



**City of Tukwila
Transportation and
Infrastructure Committee**

- ❖ **Zak Idan, Chair**
- ❖ **Kate Kruller**
- ❖ **Thomas McLeod**

Distribution: Z. Idan K. Kruller T. McLeod K. Hougardy D. Robertson Mayor Ekberg D. Cline R. Bianchi L. Humphrey H. Hash H. Ponnekanti G. Labanara	H. Kirkland B. Still R. Turpin A. Youn Clerk File Copy 2 Extra Place pkt pdf on Z:\Trans & Infra Agendas e-mail cover to: F. Ayala, A. Le, C. O'Flaherty, A. Youn, B. Saxton, S. Norris, L. Humphrey
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AGENDA

TUESDAY, AUGUST 20, 2019 – 5:30 PM

**HAZELNUT CONFERENCE ROOM
(EAST ENTRANCE OF CITY HALL)**

Item	Recommended Action	Page
1. PRESENTATIONS		
2. BUSINESS AGENDA		
a) King County Comprehensive Solid Waste Mgmt Plan Resolution adopting the 2019 Plan	a) Forward to 9/3/19 Regular Consent Agenda	Pg. 1
b) Job Order Contracting Interlocal Joint Purchasing Agreement with Bellevue	b) Forward to 9/3/19 Regular Consent Agenda	Pg. 21
c) Neighborhood Traffic Calming Program Update	c) Information only. To 8/26/19 C.O.W.	Pg. 35
3. SCATBd/RTC		
• SCATBd July 2019 meeting cancelled		
4. MISCELLANEOUS		
5. ANNOUNCEMENTS		
	Future Agendas:	

Next Scheduled Meeting: *Tuesday, September 4, 2019 (due to holiday)*

*The City of Tukwila strives to accommodate individuals with disabilities.
Please contact the Public Works Department at 206-433-0179 for assistance.*



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Committee**
FROM: **Henry Hash, Public Works Director** *H.H.*
BY: **Hari Ponnekanti, City Engineer**
CC: **Mayor Ekberg**
DATE: **August 16, 2019**
SUBJECT: **King County Comprehensive Solid Waste Management Plan Resolution**

ISSUE

Resolution adopting King County's Comprehensive Solid Waste Management Plan.

BACKGROUND

King County is required to update their Comprehensive Solid Waste Management Plan periodically. The Plan presents strategies for managing King County's solid waste and recycling over the next six years, with consideration for the next 20 years. King County staff provided a PowerPoint presentation to the Transportation and Infrastructure Committee on June 18, 2019. The Plan is approved if it is approved by cities representing greater than 75% of the population of cities that act within 120 days.

DISCUSSION

County staff has engaged in a collaborative process and involved the City during the development of the plan. There are no outstanding issues or concerns with this plan from the City staff.

Attachment 2 provides a summary of the final Comprehensive Solid Waste Management plan.

Key elements include:

- The plan presents goals to increase recycling in our area.
- The Plan also identifies modernizing facilities to benefit customers' experience and increase equitable service levels.
- The updated Plan also provides details to maximize capacity within our existing landfill footprint to better manage waste locally.

City has a choice of three options:

- Option 1 is to non-concur with the Plan and submit a "no" vote to King County.
- Option 2 is to adopt the Plan which requires City Council to pass a Resolution.
- Option 3 is to take no action.

RECOMMENDATION

Council is being asked to choose from the above three option regarding King County's Comprehensive Solid Waste Management Plan and consider this item on the Consent Agenda at the September 3, 2019 Regular Meeting.

Attachments: Resolution
King County Solid Waste Division Comp Plan PowerPoint Presentation

DRAFT

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, ADOPTING THE 2019 COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN FOR THE KING COUNTY SOLID WASTE SYSTEM.

WHEREAS, the purpose of the 2019 Comprehensive Solid Waste Management Plan (the "2019 Plan") is to plan for solid waste and materials reduction, collection, handling, and management services and programs in the geographic area for which King County has comprehensive planning authority for solid waste management by law or by interlocal agreement, or both; and

WHEREAS, the 2019 Plan was prepared in accordance with RCW 70.95.080, which requires that each county within the state, in cooperation with the various cities located within such county, prepare and periodically update a coordinated, comprehensive solid waste management plan; and

WHEREAS, King County and all cities in King County except Seattle and Milton have executed the 2013 Amended and Restated Interlocal Agreement ("the Interlocal Agreement"); and under the Interlocal Agreement, King County serves as the planning authority for solid waste; and

WHEREAS, King County worked with city representatives serving on the Metropolitan Solid Waste Management Advisory Committee to develop the 2019 Plan; and

WHEREAS, the 2019 Plan updates and replaces the 2001 Comprehensive Solid Waste Management Plan; and

WHEREAS, on April 17, 2019, the King County Regional Policy Committee, acting as the Metropolitan King County Council Solid Waste Interlocal Forum, recommended adoption of King County Ordinance 18893 for approval of the 2019 Plan; and

WHEREAS, on April 24, 2019, the Metropolitan King County Council adopted Ordinance 18893, which approved the 2019 Plan; and

WHEREAS, the Interlocal Agreement sets a 120-day period for cities to take action on the 2019 Plan; and the 2019 Plan cannot receive final approval unless cities representing at least 75 percent of the incorporated population of the cities that take action in the 120-day period approve the Plan; and the 120-day period runs from receipt by a city of the Plan recommended by the Regional Policy Committee and approved by the Metropolitan King County Council; and

WHEREAS, after City approval the 2019 Plan is further subject to final approval by the Washington State Department of Ecology; and

WHEREAS, the City Council of the City of Tukwila desires to approve the 2019 Comprehensive Solid Waste Management Plan for the King County Solid Waste System;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

The City Council approves adoption of the document entitled "2019 Comprehensive Solid Waste Management Plan," dated April 17, 2019, and hereby incorporated by reference as "Attachment A."

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at a Regular Meeting thereof this _____ day of _____, 2019.

ATTEST/AUTHENTICATED:

Christy O'Flaherty, MMC, City Clerk

Kathy Hougardy, Council President

APPROVED AS TO FORM BY:

Filed with the City Clerk: _____

Passed by the City Council: _____

Resolution Number: _____

Rachel B. Turpin, City Attorney

Attachment A: 2019 Comprehensive Solid Waste Management Plan updated April 17, 2019



2019 Comprehensive Solid Waste Management Plan

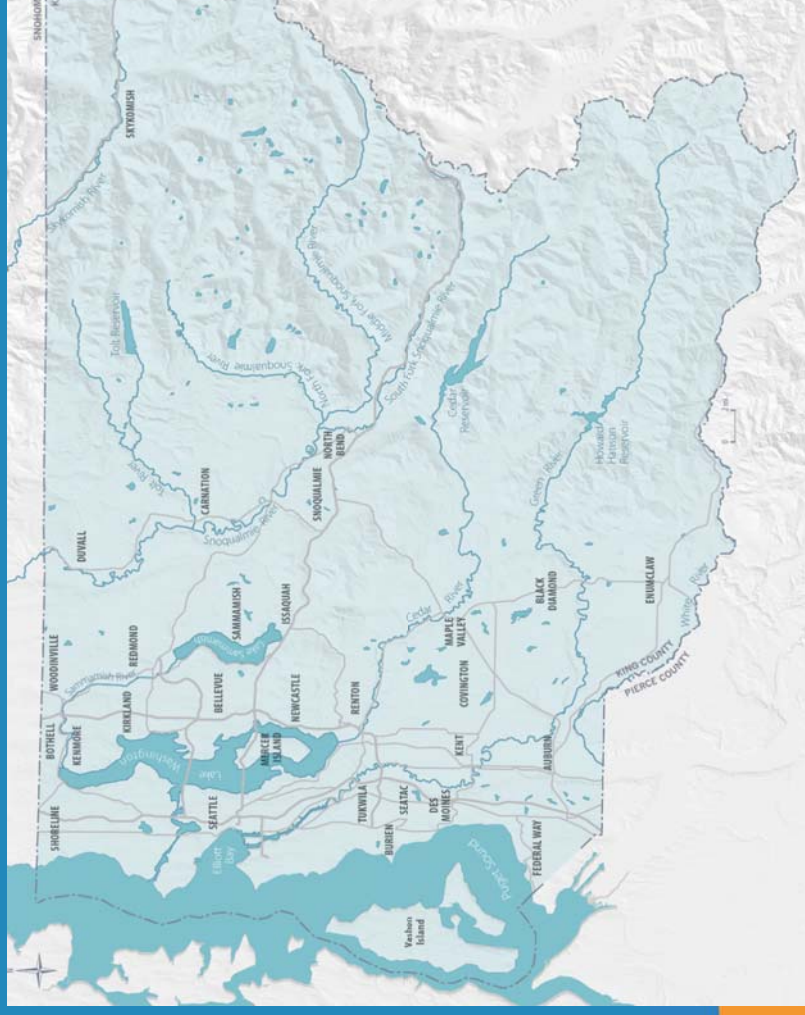
 **King County**
Department of
Natural Resources and Parks
Solid Waste Division

Waste Prevention • Resource Recovery • Waste Disposal

A Plan for King County's Regional System

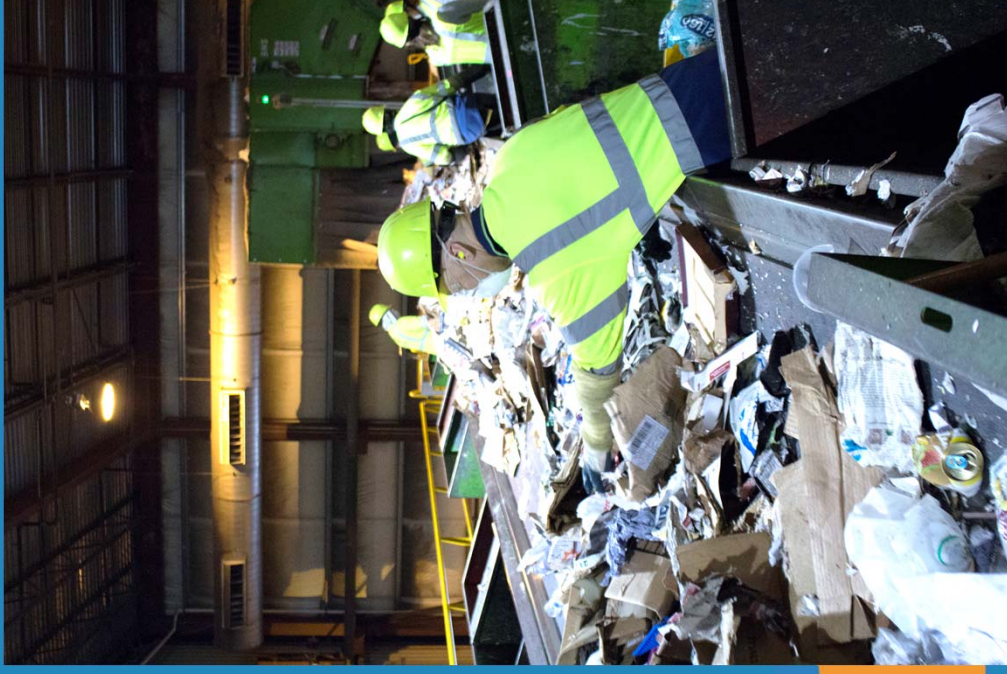
- 2,132 square miles
- King County and 37 cities
- 1.5 million residents*
- 931,000 tons of garbage*

