

PS&T COMMITTEE AGENDA

December 3, 2015 - North Conference Room

21630 11th Avenue South – Des Moines 98198

6:00P – 6:50P

1. Approval of minutes of 11/05/2015 meeting

2. King County Metro Long Range Public Transportation Plan

(Informational Item – 30 min)

Staff will update Committee on King County Metro's current Long Range Plan and discuss City comments that will be transmitted by the December 11, 2015 deadline.

3. Automated Red Light Photo Enforcement

(Informational Item – 20 min)

Staff will update Committee on the potential for utilizing Red Light photo enforcement at existing select traffic signals in Des Moines.

Draft Des Moines City Council PS&T Committee Minutes – 11/05/2015

Meeting called to order: 5:30 PM on November 5, 2015, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members

Vic Pennington - Chair
Dave Kaplan
Luisa Bangs

Other City Staff

Tony Piasecki – City Manager
Dan Brewer – Planning, Building & PW Director
Brandon Carver – Engineering Services Manager
Andrew Merges – Associate Engineer
George Delgado – Police Chief
Peggy Volin – Admin Asst II

AGENDA:

1. Approval of Minutes from 7/02/2015 meeting
2. Police Department Update
3. Comprehensive Transportation Plan (CTP) Update
4. Pavement Management Program
5. Redondo Boardwalk Update
6. 2016 Work Program

MEETING:

1. Approval of Minutes from 7/02/2015 meeting: Unanimously approved.
2. Police Department Update: Chief George Delgado briefed the Committee on staffing issues in the PD through the end of September and let them know that one additional officer has been hired to fill the vacancy created from an officer retiring. The six new black/white PD SUV's are now in service and getting a good response to the new look of the vehicles. The Chief also presented an overview of the Executive Summary of the Ferguson Police Department of Justice Findings which included police practices, racial bias and public trust.
3. Comprehensive Transportation Plan (CTP) Update: Engineering Services Manager, Brandon Carver, went over the CTP Update summary that was included in the packet. He highlighted tables that dealt with Population and Employment Growth, Weekday Traffic Volumes; Recommended Network Improvements and Crash Analysis in addition to some policy confirmations. The CTP Update will be finalized later this year as an official Addendum to the 2009 CTP and brought forward to Council likely in early 2016.
4. Pavement Management Program: Associate Transportation Engineer, Andrew Merges, explained the City's goal is to maintain and preserve the integrity of the City's existing roadway surfaces through a combination of pavement rehabilitation measures such as

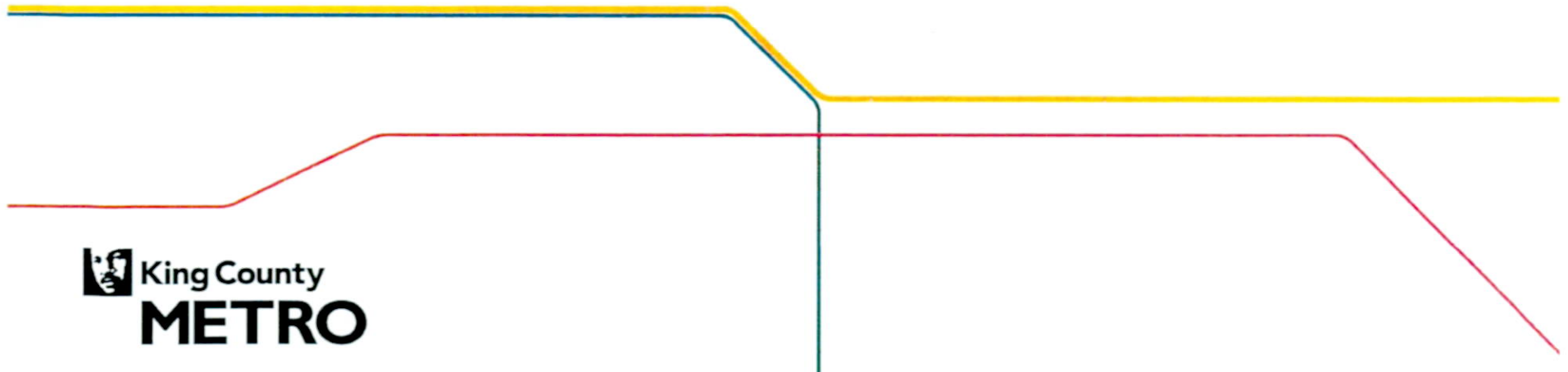
chip seals, micro-surfacing, patches and overlays. He went on to say that with proper maintenance, asphalt roadways can have a service life of up to 20-25 years. Without, service life can be dramatically reduced and require significantly more resources for rehabilitation or replacement. Steps to take in 2016 to include doing a Citywide pavement condition assessment and design/develop a 2017 Citywide asphalt overlay project for bid in late 2016.

5. Redondo Boardwalk Update: Associate Transportation Engineer, Andrew Merges, updated the Committee on the Redondo Boardwalk Repair project. It was indicated that the project is at 100% design and reviewed stained and textured concrete samples that will be used for the decking. Additionally, samples of the stainless steel railing and cap materials were shown. Funding is 99% secured with a TIB decision late November for a reaming grant request. Last, permitting is almost complete with the Corps of Engineers Nationwide Permit and Washington Fish and Wildlife HPA pending.
6. 2016 Work Program: Engineering Services Manager Brandon Carver went over the proposed Draft 2016 Work Program which lays out the 2016 PS&T meeting schedule and currently which items are scheduled for each meeting.

