PS&T COMMITTEE AGENDA

March 5, 2015 - North Conference Room

21630 11th Avenue South – Des Moines 98198

5:30P – 6:30P

1. Approval of minutes of 2/05/2015 meeting
2. CIP Updates

   (Informational Item – 20 min)

   Staff will provide an update on the current Transportation CIP projects recently completed and underway either in design/planning, or construction stage.
3. Police Department Update

   (Informational Item – 10 min)

   Staff will provide an update on the outcome on the accreditation process. They will also talk about 2014 accomplishments, 2015 goals, hiring and retirement projections and community outreach plans for the coming year.
4. 2015 Comprehensive Plan Update – Transportation Element

   (Discussion Item – 20 min)

   Staff will provide an overview of the proposed amendments to the Transportation Element of the Comprehensive Plan and solicit feedback from the Committee.
5. Sound Transit Update

   (Informational Item – 10 min)

   The Mayor will update the Committee on his meetings with the mayors of the cities of SeaTac, Federal Way and Kent on Sound Transit's FWLE alignment and station locations. Staff will update the Committee on the current Sound Transit schedule and City plans to hear citizen concerns and finalize its comments on the DEIS that are expected to be due on May 18th. DEIS comments will assist Sound Transit staff and then its full Board in identifying a "Preferred Alternative" tentatively in June that will be further refined and analyzed before the Board makes a final decision on what project to build in the Summer of 2016.

Des Moines City Council PS&T Committee Minutes –2/05/2015

Meeting called to order: 5:30 PM on February 5, 2015, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members
Vic Pennington (excused)
Jeanette Burrage
Dave Kaplan

Other City Staff
Dan Brewer – Planning, Building & PW Director
Brandon Carver – Engineering Services Manager
George Delgado – Police Chief
Pat Bosmans – City Attorney
Tim George – Assistant City Attorney
Matt Hutchins – Prosecuting Attorney
Andrew Merges – Associate Engineer
Peggy Volin – Admin Asst II

AGENDA:

1. Approval of Minutes from 10/02/2014 meeting
2. Barns Creek Trail Update
3. Nuisance Property Abatement
4. Abandoned Residential Property Registration
5. RE-Write of Nuisance Chapter

MEETING:

1. Approval of Minutes from 10/2/2014 meeting: Unanimously approved.
2. Barnes Creek Trail Update: Associate Engineer Andrew Merges, brought the Committee up to date on the progress with the Barnes Creek Trail. KPG has been hired as the consultant to provide design services for the Trail from South 216th Street to Highline Community College. He also explained that this will be a multi-use trail providing regional and local connectivity and promotion of sustainable transportation. The regional connectivity is accessible to the planned Lake to Sound Trail, Des Moines Creek Trail with the potential to connect to the existing Green River and Interurban Trails. The local connectivity by means of future trail spurs would be to the Des Moines Creek Trail, Underwood Park, Post Office, Activity Center and Highline Community College. A recommended alignment was presented by staff for the corridor and agreed upon by the Committee members. Last, trail cross-sections were presented that illustrate trail segments on boardwalk and those on hot mix asphalt.
3. Nuisance Property Abatement: City Attorney Pat Bosmans, provided an update on the City's Nuisance Property Abatement Program and the 18 problem properties that were identified as being potential nuisance properties in the City. Photo's were presented showing "before" pictures of the properties as well as photos taken after the City's aggressive code enforcement measures that had been implemented in December of

2014. Pat stated that City staff continues to work with property owners and property management companies to gain voluntary compliance before abatement procedures through Superior Court would be initiated.

4. Abandoned Residential Property Registration: City Attorney Pat Bosmans presented a draft Abandoned Property Registration Ordinance modeled after similar ordinances in Spokane, Tacoma and Chula Vista. It was decided by the Committee to defer the draft Ordinance until additional research can be done on the administrative requirements of adopting an abandoned property registration program and to see if current code enforcement efforts will be effective without adopting additional ordinances.

5. Re-Write of Nuisance Chapter: Assistant City Attorney Tim George, presented a draft re-write of the City's current Nuisance Code in Chapter 9.64 DMMC. It was decided by the Committee to defer the draft Ordinance until additional research can be done on how the amendments would relate to the current enforcement process. Additionally, it was decided to wait and see if current code enforcement efforts will be effective without adopting additional ordinances.

Adjourned 6:50 pm

Minutes submitted by:
Peggy Volin
Administrative Assistant II

ITEM # 2 -

Transportation CIP - Project Status March 2015 - PS&T Committee

Recently Completed Projects	Status/Comment
South 251st Slide Repair	Substantially completed in November 2014
MVD Crosswalk Improvements Phase 2 - (222nd, 225th)	completed in December 2014
216th/11th Ave Crosswalk Improvement	completed in December 2014
Driver Feedback Sign on 20th Ave S	completed in December 2014

	Active CIP Projects	Status/Comment
	Redondo Boardwalk Repairs	seeking funding
	24th Avenue South (208th - 216th)	Roughly 90% complete...final paving in spring
*	216th Segment 1a (24th - SR-99)	In ROW acquisition phase - see attached project status sheet - Attachment 1
	Citywide Arterial Safety Improvements	3rd year of 3 years....Construction underway
	24th Ave South - Midway Elementary Sidewalks	Design underway in-house
*	Saltwater State Park Bridge Seismic Retro-fit	under construction - see attached project status sheet - Attachment 2
	Barnes Creek Trail	Design underway, ROW/Easement swap forthcoming
*	Redondo Parking Study	Open House #2 tentatively scheduled for early April - Attachment 3
	MVD/240th Street Round-a-bout	Design currently at 15%, only going to 30% level at this time

In-active Projects	Status/Comment
Annual Sidewalk Program	design and repairs summer 2015
South 224th Street (Pac Hwy - 30th Ave S)	Design/Construct 2015
South 268th Street sidewalks	Design start fall 2015
16th Ave S - 5a	deign on hold - developer coordination
Pavement Management Program	no current action
Comprehensive Transportation Plan Update	Plan update - summer/fall 2015

Highlighted Projects to be the focus of discussion on 3/5

* Project status sheet provided as Attachment

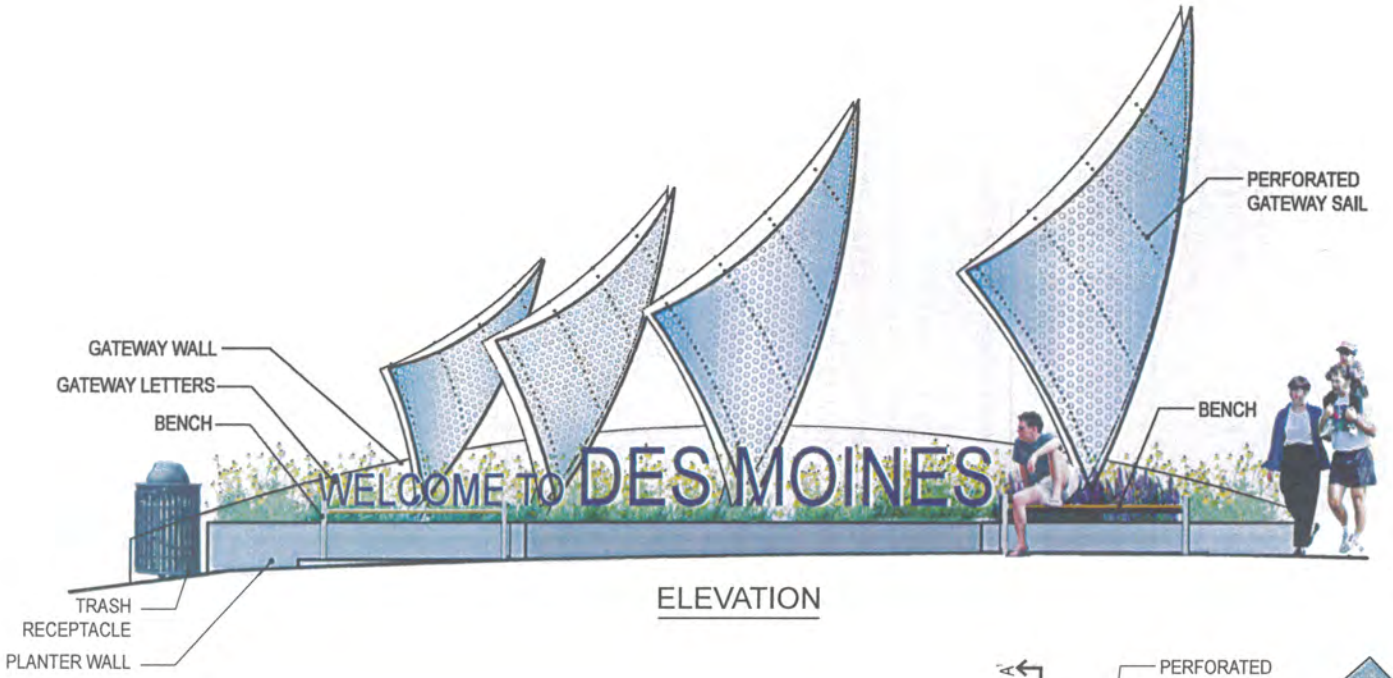
216TH SEGMENT 1A – 24TH TO SR-99
MARCH 2015 PROJECT UPDATE

