



PLANNING COMMISSION MEETING

Thursday, December 07, 2023 at 6:30 PM

City Hall

AGENDA

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of Minutes**

[A.](#) November 2, 2023

5. **Reports**
6. **Old Business**

[A.](#) Capital Facilities & Utilities

7. **New Business**

[A.](#) A. Transportation V1

B. Appointment of New Chair and Co-Chair

8. **Audience Participation**

The Planning Commission encourages public participation during meetings and welcomes your comments. Anyone wishing to make comments will be given three minutes to speak. When addressing the Planning Commission, please speak clearly and audibly and state your name and address for the record.

9. **Next Meeting**

10. **Adjournment**

The City of Algona Planning Commission is appointed by and is advisory to the City Council on the preparation and amendment of land use plans and related implementing ordinances. The Planning Commission also reviews and makes recommendations on certain land use permit applications. Planning Commissioners are selected to represent all areas of the City and as many 'walks of life' as possible.

The actions tonight are not final decisions; they are in the form of recommendations to the City Council who must ultimately make the final decision.



PLANNING COMMISSION - NOVEMBER 2, 2023

Thursday, November 02, 2023 at 6:30 PM

City Hall

MINUTES

1. Call to Order

Chair Harper called meeting to order at 6:30

2. Roll Call

PRESENT

Commissioner David White
Vice Chair, Commissioner Chris Gomez
Chair, Commissioner James Harper
Commissioner Steve Bramson
Commissioner Wayne Lindy

3. Approval of the Agenda

A. November 2, 2023

4. Approval of Minutes

A. October 5, 2023

5. Reports

Commissioner Gomez - None

Chair Harper - I have given everyone a copy of the MUK handout. Is there a city code for where garbage cans for pickup need to be. It is making it hard for people to walk down the sidewalks.

Commissioner White - Also looked up Seattle MUK. It was under the natural element section of soil types.

Commissioner Bramson - None

Commissioner Lindy - None

Caitlin Hepworth - Updated the commissioners on the Comp. Plan Survey. We will be at the tree lighting ceremony to do another survey.

6. Old Business

A. Streetlight Standards - Update

Russ Avery - Public Works Director - Went over other comparable cities. He favored Buckley as it seemed to fit our needs. Gray and Osborn did Buckley's and Russ will verify if they can use the same template and streamline it towards Algona. He will update at the next meeting.

B. Natural Environment Element - V2

Caitlin Hepworth gave an update. They will have to recreate some of the maps. Chair Harper made a motion to approve the Natural Environment Element with the recommended changes to maps and presentation. Commissioner Bramson. seconded it. The motion was passed.

7. New Business

Caitlin Hepworth gave an update on Capital Facilities & Utilities Element. She asked for suggestions and have them e-mailed to her no later than November 17

A. Capital Facilities - V1

Utilities Elements - V

Caitlin Hepworth gave an update on Capital Facilities & Utilities Element. She asked for suggestions and have them e-mailed to her no later than November 17. A suggestion was made to change the title to Capital Facilities and Utilities.

8. Audience Participation

The Planning Commission encourages public participation during meetings and welcomes your comments. Anyone wishing to make comments will be given three minutes to speak. When addressing the Planning Commission, please speak clearly and audibly and state your name and address for the record.

Robin Lindy - 316 Broadway - Are there going to be dark sky streetlights?

9. Next Meeting

A. Streetlights Update

B. Appointment of New Chair and Co-Chair

10. Adjournment

The meeting adjourned at 8:08 p.m.

The City of Algona Planning Commission is appointed by and is advisory to the City Council on the preparation and amendment of land use plans and related implementing ordinances. The Planning Commission also reviews and makes recommendations on certain land use permit applications. Planning Commissioners are selected to represent all areas of the City and as many 'walks of life' as possible.

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Chapter 10: Capital Facilities and Utilities

Introduction

The *Capital Facilities and Utilities* element addresses the city's commitment towards providing a safe, consistent, and cost-effective network of publicly accessible infrastructure and services while ensuring compatibility with Algona's *Land Use* element. The intent of this element is to guide decisions in capital infrastructure and public services through 2044 by ensuring that these services are developed in respect to this vision while also guiding development concurrent with future growth.

The availability and quality of these services can have a direct impact on the quality of life for residents and the success of businesses. Such facilities include public safety, fire and emergency services, parks, streets, water, sanitary sewer, electrical systems, telecommunications and so on.

The *Capital Facilities and Utilities* element is divided into two subsections: Capital Facilities and Utilities. These two subsections are each required to be included in the comprehensive plan by the Washington State Growth Management Act. While each subsection has their own specific requirements under Washington State law, they are inherently linked and correspond to one another. Algona has combined capital facilities and utilities under one chapter because they are inherently linked by primarily being owned and operated by municipal agencies. All facilities and utilities operating in the city are described in **Figure 1 Public Services Inventory**.

In updating their comprehensive plans, cities must connect future population and job forecasts to available public services and ensure that those services can be provided. If they can't, then a city must reassess its land use plan and other policies to ensure that growth can be accommodated. (i.e., that forecasts, standards, and services are in balance). Transportation needs are assessed in Chapter 5.



The City of Algona utilizes John Matchett Memorial Park for recreation and community events, such as the annual Pumpkin Launch.

Key Terms

Capital Facilities:

Any publicly owned properties used for public uses, such as but not limited to streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, city buildings, fire stations, police stations, parks and recreational facilities, and schools.

Utilities:

Any privately, publicly, or cooperatively owned line, facility, or system for producing, transmitting, or distributing communications, power, electricity, light, heat, gas, oil, crude oil products, water, steam, waste, storm water not connected with highway drainage, or any other similar commodity, including any fire or police signal system or street lighting system, which directly or indirectly serves the public.

Currently Adopted Plans

The City of Algona maintains several plans and agreements that guide its capital facility and services planning. These are adopted by reference as part of its Comprehensive Plan to ensure that the consistency requirements of the Growth Management Act are maintained. These plans, agreements and regulations are as follows:

- Resolution No. 689-02 and Water System Intertie Agreement No. 3A
- Uniform Fire Code
- International Building Code
- Puget Sound Water Quality Management Plan
- NPDES Phase II Stormwater Permit
- King Country METRO Interlocal Agreement for sewer service
- 2019 Stormwater Management Manual for Western Washington

In addition, the City has adopted several plans, resolutions and ordinances detailing its long-term plans for capital facilities and services, including:

- Resolution 1106-14. Six-year Transportation Improvement Program
- Zoning Codes

Algona's implementation strategy calls for future decisions to be compared with the Comprehensive Plan and these plans and regulations. Where there is a conflict, adopted plans will generally control unless decision makers determine that they need adjustment in order to meet the community's goals and vision.

Figure 1: Public Services Inventory

Public Service/Infrastructure	Provider	Regulating Plans and Agreements
City Hall	City of Algona	Agreement w Auburn?
Police	City of Algona	Agreement w Auburn?
Fire and Emergency Services	Valley Regional Fire Authority	
Schools	Auburn School District	N/A – operates outside of city boundaries
Library	King County Library System	N/A – operates outside of city boundaries
Parks and Recreation	City of Algona	N/A – owned by City of Algona
Stormwater	City of Algona	NPDES Phase II Stormwater Permit 2019 Stormwater Management Manual for Western Washington
Streets	City of Algona	2021 Public Works Standards
Water	City of Auburn	Resolution No. 689-02 and Water System Intertie Agreement No. 3A Puget Sound Water Quality Management Plan
Sewer	City of Algona	King Country METRO Interlocal Agreement for sewer service
Electricity and Gas	Puget Sound Electric	

Capital Facilities Overview

The fundamental purpose of the *Capital Facilities subsection* of the *Capital Facilities and Utilities* element is to ensure that current and future services will positively contribute towards improving the quality of life in Algona. Public facilities provided and maintained in Algona reflect the community's values and therefore have the need to be thoughtfully designed and implemented.

As the City analyzes its current infrastructure systems and their respective plans for the future, it is important to recognize the difficulty in planning for future needs while adhering to the needs of residents and business on a day-to-day basis.

Capital facilities are the basic services and infrastructure that the public sector provides to the community. Algona specifically defines capital facilities as land or structures owned by or operated for the benefit of the public use and necessity, including but not limited to public facilities as defined in RCW 36.70A.030, as amended, and may include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. **Capital facilities owned and operated by Algona are intended to have a minimum lifespan of 100 years.**

These services are vital to the community's health, safety, and productivity and is foundational to supporting the growth expected through 2044. Given that the services in this section are tied to expected growth, it is integral that the analysis in this section be coordinated with the land-use element to ensure that goals and policies are consistent for achieving expected growth. *Land Use* is assessed in Chapter 2.

All capital facilities planned, provided, and paid for by the City and other public entities is covered in this element, to serve as a check on the practicality of achieving other elements of the comprehensive plan. Capital expenditures from park and recreation elements are also included in the Capital Facilities element. The element must be consistent with Countywide Planning Policies from PSRC, and RCW 36.70A.070(3), and include:

1. **Policies or procedures to ensure capital budget decisions are in conformity** with the Algona Comprehensive Plan.
2. An **inventory of existing capital facilities** owned by public entities, including green infrastructure, showing the locations and capacities of existing capital facilities.
3. A **forecast of needed capital facilities** based on the land use element. The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.
4. A **Six-Year Plan (at-least) that will finance such capital facilities** within projected funding capacities and identify sources of public money to finance planned capital facilities. The City shall make capital budget decisions in conformity with the comprehensive plan.

- 5. Proposed locations and capacities of expanded or new capital facilities** necessary for growth over the 20-year life of the comprehensive plan. Facilities needed for new growth, combined with needs for maintenance and rehabilitation of the existing systems and the need to address existing deficiencies constitutes the capital facilities demand.
- 6. A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs,** and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

- 7. If impact fees are collected: identification of public facilities on which money is to be spent.**

Capital Facility Inventory & Forecasts

1. City Hall and Community Center

Existing Facilities

City Hall is located at 402 Warde Street in Matchett Park. The building was built in 1956 and deed to the City of Algona by the Auburn School District in 2012. City Hall was replaced with a new building in 2016. It is a 10,971 square feet two-story building with the community center on the first floor and City Hall and Council Chambers on the second floor.

Proposed Facilities

There are no current plans to expand or remodel City Hall and the Community Center. The facility is currently operating at 3,310 sf /1,000 people and is current meeting level of service standards. The City has a target of providing at least 1,000 sf / 1,000 people and is anticipated to meet future demand in 2044.

2. Public Works Maintenance Building

Existing Facilities

The Public Works Maintenance building contains the supplies and equipment used by the Public Works Department to conduct site investigations, maintenance, landscaping, and other materials used throughout the year.

Proposed Facilities

There are no current plans to expand or remodel the maintenance building. **Need to know the size of the maintenance building. Are we anticipating any additions between now and 2044?**

3. Police

Existing Facilities

The Algona Police Department operates out of a previously used school building adjacent to City Hall and John Matchett Memorial Park, located on 402 Warde Street in Algona. Maintenance on the building has increased since 2015 with several renovations to ventilation and communications systems. However, the need to modernize the building is an ongoing process.

The Algona Police Department has a staff of eight full-time officers including a Chief, two first-level supervisors, and five patrol officers. There are also two additional non- or limited commission employees that operate as office manager and record specialist. The following is the Police Department level of service (LOS) observed in 2010 when Algona had a population of 3,315:

- 2.7/1,000 for full time patrol staff, including Chief and Sergeant
- 3.6/1,000 for patrolmen and reserve officers
- 3.9/1,000 for uniformed staff and specialists

As of October 2023, Algona Police maintains levels of service around 2/1000 on average across all fields listed above. The Department expressed its desire to improve this number to 3/1000 on average and plans to bring on three to four new recruits in the near future. While there are no hard and fast standards for police services, surveys around the State of Washington (Municipal Research) show an average range of 1.7 – 2.3 police officers per one thousand population. Algona falls comfortably in that range.

Algona continues to hold the title of the smallest nationally accredited program in the State of Washington. Accreditation is based on meeting all 147 standards for police law enforcement services. This is an incredible point of pride for the small, dedicated police team and the City given the Department's size.

Proposed Facilities

Level of service is anticipated to remain the same for full time patrol staff, the Chief, and Sergeant. However, due to lack of space at the Police Station the anticipated number of administrative staff and specialists is anticipated to remain the same staff level as today. Ideally, Algona Police aims to increase to 13 full-time officers with a total staff of 15 as the population increases concurrently. The anticipated level of service in 2044, if Algona hits the population target of 4,660, would be:

- 2.8/1,000 for full time patrol staff, including Chief and Sergeant
- 1.5/1,000 for patrolmen and reserve officers
- .4/1,000 for uniformed staff and specialists

There are no new buildings or facilities expected to be developed between 2023 and 2044. The City will begin initial feasibility work to determine an appropriate location for a future redevelopment and rough

budget for a new Police Department facility. However, there are several planned updates for the Police Station expected for the current facility. The Department only has one locker room, so adding an additional locker room is a priority for the Department. This would also be to the benefit of adding more officers to reach LOS for the increasing Algona population. Additionally, updated security measures are needed at the existing Police Department, such as adding a sally port to safely manage people entering and exiting the facility.

Beyond building renovations, there is an emphasized need to replace vehicles in the Police Department's fleet. Vehicles have a seven-year lifespan or approximately 117,000 miles before needing to be replaced. The Department has also expressed its pivoting to an all-hybrid fleet which will reduce fuel costs and implement the City's commitment towards reducing their climate impacts and emissions. Additionally, vehicle laptops need replacement every four years and will be required in addition to new fleet vehicles.

Algona Police receives its funding out of the Algona's General Fund. Funding is expected to remain consistent with concurrent growth planned as the population grows and new businesses develop. An Asset Replacement Fund has recently been passed at City Council that will further allocate funding towards replacing public vehicles city-wide. This would reduce stress towards maintaining the seven-year lifespan.



The City of Algona Police Station

4. Fire Protection

Existing Facilities

Fire protection services are provided by the Valley Regional Fire Authority (VRFA), which serves Algona, Pacific, and Auburn, along with King County Fire District 31. They currently operate five fire stations each serving a district within the VRFA's jurisdiction. Algona receives its service primarily from Station 38, located at 133 3rd Avenue SE in Pacific. Station 38 has a total of 5,000 square feet of space shared with the Pacific Police Department. Currently, three shifts for one captain and two firefighters, and one vehicle operate out of Station 38. Regardless of district, the whole battalion will allocate resources depending on the service needs at any given moment. Services available to Algona residents include emergency call response, fire prevention through permitting and fire inspection services, public education for school children, and social work services accessible via 911 (CARES). Over the past twenty years, there has been a consistent and continual rise in service demand. Like many fire and emergency service providers in the region, VRFA is meeting current service demands while balancing time spent towards innovating new solutions to respond to current challenges.

Fire suppression is handled through the Fire Marshal's Office which performs operations at Station 35. The Fire Marshall, along with their team of plan reviewers, are responsible for annual life-safety inspections, plan review, permit inspections through completion, and fire investigation services. Plan reviewers ensure that fire suppression systems are designed and implemented based on the most recently adopted building and fire codes. This ensures a reduced risk to properties by fire and therefore reduces fire insurance costs city-wide.

The VRFA receives its funding through a diverse portfolio of funding options. Its main funding mechanisms include a property tax levy and the voter approved Fire Benefit Charge (FBC). The property tax levy receives \$1 for each \$1,000 of assessed property value in the VRFA's jurisdiction. The FBC funding method assesses properties based on square footage, building use types, and delivery of crucial fire protection resources to structures in the service area. Therefore, equally distributing funding based on the level of need and resource requirement for each structure. The FBC was first approved in 2006 and has been approved every six-year period since. The current FBC six-year period ends in 2024 and will be voted on again. However, 2024 will be the first year that voters could choose to expand beyond six-year periods, including expanding the funding for perpetuity.

Proposed Facilities

While the VRFA does not have a level of service, the agency is looking to improve its service call times and expand its current response shed by relocating Station 38 to a more suitable location. The current facility shared with the Pacific Police Department is dilapidated and lacks space to handle the projected growth for the region. The new location is proposed at 205 5th Avenue NW in Pacific near Algona's southside border. The new location will allow increased staffing for years to come. It will also include the most modern code and standards for fire stations, adding resiliency to natural disasters and be safer for personnel. Electric emergency vehicles, such as fire engines, will also be supported by the new location.

The VRFA states that it is prepared for the oncoming future. The VRFA expects calls for emergency medical services (EMS) services will continue to grow and evolve until solutions towards drug use, mental health, and homelessness can be identified. Simultaneously, VRFA expects call volume for fire services to continue to dwindle as fire suppression systems and improved building code reduce the risk of fire as exemplified

over the last 10 to 20 years. Given this context, VRFA continues to evolve its services proactively based on forecasted need. An example of this is the CARES team currently implemented. The CARES team allows for a diversified staff of social workers to respond to calls based on the need. CARES unit specialists are suited to respond to non-emergent calls and provide alternative treatment and direct them to medical care appropriate to their needs. The team is staffed with three social workers, further increasing capacity to assist patients experiencing and battling homelessness, drugs, or mental health issues. The CARES unit is great example of how fire and emergency services are adapting to the changing need.



*Valley Regional Fire Authority operates out of Auburn, Washington.
Photo by: Valley Regional Fire Authority*

5. Schools

Existing Facilities

The Auburn School District No.408 encompasses a 62-mile area bridging King and Pierce Counties and serves 96,000 residents in Auburn, Algona, Pacific, Lake Tapps, and unincorporated areas of King County. The School District serves 17,000 students with a diverse ethnically, linguistically, and socio-economic diverse community.

In 2016, the community passed a \$456,000,000 bond to build two new elementary schools and replace its six aging schools. The nearest schools that serve the City of Algona include the following:

- Alpac Elementary School is located at 310 Milwaukee Blvd, Pacific, WA; it opened in 1972, had an addition and remodel in 1987, and a small renovation in 2012. The school is 49,000 square feet and

offers an administrative area and gymnasium at the front, followed by the library and classroom wings. There are 19 general and specialty classrooms, a library, an office, a health room, a workroom area, a staff lounge, and a counselor's office.

- Auburn Riverside High School is located at 501 Oravetz Road, Auburn, WA; it opened in 1992. The school is 59,940 square feet and serves grades 9th through 12th. The high school can accommodate over 1,900 students and has general classrooms, labs, art studios, a theater, a gymnasium, a swimming pool, and a library.
- Mt. Baker Middle School is at 620 37th Street SE Auburn, WA. Opened in the fall of 1994, the school is 91,300 square feet and serves grades 6th through 8th. The middle school can accommodate over 900 students, 22 standard classrooms, and specialty rooms, including science, computer rooms, and a technology lab. In 2009, two additional portable classrooms were added for a total of four portable classrooms.
- Olympic Hill Middle School is at 915 4th Street NE, Auburn, WA. Completed in the summer of 2019, it is 98,000 square feet and on 17.4 acres. The middle school can accommodate 800 students in grades 6-8 and includes general classrooms, specialty classrooms such as art, CTE, music, science, special education, gymnastics, and common support spaces.

Proposed Facilities

The Auburn School District was contacted during the periodic update to collaborate on projects benefiting Algona's school-aged population. The school district was not prepared at the time of contact to discuss future improvements, level of service, and population growth through 2044. While there are no facilities located in Algona, the Auburn School District is required to separately prepare a Comprehensive Plan for the overall school district.

6. Green Facilities

Green Facilities and incorporating Green Infrastructure narrative?

7. Essential Public Facilities

Beyond those facilities that are City-owned or provided through joint agreements with other communities or agencies, are "essential public facilities" or EPFs.

Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities...state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities...."

--- RCW 3d.70A.200

Comprehensive plans and the regulations that support them must provide for EPFs. Plans or regulations cannot preclude the siting of EPFs but can set the standards for how they are reviewed or designed. This is

to ensure that the facilities are compatible with the surrounding area and that their significant impacts are mitigated.

Algona has adopted the King County Countywide Planning Policies including policy DP-40:

Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low incomes; people with disabilities; and communities with language access needs.

Algona City Code (AMC 22.44.020) provides for Essential Public Facility approval through the Conditional Use Permit process.

Existing Facilities

Only one use in Algona meets the criteria as an Essential Public Facility, the Algona Transfer Station. The King County Solid Waste Division maintains the Algona Transfer Station on West Valley Highway. The facility is owned and operated by King County and is described in the County's Comprehensive Plan.

Proposed Facilities

As of 2023, the South County Regional Transfer Station (SCRTS) is currently under construction just north of the existing Algona Transfer Station site. This new state of the art facility has increased capacity to collect recyclables, which is currently restricted to specific metals at the current location. The facility is being developed in accordance with the standards of the Living Building Challenge to negate environmental and social impacts. The new facility will replace the current South King County Transfer Station.

8. Park and Recreation Facilities

Algona is home to eight park facilities serving the population. Below is a summarized inventory of the park system, which is described further in the *Parks and Recreation Element* in Chapter 7 along with future projects and level of service.

Existing

John Matchett Memorial Park

Matchett Park is one the largest parks within Algona and covers approximately 3.75 acres. The park is centrally located in Algona and is adjacent to City Hall and Algona Police Department. The Park has several amenities making it great for both passive and active recreation. Supported activities include baseball, softball, basketball, tennis, picnicking, and gardening. Included furnishings are restrooms, benches, playgrounds, a restroom, and a covered eating area. Several events are held here annually, which include Algona Days, Movie Night, and the Pumpkin Launch.

David E. Hill Wetland Preserve

Built in 2024, the David E. Hill Wetland Preserve is the city's second major park. The open space park is approximately 8.9 acres, making it the largest park in Algona. The preserve's walking trails and overlook support passive recreation options such as walking, birdwatching, and provide educational opportunities. The wetland ecology, holistic approach to local flora, and presence of stormwater infrastructure gives ample opportunity to learn about our restorative environment practices.

7th Avenue Park

This small neighborhood park is located at the west end of 7th Avenue N, adjacent to State Route (SR) 16. The space is approximately 4,770 square feet and is furnished with a barbeque pit, bench, and picnic table.

Stanley Park

This neighborhood park located along the Northeastern portion of Stanley Avenue is approximately 5,770 square feet. It includes a swing set, bench, and one picnic table.

Waffle Park

This triangularly shaped small park is adjoined to the County Interurban Trail. It provides a covered resting place for trail users with a picnic shelter and tables. The park shares approximately 5,300 square feet of open space with King County.

3rd Ave Pocket Park

This park is also adjacent to the Interurban Trail is the 3rd Ave Pocket Park. The park is composed of approximately 7,800 square feet of space, and includes a shelter, a barbeque pit, picnic tables and benches.

Stanley Tot Lot

The Stanley Tot lot is located at the intersection of Stanley Avenue and Iron Avenue. It has two picnic tables, a bench, and a playground for young children four and under.

Interurban Trail

The Interurban Trail, also referred to as the Electric Avenue Interurban Trail, is owned and maintained by the Puget Sound Power and Light Company. The trail is part of the larger Interurban Trail system connecting several cities in southern King County along its 14.72-mile length.



