

PS&T COMMITTEE AGENDA

July 5, 2012 - North Conference Room

21630 11th Avenue South – Des Moines 98198

5:30P – 6:50P

1. Approve minutes 6/7/12
2. Sound Transit Planning (representatives from Sound Transit)
3. TIB Grant Application – Project Selection - (Dan Brewer)
4. Marine View Drive Crosswalks – Pedestrian Enhancements (Dan/Brandon)
5. Transportation Issues in Redondo – (Dan Brewer)

Exhibit 2-4 (cont.)
Examples of Aesthetic
Treatments



(b) Ottawa, Ontario, Canada

access management. The trade-offs involved when implementing a roundabout should be considered at a policy level when introducing roundabouts into a region or on a project-by-project basis at specific locations where a roundabout is one of the alternatives being considered.

Exhibit 2-5 provides an overview of the primary advantages and disadvantages of roundabouts for users, policy makers, designers, and planners to understand when considering this type of intersection.

Exhibit 2-5
Summary of Roundabout
Advantages and
Disadvantages

Advantages	Disadvantages
Non-Motorized Users	
• Pedestrians must consider only one direction of conflicting traffic at a time. • Bicyclists have options for negotiating roundabouts, depending on their skill and comfort level.	• Pedestrians with vision impairments may have trouble finding crosswalks and determining when/if vehicles have yielded at crosswalks. • Bicycle ramps at roundabouts have the potential to be confused with pedestrian ramps.
Safety	
• Reduce crash severity for all users, allow safer merges into circulating traffic, and provide more time for all users to detect and correct for their mistakes or the mistakes of others due to lower vehicle speeds. • Fewer overall conflict points and no left-turn conflicts.	• Increase in single-vehicle and fixed-object crashes compared to other intersection treatments. • Multilane roundabouts present more difficulties for individuals with blindness or low vision due to challenges in detecting gaps and determining that vehicles have yielded at crosswalks.
Operations	
• May have lower delays and queues than other forms of intersection control. • Can reduce lane requirements between intersections, including bridges between interchange ramp terminals. • Creates possibility for adjacent signals to operate with more efficient cycle lengths where the roundabout replaces a signal that is setting the controlling cycle length.	• Equal priority for all approaches can reduce the progression for high volume approaches. • Cannot provide explicit priority to specific users (e.g., trains, emergency vehicles, transit, pedestrians) unless supplemental traffic control devices are provided.

Access Management	
Facilitate U-turns that can substitute for more difficult midblock left turns.	May reduce the number of available gaps for midblock unsignalized intersections and driveways
Environmental Factors	
- Noise, air quality impacts, and fuel consumption may be reduced. - Little stopping during off-peak periods.	Possible impacts to natural and cultural resources due to greater spatial requirements at intersections.
Traffic Calming	
- Reduced vehicular speeds. - Beneficial in transition areas by reinforcing the notion of a significant change in the driving environment.	More expensive than other traffic calming treatments.
Space	
- Often require less queue storage space on intersection approaches—can allow for closer intersection and access spacing. - Reduce the need for additional right-of-way between links of intersection. - More feasibility to accommodate parking, wider sidewalks, planter strips, wider outside lanes, and/or bicycle lanes on the approaches.	Often requires more space at the intersection itself than other intersection treatments.
Operation & Maintenance	
No signal hardware or equipment maintenance.	May require landscape maintenance.
Aesthetics	
- Provide attractive entries or centerpieces to communities. - Used in tourist or shopping areas to separate commercial uses from residential areas. - Provide opportunity for landscaping and/or gateway feature to enhance the community.	May create a safety hazard if hard objects are placed in the central island directly facing the entries.

