

PS&T COMMITTEE AGENDA

February 4, 2016 - North Conference Room
21630 11th Avenue South – Des Moines 98198

5:30P – 6:50P

1. Selection of Committee Chair/Co-chair
2. Approval of minutes from the 12/03/2015 meeting
3. 2016 Work Program
(Discussion Item – 10 min)
Staff will seek confirmation from the Committee on 2016 Work Program.
4. Red Light Camera Photo Enforcement Update
(Discussion Item – 10 min)
Staff will brief the Committee on the ATS Site Location Report and the Site Justification requirement for State Routes.
5. CTP & Traffic Impact Fee Update
(Informational Item – 10 Min)
Staff will brief the Committee on the CTP Update Addendum and the Draft Traffic Impact Fee update study.
6. CIP Project Updates & Transportation Grant Requests for 2016
(Informational Item – 10 min)
Staff will provide a status on the current CIP projects and anticipated grant applications for 2016.
7. SR-509 Update
(Informational Item – 10 min)
Staff will brief the Committee on the SR 509 aspects of the Puget Sound Gateway Project, and current issues and topics being discussed with the SR 509 steering committee.

8. Sound Transit Update

(Informational Item – 10 min)

Staff will brief the committee on the coordination efforts with Sound Transit on the Preliminary engineering phase of the FWLE through Pacific Ridge.

9. Des Moines/Kent Midway Area Issues

(Informational Item – 10 min)

Staff will brief the committee on the coordination efforts with the City of Kent and Highline College on the development efforts around the station area and 236th Lane (Highline Blvd).

10. Marine View Drive Bridge Update

(Informational Item – 5 min)

Staff will update the Committee on the status of the MVD Bridge strut cap inspection performed by WSDOT as well as the associated Des Moines Creek Trail closure.

Draft Des Moines City Council PS&T Committee Minutes – 12/03/2015

Meeting called to order: 6:00 PM on December 3, 2015, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members

Vic Pennington - Chair
Dave Kaplan
Luisa Bangs - Excused

Other City Staff

Tony Piasecki – City Manager
Dan Brewer – Planning, Building & PW Director
Brandon Carver – Engineering Services Manager
Denise Lathrop – Community Dev Manager
Jennefer Johnson – Court Administrator
George Delgado – Police Chief
Bob Bohl, PD Commander
Peggy Volin – Administrative Asst II

AGENDA:

1. Approval of Minutes from 11/05/2015 meeting
2. King County Metro Long Range Public Transportation Plan
3. Automated Red Light Photo Enforcement

MEETING:

1. Approval of Minutes from 11/05/2015 meeting: Unanimously approved.
2. King County Metro Long Range Public Transportation Plan: Mayor Dave Kaplan attended a Technical Advisory Committee (TAC) meeting held on November 15, 2015 that discussed King County Metro's Long Range Public Transportation Plan. The City of Des Moines was asked to provide written comments back to Metro Transit by December 11, 2015. Engineering Services Manager, Brandon Carver handed out the draft response which addressed four areas of concerns: underserved areas; poorly served areas; connections; and barriers. Staff was directed to take the draft comments to the Council meeting of December 10, 2015.
3. Automated Red Light Photo Enforcement: PD Commander, Bob Bohl informed the Committee of the benefits of expanding Des Moines Traffic Safety Program to include red light cameras. He stated the cities of Kent, Renton, Federal Way and SeaTac are currently using them and outlined some of what these other local jurisdictions have found:
 - Reduce 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 to the particular intersection without added costs

Bob explained if this program is considered for Des Moines, staff would recommend only one location as a pilot program to confirm driver behaviors have changed and covers the operating cost of the red light camera program. Currently, the City's vendor was studying potential locations and the PD would follow-up with the results at the next Committee meeting.

Minutes submitted by:
Peggy Volin
Administrative Assistant II

2016 PS&T Committee Draft Work Program

January 7, 2016

No meeting

February 4, 2016

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

March 3, 2016

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

April 7, 2016

Sound Transit Update
SR-509 Update
Draft Transportation Improvement Plan (TIP)
Low Impact Development Standards
Public Disclosure and PD Administration Update

May 5, 2016

Transportation Improvement Plan (TIP)
CIP Project Updates
Impact Fee Deferral Program
ADA Transition Plan

June 2, 2016

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

July 7, 2016

2017-2022 Transportation CIP Budget
Low Impact Development Standards
Police Operations Division

August 4, 2016

Sound Transit Update
SR-509 Update
CIP Project Updates
Low Impact Development Standards

September 1, 2016

2017-2022 Transportation CIP Budget
CIP Project Updates
Low Impact Development Standards

October 6, 2016

PD Investigations Update

November 3, 2016

CIP Project Updates

December 1, 2016

Draft 2017 PS&T Work Plan

Des Moines, WA

* WA = States that Require Justification Reports (JRs) - state roads only

for all review_date dates;

