



PACIFIC CITY COUNCIL AGENDA
Council Chambers - City Hall. 100 3rd Ave. SE

February 1, 2016
Monday

Workshop
6:30 p.m.

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL OF COUNCIL MEMBERS**
- 3. ADDITIONS TO/APPROVAL OF AGENDA**
- (2) **4. PUBLIC HEARING** – Regarding altering the Speed Limit on West Valley Highway from 25 MPH to 35 MPH.
- 5. DISCUSSION ITEMS**
 - (19) **A. AB 16-015:** Appointments to Park Board and Civil Service Commission. (5 min.)
(Mayor Guier)
 - (22) **B. AB 16-008: Resolution No. 2016-310:** Authorizing the execution of an amendment to the agreement with Carol Morris of Morris Law, P.C. (10 min.)
(Mayor Guier)
 - (27) **C. AB 16-012: Ordinance No. 2016-1924:** Altering the speed limit on West Valley Highway from 25 MPH to 35 MPH. (10 min.)
(Jim Morgan)
 - (45) **D. AB 16-016: Resolution No. 2016-315:** Authorizing the execution of a supplemental agreement with Valley Communications Center for services for the Pacific Police Department. (10 min.)
(John Calkins)
 - (49) **E. AB 16-017: Discussion:** Approving the submittal of the Association of Washington Cities Risk Management Service Agency Assessment for 2016. (10 min.)
(Mayor Guier)
 - (52) **F. AB 16-018: Council Committee Assignments** (10 min.)
(Amy Stevenson-Ness)
 - (54) **G. AB 16-019: Council Retreat Discussion** (10 min.)
(Mayor Guier)
- 6. ADJOURN**



Agenda Bill No. 16-011

TO: Mayor Guier and City Council Members
FROM: Public Works
MEETING DATE: February 1, 2016
SUBJECT: Public Hearing for Consideration of Alteration of Speed Limit on West Valley Highway

ATTACHMENTS:

- Ordinance 2016-1924
 - Transpo Group Speed Study
-

Previous Council Review Date: January 19, 2016

Summary: An engineering and traffic analysis was conducted by Transpo Group on West Valley Highway. The study examined current street conditions in accordance with RCW 46.61.415 and City policy regarding the alteration of speed limits. The study recommends altering the speed limit on West Valley Highway from 25 MPH to 35 MPH.

This Public Hearing is required to receive public testimony regarding the proposed alteration of the speed limit on West Valley Highway.

Recommendation/Action: Receive public testimony at the February 1, 2016 City Council meeting regarding Ordinance No. 2016- 1924.

Motion for Consideration:

Budget Impact: N/A

Alternatives: N/A

**CITY OF PACIFIC,
WASHINGTON
ORDINANCE NO. 2016-1924**

**AN ORDINANCE OF CITY OF PACIFIC, WASHINGTON,
RELATING TO SPEED LIMITS ON STREETS IN THE CITY;
ALTERING THE SPEED LIMIT ON WEST VALLEY HIGHWAY
FROM 40 MPH TO 35 MPH; AMENDING SECTION 10.32.030
OF THE PACIFIC MUNICIPAL CODE.**

WHEREAS, the speed limit on West Valley Highway was established at 40 MPH in 1964 by Ordinance No. 373 and codified in Section 10.32.030(1); and

WHEREAS, the 40 MPH speed limit was reaffirmed on West Valley Highway in 1988 by Ordinance No. 1056 in Section 10.32.030(1); and

WHEREAS, the City Council directed the lowering of the speed limit on West Valley Highway from 40 to 25 MPH in 2013; and

WHEREAS, the City Council has expressed its interest in having Public Works reexamine the speed limit on West Valley Highway; and

WHEREAS, West Valley Highway is classified as a arterial street; and

WHEREAS, the alteration of speed limits pursuant to RCW 46.61.415 for arterial streets require an engineering and traffic investigation; and

WHEREAS, City staff selected Transpo Group from the MRSC consultant roster as the most qualified transportation engineering firm to conduct an engineering and traffic study; and

WHEREAS, the results of the Transpo Group's engineering and investigation recommended a change of the speed limit on West Valley Highway from 25 MPH to 35 MPH; and

WHEREAS, adopted City policy (Resolution 2014-215) requires that the findings of an engineering and traffic investigation pertaining to alteration of a speed limit be discussed with the Public Works Committee; and

WHEREAS, the Transpo Group's speed limit alteration recommendation for West Valley Highway was discussed with the Public Works Committee on January 6, 2016; and

WHEREAS, the Public Works Committee affirmed the recommended speed limit alteration on West Valley Highway; and

WHEREAS, a public hearing was held on February 1, 2016 to take public testimony on the proposed speed limit alteration; and

WHEREAS, after deliberation, the City Council considered this Ordinance during a regular public meeting;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Section 10.32.030 is hereby amended to read as follows:

10.32.030 Increasing speed limit in certain zones. It is determined upon the basis of an engineering and traffic investigation that the speed limits permitted by state law upon the streets designated in this section is less than is necessary for safe operation of vehicles thereon by reason of the designation and signposting of the streets as arterial highways and/or by reason of widely-spaced intersections, and it is declared that the speed limit shall be as set forth in this section on those streets or parts of streets designated in this section at the times specified when signs are erected giving notice thereof.

Name of Street	Speed Limit
1. West Valley Highway	40- <u>35</u> MPH at all times
2. All other streets	25 MPH

Section 2. The City staff is hereby directed to place signs along West Valley Highway at appropriate intervals reflecting the change in the speed limit on the effective date of this Ordinance.

Section 3. Publication. This Ordinance shall be published by an approved summary consisting of the title.

Section 4. Effective Date. This Ordinance shall take effect and be in full force and effect five days after publication, as provided by law.

APPROVED BY THE CITY COUNCIL ON 8th DAY OF FEBRUARY, 2016.

LEANNE GUIER, MAYOR

ATTEST:

AMY STEVENSON-NESS, CITY CLERK

Approved as to form:

CAROL MORRIS, CITY ATTORNEY

**Filed with the City Clerk:
Passed by the City Council:
Date Posted:**

TECHNICAL MEMORANDUM

Date:	December 31, 2015	TG:	15469.00
To:	Lance Newkirk, City of Pacific		
From:	Jon Pascal, PE, PTOE and Ryan Peterson, PE, Transpo Group		
Subject:	West Valley Highway Speed Study – Summary of Findings		

This memorandum has been prepared to summarize the results of the speed study conducted for West Valley Highway between Jovita Boulevard E to the south and 1st Avenue W to the north. An evaluation of the posted speed limit along West Valley Highway was conducted at the request of the City. The evaluation considered adopted City policies for modifying speed limits, but also utilized best practice research that was conducted to identify suggested criteria that should be considered when modifying the posted speed limit.

Background

West Valley Highway is classified as a major arterial oriented in a north-south direction and located in the western portion of City limits. The corridor segment within Pacific is also located within southern King County and northern Pierce County.

The speed limit on West Valley Highway was set at 40 MPH by the City of Pacific via Ordinance No. 373 (March 31, 1964). The City Council passed Ordinance No. 1854 December 9, 2013 temporarily lowering the speed limit from 40 MPH to 25 MPH the entire length of West Valley Highway. This action was taken for public safety purposes and the lowered speed limit was to remain in effect during the engineering design for roadway improvements.

The City was awarded federal transportation funding for both King and Pierce County sections of West Valley Highway to design improvements to the roadway.

AHBL was hired by the City for the duration of the engineering design to develop road improvements along the King and Pierce County segments of West Valley Highway. AHBL commissioned Transpo Group to conduct a traffic study for the King County and Pierce County sections of West Valley Highway to support the design efforts. Information collected as part of the traffic study was utilized in the analysis and for developing recommendations for altering the speed limit along West Valley Highway.

Study Area Description

The study area focused on the section of roadway within the City of Pacific, between Jovita Boulevard on the south, to just north of 3rd Avenue SW. Land use along the corridor includes several commercial businesses on the east side of the roadway and a steep slope on the west side. The intersection of West Valley Highway/Jovita Boulevard is signalized. The intersection of West Valley Highway/3rd Avenue SW is stop-controlled on all approaches.

There is no on-street parking, bicycle facilities, or sidewalks along the roadway.



Existing Process for Modifying Posted Speed Limits

The City of Pacific has adopted policies that should be followed when modifying or setting speed limits. The City policy follows Washington State law (WAC 468-95-045), which requires an engineering and traffic investigation to determine if a speed limit modification is warranted. This study is being conducted to determine what speed the speed limit should be set at along this section of West Valley Highway.

City of Pacific Policy

The City of Pacific adopted, by resolution (2014-215), on November 24, 2014 procedures for modifying or setting speed limits. The resolution establishes that the City shall conduct an engineering and traffic investigation prior to altering posted speed limits. The engineering and traffic investigation shall consider the 85th percentile speed, accident history, land-use characteristics, non-motorized activities and amenities, roadway characteristics and parking when evaluating the appropriateness of the posted speed limit.

Washington State Law

State law (RCW 46.61.400) sets Washington's basic speed law and the maximum speed limits for state highways, county roads, and city streets. The law allows local agencies, such as City of Pacific, to raise or lower maximum speed limits, but requires an "engineering and traffic investigation" to support the modification of speed limits to determine a "reasonable and safe maximum limit" for a specific roadway segment. Agencies may develop additional guidelines or policies that build from the basic requirements of the law to provide more consistency on how speed limits are set within their jurisdiction.

State law also requires agencies to adopt uniform standards for traffic control devices (RCW 47.36). The State formally adopted the 2009 Manual on Uniform Traffic Control Devices (MUTCD) on November 17, 2011; therefore, the MUTCD is, by reference, state law. When the MUTCD was adopted, the State modified Section 2B.13 of the MUTCD by removing the statement indicating the posted speed limit "should be within 5 mph of the 85th-percentile speed of free flowing traffic." While this section is a guidance statement, and therefore not required, modifying it allows jurisdictions to identify the most appropriate speed limit based on their own criteria.

Best Practices for Modifying Posted Speed Limits

Research was also conducted to identify best practices agencies employ when setting or modifying posted speed limits. National and local publications from federal, state and local agencies, professional organizations, universities, and industry groups were reviewed. One publication that provides very good guidance on this subject is titled *Methods and Practices for Setting Speed Limits* that was published by the FHWA and ITE in April 2012. In general, the publications that were reviewed all confirmed that agencies set speed limits based on engineering studies.

The research also found that some agencies establish additional guidelines, beyond the requirement for an engineering study, to assist in the setting or modifying of posted speed limits. The guidelines provide more specific criteria that should be considered in the process. Our research showed that the following measures or criteria could be considered with modifying posted speed limits:

- Speed limits should be based on the 85th percentile of prevailing speeds.
- Modifications should only occur in 5 mph increments.
- The speed or pace that a majority of vehicles are travelling.
- The number or density of driveways and intersections.
- The roadway characteristics such as lane width, shoulder type and width, existing non-motorized facilities, alignment, topography, and on-street parking.

- Safety considerations such as collision rates, sight distance, and pedestrian and bicycle activity levels.
- Roadway functional classification.
- Land uses or development patterns.

The research conducted indicates that the City of Pacific has adopted policies for setting and modifying posted speed limits that are consistent with national best practices.

Setting Speed Limits

Agencies typically set speed limits based on the prevailing speed. Figure 1 provides an illustration on the relationship between posted speed limits and prevailing speeds.

