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CITY OF AUBURN WASHINGTON

2024

Comprehensive Transportation Plan

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CHAPTER 1

Introduction

IN THIS CHAPTER

The transportation system is a vital component of Auburn's social, economic, and physical structure. The primary purposes of the transportation system is to support the movement of people and goods within the City and connect the City to the broader region. The transportation system influences patterns of growth, development, and economic activity by providing access to adjacent land uses. Planning for the development and maintenance of the transportation system is a critical activity promoting the efficient movement of people and goods, ensuring emergency access, and optimizing the role transportation plays in attaining other community objectives.

1.1. PURPOSE

Auburn's Comprehensive Transportation Plan ("the Plan") evaluates the transportation system by identifying key assets and improvement needs. These findings are then incorporated into a needs assessment, which guides the future of the transportation system.

This Plan is multimodal, addressing multiple forms of transportation in Auburn including motorized vehicles, active transportation, transit, and freight.

Evaluating all modes enables the City to address its future transportation needs in a comprehensive and balanced manner.

The Plan provides policy and technical direction for development of the City's transportation system through the year 2044. Major updates are required every 10 years, with an implementation report required every five years.

1.2. GOALS, POLICIES, AND ACTIONS

Transportation goals, policies, and actions establish the framework for realizing the City's vision of its transportation system. Policies provide guidance for the City, other governmental entities, and private developers, enabling the City to achieve its goals in accordance with the Plan. Adopted goals, policies and actions to support them are included in Chapter 4. The policies presented in the Plan will be followed by the City in its evaluation of individual projects, programs, and other actions to address its transportation infrastructure needs. The goals, policies, and actions make reference to the City of Auburn Engineering Design Standards (EDS) that provide specific guidelines and standards for design of the City's transportation system.

The Plan reflects the current and future needs of the Auburn community and, in doing so, seeks to:

- Enhance the quality of life for all Auburn residents
- Encourage a healthy, sustainable, and equity conscious community through active transportation
- Promote a transportation system that supports local businesses and enhances economic development opportunities
- Create a transportation system that is efficient, uncomplicated, and welcoming to visitors
- Provide a balanced, multimodal transportation system that addresses both local and regional needs

1.3. PUBLIC INVOLVEMENT

Public outreach is an important component of the ongoing needs assessment process. Throughout the year 2023, City staff attended several public events and provided a webpage with a survey for public participation. The information provided on the webpage was available is English, Spanish, Ukrainian, Russian, and Tagalog, which are prevalent languages in Auburn.

As part of the adoption process, the Plan is also reviewed by the Transportation Advisory Board, the Planning Commission, including a public hearing where members of the public are provided the opportunity to provide input on the plan, which is then reviewed and adopted by the City Council. Detailed description of the public involvement and comments received is in Appendix D.

1.4. REGULATORY COMPLIANCE

1.4.1. GMA and PSRC Requirements

Washington State's 1990 Growth Management Act (GMA) requires that transportation planning be directly tied to the City's land use decisions and fiscal planning. This is traditionally accomplished through the adoption of the Transportation Element of the Comprehensive Plan.

The City of Auburn is a member of the Puget Sound Regional Council (PSRC), the regions Metropolitan Planning Organization (MPO). As the MPO, PSRC is responsible for developing a long-range regional transportation plan and near-term regional transportation improvement program. PSRC establishes policies, procedures, and programs for

Auburn fulfills this mandate by adopting the Comprehensive Transportation Plan as the Transportation Element of the City's Comprehensive Plan.

award of Federal Highway Administration (FHWA) funding. PSRC has established requirements for agency comprehensive transportation plans that must be met to maintain eligibility for PSRC managed grant funding.

Appendix C includes a list of GMA and PSRC

requirements and provides page/policy references where the requirement is satisfied in the Plan, the goals, policies, and or actions.

1.4.2. ADA Compliance

The City is committed to providing public infrastructure without barriers to those with disabilities and achieving compliance with the Americans with Disabilities Act (ADA).

In 2020, The City completed an ADA Transition Plan for the public right-of-way (ROW) that summarizes the City's policies and standards guiding right-of-way maintenance and improvements to pursue full compliance with the ADA. The ADA Transition Plan documents internal design standards and specifications, development of a schedule and budget, and a step to monitor the process outlined in the plan. The ADA Transition Plan addresses pedestrian pathways such as sidewalks, trails, curb ramps, and cross walks and traffic control devices such as pedestrian pushbuttons and pedestrian signals.

In accordance with the requirements of ADA, the City of Auburn will not discriminate against qualified individuals with disability in its services, programs, or activities.

City of Auburn will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all its programs, services, and activities.

The City's current ADA Transition Plan is available here.

1.4.3. Title VI Compliance

The City assures that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The City further assures every effort will be made to ensure non-discrimination in all its programs and activities, whether those programs and activities are federally funded or not.

The City works closely with the Washington State Department of Transportation (WSDOT) Office of Equal Opportunity to provide required Title VI assurances, plan, and annual reporting.

The City's Title VI information and reports are available here.

1.5. AGENCY COORDINATION

In addition to being influenced by factors within the City's jurisdiction, Auburn's transportation system is influenced by what happens outside its jurisdiction and/or boundaries: growth in neighboring communities, infrastructure maintenance by regional agencies, the lack of funding for road maintenance, new capacity projects, and competing demands for transit service.

The Plan calls for effective inter-jurisdictional actions to address cross-border issues and to mitigate the impact of new development. The Plan also recognizes that other jurisdictions, particularly state agencies and transit providers, are responsible for a major share of the transportation facilities serving Auburn.

1.5.1. Tribe

The **Muckleshoot Indian Tribe (MIT)** is situated in the southeastern portion of the City and in unincorporated King County, generally to the east of Auburn Way South (SR 164) and south of SR 18. MIT owns significant attractions in or near Auburn including the Emerald Downs Racetrack, Muckleshoot Bingo, the Muckleshoot Casino Resort, and the White River Amphitheatre. These activity centers generate a relatively large number of vehicle trips. Residential, industrial, and commercial development on tribal lands is expected to increase in the future and must be evaluated during transportation planning efforts.

The City and MIT coordinate on a variety of transportation planning issues to accommodate the capacity needs derived from traffic generated by tribal land uses and to ensure the tribe has a functioning transportation system for its members. The City and the MIT have established a Memorandum of Understanding (MOU) to partner on pedestrian improvement projects along the Auburn Way South corridor. The partnership has provided for pedestrian access and safety improvements on, and along, the Auburn Way South corridor.

During July 2015, the State Legislature passed a transportation package which included $15 million for the SR 164 East Auburn Access project along SR 164 between SR 18 and the Auburn plateau area, which was intended to create and develop an affordable,

long-term improvement to congestion and safety issues, while also planning to accommodate future growth in the area. MIT is the lead agency on the project and the City has been involved in the alternatives development and evaluation process. The current status of the project is unknown and the City's traffic modeling does not include project improvements. The City's traffic modeling and planning approaches will be updated, as needed, to address progress on this project by MIT.

1.5.2. State

The **Washington State Department of Transportation (WSDOT)** has jurisdiction over three major routes connecting Auburn to the region: SR 167, SR 18, and SR 164 (Auburn Way South). SR 164 is considered a City of Auburn street and a state route and is subject to the City Streets as Part of State Highways Guidelines agreement. Auburn coordinates with WSDOT to study these corridors and implement roadway improvements. WSDOT also serves an important role as administrator of federal and state transportation funds.

1.5.3. Transit Agencies

Sound Transit provides a variety of regional transit services for King, Snohomish, and Pierce counties. In Auburn, Sound Transit provides commuter rail and express bus service. Auburn Station also serves as a hub and transfer station for local transit service provided by **King County Metro Transit** and **Pierce Transit.**

The transit chapter provides more detail on current Sound Transit services, remaining needs for regional transit service, and the role Auburn plays in coordinating with the agency.

King County Metro Transit (KC Metro), formerly a division of the King County Department of Transportation, provides local bus service for the Auburn area. Planned service for the City of Auburn is described in the Metro Strategic Plan for Public Transportation 2021-2026, and in Metro Connects Long Range Public Transportation Plan, which was adopted by the King County Council in 2021. The City has developed an employee Commute Trip Reduction (CTR) program in cooperation with KC Metro. Details of the CTR program are summarized in the Active Transportation and Transit chapters of this plan.

Auburn partners with KC Metro and Pierce Transit on the 497 bus route, which provides peak hour service between Lakeland Hills and Auburn Station. Auburn and KC Metro hope to continue this relationship and develop future partnerships to expand transit service in Auburn.

1.5.4. Counties

King County Road Services Division is responsible for maintaining and regulating the roadway network in King County, including the Totem and Klump portions of King County located inside City limits. King County Road Services has a number of programs and plans in place that regulate development and other activities affecting their roadway network.

Under the GMA, King and Pierce Counties have adopted Countywide Planning Policies to guide development in both incorporated and unincorporated areas of their jurisdictions. The policies support county and regional goals to provide a variety of mobility options and establish LOS standards that emphasize the efficient movement of people and not just vehicles. The Countywide Planning Policies are also important because they provide direction for planning and development of potential annexation areas.

1.5.5. Regional Government

The **Puget Sound Regional Council (PSRC)** sets policy for King, Pierce, Kitsap, and Snohomish Counties through its long-range planning document, Vision 2050, and its regional transportation plan, Transportation 2040. Both documents encourage future growth to be concentrated in regional growth centers. Regional growth centers are locations with significant business, governmental, and cultural facilities, and serve as focal points for planned growth, economic development, and transportation infrastructure investments.[1] They also seek to provide a multimodal transportation system that serves all travel modes, actively encouraging the use of alternatives to single occupant vehicles. Another important policy theme is a focus on maximizing the efficiency of the transportation system through transportation demand management (TDM) and transportation

1 PSRC, https://www.psrc.org/our-work/centers

system management (TSM) strategies, as well as completing critical links in the network.

Vision 2050 was adopted by the PSRC Executive Board in October 2020.

Auburn's transportation plan is required to be consistent with PSRC's regional planning efforts.

1.5.6. Neighboring Cities

The **City of Kent** shares Auburn's northern border and several regional transportation corridors including S 277th Street, SR 167, Auburn Way North/Central, and the West Valley Highway. Most recently, Auburn has completed coordination with Kent on the annexation of S 277th Street from Auburn Way North to the Green River into the City of Auburn to allow the widening of S 277th Street between Auburn Way N and L Street NE.

The **City of Federal Way** is located west of Auburn. Several roadways, most notably SR 18, connect Auburn and Federal Way. Auburn and Federal Way regularly coordinate on both motorized and active transportation roadway improvements affecting both jurisdictions.

The City partners with its southern neighbors in many respects, including street system planning, transit planning, and regional trail planning. Auburn is also working with **Sumner**, **Pacific**, and **Algona** on roadway improvement projects, including the financial support of the Sumner and Pacific projects to widen Stewart Road Pacific's project to widen Stewart Road to the west of the White River. The City coordinates primarily with **Bonney Lake** for provision of water service in the Pierce County portion of the City. However, efforts to coordinate transportation systems and services will likely occur in the future. Partnerships with neighboring cities will continue to be an important factor in successful transportation planning.

1.6. LAND USE/TRANSPORTATION RELATIONSHIP

Land use and the transportation system are intertwined, each influencing the needs and development of the other. Therefore, it is necessary to evaluate how existing transportation systems can be improved to best support both existing and proposed land uses.

It is equally important to consider potential transportation system needs when developing future land use plans. This 2044 Comprehensive Transportation Plan was developed concurrently with the City's Comprehensive Plan that included reviewing, evaluating, and revising projected land use throughout the City.

1.6.1. Land Use Characteristics and Transportation Systems

A broad overview of Auburn's existing land use designations shows industrial (light and heavy) designations in the west side of the valley floor portion of the City, extensive commercial development (light and heavy) located along Auburn Way N, Auburn Way S, and A Street SE, and sizable heavy commercial designated areas near the SR 18 and 15th Street SW interchange (The Outlet Collection) and between 15th Street NW and 37th Street NW (Emerald Downs). Residential development generally exists along the east side of the valley floor and the surrounding hillsides of West Hill, Lea Hill, and Lakeland Hills. A major land use activity in Lea Hill to the east includes the Green River College located on SE 320th Street.

The existing land use element identifies Industrial as the City's second most predominant zoning designation (Residential being first). Consequently, the City's land use plan establishes a development pattern that has traffic generated by these industrial uses directed towards the State Highway System.

Another key feature in the land use element is a Heavy Commercial designation at 15th Street SW, adjacent to SR 167 and SR 18. This commercial designation is the site of The Outlet Collection. The Outlet Collection attracts customers on a regional basis and impacts use of the State Highway System, even more than the downtown or the commercial development along Auburn Way and A Street SE. The same can also be said for Auburn Way N to the north of downtown which serves as an auto mall, which attracts both local and regional traffic.

Downtown Auburn is near the geographic center of the City, located generally east of the Interurban Trail, north of SR 18, west of F Street SE/NE, and south of 3rd Street NW/NE and 4th Street NE. Downtown Auburn is designated as a Regional Growth Center by the PSRC as part of the Vision 2050 plan. Designated regional growth centers are identified for housing and employment growth, as well as being eligible for regional transportation funding. Downtown Auburn contains a mix of land uses including residential, commercial, and industrial uses. Commercial uses in Downtown are focused along Main Street, Auburn Way, and A Street SE, and tend to serve more local needs. Historically, this commercial development has served predominantly local needs. However, the presence of Auburn Station, MultiCare, City Hall, and new development projects, combined with regulations and policies that encourage transit-oriented developments (TODs), downtown commercial development will serve a broader range of needs in the future. Downtown Auburn also has the City's most robust active transportation infrastructure, including both extensive pedestrian and bicycle facilities. This provides the opportunity for both residents and employees to rely on proximate transit services at Auburn Station, combined with a robust active transportation system for a portion of their transportation needs.

The City's Comprehensive Plan land use map focuses residential development in the eastern portion of the valley and in the West Hill, Lea Hill, and the Lakeland Hills area. Access to the State Highway System in Lea Hill is limited to SR 18 at SE 304th Street. Future impacts on the State Highway System in the Lea Hill area will primarily be commuter traffic due to the predominance of residential comprehensive plan designations in that area, and continued growth of Green River College. The development of Lakeland Hills will also principally result in increased commuter traffic.

1.6.2. **Future Land Use**

The Washington Office of Financial Management (OFM) produces population and employment forecasts for each county which are then allocated to cities through the Countywide Planning Policies. Cities must plan to accommodate the required levels of housing and employment growth allocated through this process. King and Pierce Counties have allocated Auburn a combined target of 12,096 new housing units (12,000 in King County and 96 in Pierce County) and 19,520 new jobs (all in King County) between the baseline of 2019 and 2044.

Based on the available land capacity as zoned in 2023, Auburn showed a deficit of capacity for both the 2044 housing unit and jobs targets. The future land use map developed with the 2024 Comprehensive Plan

was developed to accommodate the 2044 housing and jobs targets through new zoning and land uses in various corridors and nodes throughout Auburn, and in the Downtown area in particular. Development of the future land use map involved evaluating alternative land use scenarios and testing them against various factors. Further information regarding this process is included in the Comprehensive Plan.

This Comprehensive Transportation Plan is based on the Draft Preferred Land Use Alternative documented in the Comprehensive Plan. This land use alternative was a combination of two alternatives that each focused on centralizing housing and employment growth with either corridors or centers approach. Both alternatives included intense housing and employment growth focused in the Downtown area by expanding and increasing development density and intensity. The combined alternative targets employment and housing along the Auburn Way North and I Street NE corridors where frequent transit is planned to start operating in 2026. Focused growth in employment and housing was also identified at locations of known future development plans. These areas include the Outlet Collection Mall area along 15th Street SW, the Icon Materials mining operations and adjacent lands along the east side of Kersey Way (known as the Segale development area), and at vacant or underdeveloped land areas on Lea Hill and West Hill.

CHAPTER 2

Multimodal Network

IN THIS CHAPTER

The transportation network includes facilities for several modes of transportation, which must integrate well together, and support or complement each other, to provide the best possible mobility options throughout the city. While it is important to limit vehicle congestion and traffic delays, it is equally important to provide alternative transportation options, which can encourage active transportation and reduce the need to increase vehicle capacity on the roadways.

The availability of transit service, bike facilities, and sidewalks will become more important to achieve a comprehensive multimodal transportation network, which is composed of the vehicular traffic network (roads) which serves cars, trucks, and buses, and the active transportation network, which includes bike and pedestrian facilities. Some roads are more heavily used by trucks, and are identified in the freight network. Transit routes are also identified. Based on the primary function of the roads, special considerations are made to carefully prioritize specific modes, and protect other modes where there are overlaps, such as freight corridors along bikes routes.

2.1. MULTIMODAL LEVEL OF SERVICE STANDARDS

Transportation level of service (LOS) standards are metrics that indicate how well transportation facilities are moving people and goods.

Prior to the Plan, as with comprehensive transportation plans for most other agencies in Washington, the City of Auburn's Comprehensive Transportation Plan only included LOS standards for motorized vehicles (vehicle LOS). Without adopted multimodal LOS standards (MMLOS), there were no metrics by which the effectiveness of the active transportation and transit systems could be measured and evaluated. With MMLOS, the City of Auburn can ensure that transportation system improvements are planned, funded, and implemented to develop a comprehensive, connected, and versatile transportation system. One of the main goals of MMLOS is to realize a transportation system that doesn't rely on adding more vehicular capacity alone to address growing needs to move people and goods. The MMLOS approach supports providing other transportation modes including walking, bicycling, and transit to address these needs. The City of Auburn's MMLOS have been developed with the strategic and focused intent of maximizing potential mode shifts from driving cars to walking, biking, and riding transit. The standards work towards this by setting higher level of service standards for walking and biking in areas where doing so will best support existing and planned transit service.

These principles, many of which can be promoted by thoughtful transportation systems planning, encourage healthier communities by increasing physical activity and decreasing air pollution caused

In 2023, Washington enacted House Bill (HB) 1181 which required agencies to develop MMLOS. MMLOS expand the transportation system metrics to include other travel modes such as transit, walking, and biking.

Auburn's multimodal transportation network primarily includes the **modes of travel highlighted below**, which are explained and assessed in more detail throughout the Plan.

Separate sections have been included in the Plan that addresses the following elements for each mode:

- General description and overview
- Existing facilities and/or services
- LOS standards
- Existing LOS evaluation and existing deficiencies
- Future LOS evaluation and future deficiencies
- Strategies, projects, and programs to address existing and future deficiencies

The City of Auburn envisions a transportation system that will help promote healthy community principles by coordinating land use, the active transportation system, and transit in a manner that encourages walking and bicycling. PSRC has identified several elements that contribute to the desirability of walking, bicycling, and transit use in their Vision 2050 "Update Paper on Health":

- **Concentrating complementary uses** such as restaurants, retail, and grocery stores proximate to residences and employment.
- **Linking neighborhoods** by connecting streets, sidewalks, and trails.
- **Designing for safe and welcoming pedestrian and bicycle facilities.**
- **Enhancing transit opportunities and active transportation connections** to transit facilities.
- **Reducing and mitigating the effects of parking.**

Motorized vehicles moving people on streets

Pedestrians and bicyclists

Buses and trains moving people

Trucks and trains moving goods

by vehicle emissions. Auburn has historically planned for a transportation system that incorporates many healthy community principles, such as transit facility planning and regional trail planning. In addition, the Downtown Plan calls for a mixed-use, high density, pedestrian-oriented downtown. Improving the active transportation system also helps address the findings of the citywide Health Impact Assessment process, which recommended that the City improve sidewalk connectivity; improve the pedestrian environment; eliminate natural and man-made mobility barriers for pedestrians and bicyclists; improve access to transit; and improve vehicle safety, and pedestrian safety.

In the future, Auburn shall continue to promote these principles through long-range planning efforts, capital facility improvements, development review, and community activities involving active lifestyle elements.

MMLOS will be vital to providing an equitable, effective, sustainable, and environmentally balanced transportation system. MMLOS allow a more strategic approach towards moving people and goods as compared to the historic approach of only using vehicle LOS standards. Products of the historic approach are visible all around us where we see wide multi-lane roadways with narrow or missing sidewalks, neighborhoods and commercial areas with little to no transit services, and an incomplete, often sporadic bicycle network. These deficiencies in the transportation system are understandable given that LOS standards are used to identify where the transportation system is not adequately functioning and, subsequently, used to plan and prioritize improvements to address those issues. If vehicle LOS is the only standard in place, the resulting transportation investments are focused on moving goods and people with motorized vehicles while other modes receive little funding relative to vehicle capacity.

2.2. STREETS SYSTEM

The City has 239 centerline miles of public roadways. The City's planned arterial street network is mostly established with existing roadways with only a few new arterials that have yet to be constructed. Many of the City's arterial and other streets were not built to current City design standards as the network itself is a product of almost a century of evolving standards and design approaches. Many older roads, including those inherited through several annexations, do not include robust pavement sections and do not accommodate active transportation users. The annexed county road networks present a challenge as they were originally set to provide access to rural areas and not to accommodate existing and future planned higher density housing and commercial areas. The network challenges are most prevalent on the City's West Hill and Lea Hill areas where connectivity is mostly provided by two-lane county roadways that don't form a fully connected network. Constructing new roadways or re-aligning existing roads to improve the network connectivity is heavily constrained by topography, environmentally sensitive areas, existing development, and jurisdictional boundaries.

Almost 400,000 vehicle trips use Auburn's streets everyday. Most of the City's arterial and collector roadways have adequate vehicle capacity on sections of roadways without intersections. Where capacity issues do occur, they are mostly at controlled intersections of arterial and/or collector streets.

An inventory of the City's street system is maintained using the City's asset management software and geographic information systems (GIS). The inventory includes spatially referenced roadway segments generally delineated between roadway centerline intersections. Each roadway segment includes a set of data associated with it such as roadway width, number of lanes, classification, posted speed, pavement condition index, and initial construction, maintenance/repair, and replacement history. This data is used to generate the maps included in Appendix A.

2.2.1. Functional Classification of City Streets

The street system functions as a network. Functional classification is the hierarchy by which streets and highways are defined according to the service they provide. There are three main classes of streets in Auburn: **arterials**, **collectors**, and **local streets**. Map-7. 2024 Roadway Classifications in Appendix

A provides the currently adopted classification of Auburn's existing and planned streets. Streets are classified using the Federal Functional Classification system guidelines, as shown in Map 9. 2024 Federal Functional Classifications in Appendix A.

The Auburn EDS establishes typical roadway cross sections for each City street classification. Some City streets have specific cross sections and other design elements that have been established through specific studies and/or design efforts. The following City studies or standards are included in this Plan by reference and establish roadway cross sections and other design elements for the studied roadways:

- R Street SE Corridor Study
- Lea Hill Road Corridor Study
- BNSF Railway and A Street SE Crossing Study
- Downtown Division Street Promenade Project
- Downtown Urban Standards as Presented in the EDS
- Other studies that have, or will be prepared and approved, by the City Engineer with consultation and input provided by the Transportation Advisory Board (TAB) and the City Council

Designation of functional classifications allows for the preservation of the right-of-way for future transportation corridors, whether the corridor provides access to car, transit, bike, or pedestrian use. Functional classification helps establish corridors that will provide for the future movement of people and goods, as well as emergency vehicle access. Proper designation is crucial to the planning effort; as development occurs, accommodation for the appropriate transportation corridors should be incorporated into development plans.

The following describes the different classifications used by the City, in order from highest classification to lowest:

Principal Arterials are designed to move traffic between locations within the region and connect with the freeway system. Design emphasis is placed on providing movement for both inter- and intra-City traffic. As such, these facilities typically carry the highest traffic volumes and are designed to accommodate longer-distance trips, provide the highest level of mobility, and have the highest speed limits of all City streets. Principal arterials will generally carry moderate to high level of large truck traffic. Direct access to adjacent land uses is permitted, although these streets are most likely to have limited or managed access in an effort to enhance safety and preserve capacity. Active modes also use these streets, but rely on sidewalks and other dedicated facilities to safely navigate vehicle traffic.

Principal arterials are the framework street system for the City and usually extend beyond the City limits, connecting with neighboring jurisdictions. Principal arterials are heavily utilized as bus routes, carrying both local and regional service.

Minor Arterials connect collector and local industrial streets to principal arterials and freeways. They serve moderate length trips, provide slightly less mobility than principal arterials, and distribute traffic to smaller geographic areas. Minor arterials may serve secondary traffic generators such as business centers, neighborhood shopping centers, major parks, multifamily residential areas, medical centers, larger religious institutions, and community activity centers.

Minor arterials will generally carry moderate to low levels of large truck traffic. Direct access to adjacent land use is permitted but may sometimes require limited or managed access in an effort to enhance safety and corridor capacity. Active modes also use these streets, and often rely on sidewalks and other dedicated facilities to safely navigate vehicle traffic.

Collectors and Rustic Collectors carry traffic originating from local streets, neighborhoods, and recreational areas to minor and principal arterials. Collectors typically serve only local truck trips and are not typically intended for use by large trucks. Collectors are intended to have a residential neighborhood feel and encourage active transportation. Collectors may accommodate some local transit routes. Rustic collectors are located in areas with less intensive land uses associated with the Residential Conservancy land-use designation and along environmentally sensitive corridors such as Green River Road. Rustic collectors are intended to have a less urban feel and generally don't have separate bike or pedestrian facilities. Rustic collectors do not typically carry fixed route transit services.

Local, Local Industrial, and Local Rustic primarily provide direct access to adjacent land uses and connect with other local streets to eventually connect to collectors and arterials. Local streets are not intended to connect traffic between collector and arterial streets, also known as cut-through traffic. Local street networks generally consist of shorter roadway segments between intersections with collectors and arterials and often have cul-de-sacs and looping configurations. Local streets generally do not serve fixed route transit. Local streets are the most common streets in the City and are intended to have a residential neighborhood feel with relaxed and comfortable driving, biking, and walking experiences. Local streets are not intended to serve large truck traffic.

Rustic residential streets are a type of local street that serve areas associated with the Residential Conservancy zoning designation. Rustic residential streets are intended to have a less urban feel and typically do not have separate walking and biking facilities.

Local industrial streets serve primarily industrial and manufacturing land uses. They are intended to accommodate large trucks and provide a more urban or industrial feel.

Alleys are the lowest classification of City street and provide vehicular access to abutting properties generally from the rear or side. Alleys also provide access for garbage collection and emergency vehicles and serve as corridors for city and non-city utilities. Alleys can also serve additional purposes including access management and the alleviation of traffic operations issues on streets with higher classifications (not related to level of service issues). Alleys generally connect to local streets and are short in length without separate walking or biking facilities.

2.2.2. City Street Classification Changes

In preparing the Plan, the roadway classifications and street network were reviewed to evaluate if revisions were needed to reflect current and future needs. Previously, the City classified its local and collector streets as being either residential, non-residential, or rustic. There was some ambiguity and inconsistency in the non-residential designation as the name implied that the classification was intended for all commercial, industrial, and non-rustic streets. However, the typical roadway cross sections in the EDS for non-residential streets included wide vehicle travel lanes to accommodate large trucks. The EDS also specified a pavement section for non-residential roads that was very robust, again, intended to serve large trucks. Throughout the City, roads previously classified as non-residential included roads serving multi-family housing, commercial areas, multi-

use areas, and industrial areas. Except some heavy commercial and industrial areas, the wide lanes and robust pavement section specified in the EDS were generally not desirable for these roadways. To address this issue, the decision was made to discontinue the use of the non-residential collector classification. Streets previously classified as non-residential collectors were updated to be reflect the new classification approach. The local street classifications were updated to be either local, local industrial, or local rustic. Streets previously classified as local non-residential streets that serve industrial areas and large volumes of truck traffic were updated to be local industrial streets. Streets that were not local rustic or local industrial were classified as local streets. In addition to the change in roadway classification categories, the assigned classification to various City streets were updated to reflect current and future land-use, traffic volumes, and other factors. A summary of these changes is provided in Appendix E.

2.2.3. State Highways

State highways include **SR 18**, **SR 167**, and **SR 164**. A description of each highway is provided in **Table 1**.

2.2.4. Private Streets and Shared Driveways

Private Streets can be appropriate for local access in very limited usage. They provide direct access to City streets and should be limited to those streets accessing properties within a planned area and immediately adjacent properties.

Shared Driveways, sometimes referred to as access tracts, provide access for lots that do not front a street or alley. They are most common in panhandle lots or rear lots that do not have street or alley access. Shared driveways have become very common in subdivision projects that are trying to meet density requirements while also working around critical areas and other constraints. Access tracts are privately owned and maintained.

2.2.5. City Streets LOS

Vehicle LOS standards for Auburn's streets are based on the amount of delay experienced by drivers at intersections and how the queue of vehicles waiting at those intersections may block other intersections, driveways, and travel lanes. Previously, the City also included corridor delay as a vehicle LOS standard. Corridor LOS is no longer considered because intersections generally control how well the roadway network functions. If a roadway corridor is congested, most often it is the result of delays and queueing at the intersections along the corridor. The City's established policies and actions related to providing an efficient and effective multimodal network include provisions to support efficient, effective, and resilient roadway corridors. Previously the City vehicle LOS standards also included reference to other factors like pavement degradation, safety impacts, and general roadway geometry. Since those factors don't have

Table 1. State Highways

ROUTE	
18	• Connects I-5 to I-90 through Auburn • Within the City limits, has interchanges with SR 167, West Valley Highway, C Street SW, SR 164/Auburn Way S, Auburn Black Diamond Road, and SE 304th Street providing access to downtown Auburn and Lea Hill • Classified as both a Highway of Statewide Significance (HSS) and a National Highway System (NHS) route for the entire corridor segment • A full control limited access highway, allowing access only at interchanges within the City limits
167	• Also known as the Valley Freeway • Serves as an alternative to I-5, connecting south King and north Pierce Counties to the I-405 corridor to the north • Designated as both HSS and NHS • Within the City limits, SR 167 has interchanges with SR 18, S 277th Street, 15th Street NW, and 15th Street SW • A full control limited access highway, allowing access only at interchanges within the City limits
164	• Also known as Auburn Way South • A 15-mile roadway corridor beginning at the SR 18 interchange with Auburn Way S • The corridor is aligned southeast through the City, connecting through the Muckleshoot Indian Tribe lands and unincorporated King County before terminating in the City of Enumclaw at its junction with SR 410 • A City street which is part of a state highway • Classified as an urban minor arterial by WSDOT, and also a Highway of State Significance (HSS)

a metric or rating that can be used to determine how well a facility is functioning, they are no longer included as a vehicle LOS standard. Instead, those are addressed with other goals and policies throughout the Plan and provide for with standards established in the EDS.

The vehicle LOS methodology used in the City of Auburn for intersection delay is based on the current edition of the Highway Capacity Manual (HCM) which assigns intersections with a letter designation from 'A' through 'F' based on control delay. Control delay is the total elapsed time from a vehicle joining the intersection queue until its departure from the stopped position at the head of the queue. This includes the time required to decelerate into the queue and accelerate back to free-flow. **Table 2** shows the LOS ratings for intersections based on the type of intersection control and maximum expected delay times.

Figure 1. Vehicle LOS - Illustration of Roadway Delay

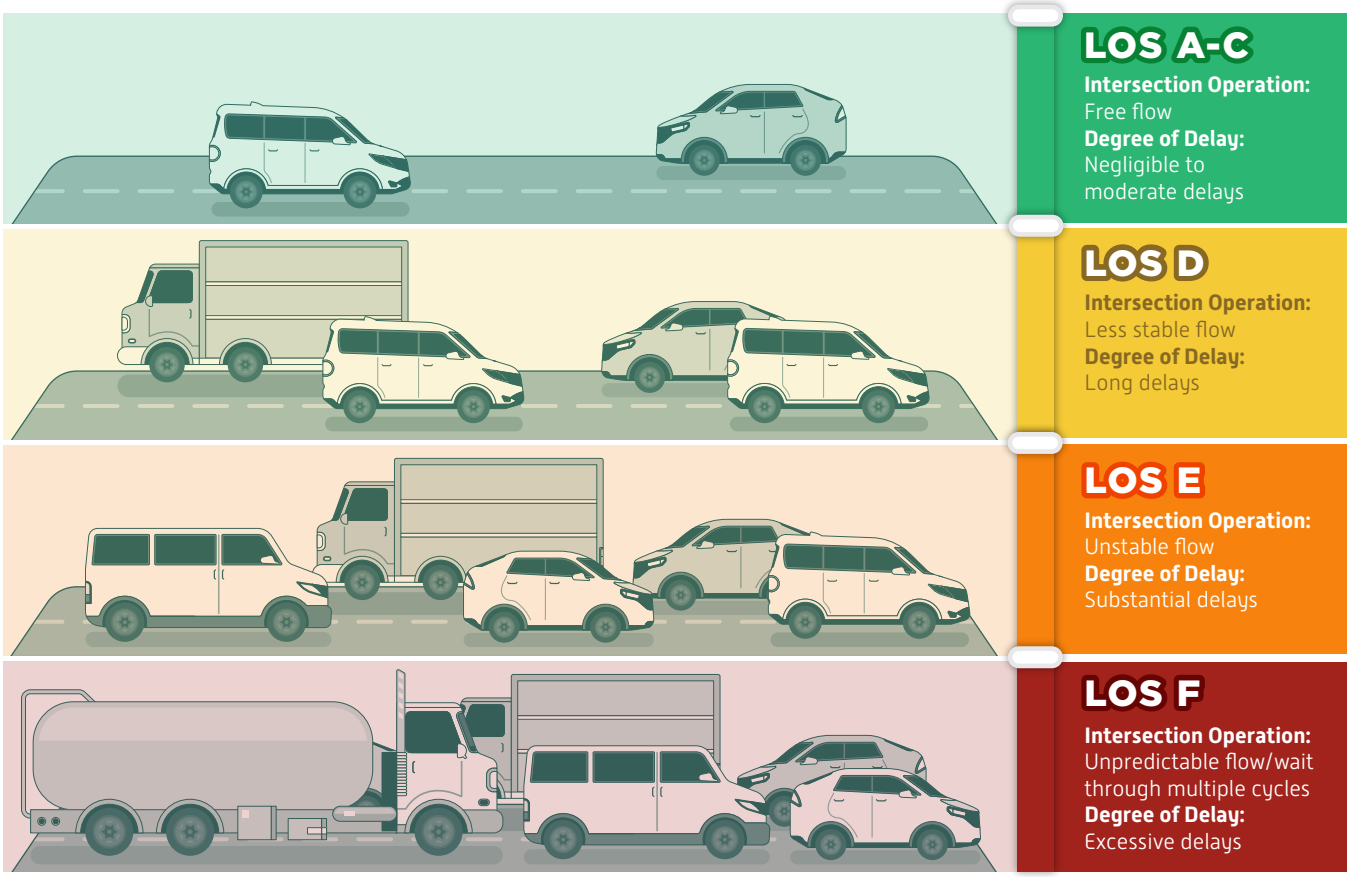


Table 2. Vehicle Intersection Delay LOS Table

INTERSECTION TYPE	LEVEL OF SERVICE					
	A	B	C	D	E	F
	AVERAGE CONTROL DELAY (SECONDS PER VEHICLE)					
Stop Control*	0 – 10	>10 – 15	>15 – 25	>25 – 35	>35 – 50	> 50
Traffic Signal or Roundabout Control**	0 – 10	>10 – 20	>20 – 35	>35 – 55	>55 – 80	>80

* LOS for stop-controlled intersections with one or more un-controlled approaches is evaluated based on the movement with the highest delay.
** Intersections with roundabouts are also evaluated using V/C ratio.
Source: Highway Capacity Manual, 6th Edition

The Plan policies establish LOS "D" as the minimum standard for most intersections with the exception being signalized intersections of two or more principal arterial roadways which have a LOS "E" minimum standard. Intersections with roundabout control are evaluated using both the letter designation "A" through "F" grade for control delay and the volume/capacity ratio (V/C ratio). The City has adopted WSDOT's Measures of Effectiveness (MOE) approach for roundabouts and established 0.90 as the maximum allowed V/C for each lane group.

Another metric used for Vehicle LOS standards in Auburn is based on the length of the queue of vehicles backed up at an intersection. This is a pass/fail metric based on whether or not all intersection approaches fit within the available queue storage under projected 95th percentile queue lengths. If any approach does not fit within the available storage, the intersection queuing LOS standard is "failed." If all approaches fit within available storage, the intersection queuing LOS standard is "pass." As outlined in the Plan policies, the queuing standard is that the 95th percentile queue shall not extend across an adjacent driveway, alley, or street intersection, except if the driveway, alley, or street intersection is within the functional intersection boundary of the queue in which case the queue may extend to the limit of the functional intersection boundary. Additionally, queuing for a designated turn lane shall not exceed the turn-lane storage area and cause a blockage of through lane(s).

2.2.6. Vehicle LOS Standards - State Highways

Amendments to the GMA in 1998 added new requirements for local jurisdictions to address state-owned transportation facilities, as well as local transportation system needs in their comprehensive plans (RCW 47.06.140). House Bill 1487, adopted by the Washington State Legislature in 1998, requires that the transportation element of local comprehensive plans include the LOS standards for HSS. HB 1487 clarified that the concurrency requirement of the GMA does not apply to HSS or other transportation facilities and services of statewide significance. HB 1487 also requires local jurisdictions to estimate traffic impacts to state-owned facilities resulting from land use assumptions in the Comprehensive Plan.

WSDOT has identified a LOS D standard for all urban HSS, according to the State Highway System Plan (HSP). All state highways within the City of Auburn, including SR 18, SR 167, and SR 164, are classified as urban HSS, and therefore have a LOS D standard.

2.2.7. Transportation Demand Management (TDM)

In 1991, the State of Washington adopted its Commute Trip Reduction (CTR) law. The law's intent is to reduce traffic congestion and air pollution by shifting drive-alone commutes to other modes. Today, more than 1,000 worksites take part in the CTR program statewide and the program is well known nationally as an example of impactful TDM.

The law requires local jurisdictions to adopt ordinances detailing requirements for employers to implement employee commute trip reduction programs that encourage the reduction of the number of trips and miles people drive alone to work. In 2010, City of Auburn adopted Ordinance 6218, codified by Auburn City Code Chapter 10.02, which provides these requirements for employers within the City limits.

Reducing congestion includes strategies to reduce demands on the transportation system. The State of Washington emphasized the importance of TDM by adopting a CTR law. That law requires all major employers, with over 100 employees arriving between the hours of 6:00 and 9:00 AM, to develop programs and strategies to reduce the number of commuter automobile trips made by their employees. Transportation demand management reduces demand on the street system. While TDM and TSM employ a different suite of strategies, they share many of the same benefits. Both increase the efficiency of the transportation system, reduce the need for costly capacity expansions, help improve LOS, and contribute to an enhanced quality of life for those who use and benefit from the transportation system.

TDM Strategies include those shown in **Figure 2** on the next page.

The City of Auburn will continue to encourage drivers of single occupancy vehicles to consider alternate modes of travel such as carpools, vanpools, transit, active transportation travel, and alternative work schedules, and has identified mode split goals for the Regional Growth Center. The goals were developed in consideration of the current mode splits for the Auburn Regional Growth Center, the current mode splits for all designated Regional Growth Centers, and the 2040 mode split targets identified by PSRC for all designated Regional Growth Centers. The existing and 2035 mode split goals for the Auburn Regional Growth Center are summarized in **Figure 3** on the next page.

The mode split goals for the Regional Growth Center

reflect the desire to significantly reduce automobile travel as a share of work trips, with the most significant increase in the share of trips by transit. The reduction in the vehicle mode split will be the result of the right mix of land use changes, transportation investments, and roadway pricing tools. Additionally, factors such as shifting demographic trends, preferences, and technology may contribute to mode shifts above and beyond the identified goals.

Figure 2. TDM Strategies

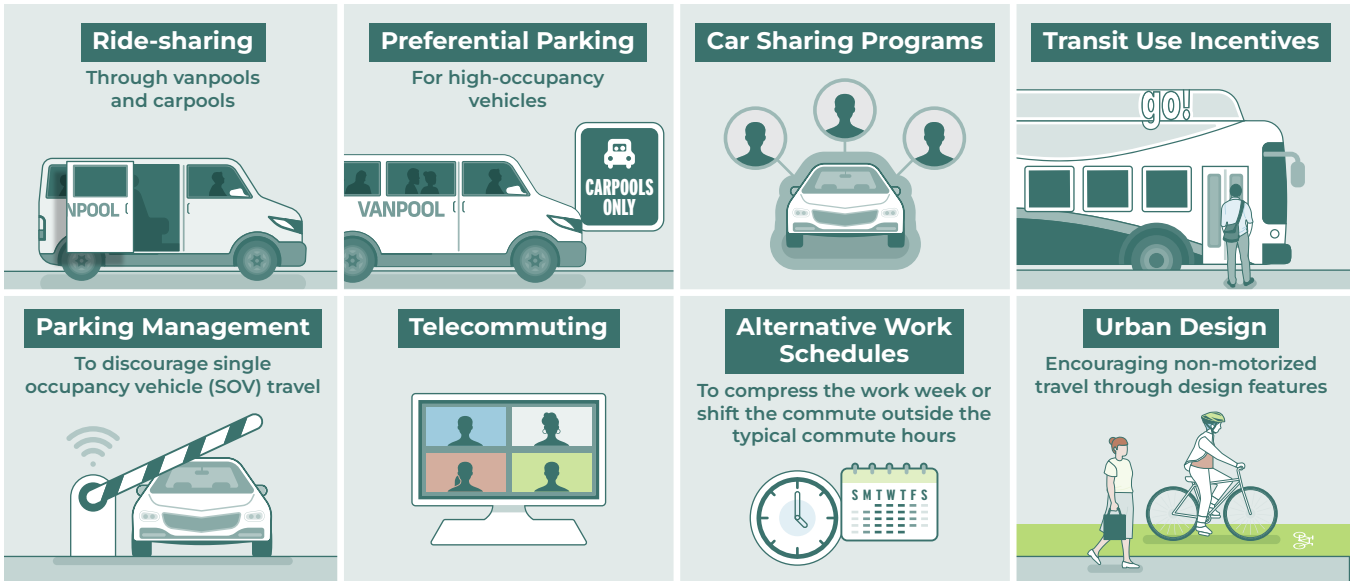
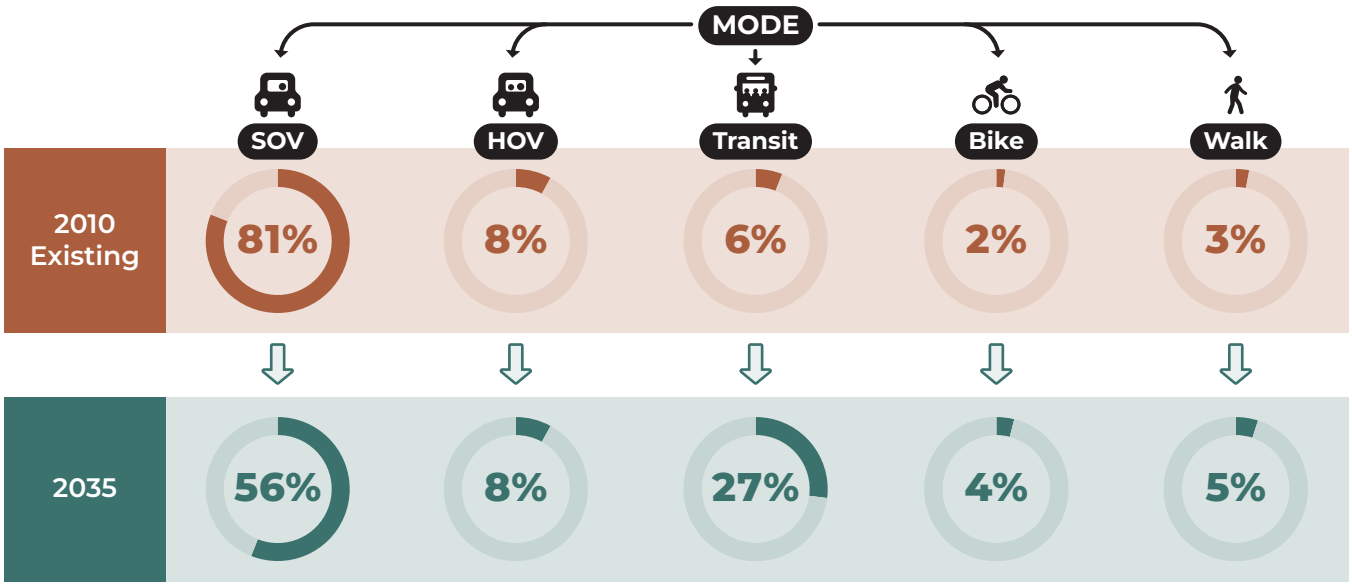


Figure 3. Regional Center Mode Split Goals



2.2.8. Existing and Future Vehicle LOS Conditions

Existing Conditions

In 2022, the City collected average daily traffic counts from arterial and collector streets and peak hour turning movement counts at 157 intersections in Auburn. These observations formed the basis for the existing conditions analysis of traffic operations in Auburn. Existing turning movement counts were analyzed using Synchro traffic operations software to calculate the LOS at each study intersection during busiest hour during the weekday AM (7:00 - 9:00 am) and PM (4:00 - 6:00 pm) peak periods. Wherever possible, HCM 6th edition analysis was used. In some cases, due to incompatible intersection channelization and/or phasing settings, HCM 2000 was applied. Of the 157 intersections evaluated, the 11 (or 8%) shown in **Table 3** are currently operating below the City's adopted LOS standard. **Figure 4** displays the existing LOS standard of evaluated intersections and numbered intersections currently operating below the LOS standard.

A table containing the full LOS results for all intersections evaluated is included in Appendix B.

The majority of impacted intersections have two-way stop-control; of the 11 impacted intersections, only two are signalized, one has all-way stop-control, and eight have two-way stop-control. The PM peak hour period is also when the network is under most strain: seven intersections are failing only during the PM peak hour, while only four intersections are failing only during the AM peak hour, and two intersections are failing during both AM and PM peak hours. In addition to current failures, five intersections are operating near the threshold of failure in the AM and three are approaching the City's standard in the PM, indicating that future growth could cause the level of service to drop below standards.

Many of the intersections with existing level of service issues are on Lea Hill or West Hill. Multiple intersections along Auburn Way South (SR 164), M Street SE, and A Street SE carry heavy volumes of both local and regional traffic and are close to or failing City and/or state LOS standards.

Table 3. Intersections Operating Below the LOS Standard

INTERSECTION	
1	Auburn Way North & 45th Street NE
2	116th Avenue SE & SE 304th Street
3	46th Place S/44th Avenue S & S 321st Street/51st Avenue S
4	51st Avenue S & 316th Avenue
5	Henry Road NE/Pike Street NE & 8th Street NE
6	C Street NW & 3rd Street NW
7	M Street SE & Auburn Way South
8	Auburn Way South & 17th Street SE
9	A Street SE & 44th Street SE
10	Lakeland Hills Way SE & Oravetz Road SE
11	R Street SE & 33rd Street SE

EXISTING LOS	NUMBER OF INTERSECTIONS
OK	115
Approaching Standard	24
At Standard	5
Failed	11

Future Conditions (2044 Preferred)

To forecast what travel patterns might be in 2044, the City's VISUM-based travel demand model was applied. Developing these forecasts required validation of the model to confirm it could replicate existing traffic volumes (with model inputs reflecting 2022 roadway and land use conditions throughout Auburn). Then, the model was updated to reflect land use and transportation conditions expected under the 2044 preferred land use scenario. **Table 4**, starting on page 26, lists the projects included in the initial 2044 preferred land use future model. The table also indicates what the current project status is and what are the next steps planned for the project. The next steps indicate whether or not the project will be retained or removed from the Plan project list included in Appendix B.

