PS&T COMMITTEE AGENDA

November 5, 2015 - North Conference Room

21630 11th Avenue South – Des Moines 98198

5:30P – 6:50P

1. Approval of minutes of 7/02/2015 meeting

2. Police Department Update

   (Informational Item – 20 min)

   Staff will update Committee members on various topics to include the current staffing challenges and the new hires; the new PD vehicles coming online; the "Coffee With a Cop" program to include a "Town Hall" type meeting once a year; and the Ferguson Department of Justice findings and how it relates to the Des Moines Police Department.

3. Comprehensive Transportation Plan (CTP) Update

   (Discussion Item – 20 min)

   Staff will provide information on the CTP Update currently underway. Staff intends to highlight the significant changes as well as changes that have policy implications.

4. Pavement Management Program

   (Discussion Item – 20 min)

   Staff will discuss the outlook for the Pavement Management Program in 2016 and 2017 in the light of the upcoming additional resources being allocated for the TBD increase and any potential additional increase for local roads.

5. Redondo Boardwalk Update

   (Discussion Item – 10 min)

   Staff will update Committee on the Redondo Boardwalk project including remaining items to finalize design and preliminary construction advertisement and construction schedule

6. 2016 Work Program

   (Discussion Item – 10 min)

   Staff will brief the Committee on the tentative PS&T work plan for 2016.

Draft Des Moines City Council PS&T Committee Minutes – 7/02/2015

Meeting called to order: 5:28 PM on July 2, 2015, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members
Vic Pennington - Chair
Dave Kaplan
Luisa Bangs - Excused

Other City Staff
Michael Matthias – Assistant City Manager
Dan Brewer – Planning, Building & PW Director
Brandon Carver – Engineering Services Manager
Andrew Merges – Associate Engineer
Dunyele Mason – Finance Director
Peggy Volin – Admin Asst II

AGENDA:

1. Approval of Minutes from 4/02/2015 meeting
2. CIP Updates
3. Transportation CIP

MEETING:

1. Approval of Minutes from 4/02/2015 meeting: Unanimously approved.

2. CIP Updates: Engineering Services Manager, Brandon Carver and Associate Engineer, Andrew Merges updated the Committee on the CIP active projects for this year and those planned for the second half of 2015. So far the completed projects include 24th Avenue S (208th – 216th); Saltwater State Park Bridge Seismic Retro-fit; and the Redondo Parking Management Plan. The current/planned projects include the Redondo Boardwalk Repairs; 216th Segment 1A (24th – SR-99); Pavement Management Program; Citywide Arterial Safety Improvements; Barnes Creek Trail; Annual Sidewalk Program; South 268th Street Sidewalks (SRTS); South 224th Street (Pac Hwy – 30th Ave S); and 24th Avenue S – Midway Elementary Sidewalks. Brandon also listed the projects that staff will be applying for grant funding in 2015 which include the Redondo Boardwalk Repairs; S 216th Segment 3 (11th – 18th); and MVD/South 240th Street Intersection.

   Andrew brought the Committee up to date on the recent meeting with Exeltech, the consultants hired for the Boardwalk Repair Project. He handed out a summary of the three alternatives given and said that staff is recommending Alternative 3 which completely replaces the current timber structure with a concrete one and encapsulates the existing piles from the top to 2 feet below the ground line. The expected service life for this alternative is 50+ years vs. 20 years for Alternative 1 and 20-30 years for alternative 2. He stated the limiting factors for the service life is the remaining service

life of existing piles and seawall. If the encapsulation of the piles is not done during this rehabilitation the service life will be reduced by as much as half.

3. Transportation CIP: Engineering Services Manager, Brandon Carver and Finance Director Dunyele Mason went over the working draft of the 2016-2021 Capital Improvement Plan (CIP). The CIP provides a multi-year list of proposed major capital and major repair expenditures for the City. This plan attempts to set funding strategies not only for the current year, but also for the next five years to project future needs for major construction, land acquisition and equipment needs that improve the cultural environment, capital infrastructure and recreational opportunities for the citizens of Des Moines. Capital expenditures are viewed not only in the context of how much the new project will cost, but also what impact the project will have on the City's operating budget. Much of the discussion revolved around the priorities for use of the anticipated 2016 REET revenue.

Minutes submitted by:
Peggy Volin
Administrative Assistant II

Investigation of the Ferguson Police Department

United States Department of Justice
Civil Rights Division

March 4, 2015

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I. REPORT SUMMARY

The Civil Rights Division of the United States Department of Justice opened its investigation of the Ferguson Police Department ("FPD") on September 4, 2014. This investigation was initiated under the pattern-or-practice provision of the Violent Crime Control and Law Enforcement Act of 1994, 42 U.S.C. § 14141, the Omnibus Crime Control and Safe Streets Act of 1968, 42 U.S.C. § 3789d ("Safe Streets Act"), and Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d ("Title VI"). This investigation has revealed a pattern or practice of unlawful conduct within the Ferguson Police Department that violates the First, Fourth, and Fourteenth Amendments to the United States Constitution, and federal statutory law.

Over the course of the investigation, we interviewed City officials, including City Manager John Shaw, Mayor James Knowles, Chief of Police Thomas Jackson, Municipal Judge Ronald Brockmeyer, the Municipal Court Clerk, Ferguson's Finance Director, half of FPD's sworn officers, and others. We spent, collectively, approximately 100 person-days onsite in Ferguson. We participated in ride-alongs with on-duty officers, reviewed over 35,000 pages of police records as well as thousands of emails and other electronic materials provided by the police department. Enlisting the assistance of statistical experts, we analyzed FPD's data on stops, searches, citations, and arrests, as well as data collected by the municipal court. We observed four separate sessions of Ferguson Municipal Court, interviewing dozens of people charged with local offenses, and we reviewed third-party studies regarding municipal court practices in Ferguson and St. Louis County more broadly. As in all of our investigations, we sought to engage the local community, conducting hundreds of in-person and telephone interviews of individuals who reside in Ferguson or who have had interactions with the police department. We contacted ten neighborhood associations and met with each group that responded to us, as well as several other community groups and advocacy organizations. Throughout the investigation, we relied on two police chiefs who accompanied us to Ferguson and who themselves interviewed City and police officials, spoke with community members, and reviewed FPD policies and incident reports.

We thank the City officials and the rank-and-file officers who have cooperated with this investigation and provided us with insights into the operation of the police department, including the municipal court. Notwithstanding our findings about Ferguson's approach to law enforcement and the policing culture it creates, we found many Ferguson police officers and other City employees to be dedicated public servants striving each day to perform their duties lawfully and with respect for all members of the Ferguson community. The importance of their often-selfless work cannot be overstated.

We are also grateful to the many members of the Ferguson community who have met with us to share their experiences. It became clear during our many conversations with Ferguson residents from throughout the City that many residents, black and white, genuinely embrace Ferguson's diversity and want to reemerge from the events of recent months a truly inclusive, united community. This Report is intended to strengthen those efforts by recognizing the harms caused by Ferguson's law enforcement practices so that those harms can be better understood and overcome.

Ferguson's law enforcement practices are shaped by the City's focus on revenue rather than by public safety needs. This emphasis on revenue has compromised the institutional character of Ferguson's police department, contributing to a pattern of unconstitutional policing, and has also shaped its municipal court, leading to procedures that raise due process concerns and inflict unnecessary harm on members of the Ferguson community. Further, Ferguson's police and municipal court practices both reflect and exacerbate existing racial bias, including racial stereotypes. Ferguson's own data establish clear racial disparities that adversely impact African Americans. The evidence shows that discriminatory intent is part of the reason for these disparities. Over time, Ferguson's police and municipal court practices have sown deep mistrust between parts of the community and the police department, undermining law enforcement legitimacy among African Americans in particular.