STATUS

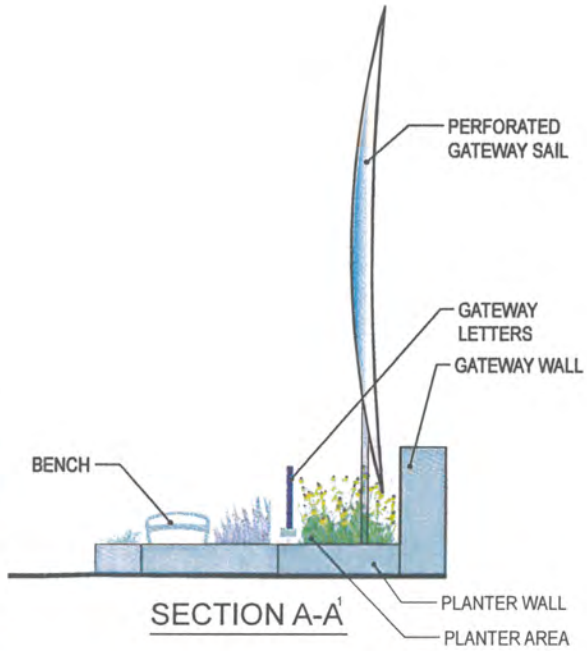
- Appraisals underway for 5 remaining parcels.
- Property owner and Tenant contacts ongoing.
- Final design coordination and agreements with utilities underway.
- Incorporation of Urban Design features (illustration below).
  - Large urban sail features (see attached detail) to be placed at NW and SW corners of 216th/SR99. Existing Des Moines Gateway sign on SW corner to be removed and held at shop for parts or relocation.
  - Approximately 6 "sail themed" rest benches in the corridor (see attached detail)
  - Features were reviewed and endorsed by the Planning Agency and Arts Commission in Nov. 2010.

SCHEDULE

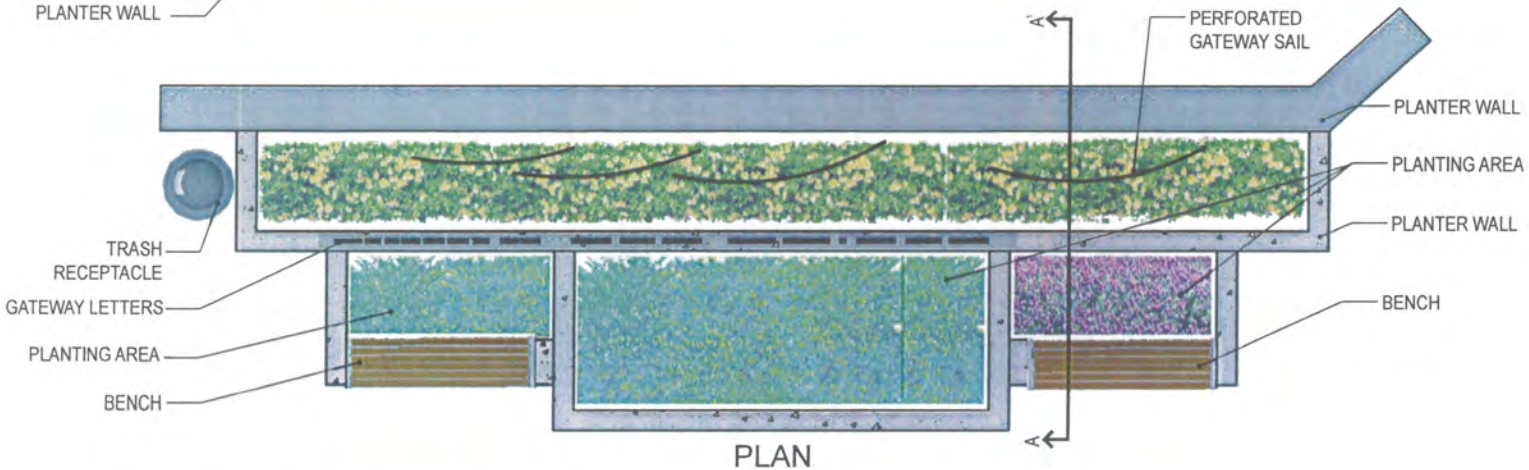
- Spring/Summer 2015 – Negociate property offers and secure needed ROW.
- Fall 2015 – Preparation of bid documents, advertise for construction.
- January 2016 – Begin construction



ELEVATION



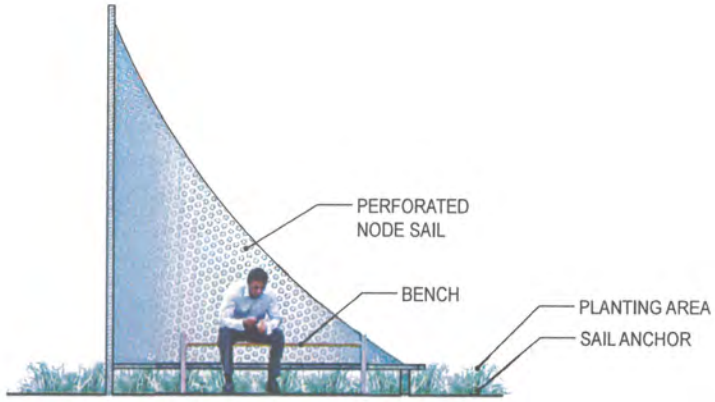
SECTION A-A'



PLAN

CITY OF DES MOINES
216th Gateway Project

January 2015
KPG



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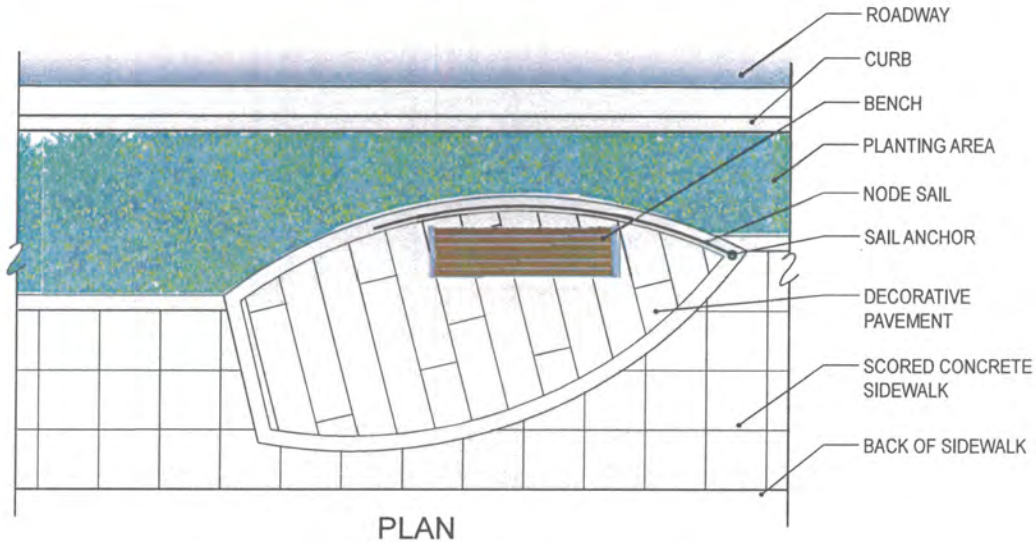

PLAN

SALTWATER STATE PARK BRIDGE SEISMIC RETROFIT MARCH 2015 PROJECT UPDATE

STATUS

- Subsurface micropile installation and testing is complete.
- Carbon fiber wrapping is in full production.
- Bridge column footing expansions are proceeding ahead of schedule.
- Bridge column and deck crack epoxy injection is almost complete.

SCHEDULE

- Mid/Late May – Project Completion and Roadway Opening.

REDNDO PARKING MANAGEMENT PLAN
MARCH 2015 PROJECT UPDATE

STATUS

- Draft Parking Management Plan report – Ready for review March 2015
- Stakeholder outreach continues – Salty's and Highline Community College
- 2nd Open house – April 2015

PARKING MANAGEMENT PLAN CONCEPTUAL IDEAS

General

MAJOR

MINOR

- Installation of additional parking along Redondo Way.
- Enhancement of Redondo Beach/Redondo Way intersection, including raised pavement, decorative scoring, lighting, and perhaps a traffic signal.
- Consolidation of crosswalks on Redondo Beach Drive.
- Installation of paid parking on/along Redondo Way, South 282nd Street and/or Sound View Drive.
- Park-by-permit for the surrounding residential streets both north and south of the core area.
- Installation of street lights at specific locations.
- Installation of speed radar signs, no parking signs, and other traffic control devices at select locations.