Figure 4. Existing Intersection Level of Service

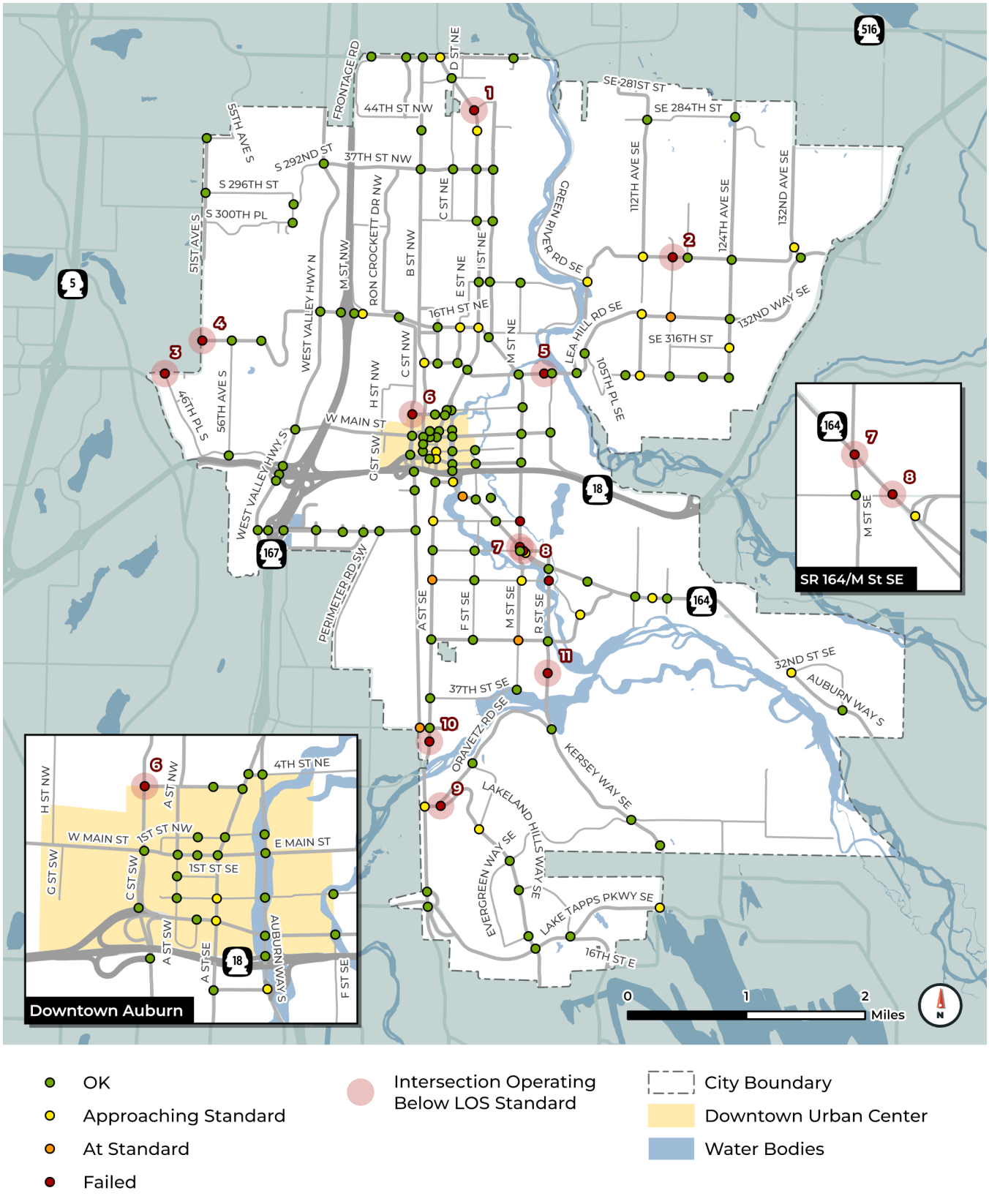


Table 4. Improvement Projects in the Initial 2044 Preferred Land Use Future Model

2024-2029 TIP ID	IMPROVEMENT PROJECT	PROJECT STATUS	NEXT STEPS
I-6	Lea Hill Road SE & 112th Avenue SE Roundabout	Design Programmed for 2027, Construction Not Yet funded.	Retain in 2024 CTP Project List
I-10	R Street SE & 21st Street SE Road Roundabout	Design Underway, Construction Programmed for 2025	Retain in 2024 CTP Project List
I-11	SR 164 & 6th Street SE Improvement	Design Programmed for 2025, Construction Not Yet Funded	Effectiveness of Project in Mitigating LOS questionable. Remove project from TIP and CTP.
I-12	Lea Hill Road SE & 104th Avenue SE Roundabout	Design Underway, Construction Not Yet Funded	Seek Construction Funding. Retain in 2024 CTP List.
I-15	10th Street NW & A Street NW Signal	Design Underway, Construction Programmed for 2024	Project to be substantially complete by end of 2024. Remove from 2024 CTP list.
I-16	SR 167 NB Ramps & 15th Street NW Improvement	Removed from TIP. Design and Construction Not Funded	Alternate Project Developed to Address LOS issue. Remove from 2024 CTP List.
R-2	Stewart Road Widening (City of Sumner)	Design Underway, Construction Programmed for 2025	Project By Others and Outside City of Auburn. Remove from 2024 CTP Project List.
R-4	A Street Loop	Construction underway	Project to be substantially complete by end of 2024. Remove from 2024 CTP list.
R-5	A Street NW & 3rd Street NW Improvement	Design and Construction Not Yet Funded	Retain in 2024 CTP Project List
R-6	Auburn Way S Widening (Hemlock Street to Poplar St)	Design Underway, Construction Programmed for 2024	Project will still be in construction by end of 2024. Retain in 2024 CTP Project List.
R-7	M Street NE Widening (Main Street to 4th Street NE)	Design Underway, Construction Programmed for 2025	Retain project in 2024 CTP Project List.
R-13	R Street SE Widening (22nd to 33rd)	Design Underway, Construction Not Yet Funded	Retain project in 2024 CTP Project List.

(Continued on next page)

2024-2029 TIP ID	IMPROVEMENT PROJECT	PROJECT STATUS	NEXT STEPS
R-16	RGC Access Improvements	Design Underway, Construction Programmed for 2024	Project to be substantially complete by end of 2024. Remove from 2024 CTP Project List.
R-26	E Valley Highway Widening	Design Underway, Construction Not Yet Funded	Seek construction funding. Retain in 2024 CTP Project List.
R-27	Garden Avenue Realignment	Design Underway, Construction Programmed for 2024	Project to be substantially complete by end of 2024. Remove from 2024 CTP Project List.
P-3	10th Street NE Improvements	Design and Construction Not Yet Funded	Retain in 2024 CTP Project List
2019 COMP PLAN ID	**IMPROVEMENT PROJECT**	**PROJECT STATUS**	**NEXT STEPS**
2	I Street NE Extension (45th Street NE to S 277th St)	Complete	Remove from 2024 CTP Project List
11	116th Avenue SE & SE 320th Street Roundabout	Not funded	Retain in 2024 CTP Project List
16	M Street SE Widening (8th Street SE to Auburn Way S)	Not funded	Combine with M/12th signal project in 2024 CTP Project List
19	116th Avenue SE & SE 312th Street Roundabout	Not funded	Retain in 2024 CTP Project List
22	M Street SE & 12th Street SE Signal	Not funded	Combine with M Street SE Widening
23	M Street SE & 29th Street SE Roundabout	Not funded	Retain in 2024 CTP Project List
30	R Street Bypass (M Street SE to SR 18)	Not funded	Retain in 2024 CTP Project List
WSDOT	**IMPROVEMENT PROJECT**	**PROJECT STATUS**	**NEXT STEPS**
n/a	SR 167 HOV Widening (15th Street SW to SR 410)	Construction Programmed for 2025	Project by Others. Remove from 2024 CTP Project List.

The preferred 2044 model was used to generate future travel demand volumes and turning movement counts at 162 study intersections[2] throughout the city during the busiest hour of the weekday AM (7:00 - 9:00 am) and PM (4:00 - 6:00 pm) peak periods.

Figure 5 shows the forecast 32% increase in households and 44% increase in jobs in the City of Auburn between 2022 and 2044. AM peak hour trips are forecast to increase by 28% (from 22,900 trips today to 29,300 trips in 2044). PM peak hour trips are forecast to increase by 37% (from 30,700 trips today to 42,200 trips in 2044).

Forecast volumes from the preferred land use alternative model were then applied to study intersections using Synchro software to test future LOS.

In the preferred land use alternative, 162 intersections were analyzed. Of these, 21 intersections are forecast to operate below City or state LOS standards in 2044. These intersections are listed in **Table 5**. Of the 21 intersections forecast to fail, 10 currently meet the adopted LOS standards. These 10 intersections are highlighted in pink in **Table 5**. **Figure 6** shows a map of intersection LOS across the City.

Figure 5. Changes in Trip Generation Between 2022 Existing Condition and the Preferred Land Use 2044 Alternative

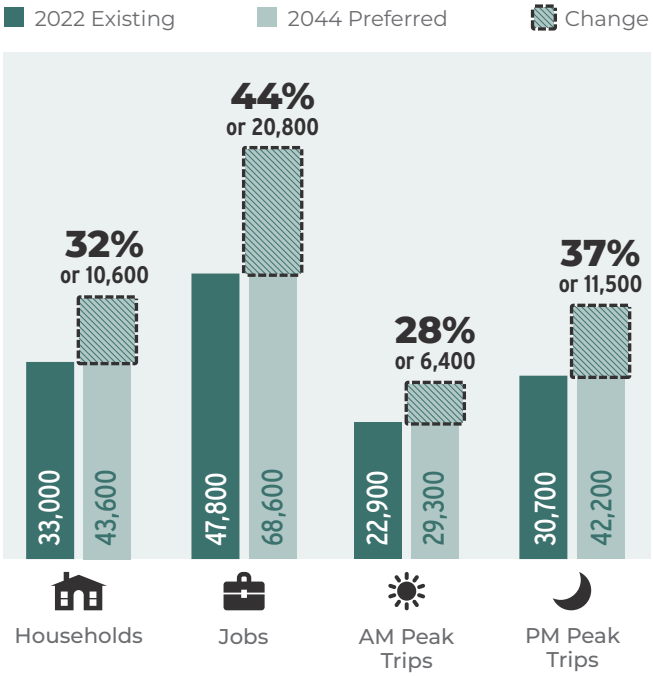


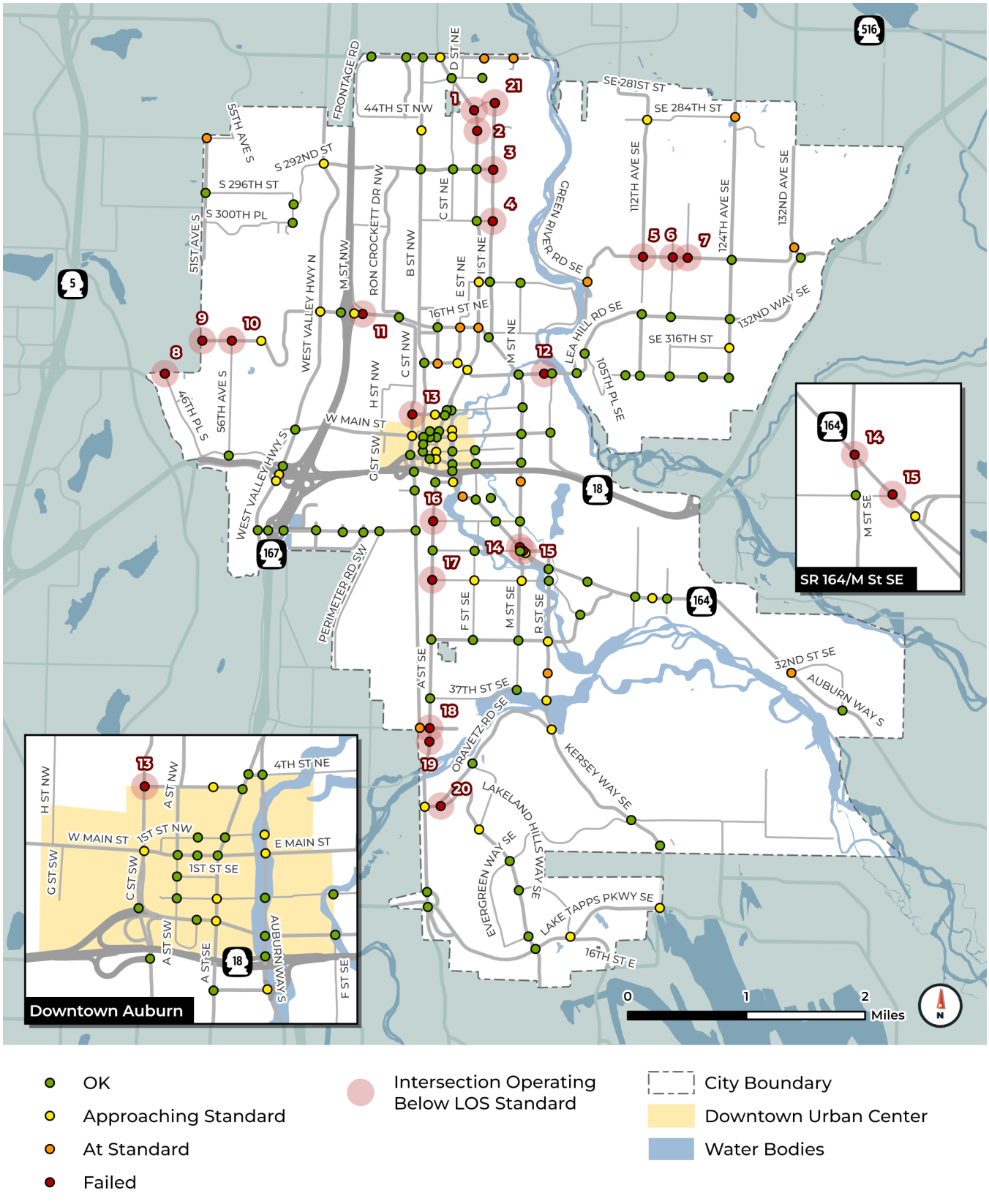
Table 5. Intersections Operating Below the LOS Standard

	INTERSECTION
1	Auburn Way N & 45th Street NE
2	Auburn Way N & 42nd Street NE
3	I Street NE & 37th Street NE
4	30th Street NE & I Street NE
5	112th Avenue SE & SE 304th Street
6	116th Avenue SE & SE 304th Street
7	SE 304th Street & 118th Avenue SE
8	46th Place S/44th Avenue S & S 321st Street/51st Avenue S
9	51st Avenue S & 316th Avenue
10	56th Avenue S & S 316th Avenue
11	15th Street NW & M Street NW
12	Henry Road NE/Pike Street NE & 8th Street NE
13	C Street SW & 3rd Street NW
14	M Street SE & Auburn Way S
15	Auburn Way S & 17th Street SE
16	A Street SE & 12th Street SE
17	A Street SE & 21st Street SE
18	A Street SE & Ellingson Road/41st Street SE
19	A Street SE & 44th Street SE (private road)
20	Lakeland Hills Way SE & Oravetz Road SE
21	I Street NE & 45th Street NE

EXISTING LOS	NUMBER OF INTERSECTIONS
OK	96
Approaching Standard	31
At Standard	14
Failed	21

2 Note that the future scenario includes five intersections that do not exist today.

Figure 6. Intersection Level of Service in the 2044 Future Preferred Land Use Alternative



Of the intersections forecast to operate below LOS standards by 2044, the vast majority have two-way stop-control; only three impacted intersections are signalized, four have all-way stop-control, and 14 have two-way stop-control. More of the intersections are impacted during the PM peak hour than in the morning, similar to existing conditions. In addition to the 21 intersections that are expected to fail city or state standards by 2044, 14 intersections are forecast to operate at the City's LOS standard, two in both the AM and PM, three in the AM and nine in the PM peak hour, signaling that increased growth could test the capacity on more of the road network in Auburn.

With some exceptions, impacts of the preferred land use alternative are concentrated along five corridors, where multiple intersections will fail to meet City or state LOS standards:

- **East:** SE 304th Street corridor in Lea Hill
- **North:** I St corridor and Auburn Way N
- **West:** 5th Street NW/N 310th Street/S 321st Street Corridor on West Hill
- **South:** A Street SE corridor

Projects to Address Forecast LOS Issues

Where the future analysis indicated that an intersection would not meet adopted LOS standards in 2044, measures were identified, evaluated, and costed. City transportation policy goals, site characteristics, and planned corridor improvements were considered to identify effective and desirable improvements. The types of improvements considered included roundabouts, re-channelization of intersections, access management, turning restrictions, and signalization. Where a signalized intersection was deemed a desirable solution, MUTCD 11th Edition signal warrants were applied to determine if forecast volumes would warrant signalization of the intersection. In instances where a failing intersection would not meet MUTCD signal warrants, non-signalized mitigation measures, like channelization and access management, were considered. All improvements were analyzed using Synchro traffic operations software to ensure the recommended measure would facilitate the intersection meeting the adopted level of service standards in the 2044 preferred land use alternative. Projects to implement these improvements are included in the project list in Appendix B.

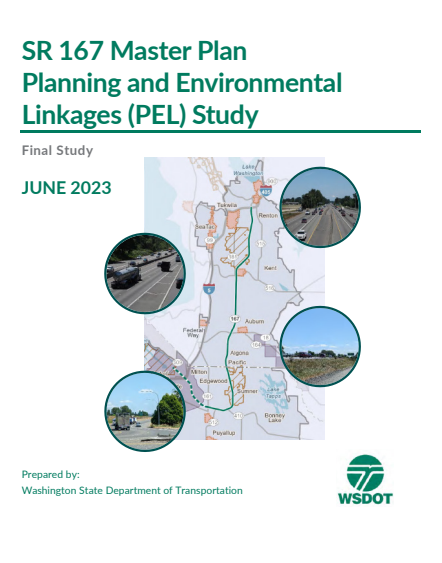
Trip Reductions

The Preferred scenario includes reductions to vehicle trip generation rates to reflect shifts to other travel models due to increased density and mixed-use development projects, focused land use growth and increased access to additional active transportation facilities, transit service, increased vehicular travel costs, and demographic changes. The reduction percentages were determined based on results from PSRC's regional travel demand for travel behavior changes in the City of Auburn. Reductions were applied across the City based on the Transit LOS rating. This metric is based on walking proximity to transit. Reductions were only applied in areas with level of transit service 1 and 2, the highest quality transit options in the City: within the walkshed of Auburn Station and frequent transit routes (BRT and routes with less than 30 minute headways). The reductions in vehicle trip rates ranged from 1.5 to 8.0 percent based on trip type (commute vs. non-commute) and transit area type.

SR 167 Master Plan

The SR 167 Master Plan update includes recommendations to address the significant congestion and impact on local roadways from regional traffic flowing through the SR 167 corridor. The plan calls for an additional express toll lane in each direction and interchange improvements on SR 167 at 15th Street NW, SR 18, and 15th Street SW to reduce bottlenecking and queuing issues. These changes are complemented by a suite of transit improvements and active mode access improvements in the surrounding area. Additionally, the master plan also includes support for reconstructing the BNSF freight railway over Ellingson Road to reduce bottleneck and impacts to traffic.

For further review of the SR 167 master plan, visit the WSDOT project website:



SR 167 PEL Study

2.3. ACTIVE TRANSPORTATION

Active transportation is an integral component of Auburn's transportation system. Active transportation includes walking, bicycling, and rolling. The City seeks to enhance the active transportation travel environment both for recreational travel and trips that might otherwise be taken via a car to improve mobility and environmental health.

The City recognizes that the evolution of the transportation system has prioritized the automobile as the primary travel mode. A side effect of this has been the erosion of conditions conducive to active transportation travel. The City seeks to redress the balance by enhancing conditions in which active transportation modes are a realistic and attractive travel option.

Over the last 15 years, there have been significant improvements to active transportation facilities in Auburn's Regional Growth Center (Downtown Auburn). Sidewalk, ADA, and lighting improvements have been made to Main Street, S Division Street Promenade, City Hall Plaza and Plaza Park, and behind the shops on East Main Street. Growth in the downtown core has resulted in the development of multi-story residential and office buildings and senior housing, helping renew the pedestrian infrastructure and creating a need for continued effort to maintain and improve the sidewalk system. In addition, the Sounder Auburn Station and transit hub at West Main Street and C Street SW provide pedestrians more options for connecting to regional destinations. These improvements contribute to a more hospitable environment for pedestrians. Despite the progress that has been made over the past several years, there are still many areas of need and gaps in active transportation systems in Downtown Auburn and in other areas throughout the city.

Commercial development outside the downtown exists primarily along arterials and is dominated by strip development and auto-oriented businesses. Although sidewalks are provided on most arterials, pedestrians may feel exposed to the traffic. Surface parking lots border the sidewalks, and driveways interrupt the continuity of the sidewalk system. The high volumes of vehicular traffic and wide streets along arterials, such as Auburn Way, pose a barrier for pedestrians walking along or crossing the roadway.

Older residential neighborhoods tend to have sidewalks on both sides of the street, but they vary in condition and construction standards. Some residential areas, such as southwest Lea Hill, were built under King County's jurisdiction and sidewalk construction was not required. Breaks in the sidewalk network require pedestrians to maneuver around parked cars, into private yards, or into the street. In newer neighborhoods such as Lakeland Hills, sidewalks built to the city standards applicable at the time of their construction are provided on both sides of the street.

The Lea Hill and West Hill neighborhoods have a sporadic and often disconnected sidewalk system. Most newer residential developments have sidewalks, but many of the older residential areas and arterial streets are missing large segments of sidewalk, resulting in an inconsistent pedestrian environment.

The Auburn Valley is flat and conducive to cycling for a range of skill levels and has a good network of existing or planned north-south biking routes and trails. Areas along the Green and White Rivers provide opportunities for multi-use trails that accommodate bicyclists and pedestrians. The Interurban Trail is part of a major north-south regional trail system. The Green River trail is also an extension of a north-south regional trail. Conversely, there are few existing east-west connections between the West Hill and Lea Hill areas of Auburn which are more challenging due to steep topography. Many bicycle lanes existing throughout the City but often have gaps before forming a fully connected network or connection to transit and trails.

Planning and developing a strong active transportation network supports several state and national acts including Washington's GMA, CTR Act, the federal Clean Air Act, the ADA, and the Move Ahead for Progress in the 21st Century Act (MAP-21) and its successors. Supporting the active transportation system helps ensure compliance with these initiatives and the healthy community principles espoused by PSRC through Vision 2050. It also increases funding opportunities for City projects. Improving the active transportation system also helps address the findings of the citywide Health Impact Assessment process, which recommended that the City improve sidewalk connectivity; improve the pedestrian environment; eliminate natural and man-made mobility barriers for pedestrian and bicyclists; improve transit access; and improve traffic safety, and pedestrian safety.

As a regional growth center, the City encourages transportation planning that emerges from a clear land use plan based on a community vision and the values expressed in Imagine Auburn. In this vision, Auburn supports higher density housing in the downtown; neighborhood commercial districts; and landscaped, pedestrian-oriented street and sidewalk design. This pattern of development reinforces a positive walking and biking environment.

Auburn's developing trail network provides local and regional connections for both recreational use and commuting. The regional trails that have been developed include the Interurban Trail and portions of the Green River and White River Trails. The Lakeland Hills Trail network provides connections to neighborhood parks, community center, and to the City of Sumner via a tunnel under the BNSF railway. Map 2. 2024 Bike Route Network in Appendix A illustrates the existing and proposed trail network within the City.

In 2024, the City's existing bike facilities were mapped using aerial photography and field verification. All roads in the City of Auburn are considered Class III Bikeways. However, only bike facilities of Class III Bikeways with Pavement Markings level and higher were included in the inventory. The inventory is depicted in Map 3. 2024 Existing Bike Facilities in Appendix A and yielded the statistics shown in **Figure 7**.

Figure 7. Existing Bike Facility Statistics as of January 2024

TOTAL: 46.67 mi

A citywide sidewalk inventory was completed in 2022. This initial inventory collected the following information for city sidewalks:

- Location
- Surface type (concrete, asphalt, brick)
- Width
- Length
- Surface area

The inventory was collected prior to the development of the Pedestrian Level of Traffic Stress (LTS) standards and for many sidewalks, doesn't include all information needed to determine the Pedestrian LTS. An ongoing effort is underway to collect this additional information that will then be used to evaluate and document where existing sidewalks meet or don't meet pedestrian LOS standards.

The total length of City sidewalks inventoried in 2022 was **298 Miles**.

2.3.1. Active Transportation Level of Service Standards

The Plan policies establish active transportation LOS standards based on the LTS, shown in **Figure 8**. LTS describes how comfortable a pedestrian or bicycle route feels to its users based on a variety of variables including posted speed limit, traffic volumes, whether or not the roadway is a truck route, and the type of active transportation facility provided. Active transportation facilities in, or along, roadways with higher vehicle speeds and volumes generally have higher LTS scores because the vehicle traffic makes it less comfortable for bicyclists and pedestrians to use those facilities. Facilities that provide more separation between active transportation modes and adjacent roadway vehicular traffic and/or on lower speed roadways are more comfortable for bikes and pedestrians and therefore have a lower LTS. The City rates the LTS of its bicycle and pedestrian facilities on a scale of "1" to "4" with "1" being the most comfortable facilities and are the most likely to be used by people with a wide range of ages and abilities and "4" is the least comfortable and are likely to be used by only a select group of people and may present a barrier to the general walking and biking community.

2.3.2. Walking LOS Standards

The City's pedestrian network consists mostly of sidewalks and roadway shoulders. Trails and alleys also provide pedestrian connectivity in some areas. The City utilizes the Pedestrian Facility LTS Table shown in **Table 6** to identify the LTS scores for pedestrian facilities.

Figure 8. Level of Traffic Stress (LTS)

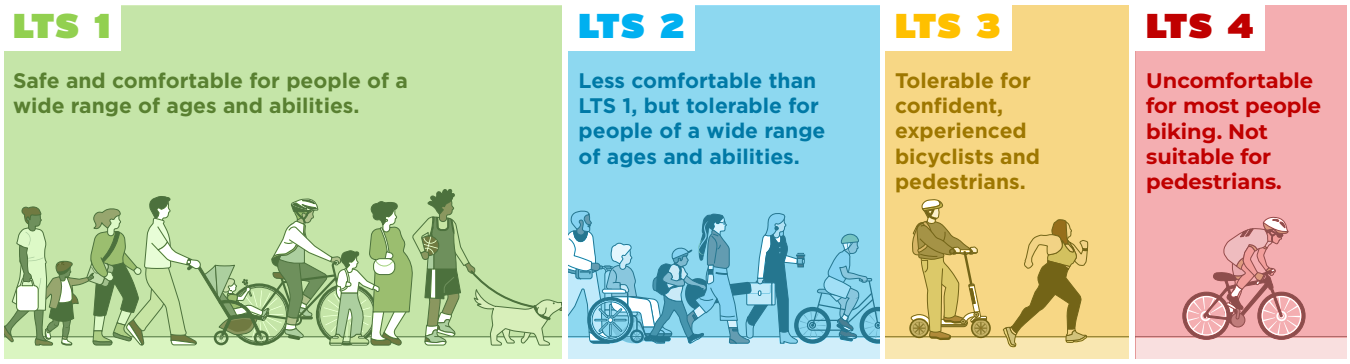


Table 6. Pedestrian Facility LTS Table

ROADWAY CLASS	NO SEPARATE PEDESTRIAN FACILITY	5' SHOULDER	5' SHOULDER WITH PHYSICAL BARRIER	5' SIDEWALK	5' SIDEWALK WITH 5' SEPARATION	10' SIDEWALK
Alley	2	1	1	1	1	1
Rustic Residential	2	1	1	1	1	1
Rustic Collector	3	2	1	1	1	1
Local Residential	3	3	2	2	1	1
Residential Collector	4	3	2	2	1	1
Local Non-Residential	4	4	3	3	2	1
Non-Residential Collector	4	4	4	3	2	1
Minor Arterial	4	4	4	3	2	1
Principal Arterial	4	4	4	3	2	1

The Plan policies establish an LTS of "2" as the minimum standard for new and upgraded pedestrian facilities. The Plan policies also establish that new and upgraded pedestrian facilities will meet current ADA requirements. The Plan policies support actions to identify, prioritize, and plan improvements to existing pedestrian facilities to meet current LTS standards and ADA requirements.

2.3.3. Biking LOS Standards

The planned and existing routes making up the City's bicycle transportation network have been classified as either Regional, Priority, or Auxiliary Routes and are shown on Map 2. 2024 Bike Route Network in Appendix A. These classified bicycle routes, both existing and planned, support general movement of cyclists throughout the City and have been identified to provide connectivity between neighborhoods and commercial areas to transit stops, regional trail connections, and the downtown urban center. Streets and trails not identified as Regional, Priority, or Auxiliary routes provide important connections between local destinations, recreational use, and access to the bicycle transportation network.

- **Regional routes** provide connectivity through the City to areas outside the City
- **Priority routes** provide connectivity from Auxiliary Routes to Regional Routes, frequent transit stops, and Auburn Station
- **Auxiliary routes** provide connectivity to Priority Routes from neighborhoods, commercial areas, schools, services, and non-frequent transit stops

The Plan policies establish standards that require Regional Routes to have the lowest LTS of "1", Priority Routes to have a slightly higher LTS of "2" or less, and Auxiliary Routes to have an LTS of no more than "3". Bicycle facilities not identified as being Regional, Priority, or Auxiliary do not have assigned LTS standards are designed in accordance with the standard roadway cross sections by street classification in the EDS.

The City utilizes the Bicycle Facility LTS Table shown in **Table 7** to identify the LTS scores for bicycle facilities. Standards for Class I, II, and III Bikeways are included in the EDS, shown in **Figure 9**.

The EDS will be periodically updated to reflect current and emerging approaches towards achieving LTS standards with differing treatments and approaches.

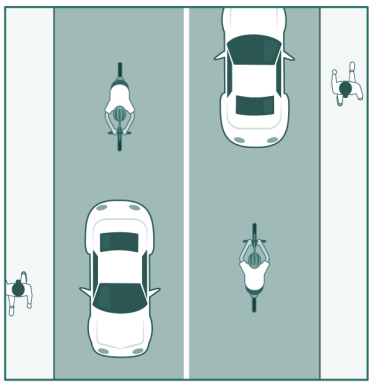
2.3.4. Sidewalk Facility Gap Analysis

The inventory of existing sidewalks was used to identify gaps in the City's sidewalk network, identify projects to address the gaps, and categorize the projects. Identified projects were categorized as being one or more of the following: mode-shift/ capacity projects (eligible to be funded with a per person traffic impact fees), local connectivity projects (connections from neighborhoods, schools, parks, and other community destinations), and safety focused projects. These projects are listed in Appendix B.

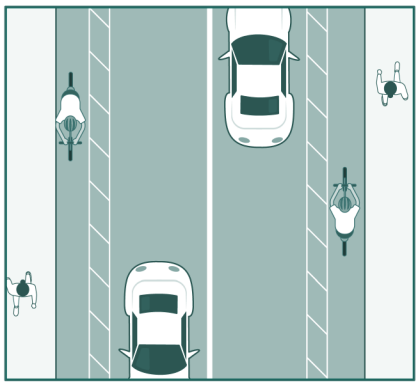
2.3.5. Bike Facility Gap Analysis

The inventory of existing bike facilities was evaluated using the LTS Table to determine the LTS for existing facilities.

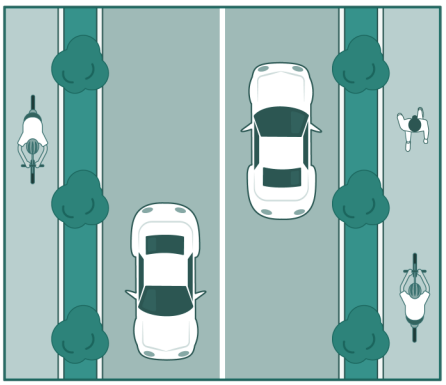
Figure 9. Bikeway Standards



Class III bikeways typically has the bicyclists and vehicles sharing travel lanes.



Class II bikeways are generally bicycle lanes in the roadway but separated from vehicular traffic.



Class I bikeways are bicycle facilities that are outside the roadway and are usually separated from roadway traffic by curbing, landscaping, buffer hardscaping, or physical barriers.

Table 7. Bicycle Facility LTS Table

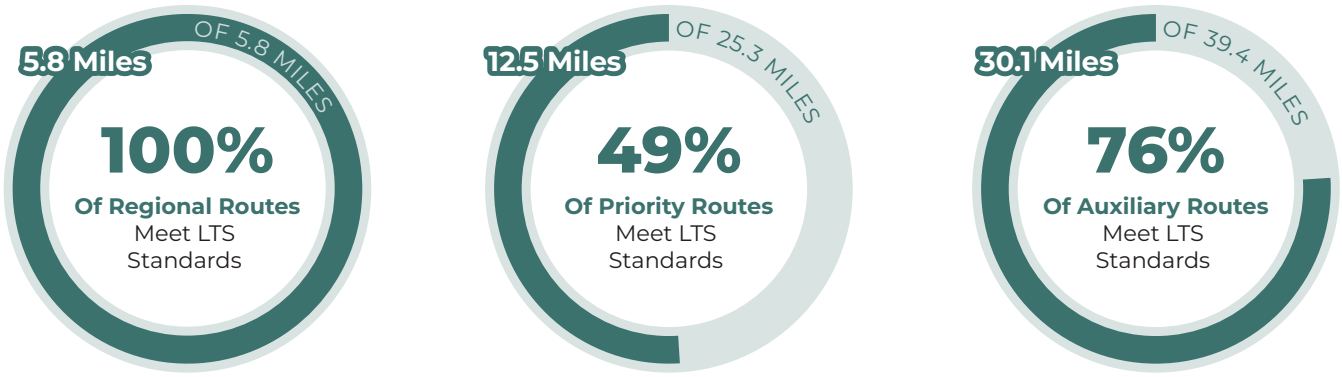
POSTED SPEED LIMIT (MPH)	ARTERIAL TRAFFIC VOLUME/ FREIGHT CLASS	CLASS III BIKEWAY	CLASS III BIKEWAY W/ PAVEMENT MARKINGS	CLASS II BIKEWAY	CLASS II BIKEWAY W/BUFFER	CLASS I BIKEWAY
Not Posted (Alleys)	Any Volume	1	1	1	1	1
25	<3k	1	1	1	1	1
	3-7k	3	2	2	2	1
	≥7k	3	3	2	2	1
30	<15k	4	3	2	2	1
	≥15k	4	4	3	2	1
35	<25k	4	4	3	3	1
	≥25k	4	4	4	3	1
40+	Any Volume	4	4	4	4	1
Any	T-2* or Greater	4	4	4	4	1

The existing bike facilities LTS data was compared to the Map 2. 2024 Bike Route Network in Appendix A of regional, priority, and auxiliary routes to identify gaps in the planned bike network and existing bike facilities that do not currently meet the LTS standards. The comparison yielded the following statistics shown in **Figure 10**.

Bike facilities not located on the City's bike network do not have an LTS standard and were therefore not assessed for a gap between the provided LTS and the LTS standard.

Completing gaps in the bike network and upgrading bike facilities to meet or exceed LOS standards in areas closer to transit services and where those transit services are more frequent and convenient (level of transit service "1" or "2", see Section 2.4.2. Transit LOS Standards) is more likely to encourage a mode shift from cars to bikes and transit. These projects would help relieve congestion and reduce needs for increased vehicle capacity and are therefore eligible to be funded with a per person trip transportation impact fee program. These projects are listed in Appendix B.

Figure 10. Bikeway Network Assessment Statistics as of January 2024



2.4. TRANSIT

2.4.1. Existing Transit Services

Figure 11 provides a brief summary of the public transportation services offered in Auburn. Existing transit service for the Auburn area is identified in Map 5. 2024 Transit Bus Routes/Stops in Appendix A. The service levels outlined in this section are for normal operations as of January 2024.

Auburn Station

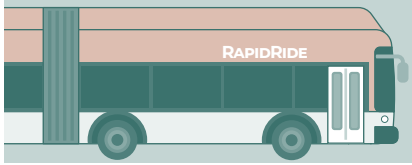
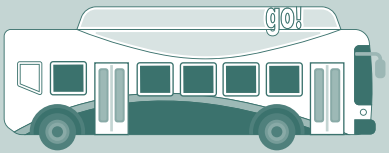
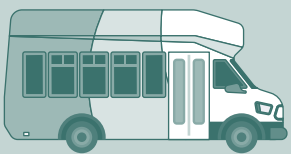
Transit service is a key component of Auburn's transportation system, providing mobility within the City and access to and from the City. Unlike the street and active transportation systems, Auburn does not directly administer transit service. Rather, the City works with local and regional transit agencies to coordinate service. The transit agencies are publicly funded and are responsible for providing transit service within their individual service boundaries.

Today, Auburn is served by local and regional bus service and commuter rail.

Figure 11. Types of Transit Services in Auburn

AUBURN STATION (MANY TRANSIT OPTIONS AVAILABLE)

- Sound Transit Sounder commuter rail service
- Sound Transit express bus service
- KC Metro frequent route service
- KC Metro and Muckleshoot Tribal Transit local route service
- KC Metro DART service
- Pierce Transit express route service

	Level of Service	Service/ Frequency	Distance Between Stops
Frequent Routes BRT – Bus Rapid Transit (RapidRide) 	**HIGHEST** service frequency/ hours	**< 15 OR LESS** headways during service hours Minimum 4 buses/hour during peak times (currently route 160)	**STOPS EVERY 1/2 MILE**
Local Routes 	**MEDIUM** service frequency/ hours	**≤ 30 MINS** headways during peak hours **≤ 60 MINS** during service hours outside of peak hours (currently routes 181, 184, Muckleshoot Tribal Transit)	**STOPS EVERY 1/4 MILE**
DART & Express Routes 	**LIMITED** service frequency/ hours	Service with few stops between destinations, intended to take riders quickly to the key destinations.	Express routes are currently routes 497, 566, and 578 **STOPS EVERY 1/4 MILE** Dial-A-Ride Transit Service (DART) routes are currently routes 915 and 917

King County Metro Transit (KC Metro)

KC Metro offers a network of bus service in Auburn, connecting the city to the region. KC Metro adopted and implemented changes to its network in September 2020, via the Renton-Kent-Auburn Area Mobility Plan (RKAAMP), and some routes were affected. These changes were in part to accommodate the planned RapidRide I Line, which would replace a portion of Route 180, and provide frequent, reliable, and extended (early mornings to late night) service from Auburn Station, along the Auburn Way N corridor, connecting Auburn, Kent, and Renton transit stations.

Route 160 provides a maximum of 15-minute service during peak hours and 30-minute service during off-peak, and operates from 4 am to 3 am on weekdays and from 5 am to 3 am on weekends. This route will become the RapidRide I Line in 2026 and will provide service every 10 to 15 minutes.

Route 165 provides regional service between Kent, Auburn, and Green River College. It connects with Route 181 at Green River College. This route is not changed within the city limits. This route provides 20-minute service during peak hours and 30- to 60-minute service during off-peak, operating from 5 am to 12 am on weekdays and 6 am to 12am on weekends.

Route 181 provides daily service between the Twin Lakes Park-and-Ride, Federal Way Commons Mall, Federal Way Transit Center, the Outlet Collection, Auburn Station, and Green River College. It provides 15- to 30-minute service during peak hours and 30- to 60-minute service during off-peak, operating from 5 am to 11:30 pm on weekdays and 6:45 am to 11:30 pm on weekends.

KC Metro provides frequent, local, and DART bus services linking destinations within the community and providing regional connections to the Auburn Station.

Route 184 provides daily service from Auburn Station to south Auburn. It provides 20- to 30-minute service during the day, and 30- to 60-minute service during nights and weekends, and operates from 4:30 am to 1:30 am on weekdays and 5:30 am to 2 am on weekends.

Route 915 provides weekday and Saturday service between Auburn Station and Enumclaw via Auburn Way South. The route also includes a small portion of DART service with limited, variable routing in response to rider requests in downtown Enumclaw and the northern part of the Auburn Downtown Urban Center around the MultiCare Auburn Medical Center. This route provides 40- to 60-minute service, operating from 4:30 am to 7:45 pm, during weekdays, and 90-minute service, operating from 10 am to 6:30pm, on weekends.

Route 917 provides weekday and Saturday service between A St SE, 41st St SE, Algona, the Outlet Collection, and Auburn Station. The route offers DART service (limited variable route) in portions of Pacific. This route provides 25- to 40-minute service on weekdays, and 60-minute service on weekends. It operates from 5 am to 7 pm on weekdays and from 8:30 am to 5:45 pm on weekends.

Metro Flex

Metro Flex is an on-demand neighborhood ride share service, allowing transit users to ride anywhere within its service area at the same cost as a KC Metro bus trip. Metro Flex provides service in places that are not near frequent bus or rail service, helping to fill transit gaps in the areas that it serves. While Auburn is not currently within a Metro Flex service area, it is on the short list for expansion of the program.

ACCESS

ACCESS Transportation is a KC Metro paratransit service, providing door-to-door, shared-ride van transportation within most of King County. The ADA requires door-to-door paratransit service for persons whose disabilities prevent use of accessible non-commuter, fixed-route bus service. This service is intended to offer a comparable level of service to that provided by regular bus service.

Vanpool Services

KC Metro sponsors vanpool services that serve residents and employees in Auburn. Vanpool is a shared-ride service that provides group transport for commuters with proximate origins and destinations. Vanpool is a popular and flexible service that provides commuters with an alternative to driving alone and fixed-route transit service. Vanpool will continue to be an important strategy for mitigating peak period congestion throughout Auburn and the region.

Metro Transit Facilities

KC Metro owns and operates the Auburn 15th Street NW Park-and-Ride with approximately 200 surface parking stalls. KC Metro also operates into Auburn Station, which is managed by Sound Transit.

Pierce Transit

Route 497 is operated by Pierce Transit in partnership with the City of Auburn and KC Metro. It operates peak hour weekday service between Lakeland Hills and Auburn Station. As a morning and evening service meeting Sounder commuter rail schedule, Route 497 is a commuter-oriented route, but is open to all riders. Route 497 primarily serves Sounder passengers and significantly reduces the demand for commuter parking at the Auburn Station parking garage managed by Sound Transit.

Vanpool Services are provided by Pierce Transit similar to those offered by KC Metro.

Sound Transit

Sound Transit is the regional transit provider for the many parts of the Puget Sound region. It provides limited-stop transit services linking Auburn to major regional destinations in King and Pierce Counties. The agency offers Sounder commuter rail and regional express bus services in Auburn.

Sounder Commuter Rail

Sound Transit operates the Sounder commuter rail service on the Lakewood to Tacoma to Seattle route (S Line) via the BNSF Railway. The S Line provides weekday peak hour trips northbound to Seattle in the morning and southbound from Seattle to Tacoma to Lakewood in the afternoon. Limited reverse direction trips are also provided in each peak hour, as well as limited midday service. Some connections are available between S Line Sounder trains, which terminate in Seattle, and N Line Sounder trains from Everett to Seattle. Additional special event service to and from Seattle for Mariners, Seahawks, and Sounders games on some weekends.

Currently, nine trains operate northbound to Seattle in the morning peak, and ten trains return southbound during the evening peak. Three trains operate southbound to Tacoma/Lakewood in the morning and northbound to Seattle in the evening. There is currently one midday train running northbound to Seattle.

Due to shifts in ridership since the COVID-19 pandemic and changes in many commuters' work schedules, particularly the increase in telework, Sound Transit is re-examining the priorities from the 2020 Sounder South Strategic Plan. Prior to the pandemic, near capacity ridership growth was expected during peak periods, resulting in the plan prioritizing longer trains (from seven cars to ten cars) during the peak periods. However, since the pandemic, peak ridership has lowered, leading Sound Transit to consider prioritizing new trips, including more trips during off-peak hours, over longer trains.

Any new trips, however, will require approval from BNSF Railway, which owns most of the tracks the Sounder runs on.

As part of its re-examination of its priorities, Sound Transit conducted public engagement around the question of longer trains during peak hours versus more trips. The survey results showed that approximately 90% of respondents preferred adding new trips over longer trains. Sound Transit will use the feedback from its public engagement, along with other research, to inform Sound Transit Board discussions regarding its Sounder S-Line priorities.

Regional Express Bus Service

Route 566/567 offers daily weekday, limited-stop service between Auburn Station, Kent Station, Renton Transit Center, Bellevue Transit Center, and Overlake Transit Center. It provides 20- to 30-minute service northbound during the morning peak from 5:30 am to 11 am, and 20- to 30-minute service southbound during the evening peak from 1:40 pm to 8 pm.

Route 577/578 offers daily limited-stop service between Puyallup, Sumner, Auburn, Federal Way, and Seattle. Route 577 provides service between the Federal Way Transit Center and Seattle during the peak periods when the Sounder train is in operation. The 578 provides service between Puyallup and Seattle during the off-peak hours when train service is not currently provided. Route 578 provides 30- to 60-minute service on weekdays. On weekends, Route 578 provides hourly service.

Transit Facilities

Sound Transit owns and operates Auburn Station located in downtown Auburn. This full-service multimodal facility provides parking for a total of 633 vehicles in a six-story parking garage and a surface parking lot. A new parking garage is expected to be available for transit users in 2027, offering an additional 525 parking stalls. A number of parking stalls are reserved for carpool/vanpool, and a number of stalls are reserved for paying single-occupant vehicles.

The facility currently handles approximately 470 daily bus trips. Approximately 3,000 passengers ride bus service to/from the station on a daily basis. Boardings at Auburn on the Sounder commuter rail are approximately 1,300 per day.

Muckleshoot Tribal Transit

MIT currently operates the Muckleshoot Tribal Transit (MTT) services that offers two publicly available transit routes. The Reservation Hot Lap provides local service between SE 384th Street and SE 416th Street with 30- to 60-minute service from 7 am to 8 pm on weekdays. The Reservation Route serves the SR 164 corridor generally between SE 416th Street, Downtown Auburn, and the Outlet Collection Mall with 30-minute service from 5:30 am to 8:30 pm on weekdays, and 30-minute service from 10 am to 4:30 pm on Saturdays and holidays. MTT shares many stop locations with KC Metro and is a valuable resource to the community as the service is free to all passengers.

2.4.2. Transit LOS Standards

Different agencies take different approaches towards transit LOS standards. Unlike facilities and services for other transportation modes, the City of Auburn does not own or operate transit facilities and does not directly provide transit services. It follows that the City evaluates and utilizes transit LOS standards differently than transit service providers (KC Metro, Pierce Transit, Muckleshoot Indian Tribe, and Sound Transit). Agencies that provide transit service typically utilize transit LOS standards to identify deficiencies in transit services and plan for expanded or improved transit services and facilities.

The City of Auburn's approach utilizes transit LOS standards to identify and prioritize investments in other transportation modes that would best encourage people to use transit services instead of driving.

This approach utilizes transit LOS as a gauge to evaluate the likelihood that people would utilize transit services in an area instead of private vehicles. The variables used to evaluate transit LOS by the City are proximity to transit services and the type of transit services available to the area. People in areas that are within closer walking and biking distances to transit services are more likely to use those services and therefore those areas have a higher transit LOS than areas further from transit services. Similarly, people are more likely to use transit services that offer more frequent and connected services and therefore areas served by more frequent and connected services have a higher transit LOS than areas with less frequent, less connected services.

Using the transit LOS in **Table 8**, a transit LOS rating ranging from "1" to "4" can be assigned for any location in the City using a combination of the walking distance from the location to transit service and the type of transit service available. A transit LOS rating of "1" is the highest rating which indicates an area is within a comfortable walking or biking distance to the most frequent and convenient transit services (frequent transit and/or transit hubs like Auburn Station). A transit LOS rating of "4" is the lowest rating and indicates an area is not within a short walking or biking distance to even the most basic transit services.

Map 6. 2024 Level of Transit Service in Appendix A shows level of transit service ratings throughout the City. Transit LOS is estimated using the walkshed distance to current and near-term planned transit stops based on the existing street network and does not account for whether or not those streets have active transportation facilities that meet current LOS pedestrian and bike standards. The City utilizes transit LOS to help prioritize investments in active transportation facilities intended to reduce the transportation system's need for vehicular capacity. Placing a new sidewalk, bike lane, or trail in a location with a transit LOS of "1" is more likely to encourage mode shift from vehicle to transit than placing the new facility in a location with a transit LOS of "4". Additionally, mitigation of potential vehicular LOS impacts caused by development is more likely realized with active transportation improvements in areas with higher transit LOS ratings. Map 6. 2024 Level of Transit Service in Appendix A is also used by the City in its coordination efforts with transit agencies to help identify service needs and gaps. It is the City's intention to improve overall transit LOS in the City by coordinating with transit agencies to encourage and support improved services, planning growth in the City near areas served by transit, and prioritizing investments in active transportation facilities that provide connectivity to transit services.

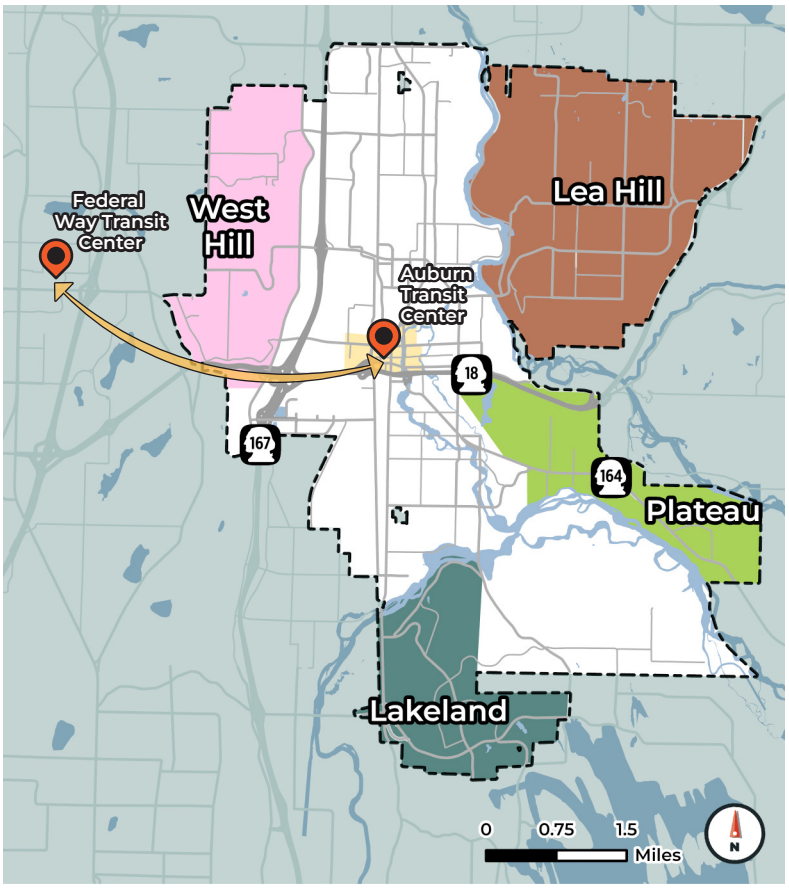
Table 8. Transit LOS Table

TYPE OF TRANSIT SERVICE	>1 MILE WALKSHED	1 MILE WALKSHED	¾ MILE WALKSHED	½ MILE WALKSHED	¼ MILE WALKSHED
Auburn Station	4	3	2	1	1
Frequent	4	3	2	1	1
Local	4	4	3	2	2
Express and Dart	4	4	4	3	2

2.4.3. Transit Needs and Gaps

The City serves as a community voice and advocate to transit providers to maintain and expand transit services to meet community needs. However, the City is not in full control of these services, therefore, the City's approach towards addressing transit level of service issues in order to improve that level of service where the City has control is to focus on providing access to existing and planned transit services. Those efforts are centered on improving sidewalk and bicycle facilities to provide connections to transit services and are described in the active transportation sections of this plan. This section summarizes the gaps and needs in the existing transit services in Auburn and provides recommendations on how those gaps and needs may be filled. The City will continue to communicate and coordinate with transit agencies to advocate for these needs.

Figure 12. Auburn Neighborhoods with Transit Needs and Gaps



West Hill

The West Hill of Auburn is generally the area bound on the west by 56th Ave S, Peasley Canyon Rd, 51st Ave S and 46th Place S (City limits), on the east by West Valley Highway, on the south by the S 348th St alignment (City limits), and on the north by the S 284th St alignment (the City limits approximately ½ mile south of S 277th St). Auburn's West Hill is not directly served by any transit services making its 7,500 residents the least transit served people in Auburn. Auburn's West Hill is also unique in that it sits between the Auburn Station and the Federal Way Transit Center. This presents an opportunity to provide transit connections from West Hill to the Federal Way Transit Center, Auburn Station, or both. These connections could come in the form of new routes or by modifying existing routes. KC Metro Route 183 could be modified to expand into the portions of the West Hill to provide connection to the Federal Way Transit Center. KC Metro Route 181 could be modified to pass through a portion of West Hill to provide access to both the Federal Way Transit Center and Auburn Station. Another recommended solution would be to provide Metro Flex services to the West Hill and other parts of Auburn that lack transit services.

