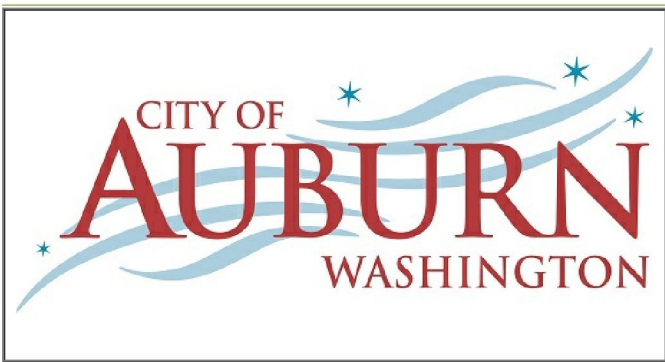


	City Council Study Session PWCD SFA September 25, 2023 - 5:30 PM City Hall Council Chambers AGENDA Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.
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I. CALL TO ORDER

A. PUBLIC PARTICIPATION

Public Participation

The Auburn City Council Study Session Meeting scheduled for Monday, September 25, 2023 at 5:30 p.m. will be held in person and virtually.

Virtual Participation Link:

To view the meeting virtually please click the below link, or call into the meeting at the phone number listed below. The link to the Virtual Meeting is:

<https://www.youtube.com/user/watchauburn/live/?nomobile=1>

To listen to the meeting by phone or Zoom, please call the below number or click the link:

Telephone: 253 215 8782

Toll Free: 877 853 5257

Zoom: <https://us06web.zoom.us/j/84849765923>

B. Roll Call

II. AGENDA MODIFICATIONS

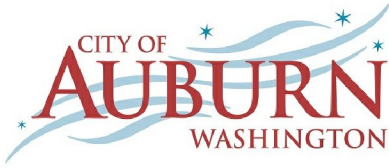
III. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

IV. PUBLIC WORKS AND COMMUNITY DEVELOPMENT DISCUSSION ITEMS

- A. King County Metro RapidRide I-Line Project Update (Gaub) (20 Minutes)
- B. Comprehensive Transportation Plan Update - Policy Review (MMLOS Standards) (Gaub) (35 Minutes)
- C. Capital Projects Status Report and Feature Capital Project (Gaub) (15 Minutes)
- D. Public Art Deaccession (Faber) (10 Minutes)

V. ADJOURNMENT

Agendas and minutes are available to the public at the City Clerk's Office, on the City website (<http://www.auburnwa.gov>), and via e-mail. Complete agenda packets are available for review at the City Clerk's Office.



AGENDA BILL APPROVAL FORM

Agenda Subject:

King County Metro RapidRide I-Line Project Update (Gaub) (20 September 19, 2023 Minutes)

Date:**Department:**

Public Works

Attachments:

[Presentation](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background for Motion:**Background Summary:**

King County (KC) Metro will provide a status update of its RapidRide I-Line project.

Reviewed by Council Committees:

Councilmember: Brown

Staff:

Gaub

Meeting Date: September 25, 2023

Item Number:



RAPIDRIDE

City of Auburn – City Council Presentation

I Line Team
September 25, 2023



RapidRide I Line Update

- **What is RapidRide?**
- **Community Priorities**
- **I Line Key Facts**
- **Project Timeline**
- **Benefits to Riders**
- **Corridor Benefits in Auburn**
- **RapidRide Stations**
- **Right of Way Acquisition**
- **Next Steps**



What is RapidRide?



**Better service
for more people**



Sustainability



Better access



**Speed and
reliability**



**Frequent and
reliable service**



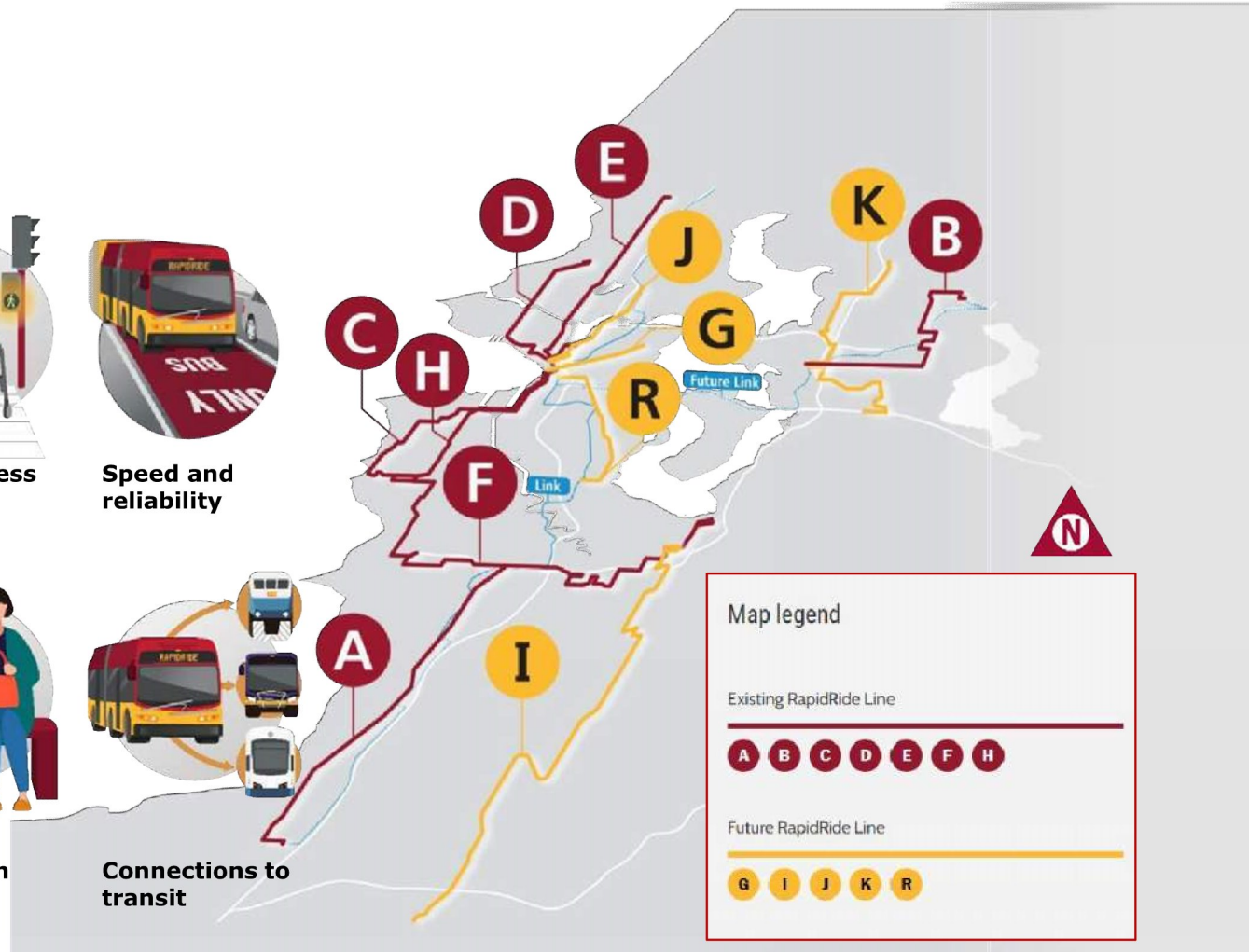
Easy to board



**Bus station
upgrades**



**Connections to
transit**



Community priorities

I Line

Station locations that promote equitable and accessible service to historically underserved communities.



Increased bus service for south King County communities.



Station locations that meet local business, school, and community needs.

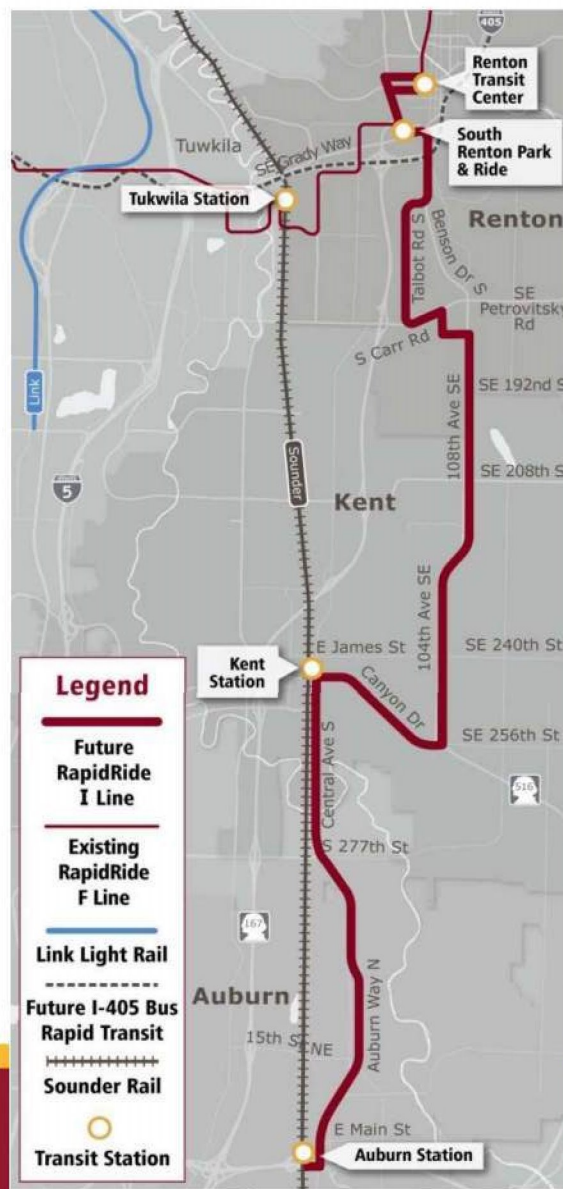
Station locations that are safe, convenient, and accessible.



Station features that promote riders' safety and comfort.

I Line Key Facts

- Serves Renton, Kent and Auburn
- 17 Miles, 82 stations
- Upgrading existing Route 160
- 9,000 to 12,000 daily ridership (Opening Year)
- \$160 M investment
 - 50% through Federal grant – FTA CIG program
 - Additional funding through PSRC & WSDOT grants



I Line

RAPIDRIDE

**King County
METRO**

Project Timeline



Ongoing community engagement

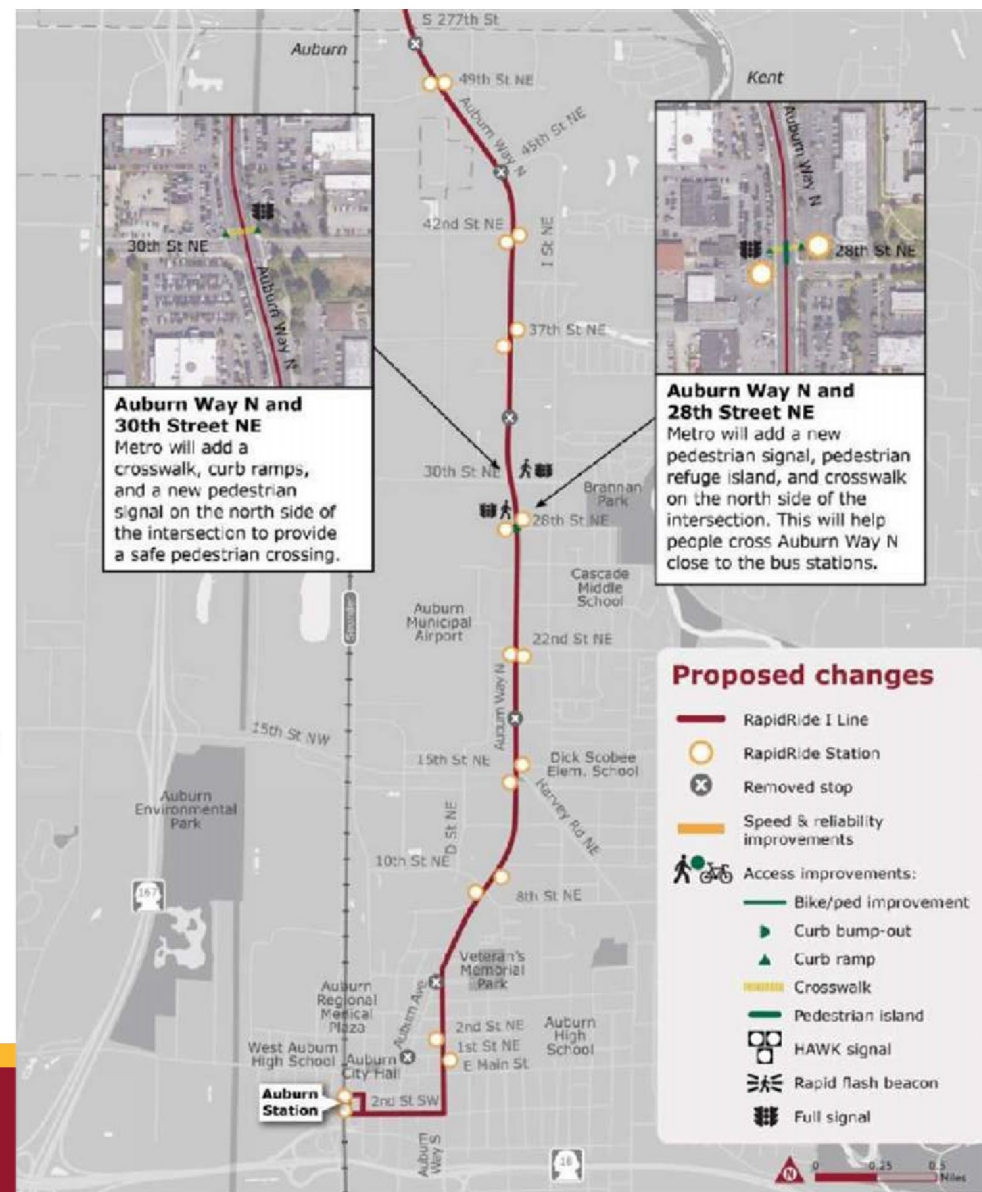
Benefits to Riders

- **19% PM travel time savings (19 minutes saved)**
- **9% AM travel time savings (8 minutes saved)**
- **Attracts 3,000 to 6,000 new transit riders**
- **Safety, lighting, and access improvements to 82 stations**
- **Increased frequencies and longer span of service**