Focus on Generating Revenue

The City budgets for sizeable increases in municipal fines and fees each year, exhorts police and court staff to deliver those revenue increases, and closely monitors whether those increases are achieved. City officials routinely urge Chief Jackson to generate more revenue through enforcement. In March 2010, for instance, the City Finance Director wrote to Chief Jackson that "unless ticket writing ramps up significantly before the end of the year, it will be hard to significantly raise collections next year. . . . Given that we are looking at a substantial sales tax shortfall, it's not an insignificant issue." Similarly, in March 2013, the Finance Director wrote to the City Manager: "Court fees are anticipated to rise about 7.5%. I did ask the Chief if he thought the PD could deliver 10% increase. He indicated they could try." The importance of focusing on revenue generation is communicated to FPD officers. Ferguson police officers from all ranks told us that revenue generation is stressed heavily within the police department, and that the message comes from City leadership. The evidence we reviewed supports this perception.

Police Practices

The City's emphasis on revenue generation has a profound effect on FPD's approach to law enforcement. Patrol assignments and schedules are geared toward aggressive enforcement of Ferguson's municipal code, with insufficient thought given to whether enforcement strategies promote public safety or unnecessarily undermine community trust and cooperation. Officer evaluations and promotions depend to an inordinate degree on "productivity," meaning the number of citations issued. Partly as a consequence of City and FPD priorities, many officers appear to see some residents, especially those who live in Ferguson's predominantly African-American neighborhoods, less as constituents to be protected than as potential offenders and sources of revenue.

This culture within FPD influences officer activities in all areas of policing, beyond just ticketing. Officers expect and demand compliance even when they lack legal authority. They are inclined to interpret the exercise of free-speech rights as unlawful disobedience, innocent movements as physical threats, indications of mental or physical illness as belligerence. Police supervisors and leadership do too little to ensure that officers act in accordance with law and policy, and rarely respond meaningfully to civilian complaints of officer misconduct. The result is a pattern of stops without reasonable suspicion and arrests without probable cause in violation of the Fourth Amendment; infringement on free expression, as well as retaliation for protected

expression, in violation of the First Amendment; and excessive force in violation of the Fourth Amendment.

Even relatively routine misconduct by Ferguson police officers can have significant consequences for the people whose rights are violated. For example, in the summer of 2012, a 32-year-old African-American man sat in his car cooling off after playing basketball in a Ferguson public park. An officer pulled up behind the man's car, blocking him in, and demanded the man's Social Security number and identification. Without any cause, the officer accused the man of being a pedophile, referring to the presence of children in the park, and ordered the man out of his car for a pat-down, although the officer had no reason to believe the man was armed. The officer also asked to search the man's car. The man objected, citing his constitutional rights. In response, the officer arrested the man, reportedly at gunpoint, charging him with eight violations of Ferguson's municipal code. One charge, Making a False Declaration, was for initially providing the short form of his first name (e.g., "Mike" instead of "Michael"), and an address which, although legitimate, was different from the one on his driver's license. Another charge was for not wearing a seat belt, even though he was seated in a parked car. The officer also charged the man both with having an expired operator's license, and with having no operator's license in his possession. The man told us that, because of these charges, he lost his job as a contractor with the federal government that he had held for years.

Municipal Court Practices

Ferguson has allowed its focus on revenue generation to fundamentally compromise the role of Ferguson's municipal court. The municipal court does not act as a neutral arbiter of the law or a check on unlawful police conduct. Instead, the court primarily uses its judicial authority as the means to compel the payment of fines and fees that advance the City's financial interests. This has led to court practices that violate the Fourteenth Amendment's due process and equal protection requirements. The court's practices also impose unnecessary harm, overwhelmingly on African-American individuals, and run counter to public safety.

Most strikingly, the court issues municipal arrest warrants not on the basis of public safety needs, but rather as a routine response to missed court appearances and required fine payments. In 2013 alone, the court issued over 9,000 warrants on cases stemming in large part from minor violations such as parking infractions, traffic tickets, or housing code violations. Jail time would be considered far too harsh a penalty for the great majority of these code violations, yet Ferguson's municipal court routinely issues warrants for people to be arrested and incarcerated for failing to timely pay related fines and fees. Under state law, a failure to appear in municipal court on a traffic charge involving a moving violation also results in a license suspension. Ferguson has made this penalty even more onerous by only allowing the suspension to be lifted after payment of an owed fine is made in full. Further, until recently, Ferguson also added charges, fines, and fees for each missed appearance and payment. Many pending cases still include such charges that were imposed before the court recently eliminated them, making it as difficult as before for people to resolve these cases.

The court imposes these severe penalties for missed appearances and payments even as several of the court's practices create unnecessary barriers to resolving a municipal violation. The court often fails to provide clear and accurate information regarding a person's charges or court obligations. And the court's fine assessment procedures do not adequately provide for a defendant to seek a fine reduction on account of financial incapacity or to seek alternatives to

payment such as community service. City and court officials have adhered to these court practices despite acknowledging their needlessly harmful consequences. In August 2013, for example, one City Councilmember wrote to the City Manager, the Mayor, and other City officials lamenting the lack of a community service option and noted the benefits of such a program, including that it would "keep those people that simply don't have the money to pay their fines from constantly being arrested and going to jail, only to be released and do it all over again."

Together, these court practices exacerbate the harm of Ferguson's unconstitutional police practices. They impose a particular hardship upon Ferguson's most vulnerable residents, especially upon those living in or near poverty. Minor offenses can generate crippling debts, result in jail time because of an inability to pay, and result in the loss of a driver's license, employment, or housing.

We spoke, for example, with an African-American woman who has a still-pending case stemming from 2007, when, on a single occasion, she parked her car illegally. She received two citations and a $151 fine, plus fees. The woman, who experienced financial difficulties and periods of homelessness over several years, was charged with seven Failure to Appear offenses for missing court dates or fine payments on her parking tickets between 2007 and 2010. For each Failure to Appear, the court issued an arrest warrant and imposed new fines and fees. From 2007 to 2014, the woman was arrested twice, spent six days in jail, and paid $550 to the court for the events stemming from this single instance of illegal parking. Court records show that she twice attempted to make partial payments of $25 and $50, but the court returned those payments, refusing to accept anything less than payment in full. One of those payments was later accepted, but only after the court's letter rejecting payment by money order was returned as undeliverable. This woman is now making regular payments on the fine. As of December 2014, over seven years later, despite initially owing a $151 fine and having already paid $550, she still owed $541.

Racial Bias

Ferguson's approach to law enforcement both reflects and reinforces racial bias, including stereotyping. The harms of Ferguson's police and court practices are borne disproportionately by African Americans, and there is evidence that this is due in part to intentional discrimination on the basis of race.

Ferguson's law enforcement practices overwhelmingly impact African Americans. Data collected by the Ferguson Police Department from 2012 to 2014 shows that African Americans account for 85% of vehicle stops, 90% of citations, and 93% of arrests made by FPD officers, despite comprising only 67% of Ferguson's population. African Americans are more than twice as likely as white drivers to be searched during vehicle stops even after controlling for non-race based variables such as the reason the vehicle stop was initiated, but are found in possession of contraband 26% less often than white drivers, suggesting officers are impermissibly considering race as a factor when determining whether to search. African Americans are more likely to be cited and arrested following a stop regardless of why the stop was initiated and are more likely to receive multiple citations during a single incident. From 2012 to 2014, FPD issued four or more citations to African Americans on 73 occasions, but issued four or more citations to non-African Americans only twice. FPD appears to bring certain offenses almost exclusively against African Americans. For example, from 2011 to 2013, African Americans accounted for 95% of Manner of Walking in Roadway charges, and 94% of all Failure to Comply charges. Notably, with

respect to speeding charges brought by FPD, the evidence shows not only that African Americans are represented at disproportionately high rates overall, but also that the disparate impact of FPD's enforcement practices on African Americans is 48% larger when citations are issued not on the basis of radar or laser, but by some other method, such as the officer's own visual assessment.

These disparities are also present in FPD's use of force. Nearly 90% of documented force used by FPD officers was used against African Americans. In every canine bite incident for which racial information is available, the person bitten was African American.

Municipal court practices likewise cause disproportionate harm to African Americans. African Americans are 68% less likely than others to have their cases dismissed by the court, and are more likely to have their cases last longer and result in more required court encounters. African Americans are at least 50% more likely to have their cases lead to an arrest warrant, and accounted for 92% of cases in which an arrest warrant was issued by the Ferguson Municipal Court in 2013. Available data show that, of those actually arrested by FPD only because of an outstanding municipal warrant, 96% are African American.

