



**Transportation Advisory Board  
Regular Meeting  
August 12, 2025 - 5:00 PM  
City Hall Council Chambers**

**AGENDA**

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**CALL TO ORDER**

**PUBLIC PARTICIPATION**

- A. The Transportation Advisory Board Meeting scheduled for Tuesday, August 12th, 2025 at 5:00 p.m. will be held in person and virtually.

Virtual Participation Link:

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

Telephone: 253 215 8782

Toll Free: 888 475 4499

Meeting ID: 853 4819 2384

Zoom: <https://us06web.zoom.us/j/85348192384>

**ROLL CALL**

**ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS**

**AGENDA MODIFICATIONS**

**AUDIENCE PARTICIPATION**

This is the place on the agenda where the public is invited to speak to the Board on any issue.

- A. The public can participate in-person or submit written comments in advance. Participants can submit written comments via mail, fax, 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: Mandy Huntley, Administrative Assistant

25 W Main St

Auburn, WA 98001

Email written comments to:

[tabpubliccomment@auburnwa.gov](mailto:tabpubliccomment@auburnwa.gov)

If an individual requires 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 5:00 p.m. on the day before the scheduled meeting. Participants can request accommodation to be able to provide a remote oral comment by contacting the Public Works Department in person, by phone 253-931-3010 or by email [tabpubliccomment@auburnwa.gov](mailto:tabpubliccomment@auburnwa.gov)

## **APPROVAL OF MINUTES**

- A. Approval of minutes for the meeting on May 13, 2025

## **ACTION ITEMS**

## **DISCUSSION ITEMS**

- A. King County Metro - South Link Connections Update
- B. Open Public Meetings Act/Public Records Act Training
- C. Traffic Impact Fee Structure Review for 2026
- D. Automated Traffic Safety Cameras – 2024 Report and General Speed Enforcement
- E. 2026 Neighborhood Traffic Safety Project – I Street
- F. Other Discussion Items / Roundtable

## **ADJOURNMENT**

- A. Next meeting will be held on Wednesday, November 12, 2025 at 5:00 p.m.

Agendas and minutes are available to the public at the City Clerk's Office and on the City website (<http://www.auburnwa.gov>).



**AGENDA BILL APPROVAL FORM**

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**Agenda Subject:**

Approval of minutes for the meeting on May 13, 2025

**Meeting Date:**

August 12, 2025

**Department:**

Public Works

**Attachments:**

Minutes 5.13.25

**Budget Impact:**

**Administrative Recommendation:**

**Background for Motion:**

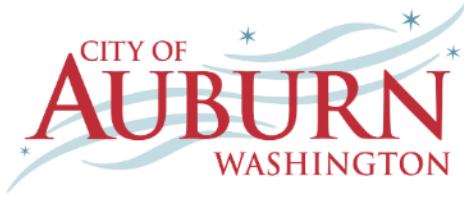
Move to approve the minutes for the meeting on May 13, 2025.

**Background Summary:**

See attached.

**Councilmember:**

**Staff:** Ingrid Gaub



**Transportation Advisory Board  
Regular Meeting  
May 13, 2025 - 5:00 PM  
City Hall Council Chambers**

**MINUTES**

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**CALL TO ORDER**

**PUBLIC PARTICIPATION**

The meeting was held in person and virtually.

**ROLL CALL**

*Present:* Janice Bellinger, KC Yagumyum, Derek Ronnfeldt, Michael Harbin, Ajay Ganesan, Tyson Hiffman (Virtually), Dennis Grad (Virtually)

*Excused absence:* Emmanuel Dolo

*Unexcused absence:* Lori-Ann Black, Riley Patterson

*City Staff:* Public Works Director Ingrid Gaub, Assistant Director/City Engineer Jacob Sweeting, Senior Traffic Engineer James Webb, Transportation Systems Engineer Bryce Beason, Transportation Planner Veronica Bean, Administrative Assistant Mandy Huntley, and Contract Administrative Specialist Molly Mendez

**ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS**

Announcements made by Public Works Director, Ingrid Gaub to introduce Mandy Huntley, the new Board Secretary, and regarding the hold on filling board membership pending review by the City for possible changes potentially needed to address federal mandates.

**AGENDA MODIFICATIONS**

There were no modifications to the agenda.

**AUDIENCE PARTICIPATION**

There were no written comments provided prior to the meeting, no requests for remote accomodation and no in-person public comment.

**APPROVAL OF MINUTES**

- A. Approval of minutes for the meeting on February 11, 2025

It was moved by Board Member Harbin, seconded by Board Member Ronnfeldt that the

Board approve the Transportation Advisory Board minutes for February 11, 2025.  
Motion carried.

**ACTION ITEMS**

There were no action items.

**DISCUSSION ITEMS**

A. State of Our Streets Report

Bryce Beason, Transportation Systems Engineer, presented the State of Our Streets Report to the Board.

Several questions were asked and answered during the presentation.

B. Transit Update

Veronica Bean, Transportation Planner, presented the Transit Update to the Board.

Several questions were asked and answered during the presentation.

C. 2026 - 2031 Transportation Improvement Plan Update

James Webb, Senior Traffic Engineer, presented the 2026–2031 Transportation Improvement Plan Update to the Board.

Several questions were asked and answered during the presentation.

D. Next Meeting Topics:

- Traffic Impact Fee Update
- PhotoEnforcement Report and Update

E. Other Discussion Items /Roundtable

No other items were discussed.

**ADJOURNMENT**

A. Next meeting will be held on Tuesday, August 12, 2025 at 5:00 p.m.

There being no further business to come before the Transportation Advisory Board, it was moved by Board Member Harbin, seconded by Board Member Grad to adjourn the meeting. Motion carried. The meeting was adjourned at 6:13 p.m.

Next meeting will be held on Tuesday, August 12th, 2025 at 5:00 p.m.

APPROVED this 12 day of August, 2025.

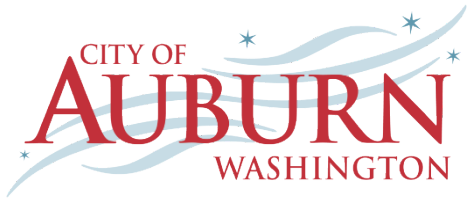
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Tyson Hiffman, Chair

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Mandy Huntley, Administrative Assistant





**AGENDA BILL APPROVAL FORM**

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**Agenda Subject:**

King County Metro - South Link Connections Update

**Meeting Date:**

August 12, 2025

**Department:**

Public Works

**Attachments:**

Transit Update PDF

**Budget Impact:**

**Administrative Recommendation:**

For discussion only.

**Background for Motion:**

**Background Summary:**

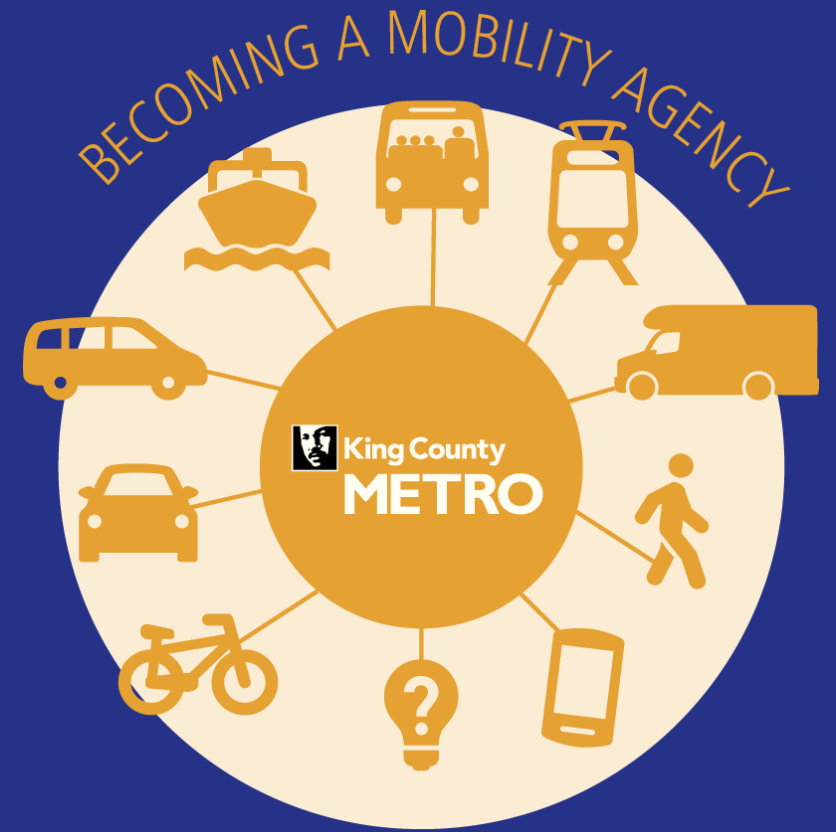
King County Metro staff will present an overview and update of the South Link Connections Project Phase 3, which is now open for public feedback.

**Councilmember:**

**Staff:** Veronica Bean

# South Link Connections Mobility Project

Presentation to Auburn Transportation Advisory Board  
August 12, 2025



# Project Scope

- **Project routes** – Twenty-two routes
  - Ten all-day routes: A Line, 156, 165, 181, 182, 183, 187, 631, 901, 903
  - Twelve peak-only routes: 121, 122, 123, 154, 157, 162, 177, 178, 179, 190, 193, 197
- **Project area** – Communities in ten cities and unincorporated King County
  - Algona, Auburn, Burien, Des Moines, Federal Way, Kent, Normandy Park, Pacific, SeaTac, Tukwila, and unincorporated areas
  - The project area will be the focus of community engagement and equity analyses



# South Link Connections Mobility Priorities



Greater transit coverage



Improved early morning and nighttime service



Faster travel times within and beyond the project area

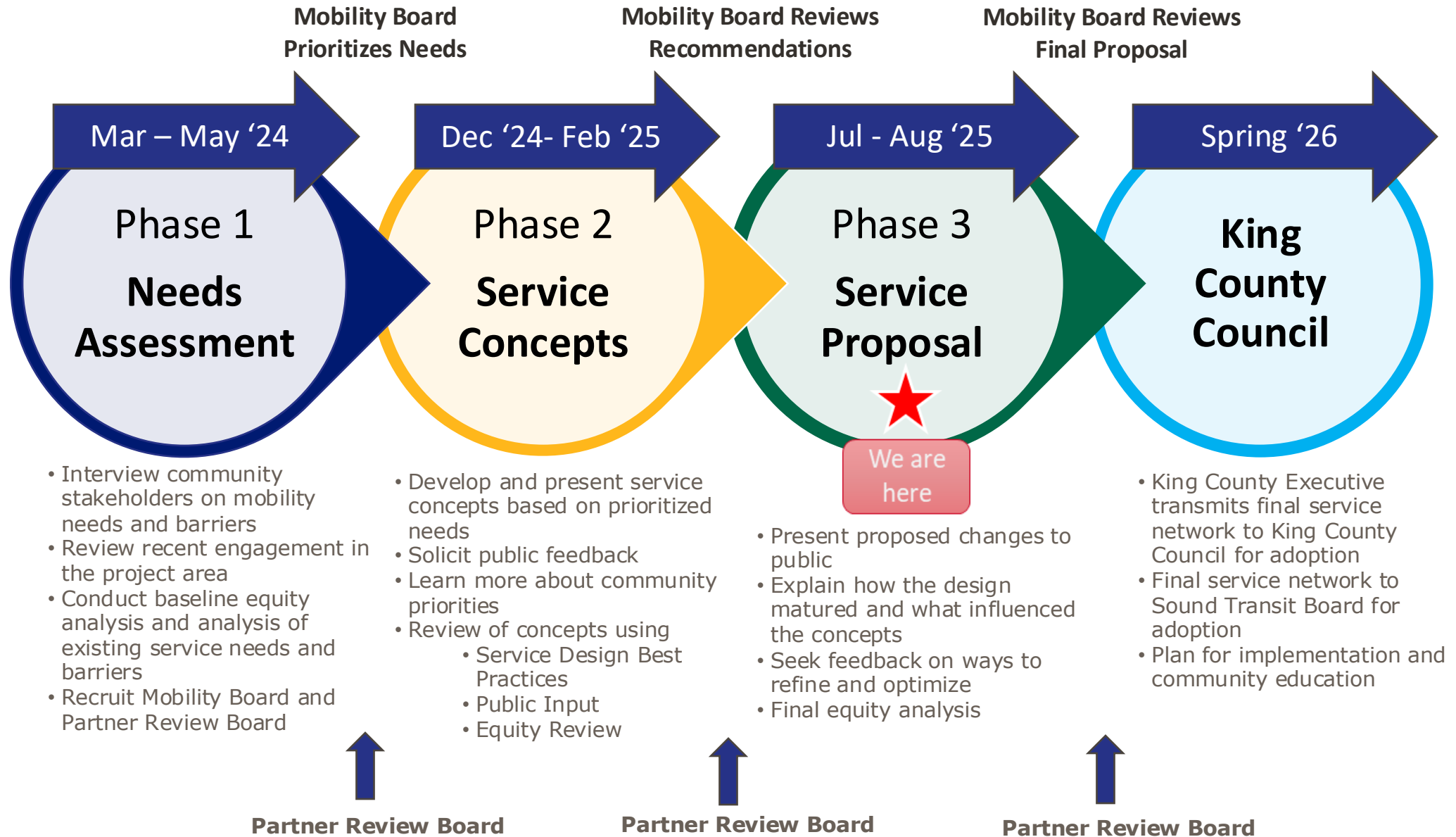


Improved east-west transit connections



Increased weekend service, especially on Saturdays

# Engagement Timeline – Fall 2026 Implementation



# Phase 2 Engagement

December 4, 2024 – February 28, 2025

2,778 online survey engagements  
(1,469 answering overall question)

844 direct feedback from  
CBOs

19 community and  
governmental  
presentations

25 transit stop outreach  
shifts

2 days of bus base visits

90+ Hours  
of in-person  
outreach

14 tabling  
events

53 recorded  
emails or  
comments

Flyers at  
45+  
locations

Email  
outreach to  
200+  
organizations

3 virtual  
info  
sessions

## Phase 2 Outreach – Auburn

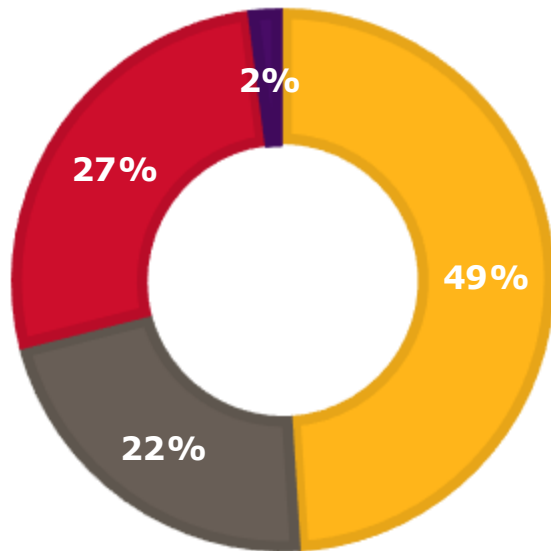
- **Multi-lingual text/email alerts** riders on Routes 181 and 165
- **4 Mobility Board members**
- **Flyers** in locations including Auburn Community & Event Center, along Harvey Rd. & 8th St., White River Junction, Green River College, Auburn Main Street Market
- **Tabling** at 5 Auburn community events including Auburn School District College & Career Fair
- **Street Teams** at Auburn Transit Center, Green River College
- **Culturally-specific outreach by** Alimentando El Pueblo
- **Rider alerts** at 6 local bus stops
- 2/24/25 and 7/28/25 **Auburn City Council presentations**
- 2/11/24 **Auburn TAB presentation**