Wooton Park/Salty's Restaurant Vicinity (See Attached)

- Reconfiguration of Salty's Parking Lot, to eliminate ingress/egress directly at Redondo Beach.
- Installation of a new connection/angled parking located at the current horseshoe pits area of Wooton Park, allowing for additional Wooton Park parking and an ingress/egress to the Salty's Parking Lot.

NOTES:
EXISTING STALLS = 68±
PROPOSED STALLS = 86

PLAN
SCALE IN FEET
0 20 40

2015 Comprehensive Plan Update

Council Public Safety and Transportation Committee Meeting
March 5, 2015

Introduction:

The purpose of this item is to provide the Council Public Safety and Transportation Committee the opportunity to provide feedback on staff proposed amendments to "Chapter 3: Transportation Element" of the Des Moines Comprehensive Plan. The focus of the Committee discussion will be to provide feedback on the proposed amendments and policy questions.

The background and structure for the 2015 Comprehensive Plan Update has been previously discussed with the full Council. Key points discussed include:

- Formatting: update text and layout, add color and pictures, remove numbered paragraph format, and make text more concise and reader friendly (e.g., Healthy Des Moines Element).
- Background Sections: update to clarify purpose, streamline text, remove numbered paragraph format.
- Goals/Policies: remove duplicative language, combine like policies, improve layout, make goal/policy/strategy numbering consistent between plan elements.
- Strategies: rename "Implementation Strategies," remove duplicative language, streamline.
- Overall: create a positive tone and remove negative language.
- Consider replacing the General Planning Element with a Vision Statement for the City and general introduction to the Comprehensive Plan.
- Adding an Economic Development Element or Economic policies to the Land Use Element.

What was intended as two year robust outreach and update process into about a six month timeframe, hence there are a lot of plan elements to review and update in a short timeframe.

Discussion:

This is a working draft document that is subject to change pending further Council and community input. To facilitate the discussion of the Transportation Element, the following is attached: 1) The current Comp Plan chapter; 2) Proposed amendments shown in track changes along with staff comments in the margins; and 3) A changes accepted version. There are policy questions on pages 3-18 and 3-19 of the track changes version (highlighted in yellow) that relate to light rail extension to/through Des Moines.

Staff is working to further consolidate and align the goals, policies and implementation strategies. Staff will work with the Committee to incorporate additions and edits into the Transportation Element. It would be most efficient use of staff time if the individual Committee members provide a consolidated set of questions and/or comments to staff.

Chapter 3: Transportation Element

The Transportation Element ensures that the City's transportation system supports land uses envisioned by the Comprehensive Plan. The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned densities described in the Land Use Element. Des Moines' transportation system is comprised of several features, including streets, sidewalks, bicycle facilities, trails, state highways, and King County Metro and Sound Transit public transit services. These components cross or overlap jurisdictional boundaries. Only minor revisions are proposed for the Transportation Element. The most significant change is the removal of the discussion and cross reference discussions as this level of detail is contained in the Comprehensive Transportation Plan.

Existing Comprehensive Plan Chapter

CHAPTER 3: TRANSPORTATION ELEMENT

Vision
To create and maintain an efficient and safe multi-modal transportation system that provides mobility for all users – residents, businesses, employees, students and visitors.

3-01 *GOALS*

To ensure the Transportation Vision is achieved, the City has the following goals:

Goal TR 1: Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.

Goal TR 2: Provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors.

Goal TR 3: Require construction of transportation facilities needed to support new growth that achieves adopted level of service standards on the City's transportation network.

Goal TR 4: Encourage the expansion of public transit services to provide convenient and affordable transportation alternatives for all residents and employees.

Goal TR 5: Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations and to support a healthy lifestyle.

Goal TR-6: Establish parking strategies to support economic activity, transportation, circulation, and existing and future land uses.

Goal TR-7: Pursue funding for transportation improvements from all potential sources.

Goal TR-8: Strive to minimize impact on the environment for all transportation projects, and consider context sensitive design strategies when appropriate.

Goal TR-9: Reduce congestion, air pollution and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

Further details on these transportation goals is provided in Section 3-03.

3-02 *BACKGROUND AND CONTEXT*

3-02-01 Introduction

Transportation plays an important role today and in the future for the city envisioned by the community and City leaders. The transportation system not only affects the quality of life for residents, but also the City's economic vitality. The entire community relies on the system to get people where they want to go, to bring goods to and from the community, and to connect people to the services they need. The transportation system is the backbone of the community, and it defines the character of our City.

Des Moines' transportation system is comprised of several features, including streets, sidewalks, bicycle facilities, trails, state highways, and King County Metro and Sound Transit public transit services. These components cross or overlap jurisdictional boundaries. For example, King County Metro Transit operates its buses within Des Moines, and relies on the City's streets and traffic signal systems to deliver these services. The City's responsibility is to provide a reasonably safe, efficient, and dependable transportation system for residents and businesses. The City Council's Transportation Vision for the City is supported by nine Goals. These goals will guide the City's decisions about projects and funding ensuring that the Transportation Vision is reached.

Each community has a set of values – specific community characteristics that they intrinsically value. These values are rarely written down but they are reflected by the people who are elected to represent the community and by the City's adopted goals and policies. Community values – such as mobility, safe streets and neighborhoods, frequent transit service, convenient parking – are reflected in the City's overarching vision for the transportation system and supported by goals, policies, and strategies. For the City, planning for the future involves understanding what is likely to happen and identifying ways to manage that change.

3-02-02 The Future Transportation System

The City of Des Moines should be prepared to see substantial change over the next 20 years. Growth along the Pacific Highway South corridor, the Des Moines Creek Business Park development, and expansion of Highline Community College are just a few of the planned activities within the City that will provide new opportunities for housing and employment. The City and the Region are expected to grow, as the economy recovers. Population and employment growth will add vehicle, transit, and personal trips to the transportation network within the City. Understanding the future nature and volume of traffic in the City of Des Moines as well as the region, makes it possible to identify transportation issues and to suggest appropriate facility improvements to meet the demands. The City has developed a Comprehensive Transportation Plan to help prepare for the future.

3-02-03 Comprehensive Transportation Plan (CTP)

The Growth Management Act (GMA) specifies several minimum requirements that must be included in the Transportation Element of the City's Comprehensive Plan. These include (1) land use assumptions used in estimating travel, (2) estimated traffic impacts to state-owned transportation facilities, (3) level of service standards, (4) identification of improvements that correct deficiencies and meet future needs, (5) multi-year financing plans and policies, (6) strategies for intergovernmental coordination, and (7) demand-management strategies.

The CTP adopted by Ordinance #1458 on June 11, 2009 was developed with the intent to meet the requirements of the GMA found in RCW36.70A.070 (6), and all of these GMA requirements have been met through the City of Des Moines CTP effort. The CTP, as may be amended from time to time, is therefore adopted by reference to the Transportation Element. The CTP is posted and available on the City's website.

The CTP was developed with the intent to preserve the quality of life for residents and to support a viable economic future for the City. The City Council and staff will use the CTP to make decisions regarding future transportation investments.

The CTP is consistent with the Land Use Element. The land use assumptions used in estimating travel demand are described in Chapter 4 of the CTP. The resulting growth in employment and housing are included in Figures 3-1 and 3-2 at the end of this Chapter. The City completed an inventory and evaluation of the existing transportation facilities and services and established level of service standards, and developed an estimate of the traffic impacts resulting from the growth assumptions. Specific actions and improvements necessary to accommodate the City's planned growth and meet the level of service standard were identified in the CTP. In compliance with the GMA, the CTP addresses traffic growth out to the year 2030 (more than the 10 year requirement). The CTP provides a financing plan, demand management strategies, and includes a pedestrian and bicycle component. The CTP which is developed for and reflects the values of the community was created in collaboration with stakeholders. The community outreach program provided a variety of forums for stakeholders to learn about the CTP and provide feedback to the City.

The policies and strategies in the Transportation Element of the City of Des Moines Comprehensive Plan are a summary of the CTP's findings, goals, and policies.

3-02-04 Level of Service Standard

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The term "level of service" is used to define a way to measure the operational performance of street or intersection. The level of service considers the perception by drivers in terms of speed, travel time, the freedom to maneuver, traffic interruptions and delays, and comfort and convenience.

The City uses the Level of Service (LOS) as defined in the Highway Capacity Manual (HCM). Supporting information on Level of Service can also be found in 'A Policy on Geometric Design of Highways and Streets' (commonly referred to as *The Green Book*) published by the American Association of State Highway and Transportation Officials (AASHTO).