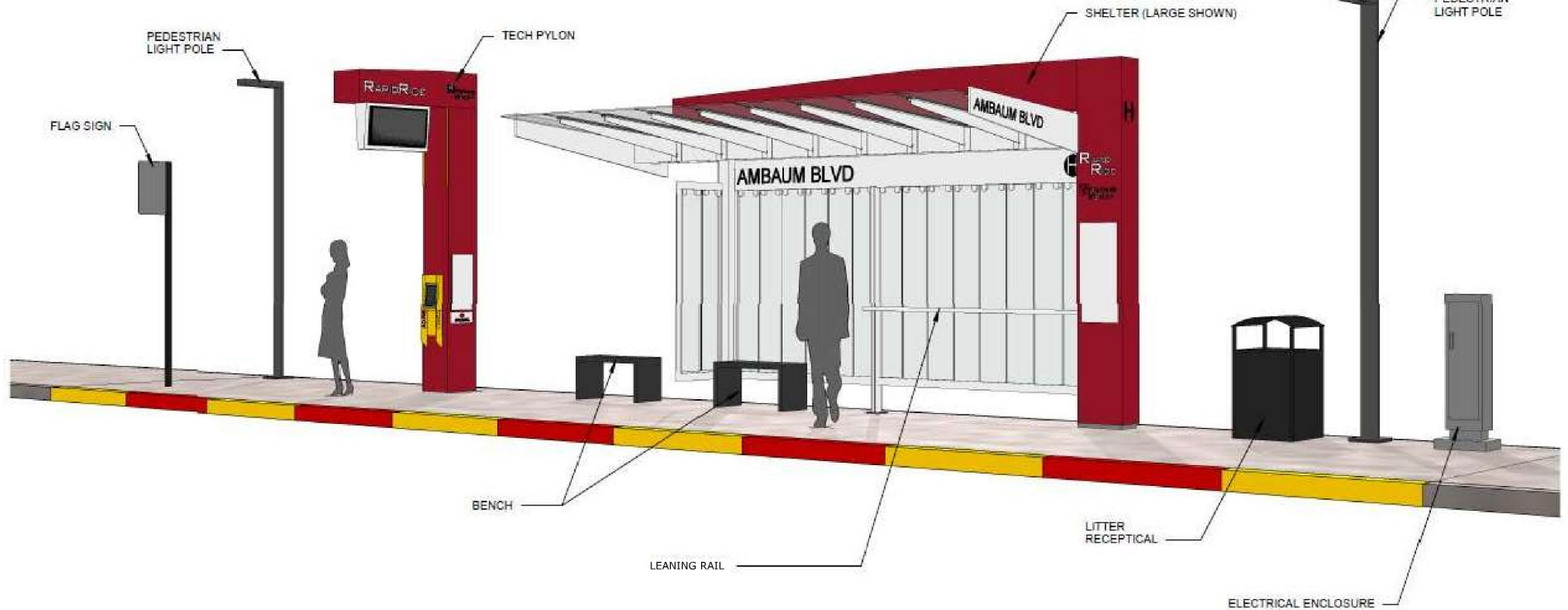
Corridor Benefits in Auburn

- **Transit Signal Priority (TSP) at 14 intersections**
- **Business Access and Transit (BAT) Lanes on Auburn Way at 15th St NE and at 9th St NE**
 - Saves 2 minutes in the 2040 PM peak
- **16 new RapidRide stations**
- **3 new or enhanced pedestrian crossings**
- **7 new Americans with Disabilities Act (ADA) curb ramps**
- **Layover at Auburn Station**



RapideRide Stations

16 Stations in Auburn

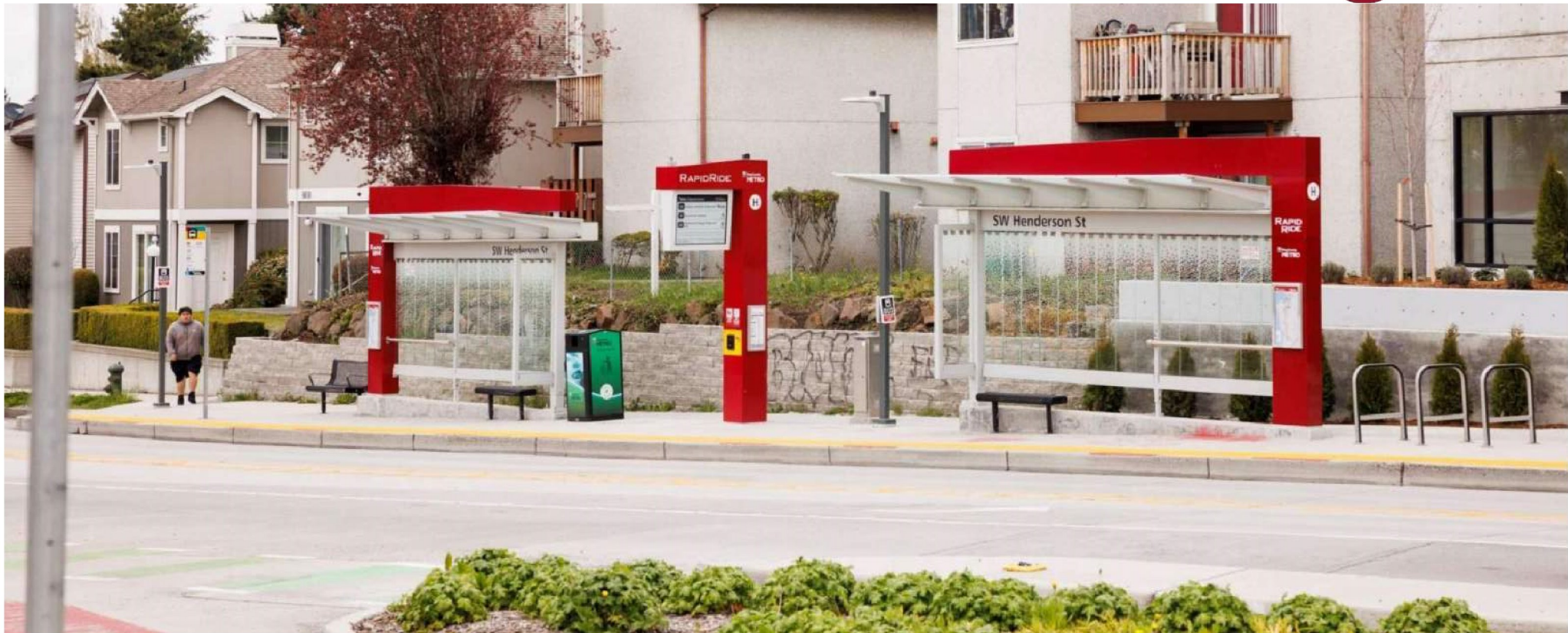


RapidRide Stations

I Line



RapidRide Stations



Right of Way Acquisition



Metro purchases strips of private land where necessary for roadway widening and/or station areas and deeds to City

- **120 parcels across the 17-mile project corridor**
- **22 Auburn parcels – all with partial acquisitions**
 - 15 parcels with permanent acquisition *and* temporary construction easement
 - 7 parcels with temporary construction easements only
 - 21 properties are Commercial
 - 1 property is Institutional

Next Steps

I Line



**Service
Launch
Fall 2026**

Any questions?



Contacts

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I Line Project Manager

(206) 477-7563

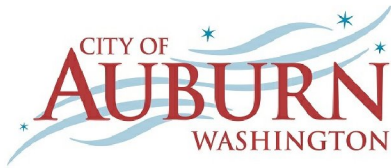
janirobinson@kingcounty.gov

Amanda Pleasant-Brown

**Government Relations
Jurisdictional Lead**

(206) 477-5872

Apleasant-brown@kingcounty.gov



AGENDA BILL APPROVAL FORM

Agenda Subject:

Comprehensive Transportation Plan Update - Policy Review
(MMLOS Standards) (Gaub) (35 Minutes)

Date:

September 20, 2023

Department:

Public Works

Attachments:

[Presentation](#)

[Policies](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background for Motion:**Background Summary:**

This is a continuation of the previous discussion regarding goals, policies, and actions to be incorporated into the City's 2024 Comprehensive Transportation Plan (Plan). This discussion will focus on Multimodal Level of Service (MMLOS) standards. This study session is the City Council's opportunity to provide questions or comments regarding the recommended goal and policies related to MMLOS standards.

Staff will review the recommended policies, and actions related to MMLOS standards as provided in the attachment. Proposed changes to previously discussed policies and goals to align with the MMLOS standards policies will also be discussed.

Through December 2023, staff will gather input from the Transportation Advisory Board and the Public. The final Plan will be presented for adoption in 2024.

Reviewed by Council Committees:

Councilmember: Brown

Staff:

Gaub

Meeting Date: September 25, 2023

Item Number:

ENGINEERING SERVICES

COMPREHENSIVE PLAN POLICY REVIEW - MMLOS

JACOB SWEETING
CITY COUNCIL STUDY SESSION
SEPTEMBER 25, 2023

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

AUBURN
VALUES

SERVICE
ENVIRONMENT
ECONOMY
CHARACTER
SUSTAINABILITY
WELLNESS
CELEBRATION

COUNCIL SCHEDULE OVERVIEW

April '23

- City Comprehensive Plan Overview

June '23

- Draft Transportation Policies Review & Discussion

September –
November '23

- Draft Multimodal LOS & Safety Policies Review & Discussion

'24 TBD

- Final Review & Discussion
- Resolution for adoption

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2

GOALS – POLICIES - ACTIONS

Goals

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

Policies

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

Actions

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

GOALS

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

WHAT ARE MMLOS STANDARDS?

■ Level of Service (LOS) Standards:

- Metrics that indicate how well transportation systems are moving people and goods

■ Multi Modal (MM):

- More than 1 mode of moving people and goods
- Motorized vehicles moving people on streets
- Active transportation, including pedestrian (walking) and bicyclists.
- Transit (busses and Sounder trains)
- Trucks moving freight on streets and via railroads.

WHY MMLOS STANDARDS?

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

POLICY REVIEW: GOAL 6) MMLOS STANDARDS

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

VEHICLE LOS STANDARDS

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

VEHICLE LOS STANDARDS – INTERSECTION DELAY

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

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



Intersection Operation: Free Flow
Degree of Delay: Negligible Delays



Intersection Operation: Stable Flow
Degree of Delay: Minimal Delays



Intersection Operation: Stable Flow
Degree of Delay: Moderate Delays



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



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



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

VEHICLE LOS STANDARDS – INTERSECTION QUEUING

■ Policy TR6-1-1 Continued

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

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

ACTIVE TRANSPORTATION LOS STANDARDS

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



WALKING LOS STANDARDS – POLICIES (ALL NEW)

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

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

■ Related Actions:

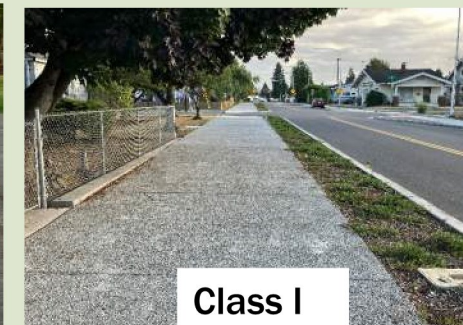
- The Street cross sections included in the EDS will be updated provide at least minimum level of service requirements.

