

**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

November 14, 2023

MEETING AGENDA

I. CALL TO ORDER – 5:00 P.M.,

II. ROLL CALL (Huynh)

III. PUBLIC PARTICIPATION:

1. Public Participation:

The Transportation Advisory Board Meeting scheduled for Tuesday, November 14, 2023, at 5:00 p.m. will be held in person and virtually.

To attend the meeting virtually, please click one of the below links, enter the Meeting ID into the Zoom app, or call into the meeting at the phone number listed below.

The link to the Virtual Meeting to listen to the Transportation Advisory Board Meeting is:

Zoom: <https://us06web.zoom.us/j/81594802368>

To join the meeting by phone, please use the below call-in information:

253-215-8782

888-475-4499 (Toll Free)

Meeting ID: 815 9480 2368

International numbers available: <https://us06web.zoom.us/j/81594802368>

2. Public Comments:

This is the place on the agenda where the public is invited to speak to the Transportation Advisory Board on any issue. Public comment is limited to 3 minutes.

a. The public can participate in-person or submit written comments in advance.

Participants can submit written comments via mail or email. All written comments must be received prior to 3:00 p.m. on the day of the scheduled meeting and must be 350 words or less.

Please mail written comments to:

City of Auburn

Attn: Julie Huynh, Acting Administrative Assistant

25 W Main St

Auburn, WA 98001

Email written comments to:

tabpubliccomment@auburnwa.gov

If an individual requires an accommodation to allow for remote oral comment because of a difficulty attending a meeting of the governing body, the City requests notice of the need for accommodation by 3:00 p.m. on the day of the scheduled meeting. Participants can request an accommodation to be able to provide remote oral comment by contacting

the Engineering Department in person, by phone 253-931-3010, or email to tabpubliccomment@auburnwa.gov

IV. ACTION ITEMS

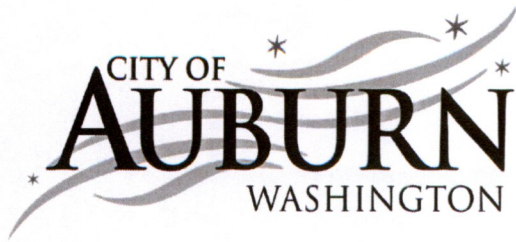
- A. APPROVAL OF MINUTES FOR THE MEETING ON August 15, 2023*
- B. ELECTION OF VICE CHAIR FOR 2024

V. DISCUSSION AND INFORMATION

- Grant Update (James)*
- Neighborhood Traffic Calming Program Update (Bean)*
Staff presentation on the 2023/2024 Traffic Calming Program.
- 2024 Comprehensive Transportation Plan Update (Sweeting)*
Staff presentation about the 2024 Comprehensive Transportation Plan update, with a continued focus on Policies, with a discussion from TAB members.
- Review 2024 Meeting Dates (Gaub)
 - February 13, 2024
 - May 14, 2024
 - August 13, 2024
 - November 13, 2024 (Note this is moved to a Wednesday due to the holiday and City Council meeting schedule.)
- Next meeting topics:
 - 2023 Annual Work Plan Report
 - 2024 Work Plan
 - (tentative – pending confirmation from transit agencies) Transit update from Metro (safety & I Line) and Sound Transit (Garage and Link Light Rail – Federal Way Extension)

VI. ADJOURNMENT

Next meeting will be held on Tuesday, February 13, 2024 at 5:00 P.M.



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

August 15, 2023

DRAFT MINUTES

I. CALL TO ORDER – 5:00 P.M.,

II. ROLL CALL (Huynh)

Present: Peter Di Turi, Derek Ronnfeldt, Michael Harbin, Ajay Ganesan, Tyson Hiffman, Dennis Grad, and Emmanuel Dolo

Excused absence: Sarah Shaw, Patricia Larson

Unexcused absence: Ena Robinson, Riley Patterson

City Staff: Mayor Nancy Backus, Public Works Director Ingrid Gaub, Senior Transportation Planner Cecile Malik, Project Engineer Seth Wickstrom, Office Assistant Julie Huynh and Administrative Assistant Molly Mendez

III. PUBLIC PARTICIPATION:

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- a. The public can participate in-person or submit written comments in advance.

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There was no public comment.

IV. ACTION ITEMS

A. APPROVAL OF MINUTES

It was moved by Boardmember Harbin Jr., seconded by Boardmember Grad that the Committee approve the Transportation Advisory Board minutes for May 09, 2023. Motion carried.

B. RULE OF PROCEDURE UPDATE*

It was moved by Boardmember Harbin Jr., seconded by Boardmember Grad that the Committee approve the updated Rule of Procedures for May 09, 2023. Motion carried.

V. DISCUSSION AND INFORMATION

A. Mayor Backus

Visit from Mayor Backus to thank TAB members for their service.

B. General Update (Malik)

- Bike Everywhere day – event report
 - The City set up at the Interurban Trail by Main Street with snacks and drinks to engage with bicyclists.
 - Interurban Trail is in the process of getting repaved. One section per year will be done starting in 2023 in Pacific, then Algona and then Auburn.
- Comprehensive Transportation Plan – outreach efforts
 - Cecile Malik discussed the outreach efforts at an open house for the City's Comprehensive plan update, Farmers Market, Kids Day, Bike Everywhere Day, etc. using QR Codes, fliers and interactive maps to engage with the community.

C. Featured Capital Project (Wickstrom)*

Presentation from staff about the Coal Creek Springs Transmission Main Repair project, which will construct a transmission pipeline over the White River, suspended from a new pedestrian bridge connecting Game Farm Park to Game Farm Wilderness Park.

- Seth Wickstrom discussed the current conditions of Coal Creek Springs, the new utility bridge with pedestrian walkway that will provide a connection between the two parks, the location of the new watermain underneath the walkway, and the work being done to minimize the impacts to the river and shoreline.
- Several questions were asked and answered during the presentation.

D. 2024 Comprehensive Transportation Plan Update (Malik)*

Staff presentation about the 2024 Comprehensive Transportation Plan update, with a focus on Policies, with a discussion from TAB members.

- Cecile Malik presented the 2024 Comprehensive Transportation Plan Policy Review and the work being done by the City to change the structure of the plan and update the documents to ensure the policies better align with the City's current goals, to cover any gaps and to incorporate new legislation. New, old and removed policies were reviewed.
- Several questions were asked and answered during the presentation.

E. Next meeting topics:

- 2024 Comprehensive Transportation Plan Update – MMLOS Policies
- Neighborhood Traffic Calming Program update
- 2024 TAB workplan
- (tentative – pending confirmation from transit agencies) Transit update from Metro (safety & I Line) and Sound Transit (Garage and Link Light Rail – Federal Way Extension)

F. Other Discussion Items / Roundtable.

- Required OPMA/PRA Training for Board members will be emailed to members and staff requests acknowledgement when they have completed the training.

VI. ADJOURNMENT

There being no further business to come before the Transportation Advisory Board, it was moved by Boardmember Harbin Jr., seconded by Boardmember Dolo to adjourn the meeting. Motion carried. The meeting was adjourned at 6:34 p.m.

Next meeting will be held on Tuesday, November 14, 2024 at 5:00 P.M.

Approved this _____ day of _____, 2023.

Peter Di Turi
Chairman

Julie Huynh
Office Assistant

ENGINEERING SERVICES

**2023 TRANSPORTATION
GRANT SUMMARY**

**JAMES WEBB
TRANSPORTATION ADVISORY BOARD
NOVEMBER 14, 2023**

Public Works Department
Engineering Services • Airport Services • Maintenance & Operations Services

**AUBURN
VALUES**

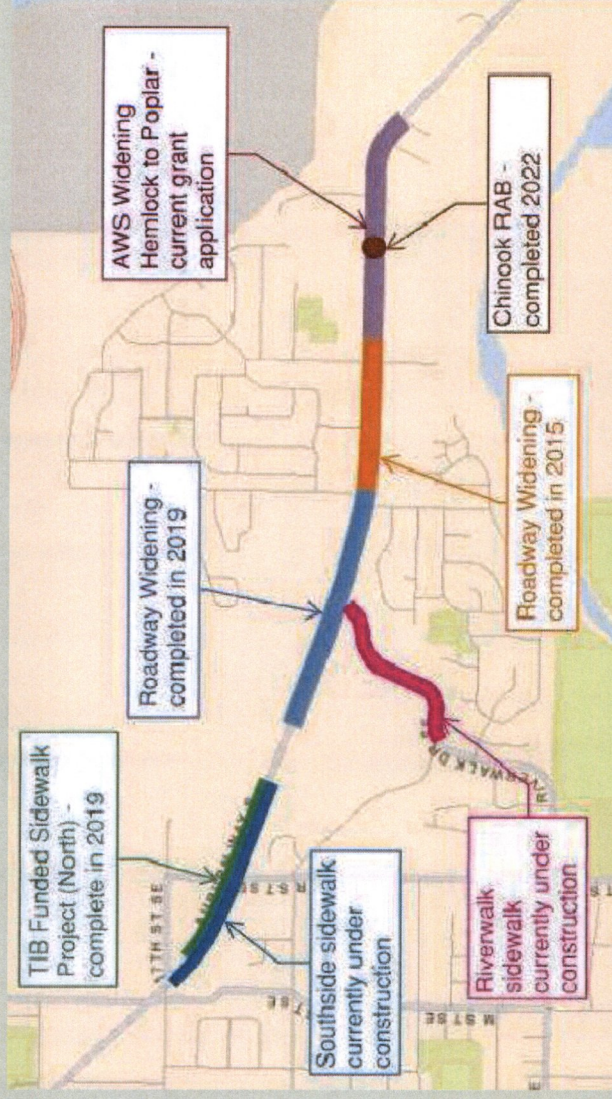
**S E R V I C E
E N V I R O N M E N T
E C O N O M Y
C H A R A C T E R
S U S T A I N A B I L I T Y
W E L L N E S S
C E L E B R A T I O N**

2023 GRANT APPLICATIONS

- **Transportation Improvement Board (TIB)**
 - Auburn Way S Widening
 - Regional Growth Center
- **Reconnecting Communities and Neighborhoods (RCN) Program**
 - BNSF Railway & A Street SE Crossing and Access Improvements Project

AUBURN WAY S WIDENING

- Project is already fully funded
- Construction phase programmed to start in 2024
- Requested \$3.3M to replace budgeted local funds
- Decision expected early December



REGIONAL GROWTH CENTER ACCESS

- Project is already fully funded
- Project to be advertised before the end of 2023
- Requested \$2.1M to replace budgeted local funds
- Decision expected early December



BNSF RAILWAY & A STREET SE CROSSING AND ACCESS IMPROVEMENTS

- #1 - non-motorized tunnel
- #2 - New signalized crossing
- #3 - Access management
- #4 - Skinner Rd crossing and trail extension

- \$19.94M request
- Decision expected in 2024



ANTICIPATED 2024 COMPETITIONS

- FHWA Funding Administered by PSRC
 - Regional Competition
 - King County Countywide Competitions
 - Pierce County Countywide Competition
- WSDOT Programs
 - Safe Routes to Schools
 - Pedestrian and Bicycle safety and mobility
 - Highway Safety Improvement Program
- SS4A – Safe Streets for All Program
- Active Transportation Infrastructure Investment Program (ATIIP)
- Transportation Improvement Board (TIB)

NEIGHBORHOOD TRAFFIC CALMING UPDATE

VERONICA BEAN
TRANSPORTATION ADVISORY BOARD
NOVEMBER 14, 2023

AUBURN
VALUES

S E R V I C E
ENVIRONMENT
E C O N O M Y
C H A R A C T E R
S U S T A I N A B I L I T Y
W E L L N E S S
C E L E B R A T I O N

AGENDA

- Neighborhood Traffic Calming Program Refresher
- 2022 Focus Area
- 2023 Focus Area
- Future of the Neighborhood Traffic Calming Program

NEIGHBORHOOD TRAFFIC CALMING PROGRAM REFRESHER



The objectives of the neighborhood traffic calming program are to:

- Improve safety for all road users, especially pedestrians and cyclists.
- Reduce speeds in neighborhoods so that most cars drive at or below the posted speed limit.
- Discourage cut-through vehicle traffic and to encourage drivers to use streets that are designed for higher traffic volumes.
- Educate residents through traffic safety awareness and outreach.
- Meet Auburn's equity goals with a proactive approach to ensure all neighborhoods are evaluated and encourage residents to participate in the process.

NEIGHBORHOOD TRAFFIC CALMING PROGRAM REFRESHER



Proactive areawide approach

- Evaluate complete neighborhoods
- Aims to prevent shifting of cut-through and speeding traffic



2022 FOCUS AREA

Conducted two online open houses

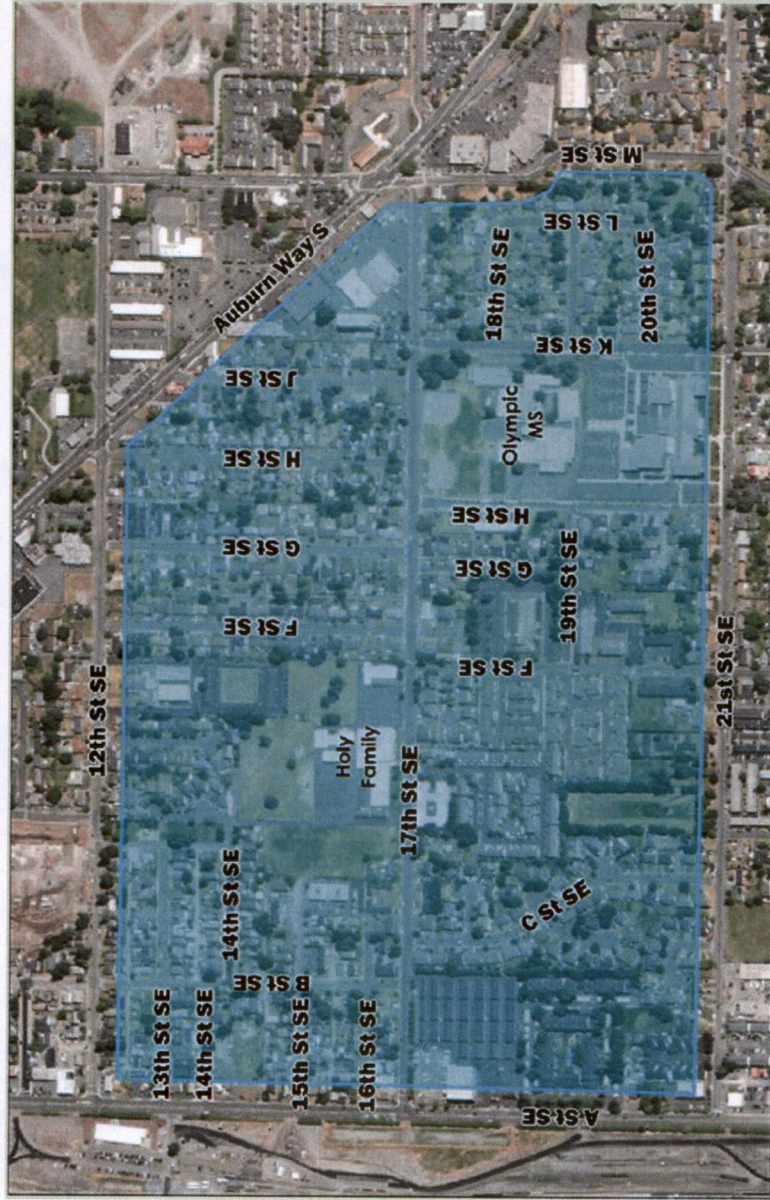
- First open house - Asked residents where they experience speeding issues
- Second open house - Presented proposed improvements and asked for feedback

Improvements include:

- Speed cushions on 30th, 31st, 32nd, and 33rd Streets SE
- Install sidewalk on north side of 32nd St SE
- Raised crosswalk at the intersection of M St SE & 25th St SE
- Ensure the speed limit is posted on all streets



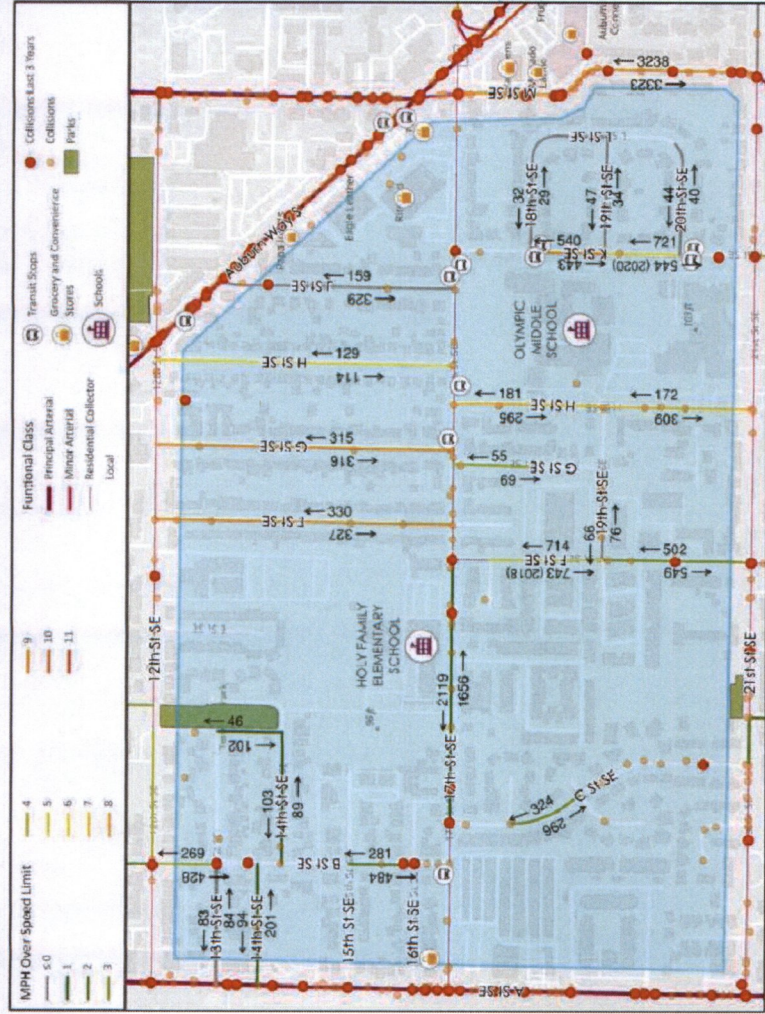
2023 FOCUS AREA



Two open houses

- First open house - Asked residents where they experience speeding issues
- Second open house - Presenting proposed improvements and asking for feed back

2023 FOCUS AREA: DATA COLLECTED



2023 FOCUS AREA: PROPOSED IMPROVEMENTS



- Install traffic calming circles at B St SE & 13th St SE, and B St SE & 15th St SE
- Install stop signs on 14th St SE and 16th St SE at their intersections with B St SE

2023 FOCUS AREA: PROPOSED IMPROVEMENTS

On F, G, H, and J

Streets SE between

12th St SE & 17th St

SE:

- Speed cushions
- Ensure the speed limit is posted on all streets

On F, G, H, and J

Streets SE between

17th St SE & 21st St

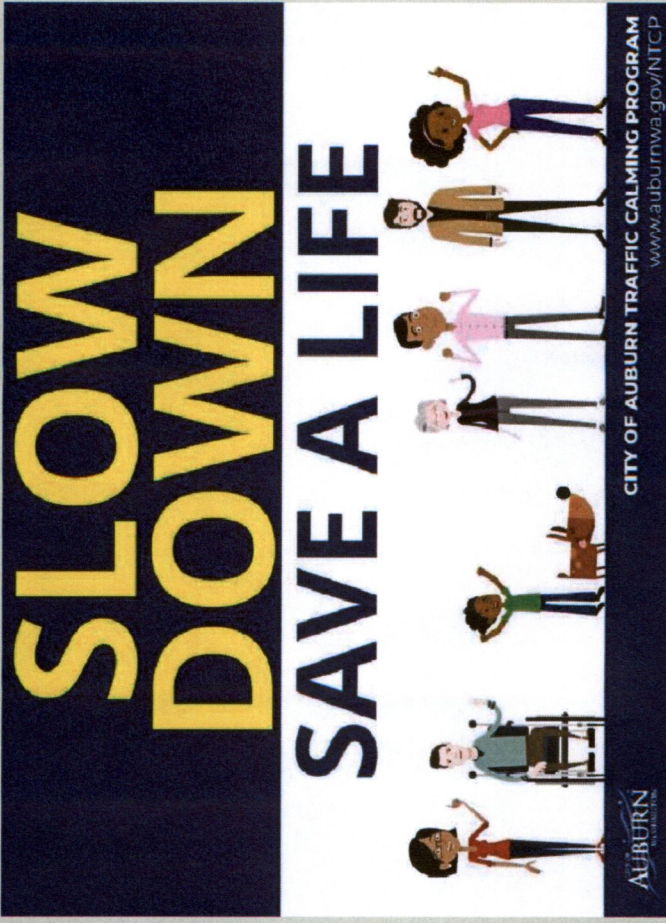
SE:

- Speed cushions
- Ensure the speed limit is posted on all streets



FUTURE OF THE NEIGHBORHOOD TRAFFIC CALMING PROGRAM

- The neighborhood traffic calming program is currently budgeted through 2024.
- The program beyond 2024 is dependent upon future budgeting – looking at 2025-2026.



ENGINEERING SERVICES

**COMPREHENSIVE PLAN
POLICY REVIEW - MMLLOS**

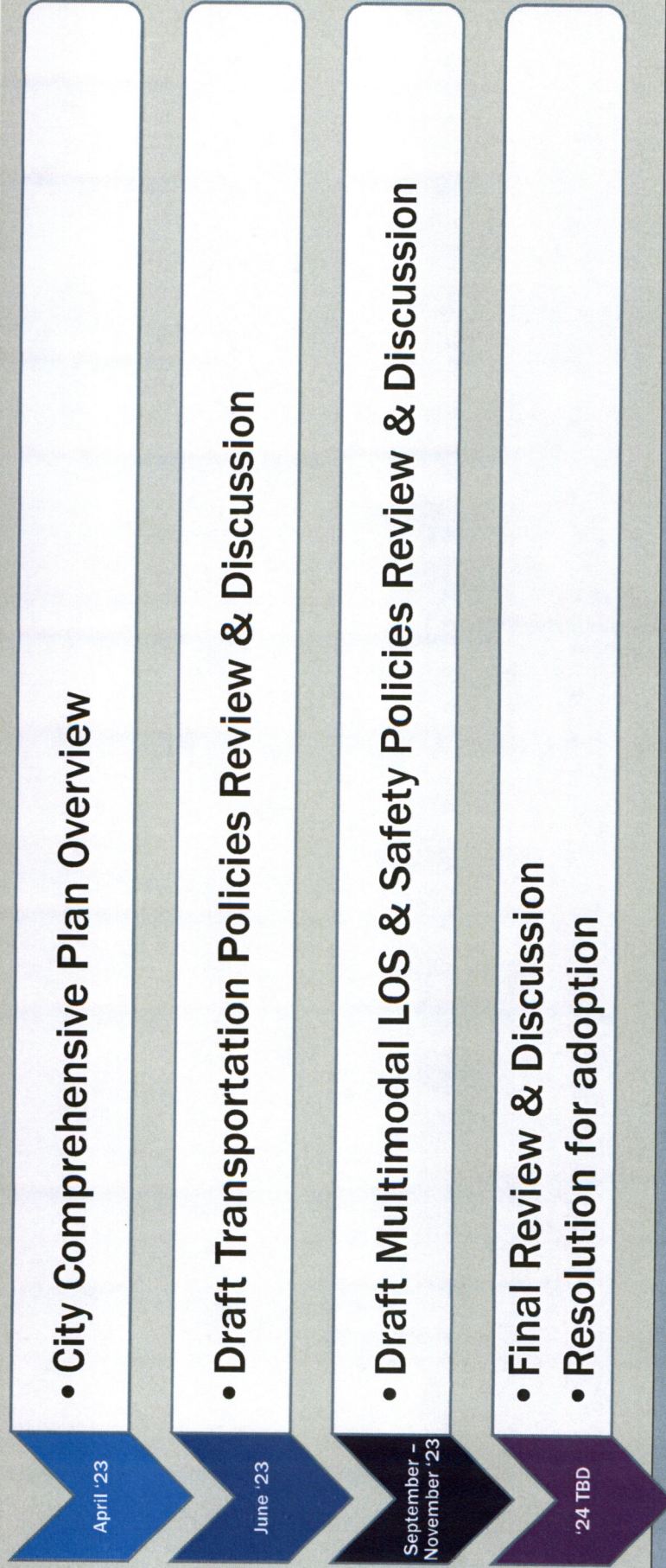
**JACOB SWEETING
TRANSPORTATION ADVISORY BOARD
NOVEMBER 14, 2023**

Public Works Department
Engineering Services • Airport Services • Maintenance & Operations Services

AUBURN
VALUES

S E R V I C E
E N V I R O N M E N T
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W E L L N E S S
C E L E B R A T I O N

COUNCIL SCHEDULE OVERVIEW



GOALS - POLICIES - ACTIONS

Goals

- Broad statements indicating a general aim or purpose to be achieved.

Policies

- Topic-specific statement providing guidelines for current and future decision-making.
- Indicates a clear commitment of the local legislative body.

Actions

- Initiatives, projects, or programs to put policy into motion.

GOALS

- Goal 1: Planning*
 - Goal 2: Equity*
 - Goal 3: Safety
 - Goal 4: Environment*
 - Goal 5: Multimodal*
Transportation Network
 - **Goal 6: Multimodal Level of Service Standards**
 - Goal 7: Concurrency*
 - Goal 8: Managing capacity needs*
 - Goal 9: Right-of-way management*
 - Goal 10: Maintenance & Preservation*
 - Goal 11: Parking*
- * Previously Discussed w/Council*

WHAT ARE MMLoS STANDARDS?

- **Level of Service (LOS) Standards:**
 - Metrics that indicate how well transportation systems are moving people and goods
- **Multi Modal (MM):**
 - More than 1 mode of moving people and goods
 - Motorized vehicles moving people on streets
 - Active transportation, including pedestrian (walking) and bicyclists.
 - Transit (busses and Sounder trains)
 - Trucks moving freight on streets and via railroads.

WHY MMLLOS STANDARDS?

- Required by Regional Planning Policies (PSRC)
- Required by HB1181
- Provides framework for more equitable, sustainable, healthier, and environmentally balanced transportation system.
 - Metrics allow evaluation and planning to be focused on walking, biking, and transit to move people instead of just cars.
 - Standards developed to prioritize active transportation facilities that will best realize mode shift from vehicles to transit.
 - Provide mechanism to provide for growth and development to be mitigated by other means besides just expanding roadway capacity.

POLICY REVIEW: GOAL 6) MMLoS STANDARDS

GOAL 6: Multimodal Level of Service (MMLoS) – Establish multimodal level of service standards for all City streets, active transportation facilities, and access to transit services to serve as a gauge to judge performance of the system and success in helping achieve the comprehensive plan goals consistent with environmental justice.

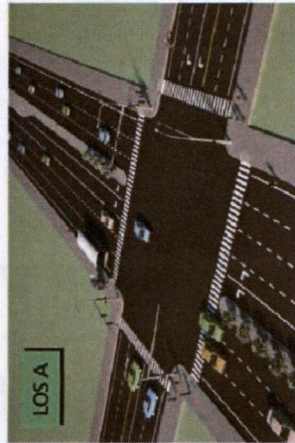
VEHICLE LOS STANDARDS

- **Current Proposed Approach:** Based LOS Standards on AM and PM peak intersection delay and queuing at intersections.
- **Previous Approach:** Based on PM peak except in special circumstances, included intersection delay, queueing, corridor LOS, pavement degradation, safety impacts, and general roadway geometry
- **New approach** simplifies metrics to clarify when standards are being met.
- **Other factors** included in previous approach are still considered with other goals/policy sections.

VEHICLE LOS STANDARDS - INTERSECTION DELAY

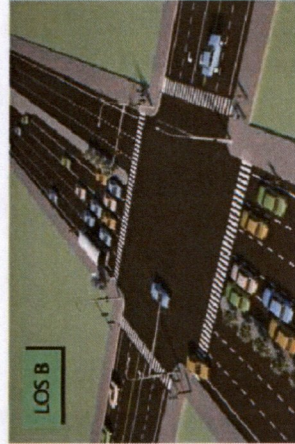
■ TR6-1-1: The City adopts the following Vehicle Level of Service (LOS) Standards for the AM and PM peak periods per the Highway Capacity Manual:

- Signalized: LOS D except intersection of two principal arterials is E
- Stop Controlled: LOS E
- Roundabout: LOS D



LOS A

Intersection Operation: Free Flow
Degree of Delay: Negligible Delays



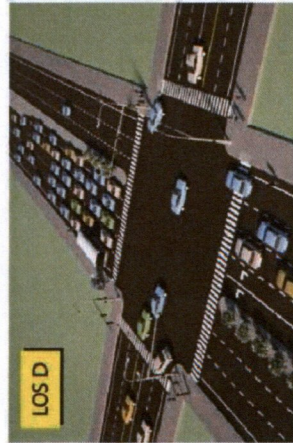
LOS B

Intersection Operation: Stable Flow
Degree of Delay: Minimal Delays



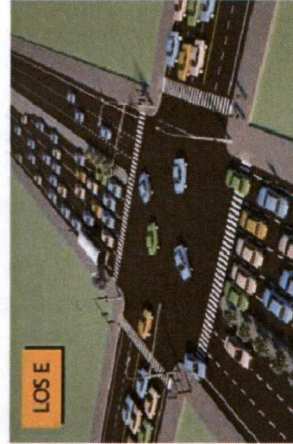
LOS C

Intersection Operation: Stable Flow
Degree of Delay: Moderate Delays



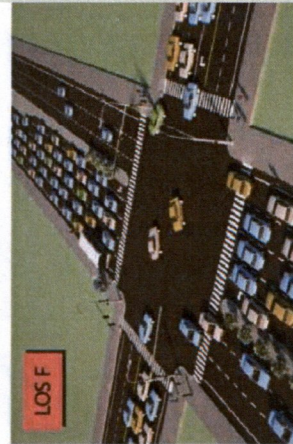
LOS D

Intersection Operation: Less Stable Flow
Degree of Delay: Long Delays



LOS E

Intersection Operation: Unstable Flow
Degree of Delay: Substantial Delays Can Occur



LOS F

Intersection Operation: Unpredictable Flow/Wait Through Multiple Cycles
Degree of Delay: Excessive Delays Can Occur

VEHICLE LOS STANDARDS – INTERSECTION QUEUING

■ Policy TR6-1-1 Continued

- Queuing: The line of cars waiting at an intersection
- Metric Rating: Pass/Fail
- Does queuing extend through other intersections or block driveways? Do those intersections and driveways meet spacing standards?
- Do any queues extend beyond designated lanes such that they block other vehicle lanes (turn lanes)?

■ **Actions: Regularly conduct traffic counts, observations, and modeling to evaluate current and future Vehicle LOS and identify projects to address deficiencies.**

ACTIVE TRANSPORTATION LOS STANDARDS

- Active Transportation: People getting to/from places by walking or biking.
- Previous Plan does not have LOS Standards for Active Transportation
- Metric: Based on Level of Traffic Stress (LTS) Concept:

LTS 1



Safe and comfortable for people of a wide range of ages and abilities.

LTS 2



Comfortable in small segments for people of a wide range of ages and abilities.

LTS 3



Tolerable for confident, experienced bicyclists and pedestrians.

LTS 4



Uncomfortable for most people and are a barrier to walking and biking for many.

WALKING LOS STANDARDS - POLICIES (ALL NEW)

New Policy - TR6-2-2 Pedestrian LOS Standards:

- Pedestrian LOS is based on LTS ranging from 1 to 4.
- LTS standard is 1 except "rustic" or alleys have LTS standard of 2.
- Streets may be designed with lower LTS to accommodate local needs.

Related Actions:

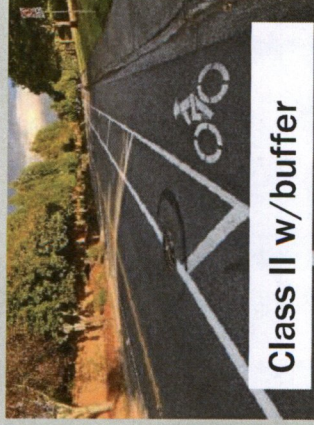
- The Street cross sections included in the EDS will be updated provide at least minimum level of service requirements.

Roadway Classification	No separate pedestrian facility	5' Shoulder	5' Shoulder w/Physical Barrier	5'Sidewalk	5' Sidewalk w/ 5' Separation	10'Sidewalk
Alley	2	1	1	1	1	1
Rustic Residential	3	1	1	1	1	1
Rustic Collector	3	2	1	1	1	1
Local Residential	3	3	2	2	1	1
Residential Collector	4	3	2	2	1	1
Local Non-Residential	4	4	3	3	2	1
Non-Residential Collector	4	4	4	3	2	1
Minor Arterial	4	4	4	3	2	1
Principal Arterial	4	4	4	3	2	1

BIKING LOS STANDARDS BACKGROUND

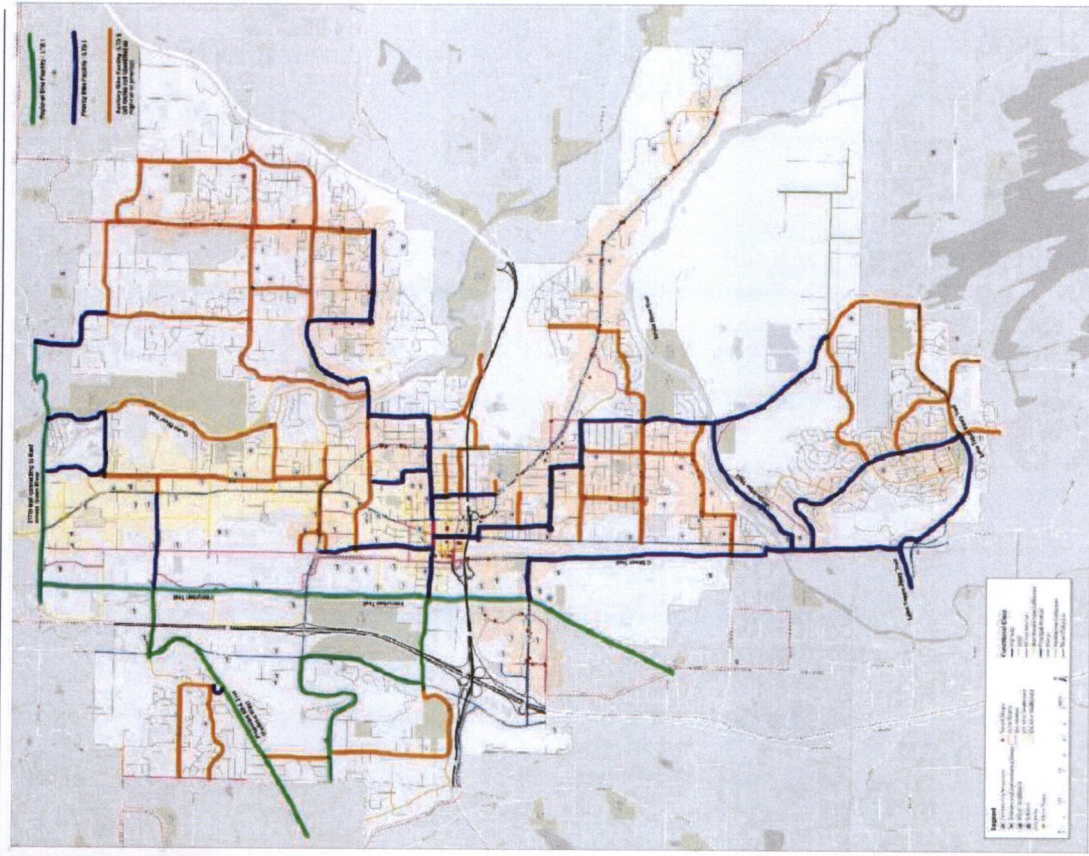
Types of Bicycle Facilities

- Class III - Bicyclists and vehicles share travel lanes.
- Class II - Bicycle lanes in the roadway but separated from vehicular traffic.
- Class I - Bicycle facilities separated from roadway traffic by curbing, landscaping, buffer barriers.



BIKING LOS STANDARDS POLICIES (ALL NEW)

- Need for bicycle network that provides connections to regional trails and transit facilities to encourage mode shift.
- New Policy and Action Added to Goal 5 (Multimodal Accessible Network):
 - TR5-3-3: City bicycle are classified as Regional, Priority, or Auxiliary.
 - Action: The city will develop, and periodically update, a Bicycle Route Map



BIKING LOS STANDARDS POLICIES (ALL NEW)

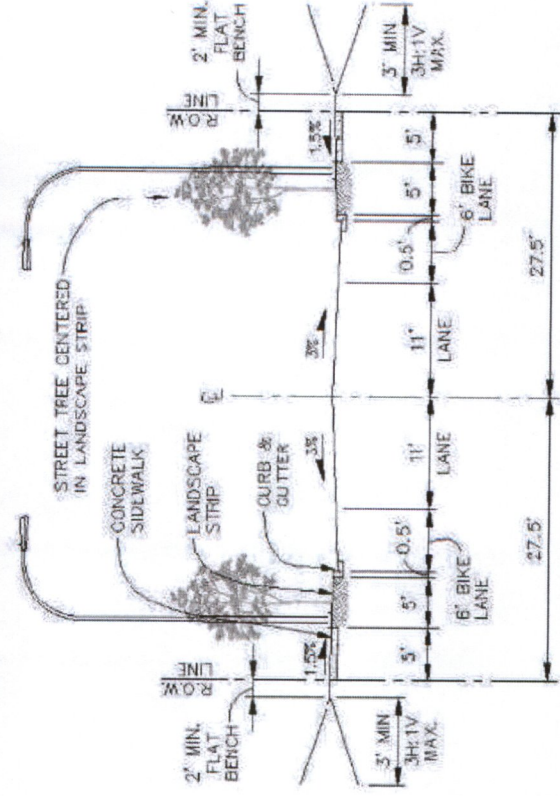
- **New Policy – TR6-2-1 Bicycle LOS Standards**
 - Bicycle LOS is based on LTS ranging from 1 to 4.
 - Auxiliary Route LTS is 3.
 - Priority Route LTS is 2.
 - Regional Route LTS is 1.

Posted Speed Limit (mph)	Arterial Traffic Volume/ Freight Class	Class III Bikeway	Class III Bikeway w/Pavement Markings	Class II Bikeway	Class II Bikeway w/Buffer	Class I Bikeway
Not Posted (Alleys)	Any Volume	1	1	1	1	1
	<3k	1	1	1	1	1
25	3-7k	3	2	2	2	1
	≥7k	3	3	2	2	1
30	<15k	4	3	2	2	1
	≥15k	4	4	3	2	1
35	<25k	4	4	3	3	1
	≥25k	4	4	4	3	1
40+	Any Volume	4	4	4	4	1
Any	T-2* or Greater	4	4	4	4	1

BIKING LOS STANDARDS POLICIES (ALL NEW)

- For City Streets without Regional, Priority, or Auxiliary bicycle routes, the standard LTS will be per the roadway cross sections by street classification in the Engineering Design Standards (EDS).
- Streets may be designed with lower LTS rating to accommodate local needs such as parks, schools, and other uses.
- Related Actions:
 - The EDS will be updated to include standards for various types of bicycle facilities intended to meet level of service standards as defined in the Plan.

Figure 10-4 Residential Collector Cross Section



TRANSIT LOS STANDARDS TRANSIT TYPES IN AUBURN

- **Auburn Station** – many transit options available
 - Hub providing access to Souther Train and many different bus routes.
- **Frequent Routes** – highest service frequency/hours:
 - BRT – Bus Rapid Transit
 - Service <30-minute headways during service hours;
 - minimum 4 buses/hour during peak times (currently route 160);
 - stops every ½ mile.
- **Local routes** – medium service frequency/hours:
 - Service <30 minutes during peak hours,
 - <60 during service hours outside of peak hours (currently routes 181, 184, MTT);
 - stops every ¼ mile.
- **DART & Express Routes** – limited service/frequency/hours/stops:
 - Service with few stops between destinations, intended to take riders quickly to the key destinations.
 - Express routes are currently routes 497, 566, and 578 – stops every ¼ mile.
 - Dial-A-Ride Transit Service (DART) routes are currently routes 915 and 917.

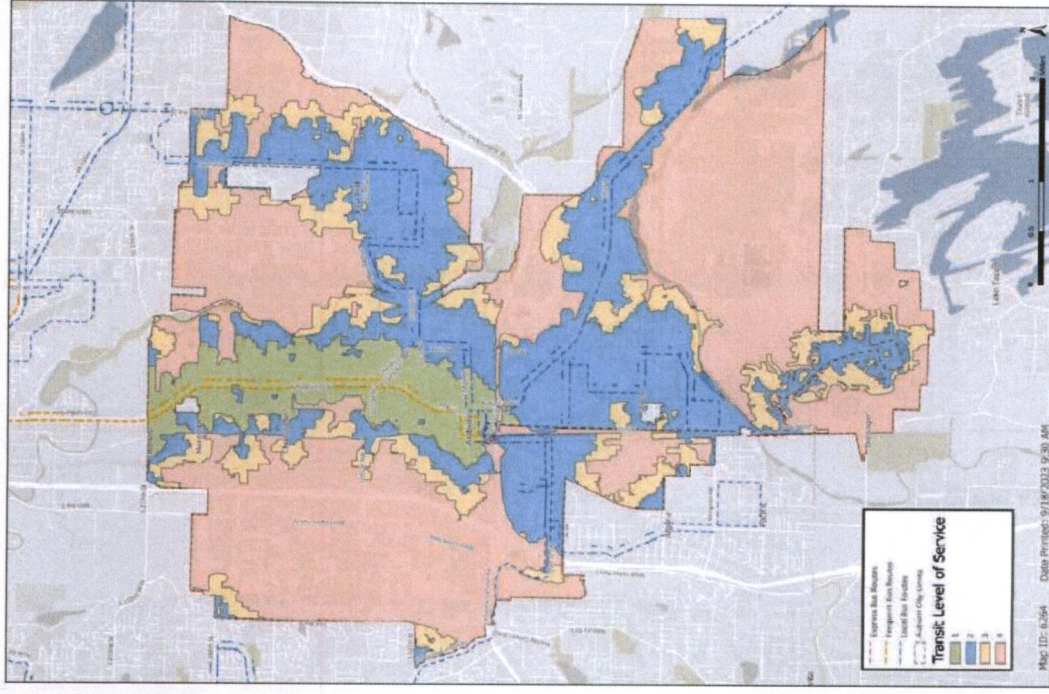
TRANSIT LOS STANDARDS POLICIES (ALL NEW)

- **TR6-3-1: Transit LOS**
 - Transit LOS score ranges from 1 to 4
 - Estimated for any location in the City using a combination of the walking shed distance from the location to transit services and the type of available transit service.
- **TR6-3-2: Active transportation improvements prioritized based on transit level of service**

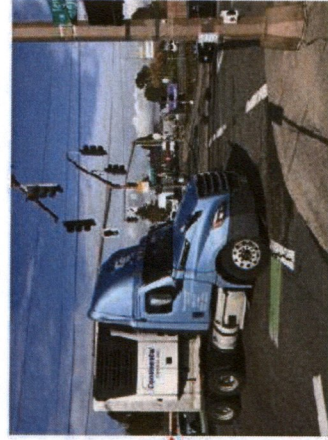
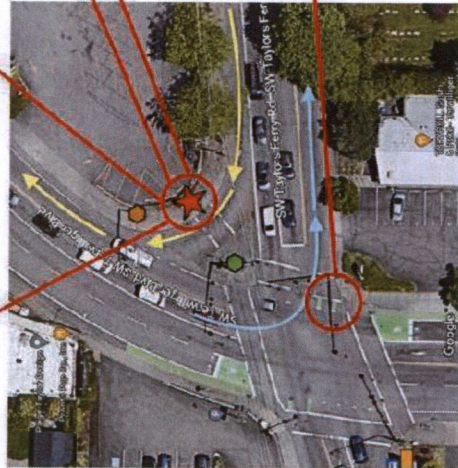
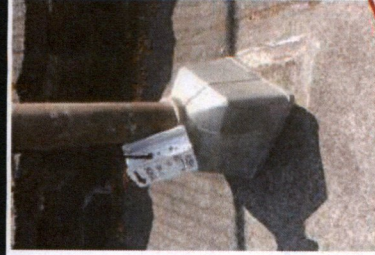
Type of Transit Service	>1 mile walked	1 mile walked	¾ mile walked	½ mile walked	¼ mile walked
Auburn Station	4	3	2	1	1
Frequent	4	3	2	1	1
Local	4	4	3	2	2
Express and Dart	4	4	4	3	2

TRANSIT LOS STANDARDS POLICIES (ALL NEW)

- **Actions to Support MMLOS Standards Goal Policies (Transit)**
 - Coordinate with transit operators.
 - Maintain a transit LOS map.
 - Prioritize eliminating gaps in active transportation routes and improving sub standard non-motorized facilities in areas of transit levels of service 1 and 2.
 - Develop tools to assess current and future planned transit level of service throughout the City and identify active transportation gaps and substandard active transportation facilities.



FREIGHT LOS STANDARDS BACKGROUND



SERVIC

RATION

FREIGHT LOS STANDARDS POLICIES (ALL NEW)

- **TR6-4-1: The City adopts the following Freight Level of Service Standards:**
 - **Truck Routes Include Arterials, Non-Residentials, and T-1, T-2, and T-3 Routes.**
 - **Vehicle LOS Standards**
 - **Intersections, driveways, and lane widths accommodate turning trucks.**
 - **Minimum 20-year pavement service life.**
 - **Truck oriented land-uses provide on-site parking area for trucks loading and on-site turn-around.**
 - **Development anticipating regular truck deliveries or services shall provide a delivery plan that identifies the trucks size, frequency, and delivery or service duration and demonstrates how, when, and where the trucks will be make deliveries or services without causing impacts to vehicles, bicycles, and pedestrians in the ROW.**

FREIGHT LOS STANDARDS POLICIES (ALL NEW)

■ Actions

- Maintain a map of Auburn truck routes.
- Update the EDS to address trucks.
- Coordinate regularly with BNSF Railroad, UP Railroad, Washington Utilities Commission, and Sound Transit to monitor freight rail needs and issues.
- Identify Truck Routes that do not meet current freight level of service standards and prioritize investments to address deficiencies based on level of impact and available funding.

OTHER POLICY UPDATES

- **Goal 7 – Concurrency**
 - **TR7-1, updated to indicate the vehicle level of service will be used as the metric of concurrency related to development**
 - **Added TR7-2, development activity pays impact fee based on “people trips” and the impact fees are used for vehicular capacity projects and projects that encourage mode shifts from vehicle to active and transit modes.**
 - **Added TR7-3, development will make frontage improvements to serve all modes.**

FEEDBACK & NEXT STEPS

- Safety Policy Discussion Anticipated in November 2023
- Final Draft of Policies
- Public Outreach and Feedback
- Planning Commission
- City Council Adoption in 2024