



PLANNING COMMISSION MEETING

October 20, 2015
AGENDA

- I. CALL TO ORDER – 7:00 p.m., Council Chambers**
- II. ROLL CALL/ESTABLISHMENT OF QUORUM (Pledge of Allegiance)**
- III. APPROVAL OF MINUTES**
 - A. September 9, 2015**
- IV. PUBLIC COMMENT**

Comment from the audience on any item not listed on the agenda for discussion or public hearing.
- V. PLANNING DEPARTMENT REPORT**

Update on Planning and Development Department activities.
- VI. PUBLIC HEARINGS**

There are no items for Public Hearing.
- VII. OTHER BUSINESS**
 - A. 2015 COMPREHENSIVE TRANSPORTATION PLAN - INITIAL BRIEFING* (Webb)**

Summary: Initial briefing on the update of the 2015 Comprehensive Transportation Plan as part of the overall Comprehensive Plan.
 - B. INTRODUCTION OF THE CORE COMPREHENSIVE PLAN* (TATE)**

Summary: Staff to review the Core Comprehensive Plan.
- VIII. ADJOURNMENT**

The City of Auburn Planning Commission is an eight member advisory body that provides recommendations to the Auburn City Council on the preparation of and amendments to land use plans and related codes such as zoning. Planning Commissioners are appointed by the Mayor and confirmed by the City Council.

Actions taken by the Planning Commission are not final decisions; they are in the form of recommendations to the City Council who must ultimately make the final decision.



DRAFT
PLANNING COMMISSION

September 9, 2015

MINUTES

I. CALL TO ORDER

Chair Judi Roland called the meeting to order at 7:00 p.m. in the Council Chambers located on the first floor of Auburn City Hall, 25 West Main Street, Auburn, WA.

II. ROLL CALL/ESTABLISHMENT OF QUORUM

Planning Commission Members present were: Chair Judi Roland, Vice-Chair Copple, Commissioner Mason, Commissioner Baggett, Commissioner Lee, and Commissioner Smith.

Staff present included: Assistant Director of Community Development Jeff Tate, City Attorney Dan Heid, and Community Development Secretary Tina Kriss.

Members of the public present: No Members of the Public were present.

III. APPROVAL OF MINUTES

A. July 7, 2015

Commissioner Copple moved and Commissioner Lee seconded to approve the minutes from the July 7, 2015 meeting minutes as written.

MOTION CARRIED UNANIMOUSLY 6-0

IV. PUBLIC COMMENT

There were no public comments on any item not listed on the agenda for discussion or public hearing.

V. PLANNING DEPARTMENT REPORT

Assistant Director Tate reported that last year the City Council approved a 10 year Economic Development Strategy line item for \$250,000.00. A Request for Proposal went out nationally last month to obtain a consultant to begin assisting the City with an Economic Development strategy, the consultant has been selected. Staff will be providing various updates on the progress of this process as an Economic Development strategy is formed.

A Façade Improvement Program for the 2015-2016 years, in the amount of \$100,000.00 per year, was also approved last year by City Council. This is a pilot program that allows business and property owners to apply to the City for grant funds to make improvements to their properties. Four (4) businesses have been awarded the following grants:

- Approximately \$6,000.00 was awarded to Nelson's Jewelry to restore their marquee sign.

- The Auburn Masonic Temple, located at 10 Auburn Way South, received \$22,000.00 to restore the masonry and first floor of their building.
- The owner of the property at 230/240 Auburn Way South was granted \$30,500.00 to redesign their façade to modernize the look.
- Hello Gorgeous Boutique & Café was awarded approximately \$5,000.00 to update their sign and lighting.

In addition to the businesses above, other area businesses would like to begin the process to apply for grant money for updates and restoration to their property when it is more prudent for them to go forward.

Staff is also consulting with various businesses on ideas for improvements and how best to use their space or property.

VI. PUBLIC HEARINGS

A. Code Amendment for Recreational Vehicles as Dwelling Units* (Tate)

Chair Roland opened the public hearing on the Code Amendments for Recreational Vehicles as Dwelling Units at 7:26 p.m.

Assistant Director Tate provided background information on discussions that have gone before the Planning Commission and Council Study Sessions regarding Recreational Vehicles as Dwelling Units.

The Commission and staff reviewed the draft code amendments in proposed Ordinance No. 6565 which include a new provision allowing a Recreational Vehicle (RV) to be placed on a property, and lived in, for duration not to exceed 90 days, provided that the property owner registers the RV with the City at no cost.

The Commission pointed out that on Page 1 of 16 of proposed Ordinance No. 6565, the June 2, 2015 date under paragraph 5 should be noted as September 9, 2015 as the date of the Public Hearing before the Planning Commission.

The Commission and staff discussed section H on Page 7 of 16, the language “not more than ninety (90) calendar days in any calendar year”. The Commission raised concerns of having a strict period of 90 days with no extensions. They discussed times where an individual needs a longer period for alternative housing rather than being homeless.

A discussion was held regarding homeowner association covenants and restrictions and issues with regard to Recreational Vehicles as Dwelling Units and how in some cases it is viewed as having the potential to deteriorate the neighborhood. City Attorney Heid pointed out that the covenants and restricts of homeowner associations would be enforced by the association regardless of Auburn City code.

With no further discussion from the Planning Commission, Chair Roland invited anyone for or against the proposed code amendment regarding Recreational Vehicles as Dwelling Units to come forward for testimony.

With no public present for testimony, Chair Roland closed the Public Hearing on Recreational Vehicles as Dwelling Units at 7:42 p.m.

The Planning Commission deliberated.

Commissioner Smith moved and Commissioner Copple seconded to recommend moving Ordinance No. 6565, amending sections 18.04.330, 18.07.020, 18.46A.050, and 18.46A.070 of the Auburn City Code relating to Recreational Vehicles as Dwelling Units, forward to City Council for approval as written.

Commissioner Smith expressed his concern that a total of 90 days would not be sufficient for a folks who may be living in their Recreational Vehicle.

Commissioner Smith moved and Commissioner Lee seconded to amend the motion on the floor and remove the language under Section H. of page 7, Ordinance No. 6565, "not more than ninety (90) calendar days in any calendar year" to one hundred-eighty (180) calendar days with the ability to have one (1) extension of one hundred-eighty (180) calendar days in any calendar year.

The Commission deliberated on the motion to amend and a vote was taken.

MOTION TO AMEND WAS DENIED. 3-3 (Because of a tie vote there was no majority and the motion was denied.)

Commissioner Smith moved and Commissioner Lee seconded to amend the motion on the floor and add language under Section H. of page 7, Ordinance No. 6565, to include an extension of ninety (90) calendar days for a total of 180 in any one calendar year.

The Commission deliberated on the 2nd motion to amend.

MOTION TO AMEND CARRIED UNANIMOUSLY. 6-0

Chair Roland called for a vote of the amended motion.

AMENDED MOTION CARRIED UNANIMOUSLY. 6-0

VII. OTHER BUSINESS

There were no business items for discussion.

Staff informed the Commission that the October 2nd, 2015 meeting would be rescheduled to October 20th at 7:00 p.m.

VIII. ADJOURNMENT

There being no further business to come before the Planning Commission, Chair Roland adjourned the meeting at 8:02 p.m.



Comprehensive Transportation Plan

***Adopted by Ordinance No. XXXX
December X, 2015***

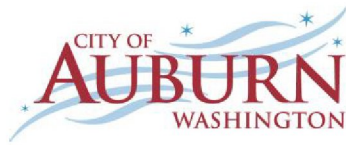


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CHAPTER 1.

INTRODUCTION

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



Auburn Station

1.1 PURPOSE

The Comprehensive Transportation Plan is the framework for transportation planning in Auburn. It functions as the overarching guide for changes to the transportation system. The Plan evaluates the existing system by identifying key assets and improvement needs. These findings are then incorporated into a needs assessment, which guides the future of the transportation system.

This Plan is multi-modal, addressing multiple forms of transportation in Auburn including the street network, non-motorized travel, and transit. Evaluating all modes enables the City to address its future transportation needs in a comprehensive and balanced manner.

VISION

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

- Enhance the quality of life for all Auburn residents;
- Encourage healthy community principles through non-motorized travel;
- Promote a transportation system that supports local businesses and enhances economic development opportunities;
- Create a transportation system that is efficient, uncomplicated, and welcoming to visitors; and
- Provide a balanced, multi-modal transportation system that addresses both local and regional needs.

GMA REQUIREMENTS

Washington State's 1990 Growth Management Act (GMA) requires that transportation planning be directly tied to the City's land use decisions and fiscal planning. This is traditionally accomplished through the adoption of the Transportation Element of the Comprehensive Plan. Auburn fulfills this mandate by adopting the Comprehensive Transportation Plan as the Transportation Element of the City's Comprehensive Plan. In order to be GMA compliant, the Comprehensive Transportation Plan must:

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

1.2 How the City Uses the Plan

The Comprehensive Transportation Plan provides policy and technical direction for development of the City's transportation system through the year 2035. It updates and expands the *2009 Comprehensive Transportation Plan* by recognizing network changes since the last plan, evaluating current needs, and identifying standards for future development and various infrastructure improvement scenarios. The Plan underwent a major update in 2005 and a midterm update in 2009 to incorporate the Lea Hill and West Hill annexation areas into the Plan.

NEEDS ASSESSMENT

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

PUBLIC INVOLVEMENT

Public outreach is an important component of the ongoing needs assessment process. During 2014 the City held a number of community meetings through the Imagine Auburn visioning

process. The meetings included discussions of capital investments in transportation infrastructure and other transportation related issues which have been incorporated into this document.

As part of the adoption process, the Plan is also reviewed by the City of Auburn Planning Commission, including a hearing where members of the public are provided the opportunity to provide input on the plan, and is then reviewed and adopted by the City Council.

POLICY DEVELOPMENT

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

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

LOS AND CONCURRENCY

The concurrency provisions of the 1990 Growth Management Act (GMA) require that local governments permit development only if adequate public facilities exist, or can be guaranteed to be available within six years, to support new development.

The GMA requires each local jurisdiction to identify facility and service needs based on level-of-service (LOS) standards. Auburn ensures that future development will not cause the system's performance to fall below the adopted LOS standard by doing one or a combination of the following: limiting development, requiring appropriate mitigation, or changing the adopted standard.

CAPITAL FACILITIES PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM

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

The TIP, is a financial planning tool used to implement the list of transportation improvement projects identified in the Transportation Plan. It is a six-year plan which is reviewed and updated annually by the City Council to reflect changes to project priorities and funding circumstances. The first three years of the plan are fiscally constrained. Traffic impact fees on new development are determined by the cost of the capacity projects included in the TIP.

The Capital Facilities Plan is also an annually adopted six-year financing plan. However, it is fiscally constrained for all six years. Unlike the TIP, the CFP is an adopted element of the City's Comprehensive Plan.

1.3 REGIONAL COORDINATION

In addition to being influenced by factors within the City, Auburn's transportation system is influenced by what happens beyond its City limits: growth in neighboring communities, infrastructure maintenance by regional agencies, the lack of funding for road maintenance, new capacity projects, and competing demands for transit services. This Plan calls for effective interjurisdictional actions to address cross-border issues and to mitigate the impact of new development. The Plan also recognizes that other jurisdictions, particularly state agencies and transit providers, are responsible for a major share of the transportation facilities serving Auburn.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

The Washington State Department of Transportation (WSDOT) has jurisdiction over three major routes connecting Auburn to the region: SR-167, SR-18, and SR-164 (Auburn Way South). Auburn coordinates with WSDOT to study these corridors and implement roadway improvements. WSDOT also serves an important role as administrator of federal and state transportation funds.

SOUND TRANSIT

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

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

KING COUNTY

King County Metro Transit, a division of the King County Department of Transportation, provides local bus service for the Auburn area. Planned service for the City of Auburn is described in the Metro Strategic Plan for Public Transportation 2011-2021 and in Metro's Long Range Public Transportation Plan now under development and expected to be completed in 2016. The City has developed an employee Commute Trip Reduction (CTR) program in cooperation with Metro Transit. Details of the CTR program are summarized in the Non-motorized and Transit chapters of this plan.

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

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



Comprehensive Transportation Plan

PIERCE COUNTY

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

Auburn also participates in The Regional Access Mobility Partnership (RAMP), a regional coalition comprised of both public and private sector interests dedicated to improving mobility in the South Puget Sound and Washington State.

COUNTYWIDE PLANNING POLICIES

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

PUGET SOUND REGIONAL COUNCIL

The Puget Sound Regional Council (PSRC) sets policy for King, Pierce, Kitsap, and Snohomish counties through its long-range planning document, *Vision 2040*, and its regional transportation plan, *Transportation 2040*. Both documents encourage future growth to be concentrated in regional growth centers. They also seek to provide a multi-modal transportation system that serves all travel modes, actively encouraging the use of alternatives to single occupant vehicles. Another important policy theme is a focus on maximizing the efficiency of the transportation system through transportation demand management (TDM) and transportation system management (TSM) strategies, as well as completing critical links in the network.

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

ADJACENT CITIES

The City recognizes the importance of coordinated and strong inter-jurisdictional action because transportation impacts do not stop at local boundaries. The City works closely with neighboring cities and the Muckleshoot Indian Tribe to address transportation issues. These neighbors adopt goals and policies that directly impact Auburn. In developing this plan, analysis was undertaken to ensure that all transportation system improvements are compatible with neighboring jurisdictions.

CITY OF KENT

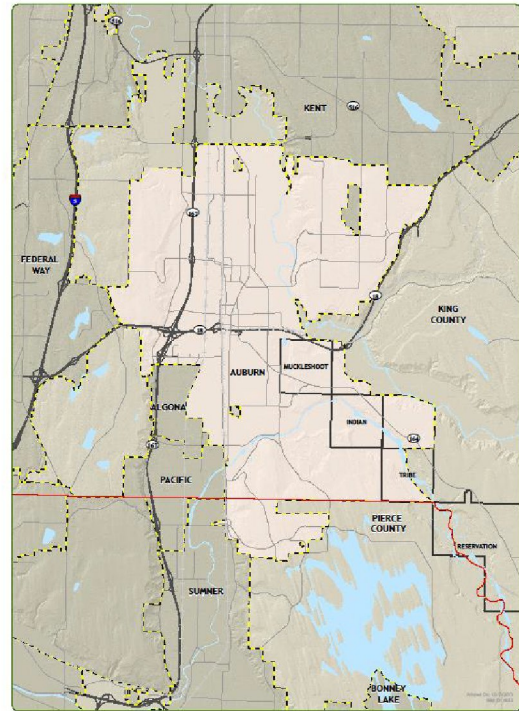
The City of Kent shares Auburn's northern border and several regional transportation corridors including S 277th Street, SR 167, and the West Valley Highway. Most recently, Auburn has completed coordination with Kent on the annexation of the S 277th Street from Auburn Way North to the Green River into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

CITY OF FEDERAL WAY

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

CITIES OF SUMNER/ALGONA/ PACIFIC/BONNEY LAKE

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



Map 1-1 Adjacent Jurisdictions

MUCKLESHOOT INDIAN TRIBE

The Muckleshoot Indian Tribe (MIT) is situated in the southeastern portion of the City and in unincorporated King County, generally to the east of Auburn Way South (SR-164) and south of SR-18. The Muckleshoot Tribe operates two major attractions in or near Auburn: the Muckleshoot Casino and the White River Amphitheatre. Both of these activity centers generate a large number of vehicle trips. Commercial development on tribal lands is expected to increase in the future and must be evaluated during transportation planning efforts.

The City and tribe coordinate on a variety of transportation planning issues, both to accommodate the capacity needs derived from traffic generated by tribal land uses and to ensure the tribe has a functioning transportation system for its members.

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



Comprehensive Transportation Plan

Way South. These improvements are currently under construction and are anticipated to be complete in the Spring of 2017.

During July 2015, the State Legislature passed a transportation package which included a \$15 million project to construct a new off-ramp from eastbound SR-18 to SR-164. At this time the scope and alignment of this new connection are not know, however, the City will be working with the MIT and WSDOT in the design process.

1.4 Accomplishments Since the Last Plan

Since 2009, the City has completed numerous transportation improvements, with an emphasis on providing new road capacity, improving pedestrian and bicycle safety, preservation of existing infrastructure, and providing better access to regional transit services including commuter rail.

Table 1-1 shows the key projects completed since the 2009 plan. The completed projects list includes the grade separation of M Street SE and the A Street NW corridor, which provides a parallel connection to Auburn Way N between downtown Auburn and S 272nd Street.

Table 1-1. Transportation Improvements Completed Since 2009

#	Project Name	Location	Type of Improvement
1	M Street SE Underpass	M St SE (3 rd SE to 8 th SE)	Roadway
2	A Street Corridor NW	New Road (3 rd NW to 14 th NW)	Roadway
3	ITS Improvements, Phase B	S 277 th to City Hall	Signal and ITS
4	8th Street NE and R Street	8 th St NE & R St NE	Signal & ITS
5	A Street SE Pedestrian Improvements	A St SE (3 rd St SE to 6 th St SE)	Non-Motorized
6	37th Street SE and R Street SE Pedestrian Connector	37 th St SE (Olympic to R St SE)	Non-Motorized
7	SE 316th Place Traffic Calming Improvements	SE 316 th Place (112 th to 116 th)	Safety
8	Terrace Drive Re-channelization	Terrace Dr. NW (15 th to W St)	Safety
9	2009 Sidewalk Improvements	Citywide	Non-Motorized
10	2009 Citywide Arterial Pavement Patching	Citywide	Preservation
11	Citywide Guardrail Improvements	Citywide	Safety
12	F Street SE and 4th Street SE Traffic Signal	F St SE & 4 th St SE	Intersection, Safety
13	West Valley Highway Improvements	WVH, W Main St to SR-18	Roadway
14	Citywide School Zone Flashing Beacons	Citywide	Safety
15	2010 Local Street Preservation	Citywide	Preservation
16	South Auburn ITS Improvements	C St SW, A St SE	Signal and ITS
17	S Division Street	Main St to 3 rd St SE/SW	Roadway
18	8th Street NE Re-channelization	M St NE to 104 th	Roadway
19	2010 Traffic Signal Improvements	Citywide	Signal & ITS
20	Auburn Way South & M St Improvement's	AWS & M St SE	Intersection, Safety
21	2011 Local Street Preservation	Citywide	Preservation
22	8th and 104th Signal Improvements	8 th St NE & 104 th Ave SE	Intersection, Safety
23	2011 Citywide Sidewalk Improvements	Citywide	Non-motorized
24	Auburn Way South Phase 1 –	Dogwood to Fir	Roadway
25	Auburn Way South Phase 2 –	Fir to Hemlock	Roadway
26	Lea Hill Safe Routes to School	116 th Ave SE, SE 312 th St	Safety
27	2011 Local Street Reconstruction	Citywide	Preservation
28	2012 Local Street Preservation	Citywide	Preservation
29	15th and WVH SW Repairs	15 th St SW & WVH	Signal & ITS
30	Traffic Signal Battery Backup Improvements	BNSF Grade Crossings	Signal & ITS
31	Citywide Traffic Signal Safety Improvements	Citywide	Signal & ITS, Safety

#	Project Name	Location	Type of Improvement
32	2013 Local Street Preservation	Citywide	Preservation
33	West Valley Highway Preservation	WVH, 15 th NW to 37 th NW	Preservation
34	8th Street NE ITS Improvements	8 th St NE (M St to 104 th Ave SE)	Signal & ITS
35	2013 Sidewalk Repairs	Citywide	Non-Motorized
36	2013 Arterial Pavement Patching	Citywide	Preservation
37	37th and B Street Pre-Signal	37 th St NW & B St NW	Signal & ITS, Safety
38	29th and A SE Repairs	29 th & A St SE	Signal & ITS
39	E Main Signal Pole Replacement	E Main St & Auburn Way	Signal & ITS
40	East Valley Hwy Overlay	Peirce County Limits	Preservation
41	2013 Arterial Crackseal	Citywide	Preservation
42	2014 Traffic Signal Improvements	Citywide	Preservation
43	2014 Local Street Improvements	Citywide	Preservation
44	2014 Citywide Arterial Pavement Preservation	Citywide	Preservation
45	2014 Citywide Arterial Crackseal	Citywide	Preservation
46	R Street SE Bicycle Lanes	17 th St SE to White River	Non-Motorized
47	B Street NW Bicycle Lanes	3 rd St NW to 30 th St NW	Non-Motorized
48	Terrace Drive NW Bicycle Lanes	15 th St NW to W St NW	Non-Motorized
49	Dogwood Street SE Bicycle Lanes	21 st St SE to Skyway Lane	Non-Motorized
50	West Valley Highway Bicycle Lanes	Main St to SR-18	Non-Motorized
51	14th Street NW Bicycle Lanes	B St NW to A St NE	Non-Motorized
52	116th Avenue SE Bicycle Lanes	SE 304 th St to SE 312 th St	Non-Motorized
53	124th Avenue SE Bicycle Lanes	SE 316 th St to SE 320 th St	Non-Motorized
54	132nd Avenue SE Bicycle Lanes	SE 304 th St to SE 312 th St	Non-Motorized
55	M Street SE Bicycle Lanes	4 th St SE to 8 th St SE	Non-Motorized
56	Evergreen Way SE*	New Roadway	Roadway
57	I Street NE*	New Roadway	Roadway

* These projects were constructed by others as part of private development projects

1.5 Plan Organization

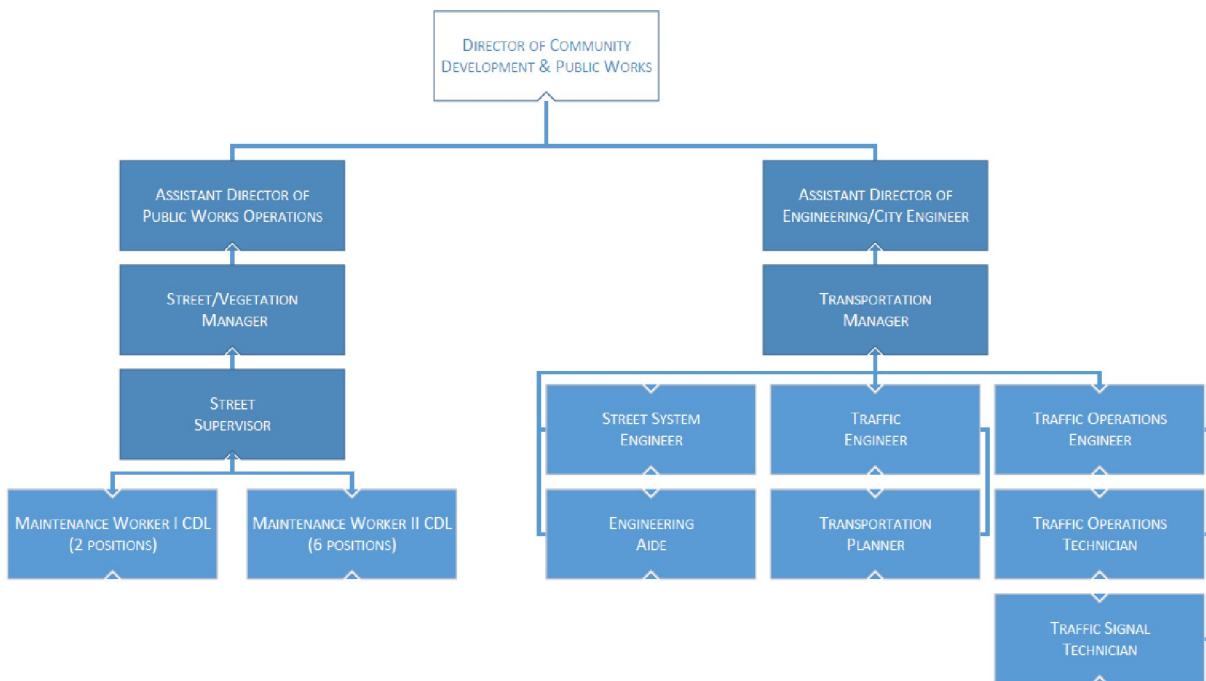
The following three chapters are organized according to the three primary transportation modes in Auburn: the **street system** (Chapter 2), the **non-motorized system** (Chapter 3), and the **transit system** (Chapter 4). Each chapter contains a needs assessment and discussion of the future system,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

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

1.6 Staff Resources

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

Figure 1-1 Transportation Program Staff Resources (2015)



Chapter 2.

THE STREET SYSTEM

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



Auburn Way S at M Street SE

2.1 Existing Street System

FUNCTIONAL CLASSIFICATION

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

The *Auburn Engineering Design Standards* identifies design standards for each type of City street, in conformance with WSDOT and AASHTO standards.

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

STATE HIGHWAYS

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

SR-167 - also known as the Valley Freeway, serves as an alternative to I-5, connecting South King and north Pierce counties to the I-405 corridor to the north. SR-167 is designated as both HSS and NHS. Within the City limits, SR-167 has interchanges with SR-18, S 277th Street, 15th Street NW, and 15th Street SW. SR-167 is a full control limited access highway, allowing access only at interchanges within the City limits.

SR-164 - is a 15-mile roadway corridor beginning at the SR-18 interchange with Auburn Way S. The corridor is aligned southeast through the City, connecting with the Muckleshoot Tribal Reservation and White River Amphitheater, and unincorporated King County before terminating in the City of Enumclaw at its junction with SR-410. SR-164 is a City street which is part of a State Highway. It is classified as an urban minor arterial by WSDOT, and also a HSS. The City of Auburn classifies it as a principal arterial. SR-164 does not have the same access restrictions as found on SR-18 and SR-167.

ARTERIALS

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

Principal Arterials are designed to move traffic between locations within the region and connect with the freeway system. Design emphasis is placed on providing movement for both inter- and intra-city traffic. As such, these facilities typically carry the highest traffic volumes, experience the longest vehicle trips, and have the highest speed limits of all City streets.

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

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

Minor Arterials interconnect and augment the principal arterial system by providing access to and from the principal arterials and freeways. They serve moderate length trips with slightly less mobility than principal arterials and distribute traffic to smaller geographic areas. Minor arterials may serve secondary traffic generators such as business centers, neighborhood shopping centers, major parks, multifamily residential areas, medical centers, larger religious institutions, and community activity centers. While minor arterials should not enter neighborhoods, they do provide access between neighborhoods. They are typically constructed to accommodate four to five lanes of traffic with speed limits of 30 to 35 mph and a design year ADT of 10,000 to 20,000 vehicles per day. Minor arterials are frequently utilized as bus routes, have sidewalks to comfortably accommodate pedestrians and may include bicycle lanes, as appropriate.

COLLECTORS

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

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



Residential Collector, Urban

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

dial-a-ride-transit. The design year ADT is 1,000 to 5,000 vehicles per day.

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

LOCAL STREETS

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

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

Rustic Local Residential Streets serve areas associated with the Residential Conservancy zoning designation. They provide access to adjacent land and distributing traffic to and from the arterials, residential collectors, rustic, and local streets. Rustic Local Residential Streets are two-lane roadways with gravel shoulders and a speed limit of 25 mph. The design year ADT is 100 to 1,000 vehicles per day. Because these streets have low traffic volumes, bicyclists can comfortably share the travel lane with motorized vehicles. Since Rustic Local Residential Streets do not have sidewalks, pedestrians walk

along the shoulder of the road. Transit service is very infrequent and most likely limited to paratransit and possibly dial-a-ride-transit.

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

Private Streets can be appropriate for local access in very limited usage. They provide direct access to City streets and should be limited to those streets accessing properties within a planned area and immediately adjacent properties. Private streets at a minimum are built to the same design and construction standards as a local residential street.

ALLEYS AND ACCESS TRACTS

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

Access Tracts, sometimes referred to as shared driveways, provide vehicular access for lots that do not abut a street or alley. They are most common in panhandle lots or rear lots that do not have street or alley access. Access tracts are privately owned and maintained. They must provide for sufficient vehicular movement and turnaround space, be free of temporary and permanent obstructions, and provide for emergency access.

TRAFFIC VOLUMES

Average daily traffic counts were obtained from data collected during 2013. Map 2-2 shows the existing average weekday daily traffic volumes on City arterials.

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

SPEED LIMITS

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

TRAFFIC SIGNALS AND SIGNS

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

FREIGHT

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

RAIL

The Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF) have rail lines running through Auburn. The UP line runs north-south, to the east of the Interurban Trail. BNSF has a double-track, federally designated, high-speed railroad line running north-south. BNSF and Sound Transit are planning to add a third track to this north-south line by 2016. This third track is being installed to handle increased commuter rail traffic and freight traffic. The BNSF Stampede Pass line runs east-west through downtown Auburn, entering Auburn at the east end of town near Auburn-Black Diamond Road and merging with the north-south line just south of the Auburn Station.

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

The pavement at the crossing of the Union Pacific Railroad at 15th Street SW is in very poor condition. Rehabilitation of the pavement is a high priority for the City, and a project has been programmed to reconstruct 15th Street SW from C Street SW to the railroad tracks.

