



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

June 1, 2021

MEETING AGENDA

I. CALL TO ORDER 5:30 P.M.,

II. VIRTUAL PARTICIPATION LINK:

The Auburn Transportation Advisory Board Meeting scheduled for Tuesday, June 1, 2021 at 5:30 p.m. will be held virtually and telephonically. To attend the meeting virtually please click the link or enter the meeting ID into the Zoom app or call into the meeting at the phone number listed below.

Per Governor Inslee's Emergency Proclamation 20-05 and 20-28 et. seq. and Stay Safe-Stay Healthy, the City of Auburn is prohibited from holding in-person meetings at this time.

City of Auburn Resolution No. 5581, designates City of Auburn meeting locations for all Regular, Special and Study Session Meetings of the City Council and of the Committees, Boards and Commissions of the City as Virtual Locations until Washington's Governor authorizes local governments to conduct in-person meetings.

The link to the Virtual Meeting or phone number to listen to the Transportation Advisory Board Meeting is below. Join from a PC, Mac, iPad, iPhone or Android device.

<https://zoom.us/j/92909762425>

Webinar ID: 929 0976 2425

III. ROLL CALL (Sherwin)

IV. MEETING PROTOCOLS (Malik)

Please keep your microphones turned off

Please keep your cameras turned on

If you have questions or comments, or for motions, please use the raise hand feature

V. CONSENT AGENDA

A. APPROVAL OF MINUTES FOR THE MEETING ON MARCH 9, 2020*

VI. DISCUSSION AND INFORMATION

- A. TAB Rules and Procedures (Malik)*
Vote on the proposed Transportation Advisory Board Rules and Procedures, which were discussed at the last meeting and edited following TAB comments.
- B. General Update (Malik)
Overview of ongoing transportation projects and programs.
- C. 2020 State Of Our Streets (SOS) Report (Webb)*
Present the 2020 year end summary of the City's Arterial/Collector and Local Street Pavement Preservation Programs.
- D. 2022-2027 TIP and 2022 Traffic Impact Fee Update (Webb)*
Discussion about the proposed update to the Transportation Improvement Program (TIP) for the years 2022-2027 and resulting 2022 Traffic Impact Fee rates. The full version of the 2021-2026 TIP is available here:
https://www.auburnwa.gov/UserFiles/Servers/Server_11470554/File/City%20Hall/Public%20Works/Publications%20and%20Forms/Final-TIP%202021-2026.pdf
- E. Discussion Topic: Non-Motorized Facilities (Malik)*
Discussion with TAB members related to non-motorized facilities planning. What have they heard from the community? What is working? What is not working? Any comments on the Non-Motorized Facilities Chapter of the Comprehensive Transportation Plan? A time for each TAB member to share.
- F. Other Discussion Items / Roundtable.

VII. ADJOURNMENT

Next meeting will be held on Tuesday, September 14, 2021 at 5:30 PM.



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

March 9, 2021

DRAFT MINUTES

I. CALL TO ORDER

Chairman Waylon Menzia called the meeting to order at 5:30 p.m. held virtually and telephonically.

Per Governor Inslee's Emergency Proclamation 20-05 and 20-28 et. seq. and Stay Safe-Stay Healthy, the City of Auburn is prohibited from holding in-person meetings at this time.

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<https://zoom.us/j/97460289635>

II. ROLL CALL (Sherwin)

Committee members present were Dennis Grad, Sarah Shaw, Pamela Gunderson (unexcused), Waylon Menzia, Peter Di Turi, Janette Miller, Michael Harbin, Steve Carstens, Riley Patterson, David Jensen. Also present during the meeting were: Public Works Director Ingrid Gaub, Assistant Director/City Engineer Jacob Sweeting, Senior Traffic Engineer James Webb, Senior Transportation Planner, Cecile Malik, and Office Assistant, Angie Sherwin.

III. MEETING PROTOCOLS (Malik)

Board Meeting Protocols for Zoom

Please keep you microphones muted.

Please keep your cameras turned on.

If you have questions or comments, or for motions, please use the raise hand feature.

II. CONSENT AGENDA

A. It was moved by David Jensen, and seconded Michael Harbin, that the Committee approve the Transportation Advisory Board minutes for December 08, 2020. Motion carried.

III. DISCUSSION AND INFORMATION

A. General Update (Malik)

An overview of ongoing transportation projects and programs.

- The City updated streetlights with LED lights providing cost effectiveness and additional capability to control and monitor the system.
- The City is being considered for a grant by the WSDOT to add sidewalks on Auburn Way South from Howard Street to approximately the Muckleshoot Plaza Signal.
- There will be a new round a bout for the new Chinook Elementary being built on Auburn Way South. A coordination with the City, WSDOT and the Auburn School District.

- A new signal at 49th and Auburn Way North is now in operation. The signal was constructed by the developer for the Coopergate multi-family unit located south of 277th and east of Auburn Way North.
- Currently there are requests for vendor proposals for photo enforcement. Photo enforcement is subject to City Council approval. A vendor will be selected by the end of March 2021. The program would start approximately by the end of 2021 or at the beginning of 2022.
- Three vacant Transportation Advisory Board positions have been filled.
 - Christian Faltenberger, Chamber of Commerce – The Outlet Collection
 - Cheryl Rakes, Downtown Auburn Cooperative, formerly the Downtown Business Association
 - Cynthia Rapier, Green River Community College

B. Annual Workplan and future discussion topics (Malik)*

Each year the Transportation Division will develop an annual work plan for the upcoming year that will be utilized in the Transportation Advisory Board agenda setting. An overview of the items which will be presented to the board in 2021.

Discussion Topics:

- Transportation issues for transit riders (include Metro recent efforts and updates) (March)
- Transportation issues for disabled residents (include ADA transition plan & ADA projects prioritization/funding overview) (TBD)
- Transportation issues for pedestrians & bicyclists (include overview of Comprehensive Transportation Plan and Maps, projects prioritization and funding, other related programs) (TBD)
- Transportation issues for elementary, middle, and high school students + college students (include overview of safe routes to school efforts, and projects prioritization and funding) (TBD)

Staff Presentations:

- TIP update (March & June)
- Transit Update (March)
- Comprehensive Transportation Plan Update (June & September)
- SOS program and Arterial Preservation Program, funding, projects, and prioritization (June)
- Featured Capital Project (TBD)
- Significant other projects which include community events (TBD)

Additional Items:

- Rules of Procedure (June)
- TAB City Code update (September)
- Board Annual Report to the City Council (December)

C. Transportation Group Overview (Malik)*

A PowerPoint presentation reviewed the transportation programs and services.

- System Needs, Regulations, Policies
- Comprehensive Plan
- Transportation Improvement Program (TIP) and Capital Facilities Program (CFP)
- Bi-Annual Budget
- Local Street Preservation
- Arterial and Collector Street Preservation

D. Metro Transit Updates (Metro)*

Jeremy Fichter presented Metro's updates on the services changes, the future RapidRide I Line, COVID impacts, and recovery plan.

- Mobility Plan
 - New frequent routes
 - Other changes and services investments
- RapidRide I Line Update
 - Tier stations
- Service Restoration Planning
 - COVID impacts
 - COVID response
 - Service changes during COVID

E. Discussion Topic: Transit (Malik)*

Board member Shaw moderated the discussion with TAB members related to transit ridership. Topics that board members brought forward in the open discussion.

- Sound Transit parking garage status
- Regional express bus service/ Park and Ride
- High school students' public safety

F. 2022-2027 TIP Update (Webb)*

Discussion about the proposed update to the Transportation Improvement Program (TIP) for the years 2022-2027.

