

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.

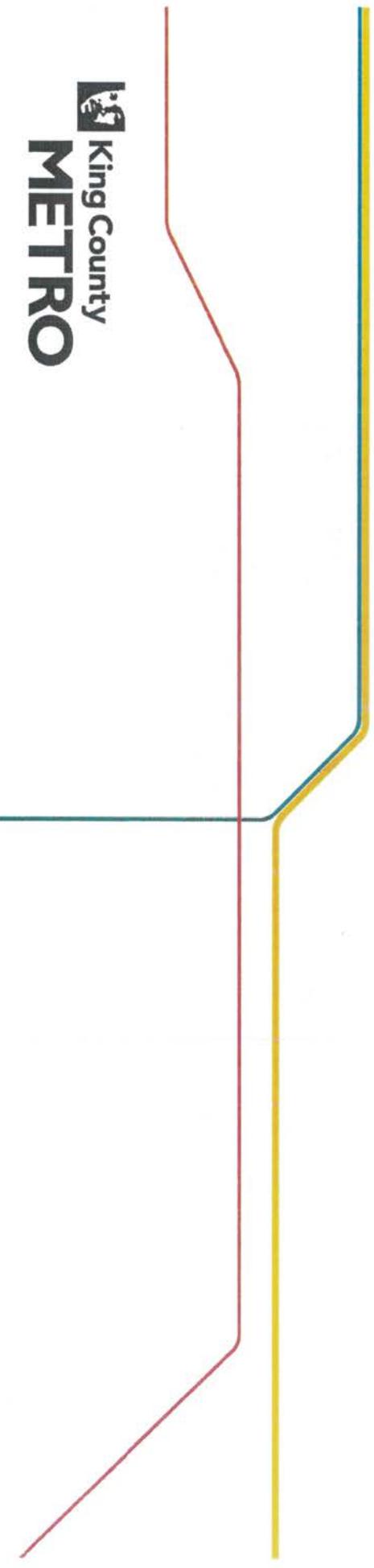
5. Redondo Boardwalk Update: Associate Transportation Engineer, Andrew Merges, updated the Committee on the Redondo Boardwalk Repair project. It was indicated that the project is at 100% design and reviewed stained and textured concrete samples that will be used for the decking. Additionally, samples 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

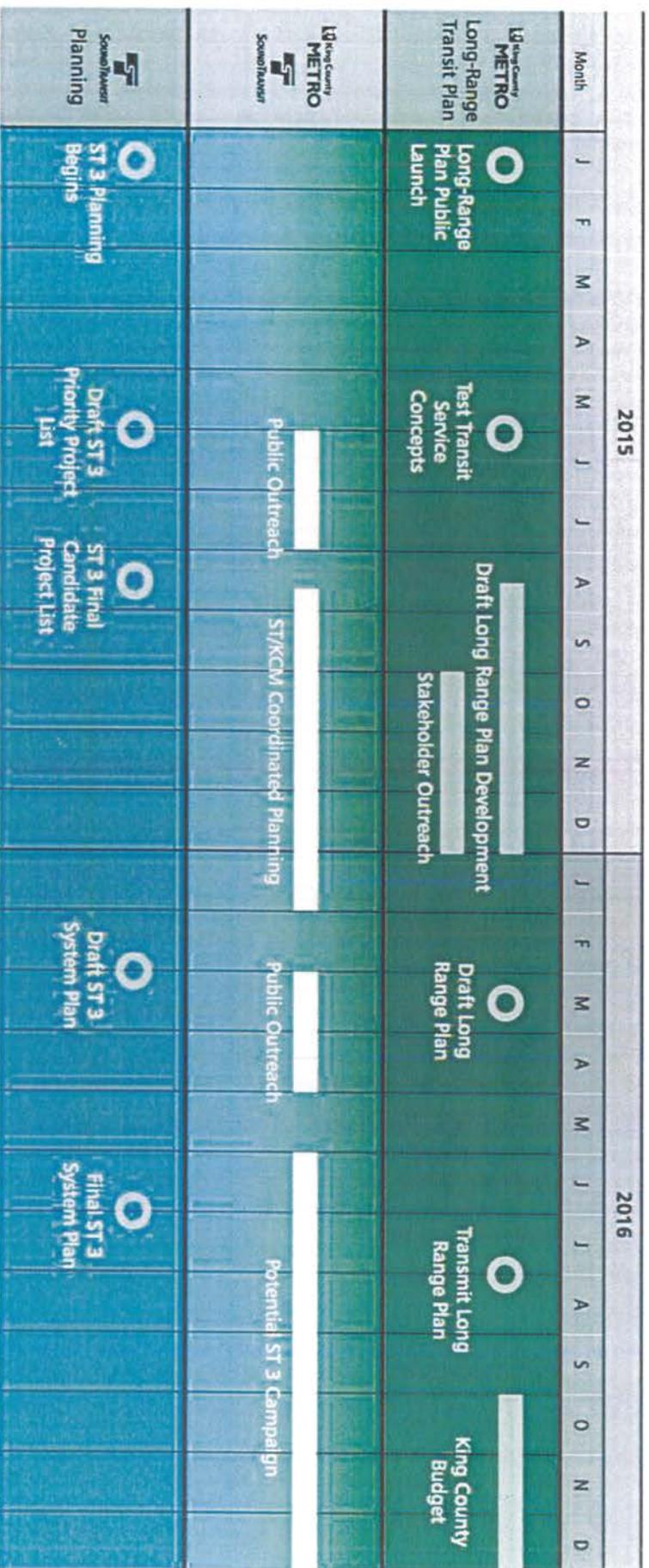
King County Metro Long Range Public Transportation Plan