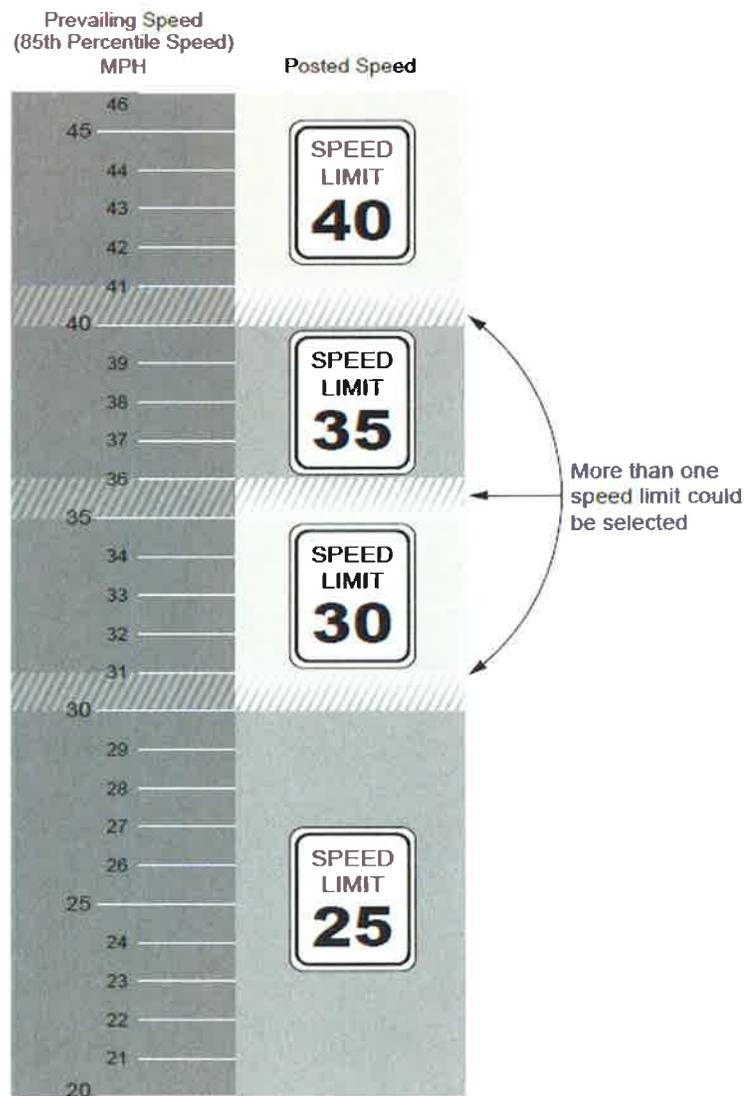


Figure 1. Relationship of Prevailing Speeds to Posted Speeds

In general, the figure represents a simplistic way in determining how prevailing speeds can be used to set specific speed limits. The illustration and overall methodology of basing speed limits on prevailing speeds will likely work in most situations, but there will always be situations where additional considerations will apply. These considerations should include measures such as roadway alignment, collision history, land use patterns, and functional classification, to name a few.

Changing Speed Limits to Achieve Lower Speeds

Also clearly highlighted in the research was the fact that setting the speed limit to achieve a desired speed does not produce favorable results. Research by other entities throughout the country has consistently shown that changing speed limits alone does not significantly alter travel speeds. Such a concept may seem counterintuitive to the general public, but studies indicate most drivers will operate at speeds that are safe and reasonable. In other words, the prevailing speed of traffic is a consistent way of determining the speed limit because reasonable drivers will consider roadway and roadside conditions when selecting travel speeds. The prevailing speed is generally referred to as the speed at which a majority of the vehicles are travelling.

Speed and Safety Analysis

Speed Data Methodology

Speed studies use a variety of metrics to assist in determining the “reasonable and safe maximum speed limit.” The key speed indicators include the median speed, 85th percentile speed, 10 mph pace, percent in pace, and percent of vehicles 5 mph over the speed limit. The definition and purpose of these speed indicators are described below.

Median Speed – The speed in which 50 percent of all traffic is traveling at or below. This statistical measure is not typically used in determining the appropriate posted speed limit, but is used as a point of reference in understanding the prevailing conditions. The median speeds should be under the posted speed limit.

85th Percentile Speed – The speed in which 85 percent of the traffic is traveling at or below. The 85th percentile speed is often used as a starting point for determining the speed limit, to take into account that 15 percent of drivers may be traveling unreasonably fast. Typically, the 85th percentile speed should be within 5 to 10 mph of the posted speed.

10 mph Pace – The 10 mph pace is a measure of the range in speeds and is defined as the consecutive 10 mph range containing the highest number of vehicles. Typically, the posted speed limit should be near the upper limit of the 10 mph pace.

Percent in Pace – The percent in pace represents the percentage of all vehicles traveling within the 10 mph pace. It is desirable to have a high percentage of the total number of vehicles in the 10 mph pace. The speed limit should be set to capture a high percentage of vehicles within the 10mph pace.

Percent of Vehicles 5 mph over the Speed Limit – The number of vehicles traveling over the posted speed limit by at least 5 mph. As a general guideline, speeding along a roadway segment may be an issue when more than 15 percent of the vehicles exceed the speed limit by at least 5 mph. Setting a speed limit too low may result in a large percentage of vehicles traveling 5 mph or more over the speed limit.

Speed Data Summary

Vehicle speeds were collected along West Valley Highway, between County Line Road and 1st Avenue W for seven weekdays in November 2013 and north of Jovita Boulevard E along the Pierce County segment in May 2015. Collection tubes were positioned approximately ¼ mile north and south of 3rd Avenue SW, approximately 300 feet north of County Line Road East, and approximately ¼ mile north of Jovita Boulevard E. Detailed summaries of the speed data by direction are included in Attachment A.

The posted speed limit of the roadway during the data collection was 40 mph for every location with the exception of West Valley Highway north of Jovita Boulevard E. The City lowered the posted speed limit from 40 mph to 25 mph in December 2013. At the time data was collected north of Jovita Boulevard E the posted speed limit was 25 mph.

Table 1 summarizes the key speed indicators for West Valley Highway.

Table 1. Speed Data Summary

Location	Posted Speed ¹ (mph)	Direction	ADT ²	Median Speed (mph)	85th Percentile (mph)	10 mph Pace	% in Pace	% of Vehicles 5 mph over Speed Limit ³
<i>King County</i>								
W Valley Hwy n/o 3rd Ave SW	40	NB	2,500	39	43	34-44	79%	7%
W Valley Hwy s/o 3rd Ave SW	40	NB	2,900	38	42	33-43	78%	5%
	40	SB	3,500	36	40	31-41	79%	2%
W Valley Hwy n/o County Line Rd E	40	NB	2,800	39	43	34-44	82%	7%
	40	SB	3,500	37	41	33-43	71%	3%
<i>Pierce County</i>								
W Valley Hwy n/o Jovita Blvd E	25	NB	2,500	31	36	26-36	75%	93%
	25	SB	3,400	28	34	25-35	57%	66%

1. The posted speed limit was lowered to 25 from 40 in December 2013. Reflects speed limit at the time of data collection in 2013.

2. Average Weekday Daily Traffic.

3. Represents the vehicles exceeding the posted speed limit by at least 5 mph.

To further summarize the speed analysis, the following series of charts illustrate the vehicle speeds collected at each of the tube locations along the corridor. Individual data points were grouped into 5 mph hour ranges and graphed by direction. It should be noted that 40 mph was the posted speed limit for the King County locations during data collection and it was then lowered to 25 mph in December 2013. Exhibits 1 to 4 summarize the speed distribution along West Valley Highway for each of the tube locations. The graphs show the percentage of people operating in speed ranges of 5 mph.

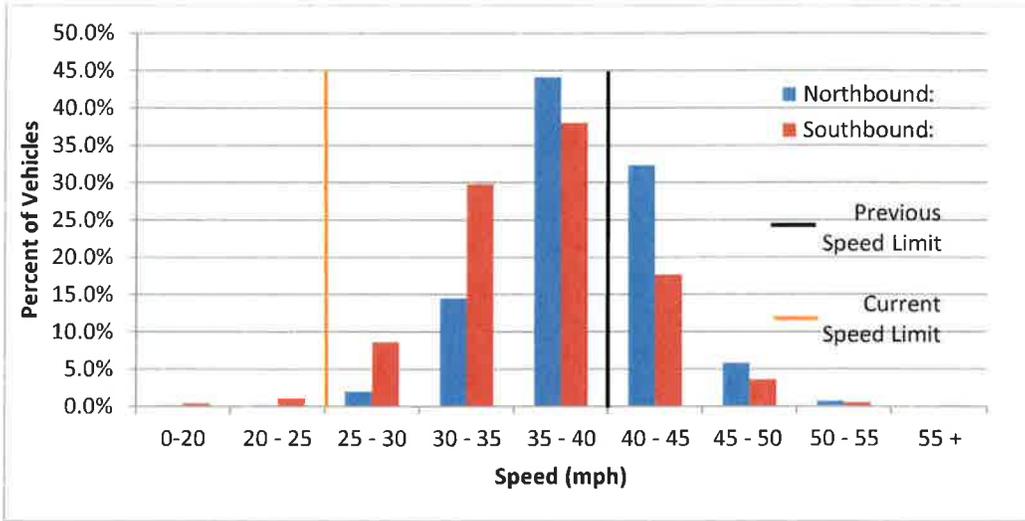


Exhibit 1. Vehicle Speeds by Direction: West Valley Highway north of 3rd Avenue SW

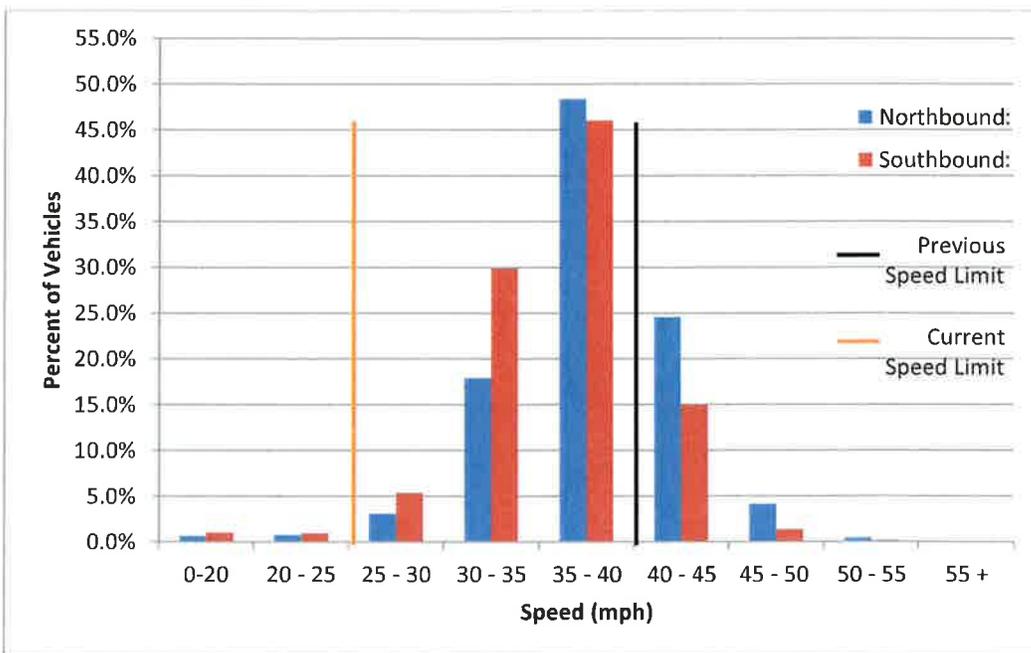


Exhibit 2. Vehicle Speeds by Direction: West Valley Highway south of 3rd Avenue SW