Minutes submitted by:
Peggy Volin
Administrative Assistant II

King County Metro Long Range Public Transportation Plan

Regional TAC
November 2015

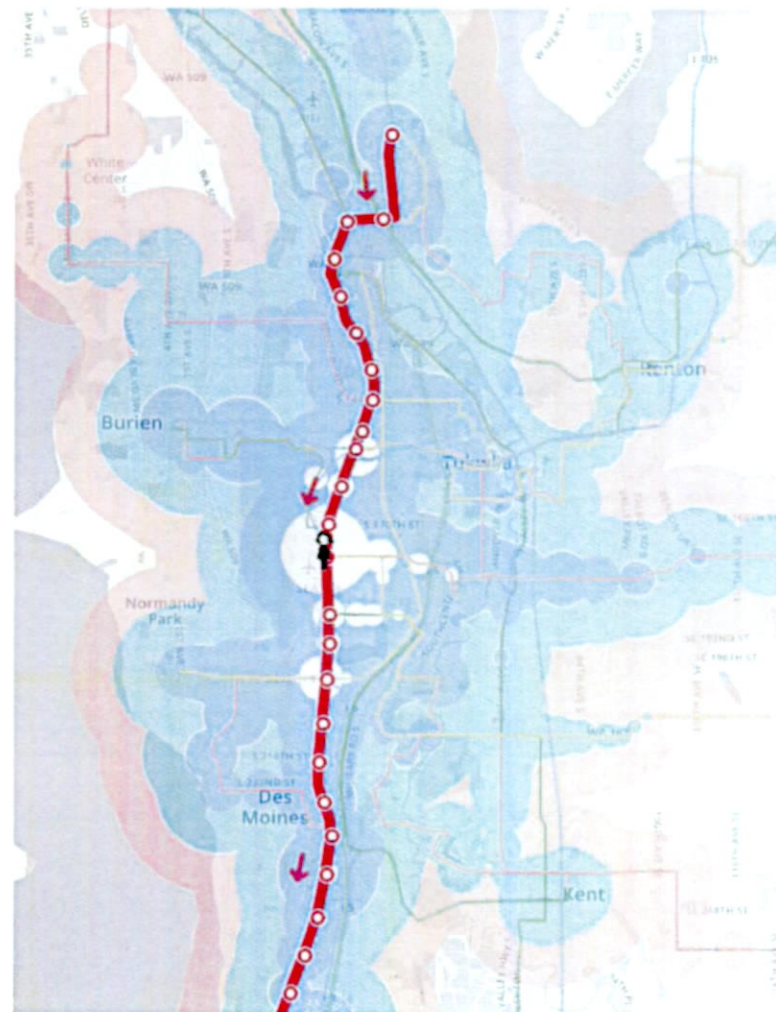


Coordinated Timeline

2015													2016											
Month	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
 Long-Range Transit Plan	 Long-Range Plan Public Launch				 Test Transit Service Concepts			 Draft Long Range Plan Development  Stakeholder Outreach					 Draft Long Range Plan					 Transmit Long Range Plan			 King County Budget			
  SOUND TRANSIT					 Public Outreach		 ST/KCM Coordinated Planning					 Public Outreach		 Potential ST 3 Campaign										
 Planning	 ST 3 Planning Begins				 Draft ST 3 Priority Project List	 ST 3 Final Candidate Project List							 Draft ST 3 System Plan					 Final ST 3 System Plan						

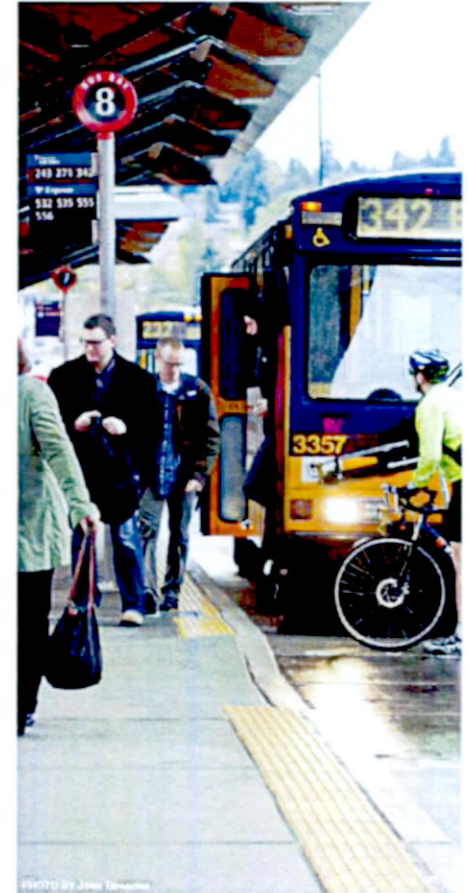
Opportunities to Engage

- Fall: Draft preliminary concept review
 - TAC network review Oct -Nov
 - Regional TAC meetings 11/17 Seatac, 11/19 Issaquah, 11/30 Bothell
 - COMMENTS DUE 12/11/15
 - Joint TAC/CAG meeting 12/3
- Winter/Spring: Draft Long Range Plan
- Spring: Public Outreach



