

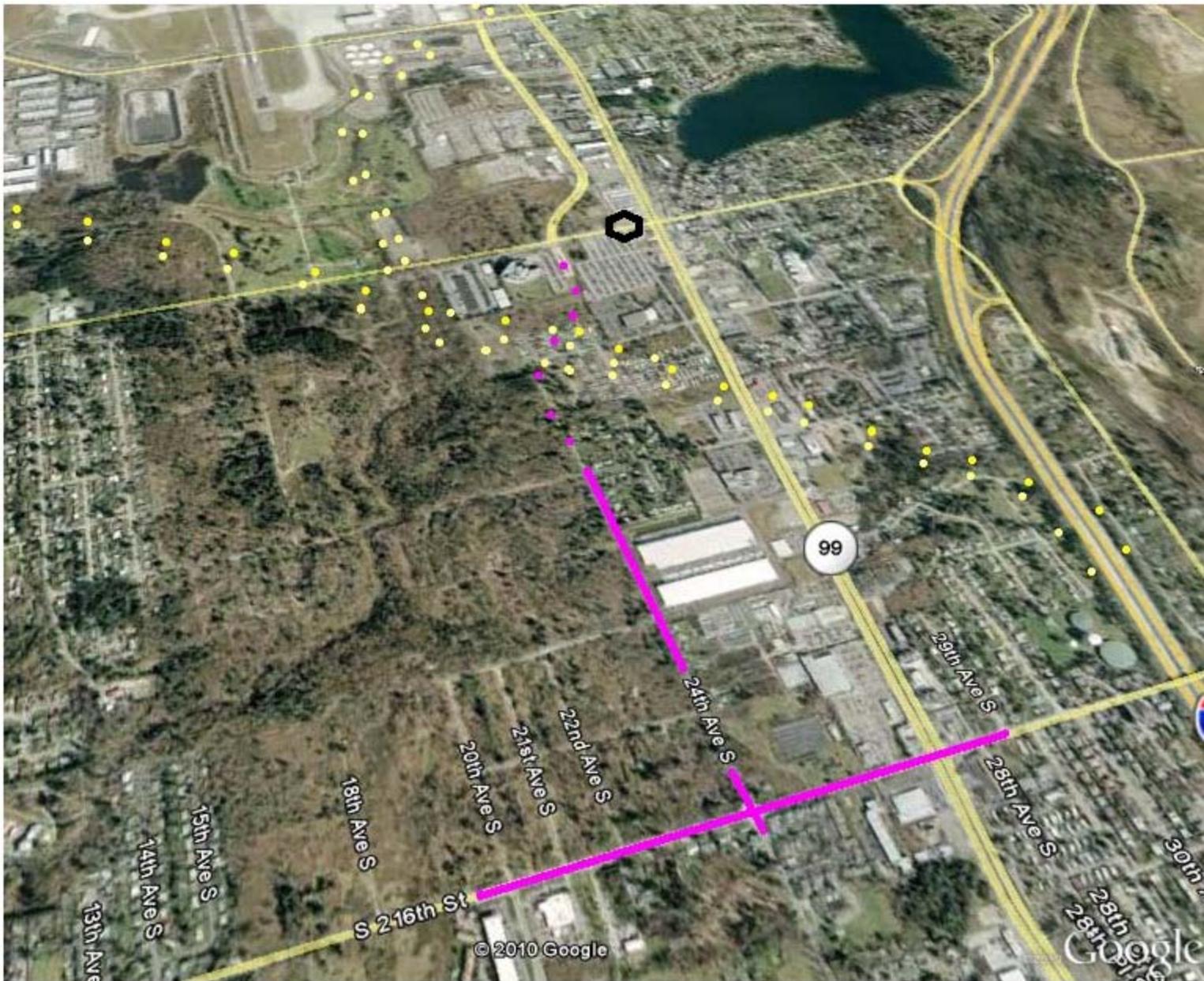
**City of Des Moines
Transportation Gateway Project
Project Update: June 11, 2010**

CITY OF DES MOINES
TRANSPORTATION GATEWAY PROJECT



Background

The City of Des Moines initiated design of improvements to S. 216th Street and 24th Avenue S in the Spring of 2009 to expand these streets to accommodate multiple modes of travel (pedestrians, bicycles, transit, automobiles, & trucks) as well as accommodate future growth as reflected in the City’s comprehensive plan and zoning. The project limits are on S. 216th Street between I-5 and 20th Avenue S. and 24th Avenue S. between S. 208th Street and S. 216th Street, including roadway transitions to match existing streets. The Des Moines City Council reviewed preliminary design recommendations and feedback from the Community, approving a plan to advance into final design utilizing the “offset” alignment. The segment of S. 216th Street between I-5 and Pacific Highway will be deferred, except improvements necessary to accommodate lane transitions between Pacific Highway S. and 29th Avenue S. Illustrated below is a vicinity map highlighting the project corridors as well as dotted lines showing conceptual plans for SR509 and 24th/28th Avenue S extensions.