*2017



Public/Private Partnership

- **King County**
 - Transfer stations
 - Landfill
- **Cities**
 - Provide/contract for curbside collection
- **Private Companies**
 - Curbside collection
 - Materials recovery facilities (MRFs)
- **County/Cities/Private**
 - Promote recycling and sustainability



Steps in Plan Approval

We are here



Develop plan and EIS
Oct 2016 – Dec 2017

Public comment
Jan 8 - Mar 8
2018

Regional Policy Committee and County Council review
Jul 2018 – Apr 2019

City approval
May - Sep 2019

2016

2017

2018

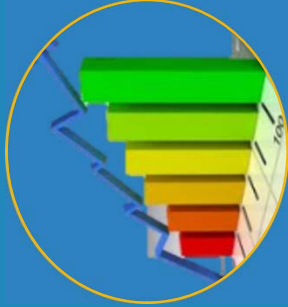
2019

Discuss with Advisory Committees
Oct 2016 – Nov 2017

Preliminary state review
Jan - May
2018

Final state approval
Oct 2019

Six Major Planning Elements



Existing Solid Waste System

Forecasting & Data

Sustainable Materials Management (Recycling)

Transfer & Processing

Disposal & Landfill Management

Finance

Key Policy Recommendations



Disposal



Transfer Services



Recycling



Sustainable Materials Management



Plan: Menu of Actions to Reach 70% Recycling

- Aspirational goal of moving recycling from 54% to 70%
- Menu of actions lets cities tailor approaches to their needs while working toward more unified regional approaches





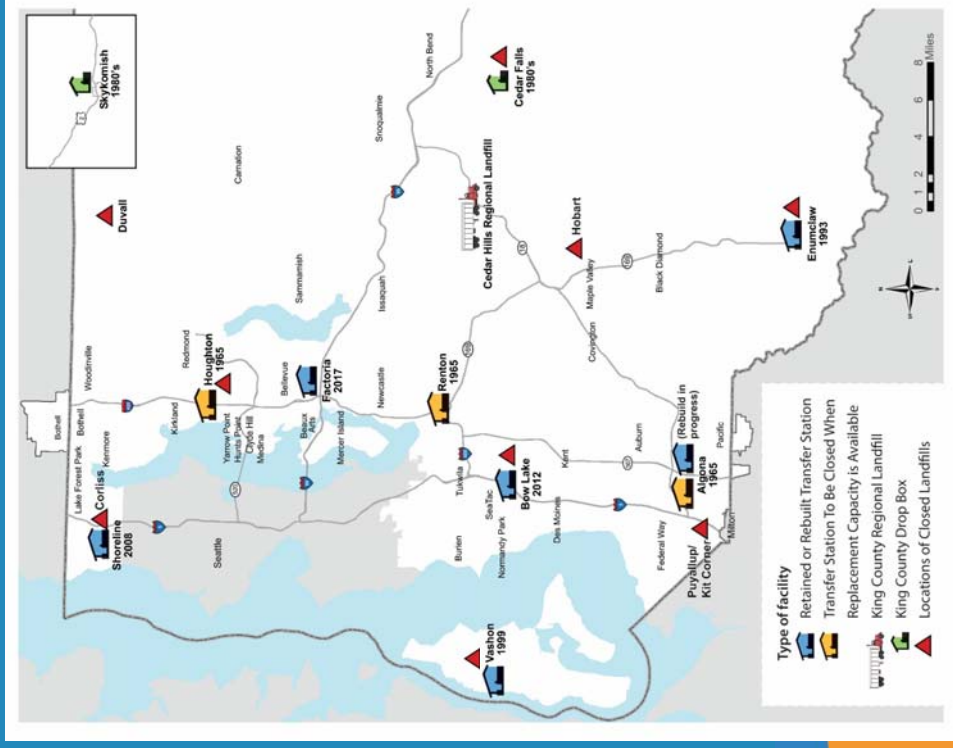
 **King County**
Department of
Natural Resources and Parks
Solid Waste Division

Waste Prevention | Resource Recovery | Waste Disposal

Transfer and Processing

King County Waste Transfer System

- 8 urban stations
 - Modernization complete or underway for all except NE service area
- 2 rural drop boxes



Plan: Continue Modernizing Facilities

- Finish station modernization including a new NE facility
- Benefits
 - Improved customer convenience
 - Faster unloading
 - Expanded recycling services
 - Garbage compaction
 - Sustainable building design and operation
 - Equitable service levels





 **King County**
Department of
Natural Resources and Parks
Solid Waste Division

Waste Prevention Resource Recovery Waste Disposal

Disposal

Plan: Further Develop Cedar Hills Landfill

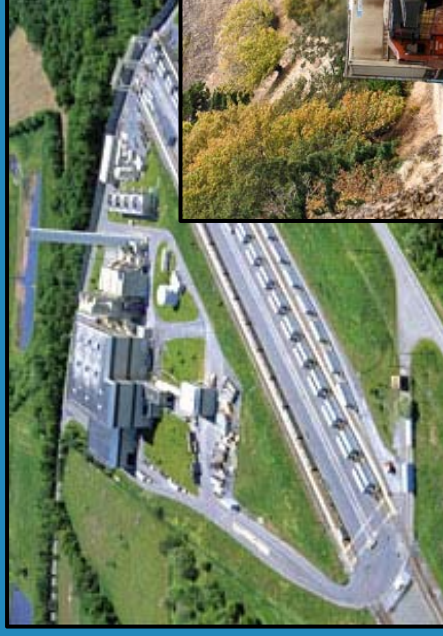
- Maximize capacity within existing landfill footprint
- **Benefits**
 - Lowest cost per ton
 - Lowest greenhouse gases
 - Manages waste locally
 - Provides time to plan for next disposal option after Cedar Hills is full
- **Work must begin this year to have new capacity ready in time**



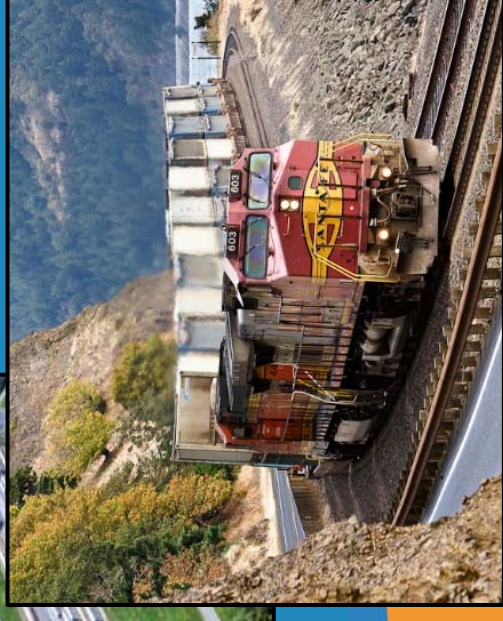
Protecting Employees, Public, and Environment is a Top Priority

- SWD is accountable for the quality of air, groundwater, leachate, and stormwater
 - Over 600 gas and 70 water wells are regularly monitored for compliance
- Cedar Hills accounts for less than 10% of reported odor complaints to the Puget Sound Clean Air Agency
 - Cedar Hills is staffed 24/7 with highly skilled and trained professionals who do around-the-clock odor checks six times a day.
- Active landfill areas are covered daily to control odors and reduce potential for wildlife to carry away garbage

Next Plan Update Will Identify Post-Cedar Hills Disposal Method



- Start discussion well before the 5-year update cycle
- Options
 - Waste-to-Energy (mass burn)
 - Waste Export by Rail
 - Other emerging technologies



City Approval of the Plan

- Governed by interlocal agreements
- City legislation in a 120 day period
- Plan is approved if approved by cities representing $\geq 75\%$ of the population of cities that act within 120 days
- After city approval, Department of Ecology gives final approval within 45 days





King County

Department of
Natural Resources and Parks
Solid Waste Division

Waste
Prevention

Resource
Recovery

Waste
Disposal

King Street Center
201 South Jackson Street, Suite 701
Seattle, WA 98104-3855
206-477-4466
711 TTY Relay
your.kingcounty.gov/solidwaste



King County
Department of
Natural Resources and Parks
Solid Waste Division



INFORMATIONAL MEMORANDUM

TO: **Transportation & Infrastructure Committee**
FROM: **Henry Hash Public Works Director**
BY: **Gail Labanara, Public Works Analyst**
CC: **Mayor Ekberg**
DATE: **August 16, 2019**
SUBJECT: **Public Works Interlocal Joint Purchasing Agreement with the City of Bellevue Piggybacking for Job Order Contracting**

ISSUE

Approve Interlocal Joint Purchasing Agreement with the City of Bellevue to piggyback the use of their Job Order Contract for a maximum amount of \$1,000,000.

BACKGROUND

A Job Order Contract (JOC) is a State approved procurement method in which a contractor agrees to provide an indefinite quantity delivery of negotiated and definitive work orders from a pre-established catalog on public works contracts, all over a fixed period of time. The JOC procurement method is intended to streamline the public works process and reduce costs by utilizing pre-fixed unit prices, as submitted and agreed to by the selected contractor after an RFP process. Job Order Contracting reduces the lead-time for smaller public works projects and allows for work orders to be issued. The benefit to the contractor is that they are motivated to perform quality work at a reasonable cost by the promise of continued work orders and potential extension of the contract.

On July 28, 2019, the State legislature amended RCW 39.10.420 for Job Order Contracting and are now allowing all public bodies of the State of Washington to award job order contracts (which was formerly limited to cities greater than 75,000 population).

The City of Bellevue is allowing us to “piggyback” on their main JOC contract with Saybr Construction and their JOC consultant, Gordian Group, and allow Tukwila to use up to \$1 million in capacity (out of Bellevue’s \$4 million capacity per year over three years through September 2021).

ANALYSIS

RCW 39.10.440 limits the use of JOC to no more than three job order contracts in effect at any one time. With Bellevue’s Interlocal Joint Purchasing Agreement, 5% of costs would be payable to Gordian, 10% to the main general contractor, Saybr, and at least 90% of the work would be subcontracted. All work would be paid prevailing wages and the job order contractor must distribute contracts as equitably as possible among qualified and available subcontractors, including certified minority and woman-owned subcontractors. The maximum dollar amount for any one work order is now \$500,000.

The process for a Job Order Contract is to identify the project and work with Gordian and Saybr to develop a scope of work. The contractor would then use a fixed pricing mechanism (from the RFP catalog) to list the proposed sub-contractors, the schedule, and the lump sum cost. In addition, any change orders would also be on the same fixed unit prices. The City would then decide if to approve the proposed work order with Gordian/Saybr or look at other options. There is no obligation to use JOC and other bidding options are always available.

