

**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

August 15, 2023

MEETING AGENDA

I. CALL TO ORDER – 5:00 P.M.,

II. ROLL CALL (Huynh)

III. PUBLIC PARTICIPATION:

1. Public Participation:

The Transportation Advisory Board Meeting scheduled for Tuesday, August 15, 2023, at 5:00 p.m. will be held in person and virtually.

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

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

Zoom: <https://us06web.zoom.us/j/84897112061>

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

253-215-8782

888-475-4499 (Toll Free)

Meeting ID: 848 9711 2061

International numbers available: <https://us06web.zoom.us/j/84897112061>

2. Public Comments:

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

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

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

Please mail written comments to:

City of Auburn

Attn: Molly Mendez, Administrative Assistant

25 W Main St

Auburn, WA 98001

Email written comments to:

tabpubliccomment@auburnwa.gov

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

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

IV. ACTION ITEMS

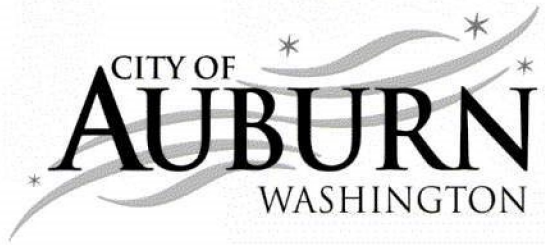
- A. APPROVAL OF MINUTES FOR THE MEETING ON MAY 9, 2023*
- B. RULE OF PROCEDURE UPDATE*

V. DISCUSSION AND INFORMATION

- Mayor Backus
Visit from Mayor Backus to thank TAB members for their service.
- General Update (Malik)
 - Bike Everywhere day – event report
 - Comprehensive Transportation Plan – outreach efforts
- Featured Capital Project (Wickstrom)*
Presentation from staff about the Coal Creek Springs Transmission Main Repair project, which will construct a transmission pipeline over the White River, suspended from a new pedestrian bridge connecting Game Farm Park to Game Farm Wilderness Park.
- 2024 Comprehensive Transportation Plan Update (Malik)*
Staff presentation about the 2024 Comprehensive Transportation Plan update, with a focus on Policies, with a discussion from TAB members.
- Next meeting topics:
 - 2024 Comprehensive Transportation Plan Update – MMLOS Policies
 - Neighborhood Traffic Calming Program update
 - 2024 TAB workplan
 - (tentative – pending confirmation from transit agencies) Transit update from Metro (safety & I Line) and Sound Transit (Garage and Link Light Rail – Federal Way Extension)
- Other Discussion Items / Roundtable.
 - Required OPMA/PRA Training for Board members

VI. ADJOURNMENT

Next meeting will be held on Tuesday, November 14, 2023 at 5:00 P.M.



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

MAY 9, 2023

DRAFT MINUTES

I. CALL TO ORDER – 5:00 P.M.,

II. ROLL CALL (Mendez)

Present: Peter Di Turi, Ena Robinson, Patricia Larson, Waylon Menzia, Derek Ronnfeldt, Michael Harbin, Ajay Ganesan, Riley Patterson, and Dennis Grad

Excused absence: Sarah Shaw, Emmanuel Dolo and Tyson Hiffman

City Staff: Public Works Director Ingrid Gaub, Assistant Director/City Engineer Jacob Sweeting, Senior Transportation Planner, Cecile Malik, Senior Traffic Engineer, James Webb, Assistant Traffic Engineer, Ken Clark, Administrative Assistant, Molly Mendez and Office Assistant, Julie Huynh

III. PUBLIC PARTICIPATION:

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There was no public comment.

IV. ACTION ITEMS

A. APPROVAL OF MINUTES

Boardmember Ganesan noted that the roll call for the February 28, 2023 minutes are incorrect. Minutes to be amended to include Boardmember Ganesan as present.

It was moved by Boardmember Menzia, seconded by Boardmember Larson that the Committee approve the amended Transportation Advisory Board minutes for February 28, 2023. Motion carried.

V. DISCUSSION AND INFORMATION

A. General Update

- Grants (PSRC Rebalancing – Sumner Tapps Preservation, Lea Hill Roundabout) (Webb)
 - The City volunteered to accelerate the Sumner Tapps Preservation project and move the construction phase up to 2023 which is a \$750,000 grant award.
 - The City accepted design funds for the Lea Hill Road 104th Avenue SE Roundabout project (a project that was on the contingency list, applied for in 2022, but didn't receive funding) which is a grant award of \$476,000 and will be starting shortly.
 - Lea Hill Safe Routes to Schools project is getting closer to being awarded and is waiting on the Governor's signature.
- Construction (Riverwalk Drive Non-Motorized, Auburn Way South Sidewalks, A Street Loop) (Webb)
 - Riverwalk Drive Non-Motorized project has been completed.
 - Auburn Way South Southside Sidewalks has been awarded and will start construction soon.
 - A Street Loop project – The City is currently working with WSDOT to obligate the construction funds.

- Photo enforcement update (Warning Period, Locations) (Malik)

Five of the twelve school zone cameras have been activated. Starting April 17th, the first 30 days will be the warning period. Starting May 17th, traffic infractions will be issued.

The locations are:

- o Lakeland Hills Way South
- o Oravetz Road SE – 2 cameras
- o 37th Street SE
- o S 316th Street

- May is Bike Everywhere Month (Malik)

May 19th is Bike Everywhere Day. Many agencies will be hosting celebration stations. The City will have a location set up at Interurban Trail by Main Street with snacks and drinks to engage with bicyclists.

B. State of Our Streets Annual Report (Webb)*

Staff presentation about the program and update on the state of the city streets.

James Webb and Ken Clark presented the State of Our Streets Annual Report. Several questions were asked and answered during the presentation.

C. 2024 Comprehensive Transportation Plan Update (Malik)*

Staff presentation about the 2024 Comprehensive Transportation Plan update, with a focus on outreach efforts, with a discussion from TAB members focused on public outreach.

Cecile Malik presented the 2024 Comprehensive Transportation Plan Update. Questions were asked and answered during the presentation. Additionally, outreach suggestions were provided by the Board.

D. 2023 Transportation Improvement Program (TIP) Update (Webb)

Review of the proposed 2023 TIP update, with a discussion from TAB members. The Final TIP update will be presented to City Council in June 2023.

James Webb reviewed the proposed 2023 TIP update with the Board. There was a brief group discussion following the update.

