



AMENDED AGENDA
DES MOINES CITY COUNCIL
STUDY SESSION
City Council Chambers
21630 11th Avenue S, Suite C
Des Moines, Washington
Thursday, March 5, 2026 - 5:00 PM

CITY COUNCIL COMMITTEE OF THE WHOLE

5:00 p.m. - 5:50 p.m.

CALL TO ORDER

ROLL CALL

COMMITTEE OF THE WHOLE ITEMS

- Item 1. **Surface Water Management Tree Preservation Program Update** - 20 Minutes
- Item 2. **Draft 2027-2046 Transportation Improvement Plan (TIP)** - 25 Minutes
- Item 3. **Update on Federal Uses within City of Des Moines - 5 minutes**

CITY COUNCIL STUDY SESSION

6:00 p.m. - 10:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PROCLAMATIONS

- Item 1. **Day to Remember Master Police Officer Steven J. Underwood Proclamation** - 5 Minutes
Motion: "I move to approve the Proclamation recognizing March 7, 2026, as a day to remember Master Police Officer Steven J. Underwood."

COMMENTS FROM THE PUBLIC

Comments from the public must be limited to the items of business on the Study Session Agenda. Please sign in prior to the meeting and limit your comments to three (3) minutes.

Comments from the Public Sign-Up Sheet

DISCUSSION ITEMS

- Item 1. **City of Des Moines Local Road Safety Plan Update** - 25 Minutes
- Item 2. **Amenity Rentals Discussion** - 40 Minutes
- Item 3. **Appointive Committee Code and Citizens Advisory Board Code Update Discussion** - 30 Minutes

EXECUTIVE SESSION

NEXT MEETING DATE

March 12, 2026 City Council Regular Meeting

ADJOURNMENT

Members of the public who wish to provide comment during the meeting via Zoom must register in advance. To register, please email cityclerk@desmoineswa.gov by 12:00 p.m. (noon) on the Wednesday before the meeting.

City Council meeting can be viewed live on the City's website, Comcast Channel 21/321, on the City's [YouTube](#) channel or via [Zoom](#).

[Projected Future Agenda Items](#)

**City Council
AGENDA ITEM**

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Surface Water Management Tree Preservation Program Update - 20
Minutes

ATTACHMENTS:

1. Commerce Grant Agreement
2. Surface Water Management Tree Preservation Program PowerPoint

FOR AGENDA OF:

March 5, 2026

DEPT OF ORIGIN:

Public Works

DATE SUBMITTED:

February 23, 2026

CLEARANCES:

Community Development
Public Works
Finance

Purpose and Recommendation

The purpose of this agenda item is to provide the City Council with an informational update on the Surface Water Utility's feasibility study of a tree preservation program and initial funding options. This presentation is the next step in staff's development of the tree preservation program. Staff anticipates the Council considering adoption of the program and a potential associated rate increase in fall 2026 at the earliest.

Suggested Motion:

Background

The National Pollutant Discharge Elimination System (NPDES) is a water quality permit program first introduced to the City of Des Moines in 2007. Des Moines recently began implementing the 2024-2029 Western Washington Phase II permit, which outlines requirements to prevent, reduce, and eliminate pollutants from entering the City's surface water system.

As part of this new permit, the City must meet several new requirements related to tree canopy:

1. Tree Canopy GIS "No later than December 31, 2028, begin mapping of

Permittee-owned or operated properties with tree canopy based on available, existing data.”

2. Tree Codes & Policy “No later than December 31, 2028, Permittees shall adopt tree canopy goals and policies to support stormwater management and water quality improvement in receiving waters.”
3. Tree Management Implementation “No later than December 31, 2028, Permittees shall implement tree canopy goals and policies to support stormwater management and water quality improvement in receiving waters.”

Phase 1 Effort:

At the June 27, 2024, Council meeting, the City Council approved a contract with Parametrix Inc. to support the City in addressing these new NPDES permit requirements.

Since project initiation, Parametrix has assisted the City of Des Moines in completing a GIS-based inventory of trees identified as beneficial for stormwater management and water quality protection. This inventory represented the first phase of the project and serves as the technical foundation for developing long-term stormwater tree canopy management goals.

Phase 2 Effort:

Following a review of the NPDES Permit requirements, supporting background materials and literature, and input gathered through City staff workshops, consensus was reached that the highest priority goal should be “Protecting Existing Stormwater Trees on Public Land”. Parametrix also assisted the City in developing a draft list of potential parcels for preservation. The draft inventory identifies 70 full acquisition targets totaling approximately 137.6 acres of canopy and 4 partial acquisition targets totaling approximately 22.9 acres of canopy.

The analysis also evaluated the transfer of ongoing costs associated with these parcels, including property taxes, utilities, maintenance, and cleanup. Estimated annual costs include approximately \$331 per acre for reactive maintenance and \$75 per acre for encampment cleanup, resulting in a total estimated cost of approximately \$744 per acre annually, inclusive of taxes and utilities.

An update on project progress was provided to Council at the July 10, 2025, Committee of the Whole meeting. At that time, Council expressed concurrence with continuing the development and feasibility analysis of a new program focused on protecting stormwater trees on public land.

As part of the City’s preliminary evaluation the City engaged financial consultants from FCS Group to conduct an initial assessment of potential funding strategies within the Surface Water Utility. That analysis explored the creation of a dedicated funding source

for canopy management within the Stormwater Utility and evaluated the revenue potential of several one-time utility tax adjustments. The preliminary findings indicated the following estimated annual revenue generation:

- 5% one-time utility tax increase – approximately \$300,000 annually
- 2.5% one-time utility tax increase – approximately \$150,000 annually
- 1.5% one-time utility tax increase – approximately \$90,000 annually

These figures represent high-level revenue projections and were intended to provide initial guidance regarding the scale of funding that could be generated to support canopy preservation and management activities.

Discussion

Phase 3 Effort:

Grant Award – Salmon Recovery Through Local Planning

In November 2025, City of Des Moines staff applied for a Washington State Department of Commerce Salmon Recovery Through Local Planning Grant, attachment 2, to support development of the proposed tree preservation program. The grant program funds updates to comprehensive plans and development regulations that protect ecosystems, improve water quality, and enhance critical salmon habitat. In December 2025, the City was notified that its application was successful and that the project was selected to receive the full grant award of \$80,000.

Grant funds will support consultant services to complete the following deliverables:

- Arborist-led baseline health assessment of the City's stormwater-beneficial tree canopy
- Technical memorandum outlining recommended canopy management actions
- Updated cost and staffing analysis per canopy acre
- Urban Forest Operations and Maintenance Plan
- Consultant presentation to Council (anticipated Fall 2026)

Financial and Operational Considerations

In parallel with the grant-funded work, City staff, in collaboration with financial consultants from FCS Group, will evaluate the potential budgetary and rate impacts to the Surface Water Utility associated with implementing the proposed program. Based on this analysis, a one-time rate adjustment will be recommended to accommodate additional program costs.

To support long-term program implementation, City staff also plan to pursue International Society of Arboriculture (ISA) Arborist Certification in 2026, enabling the City to establish and maintain an in-house canopy inspection program.

Upcoming Council Actions

- March 12, 2026 – Grant acceptance and consultant contract approval
- Early Fall 2026 – Consultant presentation on grant deliverables
- Fall 2026 – Parcel transfer and potential rate adjustment approval

Alternatives

Financial Impact

Recommendation



Grant Agreement with

City of Des Moines

through

Growth Management Services

**Grant Number:
26-63117-013**

For

City of Des Moines Urban Forest Operations and Maintenance Plan

Dated: Tuesday, July 1, 2025

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Face Sheet

Grant Number: 26-63117-013

Washington State Department of Commerce
Local Government Division
Growth Management Services
Salmon Recovery through Local Planning Grant

1. Grantee City of Des Moines 21630 11th Avenue Des Moines, WA 98198		2. Grantee Doing Business As (as applicable)	
3. Grantee Representative Bryce Flury Engineering Technician - SWM (206) 870-6567 bflury@desmoineswa.gov		4. COMMERCE Representative Angela San Filippo Ecosystem Services Manager (564) 233-9522 Angela.sanfilippo@commerce.wa.gov 1011 Plum Street SE PO Box 42525 Olympia, WA 98501	
5. Grant Amount \$80,000	6. Funding Source Federal: ☐ State: ☒ Other: ☐ N/A: ☐	7. Start Date 07/01/2025	8. End Date 6/30/2027
9. Federal Funds (as applicable) N/A	Federal Agency: N/A	ALN N/A	
10. Tax ID # N/A	11. SWV # SWV0000307	12. UBI # 601 161 113	13. UEI # N/A
14. Grant Purpose Developing urban forest operations and maintenance plan focusing on preserving and enhancing forest hydrology and its ancillary benefits. This plan will be used by the Des Moines Surface Water Utility to begin active protection and maintenance for forested parcels within the city that are in Utility possession.			
COMMERCE, defined as the Department of Commerce, and the Grantee, as defined above, acknowledge and accept the terms of this Grant and attachments and have executed this Grant on the date below to start as of the date and year referenced above. The rights and obligations of both parties to this Grant are governed by this Grant and the following other documents incorporated by reference: Grant Terms and Conditions including Attachment "A" – Scope of Work, Attachment "B" – Budget			
FOR GRANTEE		FOR COMMERCE	
Name, Title City of Des Moines		Mark K. Barkley, Assistant Director Local Government Division	
Date		Date APPROVED AS TO FORM ONLY BY ASSISTANT ATTORNEY GENERAL APPROVAL ON FILE	

Special Terms and Conditions

1. GRANT MANAGEMENT

The Representative for each of the parties shall be responsible for and shall be the contact person for all communications and billings regarding the performance of this Grant.

The Representative for COMMERCE and their contact information are identified on the Face Sheet of this Grant.

The Representative for the Grantee and their contact information are identified on the Face Sheet of this Grant.

2. ACKNOWLEDGEMENT OF CLIMATE COMMITMENT ACT FUNDING

If this Agreement is funded in whole or in part by the Climate Commitment Act, Grantee agrees that any website, announcement, press release, and/or publication (written, visual, or sound) used for media-related activities, publicity, and public outreach issued by or on behalf of Grantee which reference programs or projects funded in whole or in part with Washington's Climate Commitment Act (CCA) funds under this Grant, shall contain the following statement:

"The [PROGRAM NAME / GRANT / ETC.] is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov."

The Grantee agrees to ensure coordinated Climate Commitment Act branding on work completed by or on behalf of the Grantee. The CCA logo must be used in the following circumstances, consistent with the branding guidelines posted at [CCA brand toolkit](#), including:

- A. Any project related website or webpage that includes logos from other funding partners;
- B. Any publication materials that include logos from other funding partners;
- C. Any on-site signage including pre-during Construction signage and permanent signage at completed project sites; and
- D. Any equipment purchased with CCA funding through a generally visible decal.

3. COMPENSATION

COMMERCE shall pay an amount not to exceed \$80,000.00 for the performance of all things necessary for or incidental to the performance of work as set forth in the Scope of Work. Grantee's compensation for services rendered shall be based on the terms of the Scope of Work and Budget.

EXPENSES

Grantee shall receive reimbursement for travel and other expenses as identified below or as authorized in advance by COMMERCE as reimbursable. The maximum amount to be paid to the Grantee for authorized expenses shall not exceed \$0.00, which amount is included in the Grant total above.

Such expenses may include airfare (economy or coach class only), other transportation expenses, and lodging and subsistence necessary during periods of required travel. Grantee shall receive compensation for travel expenses at current state travel reimbursement rates.

4. BILLING PROCEDURES AND PAYMENT

COMMERCE will pay Grantee upon acceptance of services provided and receipt of properly completed invoices, which shall be submitted to the Representative for COMMERCE not more often than monthly nor less than quarterly.

The invoices shall describe and document, to COMMERCE's satisfaction, a description of the work performed, the progress of the project, and fees. The invoice shall include the Grant Number 26-

63117-013. If expenses are invoiced, provide a detailed breakdown of each type. A receipt must accompany any single expenses in the amount of \$50.00 or more in order to receive reimbursement. Payment shall be considered timely if made by COMMERCE within thirty (30) calendar days after receipt of properly completed invoices. Payment shall be sent to the address designated by the Grantee.

COMMERCE may, in its sole discretion, terminate the Grant or withhold payments claimed by the Grantee for services rendered if the Grantee fails to satisfactorily comply with any term or condition of this Grant.

No payments in advance or in anticipation of services or supplies to be provided under this Agreement shall be made by COMMERCE.

Invoices and End of Fiscal Year

Invoices are due on the 20th of the month following the provision of services.

Final invoices for a state fiscal year may be due sooner than the 20th and Commerce will provide notification of the end of fiscal year due date.

The Grantee must invoice for all expenses from the beginning of the Grant through June 30, regardless of the Grant start and end date.

Grant Timeline

COMMERCE will pay the Contractor for costs incurred beginning July 1, 2025, for services and COMMERCE will reimburse the Contractor beginning July 1, 2025, for costs paid performing work as described under this Agreement.

Allowable expenses for the performance of work and submission of completed deliverables to COMMERCE are eligible for reimbursement under this Contract from July 1, 2025, cost date listed above, through June 30, 2027, end date listed on the Face Sheet, subject to reimbursement requirements stated herein. Commerce shall not reimburse Contractor expenses for activities outside this period.

Duplication of Billed Costs

The Grantee shall not bill COMMERCE for services performed under this Agreement, and COMMERCE shall not pay the Grantee, if the Grantee is entitled to payment or has been or will be paid by any other source, including grants, for that service.

Disallowed Costs

The Grantee is responsible for any audit exceptions or disallowed costs incurred by its own organization or that of its subgrantees.

COMMERCE may, in its sole discretion, withhold ten percent (10%) from each payment until acceptance by COMMERCE of the final report (or completion of the project, etc.).

Line Item Modification of Budget

- A. Notwithstanding any other provision of this contract, the Grantee may, at its sole discretion, make modifications to the line items in the Budget (Attachment B) that will not increase the line item by more than fifteen percent (15%).
- B. The Grantee shall notify COMMERCE in writing (by email or regular mail) when proposing any budget modification or modifications to a line item of the Budget (Attachment B) that would increase the line item by more than fifteen percent (15%). Conversely, COMMERCE may initiate the budget modification approval process if presented with a request for payment under this contract that would cause one or more budget line items to exceed the fifteen percent (15%) threshold increase described above.

- C. Any such budget modification or modifications as described above shall require the written approval of COMMERCE (by email or regular mail), and such written approval shall amend the Budget. Each party to this contract will retain and make any and all documents related to such budget modifications a part of their respective contract file.
- D. Nothing in this section shall be construed to permit an increase in the amount of funds available for the Project, as set forth in Section 3 of this contract, nor does this section allow any proposed changes to the Scope of Work, including Tasks/Work Items and Deliverables under Attachment A, without specific written approval from COMMERCE by amendment to this contract.

5. **SUBGRANTEE DATA COLLECTION**

Grantee will submit reports, in a form and format to be provided by Commerce and at intervals as agreed by the parties, regarding work under this Grant performed by subgrantees and the portion of Grant funds expended for work performed by subgrantees, including but not necessarily limited to minority-owned, woman-owned, and veteran-owned business subgrantees. "Subgrantees" shall mean subgrantees of any tier.

6. **INSURANCE**

The Grantee shall provide insurance coverage as set out in this section. The intent of the required insurance is to protect the state should there be any claims, suits, actions, costs, damages or expenses arising from any loss, or negligent or intentional act or omission of the Grantee or Subgrantee, or agents of either, while performing under the terms of this Grant. Failure to maintain the required insurance coverage may result in termination of this Grant.

The insurance required shall be issued by an insurance company authorized to do business within the state of Washington. Except for Professional Liability or Errors and Omissions Insurance, the insurance shall name the state of Washington, its agents, officers, and employees as additional insureds under the insurance policy. All policies shall be primary to any other valid and collectable insurance. The Grantee shall provide COMMERCE thirty (30) calendar days' advance notice of any insurance cancellation, non-renewal or modification.

The Contractor shall submit a certificate of insurance to COMMERCE which outlines the coverage and limits defined in this insurance section within fifteen (15) calendar days of a written request by COMMERCE. The certifications shall show the insurance coverage, the designated beneficiary, who is covered, the amounts, the period of coverage, and that COMMERCE will be provided thirty (30) days' advance written notice of cancellation. During the term of this Contract, if requested, the Contractor shall submit renewal certificates not less than thirty (30) calendar days prior to expiration of each policy required under this section.

DO NOT send insurance certificates to COMMERCE unless requested by COMMERCE. Any certificates received by mail will be returned to sender unless the certificate identifies the contract number, contract manager name, and/or program name to which it applies.

The Grantee shall provide insurance coverage that shall be maintained in full force and effect during the term of this Grant, as follows:

Commercial General Liability Insurance Policy. Provide a Commercial General Liability Insurance Policy, including contractual liability, written on an occurrence basis, in adequate quantity to protect against legal liability arising out of Grant activity but no less than \$1,000,000 per occurrence. Additionally, the Grantee is responsible for ensuring that any Subgrantees provide adequate insurance coverage for the activities arising out of subgrants.

Cyber Liability Insurance: The Contractor shall maintain Cyber Liability Insurance. The Contractor shall maintain minimum limits of no less than \$1,000,000 per occurrence to cover all activities by the Contractor and licensed staff employed or under contract to the Contractor. The state of Washington, its agents, officers, and employees need not be named as additional insureds under this policy.

Automobile Liability. In the event that performance pursuant to this Grant involves the use of vehicles, owned or operated by the Grantee or its Subgrantee, automobile liability insurance shall be required. The minimum limit for automobile liability is \$1,000,000 per occurrence, using a Combined Single Limit for bodily injury and property damage.

Professional Liability, Errors and Omissions Insurance. The Grantee shall maintain Professional Liability or Errors and Omissions Insurance. The Grantee shall maintain minimum limits of no less than \$1,000,000 per occurrence to cover all activities by the Grantee and licensed staff employed or under Grant to the Grantee. The state of Washington, its agents, officers, and employees need not be named as additional insureds under this policy.

Fidelity Insurance. Every officer, director, employee, or agent who is authorized to act on behalf of the Grantee for the purpose of receiving or depositing funds into program accounts or issuing financial documents, checks, or other instruments of payment for program costs shall be insured to provide protection against loss:

- A. The amount of fidelity coverage secured pursuant to this Grant shall be \$100,000 or the highest of planned reimbursement for the Grant period, whichever is lowest. Fidelity insurance secured pursuant to this paragraph shall name COMMERCE as beneficiary.
- B. Subgrantees that receive \$10,000 or more per year in funding through this Grant shall secure fidelity insurance as noted above. Fidelity insurance secured by Subgrantees pursuant to this paragraph shall name the Grantee as beneficiary.

7. FRAUD AND OTHER LOSS REPORTING

Grantee shall report in writing all known or suspected fraud or other loss of any funds or other property furnished under this Contract immediately or as soon as practicable to the Commerce Representative identified on the Face Sheet.

8. PERIOD OF PERFORMANCE

Commerce reserves the right to extend the contract for up to two contract years. All amendments under this contract are subject to funding availability for the given contract period.

9. ORDER OF PRECEDENCE

In the event of an inconsistency in this Grant, the inconsistency shall be resolved by giving precedence in the following order:

- Applicable federal and state of Washington statutes and regulations
- Special Terms and Conditions
- General Terms and Conditions
- Attachment A – Scope of Work
- Attachment B – Budget

General Terms and Conditions

1. DEFINITIONS

As used throughout this Grant, the following terms shall have the meaning set forth below:

- A. "Authorized Representative" shall mean the Director and/or the designee authorized in writing to act on the Director's behalf.
- B. "COMMERCE" shall mean the Washington Department of Commerce.
- C. "Grant" or "Agreement" or "Contract" means the entire written agreement between COMMERCE and the Grantee, including any Exhibits, documents, or materials incorporated by reference. E-mail or Facsimile transmission of a signed copy of this Grant shall be the same as delivery of an original.
- D. "Grantee" or "Contractor" shall mean the entity identified on the face sheet performing service(s) under this Grant, and shall include all employees and agents of the Grantee.
- E. "Personal Information" shall mean information identifiable to any person, including, but not limited to, information that relates to a person's name, health, finances, education, business, use or receipt of governmental services or other activities, addresses, telephone numbers, social security numbers, driver license numbers, other identifying numbers, and any financial identifiers, and "Protected Health Information" under the federal Health Insurance Portability and Accountability Act of 1996 (HIPAA).
- F. "State" shall mean the state of Washington.
- G. "Subgrantee/subcontractor" shall mean one not in the employment of the Grantee, who is performing all or part of those services under this Grant under a separate Grant with the Grantee. The terms "subgrantee" and "subcontractor" mean subgrantee/subcontractor(s) in any tier.
- H. "Subrecipient" shall mean a non-federal entity that expends federal awards received from a pass-through entity to carry out a federal program, but does not include an individual that is a beneficiary of such a program. It also excludes vendors that receive federal funds in exchange for goods and/or services in the course of normal trade or commerce.
- I. "Vendor" is an entity that agrees to provide the amount and kind of services requested by COMMERCE; provides services under the grant only to those beneficiaries individually determined to be eligible by COMMERCE and, provides services on a fee-for-service or per-unit basis with contractual penalties if the entity fails to meet program performance standards.

2. ACCESS TO DATA

In compliance with RCW 39.26.180, the Grantee shall provide access to data generated under this Grant to COMMERCE, the Joint Legislative Audit and Review Committee, and the Office of the State Auditor at no additional cost. This includes access to all information that supports the findings, conclusions, and recommendations of the Grantee's reports, including computer models and the methodology for those models.

3. ADVANCE PAYMENTS PROHIBITED

No payments in advance of or in anticipation of goods or services to be provided under this Grant shall be made by COMMERCE.

4. ALL WRITINGS CONTAINED HEREIN

This Grant contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Grant shall be deemed to exist or to bind any of the parties hereto.

5. AMENDMENTS

This Grant may be amended by mutual agreement of the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties.

6. AMERICANS WITH DISABILITIES ACT (ADA) OF 1990, PUBLIC LAW 101-336, also referred to as the "ADA" 28 CFR Part 35

The Grantee must comply with the ADA, which provides comprehensive civil rights protection to individuals with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications.

7. ASSIGNMENT

Neither this Grant, nor any claim arising under this Grant, shall be transferred or assigned by the Grantee without prior written consent of COMMERCE.

8. ATTORNEYS' FEES

Unless expressly permitted under another provision of the Grant, in the event of litigation or other action brought to enforce Grant terms, each party agrees to bear its own attorneys' fees and costs.

9. CONFIDENTIALITY/SAFEGUARDING OF INFORMATION

A. "Confidential Information" as used in this section includes:

- i. All material provided to the Grantee by COMMERCE that is designated as "confidential" by COMMERCE;
- ii. All material produced by the Grantee that is designated as "confidential" by COMMERCE; and
- iii. All Personal Information in the possession of the Grantee that may not be disclosed under state or federal law.

B. The Grantee shall comply with all state and federal laws related to the use, sharing, transfer, sale, or disclosure of Confidential Information. The Grantee shall use Confidential Information solely for the purposes of this Grant and shall not use, share, transfer, sell or disclose any Confidential Information to any third party except with the prior written consent of COMMERCE or as may be required by law. The Grantee shall take all necessary steps to assure that Confidential Information is safeguarded to prevent unauthorized use, sharing, transfer, sale or disclosure of Confidential Information or violation of any state or federal laws related thereto. Upon request, the Grantee shall provide COMMERCE with its policies and procedures on confidentiality. COMMERCE may require changes to such policies and procedures as they apply to this Grant whenever COMMERCE reasonably determines that changes are necessary to prevent unauthorized disclosures. The Grantee shall make the changes within the time period specified by COMMERCE. Upon request, the Grantee shall immediately return to COMMERCE any Confidential Information that COMMERCE reasonably determines has not been adequately protected by the Grantee against unauthorized disclosure.

C. Unauthorized Use or Disclosure. The Grantee shall notify COMMERCE within five (5) working days of any unauthorized use or disclosure of any confidential information, and shall take necessary steps to mitigate the harmful effects of such use or disclosure.

10. CONFLICT OF INTEREST

Grantee must maintain and comply with written standards of conduct covering conflicts of interest and governing the actions of its employees engaged in the selection, award and administration of contracts. Grantee must comply with the following minimum requirements:

- A.** No employee, officer, or agent may participate in the selection, award, or administration of a contract if he or she has a real or apparent conflict of interest. Such a conflict of interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or other interest in or a tangible personal benefit from a firm considered for a contract. The officers, employees, and agents of the Grantee may neither solicit nor accept gratuities, favors, or anything of monetary value from Grantees or parties to subcontracts and must comply with RCW 39.26.020. However, Grantee may set standards for situations in which the financial interest is not substantial or the gift is an unsolicited item of nominal value. The standards of conduct must provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents of the Grantee.
- B.** If the Grantee has a parent, affiliate, or subsidiary organization that is not a state, local government, or federally recognized tribe, the Grantee must also maintain written standards of conduct covering organizational conflicts of interest. Organizational conflicts of interest means that because of relationships with a parent company, affiliate, or subsidiary organization, the Grantee is unable or appears to be unable to be impartial in conducting a procurement action involving a related organization.

11. COPYRIGHT

Unless otherwise provided, all Materials produced under this Grant shall be considered "works for hire" as defined by the U.S. Copyright Act and shall be owned by COMMERCE. COMMERCE shall be considered the author of such Materials. In the event the Materials are not considered "works for hire" under the U.S. Copyright laws, the Grantee hereby irrevocably assigns all right, title, and interest in all Materials, including all intellectual property rights, moral rights, and rights of publicity to COMMERCE effective from the moment of creation of such Materials.

"Materials" means all items in any format and includes, but is not limited to, data, reports, documents, pamphlets, advertisements, books, magazines, surveys, studies, computer programs, films, tapes, and/or sound reproductions. "Ownership" includes the right to copyright, patent, register and the ability to transfer these rights.

For Materials that are delivered under the Grant, but that incorporate pre-existing materials not produced under the Grant, the Grantee hereby grants to COMMERCE a nonexclusive, royalty-free, irrevocable license (with rights to sublicense to others) in such Materials to translate, reproduce, distribute, prepare derivative works, publicly perform, and publicly display. The Grantee warrants and represents that the Grantee has all rights and permissions, including intellectual property rights, moral rights and rights of publicity, necessary to grant such a license to COMMERCE.

The Grantee shall exert all reasonable effort to advise COMMERCE, at the time of delivery of Materials furnished under this Grant, of all known or potential invasions of privacy contained therein and of any portion of such document which was not produced in the performance of this Grant. The Grantee shall provide COMMERCE with prompt written notice of each notice or claim of infringement received by the Grantee with respect to any Materials delivered under this Grant. COMMERCE shall have the right to modify or remove any restrictive markings placed upon the Materials by the Grantee.

12. DISPUTES

Except as otherwise provided in this Grant, when a dispute arises between the parties and it cannot be resolved by direct negotiation, either party may request a dispute hearing with the Director of COMMERCE, who may designate a neutral person to decide the dispute.

The request for a dispute hearing must:

- be in writing;
- state the disputed issues;
- state the relative positions of the parties;
- state the Grantee's name, address, and Grant number; and
- be mailed to the Director and the other party's (respondent's) Grant Representative within three (3) working days after the parties agree that they cannot resolve the dispute.

The respondent shall send a written answer to the requestor's statement to both the Director or the Director's designee and the requestor within five (5) working days.

The Director or designee shall review the written statements and reply in writing to both parties within ten (10) working days. The Director or designee may extend this period if necessary by notifying the parties.

The decision shall not be admissible in any succeeding judicial or quasi-judicial proceeding.

The parties agree that this dispute process shall precede any action in a judicial or quasi-judicial tribunal.

Nothing in this Grant shall be construed to limit the parties' choice of a mutually acceptable alternate dispute resolution (ADR) method in addition to the dispute hearing procedure outlined above.

13. DUPLICATE PAYMENT

COMMERCE shall not pay the Grantee, if the Grantee has charged or will charge the State of Washington or any other party under any other Grant or agreement, for the same services or expenses.

14. GOVERNING LAW AND VENUE

This Grant shall be construed and interpreted in accordance with the laws of the state of Washington, and the venue of any action brought hereunder shall be in the Superior Court for Thurston County.

15. INDEMNIFICATION

To the fullest extent permitted by law, the Grantee shall indemnify, defend, and hold harmless the state of Washington, COMMERCE, agencies of the state and all officials, agents and employees of the state, from and against all claims for injuries or death arising out of or resulting from the performance of the Grant. "Claim" as used in this Grant, means any financial loss, claim, suit, action, damage, or expense, including but not limited to attorney's fees, attributable for bodily injury, sickness, disease, or death, or injury to or the destruction of tangible property including loss of use resulting therefrom.

The Grantee's obligation to indemnify, defend, and hold harmless includes any claim by Grantee's agents, employees, representatives, or any subgrantee or its employees.

The Grantee's obligation shall not include such claims that may be caused by the sole negligence of the State and its agencies, officials, agents, and employees. If the claims or damages are caused by or result from the concurrent negligence of (a) the State, its agents or employees and (b) the Grantee, its subcontractors, agents, or employees, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Grantee or its subgrantees, agents, or employees.

The Grantee waives its immunity under Title 51 RCW to the extent it is required to indemnify, defend and hold harmless the state and its agencies, officers, agents or employees.

16. INDEPENDENT CAPACITY OF THE GRANTEE

The parties intend that an independent Grantee relationship will be created by this Grant. The Grantee and its employees or agents performing under this Grant are not employees or agents of the state of Washington or COMMERCE. The Grantee will not hold itself out as or claim to be an officer or employee of COMMERCE or of the state of Washington by reason hereof, nor will the Grantee make any claim of right, privilege or benefit which would accrue to such officer or employee under law. Conduct and control of the work will be solely with the Grantee.

17. INDUSTRIAL INSURANCE COVERAGE

The Grantee shall comply with all applicable provisions of Title 51 RCW, Industrial Insurance. If the Grantee fails to provide industrial insurance coverage or fails to pay premiums or penalties on behalf of its employees as may be required by law, COMMERCE may collect from the Grantee the full amount payable to the Industrial Insurance Accident Fund. COMMERCE may deduct the amount owed by the Grantee to the accident fund from the amount payable to the Grantee by COMMERCE under this Grant, and transmit the deducted amount to the Department of Labor and Industries, (L&I) Division of Insurance Services. This provision does not waive any of L&I's rights to collect from the Grantee.

18. LAWS

The Grantee shall comply with all applicable laws, ordinances, codes, regulations and policies of local, state, and federal governments, as now or hereafter amended.

19. LICENSING, ACCREDITATION AND REGISTRATION

The Grantee shall comply with all applicable local, state, and federal licensing, accreditation and registration requirements or standards necessary for the performance of this Grant.

20. LIMITATION OF AUTHORITY

Only the Authorized Representative or the Authorized Representative's delegate by writing (delegation to be made prior to action) shall have the express, implied, or apparent authority to alter, amend, modify, or waive any clause or condition of this Grant. Furthermore, any alteration, amendment, modification, or waiver or any clause or condition of this Grant is not effective or binding unless made in writing and signed by the Authorized Representative.

21. NONDISCRIMINATION

A. Nondiscrimination Requirement. During the performance of this Agreement, the GRANTEE, including any subcontractor, shall comply with all federal, state, and local nondiscrimination laws, regulations and policies, this shall include but not be limited to the following: GRANTEE, including any subcontractor, shall not discriminate on the bases enumerated at RCW 49.60.530(3). In addition, GRANTEE, including any subcontractor, shall give written notice of this nondiscrimination requirement to any labor organizations with which GRANTEE, or subcontractor, has a collective bargaining or other agreement.

The funds provided under this Agreement shall not be used to fund religious worship, exercise, or instruction. No person shall be required to participate in any religious worship, exercise, or instruction in order to have access to the facilities funded by this Agreement.

B. Obligation to Cooperate. GRANTEE, including any subcontractor, shall cooperate and comply with any Washington state agency investigation regarding any allegation that GRANTEE, including any subcontractor, has engaged in discrimination prohibited by this Agreement pursuant to RCW 49.60.530(3).

C. Default. Notwithstanding any provision to the contrary, COMMERCE may suspend GRANTEE, including any subcontractor, upon notice of a failure to participate and cooperate with any state agency investigation into alleged discrimination prohibited by this Contract, pursuant to RCW 49.60.530(3). Any such suspension will remain in place until COMMERCE receives notification that GRANTEE, including any subcontractor, is cooperating with the investigating state agency. In the event GRANTEE, or subcontractor, is determined to have engaged in discrimination identified at RCW 49.60.530(3), COMMERCE may terminate this Agreement in whole or in part, and GRANTEE, subcontractor, or both, may be referred for debarment as provided in RCW 39.26.200. GRANTEE or subcontractor may be given a reasonable time in which to cure this noncompliance, including implementing conditions consistent with any court-ordered injunctive relief or settlement agreement.

D. Remedies for Breach. Notwithstanding any provision to the contrary, in the event of Agreement termination or suspension for engaging in discrimination, GRANTEE, subcontractor, or both, shall be liable for contract damages as authorized by law including, but not limited to, any cost difference between the original Grant and the replacement or cover Grant and all administrative costs directly related to the replacement Grant, e.g., cost of the competitive bidding, mailing, advertising and staff time, which damages are distinct from any penalties imposed under Chapter 49.60, RCW. GRANTEE may also be required to repay grant funds pursuant to Section 25 (Recapture) of the General Terms & Conditions if the Agreement is terminated based on a violation of the nondiscrimination requirement. COMMERCE shall have the right to deduct from any monies due to GRANTEE or subcontractor, or that thereafter become due, an amount for damages GRANTEE or subcontractor will owe COMMERCE for default under this provision.

22. PAY EQUITY

The Grantee agrees to ensure that “similarly employed” individuals in its workforce are compensated as equals, consistent with the following:

- A.** Employees are “similarly employed” if the individuals work for the same employer, the performance of the job requires comparable skill, effort, and responsibility, and the jobs are performed under similar working conditions. Job titles alone are not determinative of whether employees are similarly employed;
- B.** Grantee may allow differentials in compensation for its workers if the differentials are based in good faith and on any of the following:
 - i.** A seniority system; a merit system; a system that measures earnings by quantity or quality of production; a bona fide job-related factor or factors; or a bona fide regional difference in compensation levels.
 - ii.** A bona fide job-related factor or factors may include, but not be limited to, education, training, or experience that is: Consistent with business necessity; not based on or derived from a gender-based differential; and accounts for the entire differential.
 - iii.** A bona fide regional difference in compensation level must be: Consistent with business necessity; not based on or derived from a gender-based differential; and account for the entire differential.

This Grant may be terminated by the Department, if the Department or the Department of Enterprise Services determines that the Grantee is not in compliance with this provision.

23. POLITICAL ACTIVITIES

Political activity of Grantee’s employees and officers are limited by the State Campaign Finances and Lobbying provisions of Chapter 42.17A RCW and the Federal Hatch Act, 5 USC 1501 - 1508.

No funds may be used for working for or against ballot measures or for or against the candidacy of any person for public office.

24. PUBLICITY

The Grantee agrees not to publish or use any advertising or publicity materials in which the state of Washington or COMMERCE’s name is mentioned, or language used from which the connection with the state of Washington’s or COMMERCE’s name may reasonably be inferred or implied, without the prior written consent of COMMERCE.

25. RECAPTURE

In the event that the Grantee fails to perform this Grant in accordance with state laws, federal laws, and/or the provisions of this Grant, COMMERCE reserves the right to recapture funds in an amount

to compensate COMMERCE for the noncompliance in addition to any other remedies available at law or in equity.

Repayment by the Grantee of funds under this recapture provision shall occur within the time period specified by COMMERCE. In the alternative, COMMERCE may recapture such funds from payments due under this Grant.

26. RECORDS MAINTENANCE

The Grantee shall maintain books, records, documents, data and other evidence relating to this Grant and performance of the services described herein, including but not limited to accounting procedures and practices that sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Grant.

The Grantee shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Grant, shall be subject at all reasonable times to inspection, review or audit by COMMERCE, personnel duly authorized by COMMERCE, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

27. REGISTRATION WITH DEPARTMENT OF REVENUE

If required by law, the Grantee shall complete registration with the Washington State Department of Revenue.

28. RIGHT OF INSPECTION

The Grantee shall provide right of access to its facilities to COMMERCE, or any of its officers, or to any other authorized agent or official of the state of Washington or the federal government, at all reasonable times, in order to monitor and evaluate performance, compliance, and/or quality assurance under this Grant.

29. SAVINGS

In the event funding from state, federal, or other sources is withdrawn, reduced, or limited in any way after the effective date of this Grant and prior to normal completion, COMMERCE may suspend or terminate the Grant under the "Termination for Convenience" clause, without the ten calendar day notice requirement. In lieu of termination, the Grant may be amended to reflect the new funding limitations and conditions.

30. SEVERABILITY

The provisions of this Grant are intended to be severable. If any term or provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of the Grant.

31. SITE SECURITY

While on COMMERCE premises, Grantee, its agents, employees, or subgrantees shall conform in all respects with physical, fire or other security policies or regulations.

32. SUBGRANTING/SUBCONTRACTING

The Grantee may only subgrant/subcontract work contemplated under this Grant if it obtains the prior written approval of COMMERCE.

If COMMERCE approves subgranting/subcontracting, the Grantee shall maintain written procedures related to subgranting, as well as copies of all subgrants/subcontract and records related to subgrants/subcontracts. For cause, COMMERCE in writing may: (a) require the Grantee to amend its subgranting/subcontracting procedures as they relate to this Grant; (b) prohibit the Grantee from

subgranting/subcontracting with a particular person or entity; or (c) require the Grantee to rescind or amend a subgrant/subcontract.

Every subgrant/subcontract shall bind the Subgrantee/Subcontractor to follow all applicable terms of this Grant. The Grantee is responsible to COMMERCE if the Subgrantee/Subcontractor fails to comply with any applicable term or condition of this Grant. The Grantee shall appropriately monitor the activities of the Subgrantee/Subcontractor to assure fiscal conditions of this Grant. In no event shall the existence of a subgrant/subcontract operate to release or reduce the liability of the Grantee to COMMERCE for any breach in the performance of the Grantee's duties.

Every subgrant/subcontract shall include a term that COMMERCE and the State of Washington are not liable for claims or damages arising from a Subgrantee/Subcontractor's performance of the subgrant/subcontract.

33. SURVIVAL

The terms, conditions, and warranties contained in this Grant that by their sense and context are intended to survive the completion of the performance, cancellation or termination of this Grant shall so survive.

34. TAXES

All payments accrued on account of payroll taxes, unemployment contributions, the Grantee's income or gross receipts, any other taxes, insurance or expenses for the Grantee or its staff shall be the sole responsibility of the Grantee.

35. TERMINATION FOR CAUSE

In the event COMMERCE determines the Grantee has failed to comply with the conditions of this Grant in a timely manner, COMMERCE has the right to suspend or terminate this Grant. Before suspending or terminating the Grant, COMMERCE shall notify the Grantee in writing of the need to take corrective action. If corrective action is not taken within 30 calendar days, the Grant may be terminated or suspended.

In the event of termination or suspension, the Grantee shall be liable for damages as authorized by law including, but not limited to, any cost difference between the original Grant and the replacement or cover Grant and all administrative costs directly related to the replacement Grant, e.g., cost of the competitive bidding, mailing, advertising and staff time.

COMMERCE reserves the right to suspend all or part of the Grant, withhold further payments, or prohibit the Grantee from incurring additional obligations of funds during investigation of the alleged compliance breach and pending corrective action by the Grantee or a decision by COMMERCE to terminate the Grant. A termination shall be deemed a "Termination for Convenience" if it is determined that the Grantee: (1) was not in default; or (2) failure to perform was outside of his or her control, fault or negligence.

The rights and remedies of COMMERCE provided in this Grant are not exclusive and are, in addition to any other rights and remedies, provided by law.

36. TERMINATION FOR CONVENIENCE

Except as otherwise provided in this Grant, COMMERCE may, by ten (10) business days' written notice, beginning on the second day after the mailing, terminate this Grant, in whole or in part. If this Grant is so terminated, COMMERCE shall be liable only for payment required under the terms of this Grant for services rendered or goods delivered prior to the effective date of termination.

37. TERMINATION PROCEDURES

Upon termination of this Grant, COMMERCE, in addition to any other rights provided in this Grant, may require the Grantee to deliver to COMMERCE any property specifically produced or acquired for the performance of such part of this Grant as has been terminated. The provisions of the "Treatment of Assets" clause shall apply in such property transfer.

COMMERCE shall pay to the Grantee the agreed upon price, if separately stated, for completed work and services accepted by COMMERCE, and the amount agreed upon by the Grantee and COMMERCE for (i) completed work and services for which no separate price is stated, (ii) partially completed work and services, (iii) other property or services that are accepted by COMMERCE, and (iv) the protection and preservation of property, unless the termination is for default, in which case the Authorized Representative shall determine the extent of the liability of COMMERCE. Failure to agree with such determination shall be a dispute within the meaning of the "Disputes" clause of this Grant. COMMERCE may withhold from any amounts due the Grantee such sum as the Authorized Representative determines to be necessary to protect COMMERCE against potential loss or liability.

The rights and remedies of COMMERCE provided in this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Grant.

After receipt of a notice of termination, and except as otherwise directed by the Authorized Representative, the Grantee shall:

- A. Stop work under the Grant on the date, and to the extent specified, in the notice;
- B. Place no further orders or subgrants/subcontracts for materials, services, or facilities except as may be necessary for completion of such portion of the work under the Grant that is not terminated;
- C. Assign to COMMERCE, in the manner, at the times, and to the extent directed by the Authorized Representative, all of the rights, title, and interest of the Grantee under the orders and subgrants/subcontracts so terminated, in which case COMMERCE has the right, at its discretion, to settle or pay any or all claims arising out of the termination of such orders and subgrants/subcontracts;
- D. Settle all outstanding liabilities and all claims arising out of such termination of orders and subgrants/subcontracts, with the approval or ratification of the Authorized Representative to the extent the Authorized Representative may require, which approval or ratification shall be final for all the purposes of this clause;
- E. Transfer title to COMMERCE and deliver in the manner, at the times, and to the extent directed by the Authorized Representative any property which, if the Grant had been completed, would have been required to be furnished to COMMERCE;
- F. Complete performance of such part of the work as shall not have been terminated by the Authorized Representative; and
- G. Take such action as may be necessary, or as the Authorized Representative may direct, for the protection and preservation of the property related to this Grant, which is in the possession of the Grantee and in which COMMERCE has or may acquire an interest.

38. TREATMENT OF ASSETS

Title to all property furnished by COMMERCE shall remain in COMMERCE. Title to all property furnished by the Grantee, for the cost of which the Grantee is entitled to be reimbursed as a direct item of cost under this Grant, shall pass to and vest in COMMERCE upon delivery of such property by the Grantee. Title to other property, the cost of which is reimbursable to the Grantee under this Grant, shall pass to and vest in COMMERCE upon (i) issuance for use of such property in the performance of this Grant, or (ii) commencement of use of such property in the performance of this Grant, or (iii) reimbursement of the cost thereof by COMMERCE in whole or in part, whichever first occurs.

- A. Any property of COMMERCE furnished to the Grantee shall, unless otherwise provided herein or approved by COMMERCE, be used only for the performance of this Grant.
- B. The Grantee shall be responsible for any loss or damage to property of COMMERCE that results from the negligence of the Grantee or which results from the failure on the part of the

Grantee to maintain and administer that property in accordance with sound management practices.

- C. If any COMMERCE property is lost, destroyed or damaged, the Grantee shall immediately notify COMMERCE and shall take all reasonable steps to protect the property from further damage.
- D. The Grantee shall surrender to COMMERCE all property of COMMERCE prior to settlement upon completion, termination or cancellation of this Grant.
- E. All reference to the Grantee under this clause shall also include Grantee's employees, agents or Subgrantees/Subcontractors.

39. WAIVER

Waiver of any default or breach shall not be deemed to be a waiver of any subsequent default or breach. Any waiver shall not be construed to be a modification of the terms of this Grant unless stated to be such in writing and signed by Authorized Representative of COMMERCE.

Attachment A: Scope of Work

This project will be a citywide workflow with clear direction on how preservation and maintenance items should be completed. It is intended to guide specific Surface Water Utility actions for receiving water quality protection and surface water management. The Washington State Department of Fish and Wildlife has identified almost every stream and coastline in Des Moines as priority habitat. Together with the City's commitment to preserving and enhancing the water quality of Puget Sound, the proposed project will be one method the City furthers this commitment.

As is mentioned in the Urban Forest Enhancement Plan, the city seeks to improve the ability of forests and natural areas to mitigate as well as adapt to climate-change stressors. With the completion of this project, the City will have specific strategies to improve the resilience of the forested areas, leading to positive impacts on water quality and stream temperature, benefiting aquatic species which include salmon.

During the development of the Urban Forest Enhancement Plan, both equity and environmental justice were taken into consideration, and the proposed project intends to utilize the findings by exploring options for prioritizing underserved communities.

