

PS&T COMMITTEE AGENDA

September 11, 2014 - North Conference Room

21630 11th Avenue South – Des Moines 98198

5:30P – 6:30P

1. Approval of minutes of 6/05/2014 meeting
2. 2015-2020 Transportation CIP Budget

(Discussion Item – 30 min)

Staff will present a draft Transportation CIP which will include existing and new projects as well as Committee concurrence on the remaining MVD Crosswalk improvements slated for this fall (see staff memo).

3. Back to School Enforcement Plan Discussion

(Discussion Item – 10 min)

Staff will discuss the challenges anticipated in the coming school year based on past school years. From school zone enforcement needs to crime trends in the schools and their impacts on our community, staff will share the direction of SRO Cripe and Principal Julie Hunter (MRHS) have been discussing, and how those plans impact other schools in the City of Des Moines.

4. Waterland Parade/4th of July Debriefing

(Informational Item – 15 min)

Staff will provide information on both events to include things which went well, issues, costs and recommendations for future events.

Des Moines City Council PS&T Committee
Minutes –6/05/2014

Meeting called to order: 5:30 PM on June 5, 2014, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members

Vic Pennington
Jeanette Burrage
Dave Kaplan (absent)

Other City Staff

Tony Piasecki – City Manager
Dan Brewer – Planning, Building & PW Director
Brandon Carver – Engineering Services Manager
George Delgado, Police Chief
Bob Bohl, Commander

AGENDA:

1. Approval of Minutes from 5.1.2014 meeting
2. Transportation Improvement Plan (TIP)
3. Sound Transit Update
4. Progress towards Accreditation Update
5. Police Department Pacific Ridge Community/Business Outreach
6. Undergrounding of Overhead Utilities

MEETING:

1. Approval of Minutes from 5.1.2014 meeting: Unanimously approved.
2. Transportation Improvement Plan (TIP): Engineering Services Manager, Brandon Carver, continued the TIP discussion from last month's meeting by going over the changes that were previously discussed. They included:
 - Deleting the following projects:
#4 (216th Segment 2) will be complete in 2014.
#74 S 224th Street Improvements (the section between 24th Ave & SR-99 has bike lanes and sidewalks, the section east of SR-99 is captured with Pacific Ridge Project #16.
 - Modify the title of #17 to read S 223rd Street – improvements all the way to Beach Park via Cliff and a pedestrian connection at Overlook II.
 - Elevating the following project:
Redondo Parking Study to #18 from #19.

- Proposing new projects:
South 236th Lane between SR-99 and HCC at 19
South 227th Street Improvements (between Marina and MVD) to 74
- Lowering the following projects:
Downtown Des Moines improvements from 18 to 20

This is set for a Public Hearing on June 26, 2014.

3. Sound Transit Update: City Manager, Tony Piasecki, presented the proposed changes to the 20 year Transportation Improvement Plan (TIP) which included:
 - No changes in priority to the top 17 projects
 - Proposing to elevate the Redondo Parking Study from 18 to 19
 - Proposing a new project – South 236th Lane between SR-99 and HCC at 19
 - Proposing to lower Downtown Des Moines Improvements from 18 to 20
4. Comp Plan – Transportation Element & Capital Facilities, Utilities and Public Services Element: Community Development Manager, Denise Lathrop, updated the Committee by explaining the purpose of the Comprehensive Plan. She also discussed staff's recommended updates and additions which included:
 - Formatting - updating text and layout
 - Background Sections – updating to clarify purpose
 - Goals/Policies – removing duplicative language and streamlining text
 - Strategies – renaming “Implementation Strategies”
 - Overall – creating a positive tone and removing negative language
 - Incorporating updates from water, sewer, school district and other public service providers
5. CIP Project Updates: Brandon Carver went over the 2014 Transportation CIP Update information that was included in the packet. He explained the Saltwater State Park Bridge Seismic Retrofit Project had obtained additional funding from the Federal Highways through WSDOT Local Programs Bridge Replacement Advisory Committee (BRAC) in the amount of \$1,500,000 which means that both Phase I & Phase II will be completed at the same time. Brandon also gave an update on the South 251st Street Landslide by reporting that geotechnical investigation, analysis and design report are all ongoing; the right of entry with the property owner has been secured; and franchise utility coordination and daily inspections are ongoing. PSE is also going to relocate a 4-inch gas main.
6. School Zone Flashing Beacons: Brandon Carver explained that the software that runs the cameras in the school zones has been bought out by another company and will no

longer be available effective June 10, 2014 therefore making the traffic cameras inoperable. Staff researched other software products and it appears the best solution is to hire King County to switch out the current time clock hardware. Cost for this should come from the Automated Speed Enforcement fund. The Committee concurred.

Adjourned 6:50 pm

Minutes submitted by:

Peggy Volin

Administrative Assistant II

PS&T 9/11/14 Item #2

Draft 2015 – 2020 Transportation CIP Summary

New project for 2014

- *Project to be added with 2014 budget amendment*
- South 251st Slide Repair – Total cost ~430k

Projects under Construction/Finish in 2014

- South 216th Street – Segment 2 (final pay estimate sent August)
- MVD Crosswalks (222nd and 225th) – **See attached memo**
- North Hill School Zone flashers - (completed January)
- Driver Feedback Speed Sign – (1st installation for 20th Ave South)
- Annual Sidewalk Program – (7th Ave sidewalk repairs)
- Annual Guardrail Program – (10th Ave S/MVD repaired)

Projects under Construction/Design 2015

- Pavement Management Program (large patch area repairs as needed)
- 24th Avenue South – 208th to 216th
- South 216th Street – Segment 1a (ROW acquisition phase)
- Citywide Arterial Street Improvements (will finish in 2015)
- Saltwater Bridge Seismic Retrofit (construction to begin fall 2014)
- Annual Sidewalk Program – (repairs where identified through citywide survey)
- Annual Guardrail Program – (repairs as needed)
- 224th Sidewalk – Midway Elementary
- 216th – 11th Ave Crosswalk Improvement (RRFB)
- South 268th Street Sidewalk – 16th Ave to 19th Ave (north side, grant dependent)
- Barnes Creek Trail – (Design)
- South 224th Street – SR-99 to 30th Ave South
- Redondo Area Improvements (re-named from Redondo Parking Study, results and recommendations spring 2015)
- MVD/240th Round-a-bout – (Design, grant dependent)
- 16th Ave South Improvement – Segment 5A – (Design)
- Comprehensive Transportation Update – (update with potential downtown study support)

New Projects and Projects in years 2017 - 2020

- DMMD/200th Signal Improvements – (SeaTac lead Agency, start design in 2018)
- Kent-Des Moines Rd Improvements – Segment 2 – (SR-99 to 24th Ave S, start design in 2018)
- South 216th Street Improvement – Segment 3 – (11th to 18th, start design in 2017)

Unfunded Projects

- *These projects are currently in the top 26 of the City's prioritized Transportation Improvement Plan*
- Pavement Management Program
- South 223rd/Cliff Ave Street Improvements
- South 236th Lane Improvements
- Downtown Des Moines Sidewalk Improvements
- South 240th Street Improvements Segments 1 and 2
- MVD ITS Project (signal coordination/traffic cameras)
- Wayfinding Signs
- Redondo Boardwalk Repairs



Engineering Services

DATE: August 13, 2014

TO: Dan Brewer, P.E., Planning, Building and Public Works Director

FROM: R. Brandon Carver, P.E., P.T.O.E., Engineering Services Manager *RBC 8/13/14*

SUBJECT: Marine View Drive – South 222nd and South 225th RRFB recommendation

Background

In the early 1990's, MVD was improved along with 7th Ave South with a large capital project that added/improved sidewalks along the entire downtown stretch of MVD, including marking crosswalks at the unsignalized intersections. Following the project and into the late 1990's and early 2000 years, pedestrian crossing concerns rose to the level that Council directed staff to investigate the corridor with respect to the pedestrian crossing safety. In February of 2003 the City staff at that time presented to Council a MVD Downtown Corridor Pedestrian Crossing Study. The study looked at accidents, vehicle volumes, speeds, and pedestrian crossing volumes. The results of the study and observations of the pedestrian and motorist behavior generally showed that motorists were less likely to stop for pedestrians who did not clearly indicate that they were ready to use the crosswalks. Ultimately, staff at that time did not see a need for or recommend major modifications to the pedestrian treatments in place at that time.