E. Next meeting topics:

- 2024 Comprehensive Transportation Plan Update – Policies
- Neighborhood Traffic Calming Program Update
- Featured Capital Project (TBD)

F. Other Discussion Items / Roundtable.

There was a brief mention about sidewalk markings and Sound Transit rail car increase to accommodate the increase of travel needs. Also acknowledged that this meeting will be the last for Boardmember Waylon Menzia.

VI. ADJOURNMENT

There being no further business to come before the Transportation Advisory Board, it was moved by Boardmember Menzia, seconded by Boardmember Grad to adjourn the meeting. Motion carried. The meeting was adjourned at 6:30 p.m.

Next meeting will be held on Tuesday, August 15, 2023 at 5:00 P.M.

Approved this _____ day of _____, 2023.

Peter Di Turi
Chairman

Molly Mendez
Administrative Assistant

**CITY OF AUBURN
AUBURN TRANSPORTATION ADVISORY BOARD
RULES OF PROCEDURE**

ADOPTED ~~JUNE 1~~AUGUST 15, 2023~~1~~

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

Table of Contents

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

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

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

1. BOARD NAME AND RULES:

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

2. BOARD MEMBERS AND OFFICERS:

2.1. BOARD MEMBERS:

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

2.1.2. Rules applicable to all Board members:

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

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

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

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

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

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

2.1.3. Board member conflicts of interest and remote interests

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

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

2.2. OFFICERS:

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

Officer elections shall take place once every ~~two~~ years beginning in 2025 at the Board's last regular meeting of each calendar year, or as soon thereafter as possible. The term of office for each officer shall run until the subsequent election.

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

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

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

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

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

2.2.3. SECRETARY:

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

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

2.2.4. Removal and resignation of Members and Officers.

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

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

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

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

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

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

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

3. BOARD MEETINGS:

3.1. Board meeting date, time and place. All Board meetings will be held in the Auburn Council Chambers at 25 West Main Street, Auburn, WA 98002, unless otherwise directed by the Chair. The Board will set meeting dates and times on or before December 31st of the preceding year.

3.2. Number of Board meetings. Pursuant to ACC 2.94.050, the Board shall meet a minimum of quarterly each calendar year. The Board may set additional regular or special meetings as needed to properly conduct Board business.

3.3. City personnel at Board meetings. All Board meetings shall be staffed by City personnel to support and assist the Board, and to perform the role of Board Secretary pursuant to Rule 2.2.3.

3.4. Meeting agendas. Unless the Chair directs otherwise, the Secretary shall prepare a meeting agenda for Board meetings and provide it to the Board members not less than five (5) days in advance of the meeting. Meeting agendas shall list the items the Board will address at the meeting and shall include any corresponding materials necessary for the Board's consideration. Agenda items shall be determined through coordination of the Board Chair and City staff members, but shall generally consist of the following outline:

- A. CALL TO ORDER/ROLL CALL
- B. CONSENT AGENDA
- C. ACTION ITEMS
- D. DISCUSSION AND INFORMATION
- E. ADJOURNMENT

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

- 3.5. Meeting minutes. The Secretary shall keep minutes of all Board meetings. Meeting minutes shall be kept on file at the City Clerk's Office pursuant to the City's document retention schedule.
- 3.6. Meeting Procedure:
- 3.6.1. Rules of Order. The most current version of Robert's Rules of Order shall govern Board member meetings procedure unless otherwise provided in these Rules.
- 3.6.2. Open Public Meetings Act. Board meetings are subject to the Washington State Open Public Meetings Act, RCW 42.30. The Board may hold executive sessions to consider the matters identified in RCW 42.30.110.
- 3.7. Meeting interruptions.
- 3.7.1. Removal of interrupting individuals or groups. The Board meeting presiding officer may direct the removal any individual or group that interrupts a Board meeting to render the meeting's orderly conduct unfeasible. A removed individual or group may only be readmitted to the meeting by majority Board vote.
- 3.7.2. Continued meeting disruption after removal. If removal of such individuals or groups does not restore order to the meeting, the Board may clear the meeting location of observers/participants and either: (1) continue in session, or (2) adjourn the meeting and reconvene it at a stated date, time and location selected by majority Board vote. In either instance, the Board may only take action on items appearing on its agenda for that meeting, and must allow media/press members to attend unless they too were involved in the meeting disturbance.
- 3.7.3. Illustration of interruptions warranting Board action pursuant to this rule. By way of illustration, interruptions may include (but are not limited to) any of the following that interrupts a meeting's orderly conduct:
- Making personal, impertinent or slanderous remarks or noises;
 - The use of speech intended to incite fear of violence;
 - Failing to limit public comments to an established allotted time;
 - Yelling or screaming in a manner that prevents the Board from conducting the meeting;
 - Making irrelevant, distracting, or offensive comments or noises;
 - Demonstrations, disruptive applause, other disruptive behavior.
- 3.8. Member meeting quorum. A simple majority of the appointed Board members shall constitute a quorum for the transaction of business.
- A simple majority vote of the quorum present shall be sufficient to take action on the matters before the Board. Any meeting lacking a quorum may only continue to: fix a time for adjournment, adjourn, recess or take measures to obtain a quorum.
- 3.9. Voting.
- 3.9.1. Voting generally. Board member votes shall generally be given audibly, with "yes" being an affirmative vote, and "no" a negative vote.