TRUCK

The City has designated truck routes for through freight movement in an effort to maximize the efficiency of and protect the roadway infrastructure. Current City of Auburn truck routes are shown in Map 2-3. Truck routes, established by City ordinance, are designated for roadways that incorporate special design considerations such as street grades, continuity, turning radii, street and lane widths, pavement strength, and overhead obstruction heights.

In addition, the Washington State Freight and Goods Transportation System (FGTS) is used to classify roadways, freight railroads and waterways according to the annual freight tonnage they carry as directed by RCW 47.05.021. Map 2-4 shows the 2013 classifications of City streets. The FGTS is primarily used to establish funding eligibility for Freight Mobility Strategic Investment Board (FMSIB)

grants, fulfill federal reporting requirements, support transportation planning process, and plan for pavement needs and upgrades. The FGTS classifies roadways using the following categories:

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

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

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

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



Truck Traffic Using S 277th Street

SAFETY

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

At Grade Railroad Crossings

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

With more than 60 trains passing through the City each day, the City has many at grade crossings, each with unique safety implications. The City coordinates with railroad operators and the State to upgrade the crossings whenever possible. For instance, the project to grade separate M Street SE at the BNSF Stampede Pass tracks by lowering M Street SE under the railroad overpass was completed during 2013.

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

BNSF is currently constructing a third rail mainline between Seattle and Auburn to improve service and reliability for passenger rail. The new mainline is located on the west-side of the existing tracks. The third mainline will reduce vehicle storage for westbound vehicles on W Main Street and 3rd Street NW between the tracks and traffic signals with C Street NW. The City is working with BNSF to upgrade the crossings to provide additional time to clear vehicles and pedestrians from these crossings before the gates come down.

Impacts at the remaining grade crossings are anticipated to worsen in the future due to increased vehicle demands at the crossings, combined with increased rail traffic, resulting in more frequent, and longer duration, closures.



BNSF Freight Train at West Main Street

EMERGENCY RESPONSE AND MANAGEMENT

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

In addition, the City works to provide a street network that will ensure multiple alternate routes for emergency vehicles. Fire and police response vehicles are equipped with traffic signal controls

that enable emergency vehicles to secure safe and rapid passage along signalized corridors. In addition, the City has mutual-aid agreements with nearby emergency response operators to ensure adequate coverage in case of road closures or other obstacles that would otherwise prevent timely emergency response.

COLLISIONS

The City collects and reviews collision data to identify intersection and roadway locations where potential hazards exist. Potential safety problems are identified using the Safety Priority Index System (SPIS) methodology, an effective problem identification tool for evaluating locations with higher

collision histories. The SPIS score for a location considers three years of data and considers frequency, collision rate, and severity.

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

2.2 Street Standards and Levels-of-Service

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

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

The currently adopted LOS methodology gives letter designations from 'A' through 'F', with LOS A representing the best operating conditions, and LOS F representing the worst. LOS can be quantified in different terms, depending on the transportation facility. Definitions for each level-of-service and the methodologies for calculating the level-of-service for various facilities are contained in the *Highway Capacity Manual (Transportation Research Board, 2000)*. The City most commonly uses corridor level-of-service for accessing facilities. Generally, this is considered the most comprehensive way to determine vehicular traffic impacts. The following descriptions provide some guidance for interpreting the meaning of each LOS letter for corridor LOS on city streets.

- LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed (FFS) for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal. FFS is the average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by control delay. Control delay is the total elapse time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. This includes the time required to decelerate into the queue and accelerate back to free-flow speed.
- LOS B describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.
- LOS C describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.
- LOS D borders on the range in which small increases in the number of vehicles may cause substantial increases in delay and decreases in travel speed. LOS D may be due to poor progression through the signalized intersections along a corridor, inappropriate signal timing, high

traffic volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS.

- LOS E is characterized by significant delays and average travel speeds of 33 percent or less of the FFS. Such operations are caused by a combination of adverse signal progression, close signal spacing, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
- LOS F is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the FFS. Intersection congestion is likely critical at signalized locations, with high delays, high volumes, and extensive queuing.

CITY LOS STANDARDS AND CURRENT LOS

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

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

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

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

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

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

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

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

As shown in the table, each of the corridor segments currently meets LOS standards except for eastbound Cross Street and both eastbound and westbound 41st Street SE, all of which currently operate at LOS F. The poor operations on these segments can be attributed to their short length, closely spaced signalized intersections, and limited storage lengths, combined with high volumes of turning traffic.

In the majority of cases it is the traffic operations at the intersections along a corridor which limit the capacity of the corridor, rather than the capacity of the roadway segments between intersections. This is especially true along corridors with closely spaced intersections, such as Cross Street and 41st Street SE, and corridors where two principal arterial roads intersect, such as Auburn Way S and M Street SE. Along other corridors where the number of intersections is limited and the distances between them are greater, the corridor LOS may not identify a bottleneck at one or more of the intersections along the overall corridor. An example of this is along the Kersey Way corridor, where the overall corridor operates at LOS B, but the intersection with 29th Street SE operates at LOS D, with the highest delays and longest vehicle queue associated with southbound traffic on Kersey Way.

STATE HIGHWAY LOS

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

THE WSDOT STANDARD

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

LAND USE/TRANSPORTATION RELATIONSHIP

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

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

A broad overview of Auburn's Comprehensive Plan land use map's more intensive land use designations shows industrial (light and heavy) designations in the west side of the valley floor portion of the City, extensive commercial development (light and heavy) located along Auburn Way N, Auburn Way S, and A Street SE, and sizable heavy commercial designated areas near the SR-18 and 15th Street SW interchange (The Outlet Collection) and between 15th Street NW and 37th Street NW (Emerald Downs). Downtown Auburn is near the geographic center of the City, located generally east of the Interurban Trail, north of SR-18, west of F Street SE/NE, and south of 3rd Street NW/NE and 4th Street NE. Residential development generally exists along the east side of the valley floor and the surrounding hillsides of West Hill, Lea Hill, and Lakeland Hills. A major land use activity in Lea Hill to the east includes the Green River College located on SE 320th Street.

As with many cities in South King and North Pierce counties, especially those along the SR-167 corridor, the local land use plan is characterized by a predominance of industrial land use designations. The land use element identifies "Industrial" as the City's second most predominant zoning designation (residential being first). Consequently, the City's land use plan establishes a development pattern that has traffic generated by these industrial uses directed towards the State Highway System.

Another key feature in the Comprehensive Plan land use element is a "Heavy Commercial" designation at 15th Street SW, adjacent to SR-167 and SR-18. This commercial designation is the site of The Outlet Collection. The Outlet Collection attracts customers on a regional basis and impacts use of the State Highway System, even more than the downtown, or the commercial development along

Auburn Way and A Street SE. The same can also be said for Auburn Way N to the north of downtown which serves as an automall, which attracts both local and regional traffic.

Downtown Auburn contains a mix of land-uses including residential, commercial and industrial uses. Commercial uses in the Downtown are focused along Main Street, Auburn Way and A Street SE and tend to serve more local needs. Historically, this commercial development has served predominantly local needs. However, the presence of the Auburn Station, Multi Care, City Hall, and recent and proposed new development projects, combined with regulations and policies that encourage transit oriented developments, downtown commercial development will serve a broader range of needs in the future. Downtown Auburn also has the City's most robust non-motorized infrastructure, including both extensive pedestrian and bicycle facilities. This provides the opportunity for both residents and employees to rely on proximate transit services at the Auburn Station, combined with a robust non-motorized transportation system for a portion of their transportation needs. The goal of this plan is to continue to grow and expand the non-motorized transportation system to provide the same transportation choices throughout the City.

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

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

Several city arterials connect directly to SR-167 and SR-18. Some examples include C Street SW, West Valley Highway, and Auburn Way South connections with SR-18, and 15th Street NW and 15th Street SW connections with SR-167. These streets are among the most heavily used in the City, a function of their relationship to the State Highway System. SR-164 is also within the city limits. Year 2013 average daily traffic (ADT) volumes along SR-164 range from a low of 21,700 near the eastern city boundary up to 35,900 along Auburn Way South near SR-18. These volumes are forecast to continue to increase over the next 20 years. However, the growth is limited by the capacity of the roadway.

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

2.3 Future Street System

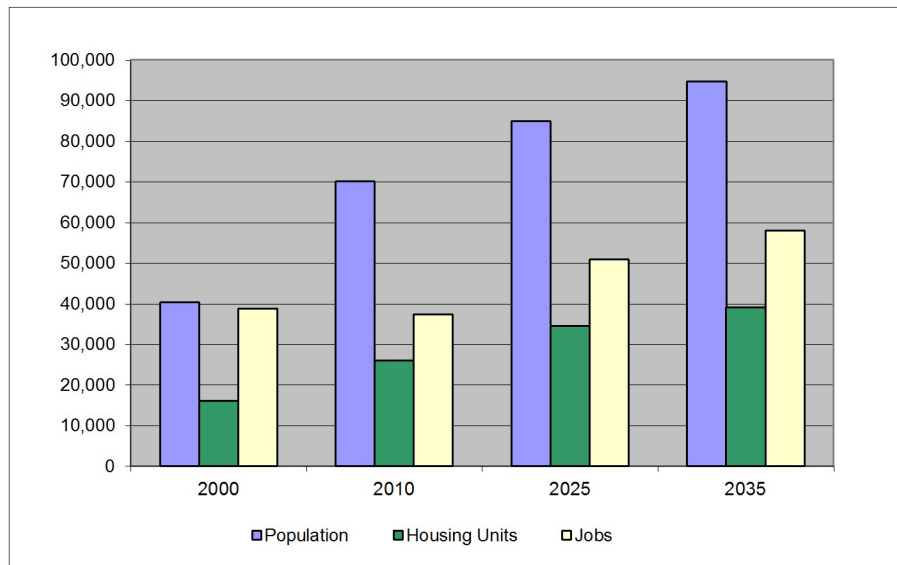
METHODOLOGY FOR EVALUATING FUTURE SYSTEM

TRAVEL FORECASTS

HOUSING AND EMPLOYMENT GROWTH

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

Figure 2-1. Population, Housing, and Job Growth
FOR CITY OF AUBURN 2000 – 2035



- 1 – Population and housing data for 2000 and 2010 taken from US Census.
- 2 – Population and housing projection for 2025 and 2035 from City of Auburn
- 3 – Covered employment data and estimates derived from PSRC.

TRAFFIC GROWTH

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

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

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

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

FUTURE 2022 CONDITIONS

City Projects

The current Transportation Improvement Program, adopted during 2015, identifies programmed projects for the years 2016 to 2021. Therefore, the analysis of 2022 traffic operations includes City projects which would increase capacity along both roadway segments and at intersections which are anticipated to be constructed by 2022. The included projects are listed in Table 2-2 and illustrated on Map 2-6. This includes a project programmed in the TIP that is not included in the travel demand model: a new crossing of the BNSF Rail yard between SR-18 and 41st Street SE (TIP #12). This is discussed in more detail in the Future System Recommendations section of this chapter and may be included in future updates to this plan.

Regional Transportation Projects

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

Additional Projects

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

- 51st Avenue S/S 316th Street (King County)
- S 321st Street/46th Place (King County)



Comprehensive Transportation Plan

- S 321st Street/Peasley Canyon Road (King County)
- West Valley Hwy/Peasley Canyon Rd (WSDOT)

As mitigation for an adjacent development project located within the City of Auburn, the eastbound stop-controlled S 316th Street approach to 51st Avenue S is being widened to provide separate left- and right-turn lanes. This improvement was required to mitigate a development related impact to LOS at this intersection. The same development project also identified a traffic operations impact at the S 321st Street intersection with 46th Place S. As mitigation for that impact the development dedicated ROW to the City to allow the 46th Place S approach to S 321st Street to be realigned to the east to create two offset “T” intersections. This project is included in the City of Auburn TIP (TIP #9) and included in Table 2-2 below.

Table 2-2. Future Capacity Projects and Cost Estimates – 2022

Map No.	Location (corridor and segment)	Description	Total Cost (2015 dollars)
City Projects Included in the 2022 Analysis			
1	Auburn Way S Dogwood St SE to Fir St SE	Widen to 5-lanes, pedestrian improvements, and access control	\$1,739,163
2	I Street NE Corridor 45th St NE to S 277th St	Construct 5 lane arterial	\$6,763,892
3	S 277th Street AWN to Green River Bridge	Widen to 5 lanes total and install a Class 1 trail	\$8,293,101
4	A Street NW Phase 2 W Main St to 3rd St NW	Construct multi-lane arterial	\$3,150,000
5	F Street SE 4th St SE to Auburn Way S	Add a center turn lane and non-motorized improvements	\$2,457,620
6	M Street NE E Main St to 4th St NE	Widen to 4 lanes	\$1,525,000
7	8th Street NE Pike St NE to R St NE	Add EB lane to south side of 8th Street NE	\$1,450,000
8	49th Street NE Auburn Way N to I St NE	Construct multi-lane arterial connection	\$3,350,000
9	46th Place S Realignment S 321st St and 46th Pl S	Realign 46th Place S to the east to create two new T intersections	\$825,000
10	124th Ave SE Corridor SE 318th St to SE 312th St	Widen to 4 lanes and bike lanes	\$4,000,000
11	SE 320th Street 116th Ave SE to 122nd Ave SE	Roundabout at 116th Avenue SE and safety improvements	\$4,644,100
12	Auburn Way S Muckleshoot Plaza to Dogwood St SE	Additional turn lanes and vehicle storage, access control, and non-motorized improvements.	\$2,892,550

City Projects Included in the 2022 Analysis (Continued)			
13	W Valley Highway Improvements 15th St NW to W Main St	Roadway widening, re-channelization, non-motorized improvements and ITS upgrades	\$3,700,000
14	W Main Street W Valley Hwy to Interurban Trail	Re-channelization, non-motorized improvements, ITS upgrades	\$4,444,938
15	Auburn Way S Fir St SE to Hemlock St SE	Widen to 5-lanes, signalize Hemlock St SE	\$4,609,899
16	M Street SE Corridor 8th St SE to Auburn Way S.	Construct multi-lane corridor	\$6,675,000
17	Lea Hill Road Segment 1 R St NE to 105th Pl SE	Widen to 2 lanes each direction including widening of the Green River Bridge. Includes bike lanes and sidewalks.	\$13,030,000
18	Lea Hill Road Segment 2 105th Pl SE to 112th Ave SE	Widen to 2 lanes each direction. Includes bike lanes and sidewalks.	\$12,000,000
19	Lea Hill Road Segment 3 112th Ave SE to 124th Ave SE	Widen to 2 lanes each direction. Includes bike lanes and sidewalks.	\$4,000,000
20	W Valley Highway SR-18 to 15th St SW	Re-channelization, non-motorized improvements, ITS upgrades	\$3,100,000
21	R Street SE 17th St SE to M St SE	Construct a new roadway connection	\$10,000,000
22	M Street SE at 12th Street SE	Install a new traffic signal	\$625,000
23	M Street SE at 29th Street SE	Install a new traffic signal	\$450,000

City Projects Included in the 2022 Analysis (Continued)			
24	124th Avenue SE at SE 284th Street	Safety and capacity improvements	\$700,000
25	Lake Tapps Parkway Lakeland Hills Wy to E Valley Hwy	Add ITS system	\$1,005,000
26	29th Street SE at R street SE	Increase intersection capacity	\$1,800,000
27	A Street SE at 37th Street SE	Install a traffic signal and southbound u-turn for future access management	\$934,500
28	I Street NE at 22nd Street NE	Construct a new roundabout	\$1,425,000
Subtotal for City Projects			\$109,589,763

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

2022 LEVELS OF SERVICE

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

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

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

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

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

As shown in the table, all of the evaluated corridors would meet LOS standards in 2022 with the inclusion of the improvements identified above with the following exceptions:

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

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

determined so it was not accounted for in this analysis. It may also be appropriate, as with certain other corridor sections, for the City to consider changing the LOS standard for this corridor to reflect that the existing corridor is built-out and further improvements are neither desirable nor cost effective.

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

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

- Road Pricing (Tolling)
- Parking Management and Parking Pricing
- Car Sharing
- Pay-as-You-Drive Insurance
- Ridesharing and HOV Lanes
- Transit Incentives
- Transit and non-motorized Improvements
- Telecommute, compressed work week, off-peak schedule

Many of these solutions have been implemented at the state level, with additional consideration being given to expanding the options which are currently in use.

Decisions need to be made regarding how these three potential congestion management tools are balanced to provide the most cost effective solutions. It is unlikely that the City will be able to

implement all of the capacity projects documented above by 2022 due to the cost of the project portfolio being in excess of available funding. Therefore, the focus should be on the most cost effective projects which reduce congestion at locations where it is a recurrent problem, and improving the efficiency of the existing system. Transportation system management and transportation demand management are included in the future system recommendations section at the end of this chapter.

FUTURE 2035 CONDITIONS

City Projects

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

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

Regional Transportation Projects

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

Additional Projects

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

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

Map No.	Location (corridor and segment)	Description	Total Cost (2015 dollars)
Additional City Projects Included in the 2035 Analysis			
29	SR-164 Hemlock St SE to Academy Dr SE	Widen road to two lanes each direction plus a center two-way left turn lane. Upgrade the intersection of Auburn Way South and Dogwood Street to accommodate Bypass traffic.	\$61,000,000
30	R Street Bypass M St SE to SR-18	Construct a new bypass road	\$6,200,000
31	S 312th Street 112th Avenue SE	Add NB right turn lane, EB right turn lane, WB left turn lane, and signal. Provide sidewalks and bike lanes on all legs.	\$1,720,000
32	SE 304th Street 112th Avenue SE	Add signal and NB left turn lane. Include sidewalks and bike lanes both sides.	\$1,300,000
33	GRCC Improvements at 124th Ave SE SE 318th St to SE 320th St	Construct 500' section from SE 320th to SE 318th Way with three SB lanes and one NB lane. The southbound lanes will be two left turn into GRCC and one right turn onto SE 320th. Bike lanes and sidewalks included.	\$510,000
34	A Street Loop A St SW to A St SE	Add one-way (EB) road with unsignalized free right turn at A Street SE. Include sidewalks both sides of new road.	\$1,700,000
35	A Street SE/C Street SW Ellingson Road	Coordinate signals at A and C Street together. At A Street, add additional WB through lane; At C Street, restripe to allow SB left turn lane. Include sidewalks on all legs of both intersections.	\$1,500,000

Additional City Projects Accounted for in the 2035 Analysis (continued)			
36	SE 284th / SE 288th St 124th Ave SE to 132nd Ave SE	Construct new collector linking 284th Street at 124th Ave. to 288th Street at 132nd Ave. Road will be one lane each direction with bike lanes and sidewalks.	\$7,700,000
37	51st Avenue S 296th S	Provide protected SB left turn phase and signal and SB left turn lane; Include bike lanes and sidewalks on all legs	\$1,400,000
38	108th Avenue/112th Avenue SE S 277th St to S 286th St	Realign / improve radius at doglegs (SE 281st St) for safety, and realign intersecting streets to improve site distances. Widen to 4 lanes north of 284th Street. At 286th Street, widen to allow for turn pockets. Include bike lanes and sidewalk both sides of 108th/112th Ave SE.	\$7,700,000
Subtotal for City Projects			\$90,730,000
Additional City Projects NOT Accounted for in the 2035 Analysis (continued)			
39	BNSF Yard Grade Separation TBD	Construct road across BNSF yard	\$32,125,000
40	Auburn Way S Bypass Riverwalk Dr to SR-18 at R St SE	Construct an Auburn Way S Bypass between Riverwalk Dr and R St SE with new connection to SR-18 at R St SE	\$60,450,000

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

2035 LEVELS OF SERVICE

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

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

The additional traffic anticipated by 2035 is expected to degrade a number of additional corridors below adopted level of service standards relative to the analysis of 2022 conditions.

There are two locations where corridors would operate at improvement levels of service in 2035 relative to 2022 conditions:

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

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

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

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

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

In order to be able to meet LOS standards on these corridor segments additional improvements beyond those already included in this analysis may be required. However, it may not be cost effective to construct the additional capacity needed along all of these corridor segments. However, it may be

possible to improve traffic operations at key intersections along these corridors to reduce congestion. However, these improvements may not be sufficient to improve operations to below adopted LOS standards.

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

FUTURE SYSTEM RECOMMENDATIONS

FUTURE STREET IMPROVEMENTS

The proposed future street plan consists of a combination of city street and regional transportation improvements, described in Table 2-3 and shown in Map 2-6. The City cannot adequately solve traffic congestion by making City street improvements alone. Partnerships with WSDOT, King and Pierce Counties, and other agencies are essential to implementing the future street system in Auburn. The following actions are proposed:



West Main Street, Downtown Auburn

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

DOWNTOWN CIRCULATION PLAN

Auburn's Downtown is undergoing considerable growth and transition to a higher density, mixed-use town center. Major redevelopment, including the Trek Building and Merrill Gardens mixed-use projects is occurring to the south of Main Street.

The transformation of downtown Auburn will include many changes to the public right-of-way and streetscape. The *Downtown Circulation Plan* will accommodate the many types of travelers that will be using downtown streets including pedestrians, bicyclists, transit users, truck operators, and personal vehicle users. An improved pedestrian and bicycle environment will need to be designed into the fabric of downtown Auburn. At the same time, there are several major north-south corridors which traverse the downtown, so accommodation for high traffic volumes and the potential repercussions of modifying the existing street system will need to be considered in the development of the *Downtown Circulation Plan*.

ENVIRONMENTAL PARK DISTRICT

In the vicinity of the Environmental Park, to the west of downtown Auburn, the City is evaluating the use of low impact roads and projects that add sidewalks, trails, and additional connectivity between Clay Street and Western Avenue. This area will be examined in more detail for transportation improvements as the concept for the Environmental Park District is further refined.

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

The area around 41st Street SE/Ellingson Road between A Street SE and C Street SW continues to be a bottleneck for Auburn drivers, especially with additional development in the Lakeland Hills PUD and the Pierce County cities to the south. The close spacing of these two intersections, coupled with the numerous business and residential accesses in the area warrant a more in depth study of the area. This study will likely also include the entire A Street SE and C Street SW corridors, and an evaluation of the BNSF rail yard crossing projects discussed below.

BNSF RAIL YARD CROSSING

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

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

AUBURN BYPASS

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

TRANSPORTATION SYSTEM MANAGEMENT

Transportation system management (TSM) techniques, which make more efficient use of the existing transportation facilities, can reduce the need for costly system capacity expansion projects. These

techniques can also be used to improve LOS when travel corridors reach adopted LOS standards. TSM techniques used by the City include:

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

The City will continue to use these TSM techniques to maximize the efficiency of the existing street network. Of the various TSM strategies available, the City continues to invest in and expand its ITS infrastructure as a cost effective means of increasing system capacity. The ITS system enables the City to change traffic signals in real-time, thereby accommodating unexpected increases in traffic or traffic obstacles such as event related traffic and collisions. For example, ITS has proven to be a useful tool in helping to manage the impact of event traffic traveling south on Auburn Way South, often during the PM peak, to the White River Amphitheatre. The City will continue to roll out ITS capabilities on corridors around the City, as referenced in Map 2-7 and detailed in the ITS policies included in Chapter 5.

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

TRANSPORTATION DEMAND MANAGEMENT

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

- ride-sharing through vanpools and carpools;
- preferential parking for high-occupancy vehicles;
- car sharing programs;
- transit use incentives;
- parking management to discourage single occupant vehicle (SOV) travel;
- telecommuting;
- alternative work schedules to compress the work week or shift the commute outside the typical commute hours; and
- urban design encouraging non-motorized travel through design features.

The City of Auburn will continue to encourage drivers of single occupancy vehicles to consider alternate modes of travel such as carpools, vanpools, transit, non-motorized travel, and alternative work schedules.

STREET MAINTENANCE & REHABILITATION

The City is responsible for maintaining the physical structure of the roadway system. However, pavement maintenance is expensive, and adequate funding is generally not available. Recognizing this dilemma, Auburn residents approved Proposition 1, the “Save Our Streets” (SOS) Program, in November 2004. The SOS program created a dedicated local street fund for repair, rehabilitation, and maintenance of local roadways from property tax revenues. In 2013, after the original programs tax increases ended, the City Council modified the funding source for this program to be from sales tax on construction.

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



Local Residential Street Before SOS Rebuild



Local Residential Street After SOS Rebuild

NEIGHBORHOOD NEEDS

Transportation systems and facilities can impact adjacent neighborhoods. Potential impacts result from increased traffic resulting from drivers seeking alternate routes to congested arterials, in an effort to save time. These impacts can include higher vehicle speeds resulting in potential safety concerns, and associated air and noise pollution. Neighborhoods throughout the City are concerned with these traffic impacts and want to discourage cut-through traffic.

City policies discourage through traffic in neighborhoods. The City also has a traffic calming program that addresses the pedestrian, bicycle, and automobile traffic safety concerns that impact neighborhoods. The traffic calming program is a community-based program with the goal of identifying potential problems and development of solutions to help mitigate these impacts. The

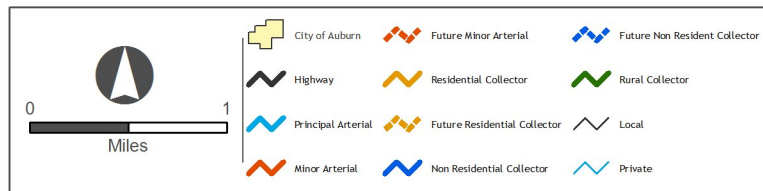
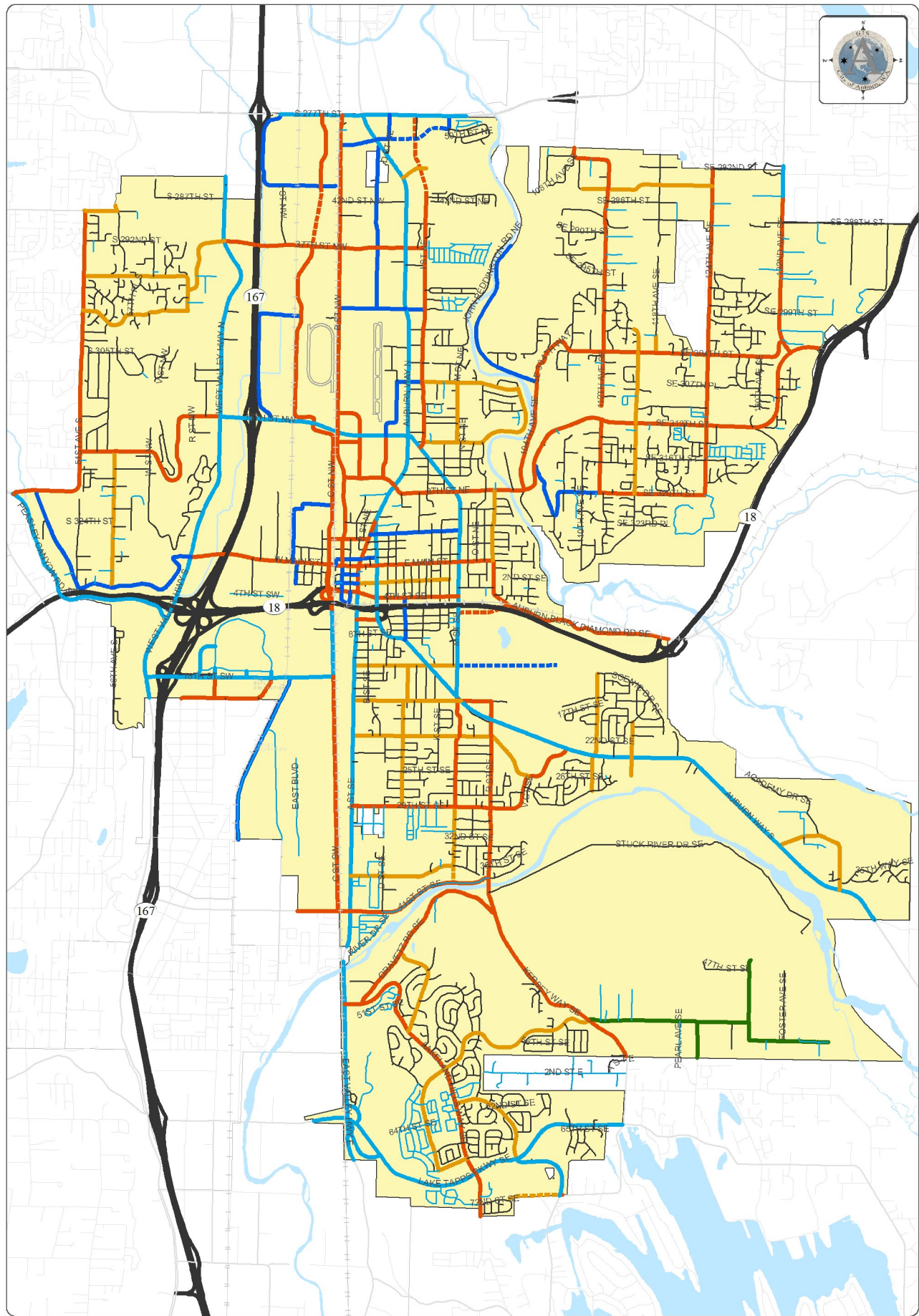


Comprehensive Transportation Plan

program raises public awareness of traffic safety issues and ways that people can help minimize traffic problems in their own neighborhoods.