Our investigation indicates that this disproportionate burden on African Americans cannot be explained by any difference in the rate at which people of different races violate the law. Rather, our investigation has revealed that these disparities occur, at least in part, because of unlawful bias against and stereotypes about African Americans. We have found substantial evidence of racial bias among police and court staff in Ferguson. For example, we discovered emails circulated by police supervisors and court staff that stereotype racial minorities as criminals, including one email that joked about an abortion by an African-American woman being a means of crime control.

City officials have frequently asserted that the harsh and disparate results of Ferguson's law enforcement system do not indicate problems with police or court practices, but instead reflect a pervasive lack of "personal responsibility" among "certain segments" of the community. Our investigation has found that the practices about which area residents have complained are in fact unconstitutional and unduly harsh. But the City's personal-responsibility refrain is telling: it reflects many of the same racial stereotypes found in the emails between police and court supervisors. This evidence of bias and stereotyping, together with evidence that Ferguson has long recognized but failed to correct the consistent racial disparities caused by its police and court practices, demonstrates that the discriminatory effects of Ferguson's conduct are driven at least in part by discriminatory intent in violation of the Fourteenth Amendment.

Community Distrust

Since the August 2014 shooting death of Michael Brown, the lack of trust between the Ferguson Police Department and a significant portion of Ferguson's residents, especially African Americans, has become undeniable. The causes of this distrust and division, however, have been the subject of debate. Police and other City officials, as well as some Ferguson residents, have insisted to us that the public outcry is attributable to "outside agitators" who do not reflect the opinions of "real Ferguson residents." That view is at odds with the facts we have gathered during our investigation. Our investigation has shown that distrust of the Ferguson Police Department is longstanding and largely attributable to Ferguson's approach to law enforcement. This approach results in patterns of unnecessarily aggressive and at times unlawful policing;

reinforces the harm of discriminatory stereotypes; discourages a culture of accountability; and neglects community engagement. In recent years, FPD has moved away from the modest community policing efforts it previously had implemented, reducing opportunities for positive police-community interactions, and losing the little familiarity it had with some African-American neighborhoods. The confluence of policing to raise revenue and racial bias thus has resulted in practices that not only violate the Constitution and cause direct harm to the individuals whose rights are violated, but also undermine community trust, especially among many African Americans. As a consequence of these practices, law enforcement is seen as illegitimate, and the partnerships necessary for public safety are, in some areas, entirely absent.

Restoring trust in law enforcement will require recognition of the harms caused by Ferguson's law enforcement practices, and diligent, committed collaboration with the entire Ferguson community. At the conclusion of this report, we have broadly identified the changes that are necessary for meaningful and sustainable reform. These measures build upon a number of other recommended changes we communicated verbally to the Mayor, Police Chief, and City Manager in September so that Ferguson could begin immediately to address problems as we identified them. As a result of those recommendations, the City and police department have already begun to make some changes to municipal court and police practices. We commend City officials for beginning to take steps to address some of the concerns we have already raised. Nonetheless, these changes are only a small part of the reform necessary. Addressing the deeply embedded constitutional deficiencies we found demands an entire reorientation of law enforcement in Ferguson. The City must replace revenue-driven policing with a system grounded in the principles of community policing and police legitimacy, in which people are equally protected and treated with compassion, regardless of race.

II. BACKGROUND

The City of Ferguson is one of 89 municipalities in St. Louis County, Missouri.[1] According to United States Census Data from 2010, Ferguson is home to roughly 21,000 residents.[2] While Ferguson's total population has stayed relatively constant in recent decades, Ferguson's racial demographics have changed dramatically during that time. In 1990, 74% of Ferguson's population was white, while 25% was black.[3] By 2000, African Americans became the new majority, making up 52% of the City's population.[4] According to the 2010 Census, the black population in Ferguson has grown to 67%, whereas the white population has decreased to 29%.[5] According to the 2009-2013 American Community Survey, 25% of the City's population lives below the federal poverty level.[6]

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[1] *See 2012 Census of Governments*, U.S. Census Bureau (Sept. 2013), *available at* http://factfinder.census.gov/bkmk/table/1.0/en/COG/2012/ORG13.ST05P?slice=GEO~0400000US29 (last visited Feb. 26, 2015).

[2] *See 2010 Census*, U.S. Census Bureau (2010), *available at* http://factfinder.census.gov/bkmk/table/1.0/en/DEC/10_SF1/QTP3/1600000US2923986 (last visited Feb. 26, 2015).

[3] *See 1990 Census of Population General Population Characteristics Missouri*, U.S. Census Bureau (Apr. 1992), *available at* ftp://ftp2.census.gov/library/publications/1992/dec/cp-1-27.pdf (last visited Feb. 26, 2015).

[4] *See Race Alone or in Combination: 2000*, U.S. Census Bureau (2000), *available at* http://factfinder.census.gov/bkmk/table/1.0/en/DEC/00_SF1/QTP5/1600000US2923986 (last visited Feb. 26, 2015).

[5] *2010 Census*, *supra* note 2.

[6] *See Poverty Status in the Past 12 Months 2009-2013 American Community Survey 5-Year Estimates*, U.S. Census Bureau (2014), *available at*

Comprehensive Transportation Plan (CTP) Update Highlights

Attached is the bulk of CTP Update memo which will be finalized later this year as an official Addendum to the 2009 CTP. The following are notable highlights that will be used for discussion and policy confirmation at the October 1, 2015 PS&T Meeting.

Page 1 – Table 2-2 Population and Employment Growth 2006 to 2035:
Growth estimates were reviewed for 2035 for households and employment. The numbers were very close to the estimates for 2030 done in 2009. Essentially, the 2009 estimates were conservative and there was little growth in either area between 2009 – 2015.

Page 2 – Table N-1 Weekday Traffic Volumes:
Counts were taken at key locations and compared to 2009 data. Some notable areas of growth were on marine View Drive between KDM and 240th and on 16th Ave South near 250th. Additionally, a count on DMMD near 194th (SeaTac) was higher than expected. In summary, most of the traffic growth was moderate if at all, with the 2 north-south corridors of MVD and 16th Ave seeing the largest percentage of growth since 2009.

Page 5 – Recommended Network Improvements:
- Update will reflect recent work on 216th and 24th Ave
- New widening project for South 236th Lane – Highline College to Pac. Hwy (SR-99).
- New roadway connection – South 212th Street between 24th Ave South and SR-99.
- Removal of the MVD/KDM second eastbound lane project.

Page 7 – Table 4-8 Crash Analysis (non-SR-99):
Typically, intersections with an accident rate greater than 1.0 should be reviewed and analyzed for potential correctable trends. The intersection of South 240th St and 16th Ave South is the only one with a crash rate greater than 1.0. In comparison, the 2009 CTP showed 4 intersections from this same table with a rate greater than 1.0

POLICY CONFIRMATIONS

Page 12 – Special Needs Policy
PSRC the agency that certifies the Comprehensive plans of local jurisdictions has suggested some policy language related to Transportation facilities and infrastructure. At the bottom of page 12 is some proposed language that would "recognize and accommodate" the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation....

Page 13 – Multi-Modal Concurrency for Bicycles, Pedestrians, and Transit
In response to suggestions by PSRC in the review of our Comprehensive Plan, the update proposes to include language that states "Consider adopting a facility completeness measure as described in the following pedestrian, bicycling, and transit priority areas level of service tables." These RED,YELLOW, and GREEN assignments would be more qualitative than the explicit delay numbers used for vehicles, but begin to incorporate and/or include the multi-modal level of service in concurrency discussions.

Page 22 – Task F – Impact Fee Project list updates:
As a pre-cursor to an upcoming Traffic Impact Fee Ordinance update, the list of projects still needed are shown. Overall project costs have been reduced by around 22 million (primarily due to the Gateway project being complete or under construction. These completed projects will have an impact on the base fee. It is not known yet the specific impact.

FEHR PEERS

MEMORANDUM

Date: Sept 23, 2015

To: Brandon Carver, Engineering Services Manager

From: Matt Palzkill and Ryan Abbotts

Subject: City of Des Moines – Update for the Comprehensive Transportation Element

SE15-0402

This memo documents the existing conditions of the transportation network in the City of Des Moines to support the City's Comprehensive Plan update.

