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~~2020~~2021

Comprehensive Transportation Plan Update



Adopted by Ordinance No. 6803

City of Auburn

~~12/7/2020~~1/1/2021

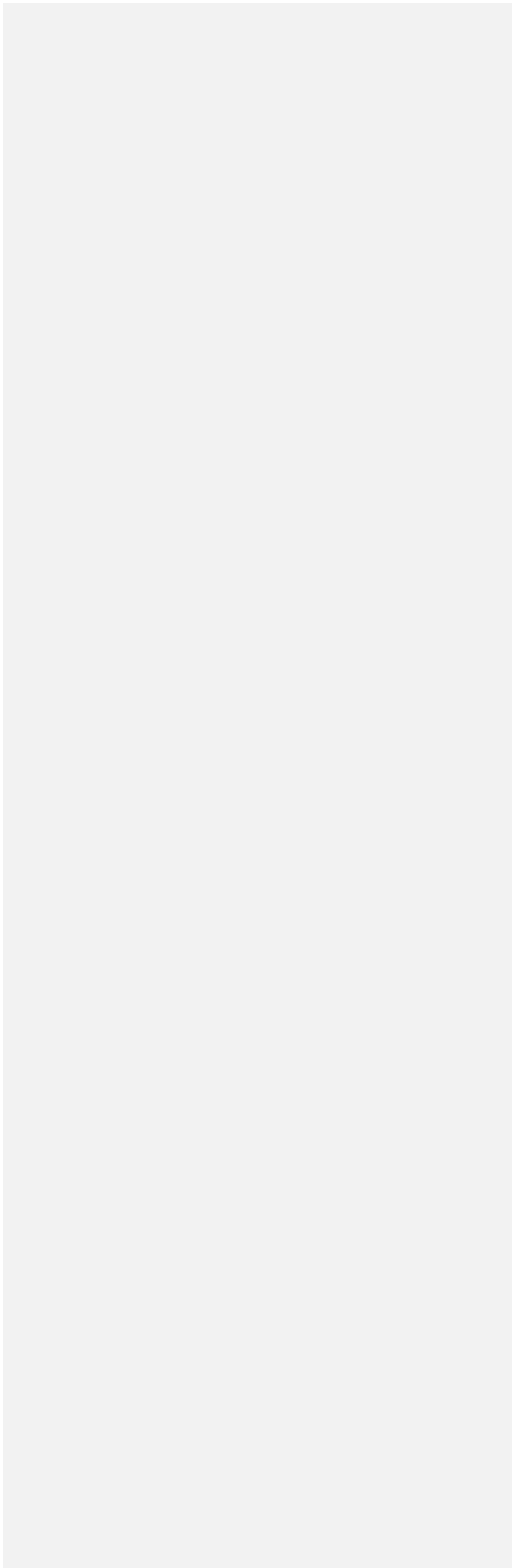


Table of Contents

CHAPTER 1 – INTRODUCTION	32
1.1 PURPOSE	42
1.2 HOW THE CITY USES THE PLAN	54
1.3 REGIONAL COORDINATION	97
1.4 ACCOMPLISHMENTS SINCE THE LAST PLAN (2015)	1311
1.5 PLAN ORGANIZATION	1412
1.6 STAFF RESOURCES	1412
CHAPTER 2 – THE STREET SYSTEM	1614
2.1 EXISTING STREET SYSTEM	1614
2.2 STREET STANDARDS AND LEVELS-OF-SERVICE	2321
2.3 FUTURE STREET SYSTEM	2927
CHAPTER 3 - NON-MOTORIZED TRANSPORTATION.....	4845
3.1 PEDESTRIAN TRAVEL	4946
3.2 BICYCLE TRAVEL.....	5653
3.3 FUTURE NON-MOTORIZED SYSTEM.....	6258
CHAPTER 4 – TRANSIT	6662
4.1 NEEDS ASSESSMENT	6662
4.2 TRANSIT USER NEEDS	7066
4.3 TRANSIT SYSTEM RECOMMENDATIONS.....	7672
CHAPTER 5 – POLICIES	7874
5.1 COORDINATION, PLANNING, AND IMPLEMENTATION.....	7874
5.2 STREET SYSTEM	8782
5.3 NON-MOTORIZED SYSTEM.....	9286
5.4 TRANSIT SYSTEM	9589
5.5 AIR TRANSPORTATION	9590
CHAPTER 6 – FUNDING.....	9791
6.1 FINANCIAL PLANNING AND PROGRAMMING	9791
6.2 FUNDING SOURCES	9791
6.3 REVENUE SHORTFALL CONTINGENCY	10397
6.4 FUNDING STRATEGIES, PROJECT PRIORITIZATION.....	10397
CHAPTER 7 – MONITORING AND EVALUATION	10498
7.1 ANNUAL UPDATES	10498
7.2 MULTI-YEAR UPDATES	10599

Maps:

[1.1 Adjacent Jurisdictions](#)

[2.1 Functional Roadway Classification](#)

[2.2 Average Daily Traffic Volumes](#)

[2.3 Truck Routes](#)

[2.4 Freight Routes Classification Map](#)

[2.5 LOS Corridors](#)

[2.7 Intelligent Transportation Systems](#)

[2.8 Comprehensive Plan Projects](#)

[3.1 Priority Sidewalk Corridors](#)

[3.2 Existing and Future Bicycle Facilities and Multi-Use Trails](#)

[3.3 Bicycle Corridors and Connectors](#)

[4.1 Transit Routes and MIT Shuttle Route](#)

Tables:

[2.1 Corridor Level of Service – Existing 2014 Weekday PM Peak Hour](#)

[2.2 Future Capacity Projects and Cost Estimate – 2022](#)

[2.3 Corridor Levels of Service – Future 2022 Weekday PM Peak Hour](#)

[2.4 Future Capacity Projects and Cost Estimates – 2035](#)

[2.5 Corridor Levels of Service - Future 2035 Weekday PM Peak Hour](#)

[2.6 Regional Center Mode Split Goals](#)

[3.1 Proposed Trail Projects](#)

[Appendix A: Comprehensive Plan Project List](#)

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CHAPTER 1 – INTRODUCTION



Auburn Station

The transportation system is a vital component of Auburn's social, economic, and physical structure. The primary purpose of the transportation system is to support the movement of people and goods within the City and connect the City to the broader region. Secondly, it 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

The Comprehensive Transportation Plan (Plan) is the framework for transportation planning in Auburn. It functions as the overarching guide for changes to the transportation system. The Plan evaluates the existing 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 multi-modal, addressing multiple forms of transportation in Auburn including the street network, non-motorized travel, and transit. Evaluating all modes enables the City to address its future transportation needs in a comprehensive and balanced manner.

VISION

The Comprehensive Transportation 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 healthy community principles through non-motorized travel;
- Promote a transportation system that supports local businesses and enhances economic

Commented [VB1]: The plan seems to be sometimes referred to as the Comprehensive Transportation Plan and sometimes as the Plan. Should we pick one and be consistent?

development opportunities;

- Create a transportation system that is efficient, uncomplicated, and welcoming to visitors; and
- Provide a balanced, multi-modal transportation system that addresses both local and regional needs.

GMA 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. Auburn fulfills this mandate by adopting the Comprehensive Transportation Plan as the Transportation Element of the City's Comprehensive Plan. In order to be GMA compliant, the Comprehensive Transportation Plan must:

- Inventory the existing transportation system in order to identify existing capital facilities and travel levels as a basis for future planning;
- Identify level-of-service (LOS) standards for all arterials, transit routes, and state-owned facilities as a gauge for evaluating system performance;
- Specify actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established ~~level-of-service~~ LOS standard;
- Determine existing deficiencies of the system;
- Use land use assumptions to estimate future travel, including impacts to state-owned facilities;
- Identify future improvement needs from at least ten years of traffic forecasts based on the adopted land use plan;
- Include a multiyear financing plan based on the identified needs;
- Address intergovernmental coordination; and
- Include transportation demand management strategies.

DISCLOSURES

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("~~ADA~~"), the City of Auburn will not discriminate against qualified individuals with disability in its services, programs, or activities.

Modifications to Policies and Procedures: 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 ~~of~~ its programs, services, and activities. For example, individuals with service animals are welcomed in City of Auburn offices, even where pets are generally prohibited.

1.2 HOW THE CITY USES THE PLAN

The Comprehensive Transportation Plan provides policy and technical direction for development of the City's transportation system through the year 2035. It updates and expands

the *2015 Comprehensive Transportation Plan* by recognizing network changes since the last plan, evaluating current needs, and identifying standards for future development, and various infrastructure improvement scenarios. Major updates are required every 8 years. The next major update is required to be adopted by June 2024.

NEEDS ASSESSMENT

A system-wide, multi-modal needs assessment was conducted throughout plan development to ascertain which aspects of Auburn’s existing transportation system work well and which ones need improvement. An evaluation of potential solutions and investment priorities was also conducted as part of this process. The end result is that Auburn has a more thorough understanding of system deficiencies, how best to address these deficiencies, and direction for expanding the system in a sustainable manner.

PUBLIC INVOLVEMENT

Public outreach is an important component of the ongoing needs assessment process.

Throughout the year 2014, the City held a number of community meetings through the Imagine Auburn visioning [p-](#)

[Process](#), for the major update adopted in 2015. The meetings included discussions of capital investments in transportation infrastructure and other transportation related issues which have been incorporated into this document.

As part of the adoption process, the Plan is also reviewed by the City of Auburn Planning Commission, including a 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.

POLICY DEVELOPMENT

The City creates policies to state preferences for preservation of the existing system and development of the future transportation system. Policies can be qualitative in nature, but often they are quantitative and prescribe a specific standard.

Policies are also important for communicating the City’s values and needs to neighboring jurisdictions and regional and state agencies. Having established policies in place enables the City to more effectively influence change in keeping with its needs and objectives.

LEVEL OF SERVICE (LOS) AND CONCURRENCY

The concurrency provisions of the 1990 Growth Management Act (GMA) require that local governments permit development only if adequate public 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 ~~level of service~~ (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

Commented [VB2]: the placement of this comma is confusing. Are the updates identifying standards for various infrastructure improvement scenarios, or are various infrastructure improvement scenarios the fourth item on this list?

Commented [CM3R2]: Good catch – coma removed

Commented [VB4]: Is this supposed to be one sentence?

Commented [CM5R4]: yes

Commented [VB6]: Not a grammatical necessity, but should LOS be spelled out just for the header? I know we introduced the acronym previously, but I prefer to have acronyms to be spelled out in headers

standard.

CAPITAL FACILITIES PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM

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 multiyear financing plan based on the identified transportation needs.

The TIP⁷ is a financial planning tool used to implement the list of transportation improvement projects identified in the [Comprehensive](#) Transportation Plan. It is a six-year plan which is reviewed and updated annually by the City Council to reflect changes to project priorities and funding circumstances. Generally, the projects included in the TIP are financially constrained such that the estimated projects costs do not exceed the anticipated funding available in the ~~six-year~~ period. ~~An exception~~ [Exceptions](#) are capacity projects funded by [Transportation Impact Fees](#) (also referred to as Traffic Impact Fees). The first three years of traffic impact fee funded projects included in the plan are fiscally constrained based on conservative growth projections. The last three years of traffic impact fee funded projects in the plan include additional projects that provide for growth beyond those accounted for by conservative growth projections. This results in a plan to implement projects to accommodate additional growth should it occur. The traffic impact fee funded projects included in the TIP are utilized to prepare annual updates to the traffic impact fee schedule.

The ~~Capital Facilities Plan~~ [CFP](#) is also an annually adopted six-year financing plan. However, it is not fiscally constrained for all six years. Unlike the TIP, the CFP is an adopted element of the City's Comprehensive Plan.

ADA COMPLIANCE

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

According to [the ADA](#), local governments must develop a transition plan describing how it will ensure its facilities, services, programs, and activities are accessible. The transition plan:

- Identifies physical barriers that limit the accessibility of its programs or activities to individuals with disabilities.
- Describes the methods that will be used to remove the barriers.
- Provides an estimated schedule for taking the steps necessary to achieve compliance.
- Identifies the city official responsible for implementation and provides information on how to file a grievance or [complaint](#).

In 2020, The City completed an ADA Transition Plan for the ~~pPublic r~~ [Right-of-way \(ROW\)](#) that summarizes the City's policies and standards guiding ~~right-of-way~~ [ROW](#) 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

Commented [VB7]: This isn't capitalized in the ordinance, so I don't think it should be capitalized here

Commented [VB8]: Should this be like the previous lists, where each bullet point ends in a semicolon, and there is an "and" before the final item?

Commented [CM9R8]: It can be

to monitor the process outlined in the plan. The ADA Transition Plan for the Public Right of Way addresses the public ~~right of way (ROW)~~ of the City of Auburn, which typically includes vehicular and bicycle roadway lanes, sidewalks, roadside trails, street landscape areas, crosswalks, and traffic signals.

Commented [VB10]: Should we say the full title: the ADA Transition Plan for Facilities in the Public Right-of-Way

Commented [CM11R10]: yes

TITLE VI COMPLIANCE

Title VI of the Civil Rights Act of 1964 and the Federal-Aid Highway Act of 1973 prohibits discrimination on the basis of race, color, national origin, or sex in any program or activity that receives Federal funds or other ~~f~~Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals on the basis of race, color, national origin, or sex either directly or indirectly, in the types, quantity, quality, or timeliness of program services, aids, or benefits that they provide or the manner in which they provide them. This prohibition applies to intentional discrimination as well as to procedures, criteria, or methods of administration that appear neutral but have a discriminatory effect on individuals because of their race, color, national origin, or sex. Policies and practices that have such an effect must be eliminated unless a recipient can show that they were necessary to achieve a legitimate nondiscriminatory objective. Even if there is such a reason, the practice cannot continue if there are alternatives that would achieve the same objectives but that would exclude fewer minorities. Persons with limited English proficiency must be afforded a meaningful opportunity to participate in programs that receive Federal funds. Policies and practices may not deny or have the effect of denying persons with limited English proficiency equal access to Federally-funded programs for which such persons qualify.

The City of Auburn, Washington, 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 ~~of~~its programs and activities, whether those programs and activities are federally funded or not.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the term “program or activity” to include all ~~of~~the operations of Federal Aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally assisted or not (Public Law 100259 [S.557] March 22, 1988.).

The City will include Title VI language in all written agreements and will monitor for compliance. The City’s Director of Human Resources is responsible for initiating and monitoring Title VI activities, preparing reports and other responsibilities as required by 23 Code of Federal Regulation (CFR) 200 and 49 Code of Federal Regulation 21.

The Title VI Non-Discrimination Agreement between the City and the Washington State Department of Transportation (WSDOT) requires the City to prepare a yearly report of Title VI accomplishments for the last year and goals for the upcoming year. The agreement and annual

report are published on the City's website.

1.3 REGIONAL COORDINATION

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

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). 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.

SOUND TRANSIT

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. The 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

King County Metro Transit, formerly a division of the King County Department of Transportation, is now the King County Transit Department. The King County Transit Department 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 2011-2021, and in Metro Connects Long Range Public Transportation Plan, which was adopted by the King County Council in 2017. The City has developed an employee Commute Trip Reduction (CTR) program in cooperation with King County Transit. Details of the CTR program are summarized in the Non-motorized and Transit chapters of this plan.

Auburn partners with King County [Metro and Pierce](#) Transit on the 497 bus route, which provides peak hour service from Lakeland Hills to the Auburn Station. Auburn and King County [Transit-Metro](#) hope to continue this relationship and develop future partnerships to expand

transit service in Auburn.

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 the 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.

Commented [VB12]: Do KCM and PT share 497? Or is this inaccurate?

PIERCE COUNTY

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

COUNTYWIDE PLANNING POLICIES

Under the ~~Growth Management Act~~ 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.

PUGET SOUND REGIONAL COUNCIL

The Puget Sound Regional Council (PSRC) sets policy for King, Pierce, Kitsap, and Snohomish ~~Ce~~ counties through its long-range planning document, *Vision 2040*, and its regional transportation plan, *Transportation 2040*. Both documents encourage future growth to be concentrated in regional growth centers. They also seek to provide a multi-modal 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 system management (TSM) strategies, as well as completing critical links in the network.

Currently, PSRC is working on a Draft document for *Vision 2050*, which is an update of *Vision 2040*. *Vision 2050* ~~was expected to be~~ adopted by their Executive Board in October 2020.

Commented [VB13]: Vision 2050 was adopted in October 2020.

Auburn's Transportation Plan is required to be consistent with PSRC's regional planning efforts.

ADJACENT CITIES

The City recognizes the importance of coordinated and strong inter-jurisdictional action because transportation impacts do not stop at local boundaries. The City works closely with neighboring cities and the Muckleshoot Indian Tribe to address transportation issues. These

neighbors adopt goals and policies that directly impact Auburn. In developing this plan, analysis was undertaken to ensure that all transportation system improvements are compatible with neighboring jurisdictions.

CITY OF KENT

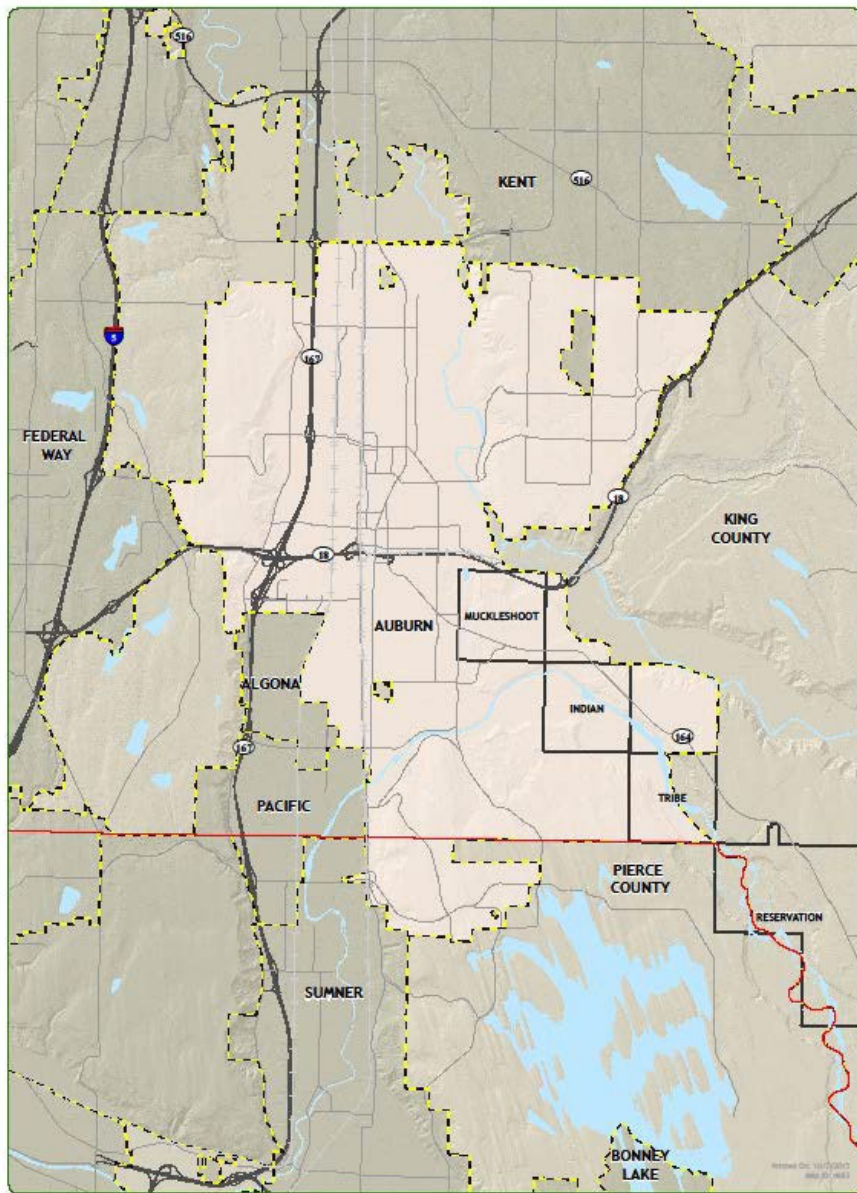
The City of Kent shares Auburn's northern border and several regional transportation corridors including S 277th Street, SR-167, and the West Valley Highway. Most recently, Auburn has completed coordination with Kent on the annexation of ~~the~~ S 277th Street from Auburn Way North to the Green River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

CITY OF FEDERAL WAY

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 non-motorized roadway improvements affecting both jurisdictions.

CITIES OF SUMNER/ALGONA/ PACIFIC/BONNEY LAKE

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 recent preservation of Boundary Boulevard in partnership with Algona, and financial support of 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.



Map 1-1 Adjacent Jurisdictions

MUCKLESHOOT INDIAN 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. The Muckleshoot TribeMIT operates two major attractions in or near Auburn: the Muckleshoot Casino and the White River Amphitheatre. Both of these activity centers generate a large number of vehicle trips. Commercial development on tribal lands is expected to increase in the future and must be evaluated during transportation planning efforts.

The City and tribe MIT coordinate on a variety of transportation planning issues, both 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 Tribe MIT are currently working on a Memorandum of Understanding (MOU) to partner on pedestrian improvement projects along the Auburn Way South corridor.

The Muckleshoot TribeMIT has developed their own Comprehensive Land Use Plan. In addition, a Transportation Plan and a Tribal Transportation Improvement Program have been created to identify transportation needs and plan for the next seven generations. One theme that is emerging from this effort is the need to build a well-connected internal roadway system on the reservation. Currently, Auburn Way South is the primary route for drivers and pedestrians traveling within the reservation. This extensive internal network will increase transportation efficiency and, most importantly, improve safety along the Auburn Way South corridor. The Muckleshoot Indian TribeMIT and the City of Auburn have created a partnership to provide safety improvements along Auburn Way South. These improvements are complete and the City continues to pursue grant and partnership opportunities to complete additional improvements along the corridor.

During July 2015, the State Legislature passed a transportation package which included \$15 million for the SR-164 East Auburn Access project, which will create and develop an affordable, long-term improvement to congestion and safety issues, while also planning to accommodate future growth in the area. The City is involved in the development of the preferred alternative for this project.

The Muckleshoot TribeMIT runs two publicly available tTransit routes along SR-164.

The Reservation Route runs through the Tribe MIT community, and stops southeast of Les Gove Park. It runs every 30 minutes starting at 7:00am. The Auburn Route Express runs from the TribeMIT through the City of Auburn, making stops along the way. It runs every hour starting at 7:00am.

Commented [VB14]: And running until when?

Commented [VB15]: runs from the reservation? Might be more clear (if that's accurate) than 'runs from MIT.'

1.4 ACCOMPLISHMENTS SINCE THE LAST PLAN (2015)

Since 2015, 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. Planned and completed capacity projects are shown on Tables 2-2, 2-4, and Appendix A.

In addition to the completed planned capacity projects, additional projects were completed, such as, ~~for example,~~ the I ~~S~~street roundabout at 22nd St NE, the Auburn Way South sidewalk additions from Dogwood to Hemlock and from 17th St SE to Muckleshoot Plaza, the 277th multimodal path from Auburn Way N to L St, and the F street SE non-motorized improvements, all of which increase road users safety and accessibility.

1.5 PLAN ORGANIZATION

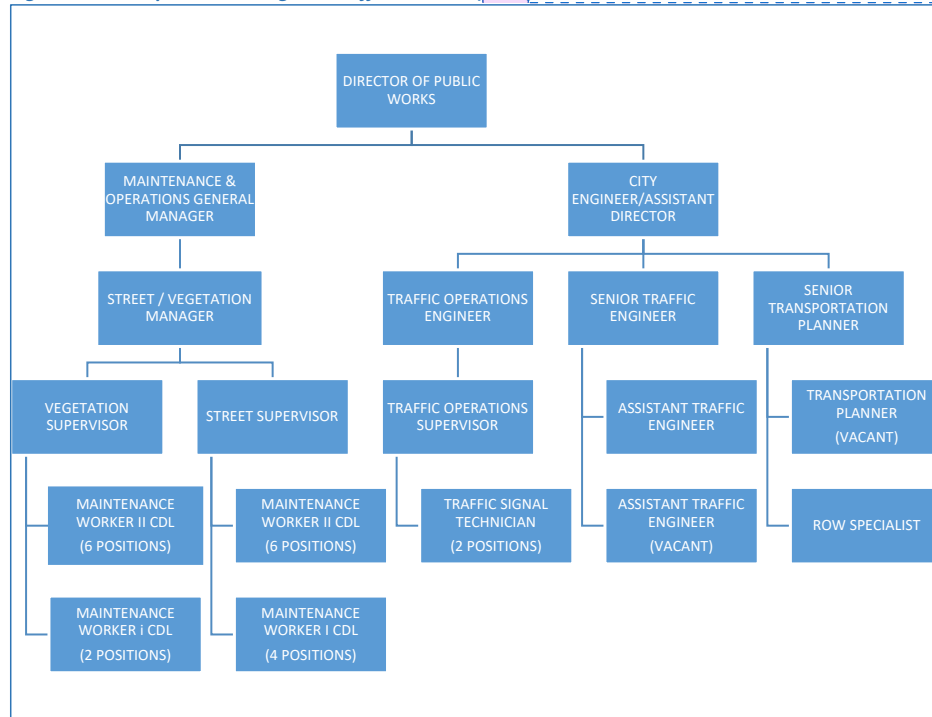
The following three chapters are organized according to the three primary transportation modes in Auburn: the **Street System** (Chapter 2), the **Non-motorized System** (Chapter 3), and the **Transit System** (Chapter 4). Each chapter contains a needs assessment and discussion of the future system, including proposed projects or improvements.

