



CITY COUNCIL MEETING AGENDA
Council Chambers, 1000 Laurel Street

March 18, 2013
Monday

Next Ordinance: 1821-13
Next Resolution: 13-1833

Regular Meeting
7:00 p.m.

- 1. Call to Order and Flag Salute**
- 2. Roll Call of Councilmembers**
- 3. Additions/Deletions**
- 4. Citizen Participation**

Citizens may comment on any topic that is not on the Regular Agenda. To comment, please raise your hand to request recognition by the Chair. Once so recognized, please step to the podium and state your name and address for the record before making your comments. Also, please limit your comments to no more than three (3) minutes.

The public may comment on individual agenda items on the Regular Agenda prior to Council's action.

The public may also submit written communications, via letters or emails to dperry@cityofmilton.net. Any item received by noon on the day of the meeting will be distributed to Council.

5. Consent Agenda

A. Minutes – Approval of the minutes of:

March 11 Council Retreat – Continued from March 4

March 11 Regular Meeting

B. Claims Approval:

Approval of the checks/vouchers numbers 53654-53702 in the amount of \$ 157,849.72.

6. Regular Agenda

A. Pedestrian Crossing Improvement Policy

- B. Approval of Visioning Scope of Work & Budget
- C. Ordinance 1820-13 – Amending Business License

7. City Administrator Report

8. Council Reports

9. Mayor's Report

10. Adjournment

Council may add and take action on other items not listed on this agenda.
If you need ADA accommodations, please contact City Hall at (253) 517-2705 prior to the meeting. Thank you.

PENDING COUNCIL AGENDA CALENDAR (Dates are Subject to Change) FOR PLANNING PURPOSES ONLY

March 2013			
Mon 03/18	7:00 pm	Regular Meeting	A. Pedestrian Crossing Improvement Policy B. Approval of Visioning Scope of Work & Budget C. Ordinance Amending Business License
April 2013			
Mon 04/01	7:00 pm	Study Session	A. State of Court Report B. Olofsson Estates Park
Mon 04/08	7:00 pm	Regular Meeting	A. Proclamation & Presentation – Pierce County Reads B. 1 st . Public Hearing - Franchise Agreement with Fiber Optics Group C. Ordinance on Renewing EMS Levy
Mon 04/15	7:00 pm	Regular Meeting	A. Public Hearing on Sale of Property at 20 th Ave Reservoir Site B. 2 nd . Public Hearing & Adoption of Franchise Agreement – Fiber Optics Group C. First Quarter Financial Report D. Community Events Budget E. Review of Previous Budget Cuts
May 2013			
Mon 05/06	7:00 pm	Study Session	A. Solid Waste Contract Discussion B. Adoption of 2012 Stormwater Manual C. Streets Presentation – 15 minutes
Mon 05/13	7:00 pm	Regular Meeting	A. 1 st . Public Hearing - PSE Franchise Renewal B. Adoption of Budget Amendment Ordinance
Mon 05/20	7:00 pm	Regular Meeting	A. 2 nd . Public Hearing & Adoption of PSE Franchise Agreement
Mon 06/03	7:00 pm	Study Session	A. 6 – Year Transportation Improvement Program
Mon 06/10	7:00 pm	Regular Meeting	A. Public Hearing & Adoption of 6 – Year Transportation Improvement Program
Mon 06/17	7:00 pm	Regular Meeting	
July 2013			
Mon 07/01	7:00 pm	Study Session	
Mon 07/08	7:00 pm	Regular Meeting	
Mon 07/15	7:00 pm	Regular Meeting	
August 2013			
Mon 08/05	7:00 pm	Study Session	
Mon 08/12	7:00 pm	Regular Meeting	

MINUTES
MILTON CITY COUNCIL RETREAT (Contd.)
Monday, March 11th, 6:00 p.m.
City Council Chambers

Present: Mayor Debra Perry, Mayor Pro-Tem Bart Taylor, Councilmembers Whalen, Ott, Morton, Zaroudny, Jones and Manley.

Staff Present: City Administrator Mukerjee, Police Chief Rhoads, Public Works Director Neal and Finance Director Tylor.

1. Setting Goals & Priorities for 2013

City Administrator described the purpose and process for this section of the retreat. The purpose of this exercise was to determine the Council's priorities for this year. Each councilmember was given 3 index cards on which they listed three individual goals that they would like to focus on this coming year. The individual goals were then grouped into common areas, and each councilmember then placed three dots next to the various individual groups. This resulted in the following goals:

1. Visioning (7 votes)
 2. Street Funding (5 votes)
 3. Signage for streets and trails (3 votes)
- Street crossings & sidewalks (2 votes)
 - Incentives for directors (2 votes)
 - Increasing city revenues (2 votes)
-
- Utility Master Plan
 - Activity Center Repairs

There were some discussions about possible venues for next year's retreat, such as the Community Building next to Triangle Park.

The retreat adjourned at 6:45 p.m.

Debra Perry, Mayor

ATTEST:

Lisa Tylor, City Clerk



Regular Meeting
Tuesday – March 11, 2013
7:00 p.m.

CALL TO ORDER

Mayor Perry called the regular meeting to order at 7:01 p.m. and led the Pledge of Allegiance.

ROLL CALL

Present were Mayor Pro Tem Taylor, and Council Members Jones, Manley, Morton, Ott, Whalen, and Zaroudny.

STAFF PRESENT

City Administrator Mukerjee, Public Works Director Neal, Finance Director Tylor, Police Chief Rhoads, and Senior Administrative Assistant Bolam

ADDITIONS / DELETIONS

None.

CITIZEN PARTICIPATION

Speaker	Address	Comments
Richard Cosner	507 7 th Ave	Event Committee – Mark calendars for Milton Days 2013, August 17-18. Citizen – Suggests assigning councilmembers to represent designated areas of the City.
Leonard Sanderson	1201 24 th Ave Ct	The Activity Center’s Senior Group raised and paid almost \$1,000 to refinish the vinyl floors, and they turned out great.
City of Fife Mayor Pro Tem Glenn Hull	City of Fife, 5411 23 rd St E, Fife	Speaking as representative of Pierce Transit: Reported on meeting held earlier in the day, where the board took action on two items, both related to Vanpool service. Explained and answered questions regarding proposed changes to Milton’s services.

Speaker	Address	Comments
Jacquelyn Whalen	1605 13 th Ave	Announced vacancies on the Citizen Advisory Board of the Pierce County Conservation Futures Program, and encouraged people to apply.

PROCLAMATION – Retirement of Janice Ljunggren

Councilmember Jones commended Ms. Ljunggren on her 16 years of service to the City, saying she was always smiling and did an outstanding job.

Mayor Perry read Resolution 13-1832 aloud.

Ms. Ljunggren said she is looking forward to traveling and spending time with family.

Mr. Mukerjee congratulated her on behalf of all staff, saying she was the driving force behind the Wellness Program and will be missed.

7:30 – Mayor Perry called a recess.

7:40 – Meeting called back to order by Mayor Pro Tem Taylor; Mayor Perry departed.

CONSENT AGENDA

Approval of:

- Minutes:
 - February 19, 2013 Special Meeting
 - March 4, 2013 Council Retreat
- Payroll and Claims:
 - The 2/20/13 and 3/5/13 payroll direct deposits, checks, and benefits, in the amount of \$ 314,937.39.
 - Checks/vouchers numbers 53620-53653 in the amount of \$ 764,487.81.
- Appointment to Civil Service Commission
- Cancellation of 8/19/2013 Council Meeting
- Contract with Robinson & Noble – Well Drilling Project

Councilmember Whalen pulled the Appointment to Civil Service Commission – assigned to precede Item 7A on the agenda.

COUNCILMEMBER WHALEN MOVED, seconded by Councilmember Jones, to approve the Consent Agenda as amended. **The motion was voted on and carried 7/0.**

REGULAR AGENDA

Item 7A-1 – Appointment to the Civil Service Commission

Chief Rhoads explained that, after including this item in the packet, it was determined that it is an administrative appointment by the Mayor, so no need for Council review.

Item 7B – Purchase of Stormwater Vector Truck

City Administrator Mukerjee explained the background, budget information, and funding options for this item; he said that staff’s recommendation is to purchase the item outright or finance for no more than three years.

COUNCILMEMBER WHALEN MOVED, seconded by Councilmember Jones, to approve the purchase of a Vector Truck off of the state contract for a quoted priced of \$372,806.00 plus tax, and authorize utilizing Payment Option 2, 36-month financing.

Councilmember Whalen said this has been needed for many years and is a necessary move that will benefit rate-payers.

Councilmember Jones appreciates the research that went into this.

Discussion ensued regarding the benefits of continuing to rent equipment vs. spending the money to purchase.

Speaker	Address	Comments
Leonard Sanderson	1201 24 th Ave Ct	<ul style="list-style-type: none">• Milton can’t rely on other cities to fulfill a budgeted rental amount.• Milton doesn’t have a sewer system so this equipment wouldn’t see enough use.• Thinks it’s better to continue renting.

ROLL CALL VOTE: Passed 4/3 (Ott, Morton, Zaroudny)

Item 7C – Ordinance No. 1819-13 – Adopting Marijuana Regulations

City Administrator Mukerjee provided background and the two main reasons to adopt this ordinance: 1) the moratoriums are not intended to continue indefinitely; and 2) Initiative 502 requires compliance with the State’s licensing requirements.

He then explained the need for a motion to reconsider, based on this item failing last meeting.

COUNCILMEMBER ZAROUNDY MOVED, seconded by Councilmember Ott, to reconsider this item.