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

BIKING LOS STANDARDS BACKGROUND

■ Types of Bicycle Facilities

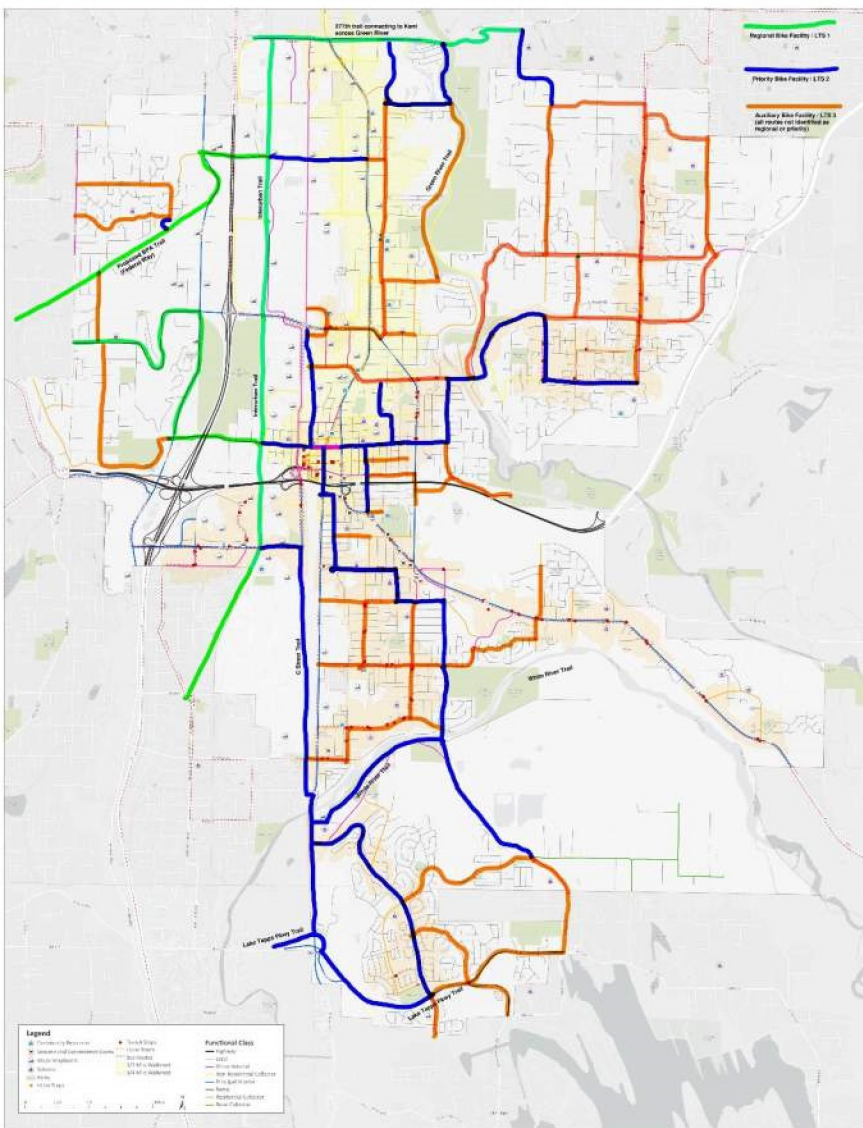
- Class III – Bicyclists and vehicles share travel lanes.
- Class II - Bicycle lanes in the roadway but separated from vehicular traffic.
- Class I - Bicycle facilities separated from roadway traffic by curbing, landscaping, buffer hardscaping, or physical barriers.



BIKING LOS STANDARDS POLICIES (ALL NEW)

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

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BIKING LOS STANDARDS POLICIES (ALL NEW)

■ New Policy – TR6-2-1 Bicycle LOS Standards

- Bicycle LOS is based on LTS ranging from 1 to 4.
- Auxiliary Route LTS is 3.
- Priority Route LTS is 2.
- Regional Route LTS is 1.

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

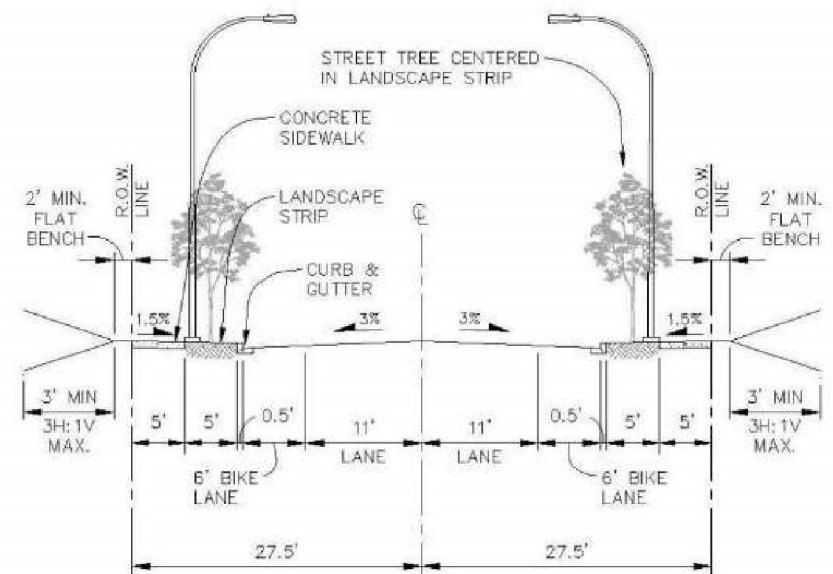
BIKING LOS STANDARDS POLICIES (ALL NEW)

- For City Streets without Regional, Priority, or Auxiliary bicycle routes, the standard LTS will be per the roadway cross sections by street classification in the Engineering Design Standards (EDS).
- Streets may be designed with lower LTS rating to accommodate local needs such as parks, schools, and other uses.

■ Related Actions:

- The EDS will be updated to include standards for various types of bicycle facilities intended to meet level of service standards as defined in the Plan.

Figure 10-4 Residential Collector Cross Section



TRANSIT LOS STANDARDS

TRANSIT TYPES IN AUBURN

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

TRANSIT LOS STANDARDS POLICIES (ALL NEW)

■ TR6-3-1: Transit LOS

- Transit LOS score ranges from 1 to 4
- Estimated for any location in the City using a combination of the walking shed distance from the location to transit services and the type of available transit service.

Type of Transit Service	>1 mile walkshed	1 mile walkshed	$\frac{3}{4}$ mile walkshed	$\frac{1}{2}$ mile walkshed	$\frac{1}{4}$ mile walkshed
Auburn Station	4	3	2	1	1
Frequent	4	3	2	1	1
Local	4	4	3	2	2
Express and Dart	4	4	4	3	2

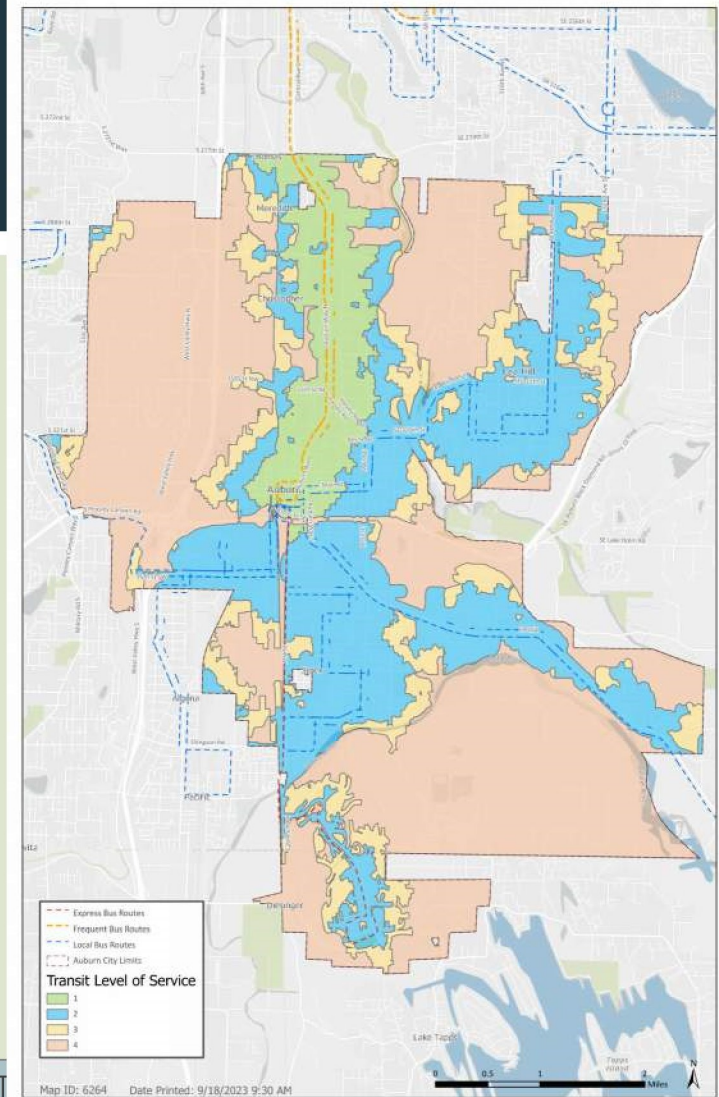
- ## ■ TR6-3-2: Active transportation improvements prioritized based on transit level of service

TRANSIT LOS STANDARDS POLICIES (ALL NEW)

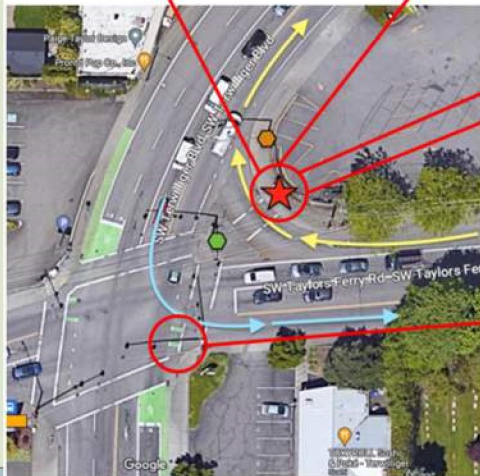
■ Actions to Support MMLOS Standards Goal Policies (Transit)

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

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FREIGHT LOS STANDARDS BACKGROUD



SERV

RATION

20

FREIGHT LOS STANDARDS POLICIES (ALL NEW)

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

FREIGHT LOS STANDARDS POLICIES (ALL NEW)

■ Actions

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

OTHER POLICY UPDATES

■ Goal 7 – Concurrency

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

FEEDBACK & NEXT STEPS

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

DRAFT (9/19/23)

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

MMLOS Standards Policies (Vehicles)

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

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

Actions to Support MMLOS Standards Goal and Policies (Vehicles)

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

MMLOS Standards Policies (Active Transportation)

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

- Bicycle LOS shall be based on Bicycle Level of Traffic Stress (LTS) ranging from 1 to 4 as follows: 1 – minimal traffic stress and high comfort facilities that accommodate bicyclists of all ages and skill levels; 2 – some traffic stress and moderate comfort facilities that accommodate average bicyclists; 3 – moderate to high traffic stress and moderate to low comfort facilities that accommodate mostly experienced bicyclists; 4 – high traffic stress and low comfort facilities that accommodate mostly bicycle enthusiasts with advanced experience and skill levels.
- The Bicycle LTS standard for Auxiliary bicycle routes is 3 or less.
- The Bicycle LTS standard for Priority bicycle routes is 2 or less.
- The Bicycle LTS standard for Regional bicycle routes 1.
- Standards for City Streets without Regional, Priority, or Auxiliary bicycle routes shall be per the standard roadway cross sections by street classification in the

EDS.

- Streets may be designed with Bicycle LTS lower than the standard LTS to accommodate local needs such as parks, schools, and other uses.

TR6-2-2: The City adopts the following pedestrian LOS Standards:

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

Actions to Support MMLOS Standards Goal Policies (Active Transportation)

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

MMLOS Standards Policies (Transit)

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

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

Actions to Support MMLOS Standards Goal Policies (Transit)

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

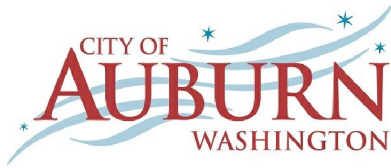
MMLOS Standards Policies (Freight)

TR6-4-1: The City adopts the following Freight Level of Service Standards:

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

Actions to Support MMLOS Standards Goal Policies (Freight)

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



AGENDA BILL APPROVAL FORM

Agenda Subject:

Capital Projects Status Report and Feature Capital Project
(Gaub) (15 Minutes)

Date:

September 13, 2023

Department:

Public Works

Attachments:

[Capital Projects Status Report](#)

[Presentation](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background for Motion:**Background Summary:**

The purpose of this discussion is to inform the Council and Public of the overall status of the City's Capital Project program managed by the Engineering Services Division and to present the 2023 third quarter feature capital project, the 10th Street NW and A Street NW Intersection Improvements project (Project No. CP2207). This project will construct a traffic signal at the intersection of 10th Street NW and A Street NW.

The Capital Project Group of Engineering Services is currently managing 39 projects, totaling approximately \$101 million in total project costs. Of these projects, 30 are in design and 9 are under construction. Before the end of the year, 4 projects that are currently in design are expected to enter the construction phase.