The remaining chapters cover subjects pertaining to all three system types. Chapter 5 details the City's transportation objectives and policies. Chapter 6 discusses funding sources that can be used to finance future network improvements. Chapter 7 identifies a monitoring and evaluation strategy to ensure the document remains relevant and that progress is made towards implementation of the Plan.

1.6 STAFF RESOURCES

Implementation of the Comprehensive Transportation Plan requires numerous resources, including staff time. All departments play a role in executing the Plan, but the Public Works Department is the implementation lead. The Public Works Department employs engineers, planners, technical and support staff, and maintenance and operations personnel to maintain and improve the City's transportation system. Nonetheless, staff performs many functions, and dedicating sufficient resources to carry out the goals of this plan continues to present challenges. Figure 1-1 identifies the basic organization of the Public Works Department, Transportation Program.

Figure 1-1 Transportation Program Staff Resources (2020)



Commented [VB16]: Does this need to be updated?

Commented [CM17R16]: Yes – will update with Transportation Technician Position

CHAPTER 2 – THE STREET SYSTEM

The City is served by an extensive street network, which includes highways, arterials, collectors, and local streets. The Auburn transportation system is designed to accommodate all modes of travel. This chapter describes the network and how well it serves the City both existing and future.

2.1 EXISTING STREET SYSTEM

FUNCTIONAL CLASSIFICATION

The street system functions as a network. Functional classification is the hierarchy by which streets and highways are defined according to the character of service they provide. There are three main classes of streets in Auburn: arterials, collectors, and local streets. Existing street classifications are shown in Map 2-1. All streets have been classified using the Federal Functional Classification system guidelines. No significant changes have been made to the classification of City streets from the previous Comprehensive Transportation Plan.

The *Auburn Engineering Design Standards* identifies design standards for each type of City street, in conformance with WSDOT and [the American Association of State Highway Transportation Officials \(AASHTO\)](#) standards.

From a planning perspective, acknowledgment and proper designation of functional classifications allows for the preservation of ~~right-of-way~~ [the ROW](#) for future transportation corridors, whether the corridor provides access to car, [high-occupancy vehicle \(HOV\)](#), 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.

STATE HIGHWAYS

~~SR-18~~ connects I-5 to I-90 through Auburn. Within the City limits, SR-18 has interchanges with SR-167, West Valley Highway, C Street, SR-164/Auburn Way S, Auburn Black Diamond Road, and SE 304th Street providing access to downtown Auburn and Lea Hill. It is classified as both a Highway of Statewide Significance (HSS) and a National Highway System (NHS) route for the entire corridor segment. SR-18 is a full control limited access highway, allowing access only at interchanges within the City limits.

~~SR-167~~ also known as the Valley Freeway, serves as an alternative to I-5, connecting ~~s~~South King and north Pierce ~~C~~counties to the I-405 corridor to the north. SR-167 is 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. SR-167 is a full control limited access highway, allowing access only at interchanges within the City limits.

~~SR-164~~ is a 15-mile roadway corridor beginning at the SR-18 interchange with Auburn Way S.

The corridor is aligned southeast through the City, connecting with the Muckleshoot ~~Fribal~~ Reservation and White River Amphitheater, and unincorporated King County before terminating in the City of Enumclaw at its junction with SR-410. SR-164 is a City street which is part of a ~~s~~State ~~H~~highway. It is classified as an urban minor arterial by WSDOT, and also an ~~a~~n HSS. The City of Auburn classifies it as a principal arterial. SR-164 does not have the same access restrictions as found on SR-18 and SR-167.

ARTERIALS

Arterials are the highest level of City street classification. There are two types of arterials in Auburn.

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, experience the longest vehicle trips, and have the highest speed limits of all City streets.

Direct access to adjacent land uses is permitted, although these streets are most likely to have limited access; in an effort to enhance safety along these corridors; and increase capacity for through vehicles.

These arterials are the framework street system for the City and usually extend beyond the City limits, connecting with neighboring jurisdictions. They are typically constructed to accommodate five ~~_~~lanes of traffic with speed limits of 30 to 45 miles per hour (mph). The design year average daily traffic (ADT) is greater than 15,000 vehicles per day. Principal arterials are heavily utilized as bus routes, carrying both local and regional service. Typically, on-street bicycle facilities are not appropriate for Principal Arterials and bicyclists are accommodated on adjacent separated trails or on parallel bicycle routes. Pedestrians are accommodated on sidewalks.

Minor Arterials interconnect and augment the principal arterial system by providing access to and from the principal arterials and freeways. They serve moderate length trips with 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. While minor arterials should not enter neighborhoods, they do provide access between neighborhoods. They are typically constructed to accommodate four to five lanes of traffic with speed limits of 30 to 35 mph and a design year ADT of 10,000 to 20,000 vehicles per day. Minor arterials are frequently utilized as bus routes, have sidewalks to comfortably accommodate pedestrians, and may include bicycle lanes, as appropriate.

COLLECTORS

Collectors are a step below arterials in the City classification system. There are three types of collectors in Auburn.

Urban Residential Collectors are used to connect local streets and residential neighborhoods to community activity centers and minor and principal arterials. Urban Residential Collectors are

Commented [VB18]: I was trying to find the official name of the reservation, which, from looking at the MIT website, seems to be just Muckleshoot Reservation. Otherwise, I would suggest saying MIT Reservation, to be consistent with abbreviating Muckleshoot Indian Tribe to MIT throughout the plan

Commented [VB19]: There are inconsistencies with the capitalization in both the Principal Arterials and Minor Arterials sections. Are these classifications of streets always capitalized? Or should they just be capitalized at the start of each section, sort of like a header?

typically constructed to accommodate two travel lanes with medians and turn pockets at intersections or two travel lanes with bicycle lanes. The posted speed limit is generally 30 mph and the design year ADT is 2,500 to 10,000 vehicles per day. Urban Residential Collectors have sidewalks and may be utilized for some transit service, including dial-a-ride transit and paratransit services.

Rustic Residential Collectors are routes located in areas with less intensive land uses associated with the Residential Conservancy land-use designation. They carry traffic between local and arterial streets. Rustic Residential Collectors provide access to all levels of arterials, are typically constructed to accommodate two lanes with gravel shoulders on both sides, and have a speed limit of 30 to 40 mph. The gravel shoulder may be reduced on one side to provide a wider shoulder on the other for bicycle travel. Rustic Residential Collectors do not have sidewalks and generally do not carry transit services except for paratransit and possibly dial-a-ride-transit. The design year ADT is 1,000 to 5,000 vehicles per day.

Non-Residential Collectors provide intra-community access by connecting non-residential areas, such as industrial and commercial areas, to minor and principal arterials. They may serve neighborhood traffic generators, such as stores, elementary schools, religious institutions, clubhouses, small hospitals or clinics, and areas of small multifamily developments, as well as other commercial and industrial uses. Non-Residential Collectors are typically constructed to accommodate two lanes and a center two-way left-turn lane, with a speed limit of 30 mph and may include bicycle lanes. The design year ADT is 2,500 to 5,000 vehicles per day. Non-Residential Collectors have sidewalks and may be utilized for some transit service, including dial-a-ride transit and paratransit services.

LOCAL STREETS

Local Streets are the most common street type in the City. Local streets comprise all facilities not part of one of the higher classification systems. Local streets primarily provide direct access to abutting land and to the higher order streets. Service to through traffic is discouraged. There are four categories of local streets.

Local Residential Streets provide access to abutting residential parcels. They offer the lowest level of mobility among all street classifications. The street is designed to conduct traffic between dwelling units and higher order streets. As the lowest order street in the hierarchy, the street usually carries minimal through traffic and includes short streets, cul-de-sacs, and courts. The speed limit is generally 25 mph and the design year ADT is 200 to 1,200 vehicles per day. Urban Local Residential Streets have sidewalks to accommodate pedestrians. Bicyclists may travel either on the sidewalk or within the travel lane depending on their level of comfort. Transit service is generally limited to dial-a-ride transit and paratransit.

Rustic Local Residential Streets serve areas associated with the Residential Conservancy zoning designation. They provide access to adjacent land and distributing traffic to and from the arterials, residential collectors, rustic, and local streets. Rustic Local Residential Streets are two-lane roadways with gravel shoulders and a speed limit of 25 mph. The design year ADT is 100 to 1,000 vehicles per day. Because these streets have low traffic volumes, bicyclists can comfortably share the travel lane with motorized vehicles. Since Rustic Local Residential Streets

Commented [VB20]: Why is this possibly when the word 'possibly' is not included when allowing for dial-a-ride in lower classifications, such as local residential streets?

Commented [VB21]: Same comment as above - capitalization inconsistencies with the names of street classifications.

do not have sidewalks, pedestrians walk along the shoulder of the road. Transit service is very infrequent and most likely limited to paratransit and possibly dial-a-ride-transit.

Local Non-Residential Streets provide direct access to higher order classification streets and serve primarily industrial and manufacturing land uses. They offer a lower level of mobility and accommodate heavy vehicle traffic. Typically they have two travel lanes with a speed limit of 25 mph and the design year ADT is 400 to 1,200 vehicles per day. Local Non-Residential Streets have sidewalks to accommodate pedestrians and bicyclists may travel on the shoulder of the road (Class IV bicycle facility), although bicycle travel may not be as comfortable as on Local Non-Residential Streets due to a greater frequency of trucks and other heavy vehicles. Transit service is generally limited to dial-a-ride transit and paratransit.

Commented [VB22]: Other land use designations were capitalized previously.

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. Private streets at a minimum are built to the same design and construction standards as a local residential street.

ALLEYS

Alleys provide vehicular access to abutting properties, generally through the rear or side of the property. Alleys can be public or private and serve several purposes including access management and the alleviation of traffic problems on city streets. Alleys should provide through access to city streets or adequate turnaround space if through access is not feasible. Alleys shall be constructed to allow for general-purpose and emergency access at all times.

ACCESS TRACTS

Access Tracts, sometimes referred to as shared driveways, provide vehicular 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. Access tracts are privately owned and maintained. They must provide for sufficient vehicular movement and turnaround space, be free of temporary and permanent obstructions, and provide for emergency access.

TRAFFIC VOLUMES

Average daily traffic counts were obtained from data collected during 2019. Map 2-2 shows the existing average weekday daily traffic volumes on City arterials.

A major contributor to the high traffic volumes on City arterials is traffic passing through the City. This pass-through traffic originates in surrounding jurisdictions and uses City streets to access the major regional highways, such as SR-18 and SR-167. Based on the City's travel demand model from 2014, between 25 and 30 percent of all vehicle trips on the Auburn street system begin and end outside the City. The City is committed to working with WSDOT to improve the state highway system, thereby reducing the demand on the City street system.

SPEED LIMITS

The City designates speed limits as a means of alerting drivers to safe and appropriate travel

speeds for a particular corridor segment. Typically, the higher the classification of roadway, the higher the posted speed limit. Except for school zones, which are posted at 20 mph when children are present, speed limits in the City range from 25 mph (typically for local roads) to 45 mph on some principal arterials. The City routinely monitors corridors to ensure appropriate speed limits are in place. Unless otherwise posted the statutory legal speed limit in the City is 25 mph.

TRAFFIC SIGNALS AND SIGNS

Traffic signals, signs, and pavement markings are used to inform road users, thereby increasing the effective use of the roadway by moving traffic more efficiently and safely. The City uses the Manual of Uniform Traffic Control Devices (MUTCD) as guidance for design, construction, and placement of these design elements in the right-of-way ROW.

FREIGHT

Auburn is an important freight hub in the Puget Sound region, and the efficient movement of freight, through and within the City, is critical to Auburn's economic stability. Both rail and truck freight, originating largely in the Ports of Tacoma and Seattle, pass through Auburn regularly.

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 double-track, federally designated, high-speed railroad line running north-south. BNSF and Sound Transit added a third track to this north-south line in 2016. This third track was installed to handle increased commuter rail traffic and freight traffic. 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 ~~the~~ 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 multi-modal 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.

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 2-3. 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 2-4 shows the 2019 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 following categories:

- T1: more than 10 million tons per year
- T2: 4 million to 10 million tons per year
- T3: 300,000 to 4 million tons per year
- T4: 100,000 to 300,000 tons per year
- T5: at least 20,000 tons in 60 days and less than 100,000 tons per year

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.



Truck Traffic Using S. 277th Street

SAFETY

The City places the highest priority on providing a safe transportation system for all travel modes. Continual efforts are made to make changes to the street system in a manner that improves safety and decreases the likelihood and severity of collisions. Pedestrian crossings and other non-motorized safety issues are discussed in the following chapters. At-grade railroad crossings, emergency response needs, and collisions related to the street system are discussed below.

At-grade railroad crossings create conflict points between vehicles and non-motorized 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

Impacts 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 traffic, resulting in more frequent, and longer duration, closures.

EMERGENCY RESPONSE AND MANAGEMENT

Providing residents with quick responses in emergency situations is a high priority for the City. The City maintains a Comprehensive Emergency Management Plan and supporting plans which identify critical facilities that should be maintained as a first priority during catastrophic events. Critical transportation facilities, generally include Principal Arterials, bridges, and major evacuation routes.

In addition, the City works to provide a street network that will ensure multiple alternate routes for emergency vehicles. Fire and police response vehicles are equipped with traffic signal controls that enable emergency vehicles to secure safe and rapid passage along signalized corridors. In addition, the City has mutual-aid agreements with nearby emergency response operators to ensure adequate coverage in case of road closures or other obstacles that would otherwise prevent timely emergency response.

CRASHES

The City collects and reviews crash data to identify intersection and roadway locations where potential hazards exist. Potential safety problems are identified using the Safety Priority Index System (SPIS) methodology, an effective problem identification tool for evaluating locations with higher crash histories. The SPIS score for a location considers three years of data and considers frequency, crash rate, and severity.

If a hazard is identified, corrective measures can then be identified and implemented as appropriate. While the City relies primarily on its own data, crash data from other sources, including neighboring jurisdictions and the State, is utilized whenever available.

2.2 STREET STANDARDS AND LEVELS-OF-SERVICE

The ~~Growth Management Act (GMA)~~ requires the City to establish service levels for the street network and to provide a means for correcting deficiencies and meeting future needs. Transportation professionals use the term 'level-of-service' (LOS) to measure the operational performance of a transportation facility, such as a street corridor or intersection. This measure considers perception by motorists and passengers in terms of speed, travel time, freedom to maneuver, traffic interruptions and delays, comfort, and convenience.

The City currently uses a single-mode LOS system based upon vehicular travel. In the future, a multi-modal system which includes transit, pedestrians, and bicyclists should be developed and adopted.

The currently adopted LOS methodology gives letter designations from 'A' through 'F', with LOS A representing the best operating conditions, and LOS F representing the worst. LOS can be

quantified in different terms, depending on the transportation facility. Definitions for each [level-of-serviceLOS](#) and the methodologies for calculating the [level-of-serviceLOS](#) for various facilities are contained in the *Highway Capacity Manual (Transportation Research Board, 2000)*. The City most commonly uses corridor [level-of-serviceLOS](#) for accessing facilities. Generally, this is considered the most comprehensive way to determine vehicular traffic impacts. The following descriptions provide some guidance for interpreting the meaning of each LOS letter for corridor LOS on city streets.

- **LOS A** describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed (FFS) for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal. FFS is the average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by control delay. Control delay is the total elapse time from a vehicle joining the 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 speed.
- **LOS B** describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.
- **LOS C** describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.
- **LOS D** borders on the range in which small increases in the number of vehicles may cause substantial increases in delay and decreases in travel speed. LOS D may be due to poor progression through the signalized intersections along a corridor, inappropriate signal timing, high traffic volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS.
- **LOS E** is characterized by significant delays and average travel speeds of 33 percent or less or the FFS. Such operations are caused by a combination of adverse signal progression, close signal spacing, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
- **LOS F** is characterized by urban street flow at extremely low speeds, typically [one-third to one-fourth](#) of the FFS. Intersection congestion is likely critical at signalized locations, with high delays, high volumes, and extensive queuing.

Commented [VB23]: Why aren't these in percentages?
The rest of the LOS levels are described with percentages

CITY LOS STANDARDS AND CURRENT LOS

It is necessary to define LOS standards for transportation facilities to enforce the concurrency requirements of the GMA. If development causes a facility to degrade below a defined LOS standard, concurrency requires that the development make improvement to restore operations to the LOS standard or better, or the permit for that development be denied. Additionally, if development degrades a facility that is already operating below LOS standards, concurrency

requires that the development make improvements to restore operations to the pre-development conditions.

Auburn defines unsatisfactory LOS as: an unacceptable increase in hazard or unacceptable decrease in safety on a roadway; an accelerated deterioration of the street pavement condition or the proposed regular use of a street not designated as a truck route for truck movements that can reasonably result in accelerated deterioration of the street pavement (typically addressed through the payment of the truck impact fee); an unacceptable impact on geometric design conditions at an intersection where two truck routes meet on the City arterial and collector network; an increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act; or the inability of a facility to meet the adopted LOS standards.

The City uses corridor LOS as its primary measurement to evaluate the City's transportation system and to identify needed improvements. The City corridors typically used for analyzing LOS are shown in Map 2-5, although the City may require analysis of a different segment in order to assess the full LOS impacts. All arterials and collectors in Auburn have designated LOS standards. The LOS standard for these corridors is primarily LOS D with the exception of some corridors that may operate as LOS E or F.

While the City uses a weekday PM peak hour based LOS system, weekday AM peak hour LOS impacts may be required to be analyzed in situations where unique conditions are likely to result in a LOS deficiency during the weekday AM peak hour.

Table 2-1 identifies Auburn's LOS Standards, as well as the 2014 corridor LOS. As indicated in the table, LOS was calculated for many of Auburn's street corridors using traffic count data collected during 2014.

When evaluating the impact of a proposed development, intersection and queuing LOS are analyzed and evaluated, in addition to these corridor LOS. Typically, a traffic impact analysis is submitted by the developer and evaluated by the City, to establish which mitigation is required, if any.

Table 2-1 Corridor Level of Service – Existing 2014 Weekday PM Peak Hour

ID	Corridor	From	To	LOS Standard*	2014 LOS	
					NB/EB	SB/WB
1	Auburn Way N	15th St NE	S 277th St	E	C	C
2	Auburn Way N	E Main St	15th St NE	E	D	D
3	Auburn Way S	E Main St	M St SE	F	C	D
4	Auburn Way S	M St SE	Academy Dr. SE	D	B	C
5	M St/Harvey	Auburn Way N	E Main St	E	D	D
6	M St/Harvey	E Main St	Auburn Way S	E	D	C
8	37th St NE/NW	West Valley Hwy	Auburn Way N	E	C	C
9	15th St NE/NW	West Valley Hwy	Auburn Way N	F**	D	D
10	Auburn Ave/A St	6th St SE	E Valley Access Rd	D	B	C
11	Main St	West Valley Hwy	R St	D	D	D
12	15th St SW	West Valley Hwy	C St SW	E	D	D
13	C St SW	Ellingson Rd	SR-18	D	B	C
14	West Valley Hwy	37th St NE	15th St NE	E	B	C
15	S 277th St	Frontage Rd	L St NE	E	C	C
16	R St SE/Kersey Way	Howard Rd	Lake Tapps Pkwy	D	B	B
17	Lake Tapps Pkwy	East Valley Hwy	Kersey Way SE	D	C	C
18	A St NW/B St NW	3rd St NW	S 277th St	D	C	B
19	8th St NE/Lea Hill Rd	Harvey Rd	124th Ave SE	E	C	B
22	SE 312th St/132nd Ave SE	124th Ave SE	SR-18	D	B	B
25	105th Pl SE/SE 320th St	Lea Hill Rd	124th Ave SE	D	A	C
26	Lakeland Hills Way SE	Lake Tapps Pkwy	A St SE	E	D	C
27	29th St SE/Riverwalk Dr.	A St SE	Auburn Way S	D	D	C
31	3rd St SW/Cross St	C St	Auburn Way S	F	F	E
33	41st St SE/Ellingson Rd	A St SE	C St SE	F	F	F
35	West Valley Hwy	15th St NW	15th St SW	E	D	E

* Corridor segments within Downtown Auburn may operate at LOS E in accordance with the Auburn Downtown Plan. All other arterial and collector corridors must operate at LOS D or better, unless otherwise indicated.
 ** Total travel time in the eastbound direction cannot exceed 1,000 seconds for this corridor to meet LOS standards.

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As shown in the table, each of the corridor segments currently meets LOS standards adopted by the City as part of this plan. The LOS standards for several corridors have been revised downwards in recognition that a number of corridors are considered to be built out by the City due to Right-of-Way constraints, impact to existing development, and project costs. For example, eastbound Cross Street and both eastbound and westbound 41st Street SE, all of which currently operate at LOS F. The poor operations on these segments can be attributed to their short length, closely spaced signalized intersections, and limited storage lengths, combined with high volumes of turning traffic.

In the majority of cases, it is the traffic operations at the intersections along a corridor which limit the capacity of the corridor, rather than the capacity of the roadway segments between intersections. This is especially true along corridors with closely spaced intersections, such as Cross Street and 41st Street SE, and corridors where two principal arterial roads intersect, such as Auburn Way S and M Street SE. Along other corridors where the number of intersections is limited and the distances between them are greater, the corridor LOS may not identify a bottleneck at one or more of the intersections along the overall corridor. An example of this is along the Kersey Way corridor, where the overall corridor operates at LOS B, but the

intersection with 29th Street SE operates at LOS D, with the highest delays and longest vehicle queue associated with southbound traffic on Kersey Way.

STATE HIGHWAY LOS

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 [Highways of Statewide Significance \(HSS\)](#). 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.

THE WSDOT STANDARD

WSDOT has identified a LOS D standard for all urban [Highways of Statewide Significance \(HSS\)](#), 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 [Highways of Statewide Significance HSS](#), and therefore have a LOS D standard.

LAND USE/TRANSPORTATION RELATIONSHIP

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

In 2003 Auburn was designated as a Regional Growth Center by the [Puget Sound Regional Council PSRRC](#) as part of the Vision 2040 plan. Designated regional growth centers are identified for housing and employment growth, as well as being eligible for regional transportation funding.

A broad overview of Auburn's Comprehensive Plan land use map's more intensive 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). 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. 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.

As with many cities in South King and North Pierce Counties, especially those along the SR-167 corridor, the local land use plan is characterized by a predominance of industrial land use

designations. The 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 Comprehensive Plan 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 contains a mix of land uses including residential, commercial, and industrial uses. Commercial uses in the 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 the Auburn Station, Multi-Care, 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 non-motorized infrastructure, including both extensive pedestrian and bicycle facilities. This provides the opportunity for both residents and employees to rely on proximate transit services at the Auburn Station, combined with a robust non-motorized transportation system for a portion of their transportation needs. The goal of this plan is to continue to grow and expand the non-motorized transportation system to provide the same transportation choices throughout the City.

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.

Future impacts to the State Highway System can generally be gauged by projected arterial link ADT volumes at or near state highway ramps. This is, at best, only a general estimate since not all traffic passing through these street segments is utilizing the State Highway System. Further, traffic using the arterial segment may be originating from outside Auburn, and may therefore not result from assumptions in Auburn’s land use plan.

Several city arterials connect directly to SR-167 and SR-18. Some examples include C Street SW, West Valley Highway, and Auburn Way South connections with SR-18, and 15th Street NW and 15th Street SW connections with SR-167. These streets are among the most heavily used in the City, a function of their relationship to the State Highway System. SR-164 is also within the city limits. Year 2019 average daily traffic (ADT) volumes along SR-164 range from a low of 19,000 near the eastern city boundary up to 38,000 along Auburn Way South near SR-18. These

volumes are forecast to continue to increase over the next 20 years. However, the growth is limited by the capacity of the roadway.