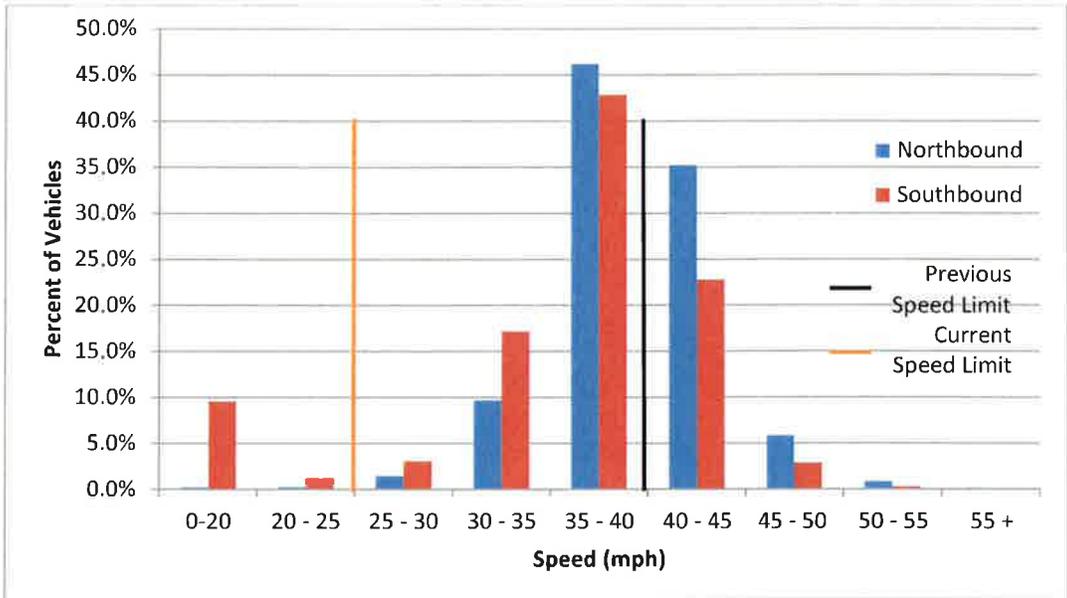


Exhibit 3. Vehicle Speeds by Direction: West Valley Highway north of County Line Rd E

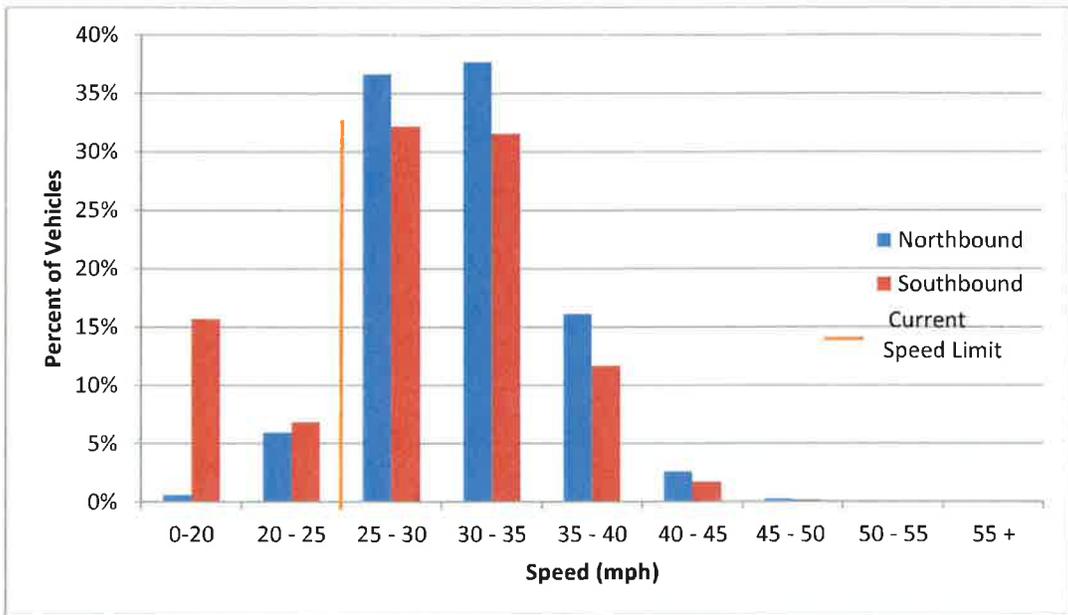


Exhibit 4. Vehicle Speeds by Direction: West Valley Highway north of Jovita Blvd E

Results indicate that the majority of vehicles are traveling at less than 45 mph. It should also be noted that almost 10 percent of southbound vehicles just north of County Line Road E are traveling between 0 and 20 mph. Speed data collected just north of Jovita Boulevard E showed a significant percentage of southbound vehicles traveling under 25 mph, as shown in Exhibit 5. The slower speeds typically occur between 3 p.m. and 6 p.m. Field observations indicate long southbound queues from the West Valley Highway / Jovita Boulevard E. intersection.



Lower speeds are likely a result of the queuing and congestion caused along southbound West Valley Highway as result of drivers using this roadway as an alternate route to the regular congestion and delays along SR 167.

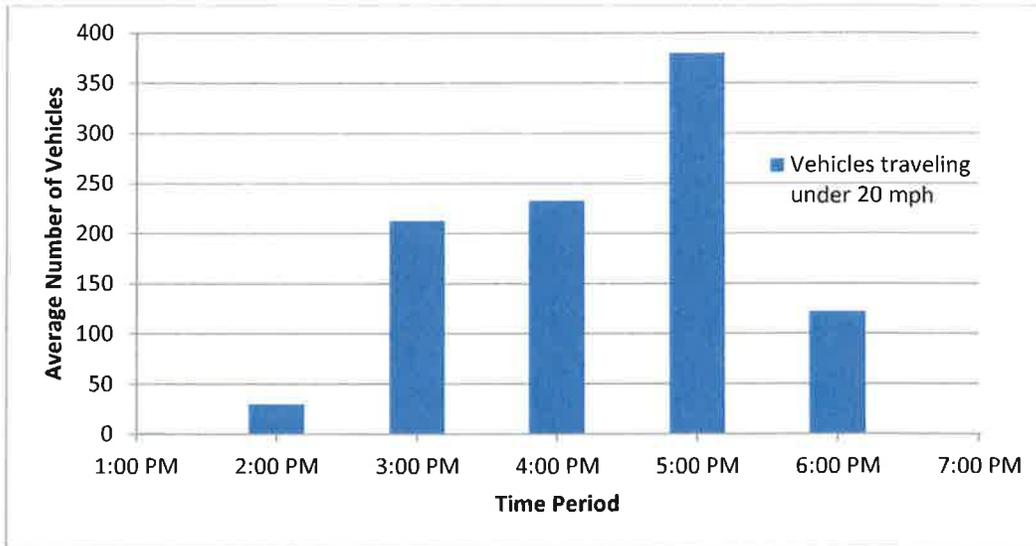


Exhibit 5. Speed by Hour: West Valley Highway north of Jovita Blvd E

Based on the speed data results, the following conclusions can be made:

- At the time when the posted speed was 40 mph, the 85th percentile speed varied between 40 and 43 mph. Along the Pierce County segment of the corridor, the 85th percentile speed varied between 34 and 36 mph. Typically, the 85th percentile speed is one of the factors used to set the posted speed limit and should be within 5 to 10 mph of the posted speed.
- The 10 mph pace was between 31-44 mph for locations collected in King County and 25 and 35 mph for the location in Pierce County. The upper limits of the 10 mph pace should be close to the posted speed limit.
- The percentage of vehicles traveling 5 mph or greater over the posted speed limit of 40 mph ranged from 3 to 7 percent. The percentage of vehicles traveling 5 mph or greater over the posted speed limit of 25 mph ranged from 66 to 93 percent. Typically, any location higher than 15 percent indicates a possible speeding issue or a location that needs to be further monitored.

Collision History

Collision records for the most recent complete five-year period were reviewed for the study area. Historical collision data was provided by WSDOT, but originates from local law enforcement agencies, such as the City of Pacific Police Department. The data was for the period of January 1, 2010 to December 31, 2014. A review of historical collisions was completed to identify potential safety issues for vehicles, pedestrians, and cyclists as well as to determine whether safety issues warrant a lower speed limit. Table 2 provides a summary of the collision types for the data that was analyzed.



Table 2. Historical Vehicle Collision Summary¹

Year	Type of Collision							Severity			Total Collisions
	Rear End	Entering at Angle	One Turn/ One Straight	Sides-wipe	Head-on	Object	Other	PDO ²	Injury	Fatality	
2010	1	0	1	0	0	0	0	2	0	0	2
2011	2	2	0	1	0	1	0	5	1	0	6
2012	1	2	0	0	0	1	1	5	0	0	5
2013	3	0	0	0	0	0	2	5	0	0	5
2014	3	0	0	0	0	0	0	3	0	0	3
Total Collisions	10	4	1	1	0	2	3	20	1	0	21

Source: WSDOT

1. Data collected January 1, 2010 through December 31, 2014
2. Property Damage Only

The majority of collisions along the corridor appear to be caused by roadway conditions and congestion. As shown in Table 2, rear end and angle collisions were the most frequent type of crashes reported. Rear end collisions are common when drivers may rapidly alter vehicle speed while approaching an intersection or in response to turning vehicles. Angle type collisions are a result of vehicles entering or exiting driveways along the corridor. These collisions typically involve two or more vehicles. No fatalities occurred and only one evident injury was recorded out of the 21 total collisions. No pedestrian or bicycle collisions were reported in the study area.

As noted previously, queues during the weekday PM peak hour were observed to extend from the intersection of West Valley Highway / Jovita Boulevard E. As shown in Exhibit 6, several rear-end collisions have occurred for vehicles traveling southbound in this area. Contributing factors to these collisions may include vehicle queues, limited sight distance from vegetation, roadway curvature, and inattention.

Review of the collision data did not show any specific correlation to speed-related causes such as driving too fast for conditions or exceeding the posted speed limit. The majority of accidents were related to failing to grant proper right-of-way to vehicles or driver inattention. Additionally, the data did not show any correlation to collision frequency based on before and after the speed limit on West valley Highway was lowered.



Collision Summary – 5 Year Collision History

West Valley Highway Speed Study

C:\Project\15115469.00 - West Valley Highway Traffic Study Review\Graphics\15469_ Exhibit 6 .pdf

Evaluation of the Posted Speed Limit

An evaluation of the posted speed limits within the study area was completed using the City's adopted framework for modifying speed limits and the recommended guidelines found in the best practice research. Table 3 summarizes the posted speed limit based on the identified criteria.

Table 3. Evaluation of Posted Speed Limits on West Valley Highway (Jovita Blvd to 3rd Ave SW)

Criteria	Field Condition	Speed Limits Supported		
		30 mph	35 mph	40mph
85th Percentile Speed ¹	Posted @ 40: 40-43 mph Posted @ 25: 35 mph		✓	✓
Modify Speed Limit in 5 mph increments	25 mph	✓		
Pace of Vehicles ¹	Posted @ 40: 31 – 44 mph Posted @ 25: 25 – 35 mph		✓	✓
Annual Collision rates ³	1.51	✓	✓	✓
Roadway Characteristics				
Density of Driveways & Intersections	~22/mile			
Pedestrian and Bicycle Activity	Minimal activity		✓	✓
Functional Classification	Major arterial			
Land Uses	Primarily Commercial			

1. Based on 2013 and 2015 speed data.

2. Collision rates based on data from 2010 to 2014.

3. Statewide average rate for minor arterials is 1.30 (2011 Washington State Data Summary)

The *Methods and Practices for Setting Speed Limits* that was published by the FHWA and ITE in April 2012 and has set forth several approaches to calculating speed limits. One approach evaluates operating speeds and other site characteristics, including density of driveways and intersections. The report recommends the following for road segments in developed areas:

- If at least one of the following is true, the speed limit is the 5 mph multiple closest to the 50th percentile speed:
 - Signals per mile >4
 - Pedestrian/bike activity is high (examples of areas with "high" activity include downtown areas or the presence of paved sidewalks, marked crosswalks and pedestrian signals)
 - Parking activity is high (parking on both sides of the road with parking limits that do not exceed 60 minutes, with at least 30 percent of parking spaces occupied during weekdays)
 - Driveways per mile >60
- If driveways per mile > 40 and < 60 and signals per mile >3, and Area Type is commercial then the speed limit is the 5mph multiple obtained by rounding down the 85th percentile speed.
- For all other conditions, the speed limit is the 5 mph multiple closest to the 85th percentile speed.