GRANT OBJECTIVE: Develop program for preserving and enhancing forest hydrology with a focus on protecting receiving water health and ancillary benefits such as urban tree cover and tree retention.			
Action	Description	Start Date	End Date
Task 1	Project Management	Apr 2026	Sep 2026
Step 1.1	The consultant will track and administer contract with the City and coordinate work efforts with the City's project manager.	Apr 2026	Sep 2026
Step 1.2	Develop and submit monthly invoices and progress reports to City.	Apr 2026	Sep 2026
Deliverable 1.1	Monthly Invoices and Progress Letters to City (Provided to Department of Commerce with quarterly progress reports).	May 2026	Sep 2026
Task 2	Existing Data Review & Interdepartmental Coordination	Apr 2026	Apr 2026
Step 2.1	The consultant will support City in interdepartmental team (Surface Water Management, Transportation, Planning &	Apr 2026	Apr 2026

GRANT OBJECTIVE: Develop program for preserving and enhancing forest hydrology with a focus on protecting receiving water health and ancillary benefits such as urban tree cover and tree retention.

Action	Description	Start Date	End Date
	Development, Parks) kick-off meeting to discuss project, shared goals, and separate responsibilities.		
Step 2.2	The consultant will review existing data to confirm adequate information for Task 3 tree assessment. Information will include the 2018 Green Des Moines Partnership Urban Forest Enhancement Plan and existing GIS tree canopy mapping layers generated as part of the NPDES Phase II Municipal Stormwater Permit compliance mapping.	Apr 2026	Apr 2026
Deliverable 2.1	Data Gaps Memo	-	Apr 2026
Task 3	Tree Canopy Assessment	Apr 2026	Jun 2026
Step 3.1	The consultant will conduct an arborist-led, in-field, baseline health analysis of tree canopy, including inspection for invasive species of the parcels considered for transfer to the Surface Water Utility or already in Utility possession.	Apr 2026	Jun 2026
Step 3.2	The consultant will review and evaluate existing City processes, policies, and codes to identify potential constraints to tree canopy maintenance and management. The consultant may also recommend potential codes for more detailed review under a future contract, if applicable. This effort will build upon – rather than repeat – the code review conducted as documented in the February 7, 2025, <i>NPDES Stormwater -Tree Canopy Goals and Policies Technical Memorandum</i> .	Jun 2026	Jun 2026
Step 3.3	Develop GIS file geodatabase of feature classes (layers) based on tree canopy conditions analysis.	Jun 2026	Jun 2026

GRANT OBJECTIVE: Develop program for preserving and enhancing forest hydrology with a focus on protecting receiving water health and ancillary benefits such as urban tree cover and tree retention.

Action	Description	Start Date	End Date
Step 3.4	Develop Tree Canopy Conditions Assessment Technical Memorandum, including PDF maps of canopy conditions.	Jun 2026	Jun 2026
Deliverable 3.1	GIS File Geodatabase	-	Jun 2026
Deliverable 3.2	Tree Canopy Conditions Assessment Memo	-	Jun 2026
Task 4	Alternatives Analysis	Jul 2026	Aug 2026
Step 4.1	The consultant will work with the City interdepartmental team (Surface Water Management, Transportation, Planning & Development, Parks) to develop recommendations for individual canopy management actions.	Jul 2026	Jul 2026
Step 4.2	The consultant will develop a rating system to provide preliminary prioritization of canopy management actions. Rating system will take into account underserved communities, where possible.	Jul 2026	Aug 2026
Step 4.3	The consultant will work with the City to select candidate canopy management actions and document in a technical memorandum.	Aug 2026	Aug 2026
Deliverable 4.1	Canopy Management Actions Technical Memorandum	-	Aug 2026
Task 5	Cost and Staffing Analysis	Aug 2026	Aug 2026
Step 5.1	The consultant will work with the City to estimate staff effort to be expected as part of implementing the plan.	Aug 2026	Aug 2026
Step 5.2	The consultant will estimate cost per acre scale to guide City in potential parcel acquisition.	Aug 2026	Aug 2026
Deliverable 5.1	Cost and Staffing Analysis Technical Memorandum	-	Aug 2026

GRANT OBJECTIVE: Develop program for preserving and enhancing forest hydrology with a focus on protecting receiving water health and ancillary benefits such as urban tree cover and tree retention.

Action	Description	Start Date	End Date
Task 6	Forest Operations and Maintenance SOP & City Council Public Outreach	Aug 2027	Sep 2027
Step 6.1	Develop standard operating procedure (SOP) to document selected tree canopy management actions.	Aug 2027	Aug 2027
Step 6.2	The consultant will provide City with public outreach figures and descriptions of actions to be presented at a 2026 4th-Quarter City Council Meeting.	Sep 2026	Sep 2026
Deliverable 6.1	Urban Forest Operations and Maintenance Plan SOP	-	Sep 2026
Deliverable 6.2	Ordinance adopting Urban Forest Operations and Maintenance Plan SOP by City Council	-	Sep 2026

Attachment B: Budget

Deliverable	Cost
Deliverable 1.1: Consultant Monthly Invoices and Progress Letters to City	\$ 7,500
Deliverable 2.1: Data Gaps Memo	\$ 6,500
Deliverable 3.1: GIS File Geodatabase	\$ 9,000
Deliverable 3.2: Tree Canopy Conditions Assessment Memo	\$28,000
Deliverable 4.1: Canopy Management Actions Technical Memorandum	\$11,500
Deliverable 5.1: Cost and Staffing Analysis Technical Memorandum	\$ 7,500
Deliverable 6.1: Urban Forest Operations and Maintenance Plan SOP	\$10,000
Total:	\$80,000



Surface Water Management Tree Preservation Program

Purpose of Today's Presentation

- Outline permit-driven tree canopy requirements.
- Share progress on feasibility study with Parametrix.
- Preview recommended next steps and financial considerations.



Background – NPDES Permit Requirements

1. Tree Canopy GIS

“No later than December 31, 2028, begin mapping of Permittee-owned or operated properties with tree canopy based on available, existing data.”

2. Tree Codes & Policy

“No later than December 31, 2028, Permittees shall adopt tree canopy goals and policies to support stormwater management and water quality improvement in receiving waters.”

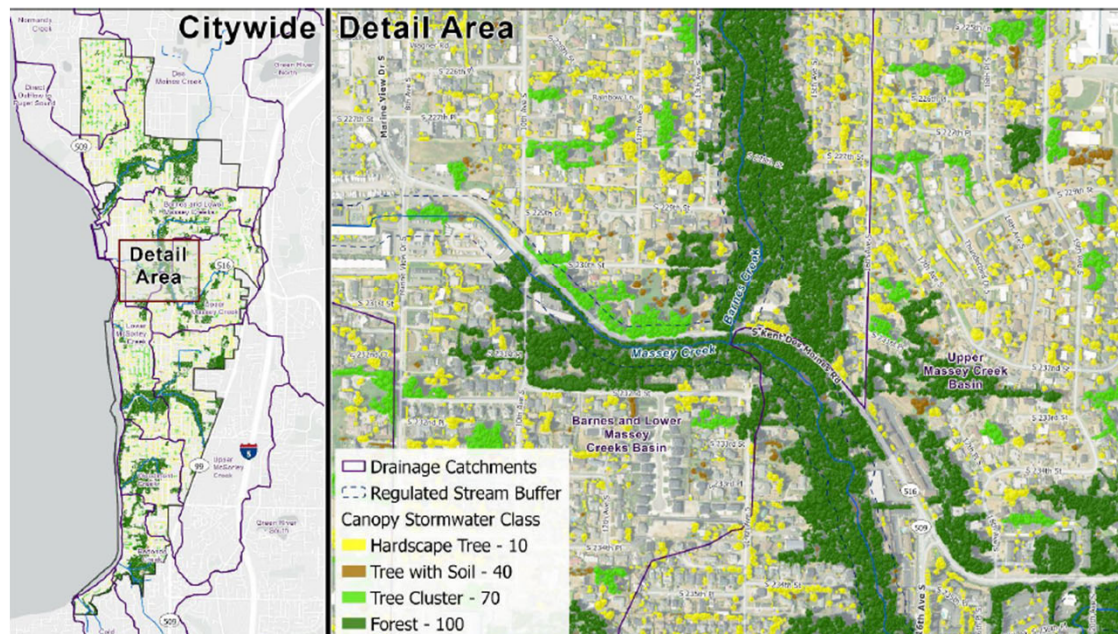
3. Tree Management Implementation

“No later than December 31, 2028, Permittees shall implement tree canopy goals and policies to support stormwater management and water quality improvement in receiving waters.”



Phase 1 – GIS Based Tree Inventory

- Parametrix and City staff compiled city-wide canopy data.
- Identified “stormwater-beneficial trees”(e.g. Tree clusters: Trees in overlapping proximity to other trees in a group over 10,000sf)
- Total Citywide canopy cover is at 29%. 16% of this canopy cover falls on City property.



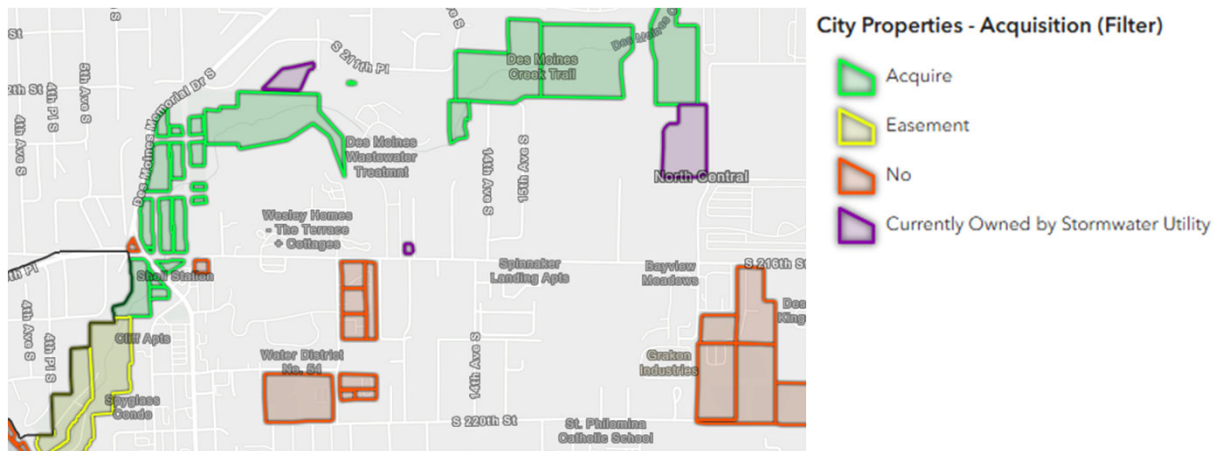
Priority Goal Selected – Protect Existing Trees on Public Land

- Most feasible first step with implementation on public land.
- Aligns with water quality and permit requirements.
- Lays groundwork for future efforts.
 - Protecting existing trees on private land
 - Increasing existing tree canopy



Phase 2 Analysis

- Which City-owned parcels have the largest volume of trees?
- Feasibility to transfer ownership to the Surface Water Utility?
- What are the cost implications?



Draft Transfer List:

- 70 Full Acquisition Targets consisting of 137.6 Acres of Canopy
- 4 Partial Acquisition Targets consisting of 22.9 acres of Canopy

Cost per Canopy Acre – Baseline:

- Transfer of costs (property taxes, maintenance, cleanups.)
 - ❖ (\$331 annually/acre for reactive maintenance)
 - ❖ (\$75 annually/acre for encampment cleanup)
 - ❖ Total: ~744\$ per acre/annually including taxes/utilities

Utility Rate Program Funding:

- Creating a dedicated funding source for canopy management with the Stormwater Utility
 - ❖ One time 5% Utility Tax Increase - \$300k/annually
 - ❖ One time 2.5% Utility Tax Increase - \$150k annually
 - ❖ One time 1.5% Utility Tax Increase - \$90k/annually

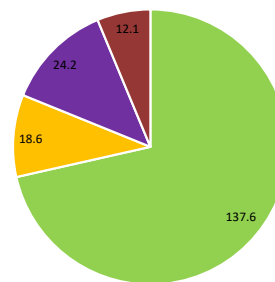


Parcel Acquisition Statuses

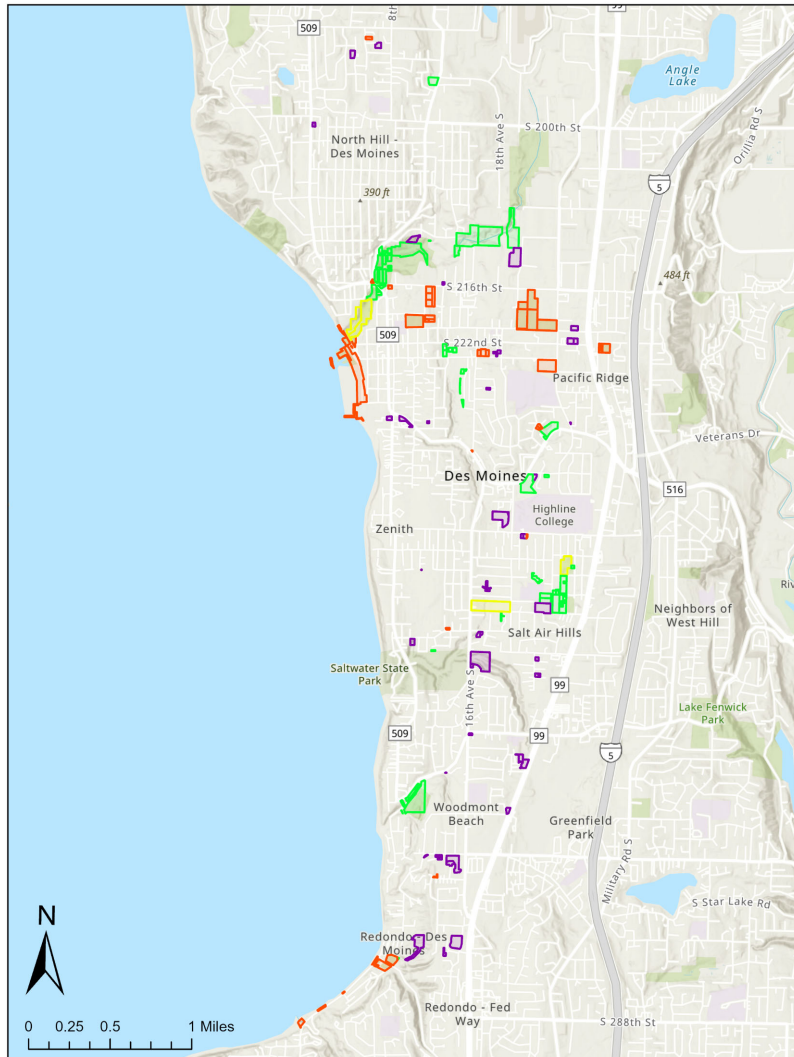
City Properties - Acquisition (Filter)

-  Acquire
-  Easement
-  No
-  Currently Owned by Stormwater Utility

Total Canopy Acres



■ Acquire ■ Easement ■ Currently Owned by Stormwater ■ No



Phase 3 Analysis:

- Washington State Department of Commerce Salmon Recovery through Local Planning Grant awarded \$80,000
- Grant and Consultant Contract Approval (3/12/2026)
 - ❖ Arborist led baseline health analysis of tree canopy
 - ❖ Development of canopy management actions technical memo
 - ❖ Updated Cost and Staffing Analysis per canopy acre
 - ❖ Urban Forest Operation and Maintenance Plan
 - ❖ Consultant Council Presentation (Fall 2026)
- In-house staff to acquire International Society of Arboriculture (ISA) Arborist Certification



Future Council Items:

- Approval of final parcel transfer and launch of the preservation program. (Fall/Winter 2026)
- Set level of service (acres managed per year) and implement Utility rate increase if applicable. (Fall/Winter 2026)



Questions?





**City Council
AGENDA ITEM**

**BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA**

SUBJECT: Draft 2027-2046 Transportation Improvement Plan (TIP) - 25 Minutes

ATTACHMENTS:

1. 2027-2046 Draft TIP
2. City Map - Areas Greater than 1 Mile from Transit
3. Draft Transportation Improvement Plan (2027-2046) PowerPoint

FOR AGENDA OF:

March 5, 2026

DEPT OF ORIGIN:

Public Works

DATE SUBMITTED:

February 19, 2026

CLEARANCES:

Finance

Public Works

Purpose and Recommendation

The purpose of this Committee item is to provide an update to the City's Draft Transportation Improvement Plan (TIP). This item is informational only and does not require Committee action.

Suggested Motion:

Background

Each year the City of Des Moines, and all cities and counties in Washington State, submit a Transportation Improvement Plan (TIP) to the State as required by RCW 35.77.010. This document is useful for agencies to plan and prioritize transportation system improvements while also providing a consistent process for interagency coordination to identify need and funding requirements on a regional and statewide basis.

The City of Des Moines Draft TIP (Attachment 1) is a long-range, 20-year transportation plan that identifies motorized and non-motorized needs that are not financially constrained. Each project is listed along with a brief description of the specific capital improvements that are proposed. Proposed project schedules and preliminary level cost estimates identify strategic project planning. The costs are broken down into three categories: Engineering (PE), Right-of-Way acquisition (RW), and Construction (CN), which are consistent with State and regional project programming designations.

The plan is derived from the City's Comprehensive Transportation Plan (CTP) and is a list of prioritized projects based primarily on:

- CTP (Safety, capacity, non-motorized, and transit needs)
- Analysis of existing system (Traffic engineering studies, citizen input, etc.)
- Interagency Coordination (Franchise Utility, SeaTac, Sound Transit, etc.)

The TIP is utilized to:

- Fulfill reporting requirements by State Law (RCW 35.77.010) by July 31st
- Direct the development of the 6-year Capital Improvement Plan (CIP)
- Provide coordination between franchise utilities and neighboring agencies
- Fulfill reporting to the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) in order to pursue loan and grant opportunities

The completed TIP is sent to utility companies as well as adjacent cities for their information, and for project coordination planning. Some cities choose to list high priority projects that are not within their city limits, or projects that will be managed by other agencies. The City of Des Moines Comprehensive Transportation Plan (CTP) lists projects that are outside of its boundaries.

Discussion

Staff updated the previous TIP (2026-2045) with the most current project funding information and expenditure schedule, and is forwarding this Draft 2027-2046 TIP to the full Council.

Proposed changes within the Draft 2027-2046 TIP from previous years include:

- Priority 4 – 24th Ave S. Improvements Project (Segment 2)
 - **Remove/Completion 2025**
- Priority 5 – Sound Transit – Link Light Rail
 - **Remove/Completion 2025**
- Priority 6 – WSDOT – SR509 Gateway and S 216th Street Bridge
 - **Remove/Completion 2025**
- Priority 23 - Last Mile Transit Service
 - **New Project** to coordinate with King County Metro and other partners to improve "Last Mile" services within the southern portion of the City
- Priority 29 – Marine View Drive Downtown Corridor Improvements
 - **New Project** to revitalize the downtown corridor. The improvements are intended to enhance pedestrian and vehicle circulation as well as provide a destination for residents and visitors

At the December 4, 2025, City Council meeting, staff was directed to investigate including a "Last Mile" project on the City's TIP. Staff reviewed transit options within the City and found that a very limited area, shown graphically in Attachment 2, is currently beyond one mile (walking or driving) from existing transit. It is recommended that a new project supporting underserved areas be added to the proposed TIP and continue to promote existing King County Metro and Sound Transit options for the community.

It is expected that in the coming years WSDOT will engage with the City to "turn-back" Kent-Des Moines Road and Marine View Drive (between Kent-Des Moines Road and Des Moines Memorial Drive) to City ownership. Currently, WSDOT is responsible for the roadway surface of these roadways but with the impending completion of SR 509 WSDOT is studying the viability of transferring no longer needed state highway routes to local jurisdictions. Adding a new project to the TIP for improvements along the Marine View Drive corridor could position the City more favorably for these future conversations with WSDOT. The TIP already includes project improvements for the Kent-Des Moines corridor.

The Council can choose to make various changes to the TIP; projects can be moved to different years, added to or taken off the TIP, and priority numbers can be changed.

Although this plan does not commit the City to any expenditures, it does allow the City to make application for many types of grants or other sources of funds. Frequently, project loans or grants require that individual projects be on a plan adopted by the City Council. Furthermore, projects using Federal funding are specifically required to be identified on the City's TIP.

Staff will bring forward for consideration the final 2027-2046 Transportation Improvement Plan during a Public Hearing likely in May or June 2026.

Alternatives

The Council can choose to make various changes to the TIP; projects can be moved to different years, added to or taken off the TIP, and priority numbers can be changed.

The City is required to file an adopted plan with the Secretary of Transportation no later than July 31, 2026.

Financial Impact

Although this plan does not commit the City to any expenditures, it does allow the City to make application for many types of grants or other sources of funds. Frequently, project loans or grants require that individual projects be on a plan adopted by the City Council. Furthermore, projects using Federal funding are specifically required to be identified on the City's TIP.

Recommendation

ATTACHMENT A

Agency: City of Des Moines, WA
 County No.: 17 County Name: King County
 City No.: 0325 MPO/RTPO: PSRC

From: 2027 To: 2046
 Hearing Date: Adoption Date:
 Amend Date: Resolution Number:

Proposed Priority No.	City Project Number	Project Identification	Project Phase	Project Cost in Thousands of Dollars				Local Agency Expenditure Schedule (Year)					
				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
1	PRES-1.0	Pavement Preservation Program Citywide Maintain and preserve the City's roadway surfaces through pavement rehabilitation measures such as overlays/patching, crack sealing and other preventative maintenance measures.	PE RW CN			2000 19000	2000 0 19000	100 950	100 950	100 950	300 2850	400 3800	1000 9500
				0	0	21000	21000	1050	1050	1050	3150	4200	10500
2	TRAF-5.0	Traffic Safety Improvement Program Citywide Respond to capital needs associated with traffic and pedestrian safety. These funds generate from Automated Speed Enforcement (ASE) would be primarily focused on capital projects near existing schools and other traffic safety related concerns.	PE RW CN			160 2000	160 0 2000	8 100	8 100	8 100	24 300	32 400	80 1000
				0	0	2160	2160	108	108	108	324	432	1080
3	PRES-5.0	ADA Compliance Program Citywide Installation of Right-of-Way and facility improvements.	PE RW CN			60 720	60 0 720	3 36	3 36	3 36	9 108	12 144	30 360
				0	0	780	780	39	39	39	117	156	390
4	TIF-2.2 REMOVE	24th Ave S. Improvement Project (Segment 2) 24th Ave. S from: S 223rd Street to: Kent-Des Moines Road Sidewalk, curb, gutter & drainage improvements in conjunction with SWM's 24th Ave Pipeline Replacement. Provide 2-way left turn lane and enhanced pedestrian crossings.	PE RW CN				0 0 0						
				0	0	0	0	0	0	0	0	0	0
5	S-25.0 REMOVE	Sound Transit - Link Light Rail from: S 216th Street to: S 272nd Street Coordination on Link Light Rail Alignment	PE RW CN				0 0 0						
				0	0	0	0	0	0	0	0	0	0
6	S-32.0 REMOVE	WSDOT - SR509 Gateway and S 216th Street Bridge from: S 216th Street to: S 272nd Street Coordination on SR 509 Gateway.	PE RW CN				0 0 0						
				0	0	0	0	0	0	0	0	0	0
7 4	TRAIL-2.3	Barnes Creek Trail - South Segment from: 16th Ave. S to: Highline College Construct shared use path/trail along the north side of S 240th Street. Potential non-motorized facilities on the south side of S 240th Street and associated traffic safety enhancements.	PE RW CN				0 0 300	300					
				0	200	100	300	300	0	0	0	0	0

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				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
8 5	S-21.2	S 240th Street Improvements (Segment 2) S 240th Street from: 20th Ave. S to: 16th Ave. S Reconstruct roadway including two travel lanes, bicycle lanes, curb, gutter and sidewalks.	PE				0						
			RW				0						
			CN		200	100	300	300					
				0	200	100	300	300	0	0	0	0	0
9 6	TRAF-3.0	Neighborhood Traffic Calming Program Citywide Respond to traffic calming concerns.	PE			200	200	10	10	10	30	40	100
			RW				0						
			CN			800	800	40	40	40	120	160	400
				0	0	1000	1000	50	50	50	150	200	500
10 7	TRAF- 4.0	Guardrail Program Citywide Install new guardrail and upgrade existing installations.	PE			40	40	2	2	2	6	8	20
			RW				0						
			CN			520	520	26	26	26	78	104	260
				0	0	560	560	28	28	28	84	112	280
11 8	S-3.1	S 200th Street & S 199th Street Improvements (Segment 1) S 200th Street from: DMMD to: 8th Ave. S Known as the North Hill Elementary Walkway Improvements Project. Install curbs, gutters, sidewalks, & bike lanes.	PE				0						
			RW				0						
			CN		300	300	600	600					
				0	300	300	600	600	0	0	0	0	0
12 9	TIF-2.1	24th Ave. S Improvement Project (Segment 1) 24th Ave. S from: S 216th Street to: S 223rd Street Sidewalk, curb, gutter & drainage improvements. Provide 2-way left turn lane.	PE		435	335	770	770					
			RW		115	85	200	200					
			CN		4450	3410	7860		5000	2860			
				0	5000	3830	8830	970	5000	2860	0	0	0
13 10	S-21.3	S 240th Street Improvements (Segment 3) S 240th Street from: 16th Ave. S to: Marine View Drive Reconstruct roadway including two travel lanes, bicycle lanes, curb, gutter and sidewalks.	PE		500	50	550			550			
			RW		350	50	400			400			
			CN		3200	1900	5100				5100		
				0	4050	2000	6050	0	0	950	5100	0	0
14 11	TIF-16.0	Marine View Drive and S 240th Street Project Intersection Project from: to: Reconstruct roadway to improve horizontal alignment. Provide pedestrian facilities, and widen approaches. Install roundabout or traffic signal if warranted.	PE			165	165			165			
			RW			100	100			100			
			CN			1900	1900				1900		
				0	0	2165	2165	0	0	265	1900	0	0

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				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
15 12	S-5.0	S 223rd Street / Cliff Ave. Street Improvements Cliff Ave/South 223rd Street from: Beach Park/Marina Entrance to: Marine View Dr. Corridor redevelopment as part of the overall Marina Redevelopment priority. Targets non-motorized users, connectivity between downtown and Marina, as well as the analysis of strategic storm water quality	PE RW CN		5000 25000	1000 5000	6000 0 30000					6000 30000	
				0	30000	6000	36000	0	0	0	0	36000	0
16 13	PL-1.0	CTP Update from: to:	PE RW CN			1500	1500 0 0			700			800
				0	0	1500	1500	0	0	700	0	0	800
17 14	S-21.1	S 240th Street Improvements (Segment 1) S 240th Street from: East City Limits to: 20th Ave. S Reconstruct roadway including two travel lanes, two-way left turn lane, bicycle lanes, curb, gutter and sidewalks.	PE RW CN		200 150 4800	100 50 1200	300 200 6000				300	200 6000	
				0	5150	1350	6500	0	0	0	300	6200	0
18 15	PRNIP-S2.0	S 224th Street Improvements Pacific Ridge NIP S2 from: Pacific Highway S to: 30th Ave. S Reconstruct roadway. Complete curb, gutter, and sidewalk improvements.	PE RW CN			113 95 700	113 95 700	113	95 700				
				0	0	908	908	113	795	0	0	0	0
19 16	TRAF-8.0	Redondo Area Parking Management Project Redondo Area Installation of parking management system on S 282nd Street, Redondo Way, and portions of Sound View Dr.	PE RW CN			25 325	25 0 325	25 325					
				0	0	350	350	350	0	0	0	0	0
20 17	TRAF-7.0	Redondo Area Street Lights Neighborhood streets in the lower Redondo area from: S 281st Street to: South City Limits Install conduit and street lighting in local road areas currently without lighting	PE RW CN			10 60	10 0 60			10 60			
				0	0	70	70	0	0	70	0	0	0
21 18	TIF-23.0	Marine View Drive ITS Project from: Kent-Des Moines Road to: DMMD Coordinate and optimize signal timing by installing fiber optic signal communications.	PE RW CN			10 110	10 0 210	10 210					
				0	110	110	220	220	0	0	0	0	0

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				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
22 19	TRAIL-2.1	Barnes Creek Trail - North Segment Following SR 509 Right-of-Way from: S 216th Street to: S 223rd Street Construct shared use path/trail along old SR509 ROW.	PE RW CN		300	285	585	535		50			
					3200	1700	4900	250	1900	3000			
				0	3500	2235	5735	785	1900	3050	0	0	0
23 20	TRAIL-2.2	Barnes Creek Trail - Central Segment Following SR 509 Right-of-Way from: S 223rd Street to: 16th Ave. S Construct shared use path/trail along old SR509 ROW and South side of Kent-Des Moines Road	PE RW CN	85		200	200					200	
				3460		15	100					100	
						540	4000					4000	
				3545	0	755	4300	0	0	0	0	4300	0
24 21	S-24.0	Downtown Des Moines Improvements from: S 227th/220&223 to: 6th/8th Provide sidewalks 6th Ave. S. & side streets from S.227th to S.220th/8th Ave S (west side) & side streets and alleys from S.227th to S.223rd. May include street & water distribution upgrades. May include S 222nd cul-de-sac roadway improvements.	PE RW CN			700	700					700	
						3500	3500					3500	
				0	0	4200	4200	0	0	0	0	4200	0
25 22	ITS-1.0	Traffic Management Center (TMC) Citywide/Public Works - Engineering Continue to improve communication and coordination with WSDOT and King County Traffic Management Centers. Implement Citywide ITS program.	PE RW CN			10	10			10			
						50	50			50			
				0	0	60	60	0	0	60	0	0	0
23	S-36.0 NEW	Last Mile Transit Service Coordinate with King County Metro and other partners to improve "Last Mile" service within the southern portion of the City	PE RW CN				0						
							0						
				0	0	0	0	0	0	0	0	0	0
26 24	TRAF-9.0	Redondo Beach Drive - Seawall Pile Corrosion Project from: S 283rd Street to: Redondo Shores Drive S Corrosion protection for seawall H-Piles.	PE RW CN			30	30			30			
						300	300				300		
				0	0	330	330	0	0	30	300	0	0
27 25	S-8.0	Redondo Way Sidewalk Project Redondo Way South from: Redondo Beach Dr. to: East of Sound View Drive Install curb, gutter, & sidewalk on north side of Redondo Way between Redondo Beach Drive and Sound View Drive	PE RW CN			100	100				25	75	
						1000	1000					1000	
				0	0	1100	1100	0	0	0	25	1075	0

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				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
28 26	PL-4.0	Parking Management Plan (Highline College Area) from: to: Develop a parking management plan strategy and apply program and actions.	PE RW CN			100	100 0 0			50	50		
				0	0	100	100	0	0	50	50	0	0
29 27	TIF-4.2	Kent-Des Moines Road Improvements (Segment 2) (SR 516) from: 24th Ave. S to: Pacific Highway South Widen roadway to provide pedestrian facilities and additional turn lanes. Joint with City of Kent.	PE RW CN	2300	400 2300	485 100 1700	485 500 6300				485 500 6300		
				2300	2700	2285	7285	0	0	0	7285	0	0
30 28	INT-7.0	Pacific Highway S and S 240th Street Project Intersection Improvements from: to: Widen to provide dual left turn pocket for eastbound approach, revise signal timing. Coordinate with the City of Kent.	PE RW CN		500 500 3000	100	600 500 3000					600 500 3000	
				0	4000	100	4100	0	0	0	0	4100	0
29	S-35.0 NEW	Marine View Drive Downtown Corridor Improvements Marine View Drive from: Kent-Des Moines Road to: Des Moines Memorial Drive Complete Streets improvements to revitalize the downtown corridor. Intended to enhance to pedestrian and vehicle circulation as well as provide a destination for residents and visitors.	PE RW CN		2500 20000	2500 20000	5000 0 40000					5000 40000	
				0	22500	22500	45000	0	0	0	0	45000	0
31 30	TIF-6.0	16th Ave. S / 18th Ave. S Road Improvements Following along old SR 509 Right-of-Way from: S 220th Street to: S 216th Street Construct new neighborhood collector alignment along 16/18th Ave. S.. corridor, incl. curb/gutter. May be shared use path constructed along R/W so pedestrian/bicycle facilities may be away from roadway alignment.	PE RW CN		300 2200	300 500	600 0 2700					600 2700	
				0	2500	800	3300	0	0	0	0	3300	0
32 31	PL-2.0	Downtown Circulation Study from: to: Develop a plan to maximize multi-modal use, pedestrian access and traffic operations.	PE RW CN			100	100 0 0				100		
				0	0	100	100	0	0	0	100	0	0
33 32	PL-3.0	Parking Management Plan (Downtown) from: to: Develop a parking management plan strategy and apply program and actions.	PE RW CN			100	100 0 0				100		
				0	0	100	100	0	0	0	100	0	0

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				Federal Funds	State Funds	Local Funds	Total Funds						
34 33	S-30.0	Wooten Park Access and Parking Improvements North of Redondo Way South from: Redondo Way South to: South 282nd St Increase parking with a new parking lot east of Wooten Park	PE RW CN			150 1500	150 0 1500				50	100 1500	
				0	0	1650	1650	0	0	0	50	1600	0
35 34	S-34.0	Des Moines Passenger Ferry Service Support efforts to spur the return of passenger-only ferries that will include routes connecting Des Moines.	PE RW CN				0 0 0						
				0	0	0	0	0	0	0	0	0	0
36 35	S-1.0	Des Moines Memorial Drive Improvements Des Moines Memorial Drive from: S 208th Street to: Marine View Drive Install bike lanes, curb, gutter, drainage & sidewalks. Add a lane to approach to Marine View Dr.& left turn pockets where feasible.	PE RW CN		250 200 5000	500 150 2000	750 350 7000					750 350 7000	
				0	5450	2650	8100	0	0	0	0	8100	0
37 36	TIF-14.0	Des Moines Memorial Drive and Marine View Drive Intersection Improvements from: to: Lengthen approach lanes, coordinate signal with MVD and 7th/216th. Consider possibility of a Round-About.	PE RW CN		100 60 1600	300 40 400	400 100 2000					400 100 2000	
				0	1760	740	2500	0	0	0	0	2500	0
38 37	INT-8.0	Marine View Drive and 7th/216th Street Project Intersection Improvements from: to: Optimize signal timing, and coordinate signal with DMMD and MVD intersection.	PE RW CN			30 270	30 270 0					30 270	
				0	0	300	300	0	0	0	0	300	0
39 38	S-2.1	8th Ave. S Improvement Project (Segment 1) 8th Avenue South (North Hill) from: North City Limits to: S. 200th Street Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	PE RW CN			700 4000	700 4000 0					700 4000	
				0	0	4700	4700	0	0	0	0	4700	0
40 39	TIF-4.3	Kent-Des Moines Road Improvements (Segment 3) (SR 516) from: Marine View Drive to: 16th Ave. South Widen roadway to provide pedestrian facilities and additional lanes where warranted.	PE RW CN			1400 1000 2100	1400 1000 6600						1400 1000 6600
				2000	2500	4500	9000	0	0	0	0	0	9000

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				Federal Funds	State Funds	Local Funds	Total Funds						
41 40	INT-10.0	Marine View Drive and Kent-Des Moines Road Project Intersection Improvements from: to: Add a second eastbound through lane through the intersection.	PE RW CN		400	200	600					600	
					500	300	800					800	
				600	1000		1600					1600	
				600	1900	500	3000	0	0	0	0	3000	0
42 41	TIF-15.0	Marine View Drive and S 227th Street Project Intersection Improvements from: to: Revise lane configuration to single eastbound right with overlap signal phase. Add second southbound through lane at intersection.	PE RW CN		100	40	140					140	
					500	60	560					560	
				0	600	100	700	0	0	0	0	700	0
43 42	TIF-4.1	Kent-Des Moines Road Improvements (Segment 1) (SR 516) from: 16th Ave. S. to: 24th Ave. S. Widen roadway to provide pedestrian facilities and center 2-way turn lane where warranted	PE RW CN			700	700					700	
						600	600					600	
				500	2500	1700	4700					4700	
				500	2500	3000	6000	0	0	0	0	6000	0
44 43	S-27.0	30th Ave S. Over-Crossing Bridge Crossing over Kent-Des Moines Road from: to: Construct vehicular or ped/bike bridge over Kent Des Moines Road linking Pacific Ridge with Midway. Coordinate with Kent.	PE RW CN			750	750						750
						800	800						800
						6500	6500						6500
				0	0	8050	8050	0	0	0	0	0	8050
45 44	S-20.0	Redondo Beach Drive Sidewalk Project Redondo Beach Drive from: S. 281st St to: South City Limits Install sidewalk where missing and make pedestrian improvements.	PE RW CN			100	100					100	
						500	500					500	
				0	0	600	600	0	0	0	0	600	0
46 45	S-3.2	S 200th Street & S 199th Street Improvements (Segment 2) from: 8th Ave S to: 1st Ave. S. Install curbs, gutters, sidewalks, & bike lanes.	PE RW CN		100	200	300					300	
					50	50	100					100	
					1200	600	1800					1800	
				0	1350	850	2200	0	0	0	0	2200	0
47 46	TIF-7.5a	16th Ave. S Improvements Project (Segment 5a) 16th Avenue South from: S. 272nd St. to: S. 276th Street Widen to provide 3-land roadway w/curbs, gutters, bike lanes & sidewalks. Provide new alignment to Pacific Hwy. S. if feasible. Joint project w/City of Federal Way. Also coordinate w/City of Kent and King County Metro.	PE RW CN			140	140					140	
					60	40	100					100	
					1200	600	1800					1800	
				0	1260	780	2040	0	0	0	0	2040	0

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				Federal Funds	State Funds	Local Funds	Total Funds						
48 47	TIF-3.3 TIF-17.0	16th Ave. S Improvements Project (Segment 3) 16th Avenue South from: Kent-Des Moines Rd. to: S. 240th St. Widen to provide center turn lane at apartment driveways south of Kent- Des Moines Road. Provide bus pullouts.	PE RW CN			400 500 1200	400 500 3200					400 500 3200	
				0	2000	2100	4100	0	0	0	0	4100	0
49 48	TIF-3.2	16th Ave. S Improvements Project (Segment 2) 16th Avenue South from: S. 260th St. to: S. 250th Street Install curbs, gutters and sidewalks and bike lanes. Provide 2-way left turn lane.	PE RW CN			1200 300 2100	1200 300 5100						1200 300 5100
				0	3000	3600	6600	0	0	0	0	0	6600
50 49	S-12.0	S 208th Street Sidewalk Project South 208th Street from: 1st Ave. S. to: DMMD Install sidewalk and make pedestrian improvements.	PE RW CN			260 40 1300	260 40 1300						260 40 1300
				0	0	1600	1600	0	0	0	0	0	1600
51 50	TIF-8.2	20th Ave. S Improvements Project (Segment 2) 20th Avenue South from: S. 240th St. to: S. 243rd Street Reconstruct and extend neighborhood collector street with curb, gutter and sidewalks.	PE RW CN			300 1200	300 1200						300 1200
				0	0	1500	1500	0	0	0	0	0	1500
52 51	S-6.0	20th Ave S. Improvements Project (Segment 1) 20th Avenue South from: S. 243rd St. to: S. 250th Street Reconstruct to Neighborhood Collector standards and provide curb, gutter and sidewalks.	PE RW CN		200 1000	200 1000	400 0 2000						400 0 2000
				0	1200	1200	2400	0	0	0	0	0	2400
53 52	S-7.0	S 250th / 251st Street Improvements South 250th/251st Street from: Marine View Drive to: 16th Ave. S. Construct bike lanes and curb, gutter and sidewalk on both sides.	PE RW CN		50 25 1200	300 25 1200	350 50 2400						350 50 2400
				0	1275	1525	2800	0	0	0	0	0	2800
54 53	TIF-18.0	16th Ave S. and S 250th Street Project Intersection Improvements from: to: Add eastbound right turn pocket.	PE RW CN			50 200	50 0 200						50 0 200
				0	0	250	250	0	0	0	0	0	250

ATTACHMENT A

Agency: City of Des Moines, WA
 County No.: 17 County Name: King County
 City No.: 0325 MPO/RTPO: PSRC

From: 2027 To: 2046
 Hearing Date: Adoption Date:
 Amend Date: Resolution Number:

Proposed Priority No.	City Project Number	Project Identification	Project Phase	Project Cost in Thousands of Dollars				Local Agency Expenditure Schedule (Year)					
				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
55 54	S-9.0	S 272nd Street / Marine View Drive Project from: to: Reconstruct roadway to improve horizontal and vertical alignment.	PE RW CN			150	150 0						150
					500	150	650						650
				0	500	300	800	0	0	0	0	0	800
56 55	INT-6.0	Pacific Highway S and S 260th Street Intersection Improvements from: to: Revise signal timing. Coordinate with the City of Kent.	PE RW CN		20	20	40 0						40
					120		120						120
				0	140	20	160	0	0	0	0	0	160
57 56	TIF-3.4 TIF-17.0	16th Ave. S Improvements Project (Segment 4) 16th Avenue South from: S. 240th St. to: S. 250th St. Widen to three lane minor arterial with curbs, gutters, bike lanes and sidewalks.	PE RW CN			800	800 200						800 200
					2000	1500	3500						3500
				0	2000	2500	4500	0	0	0	0	0	4500
58 57	S-10.0	S 222nd Street Improvements Project South 222nd Street from: Marine View Drive to: Pacific Highway South Reconstruct to Neighborhood Collector standards including two travel lanes, bicycle lanes, curb, gutter and sidewalks.	PE RW CN		300	200	500 0						500
					2000	500	2500						2500
				0	2300	700	3000	0	0	0	0	0	3000
59 58	S-33.1b	S 216th Street Improvements (Segment 1b) Transportation Gateway Project (1 of 4 projects) South 216th Street from: East City Limits to: Pacific Highway South Widen to provide additional travel lanes, bike lanes, curb, gutter, & sidewalks. Project coordinated with WSDOT construction of SR509 to replace the I-5 overcrossing with transitions to the planned lane configuration.	PE RW CN			500	500 800						500 800
				800	800	1000	2600						2600
				800	800	2300	3900	0	0	0	0	0	3900
60 59	TIF-7.5b	16th Ave. S Improvements Project (Segment 5b) 16th Avenue South from: S. 276th St. to: Pacific Highway South Widen to provide 3-land roadway w/curbs, gutters, bike lanes & sidewalks. Provide new alignment to Pacific Hwy. S. if feasible. Joint project w/City of Federal Way. Also coordinate w/City of Kent and King County Metro.	PE RW CN		240	200	440 900						440 1500
					1660	800	2460						2460
				0	2800	1600	4400	0	0	0	0	0	4400
61 60	S-28.0	S 240th Street Overcrossing Bridge Crossing over I-5 from: Pacific Highway South to: Military Road Construct bridge over Interstate 5. Coordinate with City of Kent.	PE RW CN			2000	2000 1500						2000 1500
						10000	10000						10000
				0		13500	13500	0	0	0	0	0	13500

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From: 2027 To: 2046
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Proposed Priority No.	City Project Number	Project Identification	Project Phase	Project Cost in Thousands of Dollars				Local Agency Expenditure Schedule (Year)					
				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
62 61	S-23.0	Marina Bike Connection from: S. 227th Street to: Cliff Ave. S. Install bike connection through the Marina to link the Des Moines Creek Trail to S. 227th St.	PE RW CN			60 0 100	60 0 100						60 100
				0	0	160	160	0	0	0	0	0	160
63 62	S-11.0	S 272nd Street Improvements Project South 272nd Street from: Pacific Highway South to: 16th Ave. S. Install access control to enhance safety.	PE RW CN			20 80	20 80						20 80
				0	0	100	100	0	0	0	0	0	100
64 63	INT-5.0	Redondo Beach Drive and Redondo Way S Project Intersection Improvements from: to: Install traffic signal, or consider other intersection treatments to enhance capacity.	PE RW CN		60 400	60 200	120 0 600						120 600
				0	460	260	720	0	0	0	0	0	720
65 64	PRNIP-N2.0	S 220th Street Improvements Pacific Ridge NIP N2 from: Pacific Highway South to: 30th Ave. S. Reconstruct roadway	PE RW CN			150 50 800	150 50 800						150 50 800
				0	0	1000	1000	0	0	0	0	0	1000
66 65	TIF-12.0	S 220th Street and Pacific Highway S Intersection Improvements from: to: Widen for left turn pockets, adjust roadway profile and approach grades, and revise signal phasing to remove split phasing	PE RW CN		100 500	50 50	150 0 550						150 550
				0	600	100	700	0	0	0	0	0	700
67 66	PRNIP-S4.0	S 225th Pl. Connection Improvements Pacific Ridge NIP S4 from: Pacific Highway South to: 30th Ave. S. Construct new pedestrian connection and potential roadway	PE RW CN			700 400 3500	700 400 3500						700 400 3500
				0	0	4600	4600	0	0	0	0	0	4600
68 67	PRNIP-N4.0	S 222nd Pl. Connection Improvements Pacific Ridge NIP N4 from: 28th Ave. S. to: 30th Ave. S. Construct new roadway	PE RW CN			350 350 1200	350 350 1200						350 350 1200
				0	0	1900	1900	0	0	0	0	0	1900