Mayor Linnell and former Mayor David Hill attend the David E Hill Wetland Preserve dedication event on a warm October day in 2023. Photo by: Betty Padgett

Utilities Element Overview

The City defines a “public utility” is a private business organization such as a public service corporation performing some public service and subject to special governmental regulations, or a governmental agency performing similar public services, the services by either of which are paid for directly by the recipients thereof. Such services shall include, but are not limited to, water supply, electric power, gas, and telecommunications. This section provides a framework for the efficient and predictable provision and siting of utility facilities and services within the city, consistent with each public service utility obligations.

The purpose of the *Utilities subsection* of the *Capital Facilities and Utilities* element is to ensure that current and future utility services are sufficiently available to accommodate the potential growth Algona will see over the next 20 years and carve out key improvement projects that are necessary to meet the needs of new residents, businesses, and government facilities. Utility investments are costly and must be proactively planned to achieve improvements in a time effective manner. The element must be consistent with RCW 36.70A.070(4), and include:

1. An **inventory of existing utilities** owned by public or private entities.
2. A **forecast of needed utilities** based on the land use element. The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period for publicly operated utility providers.
3. **Proposed locations and capacities of expanded or new capital facilities** necessary for growth over the 20-year life of the comprehensive plan. Facilities and infrastructure needed for new growth, combined with needs for maintenance and rehabilitation of the existing systems and the need to address existing deficiencies in the utility system.
4. **Goals and policies** that demonstrate adherence to County and regional policies.

Utility Inventory & Forecasts

1. Potable Water Supply

Existing Facilities

The City of Algona purchases its water wholesale from the City of Auburn Water Department, and as such Auburn is responsible for determining how they will meet water capacity for all their current customers and anticipated customers by 2044. Between 2009 and 2014 Algona received on average approximately 330,000 gallons of water per day, which is the equivalent of 5 percent of Auburn's total daily water consumption. Auburn's water is primarily sourced through the Coal Creek Spring and West Hill Spring and is delivered via five interties located on the shared border between Algona and Auburn. Four interties are located along Boundary Boulevard and one is located at the intersection of Perimeter Road and 1st Avenue North. From these points water is then transferred to the City of Algona water mains located underground in the public right of way or in public water utility easements. Since 2015, several projects have commenced to improve water quality and quantity, including ongoing replacement of City of Auburn water mains, on-site well improvements, water meter installations, pressure reduction systems and reservoir seismic control valve installation.

Proposed Facilities

The City of Auburn Water Department (Water Department) is keen to the changing developments affecting the supply and demand for water utilities. Increased exposure to extreme weather events brought on by climate change has made planning for a changing climate a higher priority, as exemplified in Auburn's newly added *Climate Change* element of the 2024 Comprehensive Plan. Additionally, recent state legislation, such as the HB1110 and 1330, add another level of complexity of planning for future water demand. Finally, from a water quality perspective, new regulations on polyfluoroalkyl substances (PFAS) commonly referred to as forever chemicals are in development. The Water Department acknowledges that these obstacles will pose a challenge towards reliably supplying water, but still predict no future issues with overall capacity and service. There are several projects on-going to improve water quality including the Coal Creek Chlorination Center located near the Coal Creek Spring in southeast Auburn. Future projects expected to take place include applying for and receiving additional water rights and activating some of the offline wells.

2. Sanitary Sewer

Existing Facilities

King County Wastewater Division (KCWTD) provides wholesale wastewater treatment services to Algona and other cities throughout the region. King County is responsible for estimating capacity and demand based on anticipated growth by 2044. Capacity is defined by the size of wastewater mains, with the crown of these mains being the max capacity. King County owns a main sewer trunk line through the City which was previously considered sufficient capacity for the moderate growth forecast for 2035. However, new infrastructure was recently installed to bypass the Algona sewer trunk via parallel lines installed in Auburn. This installation reduces the City of Pacific's wastewater flow in Algona. The 2005 Plan reported that the line capacity in Algona was 4.14 million gallons per day (mgd), with a 24-inch intertie with King County.

KCWTD assesses its levels of service off 20-year design criteria. With the crown of the pipe as the max

capacity of that length of infrastructure, the 20-year level of service means that this pipe should only hit capacity once. This has been standard practice since the agency's creation in 1999.

Proposed Facilities

There are no new changes proposed for the underground wastewater infrastructure within Algona outside of maintenance activities. There are no above-ground facilities in Algona, and none planned for the current planning period extending through 2044. However, the Department of Energy (DOE) has new requirements for nitrogen which will require permitting with Department of Ecology to maintain current discharge levels of nitrogen. Upgrades to the main facilities in King County will be necessary to reduce ongoing costs of this permit.

3. Stormwater

Existing Facilities

Algona owns and maintains their own stormwater conveyance system consisting of pipes, ditches, and catch basins. Due to high groundwater, flat topography, and backwater flow from Mill Creek, Algona struggles with having enough capacity to convey water downstream. This issue is further exacerbated by more frequent high-intensity storms experienced over the past 10 to 20 years. The northwest corner of the City experiences flooding due to downstream impacts from overflow from Kent and Auburn into Mill Creek. The flat terrain of the region combined with sediment and vegetation in the downstream conveyance system, results in the area from 8th Ave N to Boundary Boulevard (Blvd.) to flood between Highway (Hwy) 167 and Algona Blvd. on a consistent basis during the winter months.

Level of Service

When designing stormwater conveyance systems, the City's *Public Works Standards* indicate that the 25-year 24-hour storm should be conveyed. The National Pollutant Discharge Elimination System (NPDES) Phase 99 Municipal Stormwater Permit issued by the Department of Ecology requires the City to inspect catch basins every two years and maintain them as necessary. In addition, public and private flow control and water quality facilities are inspected on an annual basis.

Proposed Facilities

Algona recently obtained a King County grant to complete the *2024 Flood Hazard Management Plan* to study stormwater flow within the City and a downstream analysis to evaluate the exact sources and recommended solutions to stormwater related flooding. Given the severity of the issue, Algona is making strides towards mitigating flooding in its limits. In 2023, Algona obtained permission from WSDOT to dredge a ditch running parallel to Hwy 167 which allows runoff to more freely flow to the drainage ditches and further downstream. Algona is also actively seeking out grants that will fund a high efficiency street sweeper, stormwater improvements, and flooding mitigation. Most notably, Algona is in negotiation to purchase property at the northwest corner of 11th Ave N. and Algona Blvd. for the purposes of constructing a detention pond that will absorb any overflow the stormwater system cannot accommodate during peak storm season. The City will continue to determine new projects (or maintain some of the existing project list) during the compilation of the Flood Hazard Management Plan. There is little growth anticipated and therefore a large addition of runoff flows is not anticipated. City efforts and concentration will lie with dealing with existing flows and high groundwater levels. More immediately,

the priority is meeting NPDES Phase II Permitting for the next 2024-2029 permit timeframe. From this, the city will be required to provide water quality treatment for 0.7 acres, maintain street sweeping three times a year, and maintain the typical schedule of inspecting stormwater facilities on a regular basis.

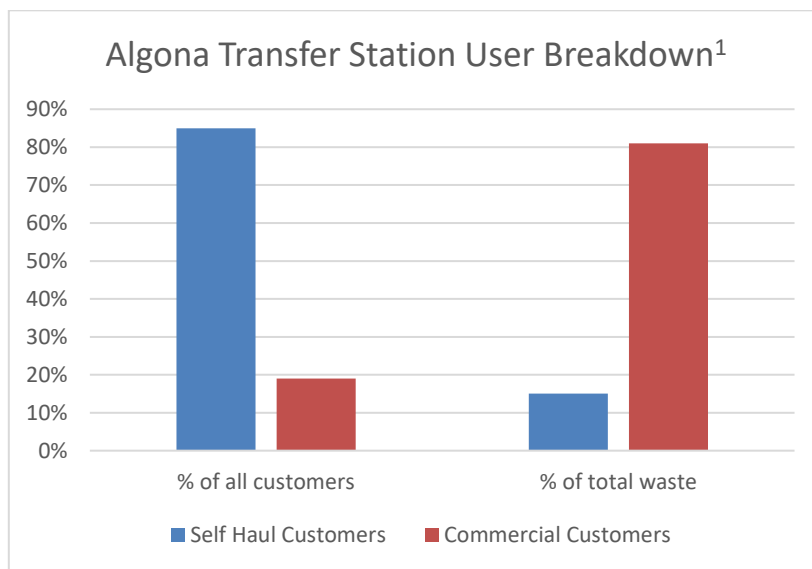
4. Solid Waste Management

Existing Facilities

Algona maintains an agreement for private waste services with Waste Management for pick-up and hauling of garbage, recycling, and compost (subscription based). Waste Management bills their customers directly for this service. After pick-up, the waste is diverted to three different locations. Recyclables are taken to the Cascade Recycling Center in Woodinville, a plant owned and operated by Waste Management. Algona’s garbage is diverted to the Cedar Hills landfill located in Maple Valley and owned and operated by King County. Compost is diverted to Cedar Grove Compost which is a private company with multiple locations throughout the Puget Sound region. Waste Management continues to offer several outreach services including free recycling, compost, and garbage posters, answering the public’s questions, and offers free site visits, waste audits, and providing recycling workshops for residents or city staff interested in visiting the plant.

King County’s Solid Waste Division also has an active presence in Algona. The Algona Transfer station was constructed in the mid-1960’s on 4.6 acres of the West side of the city at 35315 W Valley Hwy South. Recycling services are limited at this location given the lack of space available to cater to these services. In 2021, self-haul customers made up 85% of visits and contributed 19% of the total solid waste received while commercial customers made up only 15% of visits but contributed 81% of total solid waste as shown in **Figure 3**. The facility received 140,944 total customer visits in 2021 and the station contributed 152,483 tons of waste. The is approximately 18% of total tonnage at all King County Transfer Stations¹. According to AMC 22.08.01, the Algona Transfer Station is also considered an Essential Public Facility. See the *Essential Public Facility* section below for further discussion.

Figure 3: South King County Transfer Station User Breakdown



¹ Fact Sheet for Algona Transfer Station

Proposed Facilities

Waste Management has invested \$56 million in Washington State Recycling Centers to rebuild and update their three major recycling centers in Woodinville, Tacoma, and Spokane. The investment is purposed to advance recycling technology including automation and addition of facilities across the Puget Sound region. These investments will help facilitate a circular economy, support resiliency during natural events, and create more efficiency at existing recycling centers.

King County Solid Waste is in the process of replacing the existing Algona Transfer Station with the South King County Recycling and Transfer Station (SCRSTS). This facility, which will be opening in Algona in 2026, will have increased dedicated space to both garbage disposal and recycling collection. This facility will also be developed using the [Living Building Challenge Framework](#) to create positive environmental, sustainable, and regenerative impacts. System facility modernization will continue to take place through the next 20 years with the eventual siting and implementation of Northeast Recycling and Transfer Station (NRTS), to be located at 35101 W Valley Hwy South, just north of the existing Algona Transfer Station.

Currently, the biggest decision for King County Solid Waste of the next 20 years is deciding the future location for waste disposal. Cedar Hills Regional Landfill, located approximately 21 miles northwest in Maple Valley, WA, is set to close between 2040 and 2041. Several alternatives are currently being considered under a Long-Term Disposal Study which is expected to be complete by 2024. Alternatives include waste export by rail, reduce derived fuel, sustainable aviation fuel, and a waste energy plant.

9. Electricity

Existing Facilities

Puget Sound Energy (PSE) is the current provider of electrical services in the City of Algona. Power is provided through a portfolio of green and renewable energy sources including hydro, wind, and solar, with hydro power being the largest source. Power is delivered via transmission lines going through Algona and is delivered to the Edgewood Substation south in the City of Edgewood. Recent improvements have been made to transmission facilities in Pierce County that benefit Algona due to the City's proximity to Pierce County's boundary. As a disclaimer, addresses and exact locations are not disclosed to protect these facilities from any possible disruption.

Proposed Facilities

PSE is working towards meeting requirements of the Clean Energy Transformation Act by 2045. This Washington State bill regulates clear milestones for utility providers to use non-emitting resources by 2045. Power production has largely diversified with private customers adding their own electrical sources and batteries for power storage. However, unless radical land-use changes were to occur in the vicinity of Algona, there should be ample power supply to match the growing demand for electrical services through 2044.

10. Gas

Existing Facilities

PSE is also the provider of natural gas services in Algona. Service is provided by a high-pressure gas main adjacent to the city and partially through Algona in certain locations. Currently, PSE is meeting demand for natural gas services in Algona and expects this to be the case through at least 2044.

Proposed Facilities

There are no proposed gas facilities expected to serve Algona residents or businesses. There are several bills at the state legislature and national level that are likely to change future natural gas demand through the 2045 planning period. These bills are altering building codes to phase out natural gas facilities within building and transition to all electric utilities. This is both a health and environmentally purposed change as our society pivots to low or non-emission heating and electrical services.

11. Telecommunication facilities

Existing Facilities

There are several private providers of telecommunication services ranging from cable to mobile phones, to fiber and high-speed internet. Providers include AT&T, Xfinity, Quantum, HugesNet, Viasat, and T-Mobile. Several of these once isolated services can be received in bundles by a single utility provider. Network infrastructure is located both underground and on aerial facilities such as utility poles and roofs of commercial facilities. There are no known telecommunication hubs in Algona that were disclosed.

Proposed Facilities

At this time no additional facilities of note are planned that impact Algona's telecommunication services. Private telecommunication companies will continue to maintain and upgrade network infrastructure based on requirements of Washington's *Internet For All Initiative* filling gaps in equity of costs and coverage.

How is Utility Billing Determined?

The rate of utility billing for a company can be determined by considering various factors, and the specific details can vary depending on the type of utility (electricity, water, gas, etc.) and the regulatory environment. It's important to note that the specific combination and weight of these factors can vary widely based on the utility type, location, and regulatory framework. Companies often work closely with regulatory bodies to ensure that their rates are fair, reasonable, and cover the necessary costs while allowing for a reasonable profit margin.

Here are some common factors that are typically taken into consideration:

- | | |
|----------------------------|--|
| 1. Consumption Volume | 6. Operational Costs |
| 2. Time of Use | 7. Environmental and Sustainability Initiatives |
| 3. Demand Charges | 8. Government Taxes and Fees |
| 4. Infrastructure Costs | 9. Metering and Billing Costs |
| 5. Regulatory Requirements | 10. Customer Class (Commercial, Residential, Industrial) |

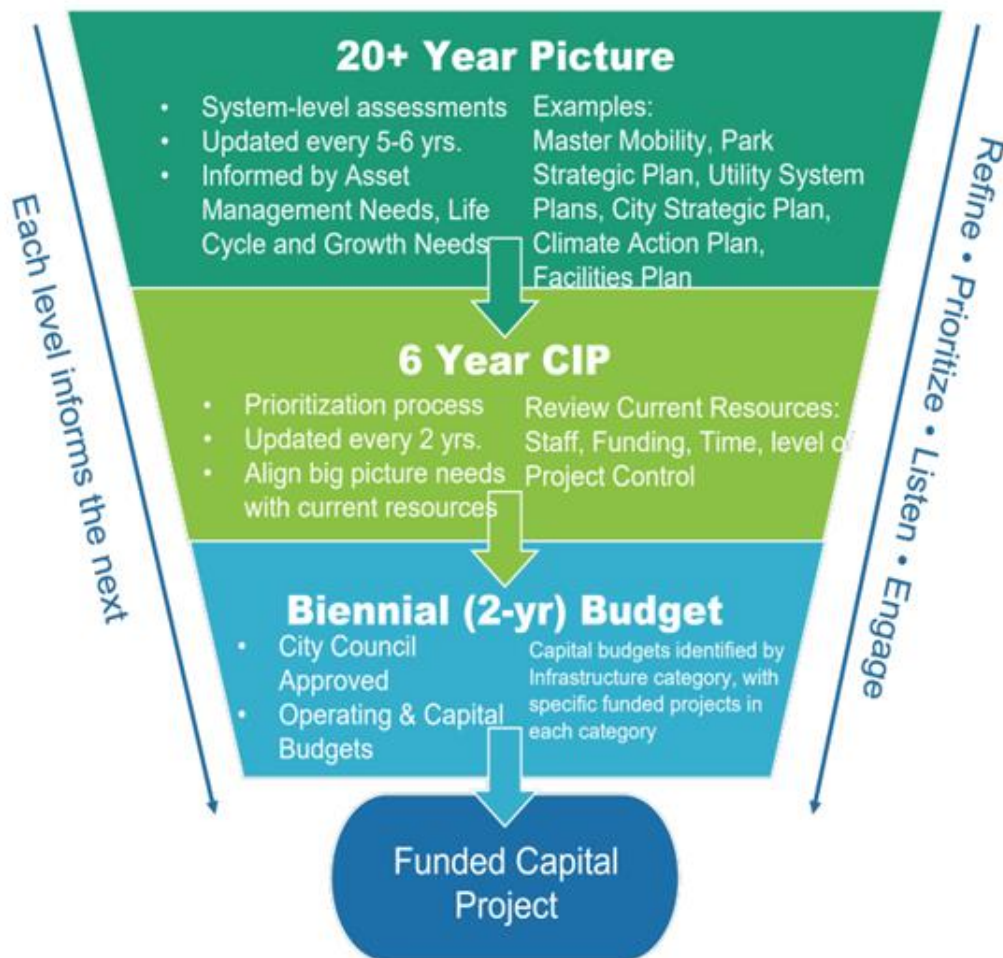
Sewer as an Example

Billing for sewer service is handled between KCWTD and the City. Customers are billed by the City an amount sufficient to recover the county charge plus the amount needed to operate and maintain the local collection system. In 2014, the residential sewer service was \$48.91 per month. Algona retained \$9.12 of the sewer charge for maintenance and operations with the balance being passed on to KCWTD. As of 2023, residential sewer service is \$68.02 per month. Algona now retains \$21.29 of the sewer charge for maintenance and operations and \$46.73 is passed on to KCWTD. Discounts for 15 percent of total fees are available to qualifying low income and disabled persons.

Algona’s Capital Improvement Plan

The Capital Facilities and Utilities Element is accompanied by the Capital Facilities Appendix, which presents the City’s physical and funding plan to meeting or exceeding level of service for residents through 2044. Concurrent growth of population is needed to support growth and investment in capital facility improvements and expansion of existing services. The Capital Facilities Appendix includes the Capital Improvement Plan, which is a 6-year plan prioritizing infrastructure projects and outlining the time, staffing, funding, and effort needed to complete projects critical to sustaining concurrent, thoughtful growth. The Capital Improvement Plan is evaluated annually as part of the annual budgeting process and every 5 to 6 years for project changes and updates.

Figure 4: Capital Improvement Planning Process



Source: PSRC

Capital Facility Goals and Policies

GOAL CF-1 Capital Improvement Planning

Strategically plan for system improvements that address past deficiencies and anticipate future growth for the benefit of all residents.

Policies:

CF-1.1 Prioritize capital improvements to correct deficiencies, maintain the quality of existing services, and accommodate projected growth.

CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:

- a. Whether the project is needed to correct existing deficiencies, to replace aging facilities, or to provide facilities needed for future growth.
- b. Elimination of public hazards.
- c. Elimination of capacity deficits.
- d. Financial feasibility.
- e. Site needs based on projected growth patterns.
- f. New development and redevelopment.
- g. Plans of state agencies.
- h. Budget impact.

CF-1.3 Reassess policies, plans, zoning, and the Capital Improvement Plan (CIP) as necessary to balance those facilities with future growth and development.

GOAL CF-2 Concurrent Growth

Future development should bear a fair share of facility improvement cost necessitated by the development to achieve and maintain adopted Level of Service (LOS) standards and concurrency with growth.

Policies:

CF-2.1 Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted LOS standards.

CF-2.2 Proposed plan amendments and requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action:

- a. Contribute to a condition of public hazards.
- b. Exacerbate any existing condition of public facility capacity deficits.
- c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements.
- d. Conform to future land uses as shown on the future land use map of the Land Use Element.
- e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided.

- f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City.
- g. Affect State agencies' facilities plans and siting of essential public facilities.

GOAL CF-3 Funding the Future

Manage the City's fiscal resources to support the provision of needed capital improvements.

Policies:

- CF-3.1 Provide public facilities at the LOS standards needed to serve development at concurrency levels prior to occupancy.
- CF-3.2 Aggressively seek grants, private funding, or other alternatives to augment local revenues.
- CF-3.3 Ensure consistency of capital planning with other policies of this Plan.
- CF-3.4 Support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.
- CF-3.5 Focus capital facility decisions on those projects that will achieve the goals of this Plan.
- CF-3.6 Ensure that funding is made available for stormwater retrofits and culvert upgrades that protect the Puget Sound.

GOAL CF-4 Collaboration with our Neighbors

Support regionwide coordination for phasing, timing and delivering of public facilities and services.

Policies:

- CF-4.01 Coordinate with regional and local utility providers on implementing same construction standards for utility design.
- CF-4.02 Add redundancy to services like stormwater facilities by creating a hierarchy of regional, county, and local systems to increase system resiliency.
- CF-4.03 Coordinate with the local school district to identify surplus properties and private properties to create opportunities for shared use of facilities. (MPP-PS-4)
- CF-4.05 Consider reviewing development regulations pertaining to schools, prioritizing, and simplifying the permitting of schools for the benefit of providing additional public services like disaster response and recreation (MPP-PS-4).
- CF-4.06: Coordinate public safety services in partnership with neighboring jurisdictions and frontline communities.
- CF-4.07: Consider working with local institutions to site schools, institutions, and other community facilities within Algona's UGA.

New goal CF-5 Essential Public Facilities

Consider climate change, economic, equity, and health impacts when siting and building essential services and facilities.

Policies:

CF-7.01 Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

CF-7.02 Evaluate co-locating separate uses at planned capital facilities beyond their primary function such as recreation, or emergency management.

CF-7.03 Public Facilities shall be designed to protect and restore the natural environment through facility siting, development standards and careful consideration of our changing climate.

CF-7.04 Promote water reuse and water conservation opportunities for residential and commercial development that diminish impacts to all water systems.

CF-7.05 Maintain inventory of new technical innovations that can reduce ecological harm and promote goals in climate change, natural environment, and utilities.

CF-7.06 Consider adopting a surface water management element.

CF-7.07 Consider disproportionate impacts on communities when siting new capital facilities.

CF-7.08 Consider the impacts of future climatic conditions on potential future capital facility sites.

CF-7.09 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

CF-7.10- Prioritize historically disadvantaged communities when siting green infrastructure.

Utilities Goals and Policies

GOAL UT-1A Ensuring Quality Services

Ensure long term maintenance of service levels in the design of utilities. Public utilities and facilities should be designed to fit with their surroundings.

Policies:

UT-1.1: Promote co-location and timing of new public and private utility facilities.

UT-1.2: Ensure that land will be made available for the location of utility lines, including location within transportation corridors.