Findings

Analysis of the speed data and evaluation of the adopted speed limit policy framework and best practice research does not support permanently setting the posted speed limit along West Valley Highway to 25 mph. While speeds have been reduced as a result of the change in posted speed to 25 mph, drivers are still operating at speeds that are far above the posted speed.



- The current 85th percentile speed of 35 mph supports a posted speed limit of 35 mph.
- The 85th percentile speed of 40 to 43 mph under the previously posted speed limit supports a posted speed of 40 mph.
- The current 10 mph pace is between 25 and 35 mph. The upper limits of the 10 mph pace should be close to the posted speed limit. This data would support a posted speed of 35 mph.
- The previous 10 mph pace was between 31 and 44 mph. This data would support a posted speed of 40 mph.
- The percent of vehicles traveling 5 mph or greater over the posted speed limit of 25 mph in the study locations are 93% and 66% for northbound and southbound, respectively. A high percentage of vehicles traveling greater than 5 mph over the speed limit could indicate excessive speeds along the corridor or the speed limit of 25 mph is too low for conditions. When evaluating the previous percent of vehicles traveling 5 mph over the posted speed of 40 mph, the percentages decrease to between 2% and 7%.
- Based on guidelines, the recommended posted speed limit correlating with the density of driveways and intersections along West Valley Highway is 35 or 40 mph.

Recommendations

It is recommended that the speed limit along West Valley Highway be set at 35 mph. This is based on analysis of the speed data and collision history, adopted City procedures for modifying or setting speed limits, evaluation of speed limit policy best practices, and other general guidelines used in setting posted speed limits.

Signing Plan

Existing speed related signing currently includes five R2-1-25 speed limit signs for northbound traffic and four R2-1-25 speed limit signs for southbound traffic. Existing and proposed signing reflecting the change in posted speed limit to 35 mph is shown in Exhibit 7. In general, the existing signs should be replaced with three R2-1-35 speed limit signs. As shown in Exhibit 7, these signs should be located soon after major intersections and advisory speed changes due to geometry.

Curve radii were evaluated with respect to design speed, assuming no superelevation. All curve radii were found to be large enough to accommodate the 35 mph speed limit with the exception of the first curve north of the Jovita Boulevard intersection. There are existing curve warning signs on either side of this curve. It is recommended that, in addition to the R2-1-35 signs, supplementary advisory speed plaques displaying an advisory speed of 30 mph be added to the curve warning signs.



TO: City Council Members
FROM: Mayor Guier
MEETING DATE: February 8, 2016
SUBJECT: **Appointments to Park Board and Civil Service Commission**

ATTACHMENTS:

- Application of Jim Meier – Park Board of Commissioners
 - Application of Stacey Jackson – Civil Service Commission
-

Previous Council Review Date: N/A

Summary: Mayor Guier is recommending the appointment of Mr. Jim Meier to the Park Board of Commissioners for an unexpired term expiring December 31, 2016; and the reappointment of Mr. Stacey Jackson to the Civil Service Commission for a term expiring on December 31, 2022

Recommendation: Mayor Guier recommends the appointment of Jim Meier to Park Board of Commissioners and Stacey Jackson to the Civil Service Commission.

Motion for Consideration: I move to confirm the appointment of Mr. Jim Meier to the Park Board of Commissioners for an unexpired term expiring December 31, 2016; and the reappointment of Mr. Stacey Jackson to the Civil Service Commission for a term expiring on December 31, 2022.

Budget Impact:

Alternatives:



CITY OF PACIFIC
100 3RD AVE SE
PACIFIC, WA 98047

RECEIVED
CITY OF PACIFIC
JAN 20 2016
COMMUNITY DEVELOPMENT
PUBLIC WORKS DEPARTMENT

APPLICATION FOR BOARD/COMMISSION/COMMITTEE POSITION

PLEASE PRINT

I WOULD LIKE TO APPLY FOR:

Planning Commission Park Board Lodging Tax Committee Civil Service Commission

E-MAIL — [REDACTED]

NAME: JIM MEIER DATE: 1/19/16

ADDRESS: [REDACTED] HOME PHONE: [REDACTED]

Pacific WASH 98047 WORK PHONE: [REDACTED]

CITY RESIDENT? YES NO HOW LONG? 10 yrs REGISTERED VOTER? YES NO
(YOU ARE A RESIDENT IF YOU RESIDE WITHIN THE PACIFIC CITY LIMITS)

NAME AND ADDRESS OF EMPLOYER (& type of business):

138 3RD AVE S.W., Pacific, WA 98047; Terry Home, Inc.

EDUCATIONAL BACKGROUND (include year of graduation and any degrees obtained): T.B.I. Assisted Living Facility
1 YEAR COLLEGE (BUSINESS)

PROFESSIONAL EXPERIENCE:

Hospitality Industry (Hotel and Restaurant)
Medical Field (Hospital and Medical Facility)
PROFESSIONAL CARE GIVER FOR THE DISABLED

ORGANIZATION AFFILIATIONS:

NOTE A RESUME MAY BE ATTACHED IF DESIRED

WHY ARE YOU SEEKING APPOINTMENT?

Because I like clean ~~avail~~ AVAILABLE PARKS

GENERAL REMARKS:

PLEASE RETURN COMPLETED APPLICATION TO:

CITY OF PACIFIC CITY CLERK
100 3RD AVE SE
PACIFIC, WA 98047

Jim Meier
SIGNATURE



CITY OF PACIFIC
100 3RD AVE SE
PACIFIC, WA 98047

RECEIVED
CITY OF PACIFIC
FEB 05 2015
COMMUNITY DEVELOPMENT
PUBLIC WORKS DEPARTMENT

APPLICATION FOR BOARD/COMMISSION/COMMITTEE POSITION

PLEASE PRINT

I WOULD LIKE TO APPLY FOR:

 Planning Commission Park Board Lodging Tax Committee X Civil Service Commission

NAME: Mr. Stacey Jackson Sr DATE: 2-3-15

ADDRESS: [REDACTED] HOME PHONE: [REDACTED]
[REDACTED] WORK PHONE: [REDACTED]

CITY RESIDENT? YES NO HOW LONG? 8yrs REGISTERED VOTER? YES NO
(YOU ARE A RESIDENT IF YOU RESIDE WITHIN THE PACIFIC CITY LIMITS)

NAME AND ADDRESS OF EMPLOYER (& type of business):

Westin Hotel Downtown Seattle Hotel (23yrs)

EDUCATIONAL BACKGROUND (include year of graduation and any degrees obtained):

Class of 1983 Nathan Hale High

PROFESSIONAL EXPERIENCE:

My Experience is Working well with People within Small or large Groups.

ORGANIZATION AFFILIATIONS:

Here Local # 8

NOTE A RESUME MAY BE ATTACHED IF DESIRED

WHY ARE YOU SEEKING APPOINTMENT?

Just love Helping People!

GENERAL REMARKS:

PLEASE RETURN COMPLETED APPLICATION TO:

CITY OF PACIFIC CITY CLERK
100 3RD AVE SE
PACIFIC, WA 98047

Mr. Stacey Jackson Sr
SIGNATURE



Agenda Bill No. 16-008

TO: City Council Members
FROM: Mayor Leanne Guier
MEETING DATE: February 8, 2016
SUBJECT: Amendment to the agreement for City Attorney.

ATTACHMENTS:

- Resolution No. 2016-310
 - Exhibit A – First Amendment to Legal Services Agreement for the City Attorney
-

Previous Council Review Date: N/A

Summary: In June 2014, the City signed a contract with Morris Law, PC for city attorney services. That contract stipulates that the contract be renegotiated yearly.

Ms. Morris has proposed an increase in the compensation set in the contract. Those changes include:

- Travel reimbursement for attendance at meetings for City business, court hearings or otherwise and shall be reimbursed for round trip travel from Morris Law Office at the regular hourly rate; and
- Development Proposals shall be billed at the rate of \$290/hour, an increase of \$10 per hour.

Recommended Action: Approve the first amendment to the legal services agreement.

Motion for Consideration: I move to approve the first amendment to the Legal Services Agreement for the City Attorney with Carol A. Morris, Morris Law, P.C.

Budget Impact:

Alternatives:

**CITY OF PACIFIC
WASHINGTON**

RESOLUTION NO. 2016 - 310

**A RESOLUTION OF THE CITY OF PACIFIC, WASHINGTON,
AUTHORIZING THE MAYOR TO SIGN THE FIRST
AMENDMENT TO THE LEGAL SERVICES AGREEMENT FOR
THE CITY ATTORNEY.**

WHEREAS, the City has signed a contract with Morris Law, P.C., for City Attorney services; and

WHEREAS, the City Attorney proposes an increase in the compensation as set forth in that contract;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PACIFIC,
WASHINGTON, DOES RESOLVE AS FOLLOWS:**

Section 1. The Mayor is hereby authorized to execute the First Amendment to Legal Services Agreement for the City Attorney, attached hereto as Exhibit A.

Section 2. This Resolution is effective immediately upon execution.

PASSED BY THE CITY COUNCIL this 8th day of February, 2016.

CITY OF PACIFIC

LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:

AMY STEVENSON-NESS, CITY CLERK

APPROVED AS TO FORM:

CAROL MORRIS, CITY ATTORNEY

**FIRST AMENDMENT TO
LEGAL SERVICES AGREEMENT
CITY ATTORNEY**

This First Amendment (hereinafter the "First Amendment") is entered into by and between the City of Pacific, hereinafter referred to as the "City" and Carol A. Morris of Morris Law, P.C., hereinafter referred to as the "City Attorney," and amends the Legal Services Agreement entered into by the parties on June 16, 2014 (hereinafter the "Agreement").

WHEREAS, the parties desire to amend the Agreement to address the compensation paid by the City to the City Attorney; Now, Therefore,

The parties hereto agree as follows:

Terms.

Section 1. Amendment to Compensation. Section 3 of the Agreement shall be amended to read as follows:

Compensation. The City shall pay the City Attorney for work performed according to the hourly rates provided below:

Carol Morris	\$220.00/hr.
--------------	--------------

Associates or Special Legal Counsel with at least ten years' experience shall be compensated at the hourly rate of \$220.00. Associates with nine years or less shall be compensated at the hourly rate of \$200.00.

Legal Assistants will bill only with advance permission of the Mayor. The hourly rate for Legal Assistants is \$75.00.

Travel reimbursement. If the City Attorney or Special Legal Counsel are asked to attend a meeting for City business, whether it is a City Council meeting, City Council workshop meeting, or other meeting at City Hall, court hearing or otherwise, travel shall be reimbursed for round trip actual travel time at the regular hourly rate, from the Morris Law Office to the place of the meeting, courthouse or other location

The City Attorney shall obtain permission in advance from the Mayor if the City Attorney's invoice for City Attorney services is estimated to exceed \$7,000.00 in any one month. The parties will renegotiate the City Attorney's compensation for the year 2017 on or before December 1, 2016.

B. Development Proposals. On all projects for which the City is able to seek reimbursement, pursuant to an ordinance authorizing such reimbursement (if one has been adopted), from a development proponent for the City's costs, the City Attorney shall charge the Firm's regular hourly rates of \$290.00 per hour. The types of projects that would be included in this category are: LID's, ULID's, annexations not initiated by the City, development agreements, latecomer's agreements, and all other projects for which the City is entitled, by ordinance, to receive reimbursement from another source.

C. Reimbursable Costs. The City Attorney shall be reimbursed for costs and advances for such items such as legal messenger services, court filing fees, large copying or mailing projects and other similar expense items.