Regional TAC

November 2015

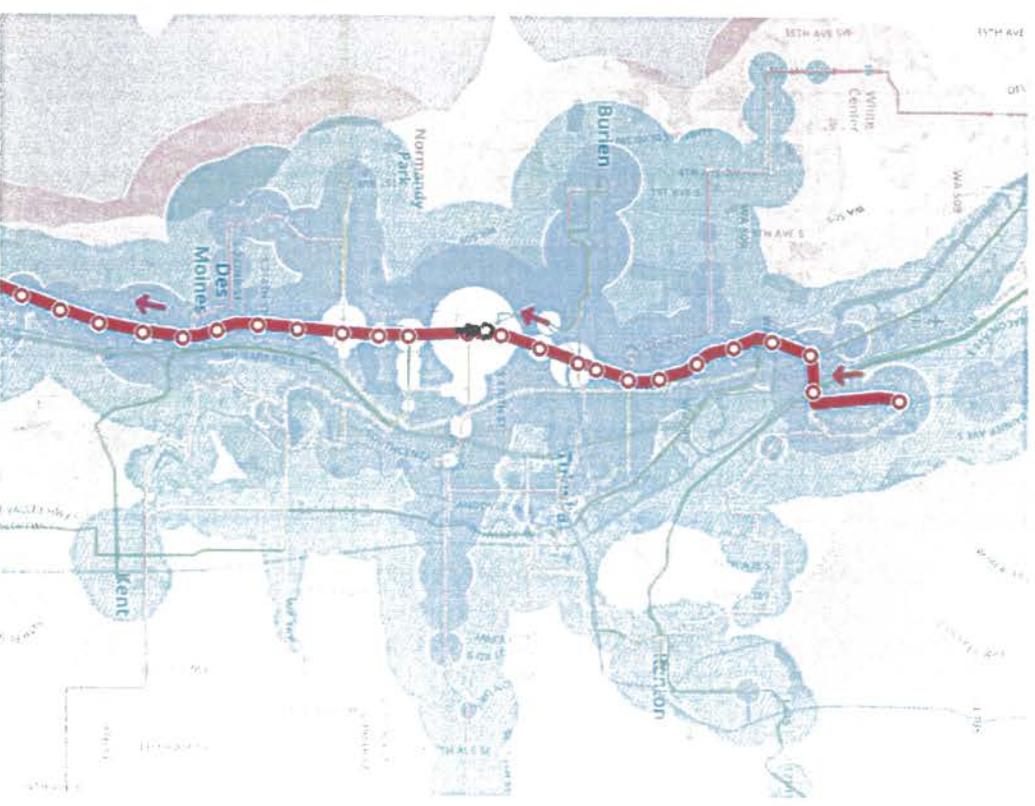


Coordinated Timeline



Opportunities to Engage

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



Jurisdiction Feedback

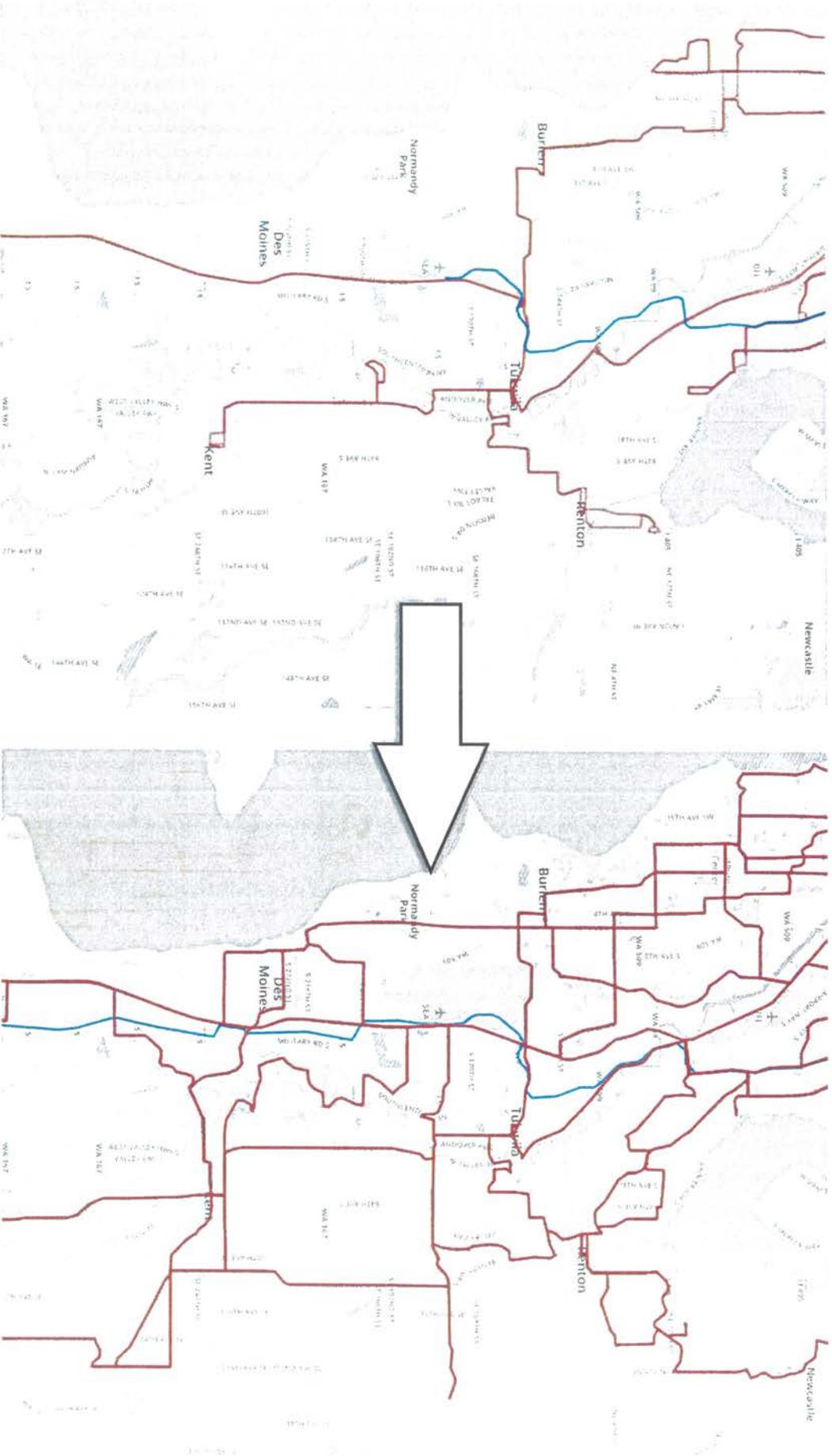
- Improve connections to centers and high capacity transit services
- Increase access to park-and-rides
- More investment in alternative services, for low density and hard-to-serve areas
- More east-west connectivity
- Frequent service key for areas with growth
- Express service from more rural cities