UT-1.3: Review and amend existing regulations as necessary, including critical areas ordinances, to allow maintenance, repair, installation, and replacement of utilities.

UT-1.4: Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.

UT-1.5: Encourage system design practices intended to minimize the number and duration of interruptions to customer service.

UT-1.8: The City will employ a “State of Good Repair” principle in maintaining its capital facilities to avoid more major capital repair needs in the future.

GOAL UT-2 Conserving Energy

Encourage Energy Conservation and Conversion.

Policies:

UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.

UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.

UT-2.3: Consider converting the City's vehicle fleet to alternative fuels.

UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.

UT-2.5: The City should encourage the use of emerging technologies that promote environmental sustainability.]

UT-2.6: The city should explore strategies and technologies to reduce the solid waste stream.

GOAL UT-3 Regional Coordination

The City should coordinate City planning with the utility providers' planning.

Policies:

UT-3.1: Adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.

UT-3.2: Ensure that the Utilities Element includes the most current plans of other providers and jurisdictions.

UT-3.3: Ensure that development regulations are consistent with and do not otherwise impair the fulfillment of public service obligations imposed upon utilities by federal and State law.

UT-3.4: Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected.

UT-3.5: Coordinate disaster response planning for quick utility system recovery.

UT-3.6: Increase coordination with City of Auburn Water to address long term growth and potential impacts of climate change on water sources.

GOAL UT-4 Stormwater Management

Maintain a Surface Water Management Utility.

Policies:

UT-4.1: Adopt stormwater regulations that are consistent with the Department of Ecology's Stormwater Management Manuals (SWMM).

UT-4.2 Ensure the integration of the stormwater management plan strategies with other plan elements such as land use, transportation, natural environment, parks and recreation, and capital facilities.

UT-4.3 Support water quality improvements through stormwater management programs and projects.

Goal UT-5 Resiliency and the Natural Environment

The development or provision of utilities in Algona is completed with resiliency as a necessary component.

Policies:

UT-5.1 Coordinate environmental restoration efforts with utility providers.

UT-5.2 Consider highlighting carbon emission reductions as a reason to invest in utility infrastructure.

UT-5.3 Support efforts to increase the resiliency of utility by preparing for disasters and other impacts.

Goal UT-6 Considering Climate Change

Climate change will be factored into decisions regarding utility development and provision.

Policies:

UT-6.1 Acknowledge the impact of climate change on the region's water supply.

UT-6.2 Adopt procedures for water re-use and reclamation especially for high-volume non-potable water users such as parks and schools.

UT-6.3 Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.

UT-6.4 Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.

Goal UT-7 Equitable Access

Utilities shall be planned to correct historic environmental, equity, and economic hardships disproportionately felt by members of a community.

Policies:

UT-7.1 Ensure that all residents have access to high quality drinking water through well maintained, long-term oriented, and sustainably sourced water.

UT-7.2 Continue to provide discounted utility services for members of the community that suffer from disability or are economically disadvantaged.

UT-7.3 Ensure that all community members have equitable access to public services.

Chapter 10: Capital Facilities and Utilities

Introduction

The *Capital Facilities and Utilities* element addresses the city's commitment towards providing a safe, consistent, and cost-effective network of publicly accessible infrastructure and services while ensuring compatibility with Algona's *Land Use* element. The intent of this element is to guide decisions in capital infrastructure and public services through 2044 by ensuring that these services are developed in respect to this vision while also guiding development concurrent with future growth.

The availability and quality of these services can have a direct impact on the quality of life for residents and the success of businesses. Such facilities include public safety, fire and emergency services, parks, streets, water, sanitary sewer, electrical systems, telecommunications and so on.

The *Capital Facilities and Utilities* element is divided into two subsections: Capital Facilities and Utilities. These two subsections are each required to be included in the comprehensive plan by the Washington State Growth Management Act. While each subsection has their own specific requirements under Washington State law, they are inherently linked and correspond to one another. Algona has combined capital facilities and utilities under one chapter because they are inherently linked by primarily being owned and operated by municipal agencies. All facilities and utilities operating in the city are described in **Figure 1 Public Services Inventory**.

In updating their comprehensive plans, cities must connect future population and job forecasts to available public services and ensure that those services can be provided. If they can't, then a city must reassess its land use plan and other policies to ensure that growth can be accommodated. (i.e., that forecasts, standards, and services are in balance). Transportation needs are assessed in Chapter 5.



The City of Algona utilizes John Matchett Memorial Park for recreation and community events, such as the annual Pumpkin Launch.

Key Terms

Capital Facilities:

Any publicly owned properties used for public uses, such as but not limited to streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, city buildings, fire stations, police stations, parks and recreational facilities, and schools.

Utilities:

Any privately, publicly, or cooperatively owned line, facility, or system for producing, transmitting, or distributing communications, power, electricity, light, heat, gas, oil, crude oil products, water, steam, waste, storm water not connected with highway drainage, or any other similar commodity, including any fire or police signal system or street lighting system, which directly or indirectly serves the public.

Currently Adopted Plans

The City of Algona maintains several plans and agreements that guide its capital facility and services planning. These are adopted by reference as part of its Comprehensive Plan to ensure that the consistency requirements of the Growth Management Act are maintained. These plans, agreements and regulations are as follows:

- Resolution No. 689-02 and Water System Intertie Agreement No. 3A
- Uniform Fire Code
- International Building Code
- Puget Sound Water Quality Management Plan
- NPDES Phase II Stormwater Permit
- King Country METRO Interlocal Agreement for sewer service
- 2019 Stormwater Management Manual for Western Washington

In addition, the City has adopted several plans, resolutions and ordinances detailing its long-term plans for capital facilities and services, including:

- Resolution 1106-14. Six-year Transportation Improvement Program
- Zoning Codes

Algona's implementation strategy calls for future decisions to be compared with the Comprehensive Plan and these plans and regulations. Where there is a conflict, adopted plans will generally control unless decision makers determine that they need adjustment in order to meet the community's goals and vision.

Figure 1: Public Services Inventory

Public Service/Infrastructure	Provider	Regulating Plans and Agreements
City Hall	City of Algona	Agreement w Auburn?
Police	City of Algona	Agreement w Auburn?
Fire and Emergency Services	Valley Regional Fire Authority	
Schools	Auburn School District	N/A – operates outside of city boundaries
Library	King County Library System	N/A – operates outside of city boundaries
Parks and Recreation	City of Algona	N/A – owned by City of Algona
Stormwater	City of Algona	NPDES Phase II Stormwater Permit 2019 Stormwater Management Manual for Western Washington
Streets	City of Algona	2021 Public Works Standards
Water	City of Auburn	Resolution No. 689-02 and Water System Intertie Agreement No. 3A Puget Sound Water Quality Management Plan
Sewer	City of Algona	King Country METRO Interlocal Agreement for sewer service
Electricity and Gas	Puget Sound Electric	

Capital Facilities Overview

The fundamental purpose of the *Capital Facilities subsection* of the *Capital Facilities and Utilities* element is to ensure that current and future services will positively contribute towards improving the quality of life in Algona. Public facilities provided and maintained in Algona reflect the community's values and therefore have the need to be thoughtfully designed and implemented.

As the City analyzes its current infrastructure systems and their respective plans for the future, it is important to recognize the difficulty in planning for future needs while adhering to the needs of residents and business on a day-to-day basis.

Capital facilities are the basic services and infrastructure that the public sector provides to the community. Algona specifically defines capital facilities as land or structures owned by or operated for the benefit of the public use and necessity, including but not limited to public facilities as defined in RCW 36.70A.030, as amended, and may include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. **Capital facilities owned and operated by Algona are intended to have a minimum lifespan of 100 years.**

These services are vital to the community's health, safety, and productivity and is foundational to supporting the growth expected through 2044. Given that the services in this section are tied to expected growth, it is integral that the analysis in this section be coordinated with the land-use element to ensure that goals and policies are consistent for achieving expected growth. *Land Use* is assessed in Chapter 2.

All capital facilities planned, provided, and paid for by the City and other public entities is covered in this element, to serve as a check on the practicality of achieving other elements of the comprehensive plan. Capital expenditures from park and recreation elements are also included in the Capital Facilities element. The element must be consistent with Countywide Planning Policies from PSRC, and RCW 36.70A.070(3), and include:

1. **Policies or procedures to ensure capital budget decisions are in conformity** with the Algona Comprehensive Plan.
2. An **inventory of existing capital facilities** owned by public entities, including green infrastructure, showing the locations and capacities of existing capital facilities.
3. A **forecast of needed capital facilities** based on the land use element. The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.
4. **A Six-Year Plan (at-least) that will finance such capital facilities** within projected funding capacities and identify sources of public money to finance planned capital facilities. The City shall make capital budget decisions in conformity with the comprehensive plan.

5. **Proposed locations and capacities of expanded or new capital facilities** necessary for growth over the 20-year life of the comprehensive plan. Facilities needed for new growth, combined with needs for maintenance and rehabilitation of the existing systems and the need to address existing deficiencies constitutes the capital facilities demand.
6. **A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs**, and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.
7. **If impact fees are collected: identification of public facilities on which money is to be spent.**

Capital Facility Inventory & Forecasts

1. City Hall and Community Center

Existing Facilities

City Hall is located at 402 Warde Street in Matchett Park. The building was built in 1956 and deed to the City of Algona by the Auburn School District in 2012. City Hall was replaced with a new building in 2016. It is a 10,971 square feet two-story building with the community center on the first floor and City Hall and Council Chambers on the second floor.

Proposed Facilities

There are no current plans to expand or remodel City Hall and the Community Center. The facility is currently operating at 3,310 sf /1,000 people and is current meeting level of service standards. The City has a target of providing at least 1,000 sf / 1,000 people and is anticipated to meet future demand in 2044.

2. Public Works Maintenance Building

Existing Facilities

The Public Works Maintenance building contains the supplies and equipment used by the Public Works Department to conduct site investigations, maintenance, landscaping, and other materials used throughout the year.

Proposed Facilities

There are no current plans to expand or remodel the maintenance building. **Need to know the size of the maintenance building. Are we anticipating any additions between now and 2044?**

3. Police

Existing Facilities

The Algona Police Department operates out of a previously used school building adjacent to City Hall and John Matchett Memorial Park, located on 402 Warde Street in Algona. Maintenance on the building has increased since 2015 with several renovations to ventilation and communications systems. However, the need to modernize the building is an ongoing process.

The Algona Police Department has a staff of eight full-time officers including a Chief, two first-level supervisors, and five patrol officers. There are also two additional non- or limited commission employees that operate as office manager and record specialist. The following is the Police Department level of service (LOS) observed in 2010 when Algona had a population of 3,315:

- 2.7/1,000 for full time patrol staff, including Chief and Sergeant
- 3.6/1,000 for patrolmen and reserve officers
- 3.9/1,000 for uniformed staff and specialists

As of October 2023, Algona Police maintains levels of service around 2/1000 on average across all fields listed above. The Department expressed its desire to improve this number to 3/1000 on average and plans to bring on three to four new recruits in the near future. While there are no hard and fast standards for police services, surveys around the State of Washington (Municipal Research) show an average range of 1.7 – 2.3 police officers per one thousand population. Algona falls comfortably in that range.

Algona continues to hold the title of the smallest nationally accredited program in the State of Washington. Accreditation is based on meeting all 147 standards for police law enforcement services. This is an incredible point of pride for the small, dedicated police team and the City given the Department's size.

Proposed Facilities

Level of service is anticipated to remain the same for full time patrol staff, the Chief, and Sergeant. However, due to lack of space at the Police Station the anticipated number of administrative staff and specialists is anticipated to remain the same staff level as today. Ideally, Algona Police aims to increase to 13 full-time officers with a total staff of 15 as the population increases concurrently. The anticipated level of service in 2044, if Algona hits the population target of 4,660, would be:

- 2.8/1,000 for full time patrol staff, including Chief and Sergeant
- 1.5/1,000 for patrolmen and reserve officers
- .4/1,000 for uniformed staff and specialists

There are no new buildings or facilities expected to be developed between 2023 and 2044. The City will begin initial feasibility work to determine an appropriate location for a future redevelopment and rough

budget for a new Police Department facility. However, there are several planned updates for the Police Station expected for the current facility. The Department only has one locker room, so adding an additional locker room is a priority for the Department. This would also be to the benefit of adding more officers to reach LOS for the increasing Algona population. Additionally, updated security measures are needed at the existing Police Department, such as adding a sally port to safely manage people entering and exiting the facility.

Beyond building renovations, there is an emphasized need to replace vehicles in the Police Department's fleet. Vehicles have a seven-year lifespan or approximately 117,000 miles before needing to be replaced. The Department has also expressed its pivoting to an all-hybrid fleet which will reduce fuel costs and implement the City's commitment towards reducing their climate impacts and emissions. Additionally, vehicle laptops need replacement every four years and will be required in addition to new fleet vehicles.

Algona Police receives its funding out of the Algona's General Fund. Funding is expected to remain consistent with concurrent growth planned as the population grows and new businesses develop. An Asset Replacement Fund has recently been passed at City Council that will further allocate funding towards replacing public vehicles city-wide. This would reduce stress towards maintaining the seven-year lifespan.



The City of Algona Police Station

4. Fire Protection

Existing Facilities

Fire protection services are provided by the Valley Regional Fire Authority (VRFA), which serves Algona, Pacific, and Auburn, along with King County Fire District 31. They currently operate five fire stations each serving a district within the VRFA's jurisdiction. Algona receives its service primarily from Station 38, located at 133 3rd Avenue SE in Pacific. Station 38 has a total of 5,000 square feet of space shared with the Pacific Police Department. Currently, three shifts for one captain and two firefighters, and one vehicle operate out of Station 38. Regardless of district, the whole battalion will allocate resources depending on the service needs at any given moment. Services available to Algona residents include emergency call response, fire prevention through permitting and fire inspection services, public education for school children, and social work services accessible via 911 (CARES). Over the past twenty years, there has been a consistent and continual rise in service demand. Like many fire and emergency service providers in the region, VRFA is meeting current service demands while balancing time spent towards innovating new solutions to respond to current challenges.

Fire suppression is handled through the Fire Marshal's Office which performs operations at Station 35. The Fire Marshall, along with their team of plan reviewers, are responsible for annual life-safety inspections, plan review, permit inspections through completion, and fire investigation services. Plan reviewers ensure that fire suppression systems are designed and implemented based on the most recently adopted building and fire codes. This ensures a reduced risk to properties by fire and therefore reduces fire insurance costs city-wide.

The VRFA receives its funding through a diverse portfolio of funding options. Its main funding mechanisms include a property tax levy and the voter approved Fire Benefit Charge (FBC). The property tax levy receives \$1 for each \$1,000 of assessed property value in the VRFA's jurisdiction. The FBC funding method assesses properties based on square footage, building use types, and delivery of crucial fire protection resources to structures in the service area. Therefore, equally distributing funding based on the level of need and resource requirement for each structure. The FBC was first approved in 2006 and has been approved every six-year period since. The current FBC six-year period ends in 2024 and will be voted on again. However, 2024 will be the first year that voters could choose to expand beyond six-year periods, including expanding the funding for perpetuity.

Proposed Facilities

While the VRFA does not have a level of service, the agency is looking to improve its service call times and expand its current response shed by relocating Station 38 to a more suitable location. The current facility shared with the Pacific Police Department is dilapidated and lacks space to handle the projected growth for the region. The new location is proposed at 205 5th Avenue NW in Pacific near Algona's southside border. The new location will allow increased staffing for years to come. It will also include the most modern code and standards for fire stations, adding resiliency to natural disasters and be safer for personnel. Electric emergency vehicles, such as fire engines, will also be supported by the new location.

The VRFA states that it is prepared for the oncoming future. The VRFA expects calls for emergency medical services (EMS) services will continue to grow and evolve until solutions towards drug use, mental health, and homelessness can be identified. Simultaneously, VRFA expects call volume for fire services to continue to dwindle as fire suppression systems and improved building code reduce the risk of fire as exemplified

over the last 10 to 20 years. Given this context, VRFA continues to evolve its services proactively based on forecasted need. An example of this is the CARES team currently implemented. The CARES team allows for a diversified staff of social workers to respond to calls based on the need. CARES unit specialists are suited to respond to non-emergent calls and provide alternative treatment and direct them to medical care appropriate to their needs. The team is staffed with three social workers, further increasing capacity to assist patients experiencing and battling homelessness, drugs, or mental health issues. The CARES unit is great example of how fire and emergency services are adapting to the changing need.



*Valley Regional Fire Authority operates out of Auburn, Washington.
Photo by: Valley Regional Fire Authority*

5. Schools

Existing Facilities

The Auburn School District No.408 encompasses a 62-mile area bridging King and Pierce Counties and serves 96,000 residents in Auburn, Algona, Pacific, Lake Tapps, and unincorporated areas of King County. The School District serves 17,000 students with a diverse ethnically, linguistically, and socio-economic diverse community.

In 2016, the community passed a \$456,000,000 bond to build two new elementary schools and replace its six aging schools. The nearest schools that serve the City of Algona include the following:

- Alpac Elementary School is located at 310 Milwaukee Blvd, Pacific, WA; it opened in 1972, had an addition and remodel in 1987, and a small renovation in 2012. The school is 49,000 square feet and

offers an administrative area and gymnasium at the front, followed by the library and classroom wings. There are 19 general and specialty classrooms, a library, an office, a health room, a workroom area, a staff lounge, and a counselor’s office.

- Auburn Riverside High School is located at 501 Oravetz Road, Auburn, WA; it opened in 1992. The school is 59,940 square feet and serves grades 9th through 12th. The high school can accommodate over 1,900 students and has general classrooms, labs, art studios, a theater, a gymnasium, a swimming pool, and a library.
- Mt. Baker Middle School is at 620 37th Street SE Auburn, WA. Opened in the fall of 1994, the school is 91,300 square feet and serves grades 6th through 8th. The middle school can accommodate over 900 students, 22 standard classrooms, and specialty rooms, including science, computer rooms, and a technology lab. In 2009, two additional portable classrooms were added for a total of four portable classrooms.
- Olympic Hill Middle School is at 915 4th Street NE, Auburn, WA. Completed in the summer of 2019, it is 98,000 square feet and on 17.4 acres. The middle school can accommodate 800 students in grades 6-8 and includes general classrooms, specialty classrooms such as art, CTE, music, science, special education, gymnastics, and common support spaces.

Proposed Facilities

The Auburn School District was contacted during the periodic update to collaborate on projects benefiting Algona’s school-aged population. The school district was not prepared at the time of contact to discuss future improvements, level of service, and population growth through 2044. While there are no facilities located in Algona, the Auburn School District is required to separately prepare a Comprehensive Plan for the overall school district.

6. Green Facilities

Green Facilities and incorporating Green Infrastructure narrative?

7. Essential Public Facilities

Beyond those facilities that are City-owned or provided through joint agreements with other communities or agencies, are “essential public facilities” or EPFs.

Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities...state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities....”

--- RCW 3d.70A.200

Comprehensive plans and the regulations that support them must provide for EPFs. Plans or regulations cannot preclude the siting of EPFs but can set the standards for how they are reviewed or designed. This is

to ensure that the facilities are compatible with the surrounding area and that their significant impacts are mitigated.

Algona has adopted the King County Countywide Planning Policies including policy DP-40:

Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low incomes; people with disabilities; and communities with language access needs.

Algona City Code (AMC 22.44.020) provides for Essential Public Facility approval through the Conditional Use Permit process.

Existing Facilities

Only one use in Algona meets the criteria as an Essential Public Facility, the Algona Transfer Station. The King County Solid Waste Division maintains the Algona Transfer Station on West Valley Highway. The facility is owned and operated by King County and is described in the County's Comprehensive Plan.

Proposed Facilities

As of 2023, the South County Regional Transfer Station (SCRTS) is currently under construction just north of the existing Algona Transfer Station site. This new state of the art facility has increased capacity to collect recyclables, which is currently restricted to specific metals at the current location. The facility is being developed in accordance with the standards of the Living Building Challenge to negate environmental and social impacts. The new facility will replace the current South King County Transfer Station.

8. Park and Recreation Facilities

Algona is home to eight park facilities serving the population. Below is a summarized inventory of the park system, which is described further in the *Parks and Recreation Element* in Chapter 7 along with future projects and level of service.

Existing

John Matchett Memorial Park

Matchett Park is one the largest parks within Algona and covers approximately 3.75 acres. The park is centrally located in Algona and is adjacent to City Hall and Algona Police Department. The Park has several amenities making it great for both passive and active recreation. Supported activities include baseball, softball, basketball, tennis, picnicking, and gardening. Included furnishings are restrooms, benches, playgrounds, a restroom, and a covered eating area. Several events are held here annually, which include Algona Days, Movie Night, and the Pumpkin Launch.

David E. Hill Wetland Preserve

Built in 2024, the David E. Hill Wetland Preserve is the city's second major park. The open space park is approximately 8.9 acres, making it the largest park in Algona. The preserve's walking trails and overlook support passive recreation options such as walking, birdwatching, and provide educational opportunities. The wetland ecology, holistic approach to local flora, and presence of stormwater infrastructure gives ample opportunity to learn about our restorative environment practices.

7th Avenue Park

This small neighborhood park is located at the west end of 7th Avenue N, adjacent to State Route (SR) 16. The space is approximately 4,770 square feet and is furnished with a barbeque pit, bench, and picnic table.

Stanley Park

This neighborhood park located along the Northeastern portion of Stanley Avenue is approximately 5,770 square feet. It includes a swing set, bench, and one picnic table.

Waffle Park

This triangularly shaped small park is adjoined to the County Interurban Trail. It provides a covered resting place for trail users with a picnic shelter and tables. The park shares approximately 5,300 square feet of open space with King County.

3rd Ave Pocket Park

This park is also adjacent to the Interurban Trail is the 3rd Ave Pocket Park. The park is composed of approximately 7,800 square feet of space, and includes a shelter, a barbeque pit, picnic tables and benches.

Stanley Tot Lot

The Stanley Tot lot is located at the intersection of Stanley Avenue and Iron Avenue. It has two picnic tables, a bench, and a playground for young children four and under.

Interurban Trail

The Interurban Trail, also referred to as the Electric Avenue Interurban Trail, is owned and maintained by the Puget Sound Power and Light Company. The trail is part of the larger Interurban Trail system connecting several cities in southern King County along its 14.72-mile length.



Mayor Linnell and former Mayor David Hill attend the David E Hill Wetland Preserve dedication event on a warm October day in 2023. Photo by: Betty Padgett

Utilities Element Overview

The City defines a “public utility” is a private business organization such as a public service corporation performing some public service and subject to special governmental regulations, or a governmental agency performing similar public services, the services by either of which are paid for directly by the recipients thereof. Such services shall include, but are not limited to, water supply, electric power, gas, and telecommunications. This section provides a framework for the efficient and predictable provision and siting of utility facilities and services within the city, consistent with each public service utility obligations.