Section 2. No Other Modifications. There are no other modifications to the Agreement, which shall remain in effect and be incorporated herein as if fully set forth. This First Amendment and the Agreement incorporates the entire agreement between the parties with regard to the legal work to be performed on behalf of the City, and the rates to be charged therefore.

Dated this ___ day of _____, 2015.

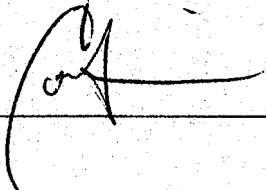
CITY OF PACIFIC

By _____
Mayor Leanne Guier

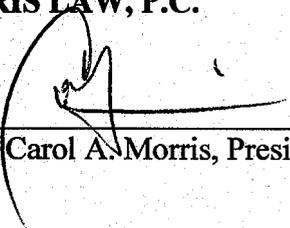
ATTEST/AUTHENTICATED:

By _____
City Clerk

APPROVED AS TO FORM:

By  _____

MORRIS LAW, P.C.

By  _____
Carol A. Morris, President



Agenda Bill No. 16-012

TO: Mayor Guier and City Council Members
FROM: Public Works
MEETING DATE: February 8, 2016
SUBJECT: Alteration of West Valley Speed Limit

ATTACHMENTS:

- Ordinance No. 2016 – 1924
 - West Valley Highway Speed Study
-

Summary: The speed limit on West Valley Highway was established at 40 MPH by Ordinance No. 373 (May 1964); reaffirmed by Ordinance No. 1056 (1988) and reduced to 25 MPH by Ordinance No. 1854 (2013).

West Valley Highway is classified as an arterial street and requires a traffic engineering analysis to alter the speed limit pursuant to Revised Code of Washington (RCW) 46.61.415. As such, the City Council requested that Public Works conduct a traffic engineering analysis.

Transpo Group was selected from the MRSC consultant roster as the most qualified transportation engineering firm to conduct an engineering and traffic study. The results of Transpo Group's traffic engineering investigation recommended that the speed limit on West Valley Highway be set at 35 MPH.

The speed limit alteration on West Valley Highway was discussed with the City's Public Works Committee on January 6, 2016. The Public Works Committee accepted the recommendation of the consultant and asked that the issue be brought before council for deliberation.

A Public Hearing was scheduled, Resolution No. 2016 – 312, for February 1, 2016 to receive public testimony on the proposed speed limit alteration on West Valley Highway. At this public hearing, the testimony from the public was _____. (a summary of the comments from the public)

Recommendation/Action: Staff recommends Council approve Ordinance No. 2016 – 1924, to alter the speed limit on West Valley Highway from 25 MPH to 35 MPH, and that the staff be given direction to post signs reflecting this change to the speed limit on the effective date of the Ordinance.

Motion for Consideration: I move to approve Ordinance No. 2016-1924, an Ordinance altering the speed limit on West Valley Highway from 25 MPH to 35 MPH in accordance with the recommendations and findings of Transpo Group's engineering and traffic investigation, and that the staff be direction to post signs reflecting this change to the speed limit on the effective date of the Ordinance.

Budget Impact: Estimate \$800 to install new 35 MPH speed limit signs.

Alternatives: Do not approve ordinance and reestablish the 40 MPH speed limit on West Valley Highway.

**CITY OF PACIFIC,
WASHINGTON
ORDINANCE NO. 2016-1924**

**AN ORDINANCE OF CITY OF PACIFIC, WASHINGTON,
RELATING TO SPEED LIMITS ON STREETS IN THE CITY;
ALTERING THE SPEED LIMIT ON WEST VALLEY HIGHWAY
FROM 40 MPH TO 35 MPH; AMENDING SECTION 10.32.030
OF THE PACIFIC MUNICIPAL CODE.**

WHEREAS, the speed limit on West Valley Highway was established at 40 MPH in 1964 by Ordinance No. 373 and codified in Section 10.32.030(1); and

WHEREAS, the 40 MPH speed limit was reaffirmed on West Valley Highway in 1988 by Ordinance No. 1056 in Section 10.32.030(1); and

WHEREAS, the City Council directed the lowering of the speed limit on West Valley Highway from 40 to 25 MPH in 2013; and

WHEREAS, the City Council has expressed its interest in having Public Works reexamine the speed limit on West Valley Highway; and

WHEREAS, West Valley Highway is classified as a arterial street; and

WHEREAS, the alteration of speed limits pursuant to RCW 46.61.415 for arterial streets require an engineering and traffic investigation; and

WHEREAS, City staff selected Transpo Group from the MRSC consultant roster as the most qualified transportation engineering firm to conduct an engineering and traffic study; and

WHEREAS, the results of the Transpo Group's engineering and investigation recommended a change of the speed limit on West Valley Highway from 25 MPH to 35 MPH; and

WHEREAS, adopted City policy (Resolution 2014-215) requires that the findings of an engineering and traffic investigation pertaining to alteration of a speed limit be discussed with the Public Works Committee; and

WHEREAS, the Transpo Group's speed limit alteration recommendation for West Valley Highway was discussed with the Public Works Committee on January 6, 2016; and

WHEREAS, the Public Works Committee affirmed the recommended speed limit alteration on West Valley Highway; and

WHEREAS, a public hearing was held on February 1, 2016 to take public testimony on the proposed speed limit alteration; and

WHEREAS, after deliberation, the City Council considered this Ordinance during a regular public meeting;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Section 10.32.030 is hereby amended to read as follows:

10.32.030 Increasing speed limit in certain zones. It is determined upon the basis of an engineering and traffic investigation that the speed limits permitted by state law upon the streets designated in this section is less than is necessary for safe operation of vehicles thereon by reason of the designation and signposting of the streets as arterial highways and/or by reason of widely-spaced intersections, and it is declared that the speed limit shall be as set forth in this section on those streets or parts of streets designated in this section at the times specified when signs are erected giving notice thereof.

Name of Street	Speed Limit
1. West Valley Highway	40- <u>35</u> MPH at all times
2. All other streets	25 MPH

Section 2. The City staff is hereby directed to place signs along West Valley Highway at appropriate intervals reflecting the change in the speed limit on the effective date of this Ordinance.

Section 3. Publication. This Ordinance shall be published by an approved summary consisting of the title.

Section 4. Effective Date. This Ordinance shall take effect and be in full force and effect five days after publication, as provided by law.

APPROVED BY THE CITY COUNCIL ON 8th DAY OF FEBRUARY, 2016.

LEANNE GUIER, MAYOR

ATTEST:

AMY STEVENSON-NESS, CITY CLERK

Approved as to form:

CAROL MORRIS, CITY ATTORNEY

**Filed with the City Clerk:
Passed by the City Council:
Date Posted:**

TECHNICAL MEMORANDUM

Date:	December 31, 2015	TG:	15469.00
To:	Lance Newkirk, City of Pacific		
From:	Jon Pascal, PE, PTOE and Ryan Peterson, PE, Transpo Group		
Subject:	West Valley Highway Speed Study – Summary of Findings		

This memorandum has been prepared to summarize the results of the speed study conducted for West Valley Highway between Jovita Boulevard E to the south and 1st Avenue W to the north. An evaluation of the posted speed limit along West Valley Highway was conducted at the request of the City. The evaluation considered adopted City policies for modifying speed limits, but also utilized best practice research that was conducted to identify suggested criteria that should be considered when modifying the posted speed limit.

Background

West Valley Highway is classified as a major arterial oriented in a north-south direction and located in the western portion of City limits. The corridor segment within Pacific is also located within southern King County and northern Pierce County.

The speed limit on West Valley Highway was set at 40 MPH by the City of Pacific via Ordinance No. 373 (March 31, 1964). The City Council passed Ordinance No. 1854 December 9, 2013 temporarily lowering the speed limit from 40 MPH to 25 MPH the entire length of West Valley Highway. This action was taken for public safety purposes and the lowered speed limit was to remain in effect during the engineering design for roadway improvements.

The City was awarded federal transportation funding for both King and Pierce County sections of West Valley Highway to design improvements to the roadway.

AHBL was hired by the City for the duration of the engineering design to develop road improvements along the King and Pierce County segments of West Valley Highway. AHBL commissioned Transpo Group to conduct a traffic study for the King County and Pierce County sections of West Valley Highway to support the design efforts. Information collected as part of the traffic study was utilized in the analysis and for developing recommendations for altering the speed limit along West Valley Highway.

Study Area Description

The study area focused on the section of roadway within the City of Pacific, between Jovita Boulevard on the south, to just north of 3rd Avenue SW. Land use along the corridor includes several commercial businesses on the east side of the roadway and a steep slope on the west side. The intersection of West Valley Highway/Jovita Boulevard is signalized. The intersection of West Valley Highway/3rd Avenue SW is stop-controlled on all approaches.

There is no on-street parking, bicycle facilities, or sidewalks along the roadway.



Existing Process for Modifying Posted Speed Limits

The City of Pacific has adopted policies that should be followed when modifying or setting speed limits. The City policy follows Washington State law (WAC 468-95-045), which requires an engineering and traffic investigation to determine if a speed limit modification is warranted. This study is being conducted to determine what speed the speed limit should be set at along this section of West Valley Highway.

City of Pacific Policy

The City of Pacific adopted, by resolution (2014-215), on November 24, 2014 procedures for modifying or setting speed limits. The resolution establishes that the City shall conduct an engineering and traffic investigation prior to altering posted speed limits. The engineering and traffic investigation shall consider the 85th percentile speed, accident history, land-use characteristics, non-motorized activities and amenities, roadway characteristics and parking when evaluating the appropriateness of the posted speed limit.

Washington State Law

State law (RCW 46.61.400) sets Washington's basic speed law and the maximum speed limits for state highways, county roads, and city streets. The law allows local agencies, such as City of Pacific, to raise or lower maximum speed limits, but requires an "engineering and traffic investigation" to support the modification of speed limits to determine a "reasonable and safe maximum limit" for a specific roadway segment. Agencies may develop additional guidelines or policies that build from the basic requirements of the law to provide more consistency on how speed limits are set within their jurisdiction.

State law also requires agencies to adopt uniform standards for traffic control devices (RCW 47.36). The State formally adopted the 2009 Manual on Uniform Traffic Control Devices (MUTCD) on November 17, 2011; therefore, the MUTCD is, by reference, state law. When the MUTCD was adopted, the State modified Section 2B.13 of the MUTCD by removing the statement indicating the posted speed limit "should be within 5 mph of the 85th-percentile speed of free flowing traffic." While this section is a guidance statement, and therefore not required, modifying it allows jurisdictions to identify the most appropriate speed limit based on their own criteria.

Best Practices for Modifying Posted Speed Limits

Research was also conducted to identify best practices agencies employ when setting or modifying posted speed limits. National and local publications from federal, state and local agencies, professional organizations, universities, and industry groups were reviewed. One publication that provides very good guidance on this subject is titled *Methods and Practices for Setting Speed Limits* that was published by the FHWA and ITE in April 2012. In general, the publications that were reviewed all confirmed that agencies set speed limits based on engineering studies.

The research also found that some agencies establish additional guidelines, beyond the requirement for an engineering study, to assist in the setting or modifying of posted speed limits. The guidelines provide more specific criteria that should be considered in the process. Our research showed that the following measures or criteria could be considered with modifying posted speed limits:

- Speed limits should be based on the 85th percentile of prevailing speeds.
- Modifications should only occur in 5 mph increments.
- The speed or pace that a majority of vehicles are travelling.
- The number or density of driveways and intersections.
- The roadway characteristics such as lane width, shoulder type and width, existing non-motorized facilities, alignment, topography, and on-street parking.

- Safety considerations such as collision rates, sight distance, and pedestrian and bicycle activity levels.
- Roadway functional classification.
- Land uses or development patterns.

The research conducted indicates that the City of Pacific has adopted policies for setting and modifying posted speed limits that are consistent with national best practices.