TASK A: TRAFFIC COUNTS

Traffic counts were collected on Wednesday June 10, 2015 when school was in session; 17 turning movement counts and 15 tube counts were collected on a typical day in June 2015. This data was used to update the pertinent sections in the 2009 Comprehensive Transportation Plan (CTP), as summarized below.

TASK B: EXISTING CONDITIONS

DES MOINES TOMORROW - 2035

Table 2-2 provides the population and employment growth as provided by the City. Households are anticipated to increase by approximately 49%, compared to a previous estimate of 58%. Employment is anticipated to increase by approximately 136%, compared to a previous estimate of 133%. This is important to consider because it demonstrates that the future traffic growth provided and analyzed as part of the 2009 CTP would be similar provided the existing volumes were similar.

Table 2-2. Population and Employment Growth 2006 to 2035

YEAR	HOUSEHOLDS	EMPLOYMENT
2006	10,856	4,820
2035	16,145	11,360
Increase	5,289	6,540
% Increase	+49%	+136%

Source: City of Des Moines Model

1001 4th Avenue | Suite 4120 | Seattle, WA 98154 | (206) 576-4220 | Fax (206) 576-4225
www.fehrandpeers.com

EXISTING STREET NETWORK OPERATIONS

TRAFFIC VOLUMES

This section summarizes the updated weekday, AM peak hour, and PM peak hour volumes. The update focused on the PM peak hour locations because previously this was identified as the frame with the greatest vehicle delay. Where possible, count locations were matched to weekday and AM peak hour locations on previous CTP figures.

Weekday Volumes

Table N-1 compares the 2008 and 2015 weekday traffic volumes and provides an annual growth change; **Figure 4-3** summarizes the 2015 weekday traffic volumes.

Table N-1: Tube Count Comparison

LOCATION	BETWEEN	VOLUMES		
		2015	2008	ANNUAL GROWTH
Des Moines Memorial Drive	194th St & 196th St	14,793		
1st Ave South	S 206th & S 208th St	12,653	11,800	1.0%
S 216th St	14th Ave S & 20th Ave S	9,986	11,500	-2.0%
24th Ave S	S 208th St & S 216th St	1,502		
24th Ave S	S 216th St & S 200th St	5,137	5,400	-0.7%
Pacific Hwy	S 224th St & S 226th St	28,378	30,500	-1.0%
Marine View Dr S	S 231st & S 232nd St	12,399		
Marine View Dr S	S 240th & 242nd St	7,319	6,500	1.7%
Kent Des Moines Rd	16th Ave & 20th Ave S	12,238		
S 240th St	27th Ave S & 28th Ave S	11,314	11,400	-0.1%
16th Ave S	S 250th St & 14th PL S	11,049	8,600	3.6%
S 260th St	16th Ave S & 18th Ave S	4,121	3,300	3.2%
Woodmont Dr S	S 263rd Pl & 16th Ave S	2,918	3,100	-0.9%
Pacific Highway	S 268th St & S 272nd St	32,598		
Redondo Beach Dr	S 282nd St & S 181st St	8,739	8,600	0.2%

AM and PM Peak Hour Volumes

Figure 4-4 and **Figure 4-5** show AM and PM peak directional counts along roadway segments. In the locations in which 2015 directional counts could be compared to 2008 counts, the volumes were within an acceptable range.

STREET STANDARDS AND LEVEL SERVICE

CITY LOS STANDARDS

PM Peak Hour Intersection LOS

The current intersection level of service standard, which is the amount of delay the city is willing to accept at an intersection, is level of service D. The only exceptions are intersections along major arterials and Downtown Des Moines as described in the CTP (page 4-15). **Table 4-4** provides the updated PM peak hour intersection level of service for 2015. Compared to the previous CTP, no intersections are failing the LOS standard. **Figure 4-7** summarizes the LOS and vehicle delay values at the study intersections.

TABLE 4-4. PM PEAK HOUR INTERSECTION LOS – EXISTING 2015

ID	INTERSECTION	LOS STANDARD	LOS 2015	DELAY (SEC)
1	S 216th St/Pacific Highway S (SR 99)	F	D	41
2	S 220th St/Pacific Highway S (SR 99)	E	B	19
3	S 224th St/Pacific Highway S (SR 99)	E	C	22
4	SR 516 (Kent-Des Moines Rd)/Pacific Highway S (SR 99)	F	F	84
5	S 216th St/24th Ave S	D	B	10
6	SR 509 (Marine View Drive/S 216th Street)/Des Moines Memorial Dr	E	D	36
7	7th Ave S/Marine View Dr (SR 509)	E	C	31
8	S 227th St/Marine View Dr (SR 509)	E	D	40
9	Marine View Dr (SR 509)/8th Ave S	E	B	15
10	S 240th St/16th Ave S	D	B	12
11	S 272nd St/16th Ave S	D	D	41
12	S 216th St/11th Ave S	D	C	18
13	S 220th St/Marine View Dr (SR 509)	E	C	19
14	S 222nd St/Marine View Dr (SR 509)	E	D	38
15	S 240th St/Marine View Dr	D	D	29
16	Redondo Wy/Redondo Beach Dr	F	B	15
17	S 250th St/16th Ave	D	D	28

CONFIRM GROWTH RATE

Table N-2 compares the 2008 and 2015 PM peak hour traffic volumes and provides an annual growth change. In total, the intersections experienced an annual growth of approximately 1.2% percent from 2008 to 2015.

TABLE N-2. TMC COMPARISON 2008 TO 2015

ID	LOCATION	2008 VOLUME	2015 VOLUME	ANNUAL %
1	S 216th St/Pacific Highway S (SR 99)	3,296	3,569	1.1%
2	S 220th St/Pacific Highway S (SR 99)	2,102	2,496	2.5%
3	S 224th St/Pacific Highway S (SR 99)	2,229	2,672	2.6%
4	SR 516 (Kent-Des Moines Rd)/Pacific Highway S (SR 99)	3,995	4,504	1.7%
5	S 216th St/24th Ave S	1,427	1,379	-0.5%
6	SR 509 (Marine View Drive/S 216th Street)/Des Moines Memorial Dr	2,205	2,499	1.8%
7	7th Ave S/Marine View Dr (SR 509)	2,447	2,774	1.8%
8	S 227th St/Marine View Dr (SR 509)	1,982	2,134	1.1%
9	Marine View Dr (SR 509)/8th Ave S	1,927	2,178	1.8%
10	S 240th St/16th Ave S	1,052	1,271	2.7%
11	S 272nd St/16th Ave S	1,640	1,747	0.9%
12	S 216th St/11th Ave S	825	837	0.2%
13	S 220th St/Marine View Dr (SR 509)	1,727	1,448	-2.5%
14	S 222nd St/Marine View Dr (SR 509)	1,739	1,517	-1.9%
15	S 240th St/Marine View Dr	1,096	1,216	1.5%
16	Redondo Wy/Redondo Beach Dr	854	872	0.3%
17	S 250th St/16th Ave	957	1,222	3.6%
		31,500	34,335	1.2%

FUTURE STREET NETWORK OPERATIONS

As shown in Table 2.2, the total households and employment for the City of Des Moines is anticipated to decreased compared to the assumptions of the 2009 *Comprehensive Transportation Plan*. The 2009 plan assumed X households and x employment, compared to 2015 employment of x and households of x. It is assumed that any growth in regional trips would be offset by the higher household and employment assessed in the previous plan and that its future analysis is still applicable.

RECOMMENDED STREET NETWORK FOR DES MOINES

New Street Improvements

Table 4-5 lists the recommended improvements. **Bold text** indicates added projects.