The purpose of the *Utilities subsection* of the *Capital Facilities and Utilities* element is to ensure that current and future utility services are sufficiently available to accommodate the potential growth Algona will see over the next 20 years and carve out key improvement projects that are necessary to meet the needs of new residents, businesses, and government facilities. Utility investments are costly and must be proactively planned to achieve improvements in a time effective manner. The element must be consistent with RCW 36.70A.070(4), and include:

1. An **inventory of existing utilities** owned by public or private entities.
2. A **forecast of needed utilities** based on the land use element. The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period for publicly operated utility providers.
3. **Proposed locations and capacities of expanded or new capital facilities** necessary for growth over the 20-year life of the comprehensive plan. Facilities and infrastructure needed for new growth, combined with needs for maintenance and rehabilitation of the existing systems and the need to address existing deficiencies in the utility system.
4. **Goals and policies** that demonstrate adherence to County and regional policies.

Utility Inventory & Forecasts

1. Potable Water Supply

Existing Facilities

The City of Algona purchases its water wholesale from the City of Auburn Water Department, and as such Auburn is responsible for determining how they will meet water capacity for all their current customers and anticipated customers by 2044. Between 2009 and 2014 Algona received on average approximately 330,000 gallons of water per day, which is the equivalent of 5 percent of Auburn's total daily water consumption. Auburn's water is primarily sourced through the Coal Creek Spring and West Hill Spring and is delivered via five interties located on the shared border between Algona and Auburn. Four interties are located along Boundary Boulevard and one is located at the intersection of Perimeter Road and 1st Avenue North. From these points water is then transferred to the City of Algona water mains located underground in the public right of way or in public water utility easements. Since 2015, several projects have commenced to improve water quality and quantity, including ongoing replacement of City of Auburn water mains, on-site well improvements, water meter installations, pressure reduction systems and reservoir seismic control valve installation.

Proposed Facilities

The City of Auburn Water Department (Water Department) is keen to the changing developments affecting the supply and demand for water utilities. Increased exposure to extreme weather events brought on by climate change has made planning for a changing climate a higher priority, as exemplified in Auburn's newly added *Climate Change* element of the 2024 Comprehensive Plan. Additionally, recent state legislation, such as the HB1110 and 1330, add another level of complexity of planning for future water demand. Finally, from a water quality perspective, new regulations on polyfluoroalkyl substances (PFAS) commonly referred to as forever chemicals are in development. The Water Department acknowledges that these obstacles will pose a challenge towards reliably supplying water, but still predict no future issues with overall capacity and service. There are several projects on-going to improve water quality including the Coal Creek Chlorination Center located near the Coal Creek Spring in southeast Auburn. Future projects expected to take place include applying for and receiving additional water rights and activating some of the offline wells.

2. Sanitary Sewer

Existing Facilities

King County Wastewater Division (KCWTD) provides wholesale wastewater treatment services to Algona and other cities throughout the region. King County is responsible for estimating capacity and demand based on anticipated growth by 2044. Capacity is defined by the size of wastewater mains, with the crown of these mains being the max capacity. King County owns a main sewer trunk line through the City which was previously considered sufficient capacity for the moderate growth forecast for 2035. However, new infrastructure was recently installed to bypass the Algona sewer trunk via parallel lines installed in Auburn. This installation reduces the City of Pacific's wastewater flow in Algona. The 2005 Plan reported that the line capacity in Algona was 4.14 million gallons per day (mgd), with a 24-inch intertie with King County.

KCWTD assesses its levels of service off 20-year design criteria. With the crown of the pipe as the max

capacity of that length of infrastructure, the 20-year level of service means that this pipe should only hit capacity once. This has been standard practice since the agency's creation in 1999.

Proposed Facilities

There are no new changes proposed for the underground wastewater infrastructure within Algona outside of maintenance activities. There are no above-ground facilities in Algona, and none planned for the current planning period extending through 2044. However, the Department of Energy (DOE) has new requirements for nitrogen which will require permitting with Department of Ecology to maintain current discharge levels of nitrogen. Upgrades to the main facilities in King County will be necessary to reduce ongoing costs of this permit.

3. Stormwater

Existing Facilities

Algona owns and maintains their own stormwater conveyance system consisting of pipes, ditches, and catch basins. Due to high groundwater, flat topography, and backwater flow from Mill Creek, Algona struggles with having enough capacity to convey water downstream. This issue is further exacerbated by more frequent high-intensity storms experienced over the past 10 to 20 years. The northwest corner of the City experiences flooding due to downstream impacts from overflow from Kent and Auburn into Mill Creek. The flat terrain of the region combined with sediment and vegetation in the downstream conveyance system, results in the area from 8th Ave N to Boundary Boulevard (Blvd.) to flood between Highway (Hwy) 167 and Algona Blvd. on a consistent basis during the winter months.

Level of Service

When designing stormwater conveyance systems, the City's *Public Works Standards* indicate that the 25-year 24-hour storm should be conveyed. The National Pollutant Discharge Elimination System (NPDES) Phase 99 Municipal Stormwater Permit issued by the Department of Ecology requires the City to inspect catch basins every two years and maintain them as necessary. In addition, public and private flow control and water quality facilities are inspected on an annual basis.

Proposed Facilities

Algona recently obtained a King County grant to complete the *2024 Flood Hazard Management Plan* to study stormwater flow within the City and a downstream analysis to evaluate the exact sources and recommended solutions to stormwater related flooding. Given the severity of the issue, Algona is making strides towards mitigating flooding in its limits. In 2023, Algona obtained permission from WSDOT to dredge a ditch running parallel to Hwy 167 which allows runoff to more freely flow to the drainage ditches and further downstream. Algona is also actively seeking out grants that will fund a high efficiency street sweeper, stormwater improvements, and flooding mitigation. Most notably, Algona is in negotiation to purchase property at the northwest corner of 11th Ave N. and Algona Blvd. for the purposes of constructing a detention pond that will absorb any overflow the stormwater system cannot accommodate during peak storm season. The City will continue to determine new projects (or maintain some of the existing project list) during the compilation of the Flood Hazard Management Plan. There is little growth anticipated and therefore a large addition of runoff flows is not anticipated. City efforts and concentration will lie with dealing with existing flows and high groundwater levels. More immediately,

the priority is meeting NPDES Phase II Permitting for the next 2024-2029 permit timeframe. From this, the city will be required to provide water quality treatment for 0.7 acres, maintain street sweeping three times a year, and maintain the typical schedule of inspecting stormwater facilities on a regular basis.

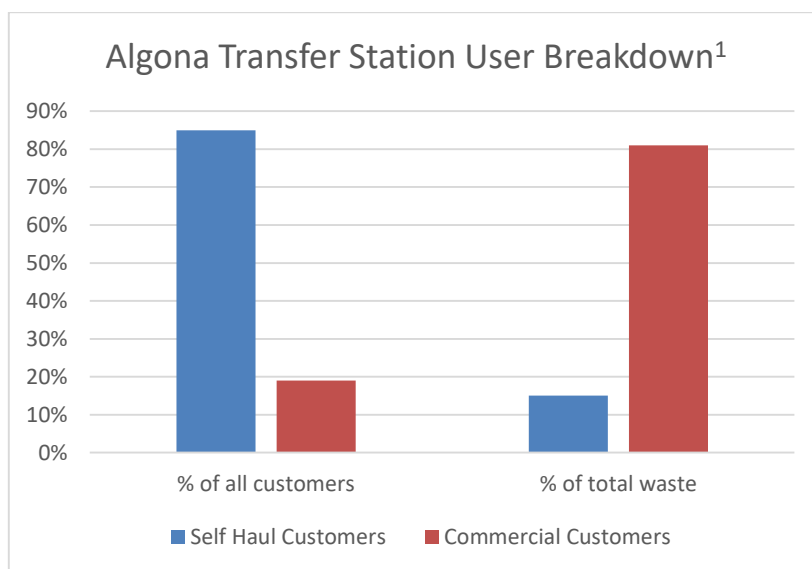
4. Solid Waste Management

Existing Facilities

Algona maintains an agreement for private waste services with Waste Management for pick-up and hauling of garbage, recycling, and compost (subscription based). Waste Management bills their customers directly for this service. After pick-up, the waste is diverted to three different locations. Recyclables are taken to the Cascade Recycling Center in Woodinville, a plant owned and operated by Waste Management. Algona’s garbage is diverted to the Cedar Hills landfill located in Maple Valley and owned and operated by King County. Compost is diverted to Cedar Grove Compost which is a private company with multiple locations throughout the Puget Sound region. Waste Management continues to offer several outreach services including free recycling, compost, and garbage posters, answering the public’s questions, and offers free site visits, waste audits, and providing recycling workshops for residents or city staff interested in visiting the plant.

King County’s Solid Waste Division also has an active presence in Algona. The Algona Transfer station was constructed in the mid-1960’s on 4.6 acres of the West side of the city at 35315 W Valley Hwy South. Recycling services are limited at this location given the lack of space available to cater to these services. In 2021, self-haul customers made up 85% of visits and contributed 19% of the total solid waste received while commercial customers made up only 15% of visits but contributed 81% of total solid waste as shown in **Figure 3**. The facility received 140,944 total customer visits in 2021 and the station contributed 152,483 tons of waste. The is approximately 18% of total tonnage at all King County Transfer Stations¹. According to AMC 22.08.01, the Algona Transfer Station is also considered an Essential Public Facility. See the *Essential Public Facility* section below for further discussion.

Figure 3: South King County Transfer Station User Breakdown



¹ Fact Sheet for Algona Transfer Station

Proposed Facilities

Waste Management has invested \$56 million in Washington State Recycling Centers to rebuild and update their three major recycling centers in Woodinville, Tacoma, and Spokane. The investment is purposed to advance recycling technology including automation and addition of facilities across the Puget Sound region. These investments will help facilitate a circular economy, support resiliency during natural events, and create more efficiency at existing recycling centers.

King County Solid Waste is in the process of replacing the existing Algona Transfer Station with the South King County Recycling and Transfer Station (SCRSTS). This facility, which will be opening in Algona in 2026, will have increased dedicated space to both garbage disposal and recycling collection. This facility will also be developed using the [Living Building Challenge Framework](#) to create positive environmental, sustainable, and regenerative impacts. System facility modernization will continue to take place through the next 20 years with the eventual siting and implementation of Northeast Recycling and Transfer Station (NRTS), to be located at 35101 W Valley Hwy South, just north of the existing Algona Transfer Station.

Currently, the biggest decision for King County Solid Waste of the next 20 years is deciding the future location for waste disposal. Cedar Hills Regional Landfill, located approximately 21 miles northwest in Maple Valley, WA, is set to close between 2040 and 2041. Several alternatives are currently being considered under a Long-Term Disposal Study which is expected to be complete by 2024. Alternatives include waste export by rail, reduce derived fuel, sustainable aviation fuel, and a waste energy plant.

9. Electricity

Existing Facilities

Puget Sound Energy (PSE) is the current provider of electrical services in the City of Algona. Power is provided through a portfolio of green and renewable energy sources including hydro, wind, and solar, with hydro power being the largest source. Power is delivered via transmission lines going through Algona and is delivered to the Edgewood Substation south in the City of Edgewood. Recent improvements have been made to transmission facilities in Pierce County that benefit Algona due to the City's proximity to Pierce County's boundary. As a disclaimer, addresses and exact locations are not disclosed to protect these facilities from any possible disruption.

Proposed Facilities

PSE is working towards meeting requirements of the Clean Energy Transformation Act by 2045. This Washington State bill regulates clear milestones for utility providers to use non-emitting resources by 2045. Power production has largely diversified with private customers adding their own electrical sources and batteries for power storage. However, unless radical land-use changes were to occur in the vicinity of Algona, there should be ample power supply to match the growing demand for electrical services through 2044.

10. Gas

Existing Facilities

PSE is also the provider of natural gas services in Algona. Service is provided by a high-pressure gas main adjacent to the city and partially through Algona in certain locations. Currently, PSE is meeting demand for natural gas services in Algona and expects this to be the case through at least 2044.

Proposed Facilities

There are no proposed gas facilities expected to serve Algona residents or businesses. There are several bills at the state legislature and national level that are likely to change future natural gas demand through the 2045 planning period. These bills are altering building codes to phase out natural gas facilities within building and transition to all electric utilities. This is both a health and environmentally purposed change as our society pivots to low or non-emission heating and electrical services.

11. Telecommunication facilities

Existing Facilities

There are several private providers of telecommunication services ranging from cable to mobile phones, to fiber and high-speed internet. Providers include AT&T, Xfinity, Quantum, HugesNet, Viasat, and T-Mobile. Several of these once isolated services can be received in bundles by a single utility provider. Network infrastructure is located both underground and on aerial facilities such as utility poles and roofs of commercial facilities. There are no known telecommunication hubs in Algona that were disclosed.

Proposed Facilities

At this time no additional facilities of note are planned that impact Algona's telecommunication services. Private telecommunication companies will continue to maintain and upgrade network infrastructure based on requirements of Washington's *Internet For All Initiative* filling gaps in equity of costs and coverage.

How is Utility Billing Determined?

The rate of utility billing for a company can be determined by considering various factors, and the specific details can vary depending on the type of utility (electricity, water, gas, etc.) and the regulatory environment. It's important to note that the specific combination and weight of these factors can vary widely based on the utility type, location, and regulatory framework. Companies often work closely with regulatory bodies to ensure that their rates are fair, reasonable, and cover the necessary costs while allowing for a reasonable profit margin.

Here are some common factors that are typically taken into consideration:

- | | |
|----------------------------|--|
| 1. Consumption Volume | 6. Operational Costs |
| 2. Time of Use | 7. Environmental and Sustainability Initiatives |
| 3. Demand Charges | 8. Government Taxes and Fees |
| 4. Infrastructure Costs | 9. Metering and Billing Costs |
| 5. Regulatory Requirements | 10. Customer Class (Commercial, Residential, Industrial) |

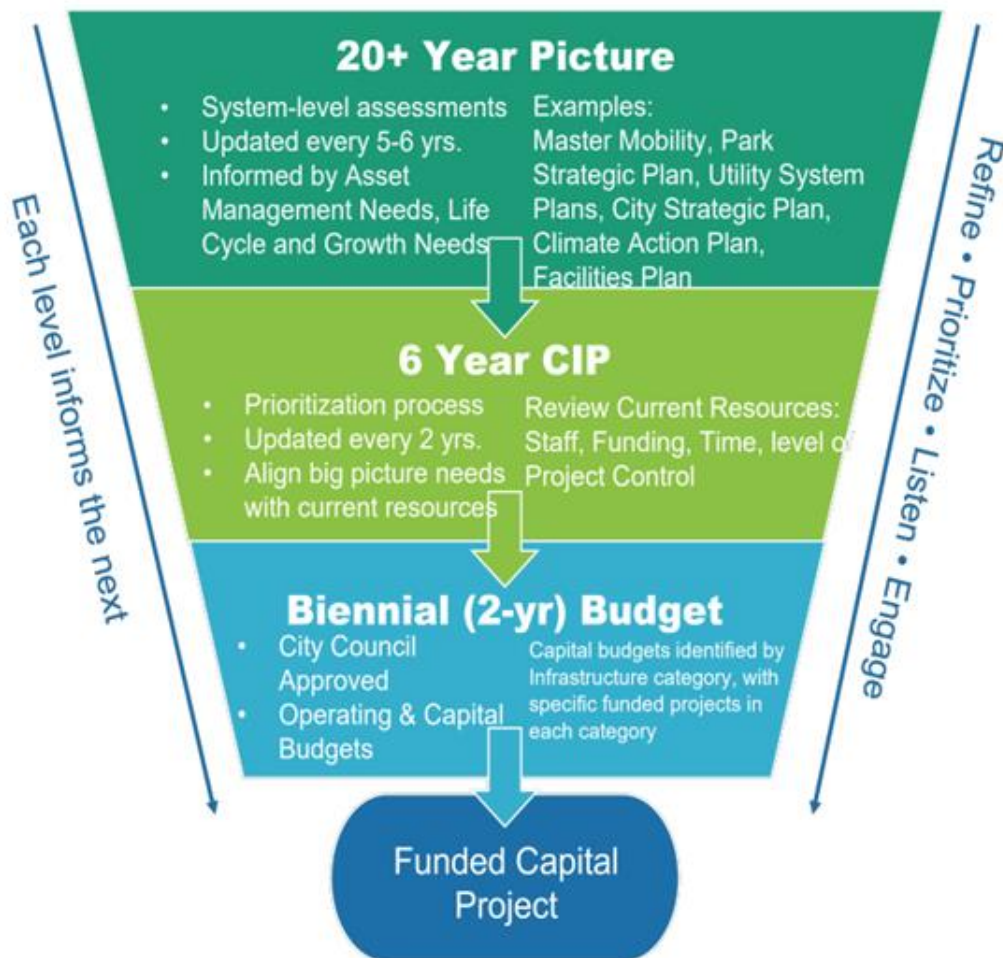
Sewer as an Example

Billing for sewer service is handled between KCWTD and the City. Customers are billed by the City an amount sufficient to recover the county charge plus the amount needed to operate and maintain the local collection system. In 2014, the residential sewer service was \$48.91 per month. Algona retained \$9.12 of the sewer charge for maintenance and operations with the balance being passed on to KCWTD. As of 2023, residential sewer service is \$68.02 per month. Algona now retains \$21.29 of the sewer charge for maintenance and operations and \$46.73 is passed on to KCWTD. Discounts for 15 percent of total fees are available to qualifying low income and disabled persons.

Algona’s Capital Improvement Plan

The Capital Facilities and Utilities Element is accompanied by the Capital Facilities Appendix, which presents the City’s physical and funding plan to meeting or exceeding level of service for residents through 2044. Concurrent growth of population is needed to support growth and investment in capital facility improvements and expansion of existing services. The Capital Facilities Appendix includes the Capital Improvement Plan, which is a 6-year plan prioritizing infrastructure projects and outlining the time, staffing, funding, and effort needed to complete projects critical to sustaining concurrent, thoughtful growth. The Capital Improvement Plan is evaluated annually as part of the annual budgeting process and every 5 to 6 years for project changes and updates.

Figure 4: Capital Improvement Planning Process



Source: PSRC

Capital Facility Goals and Policies

GOAL CF-1 Capital Improvement Planning

Strategically plan for system improvements that address past deficiencies and anticipate future growth for the benefit of all residents.

Policies:

CF-1.1 Prioritize capital improvements to correct deficiencies, maintain the quality of existing services, and accommodate projected growth.

CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:

- a. Whether the project is needed to correct existing deficiencies, to replace aging facilities, or to provide facilities needed for future growth.
- b. Elimination of public hazards.
- c. Elimination of capacity deficits.
- d. Financial feasibility.
- e. Site needs based on projected growth patterns.
- f. New development and redevelopment.
- g. Plans of state agencies.
- h. Budget impact.

CF-1.3 Reassess policies, plans, zoning, and the Capital Improvement Plan (CIP) as necessary to balance those facilities with future growth and development.

GOAL CF-2 Concurrent Growth

Future development should bear a fair share of facility improvement cost necessitated by the development to achieve and maintain adopted Level of Service (LOS) standards and concurrency with growth.

Policies:

CF-2.1 Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted LOS standards.

CF-2.2 Proposed plan amendments and requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action:

- a. Contribute to a condition of public hazards.
- b. Exacerbate any existing condition of public facility capacity deficits.
- c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements.
- d. Conform to future land uses as shown on the future land use map of the Land Use Element.
- e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided.

- f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City.
- g. Affect State agencies' facilities plans and siting of essential public facilities.

GOAL CF-3 Funding the Future

Manage the City's fiscal resources to support the provision of needed capital improvements.

Policies:

- CF-3.1 Provide public facilities at the LOS standards needed to serve development at concurrency levels prior to occupancy.
- CF-3.2 Aggressively seek grants, private funding, or other alternatives to augment local revenues.
- CF-3.3 Ensure consistency of capital planning with other policies of this Plan.
- CF-3.4 Support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.
- CF-3.5 Focus capital facility decisions on those projects that will achieve the goals of this Plan.
- CF-3.6 Ensure that funding is made available for stormwater retrofits and culvert upgrades that protect the Puget Sound.

GOAL CF-4 Collaboration with our Neighbors

Support regionwide coordination for phasing, timing and delivering of public facilities and services.

Policies:

- CF-4.01 Coordinate with regional and local utility providers on implementing same construction standards for utility design.
- CF-4.02 Add redundancy to services like stormwater facilities by creating a hierarchy of regional, county, and local systems to increase system resiliency.
- CF- 4.03 Coordinate with the local school district to identify surplus properties and private properties to create opportunities for shared use of facilities. (MPP-PS-4)
- Cf-4.05 Consider reviewing development regulations pertaining to schools, prioritizing, and simplifying the permitting of schools for the benefit of providing additional public services like disaster response and recreation (MPP-PS-4).
- CF-4.06: Coordinate public safety services in partnership with neighboring jurisdictions and frontline communities.
- CF-4.07: Consider working with local institutions to site schools, institutions, and other community facilities within Algona's UGA.

New goal CF-5 Essential Public Facilities

Consider climate change, economic, equity, and health impacts when siting and building essential services and facilities.

Policies:

CF-7.01 Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

CF-7.02 Evaluate co-locating separate uses at planned capital facilities beyond their primary function such as recreation, or emergency management.

CF-7.03 Public Facilities shall be designed to protect and restore the natural environment through facility siting, development standards and careful consideration of our changing climate.

CF-7.04 Promote water reuse and water conservation opportunities for residential and commercial development that diminish impacts to all water systems.

CF-7.05 Maintain inventory of new technical innovations that can reduce ecological harm and promote goals in climate change, natural environment, and utilities.

CF-7.06 Consider adopting a surface water management element.

CF-7.07 Consider disproportionate impacts on communities when siting new capital facilities.

CF-7.08 Consider the impacts of future climatic conditions on potential future capital facility sites.

CF-7.09 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

CF-7.10- Prioritize historically disadvantaged communities when siting green infrastructure.

Utilities Goals and Policies

GOAL UT-1A Ensuring Quality Services

Ensure long term maintenance of service levels in the design of utilities. Public utilities and facilities should be designed to fit with their surroundings.

Policies:

UT-1.1: Promote co-location and timing of new public and private utility facilities.

UT-1.2: Ensure that land will be made available for the location of utility lines, including location within transportation corridors.

UT-1.3: Review and amend existing regulations as necessary, including critical areas ordinances, to allow maintenance, repair, installation, and replacement of utilities.

UT-1.4: Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.

UT-1.5: Encourage system design practices intended to minimize the number and duration of interruptions to customer service.

UT-1.8: The City will employ a “State of Good Repair” principle in maintaining its capital facilities to avoid more major capital repair needs in the future.

GOAL UT-2 Conserving Energy

Encourage Energy Conservation and Conversion.

Policies:

UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.

UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.

UT-2.3: Consider converting the City's vehicle fleet to alternative fuels.

UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.

UT-2.5: The City should encourage the use of emerging technologies that promote environmental sustainability.]

UT-2.6: The city should explore strategies and technologies to reduce the solid waste stream.

GOAL UT-3 Regional Coordination

The City should coordinate City planning with the utility providers' planning.

Policies:

UT-3.1: Adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.

UT-3.2: Ensure that the Utilities Element includes the most current plans of other providers and jurisdictions.

UT-3.3: Ensure that development regulations are consistent with and do not otherwise impair the fulfillment of public service obligations imposed upon utilities by federal and State law.

UT-3.4: Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected.

UT-3.5: Coordinate disaster response planning for quick utility system recovery.

UT-3.6: Increase coordination with City of Auburn Water to address long term growth and potential impacts of climate change on water sources.

GOAL UT-4 Stormwater Management

Maintain a Surface Water Management Utility.

Policies:

UT-4.1: Adopt stormwater regulations that are consistent with the Department of Ecology's Stormwater Management Manuals (SWMM).

UT-4.2 Ensure the integration of the stormwater management plan strategies with other plan elements such as land use, transportation, natural environment, parks and recreation, and capital facilities.

UT-4.3 Support water quality improvements through stormwater management programs and projects.

Goal UT-5 Resiliency and the Natural Environment

The development or provision of utilities in Algona is completed with resiliency as a necessary component.

Policies:

UT-5.1 Coordinate environmental restoration efforts with utility providers.

UT-5.2 Consider highlighting carbon emission reductions as a reason to invest in utility infrastructure.

UT-5.3 Support efforts to increase the resiliency of utility by preparing for disasters and other impacts.

Goal UT-6 Considering Climate Change

Climate change will be factored into decisions regarding utility development and provision.

Policies:

UT-6.1 Acknowledge the impact of climate change on the region's water supply.

UT-6.2 Adopt procedures for water re-use and reclamation especially for high-volume non-potable water users such as parks and schools.

UT-6.3 Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.

UT-6.4 Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.

Goal UT-7 Equitable Access

Utilities shall be planned to correct historic environmental, equity, and economic hardships disproportionately felt by members of a community.

Policies:

UT-7.1 Ensure that all residents have access to high quality drinking water through well maintained, long-term oriented, and sustainably sourced water.

UT-7.2 Continue to provide discounted utility services for members of the community that suffer from disability or are economically disadvantaged.

UT-7.3 Ensure that all community members have equitable access to public services.

Transportation Element – GMA RCW Checklist

Yellow – Pending/unable to complete (missing information)

The following outlines the requirements for the transportation element as described in the Growth Management Act, Chapter 36.70A.070(6).

(6) A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following subelements:

(i) Land use assumptions used in estimating travel; Certified on 9/1/2023 RCW 36.70A.070 Page 5

Response: Completed, see page T-5.

(ii) Estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

Response: On hold until DKS analysis for multimodal (transit, pedestrian, and bikes) is completed and final guidance from WSDOT on level of service methodology is released.

(iii) Facilities and services needs, including:

(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments, active transportation facilities, and general aviation airport facilities, to define existing capital facilities and travel levels to inform future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

Response: Completed, pages T-6 through T-13.

(B) Multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve the goals of this chapter consistent with environmental justice. These standards should be regionally coordinated;

Response: On hold until DKS analysis for multimodal (transit, pedestrian, and bikes) is completed and final guidance from WSDOT on level of service methodology is released.

(C) For state-owned transportation facilities, multimodal level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting multimodal level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, active transportation, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

Response: On hold until DKS analysis for multimodal (transit, pedestrian, and bikes) is completed and final guidance from WSDOT on level of service methodology is released.

(D) Specific actions and requirements for bringing into compliance transportation facilities or services that are below an established multimodal level of service standard;

Response: On hold until DKS analysis for multimodal (transit, pedestrian, and bikes) is completed and final guidance from WSDOT on level of service methodology is released.

(E) Forecasts of multimodal transportation demand and needs within cities and urban growth areas, and forecasts of multimodal transportation demand and needs outside of cities and urban growth areas, for at least ten years based on the adopted land use plan to inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods. Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility;

Response: On hold until DKS analysis for multimodal (transit, pedestrian, and bikes) is completed and final guidance from WSDOT on level of service methodology is released.

(F) Identification of state and local system needs to equitably meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW. Local system needs should reflect the regional transportation system and local goals, and strive to equitably implement the multimodal network;

Response: Partially completed, systematic needs for automobiles are identified on page T-18. Equitability in transportation is described on page T-20. Multimodal improvements are not outlined due to pending DKS report and unreleased WSDOT guidance.

(G) A transition plan for transportation as required in Title II of the Americans with disabilities act of 1990 (ADA). As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities, and public agencies are required to perform self-evaluations of their current facilities, relative to accessibility requirements of the ADA. The agencies are then required to develop a program access plan, which can be called a transition plan, to address any deficiencies. The plan is intended to achieve the following:

- (I) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities;
- (II) Describe the methods to be used to make the facilities accessible;
- (III) Provide a schedule for making the access modifications; and
- (IV) Identify the public officials responsible for implementation of the transition plan;

Response: Pending information from City staff.

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated

with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

(C) If probable funding falls short of meeting the identified needs of the transportation system, including state transportation facilities, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

Response: Partially complete on page T-21. Additional information is needed from the City's staff on the current Transportation Improvement Plan and pending multimodal level of service results from DKS.

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

Response: Completed on page T-22/23.

(vi) Demand-management strategies;

Response: Completed, page T-2 and T-19.

(vii) Active transportation component to include collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

Response: Completed, page T-19.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "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. If the collection of impact fees is delayed under RCW 82.02.050(3), the six-year period required by this subsection (6)(b) must begin after full payment of all impact fees is due to the county or city. A development proposal may not be denied Certified on 9/1/2023 RCW 36.70A.070 Page 7 for causing the level of service on a locally owned or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan where such impacts could be adequately mitigated through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

Response: Completed, page T-19.

(c) The transportation element described in this subsection (6), the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

Response: Additional information is needed from the City's staff on the current Transportation Improvement Plan and pending multimodal level of service results from DKS.

Transportation Element – GMA RCW Checklist

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The following outlines the requirements for the transportation element as described in the Growth Management Act, Chapter 36.70A.070(6).

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(a) The transportation element shall include the following subelements:

(i) Land use assumptions used in estimating travel; Certified on 9/1/2023 RCW 36.70A.070 Page 5

Response: Completed, see page T-5.

(ii) Estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

Response: On hold until DKS analysis for multimodal (transit, pedestrian, and bikes) is completed and final guidance from WSDOT on level of service methodology is released.

(iii) Facilities and services needs, including:

(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments, active transportation facilities, and general aviation airport facilities, to define existing capital facilities and travel levels to inform future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

Response: Completed, pages T-6 through T-13.

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Response: On hold until DKS analysis for multimodal (transit, pedestrian, and bikes) is completed and final guidance from WSDOT on level of service methodology is released.

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Response: On hold until DKS analysis for multimodal (transit, pedestrian, and bikes) is completed and final guidance from WSDOT on level of service methodology is released.

(E) Forecasts of multimodal transportation demand and needs within cities and urban growth areas, and forecasts of multimodal transportation demand and needs outside of cities and urban growth areas, for at least ten years based on the adopted land use plan to inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods. Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility;

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(F) Identification of state and local system needs to equitably meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW. Local system needs should reflect the regional transportation system and local goals, and strive to equitably implement the multimodal network;

Response: Partially completed, systematic needs for automobiles are identified on page T-18. Equitability in transportation is described on page T-20. Multimodal improvements are not outlined due to pending DKS report and unreleased WSDOT guidance.

(G) A transition plan for transportation as required in Title II of the Americans with disabilities act of 1990 (ADA). As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities, and public agencies are required to perform self-evaluations of their current facilities, relative to accessibility requirements of the ADA. The agencies are then required to develop a program access plan, which can be called a transition plan, to address any deficiencies. The plan is intended to achieve the following:

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- (III) Provide a schedule for making the access modifications; and
- (IV) Identify the public officials responsible for implementation of the transition plan;

Response: Pending information from City staff.

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated

with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

(C) If probable funding falls short of meeting the identified needs of the transportation system, including state transportation facilities, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

Response: Partially complete on page T-21. Additional information is needed from the City's staff on the current Transportation Improvement Plan and pending multimodal level of service results from DKS.

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

Response: Completed on page T-22/23.

(vi) Demand-management strategies;

Response: Completed, page T-2 and T-19.

(vii) Active transportation component to include collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

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Response: Completed, page T-19.

(c) The transportation element described in this subsection (6), the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

Response: Additional information is needed from the City's staff on the current Transportation Improvement Plan and pending multimodal level of service results from DKS.

Chapter 9: Transportation

Introduction

Future planning, investment, and operation of transportation infrastructure is captured in the *Transportation* element. The element demonstrates the current state of Algona’s transportation systems while also envisioning how community members will move around Algona through 2044. The purpose of the transportation element is ensure that future transportation operations are developed to support the goals of the land use element and to accommodate concurrent growth projected for the City of Algona.

Decisions made in transportation or land use are highly influential on one another. Growth in housing, jobs, and population can overburden existing road networks not suited to handle the increased congestion without proactive planning. Requirements for concurrency in the Growth Management Act (GMA) specify that growth must be adequately served by transportation as it occurs. If these upgrades cannot be served due to environmental, financial, or other reasons, the land use plan must be adjusted accordingly. As with utilities, transportation infrastructure must be available to sustainably accommodate growth as strategized in the land use element.

As of 2024, the state of transportation in the Puget Sound is in flux. Several employers that offered work-at-home amenities during the COVID-19 pandemic are beginning to require employees to return to the office full time. State, county, and local roads will be increasingly stressed as commute trips return to and surpass pre-pandemic levels. As described in **Figure 1**, approximately 1,640 residents work outside the city’s limits while 1,470 people travel to Algona for their jobs. Understanding that populations are projected to increase over the next twenty years, it is necessary that Algona, continue to collaboratively plan to accommodate increased levels of traffic with neighboring jurisdictions and WSDOT.

PENDING IMAGE

Figure 1: Employment Flow



Source: United States Census, On the Map, (2023)

Growth Management Act Requirements

The comprehensive plan needs to be both consistent with Countywide Planning Policies (CWPPs) and compliant with Washington State’s GMA. The Department of Commerce ensures that Washington cities are prepared to meet these conditions by equipping them with the periodic update checklist. Generally, the comprehensive plans must establish a means of accommodating growth levels specified by county growth targets while ensuring that these strategies are financially feasible and concurrent with development.

The State specifies how to develop projections for future transportation strategies by requiring at minimum 10-year traffic forecasts. Doing so gives community members and decision makers the opportunity to mitigate future congestions through improvements or extensions of transportation infrastructure and services. It is also a requirement that the assumptions and methods used to develop traffic projections be shared to add transparency to projections.

Additionally, the 2024 periodic update cycle includes new requirements for the transportation element. Historically, transportation elements solely required inventorying and analyzing of automobile facilities and infrastructure. This periodic update cycle introduces requirements considering a wider diversity of transportation methods including active transportation methods and public transit. Cities must include sections considering how multimodal transportation may impact existing infrastructure and create future projections based on methods coordinated with the region. This change will help decisionmakers consider funding for projects by acknowledging a wider range of transportation needs. These recent requirements for the element maintains a cohesive approach to a regional issue by reducing demand for roadways, encouraging physical activity, providing a number of cost effective transportation options, and reducing greenhouse gas emissions.

Regional and Local Transportation Plans Vision 2050 and The Regional Transportation Plan

The Puget Sound Regional Council (PSRC) is the regional planning agency responsible for reviewing, prioritizing, and funding of transportation projects throughout the sound. PSRC's foundational principles are in the *Regional Transportation Plan (RTP)*¹, which in turn is based on Vision 2050, the overarching growth plan for the region. The RTP is interconnected with PSRC *Regional Economic Strategy*, the comprehensive economic development plan for central Puget Sound region. Combined, these plans define how transportation systems will be developed from the State level to the region to the County and to Algona.

VISION 2050 provides a framework for how and where development occurs and how the region supports efforts to manage growth. The Regional Transportation Plan provides a blueprint for improving and coordinating mobility, providing transportation choices, addressing special needs, moving the region's freight, and supporting the region's economy and environment. The region has committed to unprecedented levels of investment to support the safe and efficient movement of people and goods. A centerpiece of the emerging transportation system is an integrated local and regional high-capacity transit network of light and heavy rail, ferries, and bus rapid transit, which supplements the roads, rail, and maritime transportation system.

--PSRC Vision 2050, Page 3.

King County Countywide Planning Policies (CWPP)

Current CWPPs for King County were adopted in December 2021 and amended in 2022. CWPPs create a shared and consistent framework for growth management planning for all jurisdictions in King County. King County's Comprehensive Plan along with all its local comprehensive plans are developed from the framework established by the CWPPs. The planning policies incorporated in the document were purposed to provide guidance in advance of the 2024 Comprehensive Plan Periodic Update. The CWPPs implement the regions plan for growth as outlined in Vision 2050.

¹2022-2050 Regional Transportation Plan (RTP), PSRC Page 38

For Algona’s 2024 update, the CWPPs were adopted with Vision 2050 and the comprehensive update in mind. Guiding principles were established to establish a context and extent for the 2021 CWPP update. The following list identifies these parameters:

- 2012 Countywide Planning Policies
- Centering social equity and health
- Integrating regional policy and legislative changes
- Providing clear, concise, and actionable direction for comprehensive plans
- Implementing the Regional Growth Strategy with 2044 growth targets that form the land use basis for periodic comprehensive plan updates

Transportation Improvement Plan

As part of the requirements for certification, the *Transportation* element of the comprehensive plan must include a multiyear financing plan based on the needs identified in this element. The transportation improvement plan (TIP) establishes the basis for street, road, path, and transit improvements to take place over the six-year period and is developed by all cities planning under the GMA. The TIP is one component of the larger capital improvement plan (CIP) inventorying all proposed infrastructure improvements, extensions, and additions. The CIP can be located within the *Capital Facilities Appendix* of the Algona 2024 Comprehensive Plan.

Algona transportation projects receive their funding through a number of sources. Algona’s annual budget has a dedicated *Street Fund* which is legally restricted to transportation infrastructure construction and maintenance. The fund receives its revenue primarily through sales and property taxes, state intergovernmental revenues or grants, licenses & permits, and miscellaneous revenues. Interfund transfers are also used on occasion to catch-up on contributions to the newly proposed equipment replacement fund in 2022. These funds are used towards the maintenance, operation and improvements to road infrastructure. Additionally, revenues generated by the real estate excise tax may be applied to street improvements through the capital improvement fund.

The purpose of the TIP is to ensure that growth in Algona will be unencumbered by shortcomings in infrastructure concurrency by validating the proposed project expenses and available revenue sources. In the case of unforeseen events and funding falls short, there are additional funding methods left for Algona to consider. Cities can implement either a one-year or multi-year levy lid lift increasing property taxes without banked capacity beyond the one percent limit. This solution would be needed to be voted on by the community, however they are flexible in paying for maintenance, operation, or capital costs. Additionally, Local Improvement Districts can be created to fund capital improvement projects in specific neighborhoods. With this option, property owners who benefit the most from the improvements share a proportionate size of the costs. Lastly, Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds can also be levied by cities, transit benefit districts (TBDs), and Local Improvement Districts (LIDs). These projects can be approved by special election or council decisions for financing of projects that benefit the wider public.

Land Use Assumptions

The 2024 Periodic Update relies heavily on the regional forecasts by PSRC and King County. Current projections provided by King County suggest that the City's population will increase by 29% to 4,660 residents by 2044. Given the sizeable increase in projected population, the City will assume that comprehensive plan's consistency with regional transportation forecasts will ensure concurrency.

The future traffic analysis described in this element incorporates land use assumptions by using the 2024 Zoning Map and anticipated density changes to residential and commercial zones. Additionally, the analysis assumes 1% compound growth rate at all intersections, starting with 2023 volumes. The growth was determined using the travel demand model. The travel demand model is a regional model across four counties developed by the Puget Sound Regional Council (PSRC). There is a base year model and a future year model, in this case we used a 2014 and a 2040 model. The models have land use developed by the PSRC with input from local jurisdictions. We looked at growth between the two years on several roads in Algona. There was typically very little or negative growth on Algona roads, but to be conservative, we used a 1% annual growth rate.

Algona's Transportation Network

Automotive Transportation

Local Roadway System

Each street in Algona was functionally classified according to the WSDOT Functional Classification² system used for federal funding and based on the traffic services they provide, such as the through movement of traffic or the provision of access. Roads within the City are primarily either collector arterials or local access streets, as shown in **Figure 2**. The West Valley Highway and Ellingson Road are considered to be the only minor arterials within city limits and can support a higher traffic volume than almost all other roads within Algona as demonstrated in the traffic analysis.

State-Owned Roadway System

Algona is served by nearby two State highways, SR 167 and Highway 18. While there is no immediate access to Highway 18 from Algona, there is one entry/exit points to SR 167 within the City, which is located along Ellingson Road. The West Valley Highway, a City maintained roadway, parallels SR 167 and provides the principal local access into the City. It also handles bypass traffic when SR 167 becomes congested during peak hours. The City's TIP notes that the West Valley Highway has insufficient width and the pavement is currently in poor condition.

Parking Facilities

Parking facilities include both on- and off-street parking. On-street parking is currently allowed completely or partially on all collector arterials and local roads. However, this tends to contribute to traffic congestion and hamper pedestrian safety specifically along 1st Avenue, Algona Boulevard, Milwaukee Avenue, Warde Street and Main Street, which are the primary pedestrian corridors leading

² Washington State Department of Transportation, Geospatial Open Data Portal (2023).

to key community services and events, local businesses, and ALPac Elementary School. There are physical constraints to on-street parking on some roads due to roadside ditches. Residents have mixed-feelings about on-street parking being permitted throughout the City due to limited roadway width not designed to accommodate two way access and on-street parking.

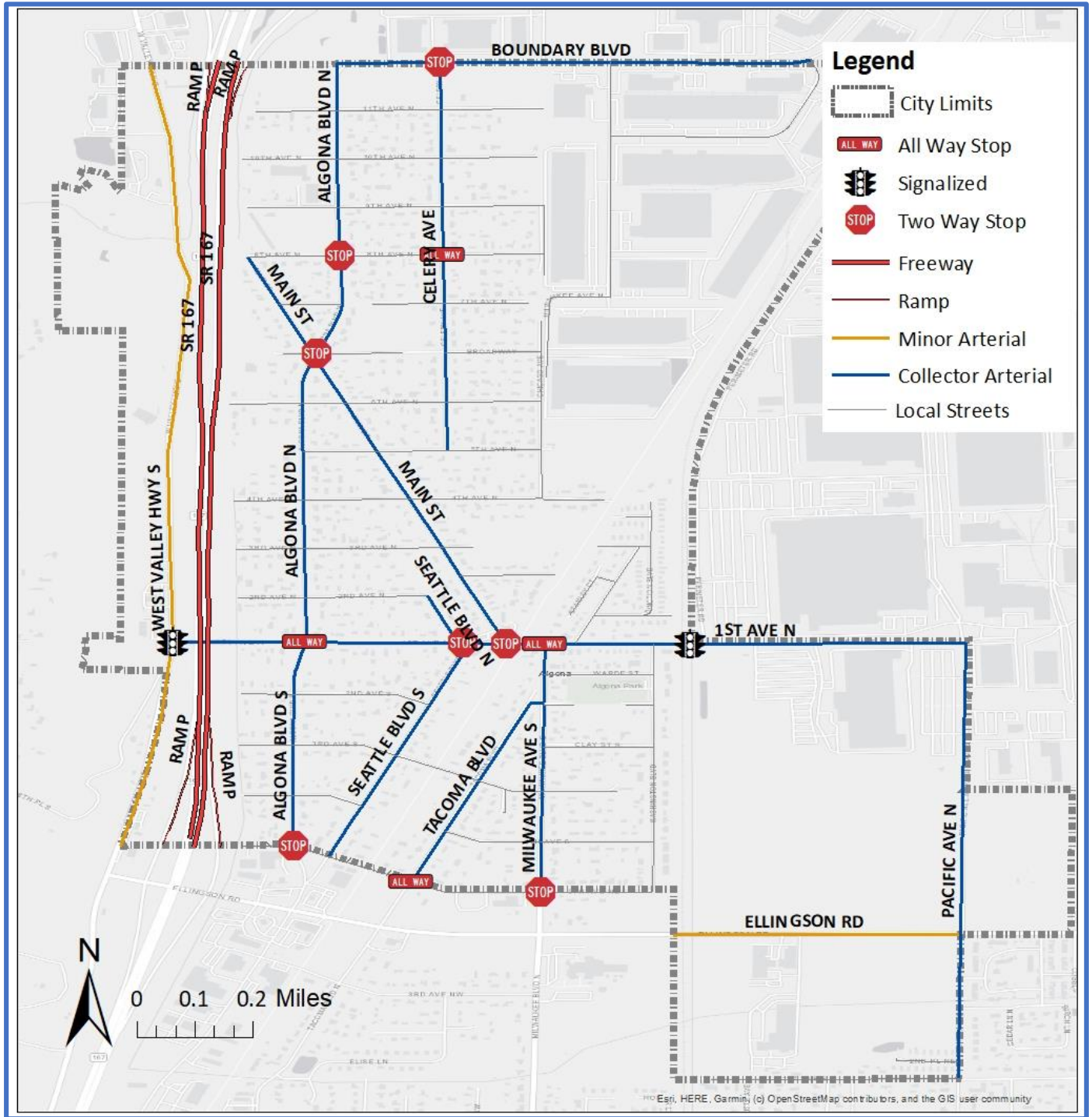
Demand is currently being satisfied by off-street parking on arterial and collector roadways and is maintained by private property owners. Off-street parking is required for all residential, commercial, and industrial developments and is intended to meet specific land use-related parking needs.

Private Transportation

The State requires cities to consider programs for transportation demand management strategies designed to encourage the use of alternatives to single occupancy travel and reduce congestion during peak times. Transportation Network Companies (TNCs) such as Uber and Lyft operate in Algona and provide options for shared rides with other users. Additionally, High Occupancy Toll (HOT) lanes are implemented along SR-167 from Auburn to Renton to create quicker commutes for carpool users who aren't tolled in the HOT lanes. Single occupancy vehicles may also ride in the HOT lanes however they will have to pay a fee priced to the current level of traffic. This method is to reduce congestion by promoting carpooling and other shared methods of transportation.

Algona also operates a Commute Trip Reduction (CTR) program. The City provides for CTR through AMC 16.16 affecting businesses with 100 employees or more.

Figure 2: Roadway Classification Map, DKS Traffic Report (2023)



Bicycle and Pedestrian Network

Bicycle Trails/Paths

There is a bicycle facility located on Boundary Boulevard from Algona Boulevard North to Industry Drive North, as shown in **Figure 3**. This is an unprotected bike lane separated by from the roadway by a channelization buffer, starting just east of O Street and extending the length of Boundary Boulevard. The channelized buffer ends at O street and the bike lane ends at the north/south bend.

The Interurban Bicycle Trail is 14 mile trail connecting the cities of Tukwila, Kent, Auburn, Algona, and Pacific. This partially paved trail only crosses one street, 1st Ave North. This is a protected crossing is enhanced by Rectangular Rapid Flashing Beacons (RRFB) that draw automobile drive attention to pedestrians and bicyclists.

Pedestrian Facilities

There are Interurban Bicycle Trail also serves as a pedestrian path. Other pedestrian ways are discontinuous throughout the City, having been constructed in a piecemeal manner over past years. Sidewalks are provided on both sides of the roadway on Milwaukee Boulevard South, 1st Avenue North, Warde Street, Industry Drive North, and Boundary Boulevard. There are sidewalks on one side of the street on Main Street from Algona Boulevard to 1st Avenue North and Ellingson Road from Pacific Avenue North to Milwaukee Boulevard North. Existing sidewalks are shown in **Figure 3**.



The Interurban Trail connects to Algona’s Waffle Park and Stanley Avenue Parks, providing residents opportunities to walk or bike into Auburn.

Photo by: Betty Padgett

History of the Interurban Trail:

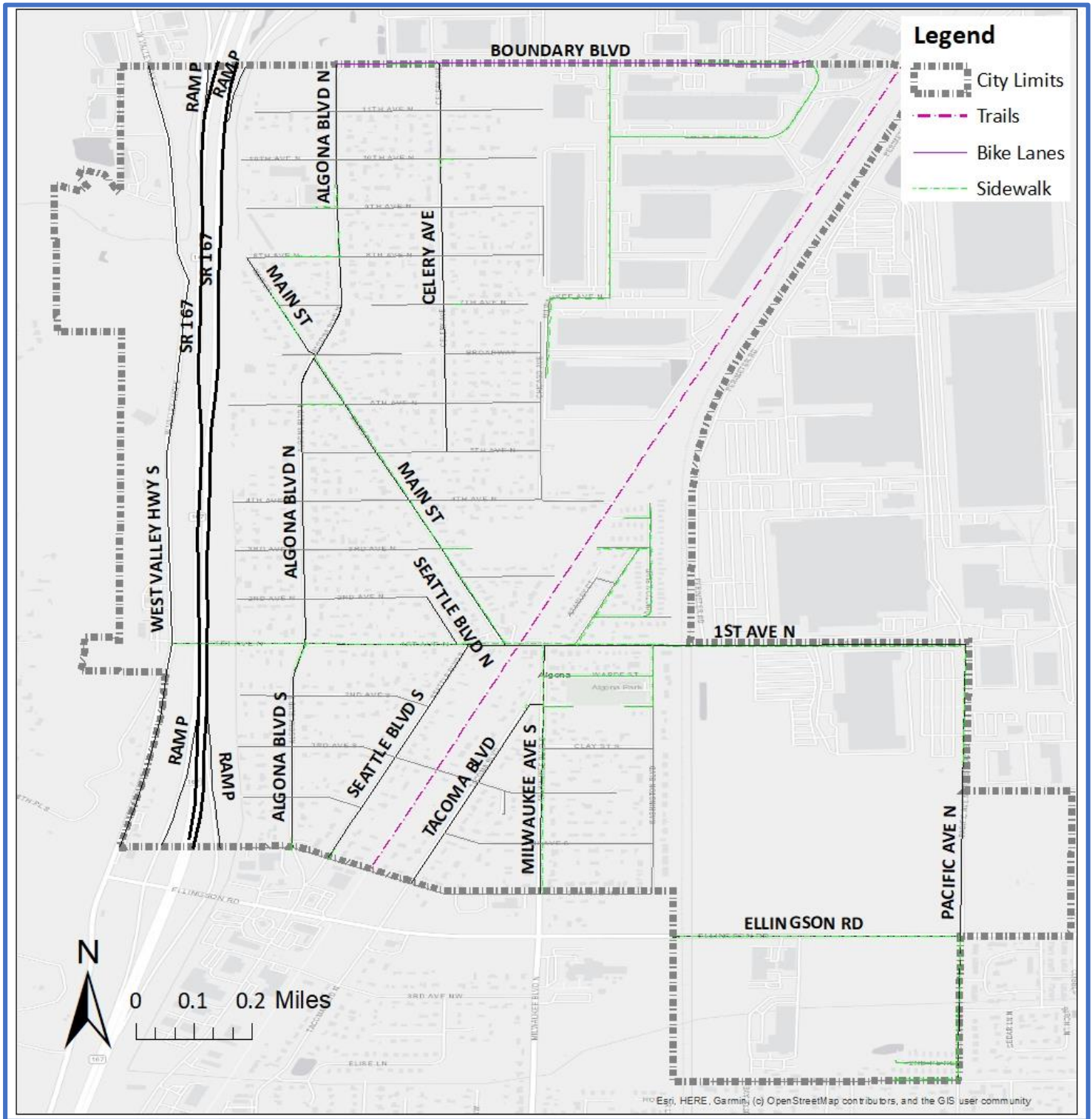
After being signed by Abraham Lincoln in 1862, the Homestead Act brought a new wave of settlers west. By 1870, Algona, (Previously known as Valley City) was growing steadily and needed additional infrastructure to support its population.

By 1902 the Interurban railway was operating from Seattle to Tacoma with stops at many cities including Algona. The Interurban railroad gave residents increased access to Seattle and many businesses began to locate near this the depots.

After three full decades of use, the line was shut down in 1928. The development of local highways was favored over the railway. Puget Power eventually converted the corridor into a power line corridor, titling segments to Seattle City Light and Snohomish County Public Utility District. By the mid 1990’s large swaths of the corridor was being developed into what we know today as the Interurban Trail.

Source: History Link, Algona Thumbnail History (2015)

Figure 3: Pedestrian and Bicycle Map, DKS Traffic Report (2023)



Interconnection to Public Transit

Transit

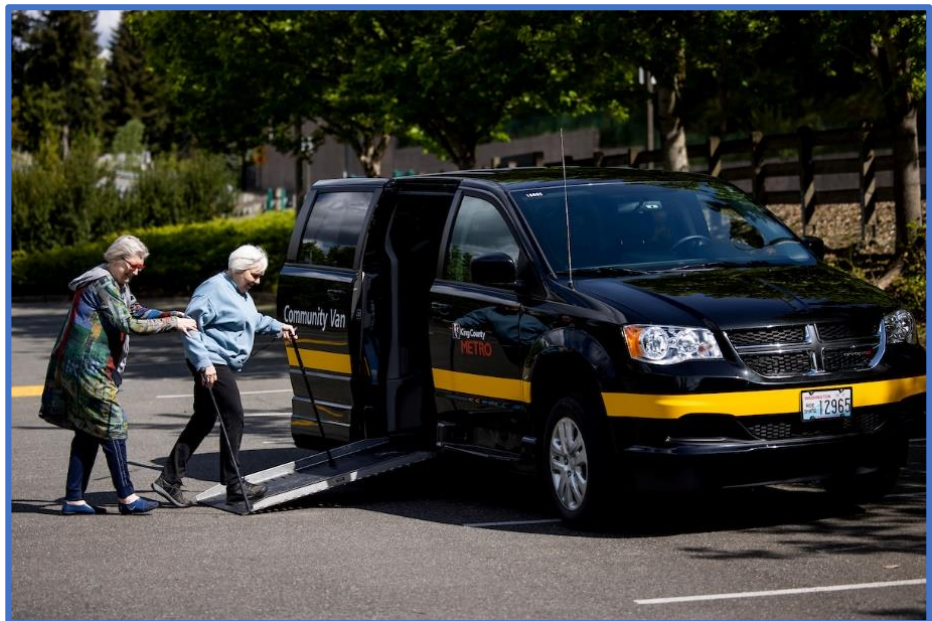
Transit is the most effective manner to moving large groups and an important alternative to automobile travel for both regional and local trips. Transit is not only useful in reducing traffic volumes and pollution but is often the only means of transportation available to some members of the community. In Algona, most individuals use a personal automobile as their preferred mode of transportation. Therefore, mass transit is most important for the elderly, low-income individuals, and youth who do not have an alternative mode of transportation available.

Currently, King County offers a single transit route through Algona and the surrounding area. The single Dial-A-Ride Transit (DART) Route 917 is a fixed route service that uses smaller buses that are more flexible for performing a limited number of off route pick-ups/ drop-offs. Route 917 operates along Ellingson Road, Pacific Avenue North, Milwaukee Boulevard South, 1st Avenue North, Main Street, Algona Boulevard North, and Boundary Boulevard. The route provides useful connection to Auburn retail park, The Outlet Collection, and Auburn Transit Center. DART route 917 operates from 5:00 AM to 7:00 PM on weekdays and from 8:30 AM to 5:00 PM on weekends. It operates under 20-to-30-minute headways during the weekdays and every hour on weekends.

Additionally, Algona has been participating in the Algona-Pacific Community Transit Pilot Program. This program has been ongoing since 2021 and purposed to equity priority areas where there are higher proportions of residents are low income, people of color, or people with disabilities. This new form of rideshare, provided by King County Metro, connects community members with one-time, or recurring rides to popular destinations not limited by an existing route. This service uses smaller EV automobiles



Keep an eye out for one of the King County Dart Service Vehicles circulating near Ellingson Road. Source: King County Metro



Residents are able to call Community Transportation Shuttle when they need it the most. Source: King County Metro

offering even more flexibility in trip destinations. Community Transportation vehicles need to be scheduled two days in advance with a local Community Transportation Coordinator. Trips must include at least two riders not including the driver and can be anywhere within a two-hour drive from the origin. These vehicles are volunteer driven, and riders must pay a Metro one-zone ticket fare. Tickets can be purchased through an ORCA pass, or through King County Metro's Transit GO Ticket app.

Railways

The City no longer has direct passenger service but does have access to freight service through the Union Pacific Railroad at the Auburn 400 Corporate Park located in the northeastern corner of the City. Although there is no direct passenger service to the City, Sounder Commuter Rail and some Amtrak passenger service is accessible at the Auburn Rail Station just northeast of the City.

Water and Air Transportation

The City is not directly served by water or air transportation services. However, there are several regional providers of these transportation types available to Algonia community members. WSDOT provides ferrying services throughout the Puget Sound and its four counties. This state operated system provides needed transit connections with the peninsula and its many isolated communities.

There are numerous flight facilities accessible to communities in South King County including Algonia. Seattle-Tacoma Regional Airport International Airport is the largest provider of airline travel services in the State of Washington. It is approximately 20 miles north from city hall and accessible via State highway 167. Auburn Municipal Airport, located at 2143 E Street NE is a twelve minute drive from Algonia City Hall and provides maintenance and training services for planes and pilots.



The M/V Kaleetan Ferry takes passengers and commuters across the Puget Sound on a clear day with Olympic Mountains visible. Source: KUOW

Existing Levels of Service

Automobile

In 2005, the City adopted an LOS standard of “D” for arterials and “E” for local access streets. LOS D is defined as causing a peak-hour driver less than a 35 second delay traveling through an unsignalized intersection; or less than 55 seconds through a signalized intersection. It is considered an acceptable urban standard for roads. Specific roadways evaluated for the *Transportation Element* are described in below in **Figures 4, 7, and 8.**

Traffic volumes were measured for both the 2005, 2015, and the 2024 plans. The locations are shown in the table below. The afternoon peak hour was selected for developing this plan because it is typically the hour of greatest traffic volumes during the day. The afternoon peak hour is the highest volume period between 4 and 6 p.m. on a weekday. **Figures 4, 5, and 6** below indicate which intersections were evaluated, the intersection’s associated traffic controls, and how LOS results are determined as a result of the intersection type. It is industry standard to base LOS ratings based on wait times at intersections. Ratings are provided for both signalized and unsignalized intersections.

Figure 4: Study intersections and Traffic Control Type, DKS Report (2023)

#	INTERSECTION	TRAFFIC CONTROL
1	MAIN ST / ALGONA BLVD	Two Way Stop
2	W VALLEY HWY / 1 ST AVE N	Signal
3	ALGONA BLVD N / 1 ST AVE N	All Way Stop
4	1 ST AVE N / SEATTLE BLVD N	Two Way Stop
5	1 ST AVE N / N MAIN ST	Two Way Stop
6	MILWAUKEE BLVD / 1 ST AVE N	All Way Stop
7	1 ST AVE N / PERIMETER RD	Signal
8	5 TH AVE NW / ALGONA BLVD	Two Way Stop
9	5 TH AVE NW / TACOMA BLVD	All Way Stop
10	5 TH AVE NW / MILWAUKEE BLVD	Two Way Stop
11	8 TH AVE N / ALGONA BLVD N	Two Way Stop
12	8 TH AVE N / CELERY AVE	All Way Stop
13	CELERY AVE / BOUNDARY BLVD	Two Way Stop

Figure 1: Level of Service Criteria for Unsignalized Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	0-10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Figure 6: Level of Service Criteria for signalized Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	0-10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Figure 7: North Algona Study Intersections, DKS Report (2023)



Figure 8: South Algona Study Intersections, DKS Report (2023)



Figure 9: Existing Conditions AM and PM Peak Intersection Operations

INT #	INTERSECTION	OPERATING STANDARD	EXISTING AM PEAK		EXISTING PM PEAK	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
1	MAIN ST / ALGONA BLVD	LOS D	9.9	A	15.2	C
2	W VALLEY HWY / 1 ST AVE N	LOS D	5.1	A	6.9	A
3	ALGONA BLVD N / 1 ST AVE N	LOS D	7.8	A	10.2	B
4	1 ST AVE N / SEATTLE BLVD N	LOS D	9.1	A	9.6	A
5	1 ST AVE N / N MAIN ST	LOS D	9.3	A	10.4	B
6	MILWAUKEE BLVD / 1 ST AVE N	LOS D	7.7	A	8.4	A
7	1 ST AVE N / PERIMETER RD	LOS D	1.7	A	0.5	A
8	5 TH AVE NW / ALGONA BLVD	LOS D	9.1	A	10.6	B
9	5 TH AVE NW / TACOMA BLVD	LOS D	7.2	A	7.1	A
10	5 TH AVE NW / MILWAUKEE BLVD	LOS D	9.2	A	9.8	A
11	8 TH AVE N / ALGONA BLVD N	LOS D	9.9	A	10.7	B
12	8 TH AVE N / CELERY AVE	LOD D	7.2	A	7.4	A
13	CELERY AVE / BOUNDARY BLVD	LOS D	9.6	A	14.6	B

Pedestrian

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Bicycle

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Public Transportation: Bus Services

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Level of Service – Growing Into 2044

Automobile

Figure 10 shows the Levels of Service that in 2005 were forecast for 2025. Land use and growth assumptions for 2035 are equal to or less than the 2025 estimates. The LOS estimates on Figure 10 will therefore continue in place for the 2024 update, with two exceptions: Algona Boulevard/Broadway is expected to improve to LOS D or better because of traffic signage at this 5-way stop; and a new signal at West Valley/1st Street has been installed, improving the LOS to B or better.

Figure 10: Future Conditions PM Peak Intersection Operations

INT #	INTERSECTION	CONTROL TYPE	OPERATING STANDARD	FUTURE PM PEAK	
				DELAY (SEC)	LOS
1	MAIN ST / ALGONA BLVD	Roundabout*	LOS D	4.3	A
2	W VALLEY HWY / 1 ST AVE N	Signal	LOS D	10.1	A
3	ALGONA BLVD N / 1 ST AVE N	All Way Stop	LOS D	10.6	B
4	1 ST AVE N / SEATTLE BLVD N	Two Way Stop	LOS D	9.9	A
5	1 ST AVE N / N MAIN ST	Two Way Stop	LOS D	10.9	B
6	MILWAUKEE BLVD / 1 ST AVE N	All Way Stop	LOS D	8.4	A
7	1 ST AVE N / PERIMETER RD	Signal	LOS D	0.5	A
8	5 TH AVE NW / ALGONA BLVD	Two Way Stop	LOS D	10.9	B
9	5 TH AVE NW / TACOMA BLVD	All Way Stop	LOS D	7.1	A
10	5 TH AVE NW / MILWAUKEE BLVD	Two Way Stop	LOS D	10.0	A
11	8 TH AVE N / ALGONA BLVD N	Two Way Stop	LOS D	11.1	B
12	8 TH AVE N / CELERY AVE	All Way Stop	LOD D	7.4	A
13	CELERY AVE / BOUNDARY BLVD	Two Way Stop	LOS D	14.4	B

* Intersection operates under two-way stop control in 2023.

Pedestrian

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Bicycle

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Public Transportation: Bus Services

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Paving Our Way – Planning for Future Transportation

Identified Roadway Improvement Projects

Three Street connector projects have been identified for this current periodic update. These projects aim to connect local roads to collector arterials. There are numerous locations throughout the city where a local road comes to a dead end and can be extended within the right of way to meet a collector arterial. The project team identified the following locations for this type of treatment in the table below.

Identified Roadway Improvement Projects
1. 7th Avenue North to the east side of Algona Boulevard
2. Broadway Boulevard to the west side of Celery Avenue
3. 7th Avenue North and Chicago Avenue to the west side of Milwaukee Avenue North

Identified Bicycle Infrastructure Projects

Additional bike lane projects aiming to provide additional capacity for bicyclists have been identified. Arterials are high priority locations based on completed feasibility analysis conducted by DKS. The following projects were identified:

Identified Bicycle Infrastructure Projects
1. Algona Boulevard North from Boundary Boulevard to 5th Avenue South
2. Main Street from Algona Boulevard to 1st Avenue North
3. Milwaukee Boulevard from 1st Avenue North to 5th Avenue South

Identified Pedestrian Infrastructure Projects

In accordance with update requirements, the community was reviewed for any congestion points or potential hazard areas where pedestrian facilities (e.g. sidewalks) should be prioritized and made part of the City’s Capital Improvements Plan. The city has identified arterials as high priority locations and having conducted a feasibility analysis considering right of way and physical space constraints have identified five high priority sidewalk projects:

Identified Roadway Improvement Projects
1. Algona Boulevard North from Boundary Boulevard to 5th Avenue South
2. Seattle Boulevard from 1st Avenue North to 5th Avenue South
3. Tacoma Boulevard from Milwaukee Boulevard South to 5th Avenue South
4. Celery Avenue from Boundary Boulevard to Broadway Boulevard
5. Broadway Boulevard from Algona Boulevard to Celery Avenue

Emerging Trends and Patterns

Complete Streets

Cities throughout the Central Puget Sound region have taken to identifying approaches to improving active transportation infrastructure. Active Transportation is defined as getting from place to place by walking, biking, or rolling. A popular approach observed in the region is the adoption of complete streets programs and policies. Algona, along with half the cities in the region, have already adopted policies recognizing this approach. Complete Street programs promote walking, biking, rolling by providing an integrated transportation system meeting the needs of users of all capabilities and mobility types. Ultimately, complete street programs aim to improve shortcomings in transportation equity while decreasing car dependence, equating to reduced air pollution and road congestion.

Mobility Hub Implementation

Regional transit agencies – Sound Transit and King County Metro – are crafting guidance for implementation of mobility hub programs. Mobility hubs are transit facilities along high frequency bus or train lines that provide a diverse inventory of mobility options in a convenient and informative environment. The purpose of mobility hub implementation is to combat car dependence by creating a space that incentivizes active and shared transit options, thereby creating an environment that is safe and less congested. Mobility hub implementation will also benefit the rollouts of King County Metro’s and Sound Transits electrified bus fleets.

Vehicle Electrification and Increased EV infrastructure

Starting in 2021, the United States has been making huge strides towards modernizing its transportation industry. As one of the largest emitters of carbon dioxide into the atmosphere, the Biden administration has prioritized policy reducing fossil fuel emissions. The Bipartisan Infrastructure Bill has released billions in funding opportunities for improving existing infrastructure while simultaneously stimulating a green economy. Additionally, President Biden has put the country on a path to phasing out internal engine combustions, setting ambitious goals requiring 67% of new car sales to be EVs. The state of Washington has also made its own pledges to reducing the transportation industries fossil fuel dependence through passage of the Clean Fuel Standard (CFS) and Climate Commitment Act (CCA). The CFA targets transportation fuels which are the largest source of emissions in Washington. The CCA creates a market-based approach to reducing carbon emissions through a Cap and Trade program. These national and

state programs will have long term impacts on the environment and our travel habits, changing our daily lives.

Autonomous Vehicles

Currently, major cities have crafted policy for piloting autonomous vehicles (AVs) on their public roads. The AV movement has drawn a lot of attention, for better and for worse. AVs are electric vehicles equipped with artificial intelligence (AI) that are capable of self-driving. The significance of reaching this milestone is remarkable in that it has the potential to revolutionize land use and transportation. It is projected that self-driving AVs may affect the number of people who own cars in the future as cars will be easily requestable similar to TNC's or share mobility options. Additionally, demand for parking is projected to decrease since AVs will not need to park and can continue onto the next trip request. This will open up land currently dedicated to surface parking lots and parking structures to be reimaged based on new demands in land use.

Equity in Transportation

Shared Mobility

Shared mobility is an increasingly popular form of mobility in the United States. The shared mobility concept, made popular in Europe, gives people the opportunity to access a diversity of transportation options that were previously unavailable due to barriers in cost, maintenance, and storage. These shared mobility types overcome these barriers by being publicly accessible via smart phone. Shared mobility options are located along the busiest street corridors in transit rich environments, providing convenient first-/ last-mile commute options. Private companies like Lime, Bird, and Citi-bike, operate and maintain micro-mobility options for a small fee based on access and ride time. Car share companies such as Car2Go and Zipcar operate similarly.

Shared mobility's increased popularity in recent years is due to its incentivizing multimodal transportation and impact on transportation equity. The convenience gained from shared mobility poses an immediate solution to the first-/last-mile issue consequence of public transit. The first-/last-mile issue has dissuaded commuters and travelers from using public transportation given the shortcomings of transit systems not getting you directly to your destination. Shared mobility allows for people to get around with little to no effort depending on user ability. Additionally, it gives increased access to neighborhoods that traditionally have been underserved by dominant forms of transportation, namely the car. This has historically limited where communities are able to locate as more affluent individuals are able to afford to live farther from their places of employment. The additional range of access provided by shared mobility types allows for people to access a larger job pool previously unavailable.

Coordinating Access and the Transition Plan

PSRC's Coordinated Mobility Plan outlines its goals for a coordinated approach to improve accessibility for special user groups. PSRC defines special user groups as youths, older adults, people with low incomes, and people with disabilities. PSRC acknowledges the growing need to work collaboratively between transportation bodies to address transportation equity issues. As an appendix of the RTP, the Coordinated Mobility Plan outlines to steps needed to plan for people with special transportation needs. The plans purpose is to prepare for the increased coordination between transit providers to meet the

needs of this population. Opportunities addressed in the plan include specialized transportation modes such as paratransit services, and improving the connectivity of transportation agencies.

This section on the Transition Plan is current pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Update Checklist. Guidance is expected in 2024.

Managing Future Demands on the Network

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Future Development and Anticipating Impacts

local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies.

Financing our System

Past Trends in Financing

Pending full improvement project list.

Anticipated Growth in Financing

Pending full improvement project list.

Alternative Funding Opportunities

Pending full improvement project list.

2024 CIP / XXXX TIP

Pending full improvement project list.

Transportation Goals and Policies

GOAL T-1

Work cooperatively with the Puget Sound Regional Council, WSDOT, neighboring jurisdictions, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth.

Policies:

TR-1.1 Improve partnerships with WSDOT, PSRC, Auburn, Federal Way, Pacific and King County to coordinate funding, resources, strategies, and transportation project improvements affecting each or all communities.

TR-1.2 Advocate for policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.

TR-1.3 Prioritize funding transportation investments that support growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.

TR-1.4 Use VISION 2050, including the Regional Growth Strategy, and the Algona Transportation Plan as the policy and funding framework for creating a local center connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.

GOAL T-2

Encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity, and limits stress factors such as noise pollution and traffic congestion.

Policies:

TR-5.1 Identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Emphasize physical activity and pedestrian safety in the location and design of proposed transportation improvements.

TR-5.2 The City should increase the mileage of avenues for non-motorized travel by at least five percent (5%) over the base 2014 condition.

TR-5.3 The City should implement a sidewalk maintenance program.

TR-5.4 The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects

or contributions toward the scheduled road improvements, when adjacent to the construction project.

TR-5.5 The City should strive to include bike lanes in new road improvements.

TR-5.6 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs.

TR-5.7 Where appropriate, the City should install new sidewalks in pedestrian corridors considered by the City to be high priority (i.e. parks and areas used by elderly or handicapped persons).

TR-5.8 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access.

TR-5.9 The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek elimination of serious injury or fatalities at these locations.

GOAL T-3

Ensure through review of WSDOT projects within the vicinity and City limits of Algona that noise is mitigated.

Policies:

TR-3.1 The City should correct specific high accident intersections on both the arterial and collector system.

TR-3.2 The City should support efforts to improve and maintain the Interurban Trail system.

TR-3.3 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona:

- Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc.
- Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.).
- Updated Regional Transportation Demand Management Action Plan.
- Updated Transportation 2040 financial strategy.
- Coordination with planned METRO transit services.
- Coordination with Sound Transit planning.

GOAL T-4

Provide a variety of transportation services for citizens and business, especially for those who do not drive by choice or circumstances. Ensure transportation services address the needs of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.

Policies:

TR-4.1 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no incomes, and people with special transportation needs.

TR-4.2 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.

TR-5.3 New roads within new development shall be routed so as to avoid traversing publicly or privately owned natural preserves, parks and recreation areas identified as critical wildlife habitat, except in cases of overriding public interest.

GOAL T-5

The City will provide an effective roadway network with adequate capacity to meet the demand for travel within the City at the adopted LOS Standards.

Policies:

TR-5.1 New transportation facilities extended to new development will be provided by the developer.

GOAL T-6

Create balance between future growth and the transportation systems that serve it by encouraging a multimodal approach to serving growth, with additional emphasis on transit and non-motorized modes to support planned development in centers.

Policies:

TR-6.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided.

TR-6.2 Review all development proposals and other City actions to ensure coordination with the Transportation Element.

TR-6.3 Examine creating a Transportation Benefit District for the purpose of providing regional transportation through cooperation with regional transit systems.

TR-6.4 Maintain needed traffic data such as traffic counts and accident data to support studies, planning, and operational activities for the Department of Public Works.

GOAL T-7

Maintain a reasonable and affordable level of service for roads.

Policies:

TR-7.1 The City should maintain an annually updated listing of analyzed and prioritized road improvement needs based on the Transportation Element.

TR-7.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans.

TR-7.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.

GOAL T-8

Encourage alternatives to auto travel.

Policies:

TR-8.1 The City should prepare a non-motorized transportation plan for the City. This plan would integrate both the access and movement within the City for non-motorized traffic.

TR-8.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.

TR-8.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules.

TR-8.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions.

TR-8.5 Work with industries and businesses to assist in implementing their Transportation Demand Management (TDM), Commute Trip Reduction or similar traffic mitigation programs.

Chapter 9: Transportation

Introduction

Future planning, investment, and operation of transportation infrastructure is captured in the *Transportation* element. The element demonstrates the current state of Algona’s transportation systems while also envisioning how community members will move around Algona through 2044. The purpose of the transportation element is ensure that future transportation operations are developed to support the goals of the land use element and to accommodate concurrent growth projected for the City of Algona.

Decisions made in transportation or land use are highly influential on one another. Growth in housing, jobs, and population can overburden existing road networks not suited to handle the increased congestion without proactive planning. Requirements for concurrency in the Growth Management Act (GMA) specify that growth must be adequately served by transportation as it occurs. If these upgrades cannot be served due to environmental, financial, or other reasons, the land use plan must be adjusted accordingly. As with utilities, transportation infrastructure must be available to sustainably accommodate growth as strategized in the land use element.

As of 2024, the state of transportation in the Puget Sound is in flux. Several employers that offered work-at-home amenities during the COVID-19 pandemic are beginning to require employees to return to the office full time. State, county, and local roads will be increasingly stressed as commute trips return to and surpass pre-pandemic levels. As described in **Figure 1**, approximately 1,640 residents work outside the city’s limits while 1,470 people travel to Algona for their jobs. Understanding that populations are projected to increase over the next twenty years, it is necessary that Algona, continue to collaboratively plan to accommodate increased levels of traffic with neighboring jurisdictions and WSDOT.

PENDING IMAGE

Figure 1: Employment Flow



Source: United States Census, On the Map, (2023)

Growth Management Act Requirements

The comprehensive plan needs to be both consistent with Countywide Planning Policies (CWPPs) and compliant with Washington State’s GMA. The Department of Commerce ensures that Washington cities are prepared to meet these conditions by equipping them with the periodic update checklist. Generally, the comprehensive plans must establish a means of accommodating growth levels specified by county growth targets while ensuring that these strategies are financially feasible and concurrent with development.

The State specifies how to develop projections for future transportation strategies by requiring at minimum 10-year traffic forecasts. Doing so gives community members and decision makers the opportunity to mitigate future congestions through improvements or extensions of transportation infrastructure and services. It is also a requirement that the assumptions and methods used to develop traffic projections be shared to add transparency to projections.

Additionally, the 2024 periodic update cycle includes new requirements for the transportation element. Historically, transportation elements solely required inventorying and analyzing of automobile facilities and infrastructure. This periodic update cycle introduces requirements considering a wider diversity of transportation methods including active transportation methods and public transit. Cities must include sections considering how multimodal transportation may impact existing infrastructure and create future projections based on methods coordinated with the region. This change will help decisionmakers consider funding for projects by acknowledging a wider range of transportation needs. These recent requirements for the element maintains a cohesive approach to a regional issue by reducing demand for roadways, encouraging physical activity, providing a number of cost effective transportation options, and reducing greenhouse gas emissions.

Regional and Local Transportation Plans **Vision 2050 and The Regional Transportation Plan**

The Puget Sound Regional Council (PSRC) is the regional planning agency responsible for reviewing, prioritizing, and funding of transportation projects throughout the sound. PSRC's foundational principles are in the *Regional Transportation Plan (RTP)*¹, which in turn is based on Vision 2050, the overarching growth plan for the region. The RTP is interconnected with PSRC *Regional Economic Strategy*, the comprehensive economic development plan for central Puget Sound region. Combined, these plans define how transportation systems will be developed from the State level to the region to the County and to Algona.

VISION 2050 provides a framework for how and where development occurs and how the region supports efforts to manage growth. The Regional Transportation Plan provides a blueprint for improving and coordinating mobility, providing transportation choices, addressing special needs, moving the region's freight, and supporting the region's economy and environment. The region has committed to unprecedented levels of investment to support the safe and efficient movement of people and goods. A centerpiece of the emerging transportation system is an integrated local and regional high-capacity transit network of light and heavy rail, ferries, and bus rapid transit, which supplements the roads, rail, and maritime transportation system.

--PSRC Vision 2050, Page 3.

King County Countywide Planning Policies (CWPP)

Current CWPPs for King County were adopted in December 2021 and amended in 2022. CWPPs create a shared and consistent framework for growth management planning for all jurisdictions in King County. King County's Comprehensive Plan along with all its local comprehensive plans are developed from the framework established by the CWPPs. The planning policies incorporated in the document were purposed to provide guidance in advance of the 2024 Comprehensive Plan Periodic Update. The CWPPs implement the regions plan for growth as outlined in Vision 2050.

¹2022-2050 Regional Transportation Plan (RTP), PSRC Page 38

For Algona's 2024 update, the CWPPs were adopted with Vision 2050 and the comprehensive update in mind. Guiding principles were established to establish a context and extent for the 2021 CWPP update. The following list identifies these parameters:

- 2012 Countywide Planning Policies
- Centering social equity and health
- Integrating regional policy and legislative changes
- Providing clear, concise, and actionable direction for comprehensive plans
- Implementing the Regional Growth Strategy with 2044 growth targets that form the land use basis for periodic comprehensive plan updates

Transportation Improvement Plan

As part of the requirements for certification, the *Transportation* element of the comprehensive plan must include a multiyear financing plan based on the needs identified in this element. The transportation improvement plan (TIP) establishes the basis for street, road, path, and transit improvements to take place over the six-year period and is developed by all cities planning under the GMA. The TIP is one component of the larger capital improvement plan (CIP) inventorying all proposed infrastructure improvements, extensions, and additions. The CIP can be located within the *Capital Facilities Appendix* of the Algona 2024 Comprehensive Plan.

Algona transportation projects receive their funding through a number of sources. Algona's annual budget has a dedicated *Street Fund* which is legally restricted to transportation infrastructure construction and maintenance. The fund receives its revenue primarily through sales and property taxes, state intergovernmental revenues or grants, licenses & permits, and miscellaneous revenues. Interfund transfers are also used on occasion to catch-up on contributions to the newly proposed equipment replacement fund in 2022. These funds are used towards the maintenance, operation and improvements to road infrastructure. Additionally, revenues generated by the real estate excise tax may be applied to street improvements through the capital improvement fund.

The purpose of the TIP is to ensure that growth in Algona will be unencumbered by shortcomings in infrastructure concurrency by validating the proposed project expenses and available revenue sources. In the case of unforeseen events and funding falls short, there are additional funding methods left for Algona to consider. Cities can implement either a one-year or multi-year levy lid lift increasing property taxes without banked capacity beyond the one percent limit. This solution would be needed to be voted on by the community, however they are flexible in paying for maintenance, operation, or capital costs. Additionally, Local Improvement Districts can be created to fund capital improvement projects in specific neighborhoods. With this option, property owners who benefit the most from the improvements share a proportionate size of the costs. Lastly, Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds can also be levied by cities, transit benefit districts (TBDs), and Local Improvement Districts (LIDs). These projects can be approved by special election or council decisions for financing of projects that benefit the wider public.

Land Use Assumptions

The 2024 Periodic Update relies heavily on the regional forecasts by PSRC and King County. Current projections provided by King County suggest that the City's population will increase by 29% to 4,660 residents by 2044. Given the sizeable increase in projected population, the City will assume that comprehensive plan's consistency with regional transportation forecasts will ensure concurrency.

The future traffic analysis described in this element incorporates land use assumptions by using the 2024 Zoning Map and anticipated density changes to residential and commercial zones. Additionally, the analysis assumes 1% compound growth rate at all intersections, starting with 2023 volumes. The growth was determined using the travel demand model. The travel demand model is a regional model across four counties developed by the Puget Sound Regional Council (PSRC). There is a base year model and a future year model, in this case we used a 2014 and a 2040 model. The models have land use developed by the PSRC with input from local jurisdictions. We looked at growth between the two years on several roads in Algona. There was typically very little or negative growth on Algona roads, but to be conservative, we used a 1% annual growth rate.

Algona's Transportation Network

Automotive Transportation

Local Roadway System

Each street in Algona was functionally classified according to the WSDOT Functional Classification² system used for federal funding and based on the traffic services they provide, such as the through movement of traffic or the provision of access. Roads within the City are primarily either collector arterials or local access streets, as shown in **Figure 2**. The West Valley Highway and Ellingson Road are considered to be the only minor arterials within city limits and can support a higher traffic volume than almost all other roads within Algona as demonstrated in the traffic analysis.

State-Owned Roadway System

Algona is served by nearby two State highways, SR 167 and Highway 18. While there is no immediate access to Highway 18 from Algona, there is one entry/exit points to SR 167 within the City, which is located along Ellingson Road. The West Valley Highway, a City maintained roadway, parallels SR 167 and provides the principal local access into the City. It also handles bypass traffic when SR 167 becomes congested during peak hours. The City's TIP notes that the West Valley Highway has insufficient width and the pavement is currently in poor condition.

Parking Facilities

Parking facilities include both on- and off-street parking. On-street parking is currently allowed completely or partially on all collector arterials and local roads. However, this tends to contribute to traffic congestion and hamper pedestrian safety specifically along 1st Avenue, Algona Boulevard, Milwaukee Avenue, Warde Street and Main Street, which are the primary pedestrian corridors leading

² Washington State Department of Transportation, Geospatial Open Data Portal (2023).

to key community services and events, local businesses, and ALPac Elementary School. There are physical constraints to on-street parking on some roads due to roadside ditches. Residents have mixed-feelings about on-street parking being permitted throughout the City due to limited roadway width not designed to accommodate two way access and on-street parking.

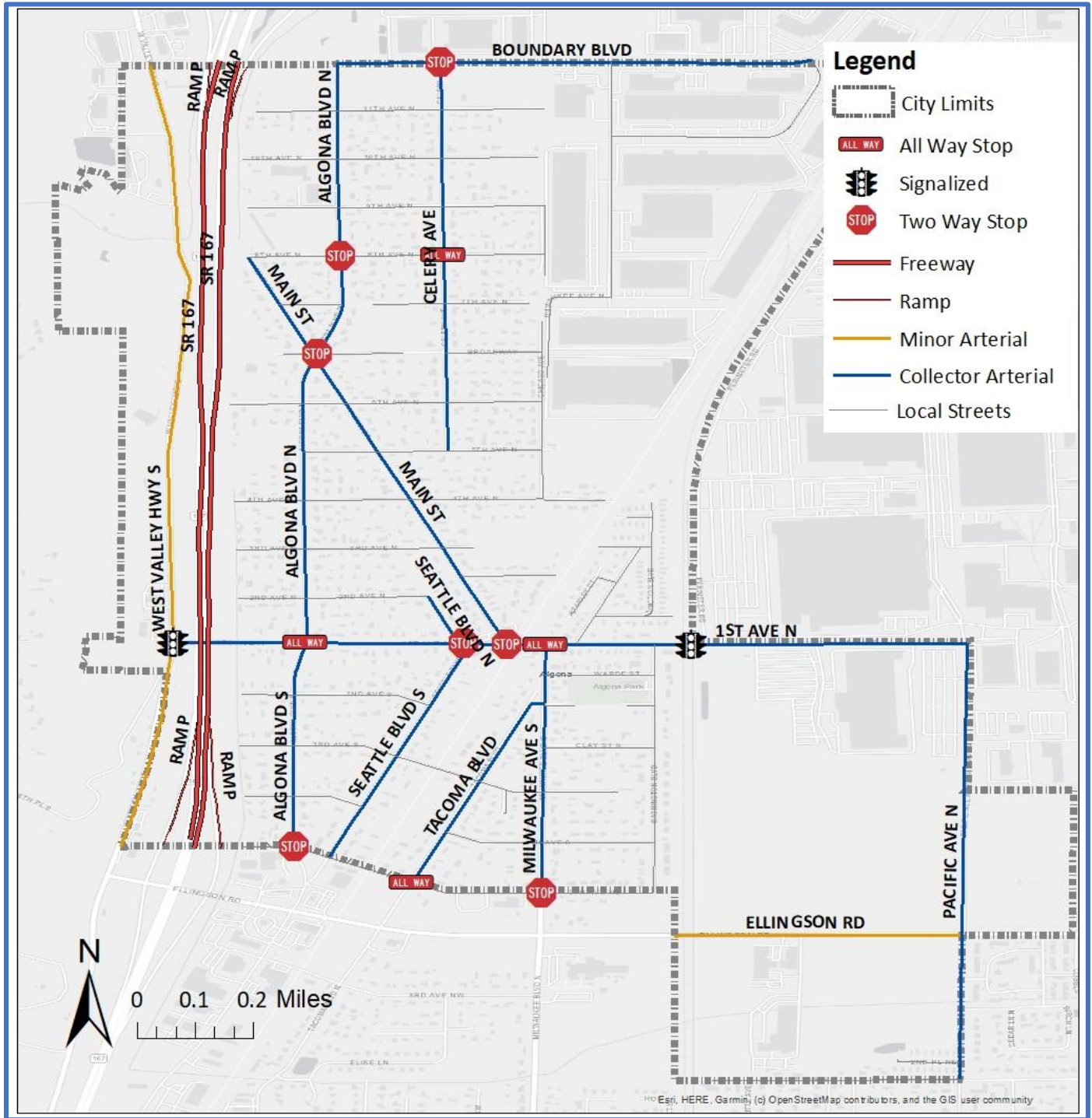
Demand is currently being satisfied by off-street parking on arterial and collector roadways and is maintained by private property owners. Off-street parking is required for all residential, commercial, and industrial developments and is intended to meet specific land use-related parking needs.

Private Transportation

The State requires cities to consider programs for transportation demand management strategies designed to encourage the use of alternatives to single occupancy travel and reduce congestion during peak times. Transportation Network Companies (TNCs) such as Uber and Lyft operate in Algona and provide options for shared rides with other users. Additionally, High Occupancy Toll (HOT) lanes are implemented along SR-167 from Auburn to Renton to create quicker commutes for carpool users who aren't tolled in the HOT lanes. Single occupancy vehicles may also ride in the HOT lanes however they will have to pay a fee priced to the current level of traffic. This method is to reduce congestion by promoting carpooling and other shared methods of transportation.

Algona also operates a Commute Trip Reduction (CTR) program. The City provides for CTR through AMC 16.16 affecting businesses with 100 employees or more.

Figure 2: Roadway Classification Map, DKS Traffic Report (2023)



Bicycle and Pedestrian Network

Bicycle Trails/Paths

There is a bicycle facility located on Boundary Boulevard from Algona Boulevard North to Industry Drive North, as shown in **Figure 3**. This is an unprotected bike lane separated by from the roadway by a channelization buffer, starting just east of O Street and extending the length of Boundary Boulevard. The channelized buffer ends at O street and the bike lane ends at the north/south bend.

The Interurban Bicycle Trail is 14 mile trail connecting the cities of Tukwila, Kent, Auburn, Algona, and Pacific. This partially paved trail only crosses one street, 1st Ave North. This is a protected crossing is enhanced by Rectangular Rapid Flashing Beacons (RRFB) that draw automobile drive attention to pedestrians and bicyclists.

Pedestrian Facilities

There are Interurban Bicycle Trail also serves as a pedestrian path. Other pedestrian ways are discontinuous throughout the City, having been constructed in a piecemeal manner over past years. Sidewalks are provided on both sides of the roadway on Milwaukee Boulevard South, 1st Avenue North, Warde Street, Industry Drive North, and Boundary Boulevard. There are sidewalks on one side of the street on Main Street from Algona Boulevard to 1st Avenue North and Ellingson Road from Pacific Avenue North to Milwaukee Boulevard North. Existing sidewalks are shown in **Figure 3**.



The Interurban Trail connects to Algona’s Waffle Park and Stanley Avenue Parks, providing residents opportunities to walk or bike into Auburn.

Photo by: Betty Padgett

History of the Interurban Trail:

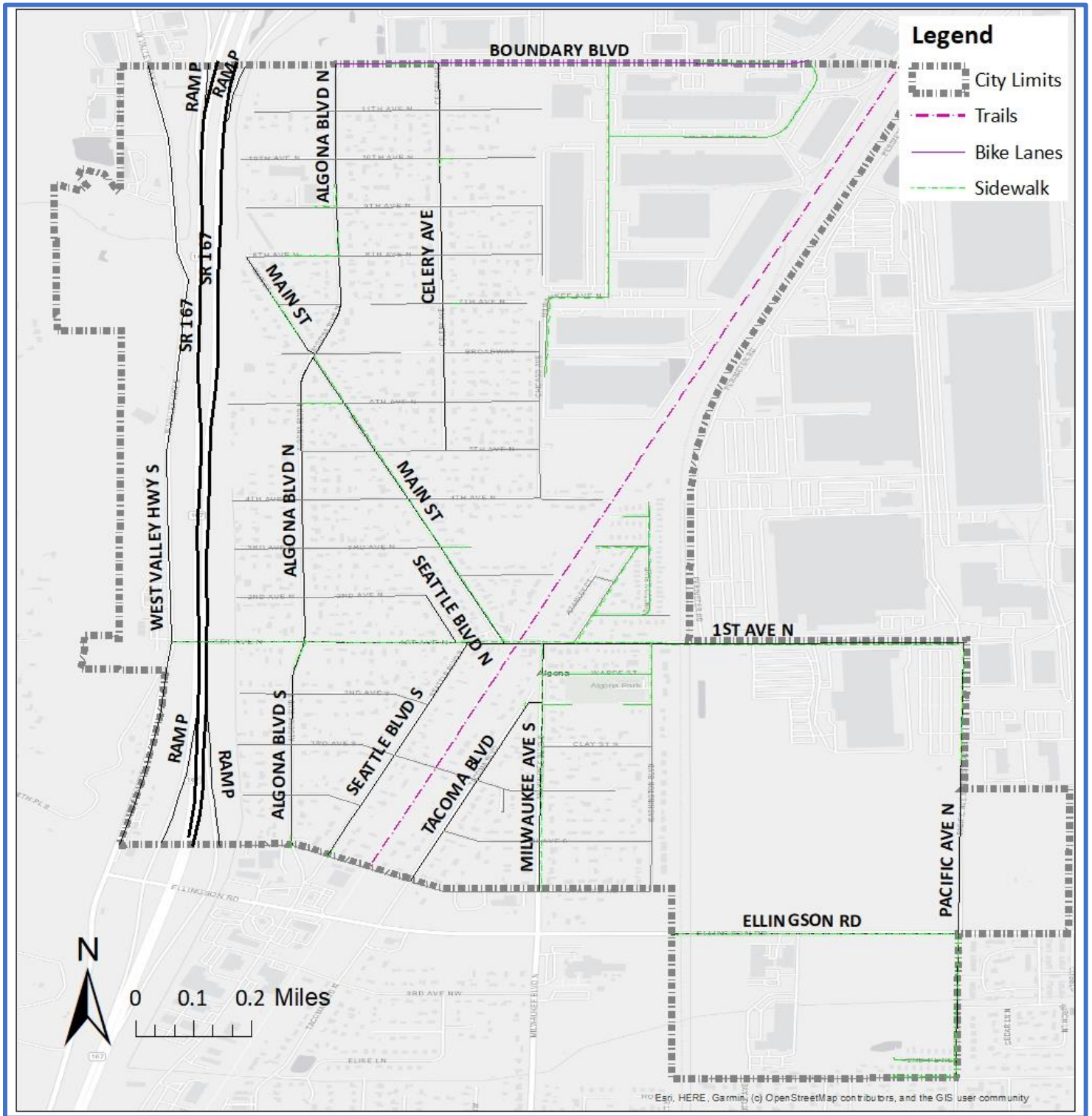
After being signed by Abraham Lincoln in 1862, the Homestead Act brought a new wave of settlers west. By 1870, Algona, (Previously known as Valley City) was growing steadily and needed additional infrastructure to support its population.