Connection Between Auburn Station and Federal Way Transit Center

With the Link Light Rail expanding south to Federal Way with an expected opening in 2026, there is an opportunity and need to improve Auburn's overall access to regional transit systems by providing frequent and efficient transit services between the Federal Way Link Station and Auburn Station. When the Link Light Rail is complete to the Federal Way Transit Center, the demand for this route is likely to increase significantly. The City of Auburn strongly supports and advocates for the expansion to frequent services and/or conversion of the existing Route 181 to a RapidRide line to enhance the connection between Auburn Station and the Federal Way Transit Center.

Lea Hill

The Lea Hill area of Auburn is bound on the west and south by the Green River, on the east by SR 18, and on the north by the City limits along S 282nd St and S 288th St. Lea Hill, a predominantly residential community on Auburn's Lea Hill, has two transit routes that predominantly serve Green River College, leaving a large portion of the residents unable to walk or bike to a transit route. In 2014, a license plate survey of the Auburn Station garage indicated that

a substantial number of Lea Hill residents utilize transit service at Auburn Station. This suggests that a commuter-oriented shuttle serving Lea Hill, similar to the Route 497 shuttle implemented in Lakeland Hills, could be successful. Another recommended solution would be to provide Metro Flex services to the Lea Hill and other parts of Auburn that lack transit services.

Plateau

The area along Auburn Way South (SR 164) between Riverwalk Drive, east to the City limits is referred to as the Plateau and is currently served by KC Metro Route 915 and Muckleshoot Tribal Transit. With both of these routes running, headway time ranges from 30 to 60 minutes. The City will continue to encourage partnership between KC Metro and Muckleshoot Tribal Transit to improve transit services to/from the

Other Transit Needs and Suggested Improvements

Residential areas of east Auburn, east of M St NE and south of 8th St NE, and parts of northeast Auburn, east of I St NE, are located more than 1/4 mile from fixed-route bus service. It is difficult for these areas to access transit, both for local and regional trips.

The design of KC Metro's local bus routes in Auburn should be reviewed in relation to future changes in Sound Transit's Sounder commuter rail and regional express bus services to identify opportunities and priorities for productive improvements to transit coverage, frequency, and hours of operation.

To maximize the investment in public transit service in Auburn, it is recommended that both Sound Transit and KC Metro conduct an evaluation of their schedules with a focus on improving service to major employers in the Auburn area.

Sounder Commuter Rail operates bi-directionally in the peak periods. Most of the trips are operated in the peak direction: northbound during the weekday AM peak and southbound during the weekday PM peak. No midday, evening, or weekend regular service is currently provided, except for the special events times. These services are needed, as is additional capacity on some of the currently most popular runs. The City encourages Sound Transit to institute midday Sounder service to and from Tacoma/Lakewood and Seattle, and plan for evening and weekend service in the near future.

The City will continue to work with the Sound Transit as it designs and builds the second parking garage for the Auburn Station.

The City will utilize the CTR commuter surveys and employer program reports and continue to develop partnerships with CTR businesses to better understand the transit needs and gaps with the major employers in Auburn.

The City will continue to work with transit providers to ensure that transit stops are clean, secure, and meet safety requirements.

Auburn encourages Amtrak to consider implementing more intercity rail stations in the high density and traffic congested areas of Puget Sound, such as at Auburn Station. A new Auburn stop would have great ridership benefits since it is at a station with available overnight parking and is in close proximity to hundreds of thousands of potential new customers.

plateau to shorten headways along Auburn Way South. Another recommended solution would be to provide Metro Flex services to the Plateau and other parts of Auburn that lack transit services.

Lakeland Hills

Lakeland Hills, a planned residential community with approximately 3,800 homes, has peak-hour service to downtown Auburn, but lacks all-day service. The City of will continue to work with Pierce Transit, KC Metro, and Sound Transit to preserve Route 497 and add service to the route to meet all existing and future Sounder trains. In its Destination 2040 Long Range Plan, Pierce Transit lists an unfunded project that would expand Route 497 to become Route 498 that would run between Auburn and Fife. The City will continue to coordinate with Pierce Transit when, or if, this route expansion project starts to move forward. Another recommended solution would be to provide Metro Flex services and/or Pierce Transit Runner services to Lakeland Hills.

2.5. FREIGHT

The efficient movement of freight, through and within the City, is critical to local and regional economic stability. Both rail and truck freight, originating largely in the Ports of Tacoma and Seattle, pass through Auburn regularly.

Within Auburn, freight, or the movement of goods, occurs mostly with trucks on state routes and City streets or on railroad facilities. These facilities benefit the City as they provide regional connectivity and access. The state routes present challenges as they create barriers to other roadways and active transportation facilities. Multiple railroad corridors pass through Auburn and provide regional benefit as they provide freight movement and, in the case of the BNSF Railway north-south corridor, also local benefit as it provides commuter rail line service. However, like the state routes, in many areas throughout the valley area of the City, the railroads obstruct neighborhood access and transportation network connectivity. A strength of the railroad network is that 11 of the 21 mainline rail crossings of City trails and roadways are grade separated. All non-grade separated mainline rail crossings have gates and warning lights. An opportunity to greatly improve neighborhood access and overall transportation network connectivity exists in working to create more grade separated crossings for active transportation modes. A significant amount of freight also moves throughout the City on City streets. Based on actual truck usage data, there are currently 49 centerline miles of T-1, T-2, and T-3 truck routes in Auburn.

2.5.1. **Truck**

The City has designated truck routes for through freight movement in an effort to maximize the efficiency of and protect the roadway infrastructure. Current City of Auburn truck routes are shown in Map 10. 2024 Freight Network in Appendix A. Truck routes, established by City ordinance, are designated for roadways that incorporate special design considerations such as street grades, continuity, turning radii, street and lane widths, pavement strength, and overhead obstruction heights.

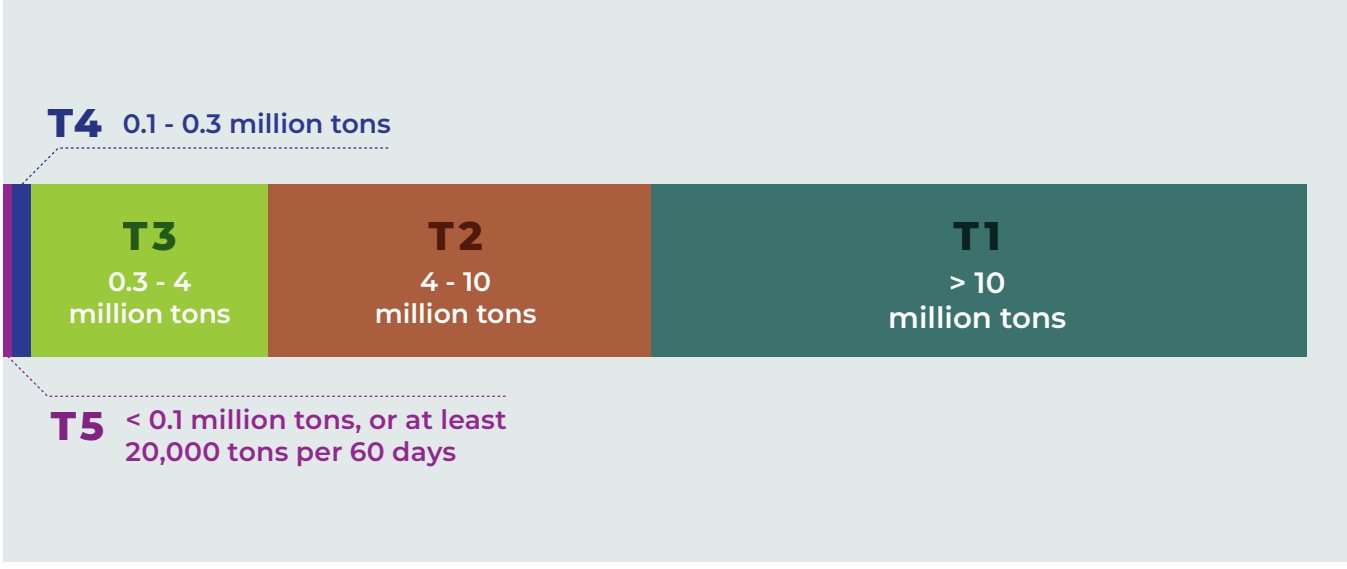
In addition, the Washington State Freight and Goods Transportation System (FGTS) is used to classify roadways, freight railroads, and waterways according to the annual freight tonnage they carry as directed by RCW 47.05.021. Map 10. 2024 Freight Network in Appendix A shows the 2023 classifications of City streets. The FGTS is primarily used to establish funding eligibility for Freight Mobility Strategic Investment Board (FMSIB) grants, fulfill federal reporting requirements, support transportation planning process, and plan for pavement needs and upgrades. The FGTS classifies roadways using the categories shown in **Figure 13**.

Truck freight tonnage values are derived from actual or estimated truck traffic counts and converted into average weights by truck type.

The City expects that the majority of regional truck trips will take place on state highways. However, recognizing that trips through the City are sometimes necessary, Auburn has designated a network of north-south and east-west corridors as truck routes, which are built to truck standards. In addition, the City has designated future truck routes, which will be designed and constructed to accommodate truck traffic, as opportunities arise. FMSIB has expressed an interest in these first and last mile connectors which provide access between these classified freight facilities and port, rail yard, distribution centers, and truck terminals.

Auburn has significant industrial and commercial development throughout the City. The City encourages local delivery trucks to use the designated truck network as much as possible, but recognizes that trips on non-truck routes are necessary. The City is committed to supporting local industry, business, and residential needs and recognizes that the ability to ship and receive freight is essential to the success of many businesses. To implement this policy, the City will collaborate with local businesses to improve freight access, while maintaining the roadway infrastructure whenever possible. This may include adopting City Code and updating the Auburn Engineering Design and Construction Standards in a manner that favors these priorities. However, in a limited number of key locations, trucks may be prohibited due to existing design elements which do not support trucks, protecting sensitive areas such as downtown and residential neighborhoods, and to extend pavement life.

Figure 13. FGTS Truck Route Classification



2.5.2. **Rail**

The Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF) have rail lines running through Auburn. The UP line runs north-south, to the east of the Interurban Trail. BNSF has a triple-track, federally designated, high-speed railroad line running north-south. The BNSF Stampede Pass line runs east-west through downtown Auburn, entering Auburn at the east end of town near Auburn-Black Diamond Road, and merges with the north-south line just south of Auburn Station.

In addition, BNSF operates a rail yard between A Street SE and C Street SW, south of SR 18. In the future, this area may develop as a multimodal rail yard, prompting the need to mitigate increased truck traffic through capacity improvements. BNSF also has plans to increase traffic on the Stampede Pass line, the east-west rail line running through Auburn. To accommodate this increase, the City completed the grade separation of M Street SE. Both the BNSF north-south line and the Stampede Pass line are handling an increase in rail freight traffic. BNSF handles a number of unit (solid) coal trains traveling to terminals in northwest Washington state, as well as unit oil trains carrying crude oil to northwest Washington state refineries. While loaded coal and oil trains are usually handled on the north-south line, some of these empty trains return east to Wyoming or North Dakota via the Stampede Pass line.

At-grade railroad crossings create conflict points between vehicles and active transportation road users and rail traffic. Auburn has several at-grade railroad crossings: the Union Pacific tracks cross 44th St NW, 37th Street NW, 29th Street NW, West Main Street, and 15th Street SW. The BNSF tracks cross 37th Street NW, 29th Street NW, 3rd Street NW, W Main Street, and Auburn-Black Diamond Road.

With as many as 75 trains passing through the City each day, the City has many at-grade crossings, each with unique safety implications. The City coordinates with railroad operators and the State to upgrade the crossings whenever possible. For instance, the project to grade separate M Street SE at the BNSF Stampede Pass tracks by lowering M Street SE under the railroad overpass was completed during 2013.

Recent upgrades include the construction of a pre-signal where 37th Street NW crosses the BNSF tracks, to stop westbound vehicles on 37th Street NW to the west of the grade crossing in advance of the traffic signal at B Street NE. The pre-signal will prevent vehicles from stopping on the crossing.

BNSF recently constructed a third rail mainline between Seattle and Auburn to improve service and reliability for passenger rail. The new mainline is located on the west-side of the existing tracks. The third mainline reduces vehicle storage for westbound vehicles on W Main Street and 3rd Street NW between the tracks and traffic signals with C Street NW.

Vehicle delays and queuing at the remaining at-grade crossings are anticipated to worsen in the future due to increased vehicle demands at the crossings, combined with increased rail and longer trains, resulting in more frequent, and longer duration, closures.

2.5.3. Freight LOS Standards

Within Auburn, freight, or the movement of goods, occurs mostly with trucks on state routes and City streets or on railroad facilities. The City of Auburn's freight LOS standards focus on elements of the freight network that the City owns, operates, or has regulatory authority to control such as City streets and intersections. The standards are intended to provide a network of roadways to carry freight traffic to/from freight oriented land use within the City to/from state highways and other regional truck routes. The standards are also intended to facilitate local deliveries using truck routes in the City. Unlike other LOS standards, freight LOS standards do not apply to all City streets. Instead, the standards are applied to truck routes in the City as designated in the Plan policies and shown on Map 10. 2024 Freight Network in Appendix A. Generally, truck routes include T-1, T-2, or T-3 routes, except as designated otherwise by the City Code or as posted by the City Engineer. In addition, the City recognizes local industrial roads, which are other key connections between truck routes and industrial properties. The freight LOS standards are established in the Plan policies and are summarized in **Table 9**.

Table 9. Freight LOS Standards

	LOS STANDARD
1	Freight LOS standards for intersection delay and queuing on truck routes match vehicle LOS standards.
2	Intersections of truck routes shall be designed to accommodate turning trucks such that the trucks do not interfere or obstruct with other travel modes or cause damage to adjacent property and facilities.
3	Roadway pavement on truck routes shall be designed with a minimum 20-year service life with truck loading.
4	Driveways serving trucks and lane widths on the adjacent truck routes shall be designed such that trucks accessing the driveways do not enter into opposing roadway or driveway lanes. Driveways with excessive width may be required to provide mitigation treatments for bicyclists and pedestrians crossing the driveway.
5	Truck oriented land-uses shall provide on-site parking area for truck loading and unloading and shall accommodate truck access and on-site turn-around. Development anticipating regular truck deliveries or services shall provide a delivery plan that identifies the trucks size, frequency, and delivery or service duration and demonstrates how, when, and where the trucks will make deliveries or services without causing impacts to vehicles, bicycles, and pedestrians in the roadway corridor.

2.6. **AIRPORT**

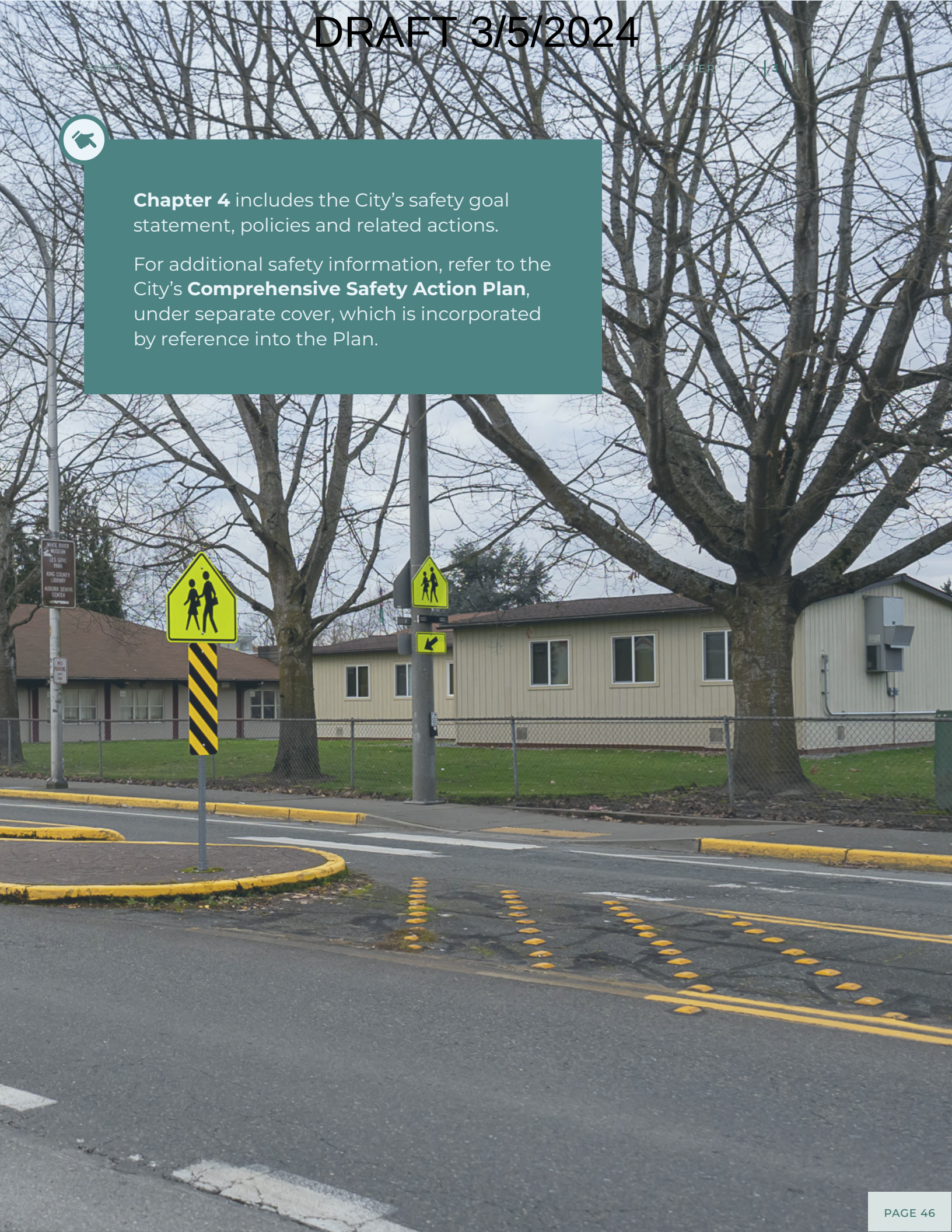
The Auburn Municipal Airport was founded in 1969. It is a division within the Public Works Department, is operated by three full-time City staff and is supported by other City of Auburn departments. The Airport is guided by seven volunteers on the Airport Advisory Board who advise the City Council regarding operations, master planning, facilities improvements, leasing, rental fees, and other aviation concerns. The airport is comprised of 113 acres. This includes 1,330,436 total square feet of pavement which is maintained by staff. The Airport has 254 hangar units (145 are City-owned), and 140 tie downs.

In 2021, the City undertook an update to the City's Zoning regulations to address the need to discourage incompatible uses near the airport. The revised Auburn City Code Chapter 18.39, LF Airport Landing Field District, Overlay, and FAR Part 77 Surfaces, provides zone regulations specific to development near the airport that include restrictions, performance standards and requirements of development within the overlay areas Airport planning is specifically addressed in a separate document, **Auburn Municipal Airport – Airport Master Plan**.

CHAPTER 3

Safety

IN THIS CHAPTER



Chapter 4 includes the City's safety goal statement, policies and related actions.

For additional safety information, refer to the City's **Comprehensive Safety Action Plan**, under separate cover, which is incorporated by reference into the Plan.

CHAPTER 4

Policies

IN THIS CHAPTER

Transportation goals, policies, and actions establish the framework for realizing the City's vision of its transportation system. Policies provide guidance for the City, other governmental entities, and private developers, enabling the City to achieve its goals in accordance with the Plan. The policy framework presented in this chapter is a guideline, which the City will use to evaluate individual projects, programs, actions, and other actions to address its infrastructure needs. The goals, policies, and actions make reference to the City of Auburn Engineering Design Standards that provide specific guidelines and standards for design of the City's transportation system.

4.1. GOALS

GOAL 1

Planning: Plan, expand, and improve the transportation system.

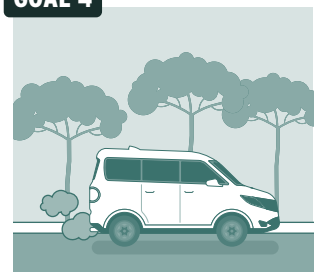
GOAL 2

Equity: Plan and implement the City's transportation system to support system wide equity.

GOAL 3

Safety: Significantly reduce or eliminate traffic fatalities and serious injuries through a safe systems approach.

GOAL 4



Environmental: Comply with environmental laws and regulations.

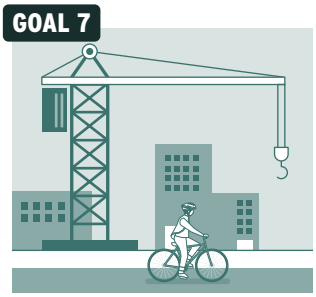
GOAL 5

Multimodal Accessible Network: Ensure Auburn's transportation system is designed to be comprehensive, integrated, accessible for all.

GOAL 6

Multimodal Level of Service: Establish multimodal level of service (MMLOS) for all City streets, active transportation facilities, and access to transit.

GOAL 7

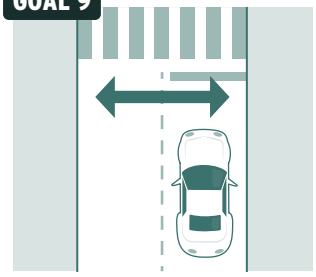


Multimodal Concurrency: Ensure transportation systems and facilities are adequate to serve development.

GOAL 8

Demand & System Management: Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies.

GOAL 9

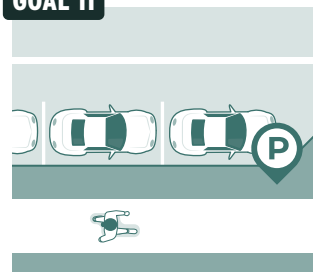


Right-of-Way: Retain and preserve existing Right-of-Way (ROW) and identify and acquire new ROW as needed.

GOAL 10

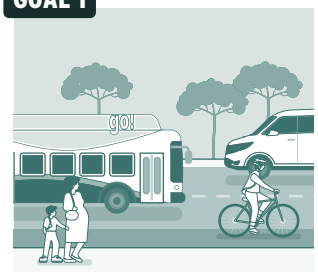
Asset Management: Design, construct, preserve, and maintain the City's transportation system in the most cost-effective manner.

GOAL 11



Parking: Ensure a balance between on-street and off-street parking.

GOAL 1



Planning

Plan, expand, and improve the transportation system in cooperation and coordination with adjacent and regional jurisdictions to ensure concurrency compliance with the Growth Management Act, and to improve the safety and efficiency of the multimodal system to meet the community needs, facilitate the land use plan, and reduce vehicle miles traveled and greenhouse gas emissions.

Planning Policies

The City's long range planning tool for its transportation systems shall be the Comprehensive Transportation Plan that will comply with State Law (RCW 36.70A.070).

TR1-1. The City's short range (6-year) planning tool for transportation system capital projects and programs, shall be the Transportation Improvement Program (TIP) that will comply with State Law (RCW 35.770.010).

TR1-2. The TIP shall be financially constrained to align planned project and programs expenditures with anticipated available funding.

TR1-3. The City shall identify transportation facilities or services that are below established multimodal level of service standards and develop projects and programs and engage in coordination activities that support improving those facilities or services to meet level of service standards.

TR1-4. City transportation planning will focus system improvements to connect centers and support existing and planned development as allocated by the Regional Growth Strategy.

SUPPORTING ACTIONS

- Evaluate and amend the Comprehensive Transportation Plan regularly to ensure it is technically accurate, consistent with state, regional, and other local plans, and in keeping with the City's vision of the future transportation system.
- Prepare a 5-year Comprehensive Transportation Plan intermediate progress report in 2029.
- Prepare a periodic update to the Comprehensive Transportation Plan to be adopted by Council in 2034 or date required by the State, whichever is earlier.
- Coordinate transportation planning and improvements with other transportation authorities and governmental entities (cities, counties, tribes, state, federal) to address transportation issues and to ensure that Auburn and its adjacent jurisdictions do not unreasonably preclude each other from implementing their planned improvements.
- Prepare, amend, and update a 6-year Transportation Improvement Program that is reviewed and adopted by the City Council in accordance with RCW 35.77.010. The TIP will include the following elements:
  - *Proposed road and bridge construction work and other transportation facilities and programs deemed appropriate.*
  - *Any new or enhanced bicycle or pedestrian facilities identified pursuant other applicable changes that promote nonmotorized transit.*
  - *Identify projects of regional significance for inclusion in the regional TIP.*
  - *Revise the TIP before July 1st of each year to encompass the ensuing six calendar years to update the included projects, programs, and associated funding to reflect transportation system priorities and available funding.*
- Coordinate transportation improvements with City utilities to provide efficiency and cost-effective solutions for both planned transportation improvements and planned utility improvements.
- Identify and fund capital projects and programs that address existing and emerging system needs to meet MMLOS standards and to support safety goals.

GOAL 2

Equity

Plan and implement the City's transportation system to support system wide equity.

Equity Policies

TR2-1. Transportation system improvements shall be planned such that they minimize and mitigate potential impacts, as well as past impacts, to historically under-represented and under-served communities.

TR2-2. The transportation system will be planned, built, and operated to provide equitable levels of access to transportation systems based on the needs of the populations being served, particularly populations that are traditionally underserved.

TR2-3. Encourage the involvement of residents, business and property owners in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination with other agencies to reconcile conflicts.

TR2-4. In the development of projects, the city shall identify opportunities to remove barriers created by past transportation programs or improvements.

SUPPORTING ACTIONS

- Develop and implement a process during project/program planning to review demographic information and identify potential impacts to historically under-represented and under-served communities and identify potential mitigation measures.
- Develop and implement equity tools to assist in transportation system planning, construction, and operations.
- For the communities adjacent to the project locations, or served by the projects and programs, research how to best engage with them, and develop outreach and information tools.

GOAL 3

Safety

Significantly reduce or eliminate traffic fatalities and serious injuries through a safe systems approach.

Safety Policies (General)

TR3-1-1. The City shall apply the Safe System Approach for pursuing its transportation safety goal through the different elements associated with the safety of the City's transportation system which the City has the ability to influence including: roadways, roadway users, speeds, vehicles, and post crash care.

TR3-1-2. The City shall study, plan, and implement safety improvements prioritized by the occurrence of fatal and serious injury crashes and/or the presence of systemic characteristics indicative of serious or fatal crash risk.

TR3-1-3. The City will seek internal and external funding to both implement safety strategies and on-going maintenance of improvements.

SUPPORTING ACTIONS (GENERAL)

- Implement, maintain, and regularly update the Local Road Safety Plan (LRSP) and Comprehensive Safety Action Plan (CSAP).
- The LRSP/CSAP will include documentation of the progress towards actions and performance metrics identified in the plans.
- Establish a transportation program in the Transportation Improvement Plan and funding that provides for safety data collection, study, planning, and implementation.
- Identify, evaluate, and pursue grant funding and other outside funding sources for safety programs and improvements.

What is the Safe Systems Approach?

Founded on the belief that death and serious injuries on city streets are preventable, the Safe System Approach considers how the transportation system as a whole can be improved to avoid serious and fatal crashes. It is organized into five categories: Safe Roads, Safe Speeds, Safe Vehicles, Safe Road Users, and Post Crash Care.

To learn more, please visit
highways.dot.gov/safety/zero-deaths

Source: Federal Highway Administration (https://highways.dot.gov/safety/zero-deaths)

Safety Policies (Roadways)

TR3-2-1. The City will integrate the Safe System Approach into roadway design standards and related policies, and project development processes and be consistent with industry best practice.

TR3-2-2. Roadway design shall consider safety and multi-modal level of service standards to meet both transportation level of service goals and safety goals to the greatest extent feasible. However, safety of active transportation users shall be prioritized over vehicle level of service standards.

TR3-2-3. In making changes to existing roadways, including horizontal or vertical re-alignment, re-channelization, additional lanes, new or modified intersections, and new or modified driveways, design speeds for safety related design elements shall not be less than the 85th percentile speeds of existing vehicle traffic except where roadway changes include traffic calming measures that will reduce vehicle speeds.

TR3-2-4. The City shall fund and implement the neighborhood traffic calming program that will take a pro-active, area wide approach towards traffic calming through studying streets in residential areas to identify safety concerns. The program will identify and implement physical measures per the EDS and as funding allows address identified concerns.

TR3-2-5. Safety countermeasures will be incorporated into roadways as recommended by the Federal Highway Administration and as appropriate to City roadways as funding allows to potentially reduce roadway fatalities and serious injuries.

SUPPORTING ACTIONS (ROADWAYS)

- Periodically review and update City EDS to integrate current and emerging Safe System Approaches and safety countermeasures.
- In identifying projects for inclusion in the Plan and TIP, develop and implement approaches to consider all travel modes and to specifically address risk factors identified in the LRSP and CSAP in the project scope.
- At locations with a high number of risk factors identified in the LRSP and/or CSAP, identify potential safety countermeasures to reduce the potential for fatality and serious injury crashes. Seek funding to implement countermeasures and implement as funding is available.
- Establish standards for physical improvements implemented with the neighborhood traffic calming program, including, but not limited to, speed cushions, traffic circles, raised crosswalks, and tabletop intersections.

Safety Policies (Road Users)

TR3-3-1. Seek and utilize opportunities to provide the community with information to educate and encourage safe driving, biking, and walking practices.

TR3-3-2. Implement and operate, as appropriate and funding allows, systems to provide information to roadway users that could help improve safety.

SUPPORTING ACTIONS (ROAD USERS)

- Establish and implement approaches towards education, outreach, and other measures as appropriate to encourage safe behaviors.
- Regularly communicate rules of the road and other safer travel strategies to the general public via various mediums such as signage, social media, public service announcements, flyers, articles, and mailers.

(Continued on next page)

Safety Policies (Road Users)

TR3-3-3. City employees are responsible for operating City vehicles responsibly and safely, according to all state and local laws and City administrative policies.

TR3-3-4. Support equitable, unbiased enforcement to enhance overall public safety.

SUPPORTING ACTIONS (ROAD USERS)

- Coordinate with appropriate partners such as local, county, and state law enforcement, local and regional hospitals, school districts, and large employers to create and distribute safety messages and materials.
- Regularly coordinate with law enforcement regarding the road user behaviors and/or street locations being targeted for enforcement to encourage equitable, unbiased enforcement that uses practices to enhance overall public safety, including use of automated enforcement technologies.
- Explore, identify, evaluate, and as appropriate and funding allows, implement systems such as dynamic message signs that provide roadway conditions and other information to drivers.

Safety Policies (Speeds)

TR3-4-1. Posted and design speeds of new roadways shall consider context, including adjacent land use, presence and proximity of active transportation, traffic volumes, and geometric design constraints.

TR3-4-2. The 85th percentile speed of vehicular traffic shall be used to evaluate speed compliance and to determine appropriate traffic calming measures as established by thresholds and considerations in the EDS. Traffic calming measures will be prioritized and implemented as funding is available.

TR3-4-3. The City will implement automated speed enforcement that encourages speed compliance as allowed by state law.

SUPPORTING ACTIONS (SPEEDS)

- Establish criteria in the EDS for when physical traffic calming measures may be appropriate to encourage safer speeds.
- Implement automated school speed zone enforcement. Modify and/or expand program as needed to address compliance issues and other concerns. Provide annual reporting as required by law.
- Identify, evaluate, and implement automated speed enforcement in non-school zone areas as allowed by law and as determined to be appropriate to address speed compliance concerns.
- As issues and concerns arise, as part of specific speed studies, and/or as part of public improvement project designs, the City will review roadways to identify existing and desired posted speeds based on classification, land use context, types of road users, and degree of separation or conflict management between vehicles and active transportation users. The review will identify changes needed to posted speeds, if any, and any new or modified roadway features needed to align desired speeds and posted speeds.

Safety Policies (Vehicles)

TR3-5-1. The City shall advocate for vehicle and device safety enhancements that make traveling in Auburn safer.

TR3-5-2. Seek opportunities to provide the community with information to educate and encourage vehicle safety practices.

TR3-5-3. City shall continue to implement vehicle safety practices on its fleet.

TR3-5-4. New or modified vehicle types and emerging vehicle technology shall be evaluated and measures may be taken to promote, prohibit, or restrict their use in the City transportation network as appropriate to support adopted goals and policies.

SUPPORTING ACTIONS (VEHICLES)

- Coordinate with other local, regional and state agencies to advocate for vehicle safety enhancements for commercial motor vehicles as well as technologies used in private automobile industry, and vehicle inspections.
- Review, update, and maintain local ordinances regarding the appropriate use of new or modified vehicle types and emerging vehicle technology.
- Ensure City vehicles are regularly inspected and maintained, and include regulatory required appropriate safety enhancing technologies, and are equipped with appropriate emergency equipment and tools.

Safety Policies (Post Crash Care)

TR3-6-1. Maintain the transportation system to support entities providing emergency response services to crashes.

TR3-6-2. Prioritize emergency vehicle routes and access to hospitals and trauma care centers.

TR3-6-3. Actions will be taken, as applicable, after crashes involving serious injury or fatality, to reduce or eliminate the possibility of repeat crashes at the location due to malfunctioning or failing traffic control devices.

SUPPORTING ACTIONS (POST CRASH CARE)

- Coordinate with entities providing emergency response services to crashes with the purpose of maintaining appropriately managed routes, access and facilitate wayfinding to hospitals and trauma care facilities.
- Continue to maintain emergency vehicle pre-emption technology at traffic signals throughout the City prioritizing emergency vehicle routes and access to hospitals and trauma care centers, and emergency response to crashes.
- When notified by Police, City Public Works staff perform post crash investigations where a serious injury or fatality crash occurs at a traffic signal or stop controlled intersection, in a marked and/or enhanced cross walk, involves a pedestrian during non-daylight hours where street lighting is present, or other situations that warrant verification that transportation systems are functioning as intended.

GOAL 4

Environmental

Comply with environmental laws and regulations.

Environmental Policies

TR4-1. The impacts of transportation projects shall be evaluated, and the appropriate mitigation measures identified in accordance with the applicable environmental laws and regulations.

TR4-2. The multimodal transportation systems shall be designed efficiently and support reductions in greenhouse gas emissions and per capita miles traveled, protect and enhance environmental, economic, and human health and safety, and advance environmental justice, and are based on regional priorities and coordinated with other comprehensive plans.

TR4-3. In planning transportation facilities and programs, the City will seek to reduce stormwater pollution from transportation facilities and improve fish passage.

SUPPORTING ACTIONS

- Incorporate environmental factors into transportation decision-making, including attention to human health and safety.
- Review and implement guidance from the Department of Commerce pertaining to measure that cities may implement to reduce greenhouse gas emissions. These guidelines will prioritize measures that benefit overburdened communities that have experienced disproportionate harm due to air pollution and be consistent with environmental justice assessment pursuant to RCW 70A.02.060.

GOAL 5

Multimodal Accessible Network

Ensure Auburn's transportation system is designed to be comprehensive, integrated, accessible for users of all abilities, and facilitates different types of traffic flows, including pedestrians, bicyclists, motorists, transit riders and operators, truck operators and aviation users.

Multimodal Accessible Network Policies (General)

TR5-1-1. The network of sidewalks, bicycle facilities and roadways shall be interconnected to encourage active transportation between neighborhoods, activity centers, community resources, and transit.

TR5-1-2. Ensure that the city's standards and development requirements align with the complete streets policies.

TR5-1-3. Context and flexibility in balancing user needs for all travel modes shall be considered in the planning and design of all projects and, if necessary, a deviation from the EDS may be considered to ensure the Complete Streets Goal and supporting policies are achieved.

TR5-1-4. The development of the multimodal transportation system shall balance safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods.

SUPPORTING ACTIONS (GENERAL)

- Plan for and develop a balanced transportation system, which provides safer access and connectivity to transportation facilities for users of all ages and abilities, including pedestrians, bicyclists, motorists, transit users and operators, and truck operators.
- Plan for, design, and construct all transportation projects, whether City led or development driven, to provide appropriate accommodation for bicyclists, pedestrians, and transit users in a manner consistent with the Comprehensive Plan, except in situations where the establishment of such facilities would be contrary to public health and safety or the cost would be excessively disproportionate to the need
- Ensure the transportation system meets the requirements outlined in the ADA and the ADA Transition Plan for Facilities in the Public Right-of-Way and its policies.
- Ensure the EDS requirements support the policies and guidance for complete streets, bicycle LTS, and pedestrian facilities.

Multimodal Accessible Network Policies (Streets)

TR5-2-1. City streets shall be classified as arterial, collector, local, or alley to support the goals and policies of the Plan. The EDS may establish more detailed classifications as needed to serve the needs of the transportation system.

TR5-2-2. The City Functional Roadway Classifications Map shall serve as the adopted standard for identifying classified streets in the City of Auburn.

TR5-2-3. The City shall pursue federal classification of all eligible streets and prioritize federal classification as funding needs and regulatory requirements are identified.

TR5-2-4. Street standards in the EDS shall reflect the street classification system and function.

TR5-2-5. The design and management of the street network shall seek to improve the appearance of existing street corridors. The EDS shall include provisions for streetscaping to enhance the appearance of City street corridors, where appropriate.

TR5-2-6. The classification standards adopted in the EDS are considered the City's minimum standards for new streets. The standards do not limit or prevent developers or the City from providing facilities that exceed the City's standards.

TR5-2-7. The standards for residential streets may be modified in cross section to provide better relationships between the different components of the street including, but not limited to, on-street parking, the landscape strip, and the sidewalk. Among other objectives, this may be done to balance the need to provide adequate parking and buffer pedestrians from traffic.

TR5-2-8. The city shall designate new arterials and collectors to serve developing areas concurrent with approval of such development. These new roadways shall be spaced in compliance with transportation network planning principles and support the importance of overall system circulation.

SUPPORTING ACTIONS (STREETS)

- The EDS will include cross section standards for the various city roadway classifications and established more detailed sub-classifications as appropriate.

- To achieve access control to meet city policy, the City:
  - *Adopts and supports the State's controlled access policy on all state highway facilities;*
  - *May acquire access rights along some arterials and collectors;*
  - *Adopts design standards that identify access standards for each type of functional street classification;*
  - *Encourages consolidation of access in developing commercial and high-density residential areas through shared use of driveways and local access streets; and*
  - *Will establish standards for access management, develop a planning process to work with the community, and implement access management solutions on arterial corridors.*

(Continued on next page)

Multimodal Accessible Network Policies (Streets)

TR5-2-9. The City will seek consolidation of access points to state highways, arterials, and collectors as appropriate to benefit the highway and city street system, reduce interference with traffic flows on arterials, and discourage through traffic on local streets.

TR5-2-10. ROW access shall be provided in a manner that minimizes operational impacts to the City street system, reduces or eliminates safety impacts to the ROW, and provides for access needs of the property. Shared driveways in access tracts or easements may be allowed as specified in the EDS to reduce access points to the ROW.

TR5-2-11. Intersections controlled with roundabouts are preferred over signalized intersections. Where necessary to meet level of service standards, roundabout control shall be implemented over signalization or all-way stop-control, unless determined to be infeasible.

TR5-2-12. Conversion of an intersection to all-way stop-control as mitigation for existing intersection level of service deficiencies shall only be allowed as a temporary measure where permanent measures such as a traffic signal or roundabout are planned.

TR5-2-13. New all-way stop-control intersections shall be discouraged. In evaluating improvements to existing intersections, roundabout or signalization are preferred over all-way stop-control.

TR5-2-14. The local street network shall be developed to maximize the efficiency of the transportation network in residential areas and minimize through traffic in neighborhoods.

TR5-2-15. The street network should be developed and maintained to increase resiliency and support security and emergency management.

TR5-2-16. Private streets are discouraged, but may be permitted on a discretionary basis, as regulated by City code and the EDS. Private streets are not intended to connect between two public streets and shall be built to public street standards. The properties benefiting from the private street are responsible for its maintenance.

SUPPORTING ACTIONS (STREETS)

- To maximize the efficiency of the transportation network in residential areas and minimize through traffic in neighborhoods, the EDS will incorporate requirements such that:
  - *The internal local residential street network for a neighborhood discourages regional through traffic and non-residential traffic from penetrating the neighborhood or adjacent neighborhoods.*
  - *Streets shall be planned, designed, and constructed to connect to future development as appropriate to support the goals and policies of the Plan.*
  - *Residential developments should be planned in a manner that minimizes the number of local street access points to arterials and collectors.*
  - *To promote efficient connectivity between areas of the community, existing stub end streets shall be linked to other streets in new development whenever the opportunity arises and the resulting traffic volumes are not likely to exceed acceptable volumes as identified in the EDS.*
- Design criteria for roundabouts, including feasibility criteria, will be incorporated into the EDS.
- The City will coordinate with the WSDOT, counties, and adjacent cities to facilitate the movement of traffic through the City, to construct improvements needed to the state and county arterial and freeway systems, and to develop through routes that minimize the impact of through traffic on Auburn's residential neighborhoods.

Multimodal Accessible Network Policies (Active Transportation)

TR5-3-1. The City's active transportation facilities include bicycle and pedestrian networks and shall be planned and built in accordance with the active transportation level of service standards.

TR5-3-2. City investment in active transportation facilities will prioritize facilities that: 1) Encourage mode shifts from vehicle to active transportation and transit; 2) Provide access to key destinations, such as schools, parks, community services, transit stops, commercial areas, and the Downtown Urban Center; 3) Encourage and support bicycle and pedestrian safety; and 4) Serve disadvantaged and historically underserved communities.

TR5-3-3. City bicycle routes shall be classified as Regional, Priority, or Auxiliary to support the goals and policies of the Plan.

TR5-3-4. The City shall seek external funding and prioritize investments to develop the bicycle network identified in the bicycle priority map, and to build the associated projects listed in Comprehensive Transportation Plan.

TR5-3-5. Active transportation facilities shall be designed to reduce modal conflicts, with greater separation from vehicle traffic along roadways with higher classification, expecting higher vehicle volume and speed.

TR5-3-6. Bicycle and pedestrian crossings of vehicular travel ways shall be placed to align with desired crossing lines and in accordance with the EDS.

TR5-3-7. Pedestrian facilities shall be designed consistent with ADA guidelines and the existing infrastructure shall be updated per the city's ADA Transition Plan for facilities in the Public Right-of-way, to accommodate users of all ages and abilities.

TR5-3-8. Wayfinding elements may be constructed to guide travelers along major active transportation routes.

SUPPORTING ACTIONS (ACTIVE TRANSPORTATION)

- The City shall schedule, plan, and co-sponsor events that support recreational walking and bicycling. These events should emphasize their recreational and health values and introduce people to the transportation capabilities of bicycling and walking.
- Develop programs and publications, and work with local employers to encourage citywide bicycle commuting.
- Work with the Community Development Department to establish guidelines and building code requirements to require convenient and secure bicycle storage facilities in all large public and private developments.
- The City will develop, and periodically update, a Bicycle Route Map that defines the bicycle network in Auburn and classifies bicycle routes throughout the City as either Regional, Priority, or Auxiliary. The network of classified bicycle routes will focus on connectivity from non-classified routes in neighborhoods and commercial areas to auxiliary, priority, and regional routes.
- Develop and maintain an official Auburn Bicycling Guide Map.
- Evaluate transportation projects and identify opportunities to include sidewalk and bicycle facilities based on the identified priority locations.
- Seek ways to provide pedestrian amenities such as streetlights, trees (within the downtown and on local residential streets), signage, and public art along appropriate for pedestrian travel routes.
- Encourage the formation of Local Improvement Districts to develop pedestrian pathways and other active transportation amenities throughout the City. Partner with the local school districts to improve Safe Walking Routes to School.
- Actively seek to acquire land along corridors for planned bike routes as identified in the Bicycle Route Map and for pedestrian facilities needing more property to meet LOS standards.

(Continued on next page)

Multimodal Accessible Network Policies (Active Transportation)

TR5-3-9. Active transportation routes shall be constructed to accommodate emergency vehicle access and be amenable to law enforcement.

TR5-3-10. When applicable, active transportation paths shall be provided at the end of dead end streets to shorten walking distances to an adjacent arterial or public facilities including, but not limited to, schools and parks.

Multimodal Accessible Network Policies (Transit)

TR5-4-1. Active transportation improvements shall be prioritized based on transit level of service with higher priority placed on improvements in areas with higher transit level of service.

TR5-4-2. Improvements that optimize intersections to facilitate speed and reliability of transit service will be encouraged and supported as appropriate and will be balanced with the needs of the other travel modes.

TR5-4-3. The City shall cultivate partnerships with transit agencies and WSDOT to help with, or support the development of a robust transit network, to serve trip generators such as colleges, commercial areas, and community resources, to expand transit service within the underserved areas of Auburn, and to achieve a transit network that is convenient and provides a viable alternative to driving.

TR5-4-4. The City shall advocate for adequate off-street parking supply to accommodate demand associated with transit facilities in Auburn, where no alternative options are provided by transit agencies to access transit service that meet the needs of the transit riders.

TR5-4-5. The City shall encourage development projects to provide access improvements to transit stops located within priority transit walksheds.

TR5-4-6. The City shall establish parking restrictions in areas where transit parking impacts nearby residential areas to mitigate the impact of overflow transit parking.

TR5-4-7. The City shall seek partnership opportunities with transit agencies for grant applications and cost sharing to improve access to transit for active transportation facilities, supporting safety, equity, and sustainability.

SUPPORTING ACTIONS (TRANSIT)

- Evaluate intersections and identify opportunities to improve speed and reliability of transit service.
- Partner with transit agencies to support transit service in the City.
- Work proactively with Sound Transit, KC Metro, and Pierce Transit to ensure the adequate supply of transit parking capacity in Auburn.
- Expand the areas included in the Restricted Parking Zones and other parking restrictions as needed to mitigate impacts from transit parking.

Multimodal Accessible Network Policies (Freight)

TR5-5-1. City transportation planning efforts will seek to facilitate the movements of freight and goods through Auburn with minimal adverse traffic and environmental impacts.

TR5-5-2. The movement of freight and goods that serve largely national, state, or regional needs should take place in such a way so that the impacts on the local transportation system are minimized. These movements should take place primarily on state highways, interstates, or on rail corridors with grade separated roadway crossings to minimize the local impacts.

TR5-5-3. All through truck trips and the majority of local trips shall take place on designated truck routes. This policy shall not apply to developments and uses operating under existing ROW use permits, traffic mitigation agreements, or equivalent agreements directly related to the regulation of permitted haul routes.

TR5-5-4. Prioritize improvements that facilitate truck movements along and connecting to future and existing truck routes to accommodate truck traffic and minimize impacts to infrastructure.

TR5-5-5. Development shall be required to mitigate the impacts of development project generated truck traffic on the City's transportation system, based on the City's vehicle LOS standard.

TR5-5-6. Temporary haul routes for overweight or oversized vehicles shall be permitted under circumstances acceptable to the City and with appropriate mitigation. A temporary haul permit must be obtained prior to the hauling of oversized or overweight freight.

TR5-5-7. Truck traffic in residential neighborhoods shall be prohibited, except for local deliveries within said neighborhood, unless no other possible route is available, in which case mitigation may be required.

SUPPORTING ACTIONS (FREIGHT)

- Evaluate intersections and identify opportunities to reduce delays along freight corridors.
- Seek public and private partners to leverage funds for freight improvement projects and associated mitigation.
- Work with local and regional groups to ensure regional freight needs are met and local impacts are mitigated.
- The City will coordinate and communicate with railroad purveyors in Auburn (United Pacific Railroad and Burlington Northern Santa Fe Railway) regarding safety and operational concerns at railroad crossings, along railroad corridors, and near rail yards.

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Multimodal Accessible Network Policies (Freight)

TR5-5-8. As roadway reconstruction projects are identified, opportunities to reconstruct roadways adapted to heavy truck traffic shall be evaluated along T-1 and T-2 freight corridors, to prevent accelerated damage to these facilities.

TR5-5-9. Grade separation of roadway and active transportation facilities from railroad tracks and T-1 Truck Routes (such as SR 167 and SR 18) is preferred over at-grade crossings. The City shall plan its multimodal networks to utilize existing grade separated crossings and identify where future grade separation improvements are desired.

TR5-5-10. The City shall maintain its transportation systems to be compliant with Washington Utilities and Transportation Commission requirements regarding railroad crossings and shall work diligently to address any identified deficiencies.

Multimodal Accessible Network Policies (Air Transportation)

TR5-6-1. Continue to develop the Auburn Municipal Airport in accordance with the Airport Master Plan as adopted or amended.

TR5-6-2. The airport shall be managed as a general aviation facility. General aviation includes all civilian flying except scheduled passenger airline service.

TR5-6-3. When siting new or revised facilities or operations at the airport, the impacts on neighborhoods such as increased noise generated from the use of those facilities shall be considered.

TR5-6-4. Use of the airport by non-conventional aircraft, such as ultra lights, is discouraged.

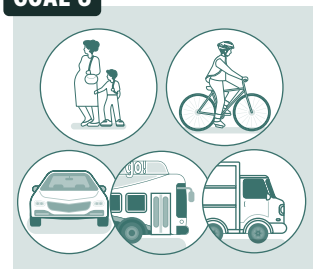
TR5-6-5. Minimize or eliminate the potentially adverse effects of light, glare, and obstructions on the operation of the Auburn Airport.

TR5-6-6. Insure that uses surrounding the Airport are compatible with the operations of the Airport as development occurs.

SUPPORTING ACTIONS (AIR TRANSPORTATION)

- Review existing and planned uses near Auburn Municipal Airport through development actions and review ACC18.38 regulations periodically to continue to discourage incompatible uses neat the airport.
- Coordinate planning efforts to optimize the effectiveness of the aviation system while minimizing health, air quality, and noise impacts to surrounding communities, including historically marginalized communities.

GOAL 6



Multimodal Level of Service (MMLOS) Standards

Establish multimodal level of service standards for all City streets, active transportation facilities, and access to transit service to serve as a gauge to judge performance of the system and success in helping achieve the comprehensive plan goals consistent with environmental justice.

The MMLOS policies under Goal 6 for bicycle and pedestrian facilities, including access to transit, are intended to provide guidance to evaluate the multimodal facilities, identify deficiencies, and prioritize projects to eventually reach a complete multimodal network that can support and promote mode shift, reducing the vehicle capacity demand on the roadways.