Direction	Street	Cross Street	Predicted Violations after Maturity	Internally Approved	Product Type	*	Conditions and Options
1 NB	16th Ave S ←↑→	S 240th St		Yes	RL	3.0	N/A; SR391 SP4; 1x;
2 SB	16th Ave S ←↑→	S 240th St	4.8	No	RL	3.0	N/A; SR391 SP4; 1x;
3 EB	S 240th St ←↑→	16th Ave S	1.8	No	RL	3.0	N/A; SR391 SP4; 1x;
4 WB	S 240th St ←↑→	16th Ave S	1.8	No	RL	3.0	N/A; SR391 SP4; 1x;
5 NB	16th Ave S ←↑→	S 272nd St	3.8	No	RL	3.0	N/A; SR391 SP4; 1x;
6 SB	16th Ave S ←↑→	S 272nd St	3.7	No	RL	3.0	Jurisdiction; SR391 SP4; 1x;
7 EB	S 272nd St ←↑→	16th Ave S	3.7	No	RL	3.0	N/A; SR391 SP4; 1x;
8 WB	S 272nd St ←↑→	16th Ave S	4.1	Yes	RL	3.0	N/A; SR391 SP4; 1x;
9 EB	S 216th St ↑↑→	20th Ave S *	4.8	Yes	RL	3.0	N/A; SR391 SP4; 1x;
10 WB	S 216th St ←↑↑	24th Ave S *	4.3	Yes	RL	3.0	N/A; Leg; 1x;
11 NB	Marine View Dr/SR 509 ↑↑→	7th Ave S/7th Pl S *	4.3	Yes	RL	3.0	N/A; SR391 SP4; 1x;
12 SB	Marine View Dr/SR 509 ←↑↑	7th Ave S/7th Pl S *	6.0	Yes	RL	3.0	N/A; SR391 SP4; 1x;
			6.2	Yes	RL	3.0	N/A; SR391 SP4; 1x;

Des Moines, WA

for all review_date dates;

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Direction	Street	Cross Street	Predicted Violations after Maturity	Internally Approved	Product Type	*	Conditions and Options
13 NB	Marine View Dr/SR 509 ← ↑ →	S 227th St *		No	RL		N/A;
14 SB	Marine View Dr/SR 509 ← ↑ →	S 227th St *	4.0	No	RL	3.0	SR391 SP4; 1x;
15 EB	S 227th St ← ↑ →	Marine View Dr/SR 509 *	3.8	Yes	RL	3.0	Major tree trim;
			8.0		RL	3.0	SR391 SP4; 1x;
16 NB	Pacific Hwy S/International Blvd/SR 99	S 216th St *		Not Constructable	RL		Major tree trim;
17 SB	Pacific Hwy S/International Blvd/SR 99 ← ↑ →	S 216th St *	6.2	Yes	RL	3.0	N/A;
			6.4		RL	3.0	SR391 SP4; 1x;
18 EB	S 216th St ← ↑ →	Pacific Hwy S/International Blvd/SR 99 *	5.5	Yes	RL	3.0	Leg: 1x;
					RL	3.0	N/A;
					RL	3.0	SR391 SP4; 1x;
19 SB	Pacific Hwy S/International Blvd/SR 99 ← ↑ →	S 224th St *	6.2	Yes	RL	3.0	N/A;
					RL	3.0	SR391 SP4; 1x;

Des Moines, WA

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Direction	Street	Cross Street	Overall Comments
1 NB	16th Ave S	S 240th St	install past driveway on shoulder, rear radar in range
2 SB	16th Ave S	S 240th St	rear radar in range
3 EB	S 240th St	16th Ave S	overhead wires, rear radar in range
4 WB	S 240th St	16th Ave S	split stop bar w/diff of 26', rear radar in range, tree trim needed
5 NB	16th Ave S	S 272nd St	tree trim probably needed, rear radar in range, camera location appears to be outside of city limits, check jurisdiction
6 SB	16th Ave S	S 272nd St	overhead wires, rear radar in range
7 EB	S 272nd St	16th Ave S	rear radar in range, possible tree trim
8 WB	S 272nd St	16th Ave S	overhead wires, watch for electric box near camera pole location, rear radar in range
9 EB	S 216th St	20th Ave S *	pole & street lamp @ 86' back from stop bar, place camera before street lamp, recommend using legacy near min distance because of light pole
10 WB	S 216th St	24th Ave S *	rear radar in range
11 NB	Marine View Dr/SR 509	7th Ave S/7th Pl S *	place rear radar near min distance before driveway, watch for reflective sign, rear radar in range
12 SB	Marine View Dr/SR 509	7th Ave S/7th Pl S *	rear radar in range, split stop bar w/diff of 20', possible tree trim
13 NB	Marine View Dr/SR 509	S 227th St *	install in front of light pole near min distance for rear radar, may need additional pole protection, rear radar in range
14 SB	Marine View Dr/SR 509	S 227th St *	rear radar in range, major tree trim needed
15 EB	S 227th St	Marine View Dr/SR 509 *	speed limit not confirmed, rear radar in range
16 NB	Pacific Hwy S/International Blvd/SR 99	S 216th St *	rear utility boxes, limited pole placement because of driveways & tree, do not recommend
17 SB	Pacific Hwy S/International Blvd/SR 99	S 216th St *	driveway in the way of using rear radar for all 4 lanes, recommend additional pole protection because of gas station, option 1: monitor lanes 2-4 with rear radar, option 2: monitor all lanes with legacy near min distance,
18 EB	S 216th St	Pacific Hwy S/International Blvd/SR 99 *	possible tree trim needed, rear radar in range
19 SB	Pacific Hwy S/International Blvd/SR 99	S 224th St *	rear radar in range, split stop bar w/diff of 16',



TRANSPORTATION GATEWAY PROJECT S 216TH STREET, SEGMENT 1-A FEBRUARY, 2016 PROJECT UPDATE

Project Status

- S 216th St Segment 1-A (24th Avenue S to SR99)

The City council authorized award of construction and construction engineering contracts that will complete the project as designed. A preconstruction meeting has been scheduled and the City expects to give notice to proceed in early March, 2016 with construction expected to begin mid-March lasting over a 9 month period depending upon weather conditions. Public notices are being sent to neighboring residents, businesses and property owners. The City's will be making one on one contacts with business owners to address and mitigate construction impacts of the project.