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

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

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

3.9.4. Abstention for conflicts of interest.

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

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

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

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

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

ENGINEERING SERVICES

FEATURED CAPITAL PROJECT

**SETH WICKSTROM
TRANSPORTATION ADVISORY BOARD
AUGUST 15, 2023**

Public Works Department

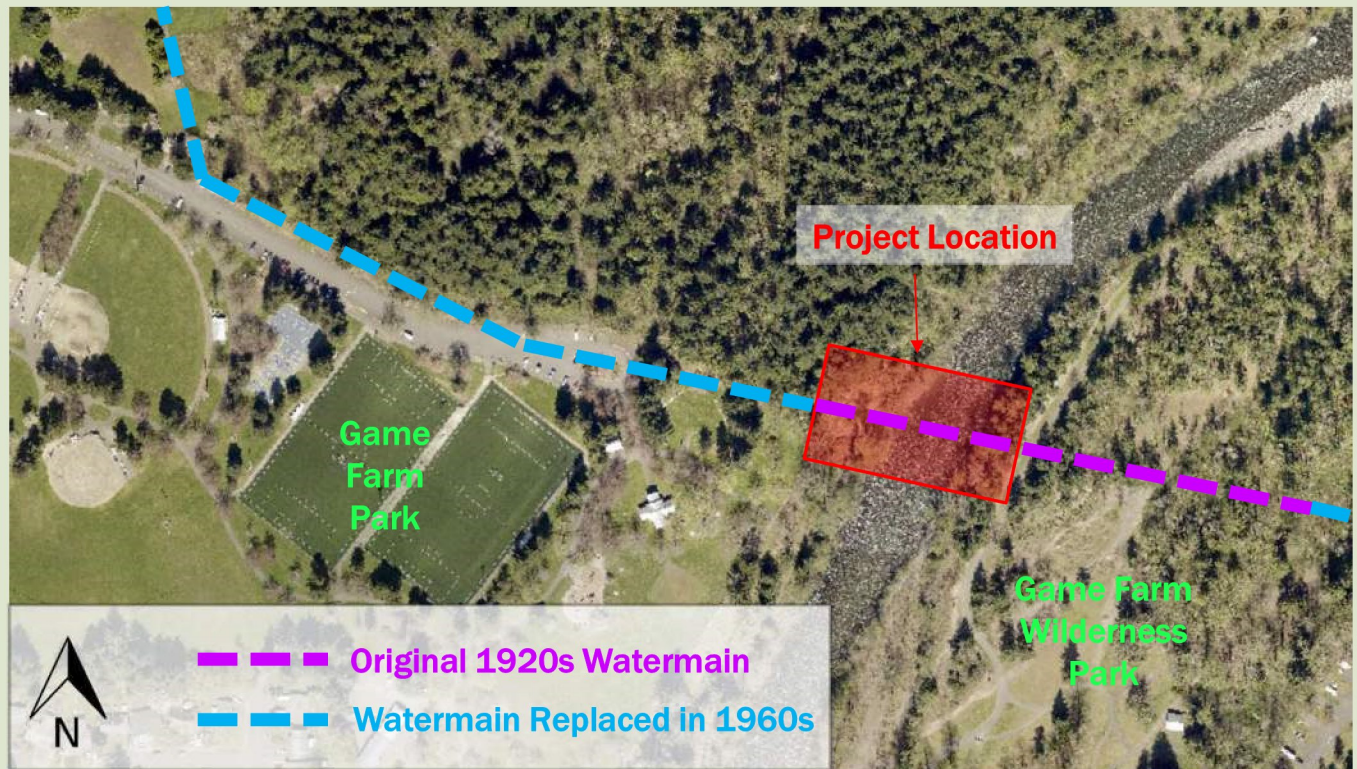
Engineering Services • Airport Services • Maintenance & Operations Services

AUBURN
VALUES

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

VICINITY MAP & EXISTING CONDITIONS

- Coal Creek Springs (CCS) is the City's largest water source
- 24-inch water transmission main conveys water from CSS to City's treatment and storage facilities on the north side of the Green River
- Existing main under the White River is nearly 100 years old and is at risk of failure



IMPROVEMENTS AND BENEFITS

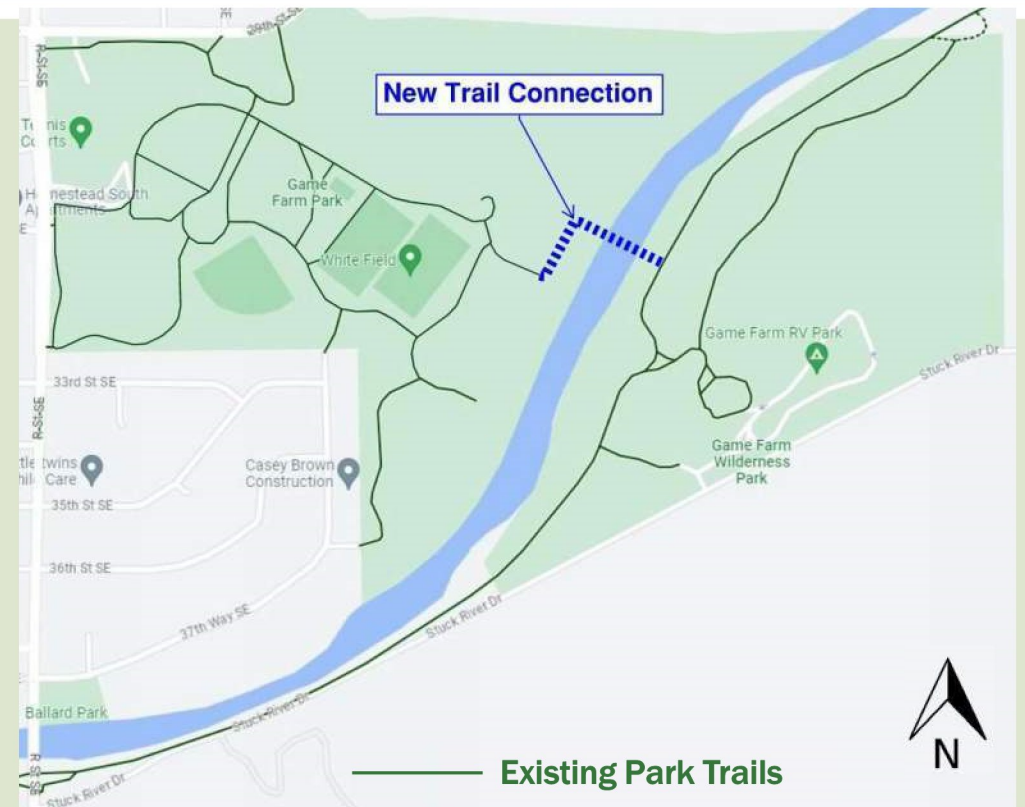
- New utility bridge with pedestrian walkway on top
- New watermain will hang underneath walkway
- Extend existing paved trail systems in both parks to connect to the bridge
- Flexibility for future utility connections across river
- Minimize impacts to river and shoreline



(Photo of similar bridge being installed)

ACTIVE TRANSPORTATION OPPORTUNITIES

- Determined bridge was most viable option and coordinated with numerous government agencies to minimize environmental impacts
- Bridge was also an opportunity to expand the non-motorized facilities and provide a connection between the two parks



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

PROJECT SCHEDULE & FUNDING

Parks (321 Fund)	\$210,000
Water (460 Fund)	\$1,564,334
Drinking Water State Revolving Fund Loan	<u>\$3,934,666</u>
Total	\$5,709,000

Design & Permitting
Complete
June 2023



Advertise & Award
Complete
June/July 2023



Construction
August 2023 thru
Fall 2024

FEATURED CAPITAL PROJECTS

Questions?