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)

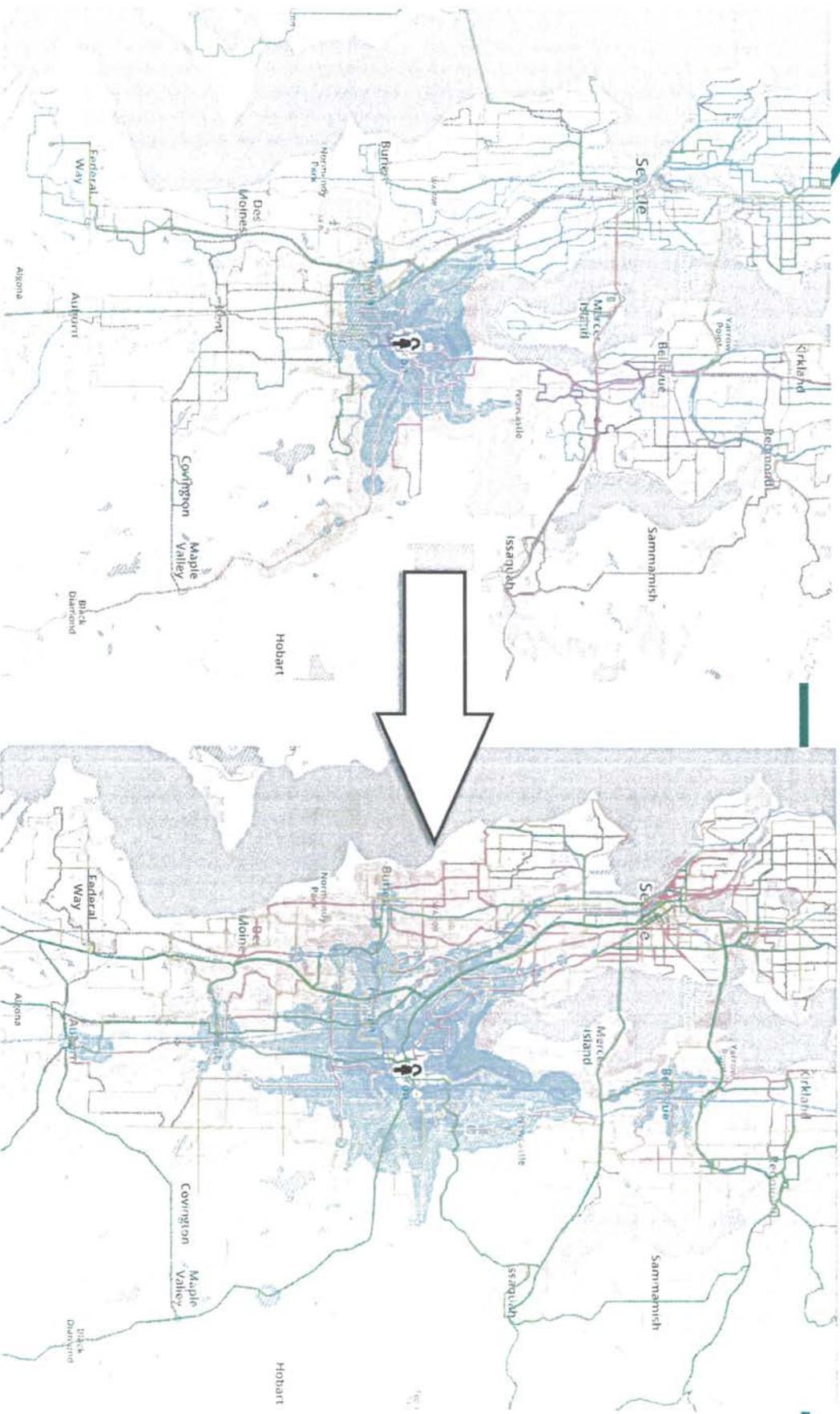
Improved Access Via Transit – Kent



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

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