INTERGOVERNMENTAL COORDINATION

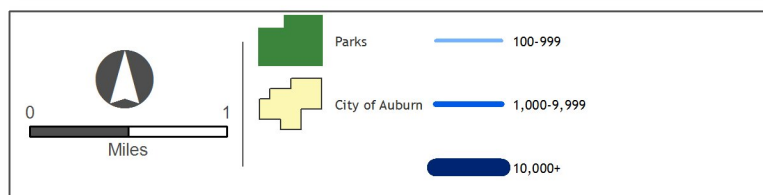
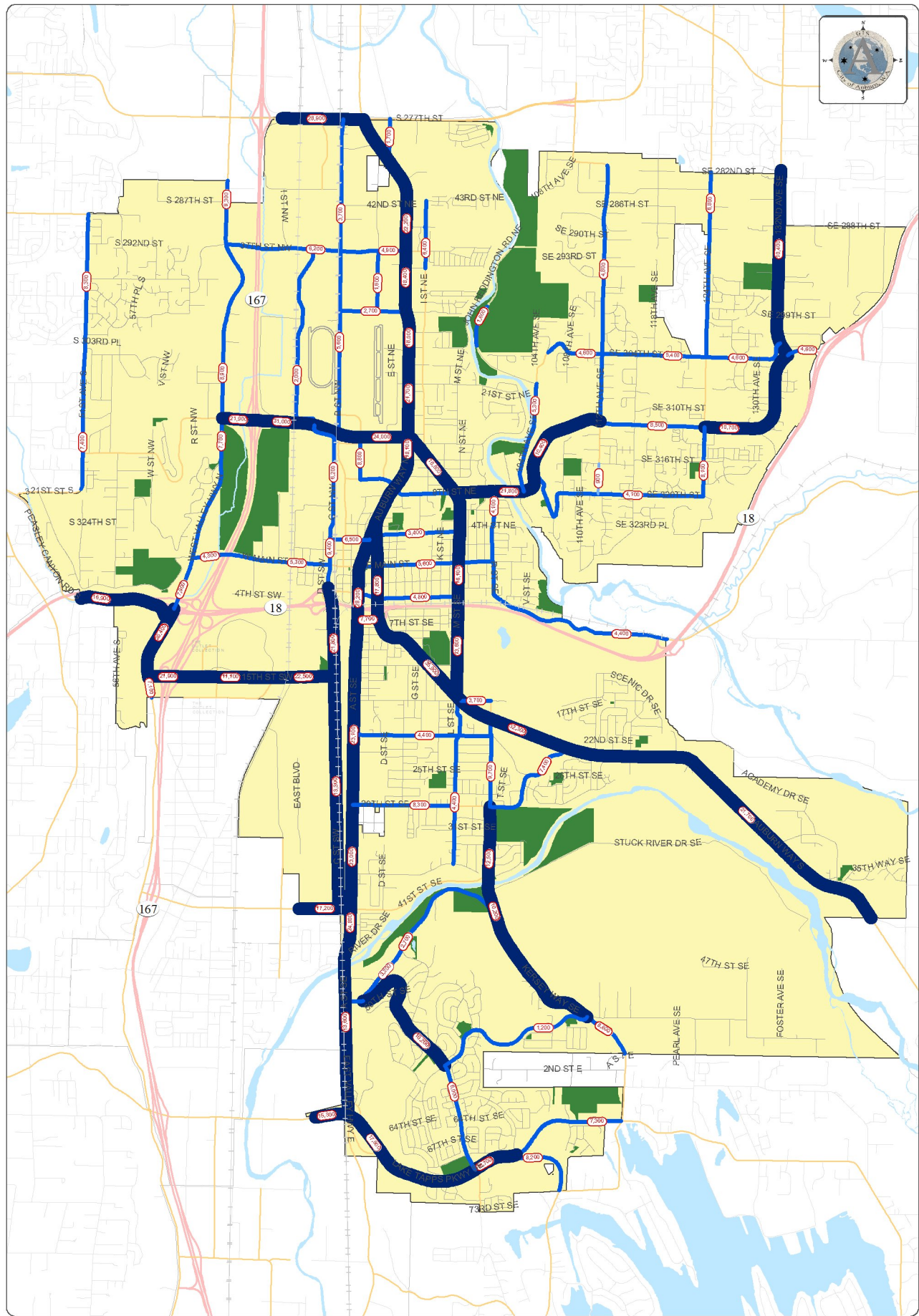
The Growth Management Act (RCW 36.70A.070) provides that comprehensive plans should include a discussion of intergovernmental coordination efforts, including “an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.” Auburn works closely with neighboring cities, the Muckleshoot Indian Tribe, and state and regional agencies to ensure coordinated efforts are made in developing all modes of the transportation system.



Auburn Transportation Plan

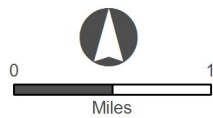
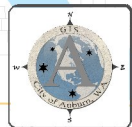
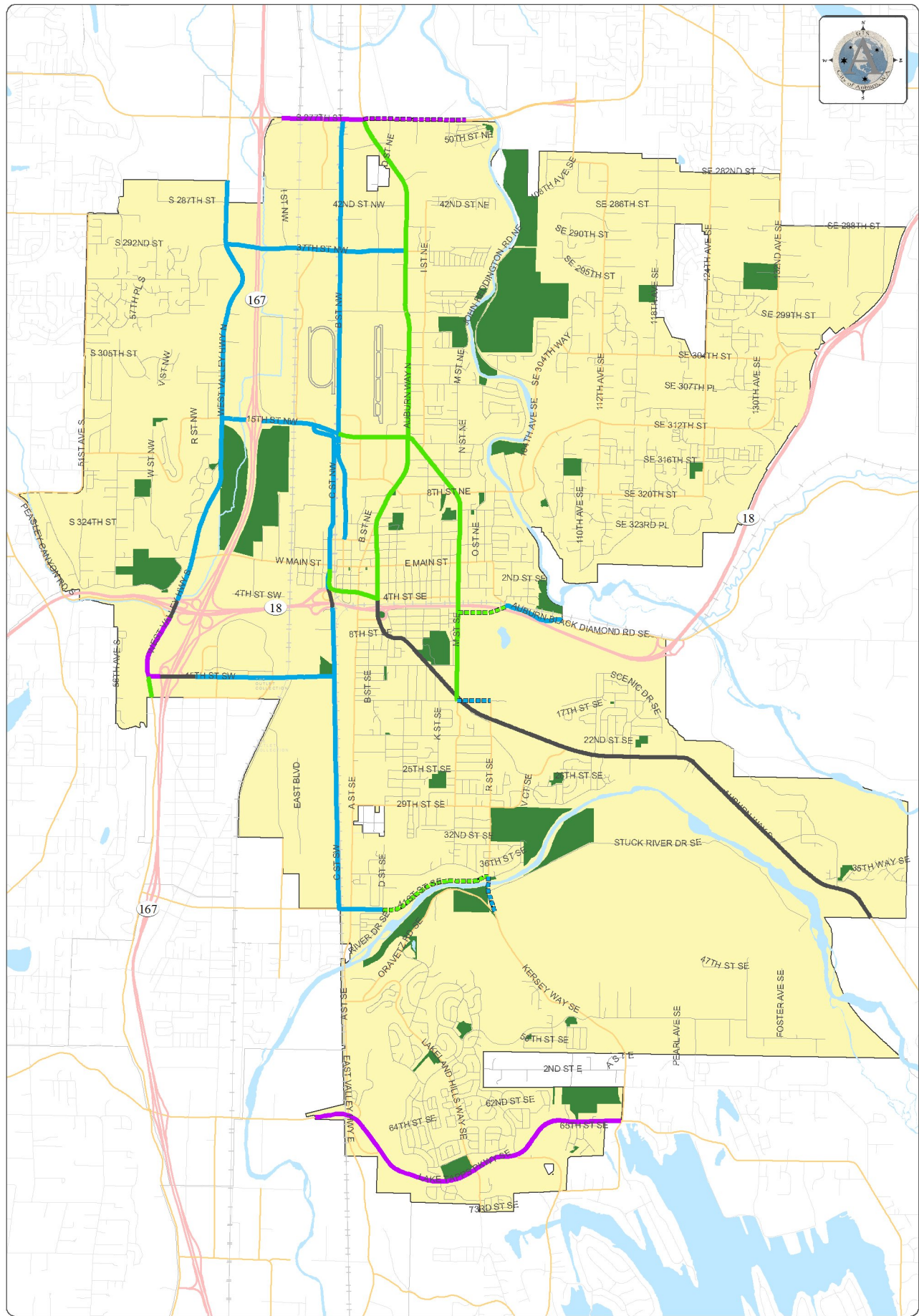
Functional Roadway Classification

Map 2-1



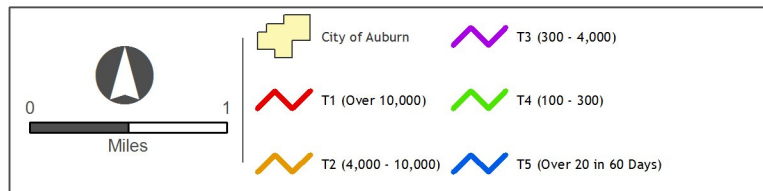
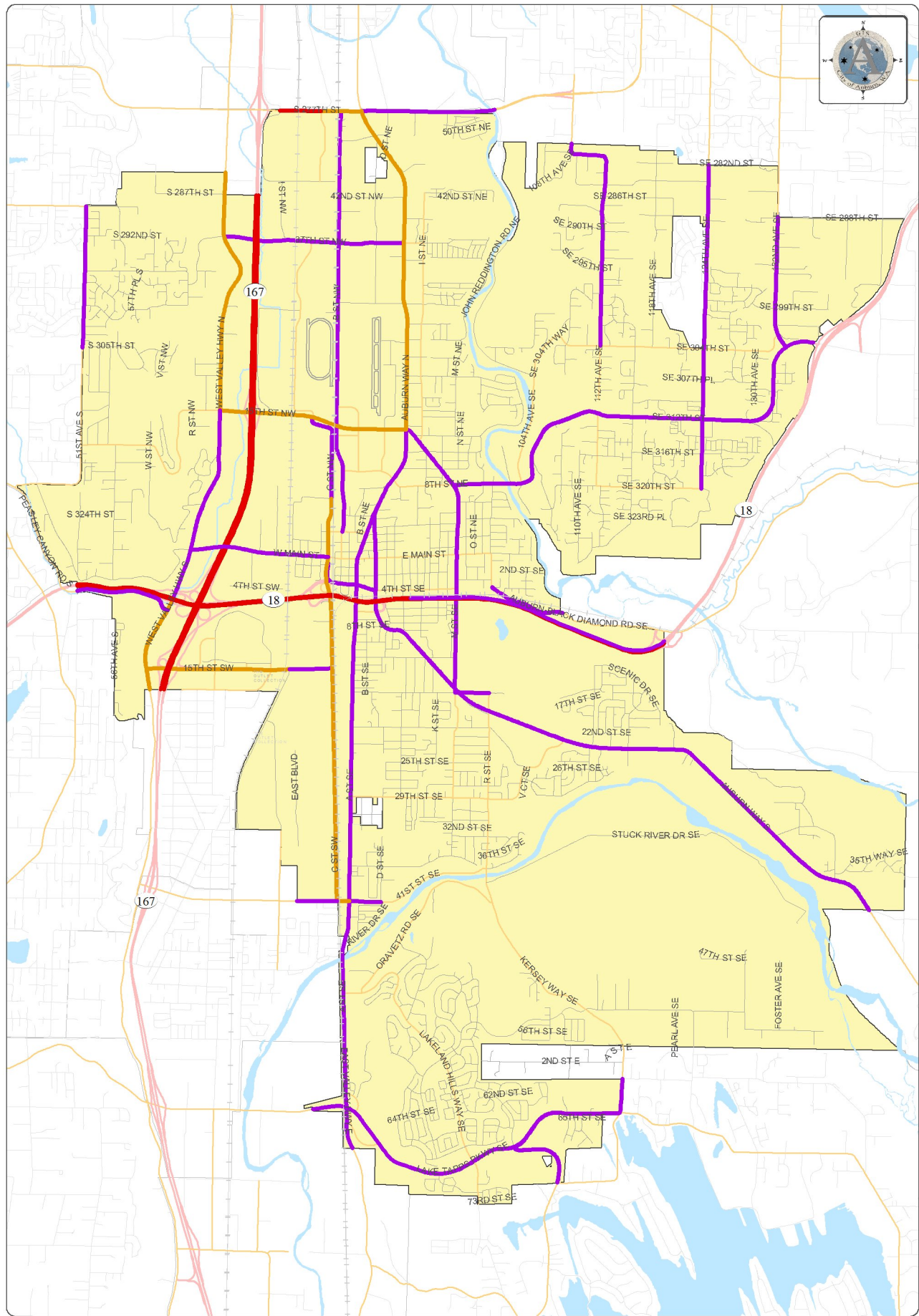
Auburn Transportation Plan
Average Daily Traffic Volumes (2013)

Map 2-2



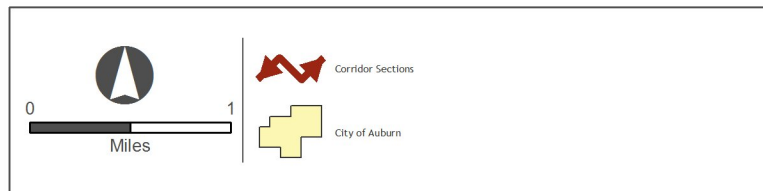
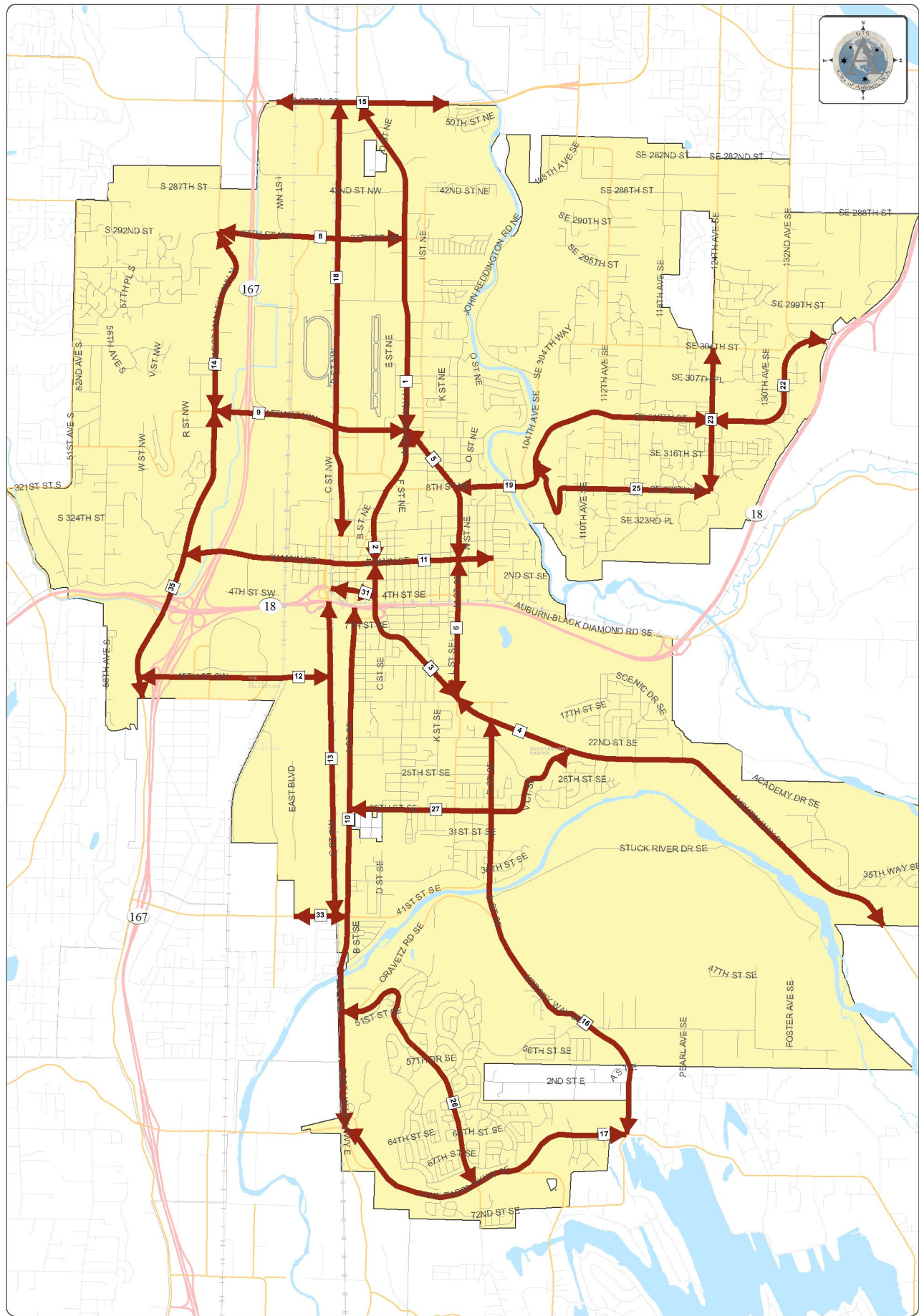
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| <p>Priority 1</p> <ul style="list-style-type: none"> Current Local Truck Routes Future Local Truck Route Current Through Truck Route Future Through Truck Route | <p>Priority 2</p> <ul style="list-style-type: none"> Current Local Truck Route Future Local Truck Route | <ul style="list-style-type: none"> WSDOT Parks City of Auburn |
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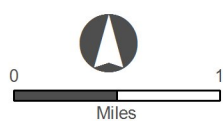
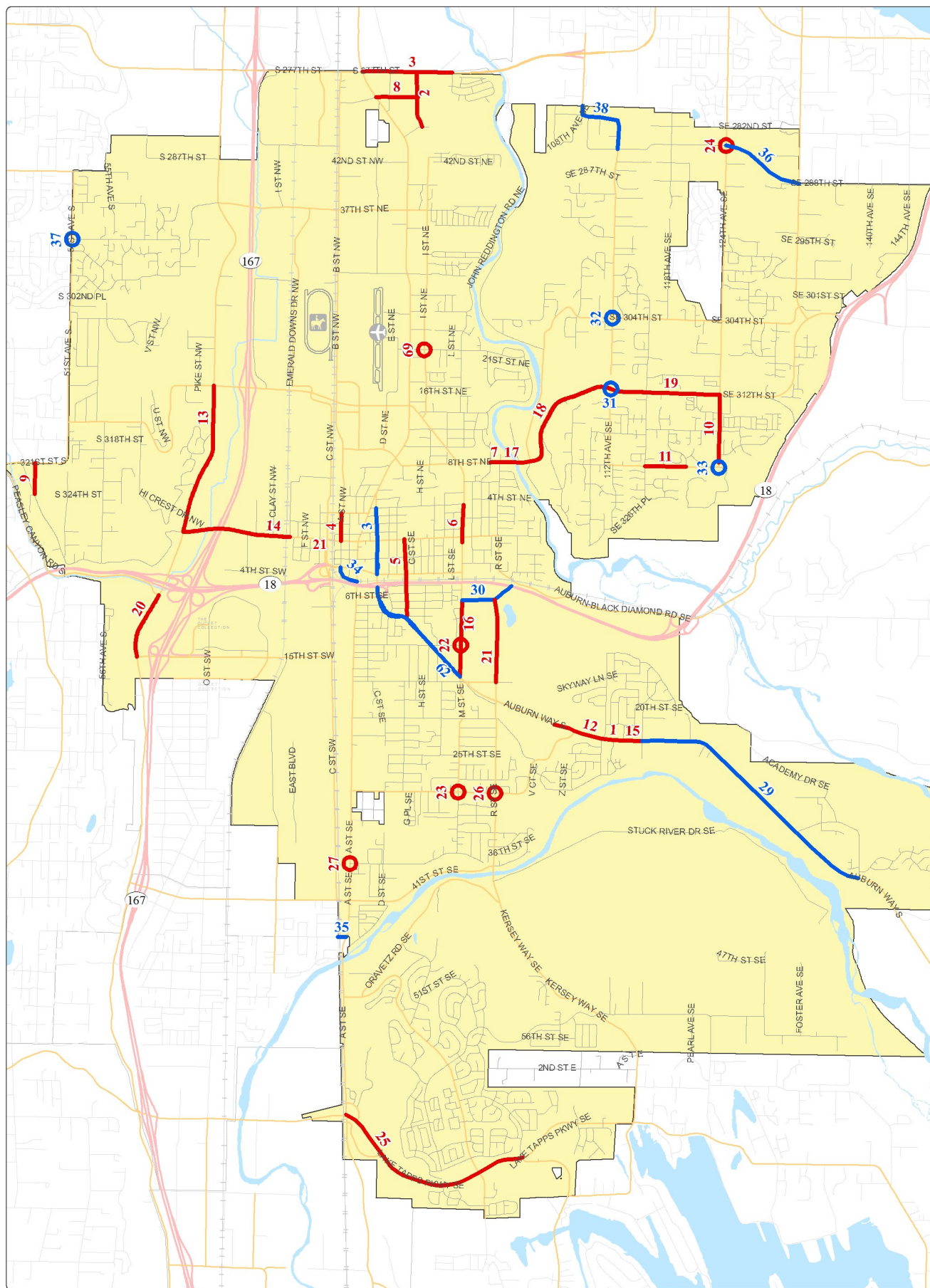
Auburn Transportation Plan Truck Routes



Auburn Transportation Plan
 Freight Routes Classification Map
 Class T-1 to T-5
 Annual Tons (in thousands)

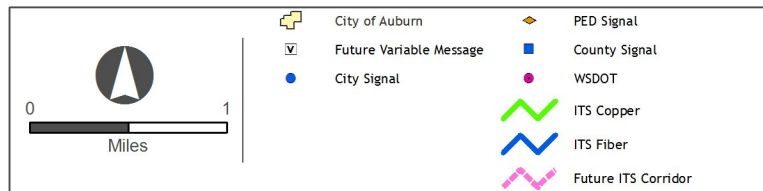
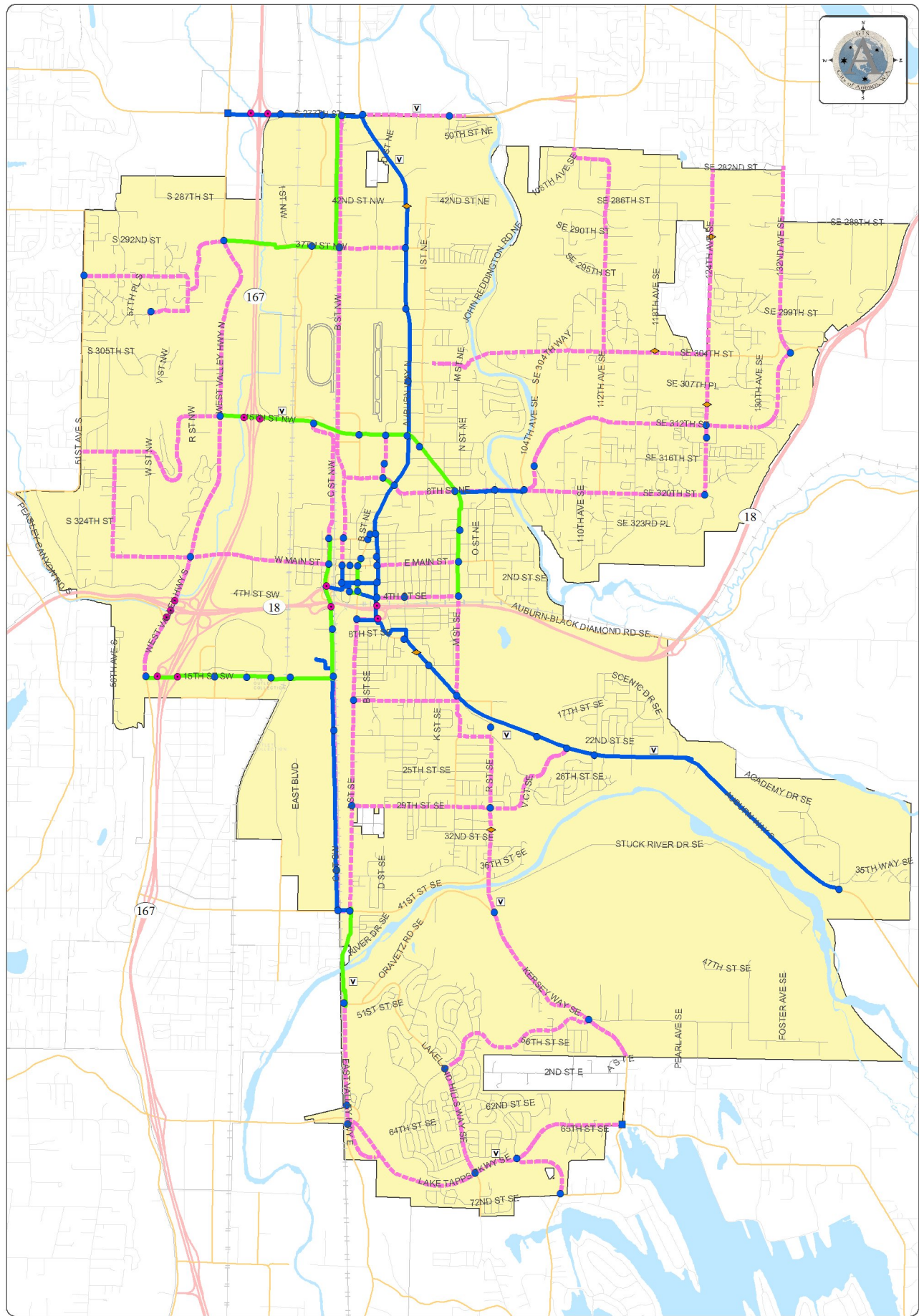
Map 2-4





Auburn Transportation Plan Transportation Improvement Projects

Map 2-6



CHAPTER 3.

NON-MOTORIZED TRANSPORTATION

Non-motorized transportation is an integral component of Auburn's transportation system. Non-motorized travel includes walking, bicycling, and equestrian travel. 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 three subsections: pedestrian travel, bicycle travel, and equestrian travel. Each subsection contains an assessment of existing conditions and needs, followed by guidelines for development of the future system.

3.1 Pedestrian Travel

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.



Riding on the Interurban Trail



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

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

A sidewalk inventory was conducted as part of the Plan update in 2005. A subsequent inventory was conducted in 2008 to collect sidewalk data for the West Hill and Lea Hill where a large scale annexation into the City took place in 2007. The inventory identifies sidewalks in the City, and rated their condition. This inventory continues to serve as a guide to help the City identify problem areas and program improvements according to prioritization guidelines, outlined later in this chapter.

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. Map 3-1 illustrates the existing and proposed sidewalk network within the City.

Trail Network

Auburn's developing trail network provides local and regional connections for both recreational use and commuting. Currently the only regional trails that have been developed include the Interurban 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;

- School Zone Flashing Beacons were installed at all elementary and middle schools.
- Rectangular Rapid Flashing Warning Beacons were installed at the existing crosswalk at E St NE and 4th St NE for Washington Elementary.
- A new crosswalk with warning signage and ADA pedestrian ramps was installed at K St SE & 23rd St SE for Pioneer Elementary. This also improved drainage on the street.
- Rainier Middle School received improved crosswalks, signage, and ADA pedestrian ramps along 116th Ave SE.
- Lea Hill Elementary received 600 feet of sidewalk, curb and gutter, and ADA pedestrian ramps on the south side of SE 312th Street as well as pedestrian push buttons and countdown pedestrian signal heads at the intersection of SE 312th Street and 124th Ave SE.
- The new Auburn High School created all new sidewalk and crosswalks with bulb outs on both East Main Street and 4th Street NE.
- New crosswalks with warning signage, ADA pedestrian ramps, and curb bulb outs were added at Terminal Park Elementary.
- New curb, gutter, ADA pedestrian ramps and pavement was constructed on H St SE between 17th and 21st St SE for Olympic Middle School.

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.

Pioneer Elementary School

Curb & gutter, sidewalks and ADA ramps along K St SE between 21st St SE and 25th St SE.

Cascade Middle School

The crossing at M Street NE and 24th Street NE experiences heavy traffic. The City and school district continue to cooperate to increase the safety of this crossing near the school.

Dick Scobee Elementary School

The City will continue to coordinate with the School District in exploring ways to improve access to surrounding neighborhoods to increase the school's designated safe walking area.

Terminal Park Elementary School

Curb gutter, sidewalks, and ADA ramps along B St SE between 12th St SE and 17th St SE.