Councilmember Zaroudny said this was voted on by the people of Washington State; it doesn’t make sense to not take action.

VOTE – Passed 7/0.

COUNCILMEMBER WHALEN MOVED, seconded by Councilmember Zaroudny, to approve the attached ordinance adopting regulations on marijuana related uses.

Speaker	Address	Comments
City of Fife Mayor Pro Tem Glenn Hull	City of Fife, 5411 23 rd St E, Fife	Commended the Council for taking action on this; important to let the State know there's jurisdictions that support it
Richard Cosner	507 7 th Ave	Expressed concern for increase in crime

VOTE – Passed 7/0.

CITY ADMINISTRATOR REPORT

- Referred to handout, pointing to two public meetings scheduled in Milton, plus others, for the fire annexation measure.
- Pointed out the Council-requested revised agenda verbiage on citizen participation.

COUNCIL REPORTS

Councilmember Zaroudny:

- None

Councilmember Manley:

- Requests study item on how to raise revenues.

Councilmember Morton:

- Appreciates improvement seen in garbage clean-up at several local businesses.
- Likes the new verbiage on citizen participation.

Councilmember Ott:

- Expressed displeasure with the Milton-opposed Pierce County Flood Control District.
- Reminded that State Representative Linda Kochmar will be at the Activity Center on March 23 for a Town Hall meeting.

Councilmember Jones:

- Echoed the request for a study item on how to raise revenues.
- Appreciated Milton's representation at past Fife Councilmember Dick Godwin's memorial service.

Mayor Pro Tem Taylor:

- Reported, with help from Event Committee Chair Richard Cosner, about the upcoming "Spaghetti Wars" fundraiser for the Police Station.

Councilmember Whalen:

- Requests clean-up and repair to various items throughout Milton:
 - water towers

- mail boxes (need to contact USPS)
- fire hydrants (need to contact East Pierce)
- railing on Milton Way across from Bud's

ADJOURNMENT

COUNCILMEMBER WHALEN MOVED, seconded by Councilmember Jones, to adjourn the meeting at 8:35 p.m. **The motion was voted on and passed 7/0.**

Debra Perry, Mayor

ATTEST:

Lisa Tylor, City Clerk

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CITY OF MILTON
PAYROLL and CLAIMS VOUCHER APPROVAL

I HEREBY CERTIFY THAT THE EXPENDITURES SHOWN BELOW REFLECT THE TRUE AND CORRECT EXPENDITURES TO THE BEST OF MY KNOWLEDGE. I FURTHER CERTIFY THE EXPENDITURES BELOW TO BE VALID AND CORRECT.

USA M Tyler

3-11-13

FINANCE DIRECTOR

DATE

Claim Vouchers:

Payroll Disbursements:

Date	Check #	Amount
3/1/2013	53654	519.79
3/5/2013	53655-53702	157,329.93

Date	Check #	Amount

\$157,849.72

\$0.00

WE, THE UNDERSIGNED COUNCILMEMBERS OF THE CITY OF MILTON, WASHINGTON, DO HEREBY CERTIFY AND APPROVE THE PAYROLL AND CLAIM VOUCHERS FOR THE TOTAL AMOUNT OF:

\$157,849.72

Dated: **March 18, 2013**

COUNCILMEMBER

COUNCILMEMBER

COUNCILMEMBER

COUNCILMEMBER

Accounts Payable
 AP Checks by Date (For Council)

1000 Laurel St.
 Milton, WA 98354
 Ph: 253-922-8733
 Fax: 253-922-2385



User: ddabson
 Printed: 03/11/2013 - 9:41 AM

Check Nu	Name	Payment I	Account	Invoice No	Description	Amount
53654	AROND ELIA	3/1/2013	401-00-131-000-		Refund Check	519.79
	AROND ELIA					519.79
53654						519.79
53655	Altec Industries Inc.	3/5/2013	401-32-533-500-	10029990	Elect/Small Tools & Equip	1,946.19
	Altec Industries Inc.					1,946.19
53655						1,946.19
53656	BIG JOHN'S TROPIES INC	3/5/2013	001-58-558-600-	119747	Planning/Supplies	63.01
	BIG JOHN'S TROPIES INC					63.01
53656						63.01
53657	Calvert Technical Services Inc.	3/5/2013	403-34-534-550-	3397	Wtr/Repairs & Maint	849.87
	Calvert Technical Services Inc.					849.87
53657						849.87
53658	CASCADIA	3/5/2013	501-00-548-300-	718246T	Elect/Supplies	77.07
	CASCADIA					77.07
53658						77.07
53659	CenturyLink	3/5/2013	001-19-528-800-	021413	GF/Communications	104.69
53659	CenturyLink	3/5/2013	001-21-521-200-	021413	Pol/Communications	104.68
	CenturyLink					209.37
53659						209.37
53660	Certified Laboratories	3/5/2013	501-00-548-300-	1005662	MP/Supplies	422.58
	Certified Laboratories					422.58

Check Nu	Name	Payment I	Account	Invoice No	Description	Amount
53660						422.58
53661	Chuckals	3/5/2013	406-37-553-310-	731670-0	Storm/Supplies	16.92
53661	Chuckals	3/5/2013	001-32-532-100-	731670-0	Eng/Supplies	16.92
53661	Chuckals	3/5/2013	401-31-533-100-	731670-0	Elect/Supplies	16.93
53661	Chuckals	3/5/2013	403-33-534-100-	731670-0	Wtr/Supplies	16.93
53661	Chuckals	3/5/2013	401-32-533-500-	732182-0	Elect/Supplies	46.53
53661	Chuckals	3/5/2013	403-34-534-500-	732182-0	Wtr/Supplies	35.28
	Chuckals					149.51
53661						149.51
53662	Code Publishing Company	3/5/2013	001-11-511-300-	42742	Council/ Prof Publishing Svcs	104.57
	Code Publishing Company					104.57
53662						104.57
53663	Copy Wrights Inc	3/5/2013	001-11-511-603-	78506	Council/Wall Display - Visioning	421.19
	Copy Wrights Inc					421.19
53663						421.19
53664	Dept of Ecology WA State	3/5/2013	406-37-553-311-	2013-WAR045	Storm/Annual Stormwater Fee	935.67
	Dept of Ecology WA State					935.67
53664						935.67
53665	Dept of Health WA State	3/5/2013	403-34-534-501-	54950 V	Wtr/2013 Operating Permit Fees	3,133.27
	Dept of Health WA State					3,133.27
53665						3,133.27
53666	Dept of Revenue WA State	3/5/2013	001-14-514-230-	2709-2012-Qt	Fin/4th Quarter BL CC Fees	157.30
	Dept of Revenue WA State					157.30
53666						157.30
53667	Disend Kenyon	3/5/2013	310-04-595-101-	17043	Legal Attorney Svcs	225.00
	Disend Kenyon					225.00
53667						225.00
53668	East Pierce Fire & Rescue District #22	3/5/2013	002-00-522-100-	Mar-13	Fire Control Svc Agmnt AB 10-0	97,328.63

Check Nu	Name	Payment 1	Account	Invoice No	Description	Amount
	East Pierce Fire & Rescue District #22					97,328.63
53668						97,328.63
53669	EVERGREEN EQUIPMENT CO INC	3/5/2013	403-34-534-500	74376	Wtr/Supplies	261.71
	EVERGREEN EQUIPMENT CO INC					261.71
53669						261.71
53670	Everson's Econo-Vac Inc.	3/5/2013	403-34-534-500	070605	Wtr/Repairs & Maint	1,032.89
	Everson's Econo-Vac Inc.					1,032.89
53670						1,032.89
53671	Fife Sand & Gravel	3/5/2013	401-32-533-500	24369	Elect/Utility Waste Disposal	94.58
	Fife Sand & Gravel					94.58
53671						94.58
53672	Fire King of Seattle Inc.	3/5/2013	403-34-534-550	590	Wtr/Supplies	86.04
53672	Fire King of Seattle Inc.	3/5/2013	403-34-534-550	582	Wtr/Supplies	9.85
	Fire King of Seattle Inc.					95.89
53672						95.89
53673	Grainger Inc	3/5/2013	501-00-548-300	9066638280	MP/Supplies	66.16
	Grainger Inc					66.16
53673						66.16
53674	Gray & Osborne Inc	3/5/2013	001-00-386-100	10527.00-2	Consultant Fees Payable, Monroe Short Pl	516.81
53674	Gray & Osborne Inc	3/5/2013	310-99-595-600	12479.00-8	CIP/Porter Way Preservation	3,188.72
53674	Gray & Osborne Inc	3/5/2013	310-99-595-600	12479.00-9	CIP/Porter Way Preservation	6,934.05
	Gray & Osborne Inc					10,639.58
53674						10,639.58
53675	Hach Company	3/5/2013	403-34-534-550	8166308	Wtr/Water Quality Treatment	481.31
	Hach Company					481.31
53675						481.31