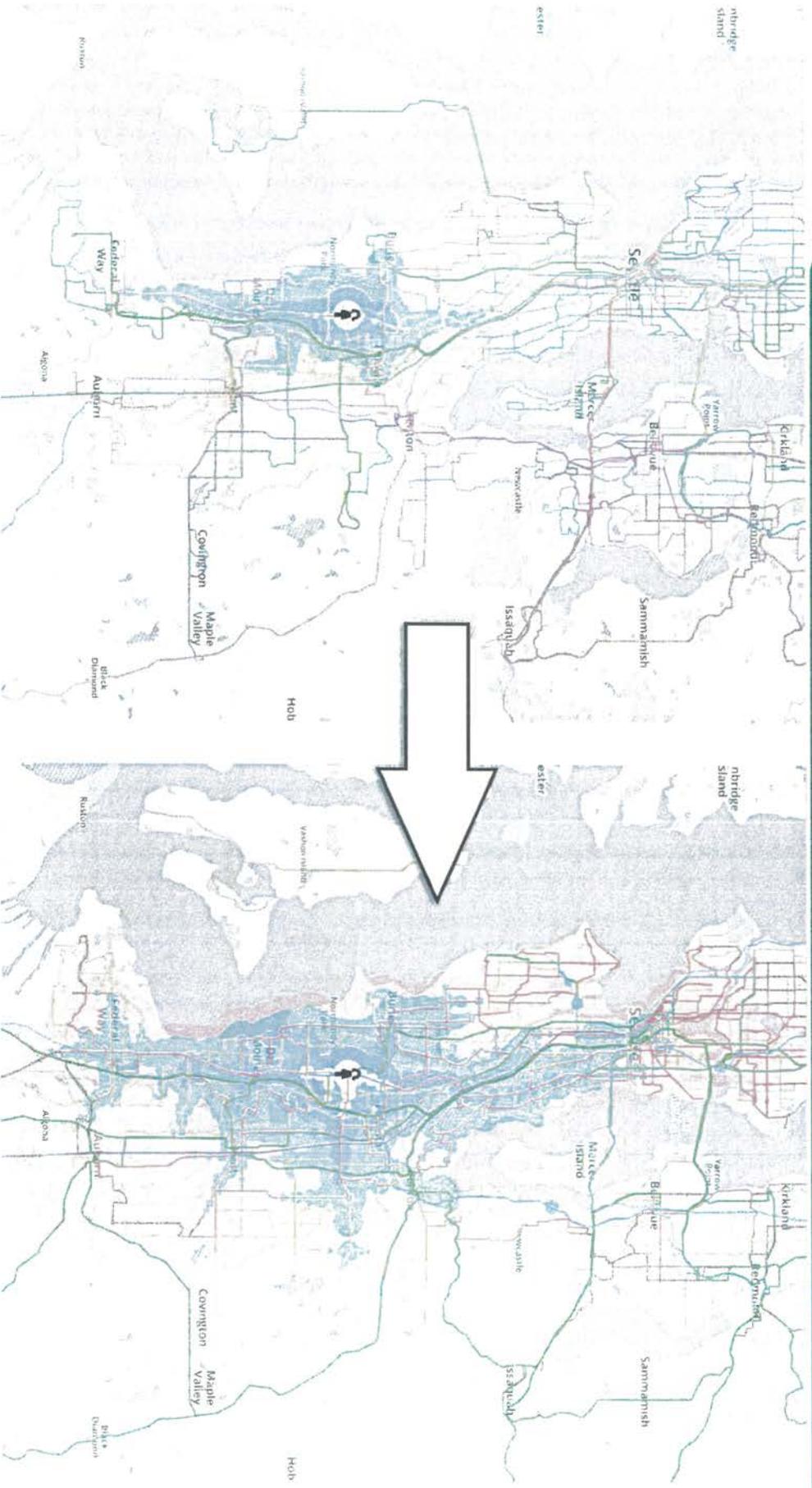
Improved Access Via Transit – Renton



Transit travel range from Renton TC at noon
on current network

Transit travel range from Renton TC at noon
on 2040 network

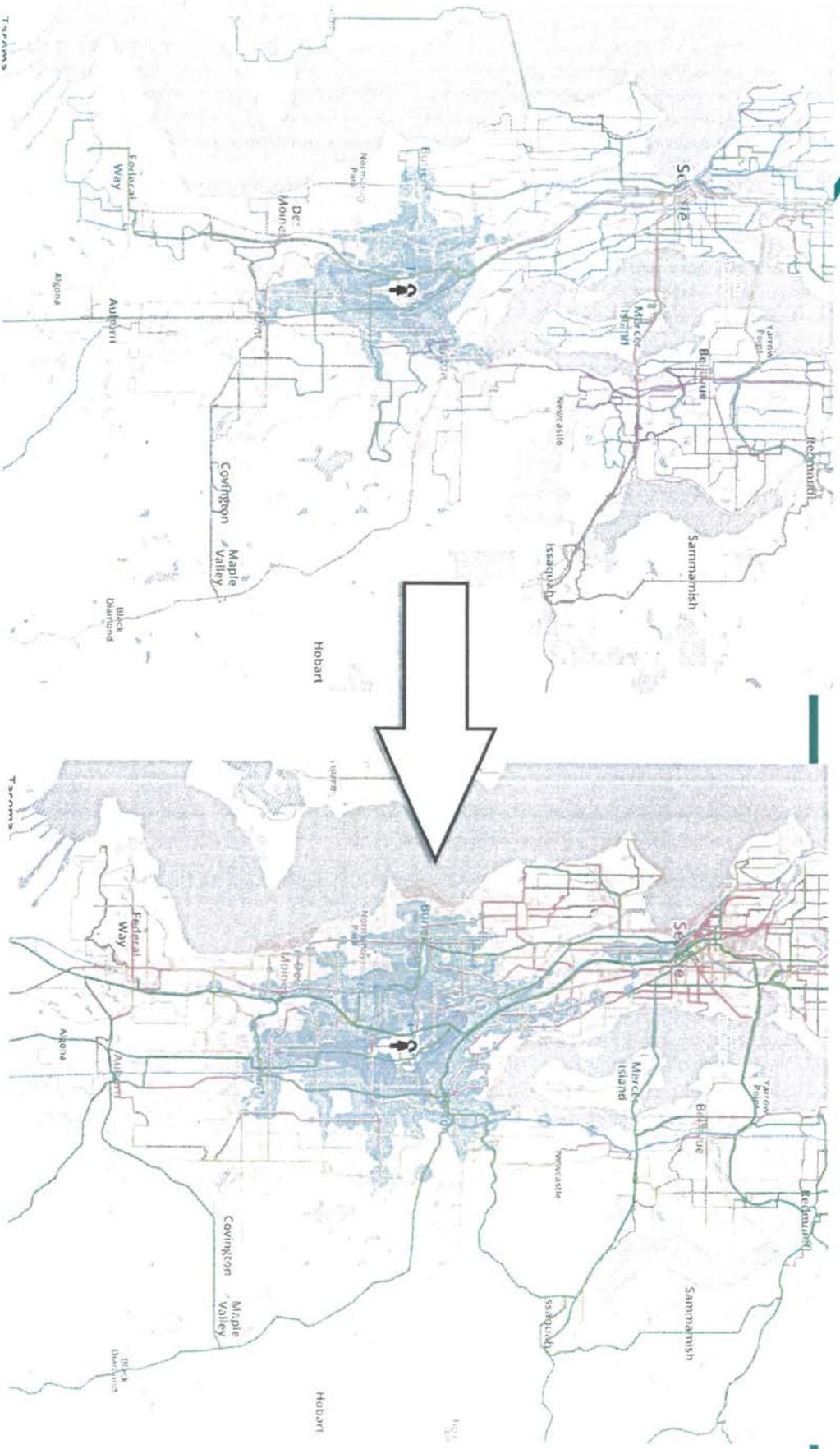
Improved Access Via Transit – SeaTac