Evergreen Heights Elementary School

Curb, gutter, sidewalks, and roadway improvements along S 316th between 51st Ave S and the eastern boundary of the school. This includes access and circulation improvements to the school and intersection improvements at 56th Ave S.

Hazelwood Elementary School

Sidewalk and ADA curb ramp improvements along SE 304th Street between 112th Ave SE and 116th Ave SE and along 118th Ave SE from SE 304th to the north.

Lea Hill Elementary School

Sidewalks and ADA ramps along both sides of 124th Ave SE between SE 304th St and SE 312th St.

Mountain View High School

Sidewalks along 124th Ave SE between SE 284th St and SE 304th St, and along 132nd Ave SE between SE 288th St and SE 299th St.

Riverside High School & Ilalko Elementary

Pedestrian crossing of A Street SE and the BNSF Railway would greatly benefit students at these two schools. A 2015 study identified a preferred crossing alternative for future development.



Safe Walking Route to School

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 is in the process of completing that plan and ADA design specifications can be found in the *Auburn Engineering Design Standards* manual.

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 should encourage 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

Map 3-1 identifies High Priority Pedestrian Corridors that are currently lacking a complete sidewalk system. Some of the corridors have sidewalks on one side or for portions of the corridor. Others are missing sidewalks altogether.

These High Priority Pedestrian Corridors were selected based on the following criteria: pedestrian volumes; proximity to schools, parks, transit routes and commercial areas; and where missing gaps can be completed.

The High Priority Pedestrian Corridors are roadway corridors where the City intends to target investment in pedestrian facilities. 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.

The High Priority Pedestrian Corridors identified in Map 3-1 are regularly reviewed for inclusion in the City's Six-Year Transportation Improvement Program and for grant funding opportunities.



Auburn Multi-Use Trail

NON-MOTORIZED TRAILS

The Auburn Parks, Recreation & Open Space Plan is currently being updated and will identify specific projects for the development of local and regional trails. Thus far 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. 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 damage 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.

“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.

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.

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 must take 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, pedestrians and equestrians. 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. 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 have been added to 124th Ave SE, and SE 320th Street near Green River College on Lea Hill, a new bike lane connection has been created by the construction of the new A Street NW corridor. Bikes lanes have been added as part of the new M Street SE BNSF underpass project and sharrows (share the road with bike symbols) have been 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 exclusiveness 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, Interurban Trail, White River Trail, and Green River Trails.

Class II bicycle lanes added since the last major update 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)

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.

Bike parking facilities are classified by length of use: long term, medium 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 a very 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 which 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. Auburn's CTR program calls out bicycle storage facilities, lockers, changing areas, and showers as measures employers can take to meet 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.



The Work is Easier when Shared

FUTURE TRAVEL

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 Equestrian Travel

Auburn citizens have a long history of supporting the planning and development of equestrian facilities. The City intends to increase its network of soft-surface, multi-use trails in more rustic locations with appropriate facilities suitable for equestrian use.

NEEDS ASSESSMENT

EXISTING CONDITIONS

Auburn's equestrian trail system is quite limited. The Parks Department currently manages a two-mile, soft-surface trail, along the White River at Roegner and Game Farm Wilderness Parks. Otherwise, there are no formal equestrian trails in Auburn.

Horse owners do have informal access to the soft-surface path adjacent to the Interurban trail, as well as large open spaces in the rustic area just south of the White River and east of Kersey Way in southeast Auburn. To reach the open areas, many ride along the edge of roads such as 53rd and 56th Streets SE. These are narrow roads with gravel shoulders. Drainage swales run parallel to many

portions of these roads, and while conditions vary, typically there is a narrow unpaved shoulder or grassed area alongside the road where horses can walk.

IMPROVEMENT NEEDS

The lack of equestrian trail miles in the City and connectivity to regional equestrian facilities are two areas that need improvement. As indicated by Table 3-1, there are currently two-miles of formal equestrian trails in the City. This is a barrier to most equestrians, particularly those bringing horses via trailer. In order to become a more equestrian friendly community, Auburn must undertake planning initiatives to expand the current network.

Table 3-1 Existing Equestrian Facilities

Facility	Potential Primary Users	Within Auburn City Limits
Soft-surface Trail	Equestrians Off-road Cyclists Pedestrians	2.17 miles

Auburn, as a regional growth center, has elected to become increasingly urbanized. As the City continues to urbanize, it will seek opportunities to include equestrian planning in its infrastructure improvements. Special consideration for equestrian facilities should be given to southeast Auburn and Lea Hill as both have existing equestrian communities.

Loop trail development is one strategy that can be employed to increase the length of equestrian trails in Auburn. Loop trails can be linked to existing linear facilities, thereby increasing network miles.

Opportunities to expand the equestrian trail system should be considered in all future infrastructure planning and development. Features such as busy arterial streets, steep slopes and narrow bridges are barriers to equestrian travel. Hence, equestrian trail planning should go hand in hand with other planning activities the City is undertaking. When planning equestrian trails, other facilities such as trailer parking and directional signage should be accommodated.

FUTURE SYSTEM

The southeast Auburn area, south of the White (Stuck) River and east of Kersey Way, should be designated as an Equestrian District. Future development in this area should be consistent with that designation. Southeast Auburn is particularly suitable as an Equestrian District because it contains a City watershed, shorelines of statewide significance, and numerous critical areas. Equestrian trails may be situated near some of these features, whereas more intense development may be unsuitable. Equestrian trails may also be appropriate for parts of Lea Hill, and should be evaluated. When locating equestrian trails along rustic roads, it may be appropriate to maximize trail potential by constructing a wider shoulder able to accommodate equestrian travel on one side of the road.

Members of the equestrian community in Auburn have emphasized the desire for a trail connection between Roegner Park and southeast Auburn. One potential alignment would be along a route roughly parallel to Kersey Way and 53rd Street SE. The Parks Plan identifies this future trail as the

Williams Trail. Potential obstacles include critical area impacts and right-of-way acquisition. The topography along Kersey Way includes steep hillsides and large drainage swales. As trail planning progresses to a more detailed level, other alignments should be evaluated.

The equestrian routes identified for future development are concentrated along the White River, the Green River, and in the properties in southeast Auburn. These routes are identified as soft-surface, multi-use trails that are suitable for riding and walking but do not meet the requirements of the Americans with Disabilities Act. Construction costs and the extent of clearing needed are much less for soft-surface trails than for paved trails. Some of the soft-surface trails are proposed to occur in conjunction with a paved trail. Summaries of trails that are appropriate for equestrian use are listed in Table 3-2. Design specifications for equestrian trails will be incorporated into the *Auburn Engineering Design Standards* manual.

3.4 Future Non-motorized System

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

Table 3-2 Future Trail Projects

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



Comprehensive Transportation Plan

Trail Name	Description	Potential Users
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 Equestrians 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 Equestrians
Academy Trail	The portion of Academy Drive from SR 164 to Green Valley Road is currently closed due to slope failures.	Bicyclists Pedestrians Equestrians
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. k.	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, cyclists, and equestrians 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.

The establishment of an equestrian district and trails in the southeast portion of the City permits more opportunities for equestrian travel in scenic areas.

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 Auburn Station.



*White River Trail
Multi-Use Path*

PROMOTING HEALTHY COMMUNITIES

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.¹

- 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.

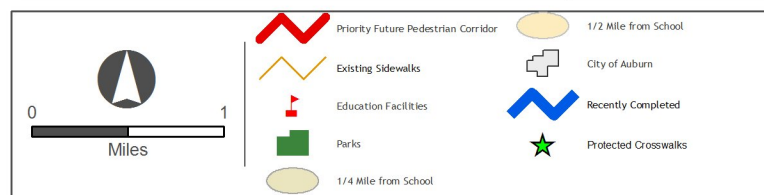
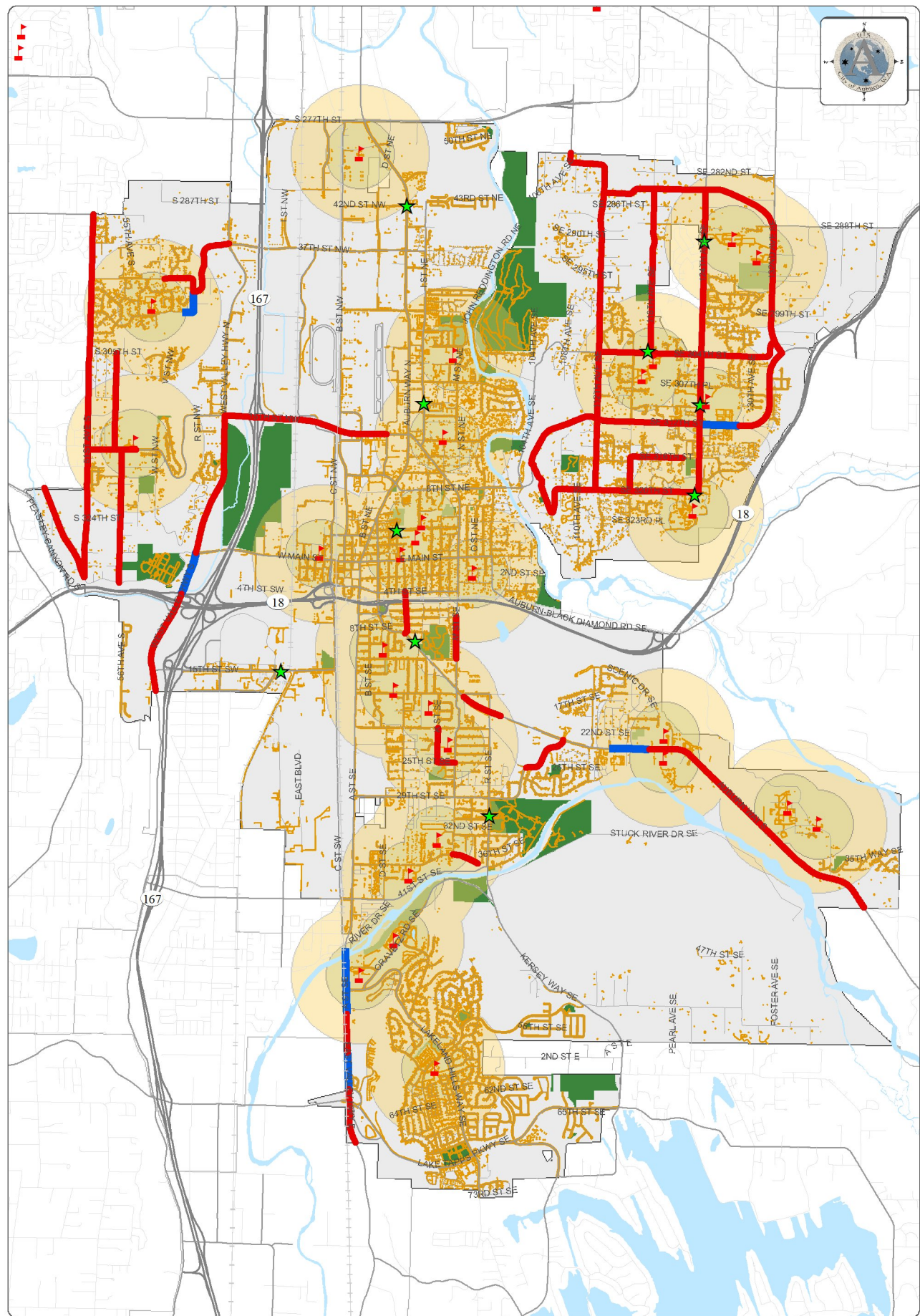
¹ Vision 2040 Update Issue Paper on Health: What's Health Got to Do with Growth Management, Economic Development and Transportation?, Puget Sound Regional Council, December 2nd, 2004.



Comprehensive Transportation Plan

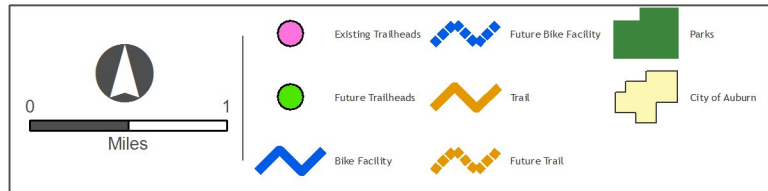
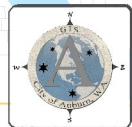
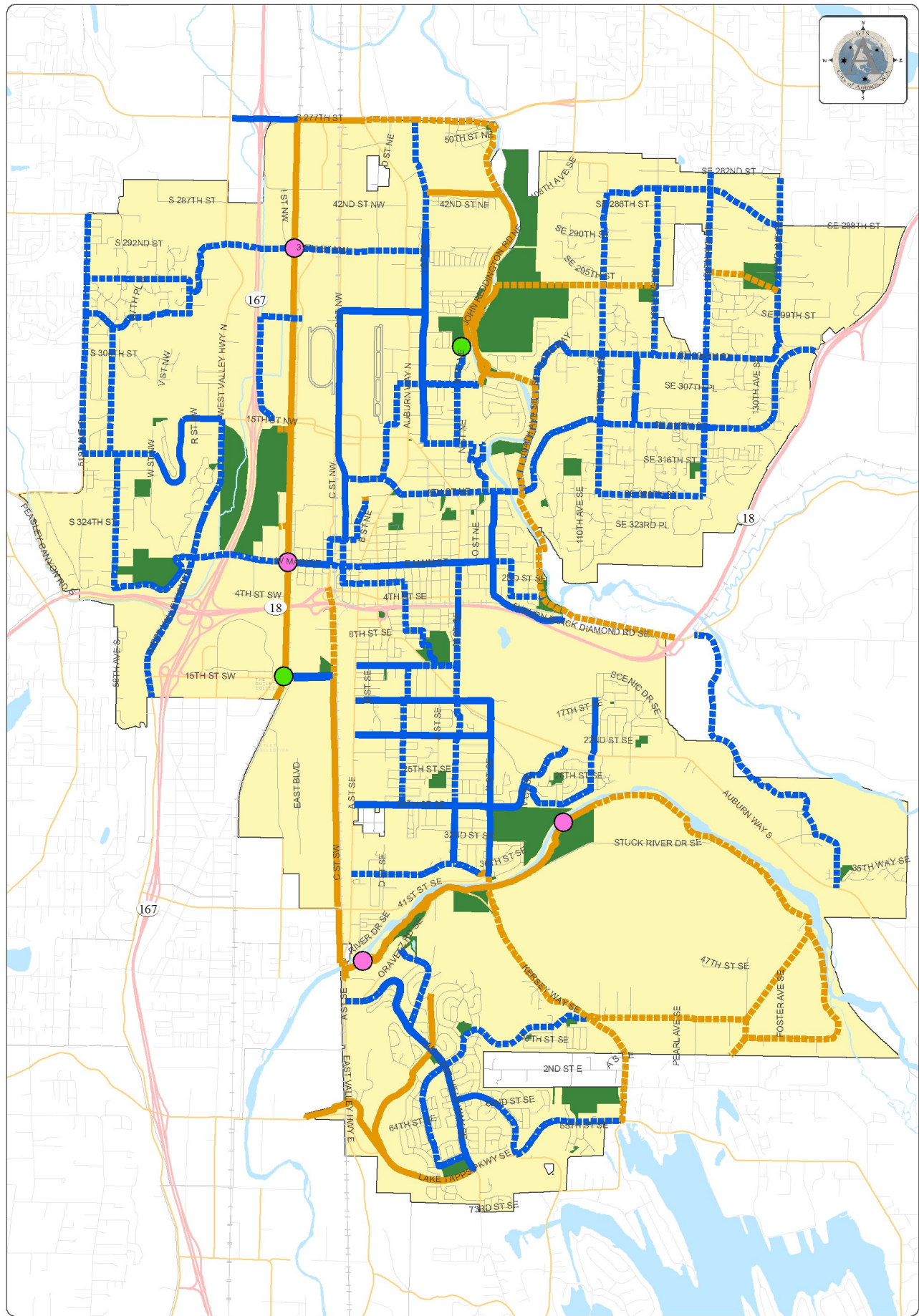
IMPLEMENTATION TOOLS

The City has 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.



Auburn Transportation Plan
Existing Sidewalks and
Future Priority Sidewalk Corridors

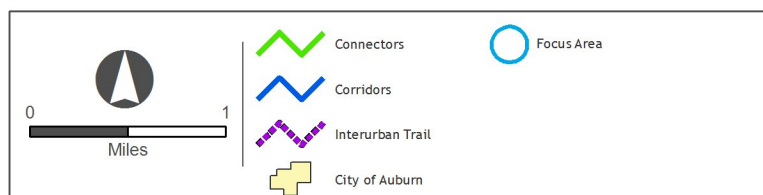
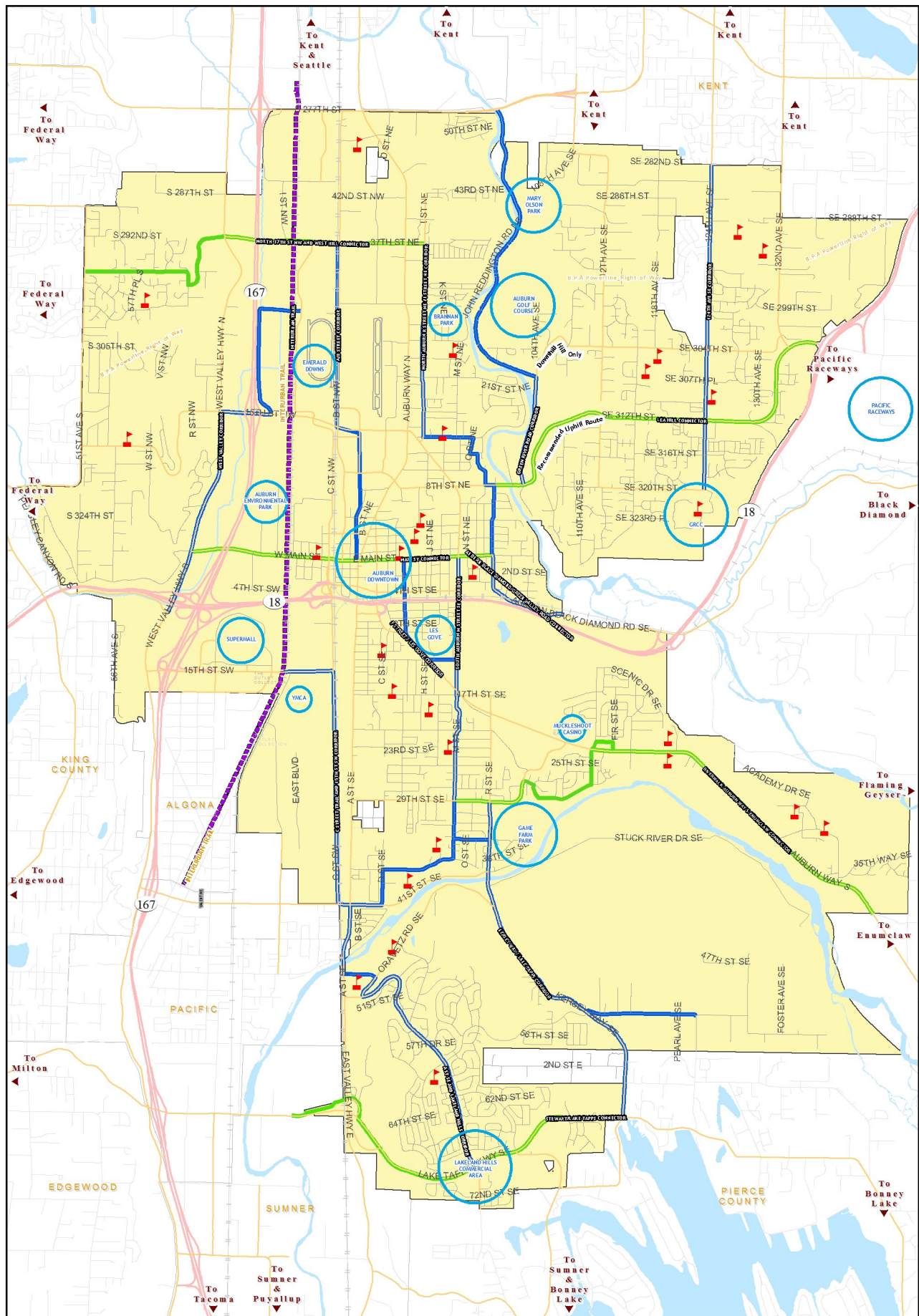
Map 3-1



Auburn Transportation Plan

Existing and Future Bicycle Facilities
and Multi-Use Trails

Map 3-2



Auburn Transportation Plan
Bicycle Corridors and Connectors

Map 3-3

CHAPTER 4

TRANSIT

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

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



Auburn Station

4.1 NEEDS ASSESSMENT

EXISTING TRANSIT SERVICES

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

KING COUNTY METRO TRANSIT

Bus Service

Metro Transit provides local bus services linking destinations within the community and providing regional connections to the Auburn Station and the 15th Street NW Park-and-Ride. Metro Transit offers the following services in Auburn:

Route 154 provides weekday service between the Auburn Station, the 15th Street NW Park-and-Ride, the Kent Station, Boeing in Kent, the Tukwila Park-and-Ride, Boeing Field, and the Federal Center South in Seattle.

Route 164 provides regional service between Kent, Auburn and the Green River College. It connects with the Route 181 at Green River College.

Route 180 provides service daily between southeast Auburn, Auburn Station, and Kent Station, connecting to Route 150, with service to Seattle. Route 180 also serves Sea-Tac Airport and the Burien Transit Center.



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

Route 186 provides weekday peak hour service between the Auburn Station and Enumclaw via

Metro Transit Hybrid Articulated Bus

Courtesy: Metro Transit

Auburn Way South. The service is scheduled to meet Sounder Commuter Rail trains at the Auburn Station.

Route 915 provides weekday midday service and some weekend service between the Auburn Station and Enumclaw via Auburn Way South. The route also includes a small portion of Dial a Ride Transit (DART) service with limited, variable routing in response to rider requests.

Route 917 provides weekday and Saturday service between A Street SE, 41st Street SE, Algona, the Outlet Collection, and the Auburn Station. Peak hour weekday service is also provided between the Auburn Station and the Social Security Administration and the General Services Administration (GSA). The route offers DART service (limited variable route) in portions of Pacific.

Route 952 is a weekday AM and PM peak hour route specifically designed to serve the Boeing Everett facility. It operates from the 15th Street NW Park and Ride to the Boeing Everett Plant.

Route 910 is a DART route which was inaugurated in October 2010 in a partnership between Auburn and King County Metro Transit, and functions as a community shuttle circulator service. The route provides weekday and Saturday service between north central Auburn, the I Street NE corridor, downtown Auburn and the Outlet Collection/YMCA on 15th Street SW.

Due to financially driven cuts by Metro Transit, Route 919 was recently discontinued. This was a community focused route, which operated fixed route and some dial a ride service between downtown Auburn, the Library, Senior Center, Les Gove Park and southeast Auburn in the Dogwood area where it interchanged with the Muckleshoot Tribal Shuttle. Although service to the area is still available on the Routes 186 and 915, Route 919 operated during the off-peak hours filling gaps in the service offered by the Routes 186 and 915.

ACCESS

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



DART Vehicle

Courtesy: City of Kent

Vanpool Services

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

Metro Transit Facilities

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

Commute Trip Reduction (CTR)

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

PIERCE TRANSIT

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

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

SOUND TRANSIT

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

Sounder Commuter Rail

Sound Transit operates the Sounder commuter rail service on the Lakewood-Tacoma – Seattle route via the BNSF Railway. Sound Transit provides weekday peak hour trips northbound to Seattle in the AM and southbound from Seattle to Tacoma - Lakewood in the PM. Reverse direction trips are also provided in each peak hour with mid-day service being planned for future years. Some



Sounder Train

Courtesy: Sound Transit



Sound Transit Regional Express Bus

Courtesy: Sound Transit

connections are available between south line Sounder trains which terminate in Seattle and north line Sounder trains from Everett to Seattle. Additional special event service to and from Seattle for Mariners, Seahawks and Sounders games and the Emerald Downs racetrack in Auburn is offered on some weekends.

Currently, eight trains operate northbound to Seattle in the morning peak and return southbound during the PM peak. Two trains operate southbound to Tacoma/Lakewood in the morning and northbound to Seattle in the early evening.

Regional Express Bus Service

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

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

Transit Facilities

Sound Transit owns and operates the Auburn Station located in downtown Auburn. This full service multi-modal facility provides parking for a total of 633 vehicles in a 6-story parking garage and a surface parking lot. The facility currently handles approximately 470 daily bus trips. Approximately 3,000 passengers ride bus service to/from the station on a daily basis. Boardings at Auburn on Sounder commuter rail are 1,300 per day. The facility draws numerous transit riders from outside Auburn including many from outside the Sound Transit taxing District, the geographic area where residents contribute tax revenue to fund Sound Transit.

4.2 Transit User Needs

DEMOGRAPHICS

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

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

Comparing the neighborhoods in question to the transit route structure, it is apparent that the vast majority of Auburn’s most transit dependent population lives within $\frac{1}{4}$ miles of a fixed route bus – the distance standard most often identified by the transit industry as a reasonable walking distance to transit. An exception to that rule is the area near Dogwood Street SE north of Auburn Way South where many of the transit dependent residents are located more than $\frac{1}{4}$ mile from fixed route bus service.

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

SERVICE COVERAGE

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

Local Bus Service

Some of Auburn's most populated neighborhoods are deficient in local bus service, including the West Hill, Lakeland Hills during the non-peak hours, and parts of east and north Auburn. The least served residential area of Auburn is West Hill, an area with approximately 5,000 residents with no transit service. Lakeland Hills, a planned residential community with approximately 3,800 homes has peak hour service to downtown Auburn but lacks all day service. Lea Hill, a predominantly residential community on Auburn's east hill, does have two transit routes, which predominantly serve Green River College, leaving a large portion of the residents unable to walk to a transit route. In 2014, a license plate survey of the Auburn Station garage indicated a substantial number of Lea Hill residents utilize transit service at Auburn Station. This suggests that a commuter oriented shuttle serving Lea Hill, similar to the Route 497 shuttle implemented in Lakeland Hills, could be successful.

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

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

Regional Bus Service

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

Sounder Commuter Rail

Sounder Commuter Rail, a highly popular and attractive service, operates bi-directionally in the peak periods. Most of the trips are operated in the peak direction; northbound during the weekday AM peak and southbound during the weekday PM peak. No midday, evening or weekend regular service is currently provided. These services are needed as is additional capacity on some of the currently most popular runs.

Intercity Passenger Rail

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



Auburn YMCA - Major trip generator

of 500,000 people. Amtrak should implement more intercity rail stations in the high density and traffic congested areas of Puget Sound such as at Auburn Station. A new Auburn stop would have great ridership benefits since it is at a station with available overnight parking and is in close proximity to hundreds of thousands of potential new customers. Furthermore the projected schedule impacts of a stop in Auburn could be largely absorbed in the overall route schedule.

TRANSIT SCHEDULING

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

Scheduling to Successfully Serve Employers

One of the most overlooked aspects of transit system design is scheduled transit arrival times versus major employer shift times. While a transit system can physically serve the front door of a business, its actual scheduled arrival times will often determine if anyone rides the system. It is not the intention of this effort to conduct an exhaustive employer shift time analysis of the community. However, an example of the challenge can be found in examining one of Auburn's major employers, the Boeing Company with over 6,000 employees. The company's primary morning shift time arrival occurs at 6 AM, the earliest southbound Sounder train from Seattle, arrives in Auburn at 6:41 AM. The first run of the day for the Metro Route 181 from Federal Way and Lea Hill arrive near Boeing at approximately 6 AM, making it difficult for employees to meet the shift time. The first runs of the Route 917 which serve the nearby GSA and SSA offices arrive after the Boeing shift time as well. None of the existing bus routes stop close enough to the Boeing facility to allow employees to walk to the facility. This shows how it would be beneficial to coordinate with major employers to offer alternate transit options that can meet various shift times such as dedicated Vanpools or Vanshares.

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

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

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

Transit Capacity

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

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

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

URBAN DESIGN

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

IMPROVING LOCAL SERVICE

Preserving the Route 910

Since 2010 Auburn and Metro Transit have partnered through the Transit Now initiative to implement community shuttle circulator service. The Route 910 shuttle serves Northeast Auburn commercial and activity areas. The service has become steadily more popular, doubling in productivity since its inception. This partnership route between, Auburn and King County Metro has now been extended until 2020.

Add Service to Replace the Terminated Route 919

Currently, a planned expansion of service to the Metro Route 915 is expected to begin in March 2016. This will increase service to hourly, midday on some of the alignment of the former Route 919. The city should continue to look for opportunities to improve service along the route of the former 919.

Preserve and Expand Commuter Connection Bus Routes

Auburn should work with Pierce Transit, Metro Transit and Sound Transit to add service to the Route 497 to meet all existing and future Sounder trains and to encourage Sound Transit to fund a portion of the Route 497.