By 1902 the Interurban railway was operating from Seattle to Tacoma with stops at many cities including Algona. The Interurban railroad gave residents increased access to Seattle and many businesses began to locate near this the depots.

After three full decades of use, the line was shut down in 1928. The development of local highways was favored over the railway. Puget Power eventually converted the corridor into a power line corridor, titling segments to Seattle City Light and Snohomish County Public Utility District. By the mid 1990’s large swaths of the corridor was being developed into what we know today as the Interurban Trail.

Source: History Link, Algona Thumbnail History (2015)

Figure 3: Pedestrian and Bicycle Map, DKS Traffic Report (2023)



Interconnection to Public Transit

Transit

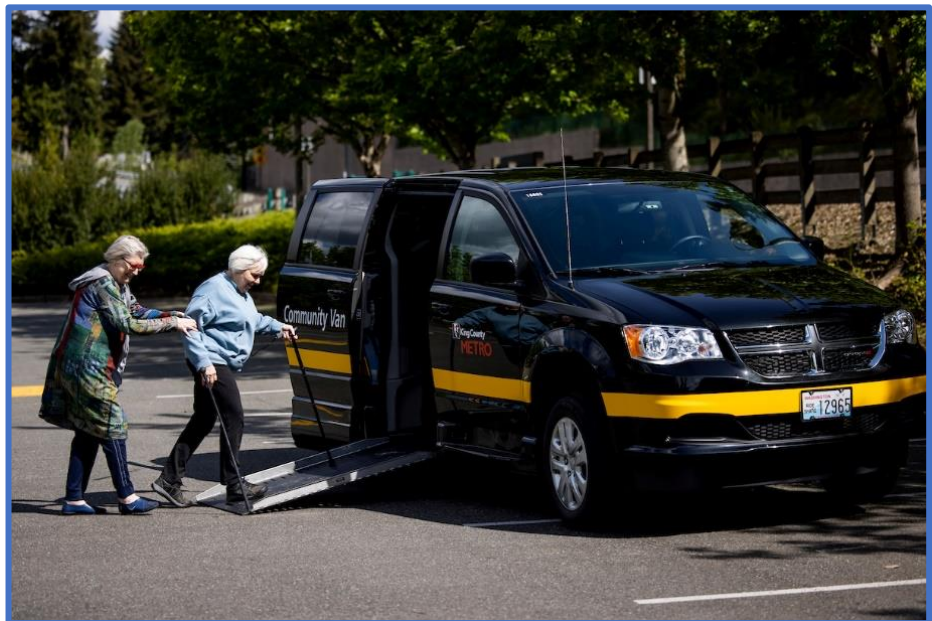
Transit is the most effective manner to moving large groups and an important alternative to automobile travel for both regional and local trips. Transit is not only useful in reducing traffic volumes and pollution but is often the only means of transportation available to some members of the community. In Algona, most individuals use a personal automobile as their preferred mode of transportation. Therefore, mass transit is most important for the elderly, low-income individuals, and youth who do not have an alternative mode of transportation available.

Currently, King County offers a single transit route through Algona and the surrounding area. The single Dial-A-Ride Transit (DART) Route 917 is a fixed route service that uses smaller buses that are more flexible for performing a limited number of off route pick-ups/ drop-offs. Route 917 operates along Ellingson Road, Pacific Avenue North, Milwaukee Boulevard South, 1st Avenue North, Main Street, Algona Boulevard North, and Boundary Boulevard. The route provides useful connection to Auburn retail park, The Outlet Collection, and Auburn Transit Center. DART route 917 operates from 5:00 AM to 7:00 PM on weekdays and from 8:30 AM to 5:00 PM on weekends. It operates under 20-to-30-minute headways during the weekdays and every hour on weekends.

Additionally, Algona has been participating in the Algona-Pacific Community Transit Pilot Program. This program has been ongoing since 2021 and purposed to equity priority areas where there are higher proportions of residents are low income, people of color, or people with disabilities. This new form of rideshare, provided by King County Metro, connects community members with one-time, or recurring rides to popular destinations not limited by an existing route. This service uses smaller EV automobiles



Keep an eye out for one of the King County Dart Service Vehicles circulating near Ellingson Road. Source: King County Metro



Residents are able to call Community Transportation Shuttle when they need it the most. Source: King County Metro

offering even more flexibility in trip destinations. Community Transportation vehicles need to be scheduled two days in advance with a local Community Transportation Coordinator. Trips must include at least two riders not including the driver and can be anywhere within a two-hour drive from the origin. These vehicles are volunteer driven, and riders must pay a Metro one-zone ticket fare. Tickets can be purchased through an ORCA pass, or through King County Metro's Transit GO Ticket app.

Railways

The City no longer has direct passenger service but does have access to freight service through the Union Pacific Railroad at the Auburn 400 Corporate Park located in the northeastern corner of the City. Although there is no direct passenger service to the City, Sounder Commuter Rail and some Amtrak passenger service is accessible at the Auburn Rail Station just northeast of the City.

Water and Air Transportation

The City is not directly served by water or air transportation services. However, there are several regional providers of these transportation types available to Algonia community members. WSDOT provides ferrying services throughout the Puget Sound and its four counties. This state operated system provides needed transit connections with the peninsula and its many isolated communities.

There are numerous flight facilities accessible to communities in South King County including Algonia. Seattle-Tacoma Regional Airport International Airport is the largest provider of airline travel services in the State of Washington. It is approximately 20 miles north from city hall and accessible via State highway 167. Auburn Municipal Airport, located at 2143 E Street NE is a twelve minute drive from Algonia City Hall and provides maintenance and training services for planes and pilots.



The M/V Kaleetan Ferry takes passengers and commuters across the Puget Sound on a clear day with Olympic Mountains visible. Source: KUOW

Existing Levels of Service

Automobile

In 2005, the City adopted an LOS standard of “D” for arterials and “E” for local access streets. LOS D is defined as causing a peak-hour driver less than a 35 second delay traveling through an unsignalized intersection; or less than 55 seconds through a signalized intersection. It is considered an acceptable urban standard for roads. Specific roadways evaluated for the *Transportation Element* are described in below in **Figures 4, 7, and 8.**

Traffic volumes were measured for both the 2005, 2015, and the 2024 plans. The locations are shown in the table below. The afternoon peak hour was selected for developing this plan because it is typically the hour of greatest traffic volumes during the day. The afternoon peak hour is the highest volume period between 4 and 6 p.m. on a weekday. **Figures 4, 5, and 6** below indicate which intersections were evaluated, the intersection’s associated traffic controls, and how LOS results are determined as a result of the intersection type. It is industry standard to base LOS ratings based on wait times at intersections. Ratings are provided for both signalized and unsignalized intersections.

Figure 4: Study intersections and Traffic Control Type, DKS Report (2023)

#	INTERSECTION	TRAFFIC CONTROL
1	MAIN ST / ALGONA BLVD	Two Way Stop
2	W VALLEY HWY / 1 ST AVE N	Signal
3	ALGONA BLVD N / 1 ST AVE N	All Way Stop
4	1 ST AVE N / SEATTLE BLVD N	Two Way Stop
5	1 ST AVE N / N MAIN ST	Two Way Stop
6	MILWAUKEE BLVD / 1 ST AVE N	All Way Stop
7	1 ST AVE N / PERIMETER RD	Signal
8	5 TH AVE NW / ALGONA BLVD	Two Way Stop
9	5 TH AVE NW / TACOMA BLVD	All Way Stop
10	5 TH AVE NW / MILWAUKEE BLVD	Two Way Stop
11	8 TH AVE N / ALGONA BLVD N	Two Way Stop
12	8 TH AVE N / CELERY AVE	All Way Stop
13	CELERY AVE / BOUNDARY BLVD	Two Way Stop

Figure 1: Level of Service Criteria for Unsignalized Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	0-10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Figure 6: Level of Service Criteria for signalized Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	0-10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Figure 7: North Algona Study Intersections, DKS Report (2023)



Figure 8: South Algona Study Intersections, DKS Report (2023)



Figure 9: Existing Conditions AM and PM Peak Intersection Operations

INT #	INTERSECTION	OPERATING STANDARD	EXISTING AM PEAK		EXISTING PM PEAK	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
1	MAIN ST / ALGONA BLVD	LOS D	9.9	A	15.2	C
2	W VALLEY HWY / 1 ST AVE N	LOS D	5.1	A	6.9	A
3	ALGONA BLVD N / 1 ST AVE N	LOS D	7.8	A	10.2	B
4	1 ST AVE N / SEATTLE BLVD N	LOS D	9.1	A	9.6	A
5	1 ST AVE N / N MAIN ST	LOS D	9.3	A	10.4	B
6	MILWAUKEE BLVD / 1 ST AVE N	LOS D	7.7	A	8.4	A
7	1 ST AVE N / PERIMETER RD	LOS D	1.7	A	0.5	A
8	5 TH AVE NW / ALGONA BLVD	LOS D	9.1	A	10.6	B
9	5 TH AVE NW / TACOMA BLVD	LOS D	7.2	A	7.1	A
10	5 TH AVE NW / MILWAUKEE BLVD	LOS D	9.2	A	9.8	A
11	8 TH AVE N / ALGONA BLVD N	LOS D	9.9	A	10.7	B
12	8 TH AVE N / CELERY AVE	LOD D	7.2	A	7.4	A
13	CELERY AVE / BOUNDARY BLVD	LOS D	9.6	A	14.6	B

Pedestrian

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Bicycle

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Public Transportation: Bus Services

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Level of Service – Growing Into 2044

Automobile

Figure 10 shows the Levels of Service that in 2005 were forecast for 2025. Land use and growth assumptions for 2035 are equal to or less than the 2025 estimates. The LOS estimates on Figure 10 will therefore continue in place for the 2024 update, with two exceptions: Algona Boulevard/Broadway is expected to improve to LOS D or better because of traffic signage at this 5-way stop; and a new signal at West Valley/1st Street has been installed, improving the LOS to B or better.

Figure 10: Future Conditions PM Peak Intersection Operations

INT #	INTERSECTION	CONTROL TYPE	OPERATING STANDARD	FUTURE PM PEAK	
				DELAY (SEC)	LOS
1	MAIN ST / ALGONA BLVD	Roundabout*	LOS D	4.3	A
2	W VALLEY HWY / 1 ST AVE N	Signal	LOS D	10.1	A
3	ALGONA BLVD N / 1 ST AVE N	All Way Stop	LOS D	10.6	B
4	1 ST AVE N / SEATTLE BLVD N	Two Way Stop	LOS D	9.9	A
5	1 ST AVE N / N MAIN ST	Two Way Stop	LOS D	10.9	B
6	MILWAUKEE BLVD / 1 ST AVE N	All Way Stop	LOS D	8.4	A
7	1 ST AVE N / PERIMETER RD	Signal	LOS D	0.5	A
8	5 TH AVE NW / ALGONA BLVD	Two Way Stop	LOS D	10.9	B
9	5 TH AVE NW / TACOMA BLVD	All Way Stop	LOS D	7.1	A
10	5 TH AVE NW / MILWAUKEE BLVD	Two Way Stop	LOS D	10.0	A
11	8 TH AVE N / ALGONA BLVD N	Two Way Stop	LOS D	11.1	B
12	8 TH AVE N / CELERY AVE	All Way Stop	LOD D	7.4	A
13	CELERY AVE / BOUNDARY BLVD	Two Way Stop	LOS D	14.4	B

* Intersection operates under two-way stop control in 2023.

Pedestrian

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Bicycle

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Public Transportation: Bus Services

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Paving Our Way – Planning for Future Transportation

Identified Roadway Improvement Projects

Three Street connector projects have been identified for this current periodic update. These projects aim to connect local roads to collector arterials. There are numerous locations throughout the city where a local road comes to a dead end and can be extended within the right of way to meet a collector arterial. The project team identified the following locations for this type of treatment in the table below.

Identified Roadway Improvement Projects
1. 7th Avenue North to the east side of Algona Boulevard
2. Broadway Boulevard to the west side of Celery Avenue
3. 7th Avenue North and Chicago Avenue to the west side of Milwaukee Avenue North

Identified Bicycle Infrastructure Projects

Additional bike lane projects aiming to provide additional capacity for bicyclists have been identified. Arterials are high priority locations based on completed feasibility analysis conducted by DKS. The following projects were identified:

Identified Bicycle Infrastructure Projects
1. Algona Boulevard North from Boundary Boulevard to 5th Avenue South
2. Main Street from Algona Boulevard to 1st Avenue North
3. Milwaukee Boulevard from 1st Avenue North to 5th Avenue South

Identified Pedestrian Infrastructure Projects

In accordance with update requirements, the community was reviewed for any congestion points or potential hazard areas where pedestrian facilities (e.g. sidewalks) should be prioritized and made part of the City’s Capital Improvements Plan. The city has identified arterials as high priority locations and having conducted a feasibility analysis considering right of way and physical space constraints have identified five high priority sidewalk projects:

Identified Roadway Improvement Projects

1. Algona Boulevard North from Boundary Boulevard to 5th Avenue South

2. Seattle Boulevard from 1st Avenue North to 5th Avenue South

3. Tacoma Boulevard from Milwaukee Boulevard South to 5th Avenue South

4. Celery Avenue from Boundary Boulevard to Broadway Boulevard

5. Broadway Boulevard from Algona Boulevard to Celery Avenue

Emerging Trends and Patterns

Complete Streets

Cities throughout the Central Puget Sound region have taken to identifying approaches to improving active transportation infrastructure. Active Transportation is defined as getting from place to place by walking, biking, or rolling. A popular approach observed in the region is the adoption of complete streets programs and policies. Algona, along with half the cities in the region, have already adopted policies recognizing this approach. Complete Street programs promote walking, biking, rolling by providing an integrated transportation system meeting the needs of users of all capabilities and mobility types. Ultimately, complete street programs aim to improve shortcomings in transportation equity while decreasing car dependence, equating to reduced air pollution and road congestion.

Mobility Hub Implementation

Regional transit agencies – Sound Transit and King County Metro – are crafting guidance for implementation of mobility hub programs. Mobility hubs are transit facilities along high frequency bus or train lines that provide a diverse inventory of mobility options in a convenient and informative environment. The purpose of mobility hub implementation is to combat car dependence by creating a space that incentivizes active and shared transit options, thereby creating an environment that is safe and less congested. Mobility hub implementation will also benefit the rollouts of King County Metro’s and Sound Transits electrified bus fleets.

Vehicle Electrification and Increased EV infrastructure

Starting in 2021, the United States has been making huge strides towards modernizing its transportation industry. As one of the largest emitters of carbon dioxide into the atmosphere, the Biden administration has prioritized policy reducing fossil fuel emissions. The Bipartisan Infrastructure Bill has released billions in funding opportunities for improving existing infrastructure while simultaneously stimulating a green economy. Additionally, President Biden has put the country on a path to phasing out internal engine combustions, setting ambitious goals requiring 67% of new car sales to be EVs. The state of Washington has also made its own pledges to reducing the transportation industries fossil fuel dependence through passage of the Clean Fuel Standard (CFS) and Climate Commitment Act (CCA). The CFA targets transportation fuels which are the largest source of emissions in Washington. The CCA creates a market-based approach to reducing carbon emissions through a Cap and Trade program. These national and

state programs will have long term impacts on the environment and our travel habits, changing our daily lives.

Autonomous Vehicles

Currently, major cities have crafted policy for piloting autonomous vehicles (AVs) on their public roads. The AV movement has drawn a lot of attention, for better and for worse. AVs are electric vehicles equipped with artificial intelligence (AI) that are capable of self-driving. The significance of reaching this milestone is remarkable in that it has the potential to revolutionize land use and transportation. It is projected that self-driving AVs may affect the number of people who own cars in the future as cars will be easily requestable similar to TNC's or share mobility options. Additionally, demand for parking is projected to decrease since AVs will not need to park and can continue onto the next trip request. This will open up land currently dedicated to surface parking lots and parking structures to be reimaged based on new demands in land use.

Equity in Transportation

Shared Mobility

Shared mobility is an increasingly popular form of mobility in the United States. The shared mobility concept, made popular in Europe, gives people the opportunity to access a diversity of transportation options that were previously unavailable due to barriers in cost, maintenance, and storage. These shared mobility types overcome these barriers by being publicly accessible via smart phone. Shared mobility options are located along the busiest street corridors in transit rich environments, providing convenient first-/ last-mile commute options. Private companies like Lime, Bird, and Citi-bike, operate and maintain micro-mobility options for a small fee based on access and ride time. Car share companies such as Car2Go and Zipcar operate similarly.

Shared mobility's increased popularity in recent years is due to its incentivizing multimodal transportation and impact on transportation equity. The convenience gained from shared mobility poses an immediate solution to the first-/last-mile issue consequence of public transit. The first-/last-mile issue has dissuaded commuters and travelers from using public transportation given the shortcomings of transit systems not getting you directly to your destination. Shared mobility allows for people to get around with little to no effort depending on user ability. Additionally, it gives increased access to neighborhoods that traditionally have been underserved by dominant forms of transportation, namely the car. This has historically limited where communities are able to locate as more affluent individuals are able to afford to live farther from their places of employment. The additional range of access provided by shared mobility types allows for people to access a larger job pool previously unavailable.

Coordinating Access and the Transition Plan

PSRC's Coordinated Mobility Plan outlines its goals for a coordinated approach to improve accessibility for special user groups. PSRC defines special user groups as youths, older adults, people with low incomes, and people with disabilities. PSRC acknowledges the growing need to work collaboratively between transportation bodies to address transportation equity issues. As an appendix of the RTP, the Coordinated Mobility Plan outlines to steps needed to plan for people with special transportation needs. The plans purpose is to prepare for the increased coordination between transit providers to meet the

needs of this population. Opportunities addressed in the plan include specialized transportation modes such as paratransit services, and improving the connectivity of transportation agencies.

This section on the Transition Plan is current pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Update Checklist. Guidance is expected in 2024.

Managing Future Demands on the Network

This section is currently pending guidance from WSDOT and Washington State Department of Commerce. This is a new requirement included in the Periodic Checklist. Guidance is expected by Spring 2024.

Future Development and Anticipating Impacts

local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies.

Financing our System

Past Trends in Financing

Pending full improvement project list.

Anticipated Growth in Financing

Pending full improvement project list.

Alternative Funding Opportunities

Pending full improvement project list.

2024 CIP / XXXX TIP

Pending full improvement project list.

Transportation Goals and Policies

GOAL T-1

Work cooperatively with the Puget Sound Regional Council, WSDOT, neighboring jurisdictions, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth.

Policies:

TR-1.1 Improve partnerships with WSDOT, PSRC, Auburn, Federal Way, Pacific and King County to coordinate funding, resources, strategies, and transportation project improvements affecting each or all communities.

TR-1.2 Advocate for policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.

TR-1.3 Prioritize funding transportation investments that support growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.

TR-1.4 Use VISION 2050, including the Regional Growth Strategy, and the Algona Transportation Plan as the policy and funding framework for creating a local center connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.

GOAL T-2

Encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity, and limits stress factors such as noise pollution and traffic congestion.

Policies:

TR-5.1 Identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Emphasize physical activity and pedestrian safety in the location and design of proposed transportation improvements.

TR-5.2 The City should increase the mileage of avenues for non-motorized travel by at least five percent (5%) over the base 2014 condition.

TR-5.3 The City should implement a sidewalk maintenance program.

TR-5.4 The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects

or contributions toward the scheduled road improvements, when adjacent to the construction project.

TR-5.5 The City should strive to include bike lanes in new road improvements.

TR-5.6 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs.

TR-5.7 Where appropriate, the City should install new sidewalks in pedestrian corridors considered by the City to be high priority (i.e. parks and areas used by elderly or handicapped persons).

TR-5.8 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access.

TR-5.9 The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek elimination of serious injury or fatalities at these locations.

GOAL T-3

Ensure through review of WSDOT projects within the vicinity and City limits of Algona that noise is mitigated.

Policies:

TR-3.1 The City should correct specific high accident intersections on both the arterial and collector system.

TR-3.2 The City should support efforts to improve and maintain the Interurban Trail system.

TR-3.3 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona:

- Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc.
- Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.).
- Updated Regional Transportation Demand Management Action Plan.
- Updated Transportation 2040 financial strategy.
- Coordination with planned METRO transit services.
- Coordination with Sound Transit planning.

GOAL T-4

Provide a variety of transportation services for citizens and business, especially for those who do not drive by choice or circumstances. Ensure transportation services address the needs of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.

Policies:

TR-4.1 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no incomes, and people with special transportation needs.

TR-4.2 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.

TR-5.3 New roads within new development shall be routed so as to avoid traversing publicly or privately owned natural preserves, parks and recreation areas identified as critical wildlife habitat, except in cases of overriding public interest.

GOAL T-5

The City will provide an effective roadway network with adequate capacity to meet the demand for travel within the City at the adopted LOS Standards.

Policies:

TR-5.1 New transportation facilities extended to new development will be provided by the developer.

GOAL T-6

Create balance between future growth and the transportation systems that serve it by encouraging a multimodal approach to serving growth, with additional emphasis on transit and non-motorized modes to support planned development in centers.

Policies:

TR-6.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided.

TR-6.2 Review all development proposals and other City actions to ensure coordination with the Transportation Element.

TR-6.3 Examine creating a Transportation Benefit District for the purpose of providing regional transportation through cooperation with regional transit systems.

TR-6.4 Maintain needed traffic data such as traffic counts and accident data to support studies, planning, and operational activities for the Department of Public Works.

GOAL T-7

Maintain a reasonable and affordable level of service for roads.

Policies:

TR-7.1 The City should maintain an annually updated listing of analyzed and prioritized road improvement needs based on the Transportation Element.

TR-7.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans.

TR-7.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.

GOAL T-8

Encourage alternatives to auto travel.

Policies:

TR-8.1 The City should prepare a non-motorized transportation plan for the City. This plan would integrate both the access and movement within the City for non-motorized traffic.

TR-8.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.

TR-8.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules.

TR-8.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions.

TR-8.5 Work with industries and businesses to assist in implementing their Transportation Demand Management (TDM), Commute Trip Reduction or similar traffic mitigation programs.