The State Highway System also impacts the City's local street system. A "pass-through" traffic pattern results in significant traffic volume increases on the local arterial street system. For example, many of Auburn's weekday PM peak hour trips are work to home trips originating *outside* of the Auburn area and destined for residential areas *outside* of Auburn, including Pierce County and the Enumclaw Plateau. This traffic exits state routes and travels through Auburn to avoid congestion on the State Highway System. This is evidenced by increases in traffic counts within the City that clearly exceed that which might be expected through anticipated growth and development patterns outlined in the City's land use plan, such as at SR-164 at the eastern City limit. The City may implement measures that encourage local traffic movements and discourage pass-through trips.

2.3 FUTURE STREET SYSTEM

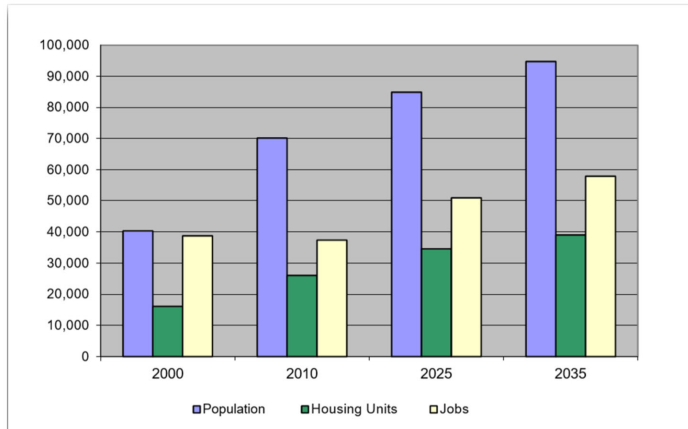
METHODOLOGY FOR EVALUATING FUTURE SYSTEM

TRAVEL FORECASTS

HOUSING AND EMPLOYMENT GROWTH

Auburn has grown rapidly during the past decade, and housing and employment are expected to continue to increase significantly by 2035, with the population reaching approximately 95,000 residents, as shown in Figure 2-1. Much of the housing growth will come from higher density re-development in the downtown area and the rapidly growing Lakeland Hills and Lea Hill areas.

Figure 2-1. Population, Housing, and Job Growth For City Of Auburn 2000 – 2035



1 – Population and housing data for 2000 and 2010 taken from US Census.

2 – Population and housing projection for 2025 and 2035 from City of Auburn.

3 – Covered employment data and estimates derived from PSRC.

TRAFFIC GROWTH

The City of Auburn relies on traffic forecasts using the VISUM travel demand model, which is based upon the land use plan and assumptions found in the land use element of the Comprehensive Plan. Puget Sound Regional Council (PSRC) household and employment forecasts are also used. The model is calibrated to include existing land uses and local knowledge, including large traffic generators such as Boeing, the Outlet Collection, Emerald Downs, Muckleshoot Casino, and White River Amphitheater.

Areas outside of the current City limits that are expected to significantly impact the City transportation system are included in the model. The model enables the City to conduct traffic forecasts for all arterial and collector streets based upon a number of if-then development and land use scenarios.

The more dramatic traffic increases are often caused by development outside the City, especially along the roadways serving the Enumclaw Plateau. Other areas of major traffic increase include A Street SE, M Street SE, and the West Valley Highway.

In order to address the growing traffic volumes and congestion levels on city streets, traffic operations were evaluated for a near-term horizon year of 2022 and a long-term horizon year of 2035. This approach was taken to help identify which improvement projects need to be included in the Transportation Improvement Program (TIP) to accommodate short term growth, versus those longer-term projects which are needed to accommodate additional growth forecast to occur between 2022 and 2035.

Commented [VB24]: Why is this a different header style than 'Housing and Employment Growth'?

FUTURE 2022 CONDITIONS

City Projects

The 2015 TIP, adopted in 2015, identified programmed projects for the years 2016 to 2021. Therefore, the analysis of 2022 traffic operations includes City projects that would increase capacity along both roadway segments and at intersections that are anticipated to be constructed by 2022. The included projects are listed in Table 2-2 and illustrated on Map 2-6. This includes a project programmed in the TIP that was not included in the travel demand model: a new crossing of the BNSF Rail yard between SR-18 and 41st Street SE (2015 TIP #12). This is discussed in more detail in the Future System Recommendations section of this chapter and may be included in future updates to this plan. The 2015 TIP also included non-capacity projects such as non-motorized and preservation projects. The City's ADA transition plan also identifies non-motorized improvements. In addition, non-motorized improvement projects are discussed in Chapter 3, Non-Motorized Transportation.

Regional Transportation Projects

In addition to the City of Auburn projects identified above, a number of regional transportation projects are planned to be completed, predominantly WSDOT projects planned for the freeway system. However, none of these projects are anticipated to be completed by 2022.

Additional Projects

In addition to the projects identified in Map 2-6, four intersections along the City boundaries were identified as potential level of service LOS concerns during the plan development. While the following intersections have not been analyzed in detail because they are partially situated outside of Auburn's jurisdiction, they should be evaluated by the appropriate jurisdiction and programmed for improvements as needed:

- 51st Avenue S/S 316th Street (King County)
- S 321st Street/46th Place (City of Auburn/King County)
- S 321st Street/Peasley Canyon Road (King County)
- West Valley Hwy/Peasley Canyon Rd (WSDOT)

As mitigation for an adjacent development project located within the City of Auburn, the eastbound stop-controlled S 316th Street approach to 51st Ave S was widened to provide separate left- and right-turn lanes. This improvement was required to mitigate a development related impact to LOS at this intersection. The same development project also identified a traffic operations impact at the S- 321st Street intersection with 46th Place S. As a mitigation for this impact, the development dedicated ROW to the city to allow the 46th Place S- approach

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to S- ~~321st~~321st Street to be realigned to the east to create two offset “T” intersections. This project is included in the current TIP, and ~~included~~ in Table 2-2 below.

Table 2-2 Future Capacity Projects and Cost Estimate – 2022

Projects shaded green = completed

Map No.	Location (corridor and segment)	Description	Total Cost (2015 dollars)
City Projects Included in the 2022 Analysis			
1	Auburn Way S Dogwood St SE to Fir St SE	U-Turns, pedestrian improvements, and access control	\$1.75M
2	I Street NE Corridor 45th St NE to S 277th St	Construct 5-lane arterial	\$6.75M
3	S 277th Street AWN to Green River Bridge	Widen to 5 lanes total and install a Class 1 trail	\$8.3M
4	A Street NW Phase 2 W. Main St to 3rd St NW	Construct multi-lane arterial	\$3.15M
5	F Street SE 4th St SE to Auburn Way S	Pedestrian, b Bicycle, and v ehicular a Access i mprovements	\$2.5M
6	M Street NE E Main St to 4th St NE	Widen to 4 lanes	\$1.5M
7	8th Street NE Pike St NE to R St NE	Add EB lane to south side of 8th Street NE	\$1.45M
8	49th Street NE Auburn Way N to I St NE	Construct multi-lane arterial connection	\$3.35M
9	46th Place S Realignment S 321st St and 46th Pl S	Realign 46th Place S to the east to create two new T intersections	\$825K
10	124th Ave SE Corridor SE 318th St to SE 312th St	Widen to 4 lanes and bike lanes	\$4M
11	SE 320th Street 116th Ave SE to 122nd Ave SE	Roundabout, b Bike lanes, and safety improvements	\$4.64M

City Projects Included in the 2022 Analysis (Continued)			
12	Auburn Way S Muckleshoot Plaza to Dogwood St SE	Additional turn lanes and vehicle storage, access control, and non-motorized improvements.	\$2.9M
13	W Valley Highway Improvements 15th St NW to W Main St	Roadway widening, re-channelization, non-motorized improvements, and ITS upgrades	\$3.7M
14	W Main Street W Valley Hwy to Interurban Trail	Re-channelization, non-motorized improvements, and ITS upgrades	\$4.45M
15	Auburn Way S Fir St SE to Hemlock St SE	Widen to 5-lanes, signalize Hemlock St SE	\$4.6M
16	M Street SE Corridor 8th St SE to Auburn Way S.	Construct multi-lane corridor	\$6.7M
17	Lea Hill Road Segment 1 R St NE to 105th Pl SE	Widen to 2 lanes each direction including widening of the Green River Bridge. Includes bike lanes and sidewalks.	\$13M
18	Lea Hill Road Segment 2 105th Pl SE to 112th Ave SE	Widen corridor to include 2 eastbound lanes, bike lanes, and sidewalks.	\$12M
19	Lea Hill Road Segment 3 112th Ave SE to 124th Ave SE	Widen corridor to include 2 eastbound lanes, bike lanes, and sidewalks.	\$4M
20	W Valley Highway SR 18 to 15th St SW	Re-channelization, non-motorized improvements, and ITS upgrades	\$3M
21	R Street SE 17th St SE to M St SE	Construct a new roadway connection	\$10M

City Projects Included in the 2022 Analysis (Continued)			
22	M Street SE at 12th Street SE	Install a new traffic signal	\$625K
23	M Street SE at 29th Street SE	Install a new traffic signal	\$450K
24	124th Avenue SE at SE 284th Street	Safety and capacity improvements	\$700K
25	Lake Tapps Parkway Lakeland Hills Way to E Valley Hwy	Add ITS system	\$1M
26	29th Street SE at R street SE	Increase intersection capacity	\$1.8M
27	A Street SE at 37th Street SE	Install a traffic signal and southbound u-turn for future access management	\$935K
28	I Street NE at 22nd Street NE	Construct a new roundabout	\$1.4M
		Subtotal for City Projects	\$109M

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Non-City Projects included in the 2022 Analysis	
51st Avenue S 288th Street	Add signal

2022 LEVELS OF SERVICE

Weekday PM peak hour levels of service were calculated for 2022 conditions using the same methodology used to calculate the 2014 levels of service shown previously. The same corridors were analyzed in both cases. The 2022 levels of service account for the growth forecast to occur between 2014 and 2022 and the capacity improvement projects identified above. The 2022 [levels of service LOSs](#) are shown in Table 2-3. It should be noted that without the projects shown in Table 2-2, the traffic operations presented in Table 2-3 would be significantly worse, with a number of corridors operating below adopted LOS standards.

Table 2-3 Corridor LOS – Future 2022 Weekday PM Peak Hour

ID	Corridor	From	To	LOS Standard*	2022 LOS	
					EB/NB	SB/WB
1	Auburn Way N	15th St NE	S 277th St	E	C	D
2	Auburn Way N	E Main St	15th St NE	E	D	D
3	Auburn Way S	E Main St	M St SE	F	C	E
4	Auburn Way S	M St SE	Academy Dr. SE	D	C	C
5	M St/Harvey Rd	Auburn Way N	E Main St	E	D	D
6	M St/Harvey Rd	E Main St	Auburn Way S	E	D	D
8	37th St NE/NW	West Valley Hwy	Auburn Way N	E	C	C
9	15th St NE/NW	West Valley Hwy	Auburn Way N	F**	D	D
10	Auburn Ave/A St	6th St SE	E Valley Access Rd	D	C	C
11	Main St	West Valley Hwy	R St	D	C	D
12	15th St SW	West Valley Hwy	C St SW	E	D	D
13	C St SW	Ellingson Rd	SR-18	D	B	D
14	West Valley Hwy	37th St NE	15th St NE	E	B	C
15	S 277th St	Frontage Rd	L St NE	E	C	C
16	R St SE/Kersey Way	Howard Rd	Lake Tapps Pkwy	D	B	C
17	Lake Tapps Pkwy	East Valley Hwy	Kersey Way SE	D	C	C
18	A St NW/B St NW	3rd St NW	S 277th St	D	C	B
19	8th St NE/Lea Hill Rd	Harvey Rd	124th Ave SE	E	C	B
22	SE 312th St/132nd Ave SE	124th Ave SE	SR-18	D	B	B
25	105th Pl SE/SE 320th St	Lea Hill Rd	124th Ave SE	D	B	B
26	Lakeland Hills Way SE	Lake Tapps Pkwy	A St SE	E	D	D
27	29th St SE/Riverwalk Dr.	A St SE	Auburn Way S	D	C	C
31	3rd St SW/Cross St	C St	Auburn Way S	F	E	E
33	41st St SE/Ellingson Rd	A St SE	C St SE	F	F	F
35	West Valley Hwy	15th St NW	15th St SW	E	D	C

* Corridor segments within Downtown Auburn may operate at LOS E in accordance with the Auburn Downtown Plan. All other arterial and collector corridors must operate at LOS D or better, unless otherwise indicated.
 ** Total travel time in the eastbound direction cannot exceed 1,000 seconds for this corridor to meet LOS standards.

As shown in the table, all of the evaluated corridors would meet the revised LOS standards in 2022 with the inclusion of the improvements identified above. However, the following segments are forecast to operate at LOS F in 2022:

- Southbound Auburn Way S between E Main St and M St SE;
- Eastbound 41st Street SE between A St SE and C St SW; and
- Westbound 41st Street SE between A St SE and C St SW.

In order to improve traffic operations along these corridor segments additional improvements beyond those already included in this analysis are required. A review of the segment of Auburn Way S between E Main St and M St SE shows that traffic operations through the SR-18 interchange and at the intersection with M St SE cause the overall corridor segment to degrade to LOS E. The interchange area is constrained by the existing SR-18 overpass, the configuration of the SR-18 on- and off-ramps, and the close spacing of the ramp intersections which provide limited vehicle storage. As a result, the ability to increase capacity along this section of the corridor is limited. It is possible that the construction of the new eastbound off-ramp from SR-18 to SR-164 in the vicinity of the Muckleshoot Casino could draw traffic away from this area; however, the scope of this project has not yet been determined so it was not accounted for in this analysis. It may also be appropriate, as with certain other corridor sections, for the City to

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consider changing the LOS standard for this corridor to reflect that the existing corridor is built-out and further improvements are neither desirable nor cost effective.

Similar circumstances exist for Corridor #33, 41st Street SE/Ellingson Road. This corridor is forecast to operate at LOS F in both the eastbound and westbound directions in 2022. This corridor is constrained by the BNSF bridge, the close spacing of the C Street SW and A Street SE signalized intersections, and the limited storage space between the two intersections. Providing additional capacity would likely require the BNSF bridge to be reconstructed, an expensive proposition, with a limited increase in capacity. It is possible that other capacity projects may reduce traffic volumes on this by constructing additional capacity on alternate routes. These include the crossing of the BNSF rail yard to the north which would provide another east-west connection across southern Auburn, and the completion of the improvements to Stewart Road to the south, including the replacement of the White River bridge, which would provide additional capacity between SR-167 and the Lakeland Hills area. The BNSF rail yard crossing project was project #12 in the 2015 TIP; however, construction was shown beyond 2021, so this project was not included in the analysis of 2022 conditions. As of 2020, this project was removed from the TIP and included in the comprehensive plan project list in Appendix A, as funding for this project has not been identified. Completion of the Stewart Road capacity improvements are being planned by the Cities of Sumner and Pacific. The City of Auburn supports these improvements, and programmed a project in the 2015 TIP as project #73, which will provide the City of Pacific with some funds to support construction of their portion of the project. As of 2020, the City has programmed two projects in the current TIP, one to provide funding to the City of Pacific, and one to provide funding to the City of Sumner for the Stewart Road capacity improvements. Construction of these improvements is not anticipated until beyond 2022, so this was not accounted for in this analysis. Another potential option could be to revise the LOS standard for this corridor to reflect that the existing corridor is built-out and further improvements may not be cost effective.

The transportation system can be compared to a ~~three-legged~~ stool in terms of the improvement strategies which are available to reduce congestion. The three options are to construct improvements to add capacity, make better use of the existing infrastructure ~~which~~ that is available, and to manage demand. The analysis presented above accounts for the construction of additional capacity, and making better use of the available capacity through expansion of ITS infrastructure and the optimization of signal timing. The analysis does not account for ~~demand management~~ TDM strategies which could result in improvements to traffic operations through the use of the following:

- Parking ~~M~~management and ~~p~~Parking ~~P~~pricing
- Car ~~s~~Sharing
- Pay-as-~~Y~~ou-~~D~~rive ~~I~~nsurance
- Ridesharing and HOV ~~L~~anes
- Transit ~~i~~ncentives
- Transit and non-motorized ~~i~~mprovements
- Telework, compressed work week, off-peak scheduling~~ing~~

Many of these solutions have been implemented at the state level, with additional

consideration being given to expanding the options ~~which-that~~ are currently in use.

Decisions need to be made regarding how these three potential congestion management tools are balanced to provide the most cost-effective solutions. It is unlikely that the City will be able to implement all of the capacity projects documented above by 2022 due to the cost of the project portfolio being in excess of available funding. Therefore, the focus should be on the most cost-effective projects which reduce congestion at locations where it is a recurrent problem, and improving the efficiency of the existing system. ~~Transportation system managementTSM~~ and ~~transportation demand managementTDM~~ are included in the future system recommendations section at the end of this chapter.

FUTURE 2035 CONDITIONS

City Projects

In addition to the projects identified above ~~which-that~~ were included in the 2022 analysis, a number of additional projects were included in the analysis of 2035 conditions. These additional projects ~~include-compirise~~ those which are included in the TIP but which are not anticipated to be constructed until beyond 2022, and the longer-term projects included in the previous Comprehensive Transportation Plan. The included projects are listed in Table 2-4 and illustrated on Map 2-6.

This includes a project programmed in the TIP that is not included in the model: the crossing of the BNSF Rail yard. This is discussed in more detail in the Future System Recommendations section of this chapter and will likely be included in future model runs and updates to this plan.

Regional Transportation Projects

In addition to the City of Auburn projects identified above, a number of regional transportation projects were included in the development of the forecast volumes. These are predominantly WSDOT projects planned for the freeway system. Table 2-4 summarizes the included projects, along with planning level cost estimates.

Additional Projects

Another future project with significant area-wide impacts is the addition of the Auburn Bypass connecting SR-18 to SR-164. A draft *Bypass Feasibility Report* (September 2009) was prepared in partnership with WSDOT, the City of Auburn, the ~~Muckleshoot Indian TribeMIT~~, and other regional partners. While a preferred alternative for the bypass has not yet been developed, the Washington State Legislature included funding in the 2015 transportation budget for the design and construction of this new connection. It is anticipated that the new roadway will include an eastbound off-ramp from SR-18 to SR-164 in the vicinity of the Muckleshoot Casino, ~~but~~ no additional details regarding the project have been determined. Therefore, this was not accounted for in the traffic forecasts. The impacts of this project will be identified and mitigated as part of the process to determine the ultimate alignment. The project will be included in future updates of the Comprehensive Transportation Plan.

Table 2-4 Future Capacity Projects and Cost Estimates - 2035

Map No.	Location (corridor and segment)	Description	Total Cost (2015 dollars)
Additional City Projects Included in the 2035 Analysis			
29	SR 164* Hemlock St SE to Academy Dr SE	Widen road to two lanes each direction plus a center two-way left turn lane. Upgrade the intersection of Auburn Way South and Dogwood Street to accommodate B yypass traffic.	\$61M
30	R Street Bypass M St SE to SR 18	Construct a new bypass road	\$6.2M
31	SE 304th Street 112th Avenue SE	Add signal and NB left turn lane. Include sidewalks and bike lanes both sides.	\$1.3M
32	124th Ave SE & SE 320th St Intersection Improvements SE 318th St to SE 320th St	Construct intersection improvements at the entrance to Green River College.	\$1.85M
33	A Street Loop A St SW to A St SE	Add one-way (EB) road with unsignalized free right turn at A Street SE. Include sidewalks both sides of new road.	\$1.7M
34	SE 284th/SE 288th St 124th Ave SE to 132nd Ave SE	Construct new collector linking 284th Street at 124th Ave. to 288th Street at 132nd Ave. Road will be one lane each direction with bike lanes and sidewalks.	\$7.7M
35	51st Avenue S 296th S	Provide protected SB left turn phase and signal and SB left turn lane; Include bike lanes and sidewalks on all legs.	\$1.4M
36	D Street NW 37th Street NW to 44th Street NW	Construct 4-lane arterial	\$6M
Subtotal for Projects			\$87M

*A portion of this project is under design in 2020, from Hemlock St SE to Poplar St SE, which includes road widening, center turn lane, and sidewalks on each side. This project is included in the current TIP and the City is actively seeking funding for the construction.

Non-City Projects included in the 2035 Analysis	
SR-167 I-405 to SR-509	From I-405 to SR-18, add one NB and one SB general purpose lane; f From SR-18 to SR-161, add one NB HOT lane and one SB HOT lane; a Add direct NB/SB HOV/HOT lane connection ramps between SR-167 and I-405; a Add NB and SB auxiliary lanes between I-405 and S 180th Street; a Add NB and SB auxiliary lanes between SR-516 and S 277th Street; and E extend SR-167 from SR-161 to SR-509.
SR-18 at SR-167	Complete ramp from EB SR-18 to SB SR-167 and eliminate SR-18 access from West Valley Highway near Peasley Canyon.
SR-167 15th Street NW to 8th Street E	Add HOV lane each direction.
Stewart Road SR-167 to East Valley Highway	Widen to 2 lanes each direction and center turn lane in the Cities of Sumner and Pacific. Includes widening of the White River bridge.

2035 LEVELS OF SERVICE

Weekday PM peak hour levels of serviceLOSs were calculated for 2035 conditions using the same methodology used to calculate both the 2014 and 2022 levels of serviceLOSs. The 2035 levels of serviceLOSs account for the growth forecast to occur by 2035 and the capacity improvement projects identified above. The 2035 levels of serviceLOSs are shown in Table 2-5. As shown in the table, all of the evaluated corridors would meet the revised LOS standards in 2035 with the inclusion of the improvements identified above. However, the following additional corridor segments would operate at LOS E or F in 2035:

- Southbound Auburn Way N between S 277th St and 15th St NE;
- Southbound Auburn Way S between E Main St and M St SE;
- Northbound M St between E Main St and Auburn Way S;
- Eastbound 37th St between W Valley Hwy and Auburn Way N;
- Westbound 15th St SW between W Valley Hwy and C St SW;
- Southbound Lakeland Hill Way SE between Lake Tapps Pkwy and A St SE;
- Eastbound 3rd St SW/Cross St between C St and Auburn Way S;
- Westbound 3rd St SW/Cross St between C St and Auburn Way S; and
- Westbound 41st Street SE between A St SE and C St SE.

In addition, there are two locations where corridors would operate at improvement levels of

service LOSs in 2035 relative to 2022 conditions:

- Eastbound 41st Street SE between A St SE and C St SE, which would improve from LOS F to LOS E, the result of the improvements identified above, combined with the planned improvements to the Stewart Road corridor and SR-167 which would attract traffic currently using the 41st Street SE/Ellingson Road corridor to access A Street/East Valley Highway to the south.
- Southbound West Valley Highway between 15th Street NW and 15th Street SW, which would improve from LOS D to LOS C. This is also likely due to improvements to SR-167, which would reduce the use of West Valley Highway as a parallel bypass route.

Table 2-5. Corridor Levels of Service - Future 2035 Weekday PM Peak Hour

ID	Corridor	From	To	LOS Standard*	2035 LOS	
					NB/EB	SB/WB
1	Auburn Way N	15th St NE	S 277th St	E	D	E
2	Auburn Way N	E Main St	15th St NE	E	D	D
3	Auburn Way S	E Main St	M St SE	F	C	F
4	Auburn Way S	M St SE	Academy Dr. SE	D	D	C
5	M St/Harvey Rd	Auburn Way N	E Main St	E	D	E
6	M St	E Main St	Auburn Way S	E	E	D
8	37th St NE/NW	West Valley Hwy	Auburn Way N	E	E	C
9	15th St NE/NW	West Valley Hwy	Auburn Way N	F**	E	E
10	Auburn Ave/A St	6th St SE	E Valley Access Rd	D	C	C
11	Main St	West Valley Hwy	R St	D	D	D
12	15th St SW	West Valley Hwy	C St SW	E	D	E
13	C St SW	Ellingson Rd	SR-18	D	C	D
14	West Valley Hwy	37th St NE	15th St NE	E	B	C
15	S 277th St	Frontage Rd	L St NE	E	E	C
16	R St SE/Kersey Way	Howard Rd	Lake Tapps Pkwy	D	B	C
17	Lake Tapps Pkwy	East Valley Hwy	Kersey Way SE	D	C	C
18	A St NW/B St NW	3rd St NW	S 277th St	D	C	C
19	8th St NE/Lea Hill Rd	Harvey Rd	124th Ave SE	E	C	B
22	SE 312th St/132nd Ave SE	124th Ave SE	SR-18	D	B	B
25	105th Pl SE/SE 320th St	Lea Hill Rd	124th Ave SE	D	C	C
26	Lakeland Hills Way SE	Lake Tapps Pkwy	A St SE	E	D	E
27	29th St SE/Riverwalk Dr.	A St SE	Auburn Way S	D	C	C
31	3rd St SW/Cross St	C St	Auburn Way S	F	F	F
33	41st St SE/Ellingson Rd	A St SE	C St SE	F	E	F
35	West Valley Hwy	15th St NW	15th St SW	E	C	C

* Corridor segments within Downtown Auburn may operate at LOS E in accordance with the Auburn Downtown Plan. All other arterial and collector corridors must operate at LOS D or better, unless otherwise indicated.