# Phase 2 - Survey Results

## Overall Support for Network

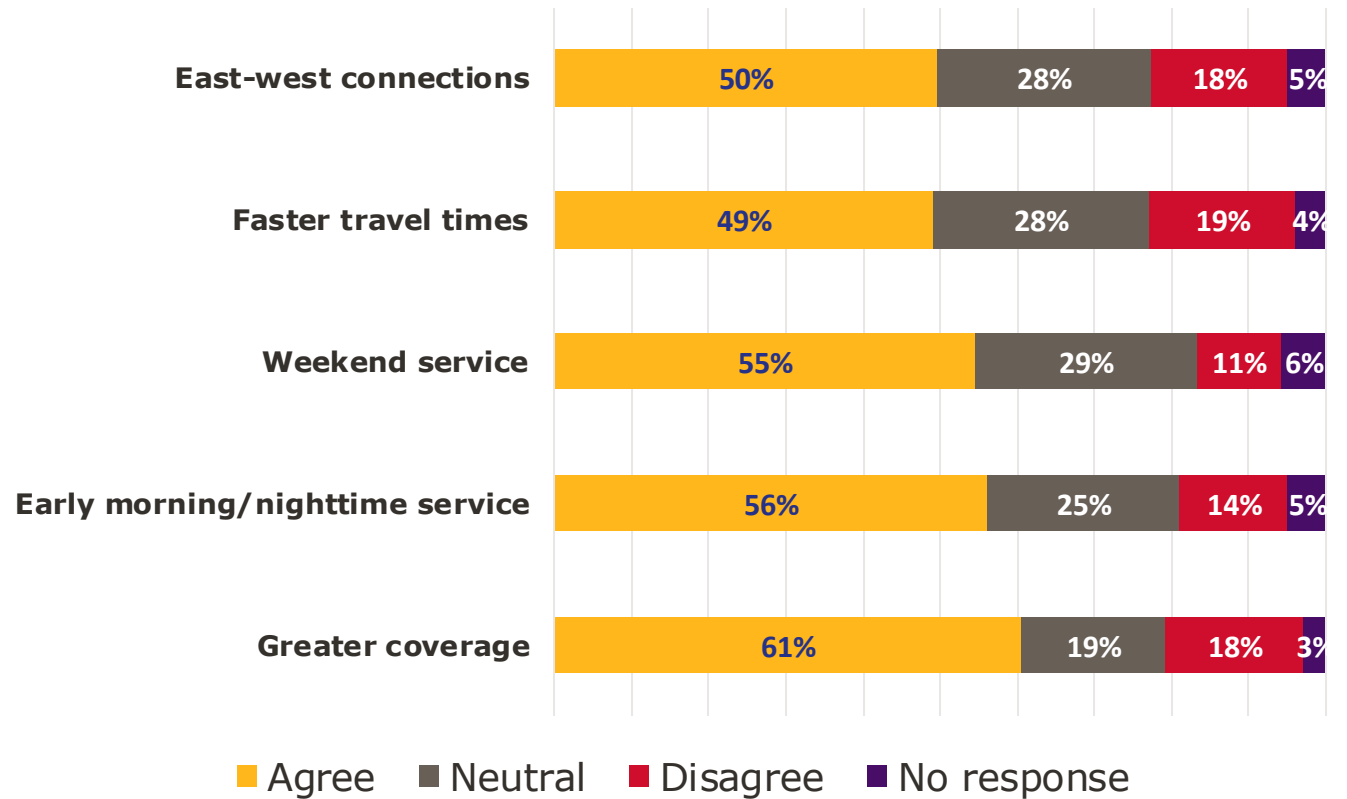
Positive Neutral Negative No Response



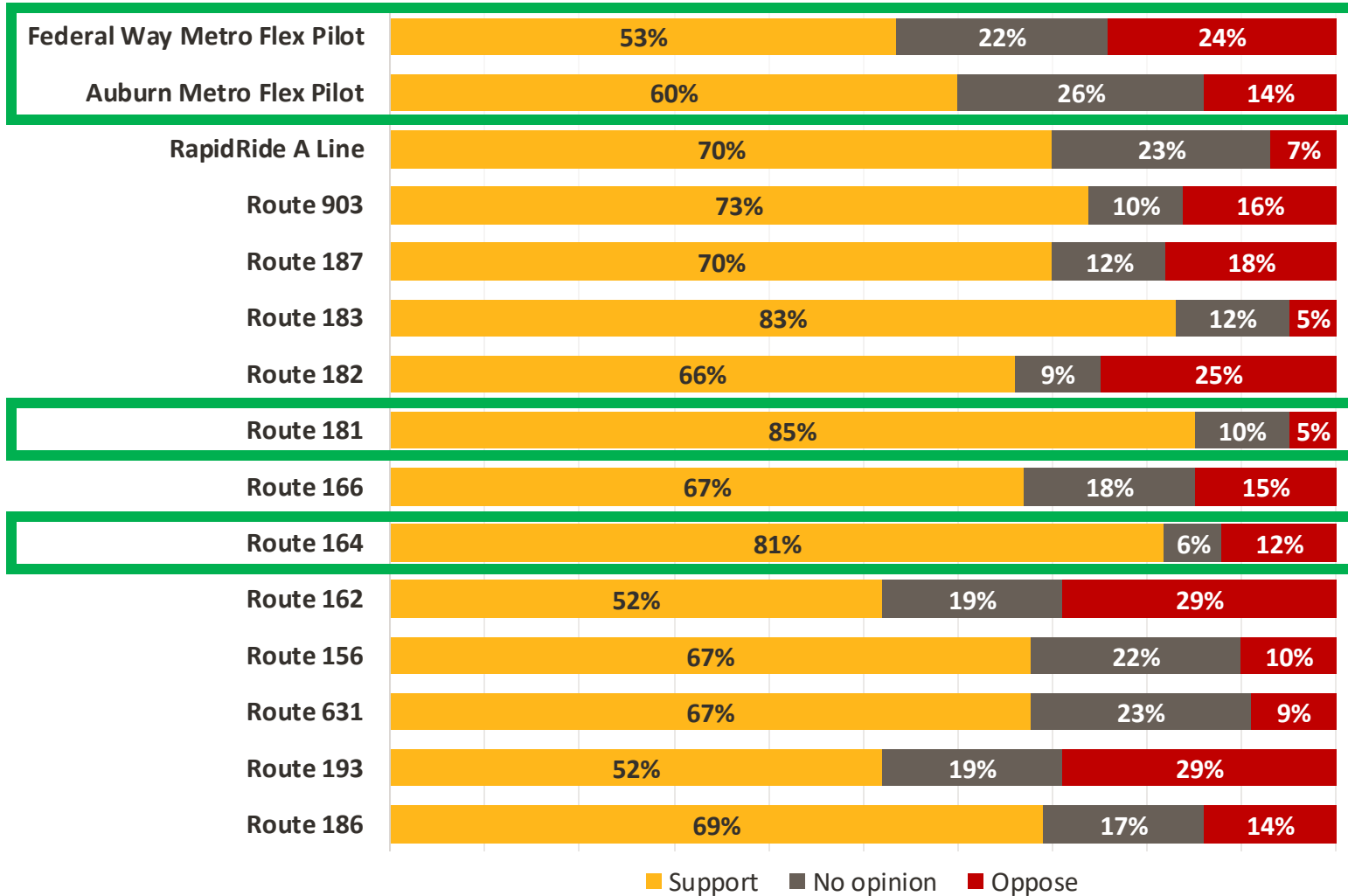
### Priority Populations

Positive: 52%  
Neutral: 20%  
Negative: 25%

## Does the network advance mobility priorities?



# Phase 2 - Satisfaction by Route



Proposals for Routes 181, 164, and 183 have the **highest** approval ratings among survey respondents.

Proposals for Route 193, Route 162, and the Federal Way Metro Flex pilot have the **lowest** approval ratings among survey respondents.

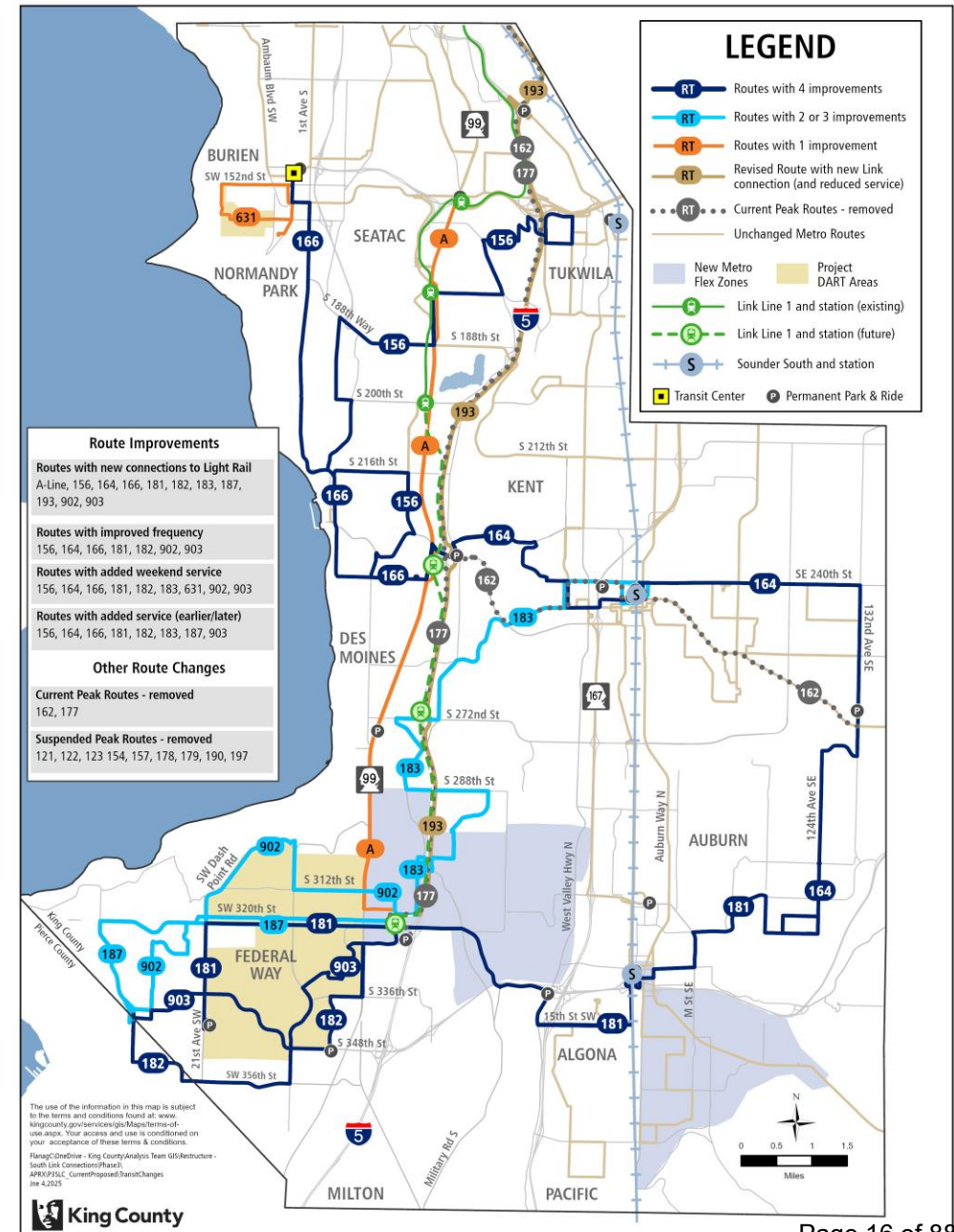
**Auburn Routes**

# Phase 3 - Network Highlights

The proposed network uses resources from removed peak-only routes to enhance all-day, all-week travel with:

- **Frequent service on two east-west connections**
- **New weekend service**
- **Easier-to-understand service:**
  - More direct, two-way service to improve travel times
  - Consistent schedules on Saturdays and Sundays for all routes
- **Trips running earlier, later, and more often on most routes**
  - 47% more trips on weekdays
  - 61% more trips on Saturday
  - Twice as many trips on Sunday
- **Removed peak-only routes:** nine suspended routes (121, 122, 123, 154, 157, 178, 179, 190, 197), two in-service routes (162, 177)

## South Link Connections Phase 3: Transit Changes



# What was changed based on Phase 2 engagement

Based on feedback that we heard during Phase 2 engagement, the Phase 3 network proposes:

- **77 more trips throughout the week**, with increased frequency on five routes and earlier/later trips on eight routes compared to the Phase 2 network.
- **Adjustment of proposed Metro Flex service**, removing Saturday service to add earlier and later weekday trips, providing better connections for work trips.
- In order to fund these improvements, the Phase 3 network proposes the **removal of duplicative peak-only Route 162**.



# What we did not address at this time

In Phase 2 engagement we heard:

- **The desire to retain peak-period bus service between the project area and downtown Seattle**
  - As the South Link Connections project is working with a cost-neutral budget, difficult tradeoffs have to be made. Resources from the removal of peak-only routes are used to invest in the community-identified priority mobility needs and light rail will connect riders to downtown Seattle.
- **The desire for additional increased coverage**
  - The Phase 3 network increases coverage with the proposed Metro Flex zones. Providing additional increased coverage would require deviating existing routes or creating new routes. With a cost-neutral budget this would mean removing service improvements that align with the community-identified priority mobility needs.

# Impacts to Auburn

# New Route 164: Kent Des Moines Station to Green River College via Kent Station

## How often might this bus run?

### Frequency (minutes)

**Peak**  
6-9 am  
3-7 pm

**Midday**  
9 am-  
3 pm

**Evening**  
7-10 pm

**Night**  
10 pm-  
6 am

**Hours of Service**  
Rounded to the nearest 15 minutes

	Peak 6-9 am 3-7 pm	Midday 9 am- 3 pm	Evening 7-10 pm	Night 10 pm- 6 am	Hours of Service Rounded to the nearest 15 minutes
<b>Weekday</b>	15	15	30	30	4:15 AM - 11:30 PM
<b>Saturday</b>	15	15	30	30	4:45 AM - 11:00 PM
<b>Sunday</b>	15	15	30	30	4:45 AM - 11:00 PM

Key: Service Increase Service Decrease No Change

## How might my bus be changing?



Faster travel times



Improved east-west connections

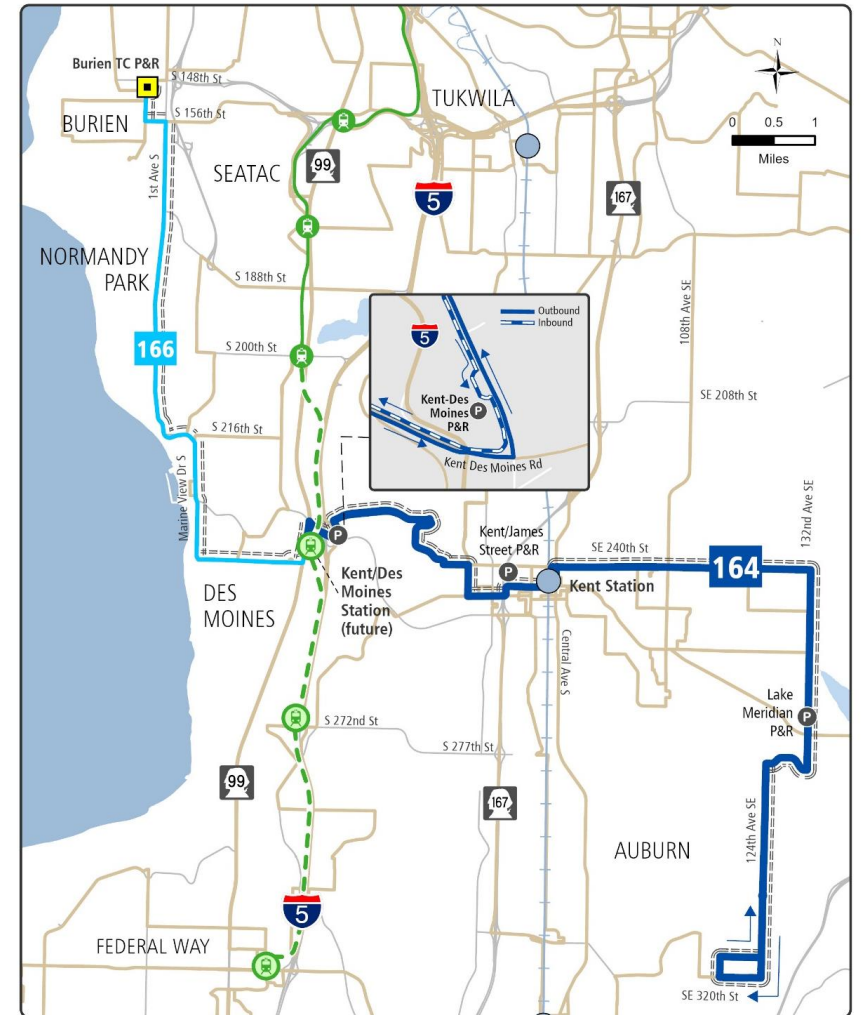


Improved early morning and nighttime service



Increased weekend service

- Route 165 would be split into two new routes: Routes 164 and 166.
- New Route 164 would replace the part of Route 165 traveling between Kent Des Moines Station and Green River College. For travel between Kent Des Moines Station and Burien Transit Center, see [new Route 166](#).
- This route would provide more frequent trips earlier in the morning and later at night every day of the week for most riders currently using Route 165.
- On most trips, Route 164 riders traveling to Burien/Normandy Park can continue on Route 166 without switching buses at Kent Des Moines Station. **Some trips would require a transfer.**



— Proposed Route 164      — Proposed Route 166  
- - - Replaced Route 165      — Other routes  
— Link line 1 and station (future)      — Link line 1 and station (existing)  
— Sounder South and station      ■ Transit Center      ● Permanent Park & Ride

# Improved Route 181: Twin Lakes P&R to Green River College via Federal Way Downtown Station, Outlet Collection Seattle, & Auburn Station

## How often might this bus run?

### Frequency (minutes)

**Peak**  
6-9 am  
3-7 pm

**Midday**  
9 am-  
3 pm

**Evening**  
7-10 pm

**Night**  
10 pm-  
6 am

**Hours of Service**  
Rounded to the nearest 15 minutes

	Peak	Midday	Evening	Night	Hours of Service
<b>Weekday</b>	15	15	15-30	30	5:00 AM - 11:00 PM
<b>Saturday</b>	30	30	30	60	6:00 AM - 11:00 PM
<b>Sunday</b>	30	30	30	60	6:00 AM - 11:00 PM