Setting Speed Limits

Agencies typically set speed limits based on the prevailing speed. Figure 1 provides an illustration on the relationship between posted speed limits and prevailing speeds.

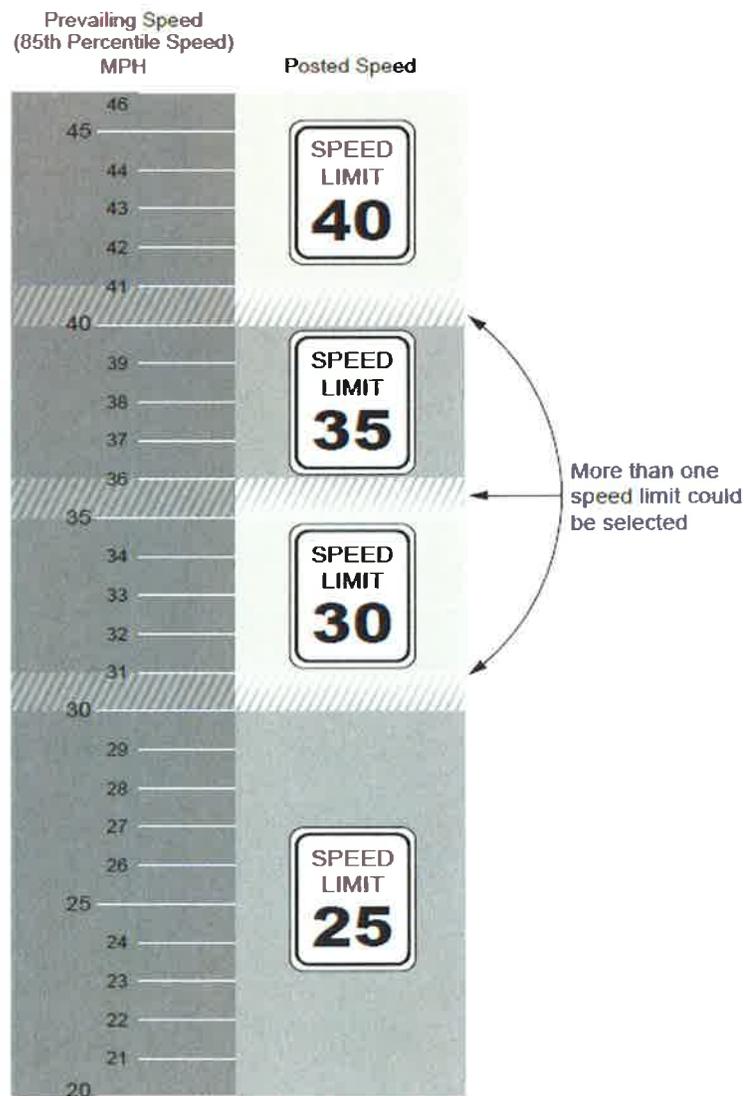


Figure 1. Relationship of Prevailing Speeds to Posted Speeds

In general, the figure represents a simplistic way in determining how prevailing speeds can be used to set specific speed limits. The illustration and overall methodology of basing speed limits on prevailing speeds will likely work in most situations, but there will always be situations where additional considerations will apply. These considerations should include measures such as roadway alignment, collision history, land use patterns, and functional classification, to name a few.

Changing Speed Limits to Achieve Lower Speeds

Also clearly highlighted in the research was the fact that setting the speed limit to achieve a desired speed does not produce favorable results. Research by other entities throughout the country has consistently shown that changing speed limits alone does not significantly alter travel speeds. Such a concept may seem counterintuitive to the general public, but studies indicate most drivers will operate at speeds that are safe and reasonable. In other words, the prevailing speed of traffic is a consistent way of determining the speed limit because reasonable drivers will consider roadway and roadside conditions when selecting travel speeds. The prevailing speed is generally referred to as the speed at which a majority of the vehicles are travelling.

Speed and Safety Analysis

Speed Data Methodology

Speed studies use a variety of metrics to assist in determining the “reasonable and safe maximum speed limit.” The key speed indicators include the median speed, 85th percentile speed, 10 mph pace, percent in pace, and percent of vehicles 5 mph over the speed limit. The definition and purpose of these speed indicators are described below.

Median Speed – The speed in which 50 percent of all traffic is traveling at or below. This statistical measure is not typically used in determining the appropriate posted speed limit, but is used as a point of reference in understanding the prevailing conditions. The median speeds should be under the posted speed limit.

85th Percentile Speed – The speed in which 85 percent of the traffic is traveling at or below. The 85th percentile speed is often used as a starting point for determining the speed limit, to take into account that 15 percent of drivers may be traveling unreasonably fast. Typically, the 85th percentile speed should be within 5 to 10 mph of the posted speed.

10 mph Pace – The 10 mph pace is a measure of the range in speeds and is defined as the consecutive 10 mph range containing the highest number of vehicles. Typically, the posted speed limit should be near the upper limit of the 10 mph pace.

Percent in Pace – The percent in pace represents the percentage of all vehicles traveling within the 10 mph pace. It is desirable to have a high percentage of the total number of vehicles in the 10 mph pace. The speed limit should be set to capture a high percentage of vehicles within the 10mph pace.

Percent of Vehicles 5 mph over the Speed Limit – The number of vehicles traveling over the posted speed limit by at least 5 mph. As a general guideline, speeding along a roadway segment may be an issue when more than 15 percent of the vehicles exceed the speed limit by at least 5 mph. Setting a speed limit too low may result in a large percentage of vehicles traveling 5 mph or more over the speed limit.

Speed Data Summary

Vehicle speeds were collected along West Valley Highway, between County Line Road and 1st Avenue W for seven weekdays in November 2013 and north of Jovita Boulevard E along the Pierce County segment in May 2015. Collection tubes were positioned approximately ¼ mile north and south of 3rd Avenue SW, approximately 300 feet north of County Line Road East, and approximately ¼ mile north of Jovita Boulevard E. Detailed summaries of the speed data by direction are included in Attachment A.

The posted speed limit of the roadway during the data collection was 40 mph for every location with the exception of West Valley Highway north of Jovita Boulevard E. The City lowered the posted speed limit from 40 mph to 25 mph in December 2013. At the time data was collected north of Jovita Boulevard E the posted speed limit was 25 mph.

Table 1 summarizes the key speed indicators for West Valley Highway.

Table 1. Speed Data Summary

Location	Posted Speed ¹ (mph)	Direction	ADT ²	Median Speed (mph)	85th Percentile (mph)	10 mph Pace	% in Pace	% of Vehicles 5 mph over Speed Limit ³
<i>King County</i>								
W Valley Hwy n/o 3rd Ave SW	40	NB	2,500	39	43	34-44	79%	7%
W Valley Hwy s/o 3rd Ave SW	40	NB	2,900	38	42	33-43	78%	5%
	40	SB	3,500	36	40	31-41	79%	2%
W Valley Hwy n/o County Line Rd E	40	NB	2,800	39	43	34-44	82%	7%
	40	SB	3,500	37	41	33-43	71%	3%
<i>Pierce County</i>								
W Valley Hwy n/o Jovita Blvd E	25	NB	2,500	31	36	26-36	75%	93%
	25	SB	3,400	28	34	25-35	57%	66%

1. The posted speed limit was lowered to 25 from 40 in December 2013. Reflects speed limit at the time of data collection in 2013.

2. Average Weekday Daily Traffic.

3. Represents the vehicles exceeding the posted speed limit by at least 5 mph.

To further summarize the speed analysis, the following series of charts illustrate the vehicle speeds collected at each of the tube locations along the corridor. Individual data points were grouped into 5 mph hour ranges and graphed by direction. It should be noted that 40 mph was the posted speed limit for the King County locations during data collection and it was then lowered to 25 mph in December 2013. Exhibits 1 to 4 summarize the speed distribution along West Valley Highway for each of the tube locations. The graphs show the percentage of people operating in speed ranges of 5 mph.

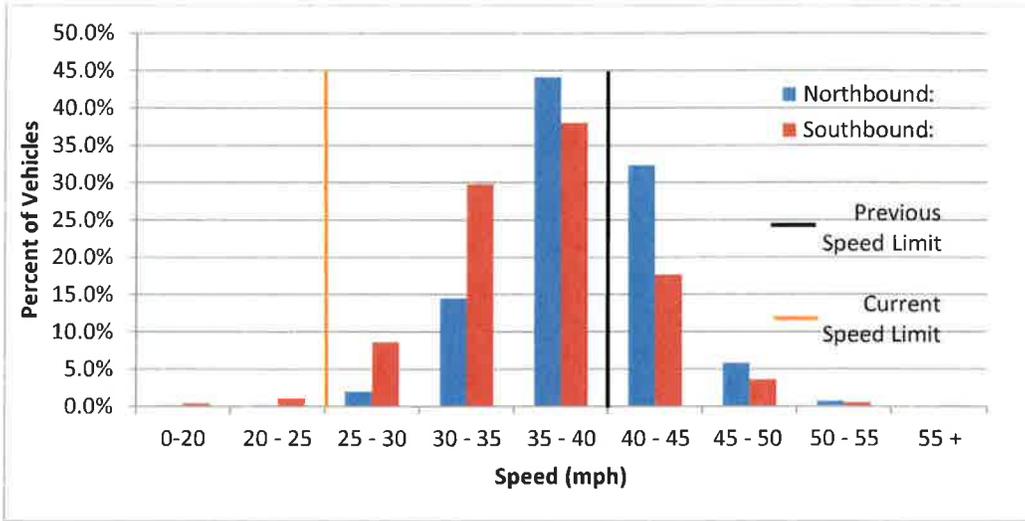


Exhibit 1. Vehicle Speeds by Direction: West Valley Highway north of 3rd Avenue SW

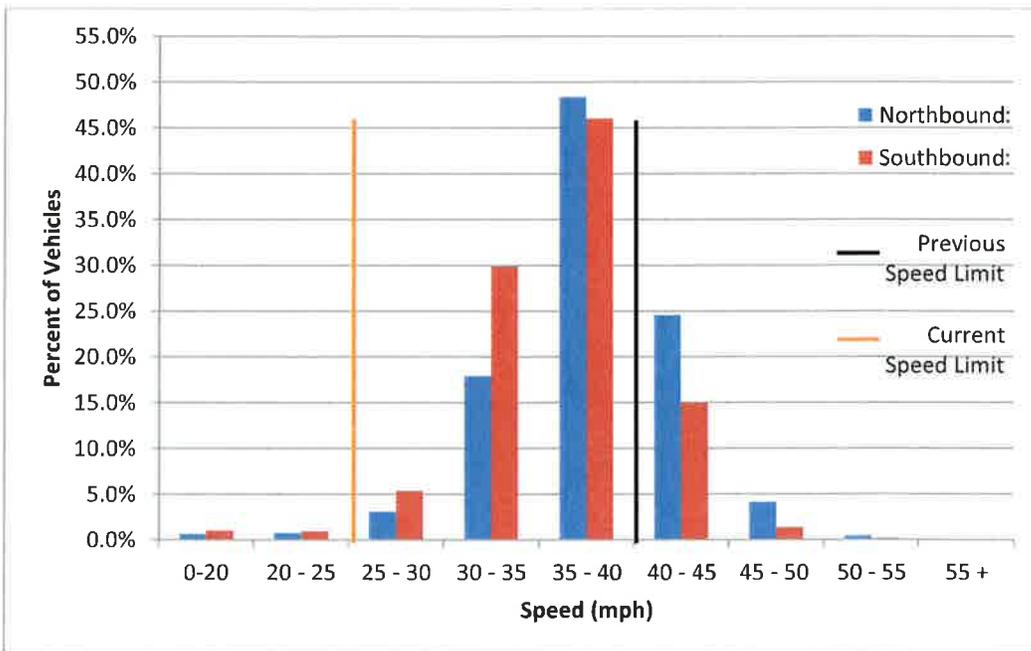


Exhibit 2. Vehicle Speeds by Direction: West Valley Highway south of 3rd Avenue SW