- Background Summary
- Summary of proposed amendments
- Additions
- Other modifications

Current status and next steps:

Staff will continue to develop the 2022-2027 TIP update. The Transportation Advisory Board and City Council comments will be addressed, and adoption is anticipated as follow the schedule below.

- March 9, 2021: First Transportation Advisory Board Discussion
- May 10, 2021: First Council Study Session
- June 1, 2021: Second Transportation Advisory Board Discussion
- June 7, 2021: Resolution to Schedule Public Hearing
- June 14, 2021: Second Council Study Session (If Required)
- June 21, 2021: Public Hearing & Resolution for Adoption

G. TAB Rules and Procedures (Malik)*

A discussion about the need for rules and procedures for the board. The draft was discussed, and the final document will be brought to the board for adoption at the June meeting.

H. Other Discussion Items

No items were brought forward.

IV. ADJOURNMENT –

There being no further business to come before the Transportation Advisory Board, the meeting was adjourned at 8:04 p.m.

Approved this 1st day of June 2021.

Waylon Menzia
Chairman

Angie Sherwin
Engineering Services Office Assistant

CITY OF AUBURN
AUBURN TRANSPORTATION ADVISORY BOARD
RULES OF PROCEDURE

ADOPTED JUNE 1, 2021

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

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1. BOARD NAME AND RULES
2. BOARD MEMBERS AND OFFICERS
3. BOARD MEETINGS

AUBURN TRANSPORTATION ADVISORY BOARD

RULES OF PROCEDURE

We, the members of the City of Auburn Transportation Advisory Board (Board), hereby adopt, publish, and declare the following Rules of Procedure:

1. BOARD NAME AND RULES:

- 1.1. The Board's official name is the "Transportation Advisory Board." The Board adopts these rules pursuant to its powers under Auburn City Code (ACC) 2.94. These rules may be referred to as the Rules of Procedure.
- 1.2. Purpose of Rules: The Board adopts these rules in furtherance of its powers to advise the City Council and/or its committees regarding the matters specified in ACC 2.94.060.
- 1.3. Effective Date of Rules: These rules shall take effect upon their adoption by majority Board vote.
- 1.4. Amendment of the Rules: The Board may amend these Rules at any regular Board meeting by majority vote. The proposed amendment should be presented in writing at a preceding regular meeting.
- 1.5. Suspension of the Rules: The Board may suspend the rules as authorized in Robert's Rules of Order by majority vote, except when such suspension would conflict with state law or city ordinances.

2. BOARD MEMBERS AND OFFICERS:

2.1. BOARD MEMBERS:

2.1.1. Number and appointment: The Board shall have up to fifteen (15) members meeting the requirements of ACC 2.94.020 and 2.94.030. Members shall serve for a term as indicated in ACC 2.94 without remuneration and shall be appointed by the Mayor and confirmed by the City Council.

2.1.2. Rules applicable to all Board members:

Any member of the Board who, in their opinion, has an interest in any matter before the Board that would tend to prejudice their actions shall publicly indicate, step down and leave the meeting room until the matter is disposed. A member need only be excused from legislative or organizational action if the potential conflict of interest is direct and substantial, or as otherwise required by these rules or other applicable law.

No member of the Board may use their position to secure special privileges or exemptions for themselves or others.

No member of the Board may, directly or indirectly, give or receive or agree to receive any compensation, gift, reward, or gratuity from a source except the City, for a matter connected with or related to the board member's services unless otherwise provided for by law.

No member of the Board may accept employment or engage in business or professional activity that might reasonably be expected to require or induce them to disclose confidential information acquired by reason of their official position.

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

No member of the Board may disclose confidential information gained by reason of the board member's position, nor may the board member otherwise use such information for their personal gain or benefit.

2.1.3. Board member conflicts of interest and remote interests

2.1.3.1. Conflicts of interest. No Board member may wholly, partly, directly or indirectly benefit from any contract made by, through, or under their supervision on the Board. No Board member may directly or indirectly accept any compensation, gratuity or reward in connection with such a contract. Any Board member with such a conflict of interest may not vote on such contract's authorization, approval or ratification. If such a contract comes before the Board for consideration, the member shall disclose their conflict of interest to the Board and abstain from voting according to the procedure in Rule 3.9.4.

2.1.3.2. Remote interests. Rule 2.1.3.1 does not apply to remote interests held by Board members. Remote interests are those defined by RCW 42.23.040.

2.2. OFFICERS:

2.2.1. Election and terms of officers: Board Officers shall be Board members, and shall consist of a Chair and Vice Chair, elected by majority Board vote.

Officer elections shall take place once every two years at the Board's last regular meeting of each calendar year, or as soon thereafter as possible. The term of office for each officer shall run until the subsequent election.

If an officer resigns or is removed from their position before the end of their term, the Board will elect new officers at its next regular meeting. The Vice-Chair will administer the election of a vacant Chair position.

2.2.2. CHAIR AND VICE CHAIR. The Board shall have the following officers

2.2.2.1. Chair. The Chair shall preside over Board meetings, and may exercise all the powers usually incident of the office. The Chair shall be a member of the Board and except as otherwise provided in these rules shall have the right to cast a recorded vote in all Board deliberations. Unless stated otherwise by abstention or nay, the Chair's vote shall be considered to be affirmative for the motion.

2.2.2.2. Vice Chair. The Vice Chair shall perform the Chair's duties in the Chair's absence. If both the Chair and Vice Chair are absent from a meeting, the Senior present Board member shall act as the meeting Chair, or may delegate the responsibility to another member.

2.2.2.3. The Board Chair and/or Vice Chair shall annually provide the City Council with a progress report in carrying out Board responsibilities, as required by ACC 2.94.080.

2.2.3. SECRETARY:

A member of City Staff shall act as the Board's Secretary and shall keep record of all Board meetings and perform the other functions and duties described in these rules. Records created by the Secretary shall include any disclosed Board member interests pursuant to Rule 3.9.4., and shall be retained at the City Clerk's Office.

2.2.4. Removal and resignation of Members and Officers.

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

Any Board member or officer may submit written resignation to the Board for consideration. Such resignation is effective upon majority Board vote.

By majority vote, the Board may recommend to the Mayor the removal of any Member or officer:

Who is absent from a total of 2 Board meetings in a calendar year without excuse and following a discussion with the Chair regarding this consideration for removal;

Who willfully violates any provision of these Rules of Procedure in the conduct of their functions or duties as a Board member;

Who willfully violates any provision of the ACC 2.94, RCW 42.23.070, or any other applicable law in the performance of Board duties.

Who willfully commits any act defined by law as a criminal offense in the performance of Board duties.

Following a removal or resignation, the Board shall fill vacant Board member positions pursuant to Rule 2.1.1, and vacant officer positions pursuant to Rule 2.2.1.

3. BOARD MEETINGS:

- 3.1. Board meeting date, time and place. All Board meetings will be held in the Auburn Council Chambers at 25 West Main Street, Auburn, WA 98002, unless otherwise directed by the Chair. The Board will set meeting dates and times on or before December 31st of the preceding year.
- 3.2. Number of Board meetings. Pursuant to ACC 2.94.050, the Board shall meet a minimum of quarterly each calendar year. The Board may set additional regular or special meetings as needed to properly conduct Board business.
- 3.3. City personnel at Board meetings. All Board meetings shall be staffed by City personnel to support and assist the Board, and to perform the role of Board Secretary pursuant to Rule 2.2.3.
- 3.4. Meeting agendas. Unless the Chair directs otherwise, the Secretary shall prepare a meeting agenda for Board meetings and provide it to the Board members not less than five (5) days in advance of the meeting. Meeting agendas shall list the items the Board will address at the meeting and shall include any corresponding materials necessary for the Board's consideration. Agenda items shall be determined through coordination of the Board Chair and City staff members, but shall generally consist of the following outline:
 - A. CALL TO ORDER/ROLL CALL
 - B. CONSENT AGENDA
 - C. ACTION ITEMS
 - D. DISCUSSION AND INFORMATION
 - E. ADJOURNMENT
- 3.5. Meeting minutes. The Secretary shall keep minutes of all Board meetings. Meeting minutes shall be kept on file at the City Clerk's Office pursuant to the City's document retention schedule.
- 3.6. Meeting Procedure:

AUBURN TRANSPORTATION ADVISORY BOARD

RULES OF PROCEDURE

3.6.1. Rules of Order. The most current version of Robert's Rules of Order shall govern Board member meetings procedure unless otherwise provided in these Rules.