MMLOS Standards Policies (Vehicles)

TR6-1-1. The City adopts the following vehicle LOS standards for the AM and PM peak periods per the Highway Capacity Manual:

- **Signalized:** The LOS standard for signalized intersections is "D", with the following exceptions: for signalized intersections of two principal arterial roads the LOS standard is "E."
- **Stop Controlled:** The LOS standard stop controlled intersections is "D."
- **Roundabout:** The LOS standard for roundabout controlled intersections is "D" and a V/C ratio for each lane group of less than 0.90.
- **Queuing:** The LOS standard for intersection queuing is the 95th percentile queue shall not extend across an adjacent driveway, alley, or street intersection, except if the driveway, alley, or street intersection is within the functional intersection boundary of the queue in which case the queue may extend to the limit of the functional intersection boundary. Additionally, queuing for a designated turn lane shall not exceed turn lane storage area and cause a blockage of through lane(s).

SUPPORTING ACTIONS

- Regularly conduct traffic counts, observations, and modeling to evaluate current and future Vehicle LOS and identify projects to address deficiencies.

MMLOS Standards Policies (Active Transportation)

TR6-2-1. The City adopts the following bicycle LOS standards:

- **Bicycle LOS shall be based on Bicycle Level of Traffic Stress (LTS) ranging from "1" to "4" as follows:** "1" – minimal traffic stress and high comfort facilities that accommodate bicyclists of all ages and skill levels; "2" – some traffic stress and moderate comfort facilities that accommodate average bicyclists; "3" – moderate to high traffic stress and moderate to low comfort facilities that accommodate mostly experienced bicyclists; "4" – high traffic stress and low comfort facilities that accommodate mostly bicycle enthusiasts with advanced experience and skill levels.
- The **Bicycle LTS standard** for Auxiliary bicycle routes is "3."
- The **Bicycle LTS standard** for Priority bicycle routes is "2."

SUPPORTING ACTIONS (ACTIVE TRANSPORTATION)

- The EDS will be updated to include standards for various types of bicycle facilities intended to meet level of service standards as defined in the Plan.
- Standards will be developed and incorporated within the EDS to establish typical cross sections by roadway classification to meet the pedestrian LTS standards.

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MMLOS Standards Policies (Active Transportation)

- The **Bicycle LTS standard** for Regional bicycle routes "1."
- **Minimum Bicycle LTS standards** for City streets without Regional, Priority, or Auxiliary bicycle routes shall be per the standard roadway cross sections by street classification in the EDS.
- **Streets may be designed with Bicycle LTS higher than the minimum standard** to accommodate local needs such as parks, schools, and other uses.

TR6-2-2. The City adopts the following pedestrian LOS standards:

- **Pedestrian LOS** shall be based on Pedestrian Level of Traffic Stress (LTS) ranging from "1" to "4" as follows: "1" – minimal traffic stress and high comfort facilities; "2" – some traffic stress and moderate comfort facilities; "3" – moderate to high traffic stress and moderate to low comfort facilities; "4" – high traffic stress and low comfort facilities.
- The **pedestrian LTS standard for City streets** is "1" except streets classified as "rustic" or alleys have a Pedestrian LTS standard of "2."
- **Streets may be designed with pedestrian LTS higher than the minimum standard** to accommodate local needs such as parks, schools, and other uses.

SUPPORTING ACTIONS (ACTIVE TRANSPORTATION)

- The Street cross sections included in the EDS will be updated to include active transportation facilities that provide at least minimum level of service requirements.

MMLOS Standards Policies (Transit)

TR6-3-1. Transit LOS is defined as the accessibility, frequency, comfort, and connectivity of available transit services using active transportation modes. A Transit LOS score ranging from "1" to "4" can be estimated for any location in the City using a combination of the walking shed distance from the location to transit services and the type of available transit service as defined in the Plan.

TR6-3-2. Active transportation improvements shall be prioritized based on transit level of service with higher priority placed on improvements in areas with higher transit level of service.

SUPPORTING ACTIONS (TRANSIT)

- Coordinate regularly with transit operators to understand service plans.
- Maintain a map that reports transit service levels citywide based on transit service plans and walksheds.
- Prioritize eliminating gaps in active transportation routes and improving sub standard active transportation facilities in areas of transit levels of service "1" and "2".
- Develop tools to assess current and future planned transit level of service throughout the City and identify active transportation gaps and substandard active transportation facilities.

MMLOS Standards Policies (Freight)

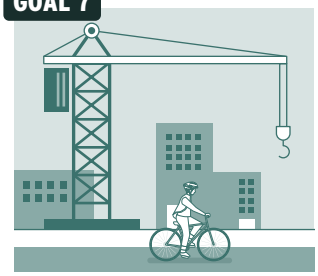
TR6-4-1. The City adopts the following Freight LOS standards:

- **LOS for freight movement** follows the vehicle LOS standards.
- **Principal Arterial, Minor Arterial, Non-Residential, and other streets** identified as T-1, T-2, or T-3 routes are considered truck routes except as designated otherwise by the City Code or as posted by the City Engineer.
- **Intersections of truck routes** shall be designed to accommodate turning trucks such that the trucks do not interfere or obstruct with other travel modes or cause damage to adjacent property and facilities.
- **Roadway pavement on truck routes** shall be designed with a minimum 20-year service life with truck loading.
- **Driveways serving trucks and lane widths on the adjacent truck routes** shall be designed such that trucks accessing the driveways do not enter into opposing roadway or driveway lanes. Driveways with excessive width may be required to provide mitigation treatments for bicyclists and pedestrians crossing the driveway.
- **Truck dependent land-uses** shall provide on-site parking area for truck loading and unloading and shall accommodate truck access and on-site turn-around.
- **Development anticipating regular truck deliveries or services** shall provide a delivery plan that identifies the trucks size, frequency, and delivery or service duration and demonstrates how, when, and where the trucks will make deliveries or services without causing impacts to vehicles, bicycles, and pedestrians in the right-of-way.

SUPPORTING ACTIONS (FREIGHT)

- Maintain a map of Auburn streets that overlap with the WSDOT Freight and Goods Movement Transportation System and ensure that transportation projects that overlap with T-1, T-2, and T-3 routes include adequate space for large vehicle turns.
- Update the EDS to ensure they adequately consider the needs of freight vehicles in terms of intersection turning movements, mid-block turning movements into driveways, loading docks, and alleys, and entrance to, navigation of, and exit from traffic circles and roundabouts.
- Identify truck routes that do not meet current freight level LOS standards and prioritize investments to address deficiencies based on level of impact and available funding.

GOAL 7



Multimodal Concurrency

Ensure that those transportation system facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy without decreasing current service levels below established minimum standards.

Concurrency Policies

TR7-1. The City will not approve development activity if the development causes the vehicle level of service on a transportation facility to decline below level of service standards or if the development negatively impacts a transportation facility currently operating below vehicle level of service standards (any increase in intersection delay where intersection delay standard is already exceeded or any increase to queue length of an existing queue length that does not meet standards). Strategies that may allow a development to proceed, include, but are not limited to, one or more of the following:

- Concurrent with the development, Developer constructs **street improvements** to address the vehicular level of service impacts of the development.
- Concurrent with the development, Developer provides **active transportation** facility improvements, increased or enhanced **public transportation** service, **ride-sharing** programs, **demand management**, and other transportation systems management strategies that demonstrate a mode shift from vehicle to active transportation and/or transit modes such that the development vehicular level of service impacts are mitigated.
- If the City's Transportation Improvement Program includes a **fully funded project** that will mitigate the impacts of the development and is scheduled to be complete concurrent to the development, the City may allow the developer to provide funds to fully fund the project so that it may proceed concurrent to the development.
- If the City's Transportation Improvement Program or Comprehensive Transportation Plan includes a project that would **mitigate the impacts** of the development, the City may allow the developer to fund (all or in-part) and build the project concurrent to the development.
- Development project scope is **reduced**.
- Development project is **phased or delayed**.

SUPPORTING ACTIONS

- Include standards in the EDS that require development projects to conduct a traffic impact analysis (TIA) when certain thresholds are met. Thresholds will be intended to require a TIA when it is likely that a development could cause transportation facilities to operate below level of service standards or when then development is likely to have negative impact on transportation facilities already operating below level of service standards. The TIA scope will be scalable based on the development project and its potential impacts on the transportation system. The TIA will identify impacts and associated mitigation actions proposed to address the impacts.
- The City will review transportation impact analyses for developments outside the City through SEPA to identify if there may be potential impacts to City systems.
- The City will provide transportation impacts analyses for developments within the City that may impact other agencies so that those agencies may identify if there are potential impacts to their facilities.
- The City will update the per-person trip traffic impact rate for the following calendar year based on the traffic impact fee funding need identified in the TIP and revise the fee schedule based on this per-person trip rate for adoption as part of the City's overall fee schedule.

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- Establish a **lower vehicle level of service standard** via the City Council adoption of an amended Comprehensive Transportation Plan. The denial of a development in order to maintain concurrency may be grounds for the City declaring an emergency for the purpose of amending the Comprehensive Transportation Plan outside of the annual amendment cycle.

For the purposes of this policy **"concurrent with the development"** means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

TR7-2. The City may afford a developer that funds and/or constructs improvements that provide mitigation beyond the impacts of the development activity a credit against the traffic impact fees due for the project.

TR7-3. Development activity generating people trips shall pay a transportation impact fee that is used by the City to make system wide capital improvements and programs that provide vehicular capacity and encourage a mode shiftfrom vehicles to active transportation and/or transit.

TR7-4. Development activity shall make improvements along project right-of-way frontages to provide for vehicle, pedestrian, bicyclist, transit, and freight trips to/from the project. Improvements shall be in accordance with multimodal level of service standards and the EDS.

TR7-5. The City may enter into latecomer (payback) agreements where transportation investments are made by one party that legitimately should be reimbursed by others, agreements will be at the discretion of the City Council. Latecomer or payback agreements do not apply to situations in which a property owner is required to construct improvements per an existing city code provision, such as in the case of half-street and other frontage improvements.

TR7-6. The City may make transportation improvements that would be required for an undeveloped or underdeveloped private property to develop or redevelop with a City funded capital project and re-coup the costs of those improvements assessed through a payback requirement on the private property.

TR7-7. Conversion of an intersection to all-way stop-control as mitigation for intersection level of service deficiencies shall only be allowed as a temporary measure where permanent measures such as a traffic signal or roundabout will be constructed concurrent to the development activity triggering the mitigation requirement.

SUPPORTING ACTIONS

- On an annual basis, the City will develop a per person transportation impact fee based on the number of people trips anticipated over the next six-year period of the TIP and the impact fee funding needed to implement projects to accommodate those trips. Projects include those that increase vehicular capacity or provide mode shift from vehicle to active transportation and transit, thereby reducing the need for vehicle capacity.
- In planning expenditure of transportation impact fees, the City will seek to support development concurrency by prioritizing projects that address vehicular level of service issues related to recent and anticipated development activity.
- The EDS will define frontage improvements (half-street improvements) required to be provided by development activities.
- The City will seek grant, loan, and partnership funding for system capacity and mode shift projects that would help reduce traffic impact fee rates required to maintain concurrency.

GOAL 8

Demand and System Management

Use Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies to reduce capacity demand on the transportation system.

Demand and System Management Policies

TR8-1. TSM strategies shall be utilized to efficiently operate the existing transportation system, thereby maximizing resources, and reducing the need for physical system capacity expansion.

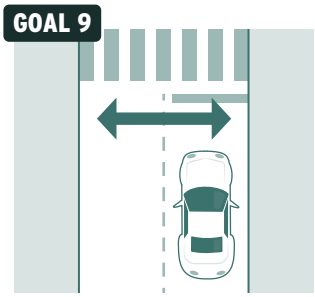
TR8-2. TDM strategies, such as the Commute Trip Reduction (CTR) program or other strategies that reduce single occupant vehicle travel shall be utilized, when possible, to lessen the impact on transportation system capacity.

TR8-3. Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

TR8-4. Emphasize transportation investments that provide alternatives to single occupancy vehicle travel, increase travel options, especially to and within centers, and support compact, pedestrian- and transit-oriented densities and development.

SUPPORTING ACTIONS

- Identify and map prioritized intelligent transportation system (ITS) improvements, based on available funding and existing infrastructure.
- Coordinate with transit agencies to enhance CTR programs for CTR employers in Auburn.
- Improve the CTR Program for City employees.



GOAL 9

Right-of-Way (ROW)

Retain and preserve existing right-of-way and identify and acquire new right-of-way as needed to provide for the existing and planned transportation system.

ROW Policies

TR9-1. Seek opportunities to obtain right-of-way along roadways and at intersections in accordance with adopted standards and comprehensive planning.

TR9-2. The City may acquire right-of-way, development rights, easements, and other property rights in accordance with the uniform act and other local, state, and federal law.

TR9-3. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

TR9-4. Right-of-way that has the potential for future transportation system needs shall be retained and right-of-way that has no potential future transportation system needs shall be considered for vacation.

TR9-5. When triggered by City code, require the dedication of right-of-way to accommodate the build-out of half street improvements based on the roadway classification and active transportation facilities identified in this Plan.

TR9-6. Permanent use or encroachment of right-of-way for non-City transportation system purposes shall be prohibited, restricted, or regulated to preserve the City's existing and planned use of the right-of-way for City transportation system purposes.

SUPPORTING ACTIONS

- Preserve and protect existing right-of-way through the issuance of permits such as Construction Permits, right-of-way Use Permits and franchise agreements.
- Monitor and address right-of-way encroachments.
- Acquire additional right-of-way as necessary to implement the Comprehensive Plan.
- As budgeted funds allow, purchase property when it is available on the market as a voluntary protective purchase rather than under threat of use of eminent domain.

GOAL 10

Asset Management

Design, construct, preserve, and maintain the City's transportation system in the most cost-effective manner.

Asset Management Policies

TR10-1. The target average Pavement Condition Index (PCI) for all streets is 70.

TR10-2. The minimum design service life for new and re-built roadways is 20 years.

TR10-3. The City shall take and require actions by others that minimize and mitigate impacts to the roadway surfaces by utility work and other construction activities.

TR10-4. Pursue and secure other funding sources, such as grants, partnerships, and revenue mechanisms to fund pavement preservation projects.

TR10-5. To the extent allowed by available preservation funding, the City shall prioritize the preservation of streets prior to the existing pavement degrading to the point where reconstruction of the roadway becomes the appropriate treatment.

TR10-6. Non-residential roadways requiring full pavement replacement shall be prioritized based on vehicle volumes and classifications with higher volumes of vehicles, heavy trucks, and transit routes being higher priorities than those with less.

TR10-7. Local Street Preservation program shall focus on preserving and re-building roadways classified as local residential, local industrial or rustic residential.

TR10-8. The Arterial Street Preservation program shall focus on preserving and re-building roadway systems classified as arterials or collectors.

SUPPORTING ACTIONS

- EDS prohibit trenching or cutting into newly constructed pavement surfaces (within five years) or require additional pavement replacement area where trenching or cutting in newly constructed pavement surfaces cannot be avoided.
- Notify and coordinate with private and public utilities when planning to complete pavement overlays or reconstruction.
- Identify City streets that are nearing a deterioration level that would require complete roadway re-build for inclusion in the pavement preservation program.
- Require roadways to be built per the requirements in the adopted EDS.
- Evaluate options to meet funding gaps that may include revenue mechanisms available through the Transportation Benefit District for consideration and potential implementation.
- Maintain a Computerized maintenance management system (CMMS) to record response to customer service calls.

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TR10-9. Prioritize the maintenance and replacement of pedestrian facilities to address deficiencies and to meet ADA requirements.

TR10-10. Prioritize maintenance of bicycle facilities to keep them visible with signage and markings, and clear of encroachments and debris.

TR10-11. Prioritize maintenance, repairs, and replacement of traffic control systems (signals, dynamic message signs, rapid rectangular flashing beacons) at a level consistent with optimizing system reliability, asset economic life, and system performance .

TR10-12. Ensure adequate resources to maintain, per USDOT, MUTCD, and other regulatory requirements and best practices, other elements of the street system such as signage, street lighting, and roadway markings.

TR10-13. Bridge inspection and maintenance shall follow State, Federal, and other applicable regulatory requirements.

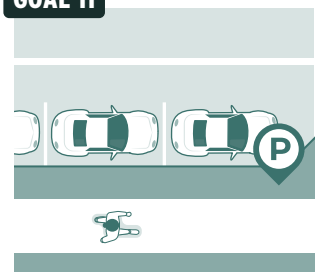
TR10-14. Intelligent Transportation Systems (ITS) will be managed and maintained to be secure, reliable, and effective.

TR10-15. Prepare for changes in transportation technologies and mobility patterns.

SUPPORTING ACTIONS

- Assign industry standard design lives for control systems. Seek to repair or replace system assets before they exceed their economic life and minimize the number of high-criticality assets beyond their economic life.
- Take measures to ensure system security for traffic control systems.
- Incorporate repair and replacement of sidewalks and other street assets into pavement preservation projects as appropriate and as resources allow.

GOAL 11



Parking

Ensure a balance between on-street and off-street parking provided to meet the needs of existing land use, development, and other community needs and as allowed by law.

Parking Policies

TR11-1. On-street parking should be allowed only when consistent with the classification and intended function of the street.

TR11-2. New developments shall provide adequate off-street parking to meet the needs of their development unless otherwise precluded by law.

TR11-3. Within high density areas, such as Regional Growth Center, evaluate and address the need for passenger and/or commercial loading zones.

SUPPORTING ACTIONS

- Take an active approach to managing on- and off-street parking in commercial and high-density residential areas to minimize land dedicated to parking and ensure right-of-way balancing parking with other community needs.
- Explore the feasibility of parking management programs, shared parking strategies, and/or subsidized ORCA cards programming as new low-income housing units are being developed; addressing the transportation needs as development occurs.
- Encourage new development to incorporate appropriate design features such as: Preferential parking for carpools and vanpools; Special loading and unloading facilities for carpools and vanpools; Transit passenger facilities, including comfortable bus stops and waiting areas that may be integrated in the building design; and secure and covered bicycle parking, showers, lockers, and related facilities to support bicycle commuters. Where applicable, encourage convenient short-term bicycle parking for customers or other visitors.
- Develop guidance for the creation of parking facilities for bicycles, scooters, and other active transportation vehicles that help promote mode shift away from motorized vehicles.


IT'S A
GOOD
DAY

CHAPTER 5

System Management, Maintenance, and Operations

IN THIS CHAPTER

Efficient and effective management, maintenance, and operations of the City's transportation systems relies on strategic planning and implementation. These efforts require identification of current and future assets and the financial, equipment, facilities, and personnel resources required to maintain and operate them. This chapter summarizes current and anticipated future staffing, equipment, and facilities needs and describes management of key transportation systems and elements such as pavement, street signal, sidewalks, and signage.

5.1. STAFFING

The staffing for the City's transportation system is broken down into four areas: Transportation Engineering and Planning, Traffic Signal Operation and Maintenance, Street Maintenance and Vegetation Maintenance.

5.1.1. Transportation Engineering and Planning

This area is responsible for the development, management, and administration of the Plan, Transportation Improvement Plan, Traffic Impact Fee program, street payback agreements, development review and permitting related to transportation requirements on all types of developments, traffic studies, citywide traffic count program, citywide channelization and pavement marking program, franchises, right-of-way use permits, community banner program, adopt a street program, right-of-way vacations, Americans with disabilities transition plan for right-of-way, commute trip reduction program for all large employers within Auburn, pavement preservation, capital project grants, neighborhood traffic calming program, on-street parking management, photo enforcement program, and regional coordination on transportation issues. There are currently five full-time equivalent (FTE) employees to manage these responsibilities.

5.1.2. Traffic Signal Operations and Maintenance

This area is responsible for the operation and maintenance of the City's traffic signals including programing and signal timing, electronic traffic control and warning devices, dynamic message signs, traffic cameras, school zone flashing beacons, and the ITS including fiber optic cable. There are currently four FTE's to manage these responsibilities.

5.1.3. Street Maintenance

This area is responsible for the maintenance of the roadway system including signage, street lighting, guardrails, walls, pavement, sidewalks, curbing, and delineators. There are currently 11.5 FTE's to complete this work and an additional two FTE's funded by Solid Waste specifically for the collection of litter within the City.

5.1.4. Vegetation Maintenance

This area is responsible for maintenance of the vegetation and hardscape medians located along the roadways of the city and within the various storm drainage properties and provides street sweeping services on all roadways. The Parks Department maintains the landscaped medians within the roadway corridors of the City. There are currently 11.5 FTE's to complete this work, however, 5.1 FTE's are funded by the Storm Drainage Utility and provide for the vegetation maintenance of the Storm properties and facilities and therefore only 6.4 FTE's are dedicated to the street vegetation maintenance functions.

The City's transportation system elements are shown in **Table 10**.

Table 10. Transportation System Elements

QTY	DESCRIPTION
248.69	Miles of Streets
17	Bridges
11,000	Street Signs
13,389	Feet of Guardrail
96	Traffic Signals
31	Rapid Rectangular Flashing Beacons
3.684	Street Lights - City Owned
2,261	Street Lights - PSE Owned
53	School Zone Flashing Beacons
XX19	Speed Radar Feedback Signs
89	Traffic Cameras
12	Speed Photo Enforcement Locations (School Zones)
4	Dynamic Message Signs
43.86	Miles of Fiber Optic Systems
2	Community Banner Locations

As the City's transportation systems grow and new regulatory requirements are enacted, the resources needed to complete necessary maintenance and operations must be evaluated and adjusted to ensure adequate resources to meet the growing needs of the system and continue to maintain the system in a state of good repair. Unfortunately, because not all agencies provide the same services and functions, there are no reliable national standards to look at to determine level of staffing needed for a transportation system with the exception of signal maintenance.

The Federal Highway Administration and Institute of Transportation Engineers recommends a ration of between 25-50 traffic signal/field devices per technician. The City of Auburn has two signal technicians and one supervisor which results in a ratio of 102:1 and is therefore under resourced for the current number of systems that they are responsible for. This plan has identified a need for potentially ten to 12 new traffic signals and several RRFB's associated with projects and programs to improve pedestrian access and safety. In addition, there is the potential for future expansion of the photo enforcement program which should also be considered when determining future staff resources needed.

5.2. EQUIPMENT/FLEET

The City currently has the equipment resources for use in the maintenance of transportation systems shown in **Table 11** and **Table 12**.

Similar to the staff resource discussion above, there are no national statistics on the amount of equipment needed for the size of a transportation system because there are too many differences between agency responsibilities and levels of service. The current resources allow for adequate maintenance of the City's systems and as staffing resources grow, equipment resources will be need to increase accordingly.

In addition, in 2024 the City will be implementing an all electric street sweeper which was made possible through a grant from the Department of Ecology. In order to reduce the cities greenhouse gas emissions, replacement of fleet equipment and purchase of new equipment will consider the ability for electric vehicles, hybrid vehicles, or alternative fuels to be used as these technologies develop and improve.

Table 11. Equipment Assigned to Street Division or Traffic Signal Division

QTY	EQUIPMENT DESIGNATION	TYPE
4	6402E, 6403F, 6404B, 6412E	1 Ton Truck
1	6415C	F 350 Light Truck
1	6418D	Sign Truck
4	6413D, 6414C, 6114C, 6113D	Staff Vehicles
2	6450A, 6450B	Bucket Trucks
1	6426D	Patching Truck
3	6411C, 6425C, 6425D	International Dump Truck
6	A402A, A402B, A901A, A408A, A404A, A501D	Plow Attachments
3	A403A, A405A, A401A	Sander Attachments
2	A904A, A407A	Deicer Attachments
1	A411A	1650 Gallon Tank
1	6423D	NorAm Grader
1	6420C	Johne Deere Loader
1	6432D	CAT Roller
1	6436A	Wacker Roller
1	6934A	Trverus Sidewalk Cleaner
1	N/A	ACCUBRINE Brine Maker

Table 12. Additional Equipment Available for all M&O Teams

QTY	EQUIPMENT DESIGNATION	TYPE
1	6940C	Case Skid Steer
1	A428E	30'' Cold Grinder
1	N/A	84" Angle Broom attachment-seria
1	6523C	Backhoe/ Extendahoe
1	6900	Backhoe
2	6635A, 6930A	Yanmar Excavator
1	6601A	John Deere Excavator
3	6911B, 6910C, 6505B	International Dump Truck
4	A904A, A905A, A406A, (6910D)	Plow
4	A903A, A902A, A502A, (6910D)	Sander
1	6910D	Kenworth Dump Truck
1	6911A	Mack Dump Truck
1	6420C	Johne Deere Loader
1	6432D	CAT Roller
1	6436A	Wacker Roller
1	6934A	Trverus Sidewalk Cleaner
1	N/A	ACCUBRINE Brine Maker

5.3. FACILITIES

Transportation is provided from two locations:

- **1 East Main Street** – City Hall Annex, Transportation Engineering Services
- **1305 C Street SW** – Maintenance and Operations Shops, Street Division, Vegetation Division, Traffic Signals Division

Other facilities also used for the Transportation system include the following

- **Sand and salt storage** – five locations
- **Vegetation sorting facility** – Jacobson Tree Farm
- **Storage** – City's GSA Property

In 2020, the City undertook a study, the Facility Master Plan, to determine the space needs for the Public Works, Parks and Police departments. The recommendation of that study as it relates to the transportation system was to continue to provide maintenance and operations services from the 1305 C Street SW location but to expand the facilities with the construction of approximately 13,100 SF crew building, expansion of the fleet shops, relocation of the employee parking, completion of a driveway connection to 15th Street SW, and construction of covered parking for high valued fleet. This plan and its recommendations were adopted by the City Council in 2021 with Resolution 5595.

In 2024 construction is anticipated in the first phase of the Facility Master Plan for Public Works which is the expansion of the fleet shop facilities. As part of this work in the first phase, the City is improving the electrical service to the property to accommodate future charging stations for the electric street sweeper and future electric and/or hybrid fleet vehicles. In 2024/2025 it is anticipated that planning work will be done in the second phase of the identified improvements which for Public Works includes improvements at the Maintenance and Operations Shops to address the need for more crew space and warehousing space.

In 2024/2025 the City will be increasing the ability for the City to handle inclement weather events in the future by adding an additional sand and salt storage location. Planning efforts are also underway to relocate the vegetation sorting facility, which allows debris from our operations to be separated and dried before disposal thereby reducing the costs of disposal is completed, from the Jacobson Tree Farm Property. This is due to the future plans of the City to build a Community Park on the tree farm site.

In 2024, the City is also completing a remodel at the City Hall Annex facility to provide the necessary office space for the future growth of the Public Works, Community Development and Finance departments located on the second floor and will provide necessary space for the transportation staff located there.

5.4. ASSET MANAGEMENT

Asset management involves the balancing of costs, opportunities and risks against the desired performance of assets to achieve objectives of the transportation system. The City currently uses an asset management system for its transportation and utility infrastructure and integrates this information with its GIS. This system allows the City to track requests for services both internally and from the community, assign specific tasks both reactionary and preventative to the maintenance of our facilities, and track information on specific assets defined within the system. The City has been implementing this system since 2007 and continues to improve the asset data sets and mapping to provide resources for our planning of system improvements as well as the day to day work of maintaining the systems.

5.4.1. Street Pavement

The City's Streets Division completed temporary and permanent pavement patching as needed in response to requests and complaints on all roadway corridors up to 6' x 10' in size. Areas that require more extensive patching or full pavement replacement are incorporated into the pavement preservation programs and implemented as capital projects managed by the Public Works Engineering division.

As of December 2022, City streets have an overall average pavement condition index of "67" on a scale of "0" to "100" where "0" is a completely deteriorated roadway surface and "100" is a new roadway surface. The City's goal is to achieve and maintain an average 70 pavement condition index which reflects a "good" surface condition.

An annual report is published to document the pavement rating throughout the City.

In November 2004, Auburn residents approved Proposition 1, Save Our Street Program, which created a dedicated local street fund. This money was set aside for repair and maintenance of local roadways which can sometimes also include sidewalk repair and rebuild. In 2013, the City Council modified the funding source for this program to be from construction sales tax revenues and no longer from property taxes. In 2018, the City Council modified the funds for this program, to be temporarily provided by real estate excise tax (REET) Revenues until a permanent and sustainable source could be established. Beginning in 2023, the City Council reallocated the existing 1% tax on utilities previously used to fund the arterial street preservation program to the fund the local street preservation program (formerly known as the Save Our Streets Program).

Figure 14. Local Residential Street Before and After SOS Rebuild

This re-allocating established $2 million annually to the local streets preservation program, which is the funding level estimated (in 2022 dollars) needed to achieve and maintain the City's average pavement condition index (PCI) goal of 70.

In 2008, the City created a similar program to fund the repair and maintenance of arterials and collector streets. Through 2022, this program was funded with a 1% utility tax, which was supplemented by grant funds, which provided an average of approximately $3.3 million per year. Analysis shows that approximately $5 million per year is needed to improve our arterial and collector streets to the PCI average target of 70 within the next 10-15 years, and then maintain them at that level.

Besides preserving, repairing, and replacing pavement surfaces, the street preservation programs also address non-ADA compliant curb ramps on-streets being re-paved or re-built when required per the criteria established in the City's ADA Transition Plan. The programs also address damaged or lifted sidewalks that may present an ADA obstruction or hazard on streets it is re-paving or re-building.

In 2022, the City Council took actions to work towards reaching and sustaining the needed funding. Starting in 2023 the 1% utility tax revenue was moved to the local streets preservation program and a 1.5% tax on City Utilities was enacted to provide funding for the arterial streets preservation program. Additionally, as the City's Transportation Benefit District, the City Council enacted a 0.1% sales tax to provide funding for the arterial street preservation program. These new revenue streams, combined with grants, and fund balance are projected to get the City closer to the $5 million needed per year for the arterial street preservation program. The analysis in 2022 also identified that the City may need to consider the implementation of a $20 car tab fee through the Transportation Benefit District depending on future grant revenues. Current grant programs provide funding opportunities based on eligibility and scoring that exclude many City streets and the number of streets that are eligible and score well for the grants that have not already been repaired and preserved is diminishing. Therefore, the future level of grant revenues for pavement preservation is uncertain.

5.4.2. Active Transportation Facilities

Sidewalk Repair and Accessibility Program

The City of Auburn has an Annual Citywide Sidewalk Repair and Accessibility Program to repair damaged sidewalks, tripping hazards, install/replace curb ramps that do not meet ADA standards, and to complete missing links in the sidewalk network.

These funds are essential for promoting active transportation travel and can be used to leverage other funding sources, such as state and federal grants or other city capital projects.

Auburn has identified three principal areas in which sidewalk improvements should be prioritized: corridors that provide access to and within the downtown, school zones, and parks, with a focus on addressing potential hazards and areas of known complaints. Additional criteria for priority access improvement could include, but are not limited to, areas with high concentrations of senior citizens or disabled citizens, areas with high volumes of pedestrian-transit interaction, areas where private improvements such as trees have damaged the public infrastructure, and areas where property owners are willing to financially participate in the construction of sidewalk improvements through payment into the City's sidewalk repair program. This program may also include the completion of sidewalk improvements using Community Development Block Grant funding to address areas that are within a qualified census tract as defined by HUD.

5.4.3. Street Lights

In 2021, the City completed the conversion of all of its City-owned standard Cobrahead style street lights from sodium halide to LED lighting and implemented a control system that provides information on the use of the system and can provide notifications when lights are not working. Beginning in 2021, the City created a Street Lighting Improvement program to complete the conversion of PSE-owned lights within the City to LED and to provide funds to add street lights where lighting does not meet the City's current design standards. More significant lighting projects are included in the transportation improvement plan as funding allows.

5.4.4. Traffic Signal Systems

The City completes annual preventative maintenance on its traffic signal systems. Every eight to ten years, the City also completes the re-lamping of signal heads. Each capital project that may impact an existing traffic signal is also reviewed for improvements and/or equipment replacements that may be needed for signal operations. In addition, as a traffic signal system reaches the end of its useful service life, it is included in the transportation improvement plan for replacement as funding allows. Often, development or capital projects re-build all, or portions, of existing traffic signal systems. Generally, to keep up with the general useful service lifetime of the City's traffic signals, a complete signal system must be replaced every three to four years.

5.4.5. Street Landscaping/Vegetation

The City's street standards require landscape strips along some roads classified as local residential or collector. City code establishes that the landscape strips are the responsibility of the adjacent property owner to maintain. Medians that include landscape treatments are maintained by the City's Parks Department through a contract with a landscape maintenance company. Roadside vegetation is maintained by the City where formal landscape strips do not exist and where vegetation within the right-of-way may create hazards or sight distance concerns.

5.4.6. Transportation System Management (TSM) and ITS

TSM techniques, which make more efficient use of the existing transportation facilities, can reduce the need for costly system capacity expansion projects. These techniques can also be used to improve reduce congestion and delays at intersections and along corridors to help meet City LOS standards TSM techniques used by the City include:

- Re-channelization/restriping, adding turn lanes, adding /increasing number of through lanes
- Signal interconnect and optimization
- Turn movement restrictions
- Access Management
- ITS, including Dynamic Message Signs (DMS)

The City will continue to use these TSM techniques to maximize the efficiency of the existing street network. Of the various TSM strategies available, the City continues to invest in and expand its ITS infrastructure as a cost-effective means of increasing system capacity. The ITS system enables the City to change traffic signals in real-time, thereby accommodating unexpected increases in traffic or traffic obstacles such as event related traffic and collisions. For example, ITS has proven to be a useful tool in helping to manage the impact of event traffic traveling south on Auburn Way South, often during the PM peak, to the White River Amphitheatre. The City will continue to roll out ITS capabilities on corridors around the City, as referenced in Map 8. 2024 Intelligent Transportation Systems (ITS) in Appendix A.

In addition to TSM strategies, the City strives to provide viable alternatives for travelers to encourage mode shifts away from single occupancy vehicles to transit, biking, and walking,

5.4.7. Signanage and Channelization

The City maintains street signage per the Manual of Uniform Traffic Control Devices (MUTCD) as adopted by WSDOT. This includes the replacement of signage as necessary due to knock downs or when reflectivity is below standards. Reflectivity requirements are established in the MUTCD.

The City re-paints roadway and curb striping on an annual basis. A database of the locations of all thermoplastic roadway markings is currently being created to facilitate a programmatic approach to the refreshing of these markings on a one to five-year basis. In addition, this data set will include the locations of raised pavement markers (RPMs) as new regulatory requirements within the MUTCD call for these RPM's to be updated/replaced on streets without street lighting.

5.4.8. Bridges

The City completes bridge inspections as required by the FHWA on an annual or bi-annual basis as determined in the prior inspection report. Inspection reports identify if there are maintenance, repairs, rehabilitation or replacement that is needed for the bridges within the City. The City created the Bridge Deck Repair program that provides for minor cost repairs that are identified in the annual inspections on an annual or bi-annual basis depending on the work identified within each bridge inspection report. When larger items of work are identified, the City includes specific projects within the Transportation Improvement Plan under the Bridge Improvement Program as funding allows. The City also typically applies for grants through WSDOT's Local Bridge Grant Program and has secured funding for bridge maintenance and repairs.

CHAPTER 6

Funding

IN THIS CHAPTER

The ability to finance the maintenance and enhancement of the transportation system is critical to the implementation of this plan and the success of the future transportation system. This chapter details the financial planning tools and funding mechanisms available to accomplish these goals.

6.1. FINANCIAL SUMMARY

The summary below provides an overview of the 20-year financial outlook for the City's transportation systems. Forecasts are based on current funding levels for City funds and based on past trends for grants and partnerships. All amounts shown are shown in current dollars (2024) without discount rate adjustments to current value.

Table 13. 2024 to 2044 Expense and Revenue Forecast

OPERATIONS		
Labor, Materials, Facilities Operations, Equipment Maintenance	$	(336.6 Million)
Facilities Expansion, Additional Equipment	$	(20 Million)
Motor Vehicle Excise Tax Revenue	$	18.9 Million
General Fund	$	337.7 Million
OPERATIONS FUNDING REMAINDER/(SHORTFALL)	$	0
CAPITAL		
Plan Projects/Programs Expense	$	(318 Million)
Traffic Impact Fees Revenue	$	25.86 Million
Transportation Benefit District Revenue		
0.1% Sales Tax	$	47.5 Million
$20 Car Tabs*	$	11.7 Million
Utility Taxes Dedicated to Transportation		
1.0% on Non-City Utilities	$	40.98 Million
2.5% on City Utilities	$	26.61 Million
Motor Vehicle Excise Tax Revenue	$	10.6 Million
Multimodal Transportation	$	2.5 Million
Interest Earning and Investment Income	$	2.73 Million
Utility Revenues for Local Street Impacts	$	3 Million
Other (Developer and/or Other Contributions/Payments)	$	12.6 Million
Grants, Loans, and Partnerships Revenue**	$	105 Million
Real Estate Excise Tax Revenue	$	29.7 Million
OVERALL FUNDING CONTINGENCY/(SHORTFALL)	$	0.78 Million

* Assumes 13 years of collection at $900 collected per year.
** Based on historic average of $4.25 million awarded per year + $20 million grant for BNSF/A Street Access Project.

6.2. FINANCIAL PLANNING & PROGRAMMING

The City uses the Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP) to develop a financial plan for capital improvements in Auburn, thus enabling the City to fulfill the GMA requirement of having a multi-year financing plan based on the identified transportation needs.

The TIP is a six-year fiscally constrained financial planning tool updated annually used prioritize the implementation of the list of transportation improvement projects identified in the Plan of the 20 year planning period.

The CFP is adopted with each Biennial Budget and is a six-year financing plan incorporated all capital projects including transportation and is used to develop the two-year budget adopted by the City. Unlike the TIP, the CFP is an adopted element of the City's Comprehensive Plan.

6.2.1. Transportation Improvement Program

The TIP is a six-year plan which lists programmed transportation improvements in the following categories: roadway improvement projects, intersection improvement projects, active transportation and transit projects, preliminary engineering and miscellaneous projects, and preservation projects. Transportation needs are identified by examining the latest information concerning safety and crash history, growth trends, the traffic model, traffic studies, and the projects identified in the Plan. The City adopts an updated TIP annually, including a revenue forecast and analysis of available funding. Projects are then prioritized according to a number of factors including safety, capacity needs, access needs, and the likelihood of securing funding. The first three years of the TIP must be financially constrained, however, the City utilizes financial constraint on the full TIP period so project programming is often limited due to anticipated funding limitations.

The TIP is an important tool for identifying funding and developing a financial plan for project implementation. This planning document is incorporated into the CFP and used to influence the City's adopted budget.

6.2.2. Capital Facilities Plan

The CFP is the Comprehensive Plan element which identifies the financial plan for implementing all capital improvements in Auburn. Transportation improvements are included in the CFP, which is amended with each Biennial Budget. The CFP enables the City to fulfill the GMA requirement of having a multi-year financing plan based on identified transportation needs. It also enables the City to make informed decisions about its investment of public dollars and make timely decisions about maintaining LOS's in accordance with the Comprehensive Plan standards. The 2024-2044 Plan capital projects and program costs are summarized in **Table 14** on the next page.

Table 14. Capital Project and Program Cost Summaryand Revenue Forecast

DESCRIPTION	SUMMARY			2024 – 2044 TOTAL
Comprehensive Plan Projects (Comp-X) from Appendix B	See Appendix B		$	125 Million
Asset Preservation, Repair, Replacement Projects/Programs	Traffic Signals Maintenance	$200,000 / Year	$	162 Million
	Traffic Signal Replacements	$150,000 / Year		
	Sidewalk Repair and Replacement Program	$250,000 / Year		
	Arterial Street Preservation	$5 Million / Year		
	Local Street Preservation	$2 Million / Year		
	Bridge Repair & Maintenance	$100,000 / Year		
	Channelization and Pavement Markings	$400,000 / Year		
Active Transportation Projects/Programs	Active Transportation Mode Shift Projects	$750,000 / Year	$	15 Million
Safety Projects/ Programs	Street Lighting	$50,000 / Year	$	6 Million
	Neighborhood Traffic Calming Program	$250,000 / Year		
Other	Transit Partnership Routes	$200,000 / Year	$	4 Million
		TOTAL	$	312 Million

6.3. FUNDING SOURCES

The City uses a combination of public and private funding sources to implement transportation improvements in Auburn, both for maintenance activities and capital improvements.

6.3.1. General Tax Revenues

The City receives tax revenues from a variety of state, regional, and local sources including the Real Estate Excise Tax, sales tax, property tax, and the motor vehicle fuel tax (MVFT).

In addition, the City has implemented a utility tax on all utilities within the City and allocated these revenues specifically to the City's transportation system for improvements. This includes a 1% tax on all non-City utilities such as gas, power, telecommunications, and cable and a 2.5% tax on City utilities including water, sanitary sewer, storm drainage, and solid waste.

In 2023, the City began operation of a school zone photo enforcement program that may provide revenues for future transportation related projects.

6.3.2. Transportation Benefit District

Chapter 36.73 of the Revised Code of Washington provides for the establishment of Transportation Benefit District (TBD) by cities and counties to levy

and impose various taxes and fees to generate revenues to support transportation improvements within the district. A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. The State Legislature provided local governments with the tools of the TBD because inflation has eroded the local share of gas tax and a series of statewide ballot initiatives passed over the last 12 years have eliminated other traditional sources of funding for local transportation needs.

In 2011, the City of Auburn implemented a TBD to provide adequate levels of funding for transportation improvements that are consistent with existing state, regional, and local transportation plans, and are necessitated by existing or reasonably foreseeable congestion levels.

The geographic boundaries of the Auburn TBD is the municipal limits of the City of Auburn as they currently exist. The Auburn TBD geographic boundaries would expand with any future annexations.

In December 13, 2016, there was an approval to implement an annual vehicle license fee of $20.00 for qualifying vehicles in the district. However, in September 19, 2017, the action was rescinded and therefore, no vehicle license fees were put into effect and no fees have been collected.

In 2022, the City Council completed a review of the needs for the preservation of the City's streets and determined that $5 Million was needed annually to preserve the City's arterial and collector streets and $2 Million was needed annually for local streets. As a result of that the Council developed three recommendations to provide funding for preservation of the City's roads. Two of the recommendations utilize the authorities granted to the TBD by the State Legislature. The first one was approved by the City Council on October 3. 2022, with the adoption of Ordinance No. 6881 which added a new section to the Auburn City Code (Chapter 3.23) imposing a Transportation Benefit District 0.1% Sales and Use Tax as authorized by RCW 84.55 and RCW 36.73. This tax became effective on January 1, 2023 and may be used for transportation improvements with a focus on preservation of the City's arterial and collector roadways. The second TBD consideration is a future implementation of a $20 Car Tabs at such time as the City is unable to obtain the grant funding to supplement the revenues for arterial and collector street preservation to meet the annual budget need of $5 Million. Based on the projected need of this Plan, it is anticipated that the $20 Car Tab's may be required to be implemented between 2031 and 2032. In addition, the 0.1% Sales and Use tax is enacted for a 10 year period and the City will need to consider continuing that tax every 10 years to continue to receive the revenues forecast in this plan.

The TBD is provided the authority to:

- Establish and implement district policies, programs and procedures
- Borrow money and incur indebtedness
- Provide for investment of district funds
- Create advisory committees (limited to seven City residents)
- Other powers consistent with state law

6.3.3. Grants

The City has an active grant program and continually seeks grants, both private and public, to improve Auburn's transportation system. The following is a list of some of the grants the City has historically applied for and will likely apply for again in the future.

Federal Legislation

In 2021, the Federal Legislature approved the new Surface Transportation reauthorization bill called the Infrastructure Investment and Jobs Act (IIJA). This is the largest long-term investment in infrastructure and provides $550 billion over fiscal years 2022 through 2026 in new federal funding. This is also know as the Bipartisan Infrastructure Law (BIL).

State Legislation

In 2015 and 2022, the Washington State Legislature passed two separate transportation funding packages called Connecting Washington and Move Ahead Washington. These programs also increased potential funding available to existing grant programs within the State and each identified specific regional projects to be funded by the programs.

Potential Grant Programs for Consideration

From these state and federal actions, there are a number of grant programs available to local agencies related to transportation infrastructure improvements, as shown in **Table 15**.

There are a multitude of other potential federal grant programs through the IIJA that are evaluated as calls for projects are issued. PSRC has published a summary of the numerous grant programs available at https://www.psrc.org/media/7292.

Table 15. Potential Grant Program for Consideration

PROGRAM	DESCRIPTION
Transportation Alternatives Program (TAP)	TAP funds projects designed to strengthen the cultural, aesthetic, and environmental aspects of the inter-modal transportation system. The program provides for the implementation of a variety of non-traditional projects, including the restoration of historic transportation facilities, the construction of bicycle and pedestrian facilities, landscaping and scenic beautification, and the mitigation of water pollution from highway runoff.
Surface Transportation Program (STP)	STP provides flexible funding that may be used by states and localities for projects on any federally classified public road, active transportation improvements, bridge, and transit capital project.
Safety Program	A federal program targeted at reducing crash rates at intersections and along corridors, particularly at those locations with higher than average fatality and injury rates. Funds come from the Highway Safety Improvement (HSIP) Program . HSIP requires that states program and spend safety funds according to their Local Road Safety Plan. Washington State's plan is called Target Zero.
Congestion Mitigation and Air Quality (CMAQ)	A federally funded program administered through PSRC. CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emissions.
Safe Routes to Schools Program	A state and federally funded program that aims to protect children from traffic related deaths and injuries and promotes a healthy lifestyle by encouraging bicycling and walking to school.
Pedestrian and Bicycle Safety Grant	A state funded program that funds active transportation safety improvements.
Transportation Improvement Board (TIB)	TIB administers annual grant programs that fund roadway and active transportation projects that improve safety, mobility, capacity, and promote economic development. The TIB offers several programs, each of which emphasizes different funding criteria. In addition, they offer a Complete Streets program.
Community Economic Revitalization Board (CERB)	A state funded program that provides low-cost financing for public facility improvements. Public entities are eligible to apply for and receive loans and grants for public facilities linked to economic development outcomes such as private business investment and job creation. CERB also finances site-specific studies and plans.

(Continued on next page)

PROGRAM	DESCRIPTION
Regional Mobility Grant Program	A State managed program to improve connectivity between counties and regional population centers and reduce transportation delay. There are four project types: vehicle and equipment purchases, capital construction, operations, and transportation demand management.
Local Bridge Grant Program	A State managed program to preserve and improve the condition of bridges that are physically deteriorated or structurally deficient through replacement, rehabilitation and systematic preventative maintenance.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	A discretionary program funding to complete critical freight and passenger transportation projects.
Safe Streets and Roads For All (SS4A)	A discretionary program funding regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries.
Reconnecting Communities and Neighborhoods (RCN)	RCN provides funding to prioritizing disadvantaged communities, aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation, fosters equitable development and restoration, and reconnects communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

6.3.4. Loans

Low-interest loans are also available to municipalities. For example, the Washington State Department of Commerce Public Works Board offers low-interest loans (PWTF) for local governments to finance public infrastructure construction and rehabilitation. Eligible projects must improve public health and safety, respond to environmental issues, promote economic development, or upgrade system performance. Roads, streets, and bridges are eligible for these loans. The loans can be strategically employed to leverage grant funding by providing a local match, enabling the City to compete for funding for public infrastructure projects. In addition, the City has the option of issuing bonds for public infrastructure projects. The City may also pursue financing airport improvements through the Community Aviation Revitalization Board (CARB) loan program.

Table 16. 2024-2044 Forecast

CURRENT LOANS & INDEBTEDNESS			
Harvey Road/8th Street NE Intersection Improvements	Remaining Debt Payments 2024 – 2028	**$**	**407,933**
M Street SE Undercrossing Improvements	Remaining Debt Payments 2024-2041	**$**	**2,155,891**
Auburn Way South Widening (Hemlock St SE to Poplar St SE)	Anticipated Payback Period 2025-2045	**$**	**3,000,000 + Interest**

6.3.5. Transportation Impact Fees

The City has an established traffic impact fee system based on the Institute of Traffic Engineers (ITE) guidelines, as amended by the City Council. The fee system estimates the amount of traffic each development is anticipated to create, based on the land use type and size. Traffic impact fees compensate the City for the capacity improvements needed to accommodate the new trips generated by new development. In turn, the City uses the revenues to expand the street network through the capacity projects included in the TIP. The fees are based on the costs of the capacity project included in the TIP and forecast growth throughout the City. The fees are updated annually following the adoption of the TIP by City Council. Payment of the impact fee does not relieve developers of their codified obligation to construct half-street improvements, nor the need to mitigate project impacts identified through the SEPA process, which may include the construction of an identified TIP project (and a credit for the impact fee contribution towards that project).

The City also charges a truck impact fee for certain land-use types which are associated with significant truck traffic generation, such as commercial and industrial uses. These fees are used to address impacts on the City's truck routes and other truck-related infrastructure.

With the adoption of this plan, the City will be updating its transportation impact fee schedule to be based on a per person trip approach. The impact fees generated from this revised approach will be used for both vehicle capacity projects and active transportation projects that support mode shift away from vehicles (and therefore reduce need for vehicle capacity).

6.3.6. Funding Partnerships

The City has successfully formed several funding partnerships, which have enabled it to leverage its resources in implementing transportation improvements.

The Muckleshoot Indian Tribe (MIT) has graciously provided easements, funding, and other support to the City for several transportation projects and programs. In 2020, the City and MIT entered into a Memorandum of Understanding (MOU) where both parties agreed to work together to identify needs and provide solutions to gaps in active transportation facilities on, and along, SR 164/Auburn Way South. Subsequently, the MIT and City have entered into funding agreements for specific projects where MIT has provided funding for projects implemented by the City.

The City anticipates continuing to partner with WSDOT on funding projects involving the state routes through the City.

Local Improvement Districts (LIDs) enable City investment in a specified area by leveraging City funds, when available, with contributions from property owners in the district. LIDs are a means of using limited city resources to improve neighborhood quality through improvement of streets, sidewalks, and other features of the roadway. Historically, LIDs were often implemented to construct public improvements associated with new commercial and residential neighborhoods. It has been over 15 years since the City has last implemented an LID. This is presumably due to the high costs that LIDs would require the benefited property owners to pay. Additionally, most new residential and commercial developments trigger the requirement for public improvements such as streets, sidewalks, and street lighting to be built by the development at the time of the development rather than being built through LID. For these reasons, the City has not included any LID constructed improvements or funding in its future projections.

Freight Mobility Strategic Investment Board (FMSIB)

The mission of the FMSIB is to create a comprehensive and coordinated state program to facilitate freight movement between and among local, national, and international markets which enhances trade opportunities. FMSIB is also charged with finding solutions that lessen the impact of the movement of freight on local communities. FMSIB obtains funding directly from legislative appropriations and has contributed funds to the 3rd Street SW Grade Separation, the S 277th Street Grade Separation, M Street NE Widening 8th to 4th, and the M Street Underpass projects.