Next Steps

All right of way has been acquired and funds have been obligated for construction of the improvements. A preconstruction meeting has been scheduled for February 25, 2016. This project should be substantially complete in 2016.



Unimproved S 216th St looking west from SR99 (Pac Highway)



REDONDO BOARDWALK REPAIR PROJECT FEBRUARY 2016 PROJECT UPDATE

Project Status

Milestones

- Project Design and Permitting Complete
- Project Advertisement for Bid – January 11th, 2016
- Project Bid Opening February 1st, 2016

Project Financing Strategy

General

- Federal Highway Administration (FHWA) - CN Funds Obligated
- WA Department of Commerce Direct Appropriation – Contract Executed
- Transportation Improvement Board (TIB) – Approval for Advertisement

Next Steps

General

- Review Bid Proposals and Determine Responsive Low Bid
- Obtain Approval to Award from WSDOT/FHWA and TIB
- Execute Construction and Consultant Services Contracts
- Begin Construction!





REDONDO BOARDWALK

What has been Completed?

- Secured Project Funding
- Completed Engineering Design
- Completed Federal/State/Local Permitting

PROJECT FUNDING
\$4,700,710

How will the boardwalk be built?

- Concrete deck with wood stamp finish
- Stainless steel cable railing
- Low level deck surface illumination
- Existing pile encapsulation
- S. 287th Street & Redondo Beach Drive raised intersection/pedestrian safety



CONCRETE COLOR: CHESTNUT



City
\$497,445
Secured

TIB
\$360,000
Secured

Washington
State Capital
Appropriation
\$1,455,000
Secured

Federal
\$2,388,265
Secured

DESIGN

PERMITTING

CONSTRUCTION

OPEN TO
PUBLIC

FALL 2015 ————— WINTER 2015/2016 ————— SUMMER 2016

PROJECT UPDATE

For more information contact:

Andrew Merges at: amerges@desmoineswa.gov or (206) 870-6568





SOUTH 268TH STREET SIDEWALK IMPROVEMENTS FEBRUARY 2016 PROJECT UPDATE

Project Status

- Met with Parametrix to kick off the design of the project
 - Approx. 1200' new sidewalk along north & south sides of 268th St.
 - Fill existing open ditches and provide new drainage
 - New crosswalk, ADA curb ramps, driver feedback sign
- Consultant working on the preliminary design
- Utility coordination meeting set for February 3, 2015

Financial Strategy

- WSDOT obligated PE funds under Safe Routes to School on 12/3/15
 - \$431,000 Safe Routes to School grant amount
 - \$149,000 Local Funds

Next Steps

- City and consultant complete design (preliminary and final)
- Prepare environmental documents for permitting
 - NEPA (Federal)
 - SEPA (Local)
- Open house in March
- Anticipate advertisement for bids in May



FUTURE STREET NETWORK OPERATIONS

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

RECOMMENDED STREET NETWORK FOR DES MOINES

New Street Improvements

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

TABLE 4-5. BASELINE RECOMMENDED NETWORK IMPROVEMENTS

Project Type	Location	Project Description
Streets		
Arterial Widening Projects		
South 216th Street	Marine View Drive to Interstate 5	Widen to three lanes west of 19th Avenue South, to five lanes east of 19th Avenue South. Add bicycle lane, sidewalks and landscaping. Add signals and intersection improvements as warranted by development. See South 216th Corridor Study (March 2009).
24th Avenue South	South 208th Street to South 216th Street	Widen to five lanes with bicycle lane, sidewalks and landscaping. COMPLETED
24th Avenue South	South 216th Street to Kent-Des Moines Road	Widen to three lanes with bicycle lanes, sidewalks and landscaping. See 24th Avenue South Corridor Study (June 2009).
16th Avenue South	Kent-Des Moines Road to South 260th Street	Widen to three lanes with bicycle lanes, sidewalks and landscaping.
Kent-Des Moines Road	Marine View Drive to Pacific Highway South (SR 99)	Widen to three lanes west of 24th Avenue South and to five lanes east to Pacific Highway South with bicycle lanes, sidewalks and landscaping.
South 236th Lane	Highline College to Pacific Highway South	Widen to three lanes with bicycle lanes, sidewalks and landscaping.
Roadway Connections		
16th Avenue South	South 216th Street to South 220th Street	Two-lane roadway connection – collector arterial. See Highest and Best Use Analysis of Historic SR 509 Corridor Study (March 2009).*
16th Avenue South	South 276th Street to Pacific Highway South (SR 99)	Two-lane roadway connection/re-alignment – principal arterial.
20th Avenue South	South 242nd Street to South 244th Street	Two-lane roadway connection – neighborhood collector.