Exhibit 2-5 (cont.)
Summary of Roundabout
Advantages and
Disadvantages

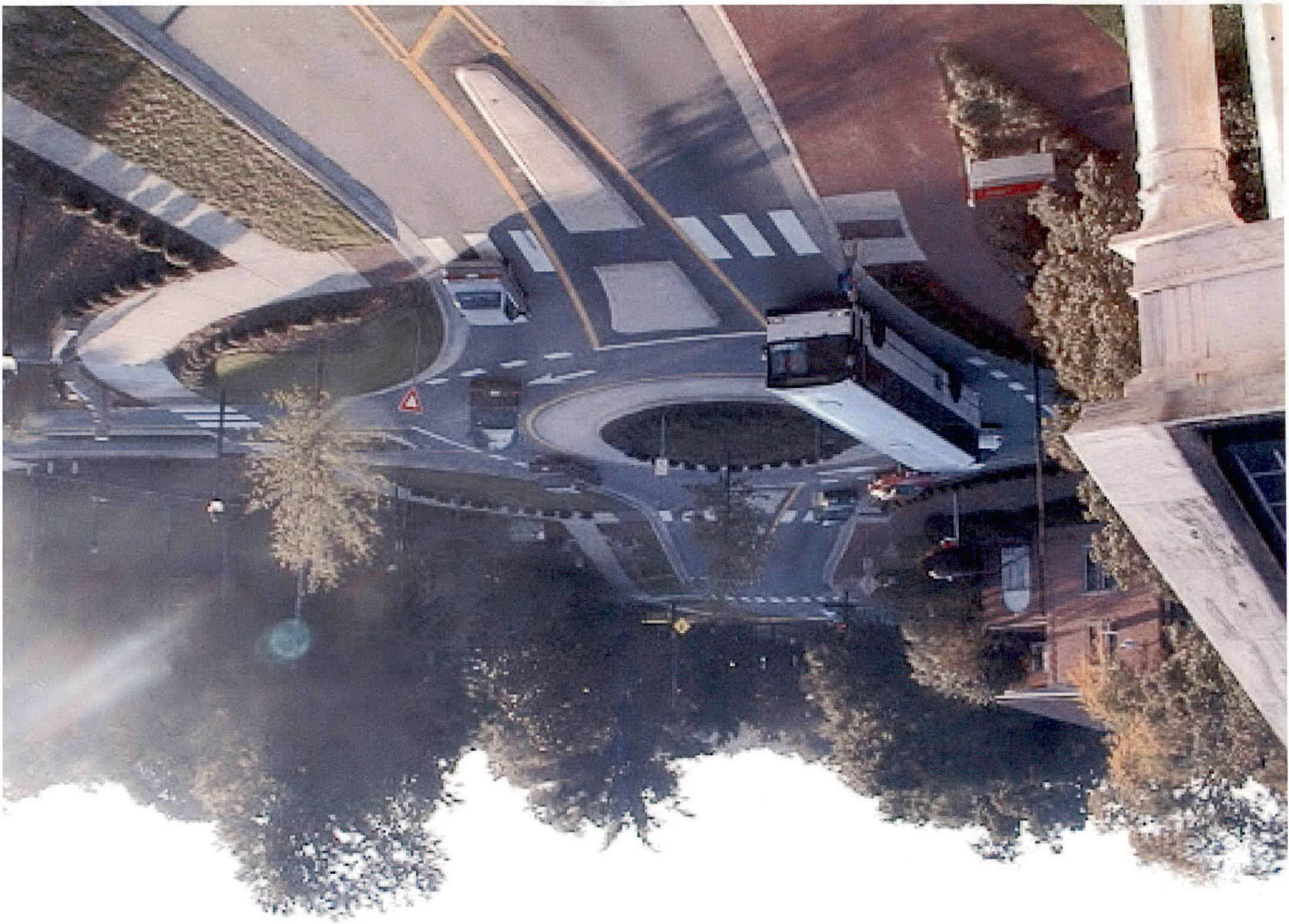
2.3 USER CONSIDERATIONS

As with any intersection design, each transportation mode present requires careful consideration. This section offers some of the issues associated with each mode; additional detail on mode-specific safety and design issues is provided in subsequent chapters. Guidance on educating various users is provided in Chapter 3 and Appendix B.

2.3.1 PEDESTRIANS

At roundabout locations where pedestrian access is provided, pedestrians are accommodated at crosswalks around the perimeter of the roundabout. By providing space to pause on the splitter island, pedestrians can consider one direction of conflicting traffic at a time, which simplifies the task of crossing the street. The roundabout should be designed to discourage pedestrians from crossing to the central island, e.g., with landscape buffers on the corners. Crosswalks are set back from the yield line by one or more vehicle lengths to:

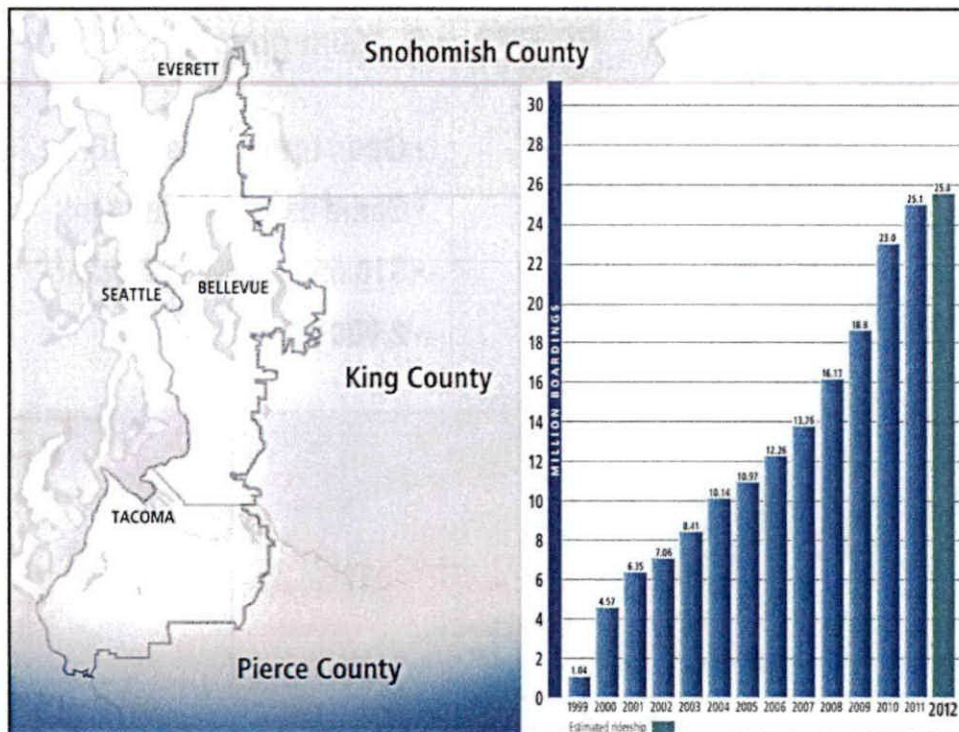
- Shorten the crossing distance compared to locations adjacent to the inscribed circle,



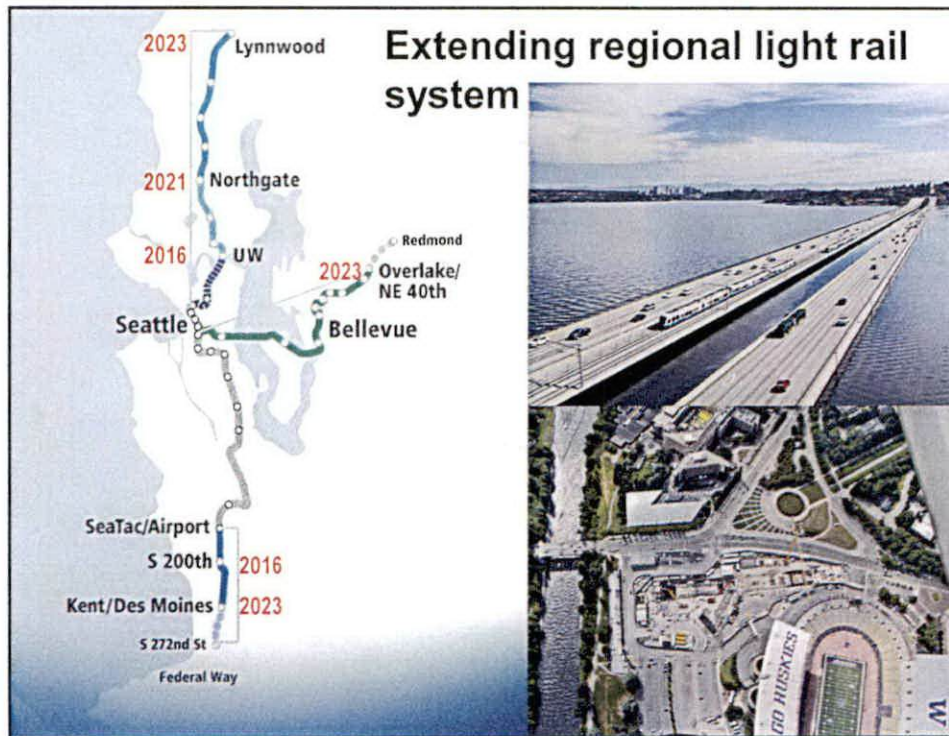
Sound Transit Update: Federal Way Transit Extension