The Level of Service Standard for the City of Des Moines (based on the AM or the PM peak hour) is LOS D, with exceptions for selected intersections along major arterials and in the Marina District, which may operate at LOS E or LOS F. Locations with a LOS F standard include the intersections of South 216th Street and Pacific Highway South, Kent Des Moines Road and Pacific Highway South, and Redondo Way and Redondo Beach Drive. Intersections with a LOS E standard include the Marina District intersections along 7th Avenue South and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road and the SR 99 intersections of South 220th Street/Pacific Highway South and South 224th Street/Pacific Highway South. In addition, all signalized intersections must not exceed an Xc of 1.0 using a 120 second cycle length. However, the intersection of Kent Des Road/Pacific Highway may

operate at an Xc equal to 1.2 using a 150 second cycle length. The level of service standards are depicted in Figure 3.8.

3-02-05 Building the Transportation System

The Des Moines CTP has identified numerous capital improvements necessary over the next 20 years to meet the adopted LOS standards, and to provide a safe and efficient multi-modal transportation system.

The capital program needed to build the future transportation system cannot be accomplished through public finance alone. The City will need to secure private investment capital and pool regional resources for the transportation system. Details of planned capital improvements and finance plans can be found in the CTP.

Alternative transportation strategies requiring lower capital investment and maximizing the capacity of the existing system also need to become a viable component of the network. The Des Moines CTP identifies alternative modes (transit, , bicycling, walking) as demand management strategies, and carpooling, changes in work schedules, and parking fees as important components that have historically have been underutilized.

3-03 TRANSPORTATION GOALS BY CATAGORY

As part of the update to the Comprehensive Transportation Plan, some adjustments and updates were made to the Transportation Vision to illustrate how Des Moines envisions itself over the next twenty years. This vision establishes the framework for the goals and policies that are developed to ensure the vision can be met.

The transportation goals are organized into nine categories - Transportation and Land Use, Street System, Concurrency, Public Transit, Pedestrian and Bicycle Facilities, Parking, Funding, Environmental, and Transportation Strategies for Sustainability - to make it easier to translate them into more specific policies/strategies, and over time, implement them in an organized way. Most of all, the goals have implications that overlap more than just the single category under which they are listed. While the goals focus mostly on our physical surroundings, they contain implications that affect environmental, economic, and social concerns. The discussion session under each goal is provided for additional context and is intended as explanatory only.

3-03-01 Transportation and Land Use

GOAL TR 1: Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.

DISCUSSION: *The transportation system should support the City's land use vision, as described in the Land Use Element. The City vision is consistent with regional land use policies that seek to focus growth within the urbanized area. Population and employment are expected to become more intense surrounding Pacific Highway South between South 216th Street and Kent-Des Moines Road by 2030. (See Figures 3-1 and 3-2 for the allocation of 2030 growth). The City of Kent and Des Moines are jointly planning Envision Midway, a subarea plan that is*

supporting mixed use and more dense housing in this part of Des Moines. The CTP land development reflects patterns that shift towards a less auto-dependent city and that better support travel options. Research shows that for a given amount of development, higher residential and employment densities generate fewer auto trips than less dense areas.

CROSS REFERENCE: *See Goal TR 3 regarding concurrency management designed to ensure that new development does not outpace the City's ability to provide the necessary and corresponding transportation services. See Goal TR 4 for land use policies supporting high capacity transit.*

3-03-02 Street System

GOAL TR 2: Provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors.

DISCUSSION:

The private auto remains the most common mode of travel in the region and the city. For the foreseeable future, the auto will continue to carry the majority of trips within Des Moines. The City will need to accommodate reasonable capacity to serve travel demand and to prevent cut-through trips from impacting residential neighborhoods. There are limits to accommodating the automobile; it is neither possible nor desirable to build or widen roadways enough for all trips to be made without delays. Delays at intersections can be reduced but some congestion will be expected during the peak hours. Additionally, the city has a strong interest in maintaining and preserving the existing street system and operating it efficiently and effectively. Figures 3-3 and 3-4 show the improvements needed to the street network to meet the future needs. For streets to meet the needs of other users - --pedestrians, bicyclists and transit users, the facility needs to be planned and designed with those needs in mind.

CROSS REFERENCE:

See Goal TR 1 regarding the interconnection of land use and transportation. See Goal TR 3 for concurrency management - a way to ensure that new development does not outpace the city's ability to provide transportation services.

3-03-03 Concurrency

GOAL TR 3: Require construction of transportation facilities needed to support new growth and achieve the adopted level of service standards on the City's transportation network.

DISCUSSION:

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The GMA requires that if development causes the service level of a facility to fall below a defined level of service standard, the state's concurrency rule requires that deficiencies caused by development be mitigated concurrent with the development (within 6 years) or the permit for that development be denied. The term "level of service" (LOS) measures the operational performance of a transportation facility, such as a street corridor or intersection. LOS considers the speed, travel time, freedom to maneuver, traffic

interruptions and delays, and the driver's comfort and convenience. To enforce the concurrency requirements of the GMA, the City defined a LOS standard for transportation facilities and applies that designated LOS standard to measure traffic during the AM and PM peak hours of the commute, generally the worst traffic conditions during a typical day.

CROSS REFERENCE:

City and regional land uses impact the number of vehicles on the street network. (See Goal TR 1)

3-03-04 Public Transit

GOAL TR 4: Encourage the expansion of public transit services to provide convenient and affordable transportation alternatives for all residents and employees.

DISCUSSION:

Transit service is an increasingly important element of Des Moines' transportation system. Improved transit service and new capital investments are integral to meeting the City's land use goals and the needs of the community. Expanding service would improve mobility not only within the City but provide more connections to regional destinations for employment. The City supports regional plans for high capacity transit (HCT) in Des Moines, including RapidRide bus rapid transit and Link Light Rail, and the expansion of local bus service needed to provide convenient connections with these systems.

However, unlike the street and non-motorized systems, the City does not directly provide transit service. Instead, the City must coordinate service expansions and changes with the region's two providers --- Sound Transit and King County (Metro). The City often works with other cities in South King County to lobby these providers for expanded service and better transit options for residents. Figure 3-5 recommends a set of transit improvements for the short term, mid-term, and long term.

CROSS REFERENCE:

City policies promote transit-supportive land uses (See Goal TR1), including higher densities and enhanced circulation for pedestrians, and call for new developments to provide convenient pedestrian access to transit stops (See Goal TR5). City policies support the programs of Sound Transit and King County Metro that expand the number of transit routes and increase the frequency of service on existing routes.

3-03-05 Pedestrian and Bicycle Facilities

GOAL TR 5: Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations, and to support a healthy lifestyle.

DISCUSSION:

The City is committed to providing the opportunity to walk and bicycle to all residents by supporting safe, efficient, desirable, and accessible pedestrian and bicycle travel.

The vision for a future network of trails, sidewalks, bicycle lanes, and other improvements that will benefit all roadway users and the environment are shown in Figures 3-6 and 3-7.

The City plans to improve its pedestrian network, focusing first on basic provisions at locations of critical need, with longer term plans to construct additional pedestrian amenities. City's long-term goal is to provide sidewalks and to take advantage of opportunities to provide interim walkways wherever possible.

Bikeways, like streets and sidewalks, are used by a wide range of people--children riding to school, commuters riding to work, people exercising, or touring. The recommended bicycle network meets the needs of these various user groups. The network shown in Figure 3-7 has recommended bike lanes (separate), bike routes (on streets shared with pedestrians and/or cars), and bike paths that are for non-motorized use only.

CROSS REFERENCE:

Bicycle facilities, and accessible sidewalks and other pedestrian facilities provide safe connections to and from transit. (See Goal TR 4)

3-03-06 Parking

GOAL TR 6: Establish parking strategies that support economic activity, transportation, circulation, and for existing and future land uses.

DISCUSSION:

The purpose of establishing parking strategies is to effectively balance the demand for parking with the supply. Parking issues in the City are generally focused around the Marina District, Highline Community College and Redondo, although there are some localized parking concerns within some neighborhoods. The addition of planned transit facilities, RapidRide, Link Light Rail, and potential passenger-only ferry service will create new parking issues and challenges near their stations. As the Marina District continues to develop, parking demand will grow as businesses, retail, and residences increase, leading to more competition for the limited supply of on-street parking. Parking management techniques will be needed to balance the employee, customer, visitor, and residential demand for the same on-street parking. The City may create and implement a parking program that minimizes on-street surface parking; encourages shared, clustered parking to reduce the total number of spaces needed; and considers reducing parking requirements for developments near transit stations. The City could consider establishing minimum parking standards as regional and local transit service in the neighborhood improves and as light rail is provided in the city.

CROSS REFERENCE:

The CTP identifies a set of strategies, a toolbox of the best practices in parking management (CTP Table 4-13), but as the complexity of the actions are considered, a detailed parking plan will provide the best actions for the community.