Auburn should explore the concept with Metro Transit and Sound Transit of adding a new commuter bus service to Sounder from Lea Hill and the west hill of Auburn and encourage Sound Transit to fund a portion of the routes. Similar to the Route 497, these routes would be

timed to meet Sounder trains and operate on a direct route and express schedule after leaving the Lea Hill or west hill areas.

TRANSIT FACILITIES

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

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

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

Building the infrastructure to accommodate commuter parking demand is an essential component of making transit an attractive option for commuters. In order to do so, action is essential to clearly identify the future demand and acquire the land needed to build the parking. The plans created in ST2 and ST3 (ST2 is the Sound Transit Plan approved by voters during 2008, ST3 is a proposed ballot measure for voters to consider in 2016) to build parking should be followed. If this is not done, neighborhoods within walking distance of Auburn Station, particularly those bordering W Main Street, will experience an increase in on-street commuter parking, making it difficult for residents to find parking during the day and early evening. To combat this issue, the City has established a restricted parking zone for residents to the west of C Street NW, however the problem may begin in other locations. Sound Transit should also examine the usage of the Auburn Station garage by people who live outside the Sound Transit Taxing District. The agency should consider requiring those users to pay to park in the Auburn Station garage. In a 2014 survey of the vehicles parked at the Auburn facility over 90 vehicles (15 percent of the parking supply) were registered at addresses outside the Sound Transit Taxing District.

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

Pedestrian improvements around existing or planned transit stops, including enhanced crosswalks and pedestrian refuges, should also be examined by the City. The placement of bus stops is driven

by a variety of criteria including transit system operating and design standards, professional engineering field evaluation, and public input.

4.3 Transit System Recommendations

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

KING COUNTY METRO TRANSIT

Maintain the operation of the Route 910 in partnership with Metro Transit. Explore partnering with Metro Transit and the Muckleshoot Indian tribe to create a new route combining the best features of the former Route 919 and the MIT tribal shuttle to provide better transit service to the city and the Reservation.

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

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

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

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

Work with Sound Transit and Metro Transit to create additional parking at or near the Auburn Station.

PIERCE TRANSIT

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

SOUND TRANSIT

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

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

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

Address the loss of existing parking at the Auburn Station due to the use of the overcrowded Sounder parking facility by Sounder riders who live outside the Sound Transit taxing district and pay nothing for the facility.

Begin working with the City of Auburn to create additional parking near the Auburn Station, as specified in ST2 and included in ST3, which is scheduled to be on the November 2016 ballot.

CITY OF AUBURN

Continue the operation of the Route 910 in partnership with Metro Transit.



Comprehensive Transportation Plan

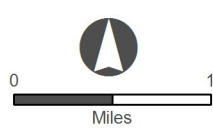
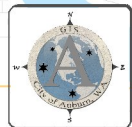
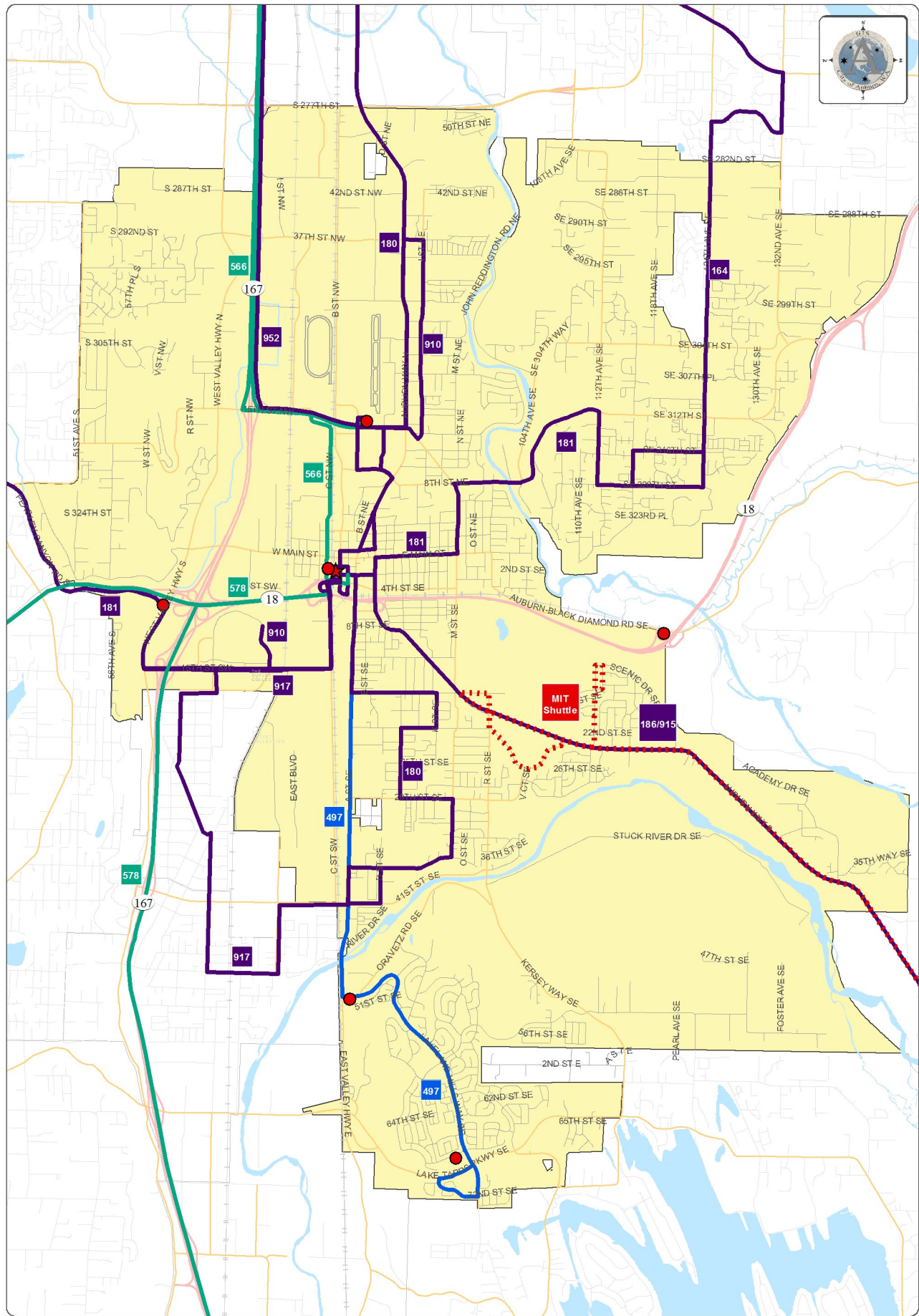
Explore partnering with the Muckleshoot Indian Tribe to create a new route combining the best features of the former Route 919 and the MIT tribal shuttle to provide better transit service to the City and the Reservation.

Work with Metro Transit and Sound Transit to create a new, limited stop AM and PM peak transit service for commuters from Lea Hill and west hill to and from the Auburn Station.

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

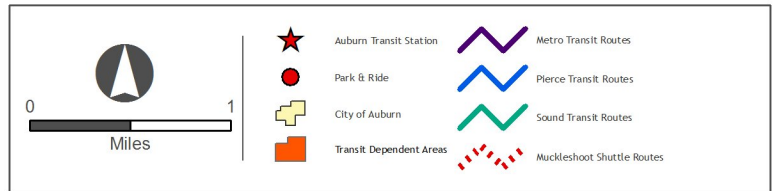
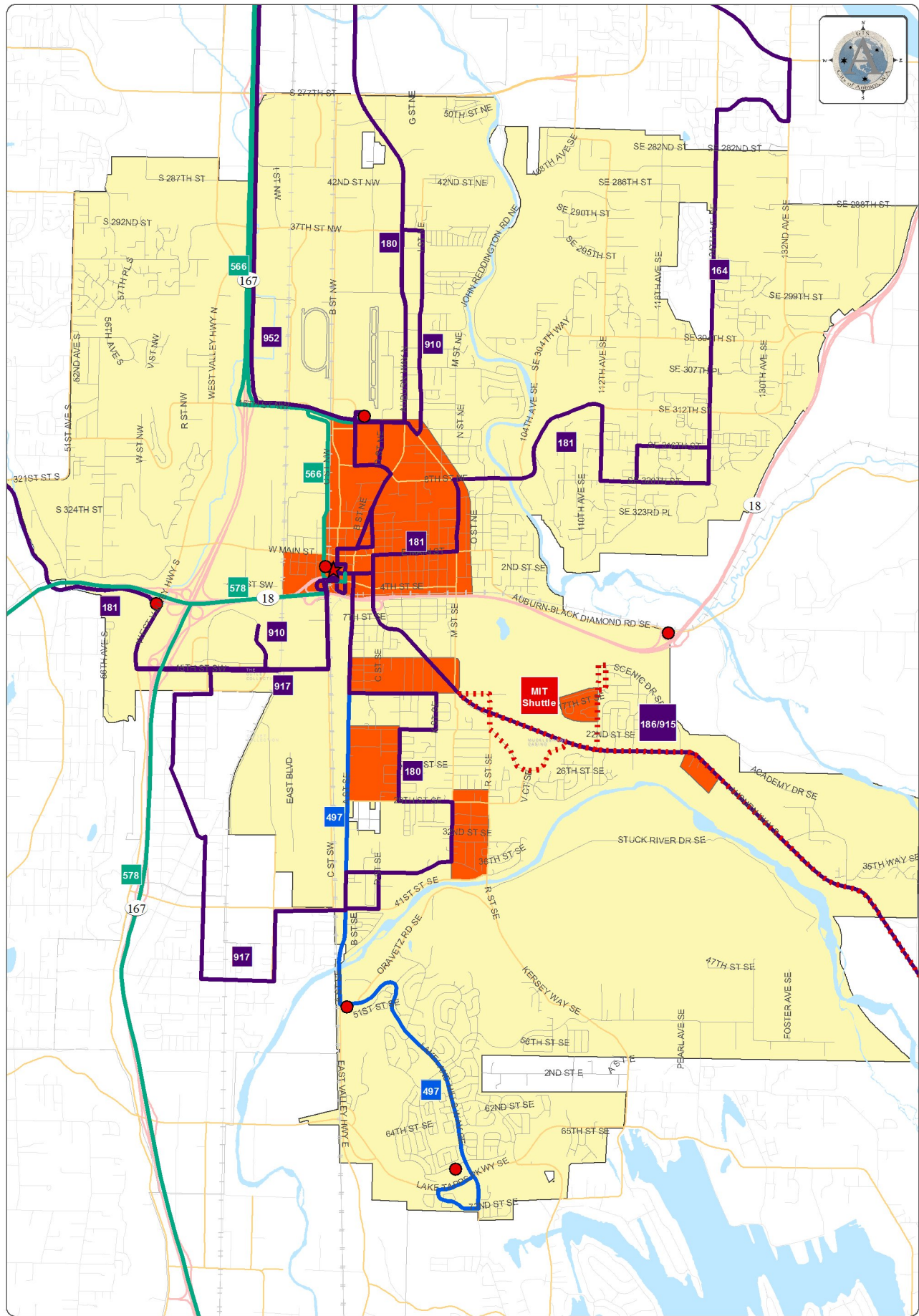
Work with Sound Transit to address the loss of existing parking at the Auburn Station due to the use of the overcrowded Sounder parking facility by Sounder riders who live outside the Sound Transit taxing district and pay nothing for the facility.

Begin working with Sound Transit and Metro Transit in partnership to create additional commuter parking at or near the Auburn Station.



- ★ Auburn Transit Station
- Park & Ride
- City of Auburn
- Metro Transit Routes
- Pierce Transit Routes
- Sound Transit Routes
- - - Muckleshoot Shuttle Routes

Auburn Transportation Plan Auburn Transit Routes and MIT Shuttle Route



Auburn Transportation Plan
Auburn Transit Routes
and Transit Dependent Areas

Map 4-2

CHAPTER 5.

POLICIES

Transportation objectives and policies establish the framework for realizing the City's vision of its transportation system. Policies provide guidance for the City, other governmental entities and private developers, enabling the City to achieve its goal in accordance with the City's Comprehensive Plan. The policy framework presented below is a guideline, which the City will use to evaluate individual projects and address its infrastructure needs.



Public Art on West Main Street

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

GOAL

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

5.1 Coordination, Planning and Implementation

OBJECTIVE: COORDINATION

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

POLICIES:

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

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

OBJECTIVE: LONG-RANGE PLANNING & PROGRAMMING

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

POLICIES:

Plan-01: The *Comprehensive Transportation Plan* shall be evaluated and amended annually to ensure it is technically accurate, consistent with state, regional, and other local plans, and in keeping with the City's vision of the future transportation system.

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

OBJECTIVE: SAFETY

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

POLICIES:

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

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

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

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

Safety-05: Emphasize enforcement of the "rules of the road" for pedestrians, bicyclists and motorists whose actions endanger others. Conduct

enforcement in a manner that reinforces the messages found in non-motorized education & safety programs.

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

OBJECTIVE: CONNECTIVITY

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

POLICIES:

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

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

OBJECTIVE: ENVIRONMENTAL PROTECTION

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

POLICIES:

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

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

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

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

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

OBJECTIVE: LEVEL-OF-SERVICE (LOS) THRESHOLD

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

POLICIES:

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

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

- a. An unacceptable increase in hazard or an unacceptable decrease in safety at an intersection or on a roadway segment.
- b. An accelerated deterioration of the street pavement condition or the proposed regular use of a street not designated as a truck route for truck movements that can reasonably result in accelerated deterioration of the street pavement.

- c. An unacceptable impact on geometric design conditions at an intersection where two truck routes meet on the City arterial and collector network.
- d. An increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act.
- e. An increase in queuing that causes blocking of adjacent land uses or intersections.
- f. A reduction in any of the four (4) LOS standards below.
 - 1. Arterial and Collector Corridor LOS: The level-of-service standard for each arterial and collector corridor is “D”, unless otherwise specified in Chapter 2 of this plan. The City may require a development or redevelopment to examine a shorter or longer corridor segment than is specified in Chapter 2, to ensure a project's total LOS impacts are evaluated.
 - 2. Signalized Intersection LOS: The level-of-service standard for signalized intersections is “D”, with the following exceptions; for signalized intersections of two Arterial roads the level-of-service standard during the AM and PM peak periods is “E” for a maximum duration of 30 minutes and for signalized intersections of two Principal Arterial roads the level-of-service standard during the AM and PM peak periods is “E” for a maximum duration of 60 minutes. The City may require a development or redevelopment to examine individual signalized or roundabout intersections for LOS impacts to ensure a project's total LOS impacts are evaluated.
 - 3. Two-Way and All-Way Stop Controlled Intersection LOS: The level-of-service standard for two-way stop controlled and all-way stop controlled intersections, is “D”. If LOS falls below the standard, analysis and mitigation may be required in a manner commensurate with the associated impacts. This may include, among other requirements, conducting a traffic signal warrant analysis and installing or financing a signal or roundabout.

4. Roundabout Intersection LOS: The level-of-service standard for roundabout controlled intersections is “D”. The City may require a development or redevelopment to examine roundabout intersections for LOS impacts to ensure a project’s total LOS impacts are evaluated.

LOS-03: Establish a multi-modal level-of-service system in the future.

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

OBJECTIVE: CONCURRENCY

To ensure transportation facilities do not fall below the adopted level-of-service standard, as required by the Growth Management Act.

POLICIES:

GMA-01: Require developments to construct or finance transportation improvements and/or implement strategies that mitigate the impacts of new development concurrent with (within 6 years of) development, as required by the Growth Management Act.

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

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

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

GMA-04: Evaluate city transportation facilities annually to determine compliance with the adopted level-of-service standards and, as necessary, amend the *Six-Year Transportation Improvement Program* (TIP) and *Capital Facilities Plan* (CFP) to remedy identified deficiencies.

GMA-05: Coordinate transportation improvements with the State, Counties, and neighboring jurisdictions to encourage through trips to occur on state facilities, reducing stress on the city street network.

OBJECTIVE: FINANCE

To finance the transportation systems necessary to serve new development, while ensuring the City has the capability to finance general transportation needs.

POLICIES:

Funding-01: Require developments or redevelopments to construct transportation infrastructure systems needed to serve new developments.

Funding-02: Actively pursue the formation of Local Improvement Districts (LID) to upgrade existing streets and sidewalks and construct new streets to the appropriate standard.

Funding-03: Improvements that serve new developments will be constructed as a part of the development process. All costs will be borne by the developer when the development is served by the proposed transportation improvements. In some instances, the City may choose to participate in this construction if improvements serve more than adjacent developments.

Funding-04: Revenues for street transportation improvements should primarily provide for the orderly development of the City's transportation system in compliance with the *Comprehensive Transportation Plan*. The basic criterion for such funding should be the degree to which that project improves the overall transportation system and not the benefit that might accrue to individual properties. Where it is possible to establish a direct relationship between a needed improvement and a development, the development should be expected to contribute to its construction.

Funding-05: Encourage public/private partnerships for financing transportation projects that remedy existing and anticipated transportation problems, or that foster economic growth.

Funding-06: Aggressively seek and take advantage of federal, state, local, and private funding and lending sources that help implement the City's *Comprehensive Transportation Plan*.

Funding-07: Maintain a traffic impact fee system based on the Institute of Traffic Engineers (ITE) guidelines, as modified by the City Council, as a means of enabling development to mitigate appropriately for associated traffic impacts.

Funding-08: Reassess the land use element of the Comprehensive Plan if funding for transportation facilities is insufficient to maintain adopted level-of-service standards.

OBJECTIVE: QUALITY OF LIFE

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

POLICIES:

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

OBJECTIVE: TRANSPORTATION SYSTEM MANAGEMENT (TSM)

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



Moving Traffic More Effectively with Intelligent Transportation Systems

POLICIES:

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

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

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

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

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

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

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

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

OBJECTIVE: TRANSPORTATION DEMAND MANAGEMENT (TDM)

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

POLICIES:

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

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

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

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

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

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

TDM-07: Lead by example through implementation of a thorough and successful Commute-Trip Reduction (CTR) Program for City employees.

OBJECTIVE: PARKING

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

POLICIES:

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

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

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

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

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

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

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

OBJECTIVE: RIGHT-OF-WAY

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

POLICIES:

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

- Requiring dedication of right-of-way as a condition of development;
- Purchasing right-of-way at fair market value; and

- Acquiring development rights and easements from property owners.

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

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

OBJECTIVE: MAINTENANCE AND PRESERVATION

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

POLICIES:

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

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

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

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

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

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

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

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

5.2 Street System

OBJECTIVE: COMPLETE STREETS

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

POLICIES:

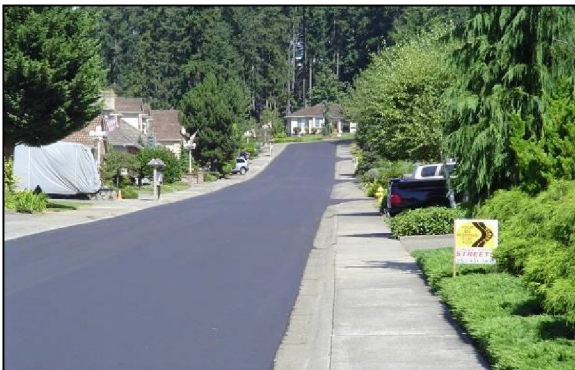
Street-01: Plan for and develop a balanced transportation system, which provides safe access and connectivity to transportation

facilities for users of all ages and abilities including pedestrians, bicyclists, motorists, transit users and operators, and truck operators.

Street-02: Plan for, design, and construct all transportation projects, whether City led or development driven, to provide appropriate accommodation for bicyclists, pedestrians, and transit users in a manner consistent with the Comprehensive Plan, except in situations where the establishment of such facilities would be contrary to public health and safety or the cost would be excessively disproportionate to the need.



Save Our Streets - Patching Treatment



Save Our Streets - Overlay



Helping those with Special Needs

Street-03: Ensure the transportation system meets the requirements outlined in the Americans with Disabilities Act (ADA).

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

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

OBJECTIVE: STREET NETWORK

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

POLICIES:

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

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

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

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

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

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



Principal Arterial: 15th Street NW

Street-11: The standards for residential streets may be modified in cross section to provide better relationships between the different components of the street including, but not limited to, on-street parking, the landscape strip, and the sidewalk. Among other objectives, this may be done to balance the need to provide adequate parking and buffer pedestrians from traffic.

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

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

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

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

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

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

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

- The internal local residential street network for a subdivision should be designed to discourage regional through traffic and non-residential traffic from penetrating the subdivision or adjacent subdivisions.
- Where possible, streets shall be planned, designed and constructed to connect to future development.
- When applicable, non-motorized paths shall be provided at the end of dead end streets to shorten walking distances to an adjacent arterial or public facilities including, but not limited to, schools and parks.
- Residential developments should be planned in a manner that minimizes the number of local street accesses to arterials and collectors.
- To promote efficient connectivity between areas of the community, existing stub end streets shall be linked to other streets in new development whenever the opportunity arises and the resulting traffic volumes are not likely to exceed acceptable volumes as identified in the *Auburn Engineering Design Standards*.

OBJECTIVE: PRIVATE STREETS

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



Comprehensive Transportation Plan

POLICIES:

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

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

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

OBJECTIVE: ACCESS MANAGEMENT

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

POLICIES:

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

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

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

OBJECTIVE: THROUGH TRAFFIC

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



Comprehensive Transportation Plan

POLICIES:

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

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

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

OBJECTIVE: TRAFFIC CALMING

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

POLICIES:

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

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

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

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

OBJECTIVE: FREIGHT MOVEMENTS

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

POLICIES:

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

Freight-02: The movement of freight and goods which serve largely national, state, or regional needs should take place in such a way so that the impacts on the local transportation system are minimized. These movements

should take place primarily on state highways, Interstates, or on grade-separated rail corridors in order to minimize the local impacts.

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

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

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

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

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

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

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

Freight-10: Temporary haul routes for overweight or oversized vehicles shall be permitted under circumstances acceptable to the City and with

appropriate mitigation. A temporary haul permit must be obtained prior to the hauling of oversized or overweight freight.

Freight-11: Truck traffic in residential neighborhoods shall be prohibited, except for local deliveries within said neighborhood, unless no other possible route is available, in which case mitigation may be required.

OBJECTIVE: LATECOMER POLICY

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

POLICIES:

LC-01: The City may enter into latecomer agreements where substantial transportation investments are made by one party that legitimately should be reimbursed by others, such as, when the infrastructure improvement will benefit a future development. Such agreements will be at the discretion of the City Council. Latecomer agreements do not apply to situations in which a property owner is required to construct improvements per an existing city code provision, such as in the case of half-street and other frontage improvements.

OBJECTIVE: ROUNDABOUTS

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

POLICIES:

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

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

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.

POLICIES:

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.



Interurban Trail at W Main Street

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 *Comprehensive Transportation Plan* and *Auburn Parks, Recreation, & Open Space Plan 2005* and subsequent Park plans.

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.

POLICIES:

NM-06: Develop and maintain the non-motorized system, including bike routes, walkways and equestrian paths, 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.

POLICIES:

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.

POLICIES:

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.

OBJECTIVE: EQUESTRIAN TRAVEL

To improve Auburn's equestrian environment.

POLICIES:

Eq-01: Strive to incorporate equestrian facilities into the design of trail and transportation facilities, where possible and appropriate. These efforts

should be concentrated south of the White River in Auburn's southeast corner and in Lea Hill, but considered for other areas of the City.

Eq-02: Transportation projects, and other public and private projects, in lower-density neighborhoods should be evaluated, and where possible, planned, designed and constructed to be compatible with equestrian use.

Eq-03: Create an interconnected system of safe equestrian trails and provide adequate equestrian amenities adjacent to those trails.

5.4 Transit System

OBJECTIVE: TRANSIT SERVICES

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

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

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

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

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

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

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

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

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

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

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

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

5.5 Air Transportation

OBJECTIVE: AIR TRANSPORTATION

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

POLICIES:

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

Air-02: The airport shall be managed as a general aviation facility; the use of jet aircrafts and helicopters that create noise and land use conflicts shall be evaluated, in conformance with FAA regulations.

Air-03: The siting of new airport facilities shall consider neighborhood impacts such as increased noise generated from the use of those facilities.

Air-04: Use of the airport by non-conventional aircraft such as ultra lights shall be discouraged, in conformance with FAA regulations.

Air-05: The City's zoning ordinance and other appropriate regulatory measures shall enforce the airport clear zones as regulated by the Federal Aviation Administration (FAA). The impact of development on air safety



Comprehensive Transportation Plan

shall be assessed through SEPA review, and appropriate mitigation measures shall be required by the City.

Air-06: Minimize or eliminate the potentially adverse effects of light and glare on the operation of the Auburn Airport.

CHAPTER 6.

FUNDING

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

6.1 Financial Planning and Programming

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

TRANSPORTATION IMPROVEMENT PROGRAM

The *Transportation Improvement Program* (TIP) is a six year plan which lists programmed transportation improvements in the following categories: roadway improvement projects, intersection improvement projects, non-motorized and transit projects, preliminary engineering and miscellaneous projects, and preservation projects. Transportation needs are identified by examining the latest information concerning safety and accident history, growth trends, the traffic model, traffic studies, and the Comprehensive Transportation Plan. The City adopts a six-year *Transportation Improvement Program* (TIP) annually, including a revenue forecast and analysis of available funding. Projects are then prioritized according to a number of factors including safety, capacity needs, access needs, and the likelihood of securing funding. The first three years of the TIP must be financially constrained, so project programming is often limited due to funding limitations.



Auburn City Hall

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

CAPITAL FACILITIES PLAN

The *Capital Facilities Plan* (CFP) is the *Comprehensive Plan* element which identifies the financial plan for implementing all capital improvements in Auburn. Transportation improvements are included

in the *Capital Facilities Plan*, which is amended annually. The *Capital Facilities Plan* enables the City to fulfill the GMA requirement of having a multiyear financing plan based on identified transportation needs. It also enables the City to make informed decisions about its investment of public dollars and make timely decisions about maintaining levels-of-service in accordance with the Comprehensive Plan standards.

6.2 Funding Sources

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

GENERAL TAX REVENUES

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

Recognizing the need to raise additional revenues for the local street system, Auburn residents approved the 'Save Our Streets' (SOS) program in 2004 for specific funding from property taxes, and in doing so, created a funding program to help rehabilitate Auburn's residential streets. In 2013, the City Council modified the funding source for the program to be from Construction Sales Tax instead of property taxes.

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

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

GRANTS

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

FEDERALLY FUNDED PROGRAMS

The Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced the Transportation Enhancement (TE) Activities with the Transportation Alternatives Program (TAP). The original TE activities remain eligible for TE funds that were previously apportioned until the TE funds are obligated, rescinded, or lapse. MAP-21 funds projects designed to strengthen the cultural, aesthetic, and environmental aspects of the inter-modal transportation system. The program provides for the implementation of a variety of non-traditional projects, including the restoration of historic transportation facilities, the construction of bicycle and pedestrian facilities, landscaping and scenic beautification, and the mitigation of water pollution from highway runoff.

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

The **Safety Program** is a federal program targeted at reducing accident rates at intersections and along corridors, particularly at those locations with higher than average fatality and injury rates. Funds come from the Highway Safety Improvement (HSIP) Program included in MAP-21. HSIP requires that states program and spend safety funds according to their [Strategic Highway Safety Plan](#). Washington State's plan is called [Target Zero](#).

The **Congestion Mitigation and Air Quality (CMAQ)** program is a federally funded program administered through PSRC. CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emissions.

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

FEDERAL LEGISLATION

President Obama signed MAP-21 (P.L. 112-141) into law on July 6, 2012. This major transportation law provided \$105 billion for the nation's surface transportation programs over a two-year period. MAP-21 replaced the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which was enacted in 2005 with an expiration date of 2009. Congress had passed nine short-term extensions to SAFETEA-LU before finally agreeing the two-year MAP-21 almost three years later. After a series of extensions, MAP21 is now set to expire October 29, 2015. Efforts are currently underway in Congress to reauthorize the Moving Ahead for Progress in the 21st Century Act (MAP-21). The 2009 *American Recovery and Reinvestment Act* also dedicates funding to numerous programs, many of which can be used to help finance the City's programmed transportation improvement projects.

STATE FUNDED PROGRAMS

The **Safe Routes to Schools Program** is a state and federally funded program that aims to protect children from traffic related deaths and injuries and promotes a healthy lifestyle by encouraging bicycling and walking to school.

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

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

The **Community Economic Revitalization Board (CERB)** is a state funded program that provides low-cost financing for public facility improvements. Public entities are eligible to apply for and receive loans and grants for public facilities linked to economic development outcomes

such as private business investment and job creation. CERB also finances site-specific studies and plans.

LOANS

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

PRIVATE SECTOR CONTRIBUTIONS

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

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

FUNDING PARTNERSHIPS

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

LOCAL IMPROVEMENT DISTRICTS

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

FAST (FREIGHT ACTION STRATEGY TEAM)

FAST is an innovative partnership composed of transportation agencies, ports, cities, economic development organizations, trucking, rail, and business interests. One of FAST's primary objectives is to obtain funding for projects that improve freight mobility. FAST helped fund the S

277th Street Grade Separation, the 3rd Street SW Grade Separation, and the M Street Underpass project.