Des Moines City Council

July 5, 2012



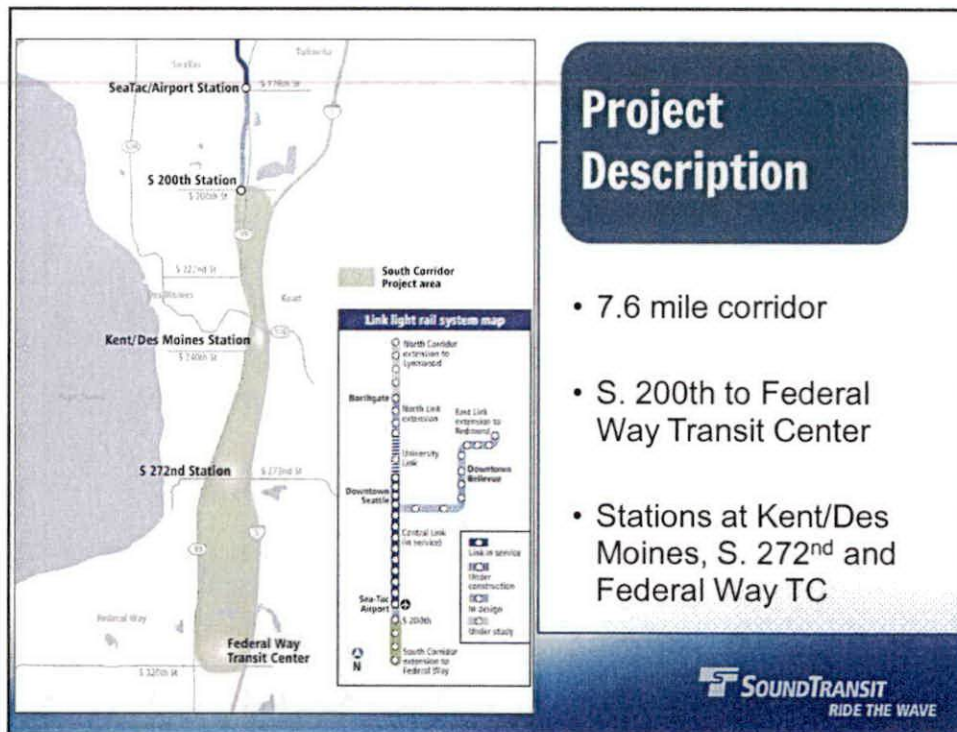
2



follow P point

Development Agreement

- **Pedestrian and Bicycle Improvements**
 - Pedestrian and bicycle pathways along South 200th Street connecting to Des Moines Creek Trail
 - Pedestrian crossings
 - Infill of missing segments of sidewalk
- **Mitigation**
 - Improvements on 28th Avenue South and on South 200th Street
 - A new, dedicated right-turn lane on South 200th Street to International Boulevard
 - A new traffic signal on South 200th Street between International Boulevard and 26th Avenue South
 - Potential participation in 24th/28th extension project
- **Other Improvements**
 - Paved vehicular lanes
 - Curb, gutter and sidewalk, and storm drainage
 - Frontage improvements
 - Lighting
 - Street trees and landscaping