In 2023, the City implemented a new Sidewalk Repair Program to address situations where adjacent property owners are financially responsible for the correction of damaged sidewalks within the City. This program allows for a property owner to pay the City a pre-determined fee to complete the work on their behalf in the next regularly scheduled sidewalk improvement project.

Street Deferral agreements or Fee In Lieu payments are allowed per Auburn City Code 12.64A where property owners responsible for the construction of frontage improvements along their properties can pay the City for the completion of the work where a planned improvement project has been identified in the City's Transportation Improvement Plan and/or adopted budget.

6.4. REVENUE SHORTFALL CONTINGENCY

Revenue forecasts for City funds are considered to be relatively secured. Other revenue such as grants and partnership funding can be slightly more unpredictable. While all the revenue currently forecast above does fully fund the transportation plan improvements, if shortfalls arise the City will have to take one or more of the following actions to maintain compliance with GMA concurrency requirements:

- Supplant the projected budget shortfall with other existing City funds.
- Enact new sources of revenue.
- Revise the Land Use Plan to reduce development capacity and resultant need for additional transportation improvements.
- Lower the LOS Standard sufficiently to reduce the need for additional transportation improvements.
- Impose restriction (moratorium) on further development with impacts to areas not meeting LOS standards until the current LOS standard is met.

6.5. FUNDING STRATEGIES, PROJECT PRIORITIZATION

The City uses a variety of criteria to prioritize transportation projects, including safety, mobility, and overall community benefit. In addition, the City also considers the availability of funding and the ability to leverage City dollars to raise addition funds. For example, grants are often available for specific types of capital investments, whereas they are more limited for maintenance/preservation. Hence, the City often needs to budget for maintenance/preservation through tax revenues. Capital improvements may be financially secured through a combination of public and private investment. Hence, project prioritization for capital improvements is often partially dependent on the ability to secure outside funding. Likewise, maintenance and preservation are highly dependent on the limited tax revenues available to the City. In the future, the City will need to continue lobbying for its share of federal, state, and county tax revenues, seek creative avenues for securing private investment dollars and grant funds, and potentially implement new funding strategies such as car tabs or additional tax implementation when allowed.

CHAPTER 7

Monitoring & Evaluation

IN THIS CHAPTER

The Comprehensive Transportation Plan, a long-range plan with the horizon year 2044, predicts the needs and conditions of the future transportation system, enabling the City to anticipate its future needs. Nonetheless, the transportation network is dynamic, constantly evolving due to circumstances beyond the scope and influence of this plan. Hence, regular updates are necessary to ensure the Plan remains current and relevant.

7.1. ANNUAL UPDATES

The Plan can be amended annually as part of the City's regular Comprehensive Plan amendment cycle, which ensures proposed changes go through a public review process before the amended plan is adopted by the City Council at the end of the calendar year. In preparation for the annual amendment cycle, the City will review the plan and propose updates as needed. These proposed updates may be due to changes to City priorities, the availability of new information, or the relevance of certain plan components..

7.1.1. Re-Evaluation

The annual re-evaluation process provides an opportunity for the City to identify progress made in implementing the Plan, as well as identify new needs that have arisen since the previous update. The update will consider the street, active transportation, and transit systems, and assess whether the Plan adequately addresses the implementation strategies necessary to ensure the transportation infrastructure continues to grow in line with the City's objectives.

As part of this process, the City will review its future projects list and update the TIP and the CPF as appropriate. It will also review and update the Policies and Funding chapters in order to remain consistent with the City's vision and current with potential funding strategies.

7.1.2. Technical Information

The Plan contains a range of technical data, much of which informs other elements of the Plan. As part of the annual amendment cycle, technical information, such as traffic volumes, existing LOS, roadway classifications, and transit route and ridership information, will be updated as appropriate. Updated information will inform much of the evaluation process, enabling the City to quantify system changes over time and make appropriate decisions in planning the future system.

7.1.3. Model Updates

The City's traffic model shall be updated on a regular basis, every few years, as new land use, employment, and housing data becomes available. Model updates are important as they ensure the City has an accurate understanding of how land use patterns, employment, and other factors impact future transportation conditions, enabling the City Council to make informed policy decisions. The model also provides an understanding of the impacts associated with different projects, allowing the City to devise a revised list of future projects to improve capacity and safety, as well as achieve other priorities.

7.1.4. Comprehensive Plan Consistency

The annual evaluation process is an opportunity to ensure the Plan is consistent with other elements of the City's Comprehensive Plan, including the land use and economic development elements; Auburn Parks, Recreation and Open Space Plan, Transportation Improvement Program; and CFP. Hence, as part of the annual amendment cycle, the City will ensure these plan components are consistent with and supportive of each other.

7.2. MULTI-YEAR UPDATES

The City has the opportunity to perform annual updates to the Plan on an as-needed basis to account for significant changes which have occurred during the previous year. A more exhaustive process is periodically necessary; hence, a thorough rewrite of the Plan shall be conducted every five to eight years. This endeavor will include a broad public outreach effort with input from neighboring jurisdictions, state and regional agencies, and Auburn residents and businesses. Much like the process for the 2024 update, it will present an opportunity to holistically examine the current transportation system and lay the framework for development of the future system.

7.3. ACCOMPLISHMENTS SINCE THE LAST PLAN UPDATE (2019)

Since 2019, the City has completed numerous transportation improvements, with an emphasis on providing new road capacity, improving pedestrian and bicycle safety, preservation of existing infrastructure, and providing better access to regional transit services including commuter rail.

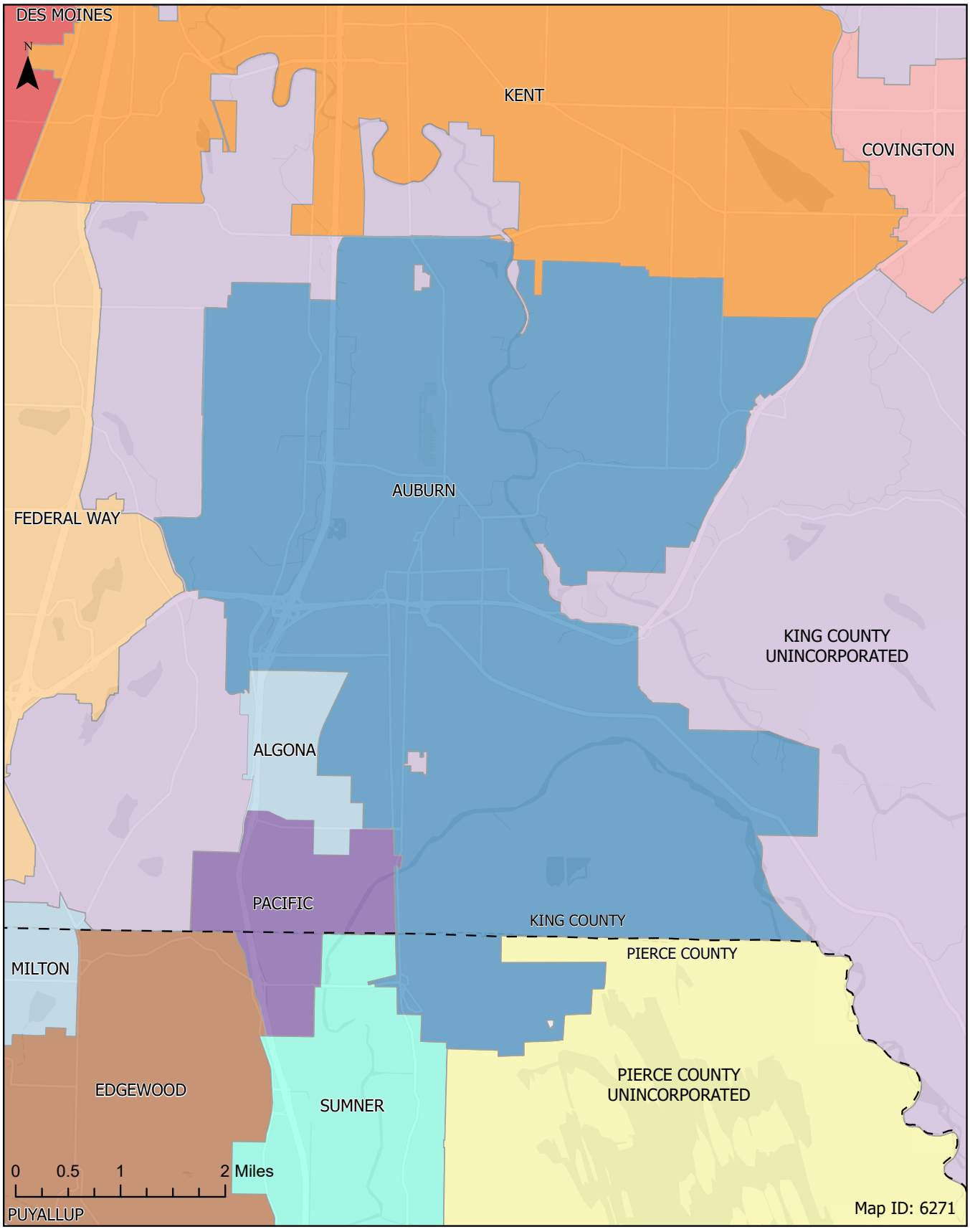
In addition to the completed planned capacity projects, additional projects were completed, such as the I Street extension to South 277th Street, the Auburn Way South sidewalk additions from Dogwood to Hemlock, Riverwalk Drive Sidewalks Expansion, and numerous pavement preservation projects.

APPENDIX A

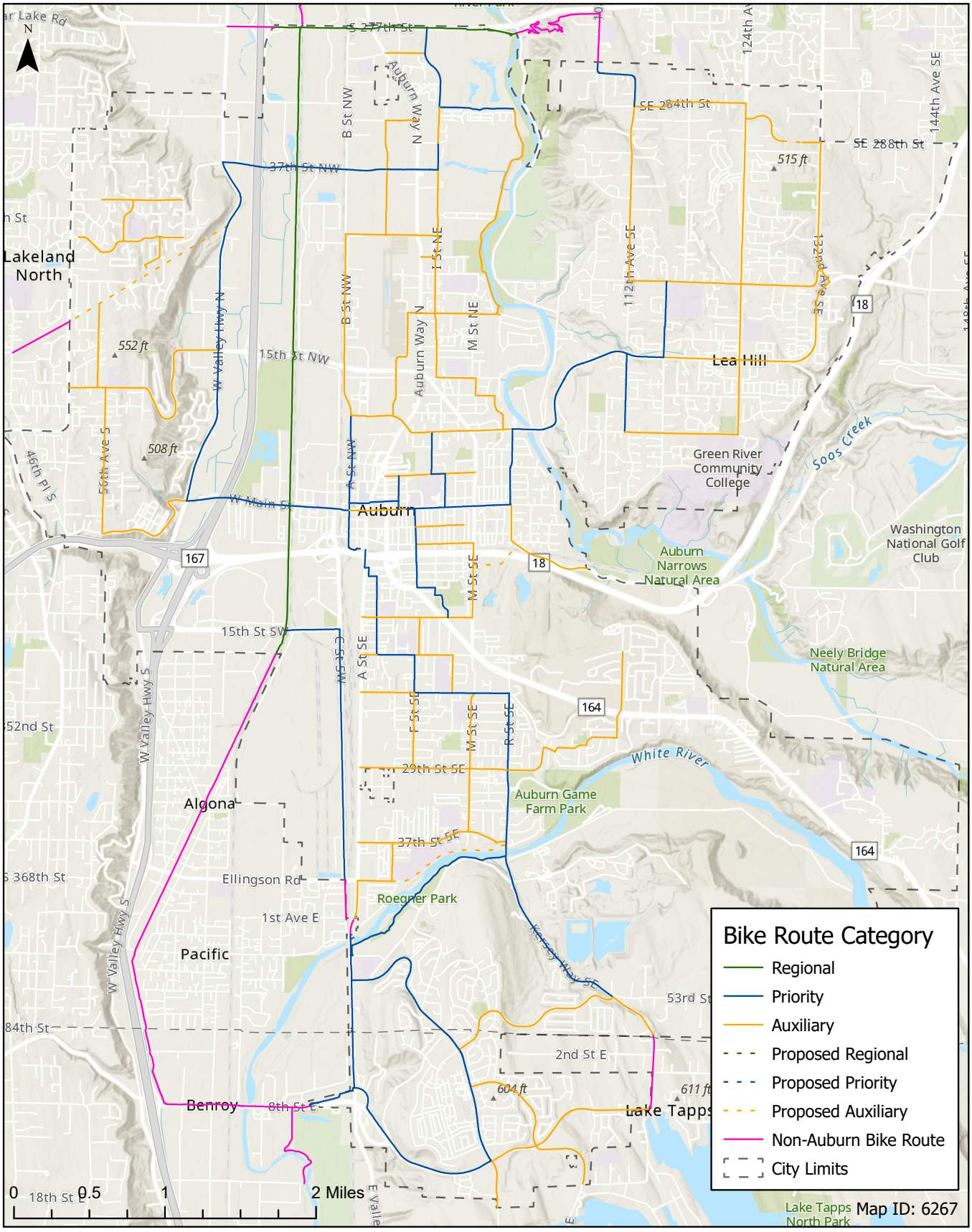
Maps & Interactive Links

IN THIS APPENDIX

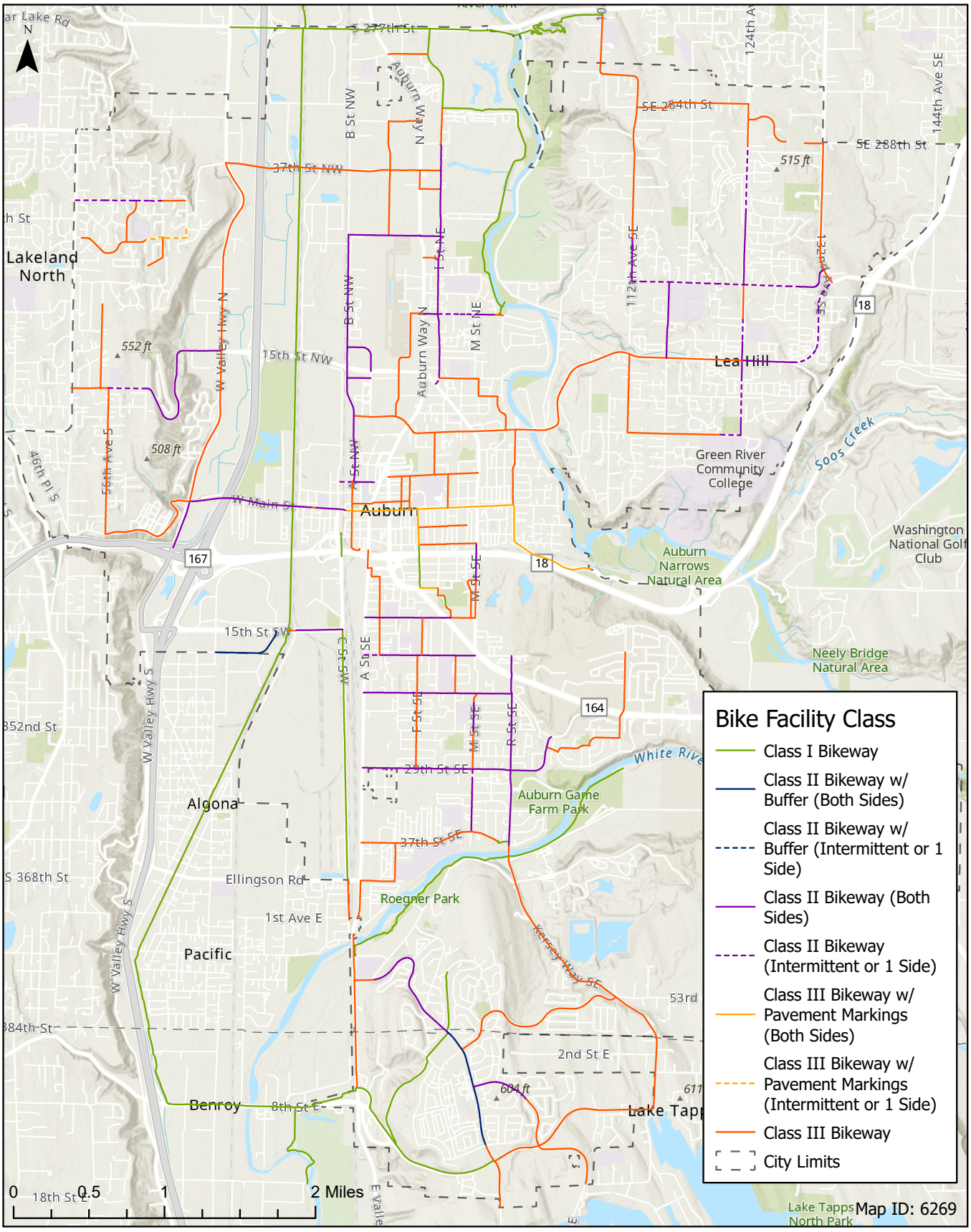
Map 1. 2024 Adjacent Cities and Counties



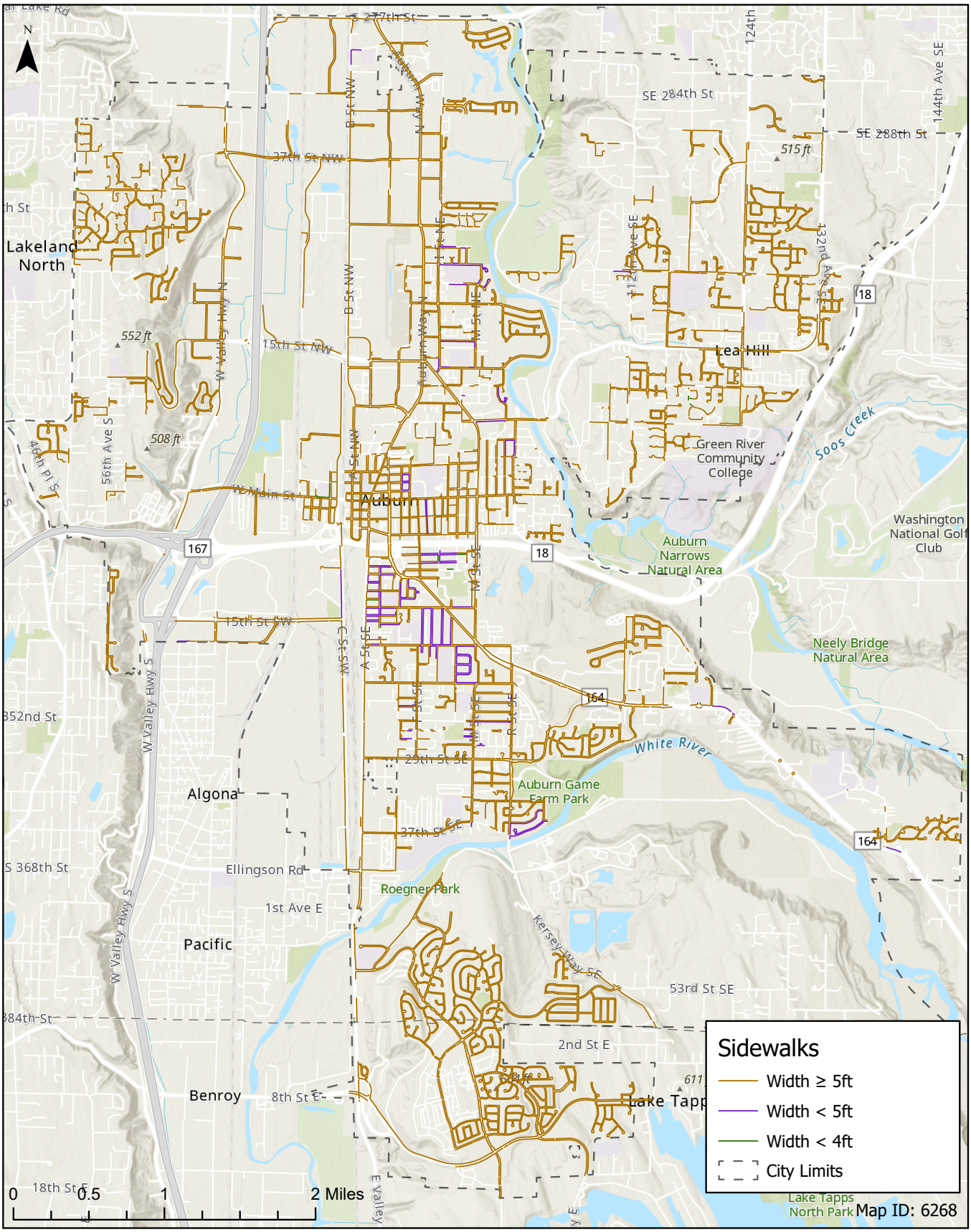
Map 2. 2024 Bike Route Network



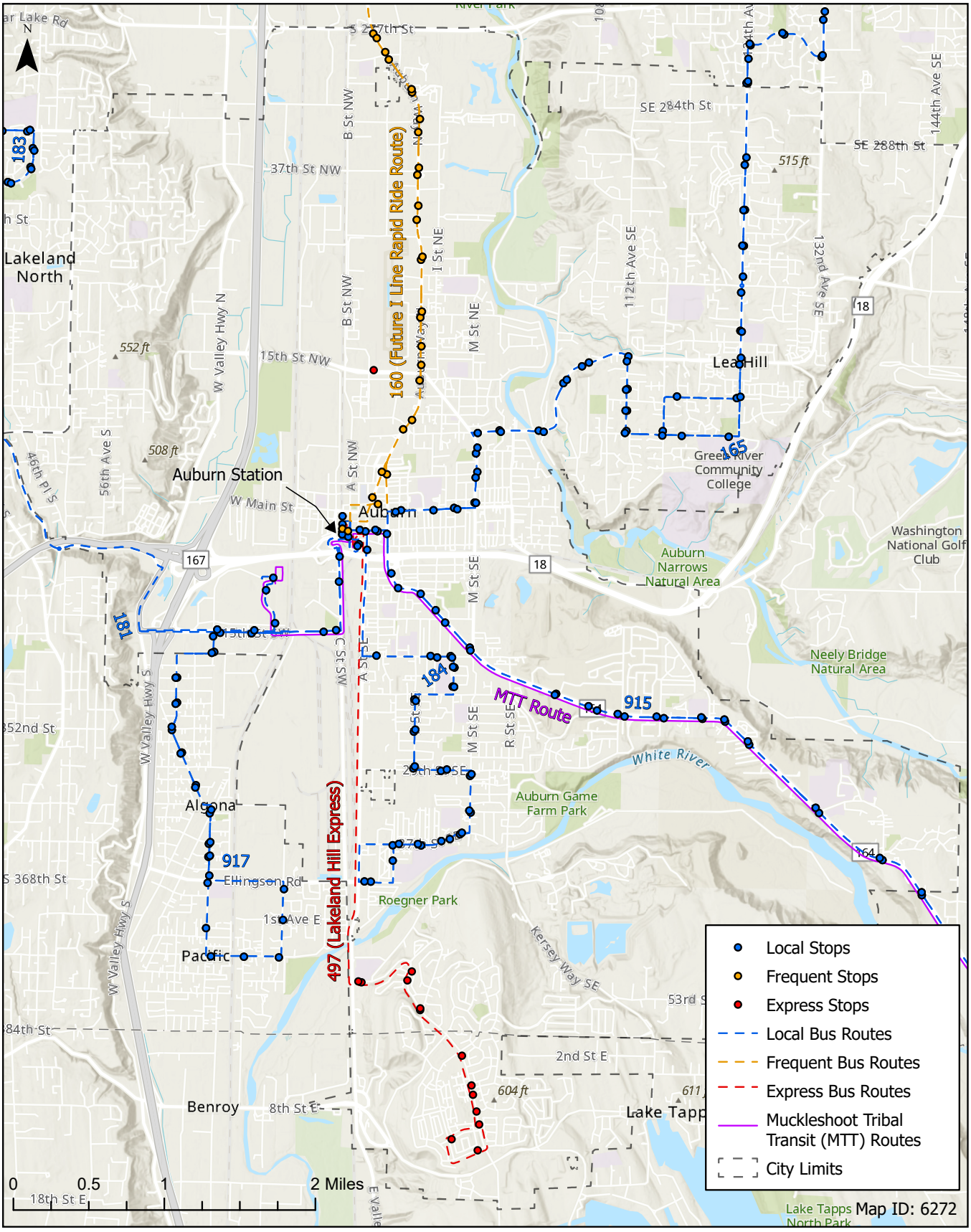
Map 3. 2024 Existing Bike Facilities



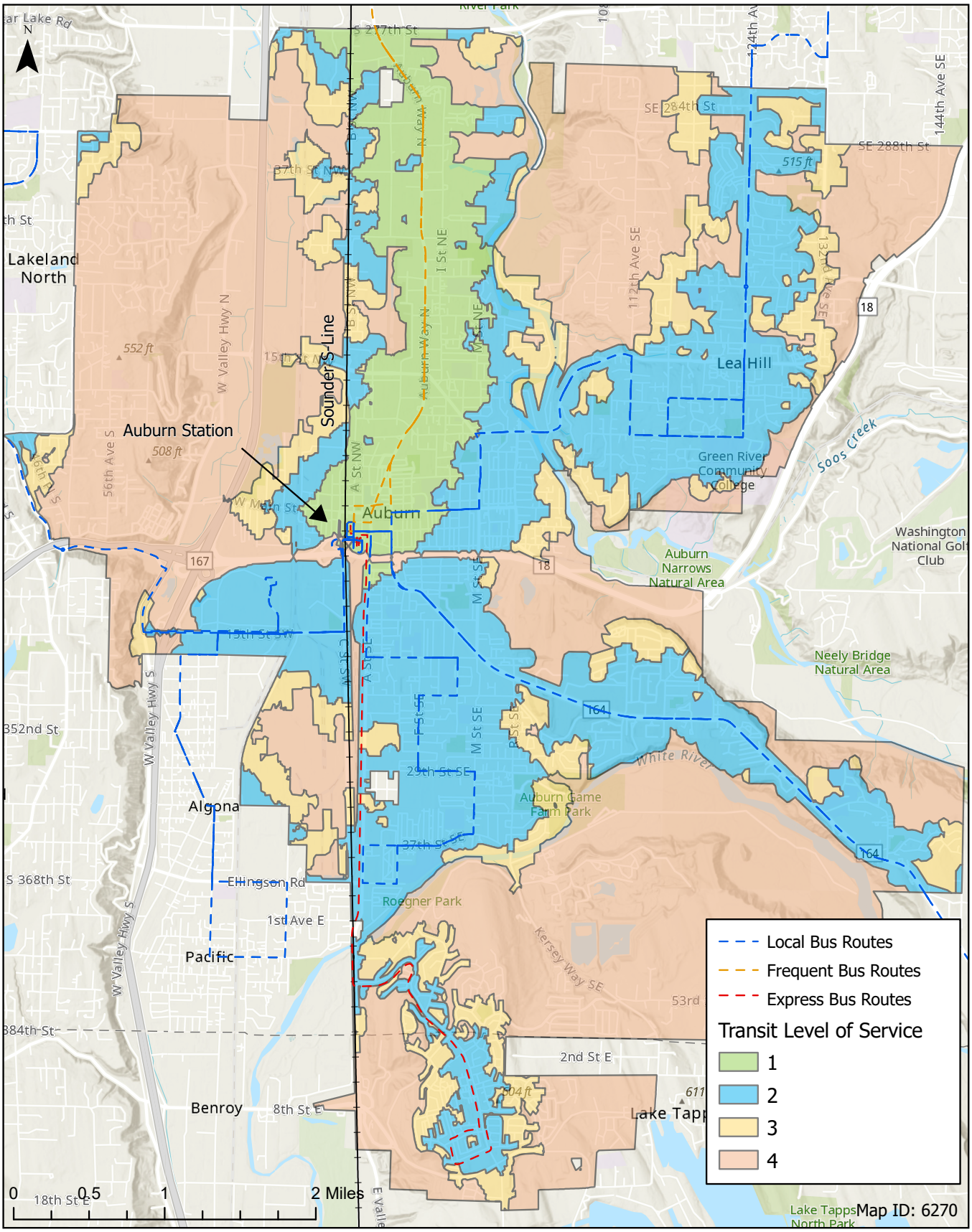
Map 4. 2024 Existing Sidewalks



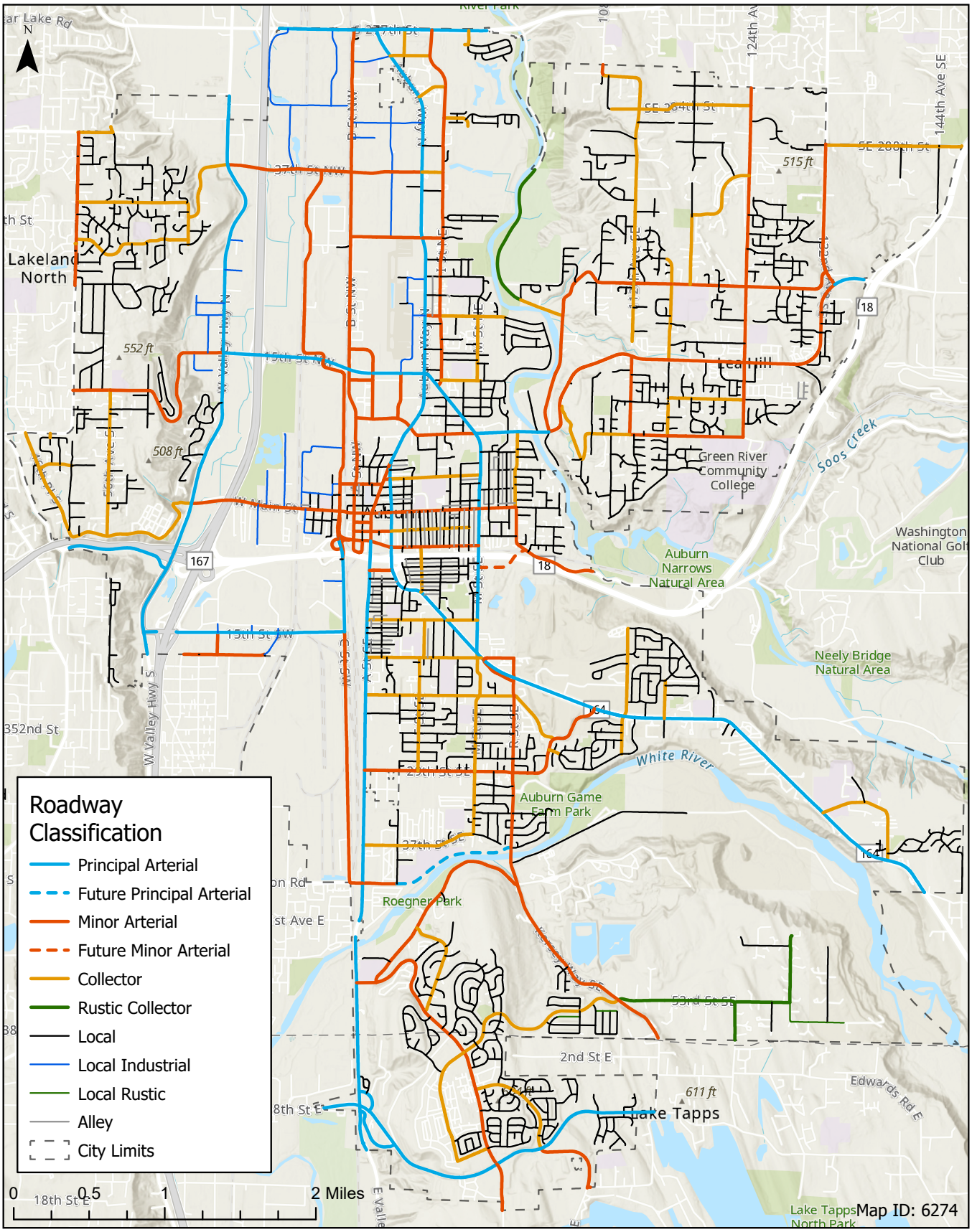
Map 5. 2024 Transit Bus Routes/Stops



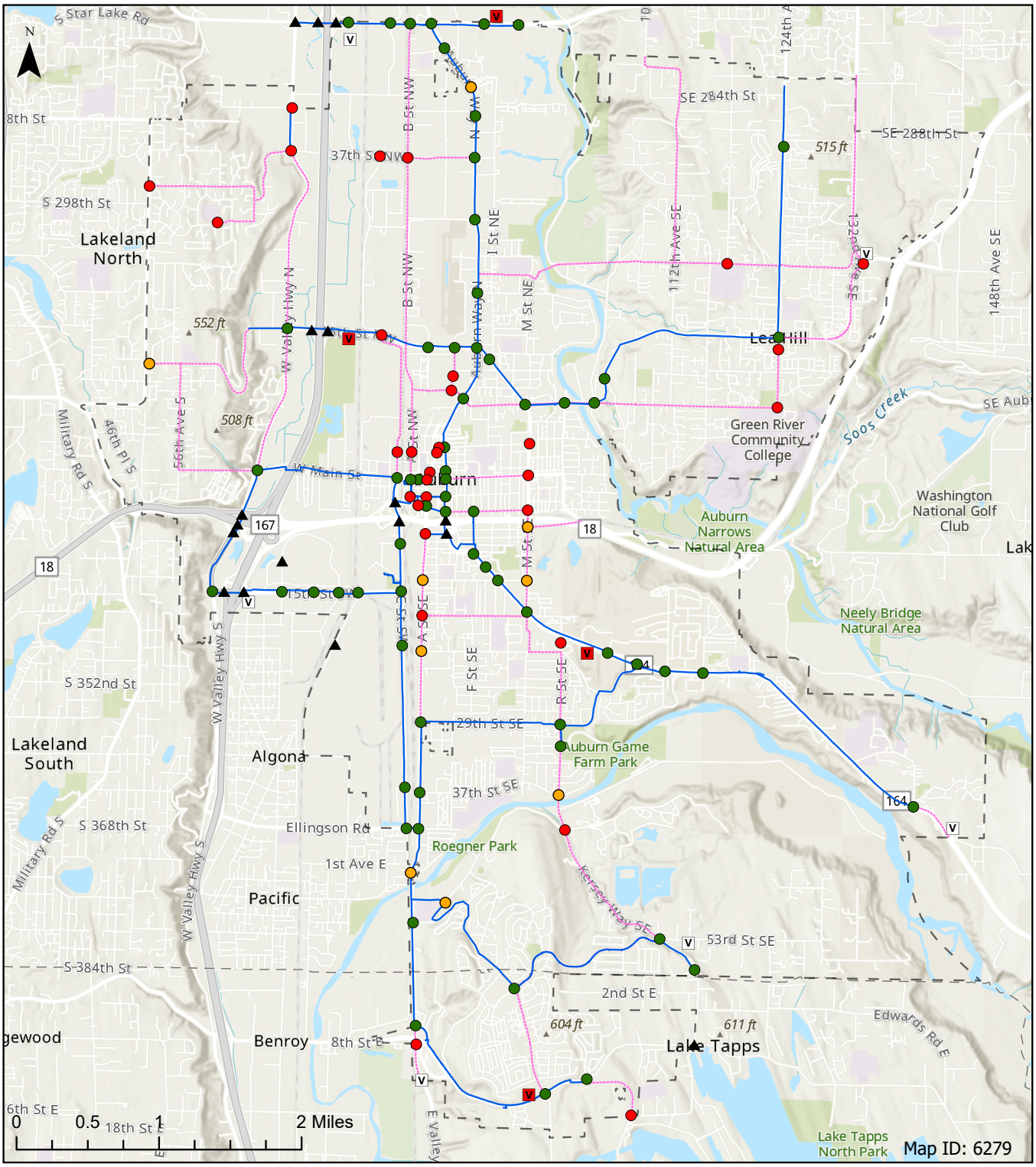
Map 6. 2024 Level of Transit Service



Map 7. 2024 Roadway Classifications



Map 8. 2024 Intelligent Transportation Systems (ITS)



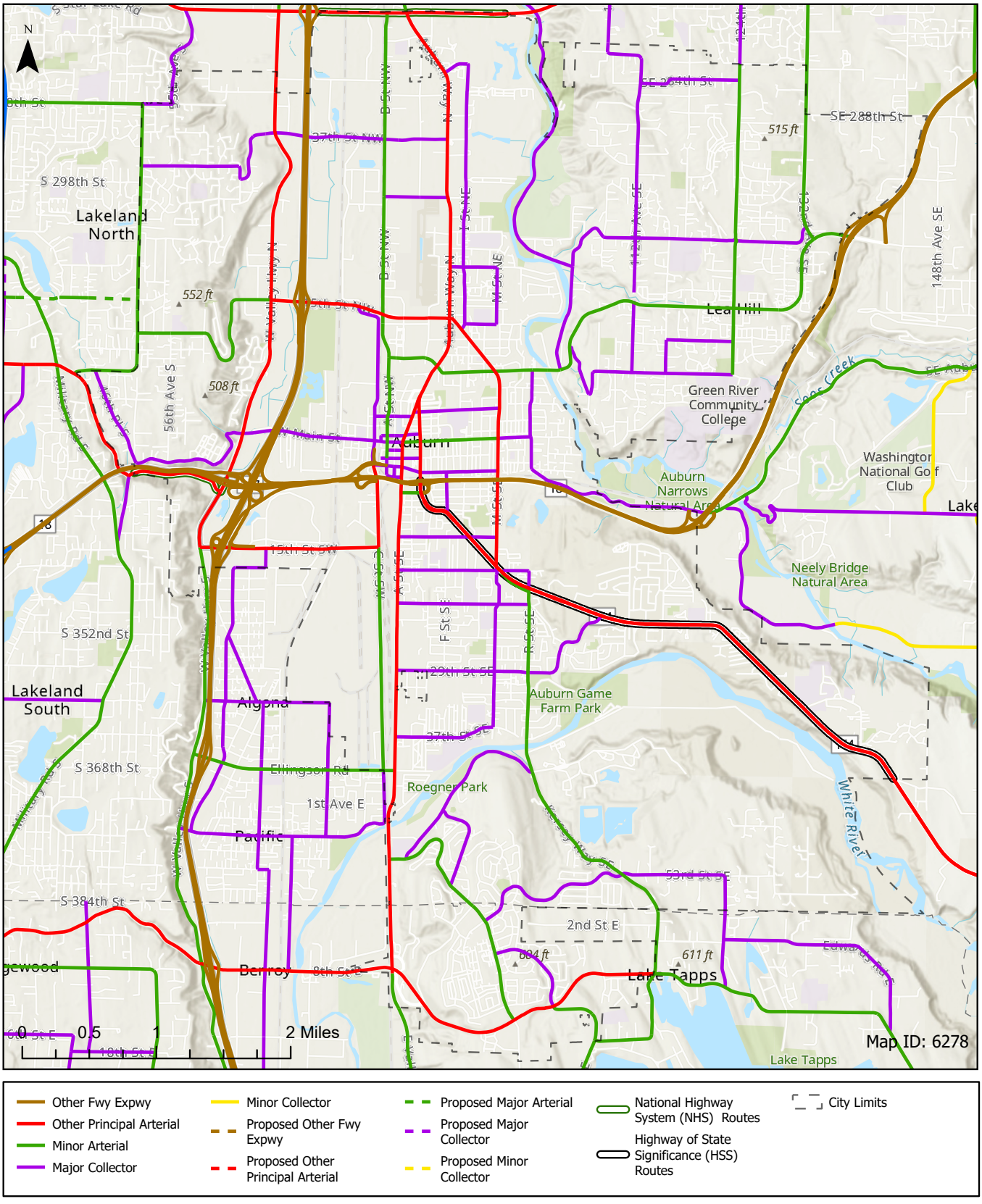
Signalized Intersections
- Connected with Fiber
- Not Connected with Fiber
- Non COA Signalized Intersection
- Future City Signal

- Existing Variable Message
- Future Variable Message

- Existing Fiber
- Future Fiber

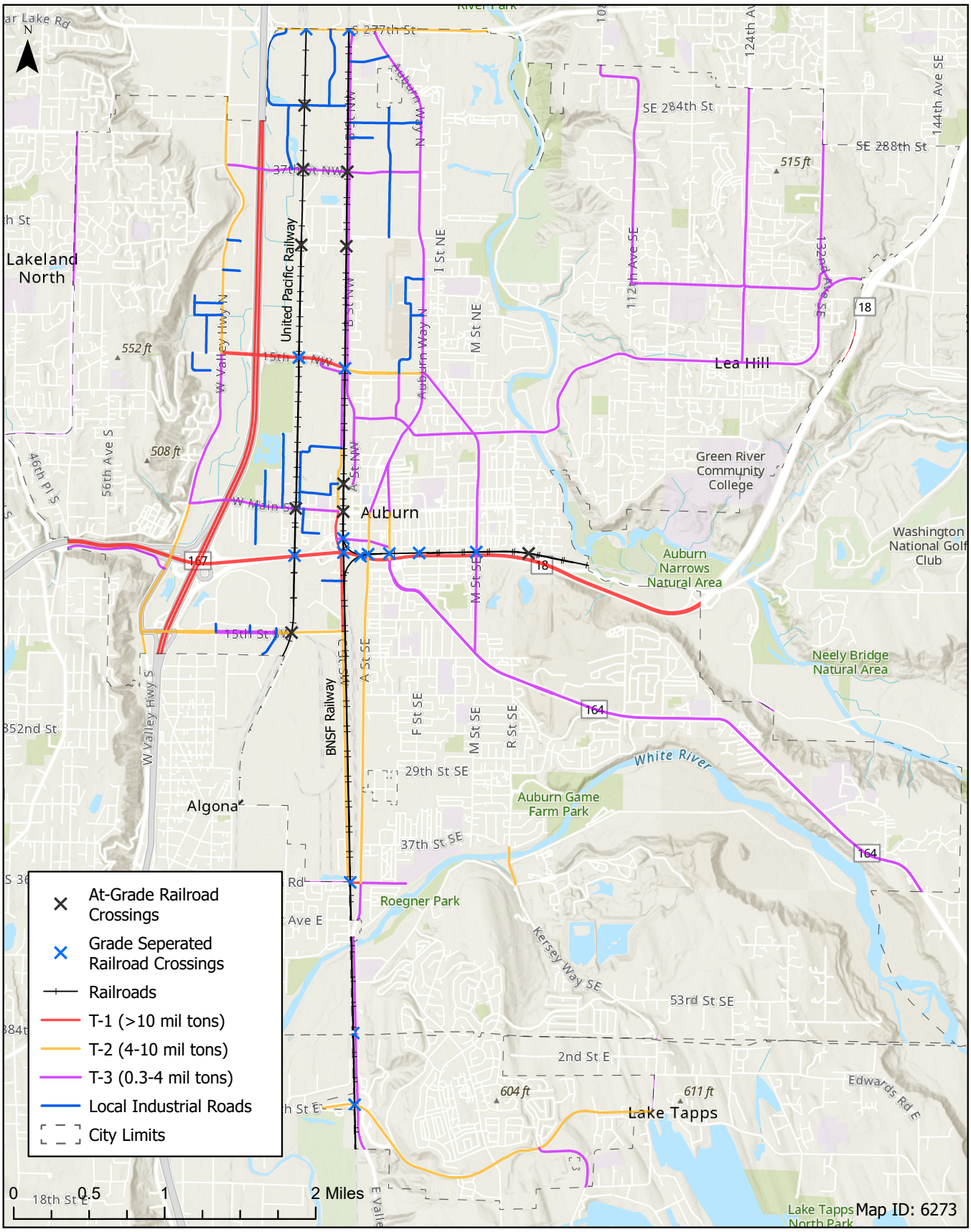
- City Limits

Map 9. 2024 Federal Functional Classifications



Data Source: https://www.wsdot.wa.gov/data/tools/geoportal/?config=FunctionalClass

Map 10. 2024 Freight Network



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APPENDIX B

Project Summaries

CITY OF AUBURN

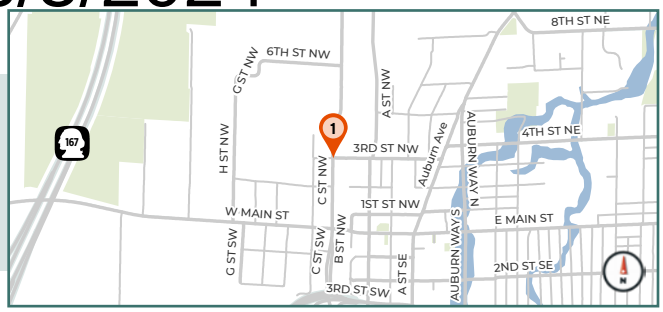
IN THIS APPENDIX

PLANNED PROJECTS & PROGRAMS

Click on a linked Comp # in the summary table below to view that specific project summary.

COMP #	PROJECT	COST ESTIMATE
1	C St NW & 3rd St NW Intersection Improvements	$1,900,000
2	15th St NW & M St NW Access Management	$50,000
3	I St NE & 37th St NE Intersection Improvements	$2,300,000
4	S 316th St & 51st Ave S Intersection Improvements	$2,150,000
5	SE 304th St & 112th Ave SE Intersection Improvements	$800,000
6	SE 304th St & 118th Ave SE Intersection Improvements	$950,000
7	A St SE & 12th St SE Intersection Improvements	$1,425,000
8	Auburn Way N & 42nd St NE Intersection Improvements	$100,000
9	Auburn Way N & 45th St NE Intersection Improvements	$1,900,000
10	I St NE & 30th St NE Intersection Improvements	$3,250,000
11	SE 304th St & 116th Ave SE Intersection Improvements	$3,725,000
12	S 321st St & 44th Ave S/46th Pl S Intersection Improvements	$3,750,000
13	A St SE & 21st St SE Intersection Improvements	$1,925,000
14	S 316th St & 56th Ave S Intersection Improvements	$3,225,000
15	Lakeland Hills Way SE & Oravetz Rd SE Corridor Improvements	$2,610,000
16	Pike St NE & 8th St NE Access Management	$50,000.00
17	Auburn Way S, M St SE, 17th St SE Intersection Improvements	$2,300,000
18	A St SE & Ellingson Rd/41st St SE Intersection Improvements	$2,425,000
19	A St SE & 44th St SE Intersection Improvements	$600,000
20	M St SE & 12th St SE Intersection Improvements	$4,650,000
21	Lea Hill Transportation Improvements	$17,775,000
22	Auburn Way N & 6th St SE Improvements (SR 18/ SR 164 Interchange)	$3,225,000
23	A St NW & 3rd St NW Improvements	$3,025,000
24	10th St NE Improvements (B St NW - Auburn Way N)	$2,300,000
25	116th Ave SE & SE 320th St Intersection Improvements	$3,150,000
26	116th Ave SE & SE 312th St Intersection Improvements	$5,600,000
27	M St SE & 29th St SE Intersection Improvements	$2,925,000
28A	M St SE By-Pass Rd (M St SE - Black Diamond Rd) - Alternative 1	$17,250,000
28B	M St SE By-Pass Rd (M St SE - Black Diamond Rd) - Alternative 2	$12,600,000
29	I St Improvements (37th St NE - 45th St NE)	$6,700,000
30	BNSF Railway/East Valley Highway Improvements	$19,940,000
31	A St SE Improvements (37th St NE - 44th St SE)	$2,025,000
32	8th St NE Improvements (Auburn Way N - Harvey Rd/M St NE)	$8,200,000
	TOTAL	**$144,800,000**

COMP-1
C ST NW & 3RD ST NW INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the addition of a dedicated eastbound left turn lane on 3rd Street NW and modifying the signal operations to allow for protected/permissive left-turns on all approaches. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Fails
2044 Future	Meets	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 700,000.00
Right of Way	$ 0.00
Construction	$ 1,200,000.00
Total	$ 1,900,000.00

This project includes the following elements:

Replaced Traffic Signal – Vehicle operations will be more efficient with less delays.

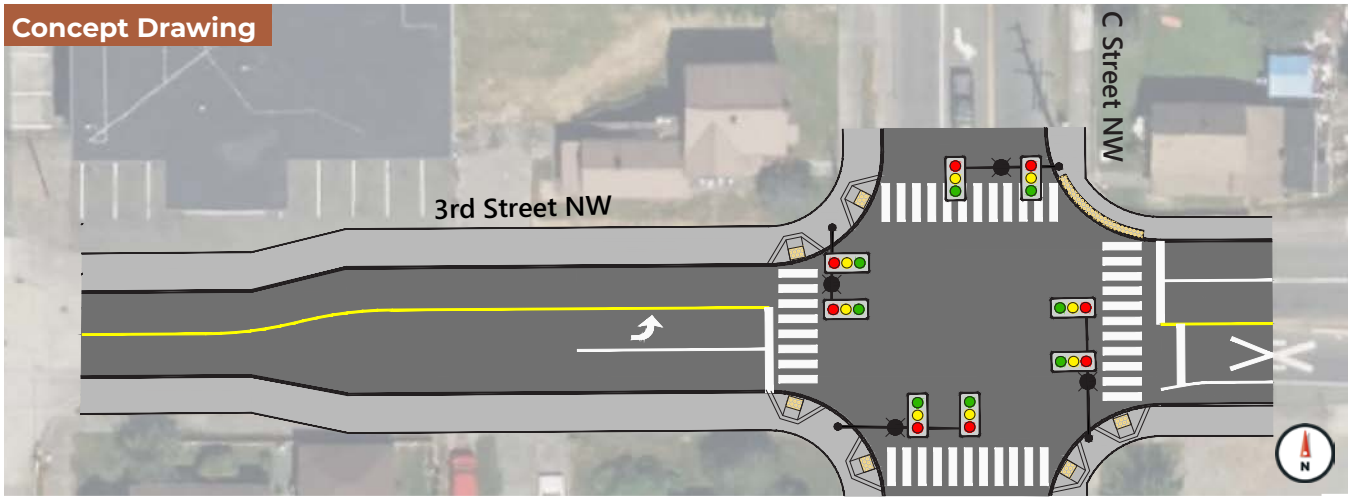
Roadway Widening – A dedicated left turn lane will be constructed on the eastbound approach of 3rd St NW.

ROW Acquisition – ROW will be acquired to accommodate the widening on the east side of the intersection and to accommodate ADA improvements

New Asphalt Pavement – A top layer of asphalt pavement will be removed/ replaced that will extend pavement life.