ATTACHMENT A

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Proposed Priority No.	City Project Number	Project Identification	Project Phase	Project Cost in Thousands of Dollars				Local Agency Expenditure Schedule (Year)					
				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
69 68	S-22.0	S 227th Street Improvements South 227th Street from: West City Limits to: Marine View Dr. Reconstruct roadway to improve bicycle connection between Marina and Marine View Drive	PE RW CN			150 0 1000	150 0 1000						150 0 1000
				0	0	1150	1150	0	0	0	0	0	1150
70 69	PRNIP-N1.0	30th Ave. S Improvements (Segment 1) Pacific Ridge NIP N1 from: S. 216th St. to: S. 220th St. Reconstruct roadway	PE RW CN			300 100 1200	300 100 1200						300 100 1200
				0	0	1600	1600	0	0	0	0	0	1600
71 70	PRNIP-N5.0	30th Ave. S Improvements (Segment 2) Pacific Ridge NIP N5 from: S. 222nd Pl. to: n/o S. 224th St. Reconstruct roadway	PE RW CN			120 40 640	120 40 640						120 40 640
				0	0	800	800	0	0	0	0	0	800
72 71	PRNIP-S1.0	30th Ave. S Improvements (Segment 3) Pacific Ridge NIP S1 from: n/o S. 224th St. to: S. 224th St. Reconstruct roadway	PE RW CN			50 0 200	50 0 200						50 0 200
				0	0	250	250	0	0	0	0	0	250
73 72	PRNIP-S5.0	30th Ave. S Improvements (Segment 4) Pacific Ridge NIP S5 from: S. 224th St. to: Kent-Des Moines Rd. Reconstruct roadway	PE RW CN			600 200 3200	600 200 3200						600 200 3200
				0	0	4000	4000	0	0	0	0	0	4000
74 73	PRNIP-S3.0	S 224th Street Cul-de-Sac Improvements Pacific Ridge NIP S3 from: Eastern terminus to: I-5 Reconstruct roadway	PE RW CN			50 0 200	50 0 200						50 0 200
				0	0	250	250	0	0	0	0	0	250
75 74	INT-9.0	8th Ave. S and S 200th Street Project Intersection Improvements from: to: Install traffic signal, or consider other intersection treatments to enhance capacity.	PE RW CN			60 0 240	60 0 240						60 0 240
				0	0	300	300	0	0	0	0	0	300

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Proposed Priority No.	City Project Number	Project Identification	Project Phase	Project Cost in Thousands of Dollars				Local Agency Expenditure Schedule (Year)					
				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
76 75	INT-1.0	24th Ave. S and S 222nd Street Project Intersection Improvements from: to: Install traffic signal, or consider other intersection treatments to enhance capacity.	PE RW CN			80 50 420	80 50 420						80 50 420
				0	0	550	550	0	0	0	0	0	550
77 76	TIF-22.0	S 240th Street and 20th Ave. S Improvements Project Intersection Improvements from: to: Widen to provide left turn pockets. Install traffic signal at 20th and 240th if warranted.	PE RW CN		125 25 700	125 25 700	250 50 1400						250 50 1400
				0	850	850	1700	0	0	0	0	0	1700
78 77	TIF-19.0	Des Moines Memorial Drive and S 208th Street Project Intersection Improvements from: to: Widen DMMD to add left turn pockets at S. 208th Street.	PE RW CN			50 0 200	50 0 200						50 0 200
				0	100	150	250	0	0	0	0	0	250
79 78	TIF-21.0	Des Moines Memorial Drive and S 212th Street Project Intersection Improvements from: to: Widen DMMD to add left turn pockets at S. 208th Street.	PE RW CN			50 0 200	50 0 200						50 0 200
				0	100	150	250	0	0	0	0	0	250
80 79	S-19.0	S 272nd Street / 10th Ave. S Project South 272nd Street / 10th Avenue South from: 16th Ave. S. to: Redondo beach Drive Install sidewalk and make pedestrian improvements.	PE RW CN		700 800 2250	700 800 2250	1400 1600 4500						1400 1600 4500
				0	3750	3750	7500	0	0	0	0	0	7500
81 80	S-2.2	8th Ave. S Improvements Project (Segment 2) 8th Avenue South (North Hill) from: S. 200th Street to: S. 208th Street Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	PE RW CN			800 2500	800 2500						800 2500
				0	0	3300	3300	0	0	0	0	0	3300
82 81	S-31.2	4th Ave. S Improvements Project (Segment 2) 4th Avenue South (North Hill) from: S. 208th Street to: S. 216th Street Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	PE RW CN			800 2500	800 2500						800 2500
				0	0	3300	3300	0	0	0	0	0	3300

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				Fund Source				2027	2028	2029	2030-2032	2033-2036	2037-2046
				Federal Funds	State Funds	Local Funds	Total Funds						
83 82	S-31.1	4th Ave. S Improvements Project (Segment 1) 4th Avenue South (North Hill) from: S. 199th Street to: S. 208th Street Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	PE RW CN			800 2500	800 0 2500						800 2500
				0	0	3300	3300	0	0	0	0	0	3300
84 83	S-17.0	Marine View Drive Sidewalk Project Marine View Drive from: S. 250th Street to: Woodmont Dr. S. Install sidewalk and make pedestrian improvements.	PE RW CN			300 50 2150	300 50 2150						300 50 2150
				0	0	2500	2500	0	0	0	0	0	2500
85 84	S-18.0	Woodmont Drive S Sidewalk Project Woodmont Drive South from: Marine View Drive to: 16th Ave. S. Install sidewalk and make pedestrian improvements.	PE RW CN			350 50 2600	350 50 2600						350 50 2600
				0	0	3000	3000	0	0	0	0	0	3000
86 85	S-16.0	16th Ave. S Sidewalk Project 16th Avenue South from: S. 220th Street to: Kent-Des Moines Road Install sidewalk and make pedestrian improvements.	PE RW CN			200 50 1650	200 50 1650						200 50 1650
				0	0	1900	1900	0	0	0	0	0	1900
87 86	S-13.0	S 220th Street Sidewalk Project South 220th Street from: 11th Ave. S. to: 16th Ave. S. Install sidewalk and make pedestrian improvements.	PE RW CN			160 40 900	160 40 900						160 40 900
				0	0	1100	1100	0	0	0	0	0	1100
88 87	S-14.0	9th Ave. S Sidewalk Project 9th Avenue South from: S. 220th Street to: S. 223rd Street Install sidewalk and make pedestrian improvements.	PE RW CN			80 20 400	80 20 400						80 20 400
				0	0	500	500	0	0	0	0	0	500
89 88	S-15.0	10th Ave. S Sidewalk Project 10th Avenue South from: S. 220th Street to: Kent-Des Moines Road Install sidewalk and make pedestrian improvements.	PE RW CN			200 50 1250	200 50 1250						200 50 1250
				0	0	1500	1500	0	0	0	0	0	1500



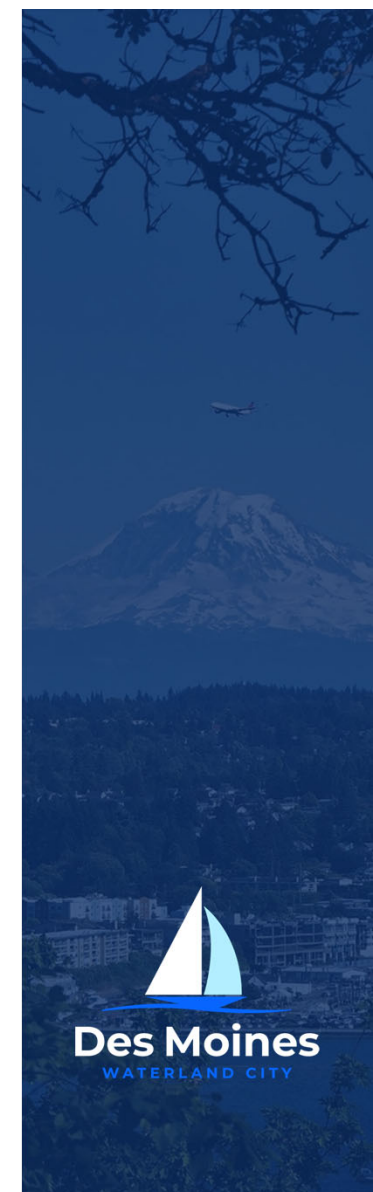
Areas highlighted are greater than 1 mile from current transit routes.

Transportation Improvement Plan (2027-2046)



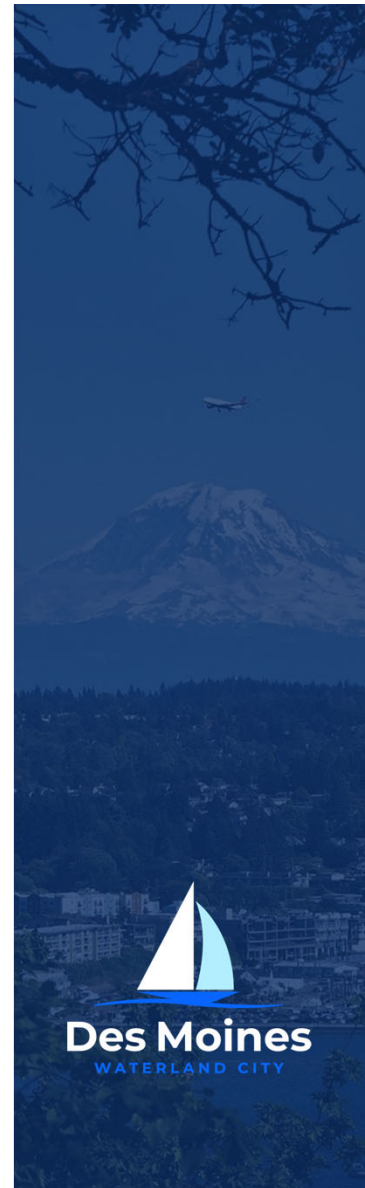
What is the Transportation Improvement Plan (TIP)

- A prioritized list of 89 planned transportation projects
 - Not financially constrained
- Derived from the Comprehensive Transportation Plan (CTP)
 - Long Range Transportation Plan (20 year)
 - CTP sets policies, goals, and strategies to help guide decisions for existing and future transportation systems for all modes of travel
 - CTP Defines a manageable network of arterial roadways, priority pedestrian networks, priority bicycle networks, and transit service priorities to support the City



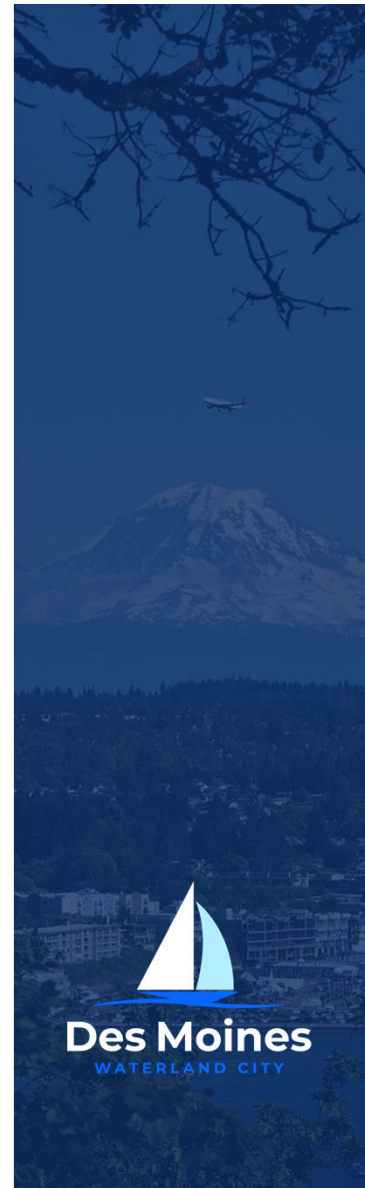
How Do Projects Get into the TIP?

- From Comprehensive Transportation Plan (CTP)
 - Safety, capacity, pedestrian and bicycle needs
 - Supports Transit
- From analysis of the City's Transportation System
 - Traffic engineering studies
 - Citizen input/concerns
- From interagency and utility coordination
 - (ex. SeaTac/Sound Transit/Washington State Department Of Transportation (WSDOT))



How is the TIP Used?

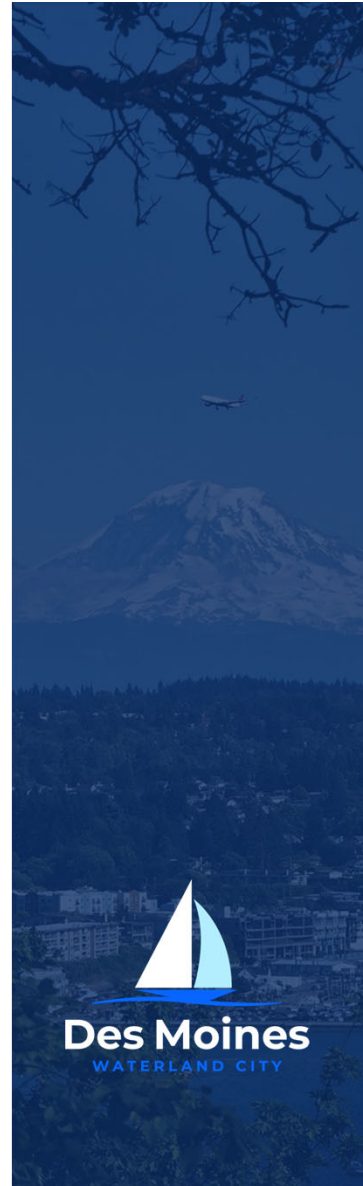
- Provides direction to staff for development of the 6-year Capital Improvement Plan (CIP)
- Project planning and coordination – Utilities and neighboring cities
- Required by State Law (RCW 35.77.010) to submit annually (July 31st)
- Reported to WSDOT and Puget Sound Regional Council (PSRC)
- Positions projects for future grants/loans



2027-2046 TIP

Discussion/Process

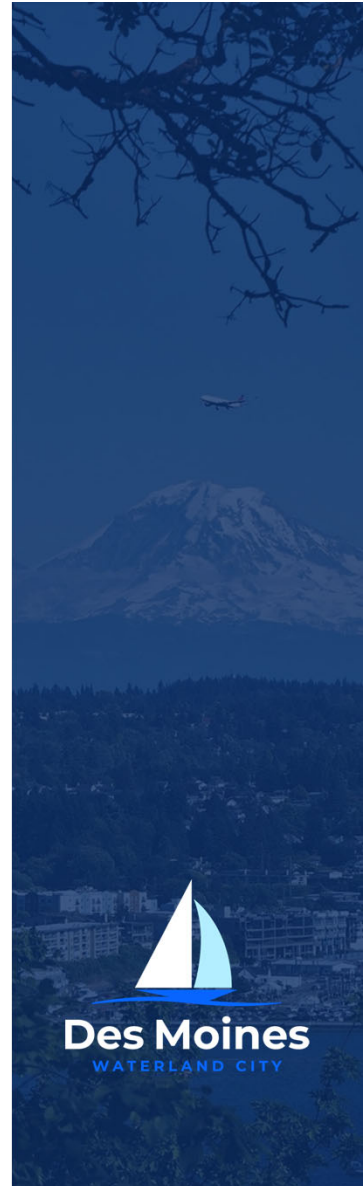
- Committee discussion (tonight)
- Public Hearing – May or June 2026
 - Public Notice – Publish in Seattle Times
 - Public comment opportunity at hearing



2027-2046 TIP

Accomplishments and Highlights

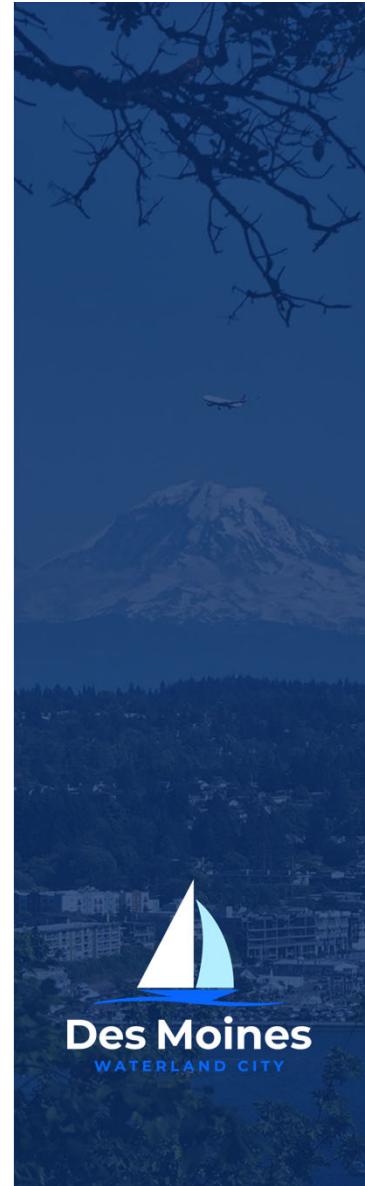
- Priority 7 and 8 – Barnes Creek Trail – South Segment and S 240th Street Improvements (Segment 2)
 - Under construction
- Priority 9 – Neighborhood Traffic Calming Program
 - Formal program adopted, constructed expected on 5 locations citywide in Spring 2026
- Priority 12 – 24th Ave S Improvements Project (Segment 1)
 - Received \$5 million grant from WSDOT Transportation Improvement Board (TIB), design expected to begin fall 2026



2027-2046 TIP

Proposed Revisions from Previous Years

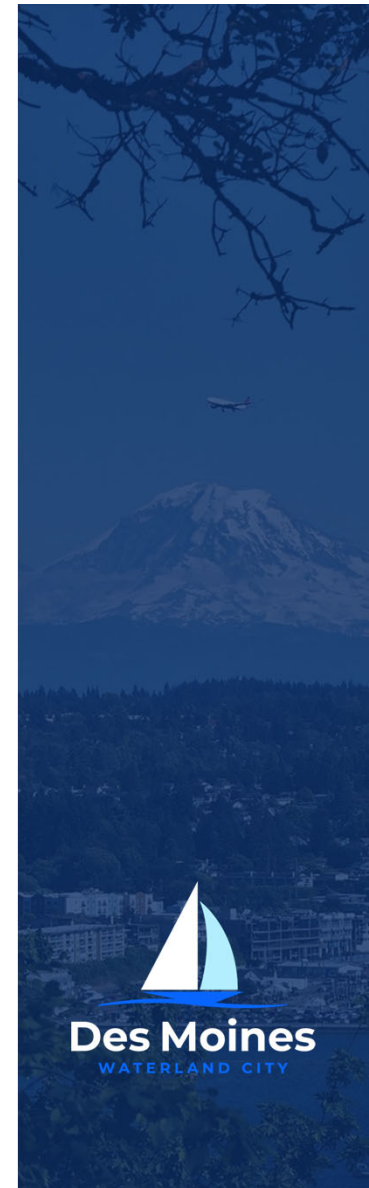
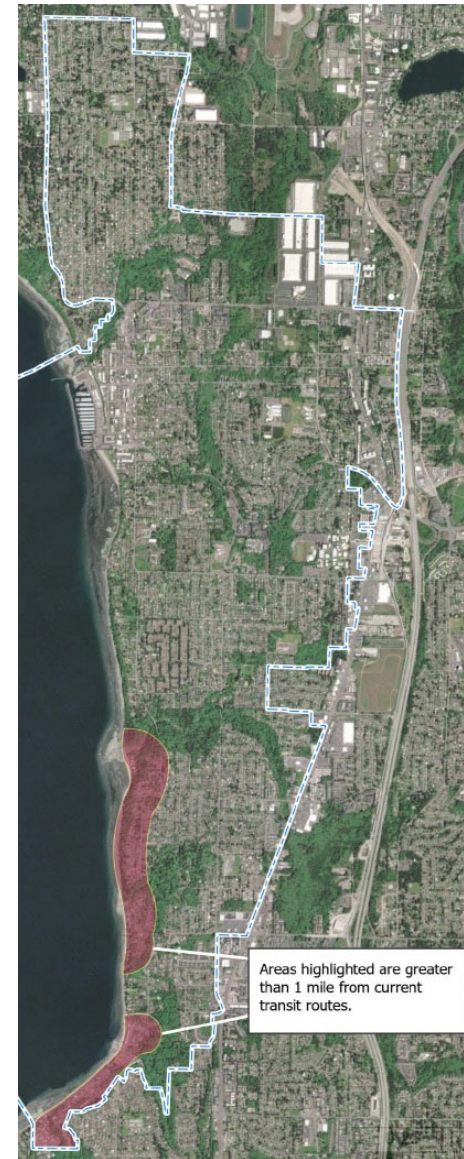
- Priority 4 – 24th Ave S Improvements Project (Segment 2)
 - **Remove/Completion 2025**
- Priority 5 – Sound Transit – Link Light Rail
 - **Remove/Completion 2025**
- Priority 6 – WSDOT – SR509 Gateway and S 216th Street Bridge
 - **Remove/Completion 2025**
- Priority 29 – Marine View Drive Downtown Corridor Improvements
 - **New Project** to revitalize the downtown corridor. The improvements are intended to enhance pedestrian and vehicle circulation as well as provide a destination for residents and visitors.



2027-2046 TIP

Proposed Revisions (cont.)

- Priority 23 – Last Mile Transit Service
 - **New Project** to coordinate with King County Metro and other partners to improve “Last Mile” services within the southern portion of the City
- In December 2025, staff was directed to investigate including a Last Mile project in the TIP
- Limited underserved areas are beyond one mile by road to existing transit routes
- Continue to promote existing King County Metro and Sound Transit options





**City Council
AGENDA ITEM**

**BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA**

**SUBJECT: Day to Remember Master Police Officer Steven J. Underwood
Proclamation - 5 Minutes**

ATTACHMENTS:

1. Steven J Underwood, Day of Remembrance Proclamation

FOR AGENDA OF:

March 5, 2026

DEPT OF ORIGIN:

Administration

DATE SUBMITTED:

February 10, 2026

CLEARANCES:

Purpose and Recommendation

The purpose of this item is to proclaim March 7, 2026, as a day to remember Master Police Officer Steven J. Underwood, a dedicated public servant, devoted son, and loving husband and father. Officer Underwood was killed in the line of duty serving the Des Moines community.

Suggested Motion:

Motion: "I move to approve the Proclamation recognizing March 7, 2026, as a day to remember Master Police Officer Steven J. Underwood."

Background

In the early morning hours of March 7, 2001, Des Moines Master Police Officer Steven J. Underwood was killed in the line of duty while working to protect and serve our community. MPO Underwood served the Des Moines Police Department for six years. He was survived by his wife and son.

Approving the Proclamation would formally recognize March 7, 2026, as a day to remember Master Police Officer Steven J. Underwood.

Discussion

Alternatives

Financial Impact

Recommendation

Proclamation

PREAMBLE

WHEREAS, On the morning of March 7, 2001, Des Moines Master Police Officer, Steven J. Underwood stopped to question four juvenile suspects on Pacific Highway S. at 1:30 AM; and

WHEREAS, Master Police Officer Underwood recognized one person as wanted for an outstanding felony warrant and.

WHEREAS, upon initial contact, a senseless and unwarranted violent attack occurred on Master Police Officer Underwood. This resulted in him being struck by gunfire, causing his tragic death; and

WHEREAS, Master Police Officer Underwood was taken instantly from his family and the community. He was a dedicated public servant, devoted son, loving husband and father; and

WHEREAS, the City of Des Moines will honor and commemorate Master Police Officer Steven J Underwood by lowering all City owned flags to half-staff beginning Friday March 6 until the end of business Monday March 9th in honor of Officer Underwoods life and service to his community. May this serve as a reminder that after 25 years he is not forgotten.

NOW THEREFORE, THE DES MOINES CITY COUNCIL HEREBY PROCLAIMS March 7, 2026, as a Day of Remembrance, marking 25 years after the tragic death of Master Police officer Steven J Underwood. We as a community honor his service, sacrifice and enduring legacy; Steve you will never be forgotten.

SIGNED this day 5th of March 2026

Yoshiko Grace Matsui, Mayor



CITY COUNCIL STUDY SESSION

Speaker Sign-Up Sheet

Comments from the public must be limited to the items of business on the study Session Agenda Please sign in prior to the meeting and limit your comments to three (3) minutes.

March 05, 2026

NAME (PLEASE PRINT)	ADDRESS	TOPIC	PHONE/E-MAIL ADDRESS
Annie Pantzke	1036 S 260th St	Home Amenity	402.443.2434
Josh Pantzke	1036 S 260th St.	Home Amenity	402.443.2443

**City Council
AGENDA ITEM**

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: City of Des Moines Local Road Safety Plan Update - 25 Minutes

ATTACHMENTS:

1. Draft Local Road Safety Plan
2. Des Moines Local Road Safety Plan PowerPoint

FOR AGENDA OF:

March 5, 2026

DEPT OF ORIGIN:

Public Works

DATE SUBMITTED:

February 23, 2026

CLEARANCES:

Public Works

Purpose and Recommendation

The purpose of this agenda item is to provide an update on the City's Local Road Safety Plan and to inform the City Council of the next steps to seek potential grant funding opportunities.

Suggested Motion:

Background

City staff regularly seeks various federal, state, and local grant funding opportunities to advance the City's identified transportation priorities. In 2025, staff became aware of the USDOT Safe Streets and Roads for All (SS4A) program, which is a \$5 billion federal grant initiative (2022-2026) established by the Bipartisan Infrastructure Law to fund regional, local, and Tribal initiatives aimed at eliminating roadway fatalities and serious injuries. It supports comprehensive safety plans, demonstration activities, and implementation projects, focusing on safer people, roads, and vehicles.

To assist the City with a potential SS4A grant application, the City contracted with Transpo Group to develop key components of the grant requirements, which include a Local Road Safety Plan (LRSP) and a Comprehensive Safety Action Plan (CSAP). City staff has worked with Transpo Group to prepare the draft Local Road Safety Plan (Attachment 1), utilizing the most recent Transportation element of the City's 2024 Comprehensive Plan and the 2026-2045 Transportation Improvement Plan to develop the draft Local Road Safety Plan as guidance.

The Local Road Safety Plan was developed using WSDOT crash data between 2020 and 2024. The Local Road Safety Plan follows Federal Highway Administration and WSDOT guidance and applies a proactive, data-driven approach to identify safety risks and recommend both systemic and location-specific countermeasures.

Development of a Local Road Safety Plan is a key requirement in the City's effort to prioritize transportation safety and strengthen competitiveness for several state and federal safety funding programs. Staff have been working with Transpo Group in developing the Local Road Safety Plan to position the City for upcoming grant opportunities, including the WSDOT City Safety Program and the Highway Safety Improvement Program (HSIP), and ultimately the SS4A implementation grant.

Discussion

The Local Road Safety Plan provides a comprehensive analysis of crash patterns and risk factors across the City's transportation network. WSDOT crash data for the 2020 – 2024 analysis period indicates a total of 1,273 crashes citywide, including 33 fatal and serious injury crashes.

The Local Road Safety Program identified several important collision trends:

- Approximately 77% of crashes occurred in the central area of the city, between South 216th Street and South 252nd Street.
- While pedestrian and bicycle crashes represent a small share of total crashes, pedestrian crashes account for approximately 30% of all fatal and serious injury crashes.
- The common contributing factors in fatal and serious injury crashes include driver inattention, driver intoxication, failure to yield, speeding, and disregard for traffic control devices.

The Local Road Safety Plan applies both systemic and spot analysis methods to identify priority corridors and intersection safety improvements. The study results indicate that most fatal and serious injury crashes are concentrated along state highways and within the downtown area. These findings align with the City's Transportation Improvements Plan and help focus resources on where they will have the greatest safety benefit.

Based on the Local Road Safety Plan findings and City priorities, staff identified the following near-term project candidates:

1. 6th Avenue Sidewalk & Automated Traffic Safety Cameras
 - Sidewalk improvements on 6th Ave S (S 223rd Street to S 225th Street) – Highway Safety Improvement Program grant candidate
 - Automated Traffic Safety Cameras at three (3) potential sites:
 - Northbound Pacific Hwy S at the 22800 block. Just south of the

- existing midblock crossing.
 - Southbound Kent- Des Moines Road S, between 20th Ave S & 24th Ave S.
 - Northbound 24th Ave S, between S 208th Street and S 216th Street
2. Systemic Downtown Pedestrian & Bicycle Safety Improvements
 - Downtown pedestrian ADA ramp upgrades and Traffic Signal's Leading Pedestrian Interval crossing improvements
 - Complete Street improvements on South 223rd Street and South 225th Street
 3. 24th Avenue S Improvements – Segment I, between S 216th Street and S 223rd Street
 4. Public Safety Awareness & Law Enforcement Campaign
 - Citywide public safety campaign (Education, encouragement, signal cabinet wraps)
 - High visibility saturation law enforcement (Intoxication, Distraction, Awareness)
 - High visibility traffic signal cabinet wraps at 50 high-priority locations
 - Citywide Speed Study to Assess Speed Limit Setting Policy & Practice

Staff will utilize the Local Road Safety Program to guide near-term project prioritization and pursue upcoming grant funding opportunities, including the March 2026 Highway Safety Improvement Program grant application. Building on completion of the Local Road Safety Plan, staff will advance the City's transportation safety framework by converting the Local Road Safety Plan into a Comprehensive Safety Action Plan (CSAP) and seek City Council adoption of a Vision Zero policy in May or June 2026. These next steps will position the City to apply for the USDOT Safe Streets and Roads for All (SS4A) grant in June 2026, as well as strengthen eligibility for additional state and federal safety funding programs.

Alternatives

Financial Impact

Recommendation



City of Des Moines

Local Road Safety Plan

February 2026



Prepared for:
City of Des Moines

Prepared by:
Transpo Group

February 2026



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Geographic Analysis:	34	4. Public Safety Awareness & Law	
		Enforcement Campaign	60
		1. 6th Avenue Sidewalk & Automated	
		Traffic Safety Cameras	63
		2. Systemic City Center Pedestrian &	
		Bicycle Safety Improvements	64
		3. 24th Avenue South Safe Route	
		to School Improvements	65
		4. Public Safety Awareness & Law	
		Enforcement Campaign	66
3 Identification of Primary Risk Factors	40	6 Future Updates	69
Pedestrian and Bicycle Crashes			
(Vulnerable Road Users)	40		
Angle Crashes	40		
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North Section Risk Factors	49		
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1 Plan Introduction

The City of Des Moines is committed to the safety of transportation users of all modes on its transportation network, including vehicle drivers and vulnerable active transportation users of all ages and abilities. The City supports Washington State's Target Zero Strategic Highway Safety Plan and seeks to reduce the number and risk of crashes in the City, especially those involving serious injury or fatality. In order to address transportation safety more effectively, the City of Des Moines has developed this Local Road Safety Plan (LRSP). This LRSP takes a proactive, data-based approach to identifying the safety concerns on the transportation network and developing countermeasure projects and programs to address those concerns. The LRSP allows the City to focus on systemic improvements to the transportation network, in addition to spot improvements, which can not only address reported and observed crashes, but address conditions which meet risk factors for future crashes.

History of Safety Projects and Programs

The City of Des Moines has a history of working to improve the safety of the City's roadway system and active transportation facilities and the City's completed capital

improvement projects over the last five years have included several safety improvement components.

City Neighborhood Traffic Calming Procedure

The City established an official procedure to address speeding concerns with a three-phase approach.

1. Traffic study and eligibility screening,
2. education and enforcement strategies, and
3. installation of physical devices when warranted.

Five pilot locations were selected for speed hump installation, with construction expected to be completed by spring of 2026. These locations will be monitored to measure effectiveness and to determine further expansion of the program.

City Arterial Traffic Calming Project

In 2019 & 2020, the City evaluated 30 locations for potential permanent driver speed radar feedback signs. As a result, 12 locations were selected for the final installation.

Annual Sidewalk Repair Program

The City annually budgets \$30,000 to repair sidewalk trip hazards

at locations with high pedestrian traffic such as school zone, public facilities and downtown businesses.

Des Moines Park Zone

In 2024, the City launched a public park zone speed safety program utilizing automated speed enforcement cameras. The program helps decrease potential violations in public park zone locations and reduce vehicle crashes as well as pedestrian-related injuries.

North Hill Walkway Improvement Project

The City received a WSDOT SRTS grant to construct a safe route to school for children and families that walk and bike to North Hill Elementary utilizing S 200th St. The completion of the North Hill Elementary Walkway Improvements Project will connect existing pedestrian facilities west of 8th Avenue South and north of South 200th Street, located along the frontages of North Hill Elementary and Maritime High School, to the recently improved sidewalk facilities constructed at the intersection of Des Moines Memorial Drive and South 200th Street under a joint project by the Cities of Des Moines and City of SeaTac. The project will improve pedestrian safety, promote non-motorized modes of transportation, and facilitate better access to bus stops located along South 200th Street for all users.

The project proposes to construct approximately 800 linear feet of sidewalk, curb and gutter, ADA curb ramps, bike lanes, storm drainage, and illumination. Structural earth retaining walls and handrail will also be installed as required along the project length. The project will include radar driver feedback signs in both directions to reduce vehicular operating speeds. The completion of this project will greatly enhance non-motorized and pedestrian safety within the North Hill neighborhood. Pedestrian improvements from the project will also encourage students to utilize a safe walking route to and from school.

Law Enforcement Emphasis Patrols

In 2017-2018 The Des Moines Police Department was awarded funding from the Washington Traffic Safety Commission (WTSC) to conduct law enforcement patrols emphasizing distracted driving resulting from cell phone use while driving.

State Route 99 through East Des Moines

Over the past few years, WSDOT has made several transportation safety improvements that are intended to reduce crashes along the SR 99 corridor on the east side of Des Moines.

SR99/SR 516 to S 200th St – Paving & ADA Compliance

This project has rehabilitated nearly two miles of State Route 99 from the SR 516 intersection in Des Moines/Kent to South 200th Street in SeaTac. Crews ground away existing asphalt and installed a fresh layer of hot mix asphalt, giving the roadway a smoother surface and extending its lifespan. More than 30 pedestrian curb ramps also were updated to meet the Americans with Disabilities Act and current accessibility standards at a cost of \$8.31 million.

Upcoming Funded Safety Projects

In 2025, the City of Des Moines was awarded \$1.56 million in USDOT Safe Streets and Roads for All (SS4A) funds for a Demonstration Project that includes several safety improvements listed below. The city will construct these projects in 2026-2027.

D-01 Pedestrian Crossing Safety Treatments:

The demonstration, located in a highly walkable, commercial downtown area two blocks south of an underserved census tract, will install solar-powered Rectangular Rapid Flashing Beacons (RRFBs)

and associated pavement markings along 7th Ave S at the crossings of S 226th St, S 225th St, S 222th St, and S 220th St. The demonstration, expected to improve driver yielding to active mode users on an ongoing basis, will evaluate crosswalk compliance before and after installation.

D-02 Four-way Stop Control Conversion:

The demonstration project will convert a two-way stop-controlled intersection to a four-way stop-controlled intersection with flashing beacon and advance warning signs at the intersection of 16th Ave S & S 223rd St. The beacon will be installed aerially using existing utility poles. The demonstration will evaluate the impact on vehicle speeds and near-miss collision events. The demonstration intersection, 16th Ave & 223rd St, is located directly on the boundary of a disadvantaged community census tract. In addition, Mount Rainier High School is located approximately one block east of the intersection. High vehicle speeds are frequently observed along with near misses due to the limited sight distances at the existing two-way stop sign. Converting the intersection to a four way stop with advance warnings of the stop sign is expected to slow traffic speeds, improve walking and crossing conditions for students and other pedestrians, and provide a safe opportunity for vehicles turning from 16th Ave or crossing 223rd St.

D-03 Neighborhood Traffic Calming:

The demonstration will install traffic-calming circles, temporary speed humps, and speed feedback signs along S 242nd St between Marine View Dr and 16th Ave S. The demonstration will evaluate the impact on vehicle speeds for each safety mitigation strategy. Des Moines Elementary School is located at S 240th St and 16th Ave at the eastern end of the demonstration project's location. The demonstration is expected to perpetually improve the safety of vulnerable road users including students walking to and from school by lowering traffic speeds and increasing driver awareness of their traveled speed.

D-04 Signal Timing Upgrades and Optimization:

The demonstration will update signal timing plans with Leading Pedestrian Intervals (LPIs) along Marine View Dr S from Kent Des Moines Rd to Des Moines Memorial Dr. The corridor, which connects to the HIN on the southern end, and to a disadvantaged census tract on the northern end, includes five signalized intersections that

will be equipped with multimodal detection systems to analyze and visualize safety issues at the intersections, such as near misses and wrong-way driving. The demonstration will evaluate the impact of signal timing upgrades to vehicle and pedestrian safety along the corridor and is expected to yield data that can be leveraged in future safety improvements at locations with similar risk.

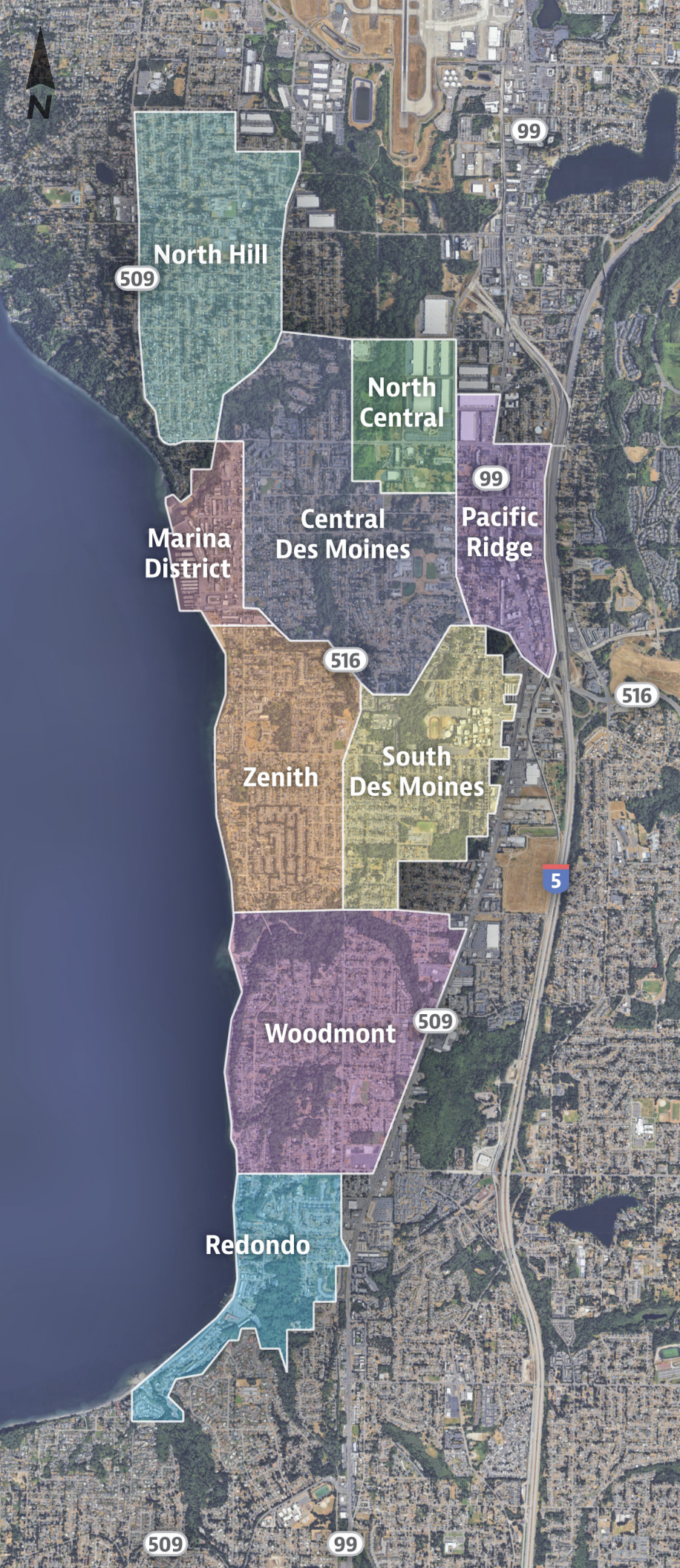
Local Road Safety Plan Process

The City of Des Moines's Local Road Safety Plan follows a process developed by the Federal Highway Administration (FHWA) and promoted by WSDOT to proactively address safety concerns based on crash data. WSDOT's success with a similar program at the county level in reducing crash rates for targeted risk factors has led to the application of the LRSP process for cities to identify risk factors and targeted countermeasures. LRSPs have been shown to be an effective and proven safety countermeasure. Transpo Group, on behalf of the City of Des Moines, analyzed crash data reports to identify risk factors.

Analysis includes a statistical look at the rate that certain contributing factors were cited in crashes, as well as a spatial examination of the locations and groupings of crashes. Crash locations are prioritized by the number of risk factors they present and their impact on historically underserved or vulnerable populations and compared to the City's transportation network and existing infrastructure to identify effective countermeasures and a program of prioritized improvements.

Data Sources

Data for the City of Des Moines's Local Road Safety Plan comes from WSDOT resources, which are coordinated with the Washington State Patrol and the local Des Moines Police Department through the SECTOR system. The data for the LRSP is limited to a 5-year study period, January 1, 2020, through December 31, 2024. WSDOT verifies and calibrates crash data on a calendar year basis, therefore only data through the end of 2024 is included in the plan. Future updates to the plan will include a revised 5-year window and a historical comparison to identify trends or changes in crash frequency or severity.



Existing Land Use Context

Des Moines is situated on Puget Sound midway between Seattle and Tacoma, Washington. The City was incorporated on June 17, 1959 and is currently developed as a suburban residential community. Geographically, the City is long and narrow (6.3 miles long and 2.1 miles wide) and covers 4,340 acres. The City is divided into nine neighborhoods, each providing a variation in density, housing, commercial opportunities, and amenities (**Figure 1**).

Historically, land use development in the City of Des Moines has been predominantly residential with pockets of commercial land uses. The Marina District and Pacific Ridge Neighborhoods serve as the City's primary mixed-use commercial centers, while the North Central Neighborhood and the Pacific Highway South Corridor provide opportunities for larger scale commercial and light industrial development. Key commercial and mixed-use areas are primarily concentrated along Pacific Highway South (SR 99) and Kent-Des Moines Road. The Des Moines Marina District serves as a focal point for waterfront recreation, dining, and community events and City plans call for increasing connectivity and improve safety for people walking, biking, and rolling between the downtown area and the waterfront.

Figure 1.1 Neighborhood Areas in City of Des Moines, WA

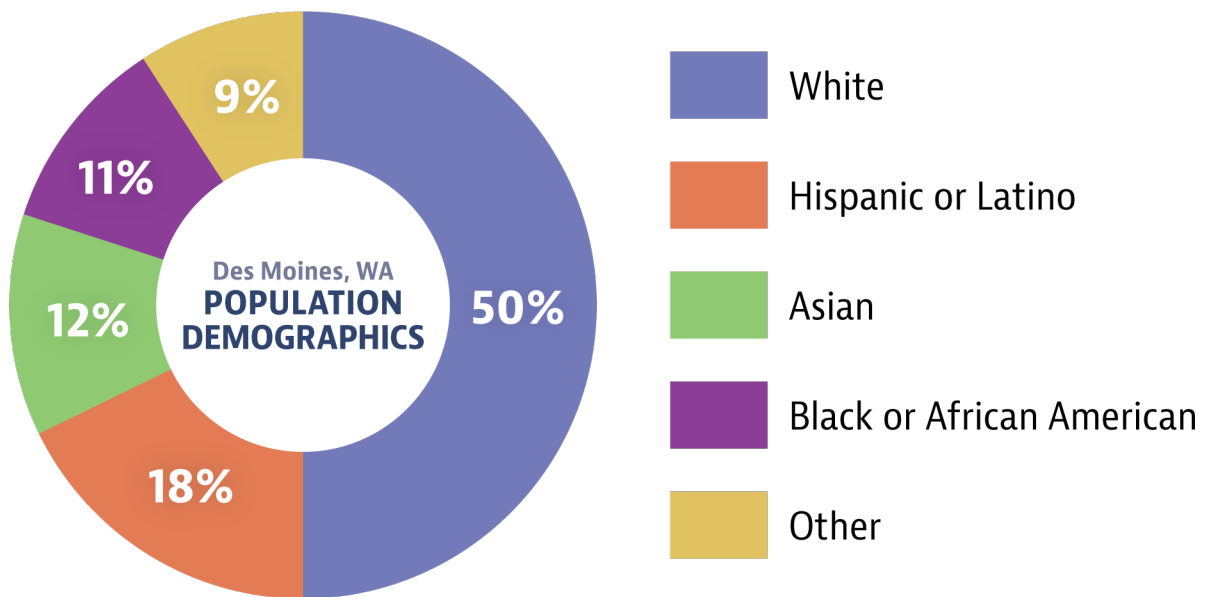


Figure 1.2. Des Moines, WA Population Demographics, 2020

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

Population and Demographic Context

According to the 2024 Washington State Office of Financial Management estimates, Des Moines had a population of 33,400 in 2024, ranking as the 29th largest city in the state and the 14th largest city in King County. With each passing year, Des Moines

becomes more diverse in race.