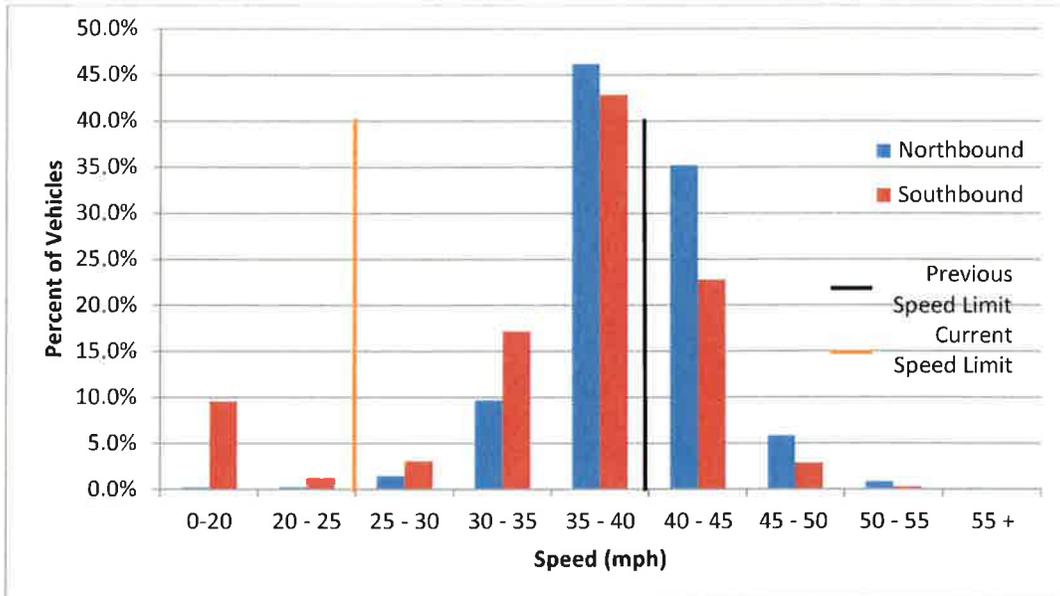


Exhibit 3. Vehicle Speeds by Direction: West Valley Highway north of County Line Rd E

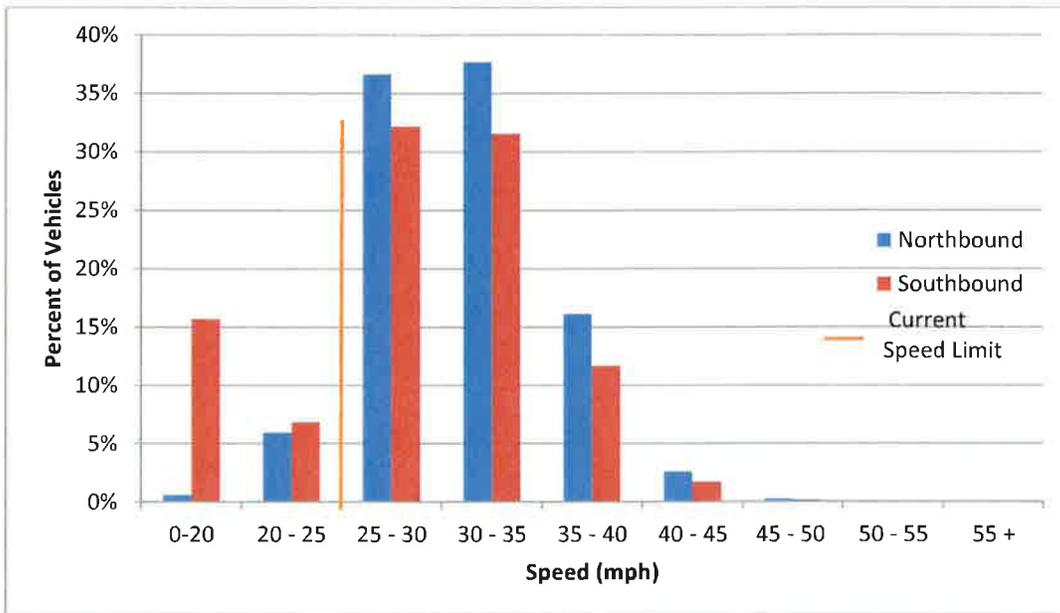


Exhibit 4. Vehicle Speeds by Direction: West Valley Highway north of Jovita Blvd E

Results indicate that the majority of vehicles are traveling at less than 45 mph. It should also be noted that almost 10 percent of southbound vehicles just north of County Line Road E are traveling between 0 and 20 mph. Speed data collected just north of Jovita Boulevard E showed a significant percentage of southbound vehicles traveling under 25 mph, as shown in Exhibit 5. The slower speeds typically occur between 3 p.m. and 6 p.m. Field observations indicate long southbound queues from the West Valley Highway / Jovita Boulevard E. intersection.



Lower speeds are likely a result of the queuing and congestion caused along southbound West Valley Highway as result of drivers using this roadway as an alternate route to the regular congestion and delays along SR 167.

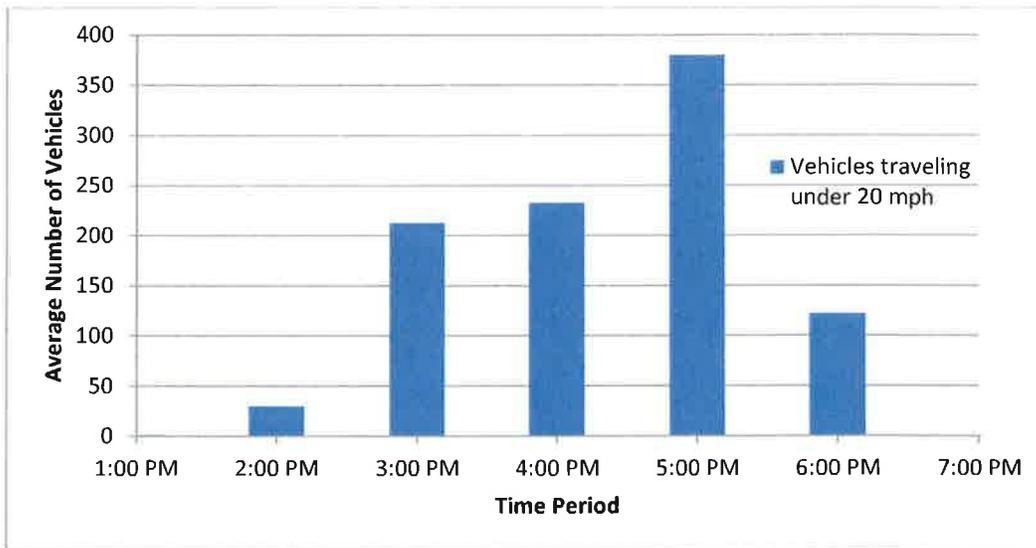


Exhibit 5. Speed by Hour: West Valley Highway north of Jovita Blvd E

Based on the speed data results, the following conclusions can be made:

- At the time when the posted speed was 40 mph, the 85th percentile speed varied between 40 and 43 mph. Along the Pierce County segment of the corridor, the 85th percentile speed varied between 34 and 36 mph. Typically, the 85th percentile speed is one of the factors used to set the posted speed limit and should be within 5 to 10 mph of the posted speed.
- The 10 mph pace was between 31-44 mph for locations collected in King County and 25 and 35 mph for the location in Pierce County. The upper limits of the 10 mph pace should be close to the posted speed limit.
- The percentage of vehicles traveling 5 mph or greater over the posted speed limit of 40 mph ranged from 3 to 7 percent. The percentage of vehicles traveling 5 mph or greater over the posted speed limit of 25 mph ranged from 66 to 93 percent. Typically, any location higher than 15 percent indicates a possible speeding issue or a location that needs to be further monitored.

Collision History

Collision records for the most recent complete five-year period were reviewed for the study area. Historical collision data was provided by WSDOT, but originates from local law enforcement agencies, such as the City of Pacific Police Department. The data was for the period of January 1, 2010 to December 31, 2014. A review of historical collisions was completed to identify potential safety issues for vehicles, pedestrians, and cyclists as well as to determine whether safety issues warrant a lower speed limit. Table 2 provides a summary of the collision types for the data that was analyzed.



Table 2. Historical Vehicle Collision Summary¹

Year	Type of Collision							Severity			Total Collisions
	Rear End	Entering at Angle	One Turn/ One Straight	Sides-wipe	Head-on	Object	Other	PDO ²	Injury	Fatality	
2010	1	0	1	0	0	0	0	2	0	0	2
2011	2	2	0	1	0	1	0	5	1	0	6
2012	1	2	0	0	0	1	1	5	0	0	5
2013	3	0	0	0	0	0	2	5	0	0	5
2014	3	0	0	0	0	0	0	3	0	0	3
Total Collisions	10	4	1	1	0	2	3	20	1	0	21

Source: WSDOT

1. Data collected January 1, 2010 through December 31, 2014
2. Property Damage Only

The majority of collisions along the corridor appear to be caused by roadway conditions and congestion. As shown in Table 2, rear end and angle collisions were the most frequent type of crashes reported. Rear end collisions are common when drivers may rapidly alter vehicle speed while approaching an intersection or in response to turning vehicles. Angle type collisions are a result of vehicles entering or exiting driveways along the corridor. These collisions typically involve two or more vehicles. No fatalities occurred and only one evident injury was recorded out of the 21 total collisions. No pedestrian or bicycle collisions were reported in the study area.

As noted previously, queues during the weekday PM peak hour were observed to extend from the intersection of West Valley Highway / Jovita Boulevard E. As shown in Exhibit 6, several rear-end collisions have occurred for vehicles traveling southbound in this area. Contributing factors to these collisions may include vehicle queues, limited sight distance from vegetation, roadway curvature, and inattention.

Review of the collision data did not show any specific correlation to speed-related causes such as driving too fast for conditions or exceeding the posted speed limit. The majority of accidents were related to failing to grant proper right-of-way to vehicles or driver inattention. Additionally, the data did not show any correlation to collision frequency based on before and after the speed limit on West valley Highway was lowered.



Collision Summary – 5 Year Collision History

West Valley Highway Speed Study

C:\Project\15115469.00 - West Valley Highway Traffic Study Review\Graphics\15469_ Exhibit 6 .pdf

Evaluation of the Posted Speed Limit

An evaluation of the posted speed limits within the study area was completed using the City's adopted framework for modifying speed limits and the recommended guidelines found in the best practice research. Table 3 summarizes the posted speed limit based on the identified criteria.

Table 3. Evaluation of Posted Speed Limits on West Valley Highway (Jovita Blvd to 3rd Ave SW)

Criteria	Field Condition	Speed Limits Supported		
		30 mph	35 mph	40mph
85th Percentile Speed ¹	Posted @ 40: 40-43 mph Posted @ 25: 35 mph		✓	✓
Modify Speed Limit in 5 mph increments	25 mph	✓		
Pace of Vehicles ¹	Posted @ 40: 31 – 44 mph Posted @ 25: 25 – 35 mph		✓	✓
Annual Collision rates ³	1.51	✓	✓	✓
Roadway Characteristics				
Density of Driveways & Intersections	~22/mile			
Pedestrian and Bicycle Activity	Minimal activity		✓	✓
Functional Classification	Major arterial			
Land Uses	Primarily Commercial			

1. Based on 2013 and 2015 speed data.

2. Collision rates based on data from 2010 to 2014.

3. Statewide average rate for minor arterials is 1.30 (2011 Washington State Data Summary)

The *Methods and Practices for Setting Speed Limits* that was published by the FHWA and ITE in April 2012 and has set forth several approaches to calculating speed limits. One approach evaluates operating speeds and other site characteristics, including density of driveways and intersections. The report recommends the following for road segments in developed areas:

- If at least one of the following is true, the speed limit is the 5 mph multiple closest to the 50th percentile speed:
 - Signals per mile >4
 - Pedestrian/bike activity is high (examples of areas with "high" activity include downtown areas or the presence of paved sidewalks, marked crosswalks and pedestrian signals)
 - Parking activity is high (parking on both sides of the road with parking limits that do not exceed 60 minutes, with at least 30 percent of parking spaces occupied during weekdays)
 - Driveways per mile >60
- If driveways per mile > 40 and < 60 and signals per mile >3, and Area Type is commercial then the speed limit is the 5mph multiple obtained by rounding down the 85th percentile speed.
- For all other conditions, the speed limit is the 5 mph multiple closest to the 85th percentile speed.