Check Nu	Name	Payment I	Account	Invoice No	Description	Amount
53676	HD Supply Utilities LTD	3/5/2013	401-32-533-500	2191877-00	Elect/Supplies	603.89
	HD Supply Utilities LTD					603.89
53676						603.89
53677	HD Supply Waterworks, Ltd.	3/5/2013	401-32-533-500	6186408	Elect/Supplies	60.49
53677	HD Supply Waterworks, Ltd.	3/5/2013	403-34-534-500	6155238	Wtr/Supplies	122.06
53677	HD Supply Waterworks, Ltd.	3/5/2013	401-32-533-500	6192000	Elect/Supplies	99.78
53677	HD Supply Waterworks, Ltd.	3/5/2013	403-34-534-500	6161042	Wtr/Supplies	74.28
53677	HD Supply Waterworks, Ltd.	3/5/2013	403-34-534-500	6252532	Wtr/Supplies	210.12
53677	HD Supply Waterworks, Ltd.	3/5/2013	403-34-534-500	6262158	Wtr/Supplies	2,534.95
	HD Supply Waterworks, Ltd.					3,101.68
53677						3,101.68
53678	HJ Arnett Industries, LLC	3/5/2013	401-32-533-500	INV27707	Elect/Repairs & Maint	1,868.60
53678	HJ Arnett Industries, LLC	3/5/2013	401-32-533-500	INV27686	Elect/Repairs & Maint	1,908.00
	HJ Arnett Industries, LLC					3,776.60
53678						3,776.60
53679	Larsco, Inc.	3/5/2013	501-00-548-300	1074290-01	MP/Supplies	129.12
	Larsco, Inc.					129.12
53679						129.12
53680	Marsh Mundorf Pratt Sullivan & McKenz	3/5/2013	401-31-533-100	020813	Elect/Prof Svcs	284.40
	Marsh Mundorf Pratt Sullivan & McKenz					284.40
53680						284.40
53681	News Tribune, The	3/5/2013	403-99-594-100	102812 CM	Wtr/Porter Way Advertising CREDIT	-889.52
53681	News Tribune, The	3/5/2013	403-99-594-100	102812 CM	Wtr/Porter Way Advertising	467.38
53681	News Tribune, The	3/5/2013	310-99-595-100	102812 CM	Porter Way Advertising CREDIT	-889.53
53681	News Tribune, The	3/5/2013	310-99-595-100	102812 CM	Porter Way Advertising	467.37
53681	News Tribune, The	3/5/2013	406-37-553-310	020313	Storm/Advertising	215.70
53681	News Tribune, The	3/5/2013	401-31-533-100	020313	Elect/Advertising	230.70
53681	News Tribune, The	3/5/2013	403-33-534-100	020313	Wtr/Advertising	709.95
53681	News Tribune, The	3/5/2013	001-32-532-100	020313	Eng/Advertising	38.45
53681	News Tribune, The	3/5/2013	101-00-542-900	020313	Streets/Advertising	193.20
	News Tribune, The					543.70
53681						543.70
53682	Olbrechts & Associates PLLC	3/5/2013	001-15-515-200	020112	Legal/Prof Services Routine	1,204.50

Check Nu	Name	Payment 1	Account	Invoice No	Description	Amount
	Olbrechts & Associates PLLC					1,204.50
53682						1,204.50
53683	Parker Paint	3/5/2013	403-34-534-550	954954019042	Wtr/Supplies	79.23
53683	Parker Paint	3/5/2013	403-34-534-550	954019043445	Wtr/Supplies	85.76
	Parker Paint					164.99
53683						164.99
53684	PCCPA	3/5/2013	401-31-533-100	022613	Elect/2013 Dues Assessment	2,821.12
	PCCPA					2,821.12
53684						2,821.12
53685	Pro-Build	3/5/2013	403-34-534-500	1329563	Wtr/Supplies	40.47
	Pro-Build					40.47
53685						40.47
53686	PUGET SOUND ENERGY, CONTRACT	3/5/2013	001-00-322-400	022513	Street Work Permit Refund	50.00
	PUGET SOUND ENERGY, CONTRACT					50.00
53686						50.00
53687	Rainier Lighting & Elec Supply	3/5/2013	401-32-533-500	305217-1	Elect/Supplies	85.25
	Rainier Lighting & Elec Supply					85.25
53687						85.25
53688	Randles Sand & Gravel Inc	3/5/2013	403-34-534-500	356026	Wtr/Supplies	555.49
	Randles Sand & Gravel Inc					555.49
53688						555.49
53689	SEATTLE PUMP AND EQUIPMENT CC	3/5/2013	501-00-548-300	12-5190	Elect/Supplies	6,236.03
	SEATTLE PUMP AND EQUIPMENT CC					6,236.03
53689						6,236.03
53690	Severn Trent Water Purification Inc.	3/5/2013	403-34-534-500	1660562	Wtr/Repairs & Maint	1,139.69

Check Nu	Name	Payment I	Account	Invoice No	Description	Amount
	Severn Trent Water Purification Inc.					1,139.69
53690						1,139.69
53691	Shred-it Western Washington	3/5/2013	001-21-521-200	101336618	Pol/Prof Serv	34.84
53691	Shred-it Western Washington	3/5/2013	001-14-514-230	101336618	Fin/Prof Serv	17.16
	Shred-it Western Washington					52.00
53691						52.00
53692	Sound Cities Association	3/5/2013	001-19-518-901	2280	GF/2013 Membership Dues	467.43
	Sound Cities Association					467.43
53692						467.43
53693	Springbrook Software, Inc	3/5/2013	001-14-514-232	Sprbrk Conf R	Fin/Springbrook Conference Registration 2	595.00
	Springbrook Software, Inc					595.00
53693						595.00
53694	Standard Parts Corporation (NAPA)	3/5/2013	501-00-548-300	254710	MP/Supplies	126.21
53694	Standard Parts Corporation (NAPA)	3/5/2013	501-00-548-300	257588	Elect/Supplies	34.22
53694	Standard Parts Corporation (NAPA)	3/5/2013	501-00-548-300	257588	MP/Supplies	46.88
	Standard Parts Corporation (NAPA)					207.31
53694						207.31
53695	Systems For Public Safety, Incl.	3/5/2013	001-21-521-200	20992	PD/Repairs & Maint	45.95
53695	Systems For Public Safety, Incl.	3/5/2013	001-21-521-200	20991	PD/Repairs & Maint	1,483.59
53695	Systems For Public Safety, Incl.	3/5/2013	001-21-521-200	21028	PD/Repairs & Maint	137.84
53695	Systems For Public Safety, Incl.	3/5/2013	001-21-521-200	20935	PD/Repairs & Maint	587.15
53695	Systems For Public Safety, Incl.	3/5/2013	001-21-521-200	21095	PD/Repairs & Maint	26.23
	Systems For Public Safety, Incl.					2,280.76
53695						2,280.76
53696	Timco Inc.	3/5/2013	401-32-533-500	235179	Elect/Supplies	105.24
	Timco Inc.					105.24
53696						105.24
53697	Unifirst Corporation	3/5/2013	401-32-533-500	330 0868978	Elect/Uniforms	118.95
53697	Unifirst Corporation	3/5/2013	403-34-534-500	330 0868978	Wtr/Uniforms	10.82

Check Nu	Name	Payment I	Account	Invoice No	Description	Amount
53697	Unifirst Corporation	3/5/2013	001-18-518-300	330 0868862	Fac/Uniforms	8.99
53697	Unifirst Corporation	3/5/2013	001-76-576-600	330 0868862	Parks/Uniforms	20.30
53697	Unifirst Corporation	3/5/2013	101-00-542-900	330 0868862	Streets/Uniforms	37.71
53697	Unifirst Corporation	3/5/2013	401-32-533-500	330 0868862	Elect/Uniforms	6.29
53697	Unifirst Corporation	3/5/2013	403-34-534-500	330 0868862	Wtr/Uniforms	79.61
53697	Unifirst Corporation	3/5/2013	406-38-553-350	330 0868862	Storm/Uniforms	14.67
53697	Unifirst Corporation	3/5/2013	501-00-548-300	330 0868862	MP/Uniforms	20.95
53697	Unifirst Corporation	3/5/2013	401-32-533-500	330 0870864	Elect/Uniforms	118.95
53697	Unifirst Corporation	3/5/2013	403-34-534-500	330 0870864	Wtr/Uniforms	10.82
53697	Unifirst Corporation	3/5/2013	001-18-518-300	330 0870747	Fac/Uniforms	9.79
53697	Unifirst Corporation	3/5/2013	001-76-576-600	330 0870747	Parks/Uniforms	22.10
53697	Unifirst Corporation	3/5/2013	501-00-548-300	330 0870747	MP/Uniforms	22.79
53697	Unifirst Corporation	3/5/2013	101-00-542-900	330 0870747	Streets/Uniforms	41.02
53697	Unifirst Corporation	3/5/2013	401-32-533-500	330 0870747	Elect/Uniforms	6.84
53697	Unifirst Corporation	3/5/2013	403-34-534-500	330 0870747	Wtr/Uniforms	86.60
53697	Unifirst Corporation	3/5/2013	406-38-553-350	330 0870747	Storm/Uniforms	15.95
53697	Unifirst Corporation	3/5/2013	401-32-533-500	330 0872724	Elect/Uniforms	118.95
53697	Unifirst Corporation	3/5/2013	403-34-534-500	330 0872724	Wtr/Uniforms	10.82
53697	Unifirst Corporation	3/5/2013	001-18-518-300	330 0872614	Fac/Uniforms	8.99
53697	Unifirst Corporation	3/5/2013	001-76-576-600	330 0872614	Parks/Uniforms	20.30
53697	Unifirst Corporation	3/5/2013	101-00-542-900	330 0872614	Streets/Uniforms	37.71
53697	Unifirst Corporation	3/5/2013	401-32-533-500	330 0872614	Elect/Uniforms	6.29
53697	Unifirst Corporation	3/5/2013	403-34-534-500	330 0872614	Wtr/Uniforms	79.61
53697	Unifirst Corporation	3/5/2013	406-38-553-350	330 0872614	Storm/Uniforms	14.67
53697	Unifirst Corporation	3/5/2013	501-00-548-300	330 0872614	MP/Uniforms	20.95
Unifirst Corporation						971.44
53697						971.44
53698	Univar USA Inc	3/5/2013	403-34-534-500	KT195133	Wtr/Supplies	538.52
53698	Univar USA Inc	3/5/2013	403-34-534-550	KT195605	Wtr/Supplies	11,053.95
Univar USA Inc						11,592.47
53698						11,592.47
53699	Utilities Underground Loc Cent	3/5/2013	401-32-533-500	3010151	Elect/Monthly Locates	25.28
53699	Utilities Underground Loc Cent	3/5/2013	403-34-534-500	3010151	Wtr/Monthly Locates	25.27
Utilities Underground Loc Cent						50.55
53699						50.55
53700	Washington Tractor	3/5/2013	501-00-548-300	144467	Wtr/Supplies	17.64
53700	Washington Tractor	3/5/2013	501-00-548-300	144467	Streets/Supplies	17.64
53700	Washington Tractor	3/5/2013	501-00-548-300	144467	Parks/Supplies	82.33
53700	Washington Tractor	3/5/2013	501-00-548-300	144475	Wtr/Supplies	22.37
53700	Washington Tractor	3/5/2013	501-00-548-300	144475	Streets/Supplies	22.37
53700	Washington Tractor	3/5/2013	501-00-548-300	144472	Wtr/Supplies	8.74
53700	Washington Tractor	3/5/2013	501-00-548-300	144472	Streets/Supplies	8.74
53700	Washington Tractor	3/5/2013	501-00-548-300	144472	Parks/Supplies	8.74
53700	Washington Tractor	3/5/2013	501-00-548-300	144475	Parks/Supplies	104.38