*1.6 mile from Airport to S 200th St.*

Background

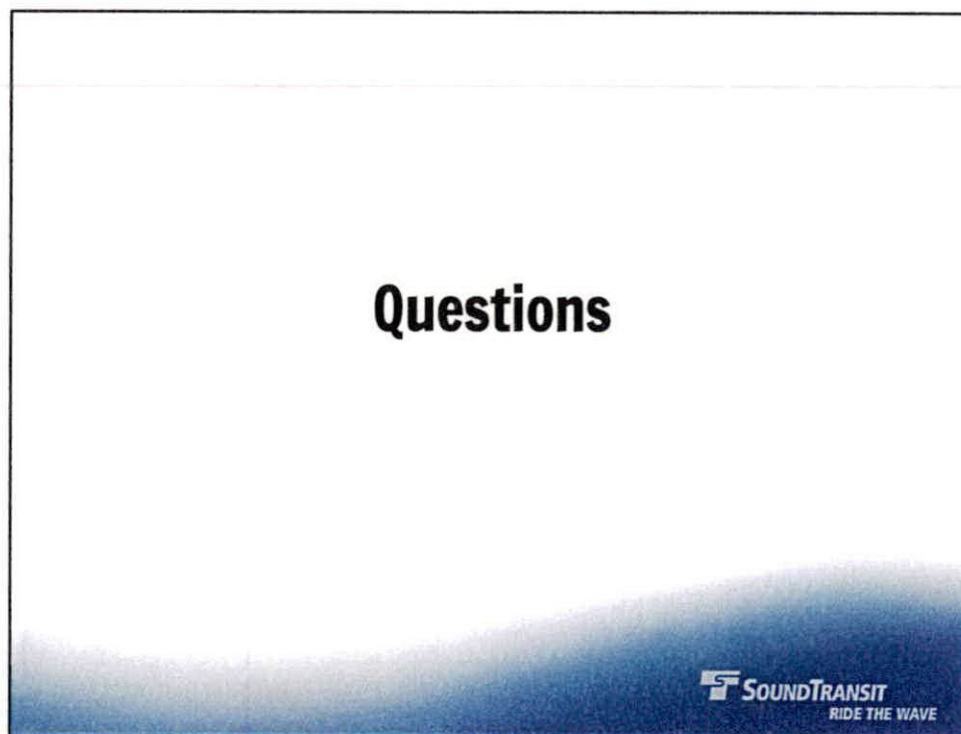
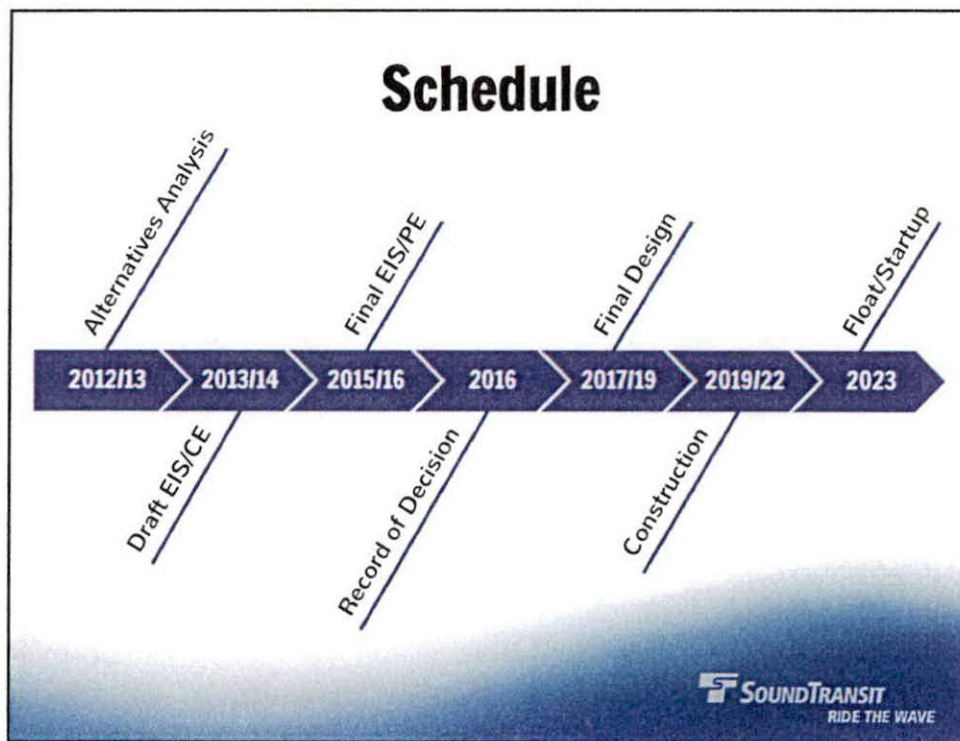
- **ST2 Plan**
 - Extension to Kent/Des Moines by 2020
 - Extension to S. 272nd by 2023
 - PE & ROW reservation from S. 272nd to Tacoma
- **Motion M2010-102**
 - Extension to Kent/Des Moines by 2023
 - Alternatives Planning from Kent/Des Moines to Tacoma
- **Resolution R2012-07**
 - Expanded AA/EIS/CE scope to Federal Way TC
 - Alternatives Planning from Federal Way TC to Tacoma



Project Scope

- Phase 1: Alternatives Analysis
- Phase 2: Draft EIS & Conceptual Engineering
- Phase 3: Final EIS & Preliminary Engineering
 - Record of Decision from S. 200th to Federal Way TC
 - Preliminary Engineering from S. 200th to Kent/Des Moines





Des Moines City Council PS&T Committee Minutes – 06/0712

Meeting called to order: 5:48 PM on June 7, 2012, in North Conference Room @ 21630 11th Avenue So., Des Moines WA 98198.

Council Members

Matt Pina—Chairman & Mayor Pro Tem
Jeanette Burrage—Vice Chair
Dave Kaplan—Mayor

City Staff – Police

John O’Leary—Chief of Police
Patti Harris— Commander
Kory Batterman - Patrolman

Other City Staff

Tony Piasecki – City Manager
Lorri Ericson—Asst. City Manager
Grant Fredricks—Director PB&PW
Dan Brewer – Asst. Dir. – Transportation/Engr
Brandon Carver – Associate Engineer
Linda Wright – Admin Asst.

AGENDA:

1. Approve 5/17/12 Minutes
2. TIP Transportation Improvement Plan 2013-2032
3. TIB Grant Application – Project Selection
4. Comprehensive Emergency Management Plan (CEMP)
5. Transportation Issues in Redondo

MEETING:

1. Minutes from May 17, 2012, were approved as submitted.
2. TIP (Transportation Improvement Plan) Dan Brewer handed out a spreadsheet and requested that the Committee look at rearranging a couple project’s priority and clarification as to why. One was swapping the Parking Management Plans for downtown and Redondo; also wanted to move # 35 up to #8 to indicate our support of SeaTac’s connecting 28th/24th project. We have an interest in part of the intersection, and they are working with us in conjunction with the Gateway project. We have \$200,000 Local funds included in the TIP for this project. Committee approved that change. There was some discussion about grouping various projects together i.e. parking, safety etc. Dan indicated the important part is to have the ones eligible for grants in the top 20 to score points on a grant application. **Public Hearing will be held July 12, 2012, and for Council approval.**

Discussion of Pavement Management Funds or lack thereof concerning bonds, utility tax, levy, one time money, debt service, small or large segments at a time. How to present to public? The PCI for Streets is decreasing rapidly once they start to deteriorate. S. 223rd main concern for all but requires at least \$1 million to redo sub grade and pave. **Item to come to Council for consideration on July 5th, 2012, if going out to voters this fall.**

Grant said that in discussions at meetings with King County regarding PSRC preservation funds, they were looking at converting some miscellaneous roads back to gravel due to lack of funding.

Mayor Kaplan asked about PSE’s repaving on KDM – will be done soon.

NOTE: CEMP was moved up to make sure there was time to discuss.

3. Comprehensive Emergency Manager Plan (CEMP) Chief John O'Leary recommended this be brought to the full Council for adoption as written and approved by the requiring agency because some laws are going to be changing rather than have to go through the entire process again. Then any future changes can be submitted as revisions. Vice Chair Burrage would like to have a Table of Contents added and Chief O'Leary indicated that Grant Fredricks had requested some minor changes also that would be treated as revisions on the next update, i.e., the way the Comp Plan amendments are currently handled. Also there was a clarification discussion regarding housing and feeding employees on site to allow their availability 24/7 to handle emergency vs arrangements for the general public which is also coordinated by other agencies.

Grant indicated that we are currently using these procedures on a lesser scale for our smaller scale emergencies now i.e. this last winter storm. Also, PD & PBPW plan to use for the Parade. Patti Harris indicated that the more familiar employees are with the plan, the easier it will be to manage in a major disaster. There was also some discussion by City Manager about the authority and use of private equipment in the event of major emergency. Yes, he does have the authority to use; however, the private party would be reimbursed for usage; and it would be done unless absolutely necessary for safety of people and property.

Mayor Kaplan and Vice Chair Burrage recommended passing on to full Council and would preface it at that meeting to indicate the approval/revision process and reasoning.

4. TIB Grants - **NOTE:** It was called to the attention of the Committee that staff had accumulated almost \$10 million in grants for City Transportation projects. Dan was thanked for his work in that regard. [\$6 million from the Port, \$3 million from Feds, \$380,000 ?? and \$250,000 for Barnes Creek] Can now proceed with the Gateway projects.
5. Redondo Transportation Issues – time ran out.

Adjourned 6:54 PM

Minutes submitted by:

Linda Wright
Administrative Assistant

**2012 PS&T Committee
Updated Work Program
(June 20, 2012)**

July 5, 2012

Sound Transit Planning
TIB Grant Application – Project Selection
Marine View Drive Crosswalks – Pedestrian Enhancements
Redondo – Transportation Issues

August 2, 2012

Transportation Capital Improvement Project Budget
Medical Marijuana (dispensaries and collective gardens) - Tentative

September 6, 2012

Project Updates
Budget Discussions

October 4, 2012

Sound Transit Planning Update
Dangerous Dog Ordinance - Tentative
Street Design and Construction Standards - Tentative

November 1, 2012

School Zone Speed Enforcement – Update
Street Design and Construction Standards - Tentative

December 6, 2012

Street Design and Construction Standards - Tentative