3-03-07 Funding

GOAL TR 7: Pursue funding for transportation improvements from all potential sources.

DISCUSSION:

The CTP consists of improvements to the street network, enhancements for safety and operations, identifies a priority pedestrian network, a bicycle network, provisions for transit facilities and the management of on-street public parking. The City of Des Moines uses several sources of revenue to pay for transportation improvements. However, given the current economic conditions, some of the usual sources are reduced. Implementing the recommended CTP projects will require aggressive exploration of funding resources and careful prioritization of the projects to ensure an effective use of the available funding.

CROSS REFERENCE:

Funding is critical for the City to implement plans for all the modes including streets (See Goal TR 2) and pedestrian and bicycle facilities (See Goal TR 5).

3-03-08 Environmental

GOAL TR 8: Strive to minimize impact on the environment for all transportation projects and consider context sensitive design strategies when appropriate.

DISCUSSION:

Extending into virtually all parts of the urban area, any transportation project has an impact on the environment, the City, and its neighborhoods. Considering the functions and daily life in the immediate neighborhood when planning and designing the facility, minimizes those impacts.

Projects with impacts to the local community require a balanced and sensitive approach to planning, design, and construction. The City and its project partners need to understand and implement collaborative approaches that allow all stakeholders to participate in the vision, design, and construction of the project. Context sensitive design is a way to strive for balance. Projects must be supported by sound engineering standards and practices while at the same time, incorporate the needs of the city and neighborhoods involved.

3-03-09 Transportation Strategies for Sustainability

GOAL TR 9: Reduce congestion, air pollution and fuel consumption through Travel Demand Management (TDM) and Commute Trip Reduction (CTR) Programs.

DISCUSSION:

The goals of TDM and the CTR Program are to reduce traffic congestion, air pollution, and fuel consumption by working with major employers to reduce drive-alone commuting. Since the passage of the CTR Act in 1991 (incorporated into the Clean Air Act), Washington State has required cities like Des Moines to work on reducing trips by encouraging large employers to develop plans that motivate employees to commute in ways other than driving alone. The state and City goal is to obtain a 10 percent reduction of drive alone trips by 2011. By encouraging people to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek, the CTR program helps to make the transportation system work more efficiently. A higher proportion of trips made in high-occupancy vehicles, or by walking or bicycling, or avoided altogether during the morning commute means reduced delay for everyone traveling on the system. Both the City and Highline Community College have developed programs to reduce the number of drive alone trips and these are reported in the City's CTR Plan adopted by the City in November 2008.

CROSS REFERENCE:

Many of the other Goals support this one. Strategies to reduce the number of trips made by SOVs are more effective when supported by land uses that provide the density to support efficient transit services (See Goal TR1); pedestrian friendly neighborhoods and street design standards that support pedestrians (See Goal TR5); and parking management strategies that encourage shared parking and limit on-street parking (See Goal TR6). The City will need to work closely with adjacent jurisdictions and regional transit agencies to ensure that adequate and appropriately located transit service is provided (See Goal TR 4).

3-04 *POLICIES*

3-04-01 Transportation and Land Use

To serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan (Goal TR 1):

(1) Build a street network that connects to the regional transportation system and to the local street networks in adjacent communities. *(CTP TR 1.1)*

(2) Ensure consistency between land use and the transportation plan so that transportation facilities are compatible with the type and intensity of land uses *(CTP TR 1.2)*

(3) Transportation system design shall be based on the most current City of Des Moines Transportation data and analysis as compiled in the CTP. Transportation assumptions in the CTP shall reflect the most recent land use assumptions and shall be updated at intervals between five and ten years.

(4) Consider multi-modal transportation options by providing enhancements to the roadside (widened shoulders and sidewalk where feasible) with connections to civic facilities, recreation areas, education institutions, employment centers, and shopping.

3-04-02 Street System

To provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors (Goal TR 2):

(1) Establish a functional classification system for the street network, consisting of a hierarchy of street functions that generally describes their intended use. *(CTP TR 2.1)*

(2) Provide convenient access to business districts and centers including management of traffic congestion. *(CTP TR 2.2)*

(3) Provide a connected street network or grid pattern that distributes traffic over more streets providing people with more travel routes. *(CTP TR 2.3)*

(4) Protect residential neighborhoods from overflow and cut through traffic through the City's Neighborhood Traffic Calming Program. *(CTP TR 2.4)*

(5) Provide opportunities for residents and business owners to give comments on Des Moines' transportation system. *(CTP TR 2.5)*

(6) Preserve and maintain the existing streets and other transportation infrastructure. *(CTP TR 2.15)*

(7) The planned extension of State Route 509to Interstate 5 is a key transportation facility for the City of Des Moines and its construction should be completed as soon as possible.

3-04-03 Concurrency

To support new growth and achieve adopted level of service standards on the City's transportation network (Goal TR 3):

(1) Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system. *(CTP TR 3.1)*

(2) Deny approval if a proposed development will cause the LOS to fall below the City's adopted LOS standards, unless the developer makes improvements to mitigate the impacts, concurrent with the development. *(CTP TR 3.2)*

3-04-04 Public Transit

To provide convenient and affordable transportation alternatives for all residents and employees (Goal TR 4):

(1) Promote transit use and support programs that improve transit coverage and service within Des Moines. *(CTP TR 4.1)*

3-04-05 Pedestrian and Bicycle Facilities

To provide access to local and regional destinations, and support a healthy lifestyle (Goal TR 5):

(1) Build a non-motorized transportation network to provide safe pedestrian and bicycle movement. *(CTP TR 5.1)*

(2) Prioritize pedestrian and bicycle improvements that provide access to schools, parks and other public buildings. Provide bicycle racks at schools, parks, and other public buildings. *(CTP TR 5.10)*

(3) Support "Safe Routes to School" programs and education campaigns on traffic, bicycle and pedestrian safety in consultation with school districts.

3-04-06 Parking

To support economic activity, transportation, circulation, and existing and future land uses, establish parking strategies that: (Goal TR 6):

(1) Require new development in the Marina District to provide a sufficient number of parking spaces either on-site or in a shared parking structure. *(CTP TR 6.1)*

(2) Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Marina District. *(CTP TR 6.2)*

3-04-07 Funding

To pursue funding for transportation improvements from all potential sources (Goal TR 7):

(1) Seek funding for projects in the Transportation Improvement Program (TIP). *(CTP TR 7.1)*

(2) Allocate resources to the CIP and TIP in the following ranked priority: 1) safety enhancements; 2) preservation, maintenance and operation of existing facilities; 3) capacity improvements; 4) projects that improve multiple modes while taking full advantage of funding opportunities as they arise. *(CTP TR 7.2)*

(3) Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted level of service standards. *(CTP TR 7.6)*

(4) Emphasize investments for the preservation and maintenance of the City's existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for street maintenance revenue. *(CTP TR 7.8)*

(5) Seek funding to correct locations with identified traffic safety concerns. *(CTP TR 7.9)*

3-04-08 Environmental

To minimize impacts on the environment for all transportation projects (Goal TR 8):

(1) Balance transportation services with the need to protect the environment. *(CTP TR 8.1)*

(2) Construct streets and other transportation facilities using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas. *(CTP TR 8.4)*

3-04-09 Transportation Strategies for Sustainability

To reduce congestion, air pollution and fuel consumption through TDM and CTR Programs (Goal TR 9):

(1) Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include

parking management, individualized marketing, ridesharing and support of non-motorized travel. *(CTP TR 9.1)*

3-05 *STRATEGIES*

The following strategies will be used to implement the policies stated above.

3-05-01 Transportation and Land Use

(1) Prepare and maintain a computerized model of the existing local, state, and regional network, existing traffic levels and levels of service on the network, and projected traffic growth.

(2) Maintain traffic forecasts for at least 10 years based on land use assumptions.

(3) Coordinate with neighboring cities on local street network improvements that cross jurisdictional boundaries.

(4) Prepare and maintain a database of various traffic data including traffic volumes, truck traffic volumes, and turning movement counts.

(5) Prepare updates to the CTP every five years to ensure that the most recent land use assumptions are reflected in the CTP.

3-05-02 Street System

(1) Design and build the street network according to their desired classification.

(2) Periodically monitor and evaluate traffic patterns to validate appropriate classifications within the street network.

(3) To the extent possible, maintain the street network within their desired classifications.

(4) Monitor traffic related concerns and implement strategies in the City's Neighborhood Traffic Calming Program where appropriate.