Figure 1.2 shows the makeup of the community, which is roughly 50% white, with the Hispanic/Latino population (of any race) at 19%, followed by Asian at 12% and Black or African American at 9%. One-quarter of the population is

foreign-born. Per the U.S. Census Bureau's 2019-2021 American Community Survey (ACS), the median age in Des Moines was 38; the share of population which is age 62 or older was 18%.

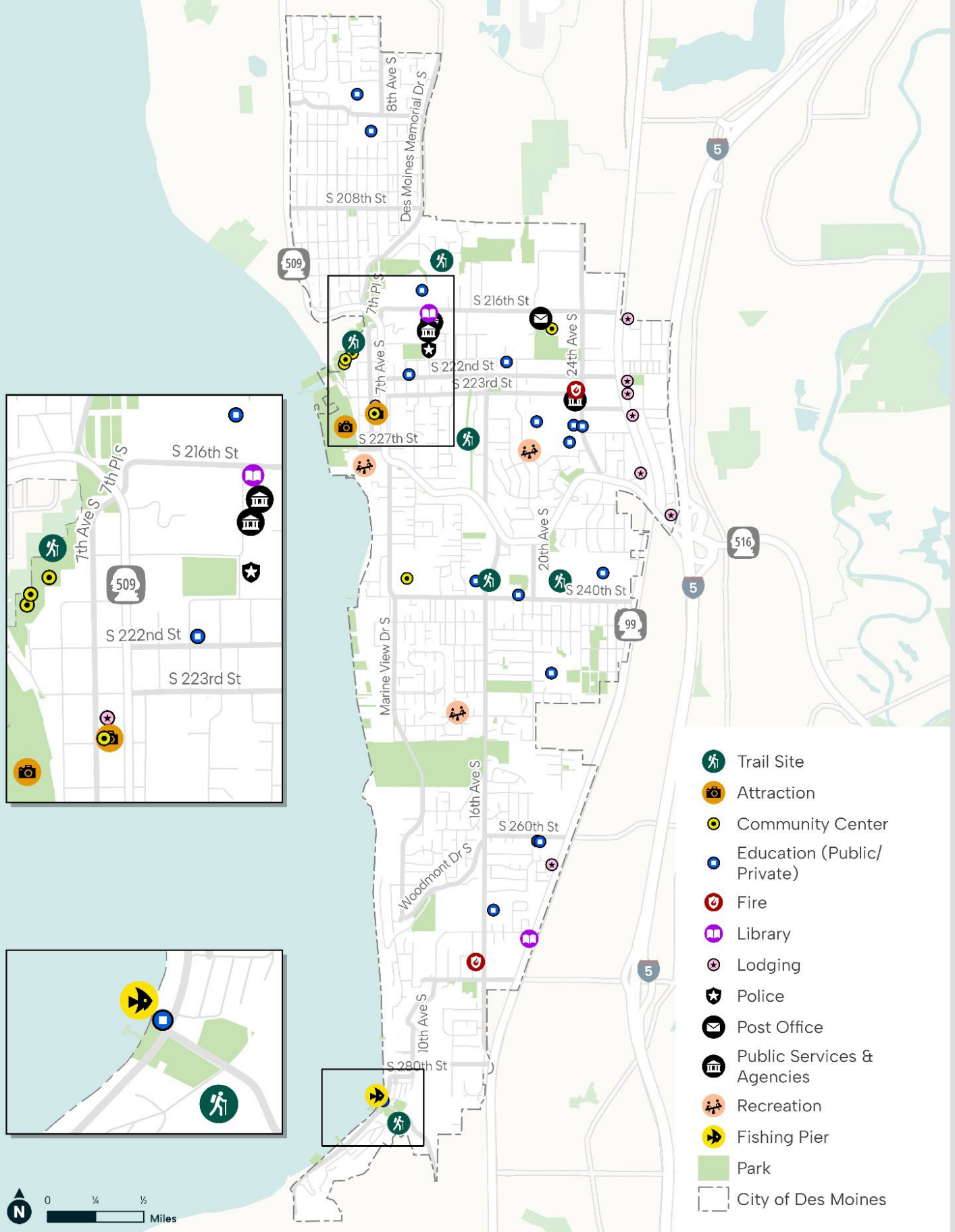


Figure 1.3. Popular Attractions and Destinations within the City of Des Moines

Destinations

There is a wide range of popular local and regional destinations in Des Moines, as shown in **Figure 1.3**. These include several park and open spaces with multiple trails, community centers, education facilities, and prominent regional attractions such as the Des Moines Marina. The Seattle-Tacoma International Airport is located just north of Des Moines in the City of SeaTac. Given its proximity, the City of Des Moines coordinates with SeaTac, the Port of Seattle, and WSDOT to address any planned projects near the airport. Des Moines is part of the Highline Forum, a platform that has facilitated connections and open dialogue between the airport and the local communities about priorities, issues, and concerns.

Recent development activity in Des Moines has included industrial, commercial, and mixed-use projects. The upcoming Federal Way Link Extension will introduce the Kent - Des Moines and Star Lake Stations, creating opportunities for transit-oriented development and supporting new jobs and housing that may benefit both nearby neighborhoods and the broader community. Growth outside the city is expected to place increasing demands on Des Moines' multimodal transportation network, underscoring the need for proactive planning and investment. Existing Transportation Infrastructure

City Streets

Des Moines' street network includes a variety of functional classifications and capacities intended to accommodate various modes of transportation and connect users to local and regional destinations (**Figure 1.4**). Public streets in Des Moines serve as the foundation of the transportation system, as roadways shape how residents, businesses, and visitors experience the city.

State Highways

Des Moines' street network includes several State Routes (SR), notably SR 99, SR 509, and SR 516. SR 99 is designated as a Highway of Statewide Significance (HSS) and SR 516 is classified as a Highway of Regional Significance (HRS). Though not within city limits, Des Moines is also bordered by Interstate 5, another key Highway of Statewide Significance.

Des Moines has identified several critical modal corridors that serve as the framework of its transportation system. These critical modal corridors include all principal and important minor arterial streets and several key multi-purpose paths. These corridors, together with the remaining arterial streets, local streets, and paths, connect the City's neighborhoods and urban centers, and comprise the city's transportation network.

Vision for the Future

The 2024 Comprehensive Plan is titled "Imagine Des Moines 2044" and the City's mission statement is:

"Des Moines is a waterfront community; building a safe, sustainable environment by providing a high quality of life for all to live, work, and play."

Looking forward to the year 2044, the City Council's vision for Des Moines is:

"Be the premier waterfront destination in the Pacific Northwest"

Additionally, the core values of the City of Des Moines are:

- Safety
- Sustainability
- Integrity
- Transparency
- Innovation

The top five areas of importance in the city, identified by the public and listed in order of priority:

1. Preserving natural space
2. Public health and safety
3. Accommodating future growth
4. Affordability (housing, taxes, etc.)
5. Economic opportunity (including access to jobs)

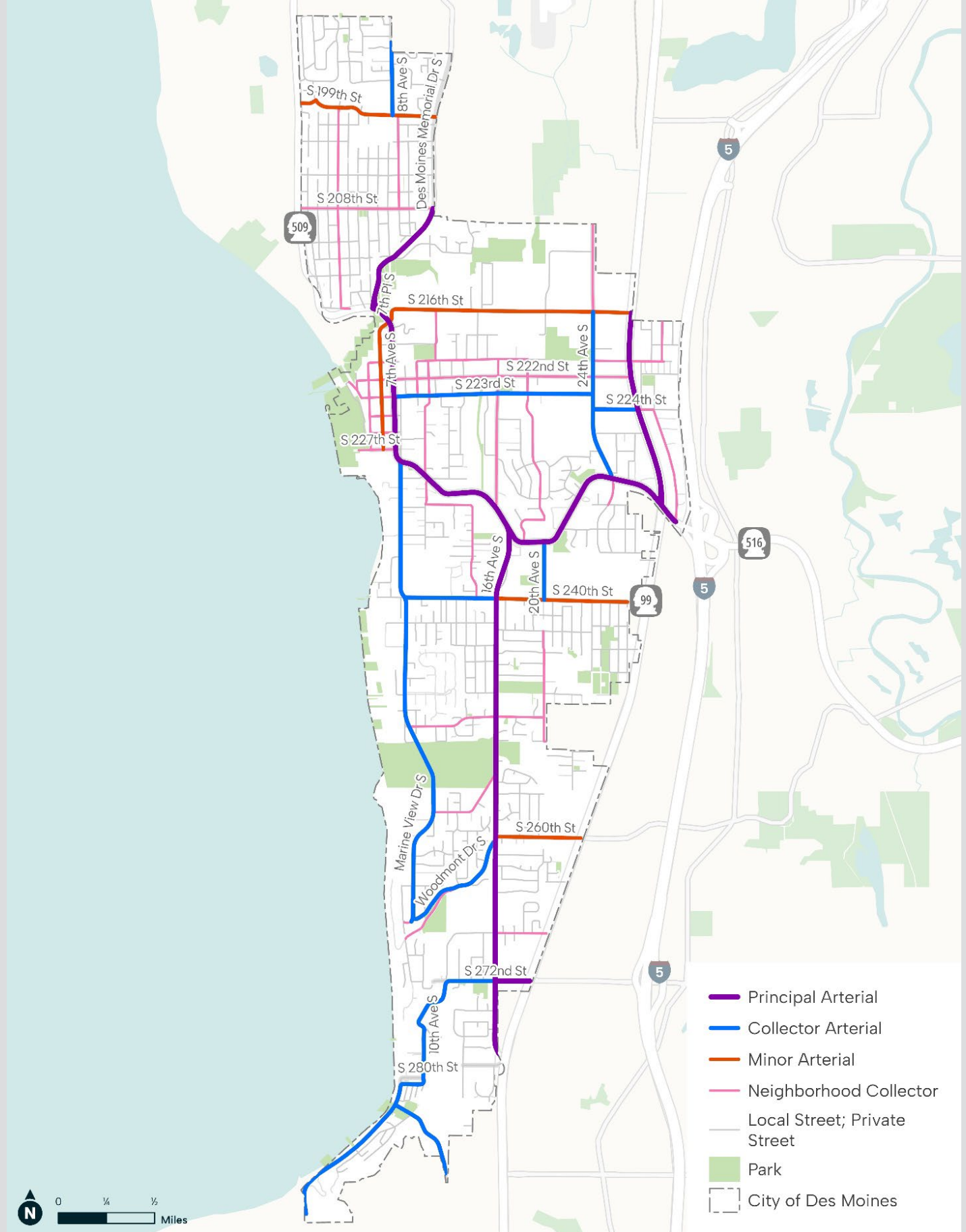


Figure 1.4. City Streets and State Highways in Des Moines, WA

Existing Transportation Infrastructure

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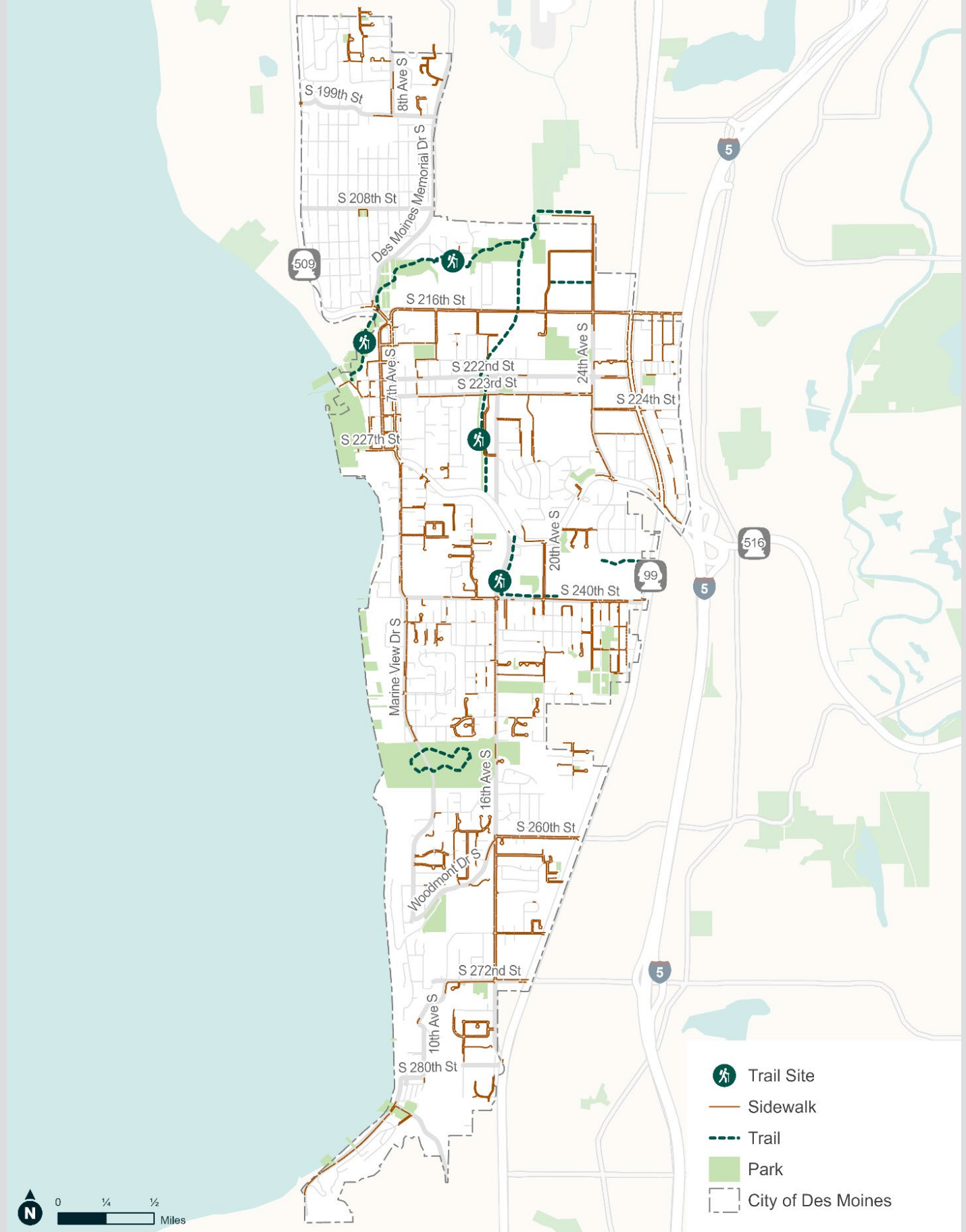


Figure 1.5. Pedestrian Facilities and Multiuse Trails in Des Moines, WA

Active Transportation

Active transportation refers to human-powered travel and includes walking, biking, rolling, and getting to public transit bus and light rail stops on both public streets and off-street multi-use trails.

Pedestrian Facilities

Pedestrian infrastructure in Des Moines includes sidewalks, crosswalks, trails, and shared-use paths. Notably, pedestrian actuated Rectangular Rapid Flashing Beacons (RRFB) are installed along several corridors at key crosswalks, including S 216th Street. A large proportion of the City's arterial system has sidewalks; some lower classified roadways (including local streets) also have sections of sidewalk. An inventory of all existing sidewalks and trails is shown in **Figure 1.5**.

Bicycle Facilities

Bicycling often facilitates longer-distance travel than walking while offering benefits to the environment,

individual health, and the community. The growing use of electric bikes further expands mobility options, making longer

trips and travel over challenging elevation changes more accessible. Des Moines offers a variety of different bike infrastructure types designed to accommodate riders with different levels of experience and confidence. Bicycle facilities available in Des Moines include bike lanes and trails as illustrated in **Figure 1.6**. Corridors with designated bike lanes include 24th Avenue S, 16th Avenue S, Marine View Drive S, S 260th Street, and S 216th Street.

While Des Moines offers a range of pedestrian and bicycle facilities, there is room for improvement in overall network connectivity. Some of the City's neighborhoods, including North Hill and Redondo, have limited access to both pedestrian and bicycle facilities. This creates barriers for residents or visitors relying on pedestrian or bike facilities to reach key destinations such as schools, neighborhood shopping, or transit stops. Addressing these gaps in the pedestrian and bicycle network would enhance the functionality and reach of existing infrastructure, making active transportation a more viable and convenient option throughout the city.

Multi-use Pathway Facilities

The Barnes Creek Trail is located along a 25-acre linear wooded open space corridor that was purchased decades ago by the State of Washington to serve as the location for an extension of State Route 509. The State has since decided not to extend the highway, and it now needs to surplus the property. The property is located between South 220th Street and Kent-Des Moines Road in the City of Des Moines. The Barnes Creek Trail provides a connection from the Regional Lake to Sound Trail, via the Des Moines Creek Trail, to Highline Community College (**Figure 1.7**). This trail will provide future public access to, and through this property that has been designated for surplus by the state and will include:

- Non-motorized connectivity between Lake to Sound Trail and Highline Community College
- Non-motorized access to numerous public facilities and services
- Conservancy park allowing the City to maintain an Urban Open Space Corridor

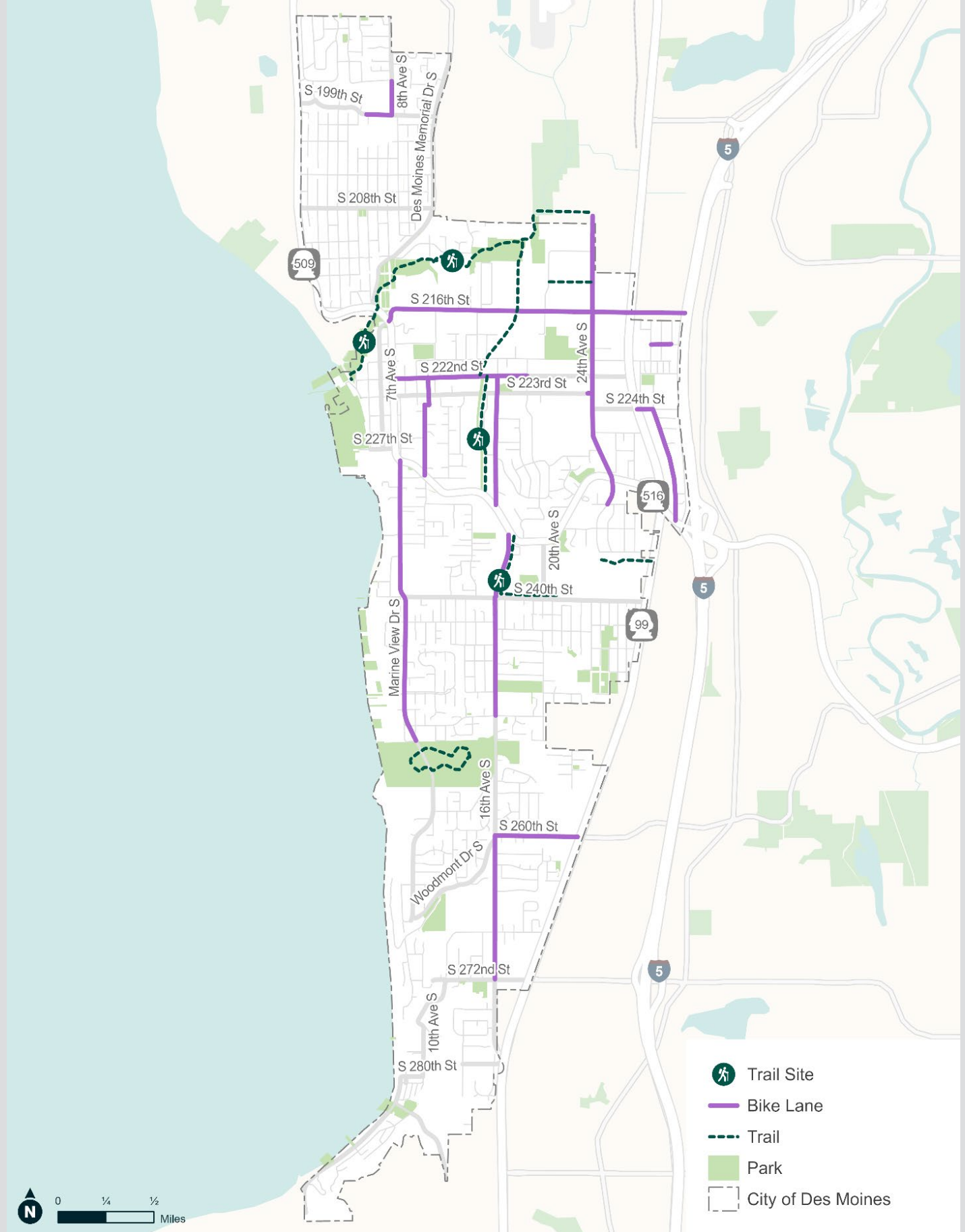


Figure 1.6. Bicycle Facilities and Multiuse Trails in Des Moines, WA



Figure 1.7. Barnes Creek Trail Project Alignment in Des Moines, WA

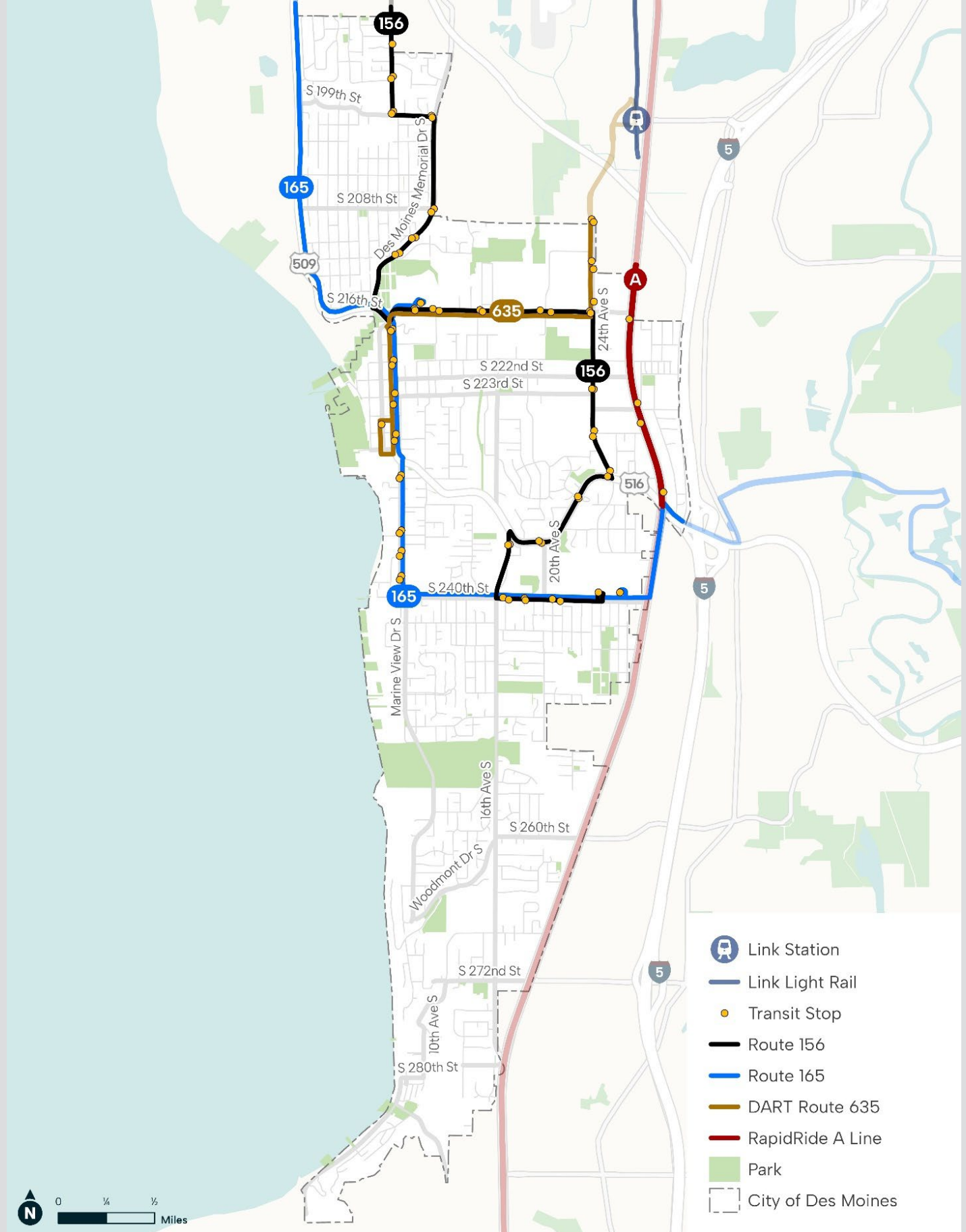


Figure 1.8. Public Transit and Light Rail Routes in Des Moines, WA

Public Transit

Transit service in Des Moines is provided by King County Metro and light rail service is provided by Sound Transit. As presented in **Figure 1.8**, the available King County Metro transit routes include RapidRide A, Route 156, Route 165, and Des Moines Community Shuttle (DART). These routes offer both local and regional connections. There are notable transit service gaps in the southern part of the city, including access to neighborhoods such as Woodmont and Redondo. Sound Transit's light rail system began service to the Kent-Des Moines Station in December 2025 with a direct connection to Highline College in Des Moines. This new service will allow people to travel from Kent Des Moines to downtown Seattle in just 42 minutes instead of potentially sitting in heavy traffic congestion on I-5 and state highways.





2 Crash Data Analysis

Citywide Summary

During the analysis period, there were a total of 1,273 crashes of all severity reported citywide in Des Moines. The proportional distribution of crash types, for crashes of all severity, is shown in **Figure 2.1** with angle (T), rear end, and fixed object crashes representing the largest shares of the City's crashes. **Figure 2.2** illustrates the geographical distribution of the crashes by type. Table 1 compares the percentage of Des Moines' crashes with the percentages of the same crash types reported on city streets in Western Washington cities, and on city streets statewide. The comparison in **Table 2.1** shows that the percentage of right turn angle crashes was four times higher than comparisons. Additionally, rear ends and sideswipes were elevated in comparison to both statewide and western Washington city streets. Left turn angle crashes, and perpendicular (T) angle crashes were slightly elevated compared to statewide, while fixed object crashes were somewhat elevated compared to western Washington cities. Shares of pedestrian and bicyclist crashes are on par with or lower than comparisons.

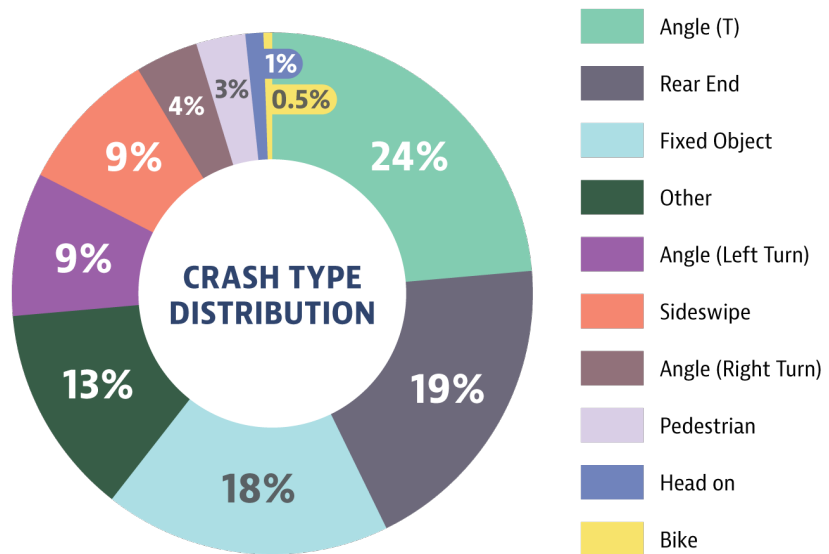


Figure 2.1. Proportionate Distribution of All Crash Types in Des Moines, 2020-2024

Table 2.1. Des Moines Crash Types on City Streets Compared to Western Washington and Statewide

Crash Type - All Severity	Des Moines	Western WA City Streets	Statewide City Streets
Angle (T)	24%	27%	14%
Rear End	20%	17%	8%
Fixed Object	18%	14%	23%
Other	13%	16%	16%
Angle (Left Turn)	9%	10%	8%
Angle (Right Turn)	4%	1%	1%
Sideswipe	9%	8%	6%
Pedestrian	3%	3%	3%
Head On	1%	2%	1%
Bike	0.5%	1%	2%

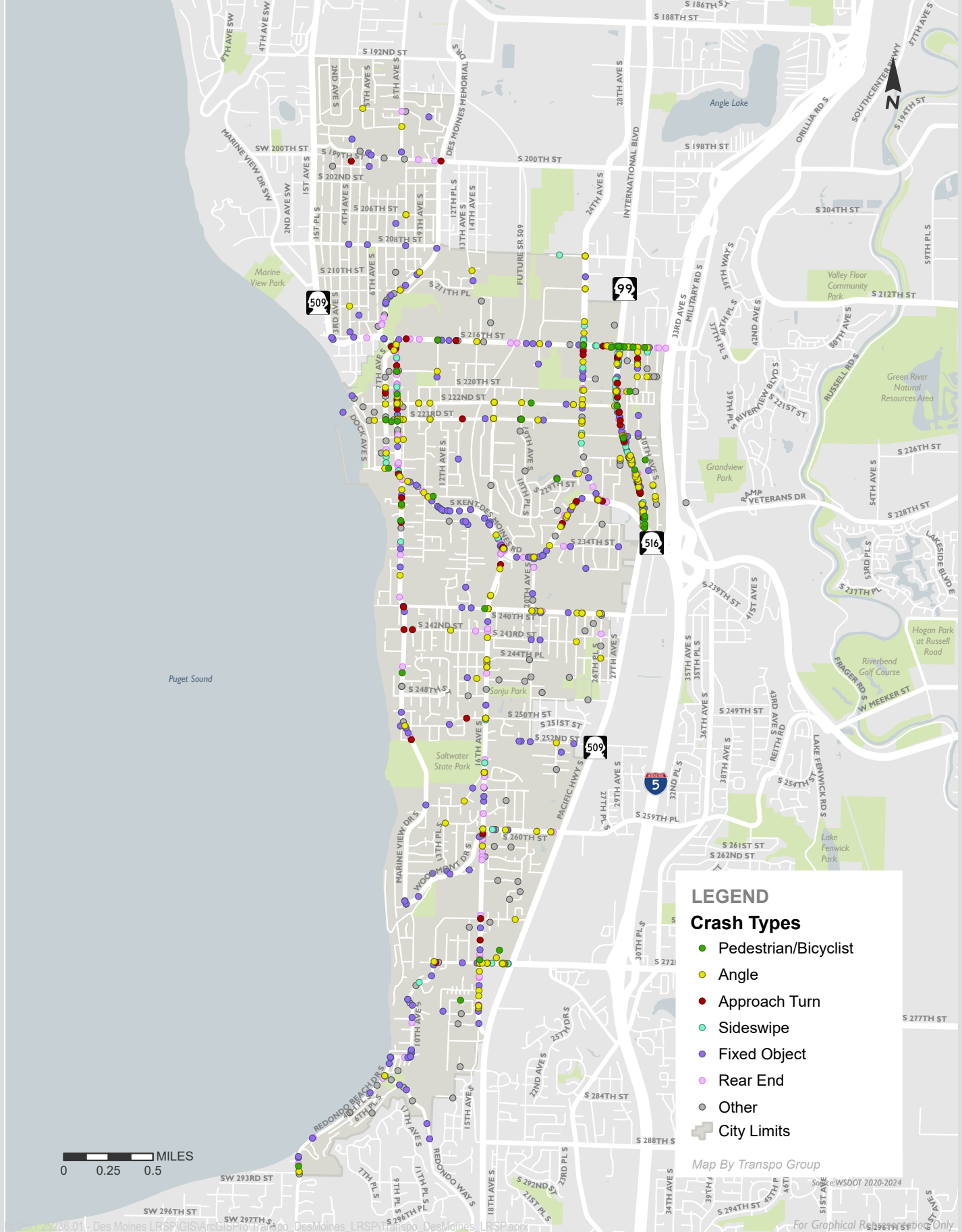


Figure 2.2 Citywide Crash Types and Locations in Des Moines, WA: 2020-2024

Table 2.2. North Section Corridors with Highest Crash Totals, 2020-2024

North Section Corridor	Crash Types	Fatal Crashes	Serious Injury Crashes
S 200th St (5)	Fixed Object (1), Rear End (2), Other (2)	none	none
S 206th St (3)	none	none	none
S 208th St (2)	Angle (3)	none	none
Des Moines Memorial Dr (24)	Fixed Object (8), Approach Turn (1), Rear End (5), Head On (1), Angle (3), Other (6)	none	1 (Other)
1st Ave S (SR 509) (7)	Fixed Object (8)	1 (Head On)	none
4th Ave S (5)	Fixed Object (3), Approach Turn (1), Angle (1)	none	1 (Fixed Object)
6th Ave S (1)	Other (1)	none	none
7th Pl S (2)	Fixed Object (1), Other (1)	none	none
8th Ave S (3)	Fixed Object (2), Rear End (1)	none	none
S 216th St (1)	Fixed Object (1)	none	none

Crash Data Geography

Due to the linear, north/south orientation of the city, analysis was divided into three sections, north, center, and south. The statistical analysis for each section is described below. It should be noted that some streets, due to their length, transect more than one city section. Crashes were assigned to their section based on their map coordinates and are reported for each section according to where they occurred along the corridor, therefore sections of some corridors may appear in more than one section.

North Section: North City limits to South 216th Street

There was a total of 75 crashes in the North section, representing 6% of the citywide total. **Figure 2.3** shows that two crashes on 4th Avenue S and Des Moines Memorial Drive S. resulted in serious injuries and one at S 216th Place was fatal. **Figure 2.4** illustrates the geographic distribution and type of all crashes in the North Section and shows crash concentrations along Des Moines Memorial Drive

between S 208th Street and S 216th, and along S 200th Street between 4th Avenue S and Des Moines Memorial Drive. Based on visual crash density in GIS, these and other select corridors in the north section were analyzed for over-representation in crash type or severity. **Table 2.2.** shows that the fatal, and serious injury crashes reported in the north city section occurred on three of these corridors: Des Moines Memorial Drive, which also had the highest number of crashes (24), 1st Avenue S (SR 509), and 4th Avenue S.

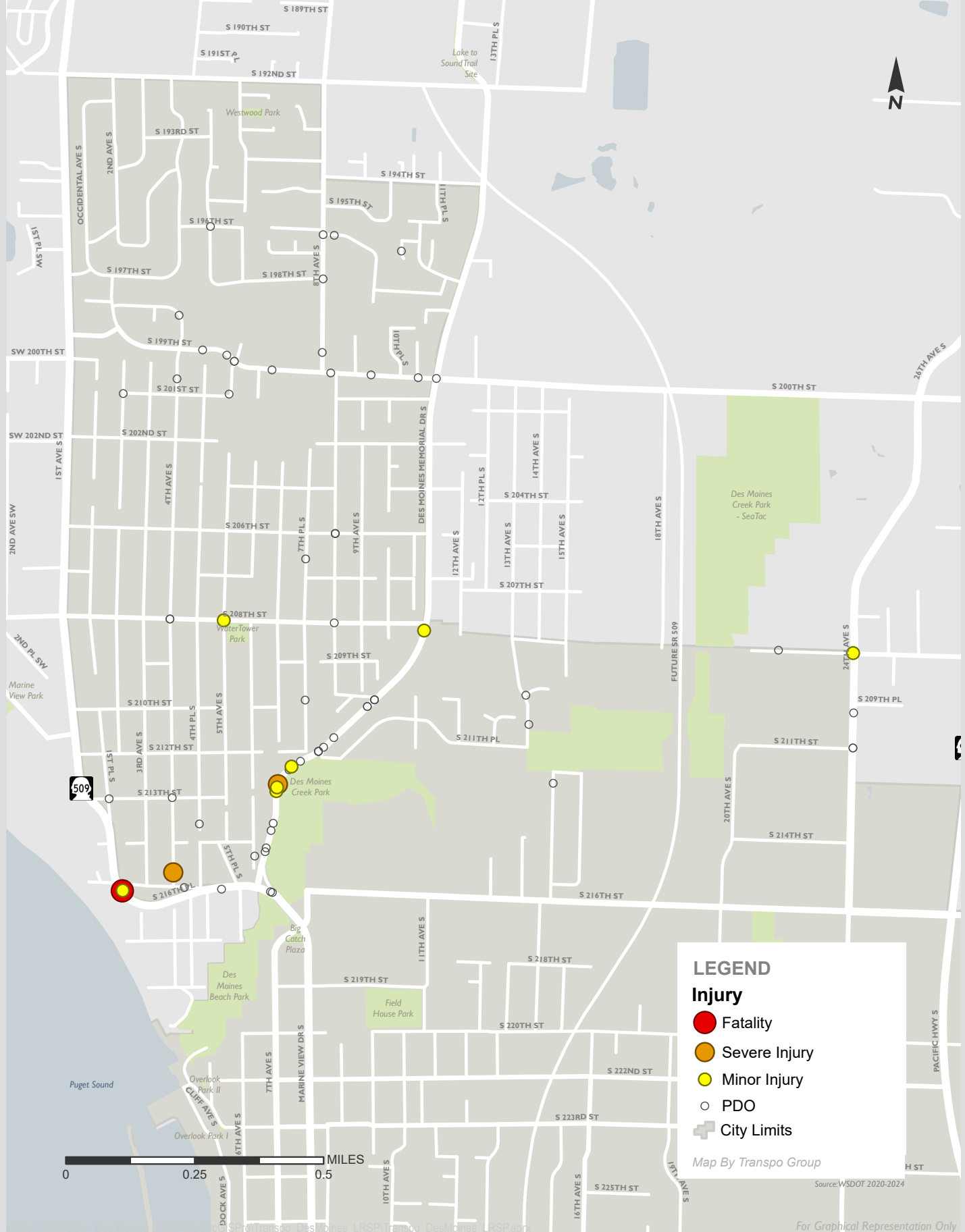


Figure 2.3. Crash Severity in North Section of Des Moines, WA: 2020-2024

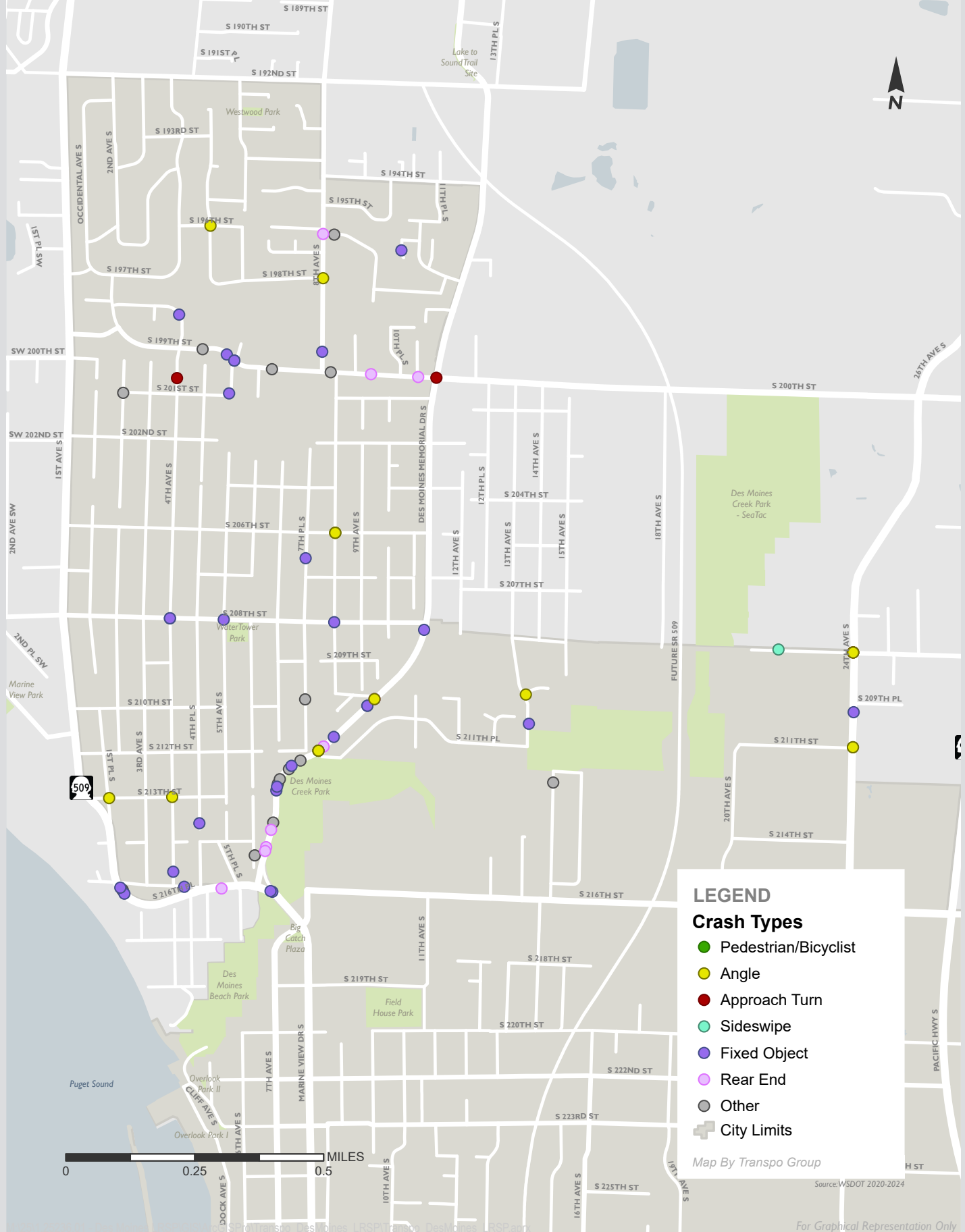


Figure 2.4. Crash Type Distribution in North Section of Des Moines, WA: 2020-2024

Table 2.3. Center Section Corridors with Highest Crash Totals, 2020-2024

Center Section Corridor	Crash Types	Fatal Crashes	Serious injury Crashes
Center Section Corridor S 220th St (5)	Rear End (1), Ped/Cyclist (1), Angle (1), Other (2)	none	none
S 222nd St (16)	Fixed Object (3), Ped/Cyclist (1), Angle (12)	none	none
S 223rd St (29)	Fixed Object (6), Approach Turn (3), Rear End (1), Ped/Cyclist (1), Angle (16), Other (2)	none	none
S 227th St (1)	Ped/Cyclist (1)	none	none
S 240th St (27)	Fixed Object (4), Approach Turn (3), Rear End (3), Head On (2), Ped/Cyclist (1), Angle (13), Other (1)	1 (Rear End)	none
S 251st St (2)	Fixed Object (1), Angle (1)	none	none
S Kent Des Moines Rd (SR 516) (112)	Fixed Object (30), Approach Turn (14), Rear End (29), Head On (2), Angle (21), Sideswipe (2), Other (14)	3 (2 Fixed Object, 1 Other)	2 (1 Fixed Object, 1 Head On)
Marine View Dr (35)	Fixed Object (9), Approach Turn (6), Rear End (7), Ped/Cyclist (2), Angle (5), Sideswipe (1), Other (5)	2 (1 Ped/Cyclist, 1 Angle)	none
16th Ave S (53)	Fixed Object (3), Approach Turn (7), Rear End (8), Angle (29), Sideswipe (1), Other (5)	1 (Angle)	none
20th Ave S (9)	Fixed Object (4), Rear End (1), Angle (1), Other (3)	none	none
7th Ave S (19)	Approach Turn (2), Rear End (2), Ped/Cyclist (1), Angle (6), Sideswipe (2), Other (6)	none	none
7th Pl S (5)	Fixed Object (1), Angle (1), Sideswipe (2), Other (1)	none	none
8th Ave S (3)	Angle (2), Other (1)	none	none
S 216th Ave (79)	Fixed Object (9), Approach Turn (17), Rear End (14), Ped/Cyclist (6), Angle (19), Sideswipe (9), Other (5)	1 (Ped/Cyclist)	2 (1 Ped/Cyclist, 1 Approach Turn)

Center Section: South 216th Street to South 252nd Street

A total of 978 crashes were reported in the center city section, representing 77% of the citywide crash total. **Figure 2.5** shows the locations of the FSI crashes reported in the center city section during the analysis period. Of the 978 center section crashes, 19 resulted in serious injury and 7 were fatal. While the serious

injury crashes were somewhat evenly distributed across the central section, the fatal crashes primarily occurred on S Kent-Des Moines Road, and Pacific Highway S. The geographic distribution of all crashes by type is illustrated on the map in **Figure 2.6** and shows that crashes are primarily concentrated along the arterial corridors,

particularly S 216th Street, S Kent-Des Moines Road, S 7th Street, Marine View Drive S, 24th Avenue S, and Pacific Highway S.