Key: Service Increase Service Decrease No Change

## How might my bus be changing?



Faster travel times



Improved east-west connections

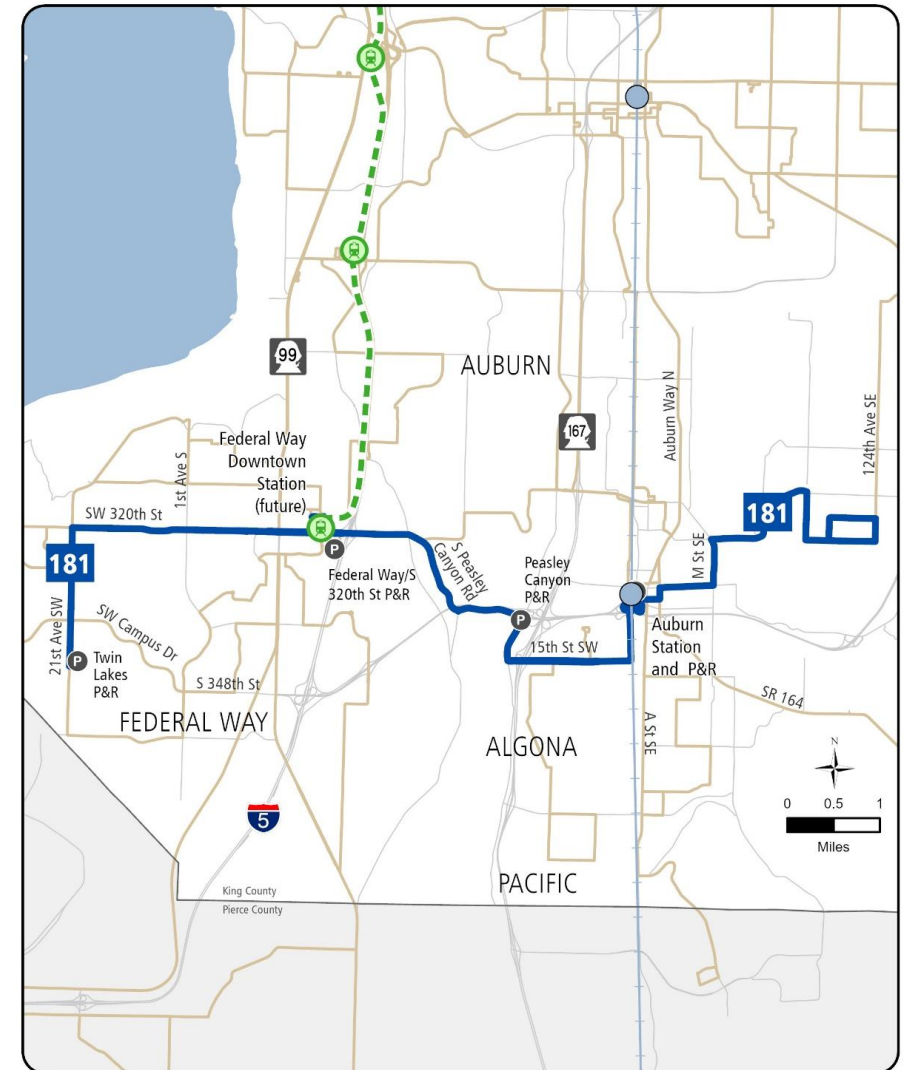


Increased weekend service



Improved early morning and nighttime service

- Improved Route 181 would serve Federal Way Downtown Station. There would be no other changes to the path that the bus takes.
- More trips throughout the day on weekdays, Saturdays, and Sundays. Earlier trips in the morning and later trips in the evening on Sundays



— Proposed Route 181    
 — Other routes    
 ● Permanent Park & Ride  
- - - Link line 1 and station (future)    
● Sounder South and station

# New South Auburn Metro Flex Pilot

## How often might this bus run?

**Hours of Service**  
Rounded to the nearest 15 minutes

<b>Weekday</b>	5:30 am – 7:30 pm
<b>Saturday</b>	n/a
<b>Sunday</b>	n/a

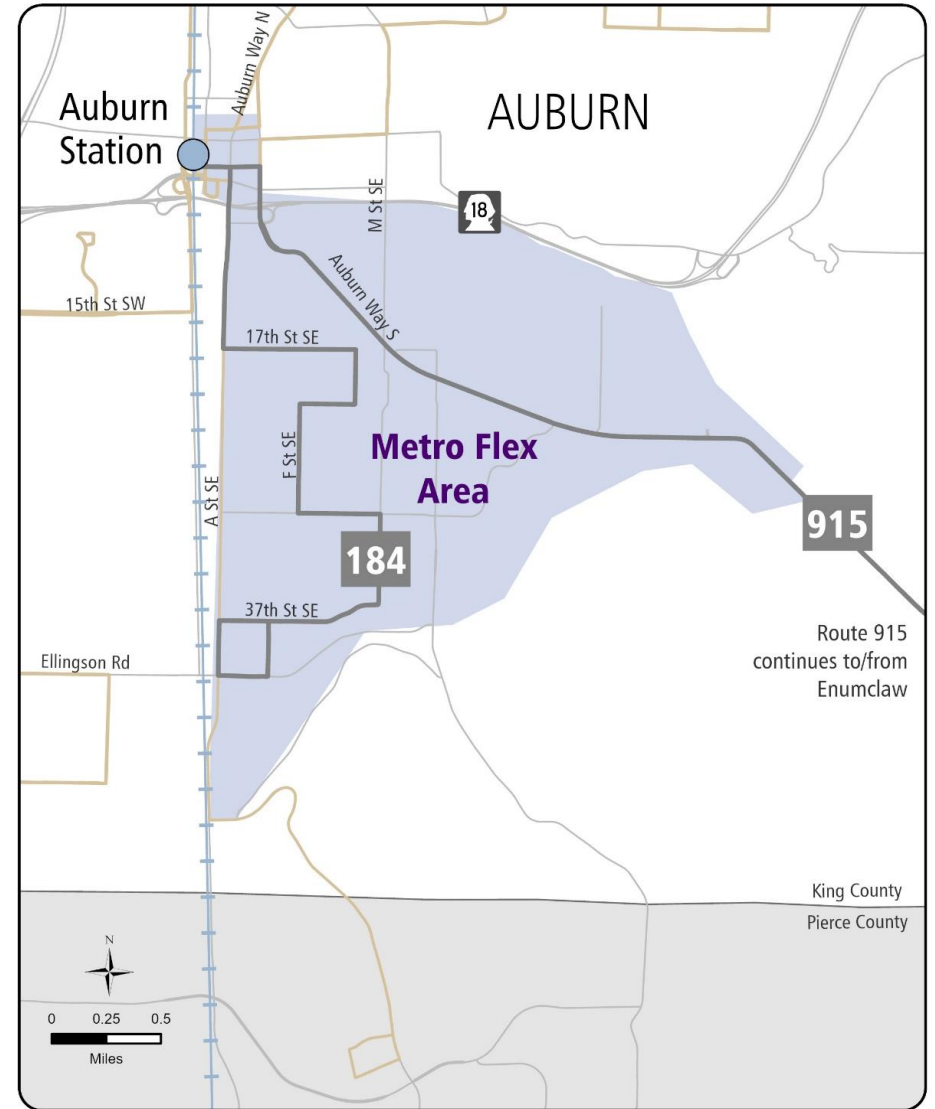
Key: Service Increase Service Decrease No Change

## How might my bus be changing?



Metro Flex is an on-demand transit service. Riders can travel anywhere in the service area for the same cost as a bus trip. More information on Metro Flex can be found [here](#).

- This new Metro Flex service area would include Auburn Riverside High School, Auburn Station, and the areas south of State Route 18, east of A St SE, north of the White River, and west of Auburn Way S/Forest Villa Manor.
- This zone would provide on-demand rides within the service area on weekdays. There would be no weekend service.
- This Metro Flex zone would be a pilot project for two years. After this time, Metro will evaluate whether to continue this service based on equity, ridership, cost, and how well the service increases access to transit and community assets.



# New Federal Way Metro Flex Pilot

## How often might this bus run?

**Hours of Service**  
Rounded to the nearest 15 minutes

<b>Weekday</b>	5:30 am – 7:30 pm
<b>Saturday</b>	n/a
<b>Sunday</b>	n/a

Key: Service Increase Service Decrease No Change

## How might my bus be changing?



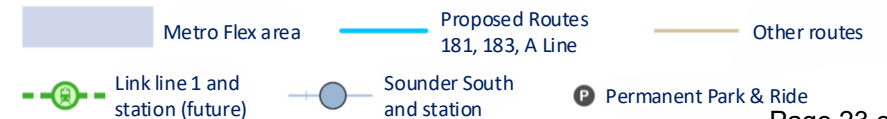
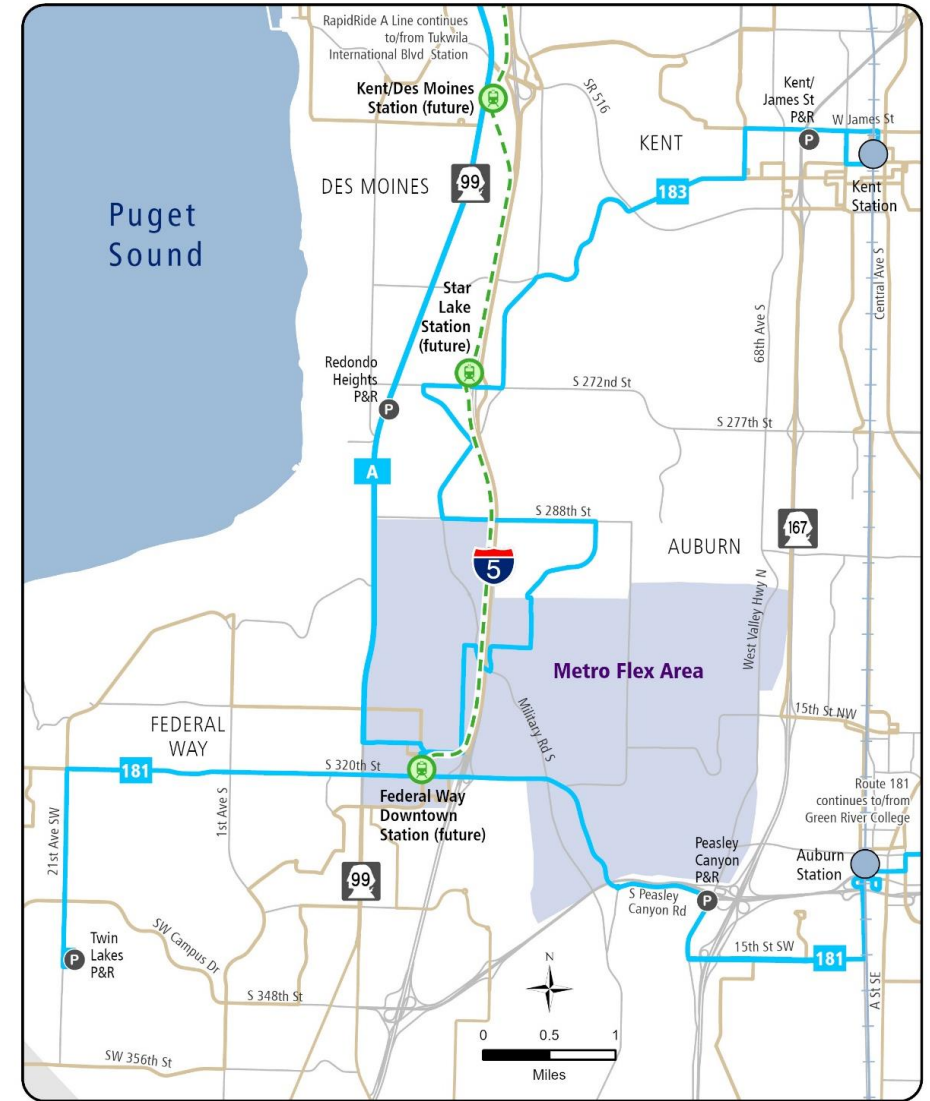
Greater transit coverage



Improved east-west connections

Metro Flex is an on-demand transit service. Riders can travel anywhere in the service area for the same cost as a bus trip. More information on Metro Flex can be found [here](#).

- This new Metro Flex service area would include the Federal Way Downtown Station, Laurelwood south of S 288th St, and West Hill south of S 298th St, west of W Valley Highway N, and north of State Route 18.
- This zone would provide on-demand rides within the service area on weekdays. There would be no weekend service.
- This Metro Flex zone would be a pilot project for two years. After this time, Metro will evaluate whether to continue this service based on equity, ridership, cost, and how well the service increases access to transit and community assets.



# Phase 3 Engagement

# Engagement Overview

July 7th – August 31st

[www.SouthLinkConnections.com](http://www.SouthLinkConnections.com)

- Short survey
- Flyers
- **Materials available in 15 languages:** *Amharic, Arabic, Chinese (Simplified and Traditional), Dari, English, French, Korean, Russian, Somali, Spanish, Tagalog, Tigrinya, Ukrainian, and Vietnamese*
- Public outreach at community meetings, events, bus stops and transit centers
- Flyers at bus stops, transit centers, & on buses
- Social media campaign & toolkit
- Community Based Organization (CBO) partner led, culturally-specific outreach



- Finalize proposal with Mobility Board
- Partner Review Board feedback
- City Council presentations
- Direct engagement with key stakeholders
- Metro-led virtual information sessions

# Virtual Information Sessions

**Wednesday, August 6, 2025, 12:00 p.m.**

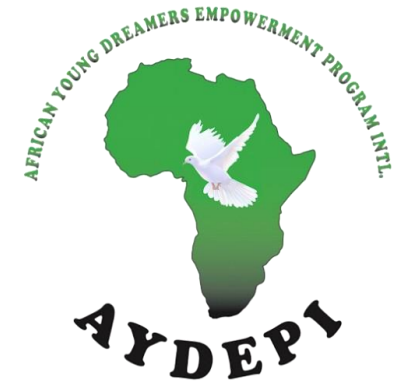
**Wednesday, August 20, 2025, 6:00 p.m.**



# Community Based Organizations (CBO) Formal Partnerships



Federal Way Black Collective



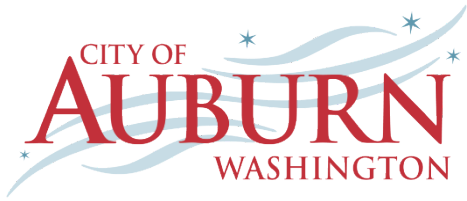
African Young Dreamers  
Empowerment Program International

+ outreach to more than 200 organizations

# Engagement Opportunities

- Visit: **[www.SouthLinkConnections.com](http://www.SouthLinkConnections.com)**
- Take the survey by August 31st
- Share the survey and information sessions on your social media, in your newsletters, etc.
- Share with your community: neighbors, friends, family.
  - \*Social media toolkit provided by Metro.

**Thank you!  
Questions?**



**AGENDA BILL APPROVAL FORM**

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**Agenda Subject:**

Traffic Impact Fee Structure Review for 2026

**Meeting Date:**

August 12, 2025

**Department:**

Public Works

**Attachments:**

Presentation

**Budget Impact:**

**Administrative Recommendation:**

For discussion only.

**Background for Motion:**

**Background Summary:**

Staff will present an overview of the traffic impact fee program focusing on the changes to the program for 2026.

**Councilmember:**

**Staff:** James Webb

**ENGINEERING SERVICES**

# **2026 TRAFFIC IMPACT FEE UPDATE**

**JAMES WEBB  
TRANSPORTATION ADVISORY BOARD  
AUGUST 12, 2025**

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

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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

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# TIF PURPOSE

- **Growth Management Act (GMA)**
- **Growth & Development Increases Demand for Transportation Infrastructure**
- **Concurrency requires adequate infrastructure to accommodate additional trips**

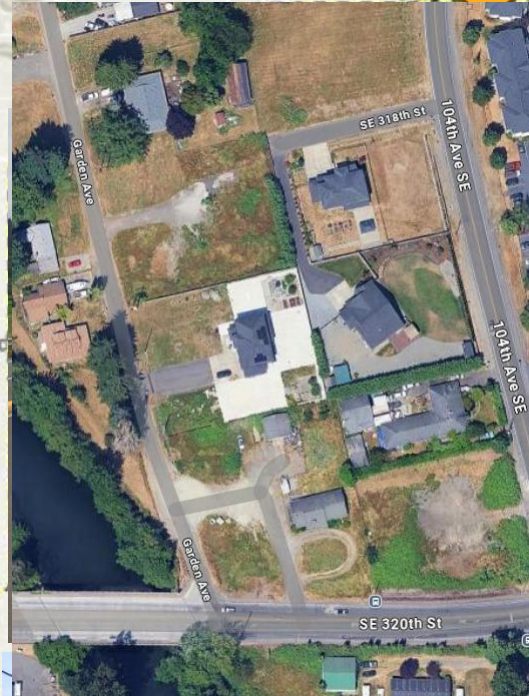
# WHAT IS TIF?

