

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorize the City Manager to Execute a Contract with DKS Associates for Traffic Modeling and Update of the City's Concurrency Standards in Association with the Transportation Master Plan Update
DEPARTMENT:	Public Works
PRESENTED BY:	Kirk McKinley, Transportation Services Manager Alicia McIntire, Transportation Senior Planner

PROBLEM/ISSUE STATEMENT:

The purpose of this report is to request Council's authorization to execute a contract with DKS Associates for traffic modeling and update of the City's concurrency standards in association with the Transportation Master Plan (TMP) update. The maximum, not to exceed, contract amount is \$170,000. DKS Associates was selected through a competitive process. A total of five consultant teams responded to the request for qualifications, and four were interviewed (one firm removed itself from consideration because of scope and budget reductions). DKS has a strong local and national reputation, and in checking references for DKS, we received extremely positive feedback on their skills, technical knowledge and ability to complete tasks on time and within budget.

The City's current TMP was adopted in July 2005, in conjunction with the City's last major Comprehensive Plan update. Since its adoption, changes have occurred in the City's transportation environment and an update is merited at this time. In addition, this effort will be coordinated with the next update to the City's comprehensive plan, scheduled to begin next year with final adoption in 2011.

The TMP identifies policies to achieve the City's vision for its transportation future and contains the transportation funding program for implementation. These policies affect choices for travel mode, such as car, bus, bicycle, or on foot. By identifying transportation priorities and the funding to support them, the TMP is able to recommend what projects are built and what programs are pursued.

The current TMP addresses existing vehicular and nonmotorized transportation systems, as well as transit. Traffic volumes are forecasted to the year 2022, and the City's anticipated transportation levels of service are based upon this forecast. The current plan includes criteria that were established for future project evaluation and recommended improvements for safe and friendly streets. A brief financial analysis identifying revenues, expenditures and a funding plan for future projects is also included in the current plan.

The TMP update is scheduled to take 12-18 months. It will be a major update that will include development of a Bicycle & Pedestrian Plan and a Transit Plan. The consultant work associated with this update will include creation of a traffic model based upon the planned future land uses for the City and a concurrency standard update. The finished product will be created by staff and will include creation of a master street plan, development of a transportation project funding strategy, maintenance standards, and policies and implementation strategies.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute a contract with DKS Associates for the transportation master plan update. The maximum, not to exceed, contract amount is \$170,000.

Approved By: City Manager  City Attorney ____

BACKGROUND

The City of Shoreline is prepared to begin an update of the Transportation Master Plan (TMP). Since adoption of the City's current TMP in July 2005, the City's transportation environment and needs have changed, and an update to the plan is needed to reflect those changes. It is anticipated that this update will coincide with updated growth targets for the City, as well as the next update of the City's Comprehensive Plan.

The current TMP includes an inventory of the existing transportation system and traffic forecasts for the year 2022. These forecasts were used to calculate impacts to the City's transportation facilities and identify necessary improvements to ensure that the City's transportation network continues to function in accordance with our adopted Level of Service standards. These criteria, identified in the plan, were utilized when evaluating projects as recommended improvements, and a financial analysis was performed to identify funding opportunities for improvements.

Since 2005, there have been significant changes to the City's transportation facilities. The Interurban Trail has been completed. The first mile of improvements to Aurora Avenue North has been completed, resulting in a safer environment for pedestrians and transit users, as well as vehicles. Similar improvements are planned for the northern two miles of Aurora Avenue North, and construction of these improvements in the second mile of Aurora is scheduled to begin this summer. New businesses have located all along the corridor, in response to or in anticipation of this project. Roadway improvements in North City have also changed the look and feel of the neighborhood, resulting in significant redevelopment. Sidewalks have been constructed in neighborhoods throughout the city under the City's Priority Sidewalks program.

New transit services are also planned for Shoreline. As part of Metro's Transit Now program, approved by voters in November 2006, bus rapid transit (BRT) service is scheduled for implementation on Aurora Avenue North, from Shoreline to downtown Seattle, beginning in 2013. This service is scheduled to begin in conjunction with the completion of the planned improvements to Aurora. Additionally, Community Transit is prepared to begin BRT service on SR 99 in Snohomish County, with the southern terminus at the Aurora Village Transit Center in Shoreline. Beginning in autumn 2009, this service will run from Shoreline to Everett along SR 99. Finally, as part of the Proposition 1 package approved by voters in November 2008, Sound Transit will extend light rail service from the University District north to Lynnwood with two stops proposed in Shoreline, at North 145th Street and North 185th Street. While this service is not scheduled to begin until 2023, planning for the transportation network around the station areas should begin now, as it will be critical in order to ensure the success of the system within Shoreline.

DISCUSSION

The update of the TMP began in April 2009 and is anticipated to be completed by mid-to-late 2010. The project will include the following tasks and products:

- Coordination of City staff, internal and external project teams to complete the work necessary to update the TMP.