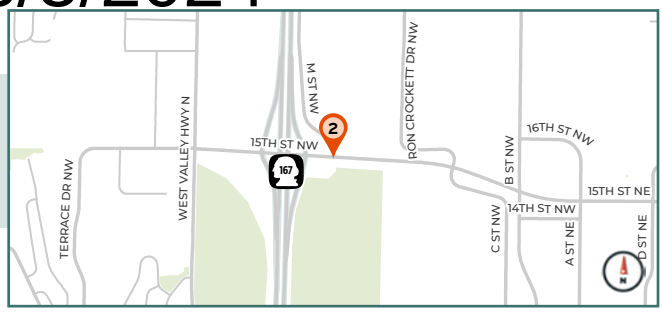
ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Concept Drawing



CITY OF AUBURN

COMP-2
15TH ST NW & M ST NW ACCESS MANAGEMENT



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced by restricting left turns from southbound M St NW to easbound 15th St NW. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Fails	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 10,000.00
Right of Way	$ 0.00
Construction	$ 40,000.00
Total	$ 50,000.00

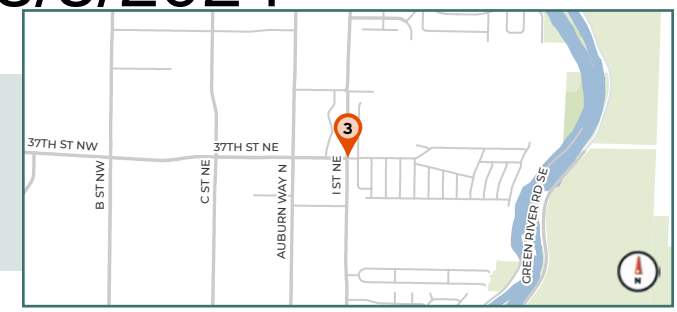
This project includes the following elements:

Restricted Left Turns – Left turns will be prohibited from southbound M St NW to eastbound 15th St NW.

Roadway Striping – The existing left turn lane on M St NW will be replaced with yellow thermoplastic gore striping, preventing vehicles from utilizing the lane.

New Signage – No left turn signs will be placed on M St NW to restrict movement. Time restrictions will be enforced from 3 PM to 6 PM daily.

COMP-3
I ST NE & 37TH ST NE INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the construction of a single-lane roundabout. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Meets	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 800,000.00
Right of Way	$ 100,000.00
Construction	$ 1,400,000.00
Total	$ 2,300,000.00

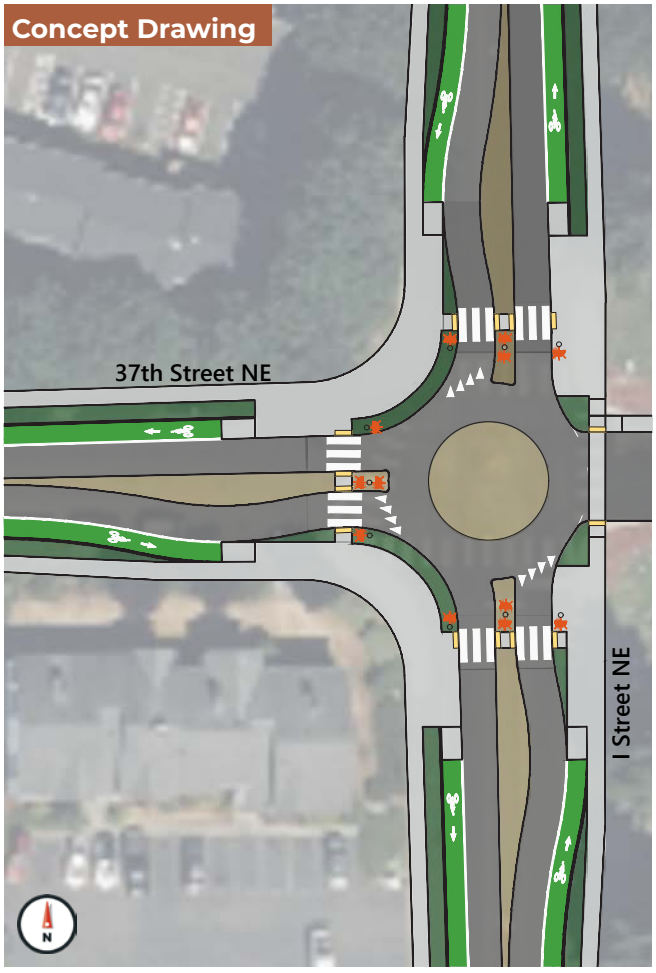
This project includes the following elements:

Construct a Roundabout – The all-way stop-controlled intersection will be replaced with a single lane roundabout, including refuge islands for pedestrians.

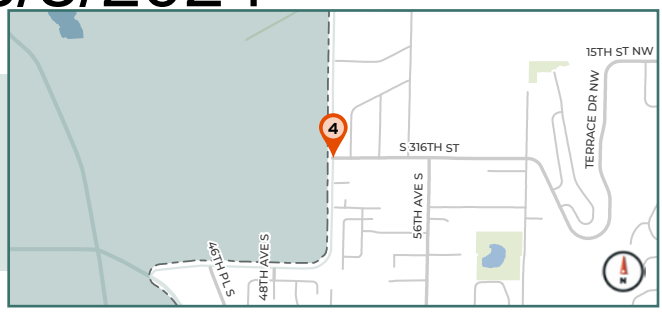
Bike Lanes – Design of the roundabout will include providing facilities for bicycles to operate at a lower level of stress through the intersection.

Rectangular Rapid Flashing Beacons (RRFBs) – All pedestrian crossings will have flashing lights that alert motorists of a pedestrian crossing the street.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.



COMP-4
S 316TH ST & 51ST AVE S INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

> Modeling and observations indicated that intersection delays could be reduced through the replacement of the stop controls with construction of a new traffic signal. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Fails
2044 Future	Meets	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 700,000.00
Right of Way	$ 150,000.00
Construction	$ 1,300,000.00
Total	$ 2,150,000.00

This project includes the following elements:

Construction of a New Traffic Signal – Vehicle operations will be more efficient with less delays.

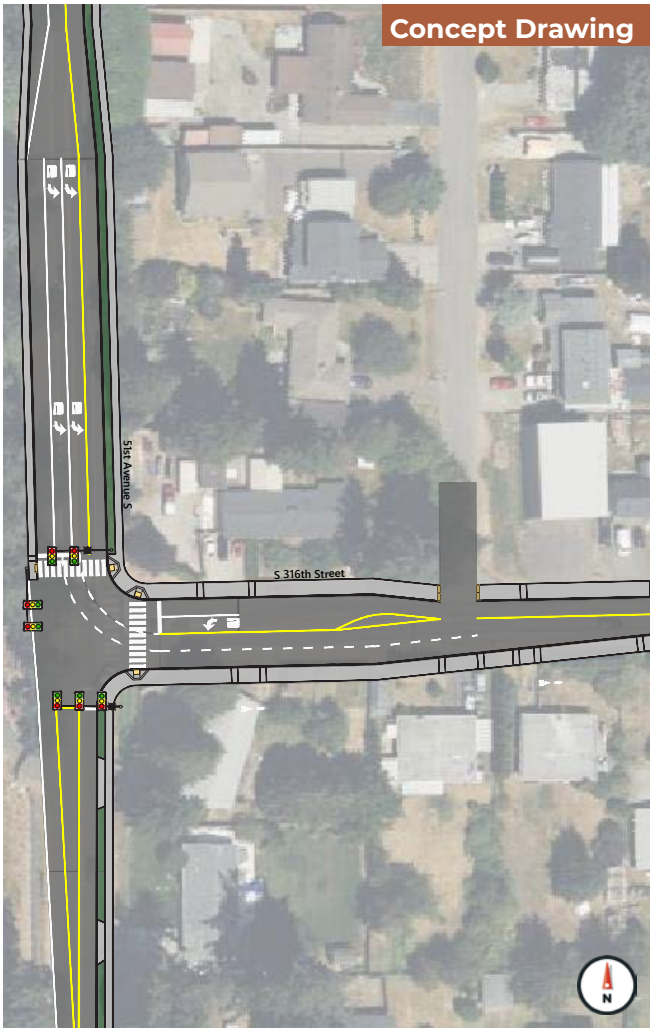
Roadway Widening – Dedicated left turn lane will be constructed on the soundbound approach of 51st Ave S and an additonal through lane on eastbound S 316th St.

ROW Acquisition – ROW will be acquired to accommodate the widening on the east and south sides of the intersection and to accommodate ADA improvements

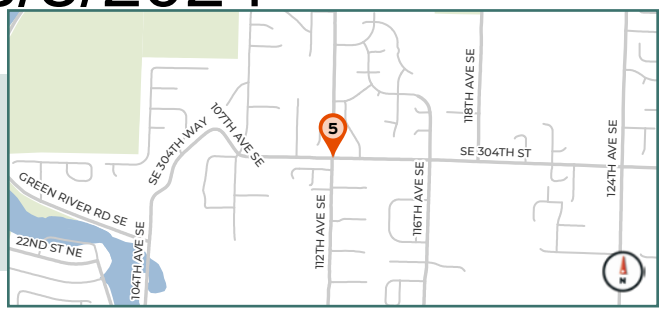
New Asphalt Pavement – A top layer of asphalt pavement will be removed/ replaced that will extend pavement life.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Coordination with King County Required to determine scope of work and responsibility.



COMP-5
SE 304TH ST & 112TH AVE SE INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the construction of a new two-stage left turn lane on SE 304th St that will assist motorists turning from 112th Ave SE. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Meets	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 300,000.00
Right of Way	$ 0.00
Construction	$ 500,000.00
Total	$ 800,000.00

This project includes the following elements:

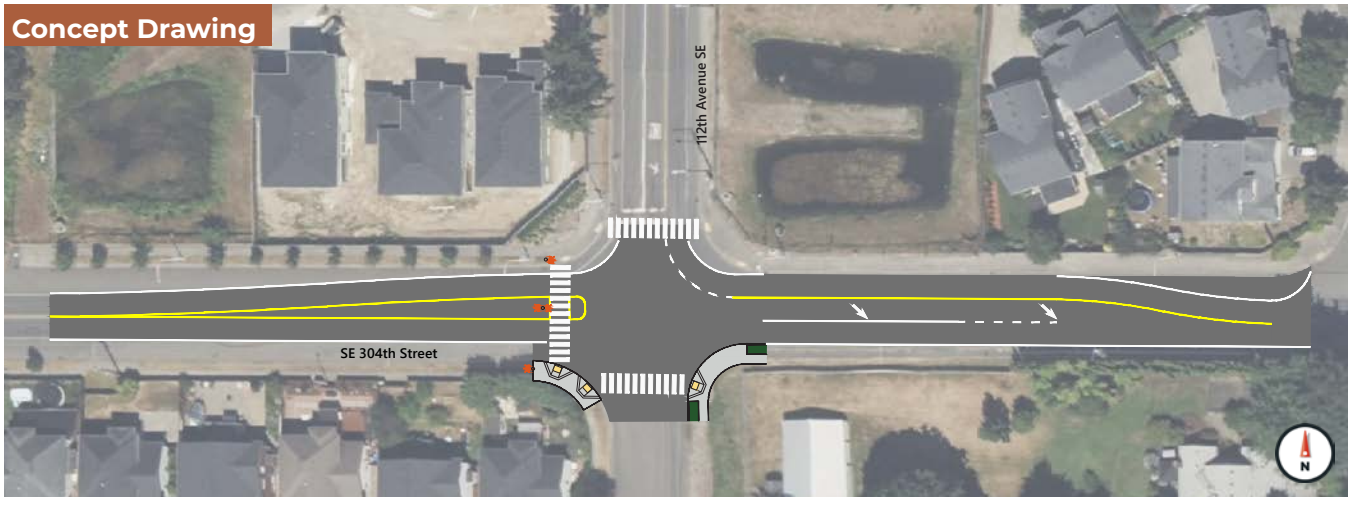
Additional Travel Lanes – Striping of a new refuage/merge lane will be installed to assist motorists turning from 112th Ave SE.

Improvements will be constructed within the existing ROW.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

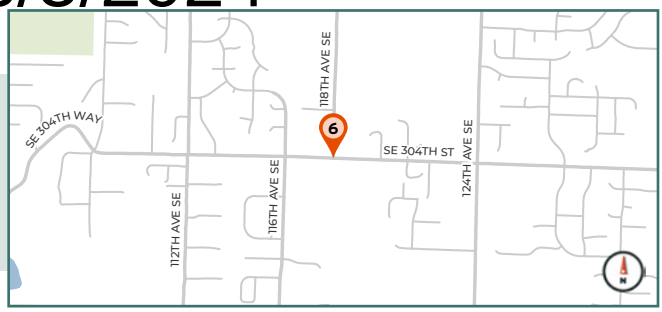
Rectangular Rapid Flashing Beacons (RRFBs) – Installation of RRFBs for crosswalk over SE 304th. A new development will construct the RRFBs as a separate project/permit.

Concept Drawing



CITY OF AUBURN

COMP-6
SE 304TH ST & 118TH AVE SE INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the construction of a median on SE 304th St that will restrict left turns from 118th Ave SE. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Fails	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 300,000.00
Right of Way	$ 50,000.00
Construction	$ 600,000.00
Total	$ 950,000.00

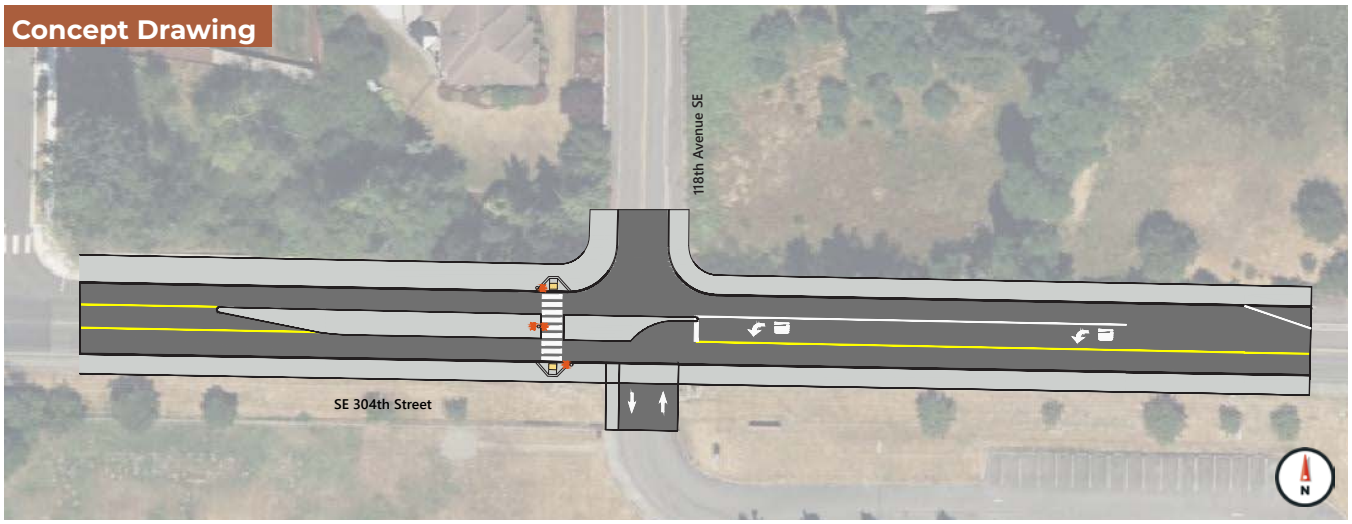
This project includes the following elements:

Concrete Median – A new 13 ft. concrete median will be constructed through the intersection on SE 304th St. This will prevent vehicles from turning left or going straight into the school driveway from 118th Ave SE.

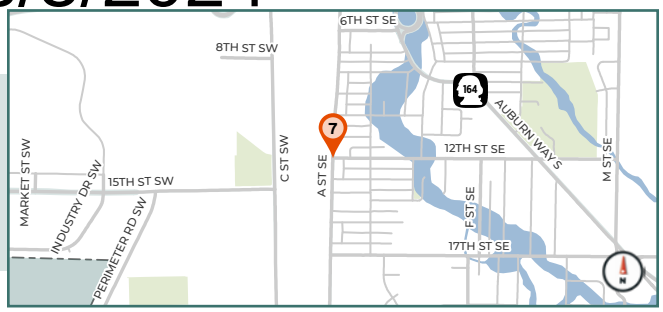
ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Rectangular Rapid Flashing Beacons (RRFBs) – Installation of RRFBs for crosswalk over SE 304th.

Concept Drawing



COMP-7
A ST SE & 12TH ST SE INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the replacement of the stop control with construction of a new traffic signal. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Fails	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 500,000.00
Right of Way	$ 25,000.00
Construction	$ 900,000.00
Total	$ 1,425,000.00

This project includes the following elements:

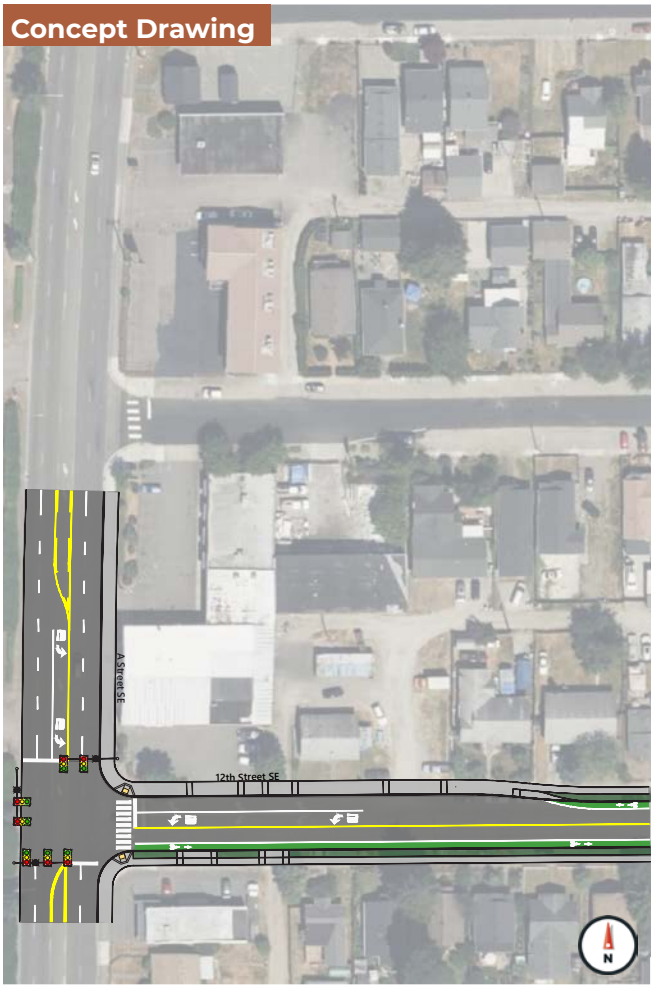
Construction of a New Traffic Signal – Vehicle operations will be more efficient with less delays.

New Asphalt Pavement – A top layer of asphalt pavement will be removed/ replaced that will extend pavement life.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

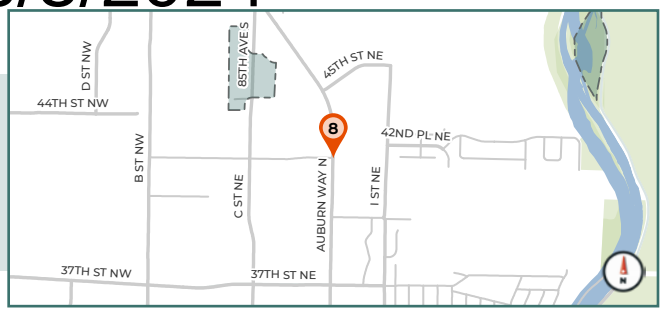
Bike Lanes – Design of the intersection will include providing facilities for bicycles to operate at a lower level of stress through the intersection

Concept Drawing



CITY OF AUBURN

COMP-8
AUBURN WAY N & 42ND ST NE INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the restriction of left turns from 42nd St NE to Auburn Way N during PM peak hours. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Meets	Fails

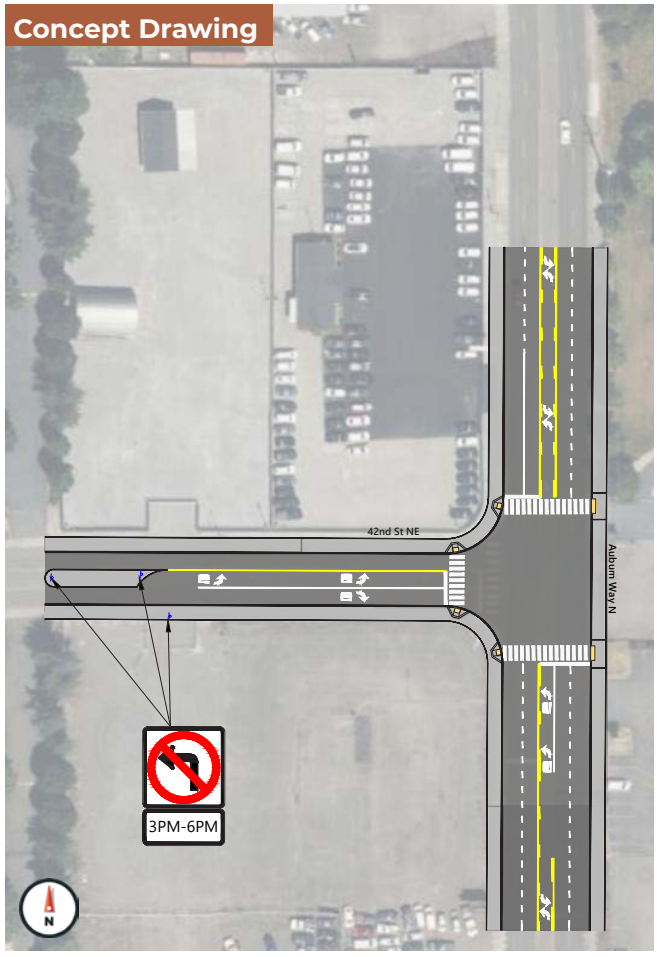
PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 25,000.00
Right of Way	$ 0.00
Construction	$ 75,000.00
Total	$ 100,000.00

This project includes the following elements:

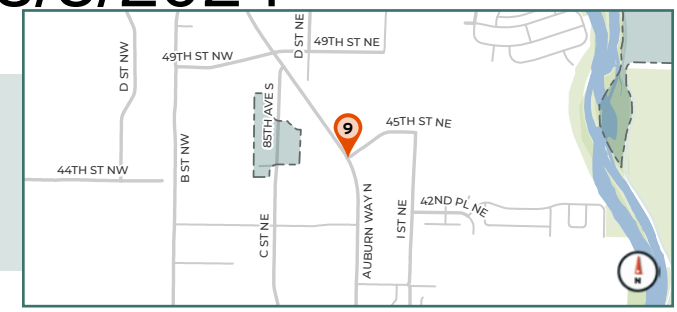
New Signage – No left turn signs will be placed on 42nd St NE to restrict movement. Time restrictions will be enforced from 3 PM to 6 PM daily.

Construct a New Median – A concrete median will be constructed in the existing center turn lane to separate the lane from the left turn lane at Auburn Way N and 42nd St NE.

Concept Drawing



COMP-9
AUBURN WAY N & 45TH ST NE INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the replacement of the stop control with construction of a new traffic signal. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Fails
2044 Future	Fails	Fails

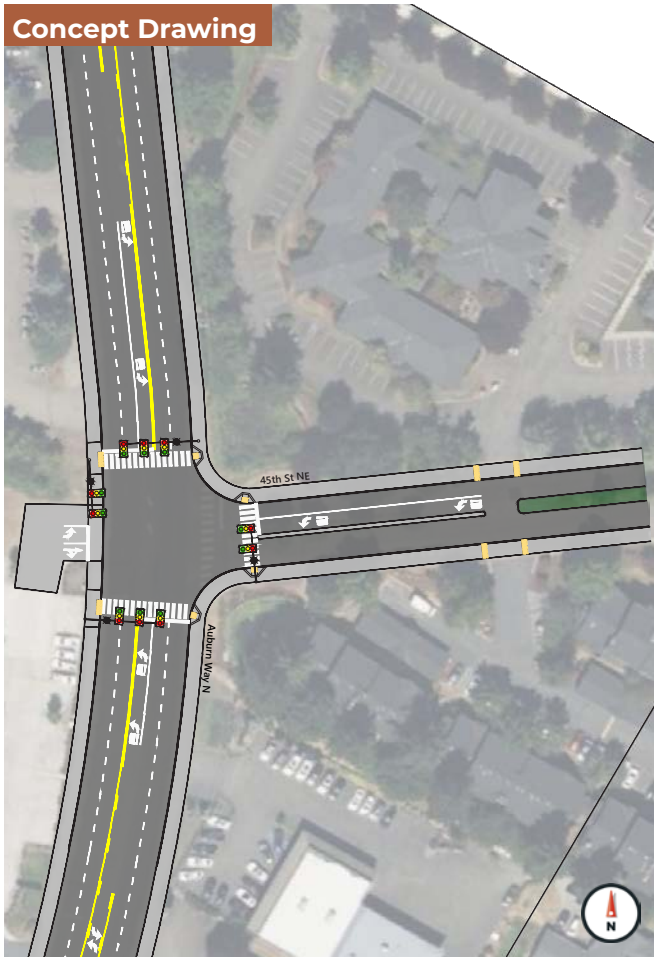
PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 700,000.00
Right of Way	$ 0.00
Construction	$ 1,200,000.00
Total	$ 1,900,000.00

This project includes the following elements:

Construction of a New Traffic Signal – Vehicle operations will be more efficient with less delays.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Concept Drawing



COMP-10
I ST NE & 30TH ST NE INTERSECTION IMPROVEMENTS

Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the construction of a single-lane roundabout. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Meets	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 1,100,000.00
Right of Way	$ 50,000.00
Construction	$ 2,100,000.00
Total	$ 3,250,000.00

This project includes the following elements:

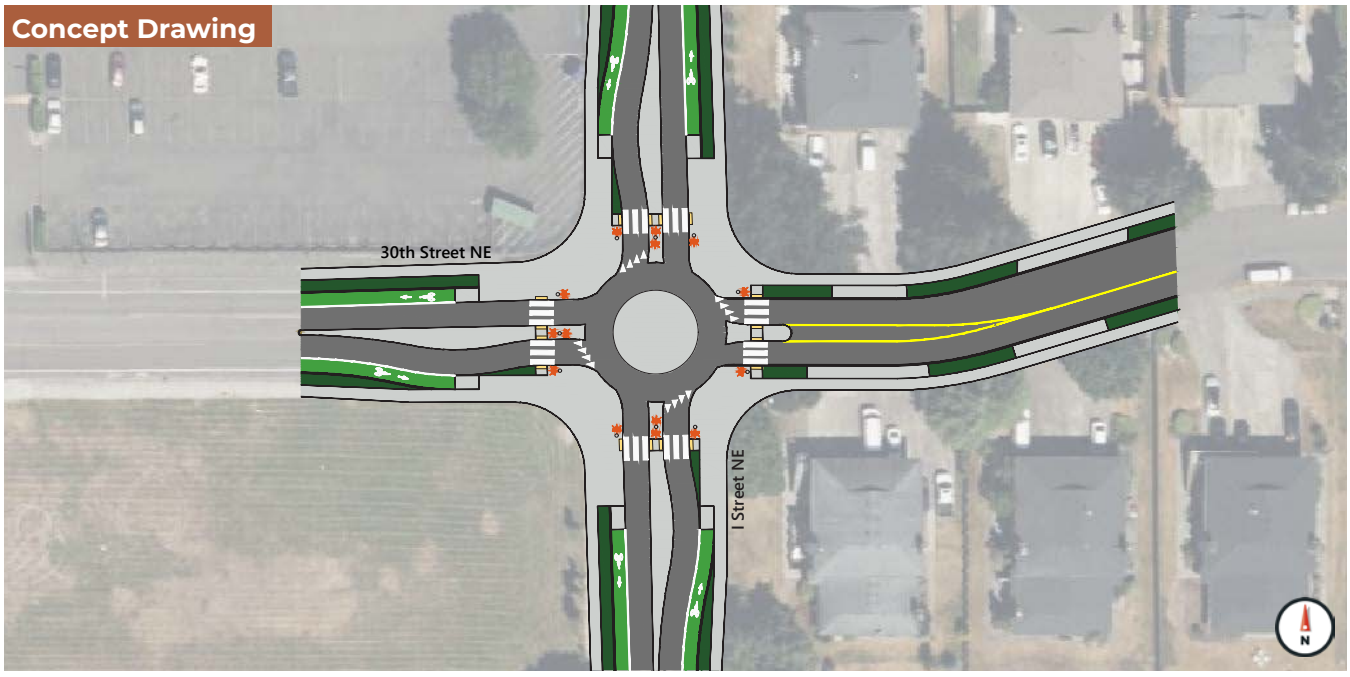
Construct a Roundabout – The existing east/west two-way stop control intersection will be replaced with a single lane roundabout, including refuge islands for pedestrians.

Bike Lanes – Design of the roundabout will include providing facilities for bicycles to operate at a lower level of stress through the intersection.

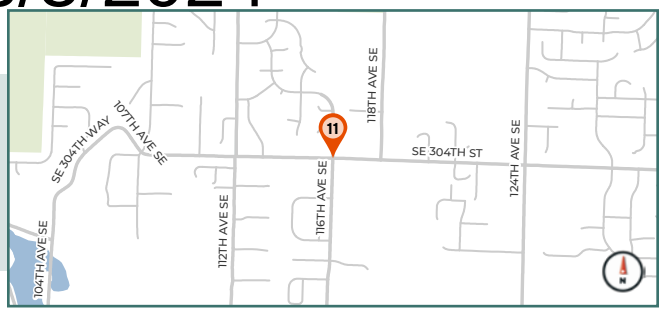
Rectangular Rapid Flashing Beacons (RRFBs) – All pedestrian crossings will have flashing lights that alert motorists of a pedestrian crossing the street.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Concept Drawing



COMP-11
SE 304TH ST & 116TH AVE SE INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

> Modeling and observations indicated that intersection delays could be reduced through the construction of a single-lane roundabout. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Fails	Meets
2044 Future	Fails	Meets

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 1,200,000.00
Right of Way	$ 325,000.00
Construction	$ 2,200,000.00
Total	$ 3,725,000.00

This project includes the following elements:

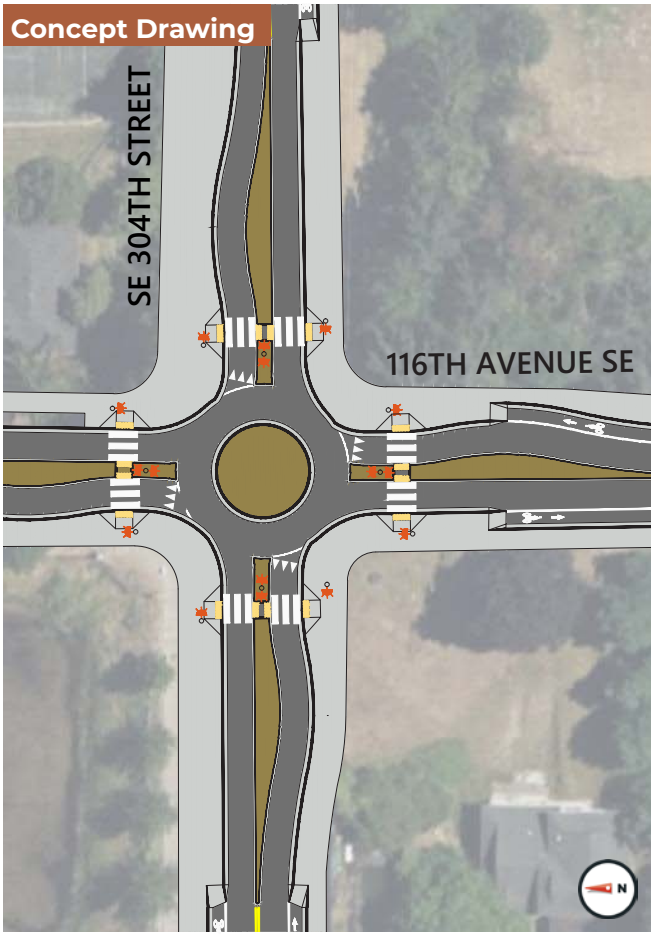
Construct a Roundabout – The existing north/ south two-way stop control intersection will be replaced with a single lane roundabout, including refuge islands for pedestrians.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

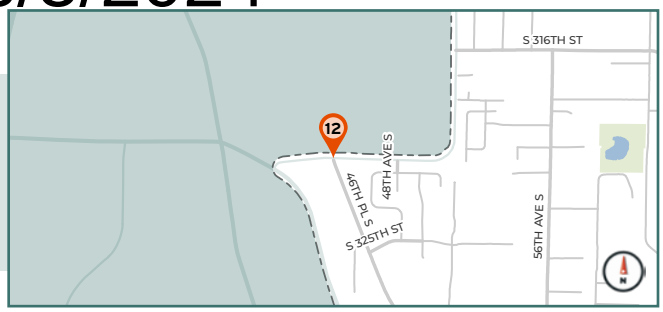
Rectangular Rapid Flashing Beacons (RRFBs) – All pedestrian crossings will have flashing lights that alert motorists of a pedestrian crossing the street.

ROW Acquisition – ROW will be acquired to accommodate the widening of the intersection and to accommodate ADA improvements.

Bike Lanes – Design of the roundabout will include providing facilities for bicycles to operate at a lower level of stress through the intersection



COMP-12
S 321ST ST & 44TH AVE S/ 46TH PL S INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the construction of a single-lane roundabout. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Fails
2044 Future	Fails	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 1,200,000.00
Right of Way	$ 350,000.00
Construction	$ 2,200,000.00
Total	$ 3,750,000.00

This project includes the following elements:

Construct a Roundabout – The existing two-way stop control intersection will be replaced with a single lane roundabout, including refuge islands for pedestrians.

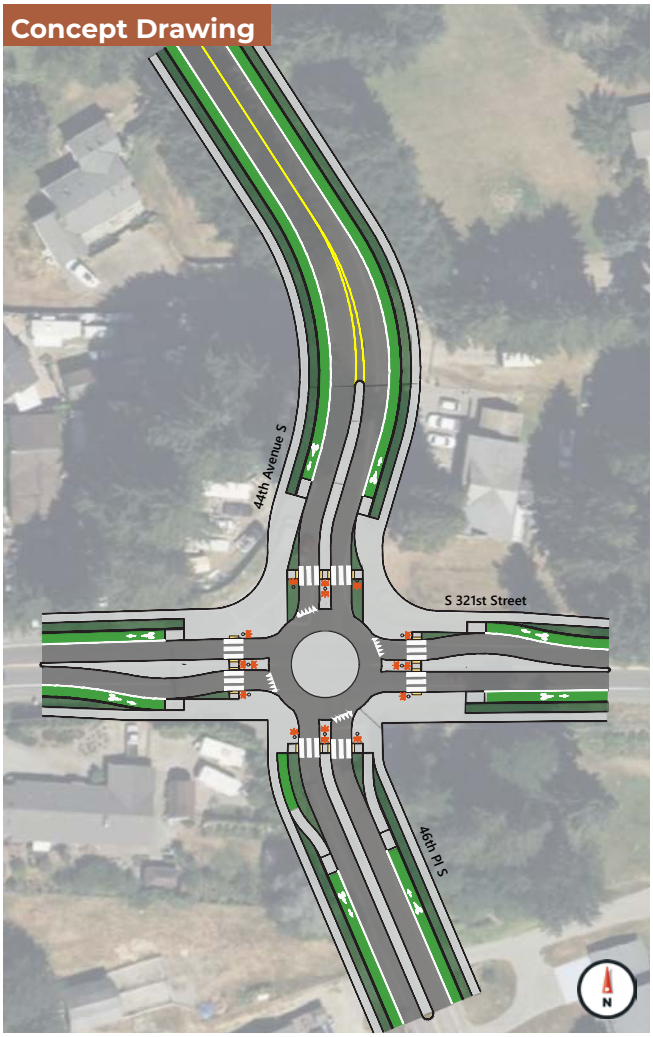
Bike Lanes – Design of the roundabout will include providing facilities for bicycles to operate at a lower level of stress through the intersection.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

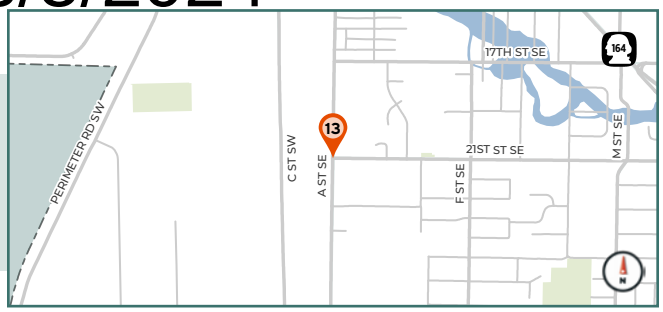
Drainage Improvements – Installation of subsurface drainage in project limits will provide better stormwater management within project area.

ROW Acquisition – ROW will be acquired to accommodate the widening on the of the intersection and to accommodate ADA improvements.

Concept Drawing



COMP-13
A ST SE & 21ST ST SE INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the replacement of the stop control with construction of a new traffic signal. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Fails	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 600,000.00
Right of Way	$ 125,000.00
Construction	$ 1,200,000.00
Total	$ 1,925,000.00

This project includes the following elements:

Construction of a New Traffic Signal – Vehicle operations will be more efficient with less delays.

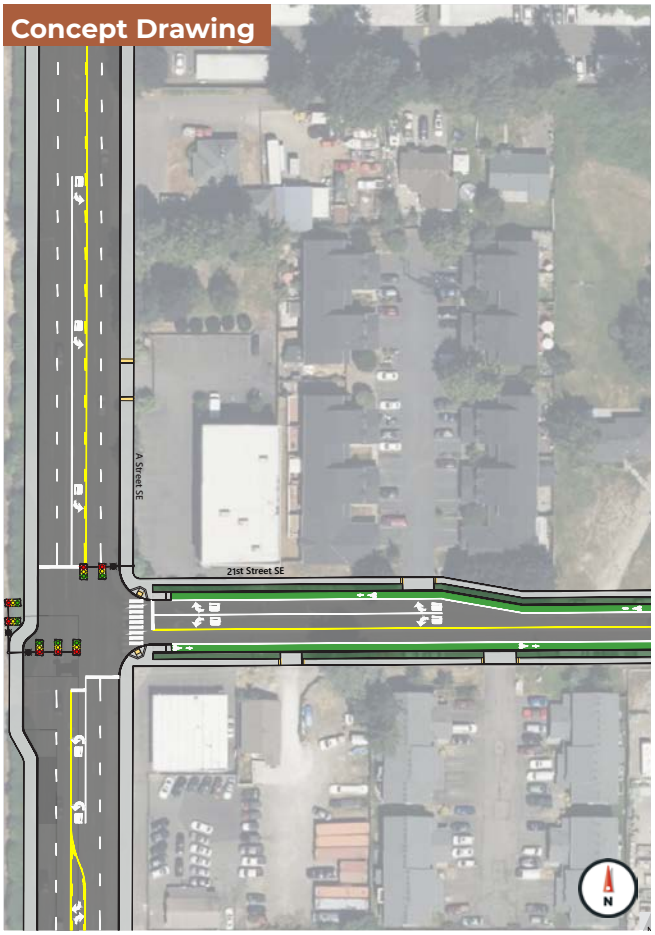
Roadway Widening – Widening of A St SE will allow the introduction of access control to the south of the signal, by allowing for u-turn movements at the intersection.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

ROW Acquisition – ROW will be acquired to accommodate the widening on the west side of the intersection for the U-Turn lane and to accommodate ADA improvements.

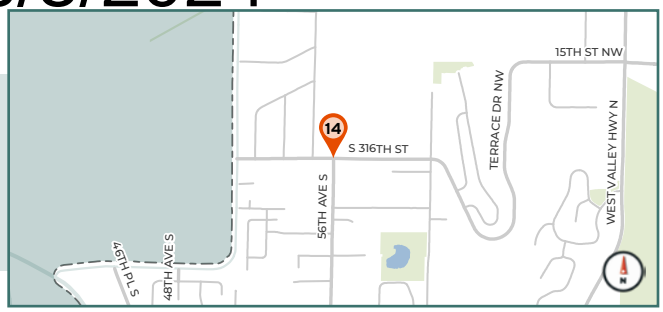
Bike Lanes – Design of the intersection will include providing facilities for bicycles to operate at a lower level of stress through the intersection.

Concept Drawing



CITY OF AUBURN

COMP-14
S 316TH ST & 56TH AVE S INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the construction of a single-lane roundabout. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Meets	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 1,100,000.00
Right of Way	$ 125,000.00
Construction	$ 2,000,000.00
Total	$ 3,225,000.00

This project includes the following elements:

Construct a Roundabout – The existing all-way stop control intersection will be replaced with a single lane roundabout, including refuge islands for pedestrians.

Bike Lanes – Design of the roundabout will include providing facilities for bicycles to operate at a lower level of stress through the intersection.

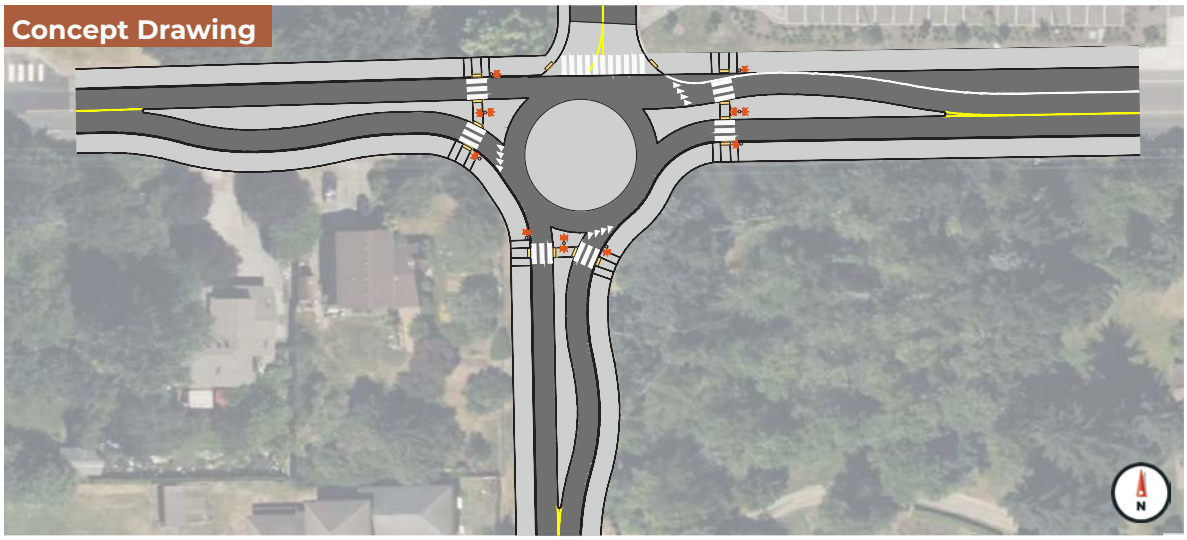
ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Drainage Improvements – Installation of subsurface drainage in project limits will provide better stormwater management within project area.

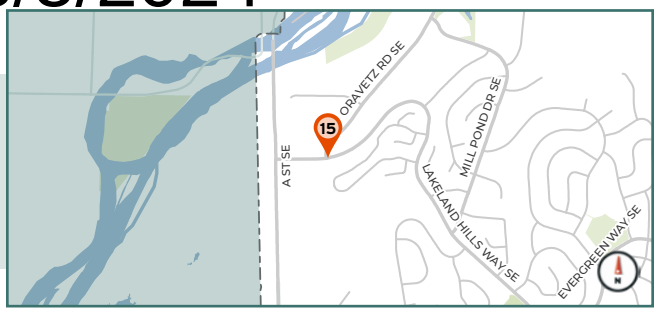
Rectangular Rapid Flashing Beacons (RRFBs) – All pedestrian crossings will have flashing lights that alert motorists of a pedestrian crossing the street.

ROW Acquisition – ROW will be acquired to accommodate the widening of the intersection and to accommodate ADA improvements.

Concept Drawing



COMP-15
LAKELAND HILLS WAY SE & ORAVETZ RD SE CORRIDOR INTERSECTION IMPROVEMENTS



Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced through the replacement of the stop control with construction of a new traffic signal. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Fails	Meets
2044 Future	Fails	Meets

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 900,000.00
Right of Way	$ 10,000.00
Construction	$ 1,700,000.00
Total	$ 2,610,000.00

This project includes the following elements:

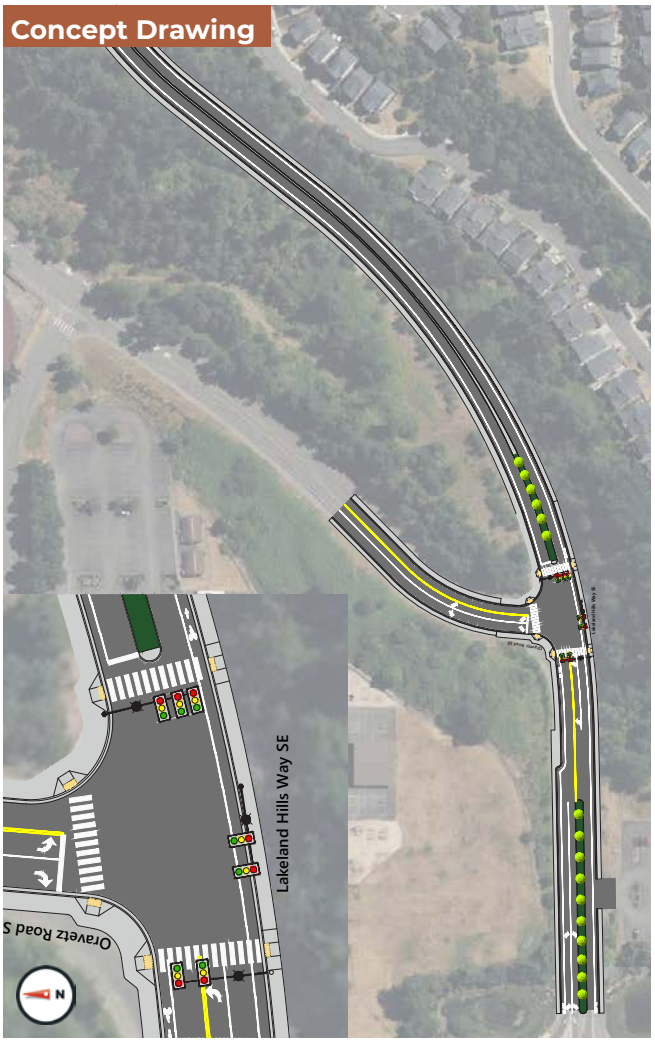
Construction of a New Traffic Signal – Vehicle operations will be more efficient with less delays.

Installation of Pedestrian Signals – Pedestrians will have safer crossings at the intersection by utilizing the new pedestrian signals

New Bike Lanes – Bike lanes will be added on Lakeland Hills Way SE between Oravetz and E. Valley Hwy E, connecting to the existing trail along the west side of East Valley Highway and with the White River Trail.

A concrete median will be constructed between Oravetz Rd and 47th St SE to provide safer protection between opposing travel directions.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.



CITY OF AUBURN

COMP-16
PIKE ST NE & 8TH ST NE ACCESS MANAGEMENT

Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced by restricting left turns from both northbound and southbound Pike St NE on to 8th St NE. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Fails
2044 Future	Fails	Fails

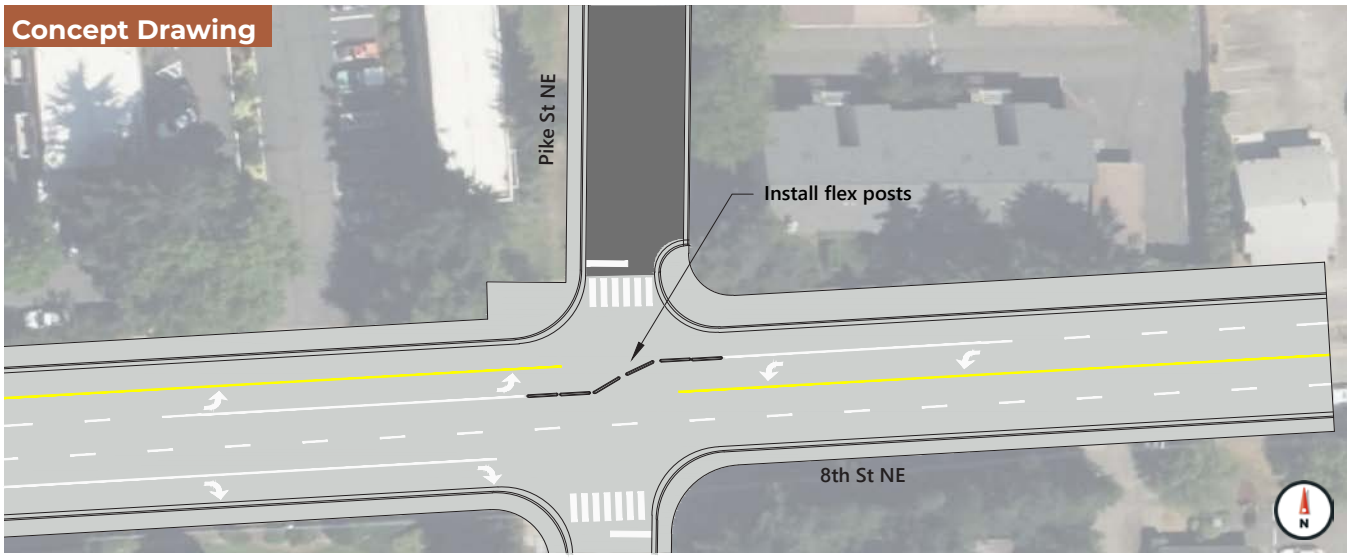
PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 15,000.00
Right of Way	$ 0.00
Construction	$ 35,000.00
Total	$ 50,000.00

This project includes the following elements:

Cast in Place Curbing will be constructed to restrict left turn movements from Pike St NE.

U-turns will be acommodated to the east at the 104th Ave SE roundabout.