** Total travel time in the eastbound direction cannot exceed 1,000 seconds for this corridor to meet LOS standards.

To improve traffic operations along the corridor segments which are forecast to operate at LOS E and F in 2035, additional improvements beyond those already included in this analysis are required. However, it may not be cost effective to construct the additional capacity needed along all of these corridor segments. It may, however, be possible to improve traffic operations at key intersections along these corridors to reduce congestions.

The City, and the broader region, will need to identify strategies and adopt policies, including ~~transportation demand management~~TDM, ~~transportation system management~~TSM, and public-private partnerships, to be able to manage congestion while reaching projected growth targets.

FUTURE SYSTEM RECOMMENDATIONS



West Main Street, Downtown Auburn

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FUTURE STREET IMPROVEMENTS

The proposed future street plan consists of a combination of city street and regional transportation improvements, described in Table 2-2 and shown in Map 2-6. The City cannot adequately solve traffic congestion by making City street improvements alone. Partnerships with WSDOT, King and Pierce Counties, ~~the Muckleshoot Indian Tribe~~MIT, and other agencies are essential to implementing the future street system in Auburn. The following actions are proposed:

1. Implement street projects prioritized in the City's TIP and CFP;
2. Program and seek additional funding for street capacity projects not currently identified in the TIP and CFP;
3. Work collaboratively with WSDOT and other partner agencies to implement roadway improvements to the regional highway network; and
4. Work to implement TSM, TDM, and non-motorized improvements.

41ST STREET SE/ELLINGSON ROAD BETWEEN A ST SE AND C ST SW

The area around 41st Street SE/Ellingson Road between A Street SE and C Street SW continues to be a bottleneck for Auburn drivers, especially with additional development in the Lakeland Hills PUD and the Pierce County cities to the south. The close spacing of these two intersections, coupled with the numerous business and residential accesses in the area warrant a more in-depth study of the area. This area is included within the scope of the A Street SE

Corridor Study being completed in 2020. The purpose of the study is to identify potential safety, capacity, and operational improvements along the corridor, including intersection control, and access management.

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BNSF RAIL YARD CROSSING

The City has identified the need for a new east/west grade separated crossing of the BNSF rail yard between C Street SW and A Street NE.

There are a variety of criteria that the City will consider to determine the alignment of the crossing, including potential development of the BNSF property as a multi-modal rail yard, commercial development on Auburn Way S and A Street SE, re-development of the GSA property, funding feasibility, neighborhood impacts, transportation impacts, and engineering feasibility. The crossing project was not accounted for in the 2035 traffic model. Therefore, it is difficult to access the specific impacts of the crossing project. However, it is anticipated that the project could significantly improve east-west mobility in southern Auburn, relieving the existing bottlenecks at 3rd Street SE and 41st Street SE, by providing an additional alternative for the residential neighborhoods to the east of the rail yard to connect with the commercial and retail land uses and SR-167 to the west of the yard. One potential impact of the crossing project, depending on the alignment selected, could be an increase in traffic through the Terminal Park neighborhood.

AUBURN BYPASS

Another future project with significant area-wide impacts is the addition of the Auburn Bypass connecting SR-18 to SR-164. A draft *Bypass Feasibility Report* (September 2009) was prepared in partnership with WSDOT, the City of Auburn, the Muckleshoot Indian TribeMIT, and other regional partners. The Washington State Legislature included funding in the 2015 transportation budget for the design and construction of this new connection. The project is currently referred to as the East Auburn Access project and is being led by the Muckleshoot Indian TribeMIT. The 2015 legislation defined the project as providing an east-bound off-ramp from SR-18 that would connect to SR-164. The currently defined purpose of the project is to develop an affordable, long-term solution that:

- Improves congestion, reduces corridor travel time, decreases queuing that blocks driveways and intersections, and improves reliability for emergency response for SR-164, and
- Accommodates current and future land use in the urban growth areas of King County, Auburn, Enumclaw, and the Muckleshoot Indian Reservation.

This project has not yet been accounted for in the City's traffic models and forecasts as the project has not yet established the preferred alternative. The project will be included in future updates of the Comprehensive Transportation Plan

TRANSPORTATION SYSTEM MANAGEMENT

Transportation system management (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 LOS when travel corridors reach adopted 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; and
- Intelligent Transportation Systems (ITS).

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 2-7 and detailed in the ITS policies included in Chapter 5.

In addition to TSM strategies, the City strives to provide viable alternatives for travelers, to ensure freedom of choice among several transportation modes, including transit, biking, and walking as alternatives to the automobile. The City will prioritize the development of pedestrian-friendly environments such as bicycle routes and pedestrian paths as the non-motorized system expands.

TRANSPORTATION DEMAND MANAGEMENT

Reducing congestion includes strategies to reduce demands on the transportation system. The State of Washington emphasized the importance of transportation demand management (TDM) by adopting a Commute Trip Reduction (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:

- ride-sharing through vanpools and carpools;
- preferential parking for high-occupancy vehicles;
- car sharing programs;

- transit use incentives;
- parking management to discourage single occupan~~cy~~^{cyt} vehicle (SOV) travel;
- telecommuting;
- alternative work schedules to compress the work week or shift the commute outside the typical commute hours; and
- urban design encouraging non-motorized travel through design features.

The City of Auburn will continue to encourage drivers of single occupancy vehicles to consider alternate modes of travel such as carpools, vanpools, transit, non-motorized 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 ~~of the~~ designated Regional Growth Centers, and the 2040 mode split targets identified by PSRC for all ~~of the~~ designated Regional Growth Centers. The existing and 2035 mode split goals for the Auburn Regional Growth Center are summarized in Table 2-6.

Table 2-6 Regional Center Mode Split Goals

Mode	2010 Existing	2035
SOV	81%	56%
HOV	8%	8%
Transit	6%	27%
Bike	2%	4%
Walk	3%	5%

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.

STREET MAINTENANCE & REHABILITATION

The City is responsible for maintaining the physical structure of the roadway system. However, pavement maintenance is expensive, and adequate funding is generally not available. An annual report is published to document the pavement rating throughout the City.

In 2004, the citizens of Auburn voted to establish a funding program for local streets called the Save Our Streets (SOS) program. The original SOS funding measure allowed the City's property tax levy to generate revenue solely used to fund the preservation and re-construction of local streets. At the end of 2012, the practice of funding the SOS Program from property taxes ended. In 2013, the city council allocated the sales tax from construction projects within the City to be dedicated to the SOS Program. Since 2013, funding for the local streets preservation program has averaged about \$2.3 million due to the significant amount of construction activity

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within the City during this period. For 2019 and 2020, the funding approach was once again modified to fund the local streets preservation program with real estate excise tax ~~(REET)~~, ~~or REET~~, in place of the sales tax from construction. Unfortunately, REET funds are a limited source of revenue and funding of the local street preservation program at \$1.65 Million per year is not sustainable from this source.

The City has created a similar program to fund the repair and maintenance of arterials and collector streets. The program is funded through a one percent utility tax. While the available funding through this program is limited, which makes prioritizing projects challenging, the City has been able to maximize the value of the available funds by using them to leverage grant funds, enabling significantly more arterial and collector street repair and maintenance to be completed.



Local Residential Street Before SOS Rebuild *Local Residential Street After SOS Rebuild*

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NEIGHBORHOOD NEEDS

Transportation systems and facilities can impact adjacent neighborhoods. Potential impacts result from increased traffic resulting from drivers seeking alternate routes to congested arterials, in an effort to save time. These impacts can include higher vehicle speeds resulting in potential safety concerns, and associated air and noise pollution. Neighborhoods throughout the City are concerned with these traffic impacts and want to discourage cut-through traffic. City policies discourage through traffic in neighborhoods. The City also has a traffic calming program that addresses the pedestrian, bicycle, and automobile traffic safety concerns that impact neighborhoods. The traffic calming program is a community-based program with the goal of identifying potential problems and development of solutions to help mitigate these impacts. The program raises public awareness of traffic safety issues and ways that people can help minimize traffic problems in their own neighborhoods.

As part of its adopted Traffic Calming Program, the City conducted approximately 50 multi-day radar studies of streets in local neighborhoods annually. These studies helped target increased

Police enforcement efforts, and resulted in signage changes such as permanent “Your Speed Is” radar feedback signs. In other locations where they were recommended by the traffic engineer, physical traffic calming measures, such as speed cushions, were installed.

The Traffic Calming Program is currently on hold due to the limited resources available, and is being reevaluated. At this time, it is unknown when and how it will be re-established.

Transportation staff work closely with the Police to address speeding concerns received from residents.

INTERGOVERNMENTAL COORDINATION

The Growth Management Act GMA (RCW 36.70A.070) provides that comprehensive plans should include a discussion 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.” Auburn works closely with neighboring cities, the Muckleshoot Indian Tribe MIT, and state and regional agencies to ensure coordinated efforts are made in developing all modes of the transportation system.

CHAPTER 3 NON-MOTORIZED TRANSPORTATION



Riding on the Interurban Trail

Non-motorized transportation is an integral component of Auburn's transportation system. Non-motorized travel includes walking and bicycling. The City seeks to enhance the non-motorized travel environment both for recreational travel and trips that might otherwise be taken via a car or bus in order 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 process has been the erosion of conditions favorable to non-motorized travel. This chapter seeks to redress the balance by enhancing conditions in which non-motorized modes are a realistic and attractive travel option.

Planning and developing a strong non-motorized network supports several state and national acts including Washington's [Growth Management Act](#) (GMA), [Commuter Trip Reduction](#) (CTR) Act, the federal Clean Air Act, the [Americans with Disabilities Act](#) (ADA), [and the Move Ahead for Progress in the 21st Century Act](#) (MAP-21) (~~Federal Surface Transportation Bill~~) and its successors. Supporting the non-motorized system helps ensure compliance with these initiatives and the healthy community principles espoused by PSRC through Vision 2040. It also increases funding opportunities for City projects. Improving the non-motorized 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, pedestrian safety, and personal security.

This chapter is divided into two subsections: pedestrian travel and bicycle travel. Each subsection contains an assessment of existing conditions and needs, followed by guidelines for development of the future system.

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3.1 PEDESTRIAN TRAVEL



Pedestrian Crossing at Green River College on S. 320th Street

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 pedestrian environment.

NEEDS ASSESSMENT

Auburn has many assets, which contribute to a welcoming pedestrian environment, most notably a pedestrian-scaled downtown and an extensive network of trails. The needs assessment highlights these existing assets and identifies improvement needs.

EXISTING PEDESTRIAN ENVIRONMENT

As a whole, Auburn's urban fabric in the downtown has remained intact and supports a positive pedestrian environment. Businesses, shops, and single-family homes front streets with sidewalks and street trees. However, some of the older sections of sidewalks need repair or replacement.

Since adoption of the *2009 Transportation Plan*, there have been sidewalk, ADA, and lighting improvements to Main Street, S Division Street Promenade, City Hall Plaza and Plaza Park, and behind the shops on East Main Street. New growth in the downtown core has or will result 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 commuter rail 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. The city has an annual sidewalk repair program which focuses on ADA improvements, responding to complaints, repairing identified hazards, and improving areas with high pedestrian use.

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 heavy volumes of vehicular traffic and wide streets along arterials, such as Auburn Way, pose a barrier for pedestrians walking along or crossing the roadway.

Sidewalk Inventory

The City's GIS base map shows the approximate locations of sidewalks throughout the City. Most of this information was generated as part of the Plan update in 2005 using aerial photography and other GIS data. The base map was updated in 2008 to show sidewalks on the West Hill and Lea Hill where a large scale annexation into the City took place in 2007. The GIS base map is continuously updated based on updated aerial photography and as-built plans as improvements are completed. The City is currently developing a plan to create a comprehensive sidewalk inventory that would support the City's ADA Transition Plan, help identify needed improvements, and assist in overall asset management and maintenance of the City's sidewalk infrastructure.

The older residential neighborhoods tend to have sidewalks on both sides of the street, but they vary widely 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 sidewalk survey of the Lea Hill and West Hill annexation areas revealed a sporadic and often disconnected sidewalk system. Several of the 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.

Trail Network

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 3-2 illustrates the existing and proposed trail network within the City.

SCHOOL ACCESSIBILITY

School safety is a major concern for parents, students, the school districts, and the City alike. The Auburn School District, working with an advisory committee, has established a safe walking area for each elementary and middle school based on the presence of sidewalks, walking paths, and safe neighborhood streets, as well as the availability of safe street crossings and the traffic conditions in the surrounding neighborhoods. All routes within the safe walking areas are designated as 'Safe Routes to School'. Occasionally, individual schools will notify parents and students of preferred walking routes within each area.

Since the last major update of the comprehensive plan the following Safe Walking Routes improvements have been made throughout Auburn;

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Some of these improvements were made possible by a Safe Routes to School grant. The flashing beacons have been funded through a combination of grant programs and City resources.

Despite the progress that has been made over the past several years, there are still areas of need. The following needs were identified to enhance and improve the safety for school children in and around the school safe walking areas.

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The City will continue to work with the School District to identify gaps in the walking boundaries around each schools.

Lakeland Hills Elementary

Encouraging increased walking and biking to this school would provide the greatest benefit for easing traffic congestion and safety concerns. Additionally, an onsite parking and access redesign would further reduce school pick up and drop off related congestion.

Chinook Elementary

Sidewalks along Auburn Way South between Hemlock St SE and Academy Dr SE. Additionally intersection improvements have been identified to reduce conflicts and improve circulation for buses.

Accessible Routes of Travel

The ~~Americans with Disabilities Act (ADA)~~ requires that all new public, commercial, and institutional developments meet ADA standards. Furthermore, existing public buildings, public outdoor facilities, and public ~~rights-of-way~~ ROWs shall be retrofitted to achieve accessibility. An accessible route of travel is designated to accommodate the needs of many different people, including those who are blind, using wheelchairs, pushing a stroller or cart, or injured. The law requires that municipalities have a transition plan in place to address ADA issues. The City of Auburn completed an ADA Transition Plan for ~~F~~ facilities in the Public Right-of-Way in 2020, with associated new policies that is published on the City's website. The City's Engineering Design

and Construction standards are also published on the City's website and include design and construction specifications that support ADA compliance.

Site Design

Pedestrian conditions should be evaluated at the earliest stage of new development. The zone between the development and the public ~~right-of-way~~ROW needs to contribute to pedestrian network connectivity and continuity. In addition to the public ~~right-of-way~~ROW, the interior of the site ought to be examined for suitable pedestrian circulation, and how the two are connected. Wherever possible, walkways should be placed along the most direct routes to connect buildings, parking, bus stops, and other attractions. In some cases, walking trails that link residential streets to collectors or arterials can provide a more direct pedestrian connection than travel along the sidewalk network, particularly in neighborhoods without a street grid system, specifically those with cul-de-sacs.

FUTURE SYSTEM

This section describes the City's vision for the future pedestrian system, and identifies programs and initiatives that will enable it to achieve this vision.

Downtown

The downtown is historically the social heart of the community, a place for people to interact. It is considered one of the primary pedestrian-oriented areas in the City. Important existing pedestrian downtown linkages include connections from W Main Street to the transit hub and commuter rail station, and between W Main Street and the Multicare Auburn Medical Center. The Downtown Plan, a special area plan adopted in 2001 as part of the City's Comprehensive Plan, anticipates high pedestrian-oriented developments in this area, particularly around the Auburn Station. The Downtown Plan also identifies W Main Street, A Street SW, Division Street, and the alley south of

Main Street as high priority pedestrian corridors. In addition, several recently completed projects have helped improve non-motorized access to the downtown and transit station, including the City Hall Plaza and Plaza Park project completed in 2010, the Division Street Promenade Project completed in 2012, and the A Street NW Extension project, opened in June 2013.

Auburn Station has created demand for new mixed-use development, including commercial and residential elements. The City is committed to focusing new commercial and residential development adjacent to the Auburn Station and has been working on partnerships to bring several mixed-use developments to Downtown. These developments include pedestrian friendly design and streetscape improvements.

A vital pedestrian network that extends beyond downtown is a key element in the revitalization of the downtown core.

Commercial Corridors

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The City encourages major employers to locate near transit routes and stops. Furthermore, pedestrian connections from residential areas to commercial corridors can be enhanced through site design policies that encourage more direct non-motorized connections to major retail locations.

Future planning along commercial corridors should also include amenities such as landscaping adjacent to the sidewalk, improved pedestrian crossings, and enhanced bus stops at high use locations.

Auburn has several commercial corridors, most notably Auburn Way North and South, that are frequently traveled by pedestrians. While most of these areas have sidewalks, there is the opportunity to enhance the pedestrian environment by providing additional protected crossings, making improvements to lighting, completing remaining sidewalk gaps, and eliminating ADA accessibility barriers. For instance, pedestrian crossing issues arise because pedestrians often cross at uncontrolled or mid-block locations rather than walking to the nearest signalized crossing. This dynamic is partially attributable to the location of bus stops in relation to employment centers.

Hence, efforts should be made to locate bus stops so commuters crossing to the opposite side of the road are dropped off and picked up near a signalized intersection.

Residential Neighborhoods

Investment in Auburn's neighborhoods is an essential component of providing a comprehensive and functional pedestrian network. As noted in the needs assessment, sidewalk conditions vary throughout the City. This plan acknowledges the need to retrofit the pedestrian network in many areas of the City and incorporate pedestrian facilities into new development. Financial mechanisms to help accomplish this goal are described later in this chapter.

High Priority Pedestrian Corridors and Locations

Map 3-1 identifies High Priority Pedestrian Corridors and locations such as schools, parks, and the Downtown Urban Center where providing pedestrian facilities is vital to safety, mobility, economic development, and accessibility in the City. The map distinguishes between corridor segments with complete existing pedestrian facilities and corridor segments that are not yet complete (lacking sidewalks on one or both sides of the corridor). While some corridors need sidewalk on both sides of the roadway, some will meet the needs of pedestrians with sidewalk on one side only. The map identifies where sidewalk exists and where sidewalk is needed. The map does not distinguish where sidewalks meet the City's current standards, and where the City expects to have sidewalk on both sides in the future. The High Priority Pedestrian Corridors were selected based on the following criteria: pedestrian volumes; proximity to schools, parks, transit routes, downtown center, and commercial areas, and connections between pedestrian facilities to provide a network throughout the city.

The City's current half street policy requires sidewalk to be constructed by developers whenever significant improvements are made to a property. This has proven to be an effective means of building out the sidewalk network. However, it is a slow process because it relies on new development or redevelopment to occur, making it difficult to complete whole corridors. By programming specific pedestrian corridors for investment, the City can leverage grant dollars and other resources to more strategically complete gaps in key pedestrian corridors.

NON-MOTORIZED TRAILS



Auburn Multi-Use Trail

The Auburn Parks, Recreation & Open Space Plan was updated in 2015 and identifies specific projects for the development of local and regional trails. The long-term list includes:

The Auburn-Pacific Trail provides a multi-use path that improves access from the White River to the Interurban Trail. A planned pedestrian crossing, under the BNSF railroad tracks just north of the BNSF Stuck River Bridge (over the White River), will improve the regional trail system by providing a connection between the City of Pacific and Auburn's White River Trail connection to A Street SE.

Funding is still needed for the Auburn section of the Green River Trail. King County, which is the lead agency for this trail, published a new alignment study for the Green River Trail in December 2019. Planning efforts are also focused on the Auburn Environmental Park and connecting the park to the Interurban Trail. This unique park project shows residents the diversity of the ecosystem along the Mill Creek corridor.

Additional trail planning is underway for connecting the Fenster Natural Park to the Green Valley Road area.

An important component of Auburn's trail system includes trailheads. Trailheads should be inviting to users and provide amenities such as parking, bicycle racks, information kiosks, restroom facilities, water fountains, trash receptacles, and seating facilities. Trailheads should be constructed and improved as Auburn's trail system further develops. See Map 3-2 for existing and proposed trails and trailhead locations.

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FUNDING MECHANISMS

Sidewalk Improvement Program

The City of Auburn has an Annual Citywide Sidewalk Repair and Improvement Program to repair damaged sidewalks, tripping hazards, and to complete small missing links in the sidewalk network.

These funds are essential for promoting non-motorized 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 a local improvement district (LID). In considering projects, staff also review existing street deferral agreements to determine if the improvements previously allowed to be deferred are now needed and should be completed by the private party.

“Save Our Streets” Program

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, City Council modified the funds for this program, which are currently provided by ~~Real Estate Excise Tax (REET)~~ for 2019 and 2020.

idewalks will be prioritized:

- Where hazardous conditions are present;
- On school walk routes;
- Where extensive improvements are needed in a single neighborhood;
- Along streets with curb and gutter;
- Along Downtown pedestrian corridors;
- Where curb ramps are missing; ~~and~~
- Where they will complete a missing link in a pedestrian network; ~~and~~
- Where property owners are willing to financially participate in the construction of



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sidewalk improvements through an LID.

“Arterial Preservation” Program

The City also currently implements the annual arterial street preservation program funded by a 1% utility tax. Pedestrian, ADA, and safety improvements are included in many of the arterial improvement projects funded by this program.

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Arterial Bicycle and Safety Improvement Program

The City implements this bi-annual program to fund bicycle and pedestrian improvements on classified roadways.

Local Improvement Districts

Local Improvement Districts (LID~~s~~) enable city investment in a specified area by leveraging city funds with contributions from property owners in the district. LID~~s~~ use limited city resources to improve neighborhood quality and can be used to finance new sidewalks.

Safety Education and Enforcement

Awareness of pedestrian safety issues should be promoted through educational programs and enforcement efforts. This combination helps reinforce key safety issues such as safe pedestrian crossings and speeding. The City will proactively work to identify problem areas and issues. The following list contains examples of some techniques that can be employed in these efforts.

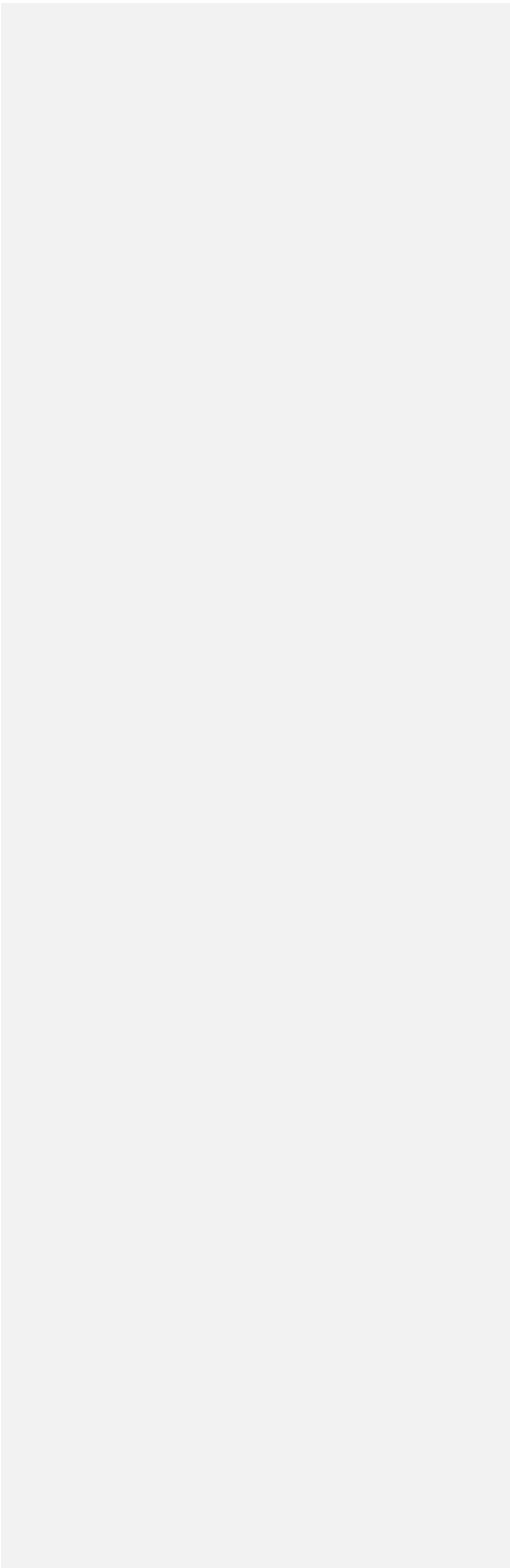
- Maintaining non-motorized travel information kiosks at key City destinations (e.g. Main Street, Outlet Collection, Emerald Downs, trails).
- Displaying educational information in City publications, on the website, and on TV.
- Maintaining and expanding wayfinding signage to direct pedestrians and bicyclists.
- Partnering with the School District to teach children safe walking and biking behaviors.
- Launching public information campaigns for problematic locations and partnering with the Police Department to provide enforcement.
- Increasing driver awareness of vehicle speeds through the presence of radar speed signs where appropriate. Enforcing pedestrian, bicyclist, and driver infractions.