Check Nu	Name	Payment I	Account	Invoice No	Description	Amount
	Washington Tractor					292.95
53700						292.95
53701	Water Cooperative of PC	3/5/2013	403-34-534-501	306	Wtr/2013 Annual Dues	1,088.50
	Water Cooperative of PC					1,088.50
53701						1,088.50
53702	Water Management Laboratories	3/5/2013	403-34-534-550	118519	Wtr/Prof Svcs - Samples	63.00
53702	Water Management Laboratories	3/5/2013	403-34-534-550	118702	Wtr/Prof Svcs	131.00
	Water Management Laboratories					194.00
53702						194.00
						157,849.72

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To: Mayor Perry and City Councilmembers
From: Public Works Director Neal
Date: March 12, 2013 Regular Meeting
Re: Pedestrian Crossing Policy

-
- ATTACHMENTS:**
- A. "Pedestrian" discussion, current Comprehensive Plan
 - B. Pedestrian Goals and Policies, current Comprehensive Plan
 - C. Map of Pedestrian Facilities, current Comprehensive Plan
 - D. "Flashing Signals", FHWA publication excerpt
 - E. "Crosswalk Research", FHWA publication excerpt
 - F. FHWA flyer on RRFBs
 - G. City of Boulder Pedestrian Crossing Treatment Installation Guidelines, draft
-

TYPE OF ACTION:

Information Only Discussion Action Expenditure Required:

Recommendation/Action: No decisions need to be made at this time. Staff would like some direction from Council as to what criteria they feel is important. This topic will be brought back to a later council session with more specific information based on the priority criteria identified tonight.

Fiscal Impact/Source of Funds: N/A

Previous Council Review: Council discussed the alternative bid items for pedestrian crossings at the Interurban Trail on Porter Way at the January 14th and February 11th council meetings.

Issue: During discussions of the bid additives for improving the Interurban Trail crossing on Porter Way, Council indicated an interest in a city-wide policy for implementing flashing beacons at pedestrian crossings.

Discussion: To serve as a basis for this discussion, attached are copies of the section of Milton's Comprehensive Plan discussing pedestrians, pedestrian goals and policies, and a map of pedestrian facilities. This limited focus on pedestrians is typical for comprehensive plans. As was discussed at the previous council meetings, there is some question as to whether installation of additional pedestrian "protections" actually results in a safer pedestrian crossing. Attached for reference is an excerpt from an FHWA publication summarizing recent crosswalk research.

Based on previous discussions, it appears that Council is most interested in flashing beacons. Attached for reference is an excerpt from an FHWA publication summarizing benefits of flashing signals at pedestrian crossings. The newest trend of flashing beacons is Rectangular Rapid Flash Beacons or RRFBs (refer to attached FHWA flyer on RRFBs). An RRFB installation is typically solar powered and requires little maintenance. They were originally installed in Colorado, Washington D.C., and Florida as pilot projects, but since being accepted by FHWA in the Manual of Uniform Traffic Control Devices (MUTCD) they are now becoming commonplace all over the country.

A policy for RRFB installation guidelines can be as simple or as complicated as desired. Attached as an example is an excerpt from the City of Boulder Pedestrian Crossing Treatment Installation Guidelines. Federal Way has developed a point system that takes into account such factors as proximity to a park, width of roadway, average daily traffic, existing transit ridership data at local bus stops, and accident data for the past 9 years.

Some possible criteria to consider:

- Walking route to school
- Accident data
- Distance to nearest signalized intersection
- Average daily traffic (ADT)
- Width of roadway
- Proximity to City park
- Speed limit

NON-MOTORIZED TRANSPORTATION

The City of Milton's approach to non-motorized transportation considers the advantages of a comprehensive non-motorized system. Some of these advantages include reduced traffic congestion; improved air quality; increased mobility for all ages; the regional coordination of resources; improved safety; and the protection and better utilization of open spaces, recreation areas, and wildlife and environmental resources. Milton intends to take advantage of these benefits through thorough planning and allocation of sufficient resources.

Non-motorized transportation includes pedestrian, bicycle, and equestrian travel, which can be provided as on-road or off-road facilities. Both on-road and off-road transportation includes commuter and recreational travel. These types of travel have different characteristics: commuter travel tends to occur within specific time frames (a.m. and p.m. peak hours) and on relatively direct routes; whereas recreational travel can occur at any time of day with routes being indirect or even circuitous. Recreational travel can occur for a variety reasons and may not have specific destinations.

This section discusses the pedestrian and non-motorized improvements identified by King and Pierce Counties and the Growth Management Citizens Advisory Committee for the Milton vicinity. The most significant of these improvements is the development of the Milton Interurban Trail. The Milton Interurban Trail is a three-mile multiple-use link between Milton and the City of Edgewood, and connects to the southern terminus of King County's Interurban Trail. The trail will significantly increase Milton's trail network by providing additional off-road facilities for pedestrians, bicyclists and equestrians. The non-motorized transportation recommendations of the Growth Management Citizens Advisory Committee are more fully described in Tables 16 and 17.

Pedestrian

Pedestrian activity in the City is centered in the business district and in nearby parks or community facilities such as the elementary and junior high schools. Continuous sidewalk facilities and marked crosswalks exist primarily in commercial developments. Stretches of sidewalk are located in the newer residential areas of the community, where recent street improvements have been made. Map TR-3 shows the pedestrian facilities in the Milton area.⁵

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⁵ Sidewalks are based on a 2002 survey.

- Pol. MM 1.7 The City shall provide and promote the development of a comprehensive network of pedestrian and bicycle paths that link neighborhoods with activity centers (e.g. schools, parks, transit and commercial uses) and adjacent jurisdictions.
- Pol. MM 1.7.1 The City shall coordinate the development of its non-motorized facilities with adjacent jurisdictions to ensure an efficient, continuous, regional network.
- Pol. MM 1.8 The City shall include the need to accommodate transportation by bicycles safely in its management and design of the City street network, including designating bicycle routes throughout the City.
- Pol. MM 1.9 The City shall encourage and assist, to the extent possible, with improvements to the Interurban Trail.
- Pol. MM 1.10 The City shall support coordination with King County and between King County and Pierce County for the development of the Interurban Trail.
- Pol. MM 1.11 The City shall support coordination between Pierce Transit, Sound Transit, and King County Metro in developing connecting and complementary transit service.
- Pol. MM 1.12 The City should support the improvement of paratransit as an alternative mode of travel.

PEDESTRIAN GOALS AND POLICIES

Goal PED 1

The City should recognize pedestrian movement as a basic means of circulation and assure adequate accommodation of pedestrian and handicapped persons needs in all transportation policies and facilities.

- Pol. PED 1.1 The City shall require developers to include pedestrian sidewalks, and encourage walking trails and paths, in new plats either by constructing the improvements or paying a fee-in-lieu when construction is not practical at time of development.
- Pol. PED 1.2 The City shall strive to encourage improved pedestrian facilities along Milton Way and other designated pedestrian routes. Efforts should include additional or improved sidewalks and pedestrian paths where appropriate and feasible.

Pol. PED 1.2.1 The City shall coordinate with the City of Edgewood and WSDOT on the development and improvement of pedestrian facilities along Meridian Street East/SR 161.

Pol. PED 1.3 The City shall promote the creation of a pedestrian oriented town center by:

- a. establishing a business pedestrian district corresponding to the Mixed Use Town Center and Commercial zoning classifications in which development of a pedestrian environment is encouraged and automobile use and store front parking lots are discouraged;
- b. prohibiting or restricting the development of auto-oriented uses such as fast-food restaurants and drive-through banks;
- c. modifying the placement of new buildings in ways that encourage pedestrian activities by making streets more attractive routes for walking; and
- d. encouraging side and rear yard parking areas by restricting parking in front yards.