Reviewed by Council Committees:

Councilmember: Brown

Staff:

Gaub

Meeting Date: September 25, 2023

Item Number:

Capital Project Status Report

Public Works Department - Engineering General Services Division

Construction Projects

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
MS2214	2023 CDBG Sidewalk Improvement ADA sidewalk improvements along 5th Street NE between A Street NE and B Street NE.	\$250,000 (Includes Federal/HUD Grant Funds)	QTR 3 (JUL-SEP) 23	QTR 4 (OCT-DEC) 23	Lauren Kirk	Bids were opened on August 3, 2023. The City received 10 total bids and awarded the contract to lowest responsive bidder, CCT Construction, Inc. on August 15, 2023. Construction work is anticipated to begin in September 2023.	N/A	CCT Construction, Inc.
CP2318	SE 320th St Rechannelization The project will rechanelize SE 320th St to remove center left-turn lanes between 108th Ave SE & 110th Ave SE, converting current three lane section to a two lane section with a 6 feet walkable shoulder. Additionally, this project will also install signage, refresh or install crosswalk markings, stop lines, plastic traffic arrows and construct a pedestrian ramp.	\$115,000	QTR 3 (JUL-SEP) 23	QTR 3 (JUL-SEP) 23	Samim Qayoomi	Construction is underway.	N/A	Transportation Systems, Inc.
CP2234	Marchini Meadows Pond Upgrades Remove root intrusions on neighbor's property and build 10' max. height wall to provide maintainable slopes in the pond.	\$800,000	QTR 3 (JUL-SEP) 23	QTR 4 (OCT-DEC) 23	Steven Sturza	Bids were opened on August 1, 2023. The City received 5 total bids and awarded the contract to lowest responsive bidder, Key Peninsula Construction LLC, on August 14, 2023. Construction work is anticipated to begin in September 2023.	KPFF	Key Peninsula Construction LLC

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2233	2023 Arterial Preservation Project The scope of work for this project involves replacing concrete pavement panels and limited curb and gutter replacement on 8th Street NE. Additionally, the project will implement maintenance of various arterial, collector streets, and Auburn Municipal Airport by sealing newly formed cracks with bituminous crack sealing compound to prolong the life of the pavement and prevent water intrusion.	\$488,456	QTR 2 (APR-JUN) 23	QTR 3 (JUL-SEP) 23	Samim Qayoomi	Construction is underway.	N/A	Puget Paving & Construction, Inc.
CP2129	Auburn Way S (SR 164) Southside Sidewalk Construct approximately 1,700 feet of new sidewalk along the south side of Auburn Way S between Howard Road and the existing sidewalk that begins to the west of the intersection with Muckleshoot Plaza. The project will also install a rectangular rapid flashing beacon (RRFB) where Auburn Way S intersects Howard Rd (near Frugal's Restaurant).	\$933,385 (Includes State Grant and MIT Funds)	QTR 2 (APR-JUN) 23	QTR 4 (OCT-DEC) 23	Seth Wickstrom	The construction work has been suspended for the procurement of long lead-time materials. It is anticipated that the work will resume in October 2023. The contractor may be onsite periodically to perform minor work activities.	N/A	Reed Trucking & Excavating

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2121	Riverwalk Drive SE Non-Motorized Improvements In partnership with the MIT the project will complete the sidewalk gap along the east side of Riverwalk Drive SE between Auburn Way S and Howard Road SE. The project also include lighting and storm improvements and an RRFB at Howard Road.	\$2,710,472 (Includes State Grant and MIT Funds)	QTR 1 (JAN-MAR) 23	QTR 3 (JUL-SEP) 23	Aleksey Koshman	The construction work has been suspended for the procurement of long lead-time materials. It is anticipated that the work will resume in September 2023. The contractor may be onsite periodically to perform minor work activities.	HDR	Reed Trucking & Excavating
CP2117	A Street Loop The project will construct a new one-way (eastbound) roadway connection between A Street SW/S Division Street and A Street SE. The new intersection with A Street SE will allow an unsignalized right-turn movement onto southbound A Street SE, providing an alternative to the intersection of 3rd Street SE and A Street SE, which does not meet adopted LOS standards.	\$2,395,000 (Includes Federal Grant Funds)	QTR 3 (JUL-SEP) 23	QTR 3 (JUL-SEP) 24	Matt Larson	Bids were opened on August 10, 2023. The City received 11 total bids and awarded the contract to lowest responsive bidder, Reed Trucking & Excavating Inc. on August 24, 2023. Construction work is anticipated to begin in September 2023.	Otak	Reed Trucking & Excavating Inc.

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP1821	S. 277th St Wetland Mitigation Rehabilitation This project will address the loss of planting at the South 277th Street Corridor Stream and Buffer Mitigation Site, due to summer drought conditions and lack of irrigation. The work includes providing supplemental temporary irrigation, replanting native plants in sparsely vegetated areas, removing and disposing of invasive species, removing competing weeds, replenishing wood chip mulch, and replacing missing wooden split-rail fence rails due to vandalism.	\$260,691	QTR 2 (APR-JUN) 23	QTR 3 (JUL-SEP) 23	Samim Qayoomi	The construction work has been suspended until the fall to perform the final work. It is anticipated that the work will resume on September 30, 2023. The contractor may be onsite periodically to water the newly installed plants.	N/A	AtWork Commercial Enterprise, LLC
CP1603	Coal Creek Springs Transmission Main Repair The project will construct a second, parallel transmission pipeline over the White River suspended from a new pedestrian bridge.	\$5,709,000	QTR 3 (JUL-SEP) 23	QTR 4 (OCT-DEC) 24	Seth Wickstrom	Bids were opened on July 18, 2023. The City received 5 total bids and awarded the contract to lowest responsive bidder, Pivetta Brothers Construction, Inc, on July 27, 2023. Construction work is anticipated to begin in September 2023.	Jacobs	Pivetta Brothers Construction , Inc

Design Projects

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2328	A Street SE Preservation (37th Street SE to Lakeland Hills Way) The project will grind and overlay A Street SE from 37th Street SE to the intersection with Lakeland Hills Way (the southern paving limit is to the north of the Lakeland Hills intersection which is included in the regional application for East Valley Highway widening). The project also includes ADA upgrades to curb ramps, pedestrian push buttons, replacement of vehicle detection at signalized intersections and channelization.	\$2,034,000	QTR 1 (JAN-MAR) 25	QTR 3 (JUL-SEP) 25	Aleksey Koshman	Design survey is underway.	N/A	TBD
CP2327	2024 Arterial Preservation The 2024 Arterial Preservation project will perform asphalt pavement patching (removal and replacement of damaged pavement) on Arterial and Collector streets as part of the City's Arterial and Collector Street Preservation Program.	\$1,682,000	QTR 2 (APR-JUN) 24	QTR 3 (JUL-SEP) 24	Shelbi Meyer	Design survey is underway.	N/A	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2323	2024 Storm Repair and Replacement The 2024 Storm Repair and Replacement project involves upgrades and improvements to various stormwater sites within the City of Auburn. Some of the major improvements include upsizing a storm pipe and adding a catch basin, adding an access ramp to a pond, replacing or retrofitting storm filter vault lids, adding fountain-style aerators to a pond, enhancing pond security with chain link fences, and rectifying runoff issues near a residential property.	\$520,000	QTR 2 (APR-JUN) 24	QTR 4 (OCT-DEC) 24	Aleksey Koshman	Design survey is underway.	N/A	TBD
CP2321	Downtown Infrastructure Improvements This project will construct infrastructure improvements in Downtown Auburn that will support existing development and future re-development activities and to replace infrastructure that is at or near the end of its useful service life. This project will also demolish the existing Auburn Avenue Theater and initiate the design of a new 290 to 310 seat (up to 10,300 SF) performing arts theater with the option of completing the design and constructing the new theater if funding becomes available.	\$5,765,066 (including State and County Grant Funds)	QTR 1 (JAN-MAR) 25	QTR 3 (JUL-SEP) 25	Matt Larson	Project design was initiated in August 2023 and is underway.	TBD	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2319	Lea Hill Road/104th Avenue SE Roundabout The project will construct a roundabout at the Lea Hill Road intersection with 104th Avenue SE. The roundabout will replace the existing span-wire signal. The project is needed to improve traffic operations and safety at the intersection. Additionally the existing water mains will be replaced.	\$4,025,000	QTR 1 (JAN-MAR) 27	QTR 2 (APR-JUN) 28	Jeffrey Bender	Grant funding documents have been submitted to begin design work. Consultant selection process is underway.	TBD	TBD
CP2317	2024 Neighborhood Improvements This project will construct neighborhood improvements intended to improve safety, accessibility, and non-motorized connectivity. The project includes installation of new street lighting, construction of new sidewalks, replacement of existing sidewalks, and implementation of traffic calming measures.	\$1,714,000	QTR 1 (JAN-MAR) 24	QTR 4 (OCT-DEC) 24	Aleksey Koshman	Design is underway and is 30% complete.	N/A	TBD
CP2315	R Street SE Preservation - 33rd St SE to 37th St SE The project will provide roadway improvements along R St SE from 33rd St SE to 37th St SE. Improvements include gridding and overlaying the roadway pavement, new street lighting, a non-motorized multi-use path, and associated underground utilities improvements.	\$775,000	QTR 1 (JAN-MAR) 24	QTR 3 (JUL-SEP) 24	Kim Truong	Design is underway and is 60% complete.	HDR	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2313	Auburn Way South Roundabout Center Design This project will design of the landscape, lighting, irrigation, and structural installation of the Enhancements (artwork) to be installed in the center island of the roundabout. The City will install the Enhancements and construct improvements needed to accommodate the Enhancements as part of the project construction.	\$150,000	QTR 1 (JAN-MAR) 24	QTR 2 (APR-JUN) 24	Jeffrey Bender	Preliminary design concept is being developed. Interlocal Agreement for cost sharing with Muckleshoot Indian Tribe is being drafted.	Parametrix	TBD
CP2311	E Valley Hwy Widening The project will widen E Valley Hwy between Lakeland Hills Way and Terrace View Drive to a four-/five-lane roadway. The project will include a trail along the east side, lighting and storm improvements.	\$1,900,000 (Includes Federal Grant Funds)	QTR 2 (APR-JUN) 27	QTR 4 (OCT-DEC) 28	Lauren Kirk	Consultant selection process is underway.	TBD	TBD
CP2309	2023 City Safety Pedestrian Crossing Enhancements The project will install RRFBs at four locations around the City, at the SE 304th Street/116th Avenue intersection, on R Street SE to the north of 37th Street SE, at the S 296th Street/57th Place S intersection, and at M Street SE/33rd Street SE.	\$600,000	QTR 1 (JAN-MAR) 24	QTR 3 (JUL-SEP) 24	Jeffrey Bender	Design is underway and is 30% complete.	N/A	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2308	R Street SE/21st Street SE Roundabout The project will construct a single lane roundabout at the intersection of R Street SE and 21st Street SE.	\$2,110,000 (Includes Federal Grant Funds)	QTR 1 (JAN-MAR) 25	QTR 4 (OCT-DEC) 25	Kim Truong	HDR, Inc. has been selected as the design consultant for this project. Consultant contract negotiations are underway. It is anticipated that design work will begin in January 2024.	HDR, Inc.	TBD
CP2301	104th Ave SE PRV Replacement Replacing existing pressure reducing valve (PRV) due to inadequate maintenance access and corrosion.	\$425,000	QTR 1 (JAN-MAR) 24	QTR 3 (JUL-SEP) 24	Shelbi Meyer	Design is underway and is 30% complete.	N/A	TBD
CP2231	Lake Tapps Pkwy/SumnerTapps Hwy E Preservation The project will grind and overlay the Lake Tapps Parkway/Sumner-Tapps Highway E corridor from the intersection of Lake Tapps Parkway with Lakeland Hills Way to the intersection of Sumner-Tapps Highway E with 16th Street E (the Auburn City limit).	\$1,479,356 (Includes Federal Grant Funds)	QTR 4 (OCT-DEC) 24	QTR 2 (APR-JUN) 24	Nahom Kahsay	It is anticipated that this project will be advertised for bids in September 2023.	N/A	TBD
CP2219	Reservoirs 4 and 8 Seismic Retrofits This project will install 4 seismic control valves at 4 of City of Auburn's reservoir sites. Furthermore, the air vents for 3 of the reservoirs will be retrofitted or replaced.	\$1,683,800 (Includes State Grant Funds)	QTR 1 (JAN-MAR) 24	QTR 3 (JUL-SEP) 24	Aleksey Koshman	Design is underway and is 30% complete.	Parametrix	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2213	Runway and Taxiway Improvements and RSA Grading Rehabilitate the runway and taxiway pavement, upgrade taxiway lighting to LED, update lights on the side of the runway that provide guidance to pilots during decent, extend the safety area at the south end of the runway by regrading a small portion of the King County Park & Ride, and survey of existing facilities for the Airport Geographic Information System (AGIS) phase.	\$4,790,743 (Includes Federal & State Grant Funds)	QTR 1 (JAN-MAR) 24	QTR 4 (OCT-DEC) 24	Seth Wickstrom	It is anticipated that this project will be advertised for bids in November 2023.	Century West	TBD
CP2211	49th Street NE (Auburn Way N to D Street NE) The project will complete the buildout of 49th Street NE between Auburn Way N and D Street NE to complete the roadway cross section. The project will widen the roadway, where required, to provide a complete three lane section matching the existing cross section to the east of D Street NE.	\$1,027,000	QTR 1 (JAN-MAR) 24	QTR 4 (OCT-DEC) 24	Steven Sturza	Design is underway and is 60% complete.	BCRA	TBD
CP2210	M Street NE Widening (Main to 4th Street NE) The project will widen M Street NE to a 4/5 lane section between Main Street and 4th Street NE. The project will also replace the signal at Main/M Street.	\$4,806,000	QTR 1 (JAN-MAR) 25	QTR 1 (JAN-MAR) 26	Nahom Kahsay	Consultant selection process is underway.	TBD	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2207	10th St NW/A Street NW Intersection Improvements The project will construct a new traffic signal at the intersection in place of the existing stop control on the 10th Street NW approach.	\$1,215,000	QTR 4 (OCT-DEC) 23	QTR 3 (JUL-SEP) 24	Nahom Kahsay	Design is underway and is 90% complete.	N/A	TBD
CP2201	Airport T-Hangar Upgrades Remove and replace the electric roll up canvas doors on the J Hangar row at the Auburn Municipal Airport. Enclose at least 1 row of the 4 existing "open" hangars (E through H Hangar rows) by installing partition walls and manual sliding doors. One additional row of the 4 existing "open" hangars rows will also be enclosed if the budget allows.	\$1,962,000	QTR 3 (JUL-SEP) 23	QTR 1 (JAN-MAR) 24	Seth Wickstrom	Bids were opened on August 15, 2023. Apparent low bidder was General Mechanical, Inc. City staff is performing reference checks and other verifications to determine if the apparent low bidder meets the responsible bidding criteria.	KPFF	TBD
CP2125	D Street SE and 23rd Street SE Storm Improvements Project The purpose of this project is to eliminate localized flooding and make better use of available capacity in the 21st St SE Regional Infiltration Storm Pond by extending and connecting existing storm drainage infrastructure in the area south of 21st St SE at D Street SE and at K Street SE.	\$6,256,232	QTR 4 (OCT-DEC) 23	QTR 3 (JUL-SEP) 24	Lauren Kirk	Design is underway and is 90% complete.	Conсор	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2123	C Street SW Preservation This Project will grind and overlay C Street SW between W Main Street and the GSA signal (approximately 2,000 feet to the south of 15th Street SW). As part of the project, non-ADA compliant curb ramps and pedestrian push buttons will be upgraded, and c-curbing and vehicle detection loops will be replaced as needed. There are also, water, storm and sewer improvements along a portion of C St SW.	\$3,751,884 (Includes Federal Grant Funds)	QTR 4 (OCT-DEC) 23	QTR 3 (JUL-SEP) 24	Kim Truong	Design is underway and is 90% complete. Federal environmental permitting process is complete.	N/A	TBD
CP2116	R Street SE/29th Street SE Intersection Improvement The project will provide roadway improvements along R St SE from 33rd St SE to 22nd St SE. Improvements include adding a second southbound lane to address level of service deficiencies, street lighting and a non-motorized multi-use path. The project will also include underground utility work, as well as preservation of the project limits.	\$7,440,000	QTR 1 (JAN-MAR) 26	QTR 4 (OCT-DEC) 26	Kim Truong	Preliminary design concept is being developed.	HDR	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2110	Regional Growth Center Access Improvements The project would improve the 3rd Street NE/4th Street NE intersections with Auburn Ave and Auburn Way N. The project will improve non-motorized access and traffic operations and circulation. The project adds the northbound left-turn lane and a northbound/southbound crosswalk at 3rd St/Auburn Ave, and removes the split phase operations at 4th St/Auburn Way N.	\$3,931,300 (Includes Sound Transit Funds)	QTR 4 (OCT-DEC) 23	QTR 3 (JUL-SEP) 24	Seth Wickstrom	Design is underway and is 90% complete. Property acquisition process is underway.	TranspoGroup	TBD
CP2107	PW M&O Facility Improvements Phase 1 This project will enclose the existing 8 bay fleet covered parking area by installing full height mechanically operated doors. This project will also expand the existing PW M&O main building for a new Central Stores. The existing building will be reconfigured to increase the fleet maintenance area. To accommodate the addition, an existing 8" watermain will need to be relocated and upsized (12") to improve fire flow to the building.	\$3,006,000	QTR 4 (OCT-DEC) 23	QTR 2 (APR-JUN) 24	Lauren Kirk	Design is underway.	Page & Beard Architects	TBD
CP2101	2023 Local Streets Preservation The project will design and construct the following: full-depth pavement replacement, grind/overlay, and utility improvements.	\$2,864,866 (Includes Federal Grant Funds)	QTR 1 (JAN-MAR) 24	QTR 4 (OCT-DEC) 24	Aleksey Koshman	Design is underway and is 60% complete.	KPFF	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2022	Garden Avenue Realignment The project will create a new east/west connection between Garden Ave (102nd Ave SE) and 104th Ave SE and remove the existing Garden Ave connection to 8th St NE and replace it with a permanent cul-de-sac. The project will also demolish an existing building and acquire the ROW needed for the roadway. Utility improvements include storm drainage needed to support the roadway surface; approx. 1500 ft of new/replaced watermain; and approx. 220 ft of sewer line.	\$1,685,000	QTR 4 (OCT-DEC) 23	QTR 3 (JUL-SEP) 24	Kim Truong	Design is underway and is 90% complete. Environmental permitting process is completed. Property acquisition process is underway.	N/A	TBD
CP2021	Well 4 Facility Improvements The project includes a comprehensive investigation and evaluation of the well operation. The consultant design team has already determined that the soft starter settings needed to be adjusted for the generator to function as designed and a new VFD or generator are not needed. The team has also determined which aging mechanical and electrical components need to be replaced. The remaining scope of this project includes the replacement of these aging mechanical and electrical components.	\$1,227,791	QTR 4 (OCT-DEC) 23	QTR 2 (APR-JUN) 24	Nahom Kahsay	Design is underway and is 90% complete	Carollo	TBD