3.2 BICYCLE TRAVEL

Bicycle facilities are an important component of Auburn’s transportation and recreational infrastructure. Bicycling provides an environmentally friendly travel mode and helps citizens to maintain a healthy lifestyle. It also helps improve traffic congestion and air quality by providing an alternative to driving. Increasingly, bicycle commuting is becoming a more popular alternative, and the City is taking steps to provide a more functional and attractive network for commute cyclists, in addition to recreational cyclists.

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NEEDS ASSESSMENT

Existing Conditions

The topography in the Auburn Valley is flat and conducive to cycling for a range of skill levels. Areas along the Green and White Rivers provide recreational 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. Therefore, Auburn has a good network of existing or planned north-south recreational trails.

However, there are few existing cross-town connections, and new connections onto the West Hill and Lea Hill are needed.

Cross-town bike connections to the West Hill and Lea Hill areas of Auburn are more challenging due to steep topography. Yet investing in these connections is important because a significant number of Auburn residents live in these areas. Building these connections would improve bicycle access to regional transit, local employment, the regional trail system, and to downtown Auburn.

Recreational and commuter cyclists travel along the Interurban Trail to areas north and south of Auburn. Cyclists also frequently ride along S 277th Street to the east side of Green River Road, and down along the Green River to 8th Street NE, or down R Street NE to SE Auburn Black Diamond Road. SE Auburn Black Diamond Road and SE Green Valley Road are popular routes for accessing areas east of Auburn. However, these roads are characterized by challenging cycling conditions and are not suitable for inexperienced cyclists. Once in Auburn, there is especially a need to increase the number of east-west bicycle facilities. Investing in trail connections to improve bicycle access in these areas should also be a priority.

Bicycle lanes are limited on city arterials and collectors, making it difficult both for regional and local riders to navigate for any reasonable distance through the City. Limited bicycle storage is also a hindrance to cyclists. Map 3-2 identifies existing and planned trails and bike facilities in the City.

Auburn Bicycle Task Force

In March 2010, the city formed the City of Auburn Bicycle Task Force. This task force dissolved upon completion of their goals. It was intended that the Bicycle Task Force would further refine the City's goals and policies for its bicycle transportation system. The Task Force was comprised of a broad cross section of community members and interested parties that were charged to develop recommendations on bicycle facilities, issues and opportunities centered on the following three principles:

- **Connections** – for example, how do bicycle riders get from the north end to the south end of the City or from Lakeland to Lea Hill?

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- **Recreation Opportunities** – for example, how does the City further build and capitalize on a bicycle network to support and enhance the recreation options for its citizens?
- **Economic Development** – for example, how does the City capitalize on the Interurban Trail as a conduit of customers for existing and new businesses?

Bike Improvements Completed and Planned in the Near - Term Future

The work of the task force has informed and guided City decisions on future bike lane and trail improvements and connections. Its work is directly reflected in improvements already made as well as the future bike lanes and trail improvements shown in Map 3-2.

Since 2009 bike lanes were added to 124th Ave SE, and SE 320th Street near Green River College on Lea Hill, and a new bike lane connection was created by the construction of the new A Street NW corridor. Bike lanes were added as part of the new M Street SE BNSF underpass project and sharrows (share the road with bike symbols) were added to East Main Street.

Bike lanes are part of the new planned West Main Street project and the F Street SE project includes development of a Bicycle Boulevard and Bike Share program.

Bicycle Facility Classification

The American Association of State Highway Transportation Officials (AASHTO) has developed classifications for bicycle facilities and parking. Bicycle classification is based on the design and exclusivity of use.

Bicycle Facility Classification

- Separate Facility (Class I) – A non-motorized two-way paved facility, that is physically separated from motorized vehicular traffic by an open space or barrier.
- Bike Lane (Class II) – An exclusive on-street one-way lane for bicyclists, delineated with signing and striping
- Shared Lanes (Class III) – A lane shared by vehicles and bicycles. Wider lanes that may be delineated with shared use markings and signage.
- Bicycle Boulevard– A bicycle-focused roadway designated with enhanced signage and special pavement markings and bicycle friendly design standards, such as wide curb lanes and bicycle safe drain grates. Typically designed to connect key bicycle destinations.

Existing Class I multi-use trails in the City include S 277th St from the Interurban Trail to L St NE, the Interurban Trail, the White River Trail, and the Green River Trails.

Class II bicycle lanes added since 2009 include:

- Terrace Drive NW (15th to W St)
- A St NW/B St NW (3rd to 30th)
- 14th St NW (A NW to A NE)
- R St SE (17th to White River)
- M St SE (3rd to 8th)
- 116th Ave SE (SE 304th to SE 312th)
- SE 312th St, 132nd Ave SE, SE

Class III shared facilities were tested on R St NE/SE, Auburn Black Diamond Road, and E Main St. They were well received by the cycling community and continue to be maintained. Shared facilities will continue to be implemented on other appropriate roadways. The F Street Bike Boulevard is scheduled to be completed in 2020.

Bike parking facilities are classified by length of use: long term, and short term. The longer bikes are to be stored, the more durable the facility's design must be.

Long-term bike storage facilities are available at Auburn Station. The City currently provides short-term bike storage throughout the downtown core.

Improvement Needs

Cyclists desire safe routes that make connections throughout the City and to regional points of interests. The existing facilities, while being continuously improved, still fall short of creating a well-connected bicycle network in Auburn. The City plans to build out the bicycle network shown in Map 3-2 and provide better east-west connections. Upgrading bicycle facilities on City streets is an important component of this plan.

Auburn shall make greater efforts in the future to encourage bicycle use, particularly for commuting purposes, as a form of ~~transportation demand management (TDM)~~. One mechanism of doing so is to ensure that bike lanes and trails that serve major employers are prioritized. The City needs to take a more aggressive role in programming implementation of the future bicycle network identified in this chapter, ensuring that eventually all residents of and employees in Auburn feel comfortable commuting on bike. In addition, Auburn should seek outlets, including the City's website, to provide up-to-date information on bicycling options within the City and to regional destinations.

The ~~Commute Trip Reduction (CTR)~~ program provides a formal mechanism for encouraging these practices, and is required by state law for employers with 100 or more employees arriving at a single location during the AM peak travel time. Auburn's CTR program calls out bicycle storage facilities, lockers, changing areas, and showers as measures employers can take to meet their CTR goals. In addition, Auburn can use the State Environmental Policy Act (SEPA) process to encourage development of these facilities at the time of new development or tenant improvements.

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The *Downtown Plan* also discusses the need for improving bicycle facilities in the area. On-street bicycle facilities will be sought in association with planned roadway improvements. In addition, the City should investigate providing bicycle storage and other amenities on City-owned properties.

FUTURE TRAVEL



The work is easier when shared

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The future bicycle network includes corridors for **regional**, **recreational**, and **cross-town connections**. The regional corridors will provide connections to the Valley communities as well other areas of King and Pierce Counties. Local biking groups have identified the Interurban Trail and Green River Trail as important regional connections. Other planned regional connections will link Auburn to attractions around the Puget Sound.

The Green and White River corridors are multi-functional, providing recreational opportunities for regional and local bicycle trips. Therefore, the City has prioritized the completion of both these trail systems. Also, Auburn will seek to enhance portions of City trail systems whenever possible, by providing amenities for non-motorized travelers, such as rest areas, as well as safety improvements, including warning signage and grade-separated trails. As shown in Map 3-2, the bicycle routes identified for future development will consist of a mix of interconnected local trails and on-street bike facilities linking Auburn's neighborhoods.

The future Bonneville Power Trail will be a separated, hard surfaced trail crossing the Lea Hill area and connecting to the Interurban Trail and West Hill via on-street bicycle facilities. This new bike route is planned from Lea Hill through Isaac Evans and Dykstra Park to connect to downtown Auburn via the new A Street NW corridor. Numerous other on-street bicycle facilities and trails are planned.

The selection of bike facility projects will be based upon safety, route continuity, and connectivity. In addition to new bicycle corridors, spot safety improvements are an important component of the City's future bicycle network. Improvements including flashing beacons have already been made at the Interurban Trail crossing of 15th Street SW, and are planned at the Interurban Trail crossing of West Main Street and C Street SW and Ellingson. In addition, safe access to downtown Auburn and onto West Hill, Lea Hill, and Lakeland are a priority for the City.

Typical bicycle route improvements along a Class I facility include purchasing the ~~right-of-way~~ROW, designing the trail, and constructing the trail and trailhead. For a Class II pathway, improvements include striping lanes, installing warning and directional signage, and painting bike symbols on the pavement. For a roadway where bikes will share the lane with vehicles, it may include the installation of shared use markings and signage.

As this plan is updated in the future, emphasis should continue to be placed on developing a safe and convenient bicycling environment for both recreational and commuter cyclists of all experience levels.

3.3 FUTURE NON-MOTORIZED SYSTEM

Auburn's future non-motorized system consists of an interconnected network of sidewalks, bike lanes, and multi-use trails. The list of proposed projects in Table 3-2 is developed for planning purposes. Map 3-2 identifies the location of the trail projects identified in Table 3-2 and maps the future trail and bicycle network.

Table 3.1 Proposed Trail Projects

Trail Name	Description	Potential Users
Green River Trail	This paved trail will be part of a regional recreational corridor. King County is the lead administrator of the project but will work in collaboration with the City for the portion of the trail in Auburn. The trail alignment will extend along the west bank of the Green River from S. 277th St., south to Brannan Park. From Brannan Park, the trail will then run south along M Street SE to 22nd Street NE, where it will turn east towards Dykstra Park. It will then cross the river at the Dykstra foot bridge to the east bank of the river. It will then parallel Green River Road and 104th Ave SE. Once across Lea Hill Road SE the trail will follow 104th Pl. SE to the dead end. From the dead end the trail will follow the wooded bluff until it reaches a point opposite of Fenster Nature Park. At the alignment of 2nd St. SE the trail will cross at a future bridge location to the west side of the river and into Fenster Nature Park. The trail will continue south through the park and into the King County owned Auburn Narrows area where it will end near the intersection of Auburn Black Diamond Rd- and Green Valley Road.	Bicyclists Pedestrians
Auburn Environmental Park Loop	This looped recreational path spurs off the Interurban Trail and will go through the Auburn Environmental Park.	Off-road Cyclists Pedestrians

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White River Trail	The White River Trail runs along the south side of the White River from Roegner Park to the eastern edge of Game Farm Wilderness Park. Future extensions of the trail are planned from A Street SE to Roegner Park, across the White River via the future BNSF Railroad underpass, on the south side of the river within the City of Pacific, and from Game Farm Wilderness Park to southeast Auburn along the White River.	Bicyclists Off-road Cyclists Pedestrians
Williams Trail	These recreational trails are intended to use public or quasi-public lands, including utility corridors. A variety of loop trails may be possible within this large area.	Bicyclists Off-road Cyclists Pedestrians
Bonneville Power Trail	This east-west trail will extend from Lea Hill to Dykstra Park Street, where it will connect to downtown Auburn and West Hill via an existing and planned series of bike lanes. There are topographical and environmental challenges that will need to be addressed during the design phase.	Bicyclists Pedestrians
Academy Trail	The portion of Academy Drive from SR 164 to Green Valley Road is currently closed due to slope failures. However, it has the potential to be re-opened as a multi-use recreational trail.	Bicyclists Pedestrians
Lakeland Hills Trail	This trail serves the Lakeland community and links Sunset Park and Dorothy Bothell Park via a meandering sidewalk path along Lakeland Hills Way SE.	Pedestrians
A Street SE Trail	This mixed-use trail would be along the BNSF tracks to the west of A St SE, from 6th St SE to 41st St SE / Ellingson Rd.	Bicyclists Pedestrians

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This network will provide local and regional connections for a variety of non-motorized modes. The completed portions of the Interurban and Green River Trails connect pedestrians and cyclists to areas north and south of Auburn, while the White River Trail provides for east-west travel. Additional bike lanes and completion of the paved trail network will guide cyclists safely to points of interests; and through congested areas of the City.

Pedestrians will be able to travel more safely and comfortably with upgrades and expansion of the sidewalk network, new crossings and street lighting, and better street design near schools and frequently traveled pedestrian locations. The addition of a BNSF undercrossing, just north of the White River and west of A Street SE, will provide safe passage for pedestrians. A new trail connection along C Street SW will provide pedestrians and cyclists with a safer connection to downtown and the Auburn Station.

PROMOTING HEALTHY COMMUNITIES



White River Trail – Multi-Use Path

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The City of Auburn envisions a transportation system that will help promote healthy community principles by coordinating land use, the non-motorized transportation system, and transit in a manner that encourages walking and bicycling. [The Puget Sound Regional Council \(PSRC\)](#) has identified several elements, [which that](#) contribute to the desirability of walking, bicycling, and transit use, in their Vision 2040 “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 non-motorized connections to transit facilities.
- Reducing and mitigating the effects of parking.

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 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 non-motorized 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, pedestrian safety, and personal security.

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.

IMPLEMENTATION TOOLS

The City developed policies and identified funding strategies that will help implement the future non-motorized network. They can be found in Chapters 5 and 6, ~~consecutively~~respectively, of this plan. The planning direction outlined in this chapter shall be used as the foundation for implementing the non-motorized policies and securing funding.

CHAPTER 4 – TRANSIT



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 non-motorized systems, Auburn does not directly administer transit service. Rather, the City works with local and regional transit agencies to coordinate service in ,to, and from Auburn. The transit agencies are publicly funded and are responsible for providing transit service within their service boundaries.

Today, Auburn is served by local and regional bus, as well as a commuter rail line that runs between Seattle and Tacoma/Lakewood.

4.1 NEEDS ASSESSMENT

EXISTING TRANSIT SERVICES

The following section provides a brief summary of the public transportation services offered in Auburn. Existing transit service for the Auburn area is identified in Map 4-1 at the end of this section.

Due to the 2020 COVID-19 pandemic, all transit agencies saw a reduction in ridership and implemented service reductions, which may continue into 2021. The service levels outlined in this section are for normal operation.

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KING COUNTY METRO TRANSIT

Bus Service

Metro Transit provides local bus services linking destinations within the community and providing regional connections to the Auburn Station. With the deletion of Routes 910 and 952, and Route 160 alignment on Auburn Way, Metro ~~will~~ no longer serve the 15th ~~Street~~ NW Park and Ride ~~in as of~~ September 2020. However, the lot will continue to be served by Sound Transit Route 566. Metro Transit offers a network of bus service in Auburn, connecting the city to the region. Metro adopted and implemented changes to its network in September 2020, via the Renton-Kent-Auburn Area Mobility Plan (RKAAMP), and some ~~of the~~ routes were affected. These changes were in part to accommodate the planned RapidRide I Line, which would replace a portion of ~~R~~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 replaces the portion of former ~~R~~route 180 from Auburn Station to Kent, with minor changes in its alignment. This route provides 15-minute service during peak hours, and 30-minute service during off-peak, and operates from 4 am to 3 am on week days, and from 5 am to 3 am on weekends. This route will become the RapidRide I Line in 2023, and will provide service every 10 to 15 minutes.

Route 165 replaces ~~R~~route 164 and provides regional service between Kent, Auburn, and the Green River College. It connects with the Route 181 at Green River College. This route is not changed within the city limits.

Route 181 provides daily service between the Twin Lakes Park-and-Ride, ~~Sea-Tac Mall~~, Federal Way Transit Center, the Outlet Collection, Auburn Station, and Green River College.

Route 184 replaces the portion of ~~R~~route 180 from Auburn Station to south Auburn, and provides 20- to 30-minute service during the day, and 30- to 60-minute service during nights and weekends, and operates from 5 am to 1 am on weekdays, and 5:30 am to midnight on weekends.

Route 186 was ~~combined in 2020 with Route 915~~ merged into Route 195 in 2020 to have one route number only.

Route 910 -was discontinued in 2020.

Route 915 absorbed ~~R~~route 186, and provides weekday and -weekend service between the Auburn Station and Enumclaw via Auburn Way South. The route also includes a small portion of Demand Area Responsive Transit (DART) service with limited, variable routing in response to rider requests.

Route 917 provides weekday and Saturday service between A ~~Street~~ SE, 41st ~~Street~~ SE, Algona, the Outlet Collection, and ~~the~~ Auburn Station. The route offers DART service (limited variable

Commented [VB35]: There is inconsistency throughout the plan on how Metro is referred to. In a previous section, it is referred to as King County Transit. Here, it goes between Metro Transit and Metro.

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Commented [VB36]: I'm confused by this. Can't find this on a map, is this a real landmark?

route) in portions of Pacific. As of September 2020, service is more frequent at 30 to 40 minutes on weekdays, and Sunday service is added, with 60-minute service on weekends. The route was shortened to begin in Pacific and will no longer serve the A Street/ 41st St SE area of Auburn. The peak-hour deviation to serve the Social Security Administration (SSA) and the General Services Administration (GSA), which are in the process of relocation, was deleted due to low ridership, and an off-peak deviation to directly serve the Wal-Mart was added to maintain access lost with the deletion of Route 910.

Route 952 -was discontinued in 2020.-

ACCESS

ACCESS Transportation is a King County Metro paratransit service, providing door-to-door, shared-ride van transportation within most of King County. The Americans with Disabilities Act (ADA) requires curb-to-curb 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

Metro Transit 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

Metro Transit owns and operates the Auburn 15th Street NW Park-and-Ride with 244 surface parking stalls. Metro also operates into the Auburn Station, which is managed by Sound Transit. Additionally, Metro maintains approximately 177 bus stops in Auburn, 42 of which contain passenger shelters.

Commute Trip Reduction (CTR)

Under state law, the City is required to administer a Commute Trip Reduction (CTR) program for all employers in Auburn with at least 100 employees arriving during the peak morning commute hours. The City of Auburn contracts with Metro Transit to provide CTR support services for the CTR affected local employers. Currently, there are 10 CTR employers in Auburn with a total of 5,500 employees. Metro Transit assists employers in complying with state law by providing rideshare support and a host of other incentives aimed at reducing single occupant vehicle travel.

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PIERCE TRANSIT

Route 497 is operated by Pierce Transit in partnership with the City of Auburn, and King County Metro Transit. It operates peak hour weekday service between Lakeland Hills and the Auburn Station. As a morning and evening service meeting Sounder trains, the Route 497 is a commuter-oriented route, but is open to all riders. In the future, the City hopes to expand the Route 497 to serve all peak hour Sounder trips. Because Route 497 primarily serves Sounder passengers, and because it significantly reduces the demand for commuter parking at the Auburn Station parking garage managed by Sound Transit, the City is seeking financial participation from Sound Transit in operating this route and making this a permanent route.

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

Future RapidRide I Line: The new Route 160 will become the RapidRide I Line in September 2023, the first to serve the City of Auburn. City staff collaborate with Metro on this project, to offer support, review, information, and help. King County Metro is applying for a grant to the Federal Transit Administration (FTA) and Auburn supplied a support letter for the project and grant application. When the new service begins, Auburn will be served with frequent and reliable (10- to 15-minutes) and reliable service, connecting Auburn to Kent and Renton nearly 24 hours a day.

SOUND TRANSIT

Sound Transit is the regional transit provider for the Puget Sound. 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-Tacoma – Seattle route via the BNSF Railway. Sound Transit provides weekday peak hour trips northbound to Seattle in the morning and southbound from Seattle to Tacoma-Lakewood in the afternoon. Reverse direction trips are also provided in each peak hour with limited mid-day service. Some connections are available between south line Sounder trains, which terminate in Seattle, and north line Sounder trains from Everett to Seattle. Additional special event service to and from Seattle for Mariners, Seahawks, Storm, and Sounders games on some weekends.

Currently, nine-eight trains operate northbound to Seattle in the morning peak, with an additional train during the mid-morning, and ten-eight trains return southbound during the PM peak. Three-One trains operates southbound to Tacoma/Lakewood in the morning and northbound to Seattle in the early evening.

Commented [VB37]: technically, ST doesn't serve the entire Puget Sound (its tax district doesn't extend into Thurston County or into Kitsap or Island Counties), so should this statement be more specific?

Commented [VB38]: the current schedule doesn't show any mid-day service, and only one reverse trip each in the am and pm

Commented [VB39]: Is this still accurate, since they are currently playing in Everett/UW? I didn't see any mention of Sounder service for Storm games on the ST website (they have a page talking about Storm games)

Commented [VB40]: Updated per the current schedule (3/21 - 9/21)

Regional Express Bus Service

Route 566/567 offers daily weekday, limited-stop service between ~~the~~ Auburn Station, ~~the~~ Kent Station, ~~the~~ Renton Transit Center, ~~the~~ Bellevue Transit Center, and ~~the~~ Overlake Transit Center.

Route 577/578 offers daily limited-stop service between Puyallup, Sumner, Auburn, Federal Way, and Seattle. ~~The Route~~ 577 provides service between the Federal Way Transit Center and Seattle during the peak periods when the Sounder trains is in operation. The 578 provides service between Puyallup and Seattle during the off-peak hours when train service is not currently provided.

Transit Facilities

Sound Transit owns and operates ~~the~~ Auburn Station located in downtown Auburn. This full-service multi-modal facility provides parking for a total of 633 vehicles in a 6-story parking garage and a surface parking lot. A new parking garage is expected to be available for transit users in September 2023, 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 Sounder commuter rail are approximately 1,300 per day. The facility draws numerous transit riders from outside Auburn including from outside the Sound Transit taxing District, the geographic area where residents contribute tax revenue to fund Sound Transit.

MIT TRANSIT

~~The Muckleshoot Tribe~~MIT runs two publicly available ~~t~~Transit routes along ~~State Road~~SR-164.

The Reservation Route runs through the ~~Tribe~~MIT community, and stops southeast of Les Gove Park. It runs every 30 minutes starting at 7:00am.-The Auburn Route Express runs from ~~the Tribe~~ through the City of Auburn, making stops along the way. It runs every hour starting at 7:00am.

Commented [VB41]: Should this tax district be described in greater detail elsewhere? This is the first mention of it and seems somewhat out of place

Commented [VB42]: reservation?

Commented [VB43]: reservation?

4.2 TRANSIT USER NEEDS

DEMOGRAPHICS

People use public transportation for two reasons: because they have to ride or because they choose to ride. Carrying the choice rider, such as commuters, often has the greatest positive impact on the transportation system by helping control peak hour traffic demand. But providing a “safety net” of adequate transportation to those who absolutely depend on it is, arguably, public transportation’s most important role.

There are a number of ways to identify “transit dependency,” but the most effective way is to identify locations with high concentrations of residents who have no vehicle available in their household. An examination of the most recent year 2000 Census data available from the Bureau of the Census shows that some areas of Auburn have a high number of households with no vehicle available. This remains the most recent information available with the level of detail necessary to identify needs on a block level. As a comparison baseline, 9 percent of Auburn households have no vehicle available; this percentage is consistent with that of King County (9 percent) and slightly higher than that of Pierce County (8 percent). For the purpose of this analysis, block groups with significant concentrations of residential development in which over 12 percent of households have no vehicle available are considered transit dependent areas. There are eleven census block groups in Auburn in which over 12 percent of households have no vehicle available, nine of which have significant concentrations of residential development and are therefore identified as transit dependent areas. It is also notable that four of the nine block groups with large concentrations of residential development have at least 20 percent of households with no vehicle available. The nine block groups comprising the transit dependent areas had a total of 3,698 households in 2000, 771 (21 percent) of which had no vehicle available. Map 4-2 shows the transit dependent areas and overlays the existing transit service in order to identify if adequate transit service is available to these highly transit dependent neighborhoods.