TABLE 4-5. BASELINE RECOMMENDED NETWORK IMPROVEMENTS

Project Type	Location	Project Description
Streets		
Arterial Widening Projects		
South 216th Street	11th Ave South to 18th Avenue South	Widen to three lanes, add bicycle lane, sidewalks and landscaping.
~~24th Avenue South~~	~~South 208th Street to South 216th Street~~	~~Widen to five lanes with bicycle lane, sidewalks and landscaping.~~ COMPLETED
24th Avenue South	South 216th Street to Kent-Des Moines Road	Widen to three lanes with bicycle lanes, sidewalks and landscaping. See 24th Avenue South Corridor Study (June 2009).
16th Avenue South	Kent-Des Moines Road to South 260th Street	Widen to three lanes with bicycle lanes, sidewalks and landscaping.
Kent-Des Moines Road	Marine View Drive to Pacific Highway South (SR 99)	Widen to three lanes west of 24th Avenue South and to five lanes east to Pacific Highway South with bicycle lanes, sidewalks and landscaping.
South 236th Lane	**Highline College to Pacific Highway South**	**Widen to three lanes with bicycle lanes, sidewalks and landscaping.**
Roadway Connections		
16th Avenue South	South 216th Street to South 220th Street	Two-lane roadway connection – collector arterial. See Highest and Best Use Analysis of Historic SR 509 Corridor Study (March 2009).*
16th Avenue South	South 276th Street to Pacific Highway South (SR 99)	Two-lane roadway connection/re-alignment – principal arterial.
20th Avenue South	South 242nd Street to South 244th Street	Two-lane roadway connection – neighborhood collector.

24th/28th Avenue South (SeaTac)	South 200th Street (SeaTac) to South 208th Street	Create a 4-lane to 5-lane connection to SeaTac. Coordinate with City of SeaTac and WSDOT as part of SR-509 project.
South 212th Street	**24th Avenue South to SR-99**	**Create a 3-lane connection to SR-99 to serve adjacent industrial and commercial properties.**
Intersections		
South 216th Street	Pacific Highway South	With SR 509 project: Add eastbound and westbound through lanes. Retain eastbound right turn lane. Change eastbound and westbound left turn signal phasing to protected. 2016 completion
South 220th Street	Pacific Highway South	Widen for left turn pockets, adjust roadway profile and approach grades, and revise signal phasing to remove split phases.
Des Moines Memorial Drive	at South 200th Street	Add left turn pockets for all approaches, modify signal. Joint project with City of SeaTac
Des Moines Memorial Drive	at Marine View Drive and South 216th Street	Lengthen approach lanes, coordinate signal with Marine View Drive at 7th Avenue South. Also consider roundabout option.
Marine View Drive	at South 227th Street	Revise lane configuration to single eastbound right with overlap phase. Add second southbound through lane.
~~Marine View Drive~~	~~at Kent Des Moines Road~~	~~Add second eastbound through lane intersection~~
Marine View Drive	at South 240th Street	Revise lane configuration, add westbound right turn pocket. Add signal or roundabout if warranted.
16th Avenue South	at South 240th Street	Complete left turn pockets for all approaches.
16th Avenue South	at South 250th Street	Add eastbound right turn pocket.
24th Avenue South	at South 222nd Street	Monitor operation for future signal or other intersection treatment.

RECOMMENDED FUNCTIONAL CLASSIFICATION

Figure 4-14 summarizes the changes recommended for street classifications; compared to the 2009 *Comprehensive Transportation Plan* the following changes were made:

- 16th Ave S realigned between S 216th St and S 220th St , and remained a new street link and Neighborhood Collector
- 24th Ave S between S216th St and S 208th St changed from future link to existing
- S 216th St between Pacific Highway S and 33rd Ave S no longer recommends a classification change to Principal Arterial, and instead remain a Minor Arterial
- S 216th St between Pacific Highway S and 20th Ave S is an existing Principal Arterial
- Added new Minor Arterial on S 212th St between 24th Pl S and Pacific Hwy S

SAFETY AND EMERGENCY RESPONSE

CRASH ANALYSIS

Annual Crash Trends - Intersections

Table 4-8 provides a summary of intersection crashes and crash rates.

Table 4-8

Intersection	crashes (2011-2014	crash rate (per million entering vehicles)
S 240th St/20th Ave S (U)	7	0.52
24th Ave S/S 216th St **	6	0.30
16th Ave S/S 272nd St***	12	0.47
Kent-Des Moines Rd/24th Ave S	9	0.34
16th Ave S/S 240th St	20	1.08
Kent-Des Moines Rd/I-5 On/Off Ramps (WSDOT)	35	0.59
Kent-Des Moines Rd/Marine View Drive	8	0.25
Kent-Des Moines Rd/30th Ave S (U) ****	5	0.08
Marine View Dr S/S 222nd St (U)	13	0.59
Marine View Dr S/S 223rd St	18	0.82
Kent-Des Moines Rd/16th Ave S	8	0.31
Marine View Dr S/Des Moines Memorial Dr S	9	0.25
Marine View Dr S/7th Ave S/7th Pl S	8	0.20

(U) = Stop-controlled intersection

FUTURE STREET SYSTEM RECOMMENDATIONS

Table 4-14. Recommended Street System Improvements

Project Type	Location	Project Description	Capacity	Safety	Operations	Development	Multimodal
Streets							
	Arterial Widening Projects						
South 216th Street	11th Avenue South to 18th Avenue South	Widen to three lanes. Add bicycle lane, sidewalks and landscaping. Add signals and intersection improvements as warranted by development. See South 216th Corridor Study (March 2009).	X	X	X	X	X
24th Avenue South	South 216th Street to Kent-Des Moines Road	Widen to three lanes with bicycle lanes, sidewalks and landscaping. See 24th Avenue South Corridor Study (June 2009).	X	X		X	X
16th Avenue South	Kent-Des Moines Road to South 260th Street	Widen to three lanes with bicycle lanes, sidewalks and landscaping.	X	X	X	X	X
Kent-Des Moines Road	Marine View Drive to Pacific Highway South (SR 99)	Widen to three lanes west of 24th Avenue South and to five lanes east to Pacific Highway South with bicycle lanes, sidewalks and landscaping.	X	X	X		X
South 236th Lane	**Highline College to Pacific Highway South**	**Widen to three lanes with bicycle lanes, sidewalks, and landscaping**	X		X	X	X
	Roadway Connections						
16th Avenue South	South 216th Street to South 220th Street	Two-lane roadway connection – collector arterial. See Highest and Best Use Analysis of Historic SR 509 Corridor Study (March 2009)			X	X	
16th Avenue South	South 276th Street to Pacific Highway South (SR 99)	Two-lane roadway connection/re-alignment – principal arterial.			X	X	
20th Avenue South	South 242nd Street to South 244th Street	Two-lane roadway connection – neighborhood collector.			X	X	
24th/28th Avenue South (SeaTac)	South 200th Street (SeaTac) to South 208th Street	Create a 4-lane to 5-lane connection to SeaTac. Coordinate with City of SeaTac and WSDOT as part of SR-509 project.	X		X	X	X

South 212th Street	**24th Avenue South to Pacific Highway South**	**Create a 3-lane connection to SR-99 to serve adjacent industrial and commercial properties.**	X		X	X	
	Intersections						
South 216th Street	Pacific Highway South	With SR 509 project: Add eastbound and westbound through lanes. Retain eastbound right turn lane. Change eastbound and westbound left turn signal phasing to protected.	X		X	X	
South 220th Street	Pacific Highway South	Widen for left turn pockets, adjust roadway profile and approach grades, and revise signal phasing to remove split phases.	X		X	X	
Des Moines Memorial Drive	at South 200th Street	Add left turn pockets for all approaches, modify signal. Joint project with City of SeaTac.	X	X	X		
Des Moines Memorial Drive	at Marine View Drive and South 216th Street	Lengthen approach lanes, coordinate signal with Marine View Drive at 7th Avenue South. Also consider roundabout option.	X		X		
Marine View Drive	at South 227th Street	Revise lane configuration to single eastbound right with overlap phase. Add second southbound through lane.	X	X	X		
Marine View Drive	at South 240th Street	Revise lane configuration, add westbound right turn pocket. Add signal or roundabout if warranted.	X		X		
16th Avenue South	at South 240th Street	Complete left turn pockets for all approaches.	X	X	X		
16th Avenue South	at South 250th Street	Add eastbound right turn pocket.	X		X		
24th Avenue South	at South 222nd Street	Monitor operation for future signal or other intersection treatment	X		X		
	Safety & Operations						
8th Avenue South	at South 200th Street	Monitor operation for possible future signal or other treatment		X	X		
Des Moines Memorial Drive South	at South 208th Street	Add left turn pockets.		X	X		
Des Moines Memorial Drive South	at South 212th Street	Add left turn pockets.		X	X		

