



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

March 12, 2019

AGENDA

I. CALL TO ORDER – 5:30 P.M.,
CITY HALL 25 W MAIN STREET

II. INTRODUCTIONS

III. CONSENT AGENDA

A. APPROVAL OF MINUTES FOR THE MEETING ON DECEMBER 11, 2018*

IV. DISCUSSION AND INFORMATION

A. KING COUNTY RAPIDRIDE 'I-LINE' UPDATE (King County Metro)*

B. SR164 EAST AUBURN ACCESS PROJECT (Project Consultant)*

C. LEA HILL ROAD CORRIDOR STUDY UPDATE (Truong)*

D. 2019 TIP UPDATE – INITIAL DISCUSSION (Webb)

V. ADJOURNMENT

*Denotes attachments included in the agenda packet.



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

December 11, 2018

DRAFT MINUTES

I. CALL TO ORDER

Pamela Gunderson (Vice Chair) called the meeting to order at 5:31 p.m. in Council Chambers, located on the first floor of Auburn City Hall, 25 W Main Street, Auburn, Washington. Committee members present were Jeanette Miller, Steve Carstens, Peter Di Turi, Sarah Shaw, Phillip James for Dezerae Hayes, Dennis Grad, and David Jensen. Also present during the meeting were Public Works Director Ingrid Gaub, Assistant Director of Engineering Services/City Engineer Jacob Sweeting, Senior Traffic Engineer James Webb, Senior Transportation Planner Cecile Malik, Project Engineer Luis Barba, Senior Project Engineer Matt Larson, and Office Assistant Angie Sherwin.

II. CONSENT AGENDA

A. APPROVAL OF MINUTES

The minutes were moved by David Jensen, seconded by Jeanette Miller that the Committee approve the Transportation Advisory Board minutes for September 11, 2018. Motion carried.

III. ACTION

A. ELECTION OF A NEW VICE CHAIR

An action item on the agenda was to confirm that the nominees were willing to accept their nominations, allow any additional nominations to be made from the floor, and then a vote of the Board will be conducted to elect a new Board Vice Chair.

Nominees:

Pamela Gunderson, Senior Citizens
David Jensen, Citizen at Large

David Jensen, Citizen at Large was voted in as Vice Board Chair with four votes for David Jensen, one vote for Pamela Gunderson and one abstaining vote. David Jensen's term as Vice Board Chair will begin January 1, 2019.

Motion carried.

IV. DISCUSSION AND INFORMATION

A. AUBURN WAY S SIDEWALK IMPROVEMENT PROJECT (Larson)

Senior Project Engineer, Matt Larson, provided an overview of the Sidewalk Improvement Project located on Auburn Way South. The purpose of this project is to complete the sidewalk gap along the North side only of Auburn Way South between 17th Street SE and Muckleshoot Plaza.

Auburn Way South Improvement and Benefits
Install ADA Compliant Sidewalk (North side of AWS)

- Provides a dedicated pedestrian facility along the busy Auburn Way S corridor 17th Street SE to Muckleshoot Plaza

Reduce the Legal Speed Limit from 45 MPH to 35 MPH

- Utilize the following speed reduction measures to reduce speeds
- Reduced lane widths
- Curb and gutter between the traveled way and the sidewalk; and
- C-Curbing and raised island where appropriate

Consistent Aesthetics

- Existing Curb and Gutter with sidewalks at both ends of the project

The anticipated schedule of the project, funding and total project cost was discussed with the board.

B. AUBURN WAY N SIDEWALK IMPROVEMENT PROJECT (Barba)

Project Engineer, Luis Barba, provided an overview of the Sidewalk Improvement Project located on Auburn Way North. The purpose of this project is to install or improve sidewalks, curbs ramps, driveways and the pedestrian signal system.

Auburn Way North Improvements and Benefits

Install sidewalk

- Provide safe route for pedestrian walking along heavy motorized corridor

Replace and upgrade curb ramps

- Improves access for people with disability

Remove and improve driveways

- Improve vehicle safety by eliminating multiple driveways along AWN and encouraging motorist to make left turns at intersections.

Upgrade crossing with pedestrian signal system

- Provides a safer pedestrian access across Auburn Avenue with Rectangular Rapid Flashing Beacon Signal

The anticipated schedule of the project, funding and total project cost was discussed with the board.

C. 2018 GRANT PROGRAMS (Webb)

Senior Traffic Engineer, James Webb, provided an overview the 2018 Grant Program. Every year the City has the opportunity to apply for grant funding for transportation projects. During 2018, the City applied for funding for several projects across the funding programs which were available during 2018. The projects listed is a summary.

Federal Highway Administration Regional Funds (FHWA) 2021-2022

- Auburn Way South (Hemlock to Poplar widening) – \$0
- F Street non-motorized - \$2,000,000
- A Street SE preservation - \$0
- C Street SW preservation - \$0
- Lakeland Hill Way preservation - \$748,000

WSDOT

- Lea Hill safe routes to multiple school - \$0
- Auburn Way South - \$0

- F Street non-motorized - \$0
- Poplar curve improvement - \$262,700
- SE 320th intersection improvements \$0

Transportation Advisory Board

- 15th Street SW preservation - \$0
- M Street SE sidewalks - \$0

UTC – Washington Utilities and Transportation Commission

- C Street SW median barrier - \$35,652
- C Street illumination - \$5,199

WA Dept of Commerce Energy Efficiently Grant

- 2,700 light cost \$2-2.5 million. The City is matching \$500k in local funds
- \$350k in energy rebates to convert City owned streetlights to LED and install Streetlight controls

D. 2019 TRAFFIC IMPACT FEE UPDATE (Webb)

Senior Traffic Engineer, James Webb, provided an overview the 2019 Traffic Impact Fee Update. The proposed update was adopted by City Council through Resolution 5388 at the November 19, 2018 City Council Meeting and will go into effect on January 1, 2019.

E. CHANGES TO THE HALF STREET CODE (Sweeting)

Assistant Director of Engineering/ City Engineer, Jacob Sweeting, provided an overview of the changes to the half street code. The half street code determines when a property owner needs to dedicate public right of way and build public improvements as part of a development activity. The purpose is to create improvements which include pavement, sidewalk, landscaping, street lighting and storm drainage.

Public Improvement Triggers

- Commercial, Industrial, Multi-Family increase in 10% or 1,000 square feet
- Creation of new residential unit, except ADU's
- Creation of new commercial or industrial unit that also increases building square footage
- Addition of drive-through or stand-alone parking lot
- Change in use that results in increase in code required parking stalls of 5 or more spaces
- Access point is created or modified

Required Public Improvements

- Improvements required to frontages w/access points
- paved roadway
- sidewalks, ITS conduits
- curb and gutter
- street landscaping
- street lighting
- storm drainage
- dedication of public right of way

Additional improvements required to mitigate impacts, not necessarily on frontage

- Additional storm drainage, street lighting and roadway striping/safety

F. 2019 MEETING SCHEDULE/AGENDA TOPICS (Webb)

Senior Traffic Engineer, James Webb, discussed the 2019 meeting schedule and agenda. The 2019 meeting dates are March, June, September and December.

March 2019 tentative items

- 2019 update to the TIP
- Consultant team speak on the Lea Hill corridor study project

Other items that may be address in 2019

- Traffic Impact fee
- Grant program
- LED grant project
- Capital project updates
- Transportation Benefit District
- Comprehensive Transportation Plan Annual Update
- Sound Transit
- SR164 project

V. ADJOURNMENT –

There being no further business to come before the Transportation Advisory Board, the meeting was adjourned at 7:08 PM.

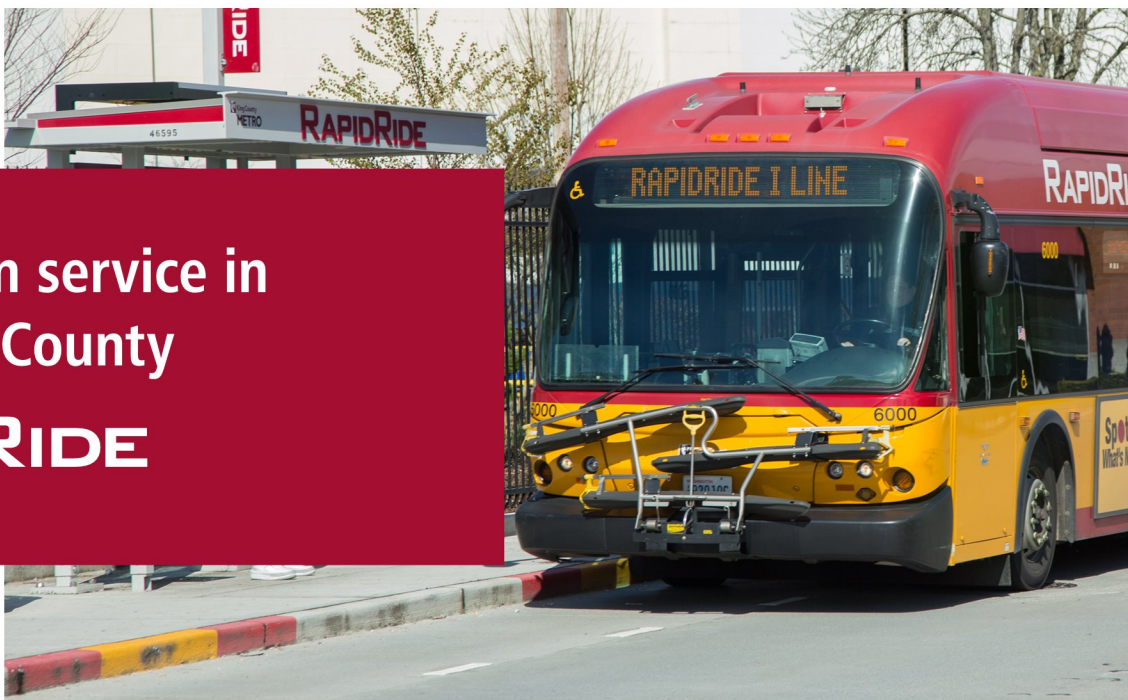
Approved this 12th day of March 2018.

David Jensen
Chair

Angie Sherwin
Engineering Services Office Assistant

March 2019

Help us plan service in South King County **RAPIDRIDE**



King County Metro RapidRide I Line and Renton-Kent-Auburn Area Mobility Plan

In 2019, King County Metro is developing a new plan to map out future transit options for Renton, Kent, Auburn and surrounding areas, including communities within the Green River Valley and East Hill.

This plan, called the Area Mobility Plan, will integrate a new RapidRide line, local bus service, dial-a-ride transit (DART) buses, and Metro's Community Connections Program, which provides cost-effective transportation options in areas that are not set up to support typical bus service. Metro currently operates six RapidRide lines across the county that are more reliable and are up to 20 percent faster than traditional bus service.

Metro is talking with area communities to learn their needs and priorities for the new RapidRide service and other mobility needs. Your input will help us make decisions about:

- Changes to existing transit routes and services.
- The new RapidRide I Line's route.
- Other projects that improve safety for all kinds of travel in the area.
- Other projects that improve access to transit by making it easier, safer, or more convenient to get to—or wait for—the bus.

We want to hear from you!

Here are some ways that
you can get involved:



Take our survey by March 31 at kingcounty.gov/metro/iline and help us learn more about how you travel today and what you'd like to see in the future.



Talk with Metro in your community. We'll be hosting information tables in your area this spring where you can ask questions and fill out our survey.



Join our Renton-Kent-Auburn Mobility Board and advise Metro about service change ideas and proposals and ways to engage and include the community. Interested? Apply at kingcounty.gov/metro/ilineboard.



Better bus connections are coming to Renton, Kent, Auburn and surrounding areas

Metro is working to connect Renton, Kent, Auburn and surrounding areas with fast, frequent, and reliable bus service. Metro plans to make improvements to bus service in this area starting in 2020. By 2023, Metro plans to launch the RapidRide I Line, which will upgrade the current Route 180 between Auburn Station and Kent Station and combine it with the current Route 169 from Kent Station to Renton.

What benefits can I expect?



Reliable service:

I Line buses will be more frequent and stay on time more often than the current routes, with added service at night and on weekends.



Bus stop upgrades:

New stations will include improved lighting, signs with real-time arrival information, and ORCA card readers that allow you to pay before you board.



Better access: Metro will work with local cities to improve sidewalks, street crossings and other pathways to bus stops to ensure a safe and convenient experience.

Why upgrade to RapidRide?

To serve our many riders: Routes 169 and 180 are two of the busiest Metro routes in South King County, carrying nearly 8,000 riders each weekday. Nearly 6,000 of these riders are in the area that will be served by the I Line.

To improve connections with other transit lines: The I Line will connect riders to the RapidRide F line, and Sound Transit's buses and Sounder Train.

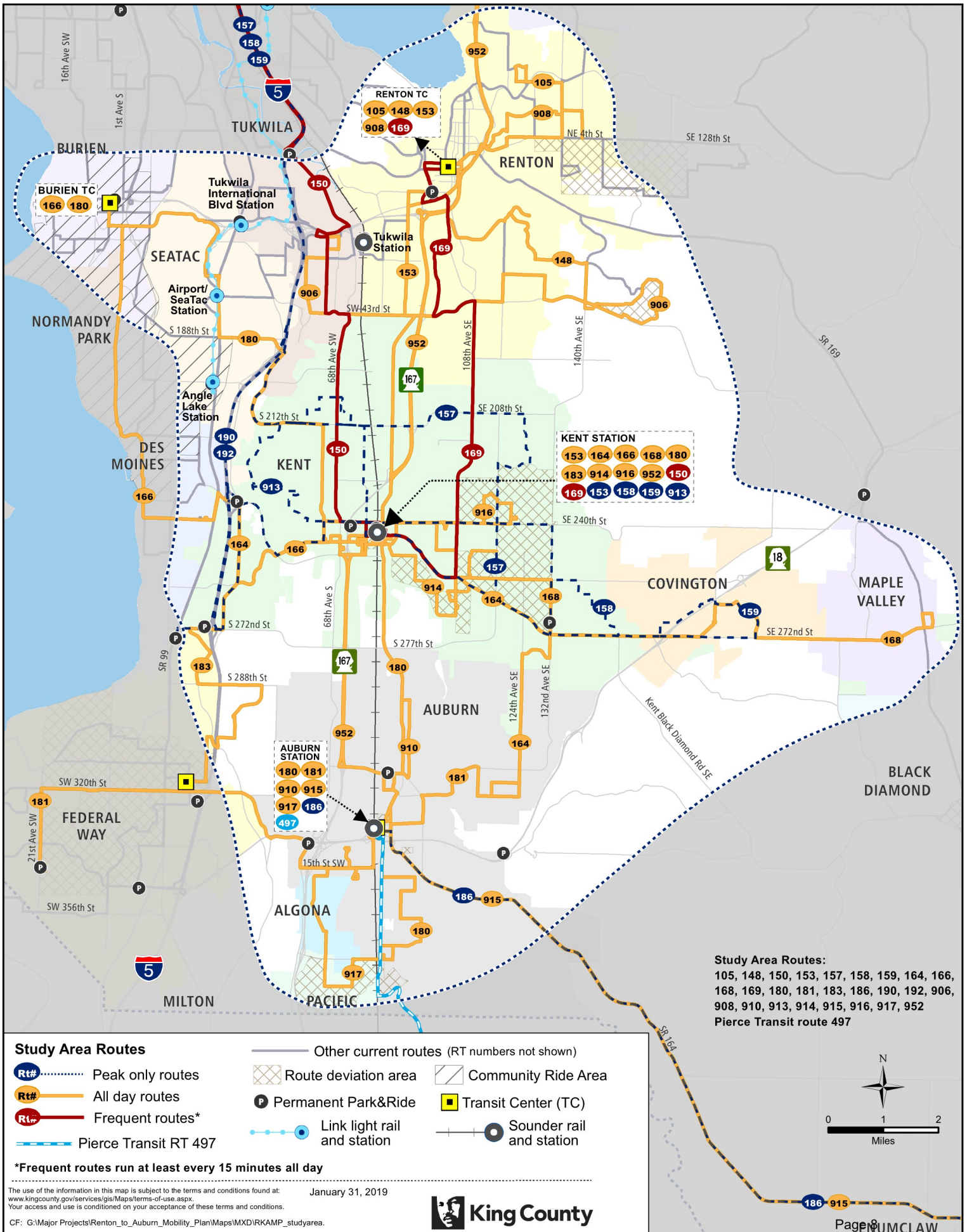
To support higher demand for transit: As the Puget Sound area continues to grow, Metro's service in South King County will serve both existing and future communities.

When are improvements coming?

- Early 2019:** Metro engages with the community and works with partners to draft concepts for transit improvements in the Renton-Kent-Auburn area, including the I Line.
- Summer 2019:** Metro shares concepts with the public, gathers feedback, and refines the concepts into a single preferred proposal.
- Late 2019:** Metro shares the draft proposal with the public and finalizes recommendations.
- Early 2020:** King County Council considers recommendations for adoption.
- Fall 2020:** If adopted, the recommendation becomes part of service changes for routes in the Renton-Kent-Auburn area.
- 2023:** RapidRide I Line goes into service.

Contact:
Robyn Austin
 RapidRide Communications and
 Engagement Manager
 206-263-0694
haveasay@kingcounty.gov

Renton-Kent-Auburn Area Mobility Plan Existing Conditions: Current Service





SR 164 EAST AUBURN ACCESS IMPROVEMENT PROJECT

PROJECT SCHEDULE & NEXT STEPS



PUBLIC OPEN HOUSE

The Muckleshoot Indian Tribe, with the support of the City of Auburn and the Washington State Department of Transportation, thank you for attending the public open house to learn more about project options and provide feedback.

WHAT'S HAPPENING WITH SR 164?

State Route 164 (Auburn Way South) provides primary access to the growing areas of east Auburn, and the Muckleshoot Indian Reservation, as well as Enumclaw and recreational areas to the southeast. The purpose of the project is to develop an affordable, long-term solution that improves congestion, increases safety, and accommodates growth.



Americans with Disabilities Act (ADA) Information Accommodation requests for people with disabilities can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public: It is WSDOT's policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his or her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity. For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at 360-705-7090.

MORE INFORMATION

- www.wsdot.wa.gov/projects/sr164/east-auburn/home
- SR164CorridorImprove@wsdot.wa.gov

PRIMARY PARTNERS

KEY STAKEHOLDERS

CONCEPT 1

Improve Current Corridor

- Improvements to Auburn Way S (SR 164) corridor including turn-lanes and channelization at congested locations
- Potential grade-separated lanes at the SR 18 interchange



Benefits

- Uses the current roadway within the right of way
- Low environmental impact

Challenges

- Right-of-way and access may be impacted for existing businesses

CONCEPT 3

Enhance Access to SR 18

- Connection between Auburn Way South (SR 164) and SR 18 with either new ramps to SR 18 or connecting to existing ramps at Auburn-Black Diamond Road.
- New roadway connection between SR 18 or Auburn-Black Diamond Road and Auburn Way South (SR 164) somewhere between Muckleshoot Plaza and Dogwood Street SE
- Includes new connection between Auburn-Black Diamond Road and M Street SE



Benefits

- Provides direct arterial access to SR 18, bypassing Auburn Way South (SR 164)
- Could use the existing SR 18 ramps at Auburn-Black Diamond Road
- Could improve or eliminate at-grade, skewed BNSF crossing or allow bypass of the crossing using M Street

Challenges

- New SR 18 access ramps would be costly and may impact Tribal property
- New roadway connection at Dogwood would require mitigation of neighborhood impacts.
- Connection at Muckleshoot Plaza and Riverwalk could impact Tribal property
- Connection at Riverwalk could impact Casino buildings and circulation

CONCEPT 2

New Local Connection

- Extend R Street south of Auburn Black Diamond Road under SR 18 to 17th Street SE
- Potential extensions from R Street to M Street using 6th Street SE, and 12th Street SE



Benefits

- Provides new north-south regional connection and access to developable land within the urban growth area
- Uses existing R Street undercrossing
- Consistent with city plans

Challenges

- May increase traffic across BNSF tracks
- Right-of-way is constrained at north intersection
- Connection to Auburn Way South (SR 164) is indirect

CONCEPT 4

Eastern Connections to Auburn-Black Diamond Rd to Auburn Way South

- Connections from SR 18 at the Auburn Black Diamond Road interchange to Auburn Way S (SR 164)
- Potential optional connections at Academy Drive SE or Noble Court SE
- Uses existing right of way on Green Valley Road



Benefits

- Provides new north-south connection and access east of Auburn
- Provides a direct regional connection between SR 18 and Auburn Way S

Challenges

- Outside Urban Growth Area
- Not identified in comprehensive plans
- Traverses steep and unstable slopes
- Could increase traffic adjacent to schools
- Impacts to heritage sites and farm land



SR 164 EAST AUBURN ACCESS IMPROVEMENT PROJECT COMMENT FORM

Thank you for your interest in the SR 164 East Auburn Access Improvement Project!

TELL US ABOUT YOURSELF

In which zip code do you live?

If you use SR 164, for which types of trips do you use it? (Circle all that apply)

- Work
- School/Training
- Errands/Shopping
- Recreational
- Other (Please specify) _____

Which days do you typically use SR 164?

(Circle all that apply)

- Weekdays
- Weekends

Which modes of travel do you use along SR 164?

(Circle all that apply)

- Walk
- Bicycle
- Drive alone
- Carpool
- Transit/Bus
- Other (Please specify) _____

PROJECT CONCEPTS

Using your open house handout, please answer the following questions. Through a technical advisory team, we have identified and are considering four concepts. The community's input and feedback about the concepts will be helpful in refining solutions, identifying gaps we may not have considered, and providing a transparent process.

NOTE: Each concept could include additional features such as pedestrian and bicycle facilities, improving transit signal timing, adding transit service or adding park-and-ride, etc.

CONCEPT 1 - IMPROVE CURRENT CORRIDOR

Do you think there are other benefits to this concept?
What are they?

Do you think there are other challenges to this concept?
What are they?

CONCEPT 2 - NEW LOCAL CONNECTION

Do you think there are other benefits to this concept?
What are they?

Do you think there are other challenges to this concept?
What are they?

PROJECT CONCEPTS CONTINUED...

CONCEPT 3 - ENHANCE ACCESS TO SR 18

Do you think there are other benefits to this concept?
What are they?

Do you think there are other challenges to this concept?
What are they?

CONCEPT 4 - EASTERN CONNECTIONS TO AUBURN- BLACK DIAMOND ROAD TO AUBURN WAY SOUTH

Do you think there are other benefits to this concept?
What are they?

Do you think there are other challenges to this concept?
What are they?

EVALUATION CRITERIA

As we evaluate these concepts, we will consider transportation benefits and impacts to the built and natural environment. Please provide feedback on which of these evaluation criteria should be considered the most important when considering potential benefits/impacts of the four conceptual solutions.

TRANSPORTATION BENEFITS

Please circle the **TWO** that are most important to you relative to this project:

- Improving travel time though the corridor
- Reducing collisions
- Reducing congestion on all corridors
- Improving travel time to the plateau

BUILT AND NATURAL ENVIRONMENTAL RESOURCE AREAS

Built and Natural Environmental Resource Areas are listed below. Each will be evaluated as part of the practical solutions process. These Resource Areas are those identified in the National Environmental Policy Act (NEPA) and must be evaluated as part of the project. The conceptual solutions will impact some and not affect others. Consider both short-term construction related impacts as well as long-term operational related impacts.

Based on these considerations, please circle the **FIVE** that are most important to you relative to this project:

- Impacts to Neighborhoods
- Environmental Justice
- Air Quality
- Noise
- Public Parks
- Cultural Resources
- Endangered Species Act
- Fish, Wildlife and Vegetation
- Farmland Impacts
- Managed Forest Lands
- Steep Slopes
- Floodplains
- Wetlands
- Streams
- Groundwater
- Climate Change

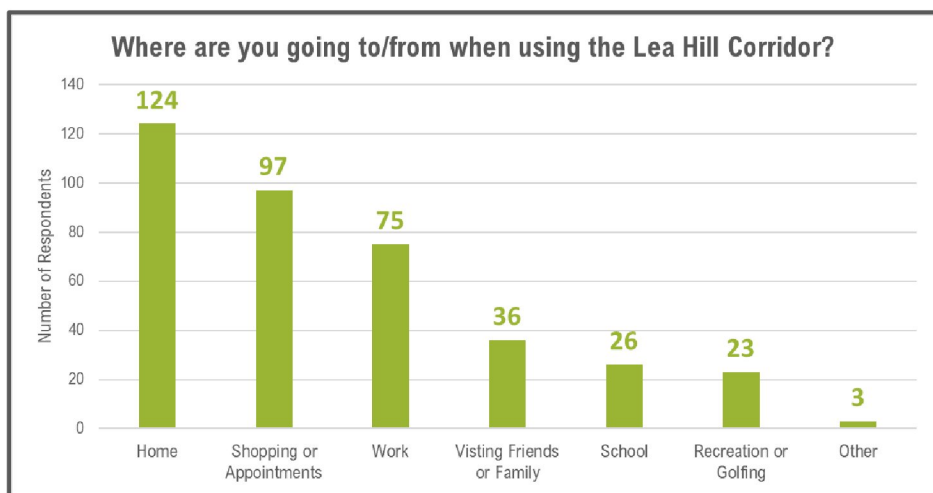
LEA HILL ROAD CORRIDOR STUDY

ISSUES & IDEAS OPEN HOUSE SUMMARY

As a part of the Lea Hill Road Corridor Study, the City of Auburn held a public open house to introduce the public to the project and gather input that will be used to shape and evaluate the design alternatives. The open house consisted of an in-person event held on January 16th, 2019 from 4pm to 7pm at Rainier Middle School. An online version of the open house was also available between January 16th and February 1st, 2019 for those who were unable to attend.

To get the word out about the open house, the City sent postcards to residences, posted the event on the project webpage, shared it on the City of Auburn Facebook page and Nextdoor, and advertised in the Auburn Reporter. In total, the City heard from over 160 members of our community; over 50 people attended the in-person event and over 110 people participated in the online open house.

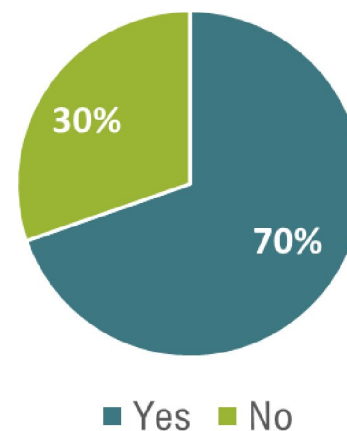
The open house began by asking some survey questions to get a better sense of how participants currently use the study corridor and what their highest priorities are for future improvements. Participants were also able to provide map-based comments to share any issues or ideas they have related to the Lea Hill Corridor. The following is a summary of the responses we received.



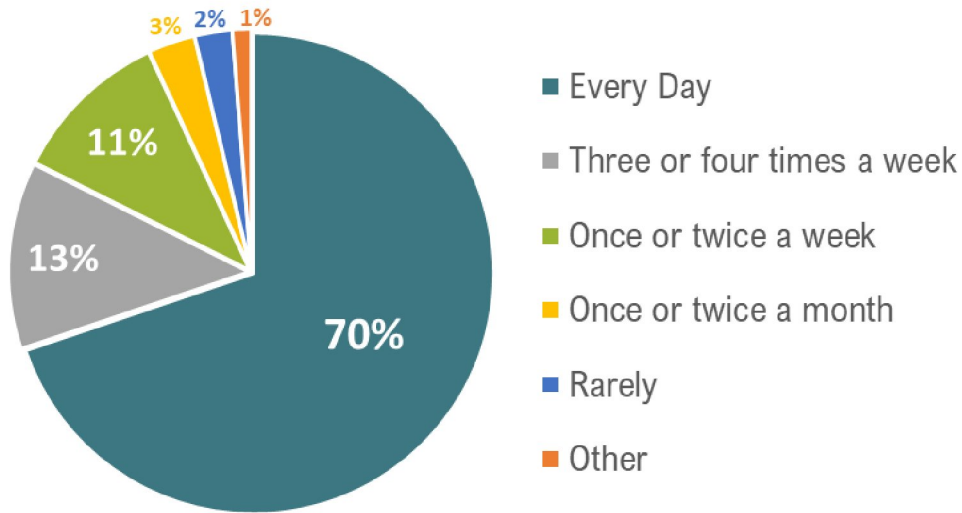
Many of the people who participated in the open house live on or near the Lea Hill Corridor which means they use the corridor for many kinds of trips. Traveling to and from home was the most common reason for traveling on the study corridor followed by shopping, appointments, and work.

Most respondents use the Lea Hill Corridor because they have a destination along it. Only 30-percent said they use the Lea Hill Corridor strictly as a through street, meaning they do not make stops on the corridor itself. Some of the participants at the in-person event shared that they avoid using the Lea Hill Corridor if they do not have a destination there because it is often congested. These participants noted taking 104th Avenue SE to SE 320th Street as an alternative route.

Do you usually have a destination on the Lea Hill Corridor?



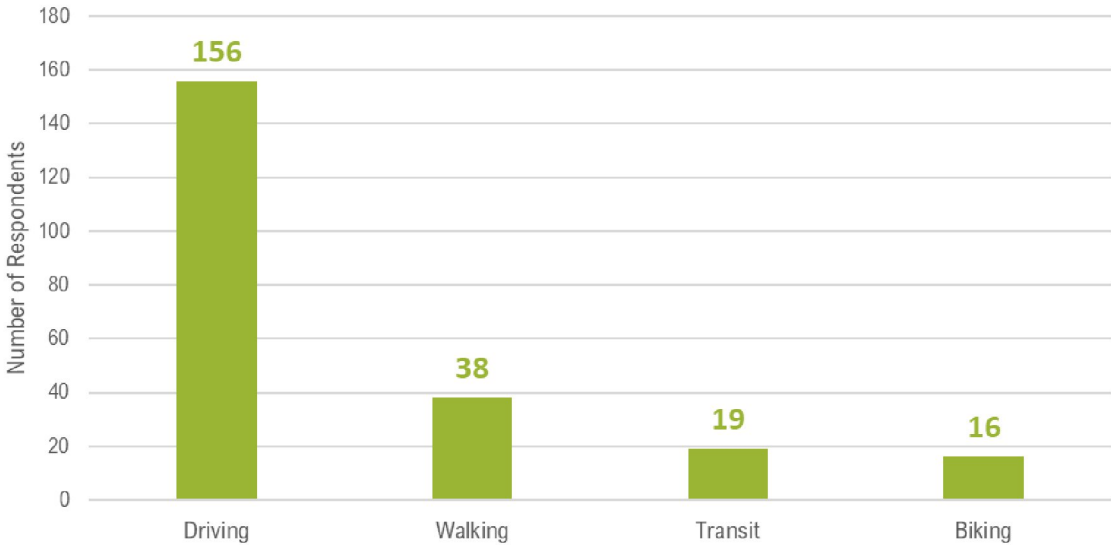
How often do you travel on the Lea Hill Corridor?



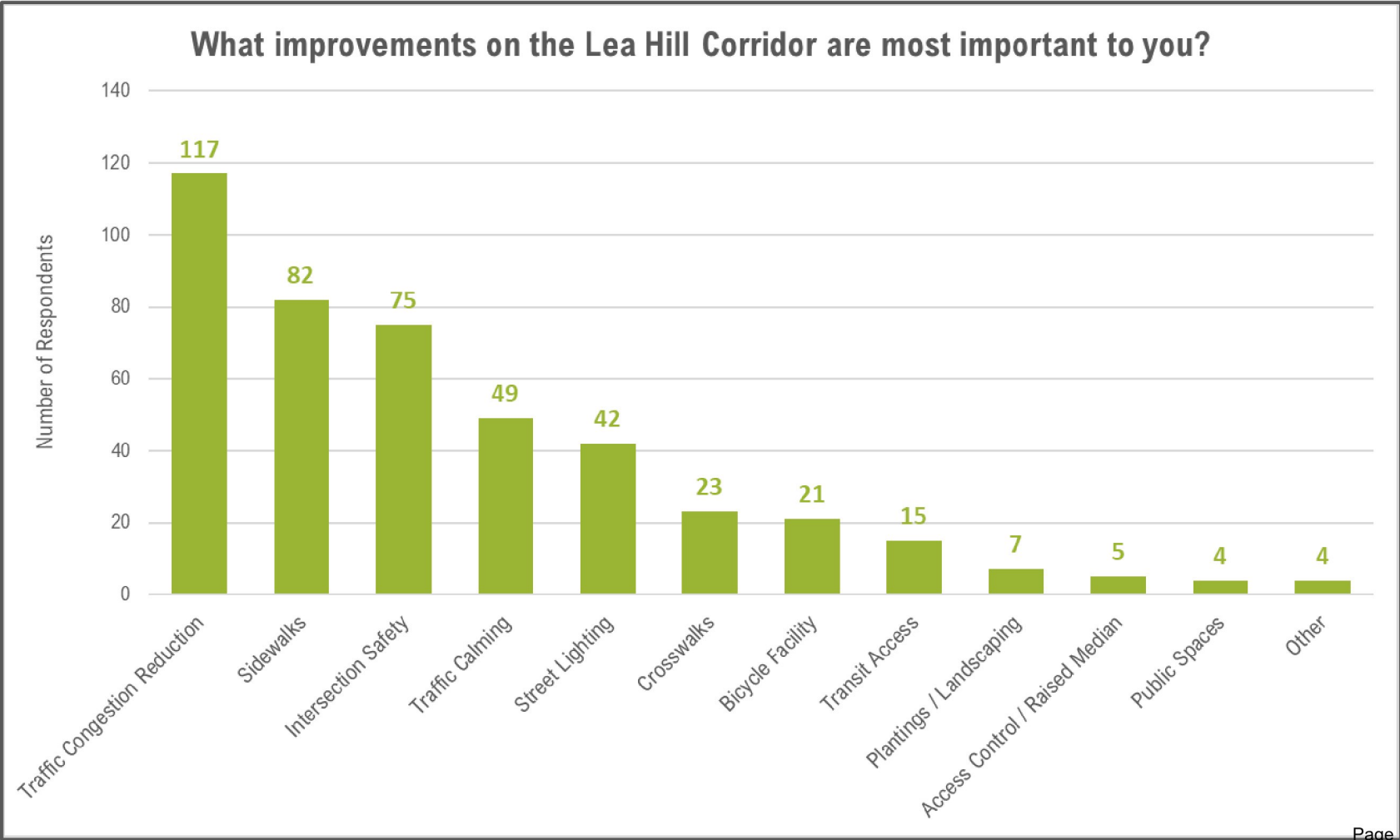
The large majority of participants use the Lea Hill Corridor every day which is consistent with the finding that most participants live on or near the corridor. Only 6-percent of people who responded use the corridor less than once a week. These results indicate that the comments we gathered are coming from people who are very familiar with the study area and are speaking from first-hand experience.

Driving the Lea Hill Corridor is by far the most common mode of travel used by survey respondents. Some of the people who reported having walked on the corridor shared that it was only because their car had broken down. Many participants felt improvements for pedestrian, bicycle, and transit access are much needed. Although only a few of the respondents use public transit as a means of traveling the corridor, public transit remains a popular option for area residents.

How have you traveled on the Lea Hill Corridor in the past?



The highest priority improvement among survey participants was implementing traffic congestion reduction measures. Constructing and connecting sidewalks and increased intersection safety were the second and third most important improvements. Many respondents also wanted to see some form of traffic calming and improved street lighting. The need for pedestrian safety improvements ranked higher than either bicycle facilities and transit access improvements. Landscaping, a median, and public spaces were the lowest priorities among respondents which tells us having a corridor that accommodates all modes safely and efficiently is more important than how it looks and feels.



Participants were also asked to provide map-based comments both in-person and online. In total, we received 308 map-based comments. In the graphic below, the circles indicate the number of intersection-related comments received which highlight some of the 'hot spots'. The chart illustrates what types of comments were submitted, both intersection-related and segment-related, broken down by study segment. The following page provides a summary of common issues and ideas we received by study segment. More detailed documentation of all the comments received can be found on the project webpage or can be requested from the City.

SEGMENT A

Harvey Road/M Street NE to 105th Place SE

SEGMENT B

105th Place SE to 112th Avenue SE

SEGMENT C

112th Avenue SE to 124th Avenue SE

Map-based Comments Summary

Segment A	71
Segment B	134
Segment C	73
Entire Corridor	30
TOTAL	308



SEGMENT A: 8th Street NE between Harvey Road/M Street NE and 105th Place SE

Common Issues Raised:

- Driveway access between Pike Street NE and Porter Bridge is difficult and causes congestion
- Unsafe, poorly illuminated pedestrian crossings at Pike Street NE and R Street NE
- Aggressive merging over Porter Bridge, approaching 104th Avenue SE
- Poor bicycle and pedestrian facilities on Porter Bridge
- Safety concerns at Garden Avenue SE/102nd Avenue SE due to tight turns and U-turn activity
- The 104th Avenue SE intersection has poor sightlines, sharp turns, and experiences traffic congestion and collisions
- Sightlines are limited around the curve, just east of 104th Avenue SE

Common Ideas Shared:

- Implementing left-turns restrictions on 8th Street NE
- Installing pedestrian activated flashing beacons at unsignalized crosswalks, Pike Street NE in particular
- Explore options for accommodating pedestrians and bicycles on Porter Bridge
- Restriping or reassigning lanes on 8th Street NE, may require widening
- Consider dead-ending Garden Avenue/102nd Avenue SE and constructing new connection to 104th Avenue SE
- Reconfiguring and reconstructing 104th Avenue SE intersection to improve safety and operations, roundabout favored
- Realign Lea Hill Road SE at the curve to increase sight distances

SEGMENT B: Lea Hill Road SE between 105th Place SE and 112th Avenue SE

Common Issues Raised:

- Speeding vehicles with poor sightlines cannot see traffic congestion at bottom of the hill
- Difficulty making left-turns at 105th Place SE and 112th Avenue SE and vehicles drive in shoulder to get around turning vehicles
- Busy bus stops with poor pedestrian access at 106th Place SE and 112th Avenue SE
- Lack of pedestrian and bicycle facilities and poor lighting throughout
- Difficulty entering and exiting from driveways between 106th Place SE and 112th Avenue SE
- Difficult turning from 112th Avenue SE due to limited visibility, speeding cars, bus stop proximity, and traffic flow during peak periods

Common Ideas Shared:

- Implementing traffic calming measures to reduce speeds on hill
- Installing center left-turn lanes on Lea Hill Road at major intersections and driveways
- Improving pedestrian access and lighting at bus stop locations
- Constructing pedestrian and bicycle facilities, separated path preferred
- Improving illumination and installing LED roadway lighting
- Explore traffic control options at 112th Avenue NE, roundabout favored
- Consider punching 112th Avenue NE through to the north to create a 4-way intersection

SEGMENT C: SE 312th Street between 112th Avenue SE and 124th Avenue SE

Common Issues Raised:

- Difficulty turning into or out of 116th Avenue SE due to traffic
- Unsafe pedestrian activity on 116th Avenue SE, including school children, without sidewalks or crosswalks
- No sidewalks between 112th Avenue SE and 116th Avenue SE, narrow shoulder with poor visibility on curve
- Lack of transit service at the top of Lea Hill
- Pedestrians crossing without crosswalks at 121st Place SE
- Vehicles speeding
- Traffic congestion at 124th Avenue SE due to Green River College traffic, mornings especially

Common Ideas Shared:

- Installing center left-turn lane and/or traffic control at 116th Avenue SE, roundabout suggested
- Constructing continuous sidewalk on both sides of SE 312th Avenue between 112th Avenue SE and 124th Avenue SE
- Improving illumination and install LED roadway lighting
- Extending bus service on SE 312th Street to connect the top of Lea Hill to downtown Auburn
- Installing pedestrian crosswalks at 116th Avenue SE and 121st Place SE with pedestrian-activated flashing beacons
- Consider potential signal timing improvements and construction of dedicated right-turn lanes at 124th Avenue SE

GENERAL COMMENTS

Common Issues Raised:

- Pedestrian and bicycle facilities are inadequate on Lea Hill Corridor
- Transit service and access needs improvement
- Roadway illumination are lacking throughout the study area
- Speeding vehicles during off-peak periods
- Green River College traffic has limited route options and causes congestion
- Steep hills and landslide areas pose challenges to roadway construction

Common Ideas Shared:

- Consider widening to accommodate two travel lanes in each direction
- Connected and continuous sidewalks are a high priority
- Constructing a shared path for pedestrians and bicycles
- Implementing a speed limit reduction on the corridor and increase enforcement
- Explore options for rerouting or reducing vehicles entering or exiting Green River College
- Limiting new development to manage traffic growth in the area
- Implementing semi-trailer truck restrictions along corridor, local deliveries only