FINANCIAL IMPACT

There is no financial impact. Budget limitations would still be applied, and we would use the City policy of Council approval for any contract over \$40,000. Finance may look at our financial policies when Tukwila surpasses the 20,000-population level.

RECOMMENDATION

Council is being asked to approve the Intergovernmental Agreement with the City of Bellevue for use of their Job Order Contract and to consider this item on the Consent Agenda at the September 3, 2019 Regular Meeting.

Attachments: Intergovernmental Agreement with the City of Bellevue
Job Order Contracting for Novices
Job Order Contracting Substitute House Bill 1295 for RCW 39.10.420 - 450

INTERLOCAL JOINT PURCHASING AGREEMENT

THIS AGREEMENT is between the City of Bellevue, a political subdivision of the State of Washington, and City of Tukwila, a public agency under the laws of the State of Washington.

WITNESSETH:

WHEREAS, the Interlocal Cooperation Act, as amended, and codified in Chapter 39.34 of the Revised Code of Washington provided for interlocal cooperation between governmental agencies; and

WHEREAS, Chapter 39.33 of the Revised Code of Washington provides for intergovernmental disposition of property; and

WHEREAS, the parties desire to utilize each other's procurement agreements when it is in their mutual interest; --

NOW, THEREFORE, the parties agree as follows:

1. **PURPOSE:** The purpose of this agreement is to acknowledge the parties' mutual interest to jointly bid the acquisition of goods and services where such mutual effort can be planned in advance and to authorize the acquisition of goods and services and the purchase or acquisition of goods and services under contracts where a price is extended by either party's bidder to other governmental agencies.
2. **ADMINISTRATION:** No new or separate legal or administrative entity is created to administer the provisions of this agreement.
3. **SCOPE:** This agreement shall allow the following activities:
 - A. Purchase or acquisition of goods and services by each party acting as agent for either or both parties when agreed to in advance, in writing;
 - B. Purchase or acquisition of goods and services by each party where provision has been provided in contracts for other governmental agencies to avail themselves of goods and services offered under the contract and/or where either party's bidder is willing to extend prices to other governmental agencies.
4. **DURATION AGREEMENT – TERMINATION:** This agreement shall remain in force until cancelled by either party in writing.
5. **RIGHT TO CONTRACT INDEPENDENT ACTION PRESERVED:** Each party reserves the right to contract independently for the acquisition of goods or services without notice to the other party and shall not bind or otherwise obligate the other party to participate in the activity.
6. **COMPLIANCE WITH LEGAL REQUIREMENT:** Each party accepts responsibility for compliance with federal, state or local laws and regulations including, in particular, bidding requirements applicable to its acquisition of goods and services.
7. **FINANCING:** The method of financing of payment shall be through budgeted funds or other available funds of the party for whose use the property is actually acquired or disposed. Each party accepts no responsibility for the payment of the acquisition

June 19th, 2019

Saybr Contractors
Attention: John Pallotta
3852 S 66th St
Tacoma, WA 98409

RE: Job Order Contracting; City of Tukwila use of Bellevue Contract

Dear Mr. Pallotta:

The City of Bellevue and the City of Tukwila recently entered into the attached agreement, indicating intent to allow the City of Tukwila to issue work orders in a total amount not to exceed \$1,000,000 under the terms and conditions of Bellevue's Job Order Contracting agreements with Gordian Group and Saybr. A copy of the agreement between the Bellevue and City of Tukwila is attached for your reference.

The City of Bellevue is requesting that Saybr provide services directly to the City of Tukwila on the same terms and conditions as exist in those certain "Job Order Contracting Saybr" contract, dated September 19th, 2018. For work orders issued by the City of Tukwila for City of Tukwila projects, any obligations owed by Saybr under the Saybr contract shall be performed for or provided directly to the City of Tukwila.

Any invoice issued by Saybr for work for the City of Tukwila should contain the following:

All work described herein provided directly to the City of Tukwila and Saybr are subject to the terms and conditions of those certain "Job Order Contracting Saybr". The City of Bellevue is not a party to nor responsible for performance of or payment for the work described in this invoice."

Please indicate your consent to this joint purchasing arrangement by countersigning this letter where indicated below. This letter may be countersigned in multiple counterparts, which together shall constitute a single agreement. Please contact me if you have any questions.

Sincerely,
CITY OF BELLEVUE
OFFICE OF THE CITY ATTORNEY

Nicholas Melissinos
Deputy City Attorney
Enclosure:

DATE

ACKNOWLEDGED AND ACCEPTED BY SAYBR

Signature

Printed Name

Title

ACKNOWLEDGED AND ACCEPTED BY THE CITY OF TUKWILA

Signature

Printed Name

Title

Job Order Contracting for Novices

Just the Basics

By: Gary Aller

So, what is JOC?

Job Order Contracting (JOC) is a way of getting small, simple, and commonly encountered construction projects done easily and quickly. A JOC contract usually applies to a specific site or sites and can be used for any number of jobs that need to be done for as long as the contract is in effect. The JOC method of project delivery was devised by the military sector in the 1980s as a way to overcome problems with the traditional Design Bid Build (DBB) or low-bid method. Using DBB, every project, no matter how small, had to be designed and put out for bid, with the award going to the lowest bidder.

Going through this procedure for every little job was becoming impractical. The common occurrences of construction delays, cost over-runs, and quality disputes were successfully reduced using the new method, and JOC has been equally successful in the private sector for more than a decade. Recent legislation and existing procurement regulations have authorized the use of JOC for public construction in many states (including New Mexico). Essentially, JOC provides owners with an on-call general contractor who is familiar with the site and the owner's needs.

When is JOC Used?

The JOC delivery method is particularly well suited to repetitive jobs and situations in which owners know that many small tasks will arise, but the timing, type of work, and quantity of work are unknown at the time the contract is signed. Many diverse tasks such as routine upgrades and renovations, remodeling, alterations, and minor new construction for a site are very efficiently handled using a single JOC contract. These jobs usually have minimal design requirements.

The JOC method should not be used for large, complex new construction projects that require extensive or innovative design or are likely to encounter changes and revisions during construction. In fact, some states require each job completed under a JOC contract to cost less than \$1,000,000.

Why is JOC Useful?

There are several important advantages provided by Job Order Contracting. Projects done under JOC contracts are completed faster and incur fewer "soft costs," and the quality of the work is equal to or higher than that of projects done using DBB.

The most obvious benefit of JOC is the fact that it is not necessary to write separate contracts for each job. Since procurement procedures are major contributors to overhead and require significant staff resources, bypassing this procedure saves time and money.

Jobs get done faster and more cost effectively because the procurement costs are spread over many jobs. In fact, for most jobs done under JOC contracts, work begins 20 – 30 days after the need for work is communicated to the contractor, as compared to 180 days for DBB.

Another advantage is that the JOC contract establishes unit prices for labor and material, so once quantities are determined, it is fast and easy to arrive at a fixed price for each job. There are no price negotiations involved in implementing a JOC contract.

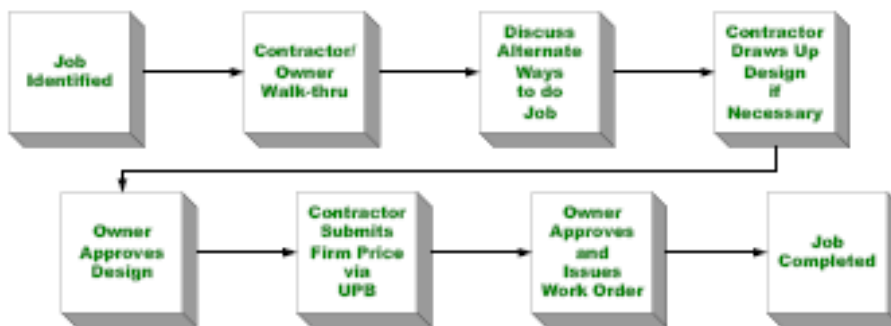
Additionally, because the owner establishes a long-term relationship with the Job Order Contractor, communication can be very efficient as the contractor becomes familiar with the needs and expectations of the owner. This long-term partnership, when established in a cooperative environment, leads to better quality and better value. JOC contracts are written with minimum and maximum dollar amounts of work that may be assigned under the contract. This situation creates a powerful incentive for the contractor to provide fast, high quality, reliable service to the owner. Owners are also motivated to establish positive relationships with the Job Order Contractors in order to reap the maximum benefits from the contract.

Finally, a very important feature of the JOC process is that the contractor is chosen by Qualifications Based Selection. This means that the choice will be based on experience with similar sites, knowledge and capability of personnel, and other factors that directly impact the quality of work delivered.

The JOC contractor typically uses his in-house design staff or an architect already under contract to quickly draw up plans for jobs as the need arises, saving substantial time.

How is a JOC Contract Used?

The process of using a JOC contract is very fast and straightforward. When a need is identified, the owner contacts the JOC contractor and they walk through the site, define the extent of the project, and discuss alternate approaches to be considered. The contractor then draws up a design, if necessary, and a detailed project list, including all materials and labor needed. Using the chosen unit price book, the contractor can establish a firm price for the job. The owner reviews the proposal and issues an authorization to proceed. The process from request to authorization to begin work takes a very short time, sometimes as little as ten days to two weeks and not more than 30 days. The flow diagram below shows the steps of the process.



Gary L. Aller is the former Director of the Alliance for Construction Excellence (ACE) and was instrumental in the Arizona state legislative process incorporating Alternate Delivery Project Methods into law in the early 2000's, including JOC. ACE is an outreach/inreach organization that is part of the Del E. Webb School of Construction at Arizona State University.

1 build projects. In determining the amount of the honorarium, the
2 public body shall (~~consider~~) recognize the level of effort required
3 to meet the selection criteria.

4 **Sec. 7.** RCW 39.10.420 and 2017 c 136 s 1 are each amended to
5 read as follows:

6 (1) (~~The following~~) **All** public bodies of the state of
7 Washington are authorized to award job order contracts and use the
8 job order contracting procedure((+

9 ~~(a) The department of enterprise services;~~

10 ~~(b) The state universities, regional universities, and The
11 Evergreen State College;~~

12 ~~(c) Sound transit (central Puget Sound regional transit
13 authority);~~

14 ~~(d) Every city with a population greater than seventy thousand
15 and any public authority chartered by such city under RCW 35.21.730
16 through 35.21.755;~~

17 ~~(e) Every county with a population greater than four hundred
18 fifty thousand;~~

19 ~~(f) Every port district with total revenues greater than fifteen
20 million dollars per year;~~

21 ~~(g) Every public utility district with revenues from energy sales
22 greater than twenty-three million dollars per year;~~

23 ~~(h) Every school district;~~

24 ~~(i) The state ferry system;~~

25 ~~(j) The Washington state department of transportation, for the
26 administration of building improvement, replacement, and renovation
27 projects only;~~

28 ~~(k) Every public hospital district with total revenues greater
29 than fifteen million dollars per year; and~~

30 ~~(l) Every public transportation benefit area authority as defined
31 under RCW 36.57A.010)).~~

32 (2) (a) The department of enterprise services may issue job order
33 contract work orders for Washington state parks department projects
34 and public hospital districts.