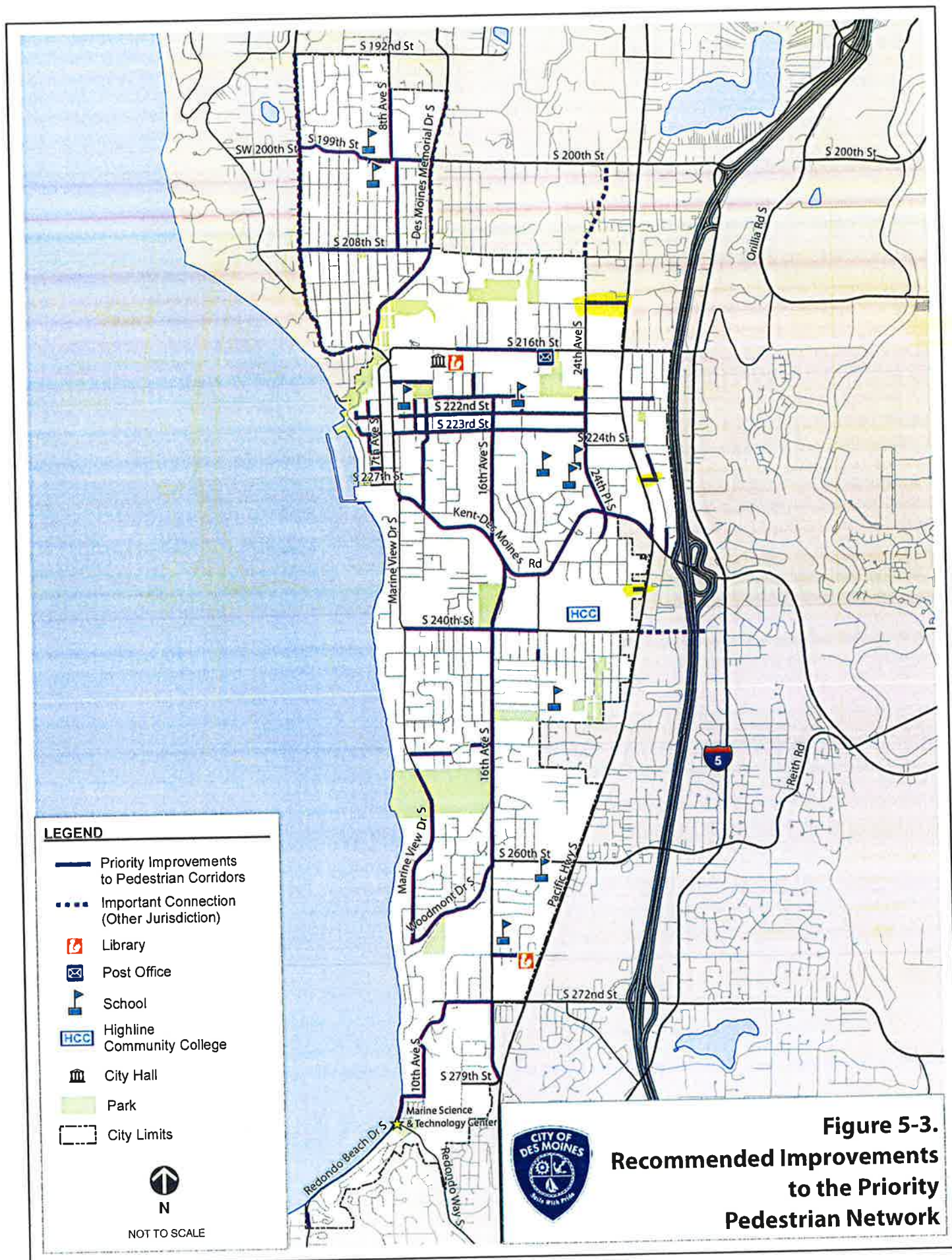


24th/28th Avenue South (SeaTac)	South 200th Street (SeaTac) to South 208th Street	Create a 4-lane to 5-lane connection to SeaTac. Coordinate with City of SeaTac and WSDOT as part of SR-509 project.
South 212 th Street	24 th Avenue South to SR-99	Create a 3-lane connection to SR-99 to serve adjacent industrial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

RECOMMENDED FUNCTIONAL CLASSIFICATION

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

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



Transportation Impact Fees

Transportation Impact Fee (TIF) base rate per new PM peak hour trip according to the ITE manual and the Des Moines Municipal Code Section 12.40

Year	TIF	Construction cost index	Adjusted TIF	% TIF assessed	Actual TIF base rate*
2003	\$ 2,615.00				
2004	\$ 2,615.00	3.2% +	\$ 2,698.68		
2005	\$ 2,698.68	3.2% +	\$ 2,785.04	70%	\$ 1,949.53
2006	\$ 2,785.04	3.5% +	\$ 2,882.51	80%	\$ 2,306.01
2007	\$ 2,882.51	2.1% +	\$ 2,943.04	90%	\$ 2,648.75
2008	\$ 2,943.04	0.1%-	\$ 2,940.11	100%	\$ 2,940.11
2009	\$ 2,940.11	1.1% +	\$ 2,972.45	100%	\$ 2,972.45
2010 Jan	\$ 2,972.45		\$ 2,972.45	50%	\$ 2,972.45
2010 Feb	\$ 5,000.00		\$ 5,000.00	50%	\$ 2,500.00
2010 Mar	\$ 5,000.00	0.8%-	\$ 4,960.00	50%	\$ 2,480.00
2011 Jan	\$ 5,000.00		\$ 4,960.00	50%	\$ 2,480.00
2011 Mar	\$ 4,960.00	1%+	\$ 5,009.60	50%	\$ 2,504.80
2012 Jan	\$ 5,009.60		\$ 5,009.60	55%	\$ 2,755.28
2012 Mar	\$ 5,009.60	3.6%+	\$ 5,189.95	55%	\$ 2,854.47
2013 Jan	\$ 5,189.95		\$ 5,189.95	55%	\$ 2,854.47
2013 Mar	\$ 5,189.95	4.1%+	\$ 5,402.74	55%	\$ 2,971.51
2014 Jan	\$ 5,402.74		\$ 5,402.74	55%	\$ 2,971.51
2014 Mar	\$ 5,402.74	7.5%+	\$ 5,807.94	55%	\$ 3,194.37
2015 Jan	\$ 5,807.94		\$ 5,807.94	70%	\$ 4,065.56
2015 Mar	\$ 5,807.94	2.6%+	\$ 5,958.94	70%	\$ 4,171.26
2016 Jan	\$ 5,958.94		\$ 5,958.94	85%	\$ 5,065.10
2016 Mar				85%	\$ -
2017 Jan				100%	\$ -

Transportation impact fees were not collected until July 2005. In January 2010 Ord 1476 was passed setting the transportation impact fee to \$5000 per new PM peak hour trip with a phase in schedule starting at 50% of the base rate. The phase in schedule was subsequently amended in November of 2011 under Ord 1524, again in November 2012 under Ord 1553, and again in December 2013 under Ord 1588. The increase will be implemented in steps, beginning at 50% through 2011 and increased per the above schedule until 2017 when the full impact fee is charged.

Transportation impact fees are adjusted annually based on the construction cost index for the Seattle area as reported in the March issue of the Engineering News Record.

ENR builds the index using: 200 hours of common labor at the 20-city average of common labor rates, plus 25 cwt of standard structural steel shapes at the mill price prior to 1996 and the fabricated 20-city price from 1996, plus 1.128 tons of portland cement at the 20-city price, plus 1,088 board-ft of 2x4 lumber at the 20-city price.

* Refer to TIF Rate Study and Fee Schedule for calculated fees.

TIF Differences

The reasons it's different between the 2009 report and 2015 report are described below.

- The first table shows the final values used for eligible costs, as well as the growth in trips, between the 2 reports. As summarized, while the total cost and trip growth for 2015 is lower, it results in a higher trip rate cost. A few projects were removed from the previous list due to completion, while the construction balance from the Pacific Highway project (\$212k) was added to the list.

Table 1	2009 Report	2015 Report
Impact Fee Eligible Costs	\$59.3 M	\$48.50
Trip Growth	9751	7603
\$/ Trip	\$ 6,088.08	\$ 6,376.33

The reason the Cost per trip increases by approximately \$300 is:

1. Different land use assumptions
2. ITE Trip Generation Rate Change
3. Different SF and MF ratio assumption between 2009 and 2015 Reports

Land Use Assumptions:

This difference in trip growth is approximately 2,100 less trips in 2015 because of land use assumptions (see tables below): the total increase in Households and Employment is anticipated to be less with the new 2015 CTP update assumptions.

2009 CTP Table 2-2

Year	HH	EMP	Total
2006	10856	4820	15676
2030	17192	11236	28428
Increase	6336	6416	12752
% Increase	58%	133%	81%

- Edits were made to Table 2-2 during the TMP update, and not only did the horizon year see a drop in projected HouseHolds, but the horizon year also changed from 2030 to 2035. The "Updated" Table 2-2 is shown, with the annual growth projection for 2015 Land Use.

2015 CTP Table 2-2

Year	HH	EMP	Total
2006	10856	4820	15676
2015	12279	6289	18568
2035	16145	11360	27505
Increase	3866	5071	8937
% Increase	31%	81%	48%

- Another area that contributed to a higher Impact Fee was in updating the ITE codes for trip generation. The 2009 report lumped all of the “Office” categories into 1, and assumed a 1.49 trip rate, while the 2015 TIF Update used the same Trip rates as the land use categories.

Trip Rate	SFDU	MFDU	RETAIL	FIRES	Adj Gov	EDUC	WTCU	Adj Man	University
2009 Plan	1.01	0.5	3.54	1.49				0.87	
2015 Plan	1	0.57	3.71	1.49	1.21	1.21	0.85	0.85	0.17

- Student rates were not completed in the 2009 analysis, which resulted in an additional 96 trips. The final breakdown for the growth in trip ends for each land use category is summarized in the table below. (Office combines FIRES, GOV, EDUC & WTCU in 2009)

	SFDU	MFDU	RETAIL	FIRES	Adj Gov	EDUC	WTCU	Adj Man	University	TOTAL TRIP GROWTH
2009 Report	2415	1972	3654	1705				4	0	9751
2015 Report	987	1641	3701	1037	40	-227	328	1	96	7603

The cost allocation results are summarized in this appendix. **Exhibit B** illustrates how the impact fee project costs (shown in Table 1) were divided into growth-related costs attributable to the City. In order to determine this proportion, the City's travel demand model was used to identify the portion of trip-making associated with existing and growth-related traffic. A technique called "select-link" analysis was used to isolate the vehicle trips using each of the impact fee projects. Each project used a specific select link. After the percentage of Des Moines trips and external trips were calculated, the cost of each project was multiplied by the percent of new traffic due to growth within the City. This, as well as the sum of the results, can be seen in **Exhibit B**.

Exhibit C shows several 'project groups' (the first column of **Exhibit B**), which represent the grouping of impact fee projects used in the select link traffic forecasts. Each project group includes impact fee projects that are located within close proximity to each other, representing similar traffic patterns.

Exhibit B List of Transportation Capacity Projects

Project #	Project Group	Project	Location	Total Cost	Percent of New Project Traffic due to Growth within City	Project Costs Allowable for Impact Fees
1	C	South 216th Street	11th Avenue South to 18th Avenue South	\$6,000,000	56%	\$3,336,000
2	C	24th Avenue South	South 216th Street to Kent-Des Moines Road	\$6,531,742	56%	\$3,631,649
3	A	16th Avenue South	Kent-Des Moines Road to South 260th Street	\$18,356,447	63%	\$11,491,136
4	B	Kent-Des Moines Road	Marine View Drive to Pacific Highway South (SR 99)	\$28,266,677	55%	\$15,659,739
5	A	South 236th Lane	Highline College to Pacific Highway South	\$700,000	63%	\$438,200
6	A	16th Avenue South	South 216th Street to South 220th Street	\$3,716,336	63%	\$2,326,426
7	A	16th Avenue South	South 276th Street to Pacific Highway South (SR 99)	\$6,869,591	63%	\$4,300,364
8	A	20th Avenue South	South 242nd Street to South 244th Street	\$1,689,244	63%	\$1,057,467
9	C	24th/28th Avenue South (SeaTac)	South 200th Street (SeaTac) to South 208th Street	\$100,000	56%	\$55,600
10	C	South 212th Street	24th Avenue South to Pacific Highway South	\$2,000,000	56%	\$1,112,000
11	C	South 216th Street	Pacific Highway South		56%	Included in 16th Avenue South Project

12	C	South 220th Street	Pacific Highway South	\$788,314	56%	\$438,302
13	D	Des Moines Memorial Drive	at South 200th Street	\$350,000	53%	\$186,900
14	D	Des Moines Memorial Drive	at Marine View Drive and South 216th Street	\$2,815,406	53%	\$1,503,427
15	B	Marine View Drive	at South 227th Street	\$788,314	55%	\$436,726
16	A	Marine View Drive	at South 240th Street	\$1,500,000	63%	\$939,000
17	A	16th Avenue South	at South 240th Street		63%	Included in 16th Avenue South Project
18	A	16th Avenue South	at South 250th Street	\$100,000	63%	\$62,600
19	D	Des Moines Memorial Drive South	at South 208th Street		53%	Included in Des Moines Memorial Drive Bike Lane Project.
20	C	Pacific Highway South	Des Moines City Limits	\$212,000	56%	\$117,872
21	D	Des Moines Memorial Drive South	at South 212th Street	0	53%	Included in Des Moines Memorial Drive Bike Lane Project.
22	A	South 240th Street	at 20th Avenue South	\$1,914,476	63%	\$1,198,462
23	C	Marine View Drive South	Des Moines Memorial Drive to Kent-Des Moines Road	\$337,849	56%	\$187,844
TOTAL				\$83,036,395		\$48,479,713

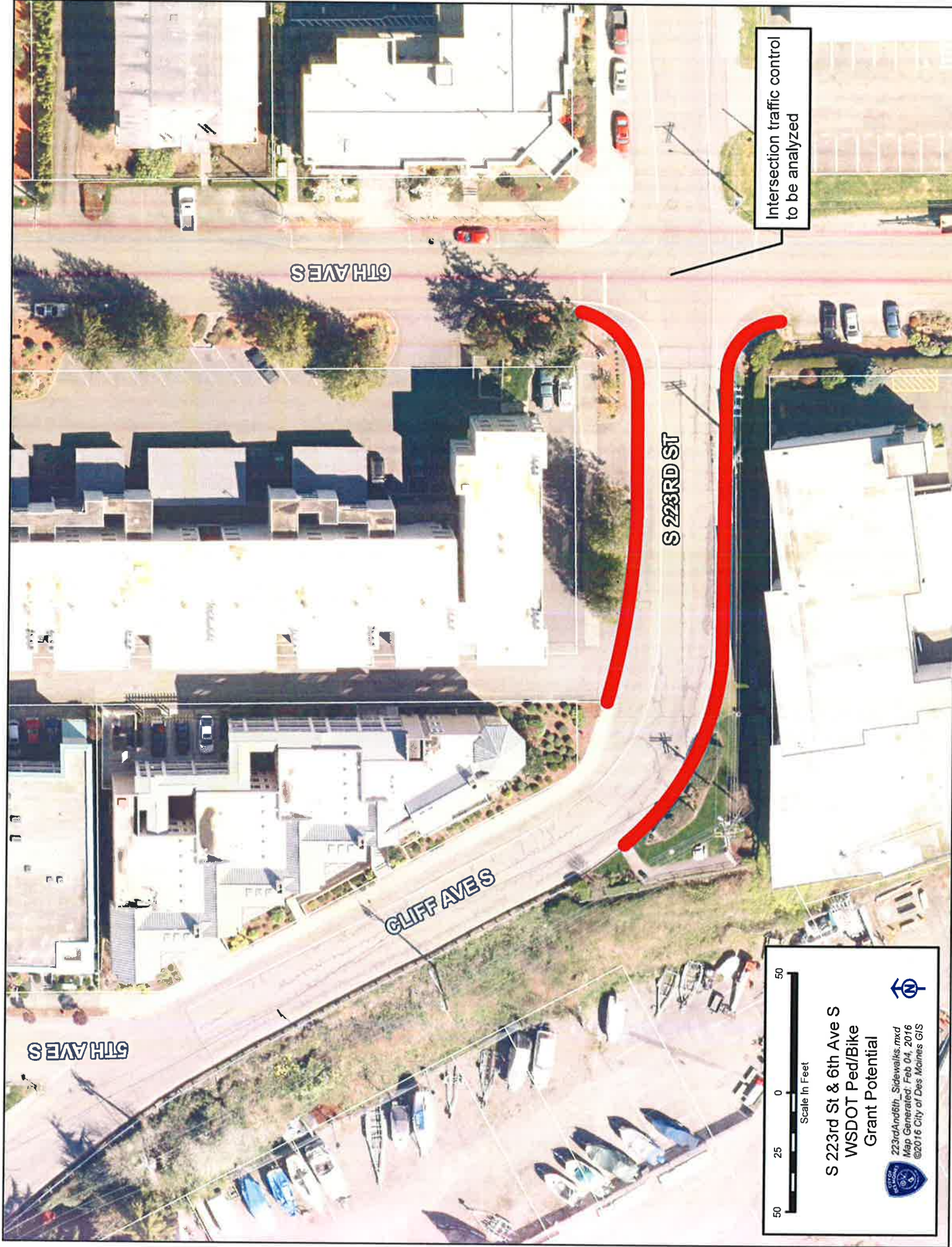
Item # 5B 2.2.2016 PSAT

City of Des Moines
Transportation Impact Fee Schedule
January 1, 2016

Current TIF Base Rate: \$5,065.10

Land Use	ITE Land Use Code	Unit of Measure	Basic Trip Rate	New Trip %	New Trip Rate	Trip Length Adjustment	Impact Fee Rate
Residential							
Single Family	210	dwelling	1.01	100%	1.01	1.13	\$5,797.85
Multi-Family	220, 221, 230	dwelling	0.62	100%	0.62	1.20	\$3,768.44
Senior Citizen Dwelling	251, 252	dwelling	0.31	100%	0.31	0.93	\$1,465.50
Commercial - Services							
Drive-in Bank	912	sf/GFA	25.82	55%	14.20	0.47	\$33.57
Hotel	310	room	0.59	100%	0.59	1.27	\$3,785.32
Motel	320	room	0.47	100%	0.47	1.27	\$305.42
Day Care Center	565	sf/GFA	12.46	75%	9.35	0.67	\$31.56
Library	590	sf/GFA	7.30	75%	5.48	0.53	\$14.79
Post Office	732	sf/GFA	11.12	75%	8.34	0.53	\$22.53
Service Station	944	VFP	13.87	60%	8.32	0.53	\$22,480.94
Service Station with Minimart	945	sf/GFA	97.08	45%	43.69	0.53	\$118.01
Auto Care Center	942	sf/GLA	3.38	70%	2.37	0.67	\$7.99
Movie Theater	444, 445	seat	0.07	85%	0.06	0.73	\$221.01
Health Club	492, 493	sf/GFA	3.53	75%	2.65	1.00	\$13.41
Commercial - Institutional							
Elementary School	520	sf/GFA	1.21	80%	0.97	0.60	\$2.94
Middle/Jr High School	522	sf/GFA	1.19	80%	0.95	0.80	\$3.86
High School	530	sf/GFA	0.97	80%	0.78	1.00	\$3.93
Assisted Living, Nursing Home	254, 620	bed	0.22	100%	0.22	0.87	\$965.75
Congregate Care	253	dwelling	0.17	100%	0.17	0.87	\$746.26
Church	560	sf/GFA	0.55	100%	0.55	1.20	\$3.34
Hospital	610	sf/GFA	1.14	80%	0.91	1.33	\$6.16
Commercial - Restaurant							
Restaurant	931	sf/GFA	7.49	55%	4.12	1.07	\$22.26
High Turnover Restaurant	932	sf/GFA	11.15	55%	6.13	0.73	\$22.78
Fast Food Restaurant	934	sf/GFA	33.84	50%	16.92	0.67	\$57.14
Espresso with Drive-Through	938	sf/GFA	75.00	20%	15.00	0.67	\$50.65
Commercial - Retail Shopping							
Shopping Center							
up to 99,999	820	sf/GLA	8.00	55%	4.40	0.47	\$10.40
100,000-199,999	820	sf/GLA	5.56	60%	3.34	0.53	\$9.01
200,000-299,999	820	sf/GLA	4.70	65%	3.06	0.53	\$8.25
300,000-399,999	820	sf/GLA	4.21	70%	2.95	0.67	\$9.95
over 400,000	820	sf/GLA	3.87	75%	2.90	0.73	\$10.78
Supermarket	850	sf/GFA	10.50	65%	6.83	0.67	\$23.05
Convenience Market	851	sf/GFA	52.41	40%	20.96	0.40	\$42.47
Miscellaneous Retail	814, 820	sf/GFA	3.73	55%	2.05	0.60	\$6.24
Free Standing Discount Store	813, 815, 857, 863, 864	sf/GFA	4.67	70%	3.27	0.73	\$12.14
Hardware/Paint Store	816	sf/GFA	4.84	45%	2.18	0.67	\$7.36
Furniture Store	890	sf/GFA	0.45	45%	0.20	0.60	\$0.62
Home Improvement Superstore	862	sf/GFA	2.37	50%	1.19	0.73	\$4.40
Pharmacy (with Drive-Through)	881	sf/GFA	10.35	50%	5.18	0.53	\$13.98
Car Sales -New/ Used	841	sf/GFA	2.59	80%	2.07	1.40	\$14.69
Commercial - Office							
General Office							
up to 99,999	710, 715	sf/GFA	2.70	90%	2.43	1.47	\$18.05
100,000-199,999	710, 715	sf/GFA	1.65	90%	1.49	1.47	\$11.03
200,000-299,999	710, 715	sf/GFA	1.44	90%	1.30	1.47	\$9.63
over 300,000	710, 715	sf/GFA	1.35	90%	1.22	1.47	\$9.03
Office Park	750	sf/GFA	1.48	90%	1.33	1.47	\$9.90
Medical Office	720	sf/GFA	3.46	75%	2.60	1.40	\$18.40
Industrial							
Light Industry/Manufacturing	110, 140	sf/GFA	0.97	100%	0.97	1.47	\$7.21
Heavy Industry	120	sf/GFA	0.68	100%	0.68	1.47	\$5.05
Industrial Park	130	sf/GFA	0.86	100%	0.86	1.47	\$6.39
Mini-Warehouse/Storage	151	sf/GFA	0.26	100%	0.26	1.47	\$1.93
Warehousing	150	sf/GFA	0.32	100%	0.32	1.47	\$2.38

Notes:
sf/GFA = square feet Gross Floor Area
sf/GLA = square feet Gross Leasable Area
For uses with Unit of Measure given in sf, trip rate is given as trips per 1,000 sf



WOODMONT K-8 SCHOOL

CITY OF
DES MOINES

PST Item #5 2.2.2016

16TH AVE S

EXISTING ADA
COMPLIANT SIDEWALK

INSTALL
STOP BAR

NEW 6' CONCRETE
SIDEWALK

INSTALL
STOP BAR

NEW RADAR
FEEDBACK SIGN

18TH PL S

19TH AVE S

EXISTING ADA
COMPLIANT SIDEWALK

S 268TH ST

NEW ADA
CURB RAMPS

NEW RADAR
FEEDBACK SIGN

NEW ADA
CURB RAMPS

INSTALL STOP BAR

NEW ADA
CURB RAMPS

INSTALL
STOP BAR
NEW 6' CONCRETE
SIDEWALK

WOODMONT LIBRARY

INSTALL MARKED
CROSSWALK

PACIFIC HIGHWAY SOUTH



Item #5 PS&T 2/2/2016

PS&T Meeting – February 4, 2016

Item 6) CIP Project Updates/2016 Transportation Grant Requests

Active CIP Project Updates:

- 216th Segment 1a (24th – SR-99) – utility relocation occurring, contractor start mid-March
- 24th Ave South (208th – 216th) – Project closeout activities
- Saltwater Bridge – Project closeout activities
- Barnes Creek Trail Design – design underway
- Redondo Boardwalk – Opened bids 2/1/16
- South 268th Street Sidewalk (Woodmont School Safety Improvements) – Utility coordination/open house March?

In-Active CIP Projects:

- 24th Ave South/Midway Elementary Sidewalk Project
- South 224th Street Improvements
- Pavement Preservation Program
- Guardrail Repair Program
- Sidewalk and Curb Ramp Program
- Redondo Parking Meter Installation
- Driver Speed Feedback Signs
- 16th Ave South – Segment 5a

Anticipated 2016 Grant requests

PSRC – CMAQ (Federal) – April 2016

Barnes Creek Trail – Construction phase of North section

Safe Routes to School (State) – May 2016 (webinar Feb 9)

Complete south side of 268th?

Project near North Hill (South 200th Street)?

WSDOT Ped/Bike Program (State) – May 2016 (webinar Feb 9)

South 223rd Street – 6th to 5th/Outlook Park I

Transportation Improvement Board (State) – August 2016

South 216th Segment 3



Site Location System

Des Moines, WA

* WA = States that Require Justification Reports (JRs) - state roads only

for all review_date dates;

Direction	Street	Cross Street	Predicted Violations after Maturity	Internally Approved	Product Type	*	Conditions and Options
1	SB	Pacific Hwy S/SR 99		No	RL	3.0	Jurisdiction; SR391 SP4; 1x;
			4.0				
2	WB	Kent Des Moines Rd/SR 516		Yes	RL	3.0	Jurisdiction;
			6.4			3.0	Leg; 2x;
			3.8			3.0	Leg; 1x;
			4.8			3.0	SR391 SP4; 1x;