Since the 2003 study, there has been very little change to the MVD pedestrian crosswalks and roadway. Staff has continued to receive occasional complaints in the Engineering and Police Departments regarding pedestrian crossing concerns at the unsignalized intersections along MVD in the downtown. There has been recent discussion and requests for a pedestrian flag program to staff from the Des Moines Senior Advisory Committee. Due to the recent requests for improvements, staff decided to re-visit the MVD crosswalk issues since it had been nearly 10 years since the previous study and in that time there have been some advancements in crosswalk treatment technology used at unsignalized crosswalk locations. The main concern for MVD unsignalized crosswalks centers around the perception that vehicles do not yield for pedestrians waiting to cross. Staff conducted an Open House and Walking Audit in late August of 2012. Following this open house and input from the City's hired consultant, a presentation was made to the City Council on November 1, 2012. Staff presented a short, mid, and long term approach to improving crosswalk operations. The City Council approved the planned improvements approach and subsequently approved the 2013 – 2018 Capital Improvement Plan which authorized \$120,000 of expenditure authority for 2013. Funding for the Marine View Drive Crosswalk Improvements comes

primarily from the Traffic Safety Program which is supported entirely by revenue from the Automated Speed Enforcement program.

The short-term improvements to add static crosswalk signs, remove some crosswalk markings, trim vegetation, and in spot locations remove trees for sign visibility were completed in late 2012.

In 2013, staff completed an in-house design for three of the five unsignalized intersections on MVD (219th, 220th, and 226th) consisting of solar powered Rapid Rectangular Flashing Beacons (RRFB). Construction was completed on-time and under budget in late summer. The pedestrian activated lights have improved driver compliance. As part of the 2014 – 2019 Capital Improvement Plan, Council authorized \$155,000 for phase 2 improvements at South 222nd Street and South 225th Street. Initially the phase 2 improvements visualized at these two intersections were the implementation of overhead pedestrian beacons installed over both crosswalks at each intersection.

As staff was developing the initial plans for the two intersections, there were a couple of issues encountered:

- 1) It became clear that if overhead beacons were to be used, each side of the mast arm would need beacon displays in order to accommodate the visibility need for side street vehicles at each intersection.
- 2) It also became clear that on the non-strain pole corner, there would still need to be installed a push button on a Type 1 style pole with crosswalk warning signs attached. This led to further discussion about whether or not a side mounted flashing beacon should accompany the warning signs.

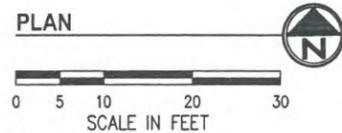
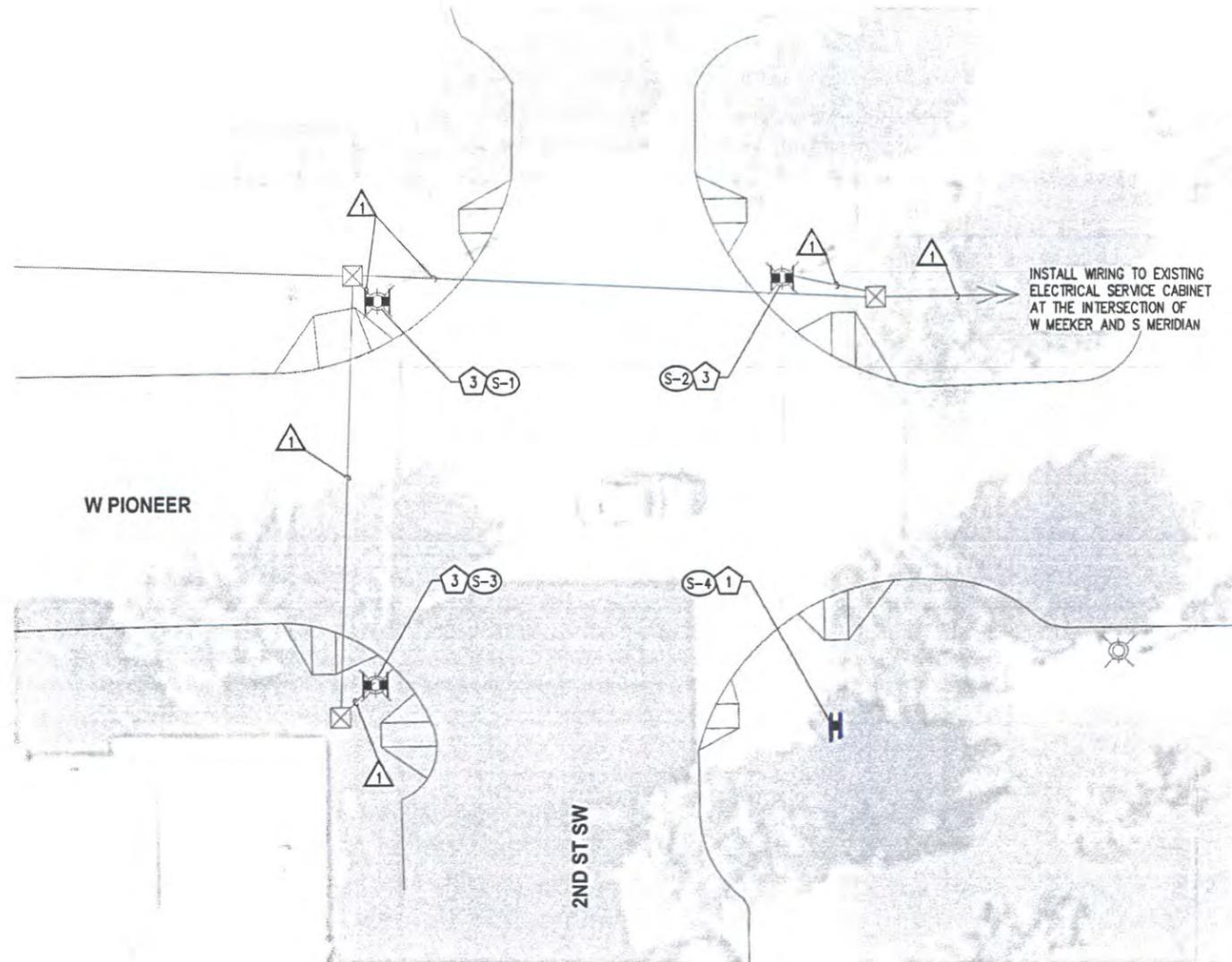
These issues led to the idea of potentially installing RRFB's on both sides of the intersection (each crosswalk) and have them operate simultaneously if either side of the intersection (north leg or south leg) were activated. This solution would reduce the improvement costs and be consistent with the improvements installed in 2013. The RRFB units at 219th, 220th, and 226th have shown to be effective as they near the 1-year mark. Using the same style solar RRFB flashing lights will also ensure the two intersections can be improved within the current budget allocation and provide the same expected compliance.

While doing research for RRFB applications installed at intersections with 2 marked crosswalks (such as 222nd and 225th), staff found a current example being installed in the City of Puyallup (plan sheet attached for reference) which was designed by KPG, Inc. a well known consultant to the City of Des Moines. Staff also found a similar existing installation in King County on Ambaum Blvd near White Center (see attached photo for reference). The lights here are round beacon style, but operate on the same premise as the RRFB layout.