35 (b) The department of enterprise services, the University of
36 Washington, and Washington State University may issue job order
37 contract work orders for the state regional universities and The
38 Evergreen State College.

1 (3) Public bodies may use a job order contract for public works
2 projects when a determination is made that the use of job order
3 contracts will benefit the public by providing an effective means of
4 reducing the total lead-time and cost for the construction of public
5 works projects for repair and renovation required at public
6 facilities through the use of unit price books and work orders by
7 eliminating time-consuming, costly aspects of the traditional public
8 works process, which require separate contracting actions for each
9 small project.

10 **Sec. 8.** RCW 39.10.430 and 2007 c 494 s 402 are each amended to
11 read as follows: *Belleve*

12 (1) Job order contracts shall be awarded through a competitive
13 process using public requests for proposals.

14 (2) The public body shall make an effort to solicit proposals
15 from certified minority or certified woman-owned contractors to the
16 extent permitted by the Washington state civil rights act, RCW
17 49.60.400.

18 (3) The public body shall publish, at least once in a statewide
19 publication and legal newspaper of general circulation published in
20 every county in which the public works project is anticipated, a
21 request for proposals for job order contracts and the availability
22 and location of the request for proposal documents. The public body
23 shall ensure that the request for proposal documents at a minimum
24 includes:

25 (a) A detailed description of the scope of the job order contract
26 including performance, technical requirements and specifications,
27 functional and operational elements, minimum and maximum work order
28 amounts, duration of the contract, and options to extend the job
29 order contract;

30 (b) The reasons for using job order contracts;

31 (c) A description of the qualifications required of the proposer;

32 (d) The identity of the specific unit price book to be used;

33 (e) The minimum contracted amount committed to the selected job
34 order contractor;

35 (f) A description of the process the public body will use to
36 evaluate qualifications and proposals, including evaluation factors
37 and the relative weight of factors. The public body shall ensure that
38 evaluation factors include, but are not limited to, proposal price
39 and the ability of the proposer to perform the job order contract. In

1 evaluating the ability of the proposer to perform the job order
2 contract, the public body may consider: The ability of the
3 professional personnel who will work on the job order contract; past
4 performance on similar contracts; ability to meet time and budget
5 requirements; past performance on approved subcontractor inclusion
6 plans; ability to provide a performance and payment bond for the job
7 order contract; recent, current, and projected workloads of the
8 proposer; location; and the concept of the proposal;

9 (g) The form of the contract to be awarded;

10 (h) The method for pricing renewals of or extensions to the job
11 order contract;

12 (i) A notice that the proposals are subject to RCW 39.10.470; and

13 (j) Other information relevant to the project.

14 (4) A public body shall establish a committee to evaluate the
15 proposals. After the committee has selected the most qualified
16 finalists, the finalists shall submit final proposals, including
17 sealed bids based upon the identified unit price book. Such bids may
18 be in the form of coefficient markups from listed price book costs.
19 The public body shall award the contract to the firm submitting the
20 highest scored final proposal using the evaluation factors and the
21 relative weight of factors published in the public request for
22 proposals and will notify the board of the award of the contract.

23 (5) The public body shall provide a protest period of at least
24 ten business days following the day of the announcement of the
25 apparent successful proposal to allow a protester to file a detailed
26 statement of the grounds of the protest. The public body shall
27 promptly make a determination on the merits of the protest and
28 provide to all proposers a written decision of denial or acceptance
29 of the protest. The public body shall not execute the contract until
30 two business days following the public body's decision on the
31 protest.

32 (6) The requirements of RCW 39.30.060 do not apply to requests
33 for proposals for job order contracts.

34 **Sec. 9.** RCW 39.10.440 and 2015 c 173 s 1 are each amended to
35 read as follows:

36 (1) The maximum total dollar amount that may be awarded under a
37 job order contract is four million dollars per year for a maximum of
38 three years. Any unused capacity from the previous year may be
39 carried over for one year and added to the immediate following year's

1 limit. The maximum annual volume including unused capacity shall not
2 exceed the limit of two years. The maximum total dollar amount that
3 may be awarded under a job order contract for the department of
4 enterprise services, counties with a population of more than one
5 million, and cities with a population of more than four hundred
6 thousand is six million dollars per year for a maximum of three
7 years. The maximum total dollar amounts are exclusive of Washington
8 state sales and use tax.

9 (2) Job order contracts may be executed for an initial contract
10 term of not to exceed two years, with the option of extending or
11 renewing the job order contract for one year. All extensions or
12 renewals must be priced as provided in the request for proposals. The
13 extension or renewal must be mutually agreed to by the public body
14 and the job order contractor.

15 (3) A public body may have no more than (~~two~~) three job order
16 contracts in effect at any one time, with the exception of the
17 department of enterprise services, which may have six job order
18 contracts in effect at any one time.

19 (4) At least ninety percent of work contained in a job order
20 contract must be subcontracted to entities other than the job order
21 contractor. The job order contractor must distribute contracts as
22 equitably as possible among qualified and available subcontractors
23 including certified minority and woman-owned subcontractors to the
24 extent permitted by law as demonstrated on the subcontractor and
25 supplier project submission, and shall limit subcontractor bonding
26 requirements to the greatest extent possible.

27 (5) The job order contractor shall publish notification of intent
28 to perform public works projects at the beginning of each contract
29 year in a statewide publication and in a legal newspaper of general
30 circulation in every county in which the public works projects are
31 anticipated.

32 (6) Job order contractors shall pay prevailing wages for all work
33 that would otherwise be subject to the requirements of chapter 39.12
34 RCW. Prevailing wages for all work performed pursuant to each work
35 order must be the rates in effect at the time the individual work
36 order is issued.

37 (7) If, in the initial contract term, the public body, at no
38 fault of the job order contractor, fails to issue the minimum amount
39 of work orders stated in the public request for proposals, the public
40 body shall pay the contractor an amount equal to the difference

1 between the minimum work order amount and the actual total of the
2 work orders issued multiplied by an appropriate percentage for
3 overhead and profit contained in the contract award coefficient for
4 services as specified in the request for proposals. This is the
5 contractor's sole remedy.

6 (8) All job order contracts awarded under this section must be
7 signed before July 1, 2021; however the job order contract may be
8 extended or renewed as provided for in this section.

9 (9) Public bodies may amend job order contracts awarded prior to
10 July 1, 2007, in accordance with this chapter.

11 **Sec. 10.** RCW 39.10.450 and 2012 c 102 s 2 are each amended to
12 read as follows:

13 (1) The maximum dollar amount for a work order is ((three)) five
14 hundred ((fifty)) thousand dollars, excluding Washington state sales
15 and use tax.

16 (2) All work orders issued for the same project shall be treated
17 as a single work order for purposes of the dollar limit on work
18 orders.

19 (3) No more than twenty percent of the dollar value of a work
20 order may consist of items of work not contained in the unit price
21 book.

22 (4) Any new stand-alone permanent(~~(, enclosed building space)~~)
23 structure constructed under a work order shall not exceed ((two))
24 three thousand gross square feet.

25 (5) A public body may issue no work orders under a job order
26 contract until it has approved, in consultation with the office of
27 minority and women's business enterprises or the equivalent local
28 agency, a plan prepared by the job order contractor that equitably
29 spreads certified women and minority business enterprise
30 subcontracting opportunities, to the extent permitted by the
31 Washington state civil rights act, RCW 49.60.400, among the various
32 subcontract disciplines.

33 (6) For purposes of chapters 39.08, 39.12, 39.76, and 60.28 RCW,
34 each work order issued shall be treated as a separate contract. The
35 alternate filing provisions of RCW 39.12.040(2) apply to each work
36 order that otherwise meets the eligibility requirements of RCW
37 39.12.040(2).

38 (7) The job order contract shall not be used for the procurement
39 of architectural or engineering services not associated with specific

1 work orders. Architectural and engineering services shall be procured
2 in accordance with RCW 39.80.040.

3 (8) Any work order over three hundred fifty thousand dollars,
4 excluding Washington state sales and use tax, and including over six
5 hundred single trade hours shall utilize a state registered
6 apprenticeship program for that single trade in accordance with RCW
7 39.04.320. Awarding entities may adjust this requirement for a
8 specific work order for the following reasons:

9 (a) The demonstrated lack of availability of apprentices in
10 specific geographic areas;

11 (b) A disproportionately high ratio of material costs to labor
12 hours, which does not make feasible the required minimum levels of
13 apprentice participation;

14 (c) Participating contractors have demonstrated a good faith
15 effort to comply with the requirements of RCW 39.04.300 and
16 39.04.310; or

17 (d) Other criteria the awarding entity deems appropriate.

18 **Sec. 11.** RCW 39.10.470 and 2014 c 19 s 2 are each amended to
19 read as follows:

20 (1) Except as provided in subsections (2) and (3) of this
21 section, all proceedings, records, contracts, and other public
22 records relating to alternative public works transactions under this
23 chapter shall be open to the inspection of any interested person,
24 firm, or corporation in accordance with chapter 42.56 RCW.

25 (2) Trade secrets, as defined in RCW 19.108.010, or other
26 proprietary information submitted by a bidder, offeror, or contractor
27 in connection with an alternative public works transaction under this
28 chapter shall not be subject to chapter 42.56 RCW if the bidder,
29 offeror, or contractor specifically states in writing the reasons why
30 protection is necessary, and identifies the data or materials to be
31 protected.

32 (3) ~~((Proposals submitted by design-build finalists))~~ All
33 documents related to a procurement under RCW 39.10.330 are exempt
34 from disclosure until the notification of the highest scoring
35 finalist is made in accordance with RCW 39.10.330~~((+5+))~~ (6) or the
36 selection process is terminated, except as expressly required under
37 RCW 39.10.330(3).



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Committee**
FROM: **Henry Hash, Public Works Director** *H.H.*
BY: **Cyndy Knighton, Senior Program Manager**
Scott Bates, Traffic Engineering Project Manager
CC: **Mayor Ekberg**
DATE: **August 16, 2019**
SUBJECT: **Neighborhood Traffic Calming Program**
Project No. 80910301
2019 Progress Report

ISSUE

Provide a summary of progress to date for the Neighborhood Traffic Calming Program (NTCP).

BACKGROUND

The NTCP was adopted by Council Resolution (No.1955) at the end of 2018 to address neighborhood concerns with traffic safety. The Council also wanted to ensure that traffic calming safety decisions are based on technical engineering and applied in a uniform and consistent manner. The 2019-2020 budget provides annual funding to implement traffic calming strategies on residential streets and other safety improvements throughout Tukwila. Although some work was accomplished in 2018, this program is taking off and much more has been accomplished in 2019.

DISCUSSION

Staff has collected requests for traffic calming treatments and other improvements in residential areas for many years. Requests for calming treatments and other safety improvements come into staff via a variety of ways:

- Enrollment requests from the City's website
- See-Click-Fix/Tukwila Works
- Email inquiries
- Phone calls
- Face-to-face conversations
- Other Departments, especially Police
- Historical knowledge
- Elected officials

The NTCP is a welcoming program for our community and has already produced positive results to improve safety. When the Council adopted the NTCP, staff had a list of approximately 22 requests. Currently, there are more than 40 individual requests for improvements, and it is not uncommon for new requests to come in weekly.