ENGINEERING SERVICES

COMPREHENSIVE PLAN POLICY REVIEW

**CECILE MALIK
TRANSPORTATION ADVISORY BOARD
AUGUST 15, 2023**

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

AUBURN
VALUES

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

COUNCIL SCHEDULE OVERVIEW

April 10,
2023

- City Comprehensive Plan Overview

June 12,
2023

- Draft Transportation Policies Review & Discussion

2023 TBD

- Draft Multimodal LOS & Safety Policies Review & Discussion

2024 TBD

- Final Review & Discussion
- Resolution for adoption

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.

GOAL, POLICY AND ACTION REVIEW

Significant changes made from previously adopted plan

1. Refining/combining goals
2. New policies
3. Removed policies
4. Combined/moved policies
5. Added actions (new)
6. Identified policies that were actions
7. Simplified policy language
8. Incorporate new legislative requirements from HB1181

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

**to be discussed at a future Council Study Session*

POLICY REVIEW: GOAL 1) PLANNING

GOAL 1: 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 improve the safety and efficiency of the multimodal system to meet the community needs, facilitate the land use plan, and reduce vehicle miles traveled and greenhouse gas emissions.

POLICY REVIEW: GOAL 1) PLANNING

- **TR1-1 / TR1-2: Former Policies related to comprehensive plan and transportation improvement plan were reworded/simplified.**
- **TR1-3: New policy about the TIP being financially constrained.**
- **TR1-4 New policy per HB1181: The City's planning tools shall identify transportation facilities or services that are below established multimodal level of service standards and develop projects and programs and engage in coordination activities that support improving those facilities or services to meet level of service standards.**
- **Policy addressing coordination with neighboring jurisdictions reworded/simplified & moved to actions**
- **Added actions to clearly define requirements for comprehensive plan and transportation improvement plans update to meet state requirements.**

POLICY REVIEW: GOAL 2) EQUITY

GOAL 2: Plan and implement the City's transportation system to support system wide equity.

New Policies

- **TR2-1: Minimize/mitigate impacts to historically under-represented and under-served communities**
- **TR2-2: Equitable access to transportation systems**
- **TR2-3: (HB1181) Participation of vulnerable populations and overburdened communities**

Added actions to guide implementation of policies

POLICY REVIEW: GOAL 4) ENVIRONMENT

GOAL 4: Comply with environmental laws and regulations.

- **TR4-1:** The impacts of transportation projects shall be evaluated, and the appropriate mitigation measures identified in accordance with the applicable environmental laws and regulations.
- **TR4-2: (HB1181)** The multimodal transportation systems shall be designed efficiently and support reductions in greenhouse gas emissions and per capita miles traveled, protect and enhance environmental, economic, and human health and safety, and advance environmental justice , and are based on regional priorities and coordinated with other comprehensive plans

POLICY REVIEW: GOAL 5) MULTIMODAL TRANSPORTATION NETWORK

GOAL 5: Ensure Auburn's transportation system is designed to be comprehensive, integrated, accessible for users of all abilities, and facilitates different types of traffic flows, including pedestrians, bicyclists, motorists, transit riders and operators, truck operators and aviation users.

Total of 52 policies and 21 actions.

- **New Policies**
- **New actions to guide policy implementation**
- **Policies simplified, combined, or reworded**
Ex. Roundabout policies were combined and edited to clarify intent and requirements.
- **Policies moved to actions**
Ex. "Plan, Develop, Design"
Coordination with regional groups
- **Policies removed when no longer applicable or redundant**
Most non-motorized, pedestrian, bicycle, and transit policies – replaced with new policies which better align with regional approach/prioritization

POLICY REVIEW: GOAL 5) MULTIMODAL TRANSPORTATION NETWORK (CONTINUED)

General

New Policies:

- **TR5-1-1:** Interconnectivity of transportation networks to encourage active transportation and access to services and resources.
- **TR5-1-4:** Development of the multimodal transportation system balancing safety and convenience to provide access and mobility to people and goods.
- **TR5-1-6:** Latecomer or payback opportunity for capital projects.

POLICY REVIEW: GOAL 5) MULTIMODAL TRANSPORTATION NETWORK (CONTINUED)

Streets

New Policy:

TR5-2-10: In the development of projects, the city shall identify opportunities to remove barriers created by past transportation programs or improvements.

Consolidated policies:

- TR5-2-9: Designation of new arterials and collectors.
- TR5-2-16: Private streets requirements & maintenance expectations
- TR5-2-13: Roundabouts

POLICY REVIEW: GOAL 5) MULTIMODAL TRANSPORTATION NETWORK (CONTINUED)

Active Transportation

5 new policies to replace removed policies

- TR5-3-2: bicycle facilities to be designed to reduce modal conflicts
- TR5-3-3: seeking external funding and investment prioritization for bicycle facilities
- TR5-3-4: pedestrian facilities prioritization to provide access to key destinations
- TR5-3-5: pedestrian facilities to be designed to reduce modal conflicts
- TR5-3-7: compliance with ADA guidelines

5 Remaining policies, two edited for clarity:

- TR5-3-1: continuous bicycle network, providing access to key destinations
- TR5-3-9: wayfinding

POLICY REVIEW: GOAL 5) MULTIMODAL TRANSPORTATION NETWORK (CONTINUED)

Transit:

1 policy edited for clarity

- TR5-4-3: partnership with transit agencies and WSDOT to develop a robust transit network

6 new policies:

- TR5-4-1: Prioritization of access improvements to transit stops
- TR5-4-2: Intersection improvements to support transit speed and reliability
- TR5-4-4: Advocating for adequate off-street parking for transit facilities
- TR5-4-5: Requirement for private development to provide access to transit stops, based on proximity
- TR5-4-6: Establishment of on-street parking restrictions in residential areas impacted by overflow transit parking
- TR5-4-7: Partnership opportunities for grants with transit agencies to fund access to transit projects.

POLICY REVIEW: GOAL 5) MULTIMODAL TRANSPORTATION NETWORK (CONTINUED)

Freight:

Removed 2 policies

Kept most policies unchanged either as policies or actions.

Revised for clarity:

- TR5-5-4: Prioritization of improvements along freight corridors to accommodate truck movements.

2 new policies:

- TR5-5-1: Facilitate freight movement and minimize impacts to traffic and environment
- TR5-5-8: Identifying opportunities to reconstruct roadways along truck corridors to be more resilient to the impacts of truck traffic

POLICY REVIEW: GOAL 5) MULTIMODAL TRANSPORTATION NETWORK (CONTINUED)

Air Transportation:

Policies kept unchanged, except for one minor edit to add “obstructions” to TR5-6-5.