Recommendation

Based on the initial design and investigation work, I am recommending the phase 2 improvements on MVD at 222nd and 225th use the RRFB beacon systems similar to the existing locations at 219th, 220th, and 226th. These beacons would be programmed to activate all flashers at the intersection if any of the four buttons are pressed at each intersection respectively.

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WIRE NOTES

▲	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	EX	EX WIRING, 2-#8 (RRFB)	

NOTES:

1. VERIFY EXACT ROUTE TO THE EXISTING ELECTRICAL SERVICE CABINET WITH THE ENGINEER IN THE FIELD.
2. INSTALL NEW CIRCUIT BREAKER IN THE EXISTING ELECTRICAL SERVICE CABINET AT THE INTERSECTION OF W WEEKER AND S MERIDIAN. COORDINATE WORK IN THE SERVICE CABINET WITH CITY OF PUYALLUP TRAFFIC MAINTENANCE REPRESENTATIVE.

LEGEND

- RRFB ASSEMBLY
- EXISTING LUMINAIRE
- EXISTING JUNCTION BOX

SIGN SCHEDULE

SIGN NO.	LOCATION	DESIGNATION	SIZE	REMARKS
S-1	EXISTING LIGHT POLE	W11-2 (30"x30"), W16-7P (24"x12")	-	2 EA, BACK TO BACK. SEE RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY DETAIL, SHEET 6
S-2	EXISTING LIGHT POLE	W11-2 (30"x30"), W16-7P (24"x12")	-	2 EA, BACK TO BACK. SEE RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY DETAIL, SHEET 6
S-3	EXISTING LIGHT POLE	W11-2 (30"x30"), W16-7P (24"x12")	-	2 EA, BACK TO BACK. SEE RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY DETAIL, SHEET 6
S-4	BEHIND EXISTING SIDEWALK	W11-2 (30"x30"), W16-7P (24"x12")	-	2 EA, BACK TO BACK. SEE RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY DETAIL, SHEET 6

ELECTRICAL NOTES

- CONSTRUCT FOUNDATION AND INSTALL SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY PER DETAIL, SHEET 6. SEE SIGN SCHEDULE FOR LOCATION.
- INSTALL AC POWERED RECTANGULAR RAPID FLASHING BEACON ON EXISTING LUMINAIRE POLE, INSTALL ASSEMBLY PER DETAIL, SHEET 6. REMOVE EXISTING BANNER AND BANNER ARMS. SEE SIGN SCHEDULE FOR LOCATION.

Mark
A.
Palmer

Digitally signed by Mark A. Palmer
DN: cn=Mark A. Palmer, o=City of Puyallup, ou=City Engineer, email=mpalmer@ci.puyallup.wa.us, c=US
Date: 2014.02.27 09:11:46 -08'00'

APPROVED
BY _____
CITY OF PUYALLUP
CITY ENGINEER
DATE _____
NOTE: THIS APPROVAL IS VOID AFTER 1 YEAR FROM APPROVAL DATE.
THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS AND/OR OMISSIONS ON THESE PLANS. FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

NO.	DATE	BY	APPR.	REVISIONS

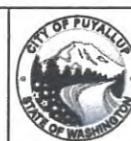
Approved By		12114CHAN02.dwg
CITY ENGINEER	DATE	FILENAME
PROJECT MANAGER	DATE	AMK 2/20/14
PROJECT ENGINEER	DATE	DESIGNED BY
		AMK 2/20/14
		DRAWN BY
		JC 2/20/14
		CHECKED BY



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BID DOCUMENT



THE CITY OF PUYALLUP
DEPARTMENT OF PUBLIC WORKS
1100 39TH AVE. SE
PUYALLUP, WA 98374

CITY OF PUYALLUP
7TH AVENUE SW AND CITYWIDE
SAFETY IMPROVEMENTS

W PIONEER & 2ND ST SW
SITE F
SITE PLAN
KPG PROJECT No. 12114 SHT 18 OF 67