Pol. PED 1.4 The City will improve pedestrian amenities through public improvements, sign regulations, and development standards. The maintenance of public and private improvements should be given priority commensurate with the town center's role as the focal point of the community.

Pol. PED 1.5 The design and management of the street network shall seek to improve the appearance of existing street corridors and shall incorporate high standards of design when developing new streets, including construction of sidewalks. Where appropriate, landscape measures should be implemented to enhance the appearance of city street corridors. To the extent feasible without impairing street capacity, safety, or structural integrity, existing trees along street rights-of-way should be preserved.

Pol. PED 1.6 Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, the ability to provide sidewalks at that time should be fully explored. This may include the identification of potential funding sources, aggressive promotion of a Local Improvement District (LID) to finance the sidewalk portion of the work, and the inclusion of sidewalks as an "alternate" in construction bid documents.

Pol. PED 1.7 Non-motorized facilities should be designed to maximize safety of users through the appropriate use of features such as signage, lighting, bollards, landscaping, and horizontal or vertical separation (e.g. overpass/underpass) from vehicles.

Pol. PED 1.8 Streets classified as “local” should provide for a high level of pedestrian use and promote a walkable community through such features as connections to a larger pedestrian network, safe design, and traffic calming.

Pol. PED 1.9 The Interurban Trail shall be designed and developed as a regional, non-motorized facility that links various neighborhoods in Milton to the regional trail network. The design of the Interurban Trail should reflect the level and types of use associated with a regional facility. The City shall work with the Washington State Department of Transportation to develop pedestrian-friendly above- or below-grade crossings where it intersects with heavily traveled roadways such as S.R. 161, I-5, and Military Road.

PARKING GOALS AND POLICIES

Goal PK 1

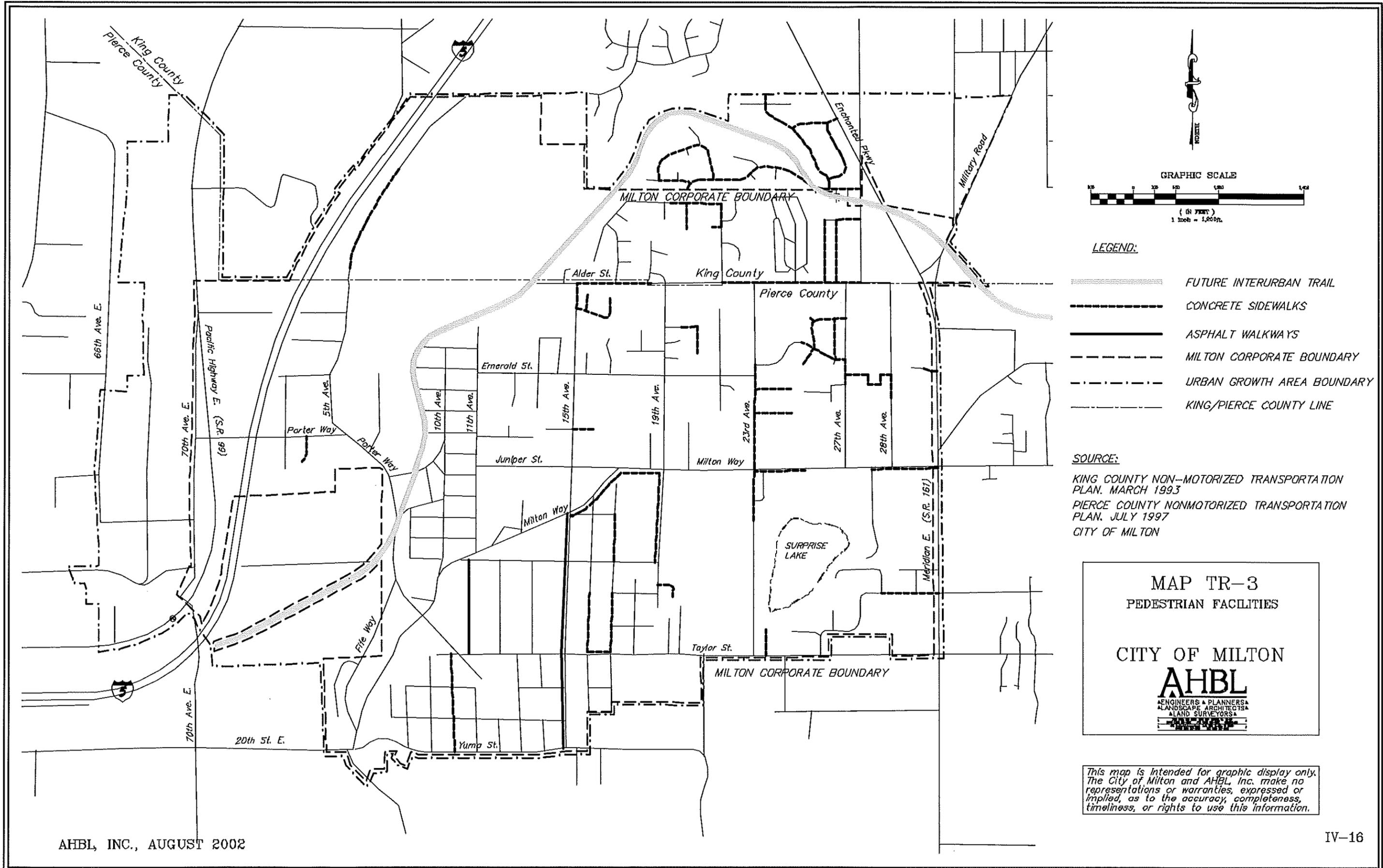
The City shall ensure adequate parking in commercial areas in order to support economic growth, while maintaining consistency with design and pedestrian circulation goals.

Pol. PK 1.1 The City will further evaluate its parking needs through a detailed parking study. The study will identify parking supply and demand, determine occupancies, determine peak demand conditions, and identify improvements needed to accommodate parking demand.

Pol. PK 1.2 On-street parking shall be encouraged in the town center area in order to form a buffer between pedestrians and street traffic, reduce the speed of traffic, and provide for short-term parking needs.

Pol. PK 1.3 The City will explore alternative methods to ensure the presence of adequate parking for new and existing commercial and residential development in the mixed-use town center. At the same time, the City will seek to reduce the amount of parking provided by individual developments, while influencing the location and type of parking in ways that promote pedestrian mobility and minimize pedestrian/vehicular conflicts. This includes, but is not limited to:

- a. installing directional signage to public parking areas;
- b. encouraging the use of joint-use parking opportunities such as utilizing existing parking for churches, public buildings, and stores;
- c. separating short (< 2 hrs), intermediate (2-5 hrs) and long term (> 5 hrs) parking uses; reserving on-street parking for short term use, and providing long term parking in lots on the periphery of the commercial area; and
- d. adding public parking as part of development in the town center that will serve both shoppers and visitors.



LEGEND:

-  FUTURE INTERURBAN TRAIL
-  CONCRETE SIDEWALKS
-  ASPHALT WALKWAYS
-  MILTON CORPORATE BOUNDARY
-  URBAN GROWTH AREA BOUNDARY
-  KING/PIERCE COUNTY LINE

SOURCE:

KING COUNTY NON-MOTORIZED TRANSPORTATION PLAN, MARCH 1993
 PIERCE COUNTY NONMOTORIZED TRANSPORTATION PLAN, JULY 1997
 CITY OF MILTON

MAP TR-3
 PEDESTRIAN FACILITIES

CITY OF MILTON
AHBL
ENGINEERS & PLANNERS
 LANDSCAPE ARCHITECTS
 AND SURVEYORS

This map is intended for graphic display only. The City of Milton and AHBL, Inc. make no representations or warranties, expressed or implied, as to the accuracy, completeness, timeliness, or rights to use this information.

The following is an excerpt from the U.S. Department of Transportation Federal Highway Administration "Best Practices Design Guide" publication

8.5.3.1 Flashing signals

Pedestrian safety is maximized when drivers are aware of the crosswalk location and know when a pedestrian is attempting to cross. People who use wheelchairs are at a lower height than other pedestrians and may be more difficult for motorists to detect. People with vision impairments cannot establish eye contact with an approaching motorist, which may also decrease the probability that they will be seen or that the motorist will know that a crossing will be attempted. Flashing lights that are activated only when a pedestrian is attempting to cross can enhance crosswalk detection by motorists. The flashing lights, in conjunction with advanced warning signs for the lights, can provide the motorists with more warning of the crossing. A variety of intermittent lighting styles may be used, including:

- Flashing traffic signals over the crosswalk;
- Imbedded flashing lights in the crosswalk surface; and
- Flashing signals to warn motorists if pedestrians are present.



Figure 8-13. Imbedding lights in the asphalt at the edge of a crosswalk is an experimental method for making crosswalks more visible to motorists.

Overhead flashing signals should be installed according to the MUTCD standards. The flashing in-pavement crosswalk lights are currently being tested for their effectiveness by FHWA as a new device and are not currently included in the MUTCD standards.

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The following is an excerpt from the U.S. Department of Transportation Federal Highway Administration "Best Practices Design Guide" publication

8.5.2 Crosswalk research

In recent years, there has been much debate surrounding the safety implications of marking crosswalks at uncontrolled intersections. Previous research results were contradictory in terms of whether pedestrian vehicle crashes were occurring with more, less, or the same frequency at marked and unmarked crosswalks. The contradictory findings can be attributed to limitations of the research project designs, which contained many confounding variables and small, potentially biased sample sizes and sites.