Public Involvement

The City published articles in its newsletter, distributed updates to the project web site (see below), sent out notices to the adjoining community, provided press releases and distributed flyers to affected properties and neighbors to solicit comments on the project. Three public open meetings were held on April 14, June 2, and October 8 to initiate the design and seek public input on alternative alignment layouts and preliminary design plans. On March 24, 2010, the City sponsored another public open house on a proposal to transfer part of the old SR509 ROW south of S. 216th Street to the City for stormwater retention facilities related to the project as well as other future uses such as roadway and Barnes Creek Trail extensions. (http://www.desmoineswa.gov/dept/pub_works/509ROWproject.html), Additional public input will be sought as the project advances through final design in 2010.

The alternatives included an alignment that was symmetrical to the existing roadway vs. an alignment that offset from the current centerline to minimize impacts on developed properties. After consideration of public input from the neighborhood and feedback from the City of SeaTac, the Port of Seattle and others, the City Council directed staff to advance preliminary design of the “Offset Alignment” shown in rough draft form below.

[Preliminary Design](#) (Click for larger PDF)



Design Report

Engineers developed a full design report that analyzed the project and the City Council approved advancing the project into final design. The Council sponsored a study session early this year to discuss the design report and urban design elements. Much of the discussion centered around the need to contain future operations and maintenance costs.

The design report is a technical working document that guides the City developing final construction documents. The report contains alignment information that illustrates the extent of the proposed improvements, signalization lane configurations, landscaping as well as technical information on traffic, drainage, environmentally sensitive areas and lighting. Generally, both roadways require widening to nearly 100', adding two lanes in each direction, center medians and/or turn lanes, bicycle lanes, landscaping, lighting and ADA accessible sidewalks and bus stops. Storm water will be collected and treated to protect water quality.

The design is "context" sensitive to the development characteristics along each segment of these roadways as illustrated on the below diagram.

Conceptual Corridor Diagram



Click [Here for an enlargement](#)

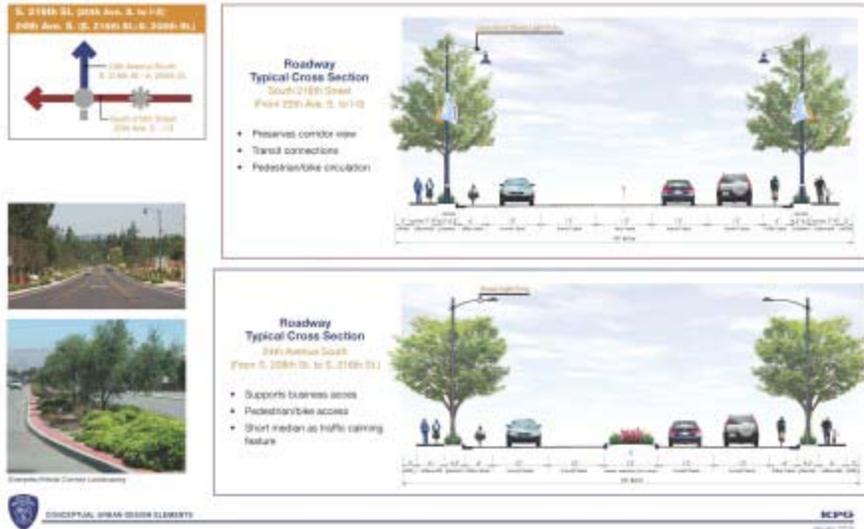
A graphic example of the S. 216th Street western approach to Pacific Highway S, (Below) extends the retail and pedestrian oriented streetscape components of Pacific Highway towards the transportation gateway and downtown Des Monies. A U-turn pocket is provided to maintain access to local businesses.

Conceptual Bird's Eye View



Click [Here for an enlargement](#)

Differences in design concept between the two roadways are illustrated below. 24th Avenue S. lighting and landscape design elements are more consistent with future development of aviation support logistics, light manufacturing and office facilities as well as plans to extend 24th/28th Avenue S. into the City of SeaTac. The proposal includes bike lanes, planted medians as well as planters next to the sidewalk and overhead street lighting. S. 216th Street between Pacific Highway S. and 24th Avenue S. employs urban design details that are reflective of a Gateway to the City.



Click [Here for an enlargement](#)

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Schedule

The project is advancing as depicted in the General Schedule below. The City is in the process of finalizing design details, coordinating with utilities and finalizing right of way procedures. Initially, emphasis will be to advance 24th Avenue S. and S. 216th Street, Segment 2 (19th Avenue S. to 24th Avenue S.) into readiness for construction. These two corridors abut the Port of Seattle property and the City is in the process of negotiating an interlocal agreement for most of the required right of way. Negotiations with other private owners is subject to approval of the final right of way plans and financing.



Click [Here for an enlargement \(PDF\)](#)

The final plans will detail environmental, construction and right of way requirements on 24th Avenue S and S. 216th Street from approximately 19th Avenue S to Pacific Highway including lane transitions to 29th Avenue S. This stage will likely not involve significant improvements outside the S. 216th Street right of way in the City of SeaTac.

Funding

The engineering work is funded, in part, with a loan from the Washington State Public Works Trust Board as well as development fees and arterial road funds as approved in the City's Capital Improvement Program. As design progresses, the City is actively seeking additional funding for right of way and construction. Development will contribute a fair share to the improvements on South 216th Street and 24th Avenue South, through frontage improvements, utility undergrounding and off-site mitigation. Construction phasing is subject to available funding.

Questions?

Persons with questions or comments are urged to contact the Len Madsen, Project Manager at gatewayinfo@desmoineswa.gov.