Marine View Drive/7th Avenue South	at South 216th Street	Optimize signal timing and coordinate with Des Moines Memorial Drive/Marine View Drive Intersection.		X			
South 216th Street	at Pacific Highway South	Add red light camera enforcement.		X			
Pacific Highway South	at South 224th Street	Change westbound left turn phasing to protected ~~prohibited~~ only.		X			
South 240th Street	at 20th Avenue South	Widen to provide two-way left-turn lane/ refuge pocket along segment. Widen to provide left turn lane at intersection. ~~Improve sight distance at intersection.~~ Install traffic signal if warranted.		X	X		
South 240th Street (Kent)	at Pacific Highway South	Add dual left turn for eastbound approach, revise signal phasing. Coordinate with City of Kent.	X		X	X	
South 260th Street (Kent)	at Pacific Highway South	Monitor safety and coordinate with City of Kent		X			X
South 272nd Street	east of 16th Avenue South	Implement access control at development driveway access.		X	X	X	
Kent-Des Moines Road	at Pacific Highway South	Improve vehicle detection and signal timing. Carry lane markings through intersection to better define channelization. Add red light camera enforcement.		X	X		
Redondo Beach Drive South	at Redondo Way S	Monitor operation for possible future signal or other treatment		X	X		
	System Preservation and Maintenance						
Downtown Circulation Study	Downtown	Develop plan to maximize multi-modal use, pedestrian access and traffic operations.	X	X	X		X
~~Pacific Highway South~~	~~South 216th Street to South 272nd Street~~	~~Fiber optic signal interconnect.~~	~~X~~		~~X~~		
Marine View Drive South	Des Moines Memorial Drive to Kent-Des Moines Road	Fiber optic signal interconnect.	X		X		
~~South 216th Street~~	~~Marine View Drive to Pacific Highway South~~	~~Fiber optic signal interconnect.~~	~~X~~		~~X~~		
~~16th Avenue South~~	~~North Twin Bridge~~	~~Replace or retrofit bridge to standard.~~		~~X~~	~~X~~		
~~Marine View Drive~~	~~Bridge at Salt Water State Park~~	~~Replace or retrofit bridge to standard.~~		~~X~~	~~X~~		
Pavement Management Program	Citywide	Increase funding program for improvements.		X	X		
Traffic Management Center	Public Works	Communication and coordination with WSDOT and King County Traffic Management Centers.	X	X	X		

Traffic Calming Program	Citywide	Fund annual program for improvements.		X	X		
Parking Management Plan	Downtown, Redondo and HC areas	Develop parking management strategy and apply program and actions.		X	X		
ITS Plan	Arterial Streets	Develop and implement an ITS Plan for City arterials.			X		
Sign and Signal Upgrades	Citywide	Continue to improve signs and traffic signals to meet MUTCD standards.	X	X	X		X

TASK C: POLICY UPDATE

This section includes a brief description of potential policy updates for a Special Needs Policy and Multimodal Concurrency.

SPECIAL NEEDS POLICY

The following text is recommended to be included as part of Chapter 5, *Other Recommended Bicycling Programs and Policies for the City to Consider.*

Cities must provide accommodation for all users, and some groups have specific challenges that warrant special attention. The Americans with Disabilities Act of 1990 specifies guidelines for accommodating persons with disabilities, but many cities wish to go beyond this one group. Disadvantaged and vulnerable populations can also be based on status of race, religion, income, gender, language, or other characteristics.

PSRC Multicounty Planning Policy T-25 states:

"Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations."

A draft policy for Des Moines would be:

"Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods. As such, Des Moines recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards (including environmental justice considerations) and align with project analysis for regional and federal grant funding. The environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

These populations may be based on status of religion, color, national origin or ancestry, political affiliation, sex, gender identity, sexual orientation, age, familial status, income, English proficiency, honorably discharged veteran or military status, or the presence of any sensory, mental, or physical handicap, as laid out in Council Resolution 38950. The possible adverse effects of transportation projects may include, but are not limited to, disruptions in community cohesion, restricted access or mobility, safety concerns, higher exposure to hazardous materials, raised noise levels, and increased water and air pollution."

RECOMMENDATION

Consider appending the following to Chapter 5; also consider "Special Needs of Transportation Users" as new policy TR 5.11 and "Equity in Transportation" as new policy TR 7.10

SPECIAL NEEDS OF TRANSPORTATION USERS

Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and

implementation. Satisfy the community's desire for a high level of accommodation for persons with disabilities using local, state, or federal design standards.

EQUITY IN TRANSPORTATION

Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations, through investment in equitable modes of transportation and equal spending throughout the City, in addition to potential catch-up investment for areas in need as necessary.

MULTI-MODAL CONCURRENCY POLICY FOR BICYCLES, PEDESTRIANS, AND TRANSIT

Multi-modal concurrency involves applying level of service standards to the transportation modes that make up a significant portion of travel in communities, but have not traditionally been measured at the same level as automobiles. These standards are typically known as multimodal level of service (MMLOS). The central Puget Sound region's Multicounty Planning Policies require local jurisdictions to "address non-motorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation."

Cities do have flexibility to decide how they will address all modes. Many communities meet this requirement by identifying priority networks or areas for each mode and applying a level of service standard that will meet the community's needs over time. Oftentimes places like town centers would benefit from investments in pedestrian facilities and transit amenities. Outlying neighborhoods, however, may not require the same level of infrastructure. In this way, cities can design their multimodal level of service standards to help reach the vision for their community.

RECOMMENDATION

Consider appending the following multimodal LOS policies to TR 3.1:

Consider adopting a facility completeness measure as described in the following pedestrian, bicycling, and transit priority areas level of service tables.

Pedestrian Priority Area Level of Service (LOS)

WITHIN PEDESTRIAN PRIORITY NETWORK	
●	Sidewalk provided on both sides of the road*
◡	Sidewalk or wide shoulder provided on one side of the road
●	No pedestrian facility provided

Bicycle Priority Area Level of Service (LOS)

WITHIN BICYCLE PRIORITY NETWORK	
	Provides minimum treatment* recommendation, as shown within the Bicycle Priority Network
	Provides a lower-level facility than recommend in the Bicycle Priority Network
	No bicycle facility or signage

Transit Level of Service (LOS)

TRANSIT STOP AMENITIES	
	More than 80% of transit stops meet amenity minimum provisions
	More than 60% of transit stops meet amenity minimum provisions
	Less than 60% of transit stops meet amenity minimum provisions

TASK D: NON-MOTORIZED AND TRANSIT UPDATE

EXISTING PEDESTRIAN FACILITIES AND PROGRAMS & HIGH PRIORITY NETWORK PROCESS

Figure 5-1: Existing Sidewalks

Figure 5-1a: Missing Sidewalks

SIDEWALK IMPROVEMENT PROJECTS

TABLE 5-1: PRIORITY PEDESTRIAN NETWORK PROJECTS

Location	Limits	Centerline Miles
Downtown Commercial Streets	6th Avenue South, East-West cross streets	0.85
South 199th and South 200th Street	1st Avenue South to Des Moines Memorial Drive	0.74
8th Avenue South	South 194th Street to South 208th Street	0.86
South 208th Street	1st Avenue South to Des Moines Memorial Drive	0.7
South 222nd Street	Marine View Drive to 24th Avenue South	1.04
South 223rd Street	Marine View Drive to 24th Avenue South	1.04
South 220th Street	11th Avenue South to 16th Avenue South	0.48
9th Avenue South	South 220th Street to Kent-Des Moines Road	0.23
10th Avenue South	South 220th Street to Kent-Des Moines Road	0.61
16th Avenue South	South 220th Street to Kent-Des Moines Road	0.78
Marine View Drive	South 250th Street to Woodmont Drive South	1.05
Woodmont Drive South	Marine View Drive to 16th Avenue South	0.65
S 272nd Street and 10th Avenue South	16th Avenue South to Redondo Beach Drive	1.09
Redondo Beach Drive	Sidewalk to South City Limits	0.16

Figure 5-3: Recommended Improvements to the Priority Pedestrian Network

RECOMMENDED BIKEWAY NETWORK

Figure 5-5 shows the existing system and Figure 5-6 shows the proposed bikeway network. Table 5-2 below details the on-street projects by priority.