- **Helps pay for projects (currently vehicle capacity only)**
- **Proportional one-time charge**
- **Helps mitigate developments traffic impacts**
- **Existing and Outside Trips Not TIF eligible**
- **Projects implemented as funds available and prioritized based on concurrency needs**

# AUBURN'S TIF PROJECTS

- The TIF program collected about \$20M through 2024
- \$131M of Projects Complete = leveraging TIF
- M Street SE Grade Separation
- A Street NW Corridor
- Multiple projects on AWS from Muckleshoot Plaza to Poplar Street
- S 277<sup>th</sup> Street Widening
- F Street Non-Motorized Improvements
- 22<sup>nd</sup> & I Street NE Roundabout
- Garden Avenue Realignment
- 10<sup>th</sup> Street & A Street NW Signal
- 49<sup>th</sup> Street NE Widening
- East Valley Hwy Widening
- Lea Hill Road & 104<sup>th</sup> Roundabout
- SE 304<sup>th</sup> Street & 116<sup>th</sup> Roundabout

SERVICE • ENVIRONMENT • ECONOMY • CHARACTER



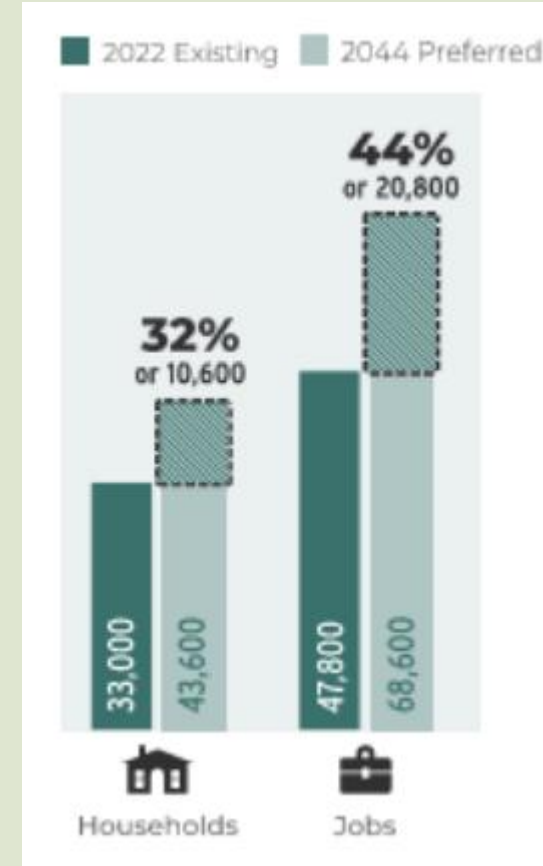
# UPDATING AUBURN'S TIF PROGRAM

- **Align with the Comprehensive Plan**
  - Multimodal LOS Standards
  - New/Modified Projects
- **Update approach towards downtown and areas near frequent transit**
- **Updated Fee Schedule for 2026**
- **Increase transparency, predictability, flexibility**



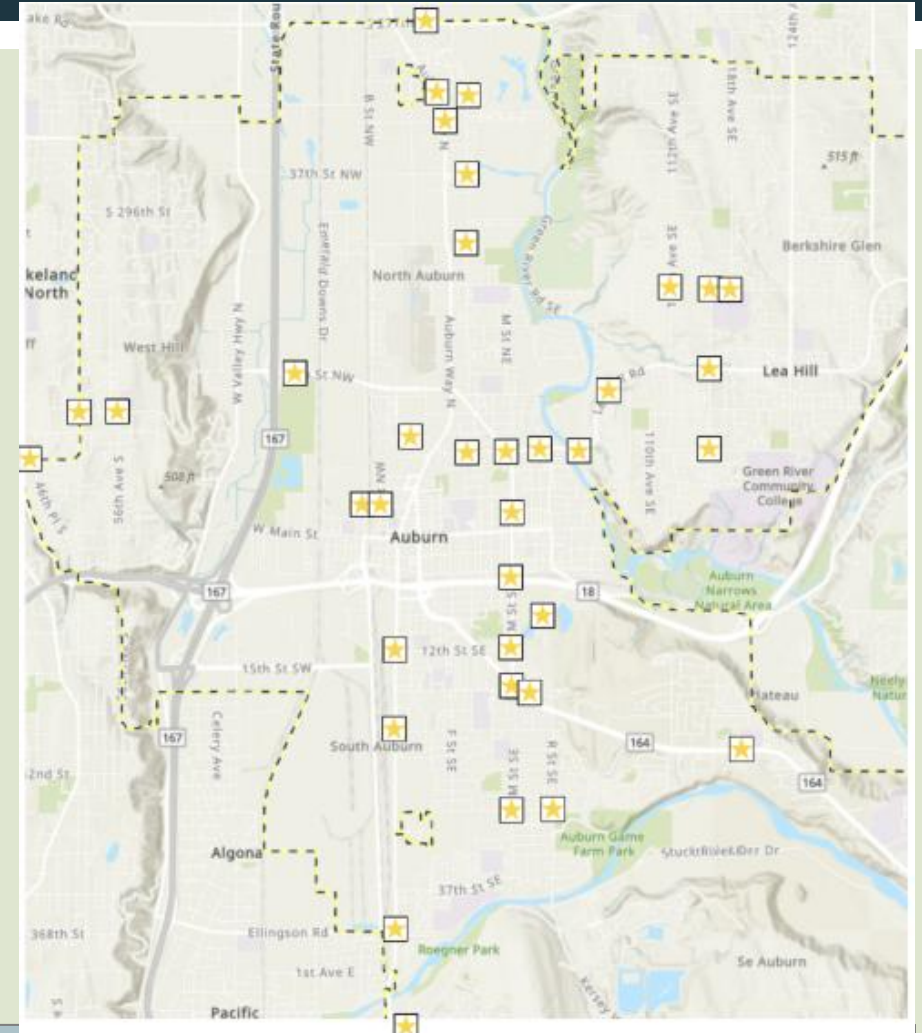
# GROWTH TRIPS

- 22 years of growth trips
- Model is based on people trips
- Converted to vehicle trips
  - Accounts for active transportation and transit trips
  - PM peak hour
  - Approx. 15,000 new vehicle trips



# PROJECT COSTS

- **TIF Funded Projects/Programs**
  - Based on the long-term need identified in the CTP
  - Plus projects in the current TIP
- **\$199M total forecasted project cost**
  - \$81M TIF funding (\$4M/yr)
  - \$118M from other sources (\$6M/yr)



# UPDATED APPROACH

## ■ Current Approach

### ■ Citywide Fee

- Factor for downtown

### ■ Lakeland Hills PUD

## ■ Proposed Approach

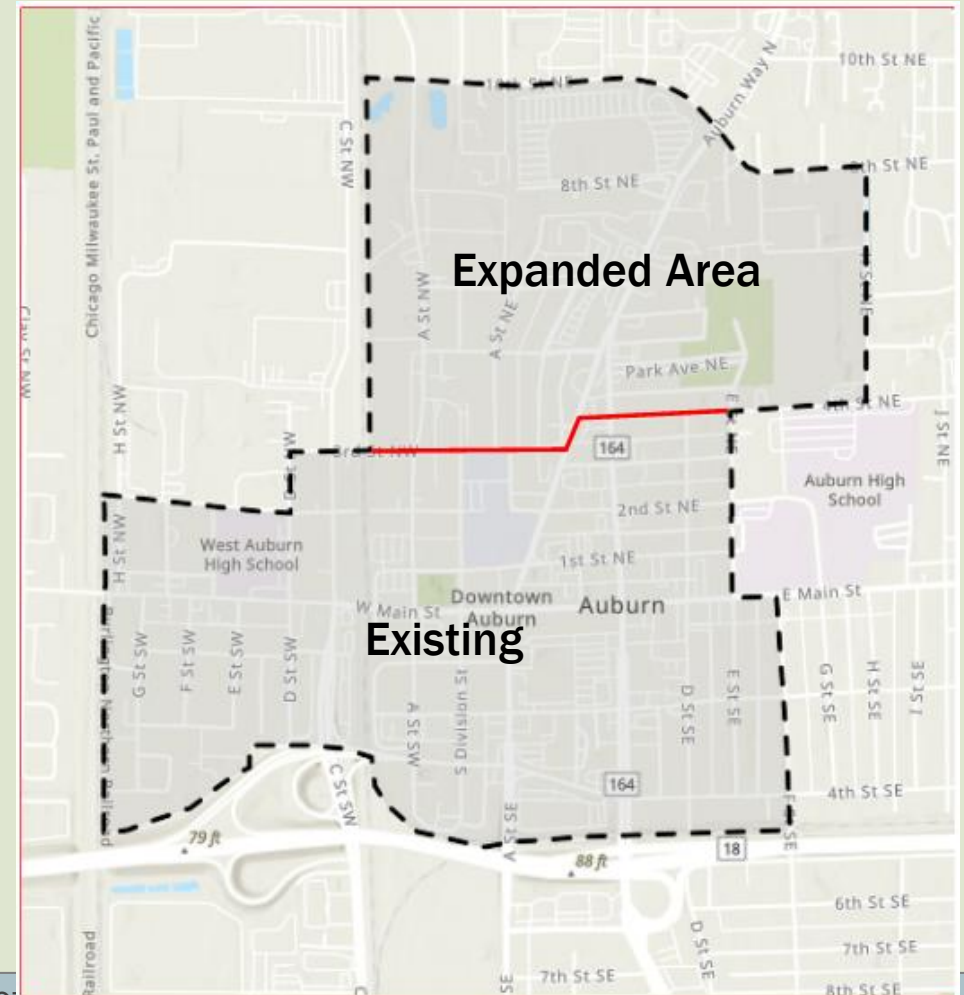
### ■ Two districts

- Downtown - expanded
- Outside Downtown



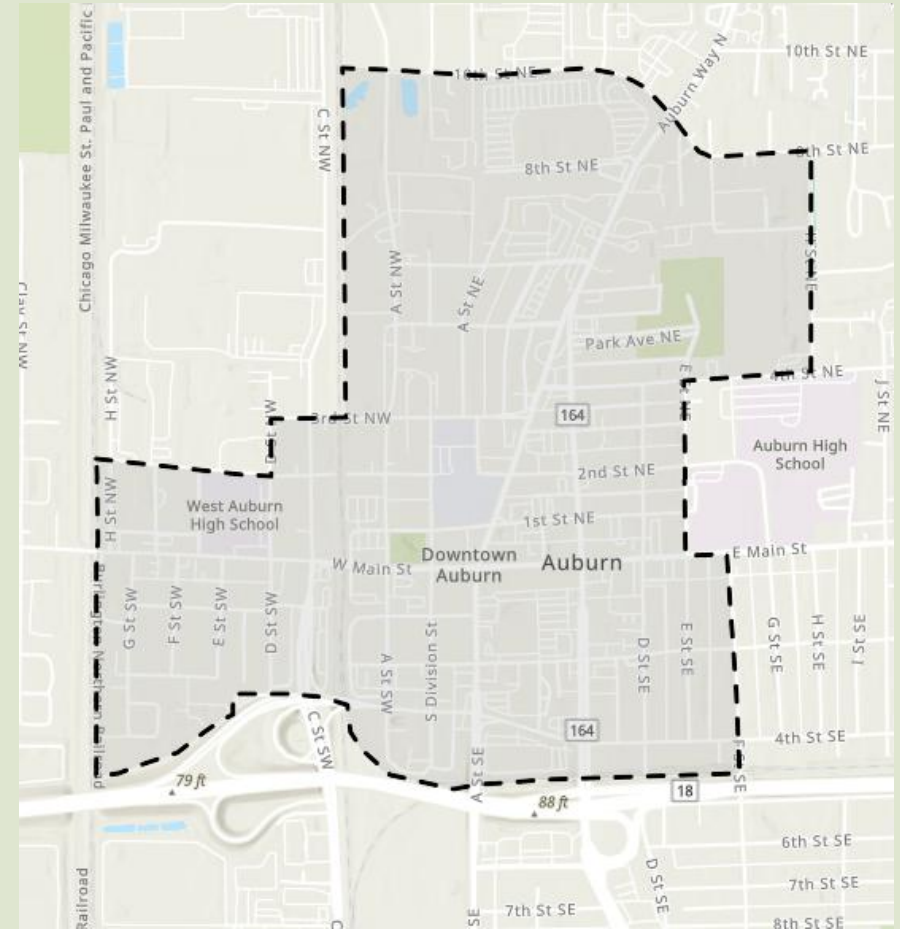
# DISTRICT APPROACH - DOWNTOWN

- Expanded to the north – consistent with the new urban center boundary proposed with the Downtown Plan
- Considers the impact of growth trips generated by development inside the boundary
- Approx 4,200 vehicle trips
- Approx \$16M cost share



# DISTRICT APPROACH – OUTSIDE DOWNTOWN

- Considers the impact of growth trips generated by development outside the expanded urban center boundary
- Approx 10,800 vehicle trips
- Approx \$65M cost share



# PROPOSED 2026 PER TRIP FEE

## ■ Downtown District

- fee per trip proposed = \$3,824 (a \$2,172/36% per trip reduction)

## ■ Non-Downtown District

- fee per trip proposed = \$6,022 (a \$26/0.4% per trip increase)

## ■ Application of factors will change the per trip fee based on location and land-use

# FEE SCHEDULE FACTORS

- New Trip Factor
- Trip Length Factor
- Truck Factor
- Proximity to Transit Factor (New)
  
- Downtown factor removed

Land Use	ITE Land Use Code <sup>1</sup>	Basic Trip Rate <sup>2</sup>	New Trip Factor <sup>3</sup>	Avg. Trip Length <sup>4</sup>	Trip Length Adj. Factor <sup>5</sup>	Truck Adj. Factor	Proximity to Transit Factor <sup>8</sup>
General Light Industrial	110	0.65	1.00	5.10	1.70	1.25	1.00
Single-Family Detached Housing (maximum fee)	210	0.94	1.00	3.50	1.17	1.00	0.81
Senior Adult Housing – Multi Family	252	0.25	1.00	2.80	0.93	1.00	0.81
Hotel	310	0.59	1.00	4.00	1.33	1.00	0.81
Health/Fitness Club	492	3.45	0.75	3.10	1.03	1.00	0.74
Day Care Center	565	11.12	1.00	2.00	0.67	1.00	0.74
Clinic	630	3.69	1.00	2.80	0.93	1.00	0.81
General Office (>5,000sf)	710	1.44	0.90	5.10	1.70	1.00	0.68
Fast Casual Restaurant	930	12.55	0.57	2.85	0.95	1.00	0.74

# PROXIMITY TO TRANSIT FACTOR

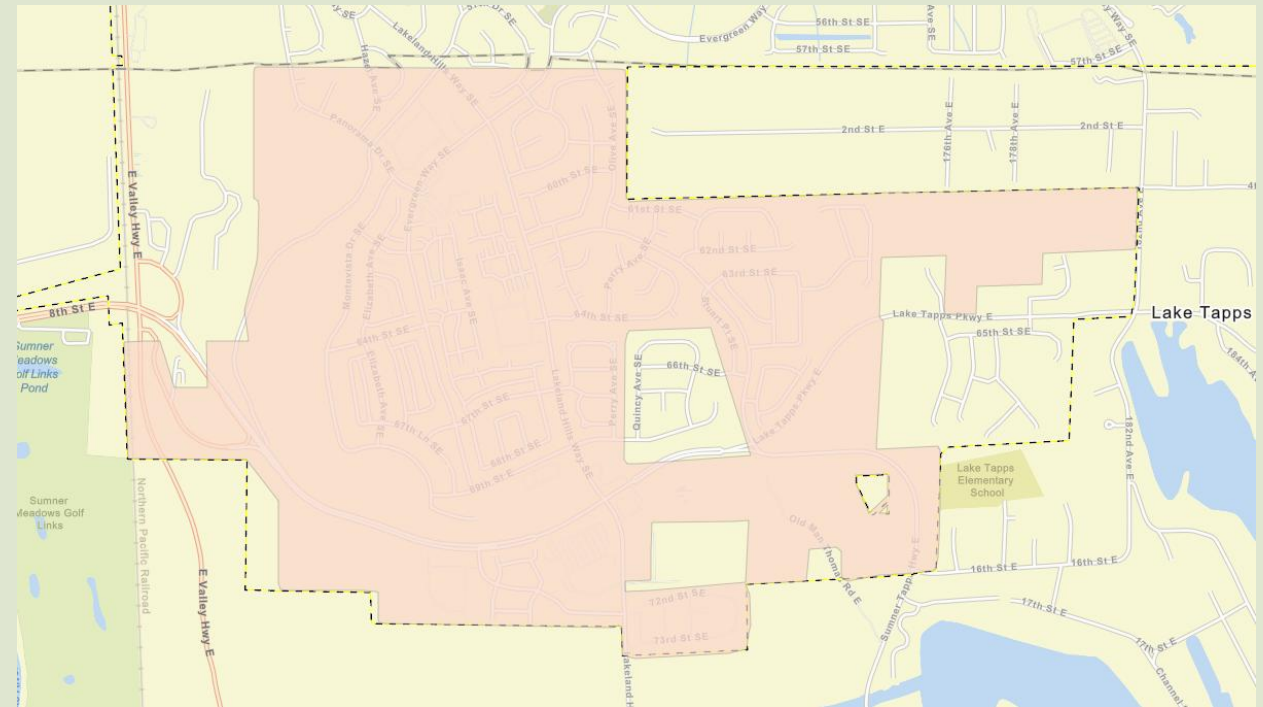
- Consistent with the Comprehensive Transportation Plan
- Transit Level of Service 1

<p><b>Frequent Routes</b> BRT – Bus Rapid Transit (RapidRide)</p> 	<p><b>HIGHEST</b> service frequency/ hours</p>	<p><b>&lt; 15 MINS OR LESS</b> headways during service hours Minimum 4 buses/hour during peak times (currently route 160)</p>	<p><b>STOPS EVERY 1/2 MILE</b></p>
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# OTHER CHANGES

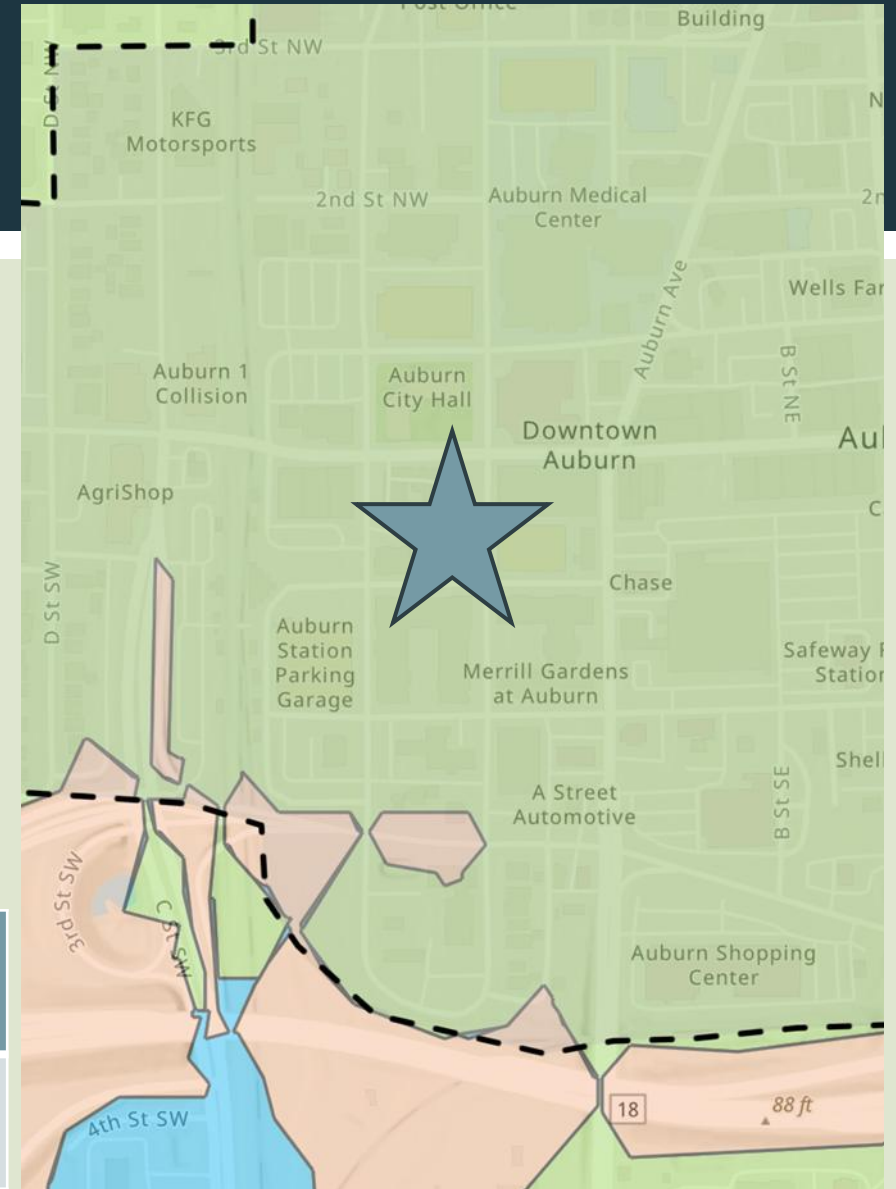
- **Lakeland Hills**
  - Proposed to be retired
  - Will pay Citywide fee
  - Public notification process
- **Truck Dependent Land-Uses**
  - Proposed to be retired
  - Incorporated into the Engineering Design Standards



# EXAMPLE

- **Downtown Location**
  - Downtown District
  - Frequent transit service
- **Coffee shop without drive-through**
  - **1,250 sf**

2025 Fee Schedule	Proposed 2026 Fee Schedule
$1,250 \times \$16.24 = \$20,300$	$1,250 \times \$10.36 = \$12,950$ (36% reduction)



# DOWNTOWN FEE COMPARISONS

	Sumner Current	Kent Current	Auburn Current	Auburn Proposed 2026
Restaurant, 1,500 square feet	\$52k	\$29k	\$35k	\$21k (2016 eq.)
Single Family Home > 1,717 square feet	\$7.6k	\$5k	\$5.3k	\$3.4k (2016 eq.)
Convenience Store, 1,500 square feet	\$284k	\$157k	\$69k	\$44k (2018 – 2019 eq.)
Hotel, 70 rooms	\$248k	\$213k	\$267k	\$171k (2016 – 2017 eq.)

# TIF AMOUNT DUE

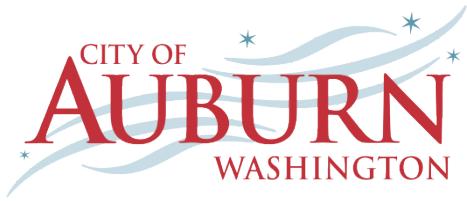
- **Amount Due = TIF Assessment – Credits**
- **Previous Use Credit: Highest of the following**
  - TIF per current fee schedule for existing use
  - TIF per current fee schedule for previous use back to 2001 for structures still in place or demolished within 1-year (new code = 5 years)
  - Total TIF previously paid

# TRANSPARENCY, PREDICTABILITY, FLEXIBILITY

- **Transparency**
  - develop new tools
- **Predictability**
  - Based on 20-year need
  - Annual changes based on Construction Cost Index
- **Flexibility**
  - 5-year credit for prior use
- **Payment Plans**

# STATUS UPDATE

- August 4 – Ordinance #6992 – ACC 19.04 Update
- October – Resolution Adopting 2026 Fee Schedule
- Questions



**AGENDA BILL APPROVAL FORM**

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**Agenda Subject:**

Automated Traffic Safety Cameras – 2024 Report and General Speed Enforcement

**Meeting Date:**

August 12, 2025

**Department:**

Public Works

**Attachments:**

Presentation

**Budget Impact:**

**Administrative Recommendation:**

For discussion only.

**Background for Motion:**

**Background Summary:**

Staff presentation of the 2024 Speed Camera Report and a discussion regarding the upcoming expansion of the photo enforcement program.

**Councilmember:**

**Staff:** Jacob Sweeting

ENGINEERING SERVICES

# AUTOMATED TRAFFIC SAFETY CAMERAS – 2024 REPORT & GENERAL SPEED ENFORCEMENT

JACOB SWEETING  
TRANSPORTATION ADVISORY BOARD  
AUGUST 12, 2025

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

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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

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# SCHOOL SPEED ZONE CAMERA LOCATIONS

## Lakeland Elementary School

Lakeland Hills Way SE, Northbound

## Ilalko Elementary School / Riverside High School

Oravetz Rd SE, both directions

## Mt Baker Middle School

37<sup>th</sup> St SE, Eastbound

## Gildo Rey Elementary

M St SE, Southbound

## Evergreen Heights Elementary School

S. 316<sup>th</sup> St, both directions

## Arthur Jacobson Elementary School / Mountainview High School

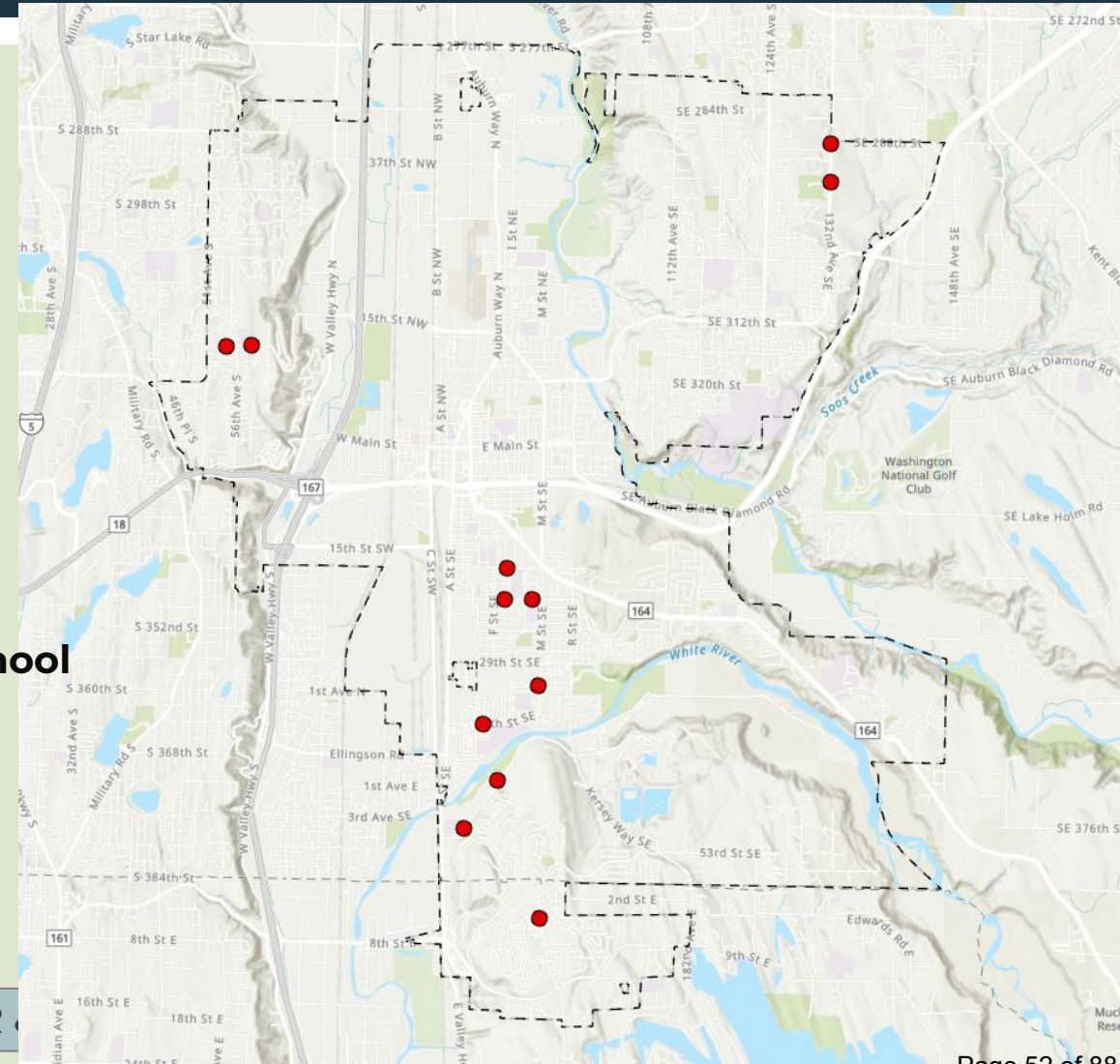
132<sup>nd</sup> Ave SE, both directions

## Olympic Middle School / Pioneer Elementary School

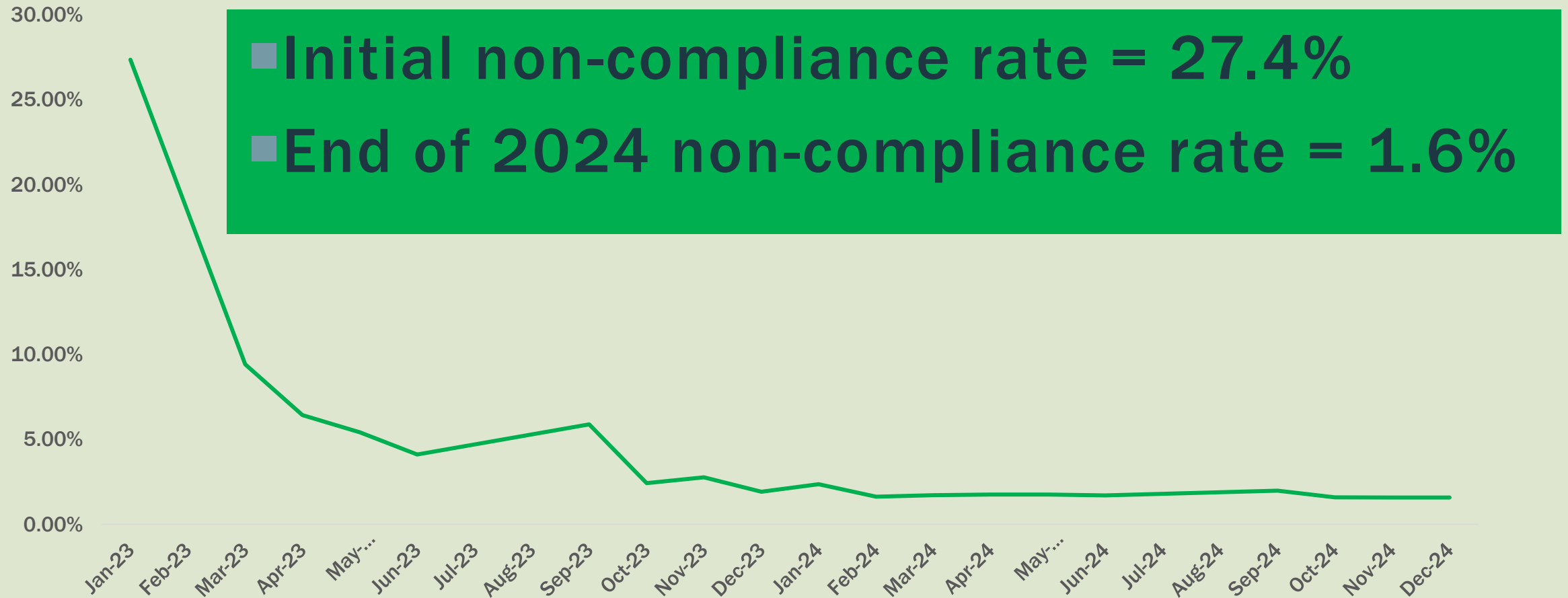
21<sup>st</sup> St SE, both directions

## Olympic Middle School

17<sup>th</sup> St SE, Eastbound



# SCHOOL SPEED ZONE CAMERA PERFORMANCE



# 2024 SCHOOL SPEED ZONE CAMERA REPORT

[www.auburnwa.gov/photoenforcement](http://www.auburnwa.gov/photoenforcement)

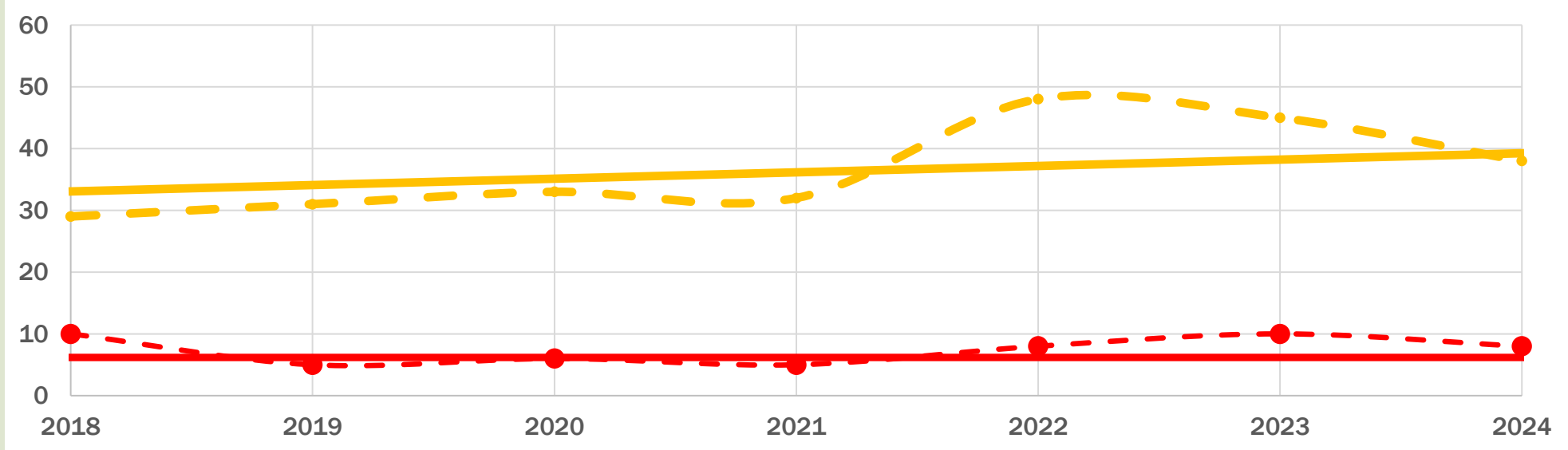
Camera Location	2024 Infractions	2024 Crashes
Eastbound and Westbound S 316 <sup>th</sup> Street (2 cameras) @ Evergreen Heights Elementary	3,623	1
Northbound Lakeland Hills Way @ Lakeland Hills Elementary	2,684	1
Northbound and Southbound Oravetz Way (2 cameras) @ Ilalko Elementary and Riverside High Schools	3,238	0
Eastbound 37 <sup>th</sup> Street SE @ Gildo Rey Elementary and Mount Maker Middle Schools	721	2
Southbound M Street SE @ Gildo Rey Elementary	1,511	1
Eastbound 17 <sup>th</sup> Street SE @ Olympic Middle School	2,361	2
Eastbound and Westbound 21 <sup>st</sup> Street SE (2 cameras) @ Pioneer Elementary and Olympic Middle Schools	3,350	1
Northbound and Southbound 132 <sup>nd</sup> Ave SE (2 cameras) @ Aurther Jacobsen and Mountain View High School	5,530	5
<b>All School Speed Zone Automated Traffic Safety Cameras</b>	<b>23,018</b>	<b>13</b>

# SAFETY VISION AND GOAL

- **Resolution 5789 signed October 2024**
  - **Established vision to eventually eliminate all serious injury and fatal crashes**
  - **Established goal to reduce serious injury and fatal crashes by 30% by 2040**
  - **Adopted 2024 Comprehensive Safety Action Plan**

# SAFETY VISION AND GOAL – CRASH DATA

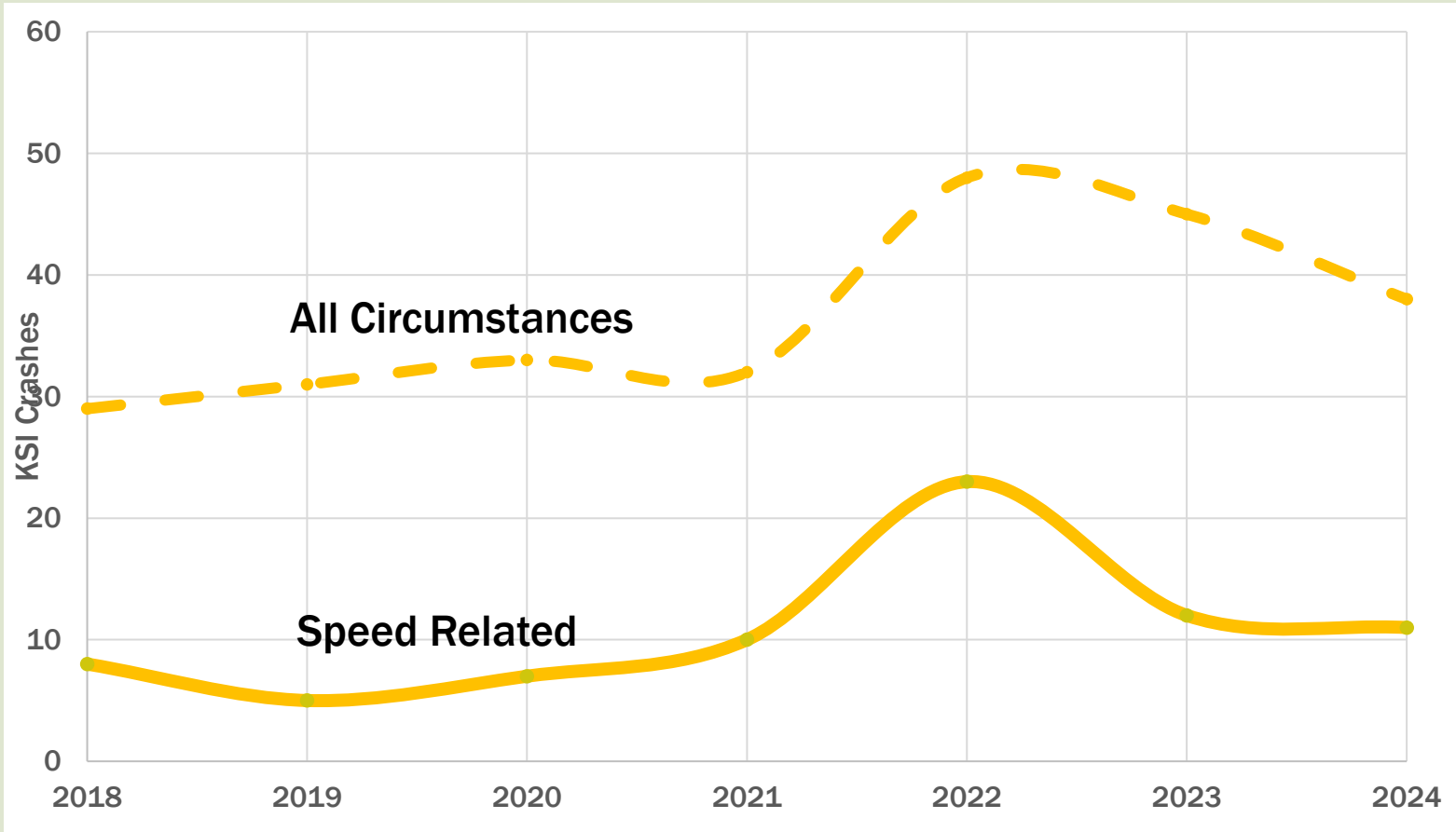
	2018 – 2022 Annual Average	2019 – 2023 Annual Average	2020 – 2024 Annual Average	2040 Goal (5-Yr Avg)
<b>Serious Injury/Fatal Crashes</b>	<b>35</b>	<b>38</b>	<b>39</b>	<b>Less than 26</b>
<b>Fatalities</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>Less than 6</b>



# SAFE SYSTEMS APPROACH



# SPEED RELATED SERIOUS INJURY/FATAL CRASHES



**1 out of 3 crashes that cause serious injury or death have speed as a factor.**

# SAFETY VISION AND GOAL – SAFE SYSTEMS APPROACH

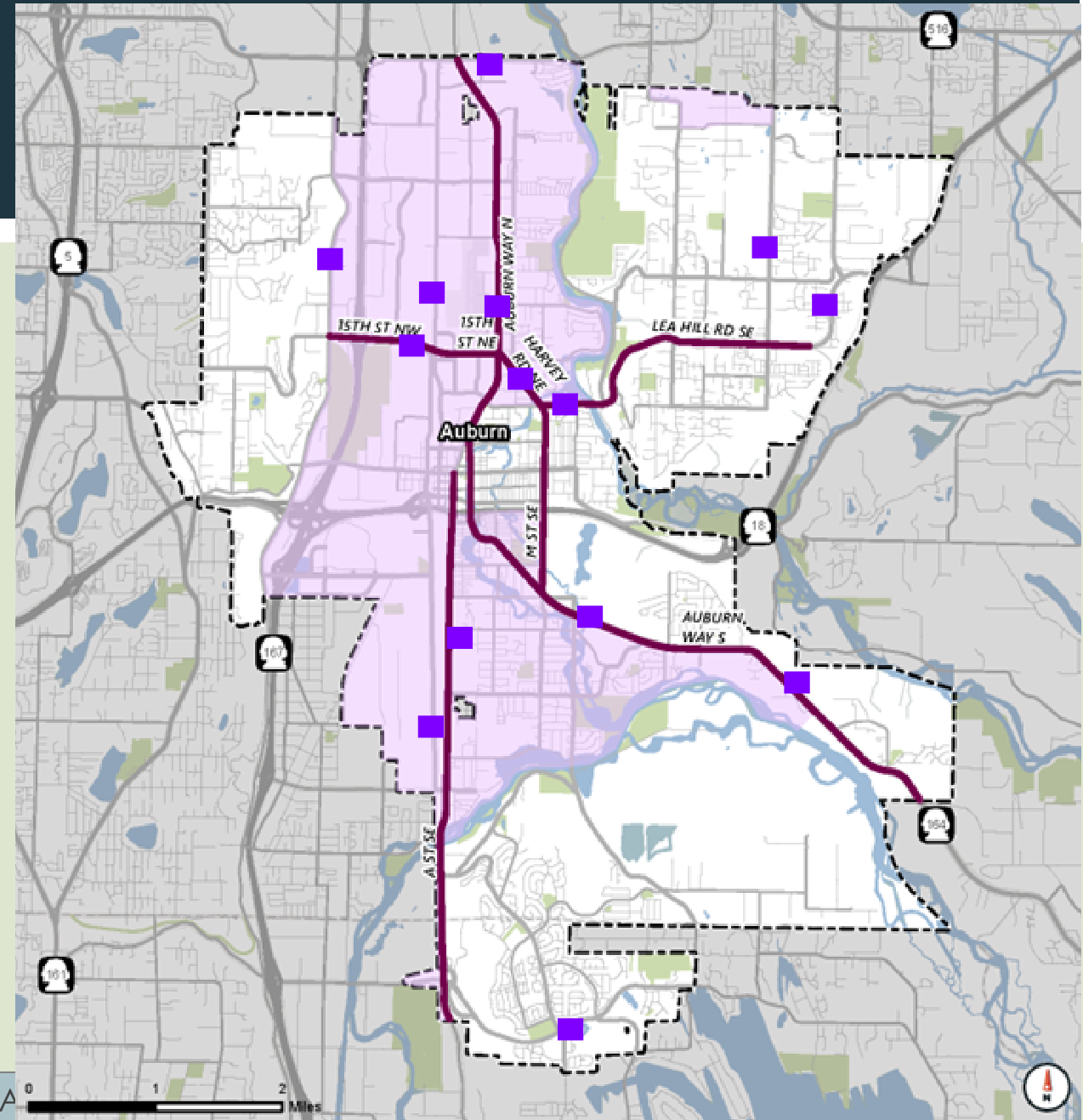
- **CTP – Safety Goal, Policy, Action**
- **CSAP – Safety Countermeasures**
  - **Education and Outreach**
  - **Physical Traffic Calming**
  - **Traditional Enforcement/Emphasized Enforcement**
  - **Automated Traffic Safety Cameras**
    - **School Speed Zones**
    - **General Speed Enforcement**

# AUTOMATED TRAFFIC SAFETY CAMERA FOR GENERAL SPEED ENFORCEMENT

- State law updated in 2024 to allow for camera speed enforcement outside school zones
- City Ordinance 6983 passed modifying code to align w/State law and setting general speed fine = \$145
- City Resolution 5847 adopted to adopt study and analysis to set first 3 camera locations

# INITIAL LOCATIONS

- Crash history
- Speeding complaints
- Information from the Safety Plan
- Previously conducted speed studies
- State Requirements



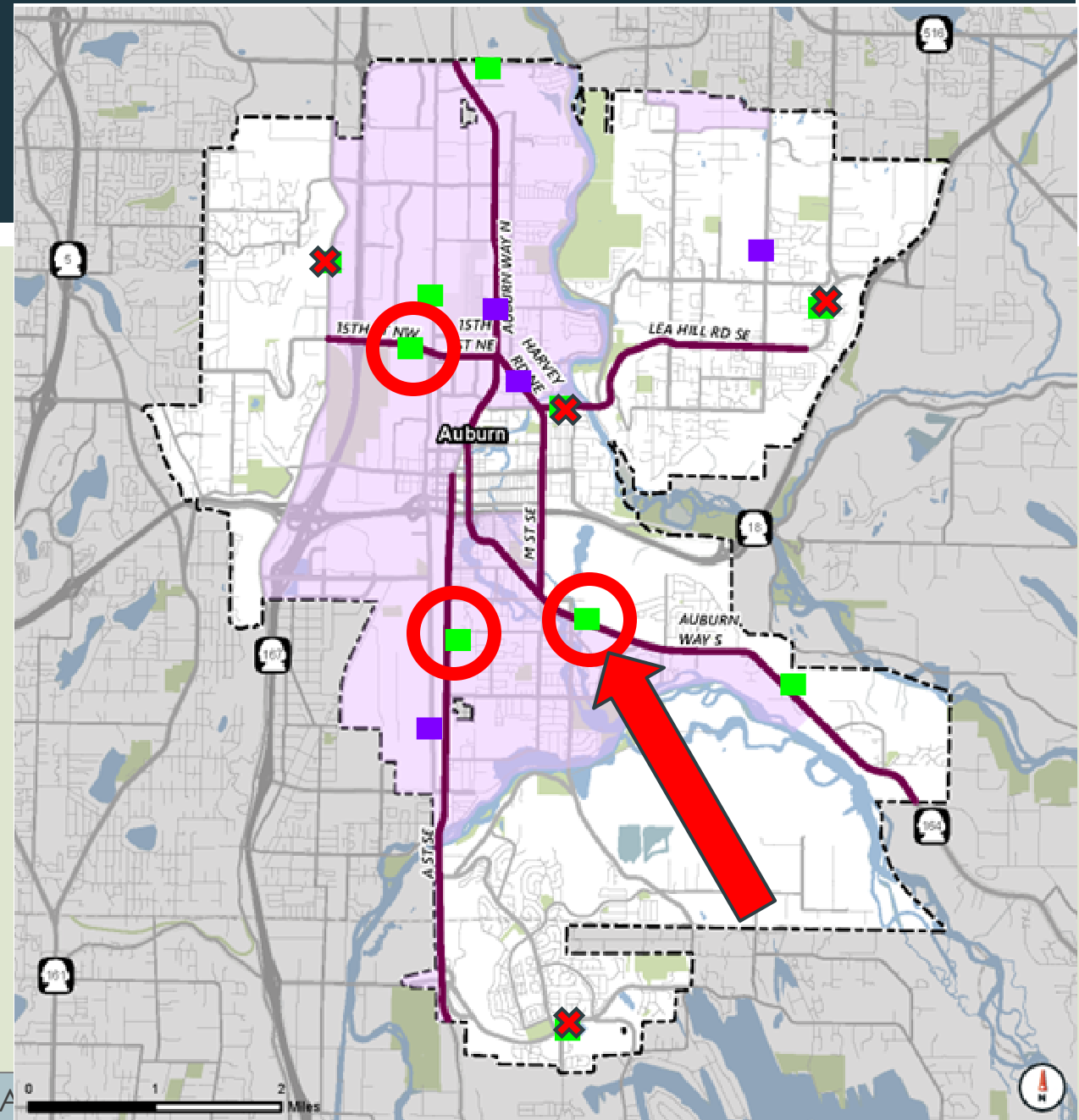
# DETAILED SPEED STUDY OF 10 LOCATIONS

Location	Total Vehicle Volume <sup>1</sup>	Vehicles @ <u>Posted + 10</u>	Vehicles @ <u>Posted + 15</u>	Further Evaluation?
S. 277 <sup>th</sup> St between D St NE & I St NE	45,679	56%	30%	Yes
15 <sup>th</sup> St NW between M St NW & Ron Crockett Dr	50,277	26%	8%	Yes
Auburn Way S between R St Bridge & Muckleshoot Plaza SE	48,932	55%	24%	Yes
Auburn Way S between Dominick St SE & Moses St SE	33,059	50%	13%	Yes
A St SE between 17 <sup>th</sup> St SE & 29 <sup>th</sup> St SE	34,276	10%	3%	Yes
West Valley Highway between 29 <sup>th</sup> St NW & 37 <sup>th</sup> St NE	18,524	8%	2%	No
8 <sup>th</sup> St NE between Harvey Rd and Pike St NE	33,132	1%	<1%	No
132 Ave SE (Lea Hill Rd) between SE 308th St and SE 312 <sup>th</sup> Ct	18,179	5%	1%	No
Lake Tapps Pkwy between Lakeland Hills W & Town Center Entrance D/W	24,192	1%	<1%	No
B St NW between 16 <sup>th</sup> St NW & 29 <sup>th</sup> St NW	15,353	26%	8%	Yes

<sup>1</sup> Two-day total traffic volume

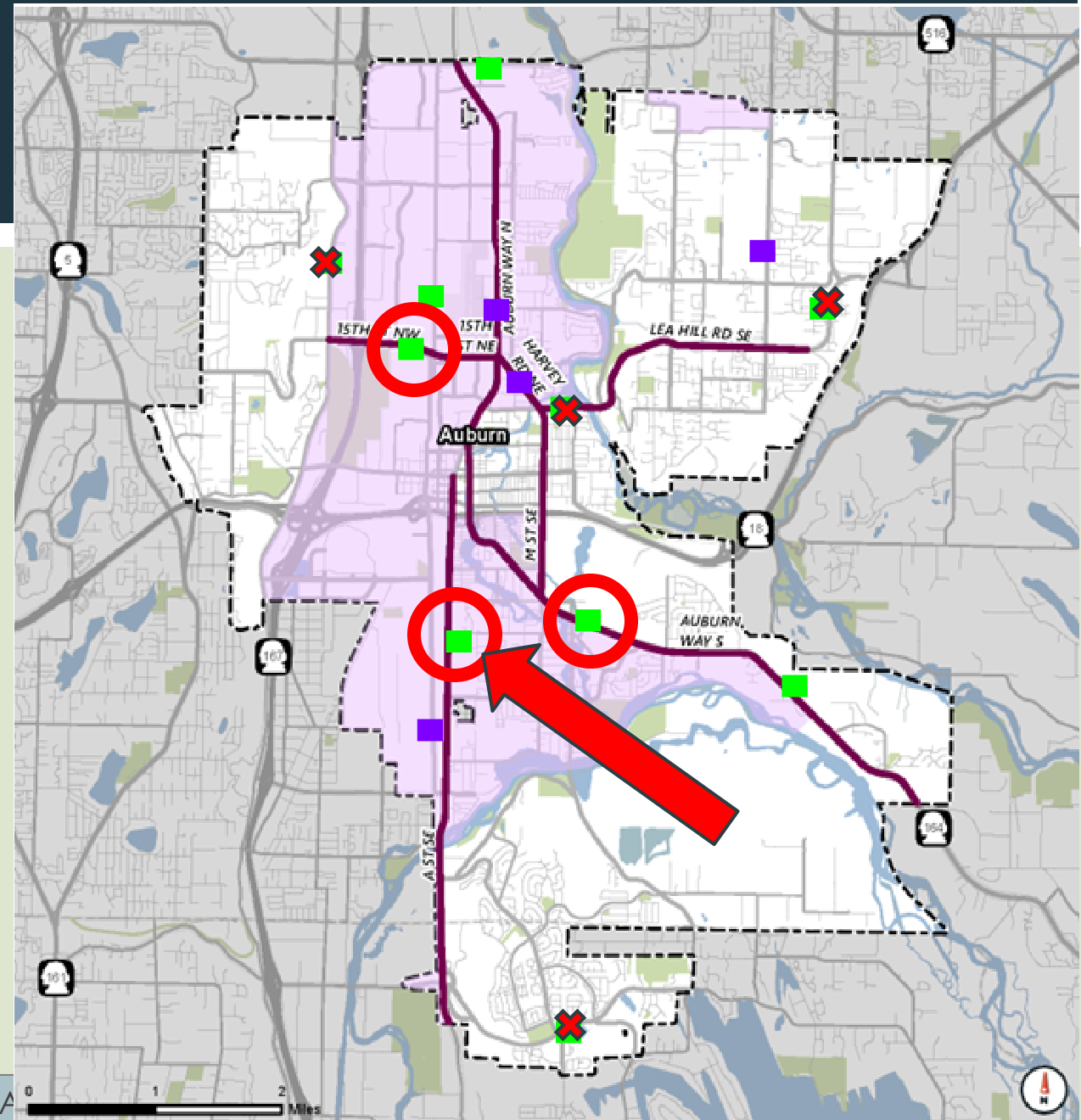
# HIGHER RISK OF CRASHES DUE TO SPEEDING

- Eastbound Auburn Way South Between R ST Bridge and Muckleshoot Plaza Signal
- SR18 to Noble Ct
- Corridor Data (2018-2022):
  - 499 Crashes
  - 22 KSI
    - 23% Vehicle Not Granting ROW
    - 18% DUI
    - 27% Speeding
    - 5 Fatalities



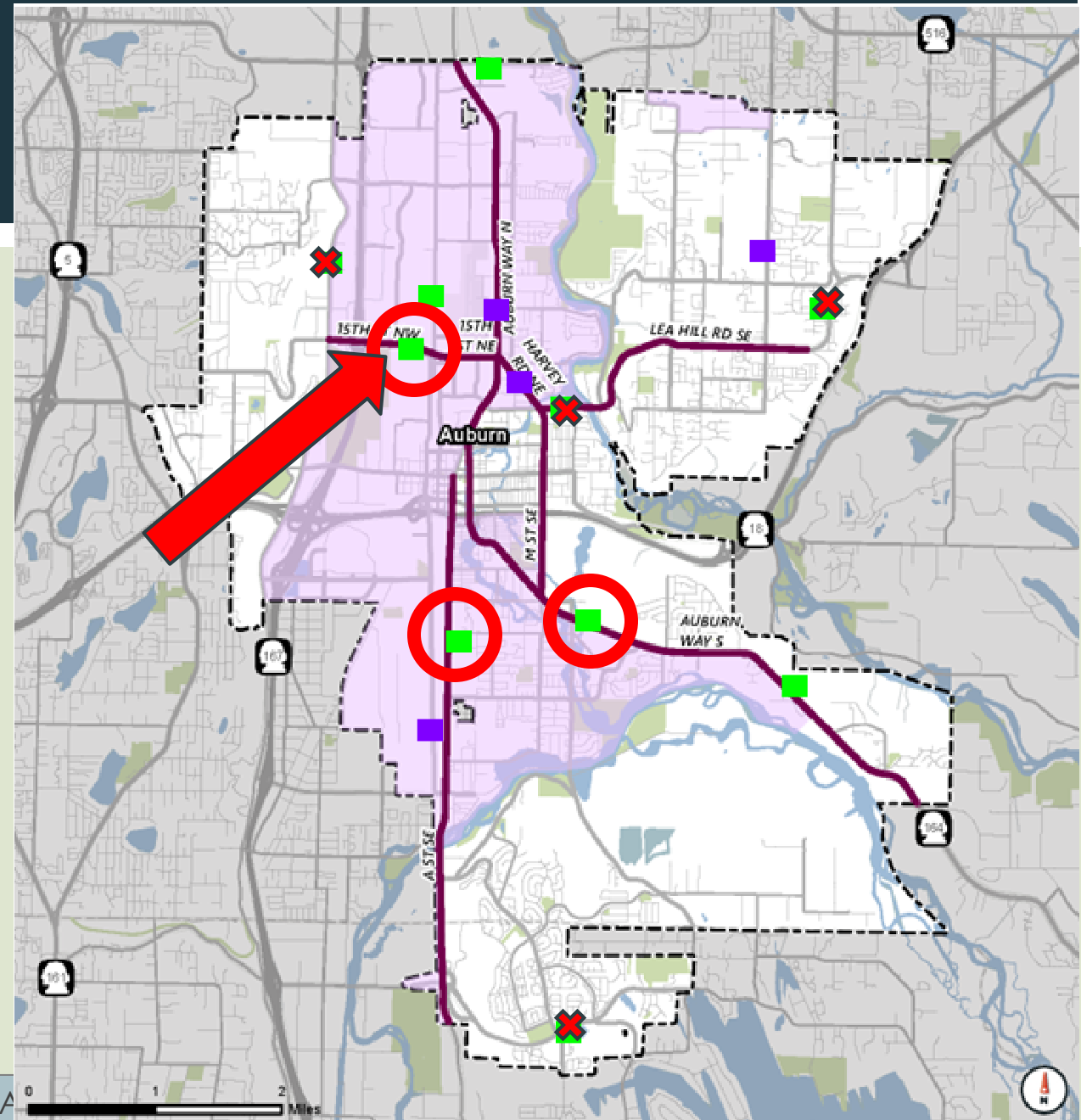
# HIGHER RISK OF CRASHES DUE TO SPEEDING

- Southbound A ST SE between 17<sup>th</sup> and 29<sup>th</sup>
- Main Street to South City Limits
- Corridor Data (2018-2022):
  - 565 Crashes
  - 22 KSI Crashes
    - 18% Speeding
    - 39% Failure to Grant ROW
    - 4 Fatalities



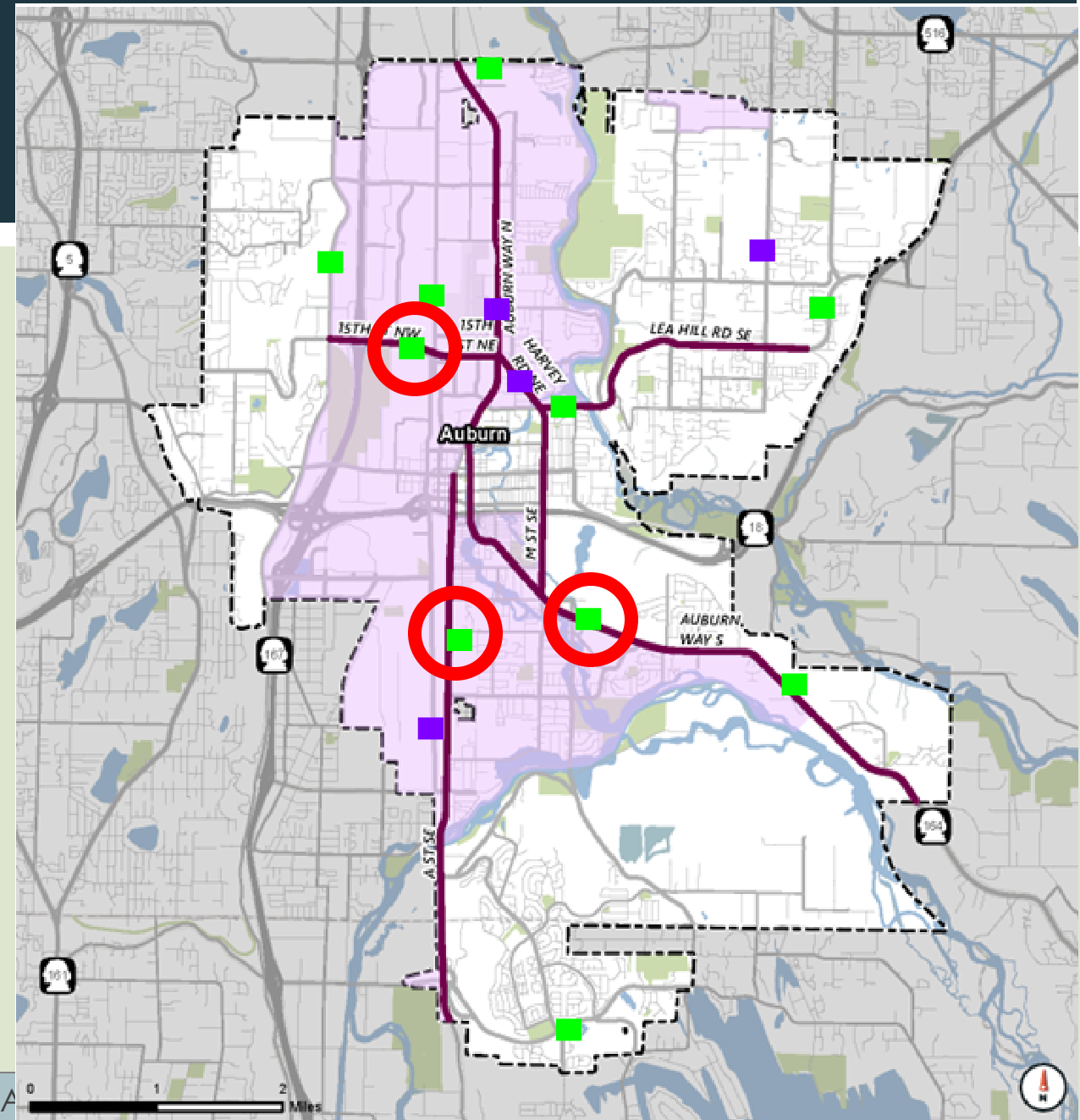
# HIGHER RISK OF CRASHES DUE TO SPEEDING

- Eastbound 15<sup>th</sup> St NW between M St NE and Ron Crockett
- West Valley Highway to Auburn Way N
- Corridor Data (2018-2022)
  - 141 Crashes
  - 12 KSI
    - 33% Speeding
    - 17% Vehicle Not Granting ROW
    - 6 Fatalities



# EQUITY ANALYSIS

- People Living Near the Locations
  - All safety emphasis corridors w/potential locations are along disadvantaged communities
    - 2020 Census Data
    - Transportation Insecurity
    - Climate and Disaster Risk Burden
    - Environmental Burden
    - Health Vulnerability
  - Income Demographics
  - Potential for Diversion



# ALTERNATIVES ANALYSIS

- Eastbound 15<sup>th</sup> St NW
  - Already Implemented Measures:
    - Dynamic Message Sign
    - Street Lighting
    - Sidewalks
    - Road Channelization
  - Traditional Enforcement:
    - High volumes and multiple lanes, traditional enforcement has minor impact on driver behavior
  - Physical Traffic Calming: None.
  - Other Potential Mitigation:
    - Additional street lighting and non-motorized facilities



# ALTERNATIVES ANALYSIS

- Eastbound Auburn Way S (R St Bridge to MIT Plaza)
  - Already Implemented Measures:
    - Dynamic Message Sign
    - Street Lighting
    - Sidewalks
    - Narrowed Lines
    - Centerline Hardening
    - Intersection Improvements
  - Traditional Enforcement:
    - No location for officers to provide enforcement
    - High volumes and multiple lanes, traditional enforcement has minor impact on driver behavior
  - Physical Traffic Calming: None.
  - Other Potential Mitigation: None.



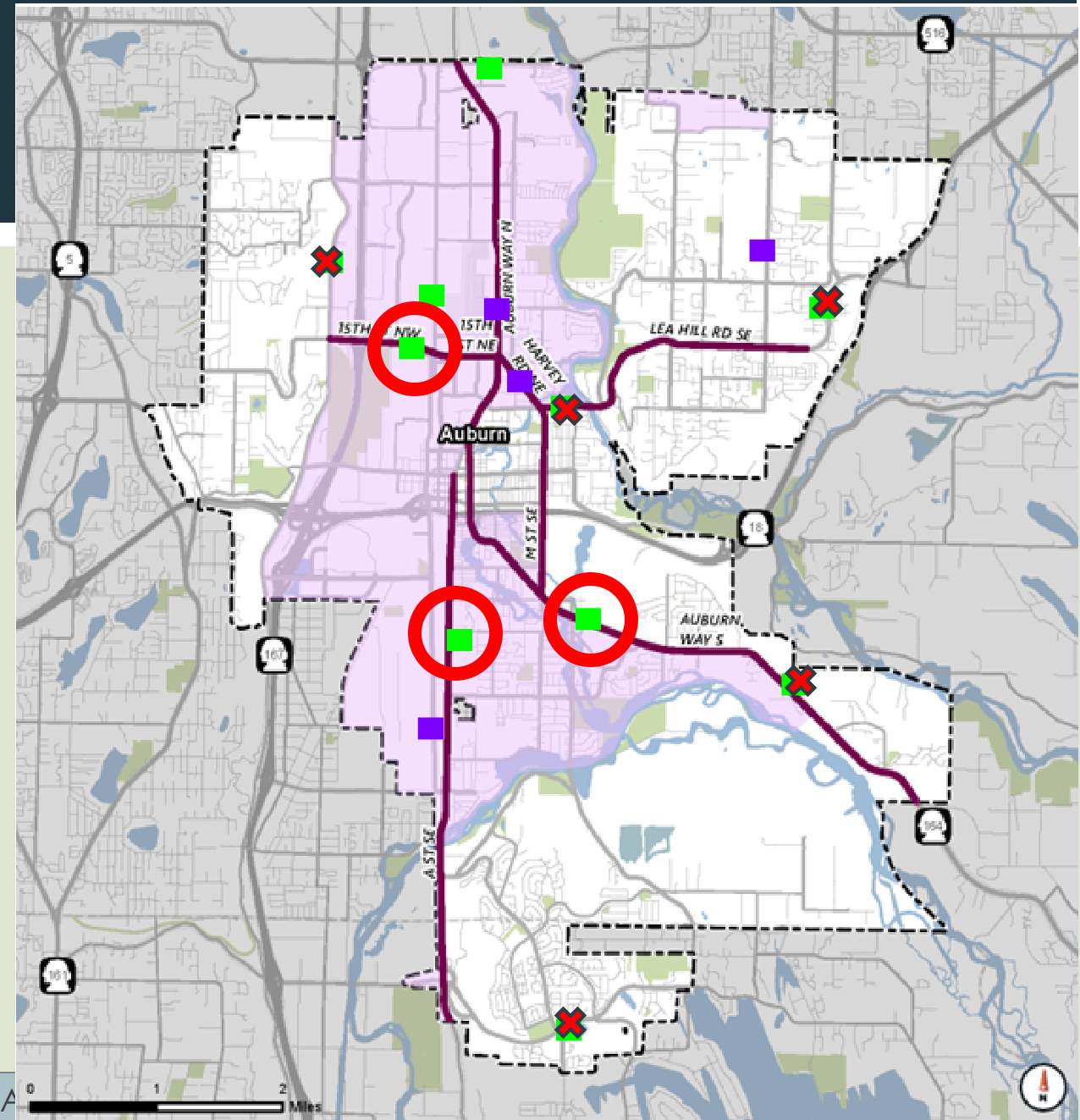
# ALTERNATIVES ANALYSIS

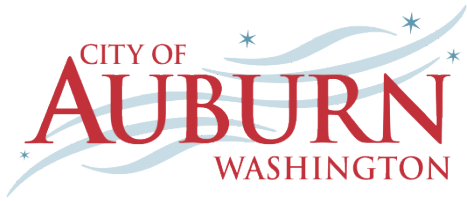
- **Southbound A St SE (17<sup>th</sup> to 29<sup>th</sup>)**
  - **Already Implemented Measures:**
    - Traditional Enforcement
    - Sidewalks
    - Street Lighting
    - Traffic Signal Improvements
  - **Traditional Enforcement:**
    - High volumes and multiple lanes, traditional enforcement has minor impact on driver behavior
  - **Physical Traffic Calming: None.**
  - **Other Potential Mitigation: None.**



# NEXT STEPS

- System design and construction
- Program updates w/Police, Court, Public Works
- Outreach
- 30-Day Warning Period
- Enforcement Begins (Early 2026)
- Questions ?





## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

2026 Neighborhood Traffic Safety Project – I Street

**Meeting Date:**

August 12, 2025

**Department:**

Public Works

**Attachments:**

Presentation

**Budget Impact:****Administrative Recommendation:**

For discussion only.

**Background for Motion:****Background Summary:**

This is an update on the Neighborhood Traffic Safety Program. This program aims to improve safety for all road users, reduce speeds in neighborhoods so that most cars drive at or below the speed limit, discourage cut-through vehicle traffic, educate residents through traffic safety awareness and outreach, and meet Auburn's transportation goals with a proactive approach. This presentation will give an overview of the program and provide an update on neighborhood traffic safety projects that are completed, currently in construction, and planned for the future.

**Councilmember:**

**Staff:** Veronica Bean

# NEIGHBORHOOD TRAFFIC SAFETY PROGRAM UPDATE

**VERONICA BEAN**  
**TRANSPORTATION ADVISORY BOARD**  
**AUGUST 12, 2025**

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

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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

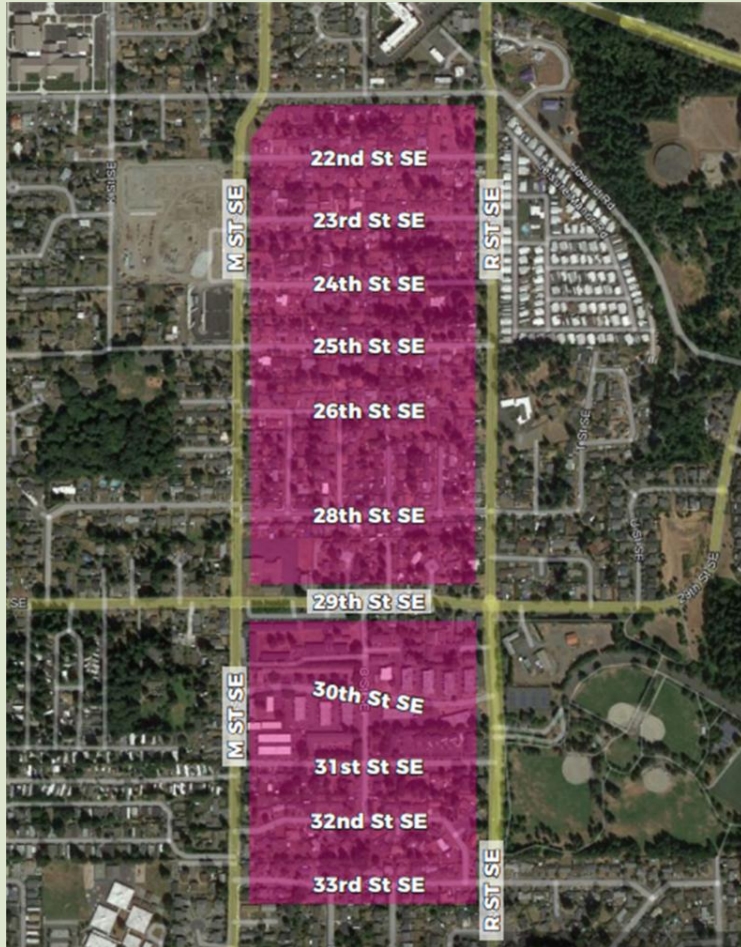
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# NEIGHBORHOOD TRAFFIC SAFETY PROGRAM REFRESHER

The objectives of the neighborhood traffic safety program are to:

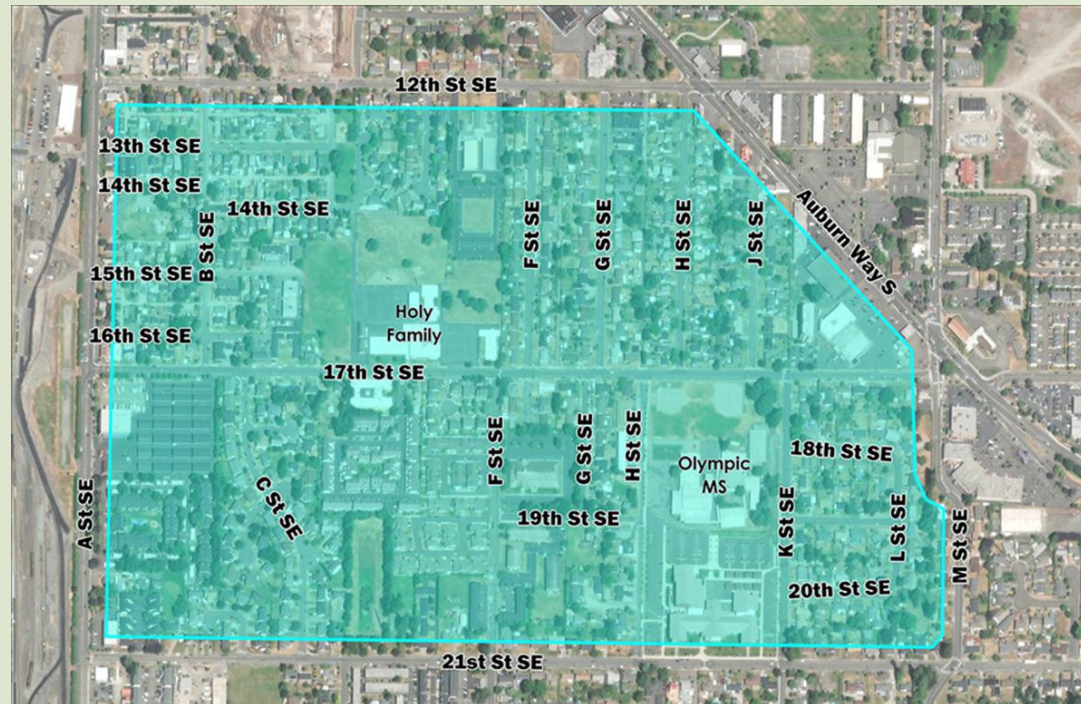
- Improve safety for all road users, especially pedestrians and cyclists.
- Reduce speeds in neighborhoods so that most cars drive at or below the posted speed limit.
- Discourage cut-through vehicle traffic and to encourage drivers to use streets that are designed for higher traffic volumes.
- Educate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