The NTCP has two levels of calming treatment types to use. Level I treatments are considered passive traffic control and are generally less restrictive than Level II treatments. Level II treatments focus on physical devices which are more costly and restrictive. Due to an increased number of requests today, staff is not strictly following the steps of the NTCP.

In order to begin addressing requests quickly, staff has been installing new permanent speed feedback signs and LED enhanced signs which fall under the Level 1 category of improvements in the NTCP. Additionally, staff has installed many new parking restriction signs at the request of both residents and the Police Department to aid in enforcing parking violators and improve safety. These also fall under the Level 1 category.

The attached map shows the locations where traffic calming treatments have been implemented to date.

Requests have come in for new crosswalks in the vicinity of schools, parks and other high pedestrian generation areas. Crosswalks require engineering study to ensure that they are safely sited, and the City is legally protected. For example, one location, S 144th Street at 37th Avenue S, staff is recommending installation of a Rectangular Rapid Flashing Beacon (RRFB) on the west leg of the intersection's existing crosswalk because of the close proximity to high density residential and the Cascade View Park. A new marked crosswalk is considered a Level 1 treatment, but the RRFB is a Level 2.

KPG has recently been contracted to assist staff with the engineering for crosswalk siting studies, development of general RRFB plans, and other needs that may come up on an on-call basis. It is likely that additional consultants would also be retained for on-call engineering services to support the NTCP program.

The NTCP is a great program that brings staff closer to the community which helps staff understand their needs and issues. In order to keep up with the requests in a timely, professional and safe manner, a more organized, programmatic traffic calming program is needed. To reach this point, dedicated staff are required to provide accurate ranking and studies as well as to install and maintain the additional infrastructure. Additional staffing will move this new program into one that complies fully with the adopted NTCP.

RECOMMENDATION

Information only. Committee is being asked to have the Neighborhood Traffic Calming Program update presented to full Council at the August 26, 2019 Committee of the Whole.

ATTACHMENTS

- Page 8, 2019 CIP
- Resolution No. 1955 – Neighborhood Traffic Calming Program
- Map of 2019 NTCP improvements
- Matrix of Description of Traffic Calming Methods
- Matrix of Traffic Calming Methods – General Overview

CITY OF TUKWILA CAPITAL PROJECT SUMMARY

2019 to 2024

PROJECT: **Traffic Calming/Residential Safety Improvements** Project No. 90210301

DESCRIPTION: Programmatic approach to addressing neighborhood traffic concerns through a variety of methods. Residential street improvements with sidewalks, safety improvements, and bike facilities.

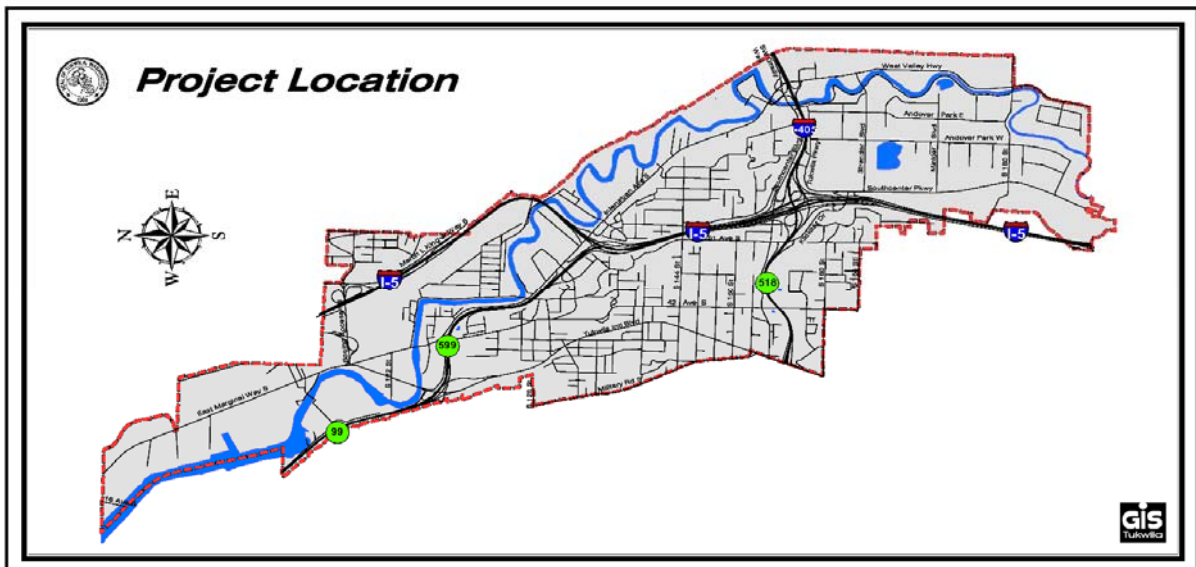
JUSTIFICATION: Neighborhood revitalization by improving residential streets.

STATUS: Future candidates are listed in the citywide comprehensive update and safety-based prioritization of residential street improvements, sidewalks, and bike lanes.

MAINT. IMPACT: Varies, depends on treatment(s) used.

COMMENT: Residential improvements have included 42nd Ave S, 53rd Ave S. Speed cushions installed at S 160th St.

FINANCIAL (in \$000's)	Through 2017	Estimated 2018	2019	2020	2021	2022	2023	2024	BEYOND	TOTAL
EXPENSES										
Design	9		80	80	80	80	80	80	80	569
Land (R/W)										0
Const. Mgmt.										0
Construction	38		320	320	320	320	320	320	320	2,278
TOTAL EXPENSES	47	0	400	400	400	400	400	400	400	2,847
FUND SOURCES										
Awarded Grant										0
Proposed Grant										0
Mitigation Actual										0
Mitigation Expected										0
City Oper. Revenue	47	0	400	400	400	400	400	400	400	2,847
TOTAL SOURCES	47	0	400	400	400	400	400	400	400	2,847





City of Tukwila

Washington

Resolution No. 1955

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, ADOPTING THE "CITY OF TUKWILA NEIGHBORHOOD TRAFFIC CALMING PROGRAM."

WHEREAS, one of the top concerns of Tukwila community members is speeding and other dangers associated with motor vehicles; and

WHEREAS, the City of Tukwila desires to reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users; and

WHEREAS, the adopted Tukwila Comprehensive Plan recommends implementation of a neighborhood traffic calming program in both the Transportation Element and the Residential Neighborhoods Element; and

WHEREAS, the City Council desires to document a transparent, predictable and equitable process for implementing effective traffic calming measures in neighborhoods throughout the City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

The "City of Tukwila Neighborhood Traffic Calming Program," as evidenced in Exhibit A, is adopted.

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at a Special Meeting thereof this 10TH day of December, 2018.

ATTEST/AUTHENTICATED:

Christy O'Flaherty
Christy O'Flaherty, MMC, City Clerk

Verna Seal
Verna Seal, Council President

APPROVED AS TO FORM BY:

Rachel B. Turpin
Rachel B. Turpin, City Attorney

Filed with the City Clerk: 12-5-18
Passed by the City Council: 12-10-18
Resolution Number: 1955

Attachment: Exhibit A – City of Tukwila Neighborhood Traffic Calming Program



**CITY OF TUKWILA
PUBLIC WORKS DEPARTMENT**

**NEIGHBORHOOD TRAFFIC
CALMING PROGRAM**

**Adopted December 10, 2018
By Resolution No. 1955**

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- APPENDIX A: DEFINITIONS OF TYPES OF STREETS
- APPENDIX B: PRIORITY RANKING WORKSHEET

Introduction

Traffic conditions on residential streets greatly affect neighborhood livability. Speeding and unnecessary through-traffic in neighborhoods create safety hazards on residential streets. The City of Tukwila Public Works Department has developed a Neighborhood Traffic Calming Program (NTCP) to guide City staff and inform residents about the procedures for implementing traffic calming on residential streets and collector streets.

The NTCP is designed for local residential streets and collector arterials only. The NTCP does not apply to local or arterial streets in commercial areas or to streets classified as principal or minor arterials.

As defined by the Institute of Transportation Engineers (ITE), traffic calming is the application of measures which can be taken which reduces the negative effects of motor vehicle use, alters driver behavior and improves conditions for non-motorized street users. The City's NTCP outlines a process for staff and residents to carry out a traffic calming program. It provides a way to objectively prioritize traffic calming requests. These procedures incorporate prioritization, planning, evaluation, implementation, and maintenance of the traffic-calming devices in residential areas. It also combines the four E's – Education, Engineering, Enforcement and Emergency Services.

Objectives

The primary goal of the City's NTCP is to improve the livability of the local streets and residential collectors. The City has identified the following objectives:

- Provide alternative solutions to reduce vehicular speeds and accidents on residential streets.
- Endorse safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents of neighborhood streets.
- Provide a means for a collaborative working relationship between City staff and neighborhood residents in development of traffic calming measures.
- Discourage use of residential streets for cut-through vehicular traffic.

Process Steps

Initiating a Request

Request for traffic calming assistance can come from a resident's association or from concerned individuals. Requests can be made in writing by clearly stating the problem and location, accompanied with completed application which is provided by the City. The request can be made by either mailing or emailing the request to the Public Works Department. The request must include a contact name, address, phone number and email.

Staff will then acknowledge the completed application in writing to the resident's association or to the contact person listed in the application. An application fee could be implemented in the future to offset some of the costs involved.

Preliminary Evaluation

Each street in the community is a part of the larger roadway network that connects residents to each other, work, schools, goods, services and the countless destinations to which drivers and pedestrians travel daily. Common issues within neighborhoods include speeding, traffic volumes, and the utilization of neighborhood streets as a cut-through route, among others. In order to ensure that traffic calming concerns are addressed in an equitable manner, staff must assess the situation by reviewing the request and determining if the area qualifies for treatment using set criteria. The primary purpose of a preliminary evaluation is to determine whether the speeding or accident situation is significant enough to warrant further study. At this stage, staff collects data to analyze it to determine whether:

- The roadway is eligible for traffic calming treatment.
 - Only residential streets classified as collector arterial or local access are eligible.
- City recorded data supports the problem identified in the application.
 - Speeding: Traffic counts are taken to determine if 15% of the motorists travel at 5 mph or more above the posted speed limit. This is also referred to as the 85th percentile speed being at or above 5 mph over the speed limit.
 - Volume: Traffic counts also collect the number of daily vehicles on a street. This information is used to determine the best type of solution and is used to rank project priorities.
 - Traffic Accidents: The number of accidents for over a three-year period is collected and studied.

The Public Works Director has the discretion to move an application forward or to address any safety issues discovered outside of the NTCP process.

If the analysis confirms that a traffic problem exists based upon the above criteria, the Public Works Department will conduct a traffic calming study as explained in the following sections and staff calculates the priority score for the street segment using the Priority Worksheet in Appendix C.

A written response back to the contact person with the findings of the preliminary evaluation is generally provided within 60 calendar days of the request.

