

Des Moines City Council PS&T Committee Minutes - 10/02/08

Meeting called to order: 6:01 PM on October 2, 2008, in North Conference Room @ 21630 11th Avenue So., Des Moines WA 98198

Purpose/Agenda:

1. Comprehensive Transportation Plan Update
 - Level of Service Results
 - Capacity Needs – Initial List of Projects
 - Should we make adjustments?

Attendees: Chairman Dave Kaplan; Dan Sherman, Mayor Pro Tem; Ed Pina, Councilmember
Staff: Grant Fredricks, PB&PW Director; Dan Brewer, Asst. Director Transportation & Engineering;
Tony Piasecki, City Manager; Lorri Ericson, Assistant City Manager; Katherine Casseday, Fehr &
Peers Mirai and Erika Sullivan, Administrative Assistant

Discussion:

1. Comprehensive Transportation Plan Update:

- Committee members discussed Levels of Service (LOS) and asked if there were any large or standalone safety issues (3 charts LOS figures 1, 2 & 3).
- Highway 99 at Kent-Des Moines Road (KDM) is a hot spot and LOS is rated F. City may want to look at that from a safety issue.
- Figure 1: 2008 PM Peak Hour Intersection LOS - shows failure/congestion at 220th and Marine View Drive S. (MVDS).
 - Side street traffic determines level F because the side streets have a long delay.
 - MVDS is clogged during rush hour based on the amount of traffic going in a direction.
- Figure 2: 2030 Without 509 LOS on 2008 Network – we are close to meeting standards and this shows that the future network is valid (3 lanes / 5 lanes / KDM improvements).
- Figure 3: 2030 Without 509 LOS on 2030 Network – adds the improvements and widening which are required CIP projects.
- Committee members asked about the assumptions of how much of the infrastructure demands are driven by local growth, and how much is driven by Federal Way or other jurisdictions. We can always build jersey barriers and toll booths.
 - PRSC maps and projections from neighboring cities Comprehensive Plans account for their growth.
 - Mirai can find the percentage of other jurisdictions, and cautioned that a toll could affect gas taxes.
 - Competing interests of roads, growth and more business.
- Staff discussed the Draft Capacity Needs List - #1 need on the list is widening 216th to 5 lanes and pulling traffic to a turn pocket to increase capacity (tapes down at the bridge). This should address access to Safeway from 216th.
- City gets traffic impact fees for new construction, but not redevelopment. City could increase fee levels to fund growth related projects and meet our Level of Service standard.
- Discussed the LOS standard E related to the problem eastbound on 220th between MVDS and 7th and another issue at MVDS and 240th (consultant said a stop sign is not warranted at MVDS & 240th).

- 240th & MVDS we could increase capacity, change the LOS or limit growth at the intersection.
- City could install a roundabout at the Masonic Home or flatten the curve to slow traffic. A roundabout would change the LOS to a C and slow everyone down.
- 16th and 250th is an all-way stop where the LOS is currently met, but there continues to be an issue here.
- MVDS and 7th (middle of downtown) LOS E & F on Figure 3 - Timing of the lights is not very good and the signal by QFC impacts the whole downtown area (fix queues).
 - City could extend right turn pocket, but would need to purchase the gas station.
 - City could turn both intersections into roundabouts at QFC, but the number of lanes across the bridge could be a problem.
- DMMD and 200th
 - Staff will double-check assumptions.
 - City applied for a grant in 2010 with Seatac to improve DMMD. This is not our intersection but Seatac is on the hook to meet their LOS standard. City also gave a letter of support to Seatac.
 - Committee members asked about 200th and Highway 99, 200th and MVDS & 200th and 1st. 200th & 1st is LOS D.
- Transportation Improvement Board (TIB) recommendations go to the Legislature for approval (these recommendations are generally approved).
- Committee members asked if 216th at 24th improves because development pays for improvement.
 - The area becomes green with planned improvements with the assumption that the project is completed.
 - Des Moines Business Park would need to address this issue.
- Downtown the standard LOS is E.
 - 3 intersections won't meet the standard in 2030. This could stop development from occurring because the developers would need to mitigate impact.
 - The developer pays for it or the City pay for it.
 - Latecomer agreements – the first developer pays initially and then other developers pay as latecomers.
- Assumptions don't assume a ferry or light rail.

2. Capacity Needs:

- 216th and MVDS has value to developers and to commuters. Currently a stop controlled intersection that may justify a signal at one but not both or a right turn only.
- 24th – The business park traffic calming requirements to keep some of the thru traffic off of 24th. However it won't stop the traffic for school pick-ups and drop-offs.
- KDM at 24th – approach lanes need to be put in (1/8 of the northern approach is Des Moines, but the intersection is Kent).
- Staff needs to know from Council if they are on track with the bubble list for capacity and a decision about when to working through the arterial streets CIP.

Adjourned 7:30 PM

Respectfully submitted – Erika Sullivan, Administrative Assistant