- Use of a coordinated and comprehensive approach to gather public input and provide for public involvement in the process.
- Development of an updated computer model that identifies capacity, safety and multi-modal needs of the City.
- Creation of a prioritized list of capital projects to be used in the development of future Capital Improvement Plans and funding options and strategies to support recommended priorities for improvements.
- Development of a Bicycle & Pedestrian Plan and a Transit Plan that will serve as independent functional plans as well as chapters of the Transportation Master Plan.

The City's existing TMP discusses nonmotorized transportation and transit; however, there is little policy language that can direct the improvement of these systems in Shoreline. These plans are necessary in order to achieve the City's goals for expansion of the bicycle, pedestrian and transit network. Development of the Bicycle & Pedestrian Plan and the Transit Plan are anticipated to be early phase projects, which will be integrated into the TMP as it is completed.

Elements in the Bicycle & Pedestrian Plan may include:

- Evaluation of existing pedestrian and bicycle policies, practices, programs, regulations, facilities and other factors that impact, enhance, or impede safe nonmotorized mobility.
- Development of a comprehensive bike and pedestrian route signing and marking system and a toolbox of strategies and solutions to implement and manage the nonmotorized system.
- Development of a nonmotorized transportation implementation plan, a specific list of actions to complete in ten years, a funding strategy, and planning level design and cost estimates for bicycle and pedestrian project recommendations.
- Methodologies and programs for connectivity with other neighboring jurisdictions, and integration with Shoreline's soft-surface off-street trail plans.

Development of the Transit Plan may include:

- Evaluation of the existing transit network, its relationship with other transportation facilities and practices, programs, regulations, facilities and other factors that impact, enhance, or impede transit use.
- Recommendations that can be applied by the City in order to improve transit within the City of Shoreline.
- Establishment of transit policies, strategies and priorities for the City of Shoreline.
- Development of detailed short, medium and long range strategic implementation plans. These will be specific to the three system providers within Shoreline (Sound Transit, Metro and Community Transit). The plan will evaluate service and routing options, park-and-ride strategy, Transit Oriented Development, access and service to future transit or light rail stations, fare policies, and commuter and local circulator options.

Staff anticipates utilizing citizen advisory committees for the development of the Bicycle & Pedestrian Plan. Additionally, a technical advisory committee including representatives

from Sound Transit, Metro and Community Transit will be created to assist with the development of the Transit Plan.

Additional elements of the TMP update include:

- Creation of a Master Street Plan
- Development of Funding Strategies
- Transportation Modeling of the Comprehensive Plan Land Uses
- Review of the City of Shoreline Concurrency Ordinance and Recommendations for New Measurement Methodology
- Development of Policies and Implementation Strategies for the Transportation Master Plan

DKS Associates will be responsible for the traffic modeling and development of the concurrency program. The remaining tasks and work elements listed above will be performed by City staff. Initially, the intent was to engage a consultant team to develop the entire plan, but due to budget concerns and forecasts, the TMP consultant portion was reduced in the CIP proposal with staff resources leading the development of the remaining portions of the plan.

Consultant Selection: DKS Associates' team was chosen as the consultant for the Transportation Master Plan update through a competitive process. Staff published a Request For Qualifications (RFQ) for consultants to provide their qualifications related to a major update of the Transportation Master Plan. Five Statements of Qualifications were received from the following firms: Perteet, Fehr & Peers/Mirai, H.W. Lochner, Transpo Group and Transportation Engineering NorthWest. After publication of the original RFQ, a reduced scope for the RFQ was sent to the five firms and they were asked to confirm whether they would like to still be considered for this project. Four of the firms confirmed that they would like to be considered and Transportation Engineering NorthWest, LLC asked that they be removed from consideration. Additionally, H.W. Lochner explained that they had committed to using DKS Associates for the traffic modeling and Henderson, Young and Company for the concurrency update and felt it was appropriate to allow those firms to pursue this project with the City. All four proposals were reviewed by City and Metro staff, and all four teams were interviewed by City staff. Staff checked three references, all of which were very positive. DKS Associates was selected based on their team's experience with traffic modeling, experience with similar projects, their ability to meet the established budget and schedule the method presented to complete the task and the firm availability of resources over the next year.

DKS's Team Experience: DKS has extensive experience working on transportation modeling projects including evaluating, refining, validating and enhancing existing models and developing new models for cities, as well as completing model updates and subarea refinements for cities from larger regional models. Their team will perform a review of the City's existing model and prepare an update or create a new model for the City, based upon the City's needs and performance requirements for the model. Henderson, Young and Company will serve as a subconsultant for work on the concurrency update. DKS is familiar with the PSRC Regional Traffic Model, as they are currently working to update the regional transportation plan, Destination 2040.

FINANCIAL IMPACT: The Transportation Master Plan update is an objective of Council Goal 10 and this project is identified in the 2009-2014 Capital Improvement Program. Funds from the City's Roads Capital Fund will be utilized to pay for this scope of work, which is estimated not to exceed \$170,000. Funding exists for a major update to the plan as this contract reflects.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute a contract with DKS Associates for the transportation master plan update. The maximum, not to exceed, contract amount is \$170,000.