(5) Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)

(6) Establish and regularly update street design and construction standards. (CTP TR 2.7)

(7) Acquire additional right-of-way (consistent with RCW 35.79) for street segments that contain insufficient right-of-way to allow streets to be developed to the City's desired street classification. (CTP TR 2.8)

(8) Identify excess, unused, or unnecessary right-of-way for vacation. (CTP TR 2.9)

(9) Plan a street network that provides convenient access within and between neighborhoods. (CTP TR 2.10)

(10) Require new development to build streets that connect with or will connect in the future with streets on adjacent developments providing access between neighborhoods. (CTP TR 2.11)

(11) Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)

(12) Consolidate access to properties along principal, minor, and collector arterials, where practical, to maximize the capacity of the street and reduce potential safety conflicts. (CTP TR 2.13)

(13) Use Intelligent Transportation System (ITS) strategies to optimize the existing street network. (CTP TR 2.14)

(14) Conduct public meetings and hearings prior to and during the design of major transportation facilities, to inform the public and to gather public input.

(15) Coordinate the construction of roadways and utilities to avoid the need for road repairs resulting from utility construction after road construction.

(16) Prepare and maintain a database and inventory of transportation system assets including pavement, traffic signals, street lighting, traffic signs, pavement markings, channelization, guardrails and other system devices.

(17) Coordinate with other agencies to encourage and facilitate the construction of State Route 509 to Interstate 5.

(18) Develop multimodal LOS standards as a way to measure and select transportation projects by mode during the next CTP update.

3-05-03 Concurrency

(1) Develop and adopt concurrency ordinances in support of the GMA.

(2) Periodically monitor intersection level of service to verify assumptions within the CTP.

(3) Using the transportation model and the CTP, identify and prioritize improvements to the street network so that the adopted LOS standard is met.

(4) Establish procedures and standards for Traffic Impact Studies.

(5) Require developers to analyze traffic impacts associated with development proposals, and require improvements as necessary to mitigate impacts, concurrent with the development.

(6) Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system. *(CTP TR 3.1)*

3-05-04 Public Transit

(1) Encourage King County Metro and Sound Transit to expand the number of transit routes serving Des Moines and to increase the frequency and span of service on existing routes. *(CTP TR 4.2)*

(2) Require developments to provide convenient pedestrian access to transit stops from new commercial, multifamily, and single family subdivisions. Developments should

incorporate facilities, such as transit shelters, bus pullouts, internal circulation paths and landing areas that foster transit ridership. *(CTP TR 4.3)*

(3) Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. *(CTP TR 4.4)*

(4) Support increased transit service to park-and-ride lots and major transfer points. *(CTP TR 4.5)*

(5) Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. *(CTP TR 4.6)*

(6) Investigate the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the Marina District. *(CTP TR 4.7)*

(7) Support Sound Transit light rail (LRT) station(s) in Pacific Ridge, Midway, and Woodmont areas on Pacific Highway South. *(CTP TR 4.8)*

(8) Support frequent local service linking Downtown, Des Moines businesses and Highline Community College with HCT on Pacific Highway South. *(CTP TR 4.9)*

(9) Work with Sound Transit to establish a light rail transit stop at South 216th Street. *(CTP TR 4.10)*

(10) Work with Sound Transit on station area planning for Midway and South 272nd Street stations. *(CTP TR 4.11)*

(11) Coordinate with the City of Kent for the Midway subarea. *(CTP TR 4.12)*

3-05-05 Pedestrian and Bicycle Facilities

(1) Promote multi-modal facilities and services within walking/bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines. *(CTP TR 5.2)*

(2) Require all new roadway construction, reconstruction, or widening projects to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps. *(CTP TR 5.3)*

(3) Enhance the attractiveness of the Marina District as a pedestrian environment using features such as benches, landscaping, lighting, drinking fountains, bicycle racks, and public art. *(CTP TR 5.4)*

(4) Work with the Kent, Federal Way and Highline School Districts as well as neighborhood associations to support programs that encourage walking and bicycling to local schools. *(CTP TR 5.5)*

(5) Design pedestrian crossings consistent with standards in regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals and landscaping. *(CTP TR 5.6)*

(6) Provide a bicycle network that supports the use of bicycles as a means of general transportation as well as recreational activity. Construct new streets with sufficient width to allow for bicycling on identified bicycle corridors. *(CTP TR 5.7)*

(7) Encourage new and existing schools, multi-family and commercial developments to provide bicycle racks and other amenities to support bicycling. *(CTP TR 5.8)*

(8) Require new or redeveloping properties to design and build sidewalks along property frontage. *(CTP TR 5.9)*

(9) Actively enforce traffic codes, including those affecting pedestrians and bicyclists.

3-05-06 Parking

(1) Provide short term on-street parking unless prevented by right-of-way limitations or unique neighborhood characteristics. *(CTP TR 6.3)*

(2) Establish street design and construction standards to accommodate on-street parking where feasible.

(3) Set and enforce parking limits to address parking concerns in neighborhoods. *(CTP TR 6.4)*

(4) Consider flexible and innovative parking solutions and strategies. *(CTP TR 6.5)*

(5) Develop a detailed parking plan.

3-05-07 Funding

(1) Coordinate with other jurisdictions to fund transportation improvements and participate in joint efforts that improve inter-jurisdictional facilities and achieve economies of scale on similar projects. *(CTP TR 7.3)*

(2) Partner with neighboring cities or regional transit agencies/providers in order to improve state and federal funding opportunities. *(CTP TR 7.4)*

(3) Prepare a multi-year financing plan for right-of-way acquisition and transportation improvements. *(CTP TR 7.5)*

(4) Prepare estimates of the cost to acquire needed right-of-way and to construct needed transportation improvements.

(5) Identify funding sources and assess the capability to acquire needed right-of-way and fund needed transportation improvements.

(6) Maintain a transportation impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system. *(CTP TR 7.7)*

(7) Require new developments to maintain landscaping when required as part of the development.

(8) Use traffic data and transportation system databases to prioritize system preservation and maintenance needs so that the use of resources is maximized.

3-05-08 Environmental

(1) Construct roads and other transportation facilities to minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally critical areas.

(2) Incorporate appropriate landscaping in the design of transportation facilities. *(CTP TR 8.2)*

(3) Provide transportation facilities that fit the character of the neighborhoods through which they pass. *(CTP TR 8.3)*

(4) Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. *(CTP TR 8.5)*

(5) Operate the traffic system to minimize congestion and air quality impacts. *(CTP TR 8.6)*

(6) Phase construction of roadway and other transportation facilities to minimize any inconvenience to and negative impact upon adjacent property owners.

3-05-09 Transportation Strategies for Sustainability

(1) Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. *(CTP TR 9.2)*

(2) Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. *(CTP TR 9.3)*

(3) Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

3-06 *CONCLUSION*

These goals, policies, and strategies together with the recently adopted Comprehensive Transportation Plan will help the City leaders who want to make the inevitable changes work for Des Moines, while protecting the best of what we have and recognizing who and what Des Moines will become by preserving a sense of the community, our identity, and pride.

3-07 *FIGURES*

Figure 3-1 Growth in Employment (2008-2030)

Figure 3-2 Growth in Households (2008-2030)

Figure 3-3 Intersection and Street Widening Projects (Capacity Projects)

Figure 3-4 Safety and Operations Projects

Figure 3-5 Future Transit Network

Figure 3-6 Priority Pedestrian Network

Figure 3-7 Recommended Bicycle System

Figure 3-8 LOS Standards

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CHAPTER 3: TRANSPORTATION ELEMENT

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Background and Context

The Transportation Element ensures that the City's transportation system supports land uses envisioned by the Comprehensive Plan. The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned densities described in the Land Use Element. Consistent with the Plan's framework goals and emphasis on sustainability and healthy communities, transportation goals and policies include measures to help reduce air pollution, and promote active transportation.

People in Des Moines currently rely on driving versus walking, biking, and taking transit to travel in and out of the city. It is the City's vision to create and maintain an efficient and safe multi-modal transportation system that provides mobility for all users – residents, businesses, employees, students and visitors. ~~Transportation plays an important role today and in the future for the city envisioned by the community and City leaders.~~ The transportation system not only affects the quality of life for residents, but also the City's economic vitality. The entire community relies on the system to get people where they want to go, to bring goods to and from the community, ~~and to~~ connect people to the services they need, and provide the network for critical emergency services. The transportation system is the backbone of the community, and it defines the character of our City.

Des Moines' transportation system is comprised of several features, including streets, sidewalks, bicycle facilities, trails, state highways, and King County Metro and Sound Transit public transit services. These components cross or overlap jurisdictional boundaries. For example, King County Metro Transit operates its buses within Des Moines, and relies on the City's streets and traffic signal systems to deliver these services. The City's responsibility is to provide a reasonably safe, efficient, and dependable transportation system for residents and businesses.

The City Council's Transportation Vision for the City is supported by nine Goals. These goals will guide the City's decisions about projects and funding ensuring that the Transportation Vision is reached.

Each community has a set of values – specific community characteristics that they intrinsically value. These values are rarely written down but they are reflected by the people who are elected to represent the community and by the City's adopted goals and policies. Community values – such as mobility, safe streets and neighborhoods, frequent transit service, convenient parking – are reflected in the City's overarching vision for the transportation system and supported by goals, policies, and strategies. For the City, planning for the future involves understanding what is likely to happen and identifying ways to manage that change.