Solution Alternatives

The solution alternatives are defined into three levels.

No Action

After data collection and analysis is complete, any location not meeting the above criteria will be determined to not be eligible for any NTCP assistance. Staff will inform the applicant in writing that their request does not meet the City criteria for action and the request will be closed.

Level I

The first level improvement for traffic calming that should be considered are passive traffic control treatments, known as Level I. Level I improvements are less restrictive measures, and do not require a vote of the affected residents. The improvements used in Level I include: trimming bushes to allow better sight distance; pavement markings and striping; increased police enforcement; traffic speed display signs; neighborhood awareness campaigns; and education. This reduces the need for installing physical devices on every local street.

If a marked crosswalk is recommended for installation where ADA-compliant ramps do not currently exist, the improvement will be automatically treated as a Level II solution.

Level II

Level II improvements should be considered only after Level I treatments have been in place for a minimum of 6 months and data collection and analysis indicate the problem(s) has not been resolved, or as determined by the Public Works Director. Level II improvements focus on physical devices such as speed cushions, traffic circles, and chicanes to calm traffic. These solution alternatives are much costlier than Level I and are generally permanent. Therefore, a more detailed evaluation is required and approval by key departments and impacted area residents is required before the implementation. The detailed evaluation includes as follows:

- The speed, volume and accident history collected during the preliminary evaluation.
- Collect new traffic speed and volume data and accident history for the past three consecutive years.
- Other factors such as proximity to schools, parks and other pedestrian generators, lack of sidewalks, accessibility, presence of bicycle facilities, and other roadway characteristics.
- Identify users of the affected streets.
- Identify traffic and major pedestrian generators, such as schools, parks and shopping centers.
- Analyze street use with respect to street classification.
- Document any other relative factors.

Process for Qualifying for Level II Treatments

If the traffic problem(s) has not resolved with Level I treatments, an impact area is established by staff after identifying users of the affected street(s), identifying major traffic generators such as schools and parks, analyzing the actual street use with respect to roadway classification, and any other relative factors. The impact area includes the location requesting treatment as well as other streets in the immediate area that could be impacted by Level II treatment installation.

Plan Development

Once an area has been selected for a traffic-calming project, steps need to be taken to determine solutions. The applications are prioritized based on the scores. The highest-ranking applications will be given priority in moving forward into Plan Development, as funding allows.

Since Level I solutions are simpler in scope, the solution formulation process can usually be handled by staff. Public meetings are not usually required, although some type of public communication is beneficial and recommended.

Level II improvements require a more comprehensive plan development due to the higher cost and impact of the actions taken. A public meeting with all affected residents may be held, as determined by the Public Works Director. The initial public meeting will:

- Discuss the steps to develop a traffic-calming plan.
- Gather additional information regarding traffic problems and related neighborhood needs.

A ballot may be provided to each resident, either in person or via the postal service, to vote to indicate support of the NTCP plan. The implementation plan must receive at least 2/3 approval of all residents on the impacted street in order to proceed. In addition to the community support, the approval of the following public officials is required:

- City Police and Fire Departments
- City Council

Once the necessary level of support is documented, projects may be funded and constructed according to their prioritization and as available staffing and budget permits.

In cases where a Level II request does not receive sufficient support, the project is dropped from the list and the next highest ranked project can go through the same process. Residents in an area where a project has been dropped are able to resubmit their request for the following program year.

Project Funding

The number of traffic-calming projects undertaken each year depends on the City's budget and staffing availability. The City Council's Transportation & Infrastructure (or successor) Committee will be kept apprised on projects both proposed and selected on a regular basis, and the City Council will be notified of the NTCP's progress and expenditures at least every six months.

In some cases, landscaping, maintenance and necessary easement dedication may be the responsibility of the residents or the homeowner's association. If this is the case, an agreement must be signed between the City and residents before the project is implemented.

Project Design and Construction

Once traffic-calming treatments have been determined, the City's staff or a consultant develops the detailed plan, based on the study and the residents' input. The traffic calming device will be installed.

In some situations, a test installation may be warranted to assure that the device is both effective and truly desired by the community. In this case, within three to twelve months after installation, staff evaluates how well the test installation performed in terms of the defined problems.

Evaluation

An evaluation shall be conducted between six months to one year after the implementation of any permanent traffic calming devices. Speed, volume and collision data is collected and compared with the data collected before the installation of the traffic-calming device. The data collection should be done at approximately the same time of year as the original data collection.

Re-enrollment

If additional traffic calming treatments become necessary in the future due to changes in traffic patterns unrelated to the NTCP treatments, requests can be made for a new enrollment 12 months or more after the last evaluation period has been completed. The submission will be treated as a new request beginning with preliminary evaluation and will follow the NTCP process. Any future traffic calming treatments will be scored and ranked along with all other active requests and are subject to funding and staffing availability.

Appendices

Appendix A: Definitions of types of streets

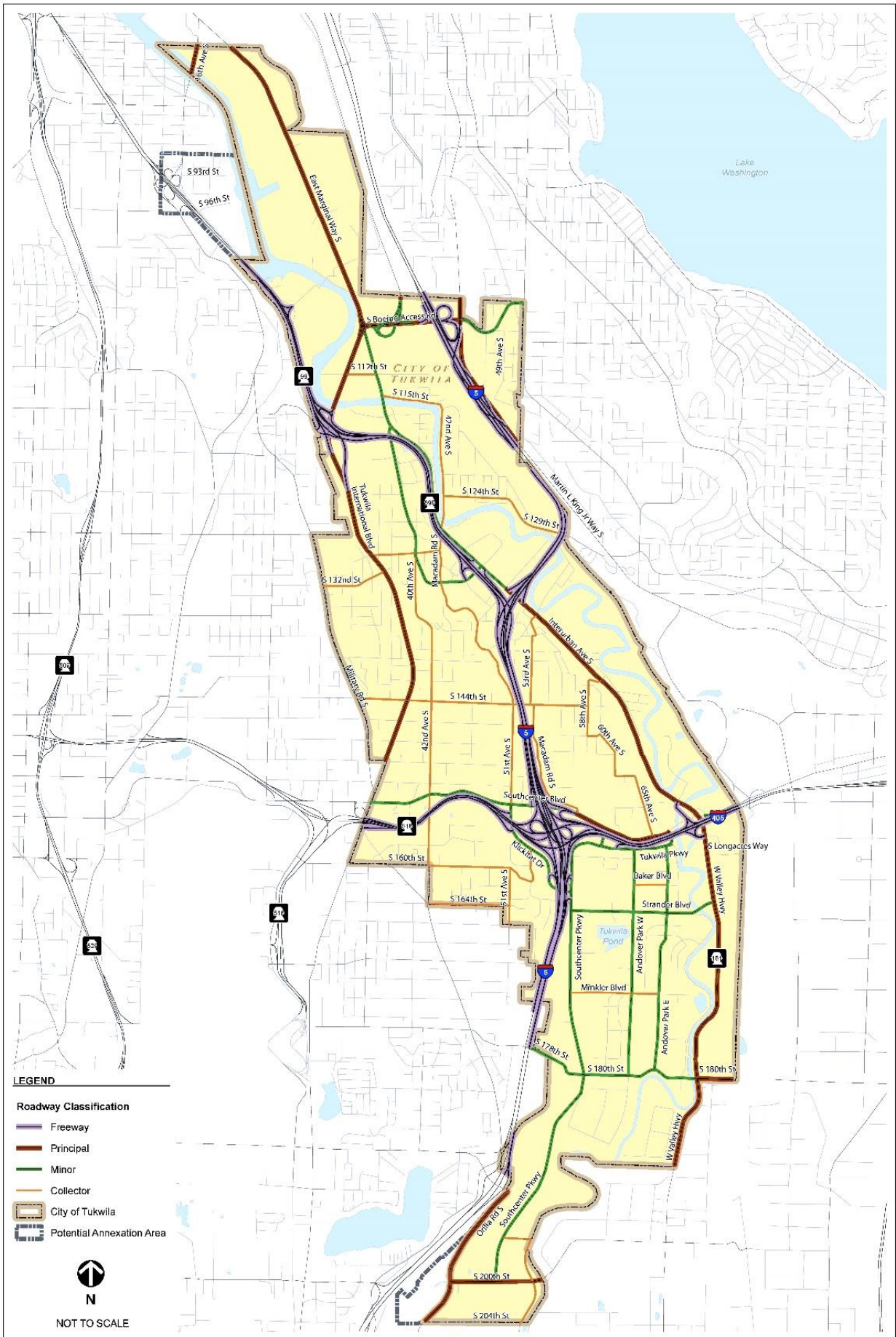
The City's Transportation Element of the Comprehensive Plan defines the street functional classifications. For the sake of this program, only residential local streets and collector arterials are eligible for NTCP treatments. Streets in commercial areas or which are classified as principal or minor arterials are not eligible for treatments under this program. Traffic calming on principal and minor arterials is very different than on residential streets, requiring substantial design, permitting, environmental approval, and budget in order to construct. These calming projects are developed into standalone capital improvement projects.

Local streets (typical speed limit 25 mph) serve local circulation needs for motor vehicles, bicycles, and pedestrian traffic and provide access to residences and some businesses. Local streets are not intended to carry significant volumes of through traffic. Sixty to 80 percent of the roadway network is considered local streets.

Collector arterials (typical speed limit 30-35 mph) are typically streets that provide access between local service streets or from local streets to thorough-fares. Collectors often carry some through traffic. Collectors in residential areas are eligible for NTCP treatments whereas collectors in commercial areas are not. Five to 10 percent of the roadway network is classified as collector arterials.

Minor arterials (typical speed limit 30-40 mph) are streets which are typically wider and may have more lanes than collectors which connect the smaller arterial streets to destinations or to the regional roadway network. Minor arterials carry a large percentage of through traffic as well as traffic from the local area. Ten to 20 percent of the streets in network are minor arterials.

Principal arterials (typical speed limit 35-50 mph) are major streets and highways that provide regional connections between major destinations. Speeds are higher, access and traffic control favors providing fast and smooth movement on the arterial over the lower classified streets. Five to 10 percent of a roadway network is classified as principal arterials.



Appendix B: Priority Ranking Worksheet

Location: _____

Date: _____

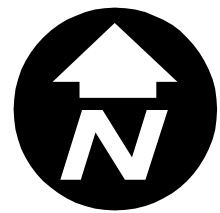
Staff Name: _____

Category	Data	Score
<p>Accidents:</p> <p>Five points for each recorded accident over the past three years. Three additional points will be added for each accident with a recorded injury.</p>		
<p>Volume:</p> <p>Average weekday traffic volume divided by 100, rounded up to the nearest whole number. Maximum of 7 points possible.</p>		
<p>Speed:</p> <p>Five points for every mph greater than 5mph above the posted speed or $(85\text{th percentile speed} - \text{posted speed limit} - 5) \times 5$ points.</p>		
<p>Sidewalks:</p> <p>Five points if there is not a continuous sidewalk on one side of residential streets or both sides of collectors.</p>		
<p>Pedestrian Generators:</p> <p>Five points for every K-12 school on and 2 points for school property within 500 ft of the subject street. Three points for other major pedestrian generator on the subject street. Major pedestrian generators may include parks, community centers, senior housing, or other uses with significant pedestrian traffic.</p>		
<p>Total Points:</p>		



City of Tukwila

NTCP 2019 Installations

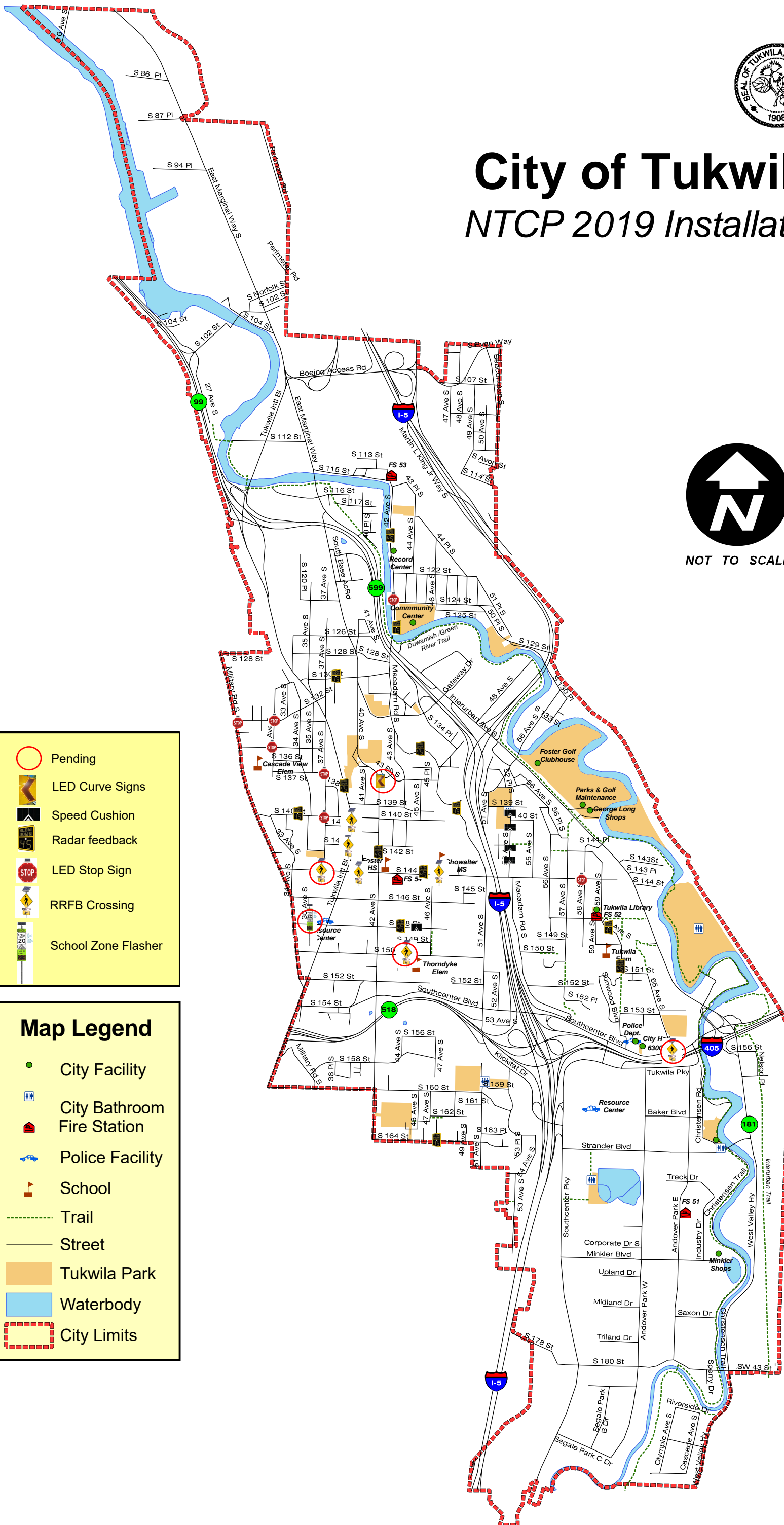


NOT TO SCALE

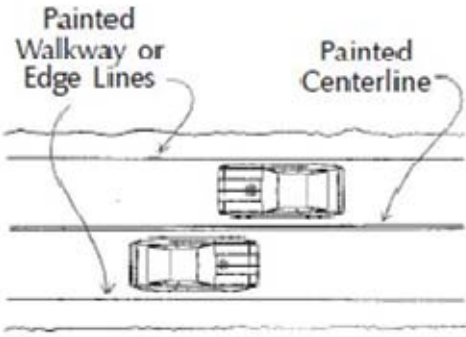
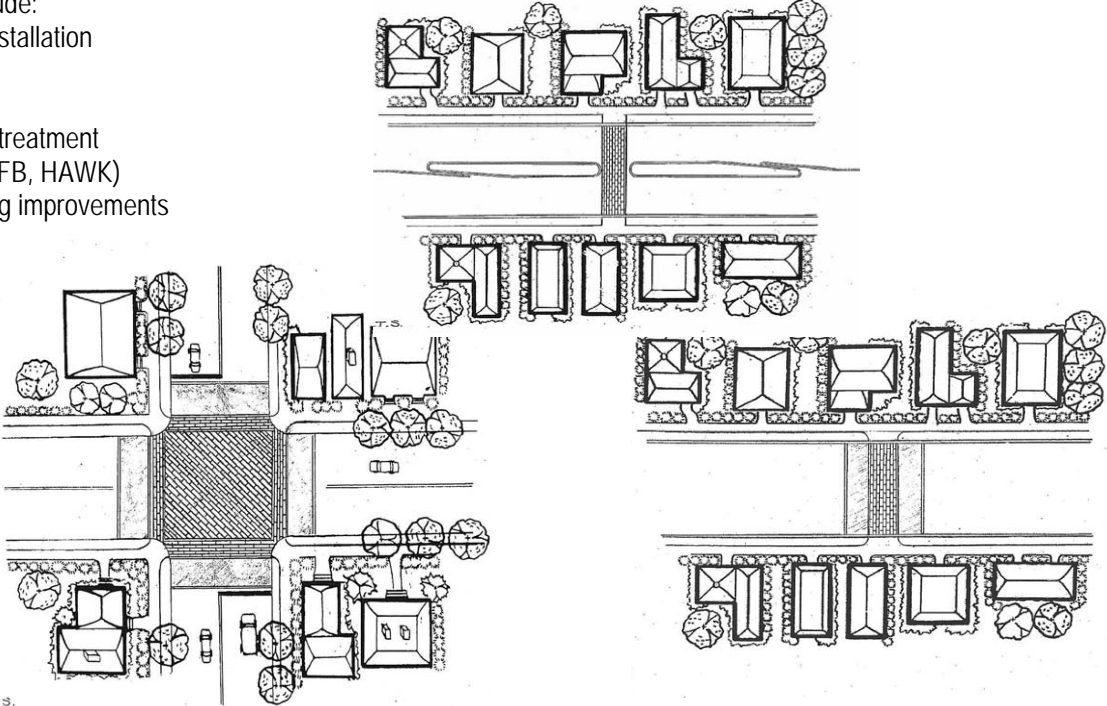
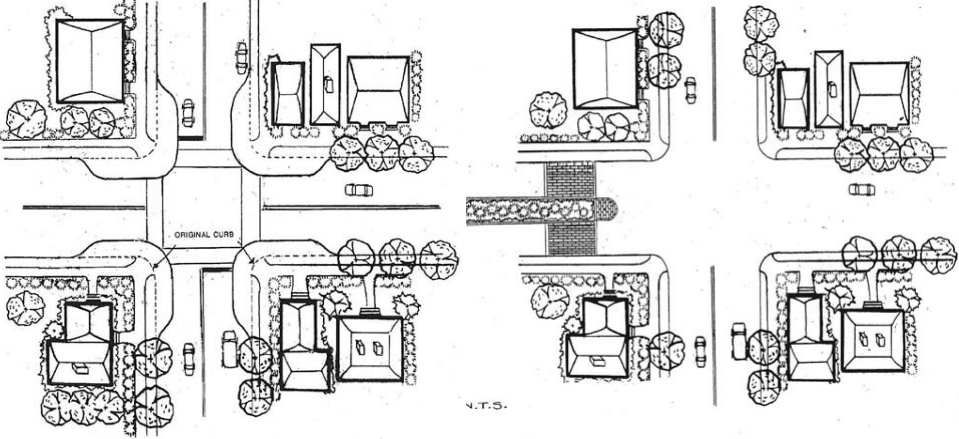
- Pending
- LED Curve Signs
- Speed Cushion
- Radar feedback
- LED Stop Sign
- RRFB Crossing
- School Zone Flasher

Map Legend

- City Facility
- City Bathroom
- Fire Station
- Police Facility
- School
- Trail
- Street
- Tukwila Park
- Waterbody
- City Limits



Descriptions of Traffic Calming Methods

Method	Description	Cost
Speed Watch Program	<ul style="list-style-type: none"> Residents check out radar gun and gather speed data in spot locations Data gathered is used to validate other speed data Residents learn what certain speeds "feel like" when standing on or near the roadway 	\$
Radar Speed Signs	<ul style="list-style-type: none"> Solar powered signs can be installed permanently or rotated Can be used in conjunction with a target enforcement emphasis -- traffic officers can be found further down the road to provide police back up of the legal speed limit 	\$-\$\$
Targeted Enforcement	<ul style="list-style-type: none"> A progressively stricter enforcement schedule with low thresholds for citations Traffic officers work a select location over a period of time, graduating from marked police cars to ultimately unmarked cars 	\$\$-\$\$\$
Striping	<ul style="list-style-type: none"> Installing center, walkway, and edge line markings to narrow or modify the travel lanes Unique striping in individual cases can be used successfully Striping can include: <ul style="list-style-type: none"> yellow center skip strip white edge lines wording on pavement ped walkways and bike lanes marked crosswalks Applications are determined in each instance and can be modified to fit individual needs Paint cannot be applied year round -- weather dependent installation Striping an unstriped roadway gives the appearance of a narrowed road and assigns where vehicle and pedestrian areas are located 	\$-\$\$
		
Vegetation Trimming	<ul style="list-style-type: none"> City crews will trim vegetation in public right-of-way to improve sight distance at intersections, sign visibility, or general safety Vegetation that is in private property can only be trimmed by city crews if impeding sight distance or creating a safety hazard Property owners are always first encouraged to trim their private plantings 	\$
Improved Signage	<ul style="list-style-type: none"> Signs already in place may be improved by installing larger signs, or LED enhanced signs New signs may be installed as warranted Existing signs may be relocated to provide maximum impact 	\$-\$\$
Traffic Safety Campaign	<ul style="list-style-type: none"> This effort not currently defined by Tukwila Could include development of traffic safety brochures or flyers Could be developed to incorporate local high school education Could be jointly implemented using the PD Sprint program and targeted enforcement 	\$\$-\$\$\$
Multi-way Stop	<ul style="list-style-type: none"> All-way, or multi-way stops are installed at intersections where traffic flows are generally fairly equal on all legs Engineering warrants must be met before installation can occur 	\$-\$\$
Pedestrian Safety Measures	<ul style="list-style-type: none"> Improvements can include: <ul style="list-style-type: none"> Sidewalk or walkway installation Crosswalk installation <ul style="list-style-type: none"> paint textured pavement treatment Pedestrian signals (RRFB, HAWK) Pedestrian scale lighting improvements Pathways Raised crosswalks Mid-block crossings with or without refuge area 	\$\$-\$\$\$
		