TABLE 5-2: RECOMMENDED BIKEWAY NETWORK PROJECTS

Rank	Project Name	From	To	Length (miles)
1	16th Ave South Bike Lanes	South 250th Street	South 260th Street	0.65
2	24th Place South Bike Lanes	South 208th Street	Kent-Des Moines Road	1.38
3	South 224th Street Bike Lanes	24th Avenue South	Eastern City Limits	0.44
4	South 240th Street Bike Lanes	Marine View Drive South	Pacific Hwy South	1.26
5	South 216th Street Bike Lanes	Marine View Drive South	I-5	1.57
6	30th Avenue South Bike Lanes	Kent-Des Moines Road	South 216th Street	1.10
7	Kent-Des Moines Road Bike Lanes	Marine View Drive South	Pacific Highway South	1.83
8	Dock Street Bike Lanes	South 227th Street	Cliff Avenue South	0.53
9	Des Moines Memorial Drive South Bike Lanes	South 216th Street	South 208th Street	0.63
10	16th Avenue South	Pacific Hwy South	South 272nd Street	0.44
11	Bicycle Route Network and Way-finding Signs	Citywide	Citywide	13.09
12	Barnes Creek Trail	South 216th Street	Kent-Des Moines Road	1.0

Figure 5-5: Existing Bikeways

Figure 5-6: Recommended Bike System

LOCAL TRANSIT SERVICE

King County Metro Transit (Metro) provides local buses throughout King County. Metro provides local bus service in Des Moines within the City limits and regional connections to both downtown Seattle and Tacoma. **Figure 6-1** shows the transit routes serving the City of Des Moines, separated into those that provide all-day and those that provide peak-only service.

More detail about each of the following routes, including frequency, span of service and weekend information, is included in **Table 6-1**.

Route 121: Provides peak, weekday service between downtown Seattle, Burien, Normandy Park, Des Moines and Highline Community College. Service runs into downtown Seattle in the morning and from downtown Seattle in the afternoon. This route is great for commuters working in Seattle, however inconvenient for students at Highline community college, who would be arriving during the morning peak.

Route 122: Provides direct service intertwined with 121, in between downtown Seattle and Highline Community College/downtown Des Moines. 122 takes a more eastern route through Des Moines, via Des Moines Memorial Parkway.

Route 156: Provides all day service, weekday and weekends, between Southcenter and Highline College, with a stop at the Sea-Tac Airport Station. Travels along 8th Ave S, Des Moines Memorial Drive, and S 216th St through Des Moines.

Route 166: Provides all day service, weekday and weekends, between Kent and Burien. Kent Station has connections to other routes, as well as the Sounder. Route 166 continues as Route 169.

Route 190: Provides peak, weekday service between downtown Seattle and Redondo Heights Park & Ride, with a stop at the Star Lake Freeway Station. Service runs into downtown Seattle in the morning and from downtown Seattle in the afternoon.

Rapid Ride A: Bus Rapid Transit connecting Tukwila International Boulevard Station to Federal Way Transit Center, via International Boulevard and Pacific Highway S. The route runs both directions at all times, and has frequent headways. Message boards are present at major stations, notifying riders of upcoming departures.

TABLE 6-1: EXISTING TRANSIT SERVICE

BUS ROUTE #	ROUTE DIRECTION	WEEKDAY				WEEKEND	
		DAILY TRIPS	APPROX TIME RANGE	PEAK HEADWAY (MINUTES	OFF-PEAK HEADWAY (MINUTES)	SAT	SUN
121	To Highline CC	10	2:29 PM to 7:53 PM	15	30-60	No	No
	To Downtown Seattle	7	4:47 AM - 9:21 AM	20	30		
122	To Highline CC	8	2:00 PM - 7:20 PM	15	30 - 60	No	No
	To Downtown Seattle	6	6:06 AM - 9:42 AM	30	60		
156	To Southcenter	32	5:06 AM - 10:16 PM	30	30 - 60	Yes	Yes
	To Highline CC	32	5:53 AM - 11:30 PM	30	30 - 60		
166	To Kent	36	4:35 AM - 12:07 AM	30	30 - 60	Yes	Yes
	To Burien	37	5:00 AM - 11:47 PM	30	30 - 60		
190	To Redondo Heights P & R	5	3:20 PM - 6:19 PM	30	30	No	No
	To Downtown Seattle	6	6:00 AM - 8:30 AM	15	20		
A Line	To Tukwila P & R	92	All Day/ Night	10	15 - 60	Yes	Yes
	To Federal Way	92	All Day/ Night	10	15 - 60		

Figure 6-1: Transit Routes

RIDERSHIP

Ridership statistics indicate where the need is highest for service. The greatest number of boarding's and alighting's occur where a high level of service is provided and moderate to high population and/ or employment densities exist. High levels of ridership activity are also found at locations where convenient transfers are possible between routes and where automobile drivers access the transit system at park-and-ride facilities. **Figure 6-2** shows the location and the number of daily boarding's and alighting's on bus routes. The highest boarding activity within the City occurs along Pacific Highway S, notably near Highline Community College. The park and rides also see high ridership and are located outside the city limits.

Figure 6-2: Riders at Metro Bus Stops Daily

TRANSIT RECOMMENDATIONS

Based on observed needs in the Des Moines area, the following regional and local services are identified in **Figure 6-4.** Current plans foresee light rail stops at S 200th St, S 240th St and Star Lake Park & Ride.

Figure 6-4: Future Transit Network

TASK E: FUNDING

RECOMMENDED TRANSPORTATION PROJECTS

TABLE 8-1: RECOMMENDED PROJECTS (IN EXCEL SHEET)

REVENUE ESTIMATES

TABLE 8-3: PROJECTED REVENUE FOR TRANSPORTATION IMPROVEMENTS

Funding Source	Potential 22-Year Total (2009-2030)
Existing Revenue Source	**Range in $ Millions**
Grants	$35 to 70
In-Lieu Fees	$8 to 11
Local Improvement Districts	$0 to 10
Motor Vehicle Fuel Tax	$5 to 7
Interest Earnings	$0.5 to 2
General Fund	$0
Public Works Trust Fund Loan	$0
Real Estate Excise Tax	$3 to 13
Impact Fees	$25 to 68
Transportation Benefit District	$0 to 3
Total Revenue Forecasts from Existing Sources	$76 to $184 (Average $130)

Transportation Costs (From Table 8-1)	Range in $ Millions
Capital Costs	
Capacity Projects	
Non Capacity Projects	
Non Capital Costs	
Total Transportation Costs (2015-2040)	