The following figures provide information in support of the Transportation Element:

Figure 3-1 Growth in Employment (2008-2030)

Figure 3-2 Growth in Households (2008-2030)

Figure 3-3 Intersection and Street Widening Projects (Capacity Projects)

Figure 3-4 Safety and Operations Projects

Figure 3-5 Future Transit Network

Figure 3-6 Priority Pedestrian Network

Figure 3-7 Recommended Bicycle System

Figure 3-8 LOS Standards

The Future Transportation System

The City of Des Moines should be prepared to see substantial change over the next 20 years. Growth along the Pacific Highway South corridor, the Des Moines Creek Business Park development, and expansion of Highline ~~Community~~ College are just a few of the planned activities within the City that will provide new opportunities for housing and employment.

~~The City and the Region are expected to grow, as the economy recovers. Population~~ Forecast population and employment growth will add vehicle, transit, and personal trips to the transportation network within the City. Understanding the future nature and volume of traffic in the City of Des Moines as well as the region, makes it possible to identify transportation issues and to suggest appropriate facility improvements to meet the demands. The City has developed a Comprehensive Transportation Plan to help prepare for the future.

Comprehensive Transportation Plan (CTP)

The Growth Management Act (GMA) specifies several minimum requirements that must be included in the Transportation Element of the City's Comprehensive Plan. These include (1) land use assumptions used in estimating travel, (2) estimated traffic impacts to state-owned transportation facilities, (3) level of service standards, (4) identification of improvements that correct deficiencies and meet future needs, (5) multi-year financing plans and policies, (6) strategies for intergovernmental coordination, and (7) demand-management strategies.

The CTP adopted by Ordinance #1458 on June 11, 2009 was developed with the intent to meet the requirements of the GMA found in RCW36.70A.070 (6), and all of these GMA requirements have been met through the City of Des Moines CTP effort. The CTP, as may be amended from time to time, is therefore adopted by reference to the Transportation Element. The CTP is posted and available on the City's website.

The CTP was developed with the intent to preserve the quality of life for residents and to support a viable economic future for the City. The City Council and staff will use the CTP to make decisions regarding future transportation investments.

The CTP is consistent with the Land Use Element. The land use assumptions used in estimating travel demand are described in Chapter 4 of the CTP. The resulting growth in employment and housing are included in Figures 3-1 and 3-2 at the end of this Chapter. The City completed an inventory and evaluation of the existing transportation facilities and services and established level of service standards, and developed an estimate of the traffic impacts resulting from the growth assumptions. Specific actions and improvements necessary to accommodate the City's planned growth and meet the level of

service standard were identified in the CTP. In compliance with the GMA, the CTP addresses traffic growth out to the year 2030 (more than the 10 year requirement). The CTP provides a financing plan, demand management strategies, and includes a pedestrian and bicycle component. The CTP which is developed for and reflects the values of the community was created in collaboration with stakeholders. The community outreach program provided a variety of forums for stakeholders to learn about the CTP and provide feedback to the City.

The policies and strategies in the Transportation Element of the City of Des Moines Comprehensive Plan are a summary of the CTP's findings, goals, and policies.

Level of Service Standard

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The term "level of service" is used to define a way to measure the operational performance of a street or intersection. The level of service considers the perception by drivers in terms of speed, travel time, the freedom to maneuver, traffic interruptions and delays, and comfort and convenience.

The City uses the Level of Service (LOS) as defined in the Highway Capacity Manual (HCM). Supporting information on Level of Service can also be found in 'A Policy on Geometric Design of Highways and Streets' (commonly referred to as *The Green Book*) published by the American Association of State Highway and Transportation Officials (AASHTO).

The Level of Service Standard for the City of Des Moines (based on the AM or the PM peak hour) is LOS D, with exceptions for selected intersections along major arterials and in the Marina District, which may operate at LOS E or LOS F. Locations with a LOS F standard include the intersections of South 216th Street and Pacific Highway South, Kent Des Moines Road and Pacific Highway South, and Redondo Way and Redondo Beach Drive. Intersections with a LOS E standard include the Marina District intersections along 7th Avenue South and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road and the SR 99 intersections of South 220th Street/Pacific Highway South and South 224th Street/Pacific Highway South. In addition, all signalized intersections must not exceed an Xc of 1.0 using a 120 second cycle length. However, the intersection of Kent Des Road/Pacific Highway may operate at an Xc equal to 1.2 using a 150 second cycle length. The level of service standards are depicted in Figure 3.8.

Building the Transportation System

The Des Moines CTP has identified numerous capital improvements necessary over the next 20 years to meet the adopted LOS standards, and to provide a safe and efficient multi-modal transportation system.

The capital program needed to build the future transportation system cannot be accomplished through public finance alone. The City will need to secure private investment capital and pool regional resources for the transportation system. Details of planned capital improvements and finance plans can be found in the CTP.

Alternative transportation strategies requiring lower capital investment and maximizing the capacity of the existing system also need to become a viable component of the network. The Des Moines CTP identifies alternative modes (transit, , bicycling, walking) as demand management strategies, and

carpooling, changes in work schedules, and parking fees as important components that have historically have been underutilized.

GOALS

To ensure the Transportation Vision is achieved, the City has the following goals:

Goal TR 1: Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.

Goal TR 2: Provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors.

Goal TR 3: Require construction of transportation facilities needed to support new growth that achieves adopted level of service standards on the City's transportation network.

Goal TR 4: Encourage the preservation and expansion of public transit services to provide ~~convenient~~ necessary and affordable transportation alternatives for all residents and employees.

Goal TR 5: Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations and to support a healthy lifestyle.

Goal TR-6: Establish parking strategies to support economic activity, transportation, circulation, and existing and future land uses.

Goal TR-7: Pursue funding for transportation improvements from all potential sources.

Goal TR-8: Strive to minimize impact on the environment for all transportation projects, and consider context sensitive design strategies when appropriate.

Goal TR-9: Reduce congestion, air pollution and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

Comment [dl1]: BC - Not sure if we are able to measure this goal and/or if we achieved it?

Comment [dl2]: Moved from Section 3-01.

~~3-03 *Transportation Goals by Catagory*~~

~~As part of the update to the Comprehensive Transportation Plan, some adjustments and updates were made to the Transportation Vision to illustrate how Des Moines envisions itself over the next twenty years. This vision establishes the framework for the goals and policies that are developed to ensure the vision can be met.~~

~~The transportation goals are organized into nine categories – Transportation and Land Use, Street System, Concurrency, Public Transit, Pedestrian and Bicycle Facilities, Parking, Funding, Environmental, and Transportation Strategies for Sustainability – to make it easier to translate them into more specific policies/strategies, and over time, implement them in an organized way. Most of all, the goals have implications that overlap more than just the single category under which they are listed. While the goals focus mostly on our physical surroundings, they contain implications that affect environmental, economic, and social concerns. The discussion session under each goal is provided for additional context and is intended as explanatory only.~~

~~3-03-01 Transportation and Land Use~~

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GOAL TR 1: Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.

DISCUSSION: *The transportation system should support the City's land use vision, as described in the Land Use Element. The City vision is consistent with regional land use policies that seek to focus growth within the urbanized area. Population and employment are expected to become more intense surrounding Pacific Highway South between South 216th Street and Kent-Des Moines Road by 2030. (See Figures 3-1 and 3-2 for the allocation of 2030 growth). The City of Kent and Des Moines are jointly planning completed Envision Midway, a subarea plan that is supporting supports mixed use and more dense housing in this part of Des Moines. The CTP land development reflects patterns that shift towards a less auto-dependent city and that better support travel options. Research shows that for a given amount of development, higher residential and employment densities generate fewer auto trips than less dense areas.*

CROSS REFERENCE: *See Goal TR 3 regarding concurrency management designed to ensure that new development does not outpace the City's ability to provide the necessary and corresponding transportation services. See Goal TR 4 for land use policies supporting high capacity transit.*

Comment [dl3]: This detail is provided in the CTP. This also applies to similar discussion/cross reference sections below.

3-03-02 Street System

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GOAL TR 2: Provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors.

DISCUSSION:

The private auto remains the most common mode of travel in the region and the city. For the foreseeable future, the auto will continue to carry the majority of trips within Des Moines. The City will need to accommodate reasonable capacity to serve travel demand and to prevent cut-through trips from impacting residential neighborhoods. There are limits to accommodating the automobile; it is neither possible nor desirable to build or widen roadways enough for all trips to be made without delays. Delays at intersections can be reduced but some congestion will be expected during the peak hours. Additionally, the city has a strong interest in maintaining and preserving the existing street system and operating it efficiently and effectively. Figures 3-3 and 3-4 show the improvements needed to the street network to meet the future needs. For streets to meet the needs of other users — pedestrians, bicyclists and transit users, the facility needs to be planned and designed with those needs in mind.