Gateway/Entrance Treatment	<ul style="list-style-type: none"> Sometimes called planter islands, these are typically long and narrow islands placed in the middle of roads at intersections On wide streets, curb extensions may be used on both sides of the roadway while still maintaining 2 lanes of roadway width In some cases, pedestrian amenities such as raised crosswalks, decorative pavement, or simple painted crosswalks are also included as part of the treatment May also include additional street lighting for the intersection and decorative entrance signs 	\$\$-\$\$\$
		

Descriptions of Traffic Calming Methods

Method	Description	Cost
Traffic Circle	<ul style="list-style-type: none"> Round islands installed at intersections to force traffic to circle around the island, thus disrupting the flow of traffic Less expensive traffic circles can be painted on the asphalt, marked with raised pavement markers More costly traffic circles are made with curbing and back filled with asphalt The most expensive traffic circle to construct include curbing and removal of existing asphalt from the center. Soil and approved landscaping are installed 	\$\$-\$\$\$
Chicane	<ul style="list-style-type: none"> A series of tight turns in a straight section of road that restricts traffic speeds Fire Code may limit chicanes or any other treatment from narrowing the road to less than 20 feet Chicanes can be made of wooden traffic barricades, curbing with fencing, curbing with asphalt back fill, or curbing with landscaping Can be combined with on-street parking 	\$\$-\$\$\$
Speed Cushion	<ul style="list-style-type: none"> A raised mound across the roadway that reduces speeds as vehicles travel over them To be effective, should be placed 300-500 feet apart and installed in a series of typically at least 2 cushions Not recommended on primary emergency response routes or on major transit routes 	\$\$
Turn Prohibitor: Signing restrictions	<ul style="list-style-type: none"> Signs are placed at intersection to restrict certain turning movements or to only allow a certain movement Restrictions can be all the time or can be during certain times of day only 	\$-\$
Turn Prohibitor: Physical deterrent	<ul style="list-style-type: none"> Also known as half or partial closures or diverters Physically directs traffic flow at intersections, prohibiting specific movements Many variations can be implemented, depending on the need of the particular street Can be combined with pedestrian amenities such as textured pavement or raised crosswalks 	\$\$-\$\$\$
Diagonal Road Closure	<ul style="list-style-type: none"> Diagonal road closure completely closes a road to through traffic without completely closing a road Diagonal diverters can be used to fully or partially divert traffic Implementation can be done by using wooden barricades, concrete barricades, curbing, and landscaping Diagonal diverters are not applicable in most places as minimum travel lane widths of 20 feet must still be maintained 	\$-\$\$\$
Street Closure	<ul style="list-style-type: none"> Streets are closed to through traffic by forming a cul-de-sac or hammerhead Additional right-of-way may be necessary to construct the cul-de-sac or hammerhead Street closures are not applicable in most locations 	\$-\$\$\$

Traffic Calming Methods - GENERAL OVERVIEW

Method	Potential Degree of Effectiveness	Advantages	Disadvantages	Volume Reduction	Speed Reduction	Noise & Pollution	Safety	Access Restrictions	Emergency Vehicle Access	Dependence on Police Enforcement	Operation and/or Construction Cost	Maintenance Cost/ Problems
Speed Watch Program	Mild	<ul style="list-style-type: none"> Educates residents on what the legal speed limit "feels" like from a pedestrian stand point. 	<ul style="list-style-type: none"> Does not reduce speeds or volumes. 	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Radar Speed Trailer	Mild	<ul style="list-style-type: none"> Educates motorists of their current, actual speed of travel Makes motorists aware of the activeness of the community they are driving through. 	<ul style="list-style-type: none"> Only changes behavior in motorists while in place. Some motorists use the reader board to "clock" how fast they can go. 	No	Only when Present	N/A	N/A	N/A	N/A	None to High Can be used in conjunction with target enforcement	Low to Moderate	Low
Target Enforcement	Mild	<ul style="list-style-type: none"> Reduces speeds and raises awareness of drivers. 	<ul style="list-style-type: none"> Effective only when program is ongoing Staffing needs vary based on area specific needs 	Very Slight	Yes	N/A	Possibly Improved	N/A	N/A	High	N/A	N/A
Striping	Mild	<ul style="list-style-type: none"> Does not require infrastructure construction Can promote slower traveling vehicles Best in correcting vehicles traveling in middle of road Can significantly reduce speeds of users 	<ul style="list-style-type: none"> Not commonly used method of speed control Degree of effectiveness may vary substantially 	Unlikely	Possible	N/A	Possibly Improved	None	No Problem	N/A	Low	Low to Moderate
Vegetation Trimming	Mild	<ul style="list-style-type: none"> Increases visibility. 	<ul style="list-style-type: none"> Must be constantly maintained Must be constantly monitored 	No	No	N/A	Improved	N/A	N/A	N/A	Moderate	Moderate
Improved Signage	Mild	<ul style="list-style-type: none"> Corrects sign deficiencies Develop motorist awareness of regulations and restrictions 	<ul style="list-style-type: none"> Requires monitoring and planning to avoid visual clutter Probably not effective to habitual violator 	Unlikely	Unlikely	Increased visual pollution	Possibly Improved	N/A	N/A	Low to Moderate	Low	Low
Traffic Safety Campaign	Mild	<ul style="list-style-type: none"> Raises awareness, cooperation, and appreciation of general motoring public. 	<ul style="list-style-type: none"> City does not currently have a program established Requires development of program and continuation of staffing and program Impact may be reduced when "newness" of program is lost 	No	Possible	N/A	Slight Improvement	N/A	N/A	N/A	Moderate	Low
Multi-way Stop	Mild to Moderate	<ul style="list-style-type: none"> Creates more stopping points for vehicles Addresses concerns at locations with conflict potential 	<ul style="list-style-type: none"> Stop signs that are installed that don't meet engineering warrants are often not obeyed by motorists familiar with the intersection(s) Can reduce pedestrian safety if not correctly installed Should not use Stop signs as speed control: stop signs should be used to define right of way at intersections only 	Slight	Slight	Increased	Mixed	None	No problem	Moderate to High	Low	Low
Gateway/ Entrance Treatment	Moderate	<ul style="list-style-type: none"> Provides visual transition between arterials and residential areas Can improve pedestrian crossing safety on wider streets 	<ul style="list-style-type: none"> Speed change could result in rear-end accidents May move traffic/problem to other roads Neglect of landscaping can become a sight distance problems Neglect of landscaping can become neighborhood "eyesores" Ongoing maintenance costs Definition of who is responsible for maintenance - possible landscape maintenance agreements with residents 	Possible	Slight	No	Possibly Improved	None	No Problem	N/A	Low to Moderate	Low to Moderate/ Possible Vandalism
Pedestrian Safety Measures	Moderate	<ul style="list-style-type: none"> Creates clearly defined areas for pedestrians Provides safer areas for pedestrians 	<ul style="list-style-type: none"> Painted crosswalks could create a false sense of security for pedestrians Pavement markings require additional maintenance. 	No	No	N/A	Mixed	None	No Problem	N/A	Moderate	Moderate

Traffic Calming Methods - GENERAL OVERVIEW

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Traffic Circle	Moderate	<ul style="list-style-type: none"> Requires reduction in vehicle speed without use of stop signs Removes conflict potential for many types of accidents 	<ul style="list-style-type: none"> May be restrictive for larger vehicles or vehicles with trailers May move traffic/problem to other roads May require additional lighting May be confusing for left turns May require additional Right-of-way Requires consideration for aesthetics Requires consideration for maintenance of landscaping, if used 	Possible	Likely	No Change	Improved	None	Some Constraint	Low	Moderate	Moderate/Possible Vandalism
Chicane	Moderate	<ul style="list-style-type: none"> Effectively slows motorists traveling through and approaching the treated section Can be designed to improve pedestrian safety. 	<ul style="list-style-type: none"> Moves traffic/problem to other roads May be restrictive for larger vehicles or vehicles with trailers May require additional lighting Can create confrontations between opposing motorists Fire codes requirement must be maintained Requires consideration for aesthetics Requires consideration for maintenance of landscaping, if used 	Yes	Yes	Decrease	Mixed	None	Minor Constraint	N/A	Moderate to High	Moderate to High/Possible Vandalism
Speed Hump	Extreme	<ul style="list-style-type: none"> Reduces speeds of vehicles at and in the vicinity of the bump Can be designed for any speed Better if used in a series of 300 to 500 foot spacing. 	<ul style="list-style-type: none"> Causes increased noise from braking and accelerating vehicles, particularly if there are loose items in the vehicle May move traffic/problem to other roads Causes delays in emergency vehicle response time Not supported by Fire Department Can cause damage to fire trucks during emergency responses 	Possible	Yes	Increase at humps	Improved	None	Minor constraint	Self Enforcing	Moderate	Moderate/impacts street sweeping, snow removal
Turn Prohibitor: Signing restrictions	Moderate	<ul style="list-style-type: none"> Can reduce through traffic. 	<ul style="list-style-type: none"> Moves traffic/problem to other roads Inconveniences local residents in gaining access to their property Becomes an enforcement problem 	Yes	Possible	Decrease	Mixed	Somewhat Restricted	Minor Constraint	Moderate to High	Low	Moderate/Possible Vandalism
Turn Prohibitor: Physical deterrent	Extreme	<ul style="list-style-type: none"> Reduces through traffic. 	<ul style="list-style-type: none"> Moves traffic/problem to other roads Inconveniences local residents in gaining access to their property Can affect emergency vehicle response time Becomes an enforcement problem 	Yes	Likely	Decrease	Improved	Restricted	Some Constraint	Moderate to High	Moderate to High	Moderate/Possible Vandalism
Diagonal Road Closure	Extreme	<ul style="list-style-type: none"> Eliminates through traffic Provides for landscaping Reduces conflicts Increases pedestrian safety. 	<ul style="list-style-type: none"> Not viable in most locations Moves traffic/problem to other roads Inconveniences local residents in gaining access to their property Not generally supported by Fire Department Affects emergency vehicle response time 	Yes	Likely	Decrease	Improved	Left or Right turn only	Some Constraint	Low to High, dependent on features	High	Moderate/Possible Vandalism
Street Closure	Extreme	<ul style="list-style-type: none"> Eliminates through traffic Can reduce speed of remaining traffic Improves safety on the street closed 	<ul style="list-style-type: none"> Reduces accessibility of emergency vehicles Forces the problems onto another street Reduces access to properties by residents 	Yes	Yes	Decrease	Improved	Yes	Some Constraint	Low	Moderate to High	Moderate to High/Possible Vandalism