A large study entitled Evaluation of Pedestrian Facilities was completed by the Federal Highway Administration to address the limitations found in previous research (Zeeger, Stewart, & Huang, 1999). None of the sites in the study had traffic signals or stop signs on the approach to the crosswalk. The study examined the safety of marked and unmarked crosswalks and the impact of additional pedestrian treatments, such as signal indications, lights, and traffic calming measures. The study evaluated 1,000 marked crosswalks at uncontrolled locations or locations with no traffic control devices and 1,000 matched but unmarked sites in 30 geographically dispersed cities in the United States. Detailed information collected for each site included pedestrian crash history, pedestrian and traffic volumes, number of lanes, speed limit, type of median, type and condition of crosswalk markings, and crosswalk location. Results of the study indicated that:

- Higher pedestrian volumes, higher average daily traffic (ADT) rates, and a greater number of roadway lanes are related to a higher incidence of pedestrian crashes;
- Crosswalk location, speed limit, direction of traffic flow, crosswalk condition, and crosswalk marking pattern were not related to the incidence of pedestrian crashes;
- The presence of a median decreased the pedestrian crash risk;
- Marked crossings had a higher incidence of pedestrian crashes on multi-lane (4 or more lanes) roads with high ADTs;
- Marked and unmarked crossings had similar incidences of pedestrian crashes on all 2-, 3-, and multi-lane roads with lower ADTs;
- Pedestrians ages 65 and above were over represented in crashes; and
- The installation of marked crossings did not alter motorist behavior (e.g., stop or yield to pedestrians) or pedestrian behavior (e.g., crossing without looking).



Figure 8-11. Continental crosswalks combined with alternative measures, such as pedestrian actuated traffic controls, enhance pedestrian crossing.

According to the research, on smaller roadways with lighter traffic volumes, markings do not decrease the pedestrian crash risk; conversely, on large, high-volume roadways, the risk actually

increases. However, Zegeer, Stuart and Huang (1999) indicated that the higher risk observed on multi-lane roadways with high ADT rates results from:

- An overall higher risk as the number of lanes or ADT rate increases regardless of markings;
- Recognition that multi-lane roadways with high ADT rates represent the most difficult scenarios for pedestrian crossings, and
- The fact that marked crossings draw pedestrians to cross in that location, particularly in areas where the crossing is perceived to be difficult.

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Rectangular Rapid Flash Beacon (RRFB)

Purpose

According to the National Highway Traffic Safety Administration, there were a total of 14,340 pedestrian fatalities and 193,000 pedestrian injuries resulting from pedestrian-vehicle crashes nationwide during the 2004-2006 period. Rectangular Rapid Flash Beacons (RRFB) can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.

Alternative Names

Light Emitting Diode (LED) Rapid-Flash System, Stutter Flash or LED Beacons.

Operation

- RRFBs are user-actuated amber LEDs that supplement warning signs at unsignalized intersections or mid-block crosswalks. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system.
- RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles.
- RRFBs may be installed on either two-lane or multi-lane roadways.

Potential Benefits

- RRFBs are a lower cost alternative to traffic signals and hybrid signals that are shown to increase driver yielding behavior at crosswalks significantly when supplementing standard pedestrian crossing warning signs and markings.
- An official FHWA-sponsored experimental implementation and evaluation conducted in St. Petersburg, Florida found that RRFBs at pedestrian crosswalks are dramatically more effective at increasing driver yielding rates to pedestrians than traditional overhead beacons.
- The novelty and unique nature of the stutter flash may elicit a greater response from drivers than traditional methods.
- The addition of RRFB may also increase the safety effectiveness of other treatments, such as the use of advance yield markings with YIELD (or STOP) HERE FOR PEDESTRIANS signs. These signs and markings are used to reduce the incidence of multiple-threat crashes at crosswalks on multi-lane roads (i.e., crashes where a vehicle in one lane stops to allow a pedestrian to cross the street while a vehicle in an adjacent lane, traveling in the same direction, strikes the pedestrian), but alone they only have a small effect on overall driver yielding rates.



This summary is one in a series describing Innovative Intersection Safety Treatments. The summaries identify new technologies and techniques to improve intersection safety developed since NCHRP Report 500, Volumes 5 and 12, were published in 2003 and 2004, respectively. These treatments show promise for improving safety but comprehensive effectiveness evaluations are not yet available.



Figure 1: Activated, solar-powered RRFB on a center island at an unsignalized intersection—beacons flash using an irregular flash pattern that is similar to emergency flashers on police vehicles



Figure 2: Activated, solar-powered, roadside RRFB at a mid-block crosswalk



Figure 3: Combined roadside and median system of solar-powered RRFB

Learn More

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FHWA Office of Safety

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See Also:

http://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/stpetersburgprpt/intro.htm
http://www.stpete.org/pdf/ite_paper_07.pdf

Agency Experience

“An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks,” along with “The Use of Stutter Flash LED Beacons to Increase Yielding to Pedestrians at Crosswalks,” presented at the Transportation Research Board Annual Meeting in 2008, summarized the results of two studies on the effects of RRFBs when used to supplement standard pedestrian crossing warning signs at crosswalks¹.

The former found that going from a no-beacon arrangement to a two-beacon system, mounted on the supplementary warning sign on the right side of the crossing, increased yielding from 18 percent to 81 percent. There was a further increase in yielding behavior, with a four-beacon system (with two beacons on both the right and left side of the crossing) to 88 percent. “An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks” also evaluated the sites over a 1-year period, and found that there was little to no decrease in yielding behavior over time.

Implementation Considerations

- Including RRFBs on the roadside increases driver yielding behavior significantly. Including RRFBs on a center island or median as well can further increase driver yielding behavior, although with a lower marginal benefit than roadside beacons.
- RRFBs can use manual push-buttons or automated passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.
- RRFBs typically receive power by standalone solar panel units, but may also be wired to a traditional power source.

Manual on Uniform Traffic Control Devices (MUTCD) Specifications

- The MUTCD gave interim approval to RRFBs for optional use in limited circumstances in July 2008. The interim approval allows for usage as a warning beacon to supplement standard pedestrian crossing warning signs and markings at either a pedestrian or school crossing; where the crosswalk approach is not controlled by a yield sign, stop sign, or traffic-control signal; or at a crosswalk at a roundabout.
- The MUTCD interim approval memo also contains other provisions for the implementation of the device and should be reviewed (http://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/fhwamemo.htm).

Costs

- Cost is approximately \$10,000 to \$15,000 for purchase and installation of two units (one on either side of a street). This includes solar panels for powering the units, pad lighting, indication units (for both sides of street) with RRFBs in the back and front of each unit, signage on both approaches, all posts, and either passive infrared detection or push buttons with audio instructions.
- Costs would be proportionately higher for additional units placed on a median island, etc.

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¹The two known studies of stutter flash were both conducted in Florida—one in Miami Beach and one in St. Petersburg. They are:

Sherbutt, J., R. Van Houten, and S. Turner. “An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks.” Presented at the Transportation Research Board Annual Meeting, Washington, DC, 2008.

Van Houten, R., R. Ellis, and E. Marmolejo. “The Use of Stutter Flash LED Beacons to Increase Yielding to Pedestrians at Crosswalks.” Presented at the Transportation Research Board Annual Meeting, Washington, DC, 2008.

Table 1 - Criteria for Crossing Treatments at Uncontrolled Locations

Roadway Configuration	# of lanes crossed to reach a refuge ⁽¹⁾	# of multiple threat lanes ⁽²⁾ per crossing	Roadway ADT and Posted Speed															
			1,500-9,000 vpd				9,000-12,000 vpd				12,000-15,000 vpd				> 15,000 vpd			
			≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph
2 Lanes (one way street)	2	1	A	B	C	E	A	B	C	E	B	B	C	E	B	C	C	E
2 Lanes (two way street with no median)	2	0	A	B	C	E	A	B	C	E	B	B	C	E	B	C	C	E
3 Lanes w/Raised Median	1 or 2	0 or 1	A	B	D	E	A	C	D	E	B	D	D	E	C	D	D	E
3 Lanes w/Striped Median	3	0 or 1	C	C	D	E	C	C	D	E	C	C	D	E	C	D	D	E
4 Lanes (two way street with no median)	4	2	A	D	D	E	B	D	D	E	B	D	D	E	D	D	D	E
5 Lanes w/Raised Median	2 or 3	2	A	B	D	E	B	C	D	E	B	C	D	E	C	C	D	E
5 Lanes w/Striped Median	5	2	D	D	D	E	D	D	D	E	D	D	D	E	D	D	D	E
6 Lanes (two way street with or without median)	3 to 6	4	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Notes:

- Painted medians can never be considered a refuge for a crossing pedestrian. Similarly, a 4 foot wide raised median next to a left turn lane can only be considered a refuge for pedestrians if the left turning volume is less than 20 vehicles per hour (meaning that in most cases the left turn lane is not occupied while the pedestrian is crossing).
- A multiple threat lane is defined as a through lane where it is possible for a pedestrian to step out from in front of a stopped vehicle in the adjacent travel lane (either through or turn lane).

Treatment Descriptions:

A *Install marked crosswalk with enhanced road-side signs*
Specific Guidance: Install marked crosswalk with "State Law - Yield to Pedestrian" signs mounted on the side of the roadway with standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations.

B *Install marked crosswalk with enhanced road-side and in-roadway (bollard mounted) signs*
Specific Guidance: Install marked crosswalk with "State Law - Yield to Pedestrian" signs mounted on the side of the roadway and on in-roadway bollards; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations.