# NEIGHBORHOOD TRAFFIC SAFETY PROGRAM REFRESHER



## Proactive areawide approach

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

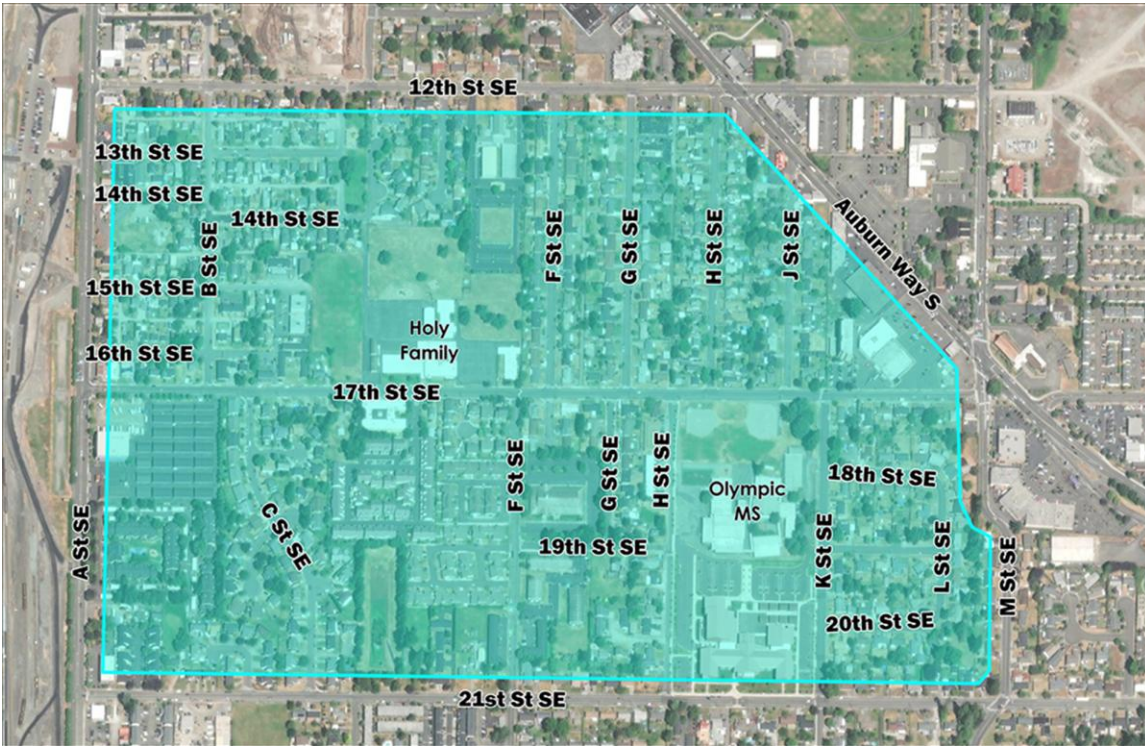


# 2022 FOCUS AREA

- Speed cushions on 30th, 31st, 32nd, and 33rd Streets SE
- New sidewalk on north side of 32nd St SE
- Raised crosswalk w/RRFB at the intersection of M St SE & 25th St SE
- Additional signage



# 2023/2024 FOCUS AREA



- Speed cushions on F St SE, G St SE, H St SE, J St SE, K St SE
- Traffic circles on B St SE
- Additional signage



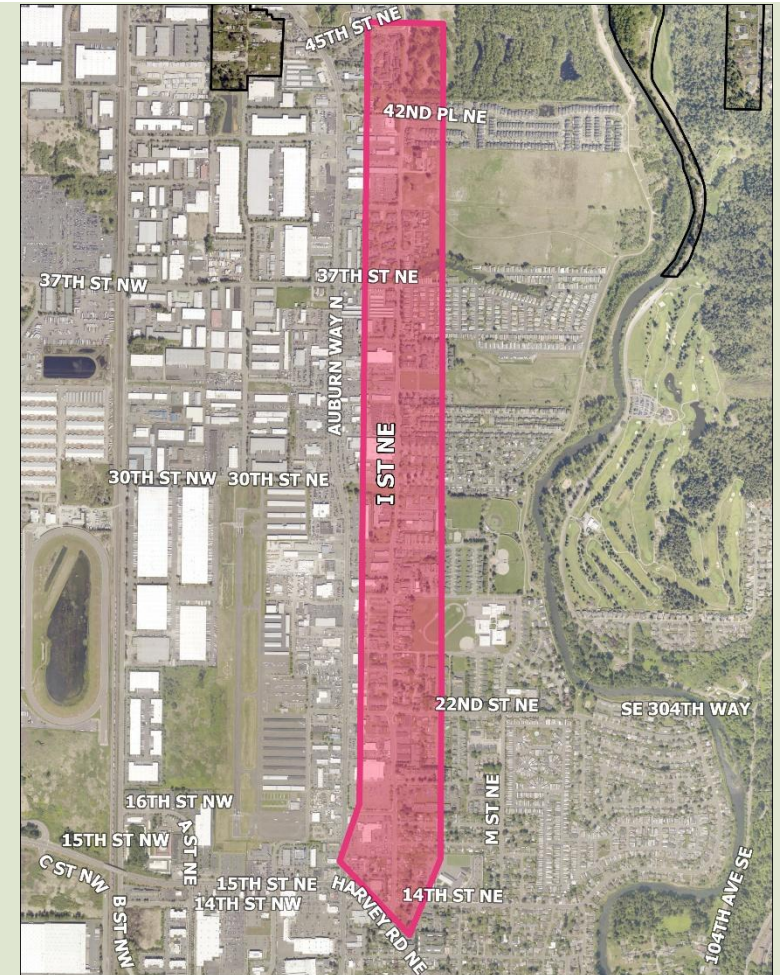
# 2025 FOCUS AREAS



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

# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

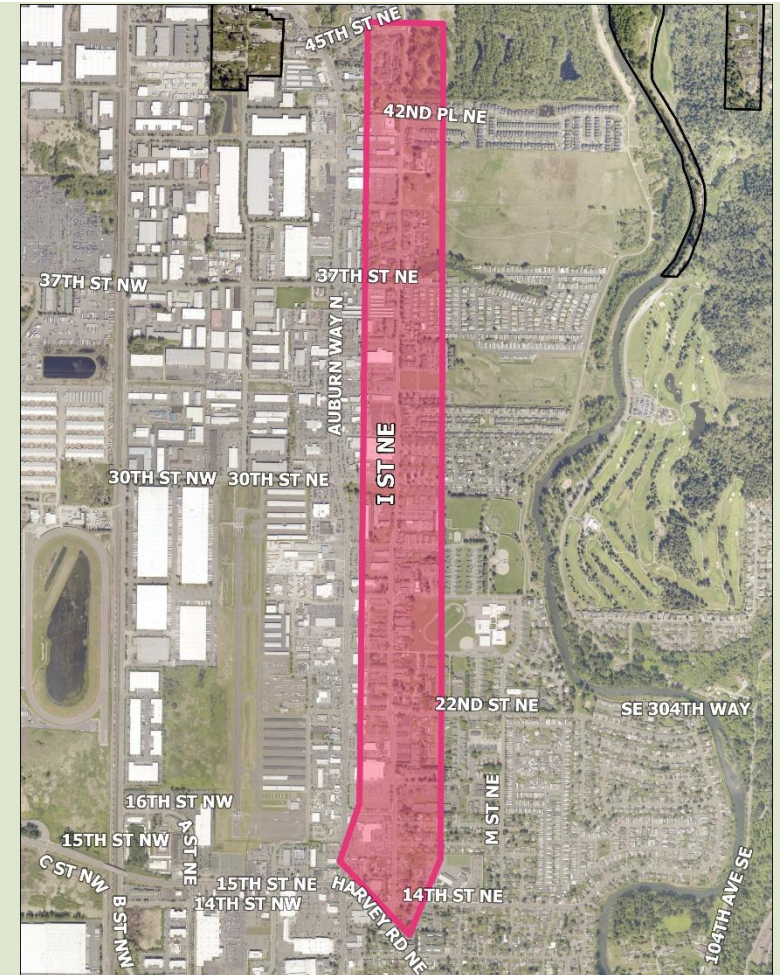
- Recent connection to 277<sup>th</sup>
- Recent and upcoming development and I-Line on Auburn Way North
- Gaps in sidewalk and bike facilities
- Concerns we have heard:
  - Vehicle speeds, posted speed limit
  - Cars leaving roadway
  - Stop sign compliance
  - Sidewalks



# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

## Steps:

- Collect and analyze data
- Begin project design
- Online Open House(s)
- Review feedback and finalize project
- Construction (Summer 2026)



# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

## Traffic Safety Toolbox

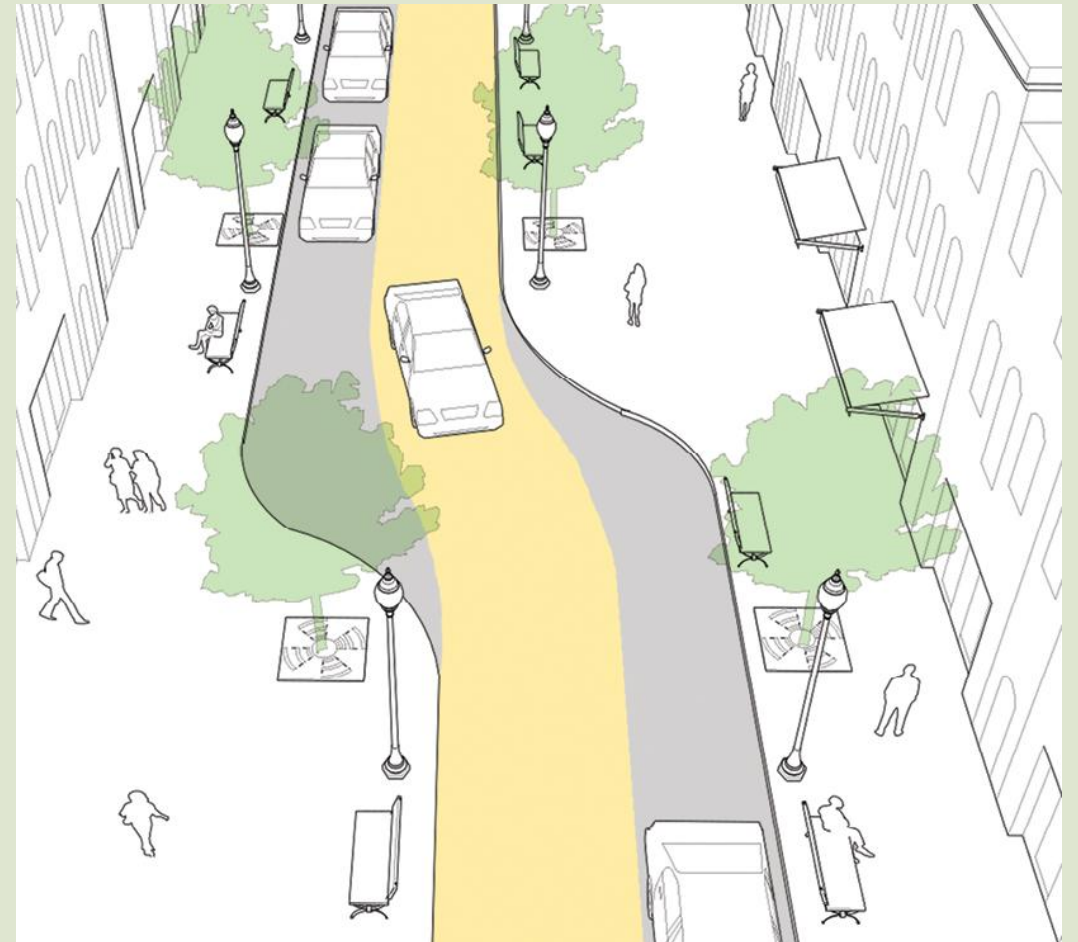
- Traffic circles & other intersection improvements



# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

## Traffic Safety Toolbox

- Traffic circles & other intersection improvements
- Chicanes



# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

## Traffic Safety Toolbox

- Traffic circles & other intersection improvements
- Chicanes
- Bulb-outs



# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

## Traffic Safety Toolbox

- Traffic circles & other intersection improvements
- Chicanes
- Bulb-outs
- Mid-block narrowing



# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

## Traffic Safety Toolbox

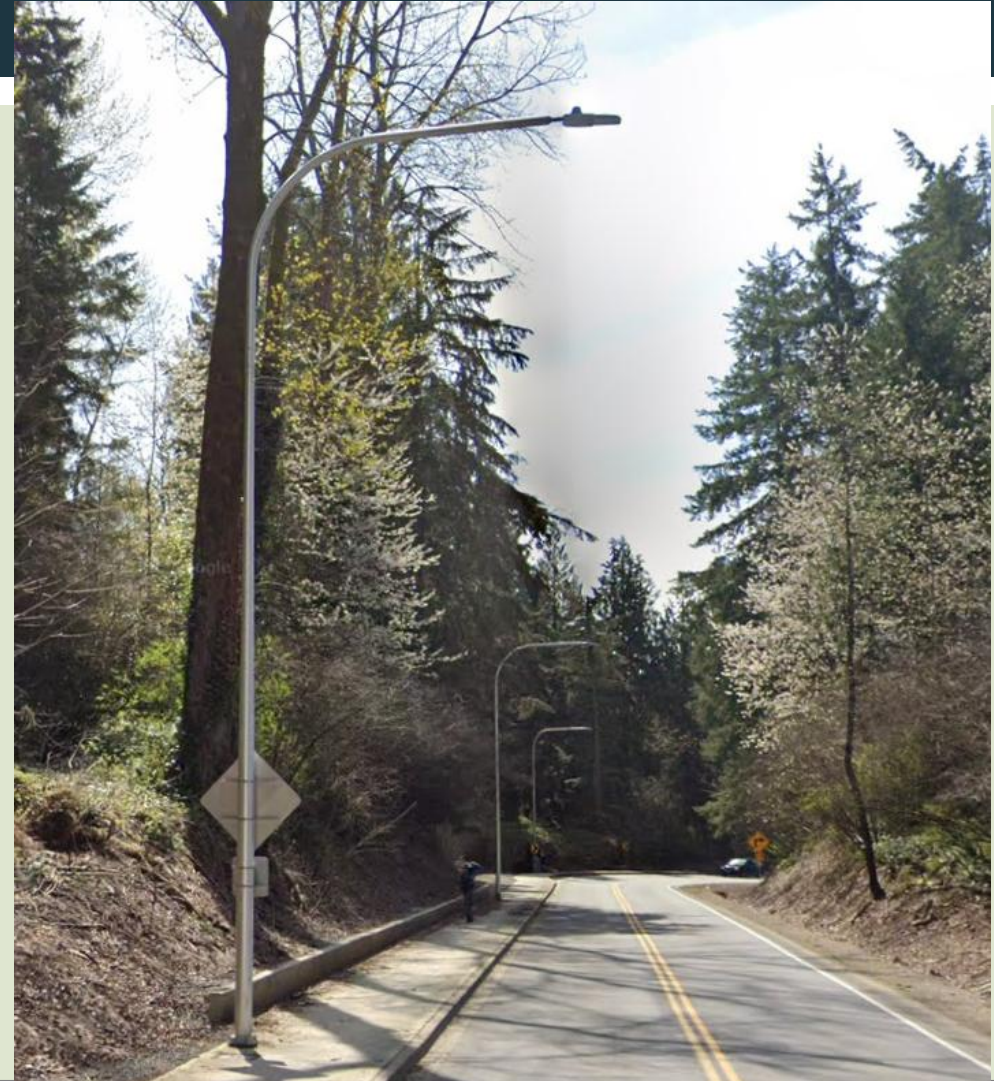
- Traffic circles & other intersection improvements
- Chicanes
- Bulb-outs
- Mid-block narrowing
- Medians and enhanced crosswalks (RRFBs)



# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

## Traffic Safety Toolbox

- Traffic circles & other intersection improvements
- Chicanes
- Bulb-outs
- Mid-block narrowing
- Medians and enhanced crosswalks (RRFBs)
- Street lighting



# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

## Traffic Safety Toolbox

- Traffic circles & other intersection improvements
- Chicanes
- Bulb-outs
- Mid-block narrowing
- Medians and enhanced crosswalks (RRFBs)
- Street lighting
- Sidewalks



# 2026 FOCUS AREA – I ST NE – HARVEY TO 45TH

## Traffic Safety Toolbox

- Traffic circles & other intersection improvements
- Chicanes
- Bulb-outs
- Mid-block narrowing
- Medians and enhanced crosswalks (RRFBs)
- Street lighting
- Sidewalks
- Bike facilities



QUESTIONS?