Project Number	Project Name & Description	Current Budget	Construction Start	Construction Finish	Project Manager	Recent Progress	Design Consultant	Contractor
CP2018	S. 330th St and 46th Place S Storm Improvements Relocate existing storm system located on private property, into approximately 350 linear feet of new 24-inch storm pipe within the public right-of-way. Improvements will include replacing existing outfall structure and connections of private drainage pipes.	\$689,051	QTR 3 (JUL-SEP) 24	QTR 3 (JUL-SEP) 24	Lauren Kirk	Environmental permitting process is underway.	N/A	TBD
CP2009	Rainier Ridge Pump Station This project will replace the Rainier Ridge Sewer Pump Station and its associated force main (approximately 725 ft).	\$4,850,109	QTR 2 (APR-JUN) 24	QTR 4 (OCT-DEC) 25	Nahom Kahsay	Design is underway and is 30% complete	Kennedy Jenks	TBD
CP1622	Auburn Way South Improvements - Hemlock St SE to Poplar St SE Roadway widening to create a five-lane cross section with two general purpose travel lanes in each direction, and a two-way center left-turn lane. Additionally, curb and gutter, 10 foot sidewalks, illumination, transit stop improvements, storm water improvements, water main extension, and access management (where feasible) with accommodation for U-turns are proposed.	\$12,898,001 (Includes Federal Grant Funds)	QTR 2 (APR-JUN) 24	QTR 3 (JUL-SEP) 25	Jeffrey Bender	Design is underway and is 90% complete. Property acquisition process is underway.	Parametrix	TBD

ENGINEERING SERVICES

CAPITAL PROJECT STATUS REPORT & FEATURE PROJECT

MATTHEW LARSON
NAHOM KAHSAY
STUDY SESSION
SEPTEMBER 25, 2023

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

AUBURN
VALUES

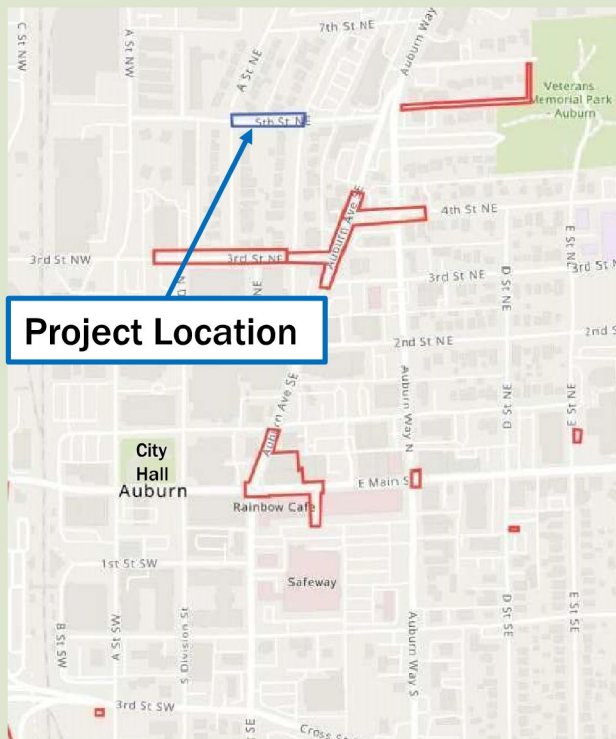
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W E L L N E S S
C E L E B R A T I O N

CAPITAL PROJECTS – CURRENT STATUS

39 Active Capital Projects (Approximate total project value \$101 million)

- 30 in Design Phase (Approximate total project value \$14 million)
- 9 in Construction Phase (Approximate total project value \$87 million)

2023 CDBG SIDEWALK IMPROVEMENTS (MS2214)

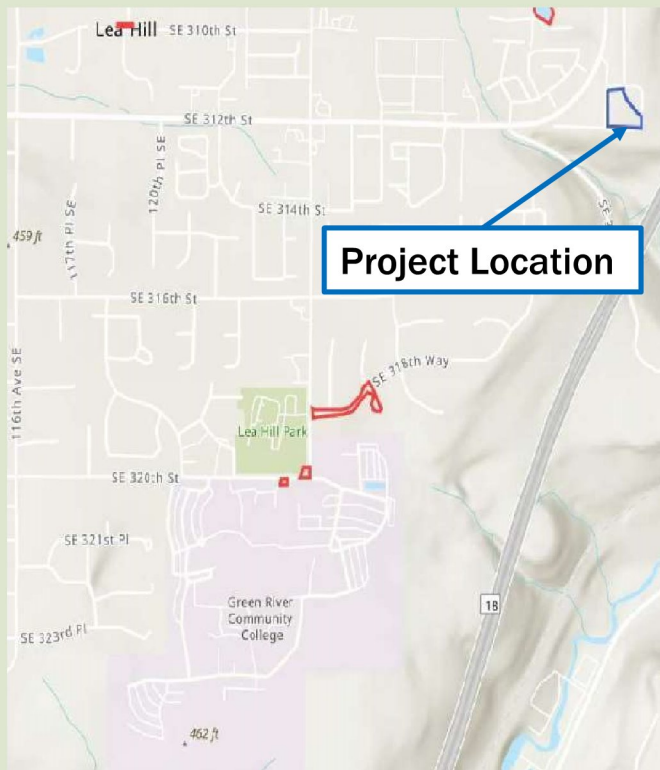


- Page 1 in CPS Report
- Constructs sidewalks along the southside of 5th Street NE between A Street NE and B Street NE
- Construction is anticipated to start in September 2023



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MARCHINI MEADOWS POND UPGRADES (CP2234)

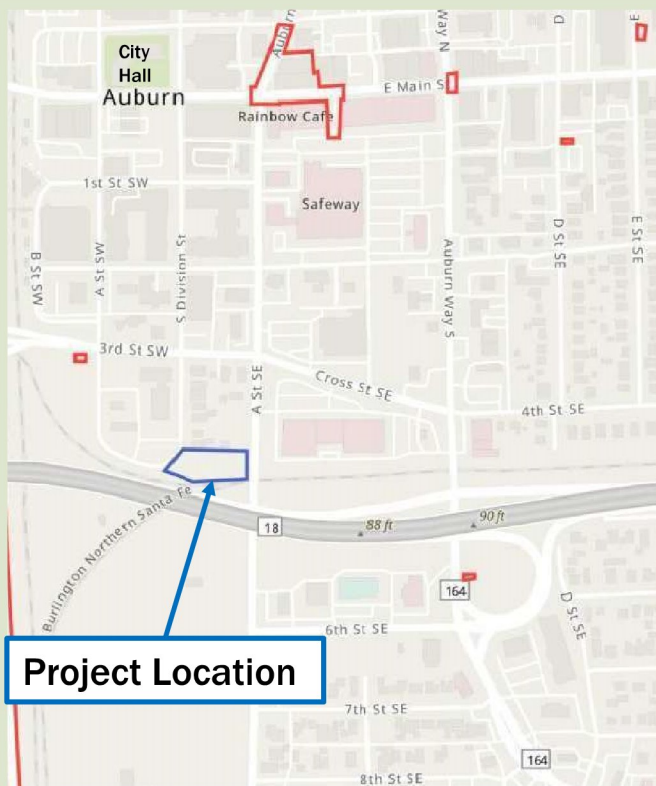


- Page 1 in CPS Report
- Clear vegetation around the existing pond
- Regrade and construct a cast-in-place concrete retaining wall along the northeast slope (left side of photo)
- Construction has begun

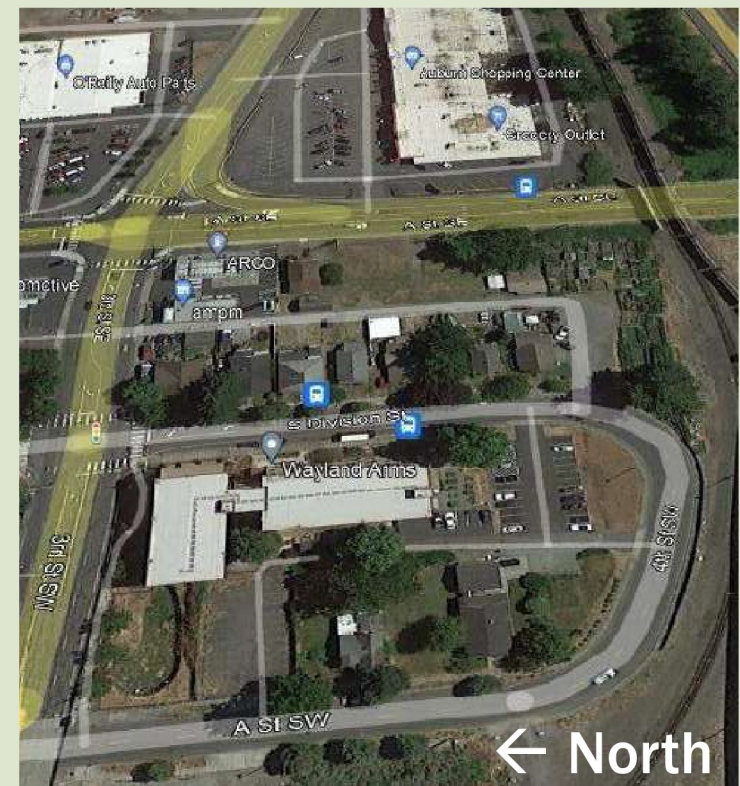


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A STREET LOOP (CP2117)