Based on visual crash density in GIS, several corridors in the center section of the city were analyzed for overrepresented crash types and severity, listed in **Table 2.3**.

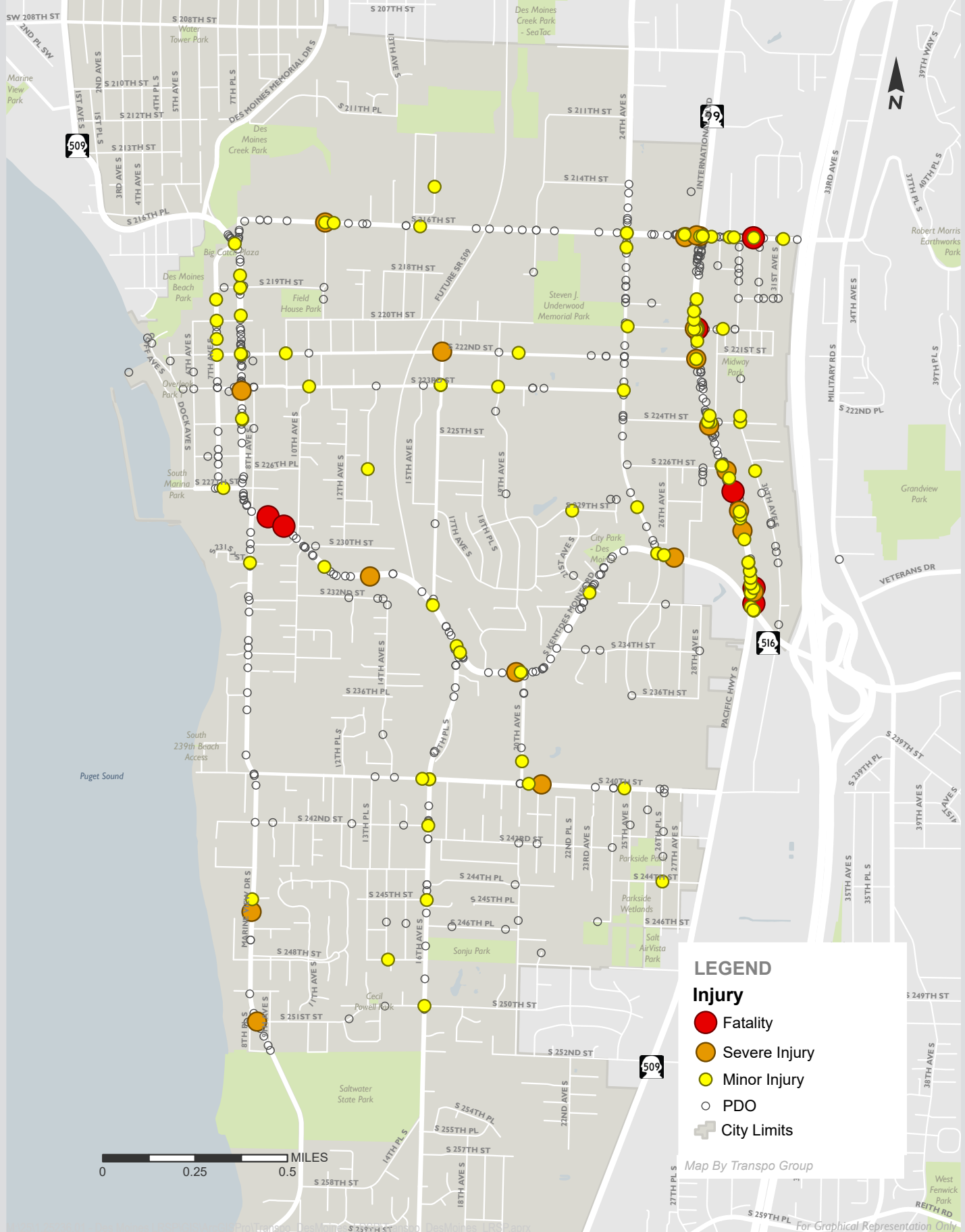


Figure 2.5 Crash Severity in Center Section of Des Moines, WA: 2020-2024

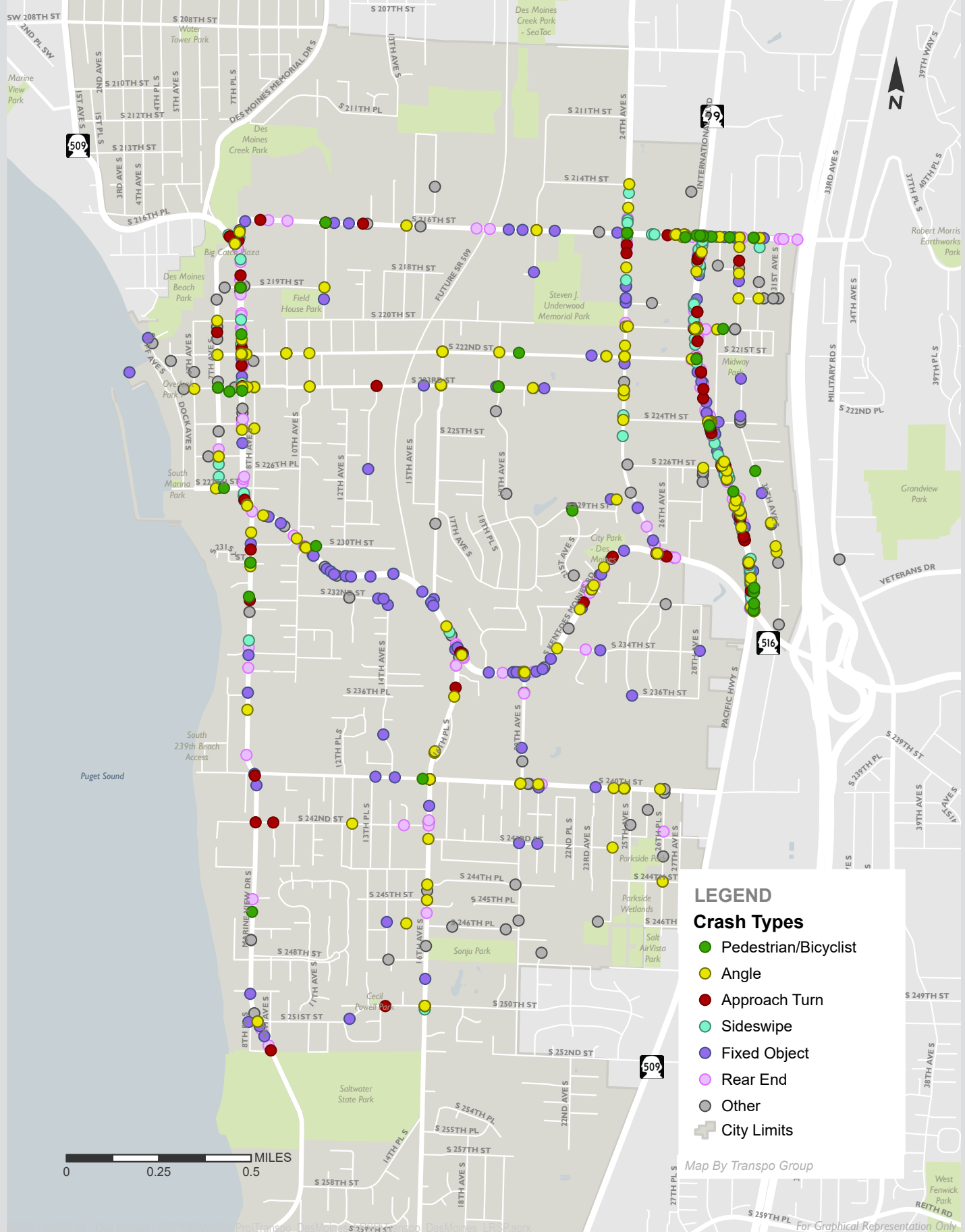


Figure 2.6 Crash Type Distribution in Center Section of Des Moines, WA: 2020-2024

Table 2.4. South Section Corridors with Highest Crash Totals, 2020-2024

South Section Corridor	Crash Types	Fatal Crashes	Serious injury Crashes
16th Ave S (30)	Fixed Object (7), Approach Turn (3), Rear End (14), Ped/Cyclist (1), Angle (3), Sideswipe (1), Other (1)	none	none
10th Ave S (7)	Fixed Object (6), Rear End (1)	none	none
Marine View Dr (12)	Fixed Object (5), Head On (3), Sideswipe (1), Other (3)	1 (Other)	none
Redondo Beach Dr S (12)	Fixed Object (5), Rear End (2), Head On (1), Angle (1), Other (3)	none	none
Redondo Way S (9)	Fixed Object (5), Sideswipe (1), Other (3)	none	none
Woodmont Dr S (4)	Fixed Object (3), Other (1)	none	none

South Section: South 252nd Street to South City limits

A total of 222 crashes were reported in the south city section during the analysis period, representing 17% of the citywide crash total.

Figure 2.7 shows that fatal crashes occurred on Redondo Beach Drive S, and on 264th Street while serious injury crashes were reported on 6th Place S and

1st Avenue S. Of the 222 south section crashes, 2 resulted in a serious injury and 2 were fatal. The geographic distribution of all crashes by type is illustrated on the map in **Figure 2.8** and shows that crashes are primarily concentrated along 16th Avenue S, especially at major intersections such as S

272nd Street and S 260th Street. Concentrations of fixed object crashes are seen along Woodmont Drive S, and in the Redondo Beach area. Based on visual crash density in GIS, select corridors in the south section of the city were analyzed for overrepresented crash types and severity, listed in **Table 2.4**.

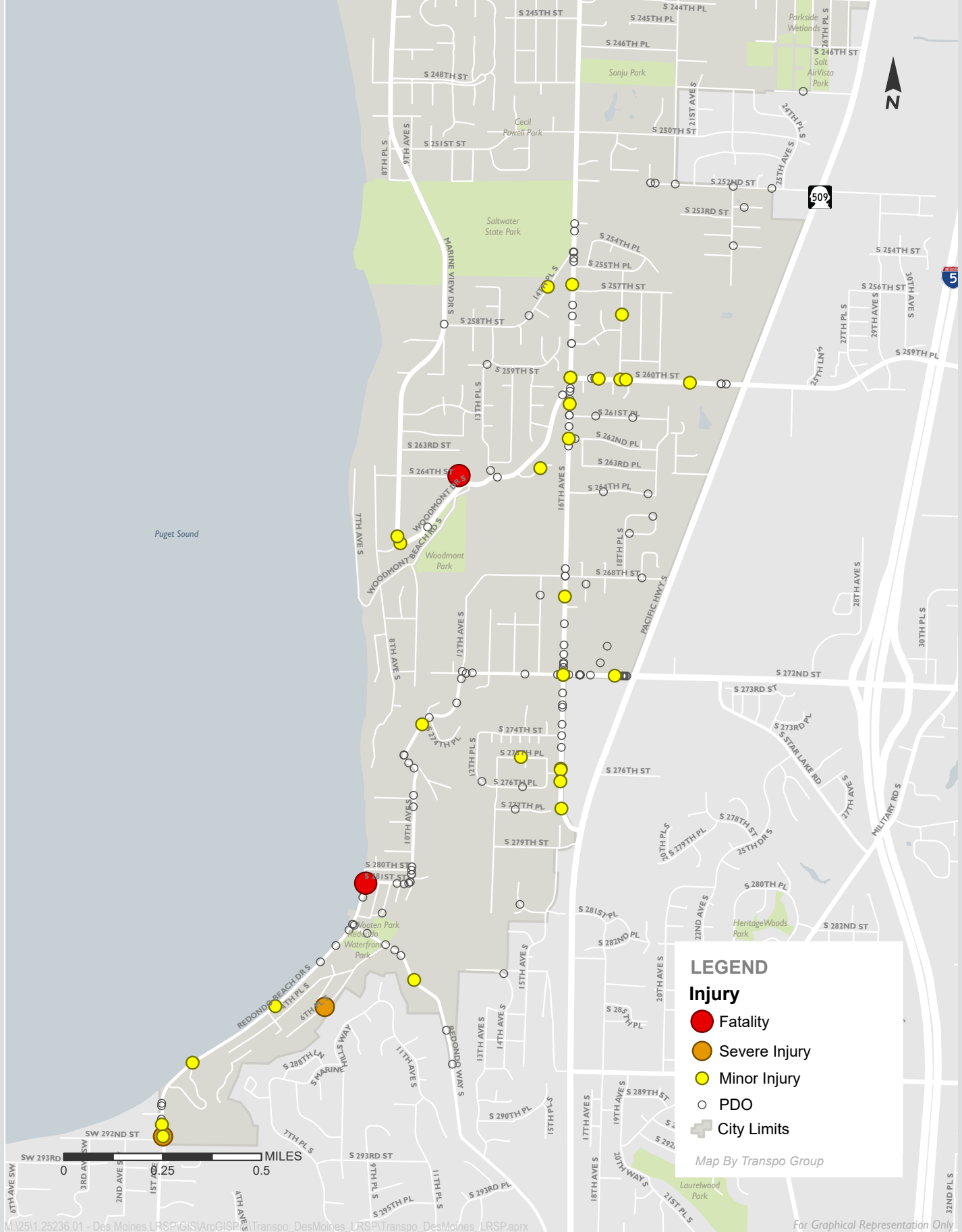


Figure 2.7. Crash Severity in South Section of Des Moines, WA: 2020-2024

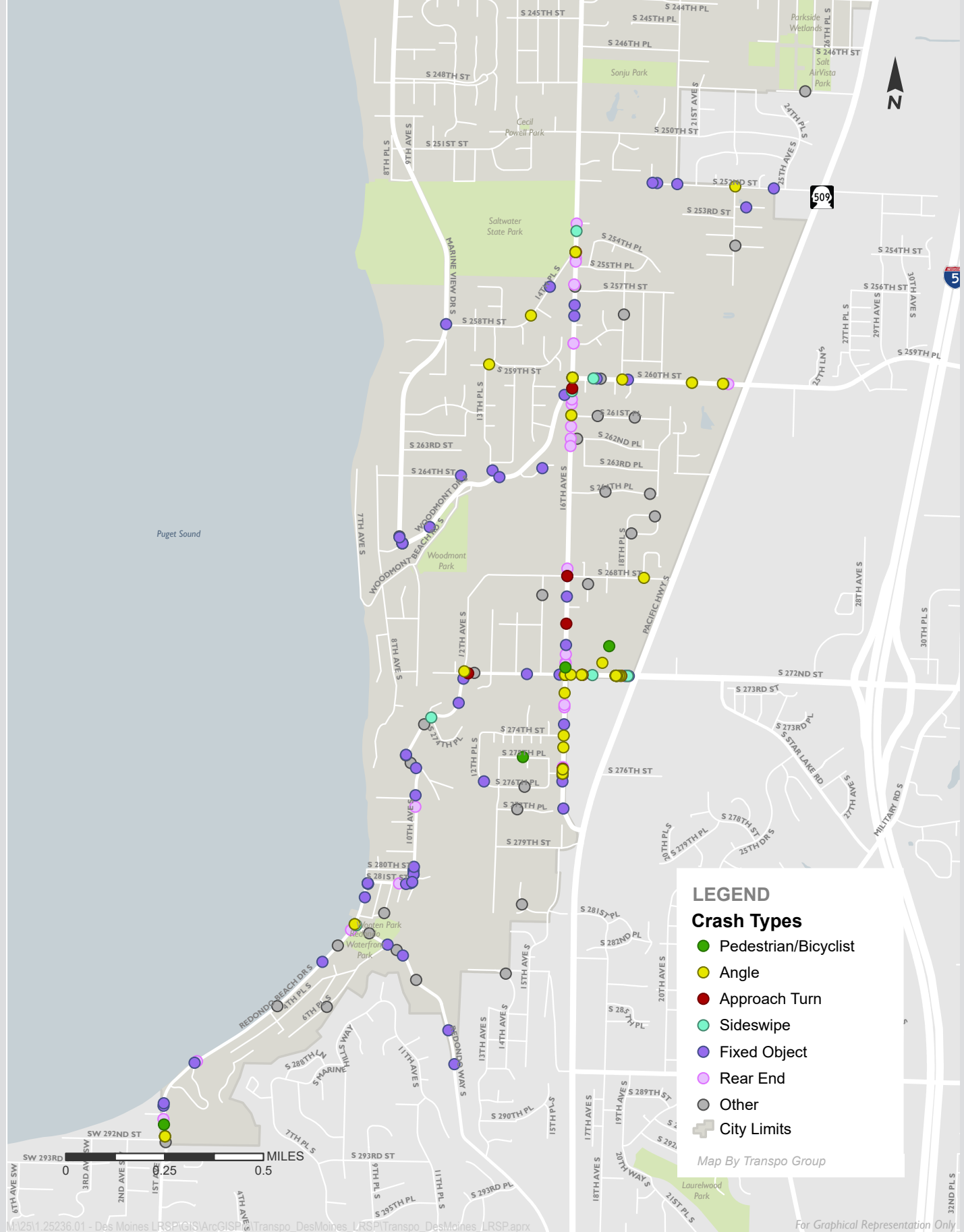


Figure 2.8 Crash Type Distribution in South Section of Des Moines, WA: 2020-2024

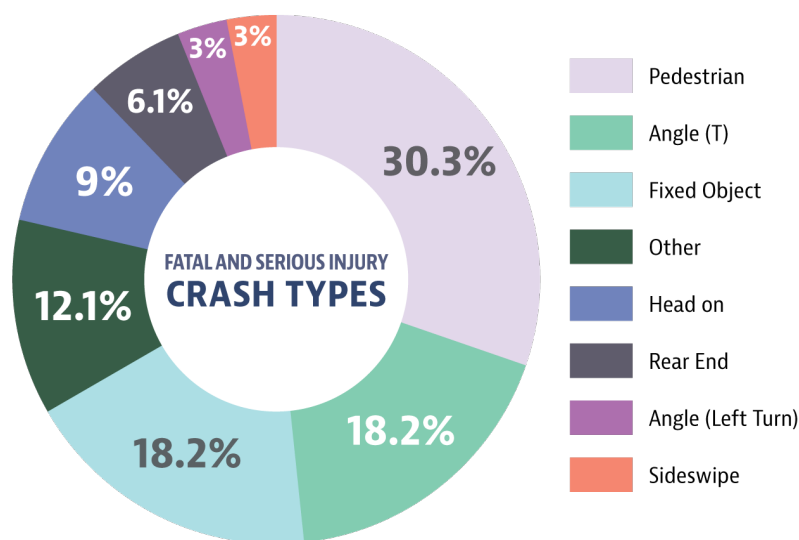


Figure 2.9 Fatal and Serious Injury Crash Types, 2020-2024

Fatal and Serious Injury Crashes

Of the 1,273 crashes reported during the analysis period, 33 (3%) resulted in fatality or serious injury. The fatal and serious injury (FSI) crash type distribution, in **Figure 2.9**, shows that pedestrians are disproportionately affected, with 10 FSI pedestrian crashes accounting for 30% the City's total FSI crashes. Angle (T) and fixed object crashes also contribute to significant portions of the City's FSI crashes,

representing 18% each. There were zero FSI crashes involving bicyclists reported during the analysis window. Table 5 shows the percentage of FSI crashes in Des Moines' most represented crashes compared to the percentages of FSI crashes on all western Washington cities and city streets statewide.

As seen in **Table 2.5**, the percentage of FSI head-on crashes

are roughly twice the comparison percentages. Pedestrian and perpendicular angle crashes were also elevated in comparison to both western Washington and statewide, while rear ends and "other" crashes were elevated compared to city streets in western Washington, but not city streets statewide.

Fatal and serious injury crashes are shown on the map in **Figure 2.10**. As the map shows, FSI crashes in Des Moines were more commonly reported in the central and north city sections. The FSI crashes for each section are listed herein.

North Section: North City limits to South 216th Street

3 FSI total: 1 fatality,
2 serious injury

- Des Moines Memorial Drive: Serious injury "Other" crash involving speeding
- 1st Avenue S: Fatal Head-On crash involving intoxication from prescription drugs
- 4th Avenue S: Serious injury Fixed Object involving a retaining wall and operation of defective equipment

Table 2.5. Des Moines Fatal & Serious Injury Crashes Compared to Western WA and Statewide Crashes

Crash Type – FSI	Des Moines	Western WA City Streets	Statewide City Streets
Angle (T)	18%	17%	14%
Rear End	6%	4%	8%
Fixed Object	18%	18%	23%
Angle (Left Turn)	3%	9%	8%
Sideswipe	3%	3%	6%
Other	12%	10%	13%
Pedestrian	30%	26%	18%
Head On	9%	4%	5%

Table 2.6. Highest Contributing Circumstances in Des Moines Compared to Western WA and Statewide

Contributing Circumstance	Des Moines	Western WA City Streets	Statewide City Streets
Did Not Yield	13%	6%	7%
Distraction/Inattention	15%	11%	11%
DUI	12%	10%	10%
Disregard Traffic Control	6%	4%	4%
Speeding	8%	10%	10%

Center Section: South 216th Street to South 252nd Street

12 FSI total: 3 fatality,
9 serious injury

- S 240th Street: Serious Injury Rear End crash involving distracted driving
- S Kent-Des Moines Road (SR 516): 2 Fatal crashes, 1 Fixed Object utility pole no contributing circumstances cited, 1 Head On involving intoxication from alcohol
- S Kent-Des Moines Road (SR 516): 3 Serious Injury crashes; a Fixed Object involving speeding into an earth bank, a Fixed Object (retaining wall) involving intoxication from alcohol, and an “Other” crash involving an improper U-Turn
- Marine View Drive: 2 Serious Injury crashes; a pedestrian crash involving intoxication from alcohol,

and an angle crash involving not yielding and distraction

- 16th Avenue S: 1 Serious Injury Angle crash involving disregard for traffic controls
- S 216th Avenue/30th Avenue: 2 Serious Injury crashes; an Approach Turn crash involving improper turning or merging, and a pedestrian crash where the pedestrian did not yield to the oncoming vehicle
- S 216th Avenue/Pacific Highway S.: 1 Fatal pedestrian crash where the pedestrian did not yield to the oncoming vehicle

South Section: South 252nd Street to South City limits

1 FSI total - Fatal

- Redondo Beach Drive S: 1 Fatal “Other” crash involving distraction

Contributing Circumstances in FSI Crashes

Overrepresented contributing circumstances in Des Moines’ FSI crashes included behavioral factors such as not granting the right-of-way, distraction or inattention, intoxication, speeding, and apparent disregard for traffic control devices such as signs and signals. The percentage of FSI crashes that cited these circumstances in Des Moines was compared to city streets in western Washington and statewide to determine which contributors are overrepresented in Des Moines’ crashes.

The comparison, listed in **Table 2.6**, shows that the percentage of crashes where not yielding is cited is double that of the comparisons. In addition, percentages of distraction and inattention, intoxicated driving, and disregard for traffic controls are elevated compared to western Washington and statewide.

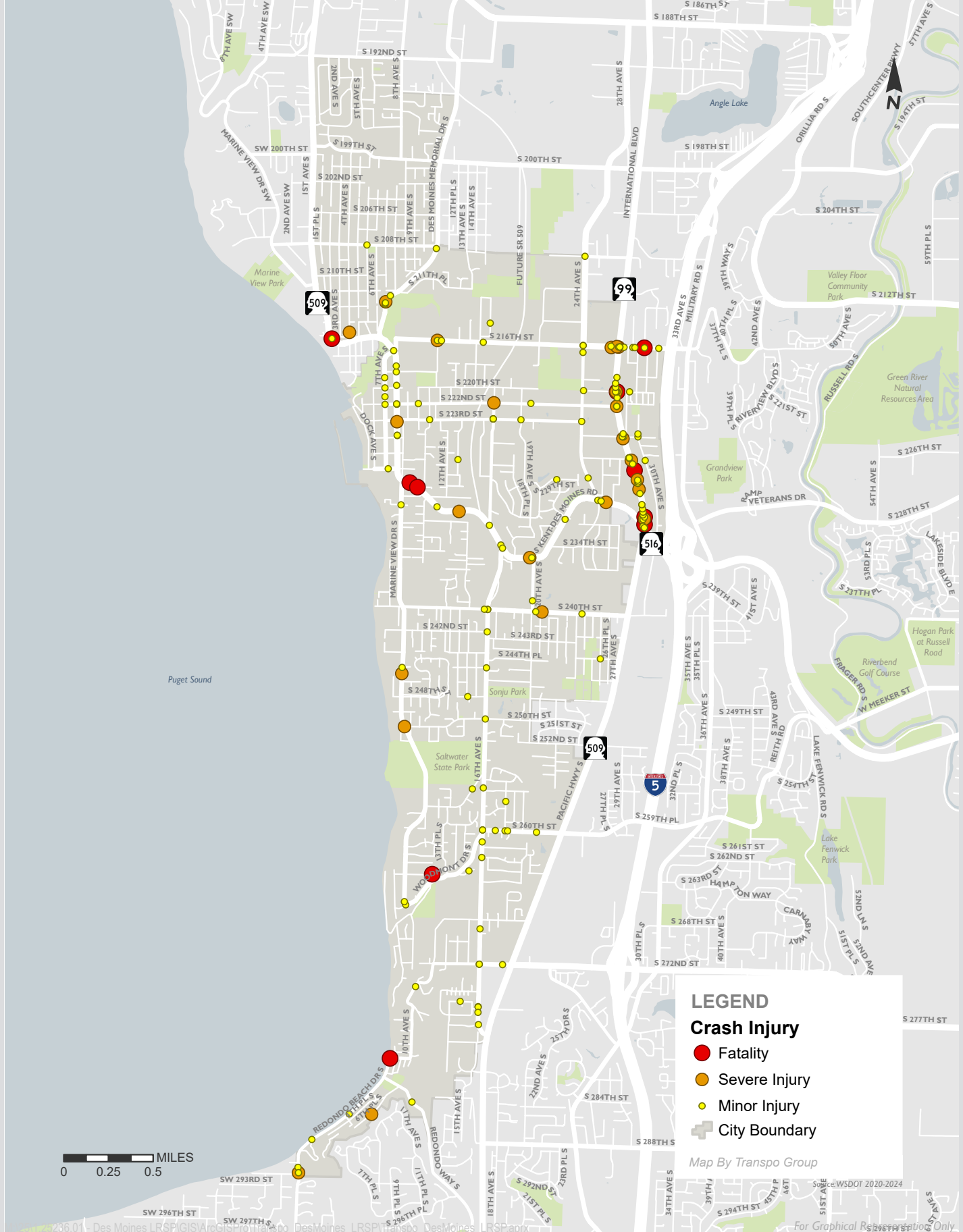


Figure 2.10 Citywide Fatal and Serious Injury Collisions in Des Moines. WA: 2020-2024

Table 2.7. Speed-Related FSI Crashes in Des Moines Compared to Western WA and Statewide

Posted Speed Limit	Des Moines	Western WA City Streets	Statewide City Streets
35 mph	44%	41%	40%
40 mph	21%	6%	36%
45 mph	14%	1%	1%
25 mph	14%	33%	31%
30 mph	7%	17%	20%

Table 2.8. FSI Pedestrian Crash Contributing Circumstances Compared to Western WA and Statewide

FSI Pedestrian Crash Contributing Circumstance	Des Moines	Western WA City Streets	Statewide City Streets
Did Not Yield to Vehicle	31%	8%	8%
Distraction/Inattention	15%	22%	22%
Intoxication ¹	15%	16%	15%
Disregard for Traffic Controls ²	8%	6%	5%
Fail to Use Crosswalk	8%	7%	6%
Did Not Yield to Non-Motorist	0%	2%	3%

¹ Includes citations for under the influence of alcohol, under the influence of drugs, and had taken medication.

² Includes citations for disregard signs, signals, officer, and flagger.

FSI Crashes by Posted Speed

There were five facility speed limits that correlated with FSI crashes in Des Moines, roadways with a posted speed of 35 mph, 40 mph, 45 mph, 25 mph, and 30 mph. The percentage of the City's FSI crashes which occurred on facilities with each of these posted speed limits was compared to those of western Washington cities and on statewide city streets. The comparisons, listed in **Table 2.7**, show that roads with posted speeds of 35 to 45 miles per-hour in Des Moines are disproportionately represented in FSI crash data compared to city streets in western Washington or statewide.

Active Mode Crashes

Pedestrian Crash Contributing Circumstances

There were ten (10) FSI crashes involving a pedestrian during the analysis period, and 33 total, illustrated on the map in **Figure 2.11**. Contributing circumstances, both driver and pedestrian, for FSI pedestrian crashes were compared for overrepresentation, listed in **Table 2.8**. The percentage of pedestrian citations for not yielding to approaching vehicular traffic was nearly four times

greater than that of comparisons. The percentage of pedestrian crashes involving disregard for traffic controls and failing to use a designated crosswalk were slightly elevated to that of comparisons. Other contributing circumstances that were cited in Des Moines' pedestrian crashes included intoxication, and distraction or inattention however these circumstances were generally represented at lower percentages than the comparisons.

Pedestrian and bicyclist crashes were more commonly reported in the central city sections with 36 pedestrian and cyclist crashes reported in the center section compared to 4 in the south and zero in the north, listed in **Table 2.9**.

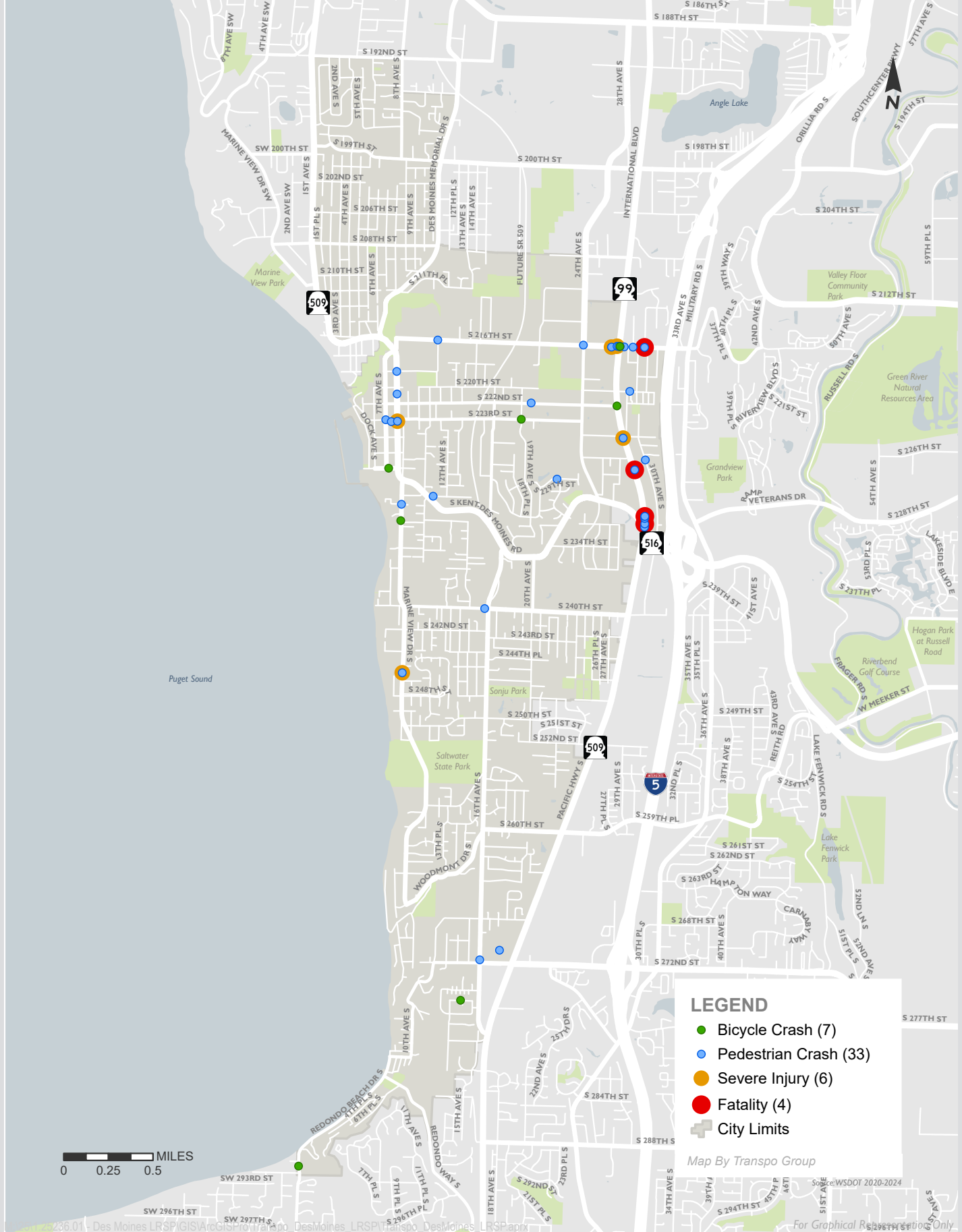


Figure 2.11 Citywide Fatal and Serious Injury Crashes Involving Pedestrians and Bicyclists

Table 2.9. Pedestrian and Bicyclist Crashes in North, Central, and South Sections of Des Moines

Pedestrian Crashes			Bicyclist Crashes		
Total	Fatal	Serious Injury	Total	Fatal	Serious Injury
North Section					
0	0	0	0	0	0
Center Section					
31	4	6	5	0	0
South Section					
2	0	0	2	0	0

Table 2.10. FSI Pedestrian Crashes by Facility Type Compared to Western WA and Statewide

FSI Pedestrian Crash Facility Used	Des Moines	Western WA City Streets	Statewide City Streets
Roadway	75%	43%	43%
Sidewalk	17%	8%	7%
Marked Crosswalk	8%	32%	32%

FSI Pedestrian Crashes by Facility Type

Given the elevated representation of FSI pedestrian crashes that included citation for not using a designated crossing, the percentages of FSI pedestrian crashes occurring at marked crosswalks, on sidewalks, and on the roadway were compared to FSI pedestrian crashes on each facility type in western Washington and

statewide, listed in **Table 2.10**. The data listed in **Table 2.10** shows that FSI pedestrian crashes in Des Moines where the pedestrian was using the sidewalk, and where the pedestrian was using the roadway were significantly elevated in comparison to FSI pedestrian crashes using the sidewalk or roadway in western Washington

cities and city streets statewide. Conversely, FSI pedestrian crashes in the City where the pedestrian was using a marked crossing were exceptionally low in comparison. This suggests there may be a lack of designated pedestrian crossings at locations where they are most needed in Des Moines.

Table 2.11. Contributing Circumstances for Bike Crashes (all severity)

Bike Crashes – All Severity	Des Moines	Western WA City Streets	Statewide City Streets
None	36%	8%	10%
Operating Defective Equipment (Bicycle)	7%	4%	4%
Other Contributing Circumstance Not Listed	21%	6%	6%
Unknown Distraction	14%	7%	6%
Did Not Yield to Non-Motorist	14%	3%	3%
Failed to Signal (Vehicle)	7%	2%	1%

Circumstances Contributing to Bike Crashes

There were no FSI crashes involving a bicyclist during the analysis period, and 7 total. Given the small sample size of FSI bicyclist crashes, contributing circumstances, both driver and bicyclist, for bike crashes of all severity were examined for over-represented contributing circumstances. Of the 7 bike crashes, the significant contributing circumstances included 2 crashes where the motorist did not yield to the cyclist, 2 crashes where an unknown distraction eroded the attention of either the driver or

the cyclist (1 each), 1 crash where the cyclist was operating faulty equipment, and 1 crash where the driver failed to signal an intended turn. Several of the crashes cited inactionable contributors such as “none” or “other contributing circumstance not listed”. As shown in **Table 2.11**, all contributing circumstances listed for the bike crashes in Des Moines exceeded the percentages of those in other western Washington cities and statewide, however this is likely due to the relatively small number of

bike crashes in Des Moines during the analysis period. Additionally, because there were so few bike crashes in Des Moines, and many more in the comparison regions, the comparison regions thus contain a much larger set of potential contributing circumstances, thus, diluting the appearance of any given contributor in the data set and falsely inflating the percentage of contributors in Des Moines' crashes.

Geographic Analysis:

Crash Clusters (Corridors) & Hotspots (Intersections)

North Section: North City limits (S 192nd St) to South 216th Street

- S 199th, 200th Street: run off road crash types; fixed object and “other” (hit parked car), rear ends on east end of corridor
- S 206th Street/8th Avenue: Angle crashes
- S 208th Street: @ 4th Ave S and 5th Ave S: Fixed Object crashes (traffic circles)
- Des Moines Memorial Drive: opposite direction and lane departure crash types; “other”, fixed object, rear ends close to SR 509 junction, angle crashes at S 210th St and S 212th St
- 1st Avenue South (SR 509, S 216th Pl) approx. 100 feet south of S 216th Street: Fixed Object (guardrail and signpost) and Head On crashes
- 4th Avenue S: Fixed Object crashes

North section intersection crash densities are shown in **Figure 2.12** with the highest crash densities at Des Moines Memorial Drive and S 211th Place, and at 24th Avenue S and S 208th Street.

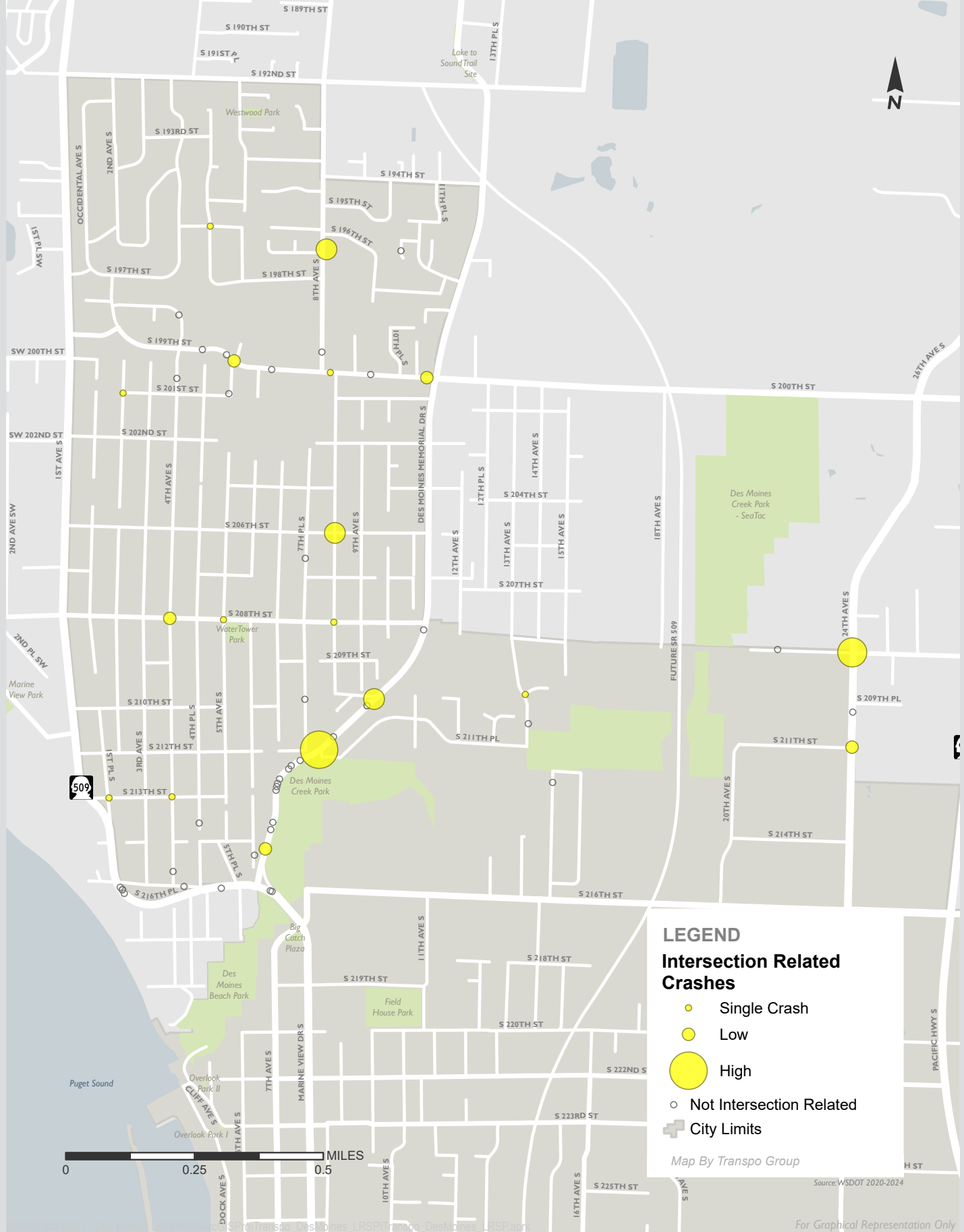


Figure 2.12. North Section Intersection Crash Densities

Central Section: South 216th Street to South 252nd Street

- 223rd Street: between Cliff Avenue S and 8th Avenue S: Angle crashes
- 223rd Street: @ 7th Avenue S and Marine View Drive S: Pedestrian, Approach Turn and Rear End crashes Recommend LPI
- 223rd Street @ Backstage Alley: Pedestrian crash
- S 240th Street: @ 20th Avenue S and 21st Avenue S: Angle crashes
- S 240th Street: approx. 110 feet east of 20th Avenue S: 2 Head On crashes, 1 passing and 1 intoxicated
- S Kent-Des Moines Road: @20th Avenue: Angle Crashes all from south to west attempting left turns, 35 mph facility and a blind curve immediately to the east Driver Feedback VMS Signs
- Marine View Drive: between 7th Avenue S and S 227th Street: Rear Ends
- 16th Avenue S @ SR 516: Approach Turn, Rear End, Fixed Object Recommend LPI; RRFB SW
- S 216th Avenue: @ 11th Avenue S: Approach Turn, Pedestrian, Rear End Recommend LPI
- S 216th Avenue: between 24th Avenue S and 30th Avenue S: Intersection issues: Angle, Pedestrian

Note: 16th Street intersection design resulting in challenging geometry and high risk for left turns and merge/conflict point where east to south left turns will converge with southbound right turns at a spot that is invisible from both directions until you get there due to geometry and other cars in travel lanes (3 AT crashes at the merge spot and several more at the main intersection, LTL)

Central section crash densities are shown on the map in **Figure 2.13** with the highest densities at intersections along Pacific Highway, 24th Avenue S and S 26th Street, Kent-Des Moines Road, and several major intersections along both Marine View Drive S, and 16th Avenue S.

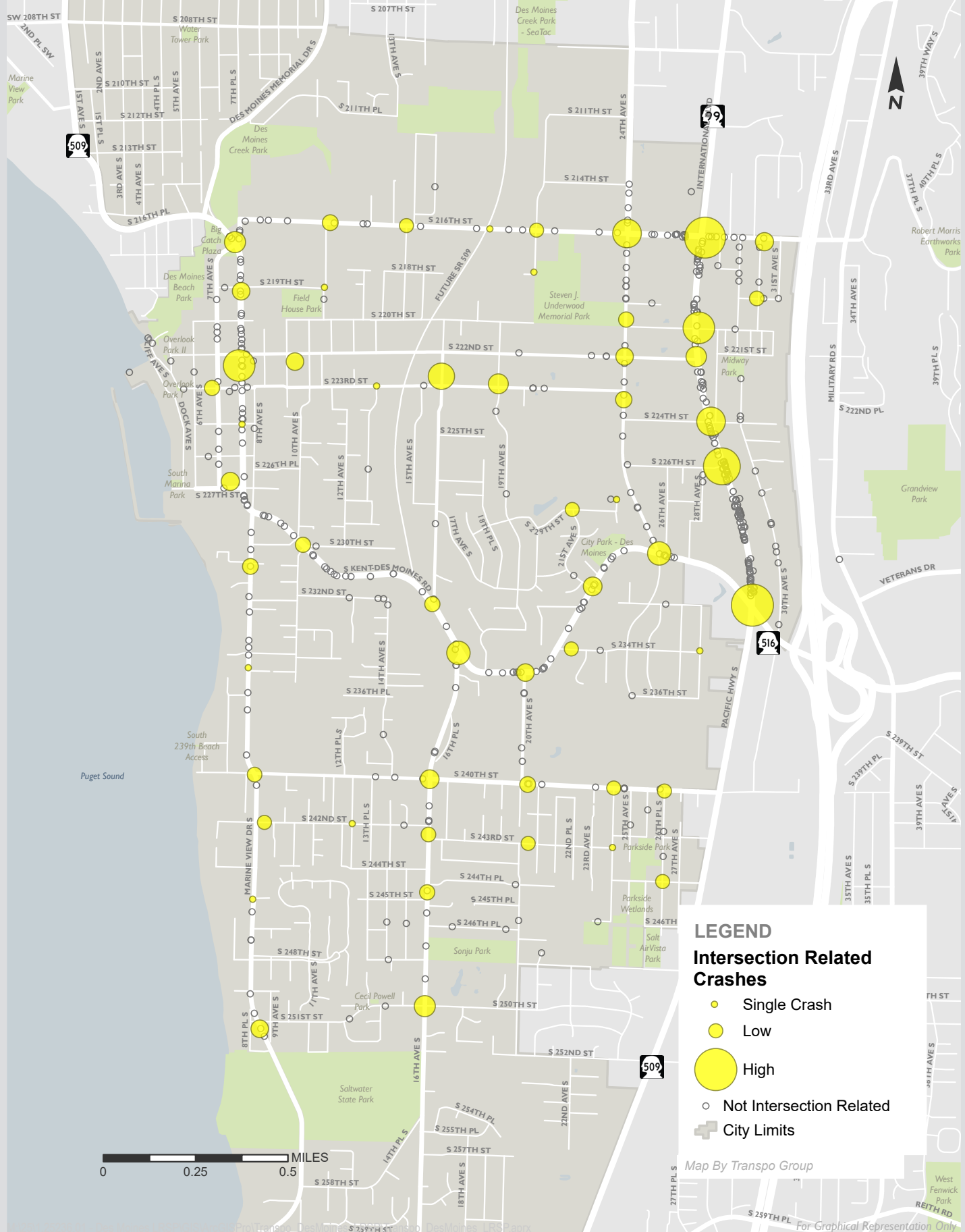


Figure 2.13 Central Section Intersection Crash Densities

South Section: South 252nd Street to South City limits

- 16th Avenue South @ 14th Place S: Approach Turn
- S 272nd Street @ Redondo Square driveways (especially east): Angle crashes (left turns out)
- 10th Avenue South @ S 281st Street: Fixed Object
- Marine View Drive South (SR509) @ S 256th St: variety of crashes several other
- Marine View Drive South (SR509) between S 272nd Street and 10th Avenue S: variety of types, speeding related
- Redondo Beach Area - Redondo Way S and Redondo Beach Drive - variety of crash types at intersection, each of the two roads have several Fixed Object crashes logged, one bike crash on Redondo Beach Drive at SW 291st Street

Note: It may be too risky for cars to turn left here, it would be hard to see over nearest lane and verify if there is no one in the 2nd lane to cross before even making it to turn lane/refuge. RIRs on 272nd

South section crash densities are shown on the map in **Figure 2.14** with the highest densities at intersections at S 272nd Street and 16th Avenue S, and at 16th Avenue S and Woodmont Drive/S 260th Street.

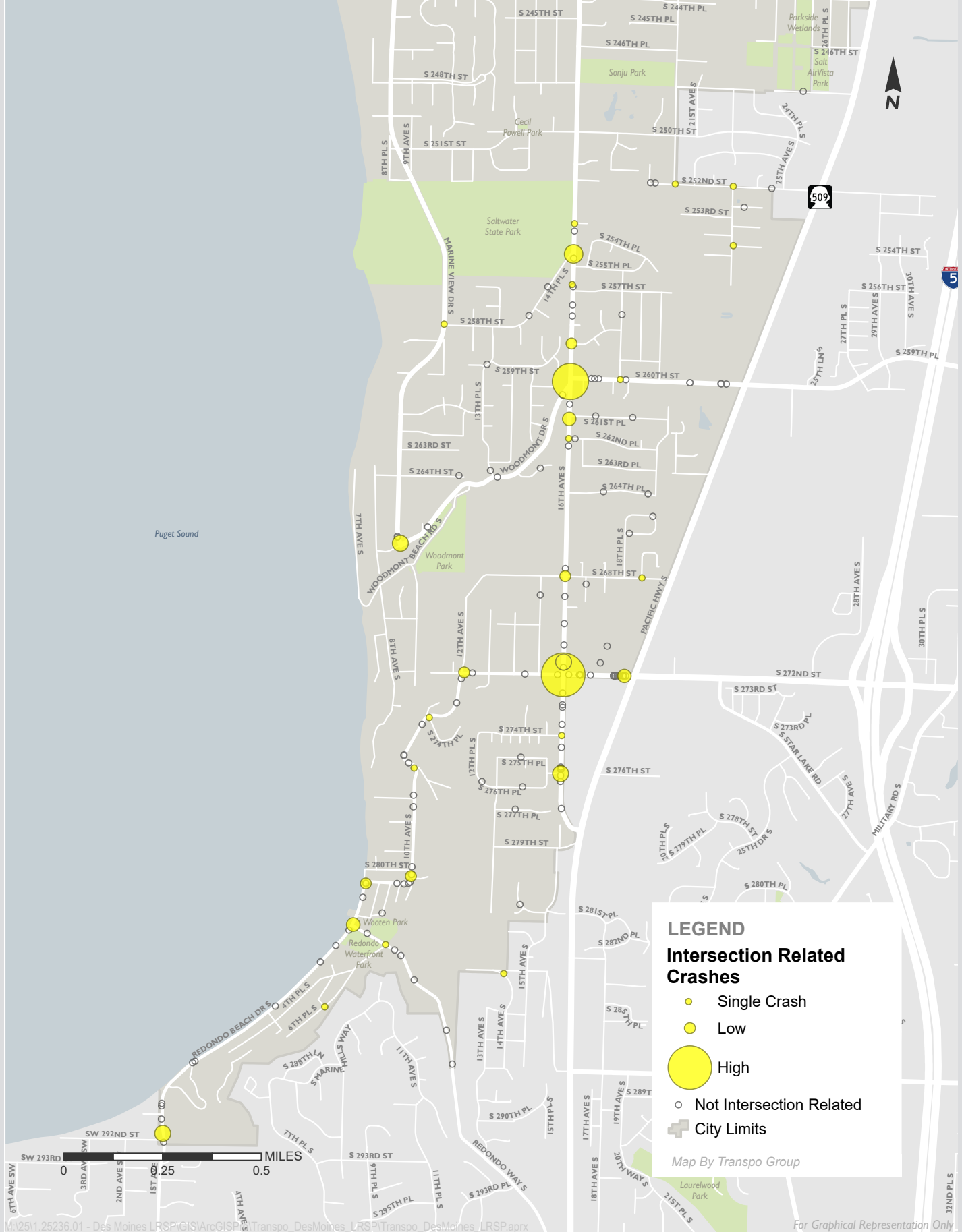


Figure 2.14 South Section Intersection Crash Densities

3 Identification of Primary Risk Factors

Based on a combination of the statistical and spatial analysis of the crash data in Des Moines, the following risk factors were identified. Citywide risk factors are shown on the map in **Figure 3.1**. The risk factors are presented in order of priority for the city and will guide the City's implementation of countermeasures in a proactive effort to reduce the risk and severity of future crashes. The priorities below have been identified based on the data and spatial analysis, with consideration for the safety of vulnerable roadway users.

Pedestrian and Bicycle Crashes (Vulnerable Road Users)

While pedestrian and bicycle crashes only account for 3% of the total number of crashes in Des Moines, they have a disproportionately high level of severity; accounting for 30% of all FSI crashes in the city. Distraction, intoxication, and not yielding were the most frequently cited contributing circumstances in Des Moines' FSI pedestrian and bicyclist crashes, shown on the map in **Figure 3.2**. The countermeasures for vulnerable road user crashes include proactive measures that

reduce the risk of conflict with vehicles including dedicated pedestrian and bicycle facilities, safer crossings, improved lighting, and other physical improvements.

Angle Crashes

Angle crashes accounted for nearly a quarter of the total crashes in Des Moines (24%), and for 18% of the City's FSI crashes. Failing to yield and distraction were the most frequently cited contributing circumstances in Des Moines' FSI angle crashes, shown in **Figure 3.3**. The countermeasures for angle crashes include improving intersection geometry, sight lines, and access management in addition to communicating a strong safety culture that promotes patience and desirable driving behaviors such as yielding and road sharing.

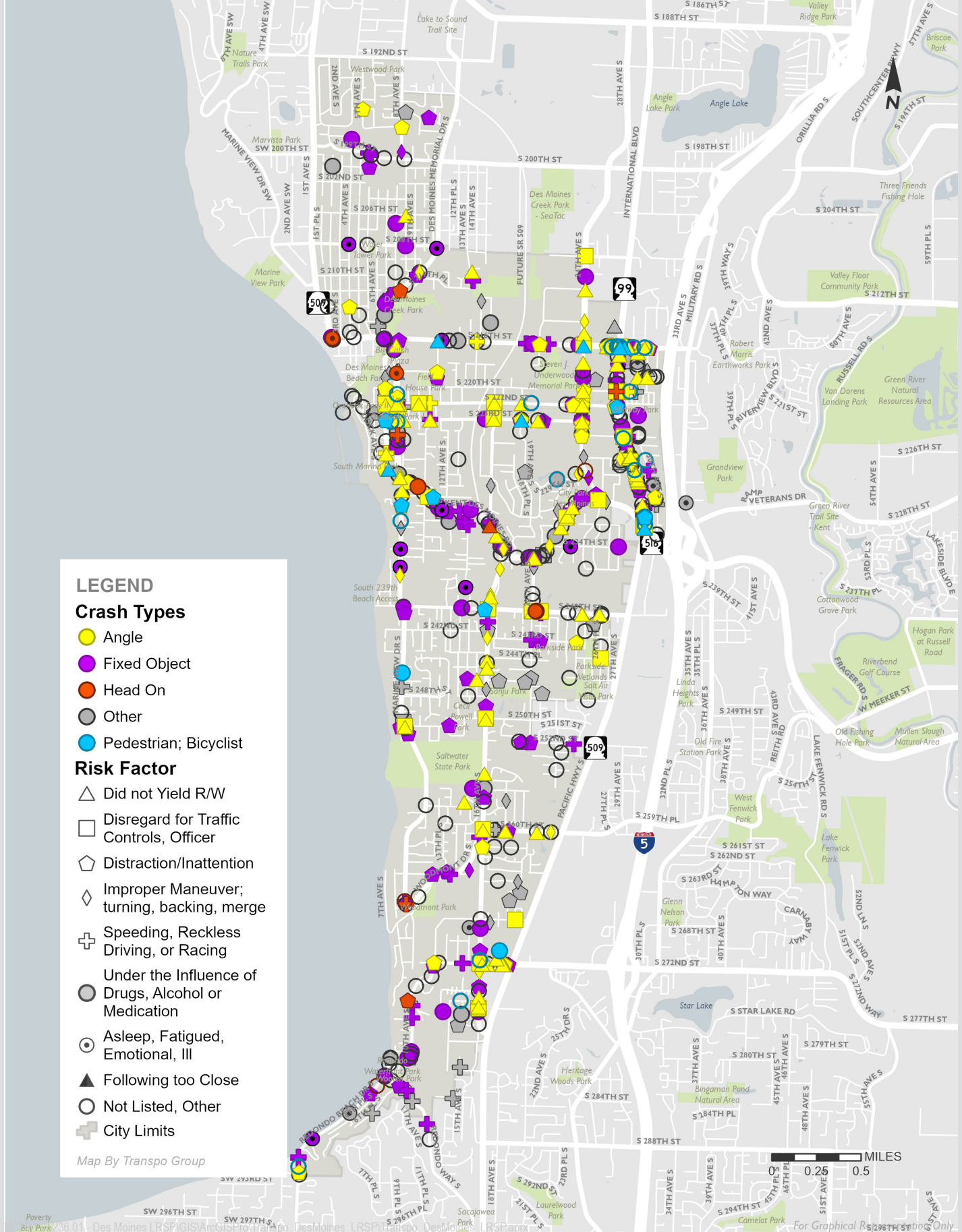


Figure 3.1 Citywide Crash Risk Factors in Des Moines, WA: 2020-2024

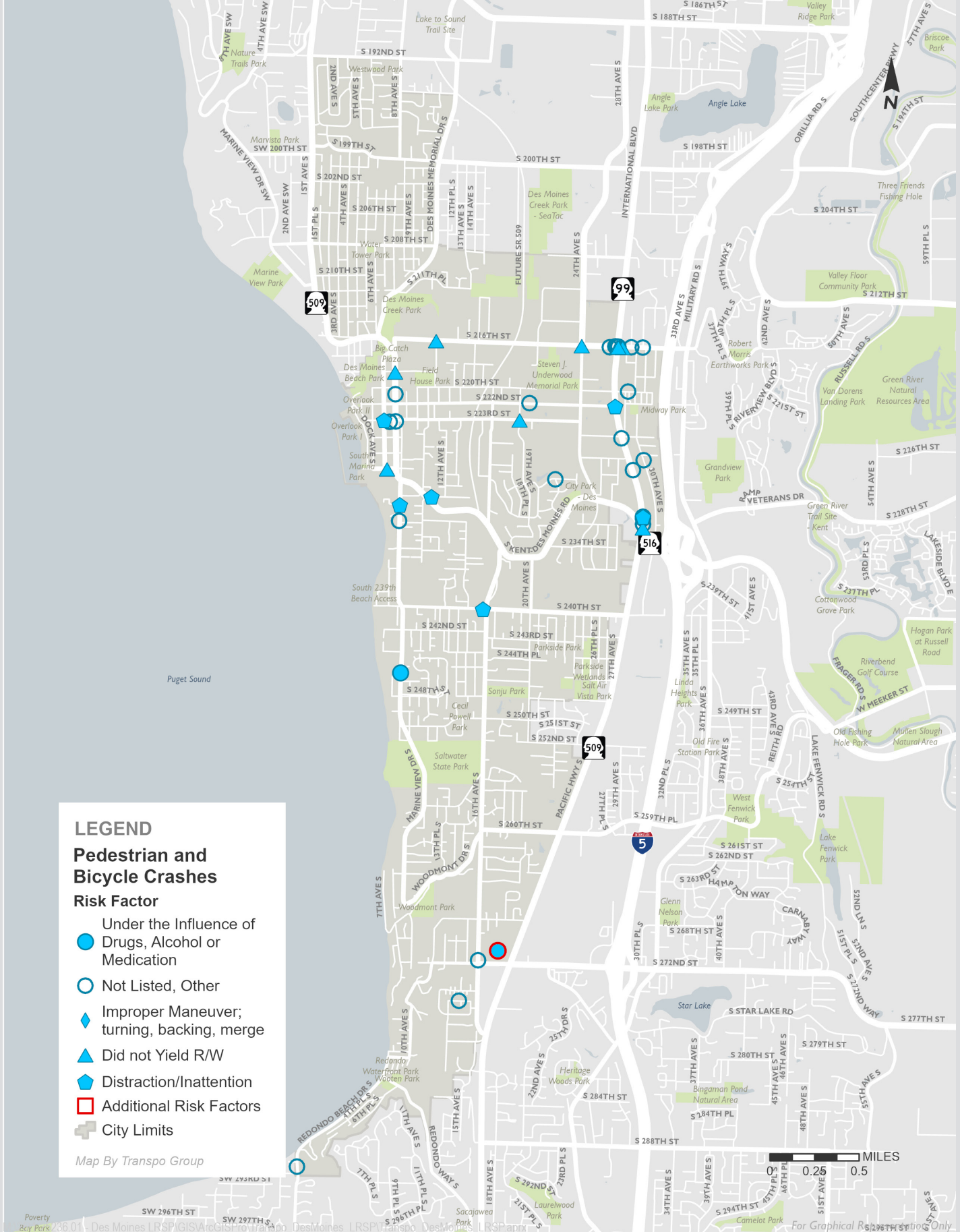


Figure 3.2 Pedestrian and Bicycle Crash Risk Factors in Des Moines, WA: 2020-2024

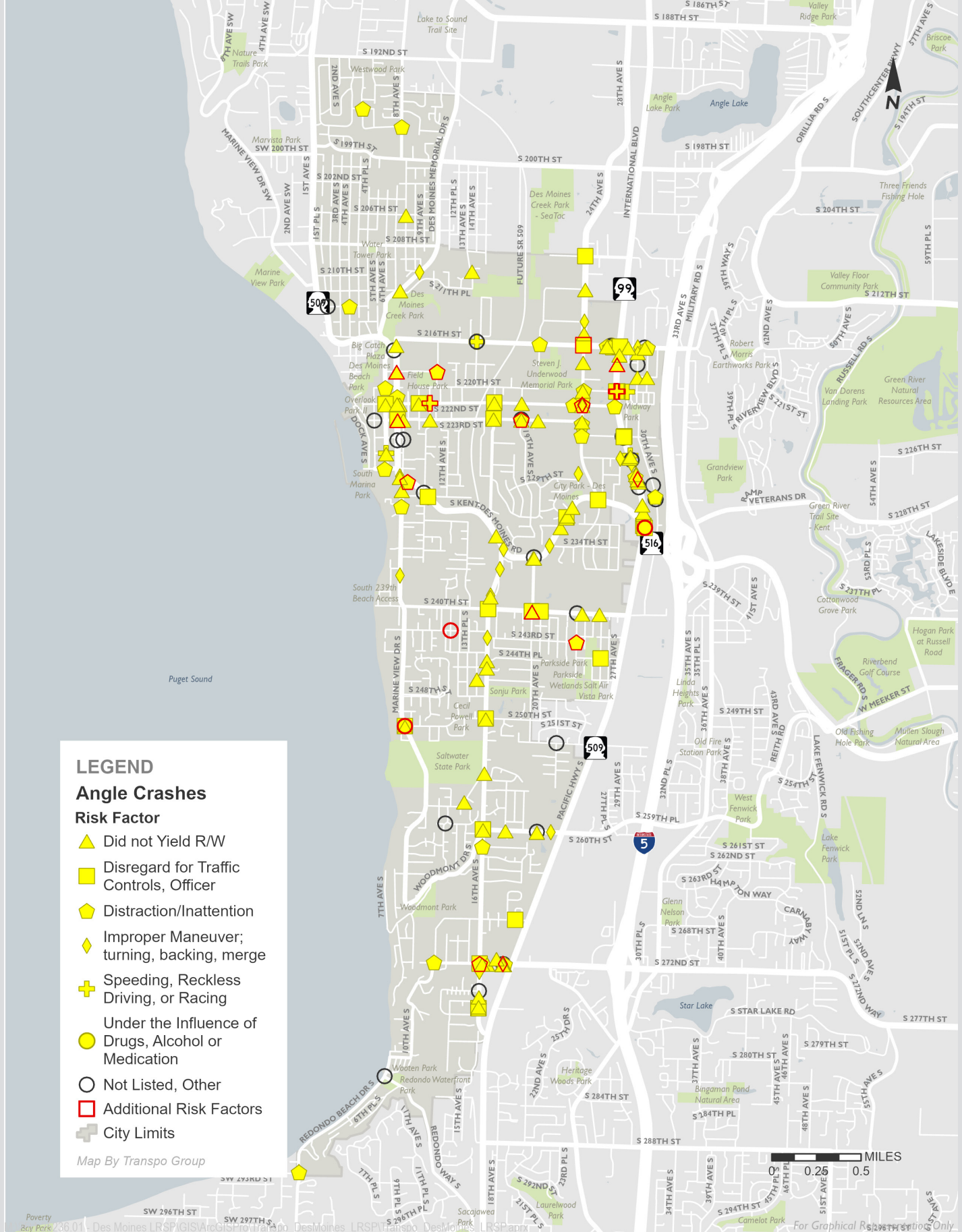


Figure 3.3 Angle Crash Risk Factors in Des Moines, WA: 2020-2024

Fixed Object Crashes

Fixed object crashes were reported in 18% of the City's total crashes, and 15% of the FSI crashes. Intoxication and speeding were the most frequently cited contributing circumstances in Des Moines' FSI fixed object crashes, shown in **Figure 3.4**. The countermeasures for fixed object crashes include reducing the impact forces of fixed object crashes by removing, delineating, or relocating roadside objects that could seriously injure or kill someone in a crash, improving driver's ability to stay within the travel lane, and investing in efforts to educate and promote a strong safety culture that discourages risky driving behaviors such as speeding that contribute to roadway departures and fixed object crashes.

Head-On Crashes

Head-on crashes typically account for small proportions of areas' overall total and FSI crashes, and while they do follow that trend to a degree in Des Moines, accounting for 9% of the City's FSI, and 1% of the total crashes, they are reported in FSI crashes in Des Moines at a frequency that is approximately double that of both western Washington cities and on city streets statewide. Intoxication was the most frequently cited contributing circumstance in Des Moines' FSI head-on crashes, shown in **Figure 3.5**. The countermeasures employed to reduce the severity and exposure to head-on crashes include improving the roadside and shoulder areas, delineation improvements, and roadway treatments such as rumble strips that alert drivers when they are about to leave their travel lane.

"Other" Crashes

Other Crashes include a variety of crash circumstances including striking parked vehicles, vehicles running off the road without first striking a barrier or fixed object, overturned vehicles, and vehicles striking impermanent objects such as debris in the roadway. In Des Moines, "other" crashes accounted for 13% of the City's total crashes, and 15% of FSI crashes. Speeding and distraction were the most frequently cited contributing circumstances in Des Moines' FSI other-type crashes, shown in **Figure 3.6**. These other crash types occur across the city but are most prevalent in the west and east portions of the center city section, particularly along and near Marine View Drive S, and SR 99. Countermeasures to address "other" type crashes include changing the configuration of or removing on-street parking, campaigns to combat distracted driving, and systemic application of multiple low-cost countermeasures at stop-controlled intersections.

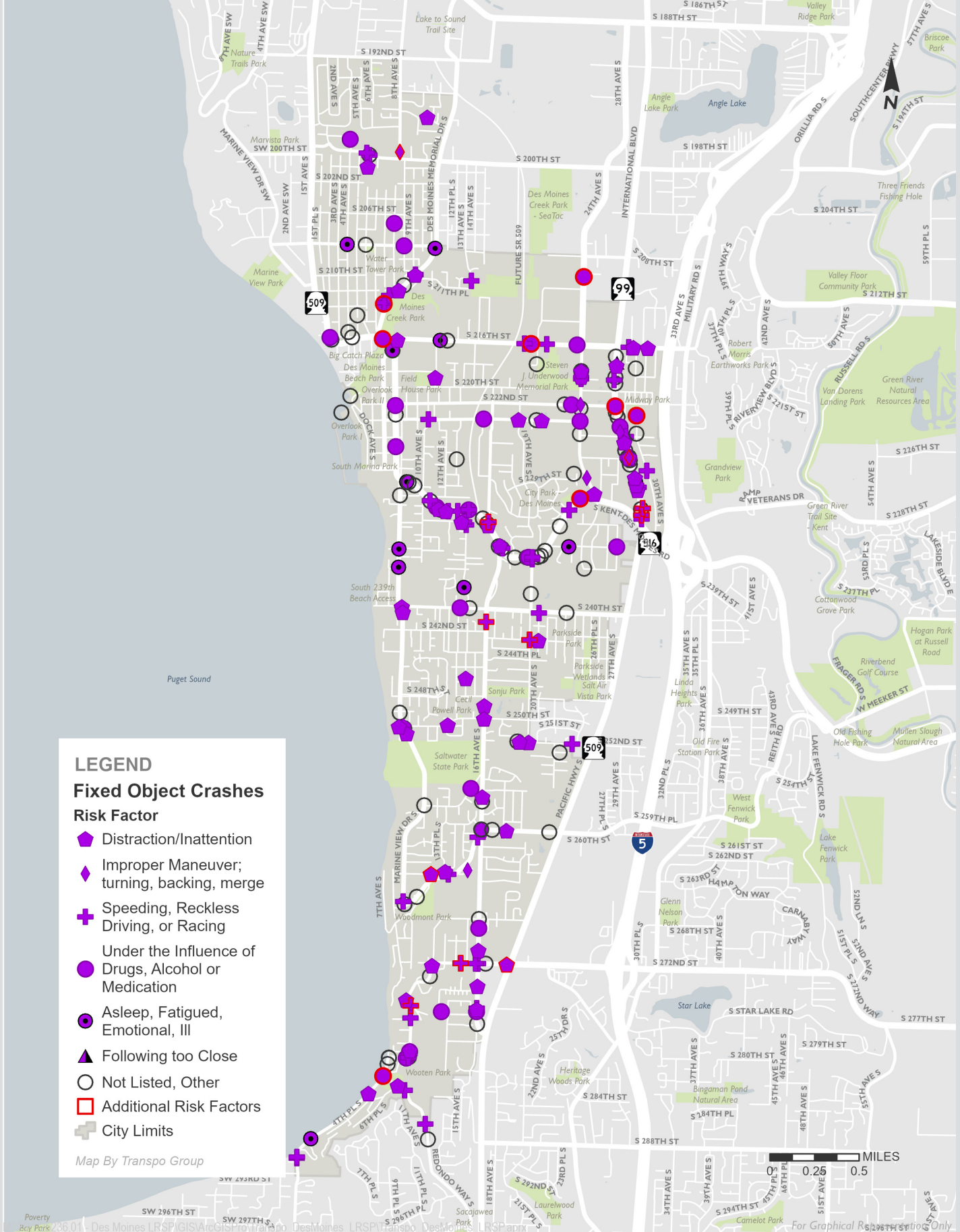


Figure 3.4 Fixed Object Crash Risk Factors in Des Moines, WA: 2020-2024

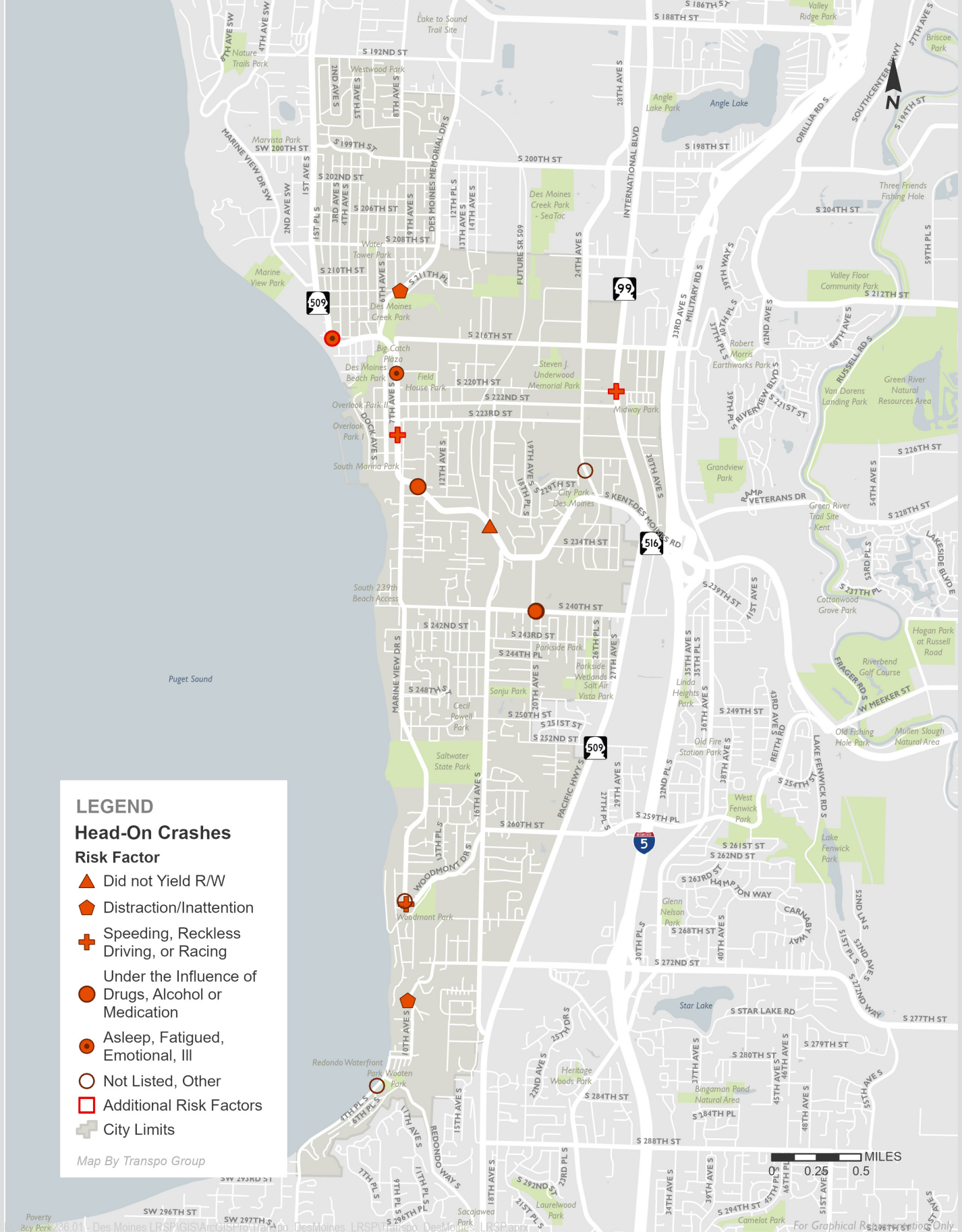
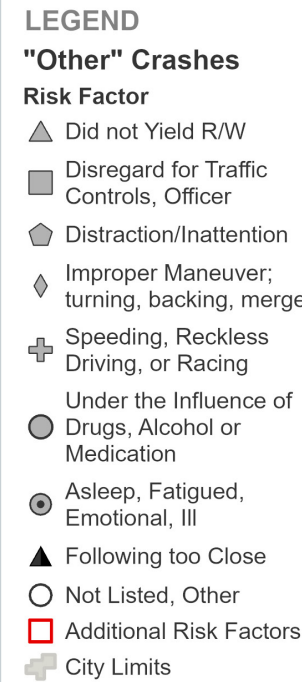


Figure 3.5 Head-On Crash Risk Factors in Des Moines, WA: 2020-2024



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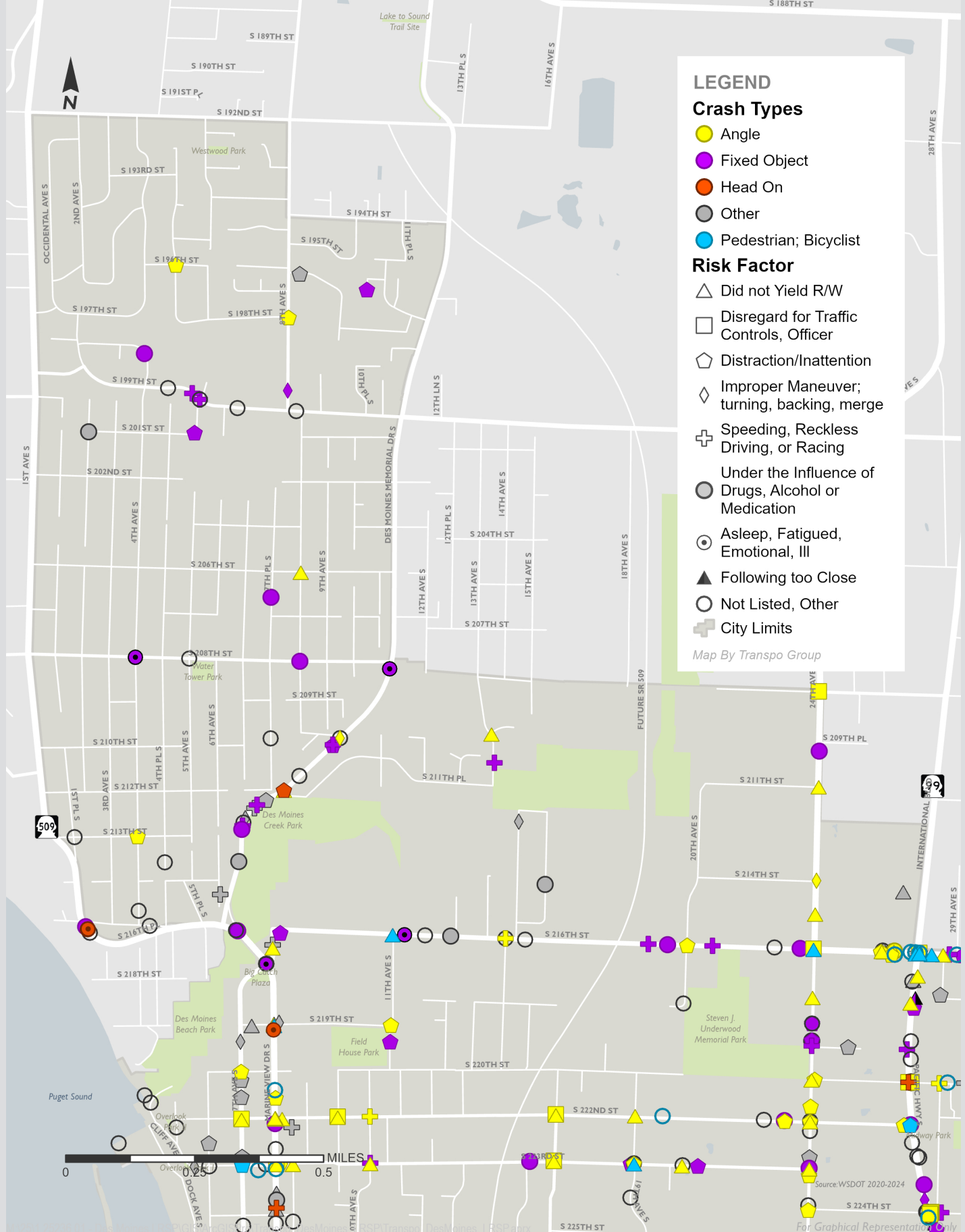


Figure 3.7 North Section Crash Risk Factors

North Section Risk Factors

The North Section was defined as the area from North City limits to South 216th Street. There was a total of 75 crashes in the North city section, including 2 that resulted in a serious injury and one that was fatal.

The risk factors for the north section crashes, illustrated on the map in **Figure 3.7** show that pedestrian crashes are clustered near the intersections of 7th Avenue S and Marine View Drive at S 223rd Street, and S 216th Street and Pacific Highway (SR99) and are typically influenced by failure to yield. Fixed object crashes, which are scattered evenly across the northern section, were frequently influenced by speeding, including incidences of reckless driving or racing. Angle crashes, concentrated along 24th Avenue S, S 222nd Street, and S 223rd Street, were frequently influenced by not yielding, disregarding traffic controls, and distracted driving.

Center Section Risk Factors

The Center section was defined as the area from South 216th Street to South 252nd Street. A total of 978 crashes were reported in the center city section, including 19 that resulted in serious injuries and 7 that resulted in at least one fatality. The risk factors for the center section crashes, illustrated on the map in **Figure 3.8** show that fixed object crashes, while somewhat scattered across the center city section, were reported in concentration along S Kent-Des Moines Road between 10th Avenue S and 24th Avenue S, and along Pacific Highway S (SR 99). Several of the fixed object crashes were influenced by speeding, including incidences of reckless driving or racing, and intoxication. Angle crashes, concentrated at intersections along 16th Avenue S, S Kent-Des Moines Road, were frequently influenced by not yielding, disregard for traffic controls, and distracted driving.

South Section Risk Factors

The south section was defined as the area from South 252nd Street to South City limits. A total of 222 crashes were reported in the south city section during the analysis period, including 2 that resulted in a serious injury and 2 that resulted in at least one fatality. The risk factors for the south section crashes, illustrated on the map in **Figure 3.9** show that pedestrian crashes were reported near the intersection of 16th Avenue S and S 260th Street, on Redondo Beach Drive near SW 292nd Street, and on Marine View Drive S north of S 248th Street, with no contributing circumstances listed in the data. Fixed object crashes were concentrated on 10th Avenue S at S 281st Street and were relatively evenly distributed across the rest of the south section. Many of the fixed object crashes were influenced by distraction and speeding, including incidences of reckless driving or racing. Angle crashes, concentrated at intersections along 16th Avenue S, were frequently influenced by not yielding, and disregard for traffic controls.

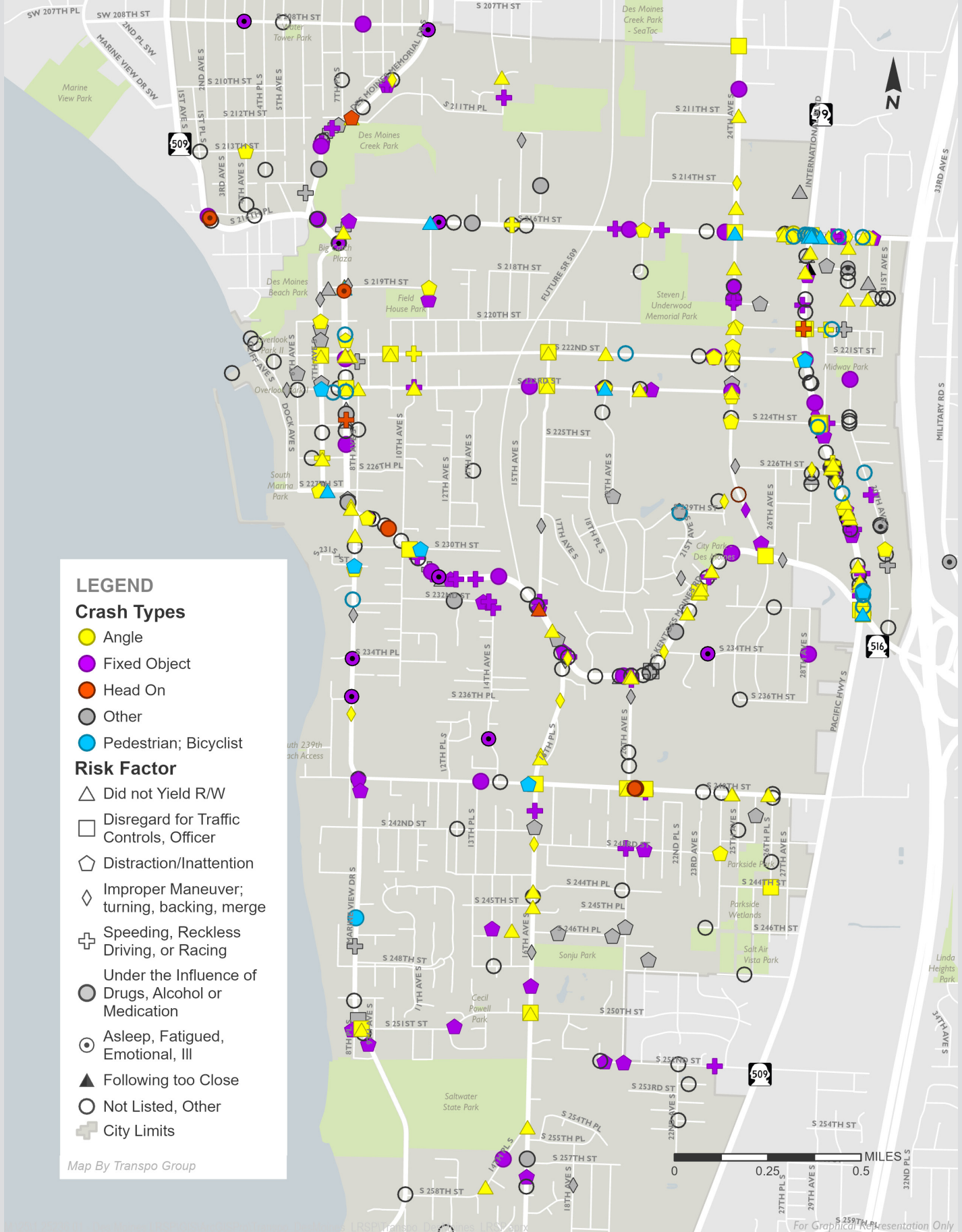


Figure 3.8 Central Section Crash Risk Factors

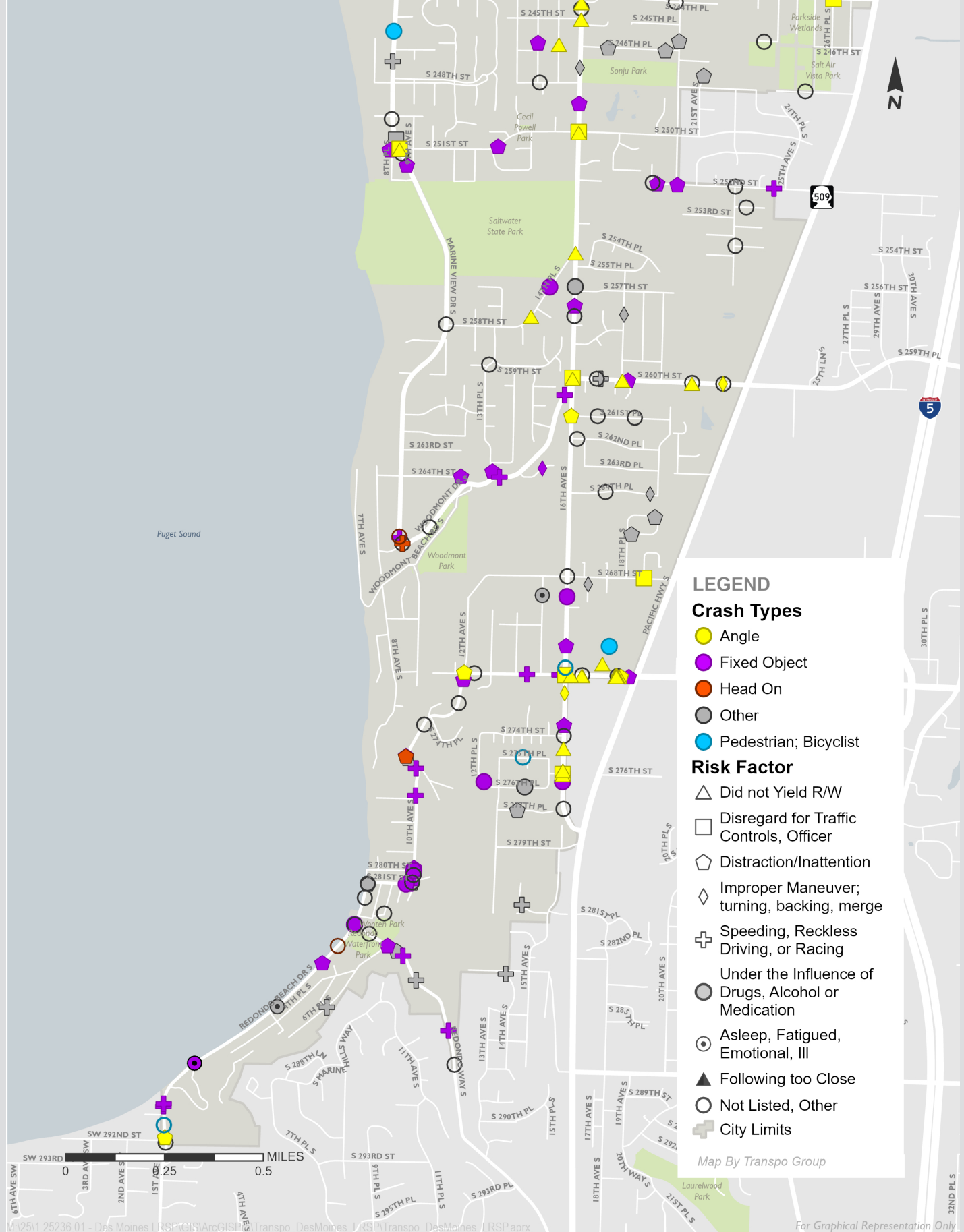


Figure 3.9 South Section Crash Risk Factors

4 Transportation System Improvements

Safety Countermeasures

The recommended safety projects include actions, capital projects, enforcement, and education, that the City of Des Moines can take to proactively address the risk factors identified through the crash data analysis. To identify programs and projects that could address the risk factors for future crashes, a full range of potential countermeasures was evaluated. Some countermeasures were determined to be unfeasible due to constraints on maintenance and other resources.

Safety improvement projects for the City include two categories of improvement: (1) systemic projects implemented at locations throughout the City that exhibit similar risk factors and need characteristics, and (2) intersection and corridor treatments that have been identified to address specific safety concerns at discrete locations within the City's roadway network. While several of the intersection and corridor projects include similar improvements, additional specific countermeasures have been included within each project to address the unique set of needs,

conditions, and circumstances present at each location.

The effectiveness of countermeasures was evaluated using several sources including the National Highway Traffic Safety Administration's Countermeasures that Work publication, Washington's Target Zero plan, and the FHWA's Crash Modification Factor (CMF) Clearinghouse website. The cited resources help to identify not only potential projects but provide research-backed documentation of the anticipated effectiveness of treatments at reducing crash rates.

For the City's projects that address intersection issues, the FHWA's Proven Safety Countermeasures research indicates that implementing systemic application of multiple low-cost countermeasures such as retroreflective sheeting on signposts, removal of vegetation and other objects from sight lines, and properly placing stop bars can reduce fatal and injury crashes at stop-controlled intersections up to 27%.

Countermeasure Toolbox

The USDOT FHWA publishes a collection of safety countermeasures

known as the Crash Modification Factor (CMF) Clearinghouse. Crash modification factors describe a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a given countermeasure.

Several of the most effective, case tested countermeasures are also published in the FHWA's selection of Proven Safety Countermeasures. The countermeasures recommended addressing the specific risks on Des Moines' transportation facilities were selected from the list of Proven Safety Countermeasures, and the CMF Clearinghouse based on several considerations including crash type, contributing user behavior and location characteristics, cost and complexity of implementation, and expected effectiveness in addressing the risks.

Improvement Options

Table 4.1 summarizes a preliminary selection of countermeasures to improve safety throughout the City.

Table 4.1. Preliminary Safety Countermeasure Options

Location and Crash History	Risk Factors Addressed	Countermeasure Options
North Section: North City limits (S 192nd St) to South 216th Street		
S 199th-200th Street Fixed object, rear-ends, parked cars	Distracted driving, rear ends, lane departures (Fixed object and other)	Lane edge rumble strips CMF ID 3358 6-inch edge lines CMF ID 4737
S 206th Street/8th Avenue Angle crashes	Distracted driving, failing to yield, angle crashes	Implement systemic signing and marking improvements at stop-controlled intersections/ Relocate stop bars closer to travel lanes CMF ID 8872 Systemic application of multiple low-cost countermeasures at stop-controlled intersections CMF ID 8867
S 208th Street - @ 4th Ave S and 5th Ave S Fixed object – traffic circle	Fixed Object crashes	Additional traffic calming and speed reduction measures CMF ID 134 No recommendation
Des Moines Memorial Drive (S 208th to SR 509) Multiple crash types; “other”, fixed object, rear ends close to SR 509 junction, angle crashes at S 210th St and S 212th St	Distracted driving, speeding, other, fixed object and angle crashes	6-inch edge lines CMF ID 4737 with rumble stripes CMF ID 3358 Appropriate speed limits for all road users/Lower posted speed from 35 mph to 25 mph FHWA-SA-21-034 Clear shrubbery and other obstructions from sightlines at 210th and 212th CMF ID 307, CMF ID 1023 Implement systemic signing and marking improvements at stop-controlled intersections for 210th and 212th CMF ID 8867
S 216th Place (SR 509, 1st Ave S) approx. 100 feet south off S 216th Street Fixed object and head-on crashes	Speeding, driving while intoxicated, fixed object and head-on crashes	Center line rumble stripes CMF ID 3358 Appropriate speed limits for all road users/Lower posted speed from 35 mph to 25 mph FHWA-SA-21-034 High Visibility Saturation Patrols
Central Section: South 216th Street to South 252nd Street		
223rd Street – between Cliff Avenue S and 8th Avenue Angle and approach turn crashes	Distracted driving, failing to yield angle and turn crashes	Signal improvements to yellow change interval CMF ID 380 Increase cycle length for pedestrian signal crossing CMF ID 4116
223rd Street - @ 7th Avenue S and Marine View Drive S Pedestrian, approach turn	Distracted driving, pedestrian crashes, failing to yield approach turn	Curb extensions at Marine View Drive S Implement Leading Pedestrian Interval (LPI) CMF ID 9918
223rd Street @ Backstage Alley Pedestrian crash	Other contributors not listed: Highly active alley used by both vehicle and active mode traffic. Parking, business and possible residential access, delivery and service areas, lots of nooks for a pedestrian to not be visible in without a designated area for walking.	Activate pedestrian area in alley by designating a pedestrian walkway with paint, possible curbing protection. Walkways: FHWA-SA-21-047
S 240th Street – @ 20th Avenue S and 21st Avenue S Angle crashes	Not yielding the right-of-way angle crashes, due to speeding, inattention and disregard for traffic controls	Center left turn lane CMF ID 3017 Speed feedback sign CMF ID 6686 Implement mobile automated speed enforcement system CMF ID 7662 Replace bollards with C-Curb on 20th Puppy tracks through intersection or painted channelization of left turns on major road CMF ID 259
S 240th Street – approx. 110 feet east of 20th Avenue S Head On crashes	Driving while intoxicated, inappropriate passing head on crashes	Same as S 240th Street – @ 20th Avenue S and 21st Avenue S AND High Visibility Saturation Patrols
S Kent-Des Moines Road (SR 516) @ 20th Ave Left turn angle crashes	Left turn (from 20th) angle crashes, not yielding due to insufficient sight distance	Hard channelization on turn lane to force people to use turn lane to merge onto 240th for left turns CMF ID 279
Marine View Drive – between 7th Avenue S and S 227th Street Approach turn, rear ends, fixed object	Following too closely rear ends, not yielding approach turn	Retroreflective backplates on signal heads CMF ID 1410 Signal improvements to yellow change interval CMF ID 380

Table continued on next page

Table 4.1. Preliminary Safety Countermeasure Options

Location and Crash History	Risk Factors Addressed	Countermeasure Options
S 216th Avenue - @ 11th Avenue S Approach turn, pedestrian, rear end	Not yielding pedestrian and turn crashes, following too close rear ends	Signal improvements to yellow change interval CMF ID 380 Increase cycle length for pedestrian signal crossing CMF ID 4116 Implement LPI CMF ID 9918
S 216th Avenue - between 24th Avenue S and 30th Avenue S Angle, Pedestrian	Not yielding, following too close, rear ends, pedestrian and turn crashes	Signal improvements to yellow change interval CMF ID 380 Increase cycle length for pedestrian signal crossing CMF ID 4116 Implement LPI CMF ID 9918
South Section: South 252nd Street to South City Limits		
16th Avenue South @ 14th Place S Approach Turn	Sight line obstructions affecting the safety of left turns from 14th Pl	If space allows install turn lane with hard channelization (similar to SR 516/20th, above) CMF ID 279 If space does not allow for a turn lane, remove vegetation from SW corner of intersection CMF ID 307; consider re-grading the corner and installing a small bioswale with grasses, etc. that would filter stormwater and keep taller vegetation from regrowing
S 272nd Street @ Redondo Square driveways (especially east) Angle crashes, left turn out of driveways	Not yielding and inattention angle and turn crashes, improper maneuver sideswipes	RIRO on S 272nd driveways (left turns in/ out shift to Pacific Hwy) CMF ID 179
10th Avenue South from 100 feet north of S 280th St to 9th Pl S Fixed Object	Intoxication and speed related fixed object crashes	6-inch edge lines CMF ID 4737 with rumble stripes CMF ID 3358 Speed feedback sign CMF ID 6686 Mobile automated speed enforcement CMF ID 7662
Marine View Drive South (SR509) @ S 265th St Variety of crash types, several "other"	Speeding and visibility issues, parked vehicles, risky intersection geometry	Add on pavement YIELD and yield line to sb right turn CMF ID 62 Speed feedback sign CMF ID 6686 Mobile automated speed enforcement CMF ID 7662
Marine View Drive South (SR509) between S 272nd Street and 10th Avenue S Variety of crash types, speeding related	Speed related fixed object and other lane departure type crashes	6-inch edge lines CMF ID 4737 with rumble stripes CMF ID 3358 Speed feedback sign CMF ID 6686 Mobile automated speed enforcement CMF ID 7662
7th Ave S		
Redondo Beach Area – Redondo Way S and Redondo Beach Drive Variety of crash types at intersection	Speed, intoxication, and inattention	Puppy tracks through intersection or painted channelization of left turns on major road CMF ID 259 Speed feedback sign CMF ID 6686 Mobile automated speed enforcement CMF ID 7662 High Visibility Saturation Patrols
Redondo Way S Fixed objects	Speeding related fixed object crashes	6-inch edge lines CMF ID 4737 with rumble stripes CMF ID 3358 Speed feedback sign CMF ID 6686 Mobile automated speed enforcement CMF ID 7662
Redondo Beach Dr Fixed objects, Bicyclist crash, Angle crashes at Del Ray Park Rd	Sightline obstructions, speeding and distraction	6-inch edge lines CMF ID 4737 with rumble stripes CMF ID 3358 Speed feedback sign CMF ID 6686 Mobile automated speed enforcement CMF ID 7662

Table continued on next page

Table 4.2. Potential Automated Safety Camera Locations

Location and Crash History	Risk Factors	Countermeasure Options
22800 Pacific Highway crosswalk (WSDOT facility)	Angle and approach turn, not yielding, improper maneuvers, speeding 20 crashes w/in 150' of crosswalk, 20% cited speeding	Appropriate speed limits for all road users/Lower posted speed from 40 mph to 30 mph FHWA-SA-21-034 Mobile automated speed enforcement CMF ID 7662
S 216th Street west of 20th Avenue S near Barnes Creek Trail crossing (18th Ave S)	Not yielding, following too close, rear ends, pedestrian and turn crashes 1 crash w/in 150' of trail crossing rear end with no CC listed	Appropriate speed limits for all road users/Lower posted speed from 35 mph to 25 mph FHWA-SA-21-034 Speed feedback sign CMF ID 6686 Mobile automated speed enforcement CMF ID 7662
16th Avenue S @ S 264th Place (Woodmont Elementary School zone)	Distracted driving, rear ends	No recommendation
Kent-Des Moines Road between 16th Avenue S and 24th Avenue S	Angle and approach turn, rear ends, not yielding, speeding, distraction, following too close 5 crashes w/in 150' of intersections. Primarily fixed object and other, 2 of the 5 (40%) cited intoxication	Speed feedback sign CMF ID 6686 Implement mobile automated speed enforcement system CMF ID 7662
24th Avenue S between 208th and 216th	Angle and approach turn crashes not yielding, Pedestrian crash at 24th/216th, not yielding to non-motorist	Install high-visibility crosswalk markings at 24th/216th CMF ID 4123 Signal improvements to yellow change interval CMF ID 380 Increase cycle length for pedestrian signal crossing CMF ID 4116 Implement LPI CMF ID 9918 Mobile automated speed enforcement CMF ID 7662
240th Avenue S between 20th and 23rd	Not yielding the right-of-way angle crashes, due to speeding, inattention and disregard for traffic controls DUI and inappropriate passing head-on crashes	Center left turn lane (if possible) CMF ID 3017 Speed feedback sign CMF ID 6686 Mobile automated speed enforcement CMF ID 7662 High Visibility Saturation Patrols
Marine View Drive between 240th and Kent Des Moines Road	1 bike crash (hit and run), various crash types, angle and fixed object 2 crashes in 150' of intersections due to following too close, not yielding	No recommendation

Table end

Potential Automated Safety Camera Enforcement Locations

The City of Des Moines has identified seven potential sites that may be good candidates for automated safety camera photo enforcement. Six locations may be general sites (Three are allowed by state law) and one may be a park site.

1. Pacific Highway – 228 block by the existing crosswalk
2. 216th – west of 20th Ave - by Barnes Creek Trail crossing
3. 16th Ave and 264 (Woodmont Elementary existing school zone cameras)
4. Kent Des Moines Road – (between 16th and 24th Ave)
5. 24th Ave S. (Between 208th and 216th)
6. 240th Ave S. (between 20th and 23rd)
7. Marine View Drive between 240th and Kent Des Moines Road

Transpo Group evaluated 2020-2024 crash data within 150 feet of each location listed here.

Safety Countermeasure Focus Types

Safety countermeasures are actions and investments, including engineering, enforcement, and education, which the City of Des Moines can take to proactively address the risk factors identified through the crash data analysis. Proposed countermeasures fall into four general categories:

- Active Transportation Network Connections
- Multimodal Street Improvements
- Appropriate Speed Limits for All Road Users
- Safety Education and Encouragement

Each type of safety countermeasure is proven to address the highest risk factors identified for the City of Des Moines's transportation system. Proposed project types are all in use in other similar sized Western Washington agencies.

The effectiveness of countermeasures was evaluated using several sources including the National Highway Traffic Safety Administration's Countermeasures That Work publication, Washington State's Target Zero plan, and FHWA's Crash Modification Factor (CMF) Clearinghouse website. The cited resources help to identify not only potential projects but provide research-backed documentation of the anticipated effectiveness of treatments on reducing crash rates.

Active Transportation Connections and Crossings

Construction of ADA curb ramps, sidewalks, bike lanes, widened shoulders, protected walkways and bikeways with curbing and/or vertical markers within the existing right of way, as well as mid-block crosswalks with prominent pavement markings and RRFB signage completes gaps in the City's active transportation network. These types of improvements can provide comfortable, separated spaces for active mode users, increasing their safety and reducing their risk of being involved in crashes.

Challenging Pedestrian Crossings

Challenging pedestrian crossings have several potential safety countermeasure options, including but not limited to:

- **RRFB and high visibility crosswalks** on City streets or State highways can result in up to **40% crash reduction**
- **Improvements to overhead street lighting** to give drivers more visibility, which can improve safety ranging from **32% up to 53% crash reduction**.
- Rumble strips on City streets approaching State highways=**up to 24% crash reduction**

Angle Collisions

Angle collisions have several potential safety countermeasure

options at signalized intersections, including but not limited to:

- **Increasing signal phase time and/or installing lead pedestrian interval phases** can improve safety ranging from **10% up to 19% crash reduction**.

Multimodal System Improvements

Reconstruction or enhancement of streets or intersections can improve multimodal safety for all users through stop-control, signal timing and flashing yellow turn arrows, Lead Pedestrian Interval phases to provide advance crossing time, or reduce turning conflicts with dedicated turn lanes and access management measures.

For rearend crashes near Cherokee Bay Park, a different set of safety countermeasures may be more effective and appropriate and could potentially be combined with other intersection improvements (216th Avenue SE/SE 276th Street) as systemic intersection improvements to reduce collisions.

Rearend collisions in locations like those listed above have several potential safety countermeasure options, including but not limited to:

- **Improvements to overhead street lighting** to give drivers more visibility, which can improve safety ranging from **32% up to 53% crash reduction**.
- **Installing dedicated left turn lanes** can improve safety by **up to 39% crash reduction**.
- **Changing left turn phasing to flashing yellow arrows** can improve safety ranging from **24% up to 36% crash reduction**.

Appropriate Speed Limits for All Road Users

Citywide speed limit studies and modern technology offer many applications to set appropriate speed limits and enforce them to improve safety. Perimeter flashing LED lighting speed limit signs, stop signs, and curve warning signs can effectively draw a driver's attention to the sign, which can reinforce the message to help calm vehicle speeds, increase awareness of stop controlled intersections and warn drivers of roadway geometry that may require a reduction in speed below the posted limit. LED speed feedback signs, which display a measurement of drivers' speed, can provide a dynamic response to elevated speeds and have been proven to reduce speeds nearer to posted limits. Automated speed safety cameras can be permanently mounted in school zones, intersections, and other locations to photograph the license plate of vehicles exceeding the posted speed limit and are extremely effective.

Rearend, Fixed Object, and Run-off Road collisions caused by driver inattention and speeding behavior in locations like the three listed above have several proven safety countermeasure options, including but not limited to:

- Improvements to overhead street lighting to give drivers more visibility, which can improve safety ranging from 32% up to 53% crash reduction.
- Lowering speed limits by 10% to 15% can improve safety from 10% up to 44% crash reduction.
- Installation of guardrail can improve safety ranging from 7% up to 58% crash reduction

Safety Education, Encouragement, and Enforcement

The City of Des Moines can provide widespread traffic safety and travel behavior messaging by creating a city web site with safety resources, similar to the Washington Traffic Safety Commission (WSTC) [“Together We Get There”](#) education campaign. WSTC provides [School Zone Grant](#) funding for cities to work with school districts to identify safe routes to school, to start school zone crossing guard programs, or for law enforcement equipment needed in school zones, and support the following types of projects:

- Automated speed safety cameras
- Crossing guard program improvement – student safety patrols
- Pedestrian and/or bicycle safety audit
- Preliminary engineering studies and designs
- Quick build/pop-up traffic calming for school zones and school pick-up and drop-off areas
- Reducing illegal passing of school busses.
- School walk area maps and school walk route plans – developing and updating.
- Walk/bike to school encouragement activities.
- Yellow flashing warning lights and other signage improvement (including pedestrian actuated beacon, rectangular rapid flashing beacons, and other similar devices).
- Other school safety zone efforts.

High Visibility Enforcement (HVE)

USDOT National Roadway Safety Strategy (NRSS) recognizes the importance of officers as critical in preventing and reducing roadway deaths and serious injuries. High Visibility Enforcement (HVE) is a universal traffic safety approach designed to deter drivers from dangerous driving behavior and increase compliance with traffic laws. HVE elements include:

- **Saturation Patrol:** Involves conducting visible patrols in targeted areas to gain voluntary compliance with traffic laws.
- **Checkpoints:** Involves stopping vehicles, or a sequence of vehicles at a predetermined fixed location to detect drivers who are impaired by alcohol or drugs. (Note: Washington State does not currently permit DUI checkpoints for enforcement.)
- **Wave:** Includes increased enforcement on a particular type of traffic violation, such as speeding.
- **Automated Enforcement Enhancements:** Co-locate HVE with speed safety cameras, such as placing photo enforced signage, to expand the coverage area of the speed safety camera.

(Source: USDOT, National Highway Traffic Safety Administration, High Visibility Enforcement Toolkit <https://www.nhtsa.gov/enforcement-justice-services/high-visibility-enforcement-hve-toolkit>)



Figure 4.1 Example signal cabinet wraps in Bellingham, WA

Traffic Safety Messaging on High Profile Physical Spaces

The City of Des Moines can also provide positive messaging on existing high-profile traffic safety equipment, such as traffic signal cabinet wraps with Target Zero message and photos. In 2023, the City of Bellingham wrapped 36 traffic signal cabinets (**Figure 4.1**) throughout the city at a cost of \$25,000, which was part of a WSTC grant for Bellingham’s “Travel with Care” public safety education campaign. In 2024, Mount Vernon wrapped 11 signal cabinets for under \$9,000 (**Figure 4.2**).

Planned Transportation Improvement Projects

The City’s 2024 Transportation Element and 2024-2044

Transportation Project List include several projects which are either direct safety countermeasures or contain a safety component which is a countermeasure to the risk factors identified in the LRSP.

Upcoming Funded Safety Projects

In 2025, the City of Des Moines was awarded \$1.56 million in USDOT Safe Streets and Roads for All (SS4A) funds for a Demonstration Project that includes several safety improvements listed below. The city will construct these projects in 2026-2027.

D-01 Pedestrian Crossing Safety Treatments:

The demonstration, located in a highly walkable, commercial downtown area two blocks south of an underserved census tract, will

install solar-powered Rectangular Rapid Flashing Beacons (RRFBs) and associated pavement markings along 7th Ave S at the crossings of S 226th St, S 225th St, S 222th St, and S 220th St. The demonstration, expected to improve driver yielding to active mode users on an ongoing basis, will evaluate crosswalk compliance before and after installation.

D-02 Four-way Stop Control Conversion:

The demonstration project will convert a two-way stop-controlled intersection to a four-way stop-controlled intersection with flashing beacon and advance warning signs at the intersection of 16th Ave S & S 223rd St. The beacon will be installed aerially using existing utility poles. The demonstration will evaluate the impact on vehicle speeds and near-miss collision events. The demonstration intersection, 16th Ave & 223rd St, is located directly on the boundary



Figure 4.2 Example signal cabinet wraps in Mount Vernon, WA

of a disadvantaged community census tract. In addition, Mount Rainier Highschool is located approximately one block east of the intersection. High vehicle speeds are frequently observed along with near misses due to the limited sight distances at the existing two-way stop sign. Converting the intersection to a four way stop with advance warnings of the stop sign is expected to slow traffic speeds, improve walking and crossing conditions for students and other pedestrians, and provide a safe opportunity for vehicles turning from 16th Ave or crossing 223rd St.

D-03 Neighborhood Traffic Calming:

The demonstration will install traffic-calming circles, temporary speed humps, and speed feedback

signs along S 242nd St between Marine View Dr and 16th Ave S. The demonstration will evaluate the impact on vehicle speeds for each safety mitigation strategy. Des Moines Elementary School is located at S 240th St and 16th Ave at the eastern end of the demonstration project's location. The demonstration is expected to perpetually improve the safety of vulnerable road users including students walking to and from school by lowering traffic speeds and increasing driver awareness of their traveled speed.

D-04 Signal Timing Upgrades and Optimization:

The demonstration will update signal timing plans with Leading

Pedestrian Intervals (LPIs) along Marine View Dr S from Kent Des Moines Rd to Des Moines Memorial Dr. The corridor, which connects to the HIN on the southern end, and to a disadvantaged census tract on the northern end, includes five signalized intersections that will be equipped with multimodal detection systems to analyze and visualize safety issues at the intersections, such as near misses and wrong-way driving. The demonstration will evaluate the impact of signal timing upgrades to vehicle and pedestrian safety along the corridor and is expected to yield data that can be leveraged in future safety improvements at locations with similar risk.

5 Prioritized Projects for HSIP Grant

The following projects represent a prioritized listing of proposed systemic and spot safety countermeasures, including and in addition to those in the 2024-2029 TIP, that the City will seek to implement using a mix of funding from WSDOT's HSIP City Safety program, local funds, and other state funding sources. The safety countermeasure projects which are not adopted in the 2024-2029 TIP projects are either listed in the 2024 Transportation Element or are more systemic from a programmatic or operational standpoint, addressing risk factors, such as speed, street lighting, and public awareness at multiple locations. The top grant candidates are:

1. 6th Avenue Sidewalk & Automated Traffic Safety Cameras

- Sidewalk construction on 6th Avenue South (223rd to 225th)
- City-funded Automated Traffic Safety Cameras at three (3) potential sites:
 - NB Pacific Hwy S at the 22800 block. Just south of the existing midblock crossing.
 - SB Kent- Des Moines Road S, between 20th & 24th Ave S.
 - NB 24th Ave S, between S 208th St and S 216th St

2. Systemic City Center Pedestrian & Bicycle Safety Improvements

- Downtown Pedestrian ADA ramp upgrades and LPI Crossing Improvements
- Sidewalk construction on South 223rd Street and South 225th Street

3. 24th Avenue South Safe Route to School Improvements

The City is seeking funding opportunities for the section of 24th Avenue South abutting Midway Elementary School, Pacific Middle School, and Mount Rainier High School and south to SR 516, locally known as Kent-Des Moines Road. The street cross section would include sidewalks, bikeways, flashing crosswalks, and driver speed feedback signs, as well as school zone flashers to attract driver awareness and slow vehicle operating speeds on 24th Avenue South.

4. Public Safety Awareness & Law Enforcement Campaign

- Citywide public safety campaign (Education, encouragement, signal cabinet wraps)
- High visibility saturation law enforcement (Intoxication, Distraction, Awareness)
- High visibility traffic signal cabinet wraps at 50 high-priority locations
- Citywide Speed Study to Assess Speed Limit Setting Policy & Practice

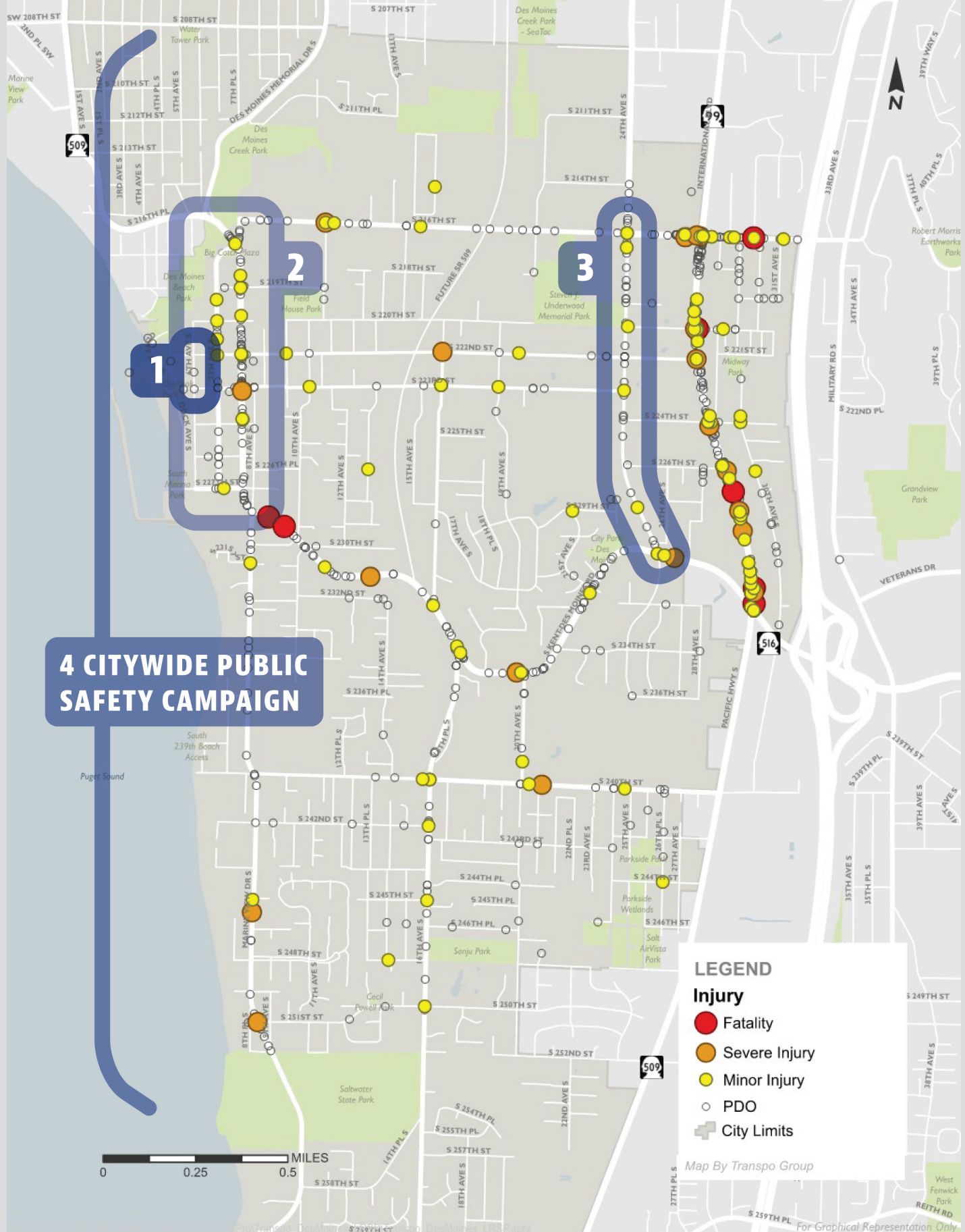


Figure 5.1 Des Moines 2026 Local Road Safety Plan Improvement Priorities

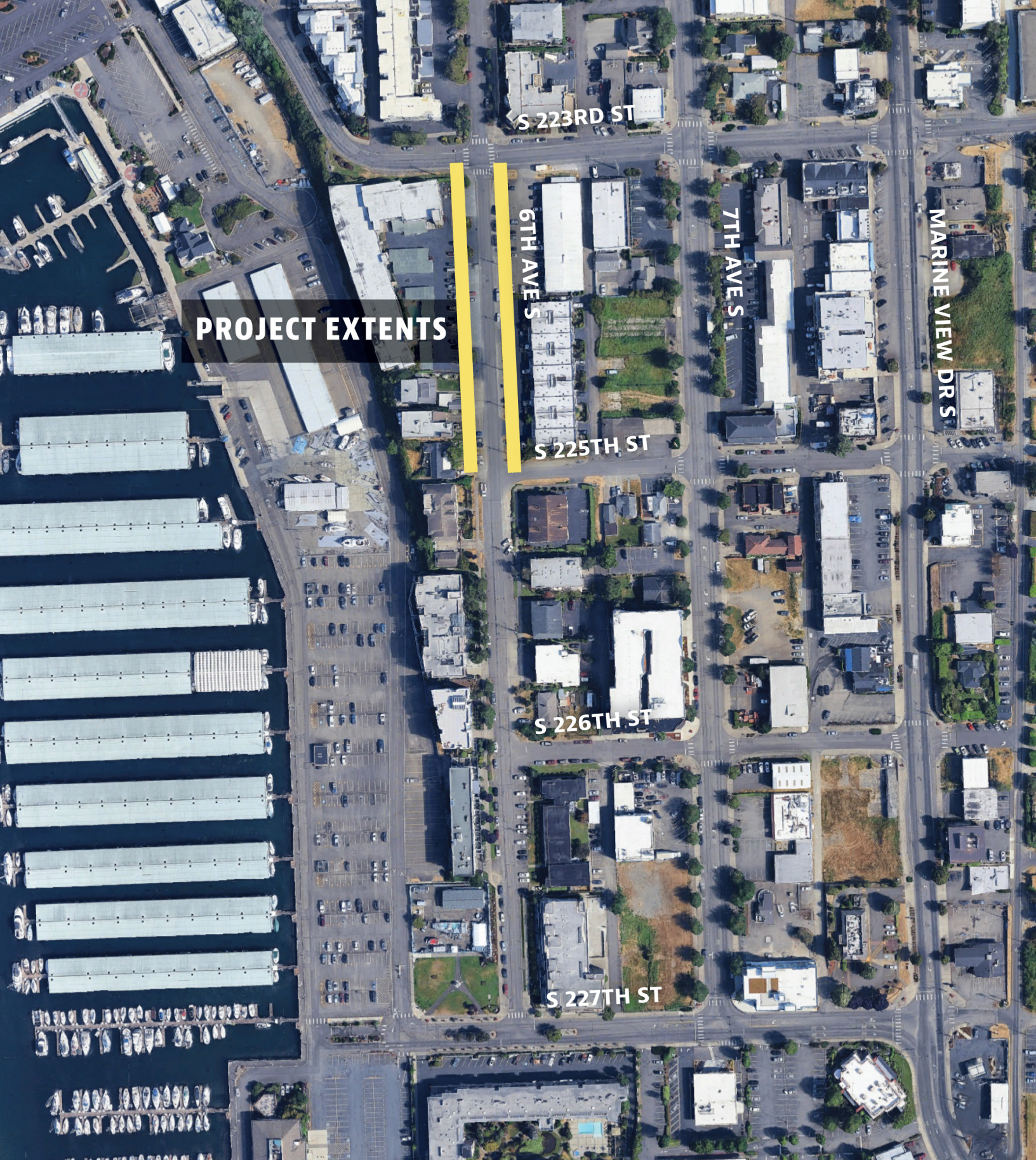


Figure 5.2 Proposed sidewalks, planter strips, and curb extensions on 6th Avenue South

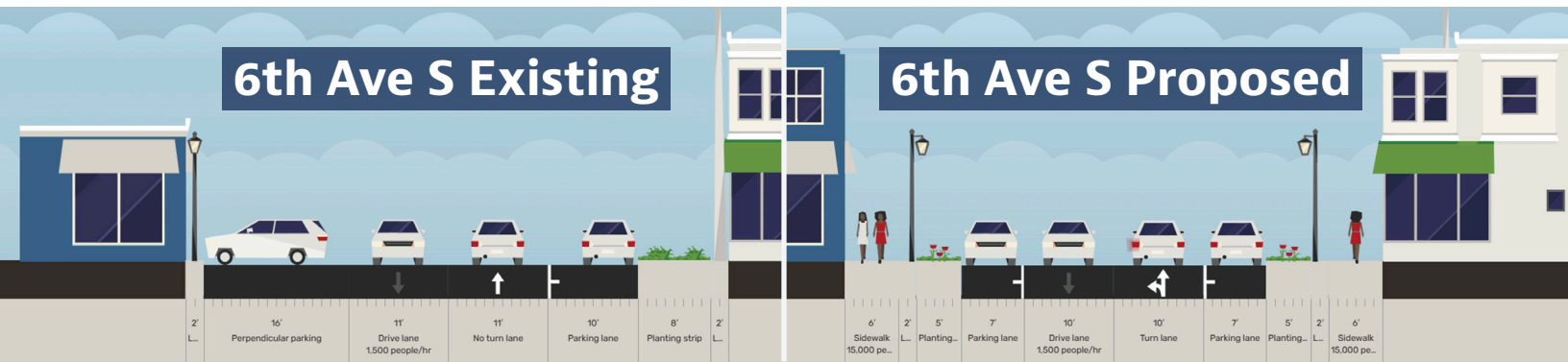


Figure 5.3 6th Ave S Streetscape Existing vs Proposed

1. 6th Avenue Sidewalk & Automated Traffic Safety Cameras

This safety project will construct sidewalks on 6th Avenue South from South 223rd Street to South 225th Street in downtown Des Moines, as well as enforce posted vehicle speed limits for safety at three locations in the central portion of Des Moines. The downtown portions of this project are identified in the 2025-2044 transportation improvement program list in the City of Des Moines 2024 Comprehensive Plan and will supplement and compliment safety improvements funded by a USDOT Safe Streets and Roads for All (SS4A) Demonstration grant awarded to the City in 2025.

- Sidewalk construction on both sides (960 LF) of 6th Avenue South (223rd to 225th)
- City-funded Automated Traffic Safety Cameras at three (3) potential sites:
 - NB Pacific Hwy S at the 22800 block. Just south of the existing midblock crossing.
 - SB Kent- Des Moines Road S, between 20th & 24th Ave S.
 - NB 24th Ave S, between S 208th St and S 216th St



Figure 5.4 Proposed Downtown Des Moines ADA Ramp Upgrades and Lead Pedestrian Interval Phases

2. Systemic City Center Pedestrian & Bicycle Safety Improvements

This multifaceted systemic safety project will complete over 80 ADA ramp upgrades and construct sidewalks on 223rd Street South, Cliff Avenue South, and 225th Street and incorporate Lead Pedestrian Interval (LPI) phases at two traffic signals in downtown Des Moines:

- Downtown Pedestrian ADA ramp upgrades and LPI Crossing Improvements
- Sidewalk construction on South 223rd Street and South 225th Street

The downtown portions of this project are identified in the 2025-2044 transportation improvement program list (S-24.0) in the City of Des Moines 2024 Comprehensive Plan and will supplement and compliment safety improvements funded by a 2025 USDOT Safe Streets and Roads for All (SS4A) Demonstration grant awarded to the City.



Figure 5.5 24th Avenue South at School Campus Site

3. 24th Avenue South Safe Route to School Improvements

The City of Des Moines was awarded grant funding from the Transportation Improvement Board (TIB) for multimodal improvements on 24th Avenue South from South 216th Street to South 223rd Street, which is north of the central school campus that serves Midway Elementary School, Pacific Middle School, and Mount Rainier High School. The City is now seeking funding opportunities for the section of 24th Avenue South abutting to school campus and south to SR 516, locally known as Kent-Des Moines Road. The street cross section would match the TIB-funded improvements on the northern portion of 24th Ave S. This project is identified in the 2025-2044 transportation improvement program list (TIF-2.2) in the City of Des Moines 2024 Comprehensive Plan.



Figure 5.6 Sidewalks, Bike Lanes, and RRFB Crossing Proposed on 24th Avenue



Figure 5.7 Example signal cabinet wraps in English and Spanish language

4. Public Safety Awareness & Law Enforcement Campaign

- Citywide public safety campaign (Education, encouragement, signal cabinet wraps)
- High visibility saturation law enforcement (Intoxication, Distraction, Awareness)
- High visibility traffic signal cabinet wraps at 50 high-priority locations
- Citywide Speed Study to Assess Speed Limit Setting Policy & Practice

This LRSP demonstrates that there are many safety issues throughout the City of Des Moines and while some may be addressed with engineering measures and physical changes to roadways, other safety issues must be

addressed with studies, programs, law enforcement, technology, and education. This can be more cost-effective than expensive infrastructure improvements. The City will seek opportunities to fund broad public safety initiatives targeted at education, awareness, and changing driver behavior.

Appropriate Speed Limits for All Road Users

Citywide speed limit studies and modern technology offer many applications to set appropriate speed limits and enforce them to improve safety. Perimeter flashing LED lighting speed limit signs, stop signs, and curve warning signs can effectively draw a driver's attention

to the sign, which can reinforce the message to help calm vehicle speeds, increase awareness of stop controlled intersections and warn drivers of roadway geometry that may require a reduction in speed below the posted limit. LED speed feedback signs, which display a measurement of drivers' speed, can provide a dynamic response to elevated speeds and have been proven to reduce speeds nearer to posted limits. Automated speed safety cameras can be permanently mounted in school zones, intersections, and other locations to photograph the license plate of vehicles exceeding the posted speed limit and are extremely effective.

Safety Education, Encouragement, and Enforcement

The City of Des Moines can provide widespread traffic safety and travel behavior messaging by creating a city web site with safety resources, similar to the Washington Traffic Safety Commission (WSTC) “[Together We Get There](#)” education campaign. WSTC provides [School Zone Grant](#) funding for cities to work with school districts to identify safe routes to school, to start school zone crossing guard programs, or for law enforcement equipment needed in school zones, and support the following types of projects:

- Automated speed safety cameras
- Crossing guard program improvement – student safety patrols
- Pedestrian and/or bicycle safety audit
- Preliminary engineering studies and designs
- Quick build/pop-up traffic calming for school zones and school pick-up and drop-off areas
- Reducing illegal passing of school busses.
- School walk area maps and school walk route plans – developing and updating.
- Walk/bike to school encouragement activities.
- Yellow flashing warning lights and other signage improvement (including pedestrian actuated beacon, rectangular rapid flashing beacons, and other similar devices).
- Other school safety zone efforts.

High Visibility Enforcement (HVE)

USDOT National Roadway Safety Strategy (NRSS) recognizes the importance of officers as critical in preventing and reducing roadway deaths and serious injuries. High Visibility Enforcement (HVE) is a universal traffic safety approach designed to deter drivers from dangerous driving behavior and increase compliance with traffic laws. HVE elements include:

- **Saturation Patrol:** Involves conducting visible patrols in targeted areas to gain voluntary compliance with traffic laws.
- **Checkpoints:** Involves stopping vehicles, or a sequence of vehicles at a predetermined fixed location to detect drivers who are impaired by alcohol or drugs. (Note: Washington State does not currently permit DUI checkpoints for enforcement.)
- **Wave:** Includes increased enforcement on a particular type of traffic violation, such as speeding.
- **Automated Enforcement Enhancements:** Co-locate HVE with speed safety cameras, such as placing photo enforced signage, to expand the coverage area of the speed safety camera.

(Source: [USDOT, National Highway Traffic Safety Administration, High Visibility Enforcement Toolkit](#))

Traffic Safety Messaging on High Profile Physical Spaces

The City of Des Moines can also provide positive messaging on existing high-profile traffic safety equipment, such as traffic signal cabinet wraps with Target Zero message and photos. In 2023, the City of Bellingham wrapped 36 traffic signal cabinets (Figure 3.1) throughout the city at a cost of \$25,000, which was part of a WSTC grant for Bellingham’s “Travel with Care” public safety education campaign. In 2024, Mount Vernon wrapped 11 signal cabinets for under \$9,000 (**Figure 5.6**).

6 Future Updates

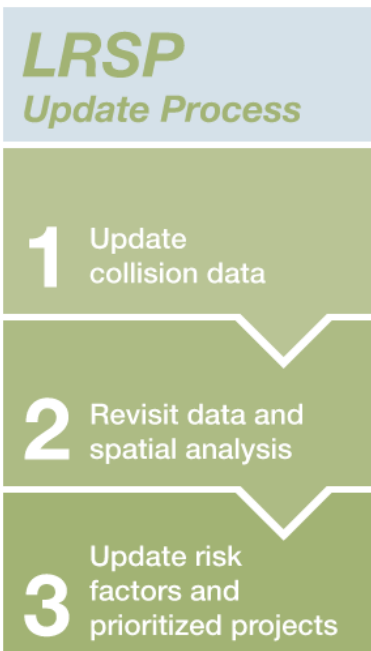
The 2026 Local Road Safety Plan is planned for future updates on a biennial basis, aligned with the WSDOT City Safety Program funding cycle for HSIP grants. The next update will be for the 2028 HSIP grant funding cycle.

All future LRSP updates will document projects completed and will repeat the analysis of new crash data to identify any changes from the previous analysis and risk factors. Future updates to the Local Road Safety Plan may result in a shift of priorities as the data range changes.

The City of Des Moines can also create a 2026 Comprehensive Safety Action Plan (CSAP),

incorporating a commitment to Vision Zero, public engagement from the 2024 Comprehensive Plan update, identification of High Injury and High Risk Networks, and an assessment of local policies and practices with recommendations for future changes.

Completion of a local CSAP will allow Des Moines to apply for a USDOT Safe Streets and Roads for All (SS4A) Implementation Grant in its last year of funding. The minimum funding request for SS4A funds is \$2.5 million with a 20% local match requirement (\$500,000 minimum), which means that Des Moines could apply for \$3,000,000 or more in SS4A Implementation grant funds in June 2026.







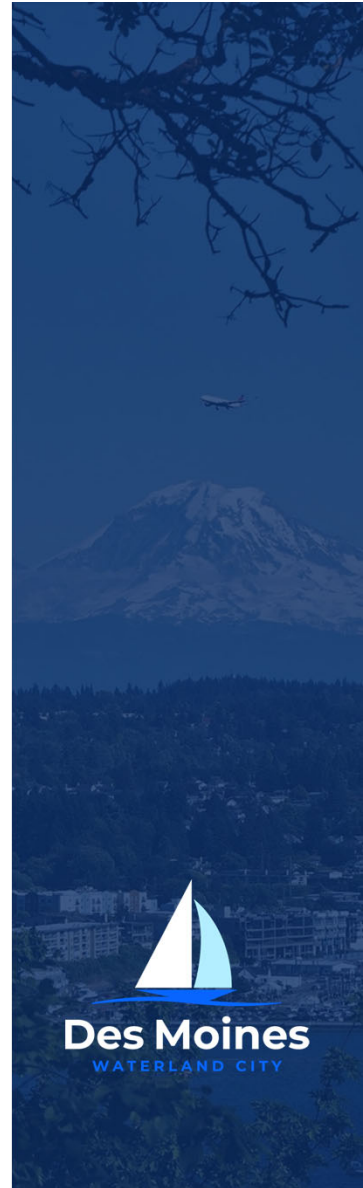
Des Moines Local Road Safety Plan

March 5, 2026



Presentation Overview

- ☐ Background
- ☐ Introduction
- ☐ Local Road Safety Plan Overview
- ☐ Collision Data
- ☐ Central Des Moines
- ☐ LRSP Project Priorities
- ☐ Next Steps



Background

Federal and State
Grant Funding
Opportunities



Local Road
Safety Plan
& Highway Safety
Improvement Program
(HSIP) Grant

March 2026



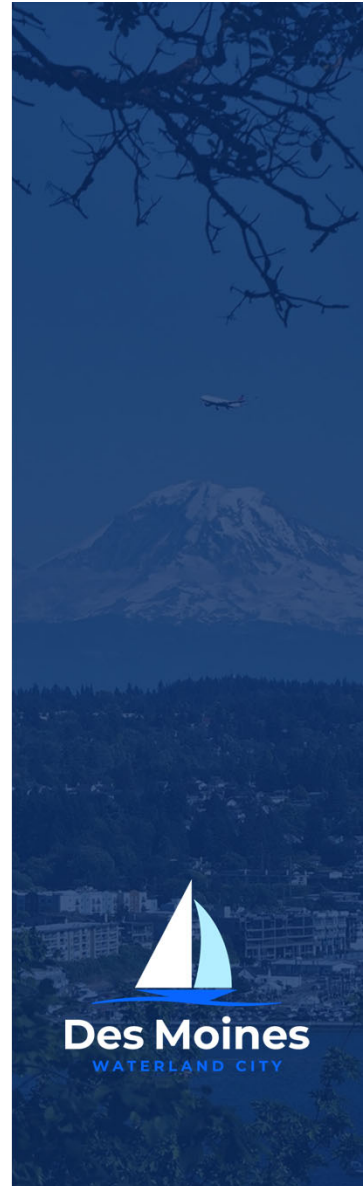
Comprehensive
Safety Action Plan
& Target Zero Vision

May/June 2026



Apply For USDOT
Safe Streets and Roads
for All (SS4A) Grant

June 2026



INTRODUCTION

- Based on guidance from the most recent Transportation element of the City's 2024 Comprehensive Plan & the 2025-2044 Transportation Improvements Plan
- Consider transportation grant funding opportunities
- 2025-2026 WSDOT City Safety grant program
 - Requires completion of Local Road Safety Plan (LRSP)
 - Based on WSDOT crash data for 2020-2024
 - Highway Safety Improvement Program (HSIP) grant due March 6, 2026

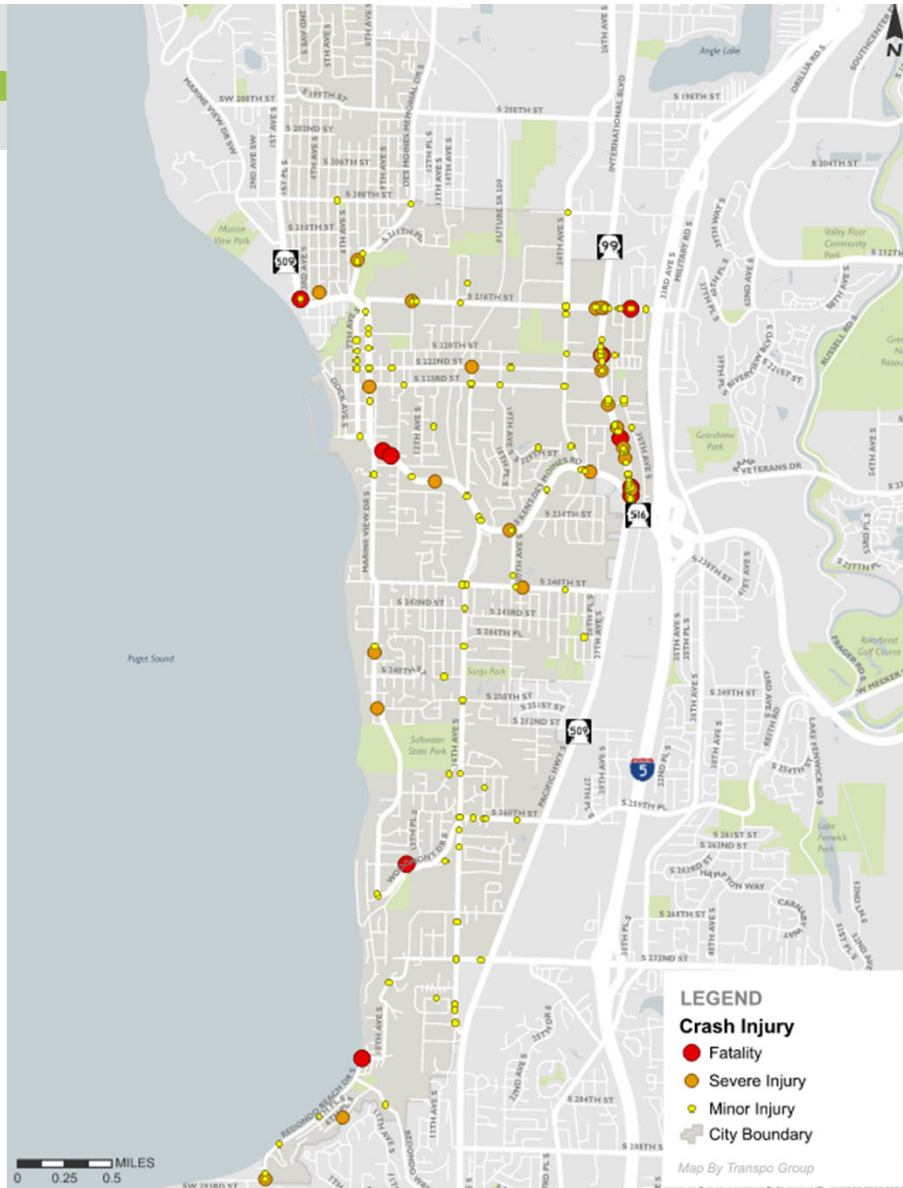
LOCAL ROAD SAFETY PLAN OVERVIEW

Washington State Opportunity:

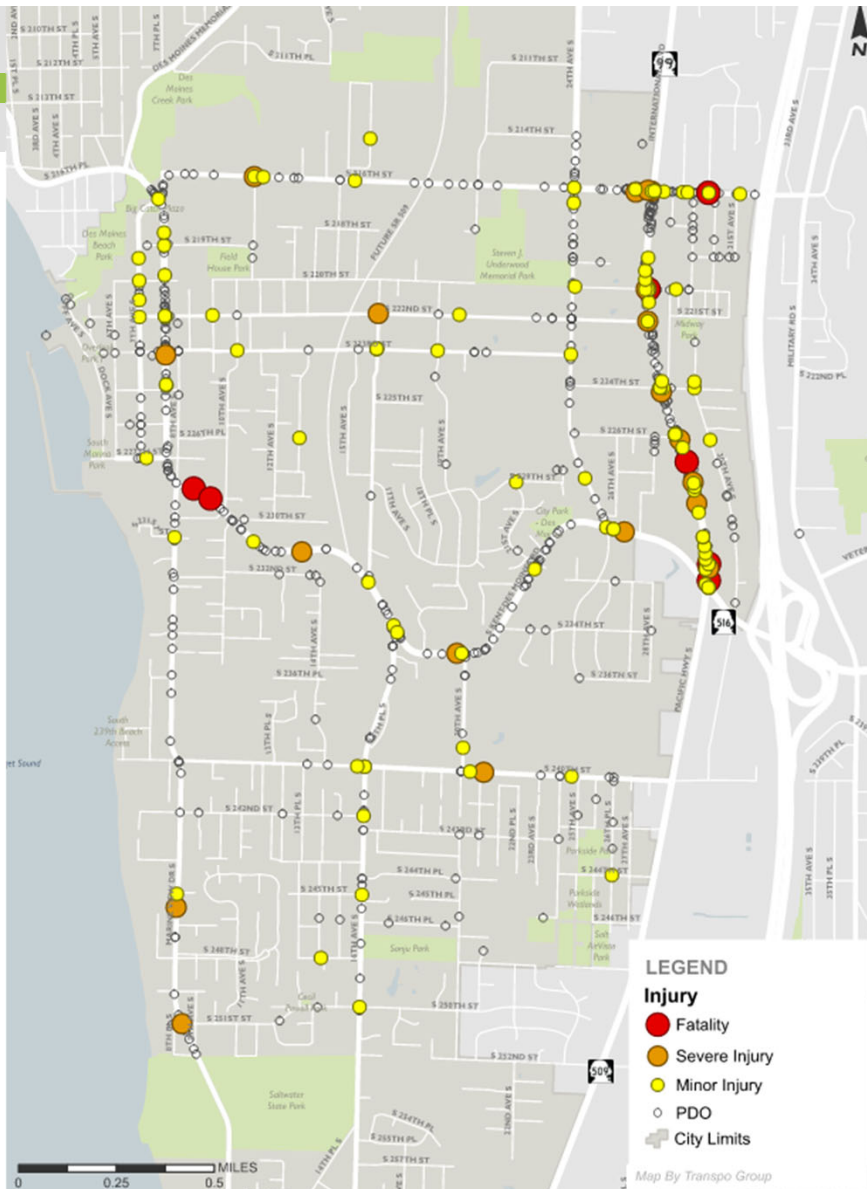
- 2026 **WSDOT City Safety Program**
- **Local Road Safety Plan (LRSP)**
- WSDOT crash data for 2020-2024
- Highway Safety Improvement Program (HSIP) grant due **March 6, 2026**
- Reduce fatal & serious injury collisions
- Systemic or Spot locations
- No local match funds required



COLLISION DATA



- Document locations of Fatal & Serious Injury Crashes 2020-2024
- Identify contributing circumstances & risk factors
- Look for commonalities and location patterns
- Consider City plans & priorities
- Proactive identification of locations for systemic or spot safety improvements



CENTRAL DES MOINES

- Majority of Fatal & Serious Injury Crashes
- Crash clusters: State Highways & Downtown
- 2025-2044 TIP & City priorities
- 2025 SS4A Demonstration grant for various safety improvements: ADA & LPI improvements on Marine View Dr
- 2026 HSIP grant application for 6th Ave S sidewalk, from S 223rd St to S 225th St

LRSP PROJECT PRIORITIES

- 1. 6th Avenue South Sidewalk (223rd to 225th) & Automated Traffic Safety Cameras
 - 6th Avenue South Sidewalk Improvements – HSIP grant candidate
- 2. Systemic Downtown Pedestrian & Bicycle Safety Improvements
 - Downtown pedestrian ADA ramp upgrades and Traffic Signal's Leading Pedestrian Interval improvements
 - Complete Street sidewalk & bike lane improvements on South 223rd Street and South 225th Street
- 4. 24th Avenue South Improvements Segment I, South 216th Street to South 223rd Street
- 5. Public Safety Awareness & Law Enforcement Campaign

NEXT STEPS

- Convert LRSP to Comprehensive Safety Action Plan (CSAP)
 - Allows City to apply for USDOT Safe Streets and Roads for All (SS4A) grant in June 2026
- Commitment to Vision Zero
 - WSDOT Strategic Highway Safety Plan
 - PSRC Regional Safety Action Plan
 - City of Des Moines Comprehensive Safety Action Plan
- Seek City Council approval for the CSAP and Vision Zero in May/June 2026
 - USDOT SS4A grant application

Questions/Discussion

**City Council
AGENDA ITEM**

**BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA**

SUBJECT: Amenity Rentals Discussion - 40 Minutes

ATTACHMENTS:

1. Amenity Rentals PowerPoint

FOR AGENDA OF:

March 5, 2026

DEPT OF ORIGIN:

Legal

DATE SUBMITTED:

February 18, 2026

CLEARANCES:

Community Development

Purpose and Recommendation

The purpose of this agenda item is to provide the Council with an update and summary of previous amenity rental deliberations and to seek Council direction on potential paths for future amenity rental regulations and the approval process.

Suggested Motion:

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Background

Amenity rentals refer to individuals renting out portions of their outdoor property for use by others. The amenities available to rent in our area include pools, space for parking, and yards (for parties, pet activities, etc.). Amenities such as sports courts and rooftop decks could also become available for rental in Des Moines as they are in other jurisdictions.

Amenity rentals are distinct from home occupations, which are regulated separately under the City's zoning code. Home occupations must occur entirely within the dwelling and are subject to different permitting requirements.

The City has received comments both in support of and expressing concerns about amenity rentals. Those in support note the opportunity for property owners to generate additional income and make use of existing amenities. Those expressing concerns have identified potential impacts such as noise, traffic, parking, and neighborhood compatibility.

During the Economic Development Committee meeting on March 27, 2025, staff presented a proposed ordinance aimed at regulating Short-Term and Amenity Rentals. At that meeting, Council members expressed a preference to distinguish between these two types of rentals, citing the potential for different issues arising from each.

In response to the feedback received, staff separated the two topics and presented Council with three options for regulating amenity rentals at the September 4, 2025 Study Session.

- Option 1 was to prohibit all or certain amenity rentals within the City.
- Option 2 was to clarify the zoning code to explicitly require a Conditional Use Permit (“CUP”) for every type of amenity rental.
- Option 3 was to require certain amenity rentals to obtain a CUP and allow other amenity rentals to be permitted with limitations set by Council in the municipal Code.

At the Study Session, Councilmembers expressed interest in different approaches. Some Councilmembers indicated support for Option 2 and asked staff to evaluate whether the current CUP application fee (\$7,403) could be modified for amenity rental applications. Other Councilmembers expressed interest in Option 3 and requested additional information on how amenity rentals could be categorized and regulated through a combination of CUP requirements and code standards. There was also some discussion about whether the City should be the first jurisdiction to attempt to regulate amenity rentals through ordinance.

Discussion

Given that Councilmembers previously expressed interest in multiple regulatory approaches, and in light of new members on the Council, this discussion will recap the two options for which Councilmembers express preference (Options 2 & 3) and outline considerations for each option. As discussed below, Option 3 has been updated given the complexities of drafting legislation on amenity rentals.

Option 2 - Require a Conditional Use Permit for All Amenity Rentals

Under this option, amenity rentals would explicitly require a Conditional Use Permit (CUP), in addition to obtaining a business license and complying with all applicable state and federal laws.

The City’s existing zoning code requires property owners to obtain a conditional use permit (“CUP”) before constructing or operating a commercial/non-residential use, including an amenity rental, in a residential zone. The purpose of requiring a CUP is to determine that the characteristics of any such use are not unreasonably incompatible with the type of uses permitted in surrounding areas, and for the further purpose of stipulating such conditions as may reasonably assure that the basic purpose of the code

shall be served.

To obtain a CUP an owner would submit an application which would be reviewed by a Hearing Examiner. The Hearing Examiner may grant a CUP after a hearing if, but only if, sufficient evidence is presented that the characteristics of any such proposed use shall not be unreasonably incompatible with the type of uses permitted in surrounding areas, or that the proposed use shall not be unreasonably incompatible with the type of uses permitted in surrounding areas if certain conditions are attached to the proposed use. Furthermore, they may consider the location, landscaping, traffic control, dedication, maintenance, and operation of the proposed amenity rental and impose such requirements and conditions as may be deemed necessary for the protection of adjacent properties and the public interest.

This process allows the Hearing Examiner to take testimony from the owners as well as those potentially impacted by the rental and set certain conditions that would lessen safety concerns and impacts to the neighborhood. The Hearing Examiner makes a case-by-case determination of whether sufficient conditions can be imposed that would make the rental reasonably compatible with uses in the surrounding areas. This process treats all amenity rental owners equally and does not make exceptions for one type of amenity over another. There is an appeal process already built into our code for CUP denials.

Currently, to obtain a Conditional Use Permit (CUP) there is a fee of \$7,403, which reflects the estimated cost of staff review and Hearing Examiner services associated with evaluating land uses. However, given the smaller scale and nature of amenity rentals, Council could reduce the cost of an amenity rental CUP to cover just the cost of the Hearing Examiner (~\$1900).

Potential Benefits:

- Provides an established review process to evaluate each proposal individually
- Allows for site-specific conditions to address potential impacts.

Potential Considerations:

- Requires an application, review, and hearing process prior to approval.
- Application cost can be expensive, and the processing time associated with the CUP process. Can take several months.

Option 3 - Regulate Amenity Rentals Through Municipal Code Standards, with CUP Requirements for Certain Types

After conducting an extensive review, the staff has not identified any legislative examples of cities regulating amenity rentals through ordinance, aside from several

jurisdiction that chose to prohibit them entirely. Additionally, given the wide variety of amenity types and their varying potential impacts on surrounding neighborhoods, developing uniform regulations that apply equally to all amenity rentals is challenging. Therefore, this is an updated version of Option 3 under which Council would determine if there are any amenity rental types that should require a CUP; and all other types of amenity rentals (those not required to get a CUP) would be allowed to operate in the City subject to all applicable municipal codes, such as those regulating noise, waste disposal, parking, etc., as well as any applicable state and federal laws.

If Council elects to pursue this approach, the first step would be to determine which, if any, types of amenity rentals should require a Conditional Use Permit (CUP). In making that determination, it may be helpful to consider whether certain amenity types warrant regulations that are not currently contained in the Code due to the nature of the rental. Or, if a particular amenity rental type requires more individualized review or tailored conditions, a CUP may be the more appropriate regulatory tool.

Types of Amenity Rentals: yards, sports courts, pools, parking space, etc.

Potential Benefits:

- Establishes clear, standardized regulations and process.
- Provides predictability for property owners and neighbors regarding applicable requirements.
- Allows Council to tailor regulations based on local priorities and conditions.

Potential Considerations:

- Standardized regulations may not address every site-specific circumstance.
- May require ongoing evaluation to ensure standards remain effective as new amenity types emerge.

Alternatives

Financial Impact

Recommendation



AMENITY RENTALS

What are Amenity Rentals?

- Amenity rentals refer to individuals renting out portions of their outdoor property for use by others.
 - Local Examples: pools, space for parking, yards (for parties or pet activities, etc.)
- Does not include home occupations
- Must comport with any applicable State laws
- May fall within the category of “recreation facilities – commercial” and therefore may be permitted uses if the owners obtain a conditional use permit (“CUP”)



Background and History

March 27, 2025 - Economic Development Committee meeting

- Presentation of a proposed joint ordinance regulating both short term and amenity rentals
- Council members expressed a preference to distinguish between short term and amenity rentals

September 4, 2025 – Study Session

- Staff was unable to find any other jurisdiction that regulates amenity rentals via ordinance (other than to outright ban)
- Staff presented 3 possible options for how to regulate amenity rentals
 - Option 1 – ban some or all amenity rentals
 - Option 2 – definitively mandate all amenity rentals obtain a CUP
 - Option 3 – require some to get a CUP but regulate through ordinance



Background and History

September 4, 2025 – Study Session (cont.)

- After discussion, option 1 was unanimously disfavored
- Some Councilmembers expressed preference for Option 2 but wanted to explore a reduced CUP fee
- Other Councilmembers expressed preference for Option 3 and requested additional information on how amenity rentals could be categorized and regulated through a combination of CUP requirements and code standard

Today

- Given the new Council composition, presentation of the details of Options 2 & 3 (Option 1 being omitted due to lack of prior support)
- Provide additional information on Options 2 & 3 with aim to help Council in determining the best course of action



Amenity Rentals Options

Option 1:

- Ban some or all amenity rentals from operating within the City (omitted from discussion due to lack of prior support)

Option 2:

- Clarify the zoning code to explicitly require a CUP for every type of amenity rental

Option 3:

- Old: Leave certain amenity rentals as requiring CUPs but allow other amenity rentals to be permitted with limitations
- New: Require certain amenity rentals types to obtain CUPs while allowing all other types must obtain a business license and abide by all current and applicable Code provisions (e.g. noise, parking, waste removal)



Amenity Rentals – Option 2

Clarify the zoning code to explicitly require a CUP for every type of amenity rental

- Explicitly require all amenity rentals to obtain a conditional use permit
 - Currently our Code could be interpreted as requiring all amenity rentals to obtain CUPs. This option would make it explicit.
- The proposed use must not be unreasonably incompatible with the type of uses in the surrounding areas, or could be made so by the imposition of certain conditions
- Allows for a case-by-case, fact specific determination and imposition of conditions
- Council could lower the cost of CUPs for amenity rentals – current cost is \$7403



Amenity Rentals – Option 2

Conditional Use Permit Process:

1. A Pre-Application Meeting is required. Information on the applicable codes and applications is provided to the applicant
2. Apply for a CUP with the City with minimum submittal requirements
3. Staff routes and coordinates submittals, and generates a Staff Report
4. Staff coordinates with applicant on Notice of Land Use Application and Notice of Hearing
5. Hearing with the Hearing Examiner:
 - a. Testimony is taken from the City, the property owner, supporters of the rental, opponents of the rental, and any other member of the public wishing to make comment
6. Hearing Examiner decides whether to issue a CUP and if so, what conditions to impose to mitigate impacts to the neighborhood



Amenity Rentals – Option 3

- Require CUPs for certain types of amenity rentals
- Amenity rental types that do not require a CUP must abide by current code provisions regulating noise, parking, waste disposal, etc. in addition to applicable State and Federal laws



Guidance Needed

- Would Council prefer Option 2 or Option 3?
- If Option 2
 - Would Council like to reduce the CUP fee to cover only the estimated cost of the Hearing Examiner?
- If Option 3
 - Which, if any, amenity rentals should require a CUP?
 - Are there any amenity rental types that should require legislation not currently contained in City code?
 - Are there any amenity rental types that should require a case by case assessment to determine the regulations needed to mitigate neighborhood impacts?
 - For any amenity rental that does not require a CUP, current Code provisions apply





**City Council
AGENDA ITEM**

**BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA**

**SUBJECT: Appointive Committee Code and Citizens Advisory Board Code
Update Discussion - 30 Minutes**

ATTACHMENTS:

1. DMMC 4.24
2. DMMC 4.60
3. Draft Appointive Committee Code
Update PowerPoint

FOR AGENDA OF:

March 5, 2026

DEPT OF ORIGIN:

Legal

DATE SUBMITTED:

February 23, 2026

CLEARANCES:

City Clerk

Purpose and Recommendation

The purpose of this agenda item is to discuss potential amendments to the general provisions for appointive committees found in Chapter 4.24 DMMC and to discuss potential amendments specific to the Citizens Advisory Board (CAB) found in Chapter 4.60 DMMC. This discussion is intended to obtain direction from the Council on code amendments that will apply generally to all appointive committees to ensure proper protocols are followed and to create consistency among the committees.

Additionally, staff is seeking direction on code amendments for the Citizens Advisory Board to ensure the Board is operating consistent with Council direction and existing practices. Following direction from the Council, staff will finalize an ordinance for Council review and approval.

Suggested Motion:

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Background

Chapter 4.24 DMMC establishes the general provisions governing all of the City's appointive committees. An appointive committee is defined as any agency, board, commission, or committee of the City whose members are appointed rather than elected. These bodies serve in an advisory capacity to the City Council. The City's current standing appointive committees include the Citizens Advisory Board, Planning Commission, Lodging Tax Advisory Committee, and Civil Service Commission. The

Airport Advisory Committee also serves in an advisory role but is designated as an ad hoc committee rather than a standing body.

A number of updates to the general provisions are being proposed in an effort to clarify the purely advisory role of appointive committees, the role of staff, who may serve as a member and how members are chosen, ethics requirements for members, and conflicts of interest. These amendments are contained in the attached draft ordinance and are detailed below. Other recommended changes are intended to simplify operations or address newly arisen issues.

In addition to the general provisions governing all committees, specific amendments are being proposed for consideration for the CAB code. Within the last year, the Council reconstituted the CAB to include subcommittees for the Arts, Senior Services, and Human Services. In light of these changes, updates to Chapter 4.24 DMMC are necessary to clarify the roles and responsibilities and to establish provisions that reflect the CAB's revised structure and address emerging governance and operational considerations.

Additionally, staff is seeking Council guidance on the desired governance model for the CAB moving forward. Currently, Chapter 4.60 DMMC requires subcommittees to submit recommendations to the CAB as a whole, which then determines whether to forward those recommendations to the Council and/or staff. In practice however, subcommittees have been operating more independently, developing recommendations and communicating directly with staff, while providing informational updates to the CAB on their activities and future plans.

Discussion

As this discussion involves two separate code chapters, each will be discussed independently below.

Chapter 4.24 DMMC - General Provisions applicable to all Appointive Committees

The following recommended changes are intended to clarify the purely advisory role of all appointive committees, the role of staff, who may serve as a member and how members are chosen, ethics requirements for members, and conflicts of interest. Other recommended changes are intended to simplify operations or address newly arisen issues.

- Include a definition for "Family or household" members as this term is included in recommended language regarding conflicts of interest. This definition is the same as RCW 10.99.020(7). [DMMC 4.24.010(3)]
- Remove the requirement that a "resident" be a registered voter of the City to prevent citizenship status from being a barrier to membership. [DMMC 4.24.010(4)]
- Make explicit the advisory capacity of appointive committees. [DMMC 4.24.020(1)]
- Make explicit that appointive committees will comply with the requirements of the

Open Public Meetings Act as this is not required by law but adherence to this is recommended. [DMMC 4.24.020(3) and 4.24.070(3)]

- Include language clarifying the role of staff. [DMMC 4.24.030(2)]
- To avoid even the appearance of unfairness or a conflict, include provisions limiting the number of appointive committees a member may concurrently serve on, preventing members of the same family or household from being appointed to the same committee, and preventing sitting Councilmembers' families and household members from serving on appointive committees. [DMMC 4.24.040(3), (6), & (7)]
- To maintain fairness in the selection process, include language mandating that consideration be given towards maintaining an equitable balance of community representation, and moving the language requiring members to be selected without respect to their political affiliations to the same subsection. [DMMC 4.24.040(4) & (5)]
- To ensure that all members are aware of their ethical obligations and restrictions, add language to inform members that they are subject to the City's Code of Ethics, and requiring a yearly ethics training. [DMMC 4.24.060(1) & (5)]
- To avoid any confusion on members' roles and to prevent conflicts of interest, include language making it clear that members do not have authority to speak on behalf of the City, that they must identify to members of the public that they are only speaking as an individual, and that members may not use their position on an appointive committee to secure personal benefits. [DMMC 4.24.060(2) & (3)]
- In order to provide a mechanism by which the Council may relay assignments or seek recommendations from appointive committees, include language requiring at least one meeting between the Council and both the Planning Commission and the CAB; with the option to hold such meetings with any other appointive committee as the Council deems necessary. [DMMC 4.24.070(2)]
- To avoid ambiguities in the current code, and to simplify the process of removal, amend 4.24.120 to allow a member to be removed by a majority of the Council.
- To facilitate meetings and address possible issues as they arise, including language to allow the City Manager to promulgate rules and regulations for appointive committees as needed. (DMMC 4.24.150)
- To provide clarity to the public and staff, include language indicating that vacant committee seats shall remain open and advertised until they are filled. [DMMC 4.24.170(2)]

Chapter 4.60 DMMC - Provisions Specific to the Citizens Advisory Board

Now that the CAB has been back in operation for several months, it has become clear that additional guidance would be beneficial to clarify the CAB's role, staff's roles, and the scope of the CAB's advisory responsibilities. Staff has therefore proposed amendments to this chapter to better define these roles and establish clearer operational expectations.

The following recommended changes are intended to clarify the role of the CAB, the role of staff, the scope of duties for subcommittees, and procedure at meetings:

- To clarify the advisory role of the Citizen Advisory Board (CAB), and to distinguish that operational, administrative, and logistical functions remain the responsibility of City staff, revisions are proposed to reinforce the CAB's role as an advisory body to the Council and staff. [DMMC 4.60.070(1)]
- To provide clearer guidance to the Arts subcommittee, revise DMMC 4.60.070(5) to better reflect the intended advisory role and scope of duties.
- To provide clarity to subcommittee members on Council expectations, remove the language requiring them to draft reports to be given to the CAB. [DMMC 4.60.070(3), (4), and (5)]
- To promote efficiency and ensure alignment with the CAB's defined advisory purpose, revisions to DMMC 4.60.080 are proposed to clarify that meetings should focus on matters within the Board's established mission and scope, while also providing a clear process for members to request future agenda items. [DMMC4.60.080]

In addition to feedback on the proposed revisions, staff is seeking Council guidance on the preferred governance structure for the CAB. Specifically, Council direction is requested on whether subcommittees should present recommendations to the full CAB for review and action prior to forwarding them to Council and/or staff, or whether subcommittees should continue providing recommendations directly to staff while keeping the CAB informed. As the CAB is a Council-created appointive body, its structure and processes are ultimately subject to Council direction.

Alternatives

Financial Impact

Recommendation

CHAPTER 4.24
APPOINTIVE COMMITTEES – GENERAL PROVISIONS

§ 4.24.010. Definitions.

- (1) Use of Words and Phrases. As used in this title, unless the context or subject matter clearly requires otherwise, the words or phrases defined in this section shall have the indicated meanings.
- (2) "Appointive committee" means an agency, board, commission, ~~or committee~~ or sub-committee of the ~~city~~ City, ~~other than an ad hoc committee,~~ whose members are not elected by the citizens of the ~~city~~ City.
- ~~(2)(3)~~ "Family or household" members means adult persons related by blood or marriage, adult persons who are presently residing together or who have resided together in the past, and persons who have a biological or legal parent-child relationship, including stepparents and stepchildren and grandparents and grandchildren.
- ~~(3)(4)~~ "Resident" means an individual who has attained the age of 21 years and whose primary residence is located within the geographic boundaries of the City of Des Moines. registered voter of the city City or a registered voter of an area that has successfully petitioned or voted to annex to the city where an annexation ordinance has been adopted by the city City councilCouncil.
(Ord. 983 § 1, 1992)

§ 4.24.020. Actions.

- (1) Except as otherwise provided in this title, all appointive committees established by the City shall serve solely in an advisory capacity to the City Council and/or City administration and have no authority to make final decisions, negotiate terms, or enter into contracts or other binding agreements on behalf of the City.
- (2) An action of an appointive committee done by motion at a regular or special meeting and approved by a majority vote of those present, when those present constitute a quorum, is deemed to be an action of the appointive committee.
- (3) Appointive Committees shall comply with the requirements of the Open Public Meetings Act found in Chapter 42.30 RCW.
(Ord. 983 § 2, 1992)

§ 4.24.030. Administrative support.

- (1) Except as otherwise provided in this title, the amount of administrative support supplied to an appointive committee is determined by the ~~city~~ City manager~~Manager~~; provided, that the ~~city~~ City manager~~Manager~~ shall provide an appointive committee adequate space and facilities and necessary supplies to facilitate the official business of the appointive committee.
- (2) City staff are not employees of such bodies and take direction only from their Department Director or the City Manager. Appointive committees shall not direct City staff to perform research, gather information, or otherwise engage in activities involving projects or matters that are not listed on the committee's work plan unless approved by the City Manager.

§ 4.24.040. Appointment.

- (1) Except as otherwise provided in this title, members of an appointive committee are appointed by the mayor and confirmed by a majority of the ~~e~~City ~~e~~Council.
- ~~(2)~~ No person who has served two or more consecutive terms on an appointive committee shall be appointed to another term on the same appointive committee; except a person appointed to fill an unexpired term of less than two years is eligible to serve two full terms and a person who is ineligible to serve for having served two or more consecutive terms may again serve after two years have elapsed from the expiration of their last term.
- ~~(3)~~ No person may serve as a member of more than one appointive committee at the same time. However, persons serving on an appointive committee who have requested appointment to another appointive committee position may be appointed to such position if they, concurrent with the appointment, resign from the appointive committee they are holding at the time of the new appointment.
- ~~(4)~~ When appointing members to an appointive committee, consideration shall be given towards maintaining an equitable balance of community representation.
- ~~(5)~~ Members of appointive committees are selected without respect to political affiliations.
- ~~(6)~~ Multiple members from the same family or household shall not be appointed to the same appointive committee.
- ~~(2)(7)~~ Members of Councilmembers' families or households shall not be appointed to any appointive committee while the Councilmember is serving their term.
- ~~(8)~~ This section shall in no way serve to limit the number of terms a sitting councilmember may serve as a liaison on to an appointive committee.
(Ord. 983 § 4, 1992; Ord. 1206 § 1, 1998)

§ 4.24.050. Compensation.

Members of an appointive committee shall serve without compensation.
(Ord. 983 § 5, 1992)

§ 4.24.060. Ethics and Conflicts of interest.

- ~~(1)~~ All appointive committee members shall adhere to the Code of Ethics enumerated in Chapter 2.44 DMMC.
- ~~(2)~~ Members of an appointive committee may not speak on behalf of the City, or the committee unless formally designated. Opinions expressed by individual members are personal and members must clearly identify that they are speaking only as an individual and are not in any manner representing or speaking on behalf of the City or appointive committee.
- ~~(3)~~ Members of an appointive committee shall not use their position to secure personal benefit, gain or profit, or use their position to secure special privileges or exceptions for themselves, or for the benefit, gain, or profits of any other persons.
- ~~(4)~~ If a member of an appointive committee concludes that he/she has they have a conflict of interest or an appearance of fairness problem with respect to a matter

pending before the appointive committee so that ~~he/she/they~~ cannot discharge ~~his/her/their~~ duties on such an appointive committee, ~~he/she/she said member~~ shall disqualify ~~himself/herself/themselves~~ from participating in the deliberations and the decision-making process with respect to the matter.

(5) Appointive committee members shall complete a City-provided conflict of interest and ethics training annually for each year of their service.

(Ord. 983 § 6, 1992)

§ 4.24.070. Meetings.

(1) Except as otherwise provided in this title, an appointive committee shall meet at 21630 - 11th Avenue South, which is the location of the Des Moines City Hall.

(2) The City Council shall meet with the Planning Commission, the Citizen's Advisory Board, and any other appointive committees that the Council deems necessary at least once per year.

(a) The purpose of the annual meeting shall be for the City Council to communicate the projects, policy matters, or issues on which the City Council seeks the advice, recommendations, or assistance of the appointive committee.

(b) The meeting required by this section may be conducted jointly with a regularly scheduled meeting of the City Council or the appointive committee or as a special meeting convened for this purpose.

(3) Meetings of appointive committees shall comply with the requirements of the Open Public Meetings Act under Chapter 42.30 RCW.

(Ord. 983 § 7, 1992)

§ 4.24.080. Minutes.

Minutes are taken of each appointive committee meeting and copies distributed to each committee member, the ~~city~~-City ~~m~~Manager, and the ~~C~~eity ~~e~~Council.

(Ord. 983 § 8, 1992)

§ 4.24.090. Officers.

Except as otherwise provided in this title, the meetings of an appointive committee ~~are~~ shall be chaired by a presiding officer and in the absence of that member by a vice presiding officer, who ~~are-shall be~~ elected by a majority vote of the members at the first regular meeting of each calendar year.

(Ord. 983 § 9, 1992)

~~§ 4.24.100. Political affiliations.~~

~~Members of appointive committees are selected without respect to political affiliations.~~

~~(Ord. 983 § 10, 1992)~~

§ 4.24.110. Quorum.

A majority of the members of an appointive committee shall constitute a quorum for the transaction of business.

(Ord. 983 § 11, 1992)

§ 4.24.120. Removal from office.

- ~~(1) Except as otherwise provided in this title, a member of an appointive committee may be removed from their position by a majority vote of the City Council. office for cause by the mayor with the concurrence of a majority of the city council.~~
- ~~(2) The grounds for removal are:~~
- ~~(a) More than one absence per calendar year from duly called meetings, unless:~~
 - ~~(i) The absence was work related or was due to personal or family illness; and~~
 - ~~(ii) The absence is excused by the presiding officer of the appointive committee;~~~~or~~
 - ~~(b) Failure to abide with the provisions of DMMC § 4.24.060; or~~
 - ~~(c) Inefficiency; or~~
 - ~~(d) Malfeasance, as that expression is defined in statutory and common law; or~~
 - ~~(e) Neglect of duty; or~~
 - ~~(f) Special malfeasance, which is defined as:~~
 - ~~(i) Willfully bringing to the table or placing on the agenda a subject beyond the scope of authority of the appointive committee as defined in this title; or~~
 - ~~(ii) Deliberate refusal to abide by the rules of procedure adopted by the appointive committee.~~
- ~~(3) Such removal may be initiated by:~~
- ~~(a) Official action of the appointive committee recommending removal; or~~
 - ~~(b) The mayor.~~
- ~~(4) The city clerk shall send via certified mail written notification of the pending removal within five days of the action initiating removal to the member.~~
- ~~(5) Within 10 days of receipt of a notice of removal, the member may file a written request with the city clerk requesting a hearing before the city council.~~
- ~~(6) No member is removed from an appointive committee while a hearing before the city council is pending.~~
- (Ord. 983 § 12, 1992)

§ 4.24.130. Reports.

~~An appointive committee, by March 1st of each year, shall make a full report in writing to the city council of its transactions and expenditures, if any, for the preceding year and such general recommendations as to matters covered by its prescribed duties and authority as may seem~~

~~proper.~~

(Ord. 983 § 13, 1992)

§ 4.24.140. Residency.

- (1) Except as otherwise provided in this title, members of an appointive committee ~~are~~ shall be residents of the Ccity.
- (2) Except as otherwise provided in this title, the position held by a member of an appointive committee ceasing to be a resident of the ~~city~~City shall immediately become vacant.
(Ord. 983 § 14, 1992)

§ 4.24.150. Rules and regulations.

~~Except as otherwise provided in this title, the City Manager may create R~~rules and regulations for the ~~election of the presiding and vice presiding officers and the~~ conduct of business before an appointive committee ~~are adopted by a majority of the members of the appointive committee.~~
(Ord. 983 § 15, 1992)

§ 4.24.160. Term expiration.

Except as otherwise provided in this title, each position shall expire on December 31st of the last year of the term.
(Ord. 983 § 16, 1992)

§ 4.24.170. Vacancies.

- (1) Membership vacancies in an appointive committee occurring, ~~other~~wise than through expiration of term, are filled for the unexpired term.
- (2) Vacant seats shall be advertised on the City website and shall remain open until filled.
(Ord. 983 § 17, 1992)

CHAPTER 4.60
CITIZENS ADVISORY BOARD

§ 4.60.010. Title.

A new chapter is added to Title 4 DMMC entitled "Citizens Advisory Board." (Ord. 1648 § 1, 2016; Ord. 1654 § 1, 2016; Ord. 1827, 9/11/2025)

§ 4.60.020. Application.

This chapter shall apply to the creation and the responsibilities and activities of the Citizens Advisory Board.

(Ord. 1648 § 2, 2016; Ord. 1654 § 2, 2016; Ord. 1827, 9/11/2025)

§ 4.60.030. Purpose.

The purpose of this chapter is to establish a Citizens Advisory Board to encourage and promote citizen and neighborhood involvement in an advisory capacity to the City Council, to define the roles and responsibilities of the Citizens Advisory Board, to determine eligibility to serve on the Citizens Advisory Board, and to determine the number of members of the Citizens Advisory Board and the length of their terms.

(Ord. 1648 § 3, 2016; Ord. 1654 § 3, 2016; Ord. 1827, 9/11/2025)

§ 4.60.040. Authority.

This chapter is adopted pursuant to the authority set forth in chapter 4.24 DMMC and other applicable laws.

(Ord. 1648 § 4, 2016)

§ 4.60.050. Citizens Advisory Board composition.

- (1) The Citizens Advisory Board shall consist of one member from each of the City's nine neighborhoods, two members who are Des Moines business owners, one member who is a marina tenant, and no more than 11 additional at large members.
- (2) Members representing neighborhood planning areas must be residents of Des Moines who own or rent property in Des Moines and have lived in their neighborhood planning area for at least one year; a business owner member must have owned and operated the business in Des Moines for at least one year; a marina tenant must have been a tenant for at least one year; and at large members must have lived in Des Moines for at least one year.
- (3) All regular members must be at least 21 years of age and eligible to live in the United States.

(Ord. 1648 § 5, 2016; Ord. 1654 § 4, 2016; Ord. 1827, 9/11/2025)

§ 4.60.055. Subcommittees.

- (1) The Citizen's Advisory Board shall include subcommittees on Human Services,

Senior Services, and the Arts, along with any additional subcommittees as established by the City Council.

- (2) Subcommittees shall have a minimum of three and a maximum of nine members selected by the presiding officer from current Citizen's Advisory Board members.
 - (3) Members of the Citizen's Advisory Board may not serve on more than one subcommittee unless a subcommittee does not have the minimum number of members.
- (Ord. 1827, 9/11/2025)

§ 4.60.060. Term.

- (1) Citizens Advisory Board.
 - (a) The regular term of office for members of the Citizens Advisory Board shall be four years.
 - (b) The initial appointment term shall be two years for half of the members and four years for the other half. The initial appointment terms shall expire on June 30, 2027, and June 30, 2029, respectively. The length of the initial terms shall be decided at random.
 - (c) No person may serve more than two consecutive terms on the Citizens Advisory Board. Any member having served two consecutive terms must remain off the Board for at least two years before they may be allowed to reapply to serve on the Board.
 - (2) Subcommittees. Subcommittees shall not have a term limit.
- (Ord. 1648 § 6, 2016; Ord. 1654 § 5, 2016; Ord. 1827, 9/11/2025)

§ 4.60.070. Scope of duties.

- (1) The Citizen's Advisory Board is a purely advisory body and is responsible only for making recommendations to the City Council and/or staff relevant to the Board's assigned duties. All operational and logistical activities, including but not limited to, procurement and contractor management are functions of City staff. Board members may not interfere with staff functions unless expressly authorized by the City Manager for a specific purpose. All external communication shall flow through the assigned staff liaison.

~~(1)~~(2) The duties of the Citizen's Advisory Board shall be:

- (a) Review and provide input to the City Council on matters and issues as delegated by the City Council.
- (b) Support and promote citizen participation and neighborhood enhancement.
- (c) Promote and facilitate open communication between the City, residents, businesses, and other neighborhood organizations such as homeowner associations, block watches, etc.
- (d) Review the City's budget and provide input to the City Council.

- (e) Provide input to the City Council in advance of its annual planning/goal setting retreat.
- (f) Bring matters and issues to the City Council that the Citizens Advisory Board believes require City Council attention.
- (g) Receive reports and recommendations from the subcommittees and choose to either adopt the recommendations, or draft separate recommendations, to relay to the City Council.
- (h) Perform such other tasks as are assigned by the City Council.

~~(2)~~(3) The duties of the Senior Services subcommittee shall be:

- (a) To identify and address the needs and interests of the senior population within the City.
- (b) To advise the Citizen's Advisory Board on policies, programs, and services that promote independence, well-being, and active engagement in the community.
- (c) To support public awareness efforts and encourage civic participation among seniors.
- (d) Draft ~~reports and~~ recommendations to be given to the Citizen's Advisory Board.
- (e) Perform such other tasks as are assigned by the City Council or the Citizen's Advisory Board.

~~(3)~~(4) The duties of the Human Services subcommittee shall be:

- (a) Evaluation and recommendation on funding human service requests submitted to the City.
- (b) Evaluation and review of the performance of individual human service organizations and agencies.
- (c) Draft ~~reports and~~ recommendations to be given to the Citizen's Advisory Board.
- (d) Perform such other tasks as are assigned by the City Council or the Citizen's Advisory Board.

~~(4)~~(5) The duties of the Arts subcommittee shall be:

- (a) ~~To promote the enrichment of the community through the support, development, and integration of the arts. To provide advisory recommendations to the City Council and/or City staff concerning the allocation and expenditure of the allotted budget.~~
- (b) Advise the Citizen's Advisory Board on public art projects and recommend policies and programs that foster a vibrant cultural environment.
- ~~(c) Encourage and aid programs for the cultural enrichment of the citizens of Des Moines and encourage more public visibility of the arts.~~
- ~~(d)~~(c) Draft ~~reports and~~ recommendations to be given to the Citizen's Advisory Board.
- ~~(e)~~(d) Perform such other tasks as are assigned by the City Council or the Citizen's

Advisory Board.

(Ord. 1648 § 7, 2016; Ord. 1654 § 6, 2016; Ord. 1827, 9/11/2025)

§ 4.60.080. Meetings.

The Citizens Advisory Board shall meet at least three times per year, including one meeting to discuss the City's budget and once to create input for the City Council to consider in advance of its annual planning/goal setting retreat. The Citizens Advisory Board shall also meet as needed to discuss issues and matters delegated to it by the City Council. All Citizens Advisory Board meetings will be meetings with a minimum of three members of the Des Moines City Council. ~~The Deputy Mayor will act as the presiding officer of the meetings. In the Deputy Mayor's absence, the Mayor will be the presiding officer. The Mayor shall select the presiding officer prior to the Board's first meeting each year.~~

Meeting agendas shall be created by City staff for Citizen's Advisory Board meetings and shall be posted to the City website at least a week prior to meetings. Minutes shall be recorded and kept by City staff for every Citizen's Advisory Board meeting.

Meetings and meeting agendas shall focus on the Board's defined mission and scope, avoiding unrelated issues. All requests for information, future agenda items, or follow-up shall be sent to the staff liaison, who will coordinate with the appropriate City staff or departments as necessary.

Subcommittees are expected to meet independently and are to utilize staff support only when necessary. After each subcommittee meeting, the subcommittee shall give a report at the next Citizen's Advisory Board meeting.

(Ord. 1648 § 8, 2016; Ord. 1654 § 7, 2016; Ord. 1686 § 2, 2017; Ord. 1827, 9/11/2025)



PART 1 : DRAFT APPOINTIVE COMMITTEE CODE UPDATE

Applicability

- Chapter 4.24 DMMC applies to all appointive committees:
 - Planning Commission
 - Lodging Tax Advisory Committee
 - Citizens Advisory Board
 - Civil Service Commission



Purpose

- Ensure proper protocols are followed and to create consistency among the committees
 - Provide clarity on:
 - The role of appointive committees (purely advisory)
 - The role of staff
 - Who may be members and how they are chosen
 - Ethics and conflicts of interest
 - Set new requirements/restrictions on:
 - Number of appointive committees a person may concurrently serve on
 - Direction from City Council to the appointive committees
 - How a member may be removed from an appointive committee



Proposed Changes to DMMC 4.24

- Include definition of “family or household” member
- Remove requirement that “resident” only include registered voters and making 21 the minimum age requirement
- Include language making clear that appointive committees serve in a purely advisory capacity
 - 4.24.020(1) – “Except as otherwise provided in this title, all appointive committees established by the City shall serve solely in an advisory capacity to the City Council and/or City administration and have no authority to make final decisions, negotiate terms, or enter into contracts or other binding agreements on behalf of the City.”
- Require appointive committees to comply with requirements of OPMA



Proposed Changes to DMMC 4.24

- Add language clarifying the role of City staff with regards to appointive committees
- Mandate that members may not serve on more than one appointive committee at the same time
- Require that consideration be given to ensuring appointive committees are composed with a wide range of community representation



Proposed Changes to DMMC 4.24

- Ethics and Conflict of Interest
 - Prohibit members of same family from being members on the same appointive committee
 - Prohibit sitting Councilmembers' families or household members from being on an appointive committee
 - Make explicit that the City's Ethics Code applies to members of appointive committees
 - Require members of appointive committees to make clear that they are speaking personally and not on behalf of the City
 - Make explicit that members may not use their position for personal gain
 - Require members to complete a conflict of interest and ethics training annually



Proposed Changes to DMMC 4.24

- Require a yearly meeting between the Council and both the CAB and the Planning Commission so that Council may relay issues/assignments they would like the committee's advice or assistance with
- Change the method by which an appointive committee member may be removed from the position to simplify the process
- To facilitate meetings and address possible issues as they arise, including language to allow the City Manager to promulgate rules and regulations for appointive committees as needed
- Make explicit that the application process for open seats shall remain open until the seat has been filled







PART 2 : DRAFT CITIZENS ADVISORY BOARD CODE UPDATE

Applicability

- Chapter 4.60 DMMC applies specifically to the CAB.



Purpose

- The code changes are intended to provide clarity on:
 - The role of the CAB
 - The roles and scope of the subcommittees
 - Operation of the CAB at meetings
- Receive feedback from Council on the desired operation of the CAB and subcommittees under DMMC 4.60.070(1)(g)



Proposed Changes to Chapter 4.60

- Add language making the advisory capacity of the CAB clear
- Add language indicating that staff are responsible for operational, administrative, and logistical functions
- Edit the language of the scope of duties for subcommittees to provide clearer direction
- Add language that meetings should focus on matters within the CAB's mission and scope
- Add language providing a mechanism for members to request items be added for future agendas



Policy Question for Council

- Would Council like the CAB to operate as currently written in the code? Or would the Council prefer to edit the code to reflect the current operational practices?
- Currently:
 - Code requires: CAB as a whole to receive reports and recommendations from the subcommittees. Then they must either choose to adopt the subcommittee recommendations or draft separate recommendations to relay to the City Council [4.60.070(2)(g)]
 - In reality: Subcommittees make recommendations directly to staff and have been making informational reports to the CAB on their activities



QUESTIONS?