Goal 5: Actions

21 actions to address all sections

- Policies moved to actions
- Policies edited / moved to actions
- New actions

POLICY REVIEW: GOAL 7) CONCURRENCY

GOAL 7: Multimodal Concurrency - Ensure that those transportation system facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy without decreasing current service levels below established minimum standards.

Removed existing policies, replaced by TR7-1

- **HB1181: Approval of development activity concurrent on mitigation of impacts to the transportation system, including strategies that result in mode shift.**

Added actions

- **Transportation impact analysis requirements**

POLICY REVIEW: GOAL 8) MANAGING CAPACITY NEEDS

GOAL 8: Use Transportation Demand Management and Transportation System Management strategies to reduce capacity demand on the transportation system.

Simplified Policy Language

- TR8-1: TSM as a tool to improve efficiency of transportation system and reduce need for additional capacity – removed statements / details listed in policies to be better addressed in plan document

New Policy

- TR8-2: Transportation Demand Management (TDM) strategies, such as the Commute Trip Reduction (CTR) program or other strategies that reduce single occupant vehicle travel shall be utilized, when possible, to lessen the impact on the transportation system capacity.

Removed Policies

- No longer applicable, or intent addressed in new or revised policies

Identified policies that were actions

- Prioritization of intelligent transportation systems, coordination with transit agencies, and improvement of CTR program

POLICY REVIEW: GOAL 9) RIGHT OF WAY

GOAL 9: Retain and preserve existing Right-Of-Way (ROW) and identify and acquire new ROW as needed to provide for the existing and planned transportation system.

New Policies replaced removed policy

- Reflect current practices and federal requirements

Added actions

- Monitoring and addressing ROW encroachments, Protective Purchases

Identified policies that were actions

- Preservation/protection of existing ROW
- ROW acquisition

POLICY REVIEW: GOAL 9) RIGHT OF WAY (CONTINUED)

New policies:

- TR9-1 & TR9-2: ROW acquisition
- TR9-3: (HB1181) just compensation for ROW acquisition
- TR9-4: Vacating ROW
- TR9-5: Half-street improvements
- TR9-6: Encroachments into the ROW

POLICY REVIEW: GOAL 10) MAINTENANCE PRESERVATION

GOAL 10: Design, construct, preserve, and maintain the City's transportation system in the most cost-effective manner

Removed most existing policies – replaced with new policies

New Policies reflect current practices

Identified policies that were actions

- **Requirements for trenching within 5 years of new pavement**
- **Coordination with private and public utilities**

Added actions

- **Project identification and standards used for roadway rebuild Funding options evaluation**

POLICY REVIEW: GOAL 10) MAINTENANCE PRESERVATION (CONTINUED)

New Policies:

- **TR10-1 & TR10-2: Set target PCI at 70 and minimum design lifespan at 20 years**
- **TR10-3: mitigation of utility work on roadways**
- **TR10-4: pursuing funding opportunities**
- **TR10-5: prioritizing preservation of roadways prior to degradation requiring full replacement**
- **TR10-6: prioritization of full roadway replacement**
- **TR10-7 & TR10-8: preservation programs for local and arterial streets**
- **TR10-9, TR10-10, TR10-11, TR10-13, TR10-14: preservation and maintenance of non-motorized facilities, traffic systems, markings and signage, bridges, and ITS.**
- **TR10-12: ensuring adequate resources are available for maintenance and preservation**

POLICY REVIEW: GOAL 11) PARKING

GOAL 11: Ensure a balance between on-street and off-street parking provided to meet the needs of existing land use, development, and other community needs and as allowed by law.

Removed Policies

- Most parking requirements addressed in zoning code

Simplified Policy Language

- TR11-1: Clarified policy that on-street parking is based on street classification
- TR11-2: Refined policy to refer to limitations by State law

New Policy:

- TR11-3: Within high density areas, such as Regional Growth Center, evaluate and address the need for passenger and/or commercial loading zones.

Questions & Feedback

DRAFT

CHAPTER 5 – POLICIES

Transportation goals, policies, and actions 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 goals 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, programs, actions, and other actions to address its infrastructure needs. The goals, policies, and actions make reference to the City of Auburn Engineering Design Standards (EDS) that provide specific guidelines and standards for design of the City's transportation system.

GOAL 1: 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 improve the safety and efficiency of the multimodal system to meet the community needs, facilitate the land use plan, and reduce vehicle miles traveled and greenhouse gas emissions.

TR1-1: The City's long range planning tool for its transportation systems shall be the Comprehensive Transportation Plan that will comply with State Law (RCW 36.70A.070).

#	Actions	
1	Evaluate and amend the Comprehensive Transportation Plan regularly 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.	
2	Prepare a 5-year Comprehensive Transportation Plan intermediate progress report in 2029.	
3	Prepare a periodic update to the Comprehensive Transportation Plan to be adopted by Council in 2034.	
4	Coordinate transportation planning and improvements with other transportation authorities and governmental entities (cities, counties, tribes, state, federal) to address transportation issues and to ensure that Auburn and its adjacent jurisdictions do not unreasonably preclude each other from implementing their planned improvements.	

TR1-2: The City's short range (6-year) planning tool for transportation system capital projects and programs, shall be the Transportation Improvement Program (TIP) that will comply with State Law (RCW 35.770.010).

TR1-3 The TIP shall be financially constrained to align planned project and programs expenditures with anticipated available funding.

#	Actions	
1	<p>The TIP will include the following elements:</p> <ul style="list-style-type: none"> • Proposed road and bridge construction work and other transportation facilities and programs deemed appropriate. • Any new or enhanced bicycle or pedestrian facilities identified pursuant other applicable changes that promote nonmotorized transit. • Identify projects of regional significance for inclusion in the regional TIP. 	
2	<p>Revise the TIP before July 1st of each year to encompass the ensuing six calendar years to update the included projects, programs, and associated funding to reflect transportation system priorities and available funding.</p>	
3	<p>Update the per-trip traffic impact rate for the following calendar year based on the funding need identified in the TIP. Revise the fee schedule based on this per-trip rate for adoption as part of the City's overall fee schedule.</p>	
4	<p>Coordinate transportation improvements with City utilities to provide efficiency and cost-effective solutions for both planned transportation improvements and planned utility improvements.</p>	
5	<p>Identify and fund capital projects and programs that address existing and emerging system needs to meet MMLOS standards and to support safety goals.</p>	

TR1-4: The City's planning tools shall identify transportation facilities or services that are below established multimodal level of service standards and develop projects and programs and engage in coordination activities that support improving those facilities or services to meet level of service standards.