Comparing the neighborhoods in question to the transit route structure, it is apparent that the vast majority of Auburn’s most transit dependent population lives within ¼ miles of a fixed-route bus – the distance standard most often identified by the transit industry as a reasonable walking distance to transit. An exception to that rule is the area near Dogwood Street SE north of Auburn Way South where many of the transit dependent residents are located more than ¼ mile from fixed-route bus service.

In the future, it will be critical to ensure these areas continue to be well served by transit service, both in terms of route and schedule coverage.

SERVICE COVERAGE

Generally speaking, local transit service coverage in Auburn is well-planned and well-operated. Even though Nevertheless, there are some areas of the community that do not have adequate local service coverage, as well as some important regional bus links and commuter rail services that have yet to be fully developed.

Local Bus Service

Some of Auburn’s most populated neighborhoods are deficient in local bus service, including the West Hill, Lakeland Hills during the non-peak hours, and parts of east and north Auburn. The least served residential area of Auburn is West Hill, an area with approximately 5,000 residents with no transit service. Lakeland Hills, a planned residential community with approximately 3,800 homes, has peak-hour service to downtown Auburn, but lacks all-day

Commented [VB44]: Number of vehicles available per occupied housing unit is available at the block group level for ACS, if that is useful for this analysis. Table B25044

Commented [VB45]: Is the analysis at the block or block group level? Further down in this paragraph, only block groups are referred to, not blocks.

Commented [VB46]: what is considered adequate transit service. A lot of time is spent explaining what transit dependent areas are, but we don't have an explanation of what is considered adequate transit service

Commented [VB47R46]: We talk about distance from routes below as a measure, but should we also take route frequency into account as a measure of service adequacy?

Commented [VB48]: within a 1/4 mile of the route or of a stop?

Commented [VB49R48]: Also, ideally, I think an analysis that shows 1/4 mile from stops via walking (along streets, or, ideally, sidewalks), rather than euclidean, distance should be done (I know how to do it!), if this is an area we want to focus on

service. Lea Hill, a predominantly residential community on Auburn's east hill, has two transit routes, which that predominantly serve Green River College, leaving a large portion of the residents unable to walk 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.

Additionally, residential areas of east Auburn, east of M ~~Street~~ NE and south of 8th ~~Street~~ NE, and parts of northeast Auburn, east of I ~~Street~~ NE, are also located more than ¼ mile from fixed -route bus service. It is difficult for these areas to access transit, both for local and regional trips.

The design of King County 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.

Regional Bus Service

The most important unmet regional transit need is for all-day, express bus and commuter rail service between Auburn, Tacoma/Lakewood, and Seattle. While the original *Sound Transit Regional Express Bus Service Plan* contained a direct link between Auburn and Tacoma/Lakewood, the connection was discontinued in Sound Transit's later service plans.

Sounder Commuter Rail

Sounder Commuter Rail, a highly popular and attractive service, 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.

Intercity Passenger Rail

Auburn is an ideal location for a future stop on the Pacific Northwest Rail Corridor, which runs from Vancouver, BC to Eugene, OR. A former intercity passenger rail stop and Amtrak city, Auburn is centrally located in South King County at the intersection of SR-18 and SR-167 and is a 10-minute drive from I-5. The Auburn Station is the only facility in King or Pierce County with direct freeway access, and currently serves over 3,000 bus passengers and 1,300 commuter rail passengers, and is centrally located within 10 miles of 500,000 people. Amtrak should implement 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. Furthermore, the projected schedule impacts of a stop in Auburn could be largely absorbed in the overall route schedule.

Commented [VB50]: Since these are identified here, I think they should be considered as measures of adequate service

TRANSIT SCHEDULING

The scheduling of transit service is often as important as route alignment and coverage in determining the success of the service.

Scheduling to Successfully Serve Employers

One of the most overlooked aspects of transit system design is scheduled transit arrival times versus major employer shift times. While a transit system can physically serve the front door of a business, its actual scheduled arrival times will often determine if anyone rides the system. It is not the intention of this effort to conduct an exhaustive employer shift time analysis of the community. However, an example of the challenge can be found in examining one of Auburn's major employers, the Boeing Company with over 6,000 employees. The company's primary morning shift time arrival occurs at 6 AM, yet the earliest southbound Sounder train from Seattle, arrives in Auburn at 6:32 AM. The first run of the day for the Metro Route 181 from Federal Way and Lea Hill arrives near Boeing at approximately 6 AM, making it difficult for employees to meet the shift time. The first runs of the Route 917, which serve the nearby GSA and SSA offices, arrive after the Boeing shift time as well. None of the existing bus routes stop close enough to the Boeing facility to allow employees to walk to the facility. This shows how it is beneficial to continue to coordinate with major employers to offer alternate transit options that can meet various shift times, such as dedicated Vanpools or Vanshares.

The lack of transit schedule synchronization with key employers in a community can also negatively impact other opportunities. The City of Auburn, in partnership with Metro Transit, was the first agency in the Puget Sound to create the concept of 'Van Share', a specialized transit service in which vanpools carry employees to their employer's front door from regional transit centers. Where the schedules work, such as in providing a direct link between Boeing's Renton facilities and the Tukwila Station, the concept has been highly successful. On the other end of the trip, the Van Share concept can be successfully implemented to transport employees between their homes and the Transit Station, saving capacity on the roadway and at the Auburn Station parking facilities.

Due to the fact that Auburn's major employer shift times sometimes don't match Sounder and regional bus transit arrival times, Van Share has not yet achieved its full potential in Auburn. However, as Sounder and bus service to the Auburn Station increase, this option may become more viable for major employers in Auburn.

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

Transit Capacity

A second consideration in scheduling service is ensuring that enough service is available to meet the demand.

Commented [VB51]: is it Vanshare (as seen in the previous paragraph) or Van Share?

Sounder ~~C~~ommuter ~~R~~ail has ~~also~~ been immensely popular, indicating that increased service is supported by the ridership demand. Daily Sounder boardings at south end stations total around 6,000 riders, ~~the equivalent of a lane of traffic on SR-167 or I 5,~~ emphasizing the importance of expanding Sounder service.

Commented [VB52]: a lane at what length?

~~The~~ Auburn Station is a highly successful component of the Sounder service. Total rail boardings at ~~the~~ Auburn Station today averages over 1,300 riders per day, making Auburn one of the busiest stations on the Sounder route.

URBAN DESIGN

The design of the built environment has direct implications on the quality and availability of transit service. Urban design can either encourage or inhibit the provision of local transit service. Some inhibitors to providing neighborhood service include inadequate street geometry and construction, lack of a satisfactory location for a terminal at the end of the route, absence of a street grid that could be used to turn around a bus, and the absence of a connected sidewalk network. Ideally, new residential developments should be laid out with future transit route alignments in mind and supporting transit facilities. Likewise, retrofits of the existing street network should accommodate transit design considerations.

IMPROVING LOCAL SERVICE

Preserving ~~the~~ Route 910

Since 2010, Auburn and Metro Transit have partnered through the Transit Now initiative to implement community shuttle circulator service. The Route 910 shuttle serves ~~n~~ortheast Auburn commercial and activity areas. The service has become steadily more popular, doubling in productivity since its inception. This partnership route between, Auburn and King County Metro has now been extended until 2020, ~~when, T~~he Transit Now initiative was terminated ~~in 2020. The~~ Route 910 service was discontinued in 2020 when the COVID-19 pandemic caused service reductions, and ~~was has~~ not ~~been~~ renewed due to the added service frequency along Auburn Way N, along former ~~r~~oute 180, and the changes and added frequency to ~~R~~oute 917.

Commented [VB53]: So, are we advocating for preserving Rout 910? If so, we should add a sentence or two explicitly saying that and why the added service frequency and changes mentioned (Routes 180 and 917) aren't adequate

Preserve and Expand Commuter Connection Bus Routes

Auburn should work with Pierce Transit, Metro Transit, and Sound Transit to preserve ~~the~~ Route

497 and add service to the ~~R~~oute to meet all existing and future Sounder trains, while encouraging Sound Transit to fund a portion of the Route 497.

Auburn should explore the concept ~~with Metro Transit and Sound Transit~~ of adding a new commuter bus/van service to ~~the~~ Sounder from Lea Hill and the ~~w~~est ~~H~~ill of Auburn ~~with Metro Transit and Sound Transit~~ and encourage Sound Transit to fund a portion of the routes.

Similar to ~~the~~ Route 497, these routes would be timed to meet Sounder trains and operate on a direct route and express schedule after leaving the Lea Hill or ~~w~~West ~~h~~Hill areas. These potential services are particularly relevant given Metro Transit's recent focus on the expanded use of ~~A~~alternative ~~s~~Service concepts for covering areas ~~which that~~ cannot support the use of a traditional fixed-~~r~~oute bus but ~~which~~ are still in need of public transportation.

TRANSIT FACILITIES

~~Transit facilities include parking, bust stop, and pedestrian facilities. Transit parking facilities stand out as the facility improvement of greatest ongoing need. One type of transit facility improvement stands out as the most important ongoing need: parking.~~ Comparing the number of current Sounder daily boardings (1,300) to the available number of parking stalls at the Auburn Station (633) and the number of passengers who transfer daily from bus to Sounder (approximately 150) shows there is a lack of parking for Sounder at the Auburn Station. Additional train trips are currently being planned, including three new round-trips, and these will attract more ridership ~~{and result in more parking needs}~~ in downtown Auburn.

Although there is always a desire to have as many people as possible access commuter rail without parking, the reality of the service is that it is usually used by customers who want to start and end their day with a direct, fast trip to and from the station. Only ~~the~~ Route 497 is specifically designed to link commuters to ~~the~~ Sounder. It accounts for the majority of transfers between bus service and rail service. Given the strength of the demand for ~~the~~ Sounder and the location of many of its users, other lifestyle choices (bike, pedestrian, or TOD) will also not be sufficient to ultimately negate the continued demand for more parking.

~~Therefore~~~~So~~, for the foreseeable future, parking will be a continuing challenge at ~~the~~ Auburn Station and even more will be needed as three more Sounder roundtrips are added, ~~as~~ scheduled in 2016 and 2017.

Building the infrastructure to accommodate commuter parking demand is an essential component of making transit an attractive option for commuters. In order to do so, action is essential to clearly identify the future demand and acquire the land needed to build the parking. The plans created in ST2 and ST3, ~~which were approved by voters in 2008 and 2016 respectively, {ST2 is the Sound Transit Plan approved by voters during 2008, ST3 was approved by voters in November 2016}~~ to build parking should be followed. If this is not done, neighborhoods within walking distance of Auburn Station, particularly those bordering W Main ~~Street~~, will experience an increase in on-street commuter parking, making it difficult for residents to find parking during the day and early evening. To combat this issue, the City has established a restricted parking zone for residents to the west of C ~~Street~~ NW; ~~however~~ the problem may, ~~however~~, begin in other locations. Sound Transit should also examine the usage of the Auburn Station garage by people who live outside the Sound Transit Taxing District. The agency should consider requiring those users to pay to park in the Auburn Station garage. In a

Commented [VB54]: Added the introductory sentence to make later transitions into paragraphs about other transit facilities smoother. Reworded the second sentence due to the added introductory sentence.

Commented [VB55]: Is this saying that the three additional roundtrips were scheduled in 2016 and 2017, or that the roundtrips are in addition to the roundtrips that were scheduled in 2016 and 2017? Either way, does this need to be updated?

2014 survey of the vehicles parked at the Auburn facility, over 90 vehicles (15 percent of the parking supply) were registered at addresses outside the Sound Transit Taxing District.

~~Bus shelters in Auburn are installed and maintained by King County Metro Transit-is responsible for installing new and maintaining existing bus shelters in Auburn.~~ Both the City and ~~agency~~ Metro Transit should continue to prioritize potential improvements to shelters, benches, pads, bus zones, customer information, and pedestrian access. Currently, about 20 Metro bus stops that meet warrants for the installation of shelters have not received them yet and City staff is focused on working with Metro to accomplish that installation.

Commented [VB56]: Just shelters? Or all bus stop amenities (signs, benches where there are no shelters, etc)?

Pedestrian improvements around existing or planned transit stops, including enhanced crosswalks and pedestrian refuges, should also be examined by the City. The placement of bus stops is driven by a variety of criteria including transit system operating and design standards, professional engineering field evaluation, and public input.

4.3 TRANSIT SYSTEM RECOMMENDATIONS

This section contains the recommendations derived from the transit needs assessment, as discussed in the first part of this chapter. Recommendations are organized by lead agency, with the understanding that implementation of any major system improvement will require the collaboration of ~~many~~ multiple agencies.

KING COUNTY METRO TRANSIT

Explore partnering with Metro Transit and ~~the Muckleshoot Indian tribe~~ MIT to create a new route combining the best features of the former Route 919 and the MIT ~~tribal~~ shuttle to provide better transit service to the city and the Reservation.

Work with Metro Transit to create new, limited stop AM and PM peak transit services designed for commuters from Lea Hill and ~~W~~West ~~H~~Hill to and from ~~the downtown~~ Auburn Station.

Conduct an evaluation of transit schedules; improve service to major employers.

Work with Metro Transit to add service to ~~the~~ Route 497 to meet more Sounder trains.

Work with Metro Transit to implement ~~the~~ Rapid Ride I line, which is part of Metro Connects.

Work with Metro Transit to introduce new Mobility Options to improve access to Rapid Ride and other high-capacity transit services, such as Sound Transit commuter rail and regional bus routes.

Explore, assist, and encourage the implementation of commuter Vanpool and Van Share, linking Boeing to ~~the~~ Auburn Station, to meet Sounder and Regional bus routes.

PIERCE TRANSIT

Work with Pierce Transit to add service to ~~the~~ Route 497 to meet more Sounder trains.

SOUND TRANSIT

Work with Sound Transit to add service to ~~the~~ Route 497 to meet more Sounder trains and fund a portion of the ~~r~~Route.

Work with Sound Transit to add new commuter bus service to the Sounder from Lea Hill and West Hill and fund a portion of the routes.

Institute midday Sounder service to and from Tacoma/Lakewood and Seattle, and plan for evening and weekend service in the near future.

Address the ~~loss~~ of existing parking at ~~the~~ Auburn Station due to the use of the overcrowded Sounder parking facility by Sounder riders who live outside the Sound Transit ~~t~~Taxing ~~d~~District and pay nothing for the facility.

Continue to work with the City of Auburn to create additional parking near ~~the~~ Auburn Station, as specified in ST2.

CITY OF AUBURN

Partner with local transit agencies to provide transit service similar to ~~the r~~Route 497 to serve other areas of Auburn, including the Lea Hill Area. The route would collect commuters to provide them access to the Sounder ~~s~~station in downtown Auburn.

Explore partnering with ~~the Muckleshoot Indian Tribe~~MIT to create a new route combining the best features of the former Route 919 and the MIT tribal shuttle to provide better transit service to the City and the Reservation.

Work with Pierce Transit and Metro Transit to add service to ~~the~~ Route 497 to meet more Sounder trains and encourage Sound Transit to fund a portion of ~~the~~ Route 497 to continue the route in service for multiple years beyond 2016.

Continue to work with Sound Transit to address the loss of existing parking at ~~the~~ Auburn Station due to the use of the overcrowded Sounder parking facility by Sounder riders who live outside the Sound Transit ~~t~~Taxing ~~d~~District and pay nothing for the facility.

Commented [VB57]: use? Loss sounds weird in this context.

CHAPTER 5 – POLICIES

Transportation objectives and policies 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 goal in accordance with the City's Comprehensive Plan. The policy framework presented below is a guideline, which the City will use to evaluate individual projects and address its infrastructure needs.

The objectives and policies are organized according to five broad headings. The first heading, *Coordination, Planning, and Implementation*, addresses the system comprehensively, detailing policies that pertain to the planning and implementation of the system as a whole. The subsequent four headings list policies specific to the following systems: *Street System*, *Non-Motorized System*, *Transit System*, and *Air Transportation*. The analysis of the transportation system, as well as any individual proposals, shall consider all modes of transportation and all methods of efficiently managing the network.

GOAL

To plan, expand, and improve the transportation system in cooperation and coordination with adjacent and regional jurisdictions to ensure concurrency compliance with the *Regional Growth Management Act*, and to provide a safe and efficient multimodal system that meets the community needs and facilitates the land use plan.

5.1 COORDINATION, PLANNING, AND IMPLEMENTATION

OBJECTIVE: COORDINATION

To be consistent with regional plans and the plans of neighboring cities, to encourage partnerships, and not to unreasonably preclude an adjacent jurisdiction from implementing its planned improvements.

Coord-01: Coordinate transportation operations, planning, and improvements with other transportation authorities and governmental entities (cities, counties, tribes, state, federal) to address transportation issues. These include:

- Improvement of the state highway network through strong advocacy with state officials, both elected and staff, for improvements to state highways and interchanges;
- Improvements to roadways connecting Auburn to the surrounding region, including SR-167, SR-18, SR-181/West Valley Hwy, SR-164, and S 277th Street;
- Improved access to the *Interstate-5* corridor and regional employment centers;
- Transit connections to the Regional Growth Centers;
- Establishing *the* Auburn Station as a center for multi-modal transportation connections to proposed future intercity rail service;
- Strong advocacy with US *C*ongressional members to provide funding to mitigate transportation problems connected to interstate commerce; and

- Proactively pursuing forums to coordinate transportation project priorities among other governmental entities, including proposed future intercity rail service.

OBJECTIVE: LONG-RANGE PLANNING ~~&-AND~~ PROGRAMMING

To continue to plan for the future of the multi-modal transportation system through long-range planning, programmatic planning, and financial planning, in compliance with the ~~Growth Management Act~~**GMA**.

Plan-01: The Comprehensive Transportation Plan shall be evaluated and amended annually 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.

Plan-02: The Six-Year ~~Transportation Improvement Program (TIP)~~ and ~~Capital Facilities Plan (CFP)~~ shall be updated annually to reevaluate project priorities, develop a plan to fund capital improvement projects, and ensure consistency between project priorities and financing plans. Project evaluation criteria shall foster economic development, maximize utilization of city financing to match transportation grants, promote safety, integrate planning of other projects requiring disturbance of pavements, promote mobility, and optimize the utilization of existing infrastructure.

OBJECTIVE: SAFETY

To provide a transportation system that is safe for all users.

Safety-01: A safe and efficient transportation system shall be prioritized over driving convenience.

Safety-02: Utilize education to increase awareness of existing traffic laws and safety issues, especially as they relate to pedestrians and bicyclists.

Safety-03: Engage the community in transportation issues through public involvement and partnerships with organizations such as the Auburn School District.

Safety-04: Identify areas with persistent traffic violations and address these violations, in part, through Police Department enforcement.

Safety-05: Emphasize enforcement of the "rules of the road" for pedestrians, bicyclists, and motorists whose actions endanger others. Conduct enforcement in a manner that reinforces the messages found in non-motorized education ~~and~~ safety programs.

Safety-06: Recognize the potential effects of hazards on transportation facilities and incorporate such considerations into the planning and design of transportation projects, where feasible.

OBJECTIVE: CONNECTIVITY

To provide a highly interconnected network of streets and trails for ease and variety of travel.

Connect-01: An efficient transportation system seeks to spread vehicle movements over a series of planned streets. The goal of the system is to encourage connectivity while preventing unacceptably high traffic volumes on any one street. Ample alternatives should exist to accommodate access for emergency vehicles. For these reasons the City will continue to plan a series of collectors and arterials designed to national standards to provide efficient service to the community.

Connect-02: Encourage the use of trails and other connections that provide ease of travel within and between neighborhoods, community activity centers, and transit services. Development patterns that block direct pedestrian access are discouraged. Ample alternatives should exist to accommodate non-motorized transportation on arterials, collectors, and local roads.

OBJECTIVE: ENVIRONMENTAL PROTECTION

Minimize the environmental impacts of all new transportation projects and transportation related improvements.

Environ-01: Thoroughly evaluate the impacts of all transportation projects and apply appropriate mitigation measures in conformance with SEPA, the Critical Areas Ordinance, and other city, county, state, and federal regulations.

Environ-02: Identify and consider the environmental impacts of transportation projects at the earliest possible time to ensure planning and decisions reflect environmental values, to avoid delays later in the process, and to reduce or avoid potential problems that may adversely impact the environment and project outcome.

Environ-03: Incorporate Low Impact Development (LID), green technology, and sustainability practices into transportation improvements as primary alternatives whenever feasible.

Environ-04: Support efforts to improve air quality throughout the Auburn area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts.

Environ-05: Require air quality studies of future major development to assess impacts created by site generated traffic.

OBJECTIVE: LEVEL-OF-SERVICE (LOS)-THRESHOLD

To ensure that new development does not degrade transportation facilities to below LOS standards.

LOS-01: New development shall not be allowed when the impacts of the new development on the transportation system degrades the LOS to below the adopted LOS standard, unless the impacts are mitigated concurrent with the development as described in Chapter 2.

LOS-02: The term "below level-of-service" shall apply to situations where traffic attributed to a development likely results in any of the following.

- An unacceptable increase in hazard or an unacceptable decrease in safety at an

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intersection or on a roadway segment.

- An accelerated deterioration of the street pavement condition or the proposed regular use of a street not designated as a truck route for truck movements that can reasonably result in accelerated deterioration of the street pavement.
- An unacceptable impact on geometric design conditions at an intersection where two truck routes meet on the City arterial and collector network.
- An increase in congestion which constitutes an unacceptable adverse environmental impact under [the State Environmental Policy Act/SEPA](#).
- An increase in queuing that causes blocking of adjacent land uses or intersections.
- A reduction in any of the four (4) LOS standards below.

1. Arterial and Collector Corridor LOS: The [level-of-service/LOS](#) standard for each arterial and collector corridor is "D", unless otherwise specified in Chapter 2 of this plan. The City may require a development or redevelopment to examine a shorter or longer corridor segment than is specified in Chapter 2, to ensure a project's total LOS impacts are evaluated.

2. Signalized Intersection LOS: The [level-of-service/LOS](#) standard for signalized intersections is "D", with the following exceptions: for signalized intersections of two [Arterial](#) roads the [level-of-service/LOS](#) standard during the AM and PM peak periods is "E" for a maximum duration of 30 minutes and for signalized intersections of two Principal Arterial roads the [level-of-service/LOS](#) standard during the AM and PM peak periods is "E" for a maximum duration of 60 minutes. The City may require a development or redevelopment to examine individual signalized or roundabout intersections for LOS impacts to ensure a project's total LOS impacts are evaluated.

3. Two-Way and All-Way Stop Controlled Intersection LOS: The [level-of-service/LOS](#) standard for two-way stop controlled and all-way stop controlled intersections, is "D". If LOS falls below the standard, analysis and mitigation may be required in a manner commensurate with the associated impacts. This may include, among other requirements, conducting a traffic signal warrant analysis and installing or financing a signal or roundabout.

4. Roundabout Intersection LOS: The [level-of-service/LOS](#) standard for roundabout controlled intersections is "D". The City may require a development or redevelopment to examine to examine roundabout intersections for LOS impacts to ensure a project's total LOS impacts are evaluated.

LOS-03: Establish a multi-modal [level-of-service/LOS](#) system in the future.

LOS-04: PM [level-of-service/LOS](#) is the city standard. AM [level-of-service/LOS](#) may need to be analyzed in situations where specialized conditions exist that disproportionately impact AM traffic.

OBJECTIVE: CONCURRENCY

To ensure transportation facilities do not fall below the adopted [level-of-service/LOS](#) standard, as required by the [Growth Management Act/GMA](#).

GMA-01: Require developments to construct or finance transportation improvements and/or

implement strategies that mitigate the impacts of new development concurrent with (within 6 years of) development, as required by the ~~Growth Management Act~~GMA.

GMA-02: New development that lowers a facility's ~~level-of-service~~LOS standard below the locally adopted minimum standard shall be denied, as required by the ~~Growth Management Act~~GMA. Strategies that may allow a development to proceed include, but are not limited to:

- Reducing the scope of a project (e.g., platting fewer lots or building less square footage);
- Building or financing new transportation improvements concurrent with (within 6 years of) development;
- Phasing/delaying a project;
- Requiring the development to incorporate ~~Transportation Demand Management~~TDM strategies; or
- Lowering ~~level-of-service~~LOS standards.

GMA-03: The denial of development in order to maintain concurrency may be grounds for declaring an emergency for the purpose of amending the *Comprehensive Plan* outside of the annual amendment cycle.

OBJECTIVE: QUALITY OF LIFE

To improve the quality of life for Auburn residents and businesses through design of the transportation system.