3.6.2. Open Public Meetings Act. Board meetings are subject to the Washington State Open Public Meetings Act, RCW 42.30. The Board may hold executive sessions to consider the matters identified in RCW 42.30.110.

3.7. Meeting interruptions.

3.7.1. Removal of interrupting individuals or groups. The Board meeting presiding officer may direct the removal any individual or group that interrupts a Board meeting to render the meeting's orderly conduct unfeasible. A removed individual or group may only be readmitted to the meeting by majority Board vote.

3.7.2. Continued meeting disruption after removal. If removal of such individuals or groups does not restore order to the meeting, the Board may clear the meeting location of observers/participants and either: (1) continue in session, or (2) adjourn the meeting and reconvene it at a stated date, time and location selected by majority Board vote. In either instance, the Board may only take action on items appearing on its agenda for that meeting, and must allow media/press members to attend unless they too were involved in the meeting disturbance.

3.7.3. Illustration of interruptions warranting Board action pursuant to this rule. By way of illustration, interruptions may include (but are not limited to) any of the following that interrupts a meeting's orderly conduct:

Making personal, impertinent or slanderous remarks or noises;

The use of speech intended to incite fear of violence;

Failing to limit public comments to an established allotted time;

Yelling or screaming in a manner that prevents the Board from conducting the meeting;

Making irrelevant, distracting, or offensive comments or noises;

Demonstrations, disruptive applause, other disruptive behavior.

3.8. Member meeting quorum. A simple majority of the appointed Board members shall constitute a quorum for the transaction of business.

A simple majority vote of the quorum present shall be sufficient to take action on the matters before the Board. Any meeting lacking a quorum may only continue to: fix a time for adjournment, adjourn, recess or take measures to obtain a quorum.

3.9. Voting.

3.9.1. Voting generally. Board member votes shall generally be given audibly, with "yes" being an affirmative vote, and "no" a negative vote.

3.9.2. Roll call voting. The Secretary shall conduct a "roll call" or "show of hands" vote if any Rule 3.9.1 voting is inaudible. The Secretary may also conduct a "roll call" or "show of hands" vote at the request of the Chair or another Board member, or on their own initiative to ensure an accurate vote record.

3.9.3. Tie Votes. Any motion resulting in a tie vote fails. A denial motion resulting in a tie shall not be considered an approval of the motion subject.

AUBURN TRANSPORTATION ADVISORY BOARD

RULES OF PROCEDURE

3.9.4. Abstention for conflicts of interest.

3.9.4.1. If the Board considers an issue involving conflict of interest for a Board member as defined in Rule 2.1.3.1, the Board member shall disclose the conflict to the Board before any Board action is taken on the matter, and shall abstain from discussion and voting on the issue.

3.9.4.2. Abstention procedure. The Board member shall advise the Chair of their intent to abstain before the Board discusses or considers the subject matter, and shall remove themselves from the deliberation and consideration of the matter. A member may confer with the City Attorney to determine if their intended abstention conforms to this rule. The City Attorney's role in such a conference is limited to advising the Board member in their capacity as a member, and shall not include advice or recommendations regarding the member's personal or business interests. If an intended abstention cannot be anticipated in advance, the member should advise the Chair that they have an "abstention question." A brief recess would then be given to permit the member to consult regarding their intended abstention as may be necessary.

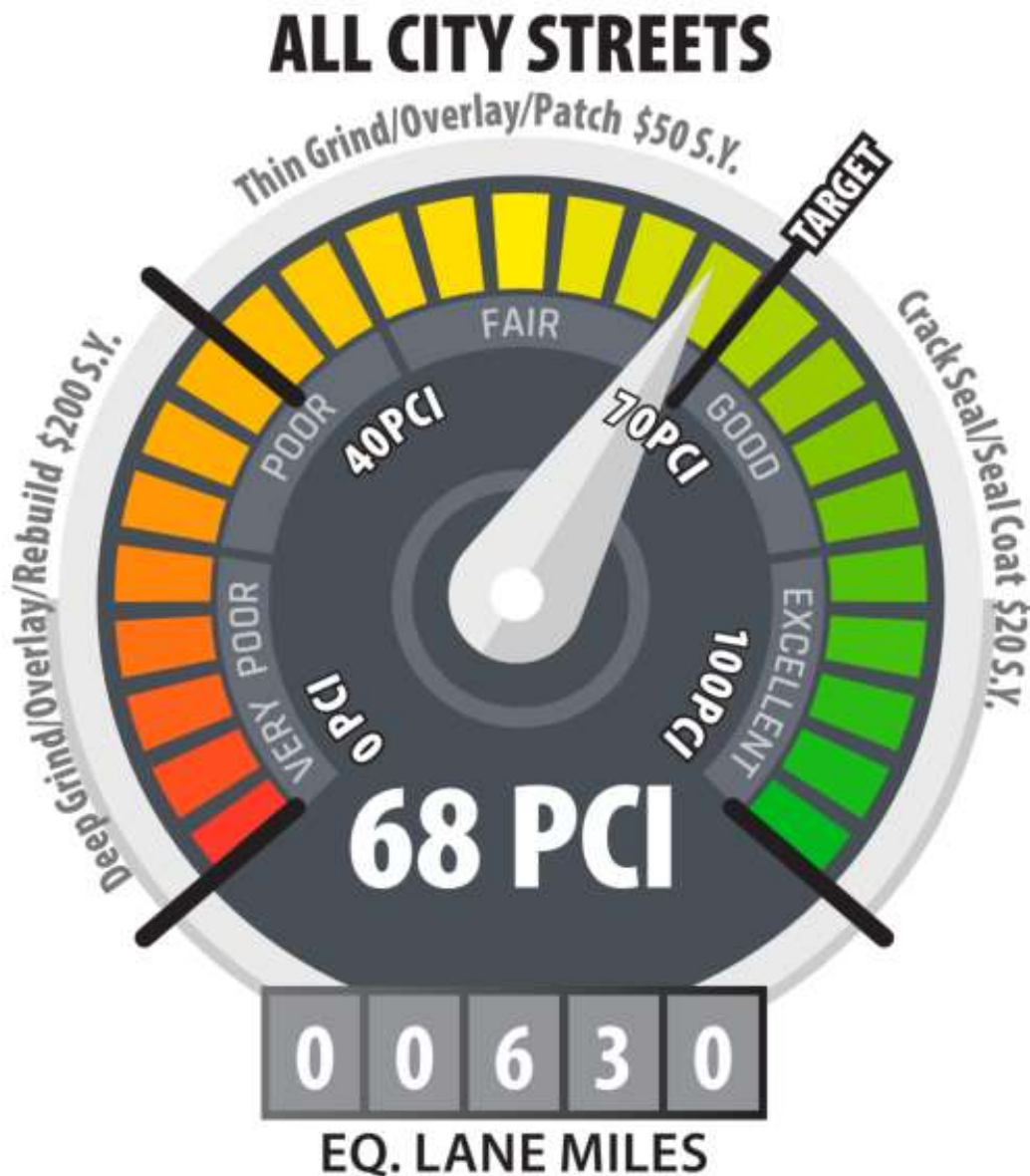
3.9.4.3. A Board member may also abstain from voting on any matter to otherwise ensure the appearance of fairness.

3.9.4.4. Procedure for remote Board member interests. Any Board member with a remote interest in a contract before the Board as defined by Rule 2.1.3.2 shall disclose the interest to the Board before the Board takes any action. The secretary shall record the member's disclosed remote interest in the Board's meeting minutes. Once disclosed, the Board may authorize, approve or ratify the contract in good faith by majority Board vote (without counting any vote cast by the member holding the remote interest).

3.10. Member meeting absences. To be excused, members must inform the Board's Secretary or Senior Transportation Planner a minimum of one day in advance of the meeting date if they cannot attend a scheduled meeting unless it is an emergency situation and the board chair agrees to waive the late notice of the absence.

2020 STATE OF OUR STREETS DASHBOARD

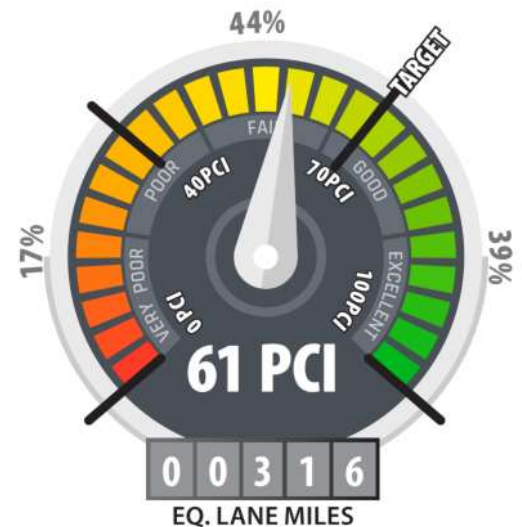
Overall Assessment: The paving projects completed in 2020 improved approximately 6.7 equivalent lane miles of roadway. Despite the impact of those projects, the overall condition of streets in the city degraded slightly from 2019 to 2020. The last physical inspection for pavement condition was performed in the summer of 2019. 2020 PCI values have been estimated by applying approximated deterioration rates, derived using actual historical condition data from past pavement condition surveys, and accounting for actual improvements from completed projects. The next physical inspection will take place this summer (summer 2021) and the pavement ratings and the predictive deterioration rates adjusted accordingly. Pavement projects for 2021 will improve another estimated 15 equivalent lane miles of road. Additional projects through 2024 are in varied stages of planning and design. Accounting for the predicted impact of these current and upcoming projects, modeling indicates a slow decline of the overall average roadway PCI over the coming years at the current anticipated funding amounts. The data suggests that additional funding is needed to prevent overall roadway conditions from declining further and to get the roadways back to the overall 70 PCI target and keep it there.



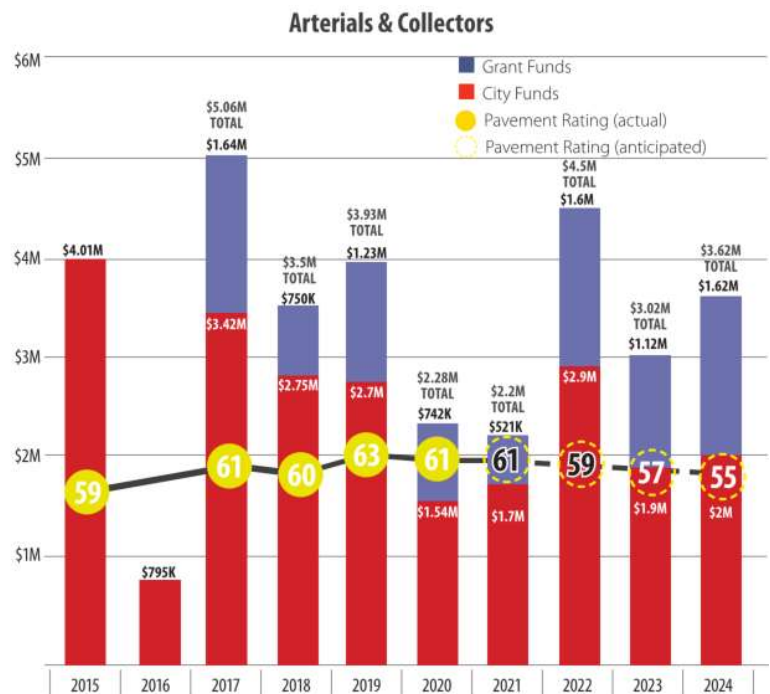
2020 STATE OF OUR STREETS DASHBOARD

Arterial and Collector Streets

Arterial and collector streets make up just over half of the total equivalent lane miles of roadways throughout the City. There are approximately 92 lane miles of collector streets that together have an overall average PCI of 64 (compared to 68 in 2019). There are roughly 224 lane miles of arterial streets that together have an overall average PCI of 59 (compared to 62 in 2019). The average condition rating for arterial and collector streets combined is 61 (compared to 63 in 2019). The average PCI for collector and arterials has been hovering around 60 since about 2015. This indicates that re-building and preservation efforts have been relatively successful at maintaining the status quo but are not yet sufficient to reach the target of 70 PCI. Over the next five years an estimated 60 lane miles of road are expected to deteriorate beyond the point where preservation treatments can restore them and they would require a more expensive full re-build. Based on the current funding levels shown in the City's Transportation Improvement Plan (TIP) and anticipated grant funding, there is only funding available to preserve approximately 15 lane miles. This leaves approximately 45 lane miles of arterial and collector road that will deteriorate past the point for preservation treatments. These roadways will eventually require reconstruction at a cost that is over 4 times higher than preservation treatments. Simulations indicate that approximately \$5 million per year for 15 years would be required to bring the overall PCI for arterials and collectors up to an average of 70 PCI.



Funding Note: The arterial and collector preservation programs rely heavily on grant funding. Currently, no grant funding has been secured beyond 2024. Additionally, arterial streets are further classified as either principal or minor arterials. Typically, principal arterials are much more competitive in grant applications than minor arterials. As a result of this, principal arterials are in an overall better condition (63 PCI) than minor arterials (57 PCI). The city anticipates that many of the remaining streets that require preservation treatments now will not compete well for future grant funding. Over time it is likely that it will become increasingly difficult to depend on grant funding and additional funding sources would be needed.

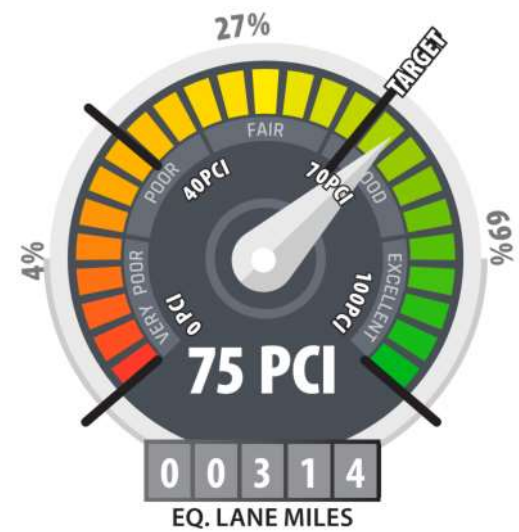


The planned 2021 and 2022 projects also include rebuilds of 2 streets (4th Street SE and 2nd Street SE), which is where we see a predicted decline in the PCI despite the funding level in 2022 being higher. This is due to the greater expense of rebuilding streets rather than preserving them.

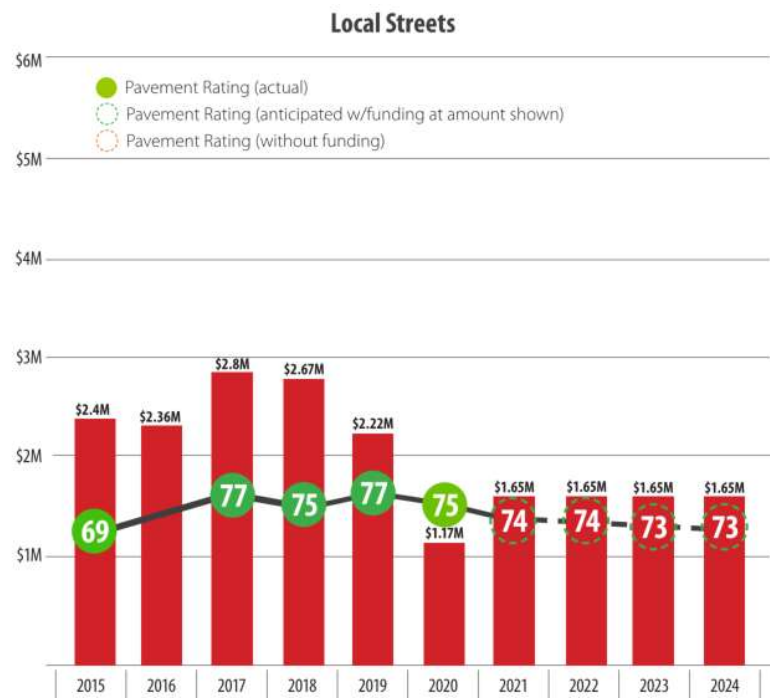
2020 STATE OF OUR STREETS DASHBOARD

Local Streets

There are currently approximately 314 equivalent lane miles of local streets in the city, which is 1 more lane mile than in 2019 due to new roads constructed by development activity. Local streets have an overall average PCI of 75 (compared to 77 in 2019). Despite the City’s target of 70 PCI being achieved there are still many local roads in need of repair and replacement. Roughly 69% of local roads are in good condition, 27% are in fair condition, and 4% are in need of a full re-build. Since 2015, the overall average PCI for local streets has increased from 69, due to the City’s preservation and re-building projects as well as the addition of new local roads from development activity.

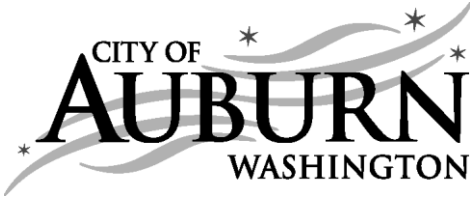


Funding Note: From 2013 to 2019, the local streets program was funded by new construction sales tax. Since 2019 the program has been spending down the fund balance, with some supplemental funding from Real Estate Excise Tax (REET) funds. The program has been funded at \$1.65M per year with the current biennial budget, but at this time no sustainable funding source has been identified beyond 2022. Simulations indicate that maintaining current funding levels results in the average PCI holding stable in the low 70’s (assuming no other changes), but dropping below 70 in 10 years. If a sustainable funding source is not identified for 2023 and beyond, it is predicted that the average PCI for local streets will drop to the low 40’s by 2040. Changes that may impact the average PCI (to be higher or lower than currently forecasted) include more or less of the development and utility work that build new roadways and restore existing roadways and refinement of the parameters used to predict PCI values based on additional data being collected.



PCI Further Explained:

Pavement Condition Index (PCI) is a 0 to 100 score that reflects the overall condition of roadway pavement and what types and degrees of maintenance and repair (or preservation activities) are needed to maximize the pavement's overall service life. A PCI of 100 is brand new pavement and a PCI of 0 is a roadway where the pavement has turned into gravel and dirt. The most efficient approach towards prolonging the life of a roadway is to keep the PCI at 70 or above (considered to be "good condition") for as long as possible. This is achieved through good pavement design and periodic light maintenance activities like patching and crack sealing. Once the PCI of a roadway has dropped below 70 (or from "good condition" to "fair condition"), additional patching and replacement of the top layer of pavement (overlay or grind and overlay) is needed to bring the pavement back into "good condition" and extend the life of the pavement. Without these pavement preservation efforts, the PCI continues to decrease and the costs to bring the pavement back into "good condition" increases. Additionally, as the PCI decreases, more and more potholes form on the roadway which requires more and more temporary and permanent pothole repairs (by the City's Maintenance and Operations Street crew). Eventually, without preservation activities, the PCI will drop below 40 and the roadway is considered to be in "poor condition" and in need of a very expensive full re-build. With these considerations, the City targets an overall PCI of 70 in order to maximize pavement life and minimize maintenance and preservation costs. Periodically, the City performs citywide inspections to determine the pavement condition index (PCI) for each roadway it maintains. The PCI inspections were completed in 2013, 2017, and most recently in the summer of 2019. The PCI inspection data is used to plan pavement preservation activities and as a gauge to measure how overall roadway conditions have, and will, respond to different funding levels and other factors that impact roadway conditions such as new development, City and non-City utility work in roadways, truck traffic, pavement design (past and present), and weather conditions.



Memorandum

To: Transportation Advisory Board

From: James Webb, Senior Traffic Engineer, PE, PTOE

Date: May 18, 2021

Re: 2022-2027 Transportation Improvement Program and Transportation Impact Fees – Annual Update

ANNUAL TIP UPDATE

RCW 35.77.010 requires that the Six-Year Transportation Improvement Program (TIP) be amended annually by June 30.

The TIP is a multiyear planning tool and document for the near-term development of transportation facilities within the City. The TIP is proposed to be financially constrained for the entire six years of the TIP based on known and anticipated revenue and expenditure forecasts. Once the TIP is approved, projects are budgeted and funded through the City's biennial budget. The TIP sets priorities for the acquisition of project funding and is a prerequisite of most grant programs. Staff also uses the TIP to coordinate future transportation projects with needed utility improvements.

SUMMARY OF PROPOSED AMENDMENTS TO THE TIP

Removal of Projects

Projects anticipated to be complete in 2021 will be removed from the TIP and their TIP project numbers recycled. Projects are sometimes removed from the TIP for other reasons such as being combined with other projects or changing priorities and needs. The following projects are proposed to be removed from the TIP:

- TIP I-17: Citywide LED Street Lighting and Controls (\$2.7M) (Nearing Completion, will be complete in 2021)
- TIP N-3: Arterial Bicycle and Safety Improvement Program (\$0.1M) – Combined with N-1 Non-Motorized Safety Program, as described under Other Modifications
- TIP N-10: M Street SE Sidewalk Improvements (\$0.71M) (Beginning construction, will be complete in 2021)
- TIP P-7: 2021 Local Street Preservation Project (\$2.5M) (Beginning Construction, will be complete in 2021)

- TIP P-8: 2022 Local Street Preservation (\$1.65M) – The 2022 program funding is included with TIP P-1 Local Street Preservation. A stand-alone local street preservation project will not be pursued in 2022. Instead, local street preservation work will be incorporated into other projects such as the Water Utility’s Lead Service Line Replacement Project (CP1922).
- TIP P-9: Lea Hill Bridge Deck Preservation (\$1.65M) (Beginning Construction, will be complete in 2021)
- TIP P-12: Lakeland Hills Way Preservation (\$0.65M) (Beginning Construction, will be complete in 2021)
- TIP P-13: 3rd Street SW Bridge Deck Preservation (\$1.45M) (Beginning Construction, will be complete in 2021)

Grant Awards and New Project

The annual TIP update provides an opportunity to add projects to the TIP or to modify existing projects to reflect recent grant awards and other revenues. It also provides an opportunity to add new projects based on emerging needs. The 2022-2027 TIP includes the following proposed project additions:

- TIP R-4: A Street Loop – the project finances were updated to show \$1,125,000 of Federal grant funds awarded to the project in April 2021
- TIP R-6: AWS Widening (Hemlock to Poplar) - the project finances were updated to show \$3,608,232 of Federal grant funds awarded to the project in April of 2021
- TIP N-7: AWS Southside Sidewalk – the project finances were updated to show \$600,000 of State grant funds anticipated to be awarded to the project
- TIP I-9: Lea Hill ITS Expansion (\$0.60M) (Emerging Need)
- TIP N-5: Sidewalk and ADA Inventory (\$0.20M) (Emerging Need)

Other Modifications

Other changes proposed to be made as part of the annual update are to revise certain project descriptions, cost estimates, and anticipated funding sources to be more representative of project scopes and available funding sources, and to match the adopted Capital Facilities Plan. The most significant changes are listed below:

- TIP I-2: Annual Traffic Signal Improvement – No changes are proposed to the 2022 funding of \$100k. The current TIP shows alternating funding between \$200k and \$100k each year starting in 2023. The proposed TIP shows a funding level that starts at \$180k in 2023 and gradually increases to \$200k by 2027. Actual annual needs for the program have typically ranged from \$150k to \$200k.
- TIP N-1: Non-Motorized Safety Program – this is a new name for the program and is a combination of the Pedestrian Accessibility and Safety Program (N-1) and Arterial Bicycle and Safety Improvement Program (N-3). These programs were combined to provide more flexibility in how the funding can be used, and to combine the funding to allow more extensive improvements to be funded. Overall funding levels remain unchanged from the previous programs.
- TIP N-8: Evergreen SRTS – the scope of the project was revised to include the extension of the sidewalk to the west of Evergreen Heights Elementary to 51st Avenue S. The previously proposed roundabout and roadway realignment at 56th Avenue S will be added to the comprehensive plan as a long-range project need. This change

will allow the project to be more competitive for Safe Routes to Schools grant funding in 2022.

- TIP P-2: Local Street Preservation Program – From 2023 and beyond, annual expenditures were increased from \$1.65M to \$2.0M to reflect the program needs identified in the annual state of our streets report. The additional expenditure comes from spending down the existing fund balance. The program also anticipates that the program will continue to be funded beyond the 2021/22 budget, although the source of the anticipated \$1.5M annually that is currently funded by REET2 revenues is unknown at this time.
- TIP R-1: Neighborhood Traffic Calming Program – The current TIP has this program funded at \$10k per year through 2023 and at \$50k per year from 2024 and beyond. The proposed TIP shows funding the program at \$150k per year starting in 2022. The revised funding reflects the need for a modified and expanded program that is currently under development and will be presented in more detail later. The program shows an increase in annual funding to reflect the anticipated needs of the program and to provide the ability to fund a wider variety of traffic calming measures.

CURRENT STATUS AND NEXT STEPS:

Staff will continue to develop the 2022-2027 TIP update. Input from the Transportation Advisory Board and City Council will be incorporated, and adoption is anticipated to follow the schedule below.

- **JUNE 1, 2021:** SECOND TRANSPORTATION ADVISORY BOARD DISCUSSION
- **JUNE 7, 2021:** RESOLUTION TO SCHEDULE PUBLIC HEARING
- **JUNE 14, 2021:** SECOND COUNCIL STUDY SESSION (IF REQUIRED)
- **JUNE 21, 2021:** PUBLIC HEARING & RESOLUTION FOR ADOPTION

ANNUAL TRANSPORTATION FEE UPDATE

The most recent update to the City's transportation impact fee occurred on January 1, 2021 and was based on the funding needs identified in the current TIP (2021-2026). Transportation impact fees are generally updated annually with adoption of the City's fee schedule. The updates are required to stay current with the need to fund transportation projects which add capacity to accommodate current and forecast growth. A description of the updated transportation impact fee that is proposed to be included in the 2022 fee schedule follows:

TIP Funding Need

The proposed 2022-2027 TIP requires \$22.5M of transportation impact fee funding which reflects a 15% increase from the 2021-2026 TIP which required \$19.5M of transportation impact fee funding. A portion of this funding will be provided by previously collected traffic impact fees (approximately \$6.1M). The remaining portion (approximately \$16.4M) needs to be collected during the six years between 2022 and 2027 to fully fund the capacity projects proposed to be included in the TIP. This increase is the result of a combination of factors including the addition of new projects to the TIP, changes in funding needs for existing projects, and adjusting the TIP to maintain a positive balance in the traffic impact fee fund at the end of the six-year period covered by the TIP.

Number of Growth Trips

The proposed 2022 fee is based on the additional vehicle trips anticipated to be generated by growth within the City forecast during the six-year period covered by the TIP. This is based on the 2015 Comprehensive Transportation Plan, and the estimated number of trips generated by growth within the City in recent years. An annual average of 436 trips are forecast to be generated by growth occurring during the 2022-2027 TIP for a total of 2,616 trips. This represents a small reduction from the 2,634 total trips forecast during the 2021-2026 TIP.

Proposed Citywide Transportation Impact Fees

The current per trip fee is \$4,894.00. The proposal is to implement a gradual increase throughout the TIP period of 7% per year that would generate the revenue needed to fully fund the TIP.

A per trip fee of \$5,237 is proposed for 2022, a 7% increase from 2021 (\$4,894).

The updated PM peak hour trip amount will be utilized to adjust the detailed traffic impact fees included in the proposed 2022 fee schedule. The updated fee would be applicable to all new uses citywide except in the Lakeland Hills PUD and the Downtown Urban Center (DUC) zone.

Downtown Urban Center Zone Rate

To acknowledge the trip generation characteristics of the downtown urban center, the City added a second zone to the transportation impact fee program. The program charges reduced impact fees for development occurring in the downtown urban center. The applicable downtown area in which fees are reduced is shown in Figure 1.

Reduced impact fees for the downtown urban center account for anticipated reduced trip generation resulting from the availability of transit service (both bus and rail), the completeness of non-motorized facilities, and the proximity of complementary land-uses (retail, commercial, medical, etc.). This provides a better nexus between transportation impact fees and the impacts of development in the downtown urban center.

The following reductions are used for each land use category in the downtown urban center:

- ***Residential, Lodging, and Medical*** **-19%**
- ***Recreation, Institutional, Retail, and Service*** **-26%**
- ***Office*** **-32%**

National and local data was used to estimate the reductions for downtown land-uses in Auburn. This approach is consistent with other local jurisdictions, including Federal Way and Kent.

Lakeland Hills PUD Rate

Transportation mitigation fees for Lakeland Hills were established in 1998 by Resolution 2955. At that time, the initial impact fees were identified for detached single-family units, attached single-family and multi-family units, senior family residential units, and commercial and retail space. The

fees are updated annually based on the Consumer Price Index (CPI) for the Seattle-Metropolitan area. These fees will be updated closer to the end of the year when the CPI data is available.

TIF Comparison by Agency

Below is a comparison of the traffic impact fee for a single-family residential unit in several local cities in Puget Sound (listed from lowest to highest) compared with the proposed 2022 rate for Auburn:-

| | |
|-----------------|-----------------------------------|
| Covington - | \$4,461 (2021) |
| Puyallup, | \$4,547.41 (unchanged from 2007) |
| Kent - | \$4,938.19 (2022) |
| Kirkland - | \$5,888 (2021) |
| Auburn - | \$6,048.74 (2022 proposed) |
| Federal Way- | \$7,054 (2021) |
| Bellevue - | \$7,271 (2022) |
| Bothell - | \$9,606 (2021) |
| Renton - | \$10,861.69 (2021/22) |

The single-family residential rate presented above for Auburn is based on, but differs from the per trip fee presented in the traffic impact fee calculations. This is because the fees for individual land uses include adjustments for the number of new trips generated, average vehicle trip length, and the proportion of truck trips generated (for commercial developments). The list includes a mix of 2021 and 2022 rates because not all agencies have developed and published their 2022 rates.

For previous annual traffic impact fee updates, a chart showing the comparison of the basic transportation impact fee for 60 Western Washington Cities and five Counties was provided. However, this chart is not currently available.

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, Commute Trip Reduction Act, the federal Clean Air Act, the Americans with Disabilities Act (ADA), 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, 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.

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;

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.

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 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 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 needs to contribute to pedestrian network connectivity and continuity. In addition to the public right-of-way, 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

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, 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.

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.

- Sidewalks 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.
- Where property owners are willing to financially participate in the construction of 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.

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) 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.

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?

- ***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, a new bike lane connection was created by the construction of the new A Street NW corridor. Bikes 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 Interurban Trail to L St NE, Interurban Trail, White River Trail, and 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 SEPA process to encourage development of these facilities at the time of new development or tenant improvements.

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

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, 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.

| 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 |

| | | |
|------------------------|---|--|
| 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 6 th St SE to 41 st St SE / Ellingson Rd. | Bicyclists Pedestrians |

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

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 has identified several elements, which 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, 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, 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.

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 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.

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.

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 Non-motorized chapter of the Comprehensive Transportation Plan by requiring right-of-way 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 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.

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 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.

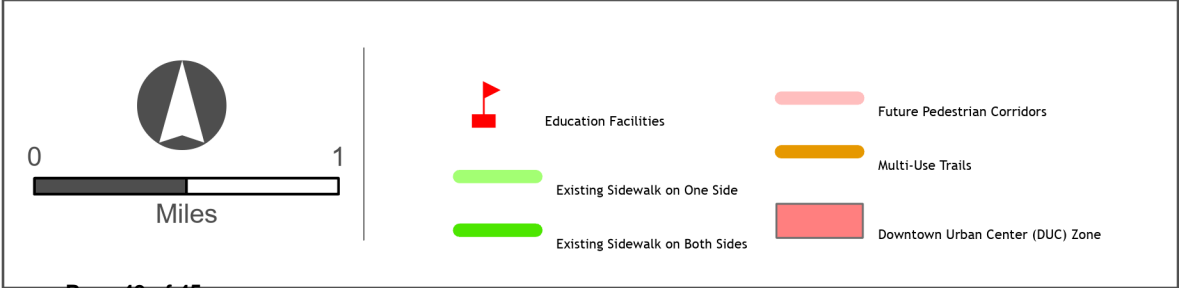
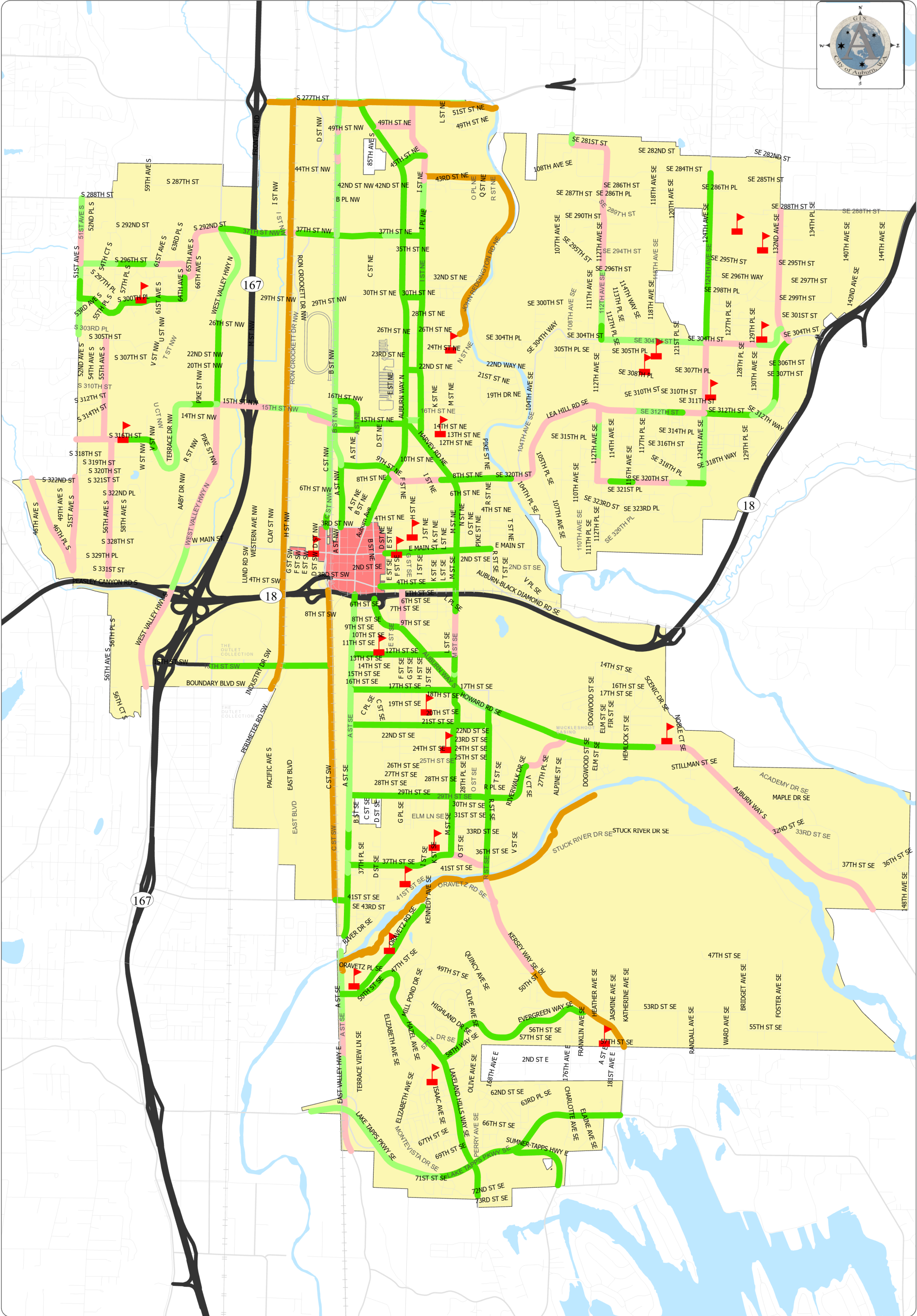
Bike-11: Develop a capital improvement program project with cost estimate for the design and construction of innovative and safe pedestrian/bicycle crossing at M St./Auburn Way South intersection.

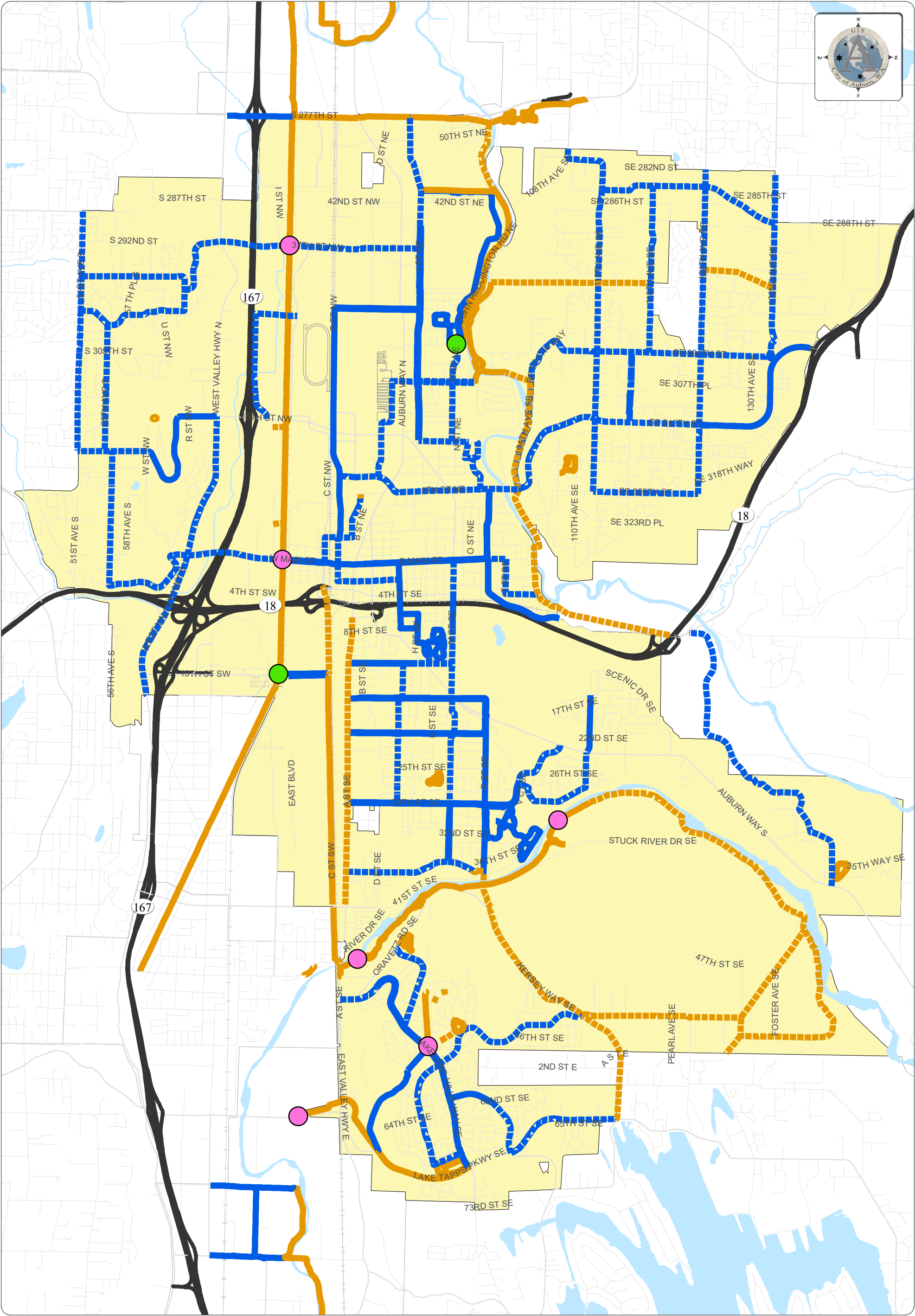
Bike-12: Install one or more bike boxes through a pilot program approach to test effectiveness and public response. Focus pilot program efforts at key intersections such as the West Main Street and C Street intersection, the M Street and Auburn Way South intersection and the Ellingson Road and A Street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


Bike-13: Continue to install bicycle/pedestrian crossing warning systems along 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.









0 1
Miles


 Existing Trailheads

 Future Trailheads

 Bike Facility

 Future Bike Facility

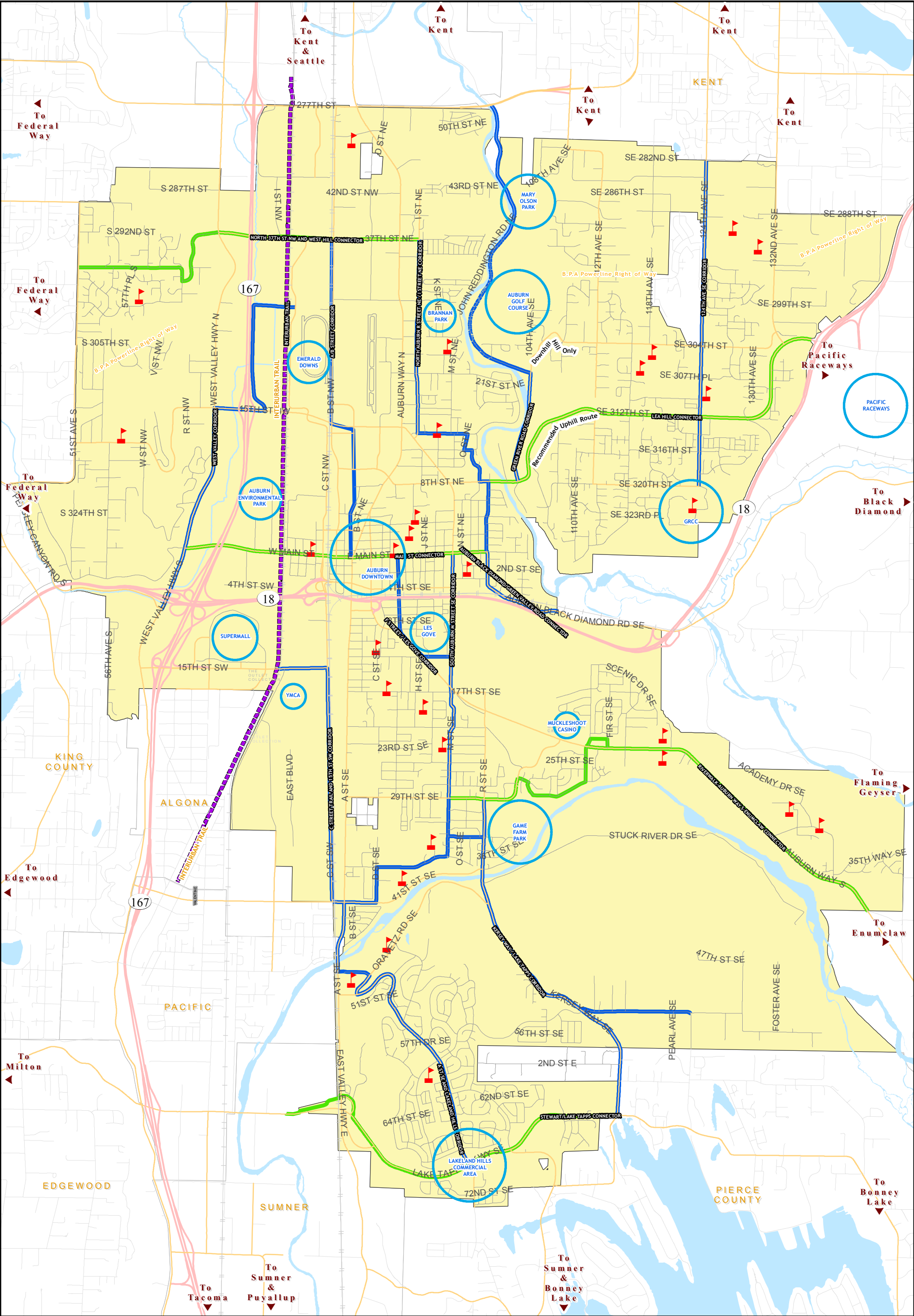
 Trail

 Future Trail

Auburn Transportation Plan

Existing and Future Bicycle Facilities
and Multi-Use Trails

Map 3-2



0

1

Miles

Connectors

Corridors

Interurban Trail

City of Auburn

Focus Area

Auburn Transportation Plan

Bicycle Corridors and Connectors

Map 3-3

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Source: City of Auburn GIS Department

Printed On: 10/6/2015

Map ID: 4593