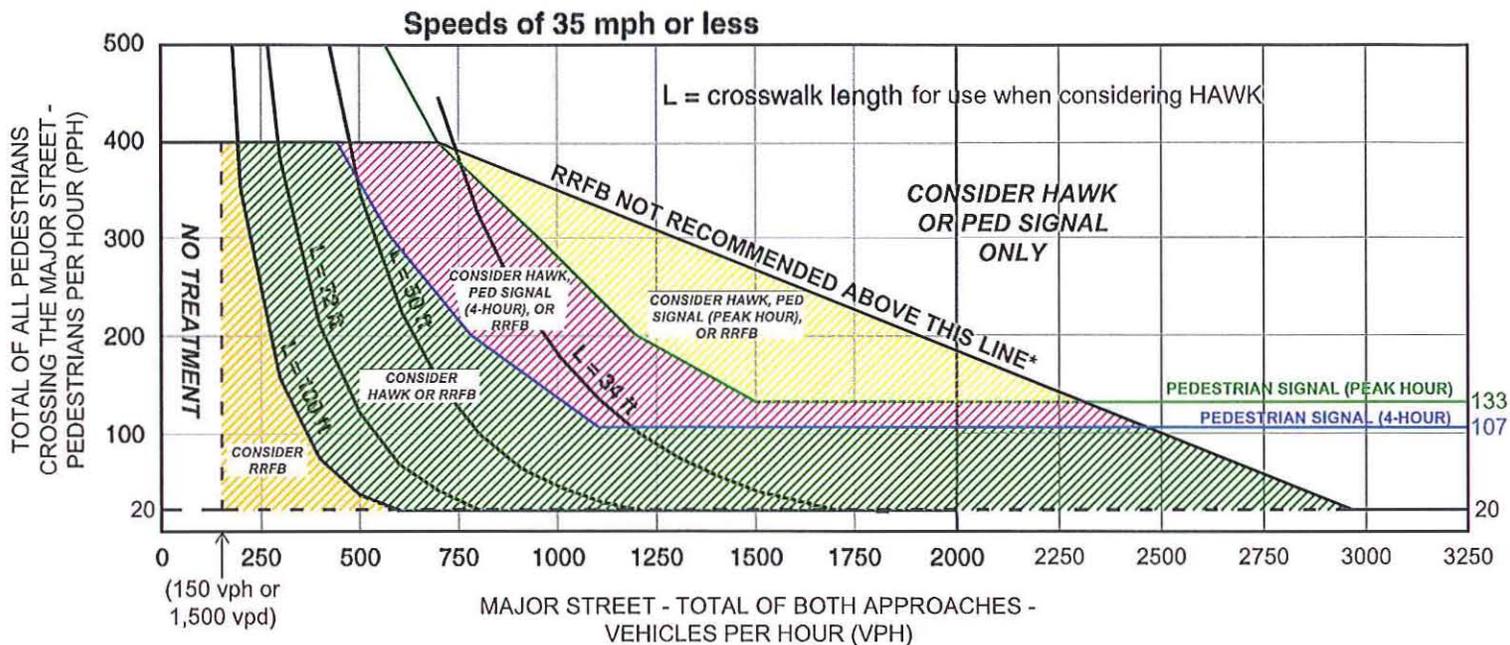
C *Install marked crosswalk with enhanced signs and geometric improvements to increase pedestrian visibility and reduce exposure*
Specific Guidance: For 2 or 3-lane roadways, install marked crosswalk with "State Law - Yield to Pedestrian" signs mounted on the side of the roadway and on in-roadway bollards or median mounted signs; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations. Add neckdowns or median refuge islands to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists.

D *Install marked crosswalk with enhanced signs, pedestrian activated RRFBs, and geometric improvements to increase pedestrian visibility and reduce exposure*
Specific Guidance: Install raised median refuge island (unless it is a one-way street or one already exists) to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists. [If a median refuge can not be constructed on a two-way street, Go To Scenario F]. Install marked crosswalk with "State Law - Yield to Pedestrian" signs WITH pedestrian activated RRFBs mounted on the side of the roadway and on median mounted signs; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations. Consider adding neckdowns at the crossing if on-street parking exists on the roadway and storm drain considerations will allow. [Note: If pedestrian volume falls above the RRFB limit line on Figure 2, consider Hawk beacon, pedestrian traffic signal, or grade-separated crossing.]

E *Do not install marked crosswalk at uncontrolled crossing. Determine if the speed limit can be effectively reduced to 40 mph AND a raised refuge median can be installed. If so, utilize Scenario D criteria above. If this is not possible, or if pedestrian volume falls above the RRFB limit line on Figure 2, consider HAWK beacon, pedestrian traffic signal, or grade-separated crossing.*
Specific Guidance: Consider HAWK beacon, pedestrian traffic signal or grade-separated crossing; application of these treatments will consider corridor signal progression, existing grades, physical constraints, and other engineering factors

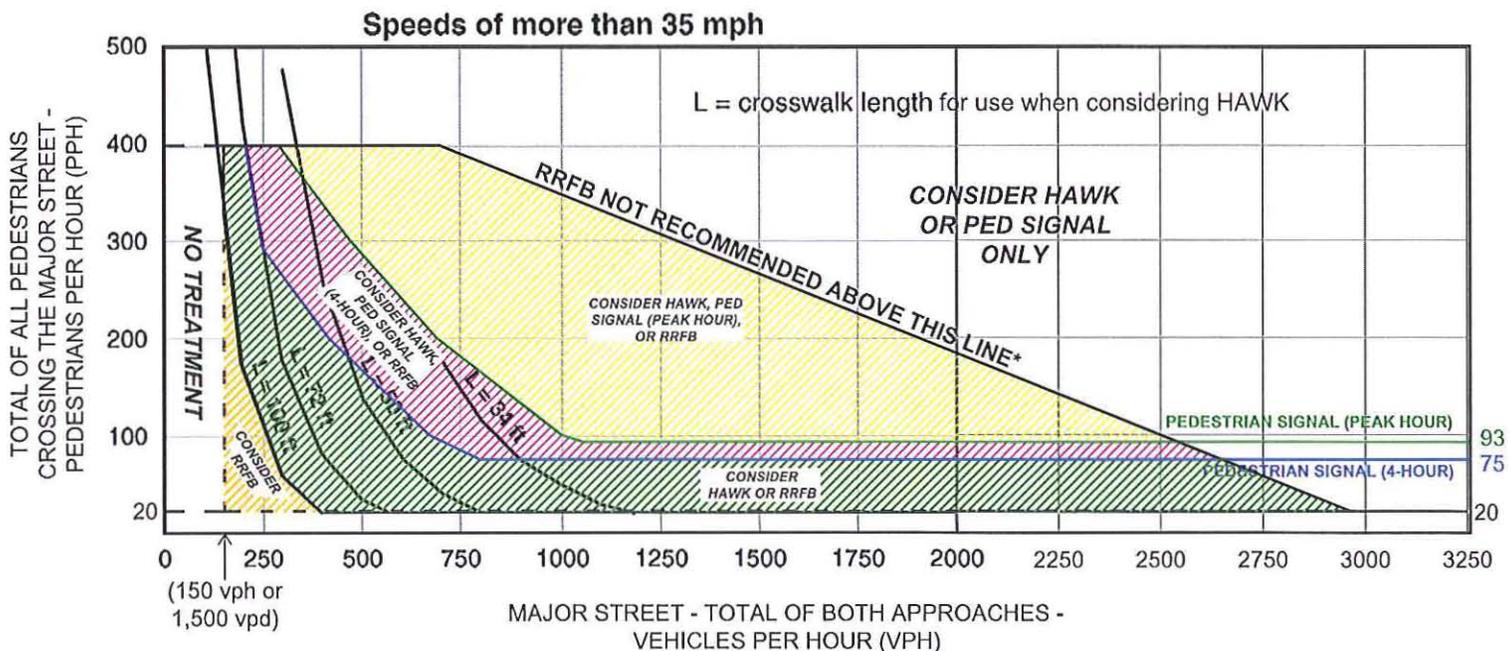
F *Do not install marked crosswalk at uncontrolled crossing with 3 or more THROUGH lanes per direction or where the speed limit is ≥ 45 mph and/or there is not a median refuge on a 5-lane crossing. Consider HAWK beacon, pedestrian traffic signal, or grade-separated crossing.*
Specific Guidance: Consider HAWK beacon, pedestrian traffic signal or grade-separated crossing; application of these treatments will consider corridor signal progression, existing grades, physical constraints, and other engineering factors

Figure 2a. City of Boulder Guidelines for the Installation of Pedestrian Hybrid (HAWK) Beacons, Pedestrian Signals, or Rectangular Rapid Flash Beacon (RRFB) Signs on Low-Speed Roadways



* RECOMMENDATION BASED ON CITY OF BOULDER SAFETY EVALUATIONS AT EXISTING RRFB SITES AND OBSERVED IMPACTS TO VEHICULAR TRAFFIC OPERATIONS

Figure 2b. City of Boulder Guidelines for the Installation of Pedestrian Hybrid (HAWK) Beacons, Pedestrian Signals, or Rectangular Rapid Flash Beacon (RRFB) Signs on High-Speed Roadways



* RECOMMENDATION BASED ON CITY OF BOULDER SAFETY EVALUATIONS AT EXISTING RRFB SITES AND OBSERVED IMPACTS TO VEHICULAR TRAFFIC OPERATIONS



To: Mayor Perry & City Council Members
From: City Administrator Mukerjee
Public Works Director Neal
Date: March 18, 2013, Regular Meeting
Re: **Approval of Visioning Scope of Work & Budget**

ATTACHMENTS: A. Scope of Work & Budget

TYPE OF ACTION:

Information Only Discussion Action Expenditure Required:

Recommendation/Action: Move to approve the attached scope of work and budget of \$33,389 for the visioning project and \$20,000 for the comprehensive plan update for a total of \$53,389 to be funded from fund balance of the General Fund, and authorize the Mayor to execute the necessary contracts.

Previous Council Review: During council retreat discussions.

Issue: Approve the scope of work and budget for the next phase of the visioning work and updates of the comprehensive planning maps, GIS analysis, and preparation of data for the comprehensive plan update.

Discussion: At the city council retreat there were extensive discussions on how to proceed with the next phase of the visioning project. Previously, Council had adopted the phase I of the visioning work as a basis for the comprehensive plan update, and unanimously voted to make this the #1 council priority for this year.

Council agreed to prioritize the approach and focus on two of the areas, namely, Uptown (Meridian/Milton Way) and Milltown (Pacific Highway) areas, and engage the assistance of KPG to complete the work.

The attached work plan includes:

- Meeting with Property Owners
- Writing Special Area Plans
- Conducting stakeholder meetings
- Developing special plans for these two areas
- Drafting form-based codes

The cost for the KPG portion of the work is estimated to be \$33,389. Additionally, approximately another \$20,000 would be needed for Gray & Osborne to perform GIS

analysis, prepare numerical data, and create new maps for the comprehensive plan update.

As discussed during the retreat, the suggested source of funds will come from fund balance of the General Fund. The General Fund ended fiscal year 2012 with a slightly higher ending fund balance than projected, due to higher than anticipated receipts of plan review and permit revenues.

EXHIBIT A

SCOPE OF WORK – Draft March 8, 2013

City of Milton Comprehensive Plan Update

KPG recently completed a City Visioning Study that identified economic and infrastructure opportunities, community gathering places, while preserving the character of the residential neighborhoods. This scope of work describes the tasks KPG and its subconsultants will perform in 2013 as part of the first phase to assist the City of Milton with its Comprehensive Plan Update. Future phases of the update may be required in 2014. When completed, the Comprehensive Plan Update will accommodate the population and traffic growth for the next 20 years, meet the Growth Management Act requirements, and incorporate the findings from the City Visioning Study, including adding special planning areas for the neighborhoods of the Uptown District, Mill Town District and Midtown Village.

Task 1: Project Management

This task covers the effort required to manage the contract and to assure that the project meets the client's expectations for schedule, budget, and quality of product. KPG will prepare monthly progress reports identifying work completed in the previous month, work in progress, upcoming work elements, and report any delays, problems, or additional information needs. These reports will be submitted with the invoices. KPG will prepare for and attend up to 3 coordination meetings with the City to seek input on the work effort as it progresses.

Task 2: Initial Land Owner Involvement

As part of the previous Visioning Study, KPG will meet with the land owners from the neighborhoods of the Uptown District and the Quarry Site. There will be no cost to the City for these meetings.

Task 3: Continued Land Owner Involvement

KPG will continue to meet with property owners from the four neighborhoods of the Uptown District, Mill Town District, Midtown Village and Quarry Site, and keep them informed of the Visioning and Comprehensive Plan Update process.

Task 4: Future Land Use

KPG will assist the City to assign future land use to each of the subareas consistent with the Vision. KPG will create a future land use map and demonstrate the City meets their land use growth targets. To direct the future land use assignment, KPG will present and seek input at up to 2 Planning Commission Meetings and 1 public involvement meeting.

Task 5: Uptown District and Milltown District Special Planning Areas

Based on the findings, conclusions and recommendations of the Visioning Study, KPG will write the Special Planning Areas section of the Land Use Element for the neighborhoods of the Uptown District and Milltown District. For both neighborhoods, KPG will prepare a short description of the area context, vision, goals and policies, and implementation strategies. As part of this task, KPG will create a draft form-based code for both neighborhoods and perform stakeholder meetings.

Task 6: Comprehensive Plan Support

As needed in 2013, KPG will provide direction and review City Staff's work to update the elements of the Comprehensive Plan. This work will be conducted on an as needed basis within the budget allowances assigned for this task.

EXHIBIT B



◆ Architecture ◆
 ◆ Landscape Architecture ◆
 ◆ Civil Engineering ◆

BUDGET SUMMARY

PROJECT: City of Milton Comprehensive Plan Update

DATE: March 8, 2013

			SUBCONSULTANT		
Task	Description	KPG	Inova Planning	Seth Harry Associates	Totals
1	Project Management	\$2,062	\$600		\$2,662
2	Initial Land Owner Involvement				
3	Continued Land Owner Involvement	\$2,563		\$300	\$2,863
4	Future Land Use	\$3,893	\$3,500	\$600	\$7,993
5	Special Planning Areas	\$6,746	\$8,200	\$2,100	\$17,046
6	Comprehensive Plan Support	\$474	\$2,700		\$3,174
	Direct Expense	\$100			\$100
Totals		\$15,839	\$15,000	\$3,000	\$33,839

EXHIBIT B



◆ Architecture
◆ Landscape Architecture
◆ Civil Engineering ◆

PROJECT: City of Milton Comprehensive Plan Update

DATE: March 8, 2013

BUDGET DETAIL

		SUMMARY OF STAFF LABOR HOURS BY TASK								
		KPG Senior Manager	KPG Planner	KPG Support	Inova Senior Planner	Inova Land Use Planner	SH Ass. Senior Designer	SH Ass. Designer	Hours	Task Total
TASK #	TASK DESCRIPTION	168.00	118.57	85.68	150.00	100.00	150.00	90.00		
1	Project Management									
	Task 1 Hours =	6	6	4	4				20	\$2,662
2	Initial Land Owner Involvement									
	Task 2 Hours =									
3	Continued Land Owner Involvement									
	Task 3 Hours =	10	6	2			2		20	\$2,863
4	Future Land Use									
	Task 4 Hours =	6	20	6	10	20	4		66	\$7,993
5	Special Planning Areas									
	Task 5 Hours =	8	34	16	40	22	8	10	138	\$17,046
6	Comprehensive Plan Support									
	Task 6 Hours =		4		18				22	\$3,174
OTHER DIRECT COSTS										
	Mileage and Printing									\$100
	Hours	30	70	28	72	42	14	10	266	
	Total	\$5,040	\$8,300	\$2,399	\$10,800	\$4,200	\$2,100	\$900		
									LABOR TOTAL =	\$33,839



To: Mayor Perry & City Council Members
From: City Administrator Mukerjee
Date: March 18, 2013, Regular Meeting
Re: **Ordinance Amending Business License Requirements**

ATTACHMENTS: A. Ordinance

TYPE OF ACTION:

Information Only Discussion Action Expenditure Required:

Recommendation/Action: Move to approve the attached ordinance amending business license application requirements.

Previous Council Review:

Issue: Require proof of a valid state license for issuance of a city businesses license for certain businesses.

Discussion: I- 502 allows marijuana related businesses provided they obtain a state license.

The proposed amendment would require proof of a valid state license as part of applying for a city business license. This would provide a greater degree of legal protection to the city when it has to comply with state regulations, especially when they are in conflict with federal law. This amendment would mirror state law, which is the basis for the city's licensing authority.

Passage of the attached ordinance is recommended.

CITY OF MILTON
ORDINANCE ~~XXXX~~1820-13

AN ORDINANCE OF THE CITY OF MILTON, WASHINGTON; AMENDING MMC 5.04.180 TO REQUIRE PROOF OF VALID STATE LICENCE FOR CERTAIN BUSINESSES FOR OBTAINING A BUSINESS LICENSE; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Chapter 5.04 of the City of Milton Municipal Code sets forth the regulations relating to business licenses; and

WHEREAS, the City Council desires to amend MMC 5.04.180 to clarify that no business licenses will be issued until proof of state license is provided for businesses that require a state license.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MILTON, WASHINGTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. MMC Section 5.04.180 is amended to read as follows:

5.04.180 Application – Denial or Revocation

The city license officer may deny an application for a business license, or revoke a business license previously issued, upon the following grounds:

- A. The making of a false statement of material fact in the application for a business license or in any data or information required to be submitted with such application; or
- B. The licensee has failed to comply with any of the provisions of this title; or
- C. The licensee’s continued conduct of the business for which the license was issued will result in a danger to the public health, safety, or welfare by reason of any of the following:
 - 1. The licensee, his/her employees or agents have been convicted of a crime which bears a direct relationship to the conduct of the business under the license issued pursuant to this title; or
 - 2. The licensee, or his/her agents or employees, have in the conduct of the business violated any law or ordinance relating to public health or safety; or

3. The conduct of the business for which the license was issued has resulted in the creation of a public nuisance as defined in the Milton Municipal Code, or in state law;

D. The application for business license is not in full- compliance with ~~any applicable~~ city regulations, ~~the general laws of the~~ and regulations and state law of Washington, or any applicable provisions of federal law; or

E. The applicant has not provided proof of a valid state license, which is required for this business.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by State or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This Ordinance shall take effect and be in full force 5 days after its publication.

PASSED AND APPROVED at the regular meeting of the Council of the City of Milton, Washington, this 18th day of March, 2013.

Debra Perry, Mayor

Attest/Authenticated:

Lisa Tylor, City Clerk

Approved as to form:

Bio Park, City Attorney

FILED WITH THE CITY CLERK:

Back to Agenda Bill

PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO: