

Public Safety & Transportation Committee Meeting
March 9, 2006

Present: Committee Chairman Councilman Dave Kaplan, Councilman Dan Sherman, Councilman Ed Pina, City Manager Tony Piasecki, Chief Roger Baker, Commander John O'Leary, Planning, Building & Public Works Director Grant Fredricks, SWM Engineer Loren Reinhold, Interim City Transportation Engineer Len Madsen, City Transportation Engineer Dan Brewer, and Senior Secretary Terryann Dell

Chief Baker informed the committee he has been speaking with a property owner in the Pacific Ridge neighborhood and we're in the dialogue stage of getting an apartment for use in the area. We would not use it as a substation, but rather a place to embed ourselves in the area.

Chief Baker advised the committee that other cities are looking at our hotel / motel ordinance.

Councilman Sherman asked why is this levy going for \$1.60? It looks like we're asking for more money than the last time. Some of the committee members explained it's higher this time because of inflation and also because there is a quicker hiring timeline.

It was then asked why this levy is asking for 104% versus 103% or 102% and wouldn't the higher percent create a surplus? City Manager Piasecki answered that 103% would be cutting it really close. Councilman Kaplan stated it also provides for if the voters vote for something else like I695 that may take away funds at the other end. Chief Baker stated we're proposing the most reasonable request to ensure success. He went on to explain the levy lid lift is to hire police officers, community service officers (CSO'), and allow us to purchase the equipment and technology necessary for us to do our job. Councilman Kaplan asked for clarification on what positions were cut in 1999. Chief Baker responded that we lost 4 CSO's, 7 officers, and this gives us back 3 CSO's, 6 officers and 1 records specialist. We will still be 1 CSO and 1 officer short of our 1999 staffing level.

Councilman Pina asked if the citizen committee involved had phone persons lined up and City Manager Piasecki responded that the chair of the citizen's committee, Florence McMullin,

already has more people, more money and more resources lined up than the last time.

Councilman Pina then asked if like the school district bond measure, if we had to have 60% vote and it was clarified that we need just a simple majority.

The discussion ended and at 6:21 pm, Chief Baker and Commander O'Leary left the meeting.

Marine View Drive Bridge Project

Loren Reinhold introduced this topic using a picture of the northwest corner of the bridge and the adjacent hillside showing a pipe jutting out of the hillside. He explained that this portion of the roadway was widened in 1994. He also explained how it was a cantilevered wall attached to pilings that were drilled 45'-60' deep. He then showed the area that has slid away and explained that the hillside is undermined with a cavity under the retaining wall.

The Marine View Drive Bridge Project is due to go to Stage 3 in late March which would mean traffic will be moved to the west side of the roadway and that we need to do interim repairs before then. This will consist of a set of 3-4 pilings behind the existing ones and placing a steel sheet in between the existing pilings and the new pilings. The hillside would then be built back up with control density fill. This is only a temporary fix but would allow the Marine View Drive Bridge Project to continue without a delay.

The permanent fix would be to install Driscoll pipe down into the ravine and to rebuild the hillside at a 2:1 slope. Unfortunately, we need to wait for the weather to clear up because we can't work on the permanent fix with the hillside as wet as it is.

Councilman Pina asked if the temporary fix would assist with the permanent fix and Loren stated it would. Councilman Kaplan then asked at what point something would be brought to the PS & T Committee on this project and Loren stated he didn't plan to bring anything to Council until they started the permanent repairs. Councilman Kaplan then asked if any part of this would have any impact to utilities in the area and Loren responded it would not.

Councilman Sherman then asked how much the repairs would cost and where would the money be coming from? Councilman Pina also

asked if there were funds to already cover this, since Loren had stated he wouldn't be coming back to council until the permanent repairs were started. Grant responded that the storm repair funds would cover the temporary fix. Loren added that the temporary repair would cost \$78,000 and "incidental permanent" repairs would cost \$145,000 for a total of \$220,000. The money spent for these repairs would be 100% recoverable from highway funds. The permanent repairs would be another \$220,000 and 86.5% of that would be recoverable. In the end, the city would be responsible for about approximately \$33,000 and it was felt the SWM and Road Funds would cover that. Loren stated he had just resubmitted a new costs estimate to DOT regarding this and it usually takes a couple months to get an answer.

Councilman Kaplan asked what the timeline for the completion of the temporary repairs is. Loren responded they are trying to get the temporary and "incidental permanent" repairs done by the end of March. The permanent repairs would be coordinated with the creek and shotcrete work and better weather in the summer.

Councilman Kaplan then asked if they needed anything from the PS&T Committee at this time. Loren responded he did not, that he was just notifying them of the situation at this time.

City Manager Piasecki also stated that at the time of the permanent repairs, PS&T would be presented with a contract that would need approval.

Des Moines Memorial Drive Slide Repairs

City Transportation Engineer Dan Brewer distributed a handout regarding this subject. He explained the slide area is 350' north of the bridge and showed the committee a picture of the slide. He went on to explain the jersey barrier in the picture that is sitting at the edge of the hillside is currently sitting on the fog line of the roadway. He also stated that repairs will affect the roadway and possibly homes on the west side of the road. City Manager Piasecki stated this brings the decision on the Des Moines Memorial Drive Project configuration up sooner than expected. Loren stated it would cost approximately \$400,000 to put a 6' high retaining wall, 3'-4' off the edge of the road. If we built the retaining wall further out, thus extending the hillside, it would cost additional money.

Councilman Sherman asked where the money for the Des Moines Memorial Drive Project is coming from. It was answered that it

is coming from gas tax money the city receives (arterial streets CIP) or grants.

Loren then stated the issue at hand is do we want to build it out into the ravine or to just repair the hillside to the way it was prior to the slide. If we repair it back to the way it was prior to the slide, we can recover 86.5% of the costs. If we expand and enhance it, we would be doing so out of pocket. City Manager Piasecki clarified that to build the hillside up to what it was would still be refunded 86.5%, but anything to expand or enhance the hillside above and beyond the initial fix would be on the city.

Councilman Pina asked what the ideas were concerning relocating and widening the roadway. He asked about the possibility of buying the homes on the west side of the roadway, in order to relocate the road. City Manager Piasecki asked how well the temporary patch seems to be holding up. Loren responded that nothing seems to be moving. He further explained that soil borings will be done in the next couple weeks that would determine if this is a shallow slide or a deep seated slide. If it turns out to be a deep seated slide, then we've got some major problems. He also stated if it was a deep seated slide, it might be cheaper to buy the homes on the west side of the roadway.

Councilman Pina asked why not focus on Highway 99 and State Route 509 as the important thoroughfares in and out of the city and let this become a "country road". Loren responded there will always be a high demand on Des Moines Memorial Drive. Research has shown that northbound traffic on Marine View Drive splits 50/50 when it comes to taking 1st Avenue versus Des Moines Memorial Drive. Even when SR509 is completed, we will still have a need for Des Moines Memorial Drive in order to get to the interchange.

Loren stated there is a portion of hillside to the south and another previous slide area to the north that we could anchor to. He stated there would be a 200'-225' wall between the two in order to stabilize the roadway and hillside. Grant added we have just signed the contracts to get geo-tech engineers to do the testing so we won't know anything right away. Loren added that depending on what is found, Des Moines Memorial Drive might be closed 2-3 months. City Manager Piasecki added he just wanted the PS&T Committee members to be aware of this issue and to be thinking about it.

Sound Transit Phase 2

Interim City Transportation Engineer Len Madsen introduced this subject by referencing a handout he had given to the PS&T committee at a prior meeting.

Len then informed the committee the Sound Transit Projects will be going for a vote in 2007, not 2006 as originally thought. He further explained to the committee he was here today to find out what kind of process they wanted to be involved in. As the project is currently planned, Link Light Rail (LLR) will extend through our city from the airport to stations located at South 200th Street, Highline Community College (HCC) and South 272nd Street. Unfortunately, even if we don't want it, the cities of Federal Way and Tacoma do.

Some of the issues up for discussion are what type of LLR it would be and where exactly it would go. In response, Councilman Sherman indicated we don't want to lose any lanes on Pacific Highway South. Len then referred to an aerial photo of the city titled "Right of Way Alignment". The group discussed the "new SR509" along I-5 as being not wide enough to accommodate the transit line. They also discussed how much right of way would be needed to accommodate the LLR on Pacific Highway. Grant informed the group they are talking about possibly moving the sidewalk in addition to needing an extra 5'. That would mean we might have to take out the planter strips on the west side of the highway.

Councilman Sherman stated he had concerns about HCC being a location for a LLR station. While he felt the students of HCC would benefit greatly, he was concerned about the benefit for the residents of Des Moines. He felt Kent-Des Moines Road or the "Lowe's Property" (Old Midway Drive-In) in Kent were better suited for a station location as they had additional room for parking areas. It was also discussed how the station locations should be part of the city's comprehensive plan. During this discussion the committee talked about how the South 200th Street station would serve the North Hill residents of the city and the South 272nd Street station would serve the Redondo / Woodmont residents of the city. It was discussed how the middle station would have to accommodate the rest of the city and having it located centrally would be best. They discussed the LLR going along the SR509 right-of-way, and that using the strip mall area on the southeast corner of Kent Des Moines Road and Pacific Highway South would be a good location. They felt having it there would centrally locate it between the Kent-Des Moines Road

Park & Ride, Midway Crossing, and HCC. The committee did not want it located along Pacific Highway South.

Len stated he would bring it back to the Sound Transit Committee and see what they say. Grant informed the PS&T Committee that the Sound Transit staff and Joanie Earl, the Sound Transit Executive Director have offered to come and speak with the council regarding this subject. If we did have them come, both Councilman Kaplan and Sherman stated they felt we needed to discuss this issue with the entire council before so we could present a unified, stronger voice than HCC.

Work Program

City Manager Piasecki stated he wanted to quickly speak with the committee about some of the items on their work program. He went on to say that three items, the Comprehensive Plan Transportation Element, the Emergency Management Plan & Consultant Revision, and the 2007 Operating Budget for PS&T items have not been officially remanded to the PS&T Committee yet. He wanted to put these items before council and get them officially remanded to the committee. The committee members agreed.

The meeting concluded at 7:25 pm.

Respectfully submitted,

Terryann Dell
Senior Secretary