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

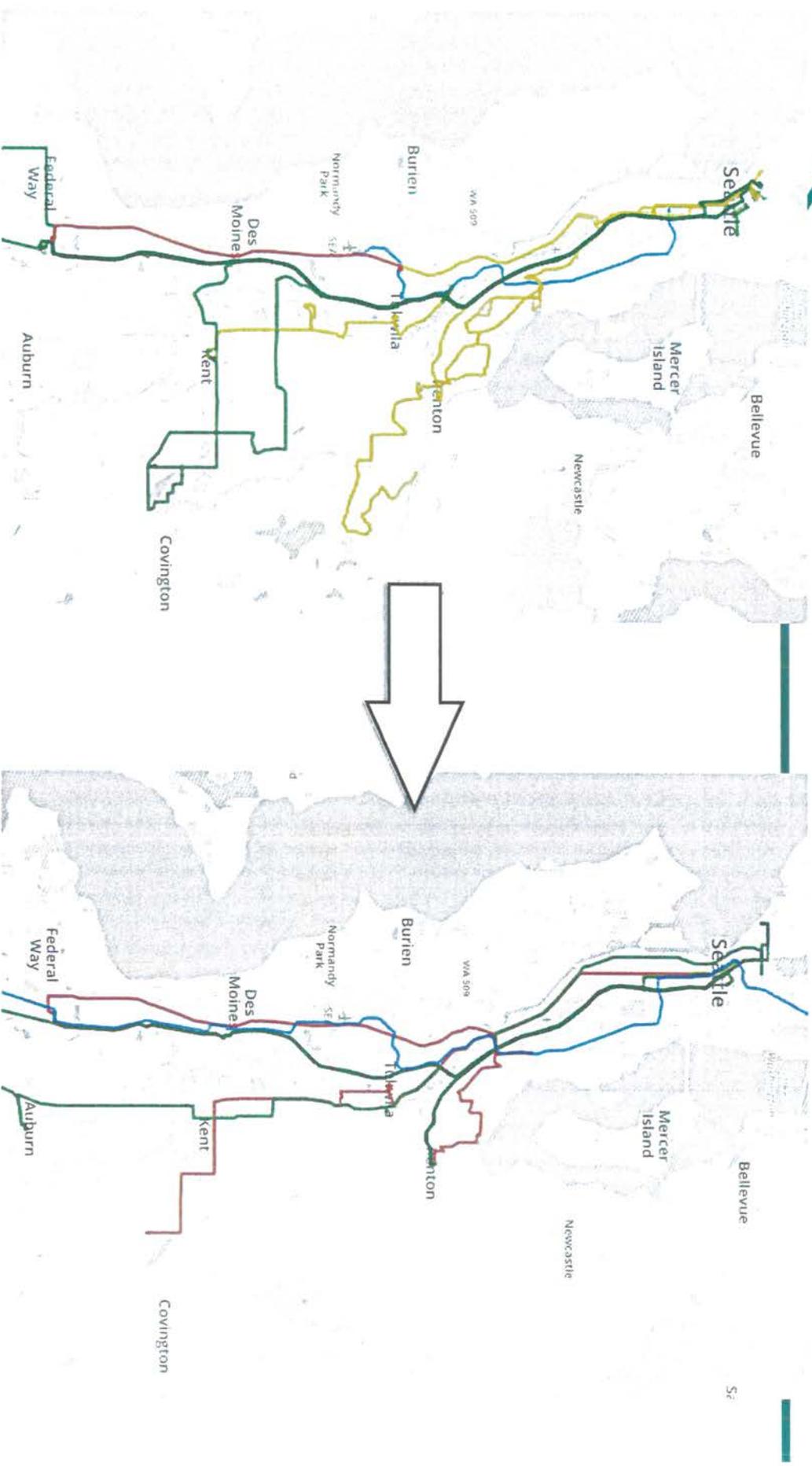
Improved Access Via Transit – Tukwila



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:

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Tristan Cook – Community Relations, KC Metro

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Lisa Shafer – ST Coordination Lead, KC Metro

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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.