



Transportation & Public Works Committee Meeting Minutes

Thursday September 19, 2019
4:30 PM – 6:00 PM
SeaTac City Hall – Riverton Room

Members:	Present:	Absent:	Commence: 4:31 PM Adjourn: 6:00 PM
Peter Kwon, Chair	X		
Rick Forschler	X		
Pam Fernald	X		

Other Councilmembers in attendance: Stanley Tombs; Clyde Hill

Staff Coordinator: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer;

Other Staff Present: Kamal Mahmoud, Engineering Manager; Lauren Kirk, Civil Engineer 1; David Tomporowski, Transportation Planner; Ali Shasti, Engineering Review Manager; Mark Johnsen, Sr. Assistant City Attorney; Kyle Moore, Government Relations and Communication Manager.

Public Comment	None.
1. Approve Prior Meetings' Minutes	September 5 meeting minutes were not reviewed at this time, and will be reviewed and approved at a future meeting.
2. Des Moines Mem Dr. & S 200th Street – Construction Award	<p>Discussion/Recommendation</p> <p>City Engineer Florendo Cabudol presented. Staff briefed the Committee on the revised memo and ordinance handed out at the meeting and will be posted on the City's website. The revisions include updates to the expenditure and revenue information.</p> <p>Staff is seeking recommendation from Committee for Council to approve construction award to the lowest bidder on this project. On August 29, eight bids were received. Rodarte Construction, Inc. was the lowest responsible bidder at \$4,786,160.00. This bid is approximately 15% below the engineer's estimate for construction. The Committee asked whether the 15% contingency is the new standard percentage. Staff responded that 15% is being recommended due the amount of risks identified on the project related to the presence of documented (and potentially undocumented) septic systems adjacent to the site. Staff has</p>

	<p>completed a reference and bidder responsibility check of Rodarte Construction with positive results.</p> <p>An Ordinance has been prepared to seek authorization from the Council to execute the construction contract with Rodarte; execute a contract with Gray and Osborne for additional services, and to amend the 2019-2020 Biennial Budget to fully fund construction of the project.</p> <p>Due to the complexity of construction this project and staff's current workload, Gray and Osborne Inc. rendered additional services to complete the design and is also being retained to manage construction on behalf of the City.</p> <p>The budget amendment in the amount of \$3,226,012 is required to fully fund construction as outlined in the memorandum and will be transferred out of the 102 Street Fund, which has sufficient funds.</p> <p>Up to \$1 Million will be received back to the City from the City of Des Moines, and several utility companies for their share of the construction work.</p> <p>The Committee approved this construction award and budget amendments to advance to full Council on September 24, 2019 Regular Council Meeting.</p>
<p>3. Installation of Speed Humps on 35th Ave S. near Hairpin Turn</p>	<p>Update</p> <p>17 homeowners (100%) that live along 35th Avenue South above the hair pin turn have signed a traffic calming petition requesting speed humps to slow traffic traveling to and from the hair pin turn.</p> <p>Civil Engineer Lauren Kirk has studied the traffic data from this corridor and the amount of vehicles, speeds recorded and accidents recorded all support the installation of these speed humps. The design of the humps being installed was approved by the Fire Department. The speed humps will be installed by Public Works Maintenance personnel.</p> <p>Once the speed humps are installed, Engineering staff will continue to study the roadway to determine if future treatments, such as installing high-friction pavement and jersey barriers will be warranted.</p> <p>In addition to the speed humps, speed feedback signs, neon yellow chevron arrows, and centerline delineation treatments will be utilized as planned along the corridor to alert drivers to the changes and hair pin turn dangers.</p> <p>A question was raised about stormwater flows after the installation of the speed humps. Due to the open shoulders of the roadway, it was determined that stormwater will run the normal path of the roadway and not be a problem to any particular homeowner.</p>

	<p>Speed humps will be installed in the next month or so. Any future changes to the roadway will be brought before Committee.</p>
<p>4. Concurrency</p>	<p>Update</p> <p>In 2017, staff started discussions about a study about the City adopting a concurrency plan. Staff is aiming to have a plan in place by the end of this year. The Level of Service (LOS) will be based on how vehicles move through a corridor, not just on intersection counts.</p> <p>Our new Transportation Planner, David Tomporowski, will help to run this project.</p> <p>The data developed helps to determine where projects are needed. If new development comes in that puts, for example, 500 news vehicle trips on the road, our concurrency plan ca address this with a road project that considers an entire corridor and other considerations, not just a built up intersection.</p> <p>17 corridors are being monitored throughout the City at peak hours, to determine trips available. At 50-100 trips only left available in the peak hours on any corridor raised red flag alerts for future development needed.</p> <p>Adopting a plan is required by the State, and by the Growth Management Act.</p> <p>A draft concurrency program is uploaded on the website calendar.</p> <p>Next steps: This will go to the Planning Commission, then through a SEPA process, back to T&PW Committee, before full Council in November, and adopted with the City's Comp Plan update by the end of the year.</p> <p>The Committee approved this to move forward in the process above.</p>
<p>5. Right of Way Standards</p>	<p>Update</p> <p>This was an informational update on the Right of Way Standards that City Staff are hoping to adopt this year.</p> <p>The update will address code language changes that are needed to bring clarification to four main areas:</p> <ol style="list-style-type: none"> 1. Frontage Improvements 2. Right of Way Dedication 3. Deferral of Improvements 4. Right of Way Cross Section <p>A list of completed subdivisions from the last three years was shown to the Committee. This represents lost opportunities, where frontage improvements were not made, and the developer walked away from the project and did not bring desired improvements along with the development.</p>

	<p>The draft language presented to the Committee clears up the code language that will require improvements to be made, and not deferred, at the time of the development.</p> <p>Necessary right of way will be required to be dedicated at the time of the development, to accommodate future road projects.</p> <p>In addition to multi-family development, single family homes that are built or remodeled in excess of \$250,000 in value, will also require frontage improvements. Normal improvements for a single family property are in the \$20,000 to \$40,000 cost range.</p> <p>A comment was made that instead of one single family property making frontage improvements and then standing isolated on a street for many years before a road improvement project, that monies should be collected by the City instead and held for a future project on that roadway.</p> <p>Another question was raised about compensating a developer or landowner for the right of way dedication. This will be researched.</p> <p>A stakeholder meeting to gather input will be held soon, inviting developers, engineers and architects doing work in the city. Then these draft standards will be brought back before T&PW Committee before going to the full Council.</p>
6. Adjourn	Adjourn Meeting