FMSIB (FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD)

The mission of the Freight Mobility Strategic Investment Board (FMSIB) is to create a comprehensive and coordinated state program to facilitate freight movement to local, national, and international markets. FMSIB is also charged with lessening the impact of freight movements on local communities. FMSIB obtains funding directly from legislative appropriations and has contributed funds to the 3rd Street SW Grade Separation, the S 277th Street Grade Separation and the M Street Underpass projects.

FUTURE FINANCING POSSIBILITIES

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

TRANSPORTATION BENEFIT DISTRICT

In 1987, the State Legislature created Transportation Benefit Districts (TBDs) as an option for local governments to fund transportation improvements. Chapter 36.73 of the Revised Code of Washington provides for the establishment of TBD by cities and counties to levy and impose various taxes and fees to generate revenues to support transportation improvements within the district. A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. In 2005 and 2007, the Legislature amended the TBD statute to expand its uses and revenue authority, including the ability to authorize a \$20 annual vehicle license fee (VLF), and up to an additional \$80 of VLF, if approved by voters within the district. The state legislature provided local governments with these tools because inflation has eroded the local share of gas tax and a series of statewide ballot initiatives passed over the last 12 years have eliminated other traditional sources of funding for local transportation needs.

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

STREET UTILITY

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

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

6.3 Funding Strategies and Project Prioritization

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

CHAPTER 7.

MONITORING AND EVALUATION

The Comprehensive Transportation Plan, a long-range plan with the horizon year 2035, predicts the needs and conditions of the future transportation system, enabling the City to anticipate its future needs. Nonetheless, the transportation network is dynamic, constantly evolving due to circumstances beyond the scope and influence of this plan. Hence, regular updates are necessary to ensure the Plan remains current and relevant.



Auburn Time
Auburn Station Clock

7.1 Annual Updates

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

RE-EVALUATION

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

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

TECHNICAL INFORMATION

The Comprehensive Transportation Plan contains a range of technical data, much of which informs other elements of the Plan. As part of the annual amendment cycle, technical information, such as traffic volumes, existing levels-of-service, roadway classifications, and transit route and ridership information will be updated as appropriate. Updated information will inform

much of the evaluation process, enabling the City to quantify system changes over time and make appropriate decisions in planning the future system.

MODEL UPDATES

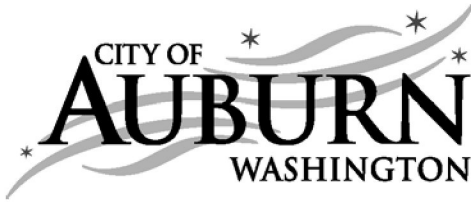
The City's traffic model shall be updated on a regular basis, every few years, as new land use, employment, and housing data becomes available. Model updates are important as they ensure the City has an accurate understanding of how land use patterns, employment, and other factors impact future transportation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

COMPREHENSIVE PLAN CONSISTENCY

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

7.2 Multi-Year Updates

The City has the opportunity to perform annual updates to the Comprehensive Transportation Plan on an as needed basis to account for significant changes which have occurred during the previous year. A more exhaustive process is periodically necessary, hence, a thorough rewrite of the Plan shall be conducted every five to eight years. This endeavor will include a broad public outreach effort with input from neighboring jurisdictions, state and regional agencies, and Auburn residents and businesses. Much like the process for the 2009 update, it will present an opportunity to holistically examine the current transportation system and lay the framework for development of the future system.



Memorandum

To: Planning Commission Members

From: Jeff Tate, Assistant Director of Community Development Services

Date: October 13, 2015

Re: City of Auburn Comprehensive Plan Transmittal

Community Development Services is pleased to transmit the Draft Core Comprehensive Plan for your review and consideration. During the October 20, 2015 staff will provide an overview of the Core Comprehensive Plan and how it fits into the overall context of the City's full comprehensive plan. As a precursor to staff's presentation, Attachment A of this memo provides a one page summary of the core plan and its related policy elements.

The Core Plan serves as the foundational piece for all of the GMA mandatory Policy Elements. The Core is the centerpiece of the entire Comprehensive Plan. It tells the story of what Auburn strives to be by establishing values around which we will make future decisions, develop policies and regulations, and make investments. As you read through this document you will see that 7 values are identified and described. The Planning Commission reviewed these values earlier this year. We then provide a short overview of each of the GMA mandated Policy Elements that includes a goal related to each value. It is a way for Auburn to ensure that values carry forward into each of the detailed Policy Elements.

Attachment B of this memo provides an overview of the Planning Commission and City Council schedule for reviewing the various remaining portions of the Comprehensive Plan.

There are a number of supporting documents that serve as "inputs" into the Core Comprehensive Plan. These documents are listed as appendices in the Plan and are available to view on the City's webpage at http://www.auburnwa.gov/doing_business/community_development/planning/comprehensive_plan/draft_comp_plan.htm.

The following is a list of the appendices that are available online:

- Appendix A – The Auburn Community Vision Report
- Appendix B – The Auburn Housing Needs and Characteristics Assessment
- Appendix C – The Auburn Housing Element Checklist
- Appendix D – The Auburn Health Impact Assessment
- Appendix E – The Comprehensive Plan Public Participation Program
- Appendix F – The Buildable Lands Analysis
- Appendix G – The Auburn Airport Master Plan
- Appendix H – Auburn Community Profile

ATTACHMENT A – CORE PLAN OVERVIEW

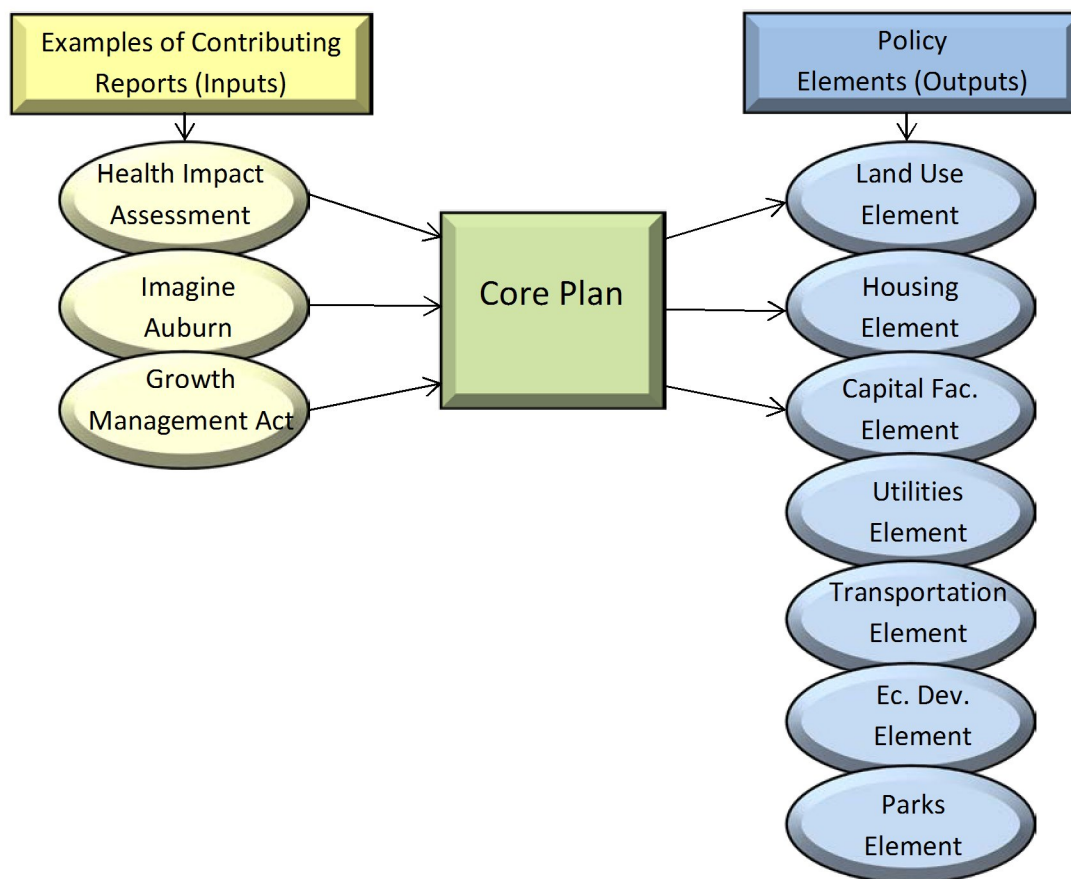
Purpose: Comply with Chapter 36.70a RCW – the Growth Management Act. RCW 36.70a.070 identifies mandatory elements of a comprehensive plan:

Land Use Element	Housing Element	Capital Facilities Element (public facilities)	Utilities Element (electrical, natural gas, telecommunication)
Transportation Element	Economic Development Element	Parks and Rec Element	

Audience: City Council for Core Plan. Specific individual plans, while adopted by council, are primarily used by staff.

Core Plan Concept: Create a single, condensed, high level comprehensive plan. This document functions as an “Executive Summary” for all comprehensive plan documents.

Structure: The Executive Summary is called the core plan. All other plans are outputs.



ATTACHMENT B - SCHEDULE

COMPREHENSIVE PLAN – CHRONOLOGICAL SCHEDULE		
Date	Meeting	Subject(s)
Tuesday, October 20, 2015	Planning Commission	Core Plan Introduction Transportation Introduction
Monday, October 26, 2015	Council Study Session	Water Introduction Sewer Introduction
Monday, November 2, 2015	Council Study Session	Core Plan Introduction Transportation Introduction Storm Introduction
Wednesday, November 4, 2015	Planning Commission	Land Use Introduction Housing Introduction Core Plan Hearing Transportation Hearing
Monday, November 9, 2015	Council Study Session	Land Use Introduction Housing Introduction
Tuesday, November 17, 2015	Planning Commission	Ec. Dev. Introduction Parks Introduction Utilities Introduction Land Use Hearing Housing Hearing
Wednesday, November 18, 2015	Council Study Session	Core Plan, Transportation, Housing, Land Use Wrap Up
Monday, November 23, 2015	Council Study Session	Ec. Dev. Introduction Parks Introduction Utilities Introduction
Tuesday, December 8, 2015	Planning Commission	Ec. Dev. Hearing Parks Hearing Utilities Hearing Comp Plan Deliberations
Monday, December 14, 2015	Council Study Session	TBD if needed
Monday, December 21, 2015	Council Meeting	Comp Plan

COMPREHENSIVE PLAN – SUBJECT SCHEDULE

Subject	
Water	
Planning Commission Intro	March 17, 2015
Planning Commission Hearing	April 14, 2015
City Council Intro	October 26, 2015
Sewer	
Planning Commission Intro	April 14, 2015
Planning Commission Hearing	April 21, 2015
City Council Intro	October 26, 2015
Storm	
Planning Commission Intro	May 5, 2015
Planning Commission Hearing	June 2, 2015
City Council Intro	November 2, 2015
Core	
Planning Commission Intro	October 20, 2015
Planning Commission Hearing	November 4, 2015
City Council Intro	November 2, 2015
Transportation	
Planning Commission Intro	October 20, 2015
Planning Commission Hearing	November 4, 2015
City Council Intro	November 2, 2015
Land Use	
Planning Commission Intro	November 4, 2015
Planning Commission Hearing	November 17, 2015
City Council Intro	November 9, 2015
Housing	
Planning Commission Intro	November 4, 2015
Planning Commission Hearing	November 17, 2015
City Council Intro	November 9, 2015
Economic Development	
Planning Commission Intro	November 17, 2015
Planning Commission Hearing	December 8, 2015
City Council Intro	November 23, 2015
Parks and Recreation	
Planning Commission Intro	November 17, 2015
Planning Commission Hearing	December 8, 2015
City Council Intro	November 23, 2015
Utilities	
Planning Commission Intro	November 17, 2015
Planning Commission Hearing	December 8, 2015
City Council Intro	November 23, 2015

CITY OF AUBURN

CORE COMPREHENSIVE PLAN

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Acknowledgments

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Introduction and Background

Auburn is in the midst of an exciting stage of its evolution. From the 1850's until the mid 1990's, Auburn has transitioned from a railroad and farming community to a small town. Since then, the dynamism brought upon by opportunities and challenges that come with growth and progress have drastically changed the City. With the annexations that occurred in the late 1990's and 2000's, the overall growth since the 2000's, and its anticipated growth over the next 20 years, Auburn is maturing into a City of local and regional significance with an operating budget in excess of a quarter billion dollars annually. This ongoing maturation has changed Auburn from a relatively insulated small town, nestled in the midst of many other similar communities that surround Seattle and Tacoma, to a City with its own complex identity and a myriad of dreams and dilemmas. At the time of settlement and for the next 100 years, the Auburn of 2035, with its 100,000 projected residents, would be hard to imagine.

Auburn's transition from a small town to a City of regional significance is far from complete. There is much work ahead of us. While we are fortunate to have many strengths and opportunities to build upon, we also know that we have work to do in many areas. We must prepare for the future challenges we know we will face, as well as those that will be presented to us along the way. This Comprehensive Plan establishes a commitment to a future Auburn and lays the foundation for how we will navigate the next 20 years. It accomplishes this by expressing the following:

- Describing a vision for Auburn.
- Declaring our commitment to core values.
- Setting policies to achieve the vision.
- Outlining actions that adhere to core values.

There were a variety of sources that shaped this Plan, but the single greatest influence is the people who live, work, and visit Auburn. The process for developing this Plan included input from more than 1,000 citizens and business owners who shared their opinions, criticisms, ideas and concerns regarding where we are today and where we need to be in the future. The following is an overview of the key inputs that shaped this Plan:

- In 2014 the City conducted the "Imagine Auburn" visioning exercise, which yielded about 1,000 responses from citizens, visitors and business owners. This effort alone provides a major source of influence for the Plan.

- A substantial amount of demographic data was analyzed in order to understand the profile of our community and to identify trends in our community. These data provided a significant amount of information toward formulating ideas and concepts.
- The Auburn Health Impact Assessment and Housing Inventory were focused studies conducted to provide enhanced information in important areas. These studies provide direct input on how to promote a healthy lifestyle in Auburn and how to manage the diverse housing stock that exists in a City that is 124 years old.
- The Washington State Growth Management Act, King and Pierce Countywide Planning Policies, and the Puget Sound Regional Council VISION 2040 are laws and policies under which the City must plan. While these do not define our vision, they do establish the framework within which we must operate.

The Comprehensive Plan is a guidance document. At its nucleus are the City's collective vision and values which provide a foundation for future direction. The policies and actions will help the Mayor, City Council, and staff follow the path to our vision, but we must remember that this path is wide and it will meander a bit. The world around us is constantly changing, so being flexible and open-minded allows us to better face the challenges that confront us.

Executive Summary

The Auburn of 2035 will be an exciting, vibrant city where businesses want to locate and people want to live or visit. This document constitutes the plan that City leadership will utilize to achieve positive outcomes.

Reading through the plan may lead to questions about the City's aspirations and goals. In many ways, Auburn is a “diamond in the rough”. The City's elected officials, staff members, and citizens overwhelmingly believe that strong leadership and considered planning can lead to Auburn realizing its potential. With two major rivers, access to many parks and trails, a solid business core, a committed government, and a long list of other assets and traits, Auburn has all the right building blocks to achieve great things. We just need to put those building blocks together and commit to carrying out all the things we need to do to get there. We are eager to continue the good work that has already been done, but are even more excited to ascend to a much higher level.

You might also wonder how we got to a point of defining a vision or laying out the plan to get there. While there are many inputs that helped guide this process, the vision and resultant plan starts with the people who either live here or spend their time working here or visiting. That feedback provided great insight into our strengths and weaknesses, perceptions and concerns, as well as ideas for what Auburn should be in the future. The following is a list that captures many of the thoughts that were shared:

1. Citizens of Auburn share a tremendous pride in community – this is perhaps the most important building block for successful implementation of a Comprehensive Plan.
2. We are a community that delights in our history, which makes it hard to know the way forward in a way that embraces the new and unknown, while honoring the past – we need to overcome this paradox that slows our progress.
3. Auburn has an extensive inventory of parks, natural areas, and open spaces, as well as arts and recreation opportunities – these are essential components for a healthy community where people want to live, play and work.
4. Most residents commute to jobs that are outside Auburn, while most people who work in Auburn arrive from other locations – we need to explore ways to change this pattern.
5. Auburn has a robust collection of environmental resources. Through a combination of protection, preservation and education both people and wildlife deserve a healthy natural environment.
6. We are proud of, and find strength in, our social, cultural and ethnic diversity – continuing to further celebrate and leverage our diversity is a necessity.

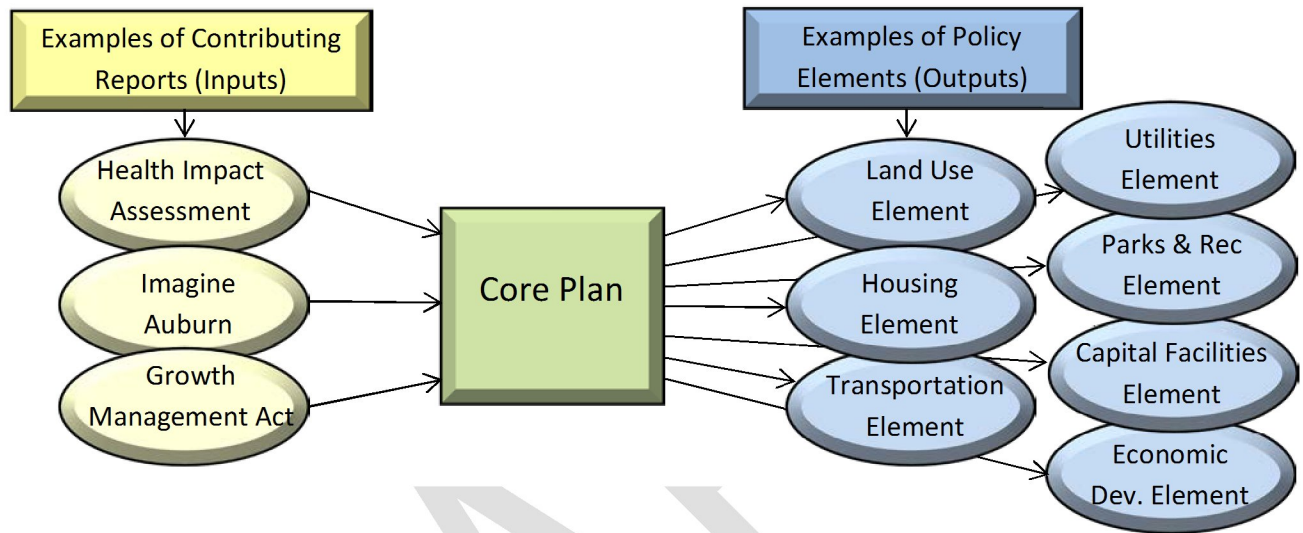
7. Auburn lacks complete non-motorized connections that join residential areas with commercial centers, recreational opportunities, or other residential neighborhoods – addressing this concern will create more opportunity to live a healthy lifestyle, use other modes of transport aside from cars, and build our sense of a connected community.
8. The presence of the Muckleshoot Indian Tribe offers great opportunity for partnership and to mutually enhance our economic, social and cultural presence within the community and region – we need to continue to build our relationship with MIT to capitalize on these opportunities.
9. Historic downtown Auburn has maintained a Main Street that many communities have long since lost and are seeking ways to recreate - we need to continue our work to make downtown Auburn a destination to visit and a pedestrian-friendly, transit oriented location to live.
10. Our physical location between Seattle and Tacoma, along the Sound Transit commuter line, and at the intersection of SR-18 and SR-167 are ideal conditions for ensuring efficient movement of goods and people – we need to better exploit our location advantage when trying to attract businesses and residents.
11. There is a sentiment that Auburn could be safer – we need to overcome this perception so that Auburn is a more desirable place to live, work and play.
12. There is a high level of dedication, commitment and excellence at our local school districts and Green River College – we need to strengthen our partnerships with these institutions that are equally passionate about elevating Auburn to a premier community.
13. Auburn has a diverse mix of housing types, however that does not mean it is appropriately distributed throughout the City – while we have achieved or exceeded our goals for providing a mix of housing, there is a need to better disperse different types of housing throughout the City, while preserving existing housing stock.
14. Auburn already has a robust and diverse base of businesses, but there is a need to further diversify – we need more businesses that generate revenue and jobs that will lead to local spending.
15. Many of Auburn's streets are deteriorating due to their age, increased traffic volumes, especially heavy trucks, or from design and construction standards based on previous jurisdictional requirements prior to their annexation into the City – we need to sustain revenue streams and to allocate resources in a manner that keeps our streets in good condition.
16. Access to healthy food and activities varies greatly throughout the City – this disparity should be equalized in order to ensure that our entire community has the ability to choose to live a healthy lifestyle.

17. We are passionate about the extensive level of social and human services that exists in Auburn but believe that other communities need to follow our example rather than lean on us to take care of those in need – we struggle with how to provide local support within an overall balanced regional approach.
18. As a 124 year old City there are buildings and areas in Auburn that are tired in their appearance and function – we need to find ways to help energize the way those areas look and feel.

The Core Plan establishes a vision and series of values that are used to address the above themes. By outlining the goals, policies and actions necessary to build upon our strengths and overcome our weaknesses.

User's Guide

The Comprehensive Plan is comprised of the Core Plan, a number of Contributing Reports (inputs), and a number of Policy Elements (outputs). The following is an overview of the types of documents that are included in the plan, how they are used, and their intended audience.



Core Plan: The Core Plan serves as the principal planning and guidance document used by City leadership in their efforts to implement the Community's vision. It is a document that is intended to be used and consulted by City Council and staff when evaluating city decisions, allocating city resources, reviewing Policy Elements, committing to new City endeavors, and making fiscal decisions. Every discussion and action by City Council should start and end with the following: *"Is this action true to our long term City vision; does it align with our City values; and is it consistent with our adopted policies?"*

Contributing Reports: Contributing Reports are "inputs" into the Core Plan. Contributing Reports provide statutory rules or background analysis and data that are used to help develop vision, values, policies, and priorities. Examples of Contributing Reports include the Buildable Lands Analysis, the Imagine Auburn community visioning report, the Growth Management Act, and the Health Impact Assessment. These Reports are either prepared by City staff to better understand conditions within Auburn or are provided by other government agencies that provide statewide or regional planning parameters.

Policy Elements: Policy Elements are “outputs” of the Core Plan. Policy Elements provide guidance in specific areas such as land use, housing, transportation, and parks. These elements establish how the city should manage systems and resources today and into the future. With support from City staff, Policy Elements are developed and adopted by City Council. Once adopted, Policy Elements become a manual for City staff in their implementation efforts to design and construct capital projects, develop and maintain city programs, draft development regulations, pursue grant money, and to carry out other types of typical tasks. Policy Elements are the principal planning and guidance documents for City staff.

Where conflict or ambiguity exists between a Policy Element and a City regulation, the specific Policy Element will prevail. Where there is conflict or ambiguity between Policy Elements or if a Policy Element does not provide enough guidance to resolve the conflict or ambiguity, the vision, values, and overarching policies of the Core Plan will be used to arrive at a final decision.

Community Profile and Characteristics

Population Growth

As of 2014, Auburn ranks as the 14th most populated city within the State of Washington with a population of approximately 76,347. It is located within the two most populous counties in the state (King and Pierce counties) and is nearly equidistant from its two largest cities, Seattle and Tacoma. Proximity to both of these cities, and being in a central location within Puget Sound Region, has helped Auburn grow at a steady rate. Auburn's growth can be characterized in three eras. The 67 year settlement era of 1893 to 1950 saw the City grow to a size of 6,500 residents. The 40 year absorption era of 1950 to 1990 saw a substantial amount of infill development and the City increase at a rate of about 6,500 residents per decade to 33,000. Since 1990, the City has been going through an expansion era that has seen three significant annexations of areas that have substantial development potential.

Racial and Ethnic Characteristics

Auburn has seen significant demographic changes over the last decade. According to the 2010 U.S. Census, approximately 70.5% of Auburn's population is White/Non-Hispanic; data from the 2000 Census reported the white population in Auburn at 79%. In 1990, the white population was roughly 90%. What this means is that Auburn has grown significantly more diverse in a 25-year period. As of 2014 estimates, the overall white population is just under 50,000 at 49,238. This means that approximately 68.5% of Auburn's population is white. If this trend continues, Auburn will become increasingly racially diverse.

Household and Income Characteristics

The year 2000 Census indicated that Auburn had 16,108 households; this number has catapulted. The current household number estimates (based on 2013 figures) have increased to 27,427. This significant increase is due to substantial development activity over the past 15 or so years and significant annexations. Homeownership in Auburn is just under 60 percent, which is 3.5 points lower than the State average. The lower percentage of homeownership corresponds to Auburn's other below-Washington averages in per capita income, median household income, graduation rate, as well as a higher-than-average percentage of persons under the poverty level. Auburn's median household income is \$55,483 compared to the Washington average of \$59,478, which is a nearly \$4,000 difference, thus reducing earning power.

Age Characteristics

Auburn is statistically a younger community than the state of Washington. The median age in Washington is 37 years; the median age in Auburn is 35.5. This is up from 34.1 years of age in 2000. While the median age has increased, the youth population remains significant. 7.4% of Auburn residents are under 5 years of age and 25.9% are under the age of 18 both of which are significantly higher than the state average. The percentage of people over the age of 65 is 10.2%, which compares similarly to the state of Washington figure of 12.3%. Demographic data suggests a

need for services and programming that address the needs of children and families, while continuing to focus on the needs of more mature adults and single people of all ages.

Resident Labor Force and Employment Characteristics

Since its population boom during the construction of the railroad freight terminals at the start of the 20th Century, Auburn has in many respects remained a “blue collar” community. This trend, however, is declining as local economies in Washington diversify. In 1990, one out of four of Auburn’s residents worked in the manufacturing industry. Between 1990 and 2000, Auburn’s resident labor force lost 1,000, or approximately one-fourth, of these manufacturing jobs. This trend of manufacturing job loss has been a nationwide trend, as companies relocate to other cities and states based on tax savings, and many other companies are increasingly outsourcing jobs overseas. In this ever-changing landscape, jobs continue to migrate into different sectors. This slow shift is evidenced by the lessened impact of major employers in Auburn. They no longer dominate the job market as small and medium-sized companies create more jobs. As recently as 2002, the top ten employers accounted for nearly 85% of the total city employment. In 2011, these same employers, which remained in the top ten, accounted for 55% of the total employment base. This illustrates that the number of total jobs has significantly increased and that the number of job providers or employers has also increased.

Generally, workers are tasked with finding jobs where compensation is most lucrative. Education and specialized skills typically play a large role in finding high-paying, available jobs. An educated population encourages companies to relocate to Auburn based on the available local workforce. While Auburn’s high school graduation rate of 87.5% is fairly close to the state average of 90%, the college graduation rate is more than 9 points lower than the state average. As mentioned previously, the median and per capita income is significantly lower than the state average. These data suggest that there may be a skills under match between regional employer expectations and available workers in Auburn.

According to the Puget Sound Regional Council (PSRC) and the US Department of Labor, approximately 41,000 jobs are located in Auburn. This number has grown steadily since 2010; it is important to note that the number of jobs must be considered with an understanding of the massive loss of manufacturing jobs and the very slow national economic recovery since the economic downturn in 2008. Comparing the market sector distribution and number of jobs between 1995, 2000, 2010, and 2013 illustrates some changes that have taken place in Auburn’s job market over the last 20 years. It also reflects nationwide trends based on the overall health of the economy, decline of manufacturing, and an increasing reliance on service. Important categories to note are:

- a. Government and education, which have grown based on the increasing population of Auburn and the need to provide increased and better service to residents, as well as the success of Green River College

- b. Trade, transportation, and utilities jobs (WTU) have more than doubled since 1995, also due to the relative growth of Auburn
- c. Construction has nearly doubled since 1995; this is due in large part to the significant development that has been constructed in Auburn, such as Lakeland Hills; the dip in 2010 is due to the economic downturn that began in 2008
- d. Retail and services are significantly more important to Auburn's current job outlook than in 1995; service is largely increased due to the overall nationwide trend of less manufacturing and more service-based jobs
- e. Finance, insurance, and real estate have held steady over the last 20 years

Table 1 - Job Distribution by Market Area – 1995 - 2013

	1995	2000	2010	2013
Const/Res	1,693	3,051	2,148	2,636
FIRE	760	567	757	784
Manufacturing	11,530	12,241	7,521	8,680
Retail	3,275	5,152	4,705	5,392
Services	6,241	11,437	10,496	10,700
WTU	2,716	3,619	5,475	6,626
Government	1,166	1,332	3,457	3,166
Education	1,282	1,344	2,810	2,981
Total	28,663	38,742	37,370	40,964

Daily Inflow and Outflow: The Auburn Commute

In 2013 the average daily commute from Auburn is 29 minutes, as of 2013 which is an increase since 2000. A more interesting issue than the length of people's commute is the number of people commuting out of and into Auburn. Both of these numbers far outstrip the number of people who live and work within Auburn. This number has been virtually unchanged over the last decade. The number of residents of Auburn, who also work in Auburn, has stayed at just over 4,000. The most promising data from the inflow and outflow is that there is a significant increase in the number of people commuting to Auburn for work. The influx of non-residents provides another pool of people that engage with the services, features, and resources in the City.