- Page 3 in CPS Report
- New one-way (eastbound) roadway connection between A Street SW/S Division Street and A Street SE.
- Construction is anticipated to start in September 2023



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AUBURN WAY SOUTH SOUTHSIDE SIDEWALK IMPROVEMENTS (CP2129)



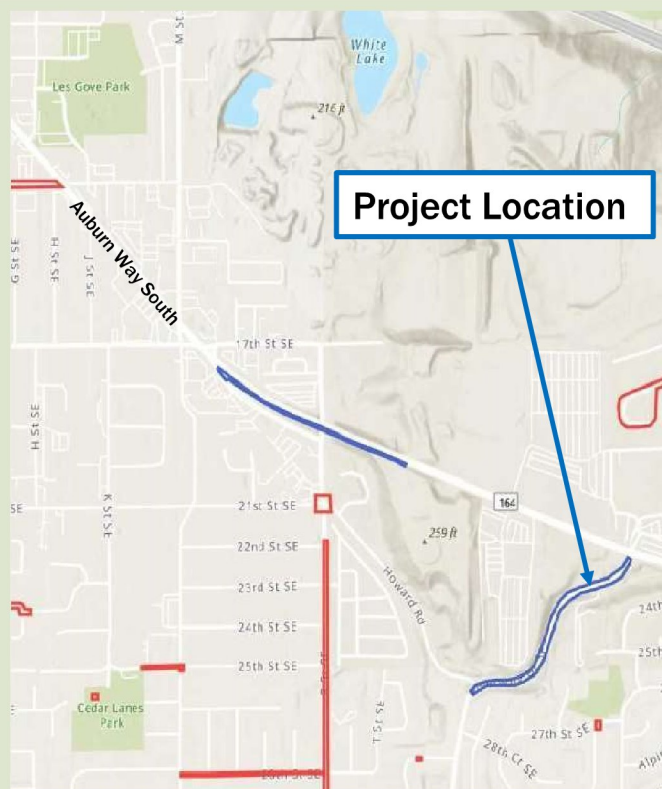
- Page 2 in CPS Report
- Install Sidewalks on Southside of AWS
- Enhanced Pedestrian Crossing at Howard Road
 - Raised crosswalk
 - Curb bulb with ADA ramps
 - Rectangular Rapid Flashing Beacon
- Construction is nearly complete; awaiting electrical equipment



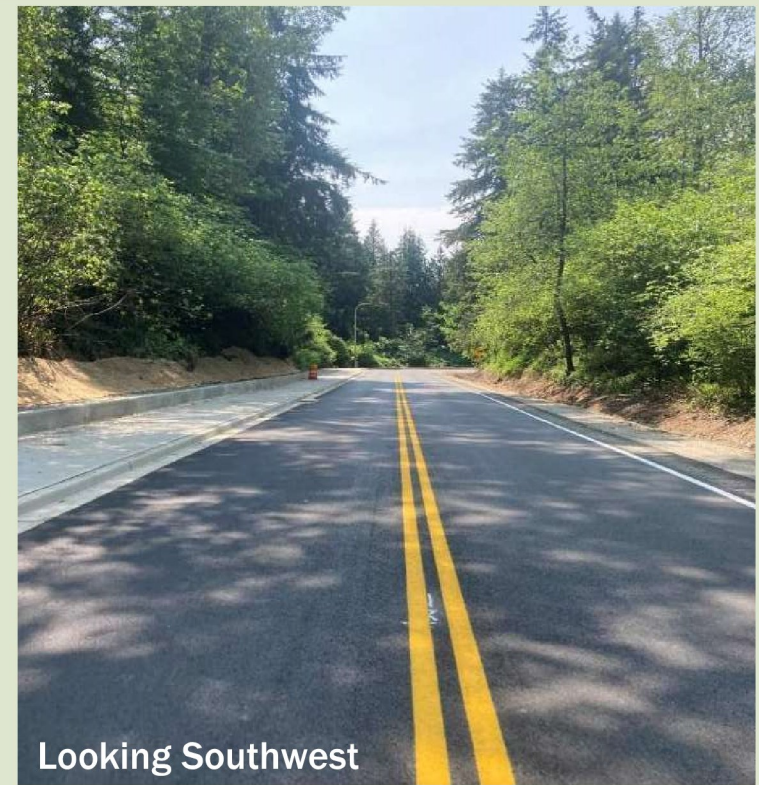
Looking East

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RIVERWALK DRIVE NON-MOTORIZED IMPROVEMENTS (CP2121)



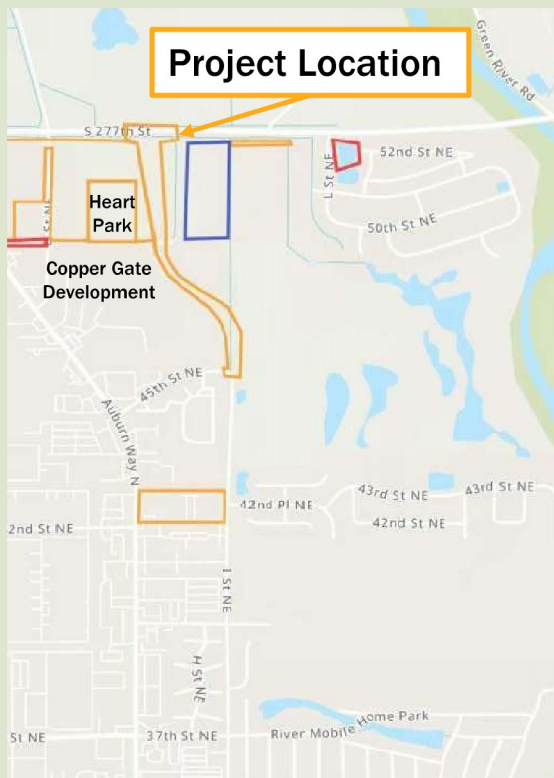
- Page 3 in CPS Report
- Constructed sidewalk along the eastside of Riverwalk Dr SE
- Stormwater conveyance improvements
- Enhanced pedestrian crossing at Howard Road
- Preserved the roadway surface
- Street light improvements
- Construction is nearly complete; awaiting street lighting materials



Looking Southwest

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I STREET NE



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CAPITAL PROJECTS REPORT

Questions?

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FEATURE CAPITAL PROJECT:

10TH ST NW/A ST NW INTERSECTION IMPROVEMENTS (CP2207)

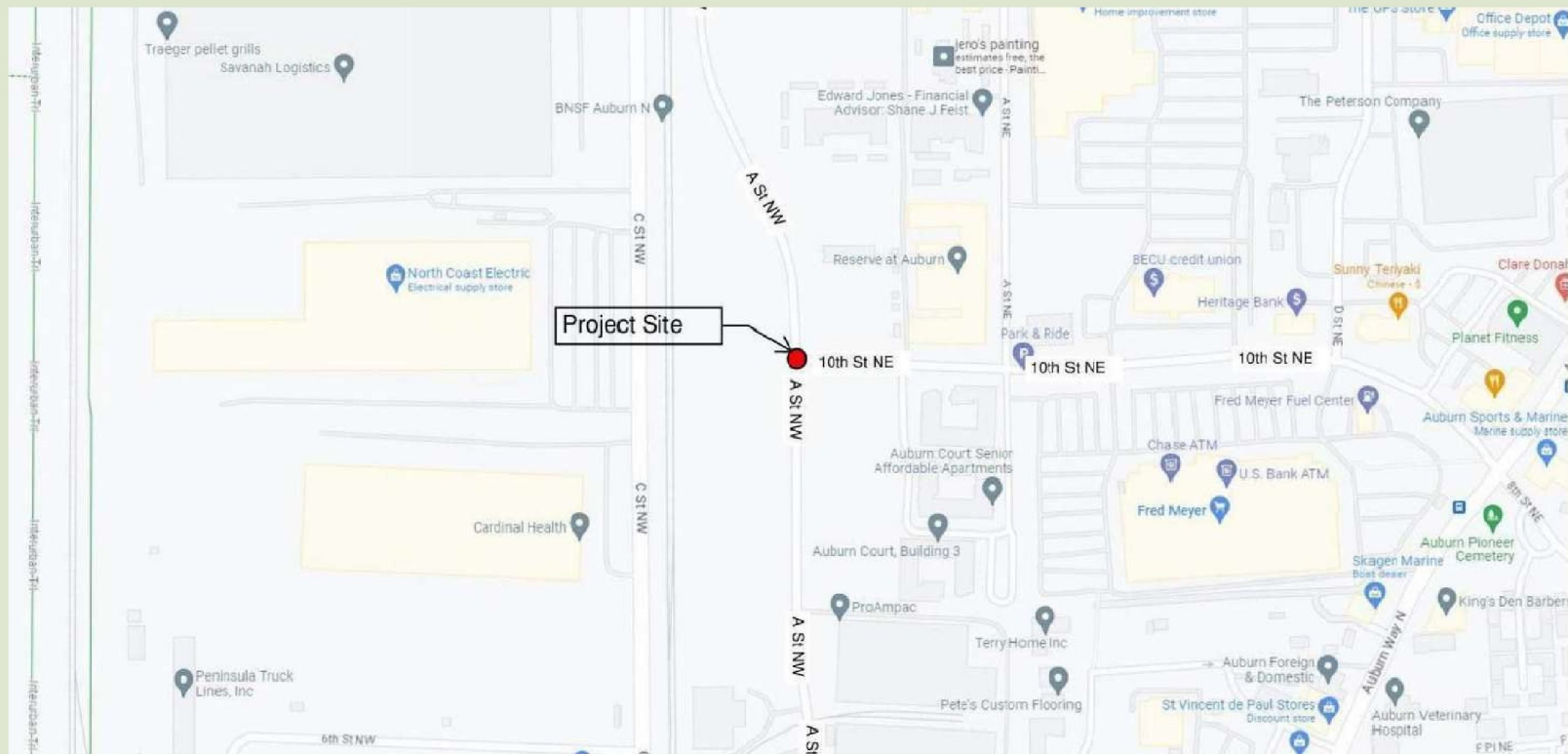
Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

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

VICINITY MAP



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SCOPE/PURPOSE

1. Traffic Signal Installation
2. Channelization Modifications
3. Intersection Upgrade
4. Intelligent Transportation System (ITS) Equipment
5. Fiber Optic Cabling
6. Traffic Analysis



Looking West

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EXISTING CONDITION



Looking West



Looking South

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BENEFITS

1. Improved Traffic Flow
2. Enhanced Safety
3. Reduced Level of Service Deficiency
4. ITS Efficiency
5. Connectivity
6. Environmental Benefits
7. Channelization Enhancement

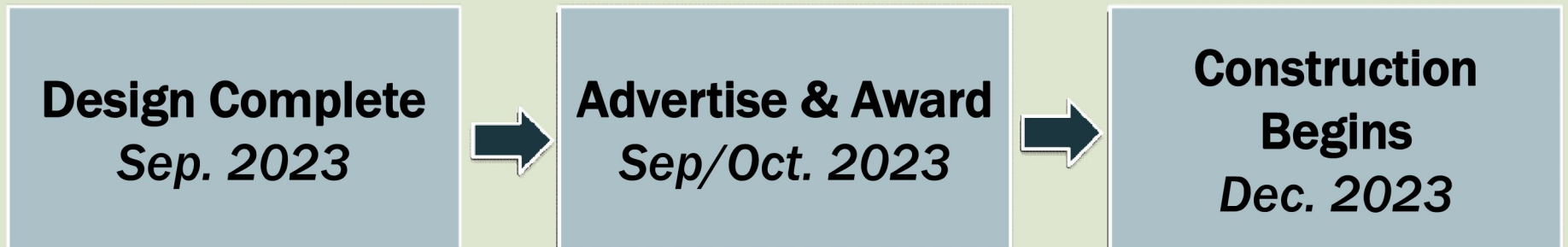


Looking East

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PROJECT BUDGET & SCHEDULE

- Estimated Project Cost = \$1.215 Million
 - Arterial Street Fund (Traffic Signal Replacement Program)
- Project Schedule

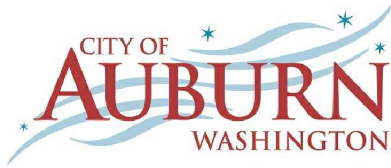


SERVICE • ENVIRONMENT • ECONOMY • CHARACTER • SUSTAINABILITY • WELLNESS • CELEBRATION

FEATURED CAPITAL PROJECT

Questions?