Concept Drawing



COMP-17
AUBURN WAY S, M ST SE, 17TH ST SE INTERSECTION IMPROVEMENTS

Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Fails	Fails
2044 Future	Fails	Fails

Modeling and observations indicated that intersection delays could be reduced by restricting left turns for north and southbound Auburn Way S, adding a third let turn lane from M St SE to Auburn Way S, and adding a third through lane in both directions through the intersection. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 700,000.00
Right of Way	$ 300,000.00
Construction	$ 1,300,000.00
Total	$ 2,300,000.00

This project includes the following elements:

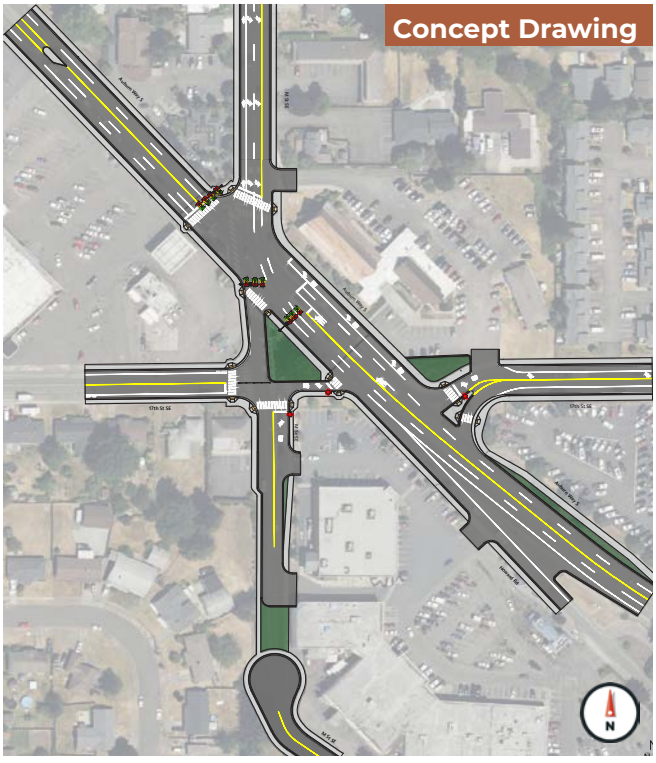
Restricted Left Turns – Left turns will be prohibited from Auburn Way S on to M St north and southbound.

Additional Travel Lanes – A third through lane in both directions of Auburn Way S will help reduce traffic delays.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Access Management – Vehicles will be restricted from heading south on M St SE after 17th St SE.

New Culdesac – M St will be a dead end st north of 21st St SE. Access to the businesses, such as Walgreens, will be from Auburn Way S and 17th St SE to the north.



COMP-18
A ST SE & ELLINGSON RD/ 41ST ST SE INTERSECTION IMPROVEMENTS

Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

Modeling and observations indicated that intersection delays could be reduced by adding an eastbound right turn on Ellingson Rd and U-turns on 41st St SE. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Meets	Meets
2044 Future	Meets	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 700,000.00
Right of Way	$ 425,000.00
Construction	$ 1,300,000.00
Total	$ 2,425,000.00

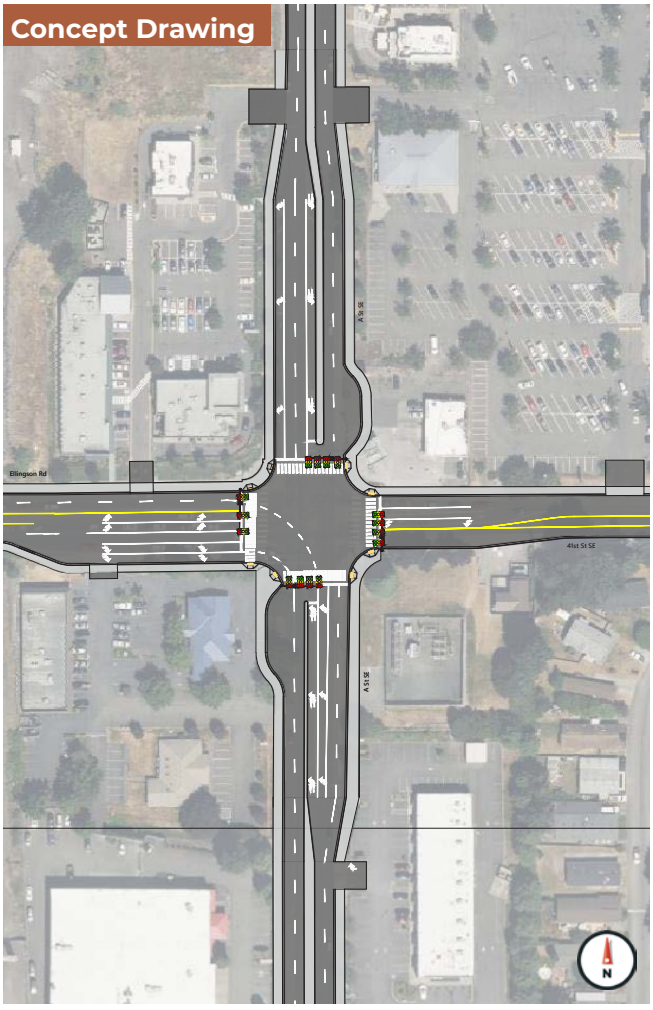
This project includes the following elements:

Replaced Traffic Signal – Vehicle operations will be more efficient with less delays.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

ROW Acquisition – ROW will be acquired to accommodate the widening on the of the intersection and to accommodate ADA improvements

Median on A St SE – A new concrete median will be constructed to restrict side street approaches to right in right out only movements.



COMP-19
A ST SE & 44TH ST SE INTERSECTION IMPROVEMENTS

Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

> Modeling and observations indicated that intersection delays could be reduced through access management methods such as constructing a new median in existing center turn lane. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

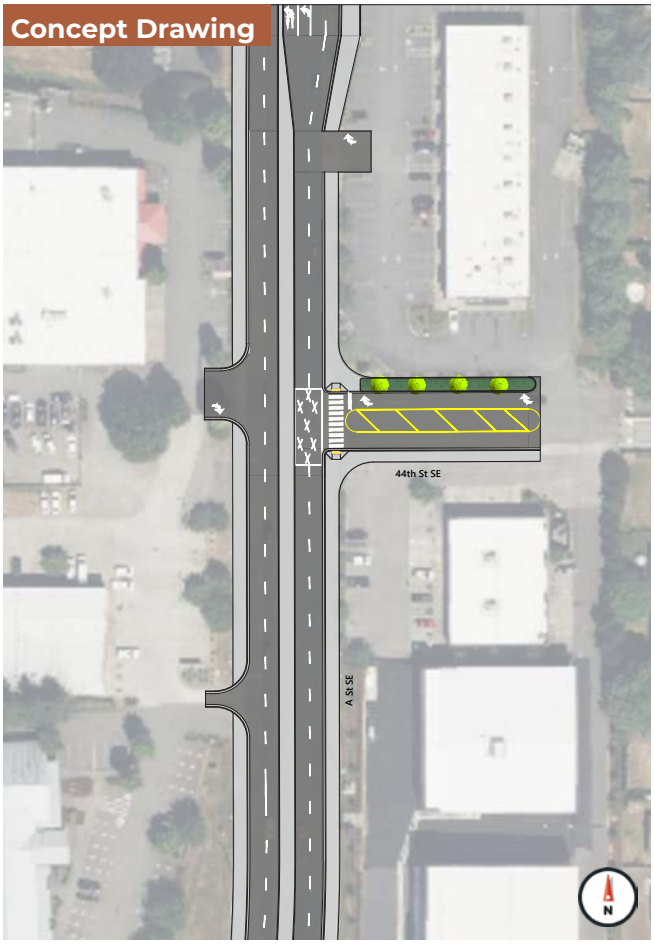
LOS WITHOUT PROJECT	AM	PM
2024 Existing	Fails	Fails
2044 Future	Fails	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 200,000.00
Right of Way	$ 0.00
Construction	$ 400,000.00
Total	$ 600,000.00

This project includes the following elements:

Median on A St SE – A new concrete median will be constructed to restrict side street approaches to right in right out only movements.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.



COMP-20
M ST SE & 12TH ST SE INTERSECTION IMPROVEMENTS

Transportation modeling showed that this intersection fails to meet minimum level of service standards for intersection delay under one or more conditions evaluated.

> Modeling and observations indicated that intersection delays could be reduced through the replacement of the stop control with construction of a new traffic signal. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

LOS WITHOUT PROJECT	AM	PM
2024 Existing	Fails	Fails
2044 Future	Fails	Fails

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 1,200,000.00
Right of Way	$ 1,350,000.00
Construction	$ 2,100,000.00
Total	$ 4,650,000.00

This project includes the following elements:

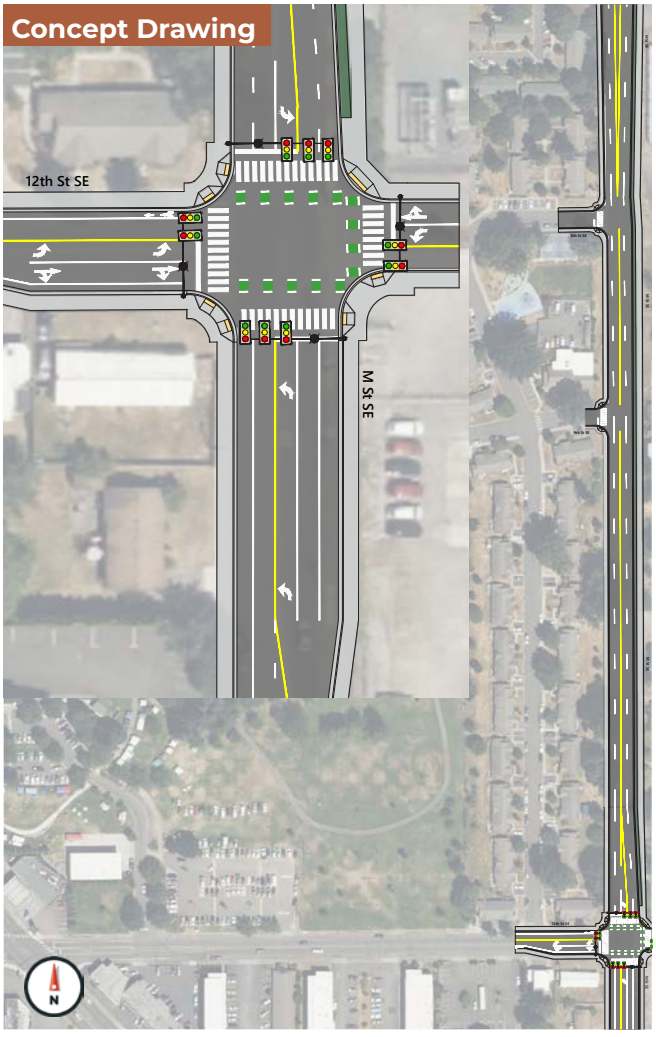
Construction of a New Traffic Signal – Vehicle operations will be more efficient with less delays.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

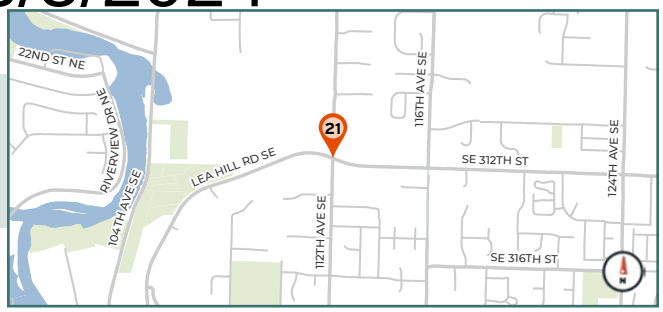
A new driveway on the westbound approach will be constructed for future development.

ROW Acquisition – ROW will be acquired to accommodate the widening of the intersection and to accommodate ADA improvements.

New Bike Lanes – A class 1 bike trail facility will be constructed on the east side of M St SE between 6th and 12th. Intersections will have bike crossing markings to guide users to other lanes as needed.



COMP-21
LEA HILL TRANSPORTATION IMPROVEMENTS



The Lea Hill Corridor continues is expected to carry over 20% more traffic by the year 2040, which will futher exacerbate the peak hour congestion and safety concerns experienced on the corridor today.

In addition, multimodal mobility on the corridor is poor - there are no designated bicycle facilities, the existing sidewalks are sporadic and discontinuous, and transit access is inadequate or non-existent.

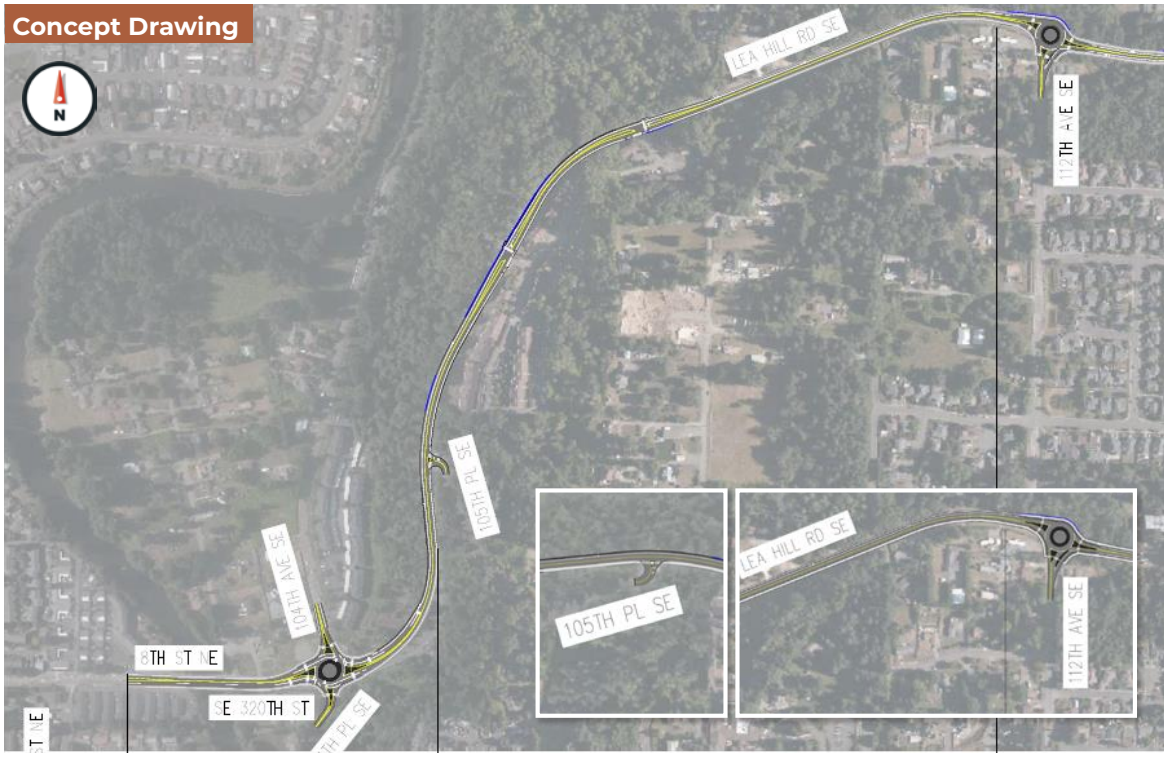
PROJECT PHASE	COST ESTIMATE
Lea Hill Corridor - 112th Ave SE & 105th Pl SE Intersections Improvements	$ 5,175,000.00
Lea Hill Rd Corridor - 104th Ave SE Intersection Improvements	$ 3,100,000.00
Lea Hill Rd Corridor - Non-Motorized Improvements from 104th Ave SE to SE 312th St	$ 9,500,000.00
Total	$ 17,775,000.00

This project includes the following elements:

Construct a Roundabout – The existing northbound stop controlled intersection will be replaced with a single lane roundabout at Lea Hill Rd SE and 112th Ave SE, including refuge islands for pedestrians.

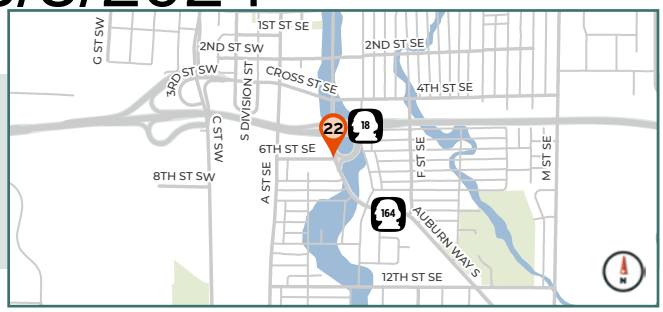
ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Roadway Striping in conjunction with other corridor improvements as required.



CITY OF AUBURN

COMP-22
AUBURN WAY N & 6TH ST SE IMPROVEMENTS (SR 18/SR 164 INTERCHANGE)



The SR 18/ SR 164 interchange serves as the primary access to the Auburn Regional Growth Center (RGC) from the regional transportation network.

The project will address an existing level of service deficiency at the interchange, reduce queues on and improve safety of the westbound off-ramp, and improve access from SR 18 to Auburn Way N directly into the RGC, and to SR 164 and to the A Street SE/East Valley Highway corridor, which connects to the Sumner-Pacific Manufacturing Center and Lakeland HIlls Center of Local Importance to the south.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 1,300,000.00
Right of Way	$ 25,000.00
Construction	$ 1,900,000.00
Total	$ 3,225,000.00

This project includes the following elements:

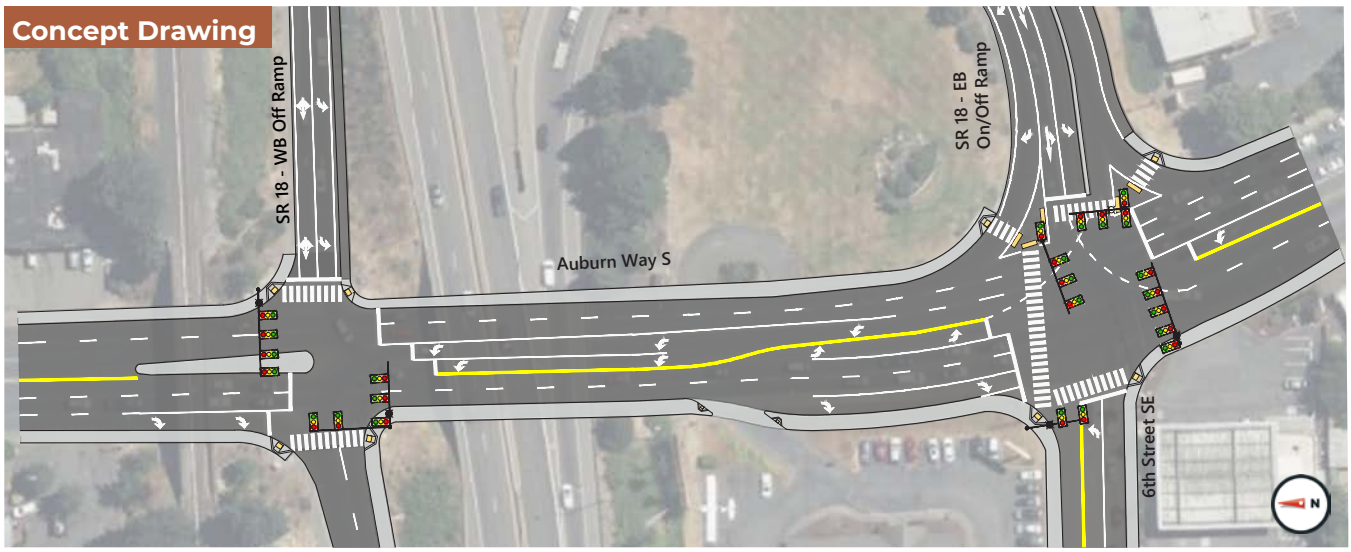
New Travel Lanes – A dedicated southbound right turn lane on Auburn Way S at 6th St SE will be constructed. This will allow for the rechannelization of the westbound off-ramp to allow dual left turns and better accommodate the high number of vehicles existing westbound SR 18.

Rechannelization of SR 18 Westbound Off-Ramp – The new lane configuration will provide a shared left/through/right turn lane and an exclusive left turn lane.

Signal Modification – Two WSDOT signals will be modified to accommodate the rechannelization and additional lane, revise street lighting and ITS infrastructure.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Concept Drawing



COMP-23
A ST NW & 3RD ST NW IMPROVEMENTS

The intersection of A St NW & 3rd St NW is the terminus of the TIP# R-5, A Street NW, Phase 2 (W Main St tO 3rd St NW) Project and will improve intersection functionality by adding a left turn on the northbound approach of A St NW.

> The projects together will improve the connection between A St NW Extension, (Phase 1), and Auburn Station and Central/Business District.

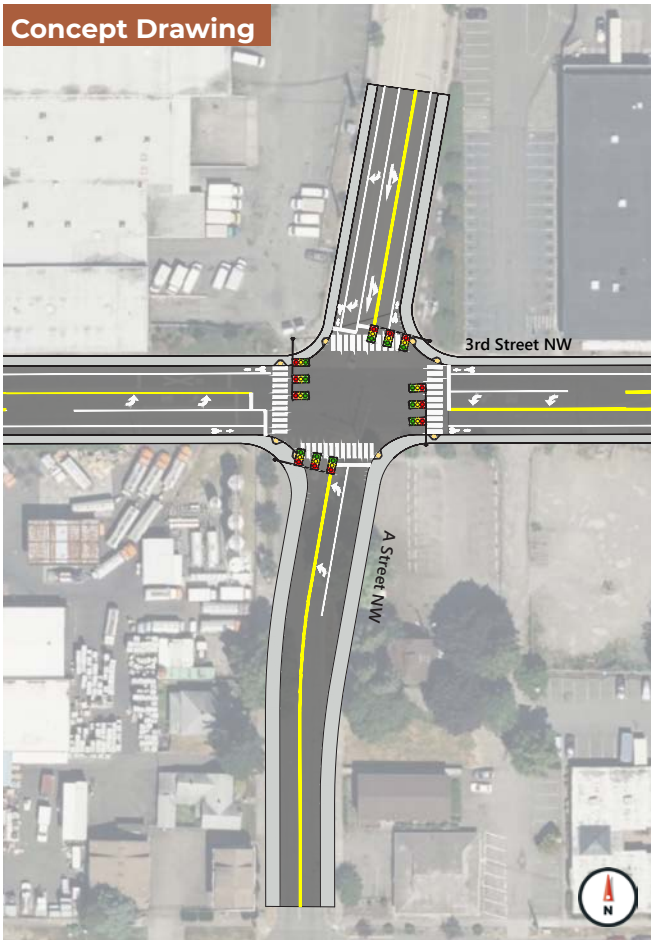
PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 1,000,000.00
Right of Way	$ 225,000.00
Construction	$ 1,800,000.00
Total	$ 3,025,000.00

This project includes the following elements:

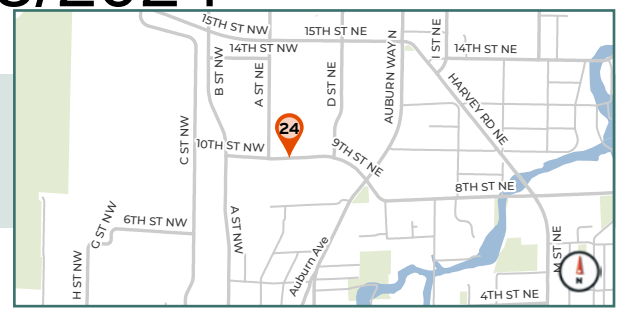
Construction of a New Traffic Signal – Vehicle operations will be more efficient with less delays.

New Travel Lanes – A dedicated northbound left turn on A St NW will provide capacity at the intersection. This improvement will connect into the A St NW Phase 2 (W Main St to 3rd St NW) project to the south.

Concept Drawing



COMP-24
10TH ST NE IMPROVEMENTS (B ST NW - AUBURN WAY N)



The bicycle facilities are needed to complete the connection between the regional growth center to the south and the retail and commcercial uses located along both sides of 10th Street. The project will extend bicycle facilities from the B Street NW corridor to the west, which connects to downtown, RGC, and Auburn Station, to Auburn Way N to the east, where they will connect with existing transit service which is in the process of being converted to RapidRide service. This project will be the start of the east west bike connection to Lea Hill.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 800,000.00
Right of Way	$ 0.00
Construction	$ 1,500,000.00
Total	$ 2,300,000.00

The project is needed to improve the safety of pedestrians crossing 10th Street to connect between multi-family residential uses and commercial uses located along both sides of the corridor. This is especially important as senior housing exists to both the north and the south of the roadway.

This project includes the following elements:

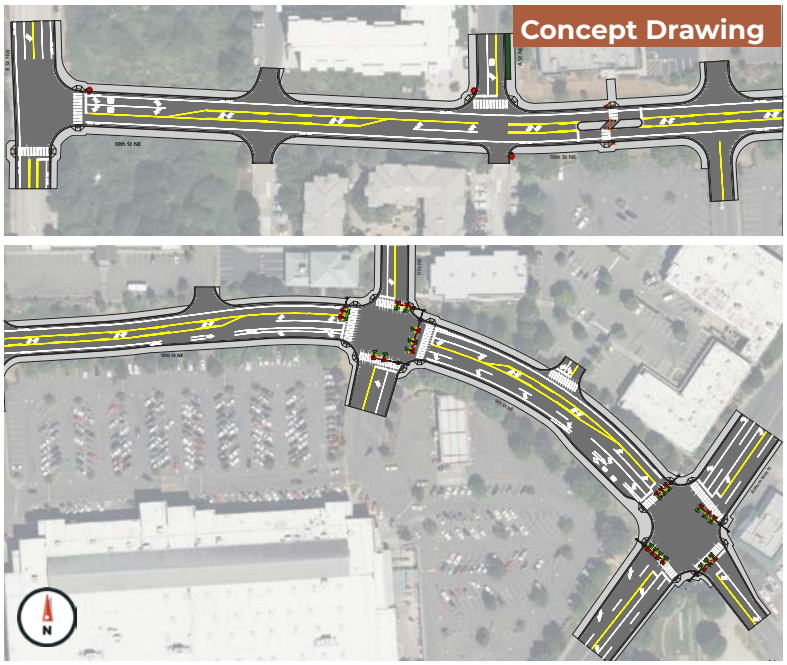
New Bike Lanes – The existing four-lane roadway will convert to a three vehilce lane (2 through and 1 center turn lane) with dedicated bike lanes in each direction.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

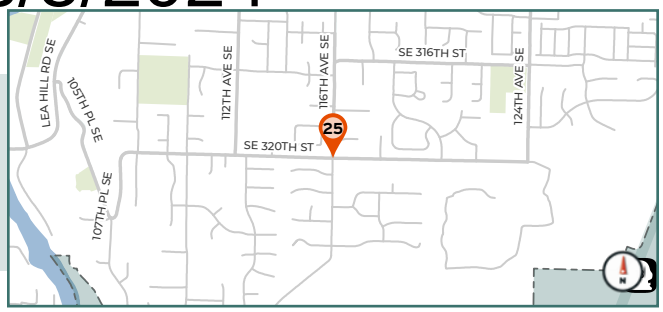
Rectangular Rapid Flashing Beacons (RRFBs) – A protected pedestrian crossing with RRFBs will have flashing lights that alert motorists of a pedestrian crossing the street (east of A St NE).

New Asphalt Pavement – A top layer of asphalt will be removed/replaced that will extend pavement life.

Signal Modification – Signals will be modified to accomodate the rechannelization



COMP-25
116TH AVE SE & SE 320TH ST INTERSECTION IMPROVEMENTS



Transportation modeling has shown that an increase in vehicular traffic is expected by 2040, which will futher exacerbate the peak hour congestion and safety concerns experienced on the intersection today. The construction of a roundabout will improve safety by providing new pedestrian crossings and access to transit stops.

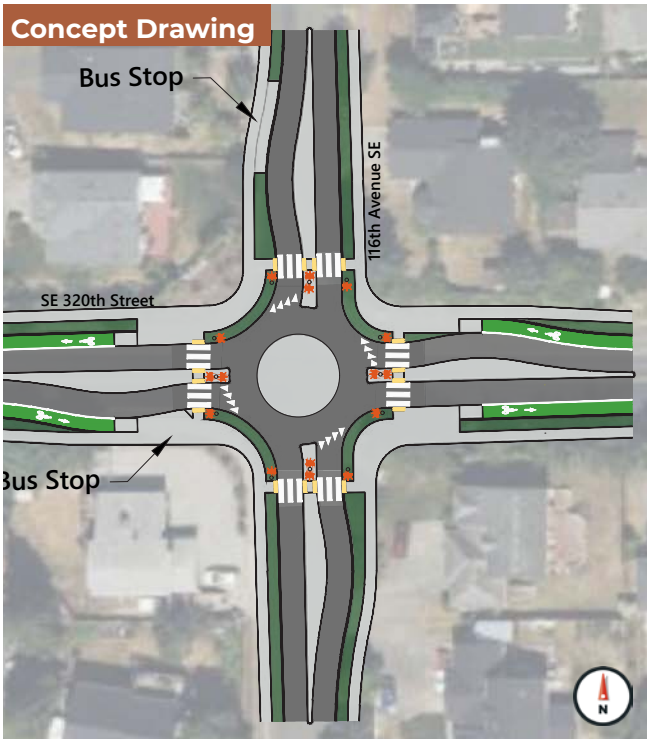
PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 1,100,000.00
Right of Way	$ 50,000.00
Construction	$ 2,000,000.00
Total	$ 3,150,000.00

This project includes the following elements:

Construct a Roundabout – The existing north/south stop-controlled intersection will be replaced with a single lane roundabout, including refuge islands for pedestrians.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Rectangular Rapid Flashing Beacons (RRFBs) – A protected pedestrian crossing with RRFBs will have flashing lights that alert motorists of a pedestrian crossing the street.



CITY OF AUBURN

COMP-26
LEA HILL IMPROVEMENTS (112TH AVE SE - 124TH AVE SE) IMPROVEMENTS

The Lea Hill Corridor continues is expected to carry over 20% more traffic by the year 2040, which will futher exacerbate the peak hour congestion and safety concerns experienced on the corridor today.

> In addition, multimodal mobility on the corridor is poor - there are no designated bicycle facilities, the existing sidewalks are sporadic and discontinuous, and transit access is inadequate or non-existent.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 550,000.00
Right of Way	$ 50,000.00
Construction	$ 5,000,000.00
Total	$ 5,600,000.00

This project includes the following elements:

Construct a Roundabout – The existing northbound stop controlled intersection will be replaced with a single lane roundabout located at SE 312th St and 116th Ave SE, including refuge islands for pedestrians.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

New Bike Lanes – Dedicated bike lanes will be constructed on all approaches of the roundabout.

Roadway Striping from 112th Ave SE to 124th Ave SE in conjunction with other corridor improvements as required.

COMP-27
M ST SE & 29TH ST SE INTERSECTION IMPROVEMENTS

Transportation modeling has shown that an increase in vehicular traffic is expected by 2040, which will futher exacerbate the peak hour congestion and safety concerns experienced on the intersection today. The construction of a roundabout will reduce intersection delay and improve safety by providing new pedestrian crossings and access to transit stops.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 900,000.00
Right of Way	$ 125,000.00
Construction	$ 1,900,000.00
Total	$ 2,925,000.00

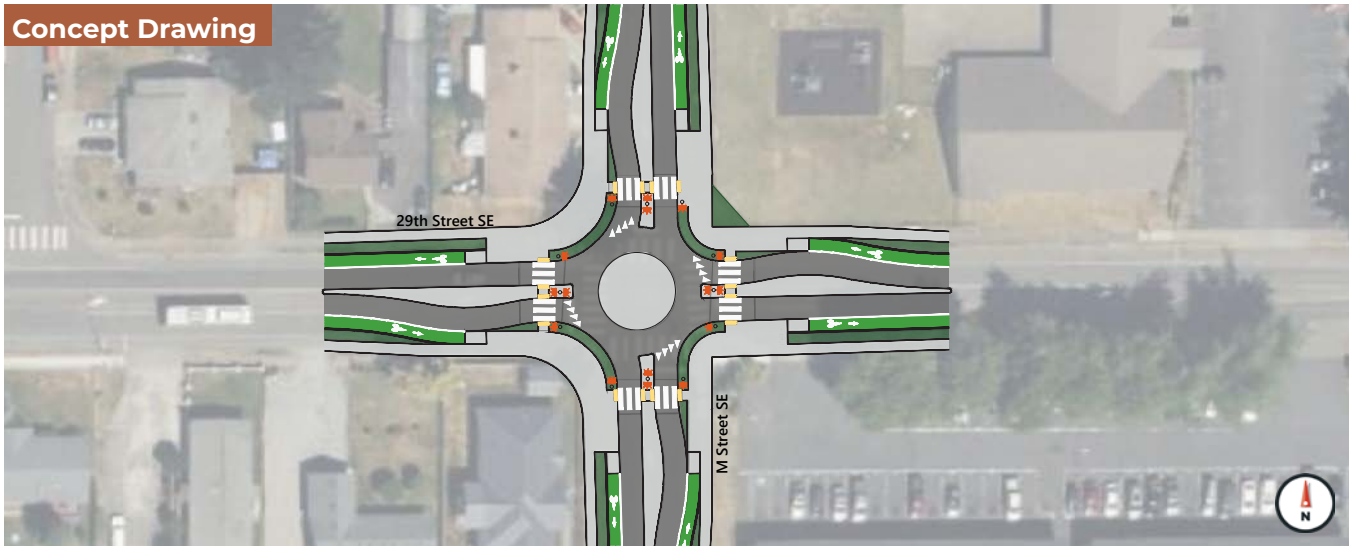
This project includes the following elements:

Construct a Roundabout – The existing all-way stop-controlled intersection will be replaced with a single lane roundabout, including refuge islands for pedestrians.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

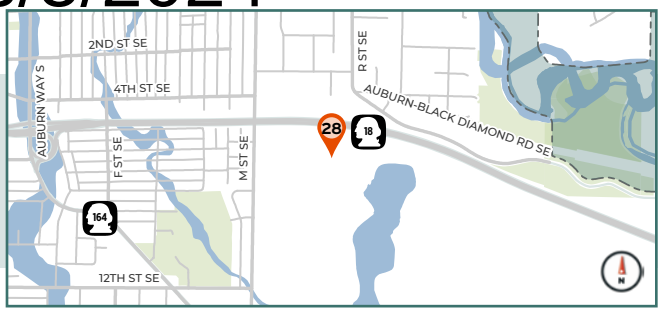
Bike Lanes – Design of the roundabout will include providing facilities for bicycles to operate at a lower level of stress through the intersection.

Rectangular Rapid Flashing Beacons (RRFBs) – A protected pedestrian crossing with RRFBs will have flashing lights that alert motorists of a pedestrian crossing the street.



CITY OF AUBURN

COMP-28A
M ST SE BY-PASS RD
(M ST SE BY-PASS RD & SE AUBURN - BLACK DIAMOND RD)



Future development is proposed to the east of the M St SE corridor at 6th St SE. Transportation modeling has shown an increase of vehicular traffic on the M St SE corridor due to the proposed developments. To mitigate the future impacts, the construction of a by-pass road is proposed.

> The new road provides a connection from Black Diamond Rd to M St SE to provide a bypass of the at-grade BNSF railroad crossing at Black Diamond, which is grade-separated at M St SE.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 3,500,000.00
Right of Way	$ 6,250,000.00
Construction	$ 7,500,000.00
Total	$ 17,250,000.00

This project includes the following elements:

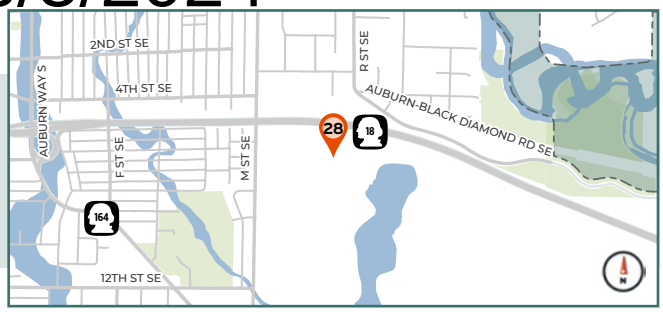
Construct a New Roadway – The new roadway will be constructed, starting at the M St SE/6th St SE intersection, and connecting to the SE Auburn-Black Diamond Rd/R St SE intersection. The new roadway will help mitigate future traffic expected on the M St Corridor.

Construction of a New Traffic Signal at M St SE/6th St SE –Vehicle operations will be more efficient with less delays. The new roadway will be connected to the intersection.

Construction of a New Traffic Signal at M St SE By-Pass Rd & SE Auburn - Black Diamond Rd – Vehicle operations will be more efficient with less delays. The new roadway will be connected to the intersection.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

COMP-28B
M ST SE BY-PASS RD
(M ST SE BY-PASS RD & SE AUBURN - BLACK DIAMOND RD)



Future development is proposed to the east of the M St SE corridor at 6th St SE. Transportation modeling has shown an increase of vehicular traffic on the M St SE corridor due to the proposed developments. To mitigate the future impacts, the construction of a by-pass road is proposed.

The by-pass road is proposed at the M St SE and 6th St SE intersection and connects to SE Auburn-Black Diamond Rd/R Street SE to the northeast. This will provide an alternative route for traffic as well as provide access to future developments.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 2,400,000.00
Right of Way	$ 5,000,000.00
Construction	$ 5,200,000.00
Total	$ 12,600,000.00

This project includes the following elements:

Construct a New Roadway – The new roadway will be constructed, starting at the M St SE/6th St SE intersection, and connecting to the SE Auburn-Black Diamond Rd/R St SE intersection. The new roadway will help mitigate future traffic expected on the M St Corridor.

Construction of a New Traffic Signal at M St SE/6th St SE –Vehicle operations will be more efficient with less delays. The new roadway will be connected to the intersection.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

CITY OF AUBURN

COMP-29
I ST IMPROVEMENTS (37TH ST NE - 45TH ST NE)

The I St NE Corridor provides access to several neighborhoods and commercial properties. To improve multi-model safety, and meet city roadway standards, bicycle and pedestrian improvements are proposed between 37th St NE and 45th St NE.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 2,000,000.00
Right of Way	$ 1,000,000.00
Construction	$ 3,700,000.00
Total	$ 6,700,000.00

This project includes the following elements:

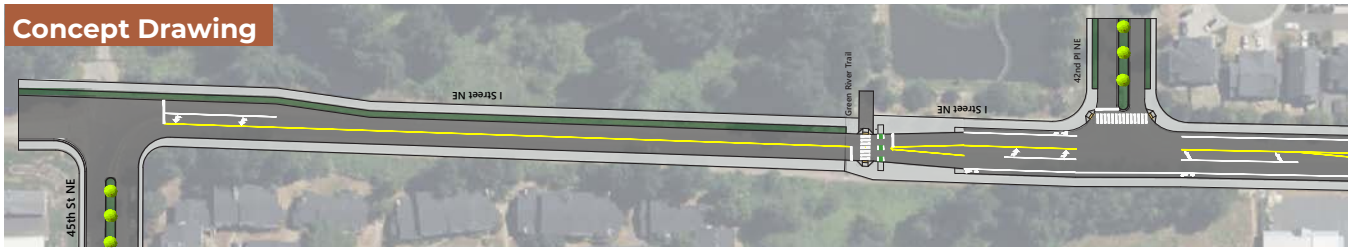
Roadway Widening – The existing roadway does not meet City standards. This project will bring this segment into compliance by widening the road to three lanes (two travel lanes and one center turn lane).

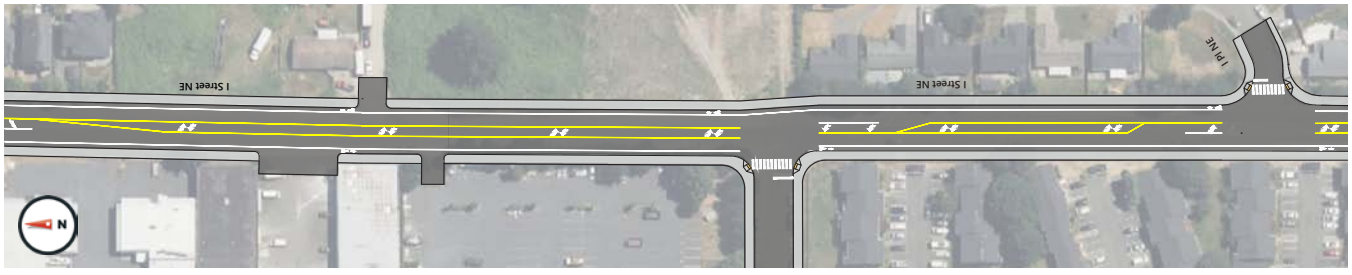
New Bike Lanes – A class 1 bicycle facility is proposed between the Green River Trail and 45th St NE. Blocks to the south will have dedciated space in each direction for bicycles. Intersections will have bike crossing markings to guide users to other lanes as needed.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

Rectangular Rapid Flashing Beacons (RRFBs) – A protected pedestrian crossing with RRFBs located at the Green River Trail Crossing will have flashing lights that alert motorists of a pedestrian crossing the street.

Concept Drawing





COMP-30
BNSF RAILWAY/EAST VALLEY HIGHWAY IMPROVEMENTS

This project will design and construct improvements that mitigate the access barrier created by the BNSF Railway's elevated railroad tracks and the City of Auburn's A Street SE (East Valley Highway) corridor. These facilities run parallel to each other along the boundary between the Cities of Auburn and Pacific.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 2,940,000.00
Right of Way	$ 1,750,000.00
Construction	$ 15,250,000.00
Total	$ 19,940,000.00

This project includes the following elements:

Construction of a New Pedestrian/Bicycle Pathway – A new pedestrian/bicycle pathway is proposed between Auburn Way S and Skinner Rd under the existing BNSF railroad tracks. This will provide a critical connection, connecting the Auburn and Pacific communities while increasing access to the local neighborhoods and commercial centers.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

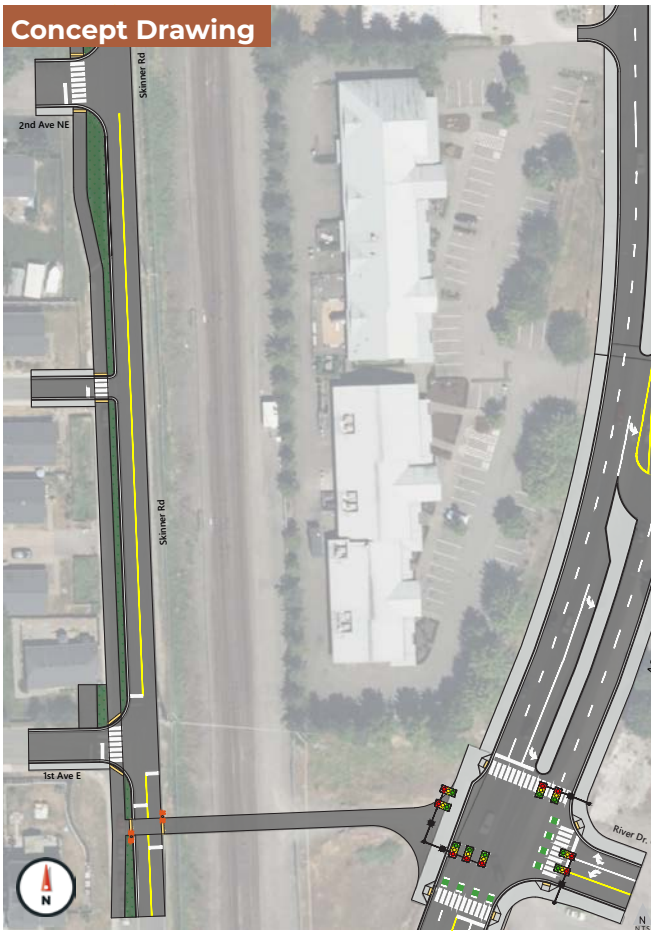
Rectangular Rapid Flashing Beacons (RRFBs) – A protected pedestrian/bicycle crossing with RRFBs will have flashing lights that alert motorists of a pedestrian crossing the street on Skinner Rd at the new pathway.

ROW Acquisition – ROW will be acquired to build the new intersection of A St SE.

Construction of a New Traffic Signal at A Street SE and River Drive – A new signal will facilitate pedestrian and bike access to the new Pedestrian/Bicycle Pathway.

Modification of White River Bridge – Bridge modification will provide a separated trail connection from River Drive to While River Trail.

Concept Drawing



CITY OF AUBURN

COMP-31
A ST SE IMPROVEMENTS (37TH ST NE - 44TH ST NE)

Transportation modeling showed that intersections in this corridor fail to meet minimum level of service standards for intersection delay, specifically A St SE and Ellingson Rd/41st St SE, and A St SE and 37th St SE.

Modeling and observations indicated that intersection delays could be reduced by adding an eastbound right turn on Ellingson Rd and U-turns on 37th St SE and 41st St SE. Transportation modeling showed that these improvements result in the adopted level of service standards being met.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 600,000.00
Right of Way	$ 225,000.00
Construction	$ 1,200,000.00
Total	$ 2,025,000.00

This project includes the following elements:

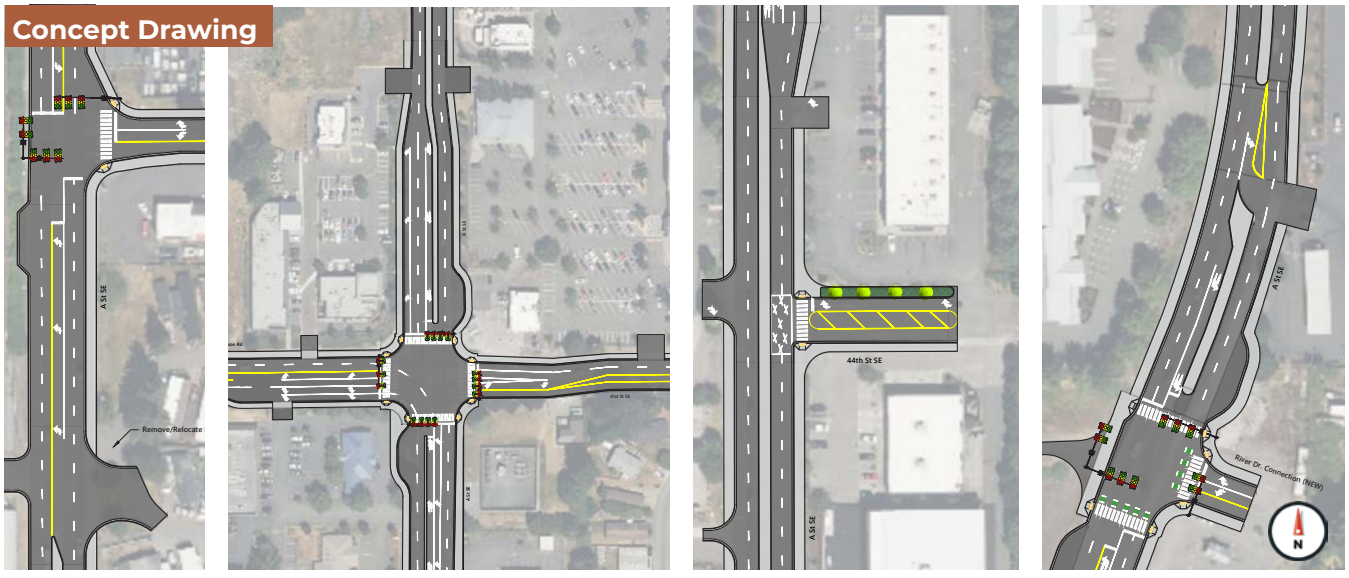
Modified Traffic Signal – At 37th St NE. The existing signal will be modified to account for U-Turns.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks on all approaches will provide accessibility to all users.

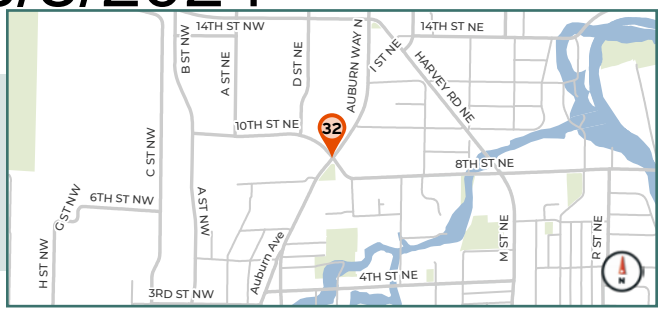
ROW Acquisition – ROW will be acquired to accommodate the widening on the of the intersection and to accommodate ADA improvements. Additional ROW may be required to relocate the gas station and other buildings.

Access Management on A St SE – A new concrete median will be constructed to restrict side street approaches to right in right out only movements. New U-Turns at signalized intersections will provide access along the corridor.

Concept Drawing



COMP-32
8TH ST NE IMPROVEMENTS PROJECT (AUBURN WAY N - HARVEY RD/M ST NE)



Residents from the neighborhoods along 8th Street NE currently must walk or ride along narrow shoulders to get to shopping, social services, recreation, and transit along Auburn Way North. This route is part of the City's designated bike route network and is a critical connection to Downtown Auburn and regional transit and bike facilities. This project will improve the roadway to provide comfortable walking and biking facilities that meet or exceed the City's active transportation level of service standards. The project concept currently includes a center turn lane but whether or not the lane is included in the final project design will depend on detailed design considerations, including right of way needs.

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/ Design	$ 2,300,000.00
Right of Way	$ 1,800,000.00
Construction	$ 4,100,000.00
Total	$ 8,200,000.00

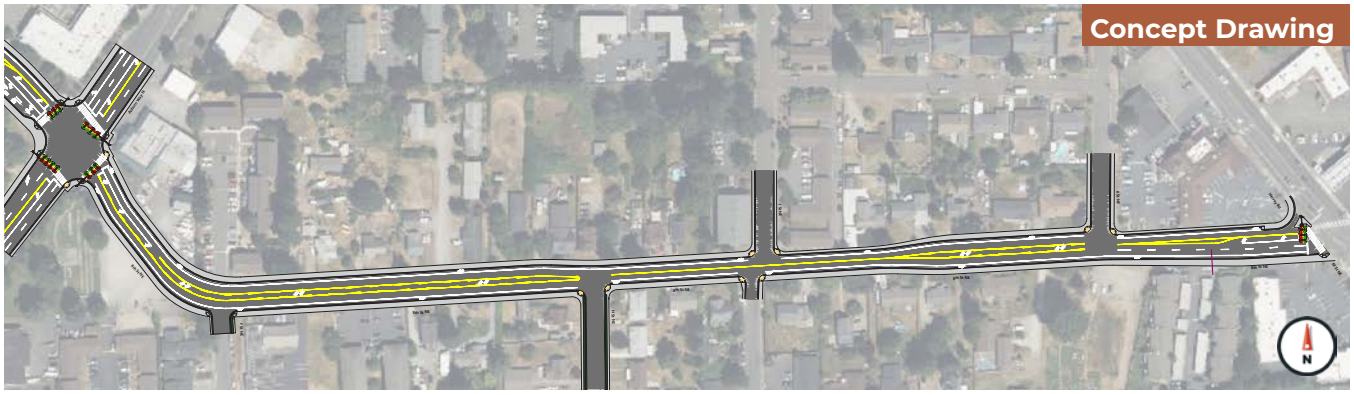
This project includes the following elements:

Roadway Widening – The existing roadway is two travel lanes, one in each direction. This project will add a center turn lane in some blocks.

New Bike Lanes – Dedicated bike lanes will be constructed in each direction through the corridor.

ADA Curb Ramps & Sidewalks – Construction of fully ADA compliant curb ramps and sidewalks will provide accessibility to all users.

ROW Acquisition – ROW will be acquired to construct the new roadway cross-section.



LIST OF BIKE IMPROVEMENTS TO ENCOURAGE MODE SHIFT

STREET	FROM	TO	EXISTING FACILITY	MINIMUM FACILITY REQUIRED TO MEET LTS STANDARD	APPROACH
Lakeland Hills Way	Lake Tapps Parkway	69th Street SE	Class III Bikeway	Class II Bikeway	Sign bike trail through Sunset Park.
I St NE	45th St NE	42nd Pl. NE	Class III Bikeway	Class I Bikeway	Build trail on East side, RRFB at trail crossing.
I St NE	42nd PL. NE	37th St NE	Class III Bikeway	Class II Bikeway	Change network class to auxiliary. Build out bike lanes.
C St NE	42nd St NE	30th St NE	Class III Bikeway	Class II Bikeway	North of 37th, remove TWFTL add bike lanes; south of 37th re-build pavement, add bike lanes.
37th St NE	I St NE	AWN	Class III Bikeway	Class III Bikeway w/Pavement Marking	Re-stripe to include bike lanes and remove parking on north side.
37th St NE/NW	AWN	Between Emerald Downs Dr & I	Class III Bikeway	Class I Bikeway	Build separated trail on north side, re-strip to narrow lanes to 11 to 12 feet wide.
AWN	37th St NE	35th St NE	Class III Bikeway	Class II Bikeway	Remove bike network designation, remove bike lane designation on 35th between AWN and I Street.
8th St NE	Harvey Rd NE	R St NE	Class III Bikeway	Class II Bikeway	Re-channelize to include bike lanes. Potential widening at some locations.
8th St NE	R St NE	8th St Bridge	Class III Bikeway	Class I Bikeway	Construct separated trail along side of roadway.
8th St Bridge			Class III Bikeway	Class I Bikeway	Widen bridge or construct adjancent active transportation bridge. Construction separated trail.
SE 320th St	8th St Bridge	104th Ave SE	Class III Bikeway	Class I Bikeway	Re-channelize and widen to provide separated trail.
Lea Hill Rd SE	104th Ave SE	112th Ave SE	Class III Bikeway	Class I Bikeway	Trail along east side of road, bike lane along west side of road - See Lea Hill Corridor Study.
SE 312th St	112th Ave SE	116th Ave SE	Class III Bikeway	Class I Bikeway	Trail along east side of road, bike lane along west side of road - See Lea Hill Corridor Study.
SE 312th St	116th Ave SE	124th Ave SE	Class III Bikeway	Class II Bikeway	Re-Channelize and Widen to Provide bike lanes.
124th Ave SE	SE 284th St	SE 288th St	Class III Bikeway	Class II Bikeway	Widen to Minor Artieral Standards w/bike lanes.
124th Ave SE	SE 304th St	SE 307th Pl	Class III Bikeway	Class II Bikeway	Widen to Minor Artieral Standards w/bike lanes.
R St NE	8th St NE	E Main St	Class III Bikeway	Class II Bikeway	Re-Stripe to include bike lanes.
4th St NE	AWN	H St NE	Class III Bikeway	Class III Bikeway w/Pavement Marking	Add bike lanes.
4th St NE	H St NE	J St NE	Class III Bikeway	Class II Bikeway	Add bike lanes.
4th St NE	J St NE	M St NE	Class III Bikeway	Class III Bikeway w/Pavement Marking	Add bike lanes.
E Main St	E St NE	Pike St SE	Class III Bikeway w/Pavement	Class II Bikeway	Bulb-outs/traffic calming/speed reduction to 25mph/sharrows signage (R to D).
4th St SE	F St SE	M St SE	Class III Bikeway	Class III Bikeway w/Pavement Marking	Install sharrows/signage.
12th St SE	J St SE	L St SE	Class III Bikeway	Class III Bikeway w/Pavement Marking	Bikes lanes on 12th from AWN to M Street SE.
15th St SW	C St SE	Perimeter Rd	Class II Bikeway (Both Sides)	Class I Bikeway	Construct separated trail along south side.
15th St SE	Perimeter Rd	Interurban Trail	Class III Bikeway	Class I Bikeway	Construct separated trail along south side.
17th St SE	B St SE	F St SE	Class II Bikeway (Both Sides)	Class I Bikeway	Bulb-outs/traffic calming/speed reduction to 30mph/sharrows signage (R to D).
21st St SE	F St SE	R St SE	Class II Bikeway (Both Sides)	Class I Bikeway	Bulb-outs/traffic calming/speed reduction to 30mph/sharrows signage (R to D).
R St SE	21st St SE	Between 22nd St SE & 23rd St S	Class II Bikeway (Both Sides)	Class I Bikeway	Separated trail along east side of roadway. CP2116.
37th St SE	A St SE	M St SE	Class III Bikeway	Class III Bikeway w/Pavement Marking	Re-stripe to include bike lanes.
A St SE	41st St SE	44th St SE	Class III Bikeway	Class II Bikeway	Separated trail along east side of roadway.
A St SE	44th St SE	COA Boundary	Class III Bikeway	Class II Bikeway w/Buffer	Separated trail along east side of roadway.
A St SE	COA Boundary	South of Lakeland Hills Way SE	Class III Bikeway	Class I Bikeway	Separated trail along east side of roadway. CP2331.
Lakeland Hills Way	A St SE	Oravetz Pl SE	Class III Bikeway	Class II Bikeway	Re-stripe to include bike lanes.
R St SE	Between 25th St SE & 26th	White River Bridge	Class II Bikeway (Both Sides)	Class I Bikeway	Separated trail along east side of roadway. CP2116.
Lakeland Hills Way	Lake Tapps Parkway	Between Lake Tapps & 15th St	Class III Bikeway	Class III Bikeway w/Pavement Marking	Install sharrows/signage.
Lake Tapps Pkwy SE	Lakeland Hills Way SE	Just east of Lakeland Hills	Class III Bikeway	Class I Bikeway	Construct separated trail along north side of roadway.

LIST OF SIDEWALK IMPROVEMENTS

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APPENDIX C

Plan Checklists

IN THIS APPENDIX

GMA REQUIREMENTS CHECKLIST

To comply with the Growth Management Act requirements, the Comprehensive Transportation Plan will include the following elements:

GMA REQUIREMENT	PLAN ELEMENT(S)
1. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports.	· Chapter 2 · Appendix A
2. Adopted multimodal levels of service (LOS) standards for all arterials, transit routes and highways.	· Chapter 2
3. Identification of specific actions to bring locally-owned transportation facilities and services to established multimodal LOS.	· Chapter 2 · Appendix B
4. A forecast of traffic for at least 10 years including land use assumptions used in estimating travel.	· Chapter 2
5. A projection of state and local system needs to meet current and future demand.	· Chapter 2 · Appendix B
6. A pedestrian and bicycle component to include 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.	· Chapter 2, Section 2.3
7. A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc.	· Chapter 4, Goal 8
8. An analysis of future funding capability to judge needs against probable funding resources.	· Chapter 6, Section 6.1
9. A multi-year financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program.	· Chapter 6, Section 6.1
10. If probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met.	· Chapter 6, Section 6.4

(Continued on next page)

GMA REQUIREMENT	PLAN ELEMENT(S)
11. A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan.	• Chapter 1, Section 1.5
12. A plan for public participation in the comprehensive planning process.	• Chapter 1, Section 1.3 • Appendix D
13. A plan to monitor how well comprehensive plan policies, development regulations, and other implementation techniques are achieving the plan's goals and the goals of the GMA.	• Chapter 7
14. Considerations for preserving property rights with an evaluation of regulatory or administrative actions to ensure they do not result in unconstitutional taking of private property.	• Chapter 4, Goal 9, Policy TR9-3
15. Requirement that local governments permit development only if adequate multimodal transportation facilities exist, or can be guaranteed to be available within six years, to support new development. The GMA requires each local jurisdiction to identify facility and service needs based on LOS standards. Auburn ensures that future development will not cause the system's performance to fall below the adopted LOS standard by doing one or a combination of the following: limiting development, requiring appropriate mitigation, or changing the adopted standard.	• Chapter 4, Goal 7

PSRC REQUIREMENTS CHECKLIST

PSRC requires that the plan promotes a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

PSRC REQUIREMENT	PLAN ELEMENT(S)
Implement the Regional Transportation Plan	
1. Promote the development of an efficient, multimodal transportation system that supports the Regional Growth Strategy in collaboration with other jurisdictions and agencies **(MPP-T-7)**	· Chapter 4, Goal 4, Policy TR4-2
2. Work to develop and operate a safe and convenient system for all users and the movement of freight and goods **(MPP-T-11)**	· Chapter 4, Goal 5, Policy TR5-1-4
3. Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system **(RCW 36.70A.070(6)(a)(vi), MPP-T-3)**	· Chapter 4, Goal 8, Policy TR8-3
4. Emphasize transportation investments that provide alternatives to single occupancy vehicle travel, increase travel options, especially to and within centers, and support compact, pedestrian- and transit-oriented densities and development **(MPP-T-12-13, T-15)**	· Chapter 4, Goal 8, Policy TR8-4
5. Increase the resilience of the transportation system and support security and emergency management **(MPP-T-31)**	· Chapter 4, Goal 5, Policy TR5-2-15
6. Prepare for changes in transportation technologies and mobility patterns **(MPP-T-33-34)**	· Chapter 4, Goal 10, Policy TR10-15
Support the Regional Growth Strategy	
7. Focus system improvements to connect centers and support existing and planned development as allocated by the Regional Growth Strategy **(MPP-RC-7-9, T-7-8, T-15)**	· Chapter 4, Goal 1, Policy TR1-4
8. Prioritize multimodal investments in centers and high-capacity station areas **(MPP-RC-7-10, T-12-13,T-19)**	· Chapter 2, Section 2.4.1 · Chapter 4, Goal 1, 5, and 6, Policies TR1-3 and TR1-4; TR5-1-1; TR6-3-1 and TR6-3-2

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PSRC REQUIREMENT	PLAN ELEMENT(S)
Support the Regional Growth Strategy	
9. Promote the design of transportation facilities that support local and regional growth centers and high-capacity transit station areas and fit the community in which they are located **(MPP-T-19-21)**	• Chapter 2, Section 2.4 • Chapter 4, Goal 5, Multimodal Accessible Network Policies (Transit) • Chapter 4, Goal 6, MMLOS Standards Policies (Transit)
10. Support a safe and welcoming environment for walking and bicycling **(MPP-DP-15)**	• Chapter 4, Goal 5 (page 62-66)
11. Include a pedestrian and bicycle component and collaborative efforts to identify planned improvements for pedestrian and bicycle facilities and corridors **(RCW 36.70A.070(6)(a)(vii))**	• Chapter 2, Section 2.3
12. Improve local street patterns and design to promote walking and biking **(MPP-T-16-17)**	• Chapter 4, Goal 5
13. Support alternatives to driving alone, including walking, biking, and transit use, through design of local streets, land use development tools, and other practices **(MPP-T-16-18)**	• Chapter 4, Goal 8, Policy TR8-4
Support People	
14. Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services **(MPP-T-9)**	• Chapter 4, Goal 2
15. Ensure mobility choices for people with special needs **(MPP-T-10)**	• Chapter 4, Goal 2
Support the Economy	
16. Recognize the critical role of safe, reliable, and efficient movement of people and goods **(MPP-Ec-6,T-1, T-23)**	• Chapter 4, Goal 5, Policy TR5-1-4
17. Identify and support key facilities and improvements that connect the region to major transportation hubs such as ports, airports, and designated freight routes **(MPP-T-24-25)**	• Appendix A
18. Promote coordination with providers of major regional infrastructure, such as freight rail and commercial aviation **(MPP-Ec-4-5, T-27-28)**	• Chapter 4, Goal 5, Multimodal Accessible Network Policies and Supporting Actions (Freight, Air Transportation)

(Continued on next page)

PSRC REQUIREMENT	PLAN ELEMENT(S)
Protect the Environment	
19. Promote clean transportation programs and facilities, including actions to reduce air pollution and greenhouse gas emissions from transportation **(MPP-CC-3, CC-12, T-29-30)**	· Chapter 4, Goal 4, Policy TR4-2
20. Reduce stormwater pollution from transportation facilities and improve fish passage **(MPP-T-32)**	· Chapter 4, Goal 4, Policy TR4-3
21. Incorporate environmental factors into transportation decision-making, including attention to human health and safety **(MPP-DP-44, T-4-5, T-29-32)**	· Chapter 4, Goal 4, Supporting Actions
Provide Facilities inventories and identify Service Needs	
22. Include mapped inventories for each element of the transportation system, including roadways, transit, cycling, walking, freight, airports, and ferries **(RCW 36.70A.070, RCW 36.70A.108, MPP-T-7,T-15-17)**	· Appendix A
23. Include state facilities and reflect related (regional/ state) level-of-service standards **(RCW 36.70A.070, RCW 36.70A.108)**	· Chapter 2, Section 2.2
24. Develop a comprehensive concurrency program that addresses level-of-service standards for multimodal types of transportation and include implementation strategies **(RCW 36.70A.070, RCW 36.70A.108, MPP-DP-52-54)**	· Chapter 4, Goal 7
25. Provide travel demand forecasts and identify state and local system projects, programs, and management necessary to meet current and future demands and to improve safety and human health **(RCW 36.70A.070, MPP-T-4-5)**	· Chapter 2, Section 2.2.8
26. Identify maintenance and system preservation projects and programs necessary to maintain the ability of the transportation system to provide safe, efficient, and reliable movement of people, goods, and services **(RCW 36.70A.070, MPP-T-1-2, T-4)**	· Chapter 4, Goal 10 · Chapter 6

(Continued on next page)

PSRC REQUIREMENT	PLAN ELEMENT(S)
Finance Transportation Investments	
27. Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services **(MPP-RC-11-12, T-6)**	· Chapter 6, Section 6.3
28. Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms **(MPP-T-6)**	· Chapter 6, Section 6.5
29. Include a 20-year financing plan, as well as an analysis of funding capability for all transportation modes **(RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6, T-15)**	· Chapter 6, Section 6.1
30. Include a reassessment strategy to address the event of a funding shortfall **(RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12,T-6)**	· Chapter 6, Section 6.4
Address Land Uses Adjacent to Airports	
31. Airport-adjacent communities: Identify and address any airports within or adjacent to the jurisdiction **(RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48)**	· Chapter 2, Section 2.5
32. Describe existing and planned uses near the airport, as well as policies and regulations that discourage incompatible uses **(RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48)**	· Existing and planned uses are not described. However, Chapter 4, Goal 5, lists an action under Actions to Support Multimodal Accessible Network Goal and Policies (Air Transportation) that calls the agency to do so
33. Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities **(MPP-T-28)**	· Chapter 4, Goal 5, Multimodal Accessible Network Policies (Air Transportation)


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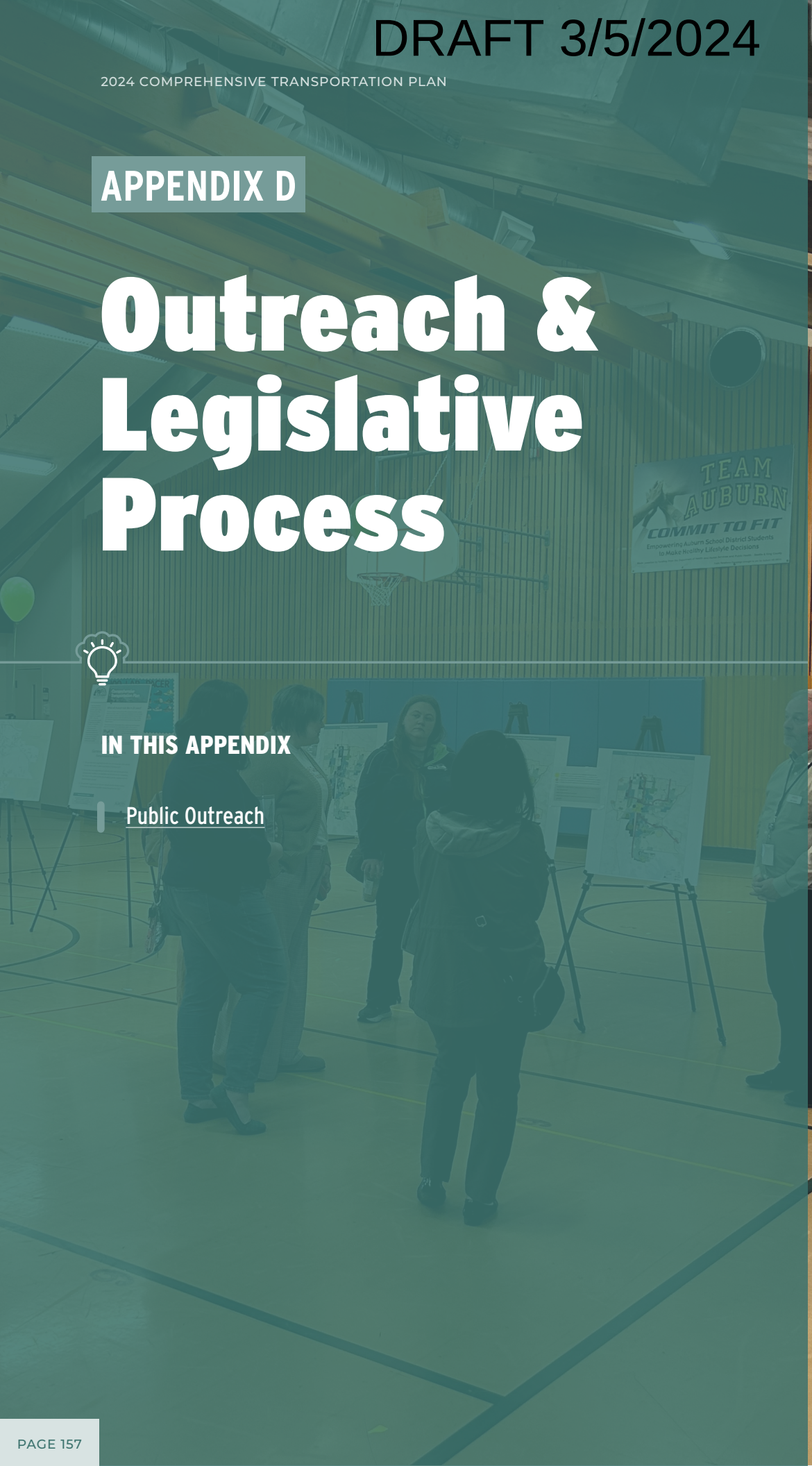
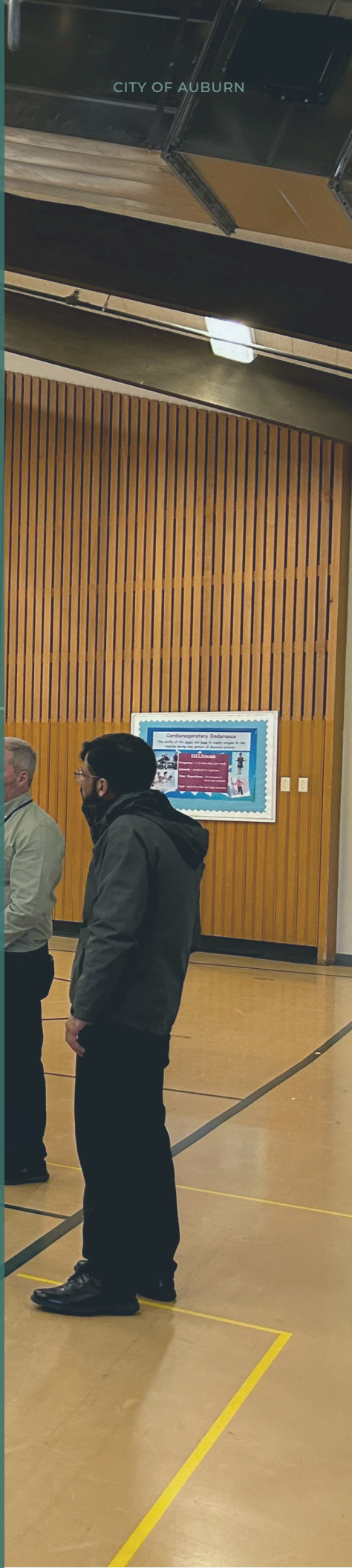
APPENDIX D

Outreach & Legislative Process





IN THIS APPENDIX

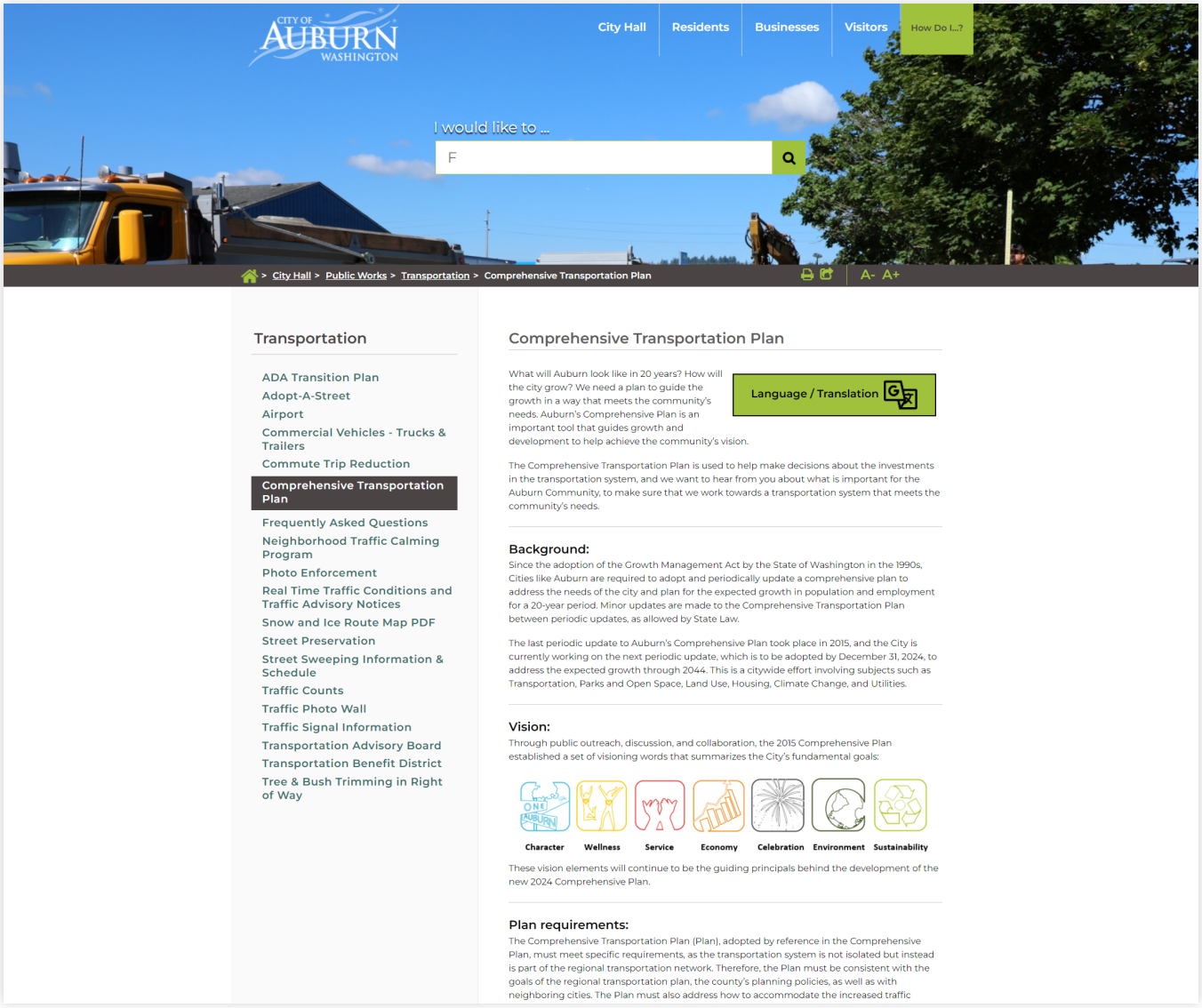
PUBLIC OUTREACH

For the 2024 update to the Comprehensive Transportation Plan (Plan), City staff engaged with the public in different ways, with the intent to encourage participation and receive input from the public to ensure that the needs of the community are addressed in the planning process.

Plan Webpage

A webpage was created with key information regarding the plan, and with a location specific survey where people could show on a map the type of concern they have, as well as three questions to help guide our planning process. The survey questions were translated into the four most used languages in Auburn, after English, which are, as of 2023, Spanish, Ukrainian, Russian, and Tagalog.

Figure 15. Plan Website Homepage



Visit the Comprehensive Transportation Plan Website

Figure 16. Online Survey - Location Specific Feedback

Public input:
We want to hear from you throughout this process, to understand your needs and ideas for Auburn's transportation systems.

Location Specific Feedback

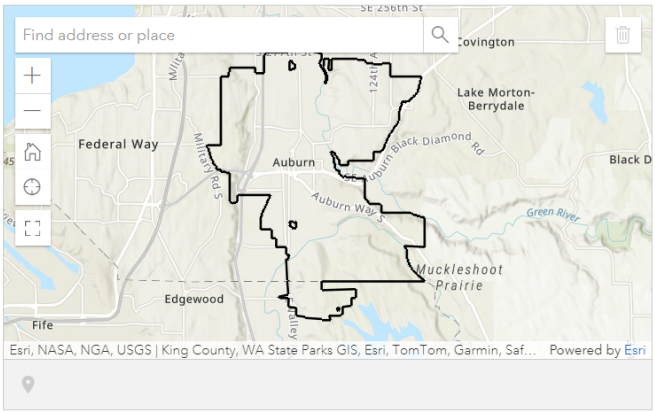
Click on the map to drop a pin for the comment*
Please only click inside the box showing the Auburn City Limits. Only locations in Auburn will be considered.

Haga clic en el mapa para colocar un marcador para el comentario. Haga clic únicamente en el recuadro que muestra los límites de la ciudad de Auburn. Solo se considerarán las ubicaciones dentro de Auburn.

Клацніть на карті, щоб поставити мітку для коментарю. Клацайте лише в полі, що розташоване в межах міста Auburn City. Ураховуватимуться тільки зони в Auburn.

Щелкните карту, чтобы поставить метку для комментария. Щелкайте только в поле, находящемся в пределах города Auburn City. Будут учитываться только зоны в Auburn.

I-click ang map upang maglagay ng pin para sa mga komento. Pindutin lamang sa loob ng box na nagpapakita ng mga Limitasyon sa Lungsod ng Auburn. Ang mga lugar sa Auburn lamang ang isasaalang-alang.



Which category fits best? ¿Qué categoría se adapta mejor? Яка категорія підходить найкраще? Какая категория подходит лучше всего? Aling kategorya ang pinakaangkop?*

-Please select-

Please provide more details for your comment on the map:
Sírvase proporcionar más detalles para su comentario sobre el mapa:
Надайте більше інформації щодо свого коментарю на карті:
Предоставьте больше информации для своего комментария на карте:
Mangyaring magbigay ng higit pang mga detalye para sa iyong komento sa map:

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APPENDIX | A | B | C | D | E |

Public Comments from the Website/Online Survey

Comments collected through the plan website/online survey are summarized in the table below:

GENERAL QUESTIONS ABOUT TRANSPORTATION IN AUBURN			
QUESTION	**RESPONDENT #1**	**RESPONDENT #2**	**RESPONDENT #3**
1. Do you have any suggestions on how we can encourage more people to walk, ride a bike, or take a bus instead of driving a car?	*I think the best thing to do is to expand the bicycle route network. The current network of bike lanes and trails do not take people to where they want to go. The best way to get people out of their cars is to make cycling an attractive option, and making dedicated space for them will allow for that. Ideally, bike lanes should be protected bike lanes; cyclists are not going to feel safe if there is nothing physically protecting them from being run over by cars! In terms of walking, many sidewalks are currently too narrow and/or do not provide enough protection from cars. We could also benefit from more protected pedestrian/bicycle crossings (e.g. HAWK signals). Also consider making some streets (perhaps downtown) pedestrian-only; taking cars off of a street makes it a much more attractive place for people to gather and shop. For buses, increasing service frequencies and expanding service hours (e.g. adding off-peak service to the 497) is a good way to attract more riders.*	*Safety. Safety. Safety. Nonexistent or disconnected infrastructure makes pedestrians and bicyclists feel unsafe. Aggressive inattentive drivers are everywhere and street widths are designed for freeway speeds. My elementary school children are threatened by drivers and nearly run over by right and left turning drivers daily. No amount of victim blaming will fix that. intersections near schools need pedestrian first design principles like raised crosswalks and intersections and narrow streets to force drivers to slow.*	*You need a mix of advertising options and upkeep for what you have. Moved down here going on 2 years and there are places that are not safe to walk due to crime, etc. Other places like between Les Groves and M tend to have lots of debris piled up. (For example under the overpass there's large piles of dirt and grass growing and it's clear there's very poor drainage and upkeep in the area). Businesses downtown occasionally block sidewalks with signage etc. making it difficult for strollers or mobility issues. Overall need a mix of upkeep so people can utilize/access them and then making sure you are giving them places to go.*
2. Do you have any suggestions on how we make sure we are providing transportation facilities in an equitable way and that we are considering the needs of the entire community, including typically underserved and disadvantaged groups?	*Expanding pedestrian, bicycle, and transit infrastructure to serve everyone's destinations is the best way to provide equitable transportation. Cars are expensive to purchase and maintain; living without one should be a feasible option.*	*Expanding pedestrian, bicycle, and transit infrastructure to serve everyone's destinations is the best way to provide equitable transportation. Cars are expensive to purchase and maintain; living without one should be a feasible option.*	*More education on existing options, maybe a more consistent booth at the farmers market and/or articles in the paper and making it clear where to flag needs or provide suggestions. Community FB groups in the area (and nextdoor) seem fairly active so a social media education campaign could help spread the word more than just an add in the Auburn reporter; (which by the way was misleading ad. I thought it was for city wide feedback but all these questions are transportation specific).*
3. Do you have suggestions on how we should prioritize limited funding for the wide range of transportation needs throughout the City?	*I think non-motorized projects should be prioritized over most projects that serve private cars. It's cheaper to add new bike lanes than it is to add new car lanes. And if we can get enough people out of their cars, we won't even need to expand road capacity!*	*All road repaving effort must add infrastructure for unrepresented road users like bicycles. Per a comprehensive plan for a connected network. Change zoning to create 15 minute neighborhoods.*	
4. Do you have any other comments about transportation in Auburn?		*All road repaving effort must add infrastructure for unrepresented road users like bicycles. Per a comprehensive plan for a connected network. Change zoning to create 15 minute neighborhoods.*	

Active Transportation (Non-motorized, Walking or Biking) General Traffic Issues Safety

COMMENTS ON THE INTERACTIVE MAP

COMMENT	CATEGORY	PIN/LOCATION
Perhaps a traffic light at A St SE & 21st St SE? This seems like a fairly busy intersection and I see a lot of people making somewhat dangerous turns.		A St SE & 21st St SE
Southbound C Street SW can get very congested at Ellingson Road during peak hours. Maybe consider adding an additional southbound left turn lane. Though, due to capacity constraints, this may require careful coordination of the C Street and A Street signals.		C St SE & Ellingson Rd
Consider bike lanes on Evergreen Way SE! The road lanes are too narrow to fit a bike and car simultaneously, and the sidewalk is too narrow to comfortably fit a bike and pedestrian simultaneously. I used to bike on this road frequently as part of my commute to school, and this caused problems for me.		Evergreen Way SE
On Kersey Way SE between Stuck River Dr and 50th St SE, there is a mismatch between the design speed of the road and the posted speed limit. Most of the vehicles on the road travel significantly faster than the posted speed limit of 35 mph, because the geometry and environment of the road puts the comfortable driving speed much higher. This should be fixed by either raising the speed limit to reflect the actual speed of traffic, or by adding traffic calming measures to make drivers slow down.		Kersey Way SE
The portion of Kersey Way SE between 50th St SE and the White River currently lacks non-motorized access. There should be a path for pedestrians and cyclists running parallel to this road on its west side. As someone who lives near 50th St, this would make it much more convenient for me to bike to school or downtown.		Kersey Way SE
The sidewalks are poor quality and in some places overgrown. Makes it difficult for anyone handicapper, strollers etc. to get around. There are several elderly residents on this road so would be nice to see some meaningful repair work done, not some more griding that literally did nothing to improve conditions. The street was skipped over for paving as part of the larger paving project in the area, which made sense but the sidewalks are a big miss for the area and promoting walkability.		L St SE between E Main St & 2nd St SE

Active Transportation (Non-motorized, Walking or Biking) General Traffic Issues Safety

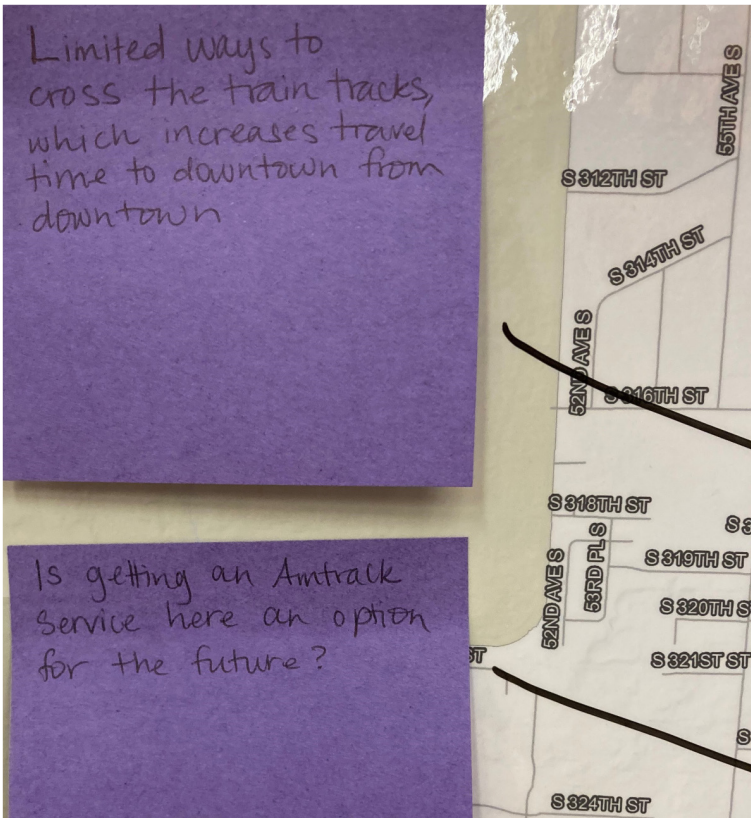
COMMENTS ON THE INTERACTIVE MAP

COMMENT	CATEGORY	PIN/LOCATION
Everyday I cross this intersection; everyday drivers fail to yield to pedestrians. Particularly drivers waiting to turn left ignore children AND adults in the crosswalks. Drivers even do this with the crossing guard waiving their flag! Several changes would make this intersection safer. Time the light to treat pedestrians with respect. Give us the time to cross the street without fear of drivers by keeping all lights red and making right turn on red illegal and left turn only on green arrow. For human behavior it seems best to make this 24 hour policy instead of only before and after school hours. That would be a big improvement without much expense. What is really appropriate for a pedestrian area like this is a traffic circle with raised crosswalks to return the right-of-way to pedestrian and bicycle modes.		Lakeland Hills Way SE & Evergreen Way SE
Because of high volumes of vehicular and pedestrian traffic, it may be wise to consider prohibiting right turns on red at the Lake Tapps Pkwy/Lakeland Hills Way intersection to improve safety.		Lakeland Hills Way SE & Lake Tapps Pkway E
The all-way stop at 29th St SE and M St SE can sometimes get congested or confusing. Maybe consider installing a roundabout instead, to improve safety and traffic flow. I'm no traffic engineer, but traffic patterns seem to be well-suited for a roundabout.		M St SE & 29th St SE
Maybe replace the all-way stop at 37th St SE and M St SE with a roundabout. Most people are making the same turn; right onto westbound 37th, or left onto northbound M. A roundabout would allow both of these movements to occur simultaneously without everyone having to stop.		M St SE & 37th St SE
The intersection of Sumner-Tapps Hwy E and 16th St E seems like a good place for a roundabout. From what I can tell, the traffic patterns here are more sporadic, making it a good fit for a roundabout to improve traffic flow and safety. Though, I understand that this intersection probably isn't a high priority for the city.		*Sumner Tapps Hwy E & 16th St E*

Comprehensive Plan Open House

Organized by the Community Development Department, this event was intended to inform the community about the update to the City's Comprehensive Plan, on April 25, 2023 from 4 pm to 7 pm, at Washington Elementary School. Transportation Staff was present to share information and engage with attendees on the Comprehensive Transportation Plan, which is the Transportation Element of the Comprehensive Plan.

Figure 17. Open House Photos



Other Events

Staff hosted a celebration station on **Bike Everywhere Day**, on the Interurban Trail at the West Main Street entrance to encourage cyclist and active transportation in Auburn, as an alternative to driving, as part of the CTR / TDM work. At the same time, staff took advantage of this event to also engage with cyclists on the plan update and the survey.

Staff displayed information at the **Kids' Day** event on June 23, 2023, to let the community know about the plan, and share information about the survey.

Staff reserved a booth and engaged with the community at the **Auburn Farmer's Market** on July 23, 2023, from 10 am to 3 pm.

Staff reserved a booth and engaged with the community at the **Church of Nazarene**, who was hosting a resource fair for families with free backpacks and school supplies in partnership with the Auburn Kiwanis on August 5, 2023, from 11 am to 2 pm.

Figure 18. Other Outreach Event Photos

Bike Everywhere Day

Farmer's Market

Kids' Day

Church of Nazarene Kiwanis Event

Public Comments from Outreach Events

Comments collected at all of our public outreach events are summarized in the table below and categorized by type:

Pedestrian Bicycle Transit Safety Parks

COMMENT	CONTEXT/ CLARIFICATION	COMMENT TYPE
Open House (April 5, 2023)		
1. *Dedicated and protected bike lanes needed. It's hard to feel safe if the bike lanes are not protected, as there are A LOT of distracted and bad drivers.*	Comment was Auburn in general, not related to one specific location.	Bicycle
2. *Need street lights, especially brighter LED lights as it's hard to see people at night.*	Comment referring to neighborhood downtown, to the west of the BNSF tracks, south of Main St.	Safety
3. *Is getting an Amtrack service an option for the future?*		Transit
4. *Limited ways to cross the train tracks, which increases travel time to downtown from downtown*	Referring the access from the west side of the tracks to the core downtown area.	Transit
5. *Need to improve safety and the perception of safety downtown.*		Safety
6. *Need to better enforce traffic laws and improve bike and pedestrian visibility at intersections downtown.*		Safety
7. *The 4-way stop by Zola's (Main St /D St) lacks compliance and there is a concern about pedestrian safety when crossing.*		Safety
8. *Bus shelters are not welcoming. We need shelters and seating to encourage riders, and need to address safety at bus stops, such as transient camps and unwanted activity taking place in bus shelters.*		Transit
9. *The interurban trail is not welcoming anymore; there is trash and homeless camps*		Pedestrian Bicycle
10. *There is lots of trash downtown - garbage bins were removed and people don't have places to throw away trash, so it's all over the sidewalks. This makes the sidewalk less appealing and less comfortable to walk downtown.*		Pedestrian
11. *Bathrooms are closed in downtown parks. It is not equitable when other parks out of downtown have access to bathrooms, but not downtown residents and families.*		Parks

(Continued on next page)

Pedestrian Bicycle Transit Safety Parks

COMMENT	CONTEXT/ CLARIFICATION	COMMENT TYPE
Bike Day (May 19, 2023)		
1. The Interurban trail needs to be repaved.		
2. Accessing the Interurban Trail from the grocery Outlet area is difficult.		
3. Suggestion to replicate event from Seattle, where 8 miles of Lake Washington Boulevard are closed to traffic on Sundays for bicycles to ride. Something like this would be great in Auburn.		
4. Corner radius in ADA compliant facilities should also accommodate bike turning radius, as sharp corners are challenging for bikes		
5. Streets need to be bicycle friendly in general. Bike lanes with RPMs, rumble strips, or delineators would make it much more comfortable for cyclists. Solid curb is not ideal, however, as it presents a challenge to get out of the bike lane.		
6. Bike lanes need to be cleaned regularly, and also plowed when there is snow.		
7. Suggestion to extend the Interurban trail to Tacoma.		
8. Auburn needs more protected bike lanes along large or busy roads.		
9. Suggestion to look at Denver's bike network - they are a great model with a good bike network that connects Denver to any surrounding suburbs. The network is continuous, comfortable, and safe.		
10. It would be great to connect the Green River Trail to the Interurban Trail.		

(Continued on next page)

Pedestrian Bicycle Transit Safety Parks

COMMENT	CONTEXT/ CLARIFICATION	COMMENT TYPE
Farmer's Market (July 23, 2023)		
1. Need easier / more affordable way to get to airport (SeaTac).		Transit
2. Parking garage for Sounder Train gets full early, and it's difficult to find parking to ride the train, unless arriving very early. There is no alternative parking available.		Safety
Church of Nazarene One Community Kiwanis Event (August 5, 2023)		
1. It is difficult for elderly residents to get around when they have mobility challenges.		Safety
2. Need to improve safety for kids to get to and from schools, parks, and around the neighborhood.		Pedestrian, Bicycle
3. The Government should not tell people what to do and let people chose to drive if that is what they want.	Comment related to the question "how to encourage people to walk, bike, and use transit."	Pedestrian, Bicycle
4. The City needs to install more roundabouts, and replace traffic signals with roundabouts.		Safety

APPENDIX E

Roadway Classification Changes

IN THIS APPENDIX

ROADWAY CLASSIFICATION CHANGES

STREET NAME	BEGIN	END	PREVIOUS CLASSIFICATION	NEW CLASSIFICATION
S 324th Street	49th Avenue S	51st Avenue S	Local	Collector
62nd Place S	S 300th Street	End	Residential Collector	Local
63rd Place S	S 301st Street	End	Residential Collector	Local
Frontage Road	S 277th Street	44th Street NW	Minor Arterial	Local Industrial
D Street NW	S 277th Street	44th Street NW	Minor Arterial	Local Industrial
D Street NW Extension	44th Street NW	37th Street NW	Planned Minor Arterial	Remove
44th Street NW	Frontage Road NW	End	Minor Arterial	Local Industrial
I Street NW	44th Street NW	37th Street NW	Local	Local Industrial
49th Street NW	B Street NW	Auburn Way N	Non-Residential Collector	Local Industrial
49th Street NE Extension	I Street NE	L Street NE	Non-Residential Collector	Collector
L Street NE	51st Street NE	S 277th Street	Non-Residential Collector	Collector
M Street NW	15th Street NW	Gate	Non-Residential Collector	Local Industrial
M Street NW	Gate	29th Street NW	Non-Residential Collector	Private
29th Street NW	M Street NW	End	Non-Residential Collector	Private
29th Street NW	West Valley Hwy	End	Local	Local Industrial
26th Street NW	West Valley Hwy	End	Local	Local Industrial
R Street NW	15th Street NW	14th Street NW	Local	Local Industrial
14th Street NW	R Street NW	End	Local	Local Industrial
Pike Street NW	15th Street NW	20th Street NW	Local	Local Industrial
R Street NW	20th Street NW	End	Local	Local Industrial

(Continued on next page)

STREET NAME	BEGIN	END	PREVIOUS CLASSIFICATION	NEW CLASSIFICATION
20th Street NW	R Street NW	West Valley Hwy	Local	Local Industrial
22nd Street NW	R Street NW	West Valley Hwy	Local	Local Industrial
Outlet Collection Ramp	15th Street SW	Outlet Collection Way	Principal Arterial	Local Industrial
Outlet Collection Way (west)	15th Street SW	End	Principal Arterial	Local Industrial
Market Street	15th Street SW	End	Principal Arterial	Local Industrial
Outlet Collection Way (east)	15th Street SW	End	Principal Arterial	Local Industrial
Industry Drive SW	Boundary Blvd	15th Street SW	Minor Arterial	Local Industrial
Perimeter Rd	15th Street SW	End	Non-Residential Collector	Private
Sumner-Tapps Hwy E	Lake Tapps Pkwy SE	City Limit	Principal Arterial	Minor Arterial
55th Street SE	Bridget Ave SE	End	Rustic Collector	Rustic Local
Bridget Ave SE	55th Street SE	53rd Street SE	Rustic Collector	Rustic Local
M Street SE Extension	37th Street SE	41st Street SE	Planned Residential Collector	N/A
28th Street SE	Riverwalk Drive	Forest Ridge Dr. SE	Local	Collector
M Street SE	Auburn Way S	29th Street SE	Minor Arterial	Collector
Hemlock Street SE	Auburn Way S	End	Residential Collector	Local
15th Street SW Extension	C Street SW	A Street SE	Planned Minor Arterial	Remove
F Street SE	4th Street SE	Auburn Way S	Non-Residential Collector	Collector
A Street SW	Main Street	4th Street SW	Non-Residential Collector	Minor Arterial
4th Street SW	A Street SW	S Division St	Non-Residential Collector	Minor Arterial
S Division Street	3rd Street SW	4th Street SW	Non-Residential Collector	Minor Arterial

(Continued on next page)

STREET NAME	BEGIN	END	PREVIOUS CLASSIFICATION	NEW CLASSIFICATION
C Street SW	SR 18 EB ramps	SR 18 WB ramps	Minor Arterial	Principal Arterial
2nd Street SE/SW	Auburn Way North	D Street SE	Non-Residential Collector	Collector
2nd Street SE/SW	A Street SW	Auburn Way North	Non-Residential Collector	Minor Arterial
1st Street SE/SW	A Street SW	A Street SE	Non-Residential Collector	Minor Arterial
G Street SW	W Main Street	3rd Street SW	Non-Residential Collector	Local Industrial
3nd Street SW	E Street SW	G Street SW	Non-Residential Collector	Local Industrial
Lund Road	W Main Street	4th Street SW	Local	Local Industrial
Western St	W Main Street	End	Local	Local Industrial
Clay Street NW	W Main Street	End	Local	Local Industrial
H Street NW	W Main Street	6th Street NW	Non-Residential Collector	Local Industrial
6th Street NW	H Street NW	C Street NW	Non-Residential Collector	Local Industrial
2nd Street NW	D Street NW	H Street NW	Local	Local Industrial
D Street NW	2nd Street NW	3rd Street NW	Local	Local Industrial
3rd Street NW	C Street NW	D Street NW	Local	Local Industrial
1st Street NE/NW	B Street NW	Auburn Way N	Non-Residential Collector	Local
B Street NW	W Main Street	1st Street NW	Non-Residential Collector	Local
4th Street NE	Auburn Way N	M Street NE	Non-Residential Collector	Collector
8th Street NE	Harvey Road/M Street NE	104th Street SE	Minor Arterial	Principal Arterial
D Street NE	15th Street NE	16th Street NE	Non-Residential Collector	Local Industrial

(Continued on next page)

STREET NAME	BEGIN	END	PREVIOUS CLASSIFICATION	NEW CLASSIFICATION
16th Street NE	D Street NE	E Street NE	Non-Residential Collector	Local Industrial
E Street NE	16th Street NE	22nd Street NE	Non-Residential Collector	Local Industrial
E Street NE	22nd Street NE	23rd Street NE	Local	Local Industrial
23rd Street NE	E Street NE	E Street NE	Local	Local Industrial
E Street NE	23rd Street NE	26th Street NE	Local	Local Industrial
26th Street NE	E Street NE	Auburn Way N	Local	Local Industrial
22nd Street NE	E Street NE	Auburn Way N	Non-Residential Collector	Local Industrial
22nd Street NE	Auburn Way N	I Street NE	Non-Residential Collector	Minor Arterial
Riverview Drive NE	M Street NE	22nd Street NE	Residential Collector	Local
22nd Street NE	Pike Street NE	Riverview Drive	Residential Collector	Local
30th Street NE	B Street NW	Auburn Way N	Non-Residential Collector	Minor Arterial
30th Street NE	Auburn Way N	I Street NE	Non-Residential Collector	Minor Arterial
C Street NE	30th Street NE	42nd Street NE	Non-Residential Collector	Local Industrial
42nd Street NW/NE	B Street NW	Auburn Way N	Local	Local Industrial
B Place NW	B Street NW	End	Local	Local Industrial
85th Avenue S	Auburn Way N	City Limit	Non-Residential Collector	Local
37th Street NE	Auburn Way N	I Street NE	Non-Residential Collector	Collector
Green River Road	100th Avenue SE	City Limit	Non-Residential Collector	Rustic Collector
Green River Road	100th Avenue SE	104th Avenue SE	Non-Residential Collector	Collector

(Continued on next page)

STREET NAME	BEGIN	END	PREVIOUS CLASSIFICATION	NEW CLASSIFICATION
105th Place SE	Lea Hill Road	107th Place SE	Non-Residential Collector	Collector
107th Place SE	105th Place SE	SE 320th Street	Non-Residential Collector	Collector
SE 320th Street	107th Place SE	112th Avenue SE	Non-Residential Collector	Collector
116th Avenue SE	SE 316th Street	SE 315th Street	Residential Collector	Local
112th Avenue SE	SE 304th Street	SE 281st Street	Minor Arterial	Collector
SE 281st Street	112th Avenue SE	108th Avenue SE	Minor Arterial	Collector
108th Avenue SE	SE 281st Street	City Limit	Minor Arterial	Collector
SE 304th Street	132nd Avenue SE	City Limit	Minor Arterial	Principal Arterial
SE 288th Street	132nd Avenue SE	End	Local	Collector
SE 286th Street	124th Avenue SE	End	N/A	Local
SE 284th Street Extension	124th Avenue SE	SE 288th Street	Planned Residential Collector	Removed