Auburn in the Future – Projections of Growth

The Puget Sound Regional Council, King County, Pierce County and the City of Auburn need to understand growth projections, patterns and implications for the 20-30 year planning horizon. Based on various models and analyses, available developable land, population data, and expected economic trends, jurisdictions can better understand industrial, commercial, and residential land supply and capacity. This understanding can be used to extrapolate future available housing units and employment growth.

The primary data tool for planning for future growth are County prepared buildable lands analysis. These reports establish the parameters around which cities and counties jointly plan for both residential and job growth. As a two county city, the City of Auburn coordinates with both King County and Pierce County in determining growth projections, land supply, and the adequacy of urban services to serve future growth. The following description and data are taken from the King County and Pierce County Buildable Lands Analyses.

2014 King County Buildable Lands Analysis

After deducting for constraints, future right-of-way and public purpose needs, and after applying a market factor, the King County Buildable Lands Analysis shows that Auburn has approximately 2,150.5 adjusted net acres of vacant and redevelopable residentially zoned land available during the planning period through 2031. As seen in Table 2, the majority of available land for development is zoned for single-family residential purposes.

Based on the residential land supply analysis and historical densities, an estimate of housing unit capacity was developed. Table 2 identifies the estimated capacity (in housing units) in King County by the aggregated zoning type. This estimate shows a capacity of approximately 14,597 housing units in the King County portion of the City exists out to the year 2031.

Table 2 - Gross and Adjusted Net Acres of Vacant and Redevelopable Land and Capacity by Aggregated Residential Zoning Type

	Gross Acres	Adjusted Net Acres (1)	Net Capacity (Housing units)
Single Family - Vacant	2,018.0	1,050.1	3,477
Single Family - Redevelopable	1,507.0	871.1	3,108
Multi-Family - Vacant	120	85.4	1,156
Multi-Family - Redevelopable	50.0	36.3	460
Multi-Family/ Mixed Use - Vacant	16	12.9	1,822
Multi-Family/ Mixed Use - Redevelopable	117.2	94.7	4,574
TOTAL	3,828.2	2,150.5	14,597

(1) "Adjusted Net Acres" represents land available for development after critical areas, anticipated right-of-way and public purposes needs and a market factor have been taken into account.

Estimates of how much commercial and industrial square footage are available were also calculated. The last column in Table 3 identifies the gross and adjusted net vacant and redevelopable land by commercial and industrial land use from the King County Buildable Lands analysis. Employment capacity was developed by applying a floor area per employee ratio.

Table 3 - Gross and Adjusted Net Acres and Capacity of Commercial and Industrial Land Supply (King County - 2012)

	Gross Acres	Adjusted Net Acres (1)	Net Capacity (Employment)
Commercial Vacant/Redevelopable	501.5	412.4	7,094
Mixed Use Vacant/Redevelopable	133.2	107.6	2,525
Industrial Vacant/Redevelopable	533.0	354.9	9,417
TOTAL	1,167.7	874.9	19,036

(1) "Adjusted Net Acres" represents land after critical areas, future anticipated streets, land for public purposes and market factor have been considered.

Pierce County Buildable Lands Analysis

Table 4 identifies the estimated capacity (in housing units) in Pierce County by the zoning type. This estimate shows a capacity of approximately 922 housing units in the Pierce County portion of the City exists to the year 2030.

Table 4 - Gross and Adjusted Net Acres of Vacant and Redevelopable Land by Residential Zoning Type (Pierce County - 2012)

	Gross Acres	Adjusted Net Acres (1)	Net Capacity (Housing units)
R5, Residential	39.24	30.38	323
TV, Terrace View	3.17	1.34	86
Lakeland Hills South PUD	52.94	N/A	513
TOTAL	95.35	31.72	922

(1) "Adjusted Net Acres" represents land available for development after critical areas, anticipated right-of-way, lands public purpose needs, and a market factor have been taken into account.

The Pierce County Buildable Lands analysis includes a 2030 employment target of 843 and an employment capacity of 595. This estimate was based on the likely employment generated by the commercial parcels located within Lakeland Hills South PUD and other vacant commercial lands along A St. SE.

Table 5 - Gross and Adjusted Net Acres and Capacity of Commercial and Industrial Land Supply (Pierce County - 2012)

	Gross Acres	Adjusted Net Acres (1)	Net Capacity (Employment)
Commercial Vacant/Redevelopable	501.5	412.4	7,094
Mixed Use Vacant/Redevelopable	133.2	107.6	2,525
Industrial Vacant/Redevelopable	533.0	354.9	9,417
TOTAL	1,167.7	874.9	19,036

(1) "Adjusted Net Acres" represents land after critical areas, future anticipated streets, land for public purposes and market factor have been considered.

Combined King County and Pierce County Projections and Allocations

Table 6 provides a city-wide summary of housing unit and employment allocations.

Table 6 - City of Auburn 2006-2030/31 Housing Unit and Employment Allocations (King and Pierce Counties)

	Housing Units	Employment
King County	9,004	19,200
Pierce County	3,634	843
TOTAL	12,638 Units	20,043 Jobs

While the calculations and categories used previously to identify market sectors and job counts differ, Table 7 illustrates the tremendous job growth expected over the next 25 years. The total number of jobs in Auburn is projected to increase 55% by 2040. The largest total gain will be in the Construction sector. Other significant gains are in the FIRE/Services, Education and Retail/Food Services sectors.

Table 7 - Job Distribution by Market Area – 2010 - 2040

	2010	2020	2030	2040	2010 to 2040 Change
Const/Res	2,488	4,747	4,704	5,822	134%
FIRE/Services	12,398	15,935	18,734	22,213	79.2%
Manufacturing/WTU	13,366	13,661	14,512	15,731	17.7%
Retail/Food Services	7,218	9,084	10,396	12,323	70.7%
Government	2,243	1,812	1,841	1,883	-16.1%
Education	2,137	3,143	3,466	3,815	78.5%
Total	39,883	48,023	53,847	62,003	55.5%

Table 8 illustrates that around 37,000 units will be available by 2030-31. This is nearly 10,000 more units than in 2010; the addition of 20,000 more people would require this level of increase based on the buildable lands population target, current zoning, and expected densities. Auburn is more than prepared to accommodate this large influx of housing. Auburn is also prepared to consider pathways to meet the housing demand on less land, through higher density and by reconsidering zoning implementation and rules.

Table 8 - Population and Housing Forecasts – 2010 - 2035

	Estimate	Forecasts			
	2010	2025	2030	2031	2035
Housing Units	27,827	34,582	36,827	37,276	39,072
Total Households	26,051	33,031	35,351	35,815	37,671
Household Population	69,491	84,126	88,996	89,970	93,866
Total Population	70,159	84,948	89,868	90,852	94,788

Community Vision and Values

In 2035 Auburn is a city of connected and cherished places, from a vibrant downtown to quiet open spaces and everything in between, where a community of healthy, diverse, and engaged people live and thrive.

In 2014, a substantial amount of time and energy was dedicated to developing a vision for Auburn in 2035. Discussions occurred in the community through the Imagine Auburn visioning process and amongst city council members. Many themes and messages surfaced about who we are and what we aspire to become. In the words of City Council, a 2035 Auburn will be a “premier community with vibrant opportunities”. Participants of Imagine Auburn added ideas for what they thought this meant. The vision that emerged is encapsulated in the following seven value statements:

1. **Character:** Developing and preserving attractive and interesting places where people want to be.
2. **Wellness:** Promoting community-wide health and safety wellness.
3. **Service:** Providing transparent government service.
4. **Economy:** Encouraging a diverse and thriving marketplace for consumers and businesses.
5. **Celebration:** Celebrating our diverse cultures, heritage, and community.
6. **Environment:** Stewarding our environment.
7. **Sustainability:** Creating a sustainable future for our community.

The Comprehensive Plan is rooted in these values and they form a collective vision. But these values do not end with the adoption of this Plan. They form the context around which we discuss, debate, act, prioritize and lead our community to the vision we have created in this Plan. Identifying values and creating a description of what each of these values look like, what they mean, and how they will happen establishes a basis for evaluating future City policies, regulations, actions, investments, budget priorities, grant-seeking priorities, and other community decisions. In addition, the seven values underscore the entirety of the Comprehensive Plan and its implementation, which includes the development of capital improvement, transportation, parks and open space plans, and implementing regulations and standards. These values are the core of how we make choices.

Character

We will create and maintain high quality neighborhoods, places, and spaces.

What it will look like:

- Active gathering spaces, such as parks, plazas, cafes, concert venues, festivals and markets, will be distributed throughout the City; these spaces will be engaging and filled with people interacting, irrespective of culture, age, or income level.
- Buildings, landscaping, and outdoor spaces will be attractive, interesting, well designed, and maintained.
- Buildings will be well-maintained and rehabilitated and new buildings will complement existing historic resources.
- Neighborhoods will be socially and physically connected and include features and development patterns that encourage us to interact.
- The community will have embraced the concept of “One Auburn” while capitalizing on the unique local needs and identities of individual neighborhoods and districts.

What it means:

- Auburn has a reputation for high quality and engaging spaces, an array of performing arts programs, wonderful public arts, extensive retail and restaurant options, and a variety of community-led activities; a destination locale where citizens enjoy spending time, visitors look forward to returning to, and merchants want to stay.
- Community programs and physical connections bring the City together.
- Residents and visitors have a wide range of options for getting to and from Auburn, as well as travel alternatives within the City.

How it will happen:

- By implementing investments and branding strategies that recognize and reinforce an individual identity for the City and its neighborhoods.
- By looking for opportunities to keep Auburn attractive, safe, interesting and fun.
- By ensuring that new construction and redevelopment of all projects incorporate amenities that promote human interaction, further connect the community, and create people-centric land uses; at the same time, property rights will be protected through due process, reasonable implementation of regulations, and careful consideration of impacts to existing development.

The City is committed to diversity and togetherness through innovative public space. Public space will support dynamic businesses and events by being walkable and connected. We believe that if we are forward-thinking, embracing of technology, supportive of arts, and advocates for safety, that we will have places that are cohesive, accessible, and interesting.

Wellness

We will build and maintain an environment that promotes public safety and healthy lifestyle options.

What it will look like:

- Multiple recreation options, and nearby trails, parks, activities, and events that will be readily accessible to the entire community.
- A safe and inviting atmosphere for all will be provided throughout Auburn.
- A variety of healthy food options will be physically and economically accessible to all members of the Auburn community.
- Housing stock will be maintained and monitored to limit the presence of declining, unsafe neighborhoods.
- Risk to life and property from hazards will be minimized.
- Public infrastructure will be well-maintained.

What it means:

- More outdoor private and public amenities that offer people recreation options and safe passage throughout the community
- Fresh, local and healthy food options should be available to all members of the community.
- Housing, neighborhoods, and spaces are held to a high standard.
- More community health resources in more places, for more people.
- The public perception and reality will be that Auburn is a safe place.

How it will happen:

- By applying sound environmental design, implementing housing and neighborhood maintenance standards, building and/or financing infrastructure that connect the community, and investing in recreation amenities and safety features.
- By promoting and supporting programs in businesses, non-profits, and public agencies that provide healthy food and lifestyle options
- By proactively planning and preparing the City for unanticipated natural events and by implementing regulatory requirements that mitigate exposure to natural hazards.
- By proactively planning and preparing the City to mitigate for and adapt to climate change and its associated effects.
- By developing programs that provide technical and/or financial assistance to ensure quality development and improve substandard housing, neighborhoods, and spaces.
- By budgeting appropriately to maintain City services that provide direct benefits to public safety, housing, neighborhoods, and community health and wellness.
- By connecting healthcare and health resource providers with all populations of the City.

Enhanced quality of life through safe, walkable neighborhood design, lighting, and access to parks, grocery stores, schools, medical services, and community centers should be available to all Auburn

residents. Implementation of strategic partnerships with the medical community and regional recreation entities should ensure opportunities for a healthy lifestyle for all people, whether youth or senior, rich or poor. As the City evolves and the community changes, police, fire, maintenance, and volunteer services will continue to be essential in making sure Auburn grows together.

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Service

We will be an efficient, approachable, and responsive City government.

What it will look like:

- In the long-term interest of the City's tax payers and rate payers, the City will construct and operate high quality infrastructure.
- A transparent, responsive, and competent government and staff that will be proactive, accessible, and approachable.
- Residents and businesses will have equal access to and be highly engaged with City officials and staff.
- Residents and businesses will be highly engaged through volunteer service.

What it means:

- Infrastructure assets that have a long life, require fiscally sound and environmentally appropriate upkeep, conform to uniform standards, and are in the best interest of tax and rate payers.
- Multiple avenues of communication.
- Government processes and services that are available to all segments of the population, through multiple mediums and convenient means.

How it will happen

- By continuing to refine and enforce standards that ensure infrastructure assets added to the City system are of the highest quality.
- By utilizing existing and emerging technologies to better communicate, interact and make available the full range of programs and services to all populations.
- By developing and implementing new and different citizen engagement methods including a citizen civics academy, community and business roundtables, and enhanced social media communications.
- By capitalizing on partnerships with the Muckleshoot Indian Tribe, businesses, developers, non-profits, faith-based organizations, transit agencies, school districts, Green River College, and other governmental agencies.

The City will be judicious with the resources given by its residents and businesses, and efficient in managing the budget and resulting services. In order to streamline our business practices, the City will be forward-thinking, resourceful, innovative, responsive, informed, aware, and considerate of long-term goals and results. The City, along with our engaged volunteer, philanthropic, and business communities, will strive to advance social, fiscal, technological, and infrastructural health.

Economy

We will provide a diverse and vibrant local economy with employment, retail and entertainment opportunities for citizens and a growing marketplace for local and regional-scale businesses.

What it will look like:

- There will be a range of retail, industrial, manufacturing, and service businesses that start, grow, and expand in an environment that is conducive to success and corporate community participation.
- A wide compliment of retail, service and dining options will cater to local needs, attracts visitors and encourage consistent patronage of local businesses.
- There will be a robust marketplace where people can and want to live, work and play in Auburn.

What it means:

- Businesses that stay and grow in Auburn, while businesses from other cities, regions, and states are attracted to locate and invest here.
- Investments in physical amenities and an environment that attracts people to live here, which includes having attractive, resident-serving-businesses.
- People and goods that move safely and efficiently throughout the City.
- Increases in sales tax and property tax revenues for the City through targeted economic development and recruitment efforts.
- Targeted employment recruitment to enhance the diversity and ability of employees to shop in the City.

How it will happen:

- By implementing economic development strategies that focus on investments in our community.
- By developing and implementing an economic development strategic plan to guide policymaking and financial investment decisions.
- By facilitating development and attracting businesses that capitalize on the City's regional economic amenities, including, but not limited to, those of the Muckleshoot Indian Tribe.
- By making purposeful and strategic investments in public infrastructure and amenities that further promote the City as an attractive place to invest and do business.
- By maintaining a City quality of service that provides the business community with certainty, support and proactive decision making.

The City will promote sustainable and diverse industries through multiple means of moving people and goods and infrastructure supporting that movement. The City will also develop policies that encourage siting of businesses that share mutual benefits, a healthy local and regional marketplace, innovative industries, and environmentally responsible development patterns that foster a balanced, flexible, and resilient economy.

Celebration

We will celebrate diversity and come together to teach, learn, and have fun.

What it will look like:

- Auburn will have a thriving and expanding arts and culture community.
- There will be events, amenities, and attractions that draw people to congregate and socialize.
- The community is inclusive and proud of its history, social, ethnic, economic, and cultural diversity in the people who live, work and play in Auburn.

What it means:

- People from all parts of Auburn are engaging in both city-wide and neighborhood initiatives.
- Auburn's future is shaped by a broader demographic cross section of its citizenry.
- Event programming ensures that there are opportunities for neighborhoods and cultures to celebrate their identity.

How it will happen:

- By developing physical and social infrastructure that encourages and enables more people to practice and showcase their art.
- By finding ways to entice new and expanded participation through strategic event planning.
- By utilizing technology to find new audiences and increase the amount and quality of information distributed.
- By having a diverse cross-section of property owners, business owners, non-profits, governments (including tribal), faith-based organizations, and others who discuss Auburn's future and take actions to make it their premier community.

One of the things that makes Auburn special is our diversity; different people have pride in their culture, while respecting the differences in others. This variety adds strength and style to our places and spaces. These distinctive places, while often reverential of a specific culture, feel open and inviting because there is room for everyone.

Environment

We will protect the natural environment, preserve open space, and create safe and appropriate access.

What it will look like:

- Residents and visitors will enjoy open spaces and environmentally sensitive areas, while encouraging the appreciation of their importance and beauty.
- The built environment will respect the natural landscape in a way that protects ecosystem function.
- Natural resource protection will be supported and celebrated by City leadership and the community.

What it means:

- Open spaces that are accessible to allow people to connect with the natural environment.
- Management of impacts to natural resources from new development are considerate of their sensitivity and importance.
- The City proactively implements fiscally prudent policies and procedures that are based on best practices and available science to mitigate and adapt to present and projected future effects of climate change.
- Sensitive environmental sites are designated and managed as community environmental services.

How it will happen:

- By continuing the application of regulatory tools as an important part of environmental protection – in order to ensure that new development, redevelopment, land management, and property use do not degrade the environment.
- By identifying particularly sensitive properties for protection through purchase, easement acquisition, or other means.
- By seeking out opportunities on public and private property for restoration or enhancement of existing sensitive areas.
- By City leaders and staff placing significant emphasis on policies and financial investments that protect our natural resources.
- By continued coordination with the Muckleshoot Indian Tribe for the identification and protection of sensitive areas and natural resources important to both the Tribe and the City.

The City will protect and preserve our environmental resources and heritage through responsible and balanced policies and partnerships. Auburn residents will benefit from environmental amenities such as parks and urban trails that enable walking and biking throughout our City. The City's policies will incorporate best practices and creative means to balance current challenges of environmentally sensitive areas with property rights.

Sustainability

We will balance natural resource protections, economic prosperity, and cultural vibrancy in order to build a thriving and long-lasting community.

What it will look like:

- Natural resource protections, economic prosperity and cultural vibrancy will be continuously and conscientiously balanced in City policy and financial decisions.
- The community will be educated, equitable and prosperous.
- The City and community's collective actions will consider future citizens and the healthy development of Auburn.
- Auburn is a resilient community. Its neighborhoods, infrastructure, and economy thrive and remain healthy in the face of global climate change and its associated effects.
- Cultural diversity will be supported and strengthened through the City's policies, financial practices, and policy implementation actions.

What it means:

- Citizens, business owners, government, non-profits, and a development community that promote and implement practices that contribute to an environmentally-responsible Auburn.
- City leaders and staff that are committed to implementation of policies that consider both short-term and long-term economic, social, and environmental conditions and effects.
- The City will have developed and implemented action plans that identify and achieve sustainability goals and objectives.

How it will happen:

- By City leaders adopting sustainability in its broadest meaning as a core value and function of Auburn's delivery of local government services.
- By City leaders continually and consciously creating policies, actions and strategies that reflect the community's values.
- By inviting citizens and businesses to participate in the development and implementation of Auburn's sustainability strategies, and challenging them to embrace sustainability in their individual and collective actions.

To ensure healthy Auburn for future generations, we must consider long-lasting effects of our actions on community health, economic viability, the environment, and issues of equity. This means embracing change through inclusivity and balancing current and future needs.

Policy Elements

Policy Elements in the Comprehensive Plan provide a finer level of detail for different subject areas. Policy Elements are an extension of the Core Plan and are designed to implement the broad goals, policies and actions contained herein. Furthermore, the Policy Elements reflect the vision and values enumerated in the Core Plan. Specific Policy Elements are listed as follows:

Land Use Policy Element

Housing Policy Element

Capital Facilities Policy Element

Utilities Policy Element

Transportation Policy Element

Economic Development Policy Element

Parks and Open Space Policy Element

In this section each Policy Element is identified and described. The Core Plan provides the foundation upon which each Policy Element is built by including. Broad goals that relate to each value, as well as general policies and actions that will guide us to our vision of Auburn in 2035 are also included in the following descriptions.

Land Use Policy Element

Goals:

1. Character: Buildings and developments are planned and constructed using innovative architectural and site layout techniques that emphasize social interaction and safety.
2. Wellness: Residential, commercial, and recreational areas of the City are joined by a system of trails and paths so that there is less reliance upon the use of vehicles.
3. Service: Citizens are aware of the City's vision, have access to policies and information, and feel that they have a voice in the outcome of future land use proposals.
4. Economy: There is a robust mix of uses and options that make living, working and shopping in Auburn desirable.
5. Celebration: Neighborhoods and districts have been identified and are distinguishable through the use of signs, marketing materials, and sub area plans.
6. Environment: Our rivers, streams, wetlands, habitats and other natural resources are identified, preserved and protected for future generations.
7. Sustainability: Land use activities and developments incorporate low impact development, crime prevention through environmental design, and other sustainable development practices.

Land Use Description:

The Land Use Policy Element is the focal element of this Plan that is then supported by all other elements of the Plan. It illustrates where the community should or should not develop, the anticipated scale and intensity of development, and how various land uses relate to each other. The Land Use Element lays the foundation for what the community will look like, how it will change and grow, and where different types of land activities will be established.

Auburn's overall existing land use pattern is checkered, somewhat random and disconnected. Much of this is due to the manner in which Auburn has expanded in the last 20 years. The annexation of Lakeland Hills absorbed what became a community with wide landscaped thoroughfares, contemporary architecture, and a more affluent demographic. The West Hill and Lea Hill annexations brought relatively rural lands with a wide mix of residential densities and rural levels of infrastructure, where residents feel a stronger attachment to commercial centers located outside of Auburn. To the southeast, Auburn transitions into a community with an entirely different character. The area along Auburn

Way South passes back and forth between the City of Auburn and the Muckleshoot Reservation. To the southwest and north, Auburn is a mix of auto centric commercial corridors, light industrial/warehousing, and aging single family homes. Historic downtown Auburn has a more urban appearance with a traditional main street, regional transit center, and vast opportunity to become a vibrant and walkable city center.

The existing land use pattern is also greatly influenced by the presence of major highways, rail lines, physical land forms and natural features. The Green River, White River, Highway 18, Highway 167, bluffs of West Hill, slopes of Lea Hill, and Burlington Northern and Union Pacific rail lines provide both opportunities and barriers. They serve as landmarks when identifying neighborhoods, obstacles for connecting the community, preservation corridors, and marketing features.

Lea Hill: Lea Hill is bound by the Green River, Highway 18, S. 277th St., and Kent. Much of this area was annexed into Auburn in 2008. It includes Green River College, a relatively small commercial center, a golf course, several schools, and a mix of low density rural uses intermixed with traditional suburban residential developments. During the Imagine Auburn visioning exercise Lea Hill residents indicated that they desire more parks and trails, access to more neighborhood scale businesses, and safer neighborhoods. Lea Hill residents have a stronger connection to Kent and Covington due to both perception and reality that commercial services are more expansive and convenient at these locations. The Bridges subdivision is an island in the middle of Lea Hill that is within the incorporated city limits of Kent.

(Insert Map)

West Hill: West Hill is bound by West Valley Highway, 51st Ave S, and permanently protected agricultural lands. It is comprised of different scales of residential development and lacks commercial services. West Hill residents have a stronger connection to Federal Way due to the perception that commercial services are more expansive and convenient at these locations.

(Insert Map)

Lakeland Hills: Lakeland Hills is partially within King County and partially within Pierce County. It is bound by West Valley Highway, Kersey Way, the White River, Lake Tapps, and Sumner. The majority of Lakeland Hills is comprised of a Planned Unit Development (PUD) that has a commercial center and a mix of single family homes, townhomes, and some

apartments. Additionally, there are undeveloped areas of Lakeland Hills that are outside of the PUD that consist of a mix of traditional residential subdivisions and rural lands.

Lakeland Hills residents have a strong association with their own community, as well as Bonney Lake and Sumner to the south. Internally, it is a well-connected community where residents have good access to trails and several parks. However, it is not well-connected to areas outside of Lakeland Hills. Lakeland Hills has a very limited amount of affordable housing, senior housing, and multi-family housing.

(Insert Map)

Downtown Auburn: Downtown Auburn is characterized by a traditional Main Street that is bisected by major corridors such as M Street, Auburn Way, Auburn Avenue, Division Street, C Street, and the Interurban Trail. It is comprised of a mix of new and old commercial buildings and uses, several civic buildings and uses, a regional transit center, a regional medical center, and Auburn High School. Downtown Auburn offers immense opportunity for a walkable, mixed-use center with easy access to Sound Transit. There are several public spaces that are interspersed throughout downtown that can be used for celebrations, events, and displays.

(Insert Map)

North Auburn: North Auburn is bound by S. 277th St., West Valley Highway, the Green River, and the Downtown Urban Center. The primary corridors of Auburn Way North, Harvey Road, and 15th Street NW/NE are primarily auto centric commercial thoroughfares. West Valley Highway, A Street NE/B Street NW, and 37th Street NW/NE are the City's principal warehousing and light industrial corridors. I Street NE serves as an alternative north south route for a number of residential communities. Significant features in this community include the Auburn Way North auto mall and the Auburn Environmental Park. Interspersed throughout North Auburn are a number of residential communities, most of which are between 40 and 100 years of age, with a few recently developed subdivisions.

(Insert Map)

South Auburn: South Auburn is bound by the Downtown Urban Center, West Valley Highway, Algona, the White River, Auburn Way South and M Street SE. The primary corridors of Auburn Way South, 15th Street SW, and A Street SE are primarily auto centric retail and service commercial thoroughfares. West Valley Highway and C Street SW are primarily light industrial and warehousing corridors. Significant features in this community

are the Les Gove Community Park campus, the Outlet Collection, Game Farm Park, Boeing, Region 10 headquarters for the Federal Government's General Services Administration and Social Security Administration, BNSF's Rail Yard, as well as the interchange of Highway 18 and Highway 167. During Imagine Auburn, feedback focused primarily on the need to address crime and safety.

(Insert Map)

Southeast Auburn: Southeast Auburn begins at the base of the hill where Auburn Way South climbs to the Muckleshoot Casino and extends out to the Auburn Adventist Academy. This area is bound by the White River to the south and the Green River and bluffs to the north. Auburn Way South is the primary corridor through this area, which weaves in and out of the Muckleshoot Indian Reservation. While the properties along Auburn Way South are primarily auto-centric commercial uses, the corridor is flanked by a number of residential communities that are located immediately behind the businesses. During Imagine Auburn, residents expressed concern over the high volume of traffic through this corridor as visitors travel to the White River Amphitheater just outside of the City. There were additional traffic concerns during commute hours as people travel south towards Enumclaw. Citizens also expressed unease over the appearance of Auburn Way South.

(Insert Map)

Land Use Categories

Residential: The Residential land use category will include several types of residential zoning designations ranging from low density areas with significant environmental constraints or that lack urban infrastructure to high density multi-family designations where the goal is to intensify and densify population. Residential land use designations will be comprised of a diverse arrangement of multiple densities where a pattern of mixed densities are preferred over a single density throughout the zone or neighborhood. This will be accomplished by allowing greater density in exchange for the incorporation of high quality and innovative architectural design, greater neighborhood connectivity, compatibility with the natural environment, installation of community amenities, crime prevention through environmental design, and techniques that ensure compatibility between other uses and communities.

Commercial: The Commercial land use category will include zoning designations that provide a wide range of retail, entertainment, and service uses and activities. Zoning designations within this category will range from auto-centric corridors to pedestrian and transit oriented mixed use districts. When defining zoning boundaries and developing

strategies, attention will be given to the appropriateness of the types of uses and activities, the bulk and scale of developments, compatibility with surrounding activities and the environment, accessibility and connectivity, and consistency with the City's economic development objectives.

Industrial: The Industrial land use category will include zoning designations that provide an opportunity for warehousing, distribution, transportation, light industrial, storage and manufacturing uses. Despite the traditional perception of how these types of uses look and function, zoning designations and development standards will reinforce that it is equally important that these areas remain attractive in their appearance and that they be connected by adequate motorized, non-motorized and multi-modal transportation infrastructure.

Public/Institutional: The Public and Institutional land use category will include zoning designations for open space, public space, and preserved lands. Properties such as parks, environmentally protected areas, significant utility properties and corridors, and institutional uses will be located within the zoning designations of this land use category. Zoning designations will distinguish between active public parks where people are encouraged to congregate; passive areas intended to be left undisturbed, and uses such as schools and fire stations. Due to the nature of the types of uses and activities allowed within this category, zoning boundaries tend to be drawn around individual properties or a small collection of properties.