QOL-01: Enhance the livability of Auburn through a variety of mechanisms, including the innovative design and construction of roadways, non-motorized facilities, and associated improvements. Apply design standards that result in attractive and functional transportation facilities.

OBJECTIVE: TRANSPORTATION SYSTEM MANAGEMENT ~~(TSM)~~

To efficiently operate the existing transportation system through ~~Transportation System Management~~ ~~{TSM}~~ strategies, thereby maximizing resources and reducing the need for costly system capacity expansion projects.

TSM-01: Use TSM strategies to more efficiently utilize the existing infrastructure to optimize traffic flow and relieve congestion. Examples include:

- Re-channelization/restriping, adding turn lanes, adding /increasing number of through lanes;
- Signal interconnect and optimization;
- Turn movement restrictions;
- Access ~~m~~Management; and
- ~~Intelligent Transportation Systems~~ ~~(ITS)~~.

TSM-02: Support ~~Intelligent Transportation Systems~~ ~~(ITS)~~ implementation in coordination with Map 2-7. Future ITS corridors will be prioritized using the following criteria.

- Grants, loans, or partner funding can be leveraged to expand the ITS system on a specific corridor(s).
- ~~There is e~~Existing infrastructure that would make it easier and more cost efficient to implement ITS elements.
- The corridor(s) completes a logical segment or missing link in the citywide ITS network.
- Significant travel-time savings can be achieved with ITS implementation.
- Corridor(s) supports other City communication and technology needs.
- ITS implementation would have significant safety benefits, including reducing the need for police flaggers in intersections during events.

TSM-03: ITS elements include but are not limited to:

- Operational improvements such as traffic signal coordination;
- Traveler information including traffic alerts and emergency notification;
- Incident management; and
- Traffic data collection.

TSM-04: Require development to contribute its share of ITS improvements as mitigation.

TSM-05: Program signal timing to encourage specific movements and the use of travel routes that are underutilized.

OBJECTIVE: TRANSPORTATION DEMAND MANAGEMENT (TDM)

To utilize ~~transportation demand management~~TDM strategies to lessen demand for increased street system capacity, help maintain the LOS standard, and enhance quality of life for those who use and benefit from the transportation system.

TDM-01: Encourage the use of ~~high-occupancy vehicles~~HOVs (buses, carpool, and vanpool) through both private programs and under the direction of Metro and Pierce Transit.

TDM-02: Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part-time or full-time or at alternate work sites closer to home.

TDM-03: Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for ~~high-occupancy vehicles~~HOVs, car sharing, improved access for transit vehicles, and employee incentives for using ~~high-occupancy vehicles~~HOVs.

TDM-04: In making funding decisions, consider transportation investments that support ~~transportation demand management~~TDM approaches by providing alternatives to ~~single-occupant vehicles~~SOVs, such as transit, bikeways, and pedestrian paths.

TDM-05: Recognize ~~that~~ emerging TDM strategies such as tolling, variable-priced lanes, and car sharing may be effective in certain situations.

TDM-06: Coordinate with Metro and other jurisdictions to enhance ~~Commute Trip Reduction~~ (CTR) programs for CTR employers in Auburn.

TDM-07: Lead by example through implementation of a thorough and successful ~~Commute Trip~~

~~Reduction (CTR)~~ Program for City employees.

OBJECTIVE: PARKING

To ensure adequate coordination of parking needs with traffic and development needs and support development of a regional park-and ride lot system by Metro Transit, Pierce Transit, Sound Transit, and the Washington State Department of Transportation WSDOT.

Parking-01: On-street parking should be allowed only when consistent with the function of the street and with traffic volumes.

Parking-02: New developments should provide adequate off-street parking to meet their needs.

Parking-03: Develop and maintain regulations, which that foster a balance between meeting the need for public parking and ensuring developers provide adequate parking to meet the demand generated by new development.

Parking-04: In certain cases, such as in the Regional Growth Center and in areas with high pedestrian and transit use, it may be appropriate to reduce the developer parking obligation to achieve other community benefits or employ innovative parking strategies such as the use of "park-and-walk" lots, where people could park their vehicles and walk to nearby destinations.

Parking-05: The City shall evaluate new residential subdivisions with constrained space for driveways, utility services, street lights, street trees, and fire hydrants and the resultant impact on the provision of adequate on-street parking. Where appropriate, the City shall require the subdivision to provide dispersed locations of on-street parking (or street accessible parking) to meet their needs in addition to the zoning code required off-street parking.

Parking-06: Encourage park-and-ride lots on sites adjacent to compatible land uses with convenient access to the Auburn Station, SR-18, SR-167, and all regional transportation corridors.

Parking-07: Work proactively with Sound Transit, WSDOT, Metro Transit, and Pierce Transit to ensure the adequate supply of park-and-ride capacity in Auburn.

OBJECTIVE: RIGHT-OF-WAY

To retain and preserve existing right-of-way ROW, and identify and acquire new right-of-way ROW as needed to achieve the City's objectives.

ROW-01: The acquisition and preservation of right-of-way ROW is a key component of maintaining a viable transportation system. Methods used to acquire and preserve right-of-way ROW include:

- Requiring dedication of right-of-way ROW as a condition of development;
- Purchasing right-of-way ROW at fair market value; and
- Acquiring development rights and easements from property owners.

ROW-02: Preserve and protect existing right-of-way ROW through the issuance of permits such as ROW Use Permits and franchise agreements, by monitoring and responding to right-of-way ROW encroachments and safety impacts, and by limiting vacations of public right-of-way ROW.

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ROW-03: Vacate ~~right of way~~ROW only when it clearly will not be a future need or to support economic development.

OBJECTIVE: MAINTENANCE AND PRESERVATION

To maintain the City's transportation system at a level that is comparable with the design standards applied to new facilities.

Prsrv-01: Establish programs and schedules for the level and frequency of roadway and non-motorized system maintenance.

Prsrv-02: In order to help ensure the long-term preservation of the city street system, the City shall prohibit non-local trip heavy vehicles from traveling on city streets-, unless the City permits such travel via the issuance of a temporary haul permit that requires appropriate mitigation.

Prsrv-03: Establish standards of street repair and seek to obtain sufficient financing to attain and maintain a safe system in good condition.

Prsrv-04: Continue to implement the "Save Our Streets" program for maintenance and rehabilitation of local streets.

Prsrv-05: Continue to implement the arterial/collector streets maintenance and rehabilitation program.

Prsrv-06: Develop and implement operations and maintenance procedures to ensure ongoing effectiveness of LID infrastructure.

Prsrv-07: In order to help ensure the long-term preservation of the city street system, the City may prohibit trenching or cutting into newly constructed or newly overlaid pavements for a period of 5 years. Overlays of up to the full roadway width of affected pavement surface should be required as mitigation in the event cuts into new pavements cannot be avoided.

Prsrv-08: City shall notify and coordinate with all private and public utilities within the City limits when planning to complete pavement overlay's or reconstruction.

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Save our Streets – Patching Treatment



Save our Streets- Overlay

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5.2 STREET SYSTEM

OBJECTIVE: COMPLETE STREETS

Ensure Auburn's transportation system is designed to enable comprehensive, integrated, safe access for users of all abilities, including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.

Street-01: Plan for and develop a balanced transportation system, which provides safe access and connectivity to transportation facilities for users of all ages and abilities, including pedestrians, bicyclists, motorists, transit users and operators, and truck operators.

Street-02: 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.

Street-03: Ensure the transportation system meets the requirements outlined in the ~~Americans with Disabilities Act (ADA)~~ and the ADA Transition Plan for Facilities in the Public ~~Right-Of-Way~~ and its policies.

Street-04: The *Auburn Engineering Design Standards* is the primary vehicle for executing the Complete Streets Objective and should include standards for each roadway classification to guide implementation.

Street-05: Context and flexibility in balancing user needs shall be considered in the design of all projects and, if necessary, a deviation from the *Auburn Engineering Design Standards* may be granted to ensure the Complete Streets Objective and supporting policies are achieved.

OBJECTIVE: STREET NETWORK

To provide an integrated street network of appropriate classes of streets designed to facilitate different types of traffic flows and access needs.

Street-06: The city street system shall be made up of three classes of streets:

- Arterials - a system of city, county, and state streets designed to move traffic to or from major traffic and activity generators. Arterials should be adequate in number, appropriately situated, and designed to accommodate moderate to high traffic volumes with a minimum of flow disruption.
- Collectors - a system of city streets that collect traffic and move it from the local street system to the arterial street system.
- Local streets - a system of city streets, which collect traffic from individual sites and conveys the traffic to the collector and arterial systems.

Street-07: The Functional Roadway Classifications Map shall serve as the adopted standard for identifying classified streets in the City of Auburn and the potential annexation areas.

Street-08: Ensure all eligible streets classified in the Comprehensive Transportation Plan are

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federally classified.

Street-09: Street standards shall be developed, modified, and implemented that reflect the street classification system and function. The design and management of the street network shall seek to improve the appearance of existing street corridors. Streets are recognized as an important component of the public spaces within the City and should include, where appropriate, landscaping to enhance the appearance of city street corridors. The standards should include provisions for streetscaping.

Street-10: The classification standards adopted in the *Auburn Engineering Design Standards* are considered the City's minimum standards for new streets. In cases in which the City attempts to rebuild an existing street within an established ~~right-of-way~~ROW, the City Council reserves the authority to determine if additional ~~right-of-way~~ROW should be obtained in order to realize the improvement. Preservation of neighborhood continuity and cohesiveness will be respected.

Street-11: 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.

Street-12: These minimum standards do not limit or prevent developers from providing facilities that exceed the City's standards.

Street-13: Encourage King and Pierce ~~C~~eounties to develop and implement a similar system of arterial designations within Auburn's potential annexation area.

Street-14: Designate new arterials to serve developing areas concurrent with approval of such development. Arterials shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation.

Street-15: Encourage King and Pierce ~~e~~Ccounties to develop and implement a similar system of collector designations within Auburn's potential annexation area.

Street-16: Designate new collectors to serve developing areas concurrent with approval of such development. Collectors shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation.

Street-17: Access ~~t~~racts may be permitted, as long as emergency access can be guaranteed at all times.

Street-18: The local street network shall be developed to maximize the efficiency of the transportation network in residential areas and minimize through traffic in neighborhoods.

- The internal local residential street network for a subdivision should be designed to discourage regional through traffic and non-residential traffic from penetrating the subdivision or adjacent subdivisions.
- Where possible, streets shall be planned, designed, and constructed to connect to future development.
- When applicable, non-motorized 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.

- Residential developments should be planned in a manner that minimizes the number of local street accesses 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 *Auburn Engineering Design Standards*.

OBJECTIVE: PRIVATE STREETS

To discourage the development of private streets and ensure, if they are permitted by the City, they are constructed and maintained according to City standards.

Street-19: Private streets are discouraged, but may be permitted on a discretionary basis, as regulated by City code and the *Auburn Engineering Design Standards*.

Street-20: If a private street is permitted, it must be built to public street standards as identified in the *Auburn Engineering Design Standards* and *Construction Standards* manuals.

Street-21: Private streets must provide for emergency vehicle access and be privately maintained by an approved association or business. The City does not maintain private streets.

OBJECTIVE: ACCESS MANAGEMENT

To limit and provide access to the street network in a manner which improves and maintains public safety and roadway capacity.

Street-22: Seek consolidation of access points to state highways, arterials, and collectors. This will benefit the highway and city street system, reduce interference with traffic flows on arterials, and discourage through traffic on local streets. To achieve this level of access control, 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.

Street-23: Strive to prevent negative impacts to existing businesses, without compromising safety, when implementing access management.

OBJECTIVE: THROUGH TRAFFIC

To accommodate through traffic in the City as efficiently as possible, with a minimum of disruption to neighborhoods.

Street-24: Continue to coordinate with ~~the Washington State Department of Transportation~~ WSDOT to facilitate the movement of traffic through the City.

Street-25: Encourage the State and Counties to develop through routes, ~~which that~~ minimize the impact of through traffic on Auburn's residential neighborhoods.

Street-26: Actively solicit action by the State and Counties to program and construct those improvements needed to serve Auburn to the state and county arterial and freeway systems.

OBJECTIVE: TRAFFIC CALMING

To employ traffic calming techniques to improve safety and neighborhood quality.

Street-27: Implement the City's traffic calming program to improve neighborhood safety and quality.

Street-28: The traffic calming program shall require a technical analysis of existing conditions and appropriate treatments before actions are taken to fund and implement traffic calming measures.

Street-29: The traffic calming program shall incorporate neighborhood involvement and seek community support.

Street-30: New construction should incorporate traffic calming measures, as appropriate.

OBJECTIVE: FREIGHT MOVEMENTS

To facilitate the movements of freight and goods through Auburn with minimal adverse traffic and other environmental impacts.

Freight-01: The movement of freight and goods is recognized as an important component of Auburn's transportation system.

Freight-02: The movement of freight and goods ~~which 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, ~~i~~nterstates, or on grade-separated rail corridors in order to minimize the local impacts.

Freight-03: Seek public and private partners to leverage funds for freight improvement projects and associated mitigation.

Freight-04: Continue to work with the Freight Mobility Roundtable, Freight Action Strategy Team (FAST), FMSIB, and other local and regional groups to ensure regional needs are met, and local impacts are mitigated.

Freight-05: All through truck trips and the majority of local trips shall take place on designated truck routes, as identified on the truck route map, Map 2-3, of the *Comprehensive Transportation Plan*. This policy shall not apply to developments and uses operating under existing ~~right-of-way~~ROW use permits, traffic mitigation agreements, or equivalent agreements directly related to the regulation of permitted haul routes.

Freight-06: If the City is unable to acquire funding to maintain existing truck routes to a Pavement Condition Index Standard of 70 on a segment of roadway, that route may be

Commented [VB60]: Why are all the policies under the Street System objectives thus far labeled 'Street-XX', but then the policies under the Freight Movement objective are labeled 'Freight.' Also, the policies under the Coordination, Planning, and Implementation heading were labeled after their respective objective (e.g., GMA, TDM, Parking, etc).

restricted or closed to truck travel.

Freight-07: Work towards designing and constructing future truck routes, as identified on the truck route map in Chapter 2 of the Comprehensive Transportation Plan, to sustain routine truck traffic.

Freight-08: Local truck trips that have origins and/or destinations in Auburn may have to sometimes use routes not designated as truck routes. The City may approve the use of alternate routes not currently designated as truck routes for truck traffic, with appropriate mitigation. Approval may be made through issuance of ~~right-of-way~~ ROW use permits, traffic mitigation agreements, or equivalent agreements.

Freight-09: Development shall be required to mitigate the impacts of construction generated truck traffic on the City's transportation system, based on the City's LOS standard.

Freight-10: 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.

Freight-11: 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.

OBJECTIVE: LATECOMER POLICY

To enable private investors to recover a portion of improvement costs for transportation facility improvements that benefit other developments.

LC-01: The City may enter into latecomer (payback) agreements where substantial transportation investments are made by one party that legitimately should be reimbursed by others, such as, when the infrastructure improvement will benefit a future development. Such 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.

OBJECTIVE: ROUNDABOUTS

To seek air quality, safety, and capacity benefits by promoting the use of roundabouts over traffic signals.

RB-01: Intersections controlled with roundabouts are preferred over signalized intersections whenever feasible and appropriate due to the benefits achieved with roundabouts including reduced collision rate for vehicles and pedestrians, less severe collisions, smoother traffic flow, reduced vehicle emissions and fuel consumption, lower long-term maintenance costs, and improved aesthetics.

RB-02: Developments required to signalize an intersection as mitigation for a project may be required to install a roundabout instead of a traffic signal. The feasibility of acquiring the land needed for a roundabout will be considered as a factor in this requirement.

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5.3 NON-MOTORIZED SYSTEM

OBJECTIVE: PLANNING THE NON-MOTORIZED SYSTEM

To plan a coordinated, interconnected network of non-motorized transportation facilities that effectively provide access to local and regional destinations, improve overall quality of life, and support healthy community and environmental principles.

NM-01: Implement land use regulations and encourage site design that promotes non-motorized forms of transportation.

NM-02: Include the role of non-motorized transportation in all transportation planning, programming, and, if suitable, capital improvement projects.

NM-03: Plan for continuous non-motorized circulation routes within and between existing, new, or redeveloping commercial, residential, and industrial developments. Transportation planning shall seek to allow pedestrians and bicyclists the ability to cross or avoid barriers in a manner that is safe and convenient.

NM-04: Actively seek to acquire land along corridors identified for future trail development in the current *Comprehensive Transportation Plan* and *Auburn Parks, Recreation, & Open Space Plan*.

NM-05: 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.

NM-06: Improve and protect the non-motorized transportation system through the establishment of level-of-service LOS goals for non-motorized facilities.

OBJECTIVE: DEVELOPING THE NON-MOTORIZED SYSTEM

To build a safe, attractive, and inter-connected non-motorized transportation system.

NM-06: Develop and maintain the non-motorized system, including bike routes and walkways, to encourage significant recreational use.

NM-07: Develop and maintain the non-motorized system, including bike routes, sidewalks, and multi-use paths in a manner that promotes non-motorized travel as a viable mode of transportation.

NM-08: Develop the non-motorized system to accommodate appropriate alternative forms of non-motorized transport, as well as medically necessary motorized transport.

NM-09: Appropriate street furniture, lighting, signage, and landscaping should be installed along non-motorized routes to increase safety and to ensure that facilities are inviting to users.

NM-10: Clearly sign and mark major non-motorized routes to guide travelers and improve safety.

NM-11: Non-motorized routes shall be constructed to accommodate emergency vehicle access and be amenable to law enforcement.

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NM-12: Locate and design non-motorized transportation systems so that they contribute to the safety, efficiency, enjoyment, and convenience of residential neighborhoods.

NM-13: The development of facilities supporting non-motorized transportation should be provided as a regular element of new construction projects. Improvements shall be secured through the development review process.

NM-14: Minimize hazards and obstructions on the non-motorized transportation system by properly designing, constructing, managing, and maintaining designated routes in the system.

OBJECTIVE: PEDESTRIAN TRAVEL

To enhance and encourage pedestrian travel in Auburn.

Ped-01: Promote pedestrian travel within the city and connections to adjacent communities with emphasis placed on safety and on connectivity to priority destinations such as schools, parks, the downtown, and other pedestrian-oriented areas. Pedestrian-oriented areas are those areas with high pedestrian traffic or potential and are identified in this plan. These areas and streets shall encourage pedestrian travel by providing enhanced pedestrian improvements or controls on motorized traffic.

Ped-02: Focus investments on and aggressively seek funding for the high priority pedestrian corridors, identified in Map 3-2.

Ped-03: Require developers to incorporate pedestrian facilities into new development and redevelopment in conformance with the Auburn City Code.

Ped-04: Continue to construct new and rehabilitate existing sidewalks through a sidewalk improvement program.

Ped-05: Seek ways to provide pedestrian amenities such as streetlights, trees, seating areas, signage, and public art along all major pedestrian travel routes.

Ped-06: Work towards buffering pedestrian walkways from moving traffic, particularly in areas with high levels of pedestrian movements, such as near schools and commercial areas, and along corridors with heavy vehicular traffic.

Ped-07: Pedestrian crossings shall be developed at locations with significant pedestrian traffic and designed to match pedestrian desire lines.

Ped-08: Encourage the formation of LIDs to develop pedestrian pathways and other non-motorized amenities throughout the City. Partner with the local school districts to improve Safe Walking Routes to School.

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OBJECTIVE: BICYCLE TRAVEL

To improve Auburn's bicycling network.

Bike-01: Develop programs and publications, and work with local employers to encourage citywide bicycle commuting.

Bike-02: Designate, develop, and maintain high priority bicycle routes, in conformance with Map 3- 4, that create an interconnected system of bike facilities for local and regional travel,

including on-street bike routes, and multi-purpose trails.

Bike-03: During the development review process, ensure projects are consistent with the ~~n~~Non-motorized chapter of the Comprehensive Transportation Plan by requiring ~~right-of-way~~ROW dedications and other improvements as needed to develop the bicycle network.

Bike-04: Focus investments on and aggressively seek funding for the high priority future bicycle corridors, identified in Map 3-4, and corridors and connectors, as applicable, specified in Map 3-5.

Bike-05: Encourage the inclusion of convenient and secure bicycle storage facilities in all large public and private developments.

Bike-06: Continue to develop and implement ~~s~~Sharrows and associated Share the Road signage in residential and some non-residential areas of City.

Bike-07: Continue installation of bike lanes in parts of City where there is existing/adequate ~~right-of-way~~ROW.

Bike-08: Develop an Auburn specific bicycle signage program to highlight corridors, connectors, and in-city/out-of-city destinations.

Bike-09: Make improvements to existing Interurban Trail – signage, pavement conditions, vegetation maintenance, grade crossings, and upgrades to user facilities at Main Street crossing.

Bike-10: Develop a ~~capital improvement program~~CIP project with cost estimate for the design and construction of bicycle/pedestrian bridge at southern terminus of M St- west of existing Stuck River Vehicle Bridge.

Bike-11: Develop a ~~capital improvement program~~CIP project with cost estimate for the design and construction of innovative and safe pedestrian/bicycle crossing at ~~the~~ M St- ~~and~~ Auburn Way ~~South~~ intersection.

Bike-12: Install one or more bike boxes through a pilot program approach to test effectiveness and public response. Focus pilot program efforts at key intersections such as the ~~West~~ Main ~~Street~~ and C ~~Street~~ intersection, the M ~~Street~~ and Auburn Way ~~South~~ intersection and the Ellingson ~~Road~~ and A ~~Street~~ intersection.

Bike-13: Continue to install bicycle/pedestrian crossing warning systems along ~~the~~ Interurban Trail at all crossing locations consisting of S 277th ~~Street~~, 37th ~~Street~~ NW, and W Main ~~Street~~.

Bike-14: Develop and maintain an official Auburn Bicycling Guide Map.

Bike-15: In coordination with the City Council, Mayor's Office, Auburn Area Chamber of Commerce, Auburn Tourism Board, and appropriate City departments, develop strategies and actions for the implementation of the bicycle-oriented economic development recommendations of the Auburn Bicycle Task Force.

5.4 TRANSIT SYSTEM

OBJECTIVE: TRANSIT SERVICES

To encourage the continued development of public transit systems and other alternatives to ~~single occupant vehicle~~SOV travel, to relieve traffic congestion, to reduce reliance on the automobile for personal transportation needs, to improve route coverage and scheduling, and to ensure transit is a convenient and reliable mode option for both local and regional trips.

Transit-01: Partner with WSDOT, Metro Transit, Pierce Transit, Sound Transit, ~~Muckleshoot Indian Tribe~~MIT, and private businesses to achieve Auburn's transit and passenger rail objectives.

Transit-02: Work with local and regional transit agencies to serve new and existing trip generators in Auburn, such as colleges, commercial areas, and community facilities.

Transit-03: Encourage Sound Transit, Metro Transit, and Pierce Transit to expand transit to underserved areas of Auburn.

Transit-04: Partner with WSDOT, Amtrak, and Sound Transit to establish an intercity passenger rail stop at the Auburn Station.

Transit-05: Consider both the transit impacts and the opportunities presented by major development proposals when reviewing development under ~~the State Environmental Policy Act~~SEPA.

Transit-06: Encourage the inclusion of transit facilities in new development when appropriate.

Transit-07: Encourage bus stops to be located at well-lit and accessible areas.

Transit-08: Work with transit providers and regional agencies to develop a transit system that is fully accessible to pedestrians and the physically challenged, and ~~which that~~ integrates the access, safety, and parking requirements of bicyclists.

Transit-09: Identify areas of concentrated transit traffic and impose design and construction standards that accommodate the unique considerations associated with bus travel, such as street geometry and pedestrian linkages.

Transit-10: Work with transit providers to create new commuter~~-~~oriented transit routes and maintain existing commuter routes linked with Sounder commuter rail.

Transit-11: Develop rider information packages that inform users of commuter, transit, rail, trail, and air transportation opportunities.

5.5 AIR TRANSPORTATION

OBJECTIVE: AIR TRANSPORTATION

To provide an efficient municipal airport, serving light general aviation aircraft, as an integral part of the City's transportation system.

Air-01: Continue to develop the Auburn Municipal Airport in accordance with the *Airport Master Plan*.

Air-02: The airport shall be managed as a general aviation facility. General aviation includes all

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civilian flying except scheduled passenger airline service.

Air-03: 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.

Air-04: Use of the airport by non-conventional aircraft, such as ultra lights, is discouraged by the City.

Air-05: Minimize or eliminate the potentially adverse effects of light and glare on the operation of the Auburn Airport.