Findings

Analysis of the speed data and evaluation of the adopted speed limit policy framework and best practice research does not support permanently setting the posted speed limit along West Valley Highway to 25 mph. While speeds have been reduced as a result of the change in posted speed to 25 mph, drivers are still operating at speeds that are far above the posted speed.



- The current 85th percentile speed of 35 mph supports a posted speed limit of 35 mph.
- The 85th percentile speed of 40 to 43 mph under the previously posted speed limit supports a posted speed of 40 mph.
- The current 10 mph pace is between 25 and 35 mph. The upper limits of the 10 mph pace should be close to the posted speed limit. This data would support a posted speed of 35 mph.
- The previous 10 mph pace was between 31 and 44 mph. This data would support a posted speed of 40 mph.
- The percent of vehicles traveling 5 mph or greater over the posted speed limit of 25 mph in the study locations are 93% and 66% for northbound and southbound, respectively. A high percentage of vehicles traveling greater than 5 mph over the speed limit could indicate excessive speeds along the corridor or the speed limit of 25 mph is too low for conditions. When evaluating the previous percent of vehicles traveling 5 mph over the posted speed of 40 mph, the percentages decrease to between 2% and 7%.
- Based on guidelines, the recommended posted speed limit correlating with the density of driveways and intersections along West Valley Highway is 35 or 40 mph.

Recommendations

It is recommended that the speed limit along West Valley Highway be set at 35 mph. This is based on analysis of the speed data and collision history, adopted City procedures for modifying or setting speed limits, evaluation of speed limit policy best practices, and other general guidelines used in setting posted speed limits.

Signing Plan

Existing speed related signing currently includes five R2-1-25 speed limit signs for northbound traffic and four R2-1-25 speed limit signs for southbound traffic. Existing and proposed signing reflecting the change in posted speed limit to 35 mph is shown in Exhibit 7. In general, the existing signs should be replaced with three R2-1-35 speed limit signs. As shown in Exhibit 7, these signs should be located soon after major intersections and advisory speed changes due to geometry.

Curve radii were evaluated with respect to design speed, assuming no superelevation. All curve radii were found to be large enough to accommodate the 35 mph speed limit with the exception of the first curve north of the Jovita Boulevard intersection. There are existing curve warning signs on either side of this curve. It is recommended that, in addition to the R2-1-35 signs, supplementary advisory speed plaques displaying an advisory speed of 30 mph be added to the curve warning signs.



Agenda Bill No. 16-016

TO: Mayor Guier and Pacific City Council Members
FROM: John Calkins
MEETING DATE: February 8, 2016
SUBJECT: Renew Supplemental Agreement by and between Valley Communications Center and the Pacific Police Department.

ATTACHMENTS:

- Resolution No. 2016-315
- "Exhibit A" defines monetary terms of the Agreement.

Previous Council Review Date:

Summary: Each year Valley Communications Center presents all Owner Agencies and Contract Agencies with a supplemental appendix that defines the cost of calls for service for the upcoming year. The costs for 2016 have not increased and are consistent with the 2015 cost of calls for service.

Recommended Action: Allow the required Signatories to sign the Supplemental Agreement.

Motion for Consideration: "I move to approve Resolution No. 2016-315, authorizing the execution of the Supplemental Exhibit to the agreement for services with Valley Communications Center for services for 2016."

Budget Impact: Remains the same as budgeted for 2015.

Alternatives: There are no other Communications Centers in our region that are available to Pacific.

**City of Pacific
Washington
RESOLUTION NO. 2016-315**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PACIFIC,
WASHINGTON AUTHORIZING THE MAYOR TO SIGN A SUPPLEMENTAL
AGREEMENT WITH VALLEY COMMUNICATIONS CENTER FOR 2016.**

WHEREAS, the City of Pacific Police Department depends on the Communications Center to keep track of the location of officers at all times, and

WHEREAS, the Communications Center receives and analyzes all calls for service from the citizens of Pacific prior to dispatching the officer, and

WHEREAS, the Communications Center relays information constantly to the officer(s) regarding vehicle information, suspect information and confirms all misdemeanor and felony warrants for the officer(s), and

WHEREAS, an officer's safety relies on a quality Communication Center during each shift that is worked.

**THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF PACIFIC, WASHINGTON**

Section 1. The Pacific City Council hereby authorizes the Mayor to sign and enter into the 2016 Supplemental Agreement with the Valley Communications Center, attached as Exhibit A.

Section 2. This Resolution shall take effect and be in full force upon passage and signatures heron.

**PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON
THE 8th DAY OF FEBRUARY, 2016.**

Leanne Guier, Mayor

Amy Stevenson Ness, City Clerk

Carol Morris, City Attorney



A NATIONALLY ACCREDITED COMMUNICATIONS CENTER

EXHIBIT "A"
to the
AGREEMENT
by and between
VALLEY COMMUNICATIONS CENTER
and
PACIFIC POLICE DEPARTMENT

This **EXHIBIT** is supplemental to the **AGREEMENT** between **VALLEY COMMUNICATIONS CENTER** and **PACIFIC POLICE DEPARTMENT**

This appendix shall remain in effect from **January 1, 2016** thru **December 31, 2016**.

- A.1 The rate shall be **Forty Dollars and Sixty Five Cents (\$40.65)** for each dispatchable call.
- A.2 A monthly rate shall be collected for each user on the Valley Com 800MHz Radio System. The calculation is based on the number of radios plus airtime usage. Annual costs for 2016 are estimated at **Nine Thousand and Five Hundred and Fifty Dollars (\$9,550.00)**
- A.3 **ACCESS** user fees will be charged on a quarterly basis determined by user agency transaction count. Transactions for any given calendar year are used to determine fees for two years past the year when the transaction count was taken.

Signed this **16th** day of **December, 2015**.



LORA UELAND
EXECUTIVE DIRECTOR

MAYOR





Agenda Bill No. 16-017

TO: City Council Members
FROM: Mayor Leanne Guier
MEETING DATE: February 8, 2016
SUBJECT: 2016 RMSA Assessment

ATTACHMENTS:

- 2016 RMSA Assessment Invoice and Letter

Previous Council Review Date: N/A

Summary: In January 2014, the City of Pacific contracted with the Association of Washington Cities for membership in the Risk Management Service Agency. There is an assessment due yearly for continued membership.

The 2016 assessment amount is \$241,510.

Recommended Action: Place the 2016 assessment on the Consent Agenda for approval.

Motion for Consideration: I move to approve the 2016 RMSA Assessment Invoice in the amount of \$241,510.

Budget Impact:

Alternatives:

2016 RMSA Assessment Invoice

City of Pacific
100 - 3rd Avenue SE
Pacific, WA 98047

Invoice Date: January 19, 2016
Invoice Number: 40666
Amount Due: \$241,510

Amount Enclosed: \$ _____

Please remove top portion and return with payment

Assessment

RMSA Assessment	\$241,510
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Make checks payable to AWC RMSA and mail to:

AWC- Risk Management Service Agency
1076 Franklin St SE
Olympia WA 98501-1346

Note: This payment must be separate from your AWC membership fee

Total payment is due by February 29th, 2016. Any unpaid balance at February 29, 2016 is subject to a monthly late fee.

For questions on your invoice, contact Caitlin Magee at 1-800-562-8981 extension 146

January 19, 2016

City of Pacific
Amy Stevenson-Ness, City Clerk/Personnel Manager
100 - 3rd Avenue SE
Pacific, WA 98047

RE: 2016 AWC RMSA Assessment

Dear Amy:

On November 5, 2015 a rating worksheet was emailed which indicated figures for the 2016 assessment for membership in the AWC RMSA Program. Enclosed you will find the 2016 RMSA assessment invoice for the City of Pacific.

Full payment of the 2016 RMSA assessment is due no later than February 29, 2016. RMSA offers a deferred payment plan in which your total assessment can be divided into six monthly installments, with the first payment due no later than February 29, 2016. Each monthly payment thereafter is due on the 15th of each month with a 1% late fee applied to the remaining unpaid balance.

If you have any questions regarding the 2016 assessment invoice or would like to arrange a deferred payment plan, please do not hesitate to contact me directly at (360) 753-4137 extension 146 or toll free at (800) 562-8981.

We thank you for your continued support and membership in the AWC RMSA Program.

Sincerely,



Caitlin Magee
RMSA Program Supervisor
Association of Washington Cities



Agenda Bill No. 16-018

TO: Mayor Guier and City Council Members
FROM: Amy Stevenson-Ness, City Clerk/Personnel Manager
MEETING DATE: February 1, 2016
SUBJECT: Council Committee Appointments

ATTACHMENTS: N/A

Previous Council Review Date:

Summary: Annually, the Council discusses the structure and assignment of the Council Committees and external Council Committees and Special Positions. These appointments normally take place at the first meeting in January. With Council Member Walker's departure the appointments for the Council Committees were delayed until after a new Council Member was appointed. As Council Member Newlun has been appointed, the appointments to Council Committees needs to occur.

COMMITTEE	Katie Garberding	Kerry Garberding	Kave	Oliveira	Storaasli Putnam	Steiger	Newlun Walker	Mayor Guier
Finance Committee	X		X				X	
Governance Committee			X	X	X			
Public Works Committee		X			X	X		
Public Safety Committee	X		X			X		
Human Services Committee	X			X			X	
Technology Committee		X		X			X	
EXTERNAL COMMITTEES								
Valley Regional Fire Authority*		X					X	X
Council Parliamentarian							x	
Hotel/Motel Advisory				X				X
Solid Waste			X			X		
Farmers Market Board							X	
COUNCIL LIAISONS								

Cities and Schools Forum				X				
Suburban Cities Association (SCA)			ALT					X
South County Area Transportation Board (SCATBD) **			ALT					
Pierce County Regional Council (PCRC)					X			

*The Mayor serves as a representative to this board along with two Council members.

**City Engineer Jim Morgan serves as the representative for the board

Finance Committee, Meets: 3 rd Tuesday, Garberding, Kave, Walker
Governance Committee, Meets 1 st Tuesday, Kave, Oliveira, vacant
Human Services Committee, Meets 4 th Tuesday, Katie Garberding, Oliveira, Steiger
Public Safety Committee, Meets 2 nd Wednesday; Katie Garberding, Kave, Steiger
Public Works Committee, Meets 1 st Wednesday, Kerry Garberding, Vacant, Steiger
Technology Committee, Meets: 3 rd Thursday, Kerry Garberding, Oliveira, Walker

Recommendation/Action: Appoint Council Members to the Council Committees.

Motion for Consideration:

Budget Impact: N/A

Alternatives:



Agenda Bill No. 16-019

TO: City Council Members
FROM: Mayor Guier
MEETING DATE: February 1, 2016
SUBJECT: City Council Retreat Discussion

ATTACHMENTS:

Previous Council Review Date: N/A

Summary: A Council retreat is proposed for April 2, 2016, from 9:30 a.m. to 2:30 p.m.

Retreats are held for a number of reasons, including training; program evaluation; team building; goal setting, prioritizing, and brainstorming; role clarification; and mid-year organizational updates.

Recommendation/Action:

Motion for Consideration: "I move to..."

Budget Impact:

Alternatives: