



City of Tacoma

## Questions and Answers

### Portland Avenue Vision Zero Improvements – Design RFQ Specification No. PW24-0308F

All interested parties had the opportunity to submit questions in writing by email to Carly Fowler, Senior Buyer by February 13, 2025. Questions were also asked during the pre-proposal meeting which was held on February 6, 2025. Questions 2 – 10 were asked during the pre-proposal meeting. The answers to the questions received are provided below and posted to the City's website at [www.TacomaPurchasing.org](http://www.TacomaPurchasing.org). Navigate to [Current Contracting Opportunities / Services Solicitations](#), and then click *Questions and Answers* for this Specification. This information IS NOT considered an addendum. Respondents should consider this information when submitting their proposals.

- 1. Question:** In the RFQ it states “The City recommends that the Respondent’s SOQ submittals in PDF format be limited to no more than 16 pages (or 8 pages front and back, and not including City of Tacoma required forms” I just want to clarify that resumes ARE included as part of the 16 pages? Can we use 11x17 paper if needed?

**Answer:** The City’s recommendations within the General Guidelines of the RFQ are recommendations, and not requirements. In the past, the City has indicated that the cover page is not typically counted as part of the page count. If the SOQ submittal exceeds 16 pages, whether due to resume information or for another reason it does not disqualify a consultant team.

It is recommended that the page size be kept to the letter format size (8.5” by 11”) unless a larger 11” by 17” paper size is needed for legibility of an included graphic, diagram, or map.

- 2. Question:** Has there been any discussion to underground existing overhead utilities?

**Answer:** No; there has not been any substantive discussion related to the potential of converting the existing power & communication lines to underground. At this time, it is not anticipated that undergrounding of existing overhead utilities will be included as part of the project.

- 3. Question:** Is there an expectation for additional lighting for the shared use path or protected bike lanes?

**Answer:** Additional lighting for the shared use path or protected bike lanes is not specifically called out in the RFQ. Lighting should be consistent with City’s Right-of-Way Design Manual, MUTCD, and AASHTO standards at the time of design.

The City of Tacoma is currently in the process of revising certain chapters of its Right-of-Way Design Manual, and a Draft Design Manual is available online. Sections 5.3 and 10.12 of the Draft Design Manual include some guidance for illumination along shared-use paths.



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- 4. Question:** What is the intention for modeling and the model details in the RFQ? Two models are listed (City of Tacoma and the PSRC model) – what is the expectation to utilize those? Are those being used for mode split, starting points, screen lines? Clarify the intention.

**Answer:** The City of Tacoma Travel Demand Model and the PSRC Model are listed in the RFQ as reference sources/models to help inform the parameters of the transportation simulation model to be developed by the selected consultant for this project/study. The model to be developed for this project/study should be as consistent as practicable with the inputs/information used by those referenced models. If that's not possible, then the City will be relying on the consultant to highlight the different parameters/content and guide the City in determining what combination of model parameters is best to utilize towards the project's/study's objectives.

- 5. Question:** Have there been any detractors, or opposition to the project based on outreach done so far?

**Answer:** The project is still in the early stages and formal outreach to the general public specifically related to this project has not yet started, besides an announcement that the funding for design of the project has been secured.

In general road diet projects can sometimes face opposition based on a perception that the projects may increase congestion. The 2023 press release and associated City of Tacoma Government social media post also resulted in some questions from the general public about allocations of public funds for a traffic calming road improvement project.

- 6. Question:** Based on public outreach that has been completed so far, is there a sense of a preferred alternative?

**Answer:** Proposed alternatives have not yet been presented to the community. In general discussions with community groups regarding the concept of improvements in this area, we've heard clear guidance that painted bike lanes are not sufficient.

On December 1, 2023, the City of Tacoma Government Facebook page shared news that the grant for the project design had been secured. Some of the suggestions entered as comments on that post included installation of a speed camera at the intersection of 44<sup>th</sup> Street, a desire for roundabouts, an aversion to unshielded LED lights, and concrete barricades between the bike lane and the car lanes.

As indicated in the RFQ, the traffic study will need to include an analysis of the potential for roundabouts at signalized intersections. This requirement to include an analysis of the potential for roundabouts stems, in part, from the public's request to have the option explored.

- 7. Question:** Is the intent that this project will connect to the planned improvements on Puyallup Ave?

**Answer:** Yes; there is an intent for this project to connect to the spuyaləpabš regional trail along the Puyallup Avenue Corridor, as well as other projects in the vicinity that promote active transportation.

Notable City of Tacoma projects in the area that may need to be considered while designing this project include:

[Puyallup Avenue Corridor Improvements with Pedestrian Access to Fife](#)



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[Portland Ave Freight & Access Improvements](#)  
[E Portland Ave \(56-64\) Overlay](#)  
[E 38th St \(Portland-SR 7\) Overlay](#)  
[Fishing Wars Memorial Bridge Phase 2](#)

Sound Transit's Link Extension project will also greatly affect how people travel along the Portland Avenue Corridor.

[Tacoma Dome Link Extension](#)

**8. Question:** Have the 2025 road safety audits been identified yet, and is Portland Avenue a potential candidate?

**Answer:** The City of Tacoma is not planning to do a Road Safety Audit of Portland Avenue. The Puyallup Tribe of Indians has a 2015 Safety Plan as well as a 2016 Roadway Safety Audit. Both documents have been linked to the project webpage ([cityoftacoma.org/capital-projects/Portland-Ave-Vision-Zero](http://cityoftacoma.org/capital-projects/Portland-Ave-Vision-Zero)) for reference under Project Related Documents.

**9. Question:** Will the City contract be for final design or first just traffic study & preliminary concept?

**Answer:** The scope of the contract will be to complete a final design as well as preliminary planning activities. Please refer to the Scope of Work section of the online RFQ (pages 28-31 of the pdf).

**10. Question:** Are you aware of any utility replacement projects from ES?

**Answer:** Currently there are no wastewater or stormwater projects planned within the project area.

**11. Question:** Can you please provide more information and clarity on this question? "Provide a range of the typical "Standard of Care" for a project of this size and type. The range should be a percentage of the cost of errors and omissions to the total construction contract cost." Are you looking for percentage or steps we take to minimize costs, errors and omissions, etc.

**Answer:** The City aims to establish shared expectations regarding a realistic standard of care and mutual agreement on what constitutes a reasonable level of errors and omissions in the design. To help facilitate that shared understanding, the City requests that prospective consultant teams provide an estimated percentage of the cost of errors and omissions to the total construction contract cost. The City's Federally funded capital improvement projects typically assume a 10% construction contingency for unforeseen conditions but is looking for a better understanding of the industries standard of care i.e. what could be expected on top of that contingency.

**12. Question:** On page 34 of 80 under Customer Service and Schedule it states "Identify any proposed subcontractors, including their signed commitment to the team and project....." do you want signatures from each subconsultant included in the proposal?

**Answer:** Completion of the required Signature Page (See Appendix A – Signature Page) is sufficient for providing certification that the SOQ package meets non-collusion requirements. Consultant teams are advised to identify proposed subcontractors as a



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way to demonstrate the overall team's qualifications, experience, approach to developing and providing deliverables, and approach to meeting DBE requirements.

**13. Question:** For the Traffic Study, does the City have a preference of using Synchro/SimTraffic or Vissim for the traffic simulation model?

**Answer:** The City does not have a preference in what type of traffic simulation model is used. Whatever model is proposed, along with its inherent features/capabilities, shall be able to provide/perform the expectations of the RFQ. The City is relying on the respondents and their expertise to assess those needs/objectives and to propose the right tool and ultimate deliverable(s) to best carry out the work of the project/study and inform City decisions.