GOAL 2: Plan and implement the City's transportation system to support system wide equity.

TR2-1: Transportation system improvements shall be planned such that they minimize and mitigate potential impacts, as well as past impacts, to historically under-represented and under-served communities.

TR2-2: The transportation system will be planned, built, and operated to provide equitable levels of access to transportation systems based on the needs of the populations being served, particularly populations that are traditionally underserved.

TR2-3: Encourage the involvement of residents, business and property owners in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination with other agencies to reconcile conflicts.

#	Actions	
1	Develop and implement a process during project/program planning to review demographic information and identify potential impacts to historically under-represented and under-served communities and identify potential mitigation measures.	
2	Develop and implement equity tools to assist in transportation system planning, construction, and operations.	
3	For the communities adjacent to the project locations, or served by the projects and programs, research how to best engage with them, and develop outreach and information tools.	

GOAL 3: Significantly reduce or eliminate traffic fatalities and serious injuries through a safe systems approach.

Left blank intentionally – for future discussion

GOAL 4: Comply with environmental laws and regulations.

TR4-1: The impacts of transportation projects shall be evaluated, and the appropriate mitigation measures identified in accordance with the applicable environmental laws and regulations.

TR4-2: The multimodal transportation systems shall be designed efficiently and support reductions in greenhouse gas emissions and per capita miles traveled, protect and enhance environmental, economic, and human health and safety, and advance environmental justice, and are based on regional priorities and coordinated with other comprehensive plans.

GOAL 5: Ensure Auburn’s transportation system is designed to be comprehensive, integrated, accessible for users of all abilities, and facilitates different types of traffic flows, including pedestrians, bicyclists, motorists, transit riders and operators, truck operators and aviation users.

General

TR5-1-1: The network of sidewalks, bicycle facilities and roadways shall be interconnected to encourage active transportation between neighborhoods, activity centers, community resources, and transit.

TR5-1-2: Ensure that the city’s standards and development requirements align with the complete streets policies..

TR5-1-3: Context and flexibility in balancing user needs shall be considered in the design of all projects and, if necessary, a deviation from the EDS may be considered to ensure the Complete Streets Goal and supporting policies are achieved.

TR5-1-4: The development of the multimodal transportation system shall balance safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods.

TR5-1-5: The City may enter into latecomer (payback) agreements where substantial transportation investments are made by one party that legitimately should be reimbursed by others, such as when the infrastructure improvement will benefit a future development. Such agreements will be at the discretion of the City Council.

Latecomer or payback agreements do not apply to situations in which a property owner is required to construct improvements per an existing city code provision, such as in the case of half-street and other frontage improvements.

TR5-1-6: The City may make transportation improvements that would be required for an undeveloped or underdeveloped private property to develop or redevelop with a City funded capital project and re-coup the costs of those improvements assessed through a payback requirement on the private property.

Streets

TR5-2-1: The city street system shall be made up of three classes of streets:

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

TR5-2-2: The City Functional Roadway Classifications Map shall serve as the adopted standard for identifying classified streets in the City of Auburn and the potential annexation areas.

TR5-2-3: Ensure all eligible streets classified in the Comprehensive Transportation Plan are federally classified. Prioritize as needs are identified.

TR5-2-4: Street standards shall be developed, modified, and implemented that reflect the street classification system and function.

TR5-2-5: 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 include, where appropriate, landscaping to enhance the appearance of city street corridors. The standards should include provisions for streetscaping.

TR5-2-6: The classification standards adopted in the EDS are considered the City's minimum standards for new streets.

TR5-2-7: 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.

TR5-2-8: These minimum standards do not limit or prevent developers or the City from providing facilities that exceed the City's standards.

TR5-2-9: Designate new arterials and collectors to serve developing areas concurrent with approval of such development. Arterials shall be spaced in compliance with transportation network planning principles and support the importance of overall system circulation.

TR5-2-10: In the development of projects, the city shall identify opportunities to remove barriers created by past transportation programs or improvements.

TR5-2-11: 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.

TR5-2-12: ROW access shall be provided in a manner that minimizes operational impacts to the City street system, reduces or eliminates safety impacts to the ROW, and provides for access needs of the property.

TR5-2-13: Intersections controlled with roundabouts are preferred over signalized intersections whenever feasible and appropriate due to the benefits achieved with roundabouts including improved safety for all users, continuous traffic flow, reduced vehicle emissions and fuel consumption, lower long-term maintenance costs, and improved aesthetics.

Where necessary to meet level of service standards, roundabout control shall be implemented over signalization or all way stop control, unless determined to be infeasible.

Design criteria for roundabouts, including feasibility criteria, will be incorporated into the EDS.

TR5-2-14: The local street network shall be developed to maximize the efficiency of the transportation network in residential areas and minimize through traffic in neighborhoods.

TR5-2-15: Access tracts may be permitted, as long as emergency access can be guaranteed at all times.

TR5-2-16: Private streets are discouraged, but may be permitted on a discretionary basis, as regulated by City code and the EDS. Private streets are not intended to connect between two public streets and shall be built to public street standards. The properties benefiting from the private street are responsible for its maintenance.

Active Transportation

TR5-3-1: The network of bicycle facilities shall be continuous and provide access to key destinations, such as schools, parks, community services, transit stops, commercial areas, and regional trails.

TR5-3-2: Bicycle facilities shall be designed to reduce modal conflicts, with greater separation from vehicle traffic along roadways with posted speed limits at or above 35 MPH, average daily traffic volume above 15K vehicles, and/or freight corridors classified as T1, T2, and T3.

TR5-3-3: The City shall seek external funding and prioritize investments to develop the bicycle network identified in the bicycle priority map, and build the associated projects listed in Table x.

TR5-3-4: The network of pedestrian facilities shall be prioritized to maximize investments and provide access to key destinations, such as schools, parks, community services, transit stops, commercial areas, and the Downtown Urban Center.

TR5-3-5: Pedestrian facilities shall be designed to reduce modal conflicts, with greater separation from vehicle traffic along roadways with higher classification, expecting higher vehicle volume and speed.

TR5-3-6: Pedestrian crossings shall be developed at locations with significant pedestrian traffic and designed to match pedestrian desire lines, where feasible, with adequate traffic control, based on the context.

TR5-3-7: Pedestrian facilities shall be designed consistent with ADA guidelines and the existing infrastructure shall be updated per the city's ADA Transition Plan for facilities in the Public Right-of-way, to accommodate users of all ages and abilities.

TR5-3-8: The City shall 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.

TR5-3-9: Wayfinding elements may be constructed to guide travelers along major non-motorized routes.

TR5-3-10: Non-motorized routes shall be constructed to accommodate emergency vehicle access and be amenable to law enforcement.

Transit

TR5-4-1: Prioritize access improvements, such as pedestrian crossing, lighting, and sidewalks, within designated walkshed of transit stops. Walkshed area is within ¼ mile of transit stop serving local and express routes, and within ½ mile of transit stops serving frequent routes as defined in the Plan.

TR5-4-2: Prioritize and/or support improvements to ensure intersections are optimized to facilitate speed and reliability of transit service.

TR5-4-3: The City shall cultivate partnerships with transit agencies and WSDOT to help with, or support the development of a robust transit network, to serve trip generators such as colleges, commercial areas, and community resources, to expand transit service within the underserved areas of Auburn, and to achieve a transit network that is convenient and provides a viable alternative to driving.

TR5-4-4: The City shall advocate for adequate off-street parking supply to accommodate demand associated with transit facilities in Auburn, where no alternative options are provided by transit agencies to access transit service that meet the needs of the transit riders.

TR5-4-5: The City shall require new multi-family and plat developments to provide access improvements to transit stops located within the 1/4 mile walkshed, to ensure the stops are accessible by pedestrians from the new development.

TR5-4-6: The City shall establish parking restrictions in areas where transit parking impacts nearby residential areas to mitigate the impact of overflow transit parking.

TR5-4-7: The City shall seek partnership opportunities with transit agencies for grant applications and cost sharing to improve access to transit for active transportation facilities, supporting safety, equity, and sustainability.

Freight

TR5-5-1: Facilitate the movements of freight and goods through Auburn with minimal adverse traffic and other environmental impacts.

TR5-5-2: The movement of freight and goods that serve largely national, state, or regional needs should take place in such a way so that the impacts on the local transportation system are minimized. These movements should take place primarily on state highways, interstates, or on grade-separated rail corridors in order to minimize the local impacts.

TR5-5-3: 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 x.x, of the *Comprehensive Transportation Plan*. This policy shall not apply to developments and uses operating under existing ROW use permits, traffic mitigation agreements, or equivalent agreements directly related to the regulation of permitted haul routes.

TR5-5-4: Prioritize improvements that facilitate truck movements along and connecting to future and existing truck routes, as identified on the truck route Map x.x to accommodate truck traffic and minimize impacts to infrastructure.

TR5-5-5: Development shall be required to mitigate the impacts of construction generated truck traffic on the City's transportation system, based on the City's vehicle LOS standard.

TR5-5-6: 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.

TR5-5-7: 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.

TR5-5-8: As roadway reconstruction projects are identified, opportunities to reconstruct roadways adapted to heavy truck traffic shall be evaluated along T-1 and T-2 freight corridors, to prevent accelerated damage to these facilities.

Air Transportation

TR5-6-1: Continue to develop the Auburn Municipal Airport in accordance with the *Airport Master Plan as adopted or amended*.

TR5-6-2: The airport shall be managed as a general aviation facility. General aviation includes all civilian flying except scheduled passenger airline service.

TR5-6-3: When siting new or revised facilities or operations at the airport, the impacts on neighborhoods such as increased noise generated from the use of those facilities shall be considered.

TR5-6-4: Use of the airport by non-conventional aircraft, such as ultra lights, is discouraged.

TR5-6-5: Minimize or eliminate the potentially adverse effects of light, glare, and obstructions on the operation of the Auburn Airport.

#	Actions	
1	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.	
2	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	
3	<p>To achieve access control to meet city policy, the City:</p> <ul style="list-style-type: none"> ▪ 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. 	
4	<p>To maximize the efficiency of the transportation network in residential areas and minimize through traffic in neighborhoods, the EDS will incorporate requirements such that:</p> <ul style="list-style-type: none"> ▪ 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 	

	<p>minimizes the number of local street accesses to arterials and collectors.</p> <ul style="list-style-type: none"> ▪ 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 EDS. 	
5	Ensure the transportation system meets the requirements outlined in the ADA and the ADA Transition Plan for Facilities in the Public Right-of-Way and its policies	
6	Continue to coordinate with the Washington State Department of Transportation (WSDOT), Counties, and adjacent cities to facilitate the movement of traffic through the City, to construct improvements needed to the state and county arterial and freeway systems, and to develop through routes that minimize the impact of through traffic on Auburn's residential neighborhoods.	
7	Ensure the EDS requirements support the policies and guidance for complete streets, bicycle LTS, and pedestrian facilities.	
8	Develop programs and publications, and work with local employers to encourage citywide bicycle commuting.	
9	Work with the Community Development Department to establish guidelines and building code requirements to require convenient and secure bicycle storage facilities in all large public and private developments.	
10	Develop and maintain an official Auburn Bicycling Guide Map.	
11	Evaluate transportation projects and identify opportunities to include sidewalk and bicycle facilities based on the identified priority locations.	
12	Seek ways to provide pedestrian amenities such as streetlights, trees (within the downtown and on local residential streets), signage, and public art along appropriate for pedestrian travel routes.	
13	Encourage the formation of Local Improvement Districts 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.	
14	Evaluate intersections and identify opportunities to improve speed and reliability of transit service.	

15	Partner with transit agencies to support transit service in the city.	
16	Evaluate intersections and identify opportunities to reduce delays along freight corridors.	
17	Seek public and private partners to leverage funds for freight improvement projects and associated mitigation.	
18	Work with local and regional groups to ensure regional freight needs are met and local impacts are mitigated.	
19	Actively seek to acquire land along corridors identified for future trail development in the current <i>Comprehensive Transportation Plan</i> and <i>Auburn Parks, Recreation, & Open Space Plan</i> .	
20	Work proactively with Sound Transit, WSDOT, King County Metro, and Pierce Transit to ensure the adequate supply of transit parking capacity in Auburn, where no alternative options are provided by transit agencies to access transit service that meet the needs of the transit riders.	
21	Expand the areas included in the Restricted Parking Zones and other parking restrictions as needed to mitigate impacts from transit parking.	

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

Left blank intentionally – for future discussion

GOAL 7: Multimodal Concurrency – Ensure that those transportation system facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy without decreasing current service levels below established minimum standards.

TR7-1: The City will not approve development activity if the development causes the level of service on a transportation facility to decline below the adopted standards, unless transportation improvements or strategies to mitigate the impacts of development are made concurrent with the development.

These strategies may include increased active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies, and the supporting analysis must demonstrate a mode shift sufficient to mitigate the impacts.

For the purposes of this policy “concurrent with the development” means that improvements or

strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

#	Actions	
1	The EDS will establish thresholds for development proposals requiring a Traffic Impact Analysis Study (TIA) and will provide the require elements of the TIA. The TIA will identify impacts to the transportation system and determine if those impacts lower systems levels of service below adopted standards. The analysis will include proposed mitigation as required.	
2	The City will review transportation impact analyses for developments outside the City through SEPA to identify if there may be potential impacts to City systems.	
3	The City will provide transportation impacts analyses for developments within the City that may impact other agencies so that those agencies may identify if there are potential impacts to their facilities.	

GOAL 8: Use Transportation Demand Management and Transportation System Management strategies to reduce capacity demand on the transportation system.

TR8-1: Transportation System Management (TSM) strategies shall be utilized to efficiently operate the existing transportation system, thereby maximizing resources, and reducing the need for physical system capacity expansion.

TR8-2: Transportation Demand Management (TDM) strategies, such as the Commute Trip Reduction (CTR) program or other strategies that reduce single occupant vehicle travel shall be utilized, when possible, to lessen the impact on the transportation system capacity.

#	Actions	
1	Prioritize Intelligent Transportation System (ITS) improvements identified in Map X-X future ITS corridors, based on available funding and existing infrastructure.	
2	Coordinate with Transit Agencies to enhance Commute Trip Reduction (CTR) programs for CTR employers in Auburn.	
3	Improve the Commute Trip Reduction (CTR) Program for City employees.	

GOAL 9: Retain and preserve existing Right-Of-Way (ROW) and identify and acquire new

ROW as needed to provide for the existing and planned transportation system.

TR9-1: Seek opportunities to obtain ROW along roadways and at intersections in accordance with adopted standards and comprehensive planning.

TR9-2: The City may acquire ROW, development rights, easements, and other property rights in accordance with the uniform act and other local, state, and federal law.

TR9-3: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

TR9-4: Right-of-way that has the potential for future transportation system needs shall be retained and right-of-way that has no potential future transportation system needs shall be considered for vacation.

TR9-5: When triggered by City code, require the dedication of ROW to accommodate the build-out of half street improvements based on the roadway classification and non-motorized facilities identified in this Plan

TR9-6: Permanent use or encroachment of right-of-way for non-City transportation system purposes shall be prohibited, restricted, or regulated to preserve the City’s existing and planned use of the right-of-way for City transportation system purposes.

#	Actions	
1	Preserve and protect existing ROW through the issuance of permits such as Construction Permits, ROW Use Permits and franchise agreements.	
2	Monitor and address ROW encroachments.	
3	Acquire additional ROW as necessary to implement the comprehensive plan.	
4	As budgeted funds allow, purchase property when it is available on the market as a voluntary protective purchase rather than under threat of use of eminent domain.	

GOAL 10: Design, construct, preserve, and maintain the City’s transportation system in the most cost-effective manner.

TR10-1: The target average Pavement Condition Index (PCI) for all streets is 70.

TR10-2: The minimum design service life for new and re-built roadways is 20-years.

TR10-3: The City shall take and require actions by others that minimize and mitigate impacts to the roadway surfaces by utility work and other construction activities.

TR10-4: Pursue and secure other funding sources, such as grants, partnerships, and revenue

mechanisms to fund pavement preservation projects.

TR10-5: To the extent allowed by available preservation funding, the City shall prioritize the preservation of streets prior to the existing pavement degrading to the point where reconstruction of the roadway becomes the appropriate treatment.

TR10-6: Non-residential roadways requiring full pavement replacement shall be prioritized based on vehicle volumes and classifications with higher volumes of vehicles, heavy trucks, and transit routes being higher priorities than those with less.

TR10-7: Local Street Preservation program shall focus on preserving and re-building roadways classified as local residential, local non-residential or rustic residential.

TR10-8: The Arterial Street Preservation program shall focus on preserving and re-building roadway systems classified as arterials or collectors.

TR10-9: Prioritize the maintenance and replacement of pedestrian facilities to address deficiencies and to meet ADA requirements.

TR10-10: Prioritize maintenance of bicycle facilities to keep them visible with signage and markings, and clear of encroachments and debris.

TR10-11: Prioritize maintenance, repairs, and replacement of traffic control systems (signals, dynamic message signs, rapid rectangular flashing beacons) at a level consistent with optimizing system reliability, asset economic life, and system performance .

TR10-12: Ensure adequate resources to maintain, per USDOT, MUTCD, and other regulatory requirements and best practices, other elements of the street system such as signage, street lighting, and roadway markings.

TR10-13: Bridge inspection and maintenance shall follow State, Federal, and other applicable regulatory requirements.

TR10-14: Intelligent Transportation Systems (ITS) will be managed and maintained to be secure, reliable, effective.

#	Actions	
1	EDS prohibit trenching or cutting into newly constructed pavement surfaces (within 5 years) or require additional pavement replacement area where trenching or cutting in newly constructed pavement surfaces cannot be avoided.	
2	Notify and coordinate with private and public utilities when planning to complete pavement overlays or reconstruction.	
3	Identify City streets that are nearing a deterioration level that would require complete roadway re-build for inclusion in the pavement preservation program.	
4	Require roadways to be built per the requirements in the adopted EDS.	
5	Evaluate options to meet funding gaps that may include revenue mechanisms available through the Transportation Benefit District for	

	consideration and potential implementation.	
6	Maintain a Computerized maintenance management system (CMMS) to record response to customer service calls.	
7	Assign industry standard design lives for control systems. Seek to repair or replace system assets before they exceed their economic life and minimize the number of high-criticality assets beyond their economic life.	
8	Take measures to ensure system security for traffic control systems.	

GOAL 11: Ensure a balance between on-street and off-street parking provided to meet the needs of existing land use, development, and other community needs and as allowed by law.

TR11-1: On-street parking should be allowed only when consistent with the classification and intended function of the street.

TR11-2: New developments shall provide adequate off-street parking to meet the needs of their development unless otherwise precluded by law.

TR11-3: Within high density areas, such as Regional Growth Center, evaluate and address the need for passenger and/or commercial loading zones.