Additional Revenue Needed from Other Sources	

TASK F: IMPACT FEE LIST

See excel Tables file

Project Type	Location	Project Description	Impact Fee?	2015 Cost
Streets				
Arterial Widening Projects				
South 216th Street	11th Avenue South to 18th Avenue South	Widen to three lanes. Add bicycle lane, sidewalks and landscaping. Add signals and intersection improvements as warranted by development. See South 216th Corridor Study (March 2009).	X	$6.0
24th Avenue South	South 216th Street to Kent-Des Moines Road	Widen to three lanes with bicycle lanes, sidewalks and landscaping. See 24th Avenue South Corridor Study (June 2009).	X	$6.5
16th Avenue South	Kent-Des Moines Road to South 260th Street	Widen to three lanes with bicycle lanes, sidewalks and landscaping.	X	$18.4
Kent-Des Moines Road	Marine View Drive to Pacific Highway South (SR 99)	Widen to three lanes west of 24th Avenue South and to five lanes east to Pacific Highway South with bicycle lanes, sidewalks and landscaping.	X	$28.3
South 236th Lane	Highline College to Pacific Highway South	Widen to three lanes with bicycle lanes, sidewalks, and landscaping	X	$0.7
Roadway Connections				
16th Avenue South	South 216th Street to South 220th Street	Two-lane roadway connection – collector arterial. See Highest and Best Use Analysis of Historic SR 509 Corridor Study (March 2009)	X	$3.7
16th Avenue South	South 276th Street to Pacific Highway South (SR 99)	Two-lane roadway connection/re-alignment – principal arterial.	X	$6.9
20th Avenue South	South 242nd Street to South 244th Street	Two-lane roadway connection – neighborhood collector.	X	$1.7
24th/28th Avenue South (SeaTac)	South 200th Street (SeaTac) to South 208th Street	Create a 4-lane to 5-lane connection to SeaTac. Coordinate with City of SeaTac and WSDOT as part of SR-509 project.	X	$.1 (Des Moines Portion)
South 212th Street	24th Avenue South to Pacific Highway South	Create a 3-lane connection to SR-99 to serve adjacent industrial and commercial properties.	X	$2.0
Intersections				
South 216th Street	Pacific Highway South	With SR 509 project: Add eastbound and westbound through lanes. Retain eastbound right turn lane. Change eastbound and westbound left turn signal phasing to protected .	X	Included in South 216th Street Project
South 220th Street	Pacific Highway South	Widen for left turn pockets, adjust roadway profile and approach grades, and revise signal phasing to remove split phases.	X	$0.8
Des Moines Memorial Drive	at South 200th Street	Add left turn pockets for all approaches, modify signal. Joint project with City of SeaTac.	X	$0.35 Des Moines Share
Des Moines Memorial Drive	at Marine View Drive and South 216th Street	Lengthen approach lanes, coordinate signal with Marine View Drive at 7th Avenue South. Also consider roundabout option.	X	$2.8
Marine View Drive	at South 227th Street	Revise lane configuration to single eastbound right with overlap phase. Add second southbound through lane.	X	$0.8
Marine View Drive	at South 240th Street	Revise lane configuration, add westbound right turn pocket. Add signal or roundabout if warranted.	X	$1.5
16th Avenue South	at South 240th Street	Complete left turn pockets for all approaches.	X	Included in 16th Avenue South Project
16th Avenue South	at South 250th Street	Add eastbound right turn pocket.	X	$0.1
24th Avenue South	at South 222nd Street	Monitor operation for future signal or other intersection treatment		Included in 24th Avenue South Project
Signal Upgrades				
8th Avenue South	at South 200th Street	Monitor operation for possible future signal or other treatment		$0.3

Des Moines Memorial Drive South	at South 208th Street	Add left turn pockets.	X	Included in Des Moines Memorial Drive Bike Lane Project.
Des Moines Memorial Drive South	at South 212th Street	Add left turn pockets.	X	Included in Des Moines Memorial Drive Bike Lane Project.
Marine View Drive/7th Avenue South	at South 216th Street	Optimize signal timing and coordinate with Des Moines Memorial Drive/Marine View Drive Intersection.		$0.3
South 216th Street	at Pacific Highway South	Add red light camera enforcement.		Revenue neutral
Pacific Highway South	at South 224th Street	Change westbound left turn phasing to protected only.		$0.1
South 240th Street	at 20th Avenue South	Widen to provide two-way left-turn lane/ refuge pocket along segment. Widen to provide left turn lane at intersection. Install traffic signal if warranted.	X	$1.9
South 240th Street (Kent)	at Pacific Highway South	Add dual left turn for eastbound approach, revise signal phasing. Coordinate with City of Kent.		Kent
South 260th Street (Kent)	at Pacific Highway South	Monitor safety and coordinate with City of Kent		Kent
South 272nd Street	east of 16th Avenue South	Implement access control at development driveway access.		$0.1
Kent-Des Moines Road	at Pacific Highway South	Improve vehicle detection and signal timing. Carry lane markings through intersection to better define channelization. Add red light camera enforcement.		$0.1
Redondo Beach Drive South	at Redondo Way S	Monitor operation for possible future signal or other treatment		$0.6
Pacific Highway South		Widen to allow HOV/ intersection improvements and instal signals (Completed but still paying off)	X	$0.2
Downtown Circulation Study	Downtown	Develop plan to maximize multi-modal use, pedestrian access and traffic operations.		$0.1
Marine View Drive South	Des Moines Memorial Drive to Kent-Des Moines Road	Fiber optic signal interconnect.	X	$0.3
Pavement Management Program	Citywide	Increase funding program for improvements.		$34.7
Traffic Management Center	Public Works	Communication and coordination with WSDOT and King County Traffic Management Centers.		$0.2
Traffic Calming Program	Citywide	Fund annual program for improvements.		$1.2
Parking Management Plan	Downtown, Redondo and HC areas	Develop parking management strategy and apply program and actions.		$0.2
ITS Plan	Arterial Streets	Develop and implement an ITS Plan for City arterials.		ITS Plan Being Developed in House
Sign and Signal Upgrades	Citywide	Continue to improve signs and traffic signals to meet MUTCD standards.		$1.2

Project completed
New widening project to facilitate Sound Transit Light Rail Station
New Roadway connection
This intersection phasing work will be completed next year as well as the westbound through lane. This will likely be the extent of the project. Should we remove?

Remove project
I will inquire with Council as this is really a policy question.
This fiber connection is complete and signals are interconnected
This bridge retrofit is complete
This bridge retrofit work has recently been completed

83.05 M.
TOTAL
(Previous ≈ 105 M)

PAVEMENT MANAGEMENT PROGRAM
NOVEMBER 5, 2015 PS&T UPDATE

Program Purpose

Maintain and preserve the integrity of the City's existing roadway surfaces through a combination of pavement rehabilitation measures such as chip seals, microsurfacing, patches, and overlays.

Program Benefit

With proper maintenance, asphalt roadways can have a service life up to 20-25 years. Without, service life can be dramatically reduced and require significantly more resources for rehabilitation or replacement.

How are Program Priorities Determined?

1. Roadway Classification – Arterials, collectors, and local streets.
2. Pavement Condition Index (PCI) – Statistical measure requiring field survey identifying pavement distress modes such as alligator cracking, bleeding, joint reflections, rutting, raveling etc.
3. Available funding & program need.

Next Steps

2016

- Citywide pavement condition assessment – Determine citywide PCI values, estimate method and cost of roadway repair/maintenance needs, integrate data into City GIS system.
- Develop 2017 Citywide Asphalt Overlay Bid Documents using City staff.

2017

- Solicit for Bids and complete 2017 Citywide Asphalt Overlay project.
- Develop 2018 Citywide Asphalt Overlay Bid Documents using City staff.

Opportunities

City staff will continue to identify opportunities to increase return on investments through economies of scale, strategic planning, innovative pavement products and construction methods, as well as potential multi-jurisdictional partnerships.

2016 PS&T Committee
Draft Work Program

January 7, 2016
No meeting

February 4, 2016
Confirm 2016 PS&T Work Plan
CTP & Traffic Impact Fee Update
CIP Project Updates & Transportation grant requests for 2016
Sound Transit Update
SR-509 Update
Des Moines/Kent: Midway area issues

March 3, 2016
CTP & Traffic Impact Fee Update
Impact Fee Deferral Program
CIP Project Updates
Flashing Yellow Arrow discussion
ADA Transition Plan

April 7, 2016
Sound Transit Update
SR-509 Update
Draft Transportation Improvement Plan (TIP)
Low Impact Development Standards

May 5, 2016
Transportation Improvement Plan (TIP)
CIP Project Updates
Impact Fee Deferral Program
ADA Transition Plan

June 2, 2016
Sound Transit Update
SR-509 Update
Draft 2017-2022 Transportation CIP Budget
Low Impact Development Standards

July 7, 2016
2017-2022 Transportation CIP Budget
Low Impact Development Standards

August 4, 2016
Sound Transit Update
SR-509 Update
CIP Project Updates
Low Impact Development Standards

DRAFT

September 1, 2016
2017-2022 Transportation CIP Budget
CIP Project Updates
Low Impact Development Standards

October 6, 2016
PD Update

November 3, 2016
CIP Project Updates

December 1, 2016
Draft 2017 PS&T Work Plan

DRAFT