CHAPTER 6 – FUNDING

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 PLANNING AND PROGRAMMING

The City updates its financial plan annually in order to ensure programmed transportation improvements are financially feasible and prioritized in accordance with available funds. The *Transportation Improvement Program* and *Capital Facilities Plan* are the two financial planning documents the City uses to identify its financial strategy for implementing transportation improvements.

TRANSPORTATION IMPROVEMENT PROGRAM

The *Transportation Improvement Program* (TIP) is a six-year plan which lists programmed transportation improvements in the following categories: roadway improvement projects, intersection improvement projects, non-motorized and transit projects, preliminary engineering and miscellaneous projects, and preservation projects. Transportation needs are identified by examining the latest information concerning safety and accident history, growth trends, the traffic model, traffic studies, and the *Comprehensive Transportation 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, so project programming is often limited due to funding limitations.

The TIP is an important tool for identifying funding and developing a financial plan for project implementation. It also feeds into the *Capital Facilities Plan* CFP.

CAPITAL FACILITIES PLAN

The *Capital Facilities Plan* (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 Capital Facilities Plan*, which is amended annually. The *Capital Facilities Plan* 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 *levels-of-service* LOS's in accordance with the *Comprehensive Plan* standards. The 2016-2035 Transportation Plan capacity projects are forecast to cost approximately \$196 million. The revenue sources proposed to be used by the City of Auburn for these transportation improvements are described below. Forecasts are based on current funding levels for City funds and based on past trends for grants and partnerships.

6.2 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.

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GENERAL TAX REVENUES

The City receives tax revenues from a variety of state, regional, and local sources including the ~~real-estate excise tax (REET)~~, sales tax, and the motor vehicle fuel tax (MVFT). Despite these revenues, the City has numerous maintenance and capital improvement needs that cannot be met by existing tax revenues alone.

Recognizing the need to raise additional revenues for the local street system, Auburn residents approved the ~~'Save Our Streets' (SOS)~~ program in 2004 for specific funding from property taxes, and in doing so, created a funding program to help rehabilitate Auburn's residential streets. In 2013, the City Council modified the funding source for the program to be from Construction Sales Tax instead of property taxes. In 2018, City Council modified the funds for this program, which are currently provided ~~by Real Estate Excise Tax (REET)~~ for 2019 and 2020.

With the success of the ~~'Save Our Streets'~~ program, the City intends to pursue a program that will help fund arterial and collector street maintenance. The City has an Arterial Street Fund; however, these funds have proven inadequate in addressing all the maintenance and capital needs of the arterial system.

In addition, the City has also created an Arterial Street Preservation Program to preserve and rehabilitate the pavement on these classes of streets. The program is funded through a one percent utility tax which was adopted by City Council during 2008.

2016 – 2035 Forecast:

REET: \$6,000,000

Sales Tax: \$32,000,000 (Local Roads Fund)

MVFT: \$10,700,000

Utility Tax: \$40,000,000 (Arterial Roads Fund)

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.

FEDERALLY FUNDED PROGRAMS

The Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced the Transportation Enhancement (TE) Activities with the Transportation Alternatives Program (TAP). The original TE activities remain eligible for TE funds that were previously apportioned until the TE funds are obligated, rescinded, or lapse. MAP-21 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.

The **Surface Transportation Program (STP)** provides flexible funding that may be used by states and localities for projects on any public road, non-motorized improvements, bridge ~~projects~~, and transit capital projects.

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The **Safety Program** is a federal program targeted at reducing accident 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 included in MAP-21. HSIP requires that states program and spend safety funds according to their Strategic Highway Safety Plan. Washington State's plan is called Target Zero.

The **Congestion Mitigation and Air Quality (CMAQ)** program is 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.

In addition to the aforementioned programs, the federal government has an annual appropriations bill. Auburn may apply through the offices of Washington senators and ~~C~~ongressional members for funding for specific projects. This funding source has historically been a successful means of financing some of the City's more expensive capital improvement projects.

FEDERAL LEGISLATION

In 2018, the Better Utilizing Investments to Leverage Development ~~(BUILD)~~, ~~or BUILD~~ Transportation Discretionary Grant program, replaced the Transportation Investment Generating Economic Recovery (TIGER) Grant program ~~which that~~ was established in 2009. This program provides a unique opportunity for the US Department of Transportation (USDOT) to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as ~~Transportation Investment Generating Economic Recovery, or~~ TIGER Discretionary Grants, Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

The 2009 ~~A~~merican Recovery and Reinvestment Act also dedicates funding to numerous programs, many of which can be used to help finance the City's programmed transportation improvement projects.

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STATE FUNDED PROGRAMS

The **Safe Routes to Schools Program** is 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.

The **Pedestrian and Bicycle Safety Grant** is a state funded program that funds non-motorized safety improvements.

The **Transportation Improvement Board (TIB)** administers annual grant programs that fund roadway and non-motorized projects that improve safety, mobility, capacity, and promote economic development. The TIB offers several programs, each of which emphasizes different funding criteria.

The **Community Economic Revitalization Board (CERB)** is 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.

2016-2035 Forecast:

Federal Grants: \$60,000,000

State Grants: \$30,000,000

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.

2016-2035 Forecast:

PWTF: No PWTF loans are included in the forecast.

PRIVATE SECTOR CONTRIBUTIONS

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).

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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.

2016-2035 Forecast:

Traffic Impact Fees: \$20,000,000

Development Improvements: \$15,000,000

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FUNDING PARTNERSHIPS

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

MUCKLESHOOT INDIAN TRIBE (MIT)

The City anticipates continuing to partner with MIT on funding projects of mutual benefit throughout the City. A recent partnership project is Auburn Way South (Dogwood to Hemlock). The City expects MIT to be a major funding partner on the Auburn Way South Bypass project and also to participate in the remainder of the (SR-164) Auburn Way South Corridor improvement projects.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT)

The City anticipates continuing to partner with WSDOT on funding projects involving the State Routes through the City. Recent appropriations by the state legislature budgeted \$15 million for the Auburn Way South Bypass project for the Eastbound Off-Ramp.

LOCAL IMPROVEMENT DISTRICTS

Local Improvement Districts (LID) enable city investment in a specified area by leveraging city funds, when available, with contributions from property owners in the district. In essence, LID's are a means of using limited city resources to improve neighborhood quality through improvement of streets, sidewalks, and other features of the roadway.

FAST (FREIGHT ACTION STRATEGY TEAM)

FAST is an innovative partnership composed of transportation agencies, ports, cities, economic development organizations, trucking, rail, and business interests. One of FAST's primary objectives is to obtain funding for projects that improve freight mobility. FAST helped fund the S 277th Street Grade Separation, the 3rd Street SW Grade Separation, and the M Street Underpass projects.

FMSIB (FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD)

The mission of the Freight Mobility Strategic Investment Board (FMSIB) is to create a comprehensive and coordinated state program to facilitate freight movement to local, national, and international markets. FMSIB is also charged with lessening the impact of freight

movements 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, and the M Street Underpass projects.

2016-2035 Forecast:

MIT: \$15,000,000 WSDOT: \$20,000,000

LID: No LID funds are included in the forecast.

FAST: No future FAST funding is included in the forecast.

FMSIB: No FMSIB funds are included in the forecast.

FUTURE FINANCING POSSIBILITIES

As the transportation system evolves, so will the range of financing options available to the City. In general, the financing options currently available under state law fall short of meeting current and anticipated transportation improvement needs. Hence, the City will continue to seek fair and sustainable strategies for funding the maintenance activities and capital improvements needed to preserve the City's transportation network. Among other strategies, the implementation of a street utility may be employed to fund many of the City's transportation needs.

TRANSPORTATION BENEFIT DISTRICT

In 1987, the State Legislature created Transportation Benefit Districts (TBDs) as an option for local governments to fund transportation improvements. Chapter 36.73 of the Revised Code of Washington provides for the establishment of 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. In 2005 and 2007, the Legislature amended the TBD statute to expand its uses and revenue authority, including the ability to authorize a \$20 annual vehicle license fee (VLF), and up to an additional \$80 of VLF, if approved by voters within the district. The state legislature provided local governments with these tools 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.

The City of Auburn created a TBD in 2011. The TBD is currently considering the implementation of the \$20 annual vehicle fee, possible local sales tax increase, and how the revenue raised could be best used to achieve the goals of the TBD.

2016-2035 Forecast: (If Authorized)

TBD: \$16,000,000

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STREET UTILITY

A street utility would be used similarly to how sewer and water utility fees are now collected. A monthly or annual fee would be charged to residents and businesses in Auburn, for example via a flat fee or through a pro-rated fee based on anticipated usage.

The implementation of a street utility would require a change in state law. The street utility system is one in which all residents and businesses would pay their fair share of funding street maintenance and repair. If implemented, a street utility would undoubtedly be combined with the suite of other financing strategies the City currently employs.

2016-2035 Forecast: (If Authorized)

Street Utility: \$5-9 Million per year

6.3 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.

6.4 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 additional 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 tolling and street utility fees.

CHAPTER 7 – MONITORING AND EVALUATION

The Comprehensive Transportation Plan, a long-range plan with the horizon year 2035, 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 Comprehensive Transportation 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.

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, non-motorized, 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 Transportation Improvement Program](#) and the [CPF Capital Facilities Plan](#) 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.

TECHNICAL INFORMATION

The Comprehensive Transportation 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 [levels-of-service LOS's](#), 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.

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.

COMPREHENSIVE PLAN CONSISTENCY

The annual evaluation process is an opportunity to ensure the Comprehensive Transportation Plan is consistent with other elements of the City's *Comprehensive Plan*, including the land-use ~~element, and~~ economic development elements; *Auburn Parks, Recreation and Open Space Plan*, *Transportation Improvement Program*; and *CFP Capital Facilities Plan*. 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 preform annual updates to the Comprehensive Transportation 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 2015 update, it will present an opportunity to holistically examine the current transportation system and lay the framework for development of the future system.

POLICY/TEXT (P/T) AMENDMENTS (CPA-21-0001)

P/T #8 – Housing Element Volume 2. The changes the Housing Element consist of the following:

- Include reference and brief description of Housing Action Plan in Conditions and Trends section beginning on page H-1 of the Housing Element.
- Revise Policy H-24(f) to include text regarding minimizing displacement impacts. The revision of this policy will better align with PSRC Vision 2050's recognition of displacement risk. Revising this policy allows for alignment with PSRC requirements in advance of the 2024 Periodic Update.
- Address text formatting for Policy H-24 sub-policies

HOUSING ELEMENT

Conditions and Trends (page H-1)

The City of Auburn commissioned a *Housing Needs and Characteristics Report* (BERK 2014) to identify community needs and develop housing element policies. The key findings of that report (summarized below) led to the development of updated goals and policies.

In 2020, the City of Auburn prepared and adopted a Housing Action Plan (HAP), funded by a state grant (authorized by HB 1923) for the purpose of identifying city strategies and recommendations to increase residential capacity. Data and analysis found in the HAP may vary from the 2014 Housing Needs and Characteristics Report (and subsequently in this Housing Element) due to differences in the timeframe for data collection and the sources of data. The HAP analysis is anticipated to be included in the City's next periodic update of the Comprehensive Plan scheduled for 2024.

Auburn is diverse. Approximately 25% of Auburn residents speak a language other than English. This percentage is similar to that of King County (25%) and higher than that of Pierce County (14%). Other than English, Spanish (9%), Asian and Pacific Island (8%), and other Indo-European (7%) are the most common languages spoken in Auburn. See Exhibit 1.

VOLUME 2

HOUSING ELEMENT

VISION

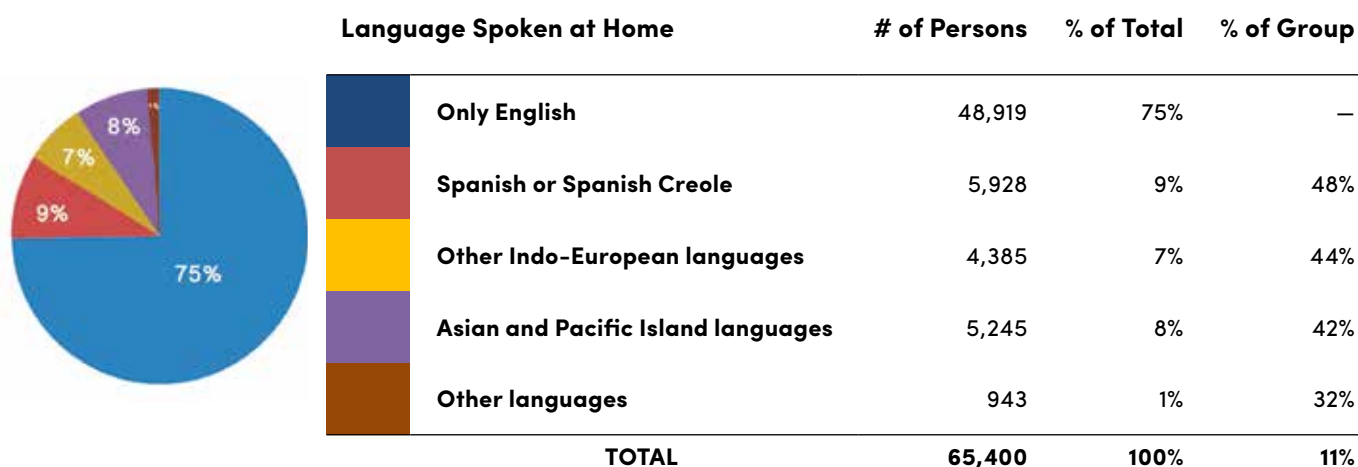
Auburn is a place that those in our diverse community are proud to call home for a lifetime. Auburn provides opportunities for attainable housing in a variety of styles to meet the needs of all ages, abilities, cultures, and incomes. Our neighborhoods are safe and attractive, offer gathering places to meet friends and family, are connected by trails, streets, and transit, and are well kept. Our households are aware of the opportunities and services offered by governmental, educational, employment, health, and service providers that can enhance their quality of life. Volunteerism to improve our parks, schools, streets, and homes makes our neighborhoods and families stronger. Our quality housing and neighborhoods support our local economy.

CONDITIONS AND TRENDS

The City of Auburn commissioned a *Housing Needs and Characteristics Report* (BERK 2014) to identify community needs and develop housing element policies. The key findings of that report (summarized below) led to the development of updated goals and policies.

Auburn is diverse. Approximately 25% of Auburn residents speak a language other than English. This percentage is similar to that of King County (25%) and higher than that of Pierce County (14%). Other than English, Spanish (9%), Asian and Pacific Island (8%), and other Indo-European (7%) are the most common languages spoken in Auburn. See Exhibit 1.

Exhibit 1 – Languages Spoken at Home in Auburn, 2008–2012 Five-Year Average



Source: 2008–2012 American Community Survey 5-Year Estimates

Auburn's diverse communities may have different housing, neighborhood amenity, and service needs. For example, outreach conducted with the Hispanic community in association with the Housing Element update showed that most would recommend Auburn as a place to live for family and friends, and though residents wanted their children to grow up and remain in Auburn, they desired improved security and traffic calming. Outreach participants were interested in helping to improve their neighborhood and in volunteering.

Trends in household size indicate that Auburn will need to ensure the availability of a variety of housing types to match the needs of both small and large households. Auburn has both a larger household size and a larger average family size than do King and Pierce Counties overall. Data on household composition indicate, however, that significant portions of the City's households are made up of single-person and two-person households without children, and Auburn also has a higher-than-average percentage of single-parent households. The types of homes needed for

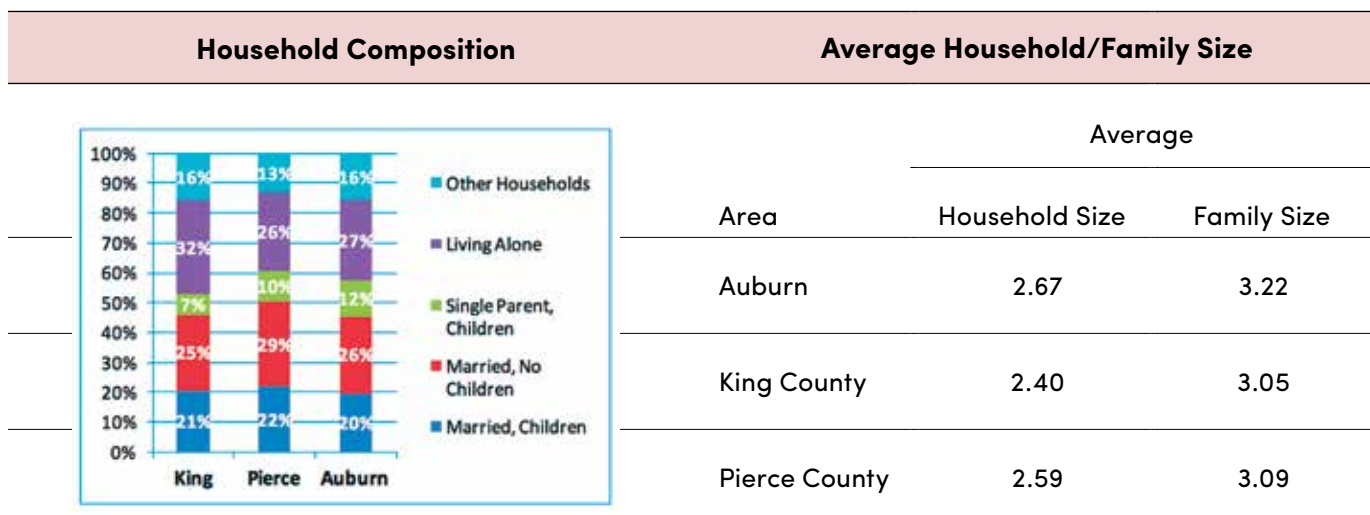
smaller households may be different than those needed for larger households. See Exhibit 2.

Auburn is affordable. A higher proportion of Auburn's population has lower incomes, and Auburn's housing is more affordable than housing in the region as a whole. Average rent is less than King County fair market rent, and the median sales price of owner-occupied housing is at least \$100,000 below that of King County overall. Almost half the City's households could afford the median-priced home in Auburn, and more than two-thirds could afford the median-priced condominium unit.

Auburn's housing stock is older than average, and much of its rental housing stock is in fair or poor condition. Though housing is affordable in Auburn, the City could lose some of its most affordable rental housing as structures approach the ends of their useful lives.

Exhibit 3 illustrates year-built information for the City, with older housing stock concentrated in the valley and West Hill, and newer housing predominantly in Lea Hill and Lakeland Hills.

**Exhibit 2—Household Composition and Average Household Size
– City of Auburn, King County, and Pierce County**



Source: King County Assessor, 2014; Pierce County Assessor 2014; BERK Consulting 2014

HOUSING ELEMENT

Attainability (page H-7)

H-23 Promote affordable housing that meets changing demographic needs. [Element audit, needs assessment, outreach]

H-24 Work in partnership with King and Pierce Counties and other cities to address the countywide need for housing affordable to households with moderate, low- and very low incomes, including those with special needs and our veterans. [Element audit, needs assessment, outreach]

a. The King County need for housing, countywide, by percentage of area median income is:

i. 50%–80% of AMI (moderate) – 16% of total housing supply

ii. 30%–50% of AMI (low) – 12% of total housing supply

iii. 30% and below AMI (very low) – 12% of total housing supply

bd. Address the King County need for housing affordable to households at less than 30% AMI (very low income), through all jurisdictions working individually and collectively.

ce. Meet Pierce County countywide planning policies to provide opportunities for housing affordable to all incomes including low incomes.

df. Focus Auburn’s efforts toward the countywide and community need for low- and moderate-income housing on preserving existing affordable housing with robust maintenance and repair programs, minimizing displacement impacts, and ensuring long-term affordability of existing housing.

eg. Act as a County leader in the exploration and implementation of new funding mechanisms and strategies to develop housing affordable at 30% AMI and below across King County and throughout South King County.

H-25 Encourage and assist in the renovation of surplus public and commercial buildings and land into affordable housing. Additionally, explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing projects. [extension of HO-22; element audit]

H-26 Seek, encourage and assist nonprofit organizations in acquiring depreciated apartment units for the purpose of maintaining and ensuring their long-term affordability. [HO-23]

- d. Help identify professional volunteers at educational or professional associations to plan redesign or architectural upgrades of the properties. [Public Works, 2012]
- e. Support additional healthy housing and preservation strategies, such as property tax exemptions to preserve affordable housing opportunities and utilizing community health workers to offer property owners and residents the education and resources needed to maintain housing.

H-22 Evaluate and update codes applicable to housing and provide effective and appropriate enforcement. [HO-9]

- a. Enforce city ordinances regarding abandoned properties. [Public Works, 2012]
- b. Consider a multifamily inspection program. [Public Works, 2012].
- c. Consider public identification of landlords who are found to be out of compliance for extended time periods and unwilling to take steps to ameliorate substandard conditions. [Public Works, 2012]
- d. Consider a landlord compliance program where code enforcement penalties can be reduced if attending landlord training programs. [Public Works, 2012]
- e. Work with park owners, managers and park tenants to develop policies and regulations to preserve manufactured home parks and the affordable housing they offer. [HO-21]
- f. Consider an Auburn Housing Authority. [Council Vision]

Attainability

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- d. Address the King County need for housing affordable to households at less than 30% AMI (very low income), through all jurisdictions working individually and collectively.
- e. Meet Pierce County countywide planning policies to provide opportunities for housing affordable to all incomes including low incomes.
- f. Focus Auburn's efforts toward the countywide and community need for low- and moderate-income housing on preserving existing affordable housing with robust maintenance and repair programs, and ensuring long-term affordability of existing housing.
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POLICY/TEXT (P/T) AMENDMENTS (CPA-21-0001)

P/T #9 – Land Use Element Volume 1. The changes the Housing Element consist of the following:

- Revise Policy LU-39 to include affordable housing and mixed-income development. In addition to allowing additional height or density in exchange for supplemental amenities identified in this policy, this revision would include affordable housing development as eligible uses for deviations in height, density, or intensity.

LAND USE ELEMENT

Downtown Urban Center Designation (page LU-7)

Description

This category should be applied exclusively in downtown Auburn. The area should be developed in a manner consistent with and conducive to pedestrian-oriented activities. The ambiance of the downtown should encourage leisure shopping, provide services to local residents and area employees, and provide amenities that attract regional visitors and shoppers.

Design Criteria

1. Located within the Urban Center boundaries established by the King County Countywide planning policies or within Business Improvement Area boundaries.

Implementing Zoning Designations

Downtown Urban Center

Policies

LU-38 Vertical mixed-use should be encouraged; the location of retail sales and services should predominately be on the ground floor with residential or more retail or services above. However, small freestanding commercial spaces may be established as an accessory use to a larger vertical mixed-use development.

LU-39 Deviations of height, density or intensity limitations should be allowed when supplemental amenities are incorporated into site and building design. Examples of amenities include use of low-impact development, use of sustainable site and building techniques, public space and art, transit-oriented development, landscaping and lighting, and bike shelters. — as well as the inclusion of affordable housing.

LU-40 Encourage a broad mix of uses within the downtown area. A wide range of consumer-oriented goods and services are compatible within this designation since creating an attractive shopping environment is a primary emphasis. Permitted uses include retail trade, offices, personal services, eating and drinking establishments, financial institutions, governmental offices, and similar uses. Legally established existing uses that do not fit within the range of desired new uses continue to be a valuable part of the downtown economy and character and should be allowed to evolve and operate in a manner that resembles listed permitted uses.

LU-41 Encourage multiple family dwellings, particularly within the upper stories of buildings.

Celebration: Auburn will have a thriving and expanding arts and culture community. There will be events, amenities, and attractions that draw people to congregate and socialize.

Environment: Local businesses benefit from Auburn's collection of natural resources and amenities because residents and visitors are choosing Auburn as their home or destination.

Sustainability: Local businesses benefit from, and contribute to, a sustainable economy because Auburn is an easy location to start up, maintains opportunity for growth, and has a business friendly economic climate.

General Policies

- LU-32 The commercial uses permitted must be carefully regulated in regards to performance criteria and design.
- LU-33 Permitted uses would consist of local-serving and community-serving retail trade, offices, personal services, and eating establishments.
- LU-34 Encourage uses that provide health and human services to the adjacent community.
- LU-35 Encourage adaptive reuse, particularly of historic properties.
- LU-36 Promote the use of energy and water conservation measures (PSRC 11/12/15)
- LU-37 Ensure that legally established existing uses that may not conform with the underlying zone, but that are compatible with their surrounding uses, and are allowed to continue to evolve and operate without being classified as "nonconforming" uses.

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- LU-41 Encourage multiple family dwellings, particularly within the upper stories of buildings.