Special Planning Areas: Special Planning Areas are districts within the City where a Plan has been developed, adopted, and incorporated into the Comprehensive Plan. A Special Planning Area may function as an overlay that is supplemental to the underlying zoning designation or as a replacement of the underlying land use category and zoning designation. Special Planning Areas serve a purpose that seeks to enhance economic development opportunities, environmental protection, or master planned developments.

Overlays: Overlays are supplemental to the underlying land use category and zoning designation. Overlays provide supplemental policy language for urban separators, impression corridors, gateways, and potential annexation areas. Overlays are delineated and assigned because there are extraordinary circumstances that warrant additional and specialized planning emphasis in a particular area of the City.

Land Use Policies:

1. Require building design standards for multi-family, mixed use, and non-residential structures to ensure unique and high quality architectural forms, shapes and materials.

2. Require site design standards for multi-family, mixed use, commercial and residential development proposals that provide connectivity between and through sites, adequate public gathering spaces, sustainable development practices, and efficient provision of utilities and streets.
3. Engage in strategic planning of identified corridors and gateways which include an emphasized level of planning, designing, improving, regulating, and maintaining those areas that provide the most visible impression of Auburn.
4. Delineate neighborhoods and districts and develop strategies for creating greater neighborhood identity that reinforces the concept of “One Auburn”.
5. Identify commercial, residential and recreational destinations that should be joined by paths and trails with the overall goal of creating a citywide infrastructure that is fully connected.
6. Develop downtown Auburn into a safe, walkable community, that has attractive public plazas and buildings, and an engaging streetscape through planning, regulation, and capital improvements.
7. Identify, protect, preserve and restore Auburn’s environment and natural resources.
8. Implement measures to reduce greenhouse gas emissions.
9. Develop vehicular gateways into Auburn into well signed, attractive and prominent entry points.
10. Establish sign controls that reduce sign clutter and strive for a long term outcome where attractive buildings, thoughtful sign design, and vegetation dominate the landscape instead of poorly placed and designed signs.
11. Establish parking standards that limit the overall number of spaces and where landscaping and site layout softens the visual impact of large parking lots.
12. Incentivize good community design by allowing increased height, density, intensity and other standards.
13. Ensure harmonious transition between land uses and zoning designations through the use of setbacks, vegetation, building orientation, or architectural design.
14. Employ Crime Prevention through Environmental Design (CPTED) when designing communities and development proposals.
15. Support efforts and programs such as neighborhood watch, national night out, and other activities that bring residents together.

LAND USE ACTION PLAN	LEAD	PARTNERS
Short Term (2016 thru 2018)		
1. Update city zoning and development regulations to be consistent with the Core Plan and Land Use Policy Element.	CDPW - Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
2. Update the city zoning and development regulations to be consistent with National Pollution Discharge Elimination System requirements.	CDPW - Community Development, CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney
3. Implement the recommendations of the Main Street Urban Design Plan.	CDPW - Community Development	Mayor's Office, CDPW – Public Works, Downtown Association, Chamber of Commerce, Business and Property Owners
4. Prepare an Auburn Way South Corridor Improvement Plan.	CDPW - Community Development, CDPW – Public Works	Mayor's Office, State Department of Transportation, Business, MIT, and Property Owners
5. Develop a connectivity strategy that lays the foundation for joining commercial, residential and recreational areas.	CDPW - Community Development, CDPW – Public Works	Mayor's Office, Parks, Utility Providers
6. Update the City's Greenhouse Gas Inventory and Climate Action Plan	CDPW – Environmental Services	All City Departments
7. Develop a Sustainability Element of the Comprehensive Plan.	CDPW – Environmental Services	All City Departments
8. Continue ongoing support to the City's Neighborhoods program and utilize the program to strengthen relationships between neighborhoods and the City.	Mayor's Office	All City Departments
Moderate Term (2019 thru 2025)		
9. Identify neighborhoods and develop strategies for promoting awareness.	CDPW - Community Development	Mayor's Office
10. Develop and implement a citywide greenhouse gas	CDPW –	All City Departments

reduction plan.	Environmental Services	
11. In 2021, update Land Use Policy Element.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
12. In 2022, update city zoning regulations to be consistent with update to Land Use Policy Element	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
Long Term (2026 thru 2035)		
13. In 2028, update Land Use Policy Element.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
14. In 2029, update city zoning regulations to be consistent with update to Land Use Policy Element	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney

Housing Policy Element

Goals:

1. Character: Trails, public spaces and outdoor amenities are available which promote social interaction, safety, and healthy lifestyles.
2. Wellness: Buildings and properties are managed to provide a healthy environment and the surrounding landscape is maintained and feels safe.
3. Service: Social and human services that aid in the provision of housing for those in need are supported by the community.
4. Economy: Residential communities are well designed and connected to non-motorized paths and transit service so that residents can afford to shop and work close to home.
5. Celebration: Residents feel a sense of pride and neighborhood identity while promoting the idea of "One Auburn".
6. Environment: Housing is integrated into the natural environment.
7. Sustainable: Adequate and dispersed housing is provided to seniors, the disabled, low income, and all other individuals and families.

Housing Description:

A sustainable community offers a range of housing types by providing opportunities for people to choose and to afford to live near jobs, shopping, and services. This type of outcome enables shorter trips, the use of alternative transportation, reductions in traffic congestion, improved quality of life, and the economic benefit of residents choosing to spend their income in Auburn. Because we believe that there is strength in diversity, it is a priority to support and enable a robust mix of housing types. Dispersed and extensive housing options enable all segments of society to make choices about where they want to live in Auburn rather than feeling forced to reside in other communities.

Creating the opportunity to establish or retain housing stock for seniors and populations who have social, health, and human service needs is particularly important. Housing data demonstrates that Auburn already has a wide range of housing types and housing costs. But as a significant portion of the population ages, there will be an increasing demand for senior housing. While Auburn already has a wide range of this housing type, it is not dispersed throughout the City. Specifically, there are very few senior, affordable, or lower income housing options in Lakeland Hills or West Hill, very few senior options on Lea Hill, and a concentration of senior and low income options in the Valley.

The preservation and renewal of older neighborhoods is an important consideration for retaining a mix of housing types, as well as community character and history. Auburn's housing stock is older and much of the rental housing stock is in fair to poor condition. While Auburn is not proactively seeking to eliminate affordable housing, there is a reality that some of the housing stock is at the end of its life. There must be a conscious effort to understand and identify which properties are at the end of useful life and which properties have renovation potential. Perhaps most importantly, the City must ensure that redevelopment and renovation does not result in a wholesale loss of affordable housing stock.

Auburn's average and median household size suggests that there is a need to provide housing for both small and large households. Auburn's average household size is 2.67 compared to 2.40 in King County and 2.59 in Pierce County, while our average family size is 3.22 as compared to 3.05 and 3.09 in King and Pierce Counties, respectively. While these average figures are higher than our neighbors, we also have a higher percentage of single parents with children. These data strengthen the conclusion that there is a need for less traditional housing, which include accessory dwelling units, cottage housing, townhouses, apartments, and condominiums. Housing data, national trends, and City experience also conclude that we will likely see increasing demands for larger houses that accommodate multi-generational families living together.

Housing Policies:

1. Residential neighborhoods and buildings will be designed and maintained to support safe and active living that is connected to multimodal transportation options.
2. Support efforts to retain and create more types of housing with a broader mix of affordability in all of Auburn's residential and mixed use neighborhoods.
3. Implement and promote measures that enhance public safety such as neighborhood watch, crime prevention through environmental design, and expanded access to law enforcement resources.
4. Organize actions that influence and incentivize the retention and maintenance of the existing housing stock and their surrounding environs.
5. Implement strategies that lead to the adequate provision of dispersed affordable housing for moderate, low, and very-low income households and residents in need.
6. Support efforts that are intended to connect human, health, and social services to residents in need.

7. Develop and support programs that help inform residents of their options, available services, and rights to healthy and affordable housing.
8. Strengthen our partnerships with other agencies and communities to help bolster and steady the supply of housing options and supportive services so that there is greater equity in the region.
9. Monitor spatial and quantitative trends in housing supply, affordability, and diversity for Auburn and other King and Pierce County municipalities and make appropriate policy, regulatory and programmatic adjustments in response to data findings.

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HOUSING ACTION PLAN	LEAD	PARTNERS
Short Term (2016 thru 2018)		
1. Develop a monitoring program that defines the tools and metrics that describe housing condition, supply, availability, location, crime rates, and housing type.	CDPW - Community Development	Police, King County, Pierce County
2. Evaluate city zoning regulations to ensure that accessory dwelling units, clustered housing, cottage housing, townhouses, etc. are allowed within appropriate residential and mixed use zones.	CDPW - Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
3. Utilize the existing city rental housing business license program and requirements to educate multi-family property owners about Auburn's goals, policies and standards and that holds property owners and tenants accountable for adherence to its objectives.	CDPW - Community Development	CDPW – Business and Budget, Police, Multi-Family Property Owners
4. Continue the City's housing home repair program and seek ways to expand its use.	Administration – Neighborhood Services	CDPW – Community Development
Moderate Term (2019 thru 2025)		
5. By neighborhood, inventory housing opportunities for seniors, moderate income, low income, very low income, and persons with disabilities. Develop conclusions that can be used to identify areas that are in need of specific housing types.	CDPW – Community Development	King County, Pierce County
6. Work with transit agencies to determine multi modal transportation needs, routes, funding and capital improvements necessary to serve priority areas.	CDPW – Public Works, CDPW – Community Development	Sound Transit, MIT, Metro, Pierce Transit
7. Develop a joint Muckleshoot/Auburn housing inventory and needs assessment that is used to establish goals and strategies that combine our resources for mutual benefit.	CDPW – Community Development, MIT	City Council, Tribal Council, King County, Pierce County
8. In 2021, update Housing Policy Element based upon findings and data collected in the monitoring program.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
9. In 2022, update city zoning regulations to be consistent with update to Housing Policy Element	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
Long Term (2026 thru 2035)		
10. In 2028, update Housing Policy Element based upon findings and data collected in the monitoring program.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
11. In 2029, update city zoning regulations to be consistent with update to Housing Policy Element	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney

Capital Facilities Policy Element

Goals:

1. Character: Our capital investments have been strategically deployed and have resulted in a targeted mix of streets, parks, amenities and trails that serve the majority of communities.
2. Wellness: Capital facility planning, budgeting, design and construction incorporate principles and concepts that promote a healthy lifestyle.
3. Service: Revenue sources and budget allocations have been identified that support both the construction, provision, and on-going high quality maintenance of capital facilities and public services.
4. Economy: Our capital facilities are a marketing asset that causes businesses and residents to seek opportunities to locate here.
5. Celebration: We design, construct, and utilize our parks and streets so that we can gather on holidays, listen to music, attend parades, watch movies, view art, observe nature, and enjoy other community events.
6. Environment: Capital improvements are designed and constructed in a manner that employs a higher standard than the minimum required under the law.
7. Sustainable: We have fully implemented a capital investment philosophy that values the long term outcome over the short term expense.

Capital Facilities Description:

Capital facilities are those facilities that are owned and operated by the City. The Capital Facilities Policy Element is made up of a collection of documents that include the City's 6-Year Capital Facilities Plan, the Comprehensive Water Plan, the Comprehensive Sewer Plan, the Comprehensive Stormwater Drainage Plan, and the Capital Facilities Plans for each school district and the Valley Regional Fire Authority. Additionally, although the Parks and Recreation Policy Element and the Transportation Policy Element are standalone documents, they too are a component of the Capital Facilities Plan because they include both short and long term investments in developing and maintaining City-owned facilities.

The provision and sizing of facilities, such as utilities and streets, can influence the rate, timing, and ability for growth and development that occurs within the City. Timed provision of facilities also ensures that new development can be assimilated into the existing community without serious disruptions or adverse impacts. This plan establishes policies to allow development only when and where all public facilities are adequate or can be

made adequate, and only when and where such development can be adequately served by public facilities and services consistent with adopted level of service standards.

Public facilities include public utilities, streets, parks, municipal buildings, fire and police services, technology and communication systems, K-12 school systems, and waste and recycling services.

Capital Facilities Policies:

1. Development will only be permitted where there is a positive determination that concurrency and level of service standards have been met. Levels of service shall be established within, or by way of, each capital facilities document and/or Policy Element.
2. Lands designated for urban growth shall have urban levels of public facilities prior to, or concurrent with, development. If adequate public facilities do not exist and public funds are not committed, proposed development activities must provide such facilities at their own expense.
3. New connections to the City's sanitary sewer, water, and/or storm drainage systems, shall contribute their fair share toward the construction and/or financing of future or on-going projects to increase the capacity of those systems.
4. The City will coordinate with other utility purveyors within the City of Auburn to ensure that adequate facilities exist or are planned in underserved areas. Other utility comprehensive plans are not incorporated into the Comprehensive Plan unless there is a specific City Council action to accept and adopt.
5. The City will coordinate with solid waste providers and King County to ensure that there is adequate and mandatory waste and recycling service provided throughout Auburn. The City will continue to create, support, and implement efforts that expand recycling and re-use.
6. The City will coordinate with each school district and their capital facility planning efforts. A school district capital facility plan is not incorporated into the Comprehensive Plan unless there is a specific City Council action to accept and adopt.
7. The City will coordinate with Valley Regional Fire Authority and their capital facility planning efforts. A fire capital facility plan is not incorporated into the Comprehensive Plan unless there is a specific City Council action to accept and adopt.
8. The City will implement the adopted Auburn Airport Master Plan.
9. The City will seek opportunities to incorporate trails and public spaces as general funding for these allow in its capital facility projects.

10. Sustainable development practices will be incorporated into capital facility project design and construction.
11. The siting, design, construction, and improvement of all public facilities shall be done in full compliance with the Americans with Disabilities Act (ADA).

CAPITAL FACILITIES ACTION PLAN	LEAD	PARTNERS
Short Term (2016 thru 2018)		
1. Implement 6-year Capital Improvement Plans for water, sewer, and storm drainage.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
2. Implement 6-year Capital Improvement Plans for Transportation.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
3. Incorporate Low Impact Development (LID) into City Codes and Standards by January 1, 2017.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
Moderate Term (2019 thru 2025)		
4. Implement 7 to 10 year Capital Improvement Plans for water, sewer, and storm drainage.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
5. Implement longer term Capital Improvement Plans for Transportation	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
6. In 2021, update Capital Facilities Policy Element.	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
7. In 2022, update city zoning regulations to be consistent with update to Capital Facilities Policy Element	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

Long Term (2026 thru 2035)		
8. Implement 10 to 20 year Capital Improvement Plans for water, sewer, and storm drainage.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
9. In 2028, update Capital Facilities Policy Element.	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
10. In 2029, update city zoning regulations to be consistent with update to Capital Facilities Policy Element	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

Utilities Policy Element

Goals

1. Character: Utility corridors serve multi-purpose functions such as non-motorized connectivity and recreational amenities.
2. Wellness: The extension and provision of utility service extends throughout the entire community who has access to safe and reliable utility service.
3. Service: Residents and businesses have access to all forms of reliable utility service including communication, water, sewer, and storm systems.
4. Economy: Through planning, franchise agreements and partnerships, capital improvements are occurring in conjunction with development and redevelopment.
5. Celebration: Technology and amenities are in place that support community events and enhance awareness and accessibility that results in broader participation.
6. Environment: Utility users are leaders in the region and have embraced and deployed alternative energy solutions and conservation measures.
7. Sustainable: New development fully pays for utility extensions and upgrades that are of a quality that is in the best long term interest of the City and avoids ratepayer subsidies.

Utilities Description:

The primary responsibility of planning for private utilities rests with the utility providers. Clearly, this planning cannot take place without open lines of communication between the City and the utility providers.

Puget Sound Energy (PSE) provides electrical and natural gas service to most of the City of Auburn. PSE is an investor-owned private utility, which provides service to approximately 1.2 million customers in a service area that covers 6,000 square miles. With respect to electrical service, PSE builds, operates, and maintains an electrical system consisting of generation, transmission, and distribution facilities.

The Northwest Pipeline Corporation and Enumclaw Gas also have gas lines in the southeastern portion of the City. While the Northwest Pipeline Corporation does not serve any customers within the City, Enumclaw Gas has some residential customers in the area of the Adventist Academy.

Conventional local telephone service to the City is provided by CenturyLink. CenturyLink offers service to 25 million customers in 14 western states. The facilities in which calls are switched

are call central offices. Typically there are four main lines heading out from each central office – one in each direction. Auburn's central office is located in downtown Auburn. Long distance service is provided in the area by several providers. These providers have underground fiber optic cables passing through the City of Auburn.

Cellular telecommunications provide mobile telephone. Cellular communication companies offer digital voice, messaging and high speed wireless data services to customers. There are several cellular service providers with customers and facilities in the City of Auburn. Regulation of cellular providers is provided by the Federal Communications Commission (FCC).

Cable television service is provided by Comcast through a combination of aerial and underground cables. Several satellite dish companies also provide service within the City but facilities are limited to the satellite dishes affixed to homes. The City is currently negotiating with Century Link on a potential cable franchise.

Investor-owned utilities in the State of Washington are regulated by the Washington Utilities and Transportation Commission (WUTC). State law regulates charges, services, facilities, and practices of utilities. Any changes in policies regarding these aspects of utility provision require WUTC approval.

Private utilities include electricity, telecommunications, natural gas, and non-city owned sewer, and water.

Utilities Policies:

1. Private utility companies should strive to provide utility services to all segments of the Auburn population and areas of the community.
2. All new utility and telecommunication lines shall be located underground within all new developments. The City will also work with utility companies to relocate existing distribution, service and telecommunication lines underground as a part of system upgrades, urban revitalization, and city capital projects whenever it is economically and technologically feasible.
3. The visual impact of private utilities shall be mitigated through undergrounding, colocation, screening, or other mitigation techniques. Views from private property, rights of way, and the surrounding community shall be considered when mitigating visual impact.

4. When granting franchise agreements, right of way permits, and other city approvals to utility providers, evidence shall be provided that documents sustainable development practices that will be incorporated into construction activities.

UTILITIES ACTION PLAN	LEAD	PARTNERS
Short Term (2016 thru 2018)		
1. Explore opportunities to enhance the use of franchise fees and taxes.	CDPW – Public Works, Finance	Mayor's Office, City Attorney, IT
2. Review and update the City's Municipal Code for consistency with any regulatory changes as it relates to franchises.	CDPW – Public Works, City Attorney, Innovation and Technology	Mayor's Office, City Council, CDPW – Community Development
Moderate Term (2019 thru 2025)		
3. In 2021, update Utilities Policy Element.		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
4. In 2022, update city zoning regulations to be consistent with update to Utilities Policy Element		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
Long Term (2026 thru 2035)		
5. In 2028, update Utilities Policy Element.		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
6. In 2029, update city zoning regulations to be consistent with update to Utilities Policy Element		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

Transportation Policy Element

Goals

1. Character: Investments in developing and maintaining our pedestrian, non-motorized and street infrastructure have resulted in the creation of a community that is physically connected.
2. Wellness: Residents, visitors and workers increase utilization of non-motorized forms of transportation.
3. Service: Through partnership with other agencies, public transportation is an available option for navigating the City and connecting to other forms of transportation.
4. Economy: Street surfaces are in a state of good repair allowing people and goods to navigate into, through and out of Auburn.
5. Celebration: As a result of improvements to the transportation infrastructure, combined with modern design techniques, we experience a decreasing frequency and severity of collisions.
6. Environment: Through development of additional non-motorized infrastructure there are fewer vehicular trips per capita.
7. Sustainable: There is an adequate sustained source of financing for long term investment in our streets, sidewalks, public landscaping, and non-motorized corridors.

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

The Transportation Policy Element, also known as the Transportation Comprehensive Plan, provides policy and technical direction for development of the City's transportation system through the year 2035. It updates and expands the 2009 Comprehensive Transportation Plan by recognizing network changes since the last plan, evaluating current needs, and identifying standards for future development and infrastructure improvements. The Plan underwent a major update in 2005 and a midterm update in 2009 to incorporate the Lea Hill and West Hill annexation areas into the Plan.

The Comprehensive Transportation Plan is the framework for transportation planning in Auburn. It functions as the overarching guide for changes to the transportation system. The Plan evaluates the existing system by identifying key assets and improvement needs. These findings are then incorporated into a needs assessment, which guides the future of the transportation system.

This Plan is multi-modal, addressing multiple forms of transportation in Auburn including the street network, non-motorized travel, and transit. Evaluating all modes enables the City to address its future transportation needs in a comprehensive and balanced manner.

Transportation Policies:

1. Level of Service (LOS) and concurrency standards will be adopted and utilized when evaluating the transportation impacts and mitigation measures associated with development proposals. New development will pay for all system enhancements necessary to support the development.
2. Engage in coordinated regional transportation planning efforts with King County, Pierce County, Washington State Department of Transportation, Muckleshoot Indian Tribe, Sound Transit, and adjacent jurisdictions.
3. Pursue funding and actions that establish public transportation options to all areas of the City.
4. Incorporate Low Impact Development (LID) concepts and strategies into City initiated transportation projects and privately initiated subdivision proposals.
5. Create a pedestrian and bicycle network linking neighborhoods, activity centers, and popular destinations, and promote walkable, bike-able connections to transit service.
6. Increase coordination and integration of land-use and transportation planning to reduce traffic congestion and protect the natural environment.
7. Provide transportation alternatives that meet the needs of seniors and those who are unable to drive.
8. Inform the community of transportation improvements, capital projects, traffic disruptions and alternative methods for avoiding delays.
9. Develop information about alternate modes of travel to encourage visitors and residents to walk and bike.

TRANSPORTATION ACTION PLAN	LEAD	PARTNERS
Short Term (2016 thru 2018)		
1. Develop financial and capital programming standards that establish minimum budget targets for non-	CDPW – Public Works	CDPW – Community Development, Finance,

motorized connection improvements.		Mayors' Office
2. Develop a Neighborhood Connectivity Element of the Comprehensive Plan.	CDPW – Public Works	CDPW – Community Development
3. Develop a citywide wayfinding plan with strategies and actions directed at both non-motorized and vehicle modes.	CDPW – Community Development	CDPW – Public Works, CDPW – M&O
4. Implement the short-term actions outlined in the adopted Parking Management Plan	CDPW – Community Development	
5. Identify and prioritize vehicular gateways into the City. Design and construct gateway entry points.	CDPW – Community Development	
Moderate Term (2019 thru 2025)		
6. Implement the long-term actions outlined in the adopted Parking Management Plan.	CDPW – Community Development	
7. In 2021, update the Transportation Policy Element.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
8. In 2022, update city zoning regulations to be consistent with update to Transportation Policy Element	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
Long Term (2026 thru 2035)		
9. In 2028, update Transportation Policy Element.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
10. In 2029, update city zoning regulations to be consistent with update to Transportation Policy Element	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

Economic Development Policy Element

Goals

1. Character: Our cultural diversity has been leveraged to bind our community, expand our market, and celebrate cultural traditions.
2. Wellness: We are a safe community with walkable commercial districts where the perception and reality is that crime activity is low and public safety staffing meets or exceeds the community's expectations.
3. Service: Our economic development strategies focus on supporting the existing business community; as a result, recruitment is minimal because businesses desire to locate here.
4. Economy: We are able to measure and achieve defined targets for manufacturing, service, and retail jobs and revenues.
5. Celebration: We actively promote our local businesses and have been successful at making our citizens more aware of what is available locally as well as attracting visitors from beyond our City.
6. Environment: Our economy is growing and diversifying because of our efforts to protect our rivers, streams, wetlands, and other environmental resources.
7. Sustainable: Residents are staying in Auburn to work and shop and we are widely considered to be a regional dining, shopping and entertainment destination.

Economic Development Description:

Auburn's economic base drives and shapes the community and region. Auburn's residents and the surrounding region benefit from the jobs and services Auburn's economic base offers. Through the payment of sales, property and other taxes, the City of Auburn can fund and provide services and public facilities which Auburn residents require.

It is in the City's best interest to maintain and expand our economic base in unison with implementing all of the goals of the Comprehensive Plan. This section of the plan will help to define the City's goals and policies in this vital area.

Economic Development Policies:

1. Attract high wage employment opportunities and sales tax generating businesses to diversify the City's economic base and generate positive secondary benefits for the community.

2. Assist business organizations in developing and implementing new or improved product development opportunities to increase sales tax revenue collections.
3. Dedicate resources to pursue an expanded economic development program for the City.
4. Develop a clear and elaborate City branding strategy.
5. Create an economic development toolbox comprised of programs and incentives to reduce financial, regulatory, and operational constraints for existing or new business growth and expansion.
6. Prioritize the installation of key infrastructure at identified employment areas to facilitate development of these economic centers.

ECONOMIC DEVELOPMENT ACTION PLAN	LEAD	PARTNERS
Short Term (2016 thru 2018)		
1. Adopt and implement a City 10 year Economic Development Strategic Plan		
Moderate Term (2019 thru 2025)		
2. In 2021, update Economic Development Policy Element.	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW – Community Development
3. In 2022, update city zoning regulations to be consistent with update to Economic Development Policy Element	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW – Community Development
Long Term (2026 thru 2035)		
4. In 2028, update Economic Development Policy Element.	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW – Community Development
5. In 2029, update city zoning regulations to be consistent with update to Economic Development Policy Element	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW – Community Development

Parks and Open Space Policy Element

Goals

1. Character: There are a mix of small urban parks, natural areas, sports complexes, and community buildings that offer a full range of recreation service.
2. Wellness: Parks are well advertised, maintained, and are safe locations during all hours.
3. Service: Parks and park programming are accessible to all segments of the population.
4. Economy: Our parks and natural spaces are one of the major reasons that businesses and residents site why they chose to locate here and why they choose to stay.
5. Celebration: There are a mix of large and small parks that are being used for local, neighborhood, city-wide, and regional events.
6. Environment: Parks, open spaces, and natural areas are designated, designed and maintained in a manner that respects the environment and natural setting.
7. Sustainable: Park development and maintenance has an identified long term funding source that ensures that the system grows and improves.

Parks and Open Space Description:

Parks, arts, open space, and recreation facilities are an essential amenity to maintain a high quality of life in the community. As the population of Auburn grows, the demand for parks, recreational programs, arts and culture, and open space will continue to increase. To maintain Auburn's quality of life, the supply of parks and programs must keep pace with the demand associated with a growing population.

Parks and Open Space Policies:

1. Provide and maintain a comprehensive system of parks and recreation programs that serves the needs and desires of the City's residents.
2. Protect and preserve open space and natural areas that incorporate appropriate opportunities for residents and citizens to view and learn about natural systems and habitats.
3. Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles.
4. Provide a broad variety of recreational and cultural opportunities to all residents.
5. New development will contribute to the development of new parks at a level commensurate with their share of new facility needs.

6. Provide and support community events, festivals, and programs that offer a variety of opportunities for social interaction and contribute to a sense of community.
7. Diversify the funding sources that support the City Parks, Arts and Recreation Department to include public funding, earned revenues, development impact fees, and outside funding sources.
8. Establish regulations and incentives to incorporate parks and trails into subdivisions and other development projects.
9. Support collaboration between agencies, organizations, and businesses on trails marketing, management, and maintenance in recognition of the value of trails to the community and the economy.

PARKS AND OPEN SPACE ACTION PLAN	LEAD	PARTNERS
Short Term (2016 thru 2018)		
1. Establish Level of Service (LOS) standards for parks, open space, arts and service programs.	Parks	CDPW – Community Development
2. Establish a formal fee in lieu of program	Parks	CDPW – Community Development, City Attorney, Mayor's Office
3. Acquire additional properties for inclusion in the Auburn Environmental Park and develop a comprehensive management plan.	CDPW – Environmental Services	Parks
4. Complete and activate the Auburn Youth and Community Center	CDPW – Public Works, Parks	CDPW – Community Development, Police
5. Complete the Les Gove Community Campus Plan	Parks	City Council, Mayor's Office, Police, CDPW
Moderate Term (2019 thru 2025)		
6. Begin identification of acquisition needs based on Level of Service.	Parks	
7. Develop criteria and strategies for identifying land that should be preserved as open space and funding mechanisms for acquiring priority lands.	Parks, CDPW – Environmental Services	CDPW – Community Development
8. In 2021, update Parks and Open Space Policy Element.	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
9. In 2022, update city zoning regulations to be consistent with update to Parks and Open Space Policy Element	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

Long Term (2026 thru 2035)		
10. In 2028, update Parks and Open Space Policy Element.	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
11. In 2029, update city zoning regulations to be consistent with update to Parks and Open Space Policy Element	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

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Appendices

Appendix A – The Auburn Community Vision Report

Appendix B – The Auburn Housing Needs and Characteristics Assessment

Appendix C – The Auburn Housing Element Checklist

Appendix D – The Auburn Health Impact Assessment

Appendix E – The Comprehensive Public Participation Plan

Appendix F – The Buildable Lands Analysis

Appendix G – Auburn Airport Master Plan

Appendix H – Auburn Community Profile

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