SERVICE • ENVIRONMENT • ECONOMY • CHARACTER • SUSTAINABILITY • WELLNESS • CELEBRATION



AGENDA BILL APPROVAL FORM

Agenda Subject:

Public Art Deaccession (Faber) (10 Minutes)

Date:

August 7, 2023

Department:

Parks/Art and Recreation

Attachments:

[Full Deaccession report 1](#)

[Full Deaccession Report 2](#)

[Public Artwork Deaccession Proposal powerpoint](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background for Motion:**Background Summary:**

The Art in Public Places Policy (Section 3.2) requires that the deaccession of public art be approved by both the Arts Commission and the City Council. At the Arts Commission meeting of August 1, 2023, staff present the Arts Commission with the current condition reports and deaccession requests for the Centennial Mural by artist Tom Teitge and You Are Here - Millennium Sundial by artist Ries Niemi. The Arts Commission voted in favor of deaccessioning both pieces, given they are damaged beyond reasonable repair and repair costs far exceed the current value of each piece.

Reviewed by Council Committees:

Councilmember: Brown

Staff:

Faber

Meeting Date: September 25, 2023

Item Number:

City of Auburn, WA

Request for the Deaccession of Public Artwork

Please see The City's Deaccession Policy and procedure before removing any objects from the permanent collection. Please use one form per item.

Artwork: Centennial Mural

Artist: Tom Teitge

Location: East Main and B Street NE, Auburn, WA

Date Accessioned: May 12, 1989

Acquisition Method: Grant Funded Commission

Original Cost: \$17,500

Current Market Value: \$23,186

Current Insurance Value: \$23,186

Estimated cost of Repair: \$5,000-\$8,000

Condition: ☐ Destroyed ☐ Poor ☒ Very Poor ☐ Fair
 ☐ Good ☐ Very Good ☐ Excellent

Reason for Deaccession (Check all that apply):

- ☐ Theft of the artwork.
- ☒ Damage beyond reasonable repair, and/or artwork is damaged to the extent that it no longer represents the artist's intent, and/or it is damaged to the extent that the expenses of restoration and repair are found to equal or exceed current market value of the artwork.
- ☐ Portable artwork is not, or is only rarely, on display due to lack of a suitable site.
- ☒ For site-integrated or site-specific artworks, the site for which the artwork was specifically created is structurally or otherwise altered and can no longer accommodate the artwork, is made publicly inaccessible as a result of new construction, demolition, or security enhancement, or has its surrounding environment altered in a way that significantly and adversely impacts the artwork.
- ☐ For site-integrated or site-specific artworks, the site for which the artwork was specifically created is sold or acquired by an entity other than City of Auburn.
- ☐ There exists a documented history of incident(s) that shows the artwork is a threat to public safety.
- ☐ The artist legally exercises the Right of Disassociation granted by the Visual Artists Rights Act of 1990, preventing the use of his or her name as the creator of the artwork.
- ☒ The artwork requires excessive maintenance to the extent that the expenses are found to equal or exceed current market value of the artwork.
- ☐ The City wishes to replace the artwork with another work by the same artist.
- ☐ At the time of accessioning, if complete information on the provenance of the artwork is not available, or more information has since become available, indicating that the artwork does not meet accession or art selection criteria.
- ☐ The artwork has become a violation of a city code, policy or regulation.

City of Auburn, WA

Request for the Deaccession of Public Artwork

Additional Reasons/notes:

Wall façade is crumbling and in disrepair. Extensive peeling of painting, leading to loss of some sections.

Documentation of correspondence with the artist regarding the above: See Attached

☒ **Agreement that Artist has been notified and has NOT requested reconsideration.**

Artist has requested reconsideration: N/A

Photo documentation of site conditions, if applicable:

See attached at end of document

Police Report: N/A

Artwork will (after proposed deaccession) be:

Returned to Artist. Repurposed by City. Disposed of by City. Transferred.

☒ **Other:** The owner of the building on which the mural is painted has full discretion over the work.

Date of Return/Repurpose/Disposal/Transfer: N/A

Additional notes:

There are tentative plans for a future owner of this building. In the case we do not deaccession the piece, the wall will fall into further disrepair as the cost of restoration exceeds the original cost of commission and accession.

Deaccession Proposed by: Allison Hyde, Arts Program Supervisor, City of Auburn

Deaccession approved by Arts Commission on: August 1, 2023

Deaccession approved by Mayor and City Council:

Final date of deaccession:

City of Auburn, WA

Request for the Deaccession of Public Artwork

Images – 2023 Documentation

Façade of building is cracking heavily on the rightmost section of the wall. Large chips are forming, and portions of wall paint are flaking off. Pieces of the mural are missing in some sections.



City of Auburn, WA
Request for the Deaccession of Public Artwork



City of Auburn, WA
Request for the Deaccession of Public Artwork



City of Auburn, WA

Request for the Deaccession of Public Artwork



City of Auburn, WA

Request for the Deaccession of Public Artwork



City of Auburn, WA

Request for the Deaccession of Public Artwork



City of Auburn, WA

Request for the Deaccession of Public Artwork



City of Auburn, WA

Request for the Deaccession of Public Artwork



City of Auburn, WA
Request for the Deaccession of Public Artwork



From: Allison Hyde <ahyde@auburnwa.gov>
Sent: Tuesday, July 25, 2023 3:31 PM
To: groundwiretom@gmail.com
Subject: Re: Centennial Mural Deaccession

Tom,

Thank you very much for your understanding about this transition and thank you for the wonderful gift that your mural has been for the Auburn community.

I will pass along your contact information.

Wishing you all the best,
Allison

Allison Hyde (*she/her/hers*) | Arts Program Supervisor

City of Auburn Parks, Arts & Recreation

253.804.5043, ahyde@auburnwa.gov

[*More ARTS Than You Imagined!*](#)

On Jul 25, 2023, at 3:21 PM, Tom Teitge <groundwiretom@gmail.com> wrote:

CAUTION: The following message originated from outside the City of Auburn. Be careful opening links and attachments

Hello Allison, Wanted to drop you a line confirming that I understand that the City of Auburn is fully relinquishing any responsibility for maintaining or insuring or in any other way being further responsible

for my Auburn "Centennial Mural" ,painted in 1989..... It's on its own... Thank you to Auburn for looking after it for so long.... Please, if possible pass my contact info, on to the property owners, should they care to reach me for any further discussions about the artwork (independent of the city.) All the best, Tom Teitge

On Jul 18, 2023, at 1:57 PM, Allison Hyde
<ahyde@auburnwa.gov> wrote:

Dear Tom Teige,

Hello! Thank you very much for your time today talking with me on the phone about the City of Auburn's plans to deaccession the "Centennial Mural." Due to the deteriorating condition of the wall on which it was painted, we are no longer able to maintain this artwork, but have been very proud to have it as a favorite mural in Auburn since 1989.

Just to reiterate what we discussed, the City of Auburn would like to deaccession the artwork, meaning that it will no longer be under our responsibility to insure or maintain and will be removed from our official list of permanent collection artworks, after which point the building owner will be free to do what they wish with the wall and mural.

We appreciate your understanding and are greatly appreciative of the artwork that has meant so much to Auburn and its community.

Thank you again,
Allison

Allison Hyde (she/her)
Arts Program Supervisor

City of Auburn

(253) 804-5043

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City of Auburn, WA

Request for the Deaccession of Public Artwork

Please see The City's Deaccession Policy and procedure before removing any objects from the permanent collection. Please use one form per item.

Artwork: *You Are Here - Millennium Sundial*

Artist: Ries Niemi

Location: Les Gove Park, 910 9th St SE, Auburn, WA 98002

Date Accessioned: 7/05/2000

Acquisition Method: Commission

Original Cost: \$15,000

Current Market Value: The artist assessment noted that it would cost him \$75,000 to remake today.

Current Insurance Value: \$16,500

Estimated cost of Repair : Materials: \$7,750-10,000 | Fabrication: \$9,000-12,000 | Art Handling: \$9,500-11,000 | **Total: \$26,250 – 33,000**

Condition: ☐ Destroyed ☐ Poor ☒ Very Poor ☐ Fair
 ☐ Good ☐ Very Good ☐ Excellent

Reason for Deaccession (Check all that apply):

- ☐ Theft of the artwork.
- ☒ Damage beyond reasonable repair, and/or artwork is damaged to the extent that it no longer represents the artist's intent, and/or it is damaged to the extent that the expenses of restoration and repair are found to equal or exceed current market value of the artwork.
- ☐ Portable artwork is not, or is only rarely, on display due to lack of a suitable site.
- ☐ For site-integrated or site-specific artworks, the site for which the artwork was specifically created is structurally or otherwise altered and can no longer accommodate the artwork, is made publicly inaccessible as a result of new construction, demolition, or security enhancement, or has its surrounding environment altered in a way that significantly and adversely impacts the artwork.
- ☐ For site-integrated or site-specific artworks, the site for which the artwork was specifically created is sold or acquired by an entity other than City of Auburn.
- ☐ There exists a documented history of incident(s) that shows the artwork is a threat to public safety.
- ☐ The artist legally exercises the Right of Disassociation granted by the Visual Artists Rights Act of 1990, preventing the use of his or her name as the creator of the artwork.
- ☒ The artwork requires excessive maintenance to the extent that the expenses are found to equal or exceed current market value of the artwork.
- ☐ The City wishes to replace the artwork with another work by the same artist.

City of Auburn, WA

Request for the Deaccession of Public Artwork

- ☐ At the time of accessioning, if complete information on the provenance of the artwork is not available, or more information has since become available, indicating that the artwork does not meet accession or art selection criteria.
- ☐ The artwork has become a violation of a city code, policy or regulation.

Additional Reasons/notes:

The wood beneath the metal is rotting and splintering causing metal to become loose and unattached from wood. The repairs complexity would cause need for either the artist to repair themselves or to oversee repair, artist has stated that they will not be able to take responsibility for the repairs. The surface of the piece involves individual interlocking metal panels that each stand at a different level of relief from the wood making the creation of a new table for the piece complex. The cost to repair and pay for labor outweighs the current worth of the piece, and the price the piece was originally purchased at.

Estimation bid for restoration by Artech: **See attached**

Documentation of correspondence with the artist regarding the above: **See attached**

Photo documentation of site conditions, if applicable: **See attached**

Police Report: **N/A**

~~Agreement~~ that Artist has been notified and has NOT requested reconsideration: **See attached**

Artist has requested reconsideration:

Artwork will (after proposed deaccession) will be:

Returned to Artist. ~~Repurposed~~ by City. Disposed of by City. Transferred.

Date of Return/Repurpose/Disposal/Transfer:

Transfer: **N/A**

Additional notes:

Recommended for Deaccession by: Allison Hyde, City of Auburn Arts Program Supervisor

Approved for Deaccession by Arts Commission on: August 1, 2023

Final Approval of Deaccession by Mayor and City Council: _____

City of Auburn, WA

Request for the Deaccession of Public Artwork

Artwork: *You Are Here - Millennium Sundial*

Artist: Ries Niemi

Location: Les Gove Park, 910 9th St SE, Auburn, WA 98002

Date Accessioned: 7/05/2000

Original Cost: \$15,000

Photographs of artwork proposed for deaccession:



You Are Here - Millennium Sundial by Ries Niemi being installed at Les Gove park in 2000 (above)



You Are Here - Millennium Sundial by Ries Niemi damages and repair in 2017 (above)

City of Auburn, WA

Request for the Deaccession of Public Artwork



You Are Here - Millennium Sundial by Ries Niemi in current state 2023 (above)

From: Ries Niemi <rniemi@fidalgo.net>
Sent: Monday, July 10, 2023 3:03 PM
To: Allison Hyde <ahyde@auburnwa.gov>
Subject: Re: City of Auburn "You Are Here" Damages
Importance: High

CAUTION: The following message originated from outside the City of Auburn. Be careful opening links and attachments

I am reluctantly having to admit, mostly to myself, that I just don't have the time or energy to rebuild this piece, and I should let you know that, yes, you should probably deaccession it. I am getting too old to do this scale of work, and no longer have full time staff in the metal shop. Also, it was a very low price to begin with, for what it was, and everything is much more expensive now.

The original piece used recycled lumber that was already a hundred years old. And, as we can see, that had a lifespan of around 15 to 20 years. New lumber is not even available, nor would it last much longer.

If I was going to rebuild this piece, I would build a steel subframe, probably from something like 3" angle iron, that would sit on top of the steel legs, and then, I would use 2" x 6" Trex or similar composite plastic/wood decking. The available composite material is not as thick as the original

beams, or as wide, and it needs cross supports every 2 or 3 feet.

Then, the surface metal and stone would need to be fitted into the decking- the way I did this last time was very labor intensive and fussy, tracing each piece, routing a place for them to sit, then bolting them thru the decking.

I can see this taking me, who has done it before and set up to do it, a couple weeks to build the metal subframing, and another couple weeks to fit the inlays, then needing to transport the whole big thing as one unit, on a big truck.

I am willing to consult, if you want to try to find a contractor willing to take this on, but I just cant commit to doing it myself, as I would have in the past.