Jurisdiction Feedback

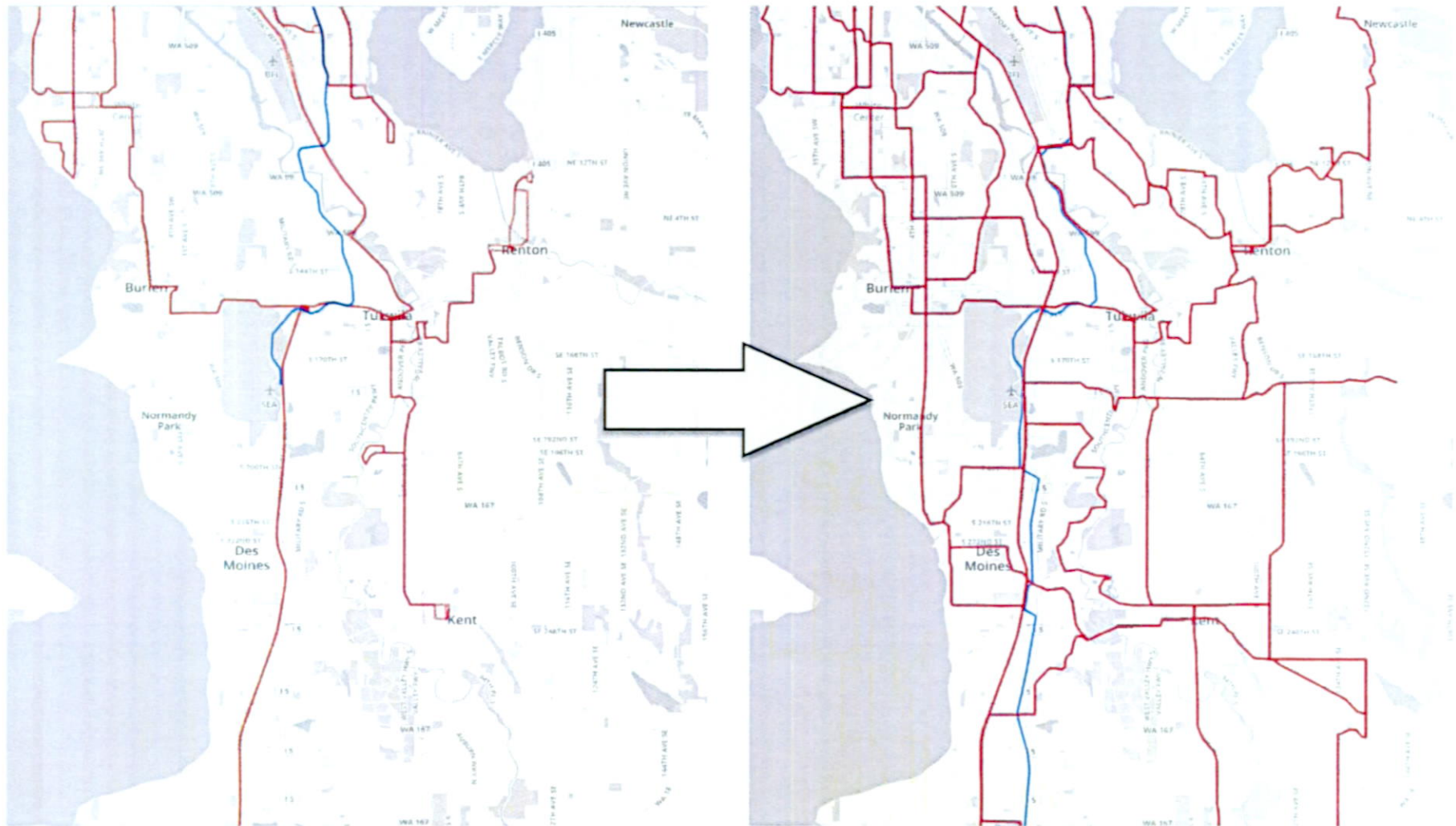
- Improve connections to centers and high capacity transit services
- Increase access to park-and-rides
- More investment in alternative services, for low density and hard-to-serve areas
- More east-west connectivity
- Frequent service key for areas with growth
- Express service from more rural cities



South County Feedback

- Improved connections to Eastside cities and HCT
- More east-west connectivity
- Better connections to Manufacturing/Industrial Centers
 - Interest in longer span of service
- Interest in Alternative Services for low density and hard-to-serve areas
- Express service from more rural cities

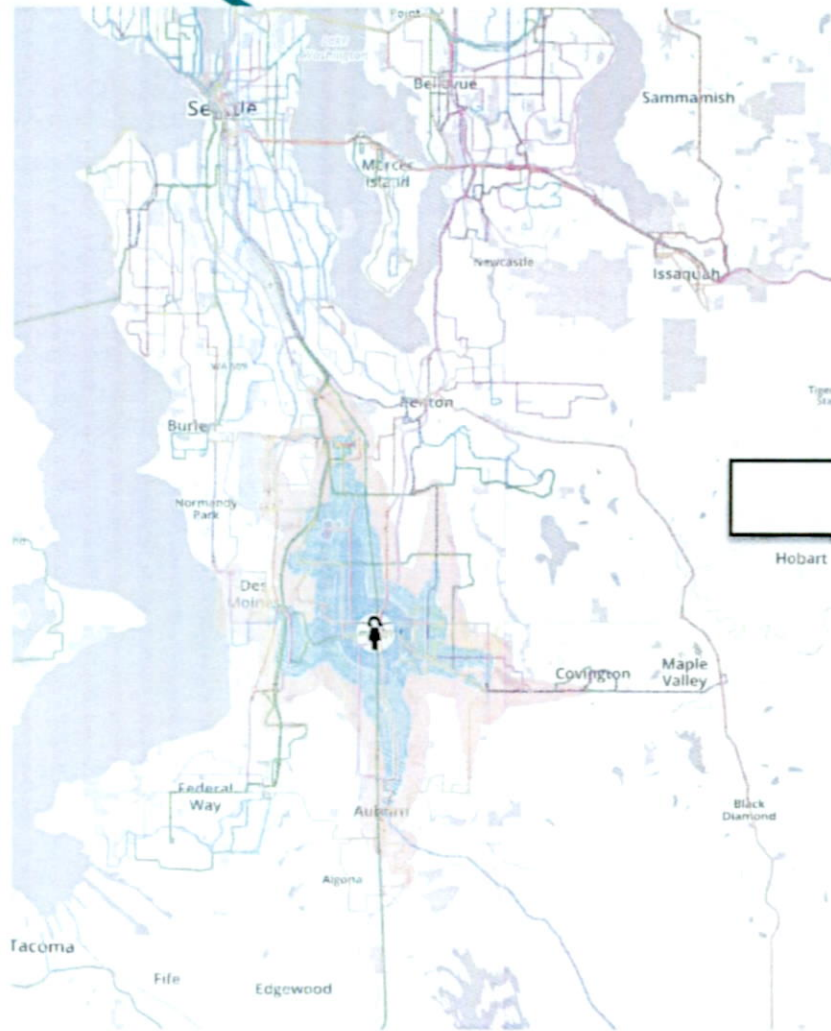
Expanded Frequent Service Network



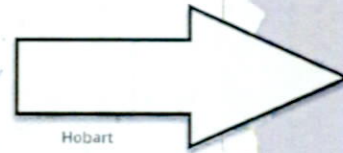
Current Frequent Service Network (includes Link Light Rail)

2040 Frequent Service Network (includes Link Light Rail)

Improved Access Via Transit – Kent

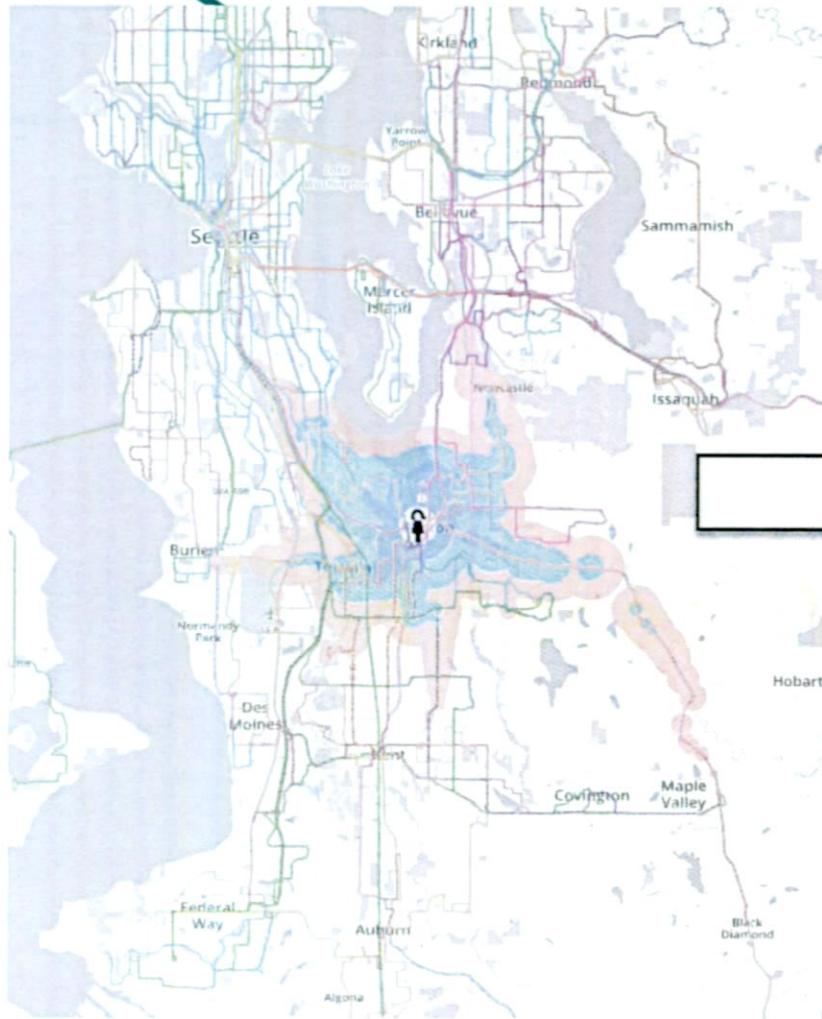


Transit travel range from Kent Town Square
at noon on current network

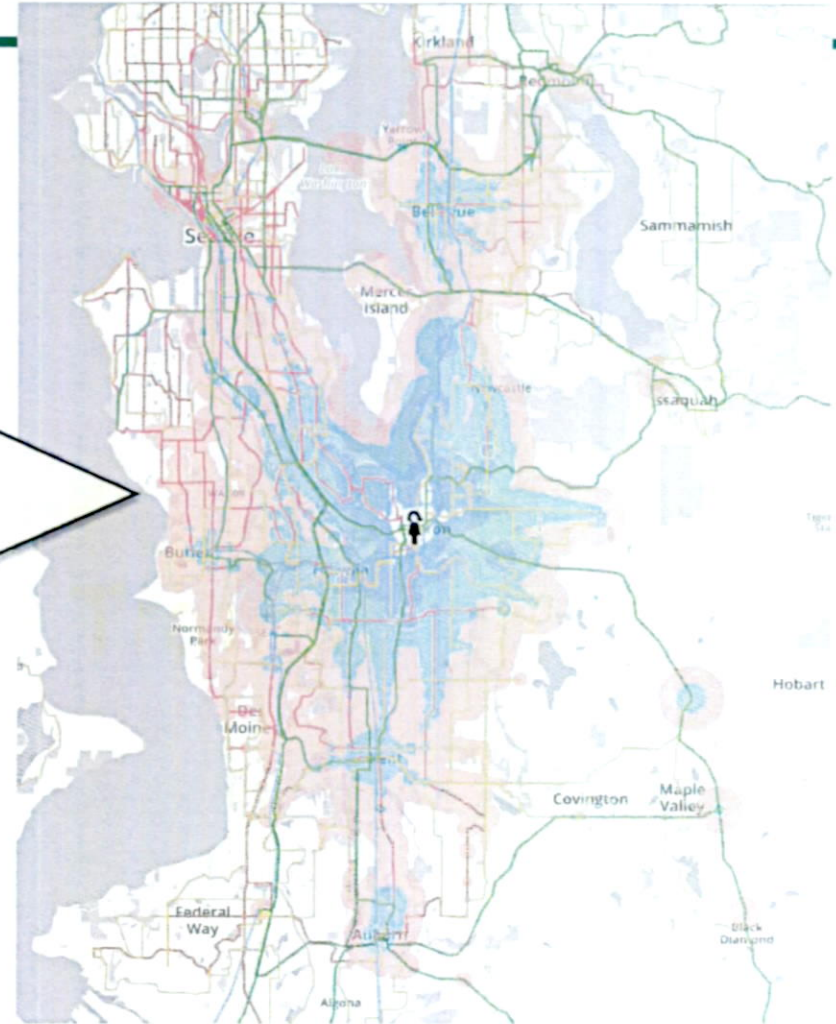


Transit travel range from Kent Town Square
at noon on 2040 network

Improved Access Via Transit – Renton

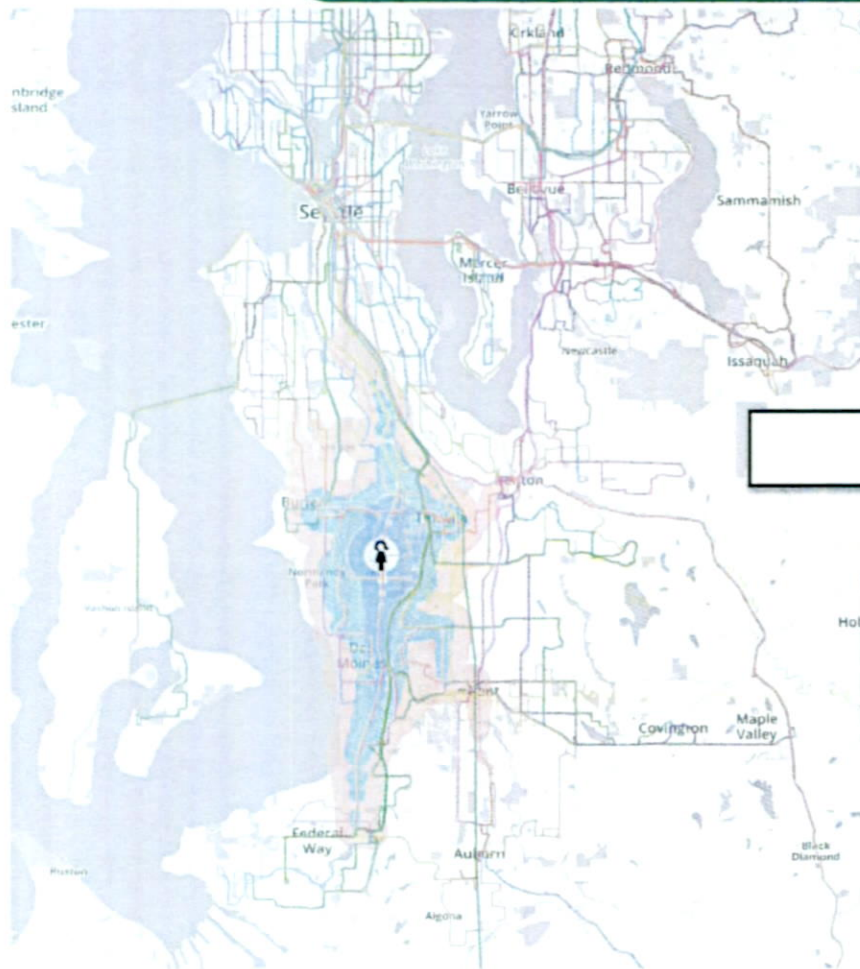


Transit travel range from Renton TC at noon
on current network



Transit travel range from Renton TC at noon
on 2040 network

Improved Access Via Transit – SeaTac

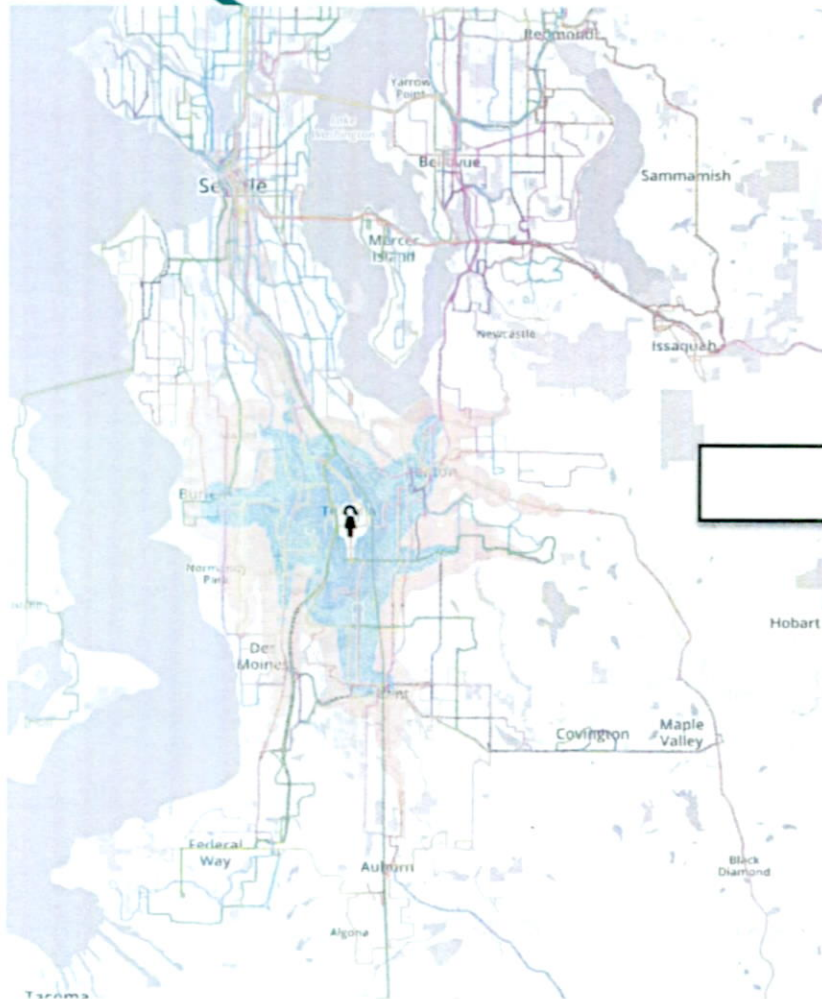


Transit travel range from SeaTac/Airport Station at noon on current network

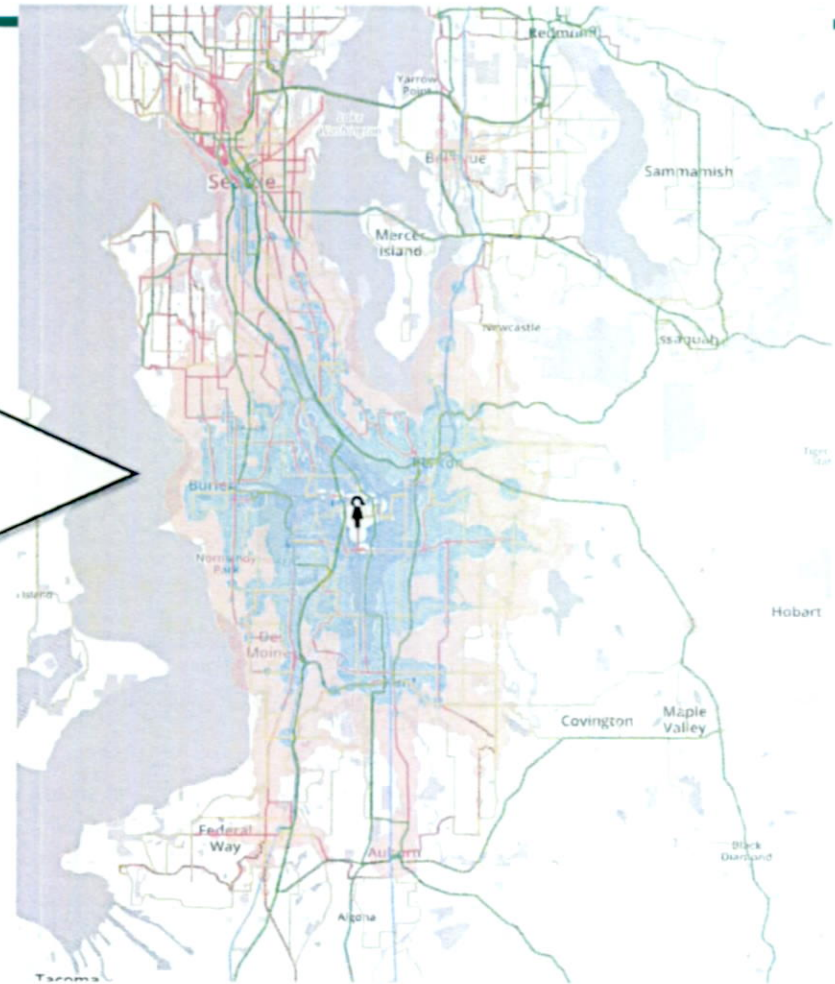


Transit travel range from SeaTac/Airport Station at noon on 2040 network 9

Improved Access Via Transit – Tukwila

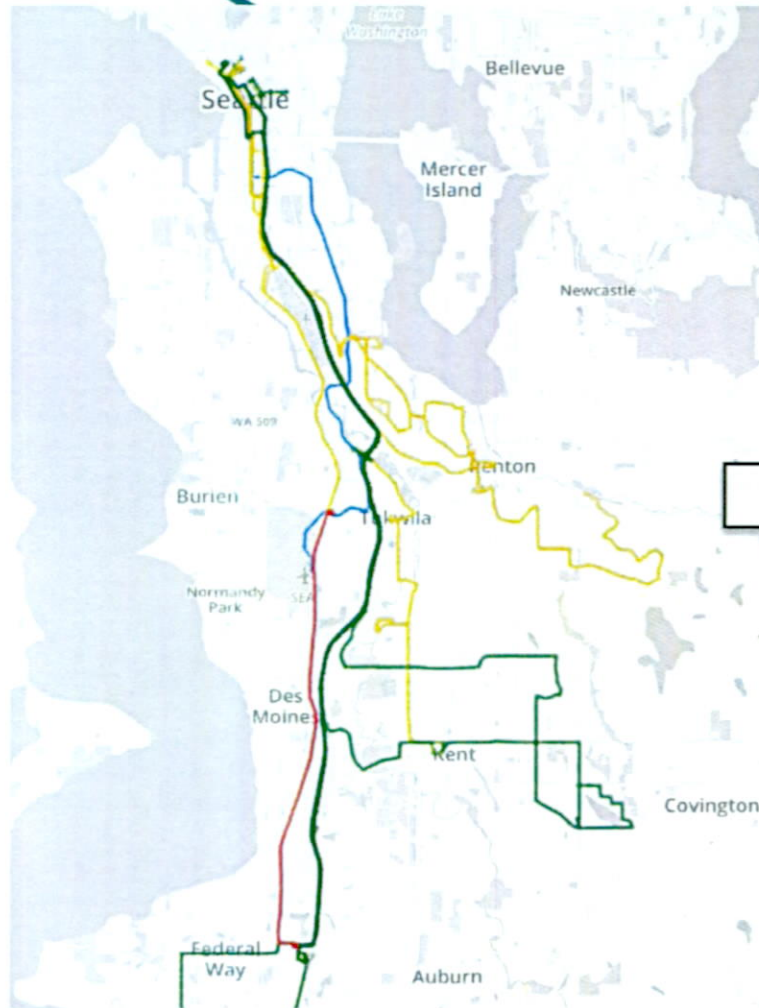


Transit travel range from Southcenter at noon on current network

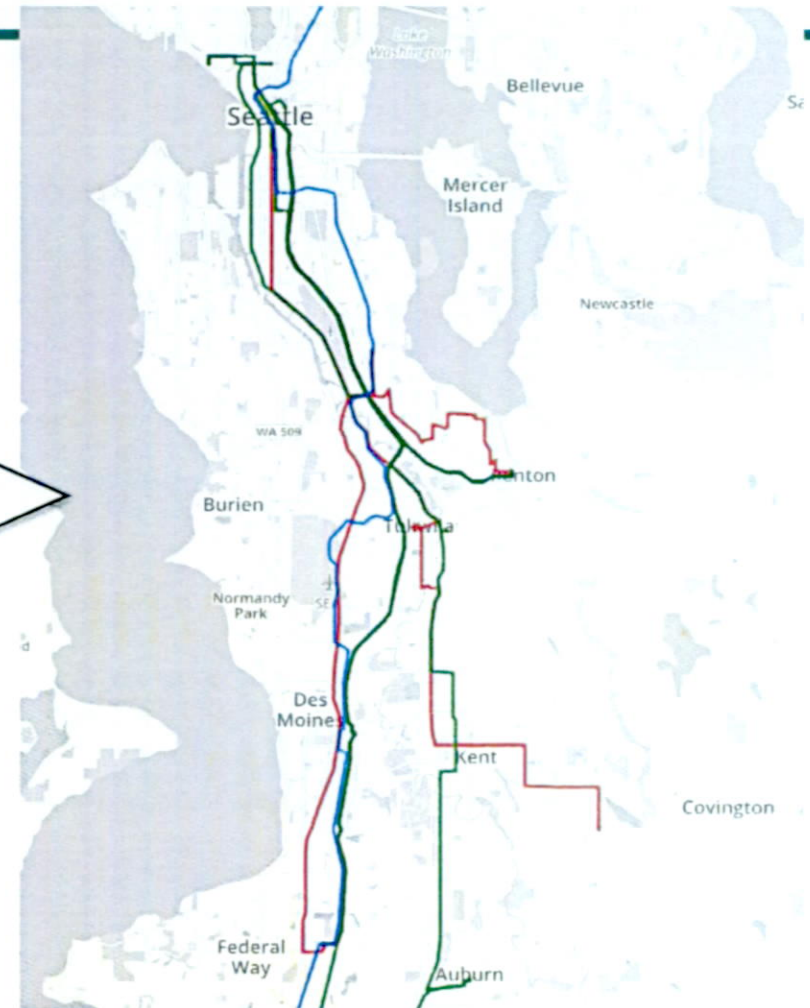


Transit travel range from Southcenter at noon on 2040 network

Link & Supporting Investments



South County – Downtown market currently served by a mix of local and express routes



Boeing Access Road Station will allow simpler, more efficient frequent and express service



Thank You!

- Long Range Public Transportation Plan <http://www.kcmetrovision.org/>

Staff Contacts:

Stephen Hunt – Project Manager, KC Metro

stephen.hunt@kingcounty.gov

206-477-5828

Tristan Cook – Community Relations, KC Metro

tristan.cook@kingcounty.gov

206-477-3842

Lisa Shafer – ST Coordination Lead, KC Metro

lisa.shafer@kingcounty.gov

206-477-5824

BENEFITS OF EXPANDING OUR TRAFFIC SAFETY PROGRAM TO INCLUDE RED LIGHT CAMERAS.

- Reduces vehicle collisions by changing driver behavior.
- Fewer collisions results in a decrease in injuries and fatalities.
- Reduces tax burden to communities for emergency services and other costs tied to every traffic collision.
- Allows the police department to provide uninterrupted traffic enforcement without assigning an officer to watch the intersection.
- Enables the department to provide 24/7 enforcement efforts to the particular intersection without added costs, providing a cost-savings to the community.

LOCAL JURISDICTIONS USING RED LIGHT CAMERAS

Kent
Renton
Federal Way
Sea-Tac

Further number of violations obtained from Federal Way and Sea-Tac based on likelihood of Red Light Cameras being installed in an intersection along the high traffic volume Pacific Hwy corridor.

Federal Way - 312th & PHS intersection (S/B approached only)

2013 - 2,232 Citations = 186 violations per month
2014 - 2,742 Citations = 228 violations per month
2015 (Jan-Oct) – 1,984 Citations = 198 violations a month

Sea-Tac – S 200 Street & PHS (N/B approach)

2013 – 1942 Citations = 161 violations per month
2014 – 2334 Citations = 194 violations per month

Additional Information from Sea-Tac:

- They experienced about a 50% drop in violations after three (3) years of their program at this intersection and the numbers are slowly climbing back up to the existing numbers.

2008 – 2375 Violations

2011 - 1244 Violations

2014 – 2334 Violations

- Most of these violations captured are the right turn on red

COSTS ASSOCIATED

Current Vendor for our ASE (Automated Speed Enforcement) or School Zone Cameras is American Traffic Solutions or ATS.

\$4750.00 per approach a Month = \$57,000 a Year

(This is our current price we are paying per approach for our School Zone Cameras)

ATS Covers Costs associated with installation of camera system

POTENTIAL REVENUE

Violation Fine Amount - \$136.00 *(Same as current violation is issued by an officer)*

\$136.00 x 175 Violations per Month (1 Approach) = \$23,800

(Using 175 as a Conservative Number)

\$23,800 x 12 Months = \$285,600 per Year

(This total amount reflects full payment per violation and does not take consideration of some fines being reduced)

\$285,600 subtract \$57,000 Yearly Cost to ATS = \$228,600 to cover administrative costs and remaining balance can be allocated for other designated funding.

OTHER CONSIDERATIONS

- Prior to proceeding, actual intersection surveys would need to be conducted to determine the feasibility of the installation of Red Light Cameras. ATS is willing to assist the City in these site surveys.

- The police department would experience a 40 % increase per in time for current allocated staff to process the violations and to complete the manual data entry into our Records Management System. This increase would be during the 10 months our current School Zone Cameras are in operation. *(This 40% increase is for one (1) approach only)*
- The court would also see an increase in contested hearings therefore be requesting the court clerk position be reinstated to a full time position.
- Current engineering staff would need to allocate some additional time to confirm the traffic signal yellow time settings, review accident history and trends, and assist in completing intersection site surveys.
- Current agreement with ATS on our ASE Program expires November 2016 which may be automatically extended for two additional five (5) year periods. If City chooses to expand our Photo Enforcement Program they will require we extend for an additional five (5) years which would take our contractual agreement through 2021.
- Many local Cities have discontinued using Red Light Cameras due to citizen objection especially the controversial right turn on red violations.
 - Redmond
 - Auburn
- If considered, Staff would recommend only one location as a pilot program to confirm driver behavior's have changed and covers the operating cost of the red light camera program.

City of Des Moines Comments on:

King County Metro Long Range Public Transportation Plan

#1. Underserved areas: It is desirable to serve the most intense residential development (Multi family, Pacific Ridge Residential) and Commercial/Non residential areas with what might be considered as a “base” level of fixed route service (minimum bi-directional, ½ service frequencies weekdays, evenings, Saturdays and Sundays). Service levels on the A line (15 minutes all day, everyday) should be maintained. Service levels on Route 166 and 156 are minimal and should be improved in the evenings and on weekends. There is a lack of base service for multifamily development along the Kent Des Moines Road (SR516).

#2 Poorly served areas: There are single family neighborhoods along Marine View Drive - Woodmont Avenue/16th Avenue S to Redondo Park and Ride that would benefit by public transportation service. Redondo is a remote area of the city that we understand is difficult to serve, but perhaps there are some alternative service concepts that might be applied (demand –response).

#3 Connections:

- Restore 2012 service reductions (Council positions and policies refers to cuts made all the back to the year 2000.
- Provide frequent feeder bus service (all day, 2 way base service) from the City’s “Marina District Neighborhood” (the downtown CBD) to the Link light rail stations @ S. 200th St and Highline College.
- Plan for additional near term bus service and routes along 24th/28th between South 216th and South 200th Street. This joint corridor improvement project by the City of Des Moines and the City of SeaTac will be complete in early 2017. The FAA regional headquarters will be complete and operational mid 2017 with approximately 1,600 new jobs. In addition the balance of the Des Moines Creek Business Park will be complete near the end of 2017 with close to 1 million square feet of light industrial, manufacturing, logistics, and office space, with an additional 1,500 employees.
- More and better east west connections that provide access to the transit backbone of Rapid Ride A-Line and Sound Transit Link light rail.
- Retain Rapid ride service linking future LRT stations along the alignment
- Provide/continue Dial-a-Ride service to the citizens of Des Moines
- Continue to fund the Access transit program
- Continue to fund the Senior Services Des Moines/Normandy Park Shuttle

#4. Barriers: There are barriers (lack of sidewalks) along Kent-Des Moines Road (SR516). The city would appreciate designation of this as a future transit corridor as the City works to seek funding to develop this corridor as a complete street.

General Policy Issues:

- A. Transit schedule maintenance hours: road diets and congestion pricing will or are having impacts on roadway capacity and transit delay. It is suggested that KC Metro evaluate the

impacts of additional delay in its modeling effort. Capacity reductions (road diets) on major transit corridors might increase transit delay and require more service hours to maintain schedules. Combined with tolling of roadways (i.e., SR520 and SR99), congestion and transit delay on adjoining arterial and freeway corridors will intensify and should be a consideration in the Long Range Plan modeling. The impacts on schedule maintenance hours is likely to be a significant factor for fixed route transit and the ability to maintain and/or expand services. Consideration needs to be given as to the impacts of such improvements and whether or not these are system-wide or area based costs.

- B. Prioritize investments in service frequency over coverage.

CITY OF DES MOINES

CITY OF DES MOINES

CITY OF SEATAC

CITY OF KENT

SR 509
FREEWAY EXTENSION
I 5 / SR 516 INTERCHANGE
ALTERNATIVE #2



SOUTH 240TH STREET

SOUTH 236TH STREET

SR 99

SR 516

SR 99

I-5

SR 516

MILITARY ROAD SOUTH

SOUTH 231ST WAY

Excerpt from Draft 2016 Intergovernmental Policies and Positions

C. Metropolitan King County Intergovernmental Positions

1. The City supports continued King County funding of regional human service needs from current or future county revenues. Des Moines should remain a provider of local human services.
2. Any King County budget or service reductions should treat residents of incorporated and unincorporated areas equally.
3. King County Metro should provide the following transit services to Des Moines residents:
 - a. Existing routes.
 - b. Metro should restore service lost to cutbacks since 2000.
 - c. Provide looped service to the Woodmont and Redondo areas of Des Moines.
 - d. Provide Dial-a-Ride service to the citizens of Des Moines.
 - e. Continue to fund the Access transit program.
 - f. Continue to fund the Senior Services Des Moines/Normandy Park Shuttle.
4. If the legislature authorizes King County to councilmanically enact a revenue stream to fund transit, the Metro should restore and enhance services in Des Moines.
5. The City supports development of the Lake to Sound Trail System in south King County.
6. The City will participate in the WRIA 9 water quality improvement process. Any changes in or new sources of revenue from Des Moines residents to support projects should be subject to City Council review and authorization.
7. The City of Des Moines supports other suburban cities in their negotiations to have King County fund infrastructure improvements in unincorporated area prior to annexation. New unincorporated developments should provide urban level improvements such as adequate right-of-way, curb, gutter, underground utilities, etc.
8. King County should respect previous agreements regarding regional governance.