Ries

On Jul 3, 2023, at 8:19 AM, Allison Hyde <ahyde@auburnwa.gov> wrote:

Ries,

Hello! I wanted to reach out one more time to see if you are available to come take a look at your artwork "You Are Here" in Auburn. The option of possibly hiring you to restore the piece is our last option before we begin the artwork deaccession process. The wood is deteriorated and has become a hazard. Please let me know if this is something you would like to consider, and if so, would need to meet to look at it and create a cost estimate before deciding on next steps.

Thank you,

Allison

Allison Hyde (she/her)

Arts Program Supervisor

City of Auburn

ahyde@auburnwa.gov

253.804.5043

From: Allison Hyde <ahyde@auburnwa.gov>

Sent: Friday, April 28, 2023 11:22 AM

To: ries@riesniemi.com

Subject: RE: City of Auburn "You Are Here" Damages

Ries,

Hello again! I'm hoping that you are back in town and might be available to schedule a time to meet with us and discuss possibilities for "You Are Here." Please let me know at your earliest convenience when you might be able to meet?

Thank you,
Allison

Allison Hyde | Arts Program Supervisor

Pronouns (she/her/hers)

City of Auburn Parks, Arts & Recreation

253.804.5043, ahyde@auburnwa.gov

[*More ARTS Than You Imagined!*](#)

From: ries niemi <ries@riesniemi.com>

Sent: Monday, February 27, 2023 2:10 PM

To: Allison Hyde <ahyde@auburnwa.gov>

Subject: Re: City of Auburn "You Are Here" Damages

CAUTION: The following message originated from outside the City of Auburn. Be careful opening links and attachments

Alison, I am certainly open to the idea of a souceable composite. I would like to see pictures of it before you do it, of course, but that seems like a smart idea to me. This piece was done in about 2001, 22 years ago, for a very low budget, and I sourced the recycled wood, both because I liked the idea of recycling, and the wood was beautiful and not too expensive. But 20 years is a very reasonable lifetime for a recycled organic material like that.

The metal parts have bolts that go thru the planks, with nuts on the bottom. Some of the stone pieces were, I think, glued in place, in routed out spots. Its been a while, I cant remember all the details.

I think the big sun is all one piece, and spans several planks, and is bolted down. The big stone circles are glued down, though, I believe with silicone. They can be removed, carefully, and reglued to a new substrate.

Let me know what you find out.
Ries

Here it was, brand new, in 2001.

<image001.jpg>

On Feb 27, 2023, at 4:16 PM, Allison Hyde <ahyde@auburnwa.gov> wrote:

Ries,

Hello! Thank you for getting back to me. I see. I had figured getting lumber to match

would likely be a bit specialty and perhaps also very expensive. Yes, the piece of wood that is rotted and damaged has the metal on top of it. Currently there is a rusty bolt sticking out that is a hazard, so we might need to just do a bit of a patch job for safety reasons sooner than later.

As far as bigger picture maintenance planning, if we have to remove the entire top to replace that board, it seems smart to replace any or all that are in need of replacement. Given the age of the piece and the inevitable weathering that it will face over time, I wonder if you would consider allowing us to replace the wood with a similar-looking composite instead so that the piece can be more durable for maintenance concern reasons? I am merely anticipating that the expense and time involved with removing the metal top, replacing the board, or all boards while we are at it, will fall into the major restoration project category, and hence, a possible discussion weighing the pros and cons of spending that much to restore a piece with wood that might possible continue to be a maintenance problem.

I know that making such a change would be a rather dramatic change to the artwork, and I do not mean to take your artistic intention and material choices lightly. I appreciate any thoughts or ideas you have about it, and I will try to get an estimate soon for the possible restoration. Do parts of the metal come apart in sections maybe, and we could just do pieces of the wood to be replaced as-needed? It looks like one big piece that would need to be completely take off to replace the wood...

Thanks!

Allison

Allison Hyde (she/her/hers) | Arts Coordinator

City of Auburn Parks, Arts & Recreation

253.804.5043, ahyde@auburnwa.gov

[*More ARTS Than You Imagined!*](#)

From: ries niemi <ries@riesniemi.com>

Sent: Sunday, February 26, 2023 7:23 AM

To: Allison Hyde <ahyde@auburnwa.gov>

Subject: Re: City of Auburn "You Are Here" Damages

CAUTION: The following message originated from outside the City of Auburn. Be careful opening links and attachments

Allison, I am currently in South America, where I live part of each year, sorry it took me a while to get back to you.

The wood on that piece is recycled old growth timber, which I originally purchased over 20 years ago from Duluth Timber. At that time, the beams were probably already over 100 years old, cut from trees that were 200 to 300 years old. They were salvaged most likely from WW1 era military warehouses in Minnesota, and similar timbers were used to build Bill Gates' mansion in Bellevue.

So, they are not exactly a catalog item.

I know that several years ago, you guys replaced one or both of the bench timbers, which were similar, and I don't know where the replacements are, or where they were sourced from.

Duluth used to have a branch in Washington State, which closed several years ago, but all their supplies were unique, not stock items.

I do have a friend who is very knowledgeable about sourcing large timbers, who I can consult.

So- first you should check with the Auburn maintenance people, see if anybody knows where they got the bench timbers.

If that doesn't work, send me the dimensions of the beams- in inches. I may have a paper file in a loft at my studio, but I won't be back there til mid april.

If I have the dimensions, I can see what might be available.

Do the bad beams have inlaid stone or metal on the top surface?

If so, I would probably need to rout the indentations to reset them.

Ries

On Feb 21, 2023, at 7:33 PM, Allison Hyde <ahyde@auburnwa.gov> wrote:

Dear Ries Niemi,

Hello! We recently noticed some rotten and missing wood on the table portion of your artwork titled "You Are Here – Millennium Sundial." I am hoping you might be available and able to come evaluate the damage and have a conversation about possible next steps for repairing the work.

I have attached an image of the damage and will look forward to hearing from you.

All the best,

Allison

Allison Hyde (she/her/hers) | Arts Coordinator

City of Auburn Parks, Arts & Recreation

253.804.5043, ahyde@auburnwa.gov

[More ARTS Than You Imagined!](#)

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notified that any dissemination, distribution or copying of this communication, other than delivery to the intended recipient is strictly prohibited. If you have received this communication in error, please immediately notify the sender by reply e-mail. Thank you.<You Are Here Damage
2.21.23.jpeg>

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Ries Niemi
Industrial Artist
www.riesniemi.com

Public Art Deaccession Proposal

“You Are Here- Sundial Millennium” by Ries Niemi

“Centennial Mural” by Tom Teitge



Public Art Deaccession Proposal

01 City Policy regarding public art deaccession process

02 Presentation of artwork deaccession *“You Are Here - Millennium Sundial”* by Ries Niemi

03 Supporting information

04 Presentation of artwork deaccession *“Centennial Mural”* by Tom Teitge

05 Supporting information

06 Results of Art Commission Meeting

07 Next steps

ART IN PUBLIC PLACES POLICY & PROCEDURE

“The deaccession of artwork is the removal of an artwork from the Auburn Public Art Program. This includes the removal of the artwork from its public site, removal from the maintenance cycle, and moving of records, both hard copy and electronic, into a Deaccessioned Collection file.”

Deaccession policy:

- Monies dedicated to the acquisition and maintenance of artworks do not qualify for costs associated with deaccession of artwork. All costs associated with the deaccession of any artwork will be approved through Special Budget or Budget Adjustment Request on a per-project basis.
- An artwork may not be deaccessioned based on content, subject matter or use of materials.
- An artwork may be considered for deaccession only under certain conditions: **3.2.3.1-3.2.3.11 ART IN PUBLIC PLACES POLICY & PROCEDURE**

Process of Deaccession:

- At the conclusion of the annual Maintenance Survey, staff will prepare a recommendation for deaccession of artworks, if any, from the Collection for review and evaluation by the Auburn Arts Commission, then refer to Mayor and City Council for action. The report will be specific and include all items listed in Art in Public Spaces Policy: **3.4.2.1 – 3.4.2.7 ART IN PUBLIC PLACES POLICY & PROCEDURE**

Decision to deaccess artwork:

- The decision to remove an artwork is the result review and evaluation of the Arts Staff report by the Auburn Arts Commission for recommendation to Mayor and City Council for action. Upon this decision to deaccess artwork, the Commission will consider what action should be taken, with priority given to public benefit of the Collection. Every step will be taken to arrive at a mutual balance between observing the rights of the artist and public benefit.

The Art in Public Places Policy was established and written by Laurie Rose/Edited by Maija McKnight Jan 5, 2010

“You Are Here - Millennium Sundial” by Ries Niemi

Location: Les Gove Park, 910 9th St SE, Auburn, WA 98002

Date Accessioned: 7/05/2000

Original Cost: \$15,000

Current Market Value: The artist assessment noted that it would cost him \$75,000 to remake today.

Current Insurance Value: \$16,500

Estimated Cost of Repair: \$26,250 – 33,000

City Public Art Policy Qualifications for Deaccession:

1. Damage beyond reasonable repair
2. Artwork is damaged to the extent that it no longer represents the artist’s intent
3. Artwork is damaged to the extent that the expenses of restoration and repair are found to equal or exceed current market value of the artwork.



Photo documentation of damage 2017



Page 106 of 111

Photo documentation of damage 2023

Other

City Public Art Policy Qualifications for Deaccession:

1. The artwork requires excessive maintenance to the extent that the expenses are found to equal or exceed current market value of the artwork.

Supporting:

- Agreement that Artist has been notified and has NOT requested reconsideration.
- Artwork will be repurposed by The City.
- Picnic table will be utilized in the park for gathering.



“Centennial Mural” by Tom Teitge

Location: East Main and B Street NE, Auburn, WA

Date Accessioned: May 12, 1989

Original Cost: \$17,500

Current Market Value: \$23,186

Current Insurance Value: \$23,186

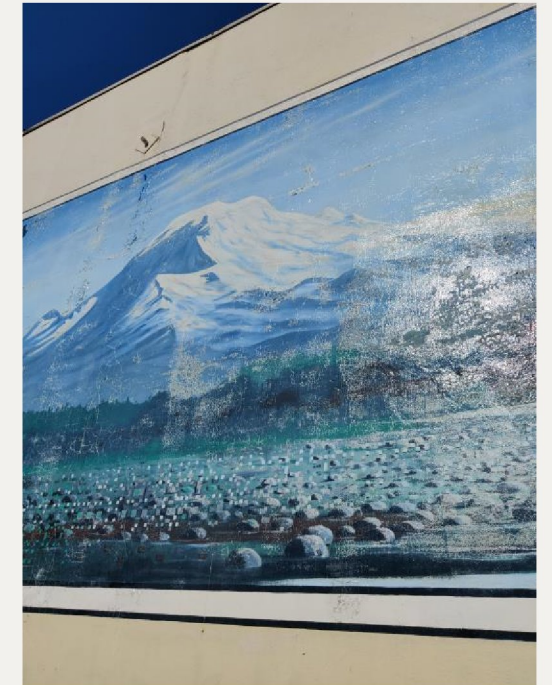
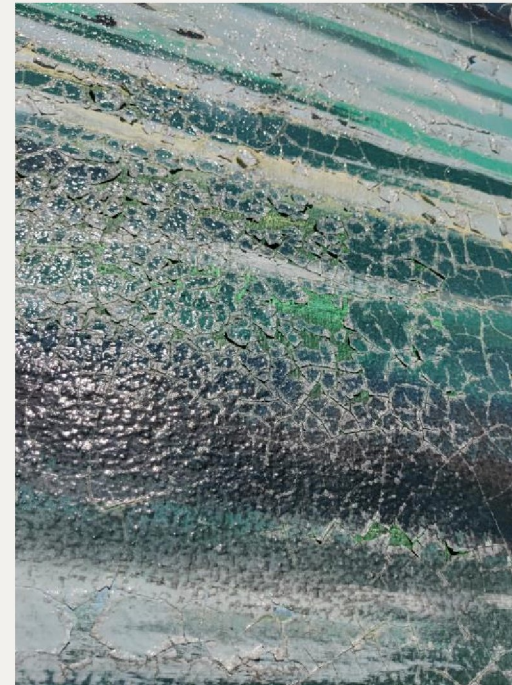
Estimated cost of Repair: \$5,000-\$8,000

City Public Art Policy Qualifications for Deaccession:

1. The site for which the artwork was specifically created is structurally or otherwise altered and can no longer accommodate the artwork, is made publicly inaccessible as a result of new construction, demolition, or security enhancement, or has its surrounding environment altered in a way that significantly and adversely impacts the artwork.



Photo documentation of damage 2023



Other

City Public Art Policy Qualifications for Deaccession:

2. Damage beyond reasonable repair, and/or artwork is damaged to the extent that it no longer represents the artist's intent, and/or it is damaged to the extent that the expenses of restoration and repair are found to equal or exceed current market value of the artwork
3. The artwork requires excessive maintenance to the extent that the expenses are found to equal or exceed current market value of the artwork.

Supporting:

- Agreement that Artist has been notified and has NOT requested reconsideration.
- The owner of the building on which the mural is painted has full discretion over the work.



The Auburn Arts Commission reviewed and voted
unanimously to approve the deaccession of:

“You Are Here - Millennium Sundial” by Ries Niemi
and “Centennial Mural” by Tom Teitge

on August 1, 2023



Next steps:

1. City Council review and approval for deaccession.
2. Removal from public art insurance policy and maintenance plan.
3. Documenting and repurposing artwork elements as