CROSS REFERENCE:

See Goal TR 1 regarding the interconnection of land use and transportation. See Goal TR 3 for concurrency management – a way to ensure that new development does not outpace the city's ability to provide transportation services.

3-03-03 Concurrency

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GOAL TR 3: Require construction of transportation facilities needed to support new growth and achieve the adopted level of service standards on the City's transportation network.

DISCUSSION:

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The GMA requires that if development causes the service level of a facility to fall below a defined level of service standard, the state's concurrency rule requires that deficiencies caused by development be mitigated concurrent with the development (within 6 years) or the permit for that development be denied. The term "level of service" (LOS) measures the operational performance of a transportation facility, such as a street corridor or intersection. LOS considers the speed, travel time, freedom to maneuver, traffic interruptions and delays, and the driver's comfort and convenience. To enforce the concurrency requirements of the GMA, the City defined a LOS standard for transportation facilities and applies that designated LOS standard to measure traffic during the AM and PM peak hours of the commute, generally the worst traffic conditions during a typical day.

CROSS REFERENCE:

City and regional land uses impact the number of vehicles on the street network. (See Goal TR 1)

3-03-04 Public Transit

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GOAL TR 4: Encourage the expansion of public transit services to provide convenient and affordable transportation alternatives for all residents and employees.

DISCUSSION:

Transit service is an increasingly important element of Des Moines' transportation system. Improved transit service and new capital investments are integral to meeting the City's land use goals and the needs of the community. Expanding service would improve mobility not only within the City but provide more connections to regional destinations for employment. The City supports regional plans for high capacity transit (HCT) in Des Moines, including RapidRide bus rapid transit and Link Light Rail, and the preservation and expansion of local bus service needed to provide convenient necessary connections with these systems.

However, unlike the street and non-motorized systems, the City does not directly provide transit service. Instead, the City must coordinate service expansions and changes with the region's two providers — Sound Transit and King County (Metro). The City often works with other cities in South King County to lobby these providers for expanded service and better transit options for residents. Figure 3-5 recommends a set of transit improvements for the short term, mid-term, and long term.

CROSS REFERENCE:

City policies promote transit-supportive land uses (See Goal TR1), including higher densities and enhanced circulation for pedestrians, and call for new developments to provide convenient pedestrian access to transit stops (See Goal TR5). City policies support the programs of Sound Transit and King County Metro that expand the number of transit routes and increase the frequency of service on existing routes.

3-03-05 Pedestrian and Bicycle Facilities

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GOAL TR 5: Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations, and to support a healthy lifestyle.

DISCUSSION:

~~*The City is committed to providing the opportunity to walk and bicycle to all residents by supporting safe, efficient, desirable, and accessible pedestrian and bicycle travel.*~~

The vision for a future network of trails, sidewalks, bicycle lanes, and other improvements that will benefit all roadway users and the environment are shown in Figures 3-6 and 3-7.

The City plans to improve its pedestrian network, focusing first on basic provisions at locations of critical need, with longer-term plans to construct additional pedestrian amenities. City's long-term goal is to provide sidewalks and to take advantage of opportunities to provide interim walkways wherever possible.

Bikeways, like streets and sidewalks, are used by a wide range of people--children riding to school, commuters riding to work, people exercising, or touring. The recommended bicycle network meets the needs of these various user groups. The network shown in Figure 3-7 has recommended bike lanes (separate), bike routes (on streets shared with pedestrians and/or cars), and bike paths that are for non-motorized use only.

CROSS-REFERENCE:

Bicycle facilities, and accessible sidewalks and other pedestrian facilities provide safe connections to and from transit. (See Goal TR 4)

3-03-06 Parking

GOAL TR 6: Establish parking strategies that support economic activity, transportation, circulation, and for existing and future land uses.

DISCUSSION:

The purpose of establishing parking strategies is to effectively balance the demand for parking with the supply. Parking issues in the City are generally focused around the Marina District, Highline Community College and Redondo, although there are some localized parking concerns within some neighborhoods. The addition of planned transit facilities, RapidRide, Link Light Rail, and potential passenger-only ferry service will could potentially create new parking issues and challenges near their stations. As the Marina District continues to develop, parking demand will grow as businesses, retail, and residences increase, leading to more competition for the limited supply of on-street parking. Parking management techniques will be needed to balance the employee, customer, visitor, and residential demand for the same on-street parking. The City may create and implement a parking program that minimizes on-street surface parking; encourages shared, clustered parking to reduce the total number of spaces needed; and considers reducing parking requirements for developments near transit stationsstops. The City could consider establishing minimum parking standards as regional and local transit service in the neighborhood improves and as light rail is provided in the city.has created some modifications to the off-street parking requirements based on industry guidelines and/or independent consultant study.

CROSS-REFERENCE:

The CTP identifies a set of strategies, a toolbox of the best practices in parking management (CTP Table 4-13), but as the complexity of the actions are considered, a detailed parking plan will provide the best actions for the community.

3-03-07 Funding

GOAL TR 7: Pursue funding for transportation improvements from all potential sources.

DISCUSSION:

The CTP consists of improvements to the street network, enhancements for safety and operations, identifies a priority pedestrian network, a bicycle network, provisions for transit facilities and the management of on-street public parking. The City of Des Moines uses several sources of revenue to pay for transportation improvements. However, given the current economic conditions, some of the usual sources are reducedThe outstanding majority of these sources are grants and/or loans. Implementing the recommended CTP projects will require aggressive exploration of funding resources and careful prioritization of the projects to ensure an effective use of the available funding.

CROSS REFERENCE:

Funding is critical for the City to implement plans for all the modes including streets (See Goal TR 2) and pedestrian and bicycle facilities (See Goal TR 5).

3-03-08 Environmental

GOAL TR 8: Strive to minimize impact on the environment for all transportation projects and consider context sensitive design strategies when appropriate.

DISCUSSION:

Extending into virtually all parts of the urban area, any transportation project has an impact on the environment, the City, and its neighborhoods. Considering the functions and daily life in the immediate neighborhood when planning and designing the facility, minimizes those impacts.

Projects with impacts to the local community require a balanced and sensitive approach to planning, design, and construction. The City and its project partners need to understand and implement collaborative approaches that allow all stakeholders to participate in the vision, design, and construction of the project. Context sensitive design is a way to strive for balance. Projects must be supported by sound engineering standards and practices while at the same time, incorporate the needs of the city and neighborhoods involved.

3-03-09 Transportation Strategies for Sustainability

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GOAL TR 9: Reduce congestion, air pollution and fuel consumption through Travel Demand Management (TDM) and Commute Trip Reduction (CTR) Programs.

DISCUSSION:

The goals of TDM and the CTR Program are to reduce traffic congestion, air pollution, and fuel consumption by working with major employers to reduce drive alone commuting. Since the passage of the CTR Act in 1991 (incorporated into the Clean Air Act), Washington State has required cities like Des Moines to work on reducing trips by encouraging large employers to develop plans that motivate employees to commute in ways other than driving alone. The state and City goal is to obtain a 10 percent reduction of drive alone trips by 2011. By encouraging people to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek, the CTR program helps to make the transportation system work more efficiently. A higher proportion of trips made in high occupancy vehicles, or by walking or bicycling, or avoided altogether during the morning commute means reduced delay for everyone traveling on the system. Both the City and Highline Community College have developed programs to reduce the number of drive alone trips and these are reported in the City's CTR Plan adopted by the City in November 2008.

Comment [bc4]: Not sure if we are able to measure this goal and/or if we achieved it?

CROSS REFERENCE:

Many of the other Goals support this one. Strategies to reduce the number of trips made by SOVs are more effective when supported by land uses that provide the density to support efficient transit

~~services (See Goal TR1), pedestrian friendly neighborhoods and street design standards that support pedestrians (See Goal TR5), and parking management strategies that encourage shared parking and limit on street parking (See Goal TR6). The City will need to work closely with adjacent jurisdictions and regional transit agencies to ensure that adequate and appropriately located transit service is provided (See Goal TR 4).~~

~~3-04~~ POLICIES AND IMPLEMENTATION STRATEGIES

~~3-04-01~~ Transportation and Land Use

~~To serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan (Goal TR 1):~~

~~(1)~~ TR 1.1 Build a street network that connects to the regional transportation system and to the local street networks in adjacent communities.

TR 1.1.1 Prepare and maintain a computerized model of the existing local, state, and regional network, existing traffic levels and levels of service on the network, and projected traffic growth.

TR 1.1.2 Coordinate with neighboring cities on local street network improvements that cross jurisdictional boundaries.

~~(2)~~ TR 1.2 Ensure consistency between land use and the transportation plan so that transportation facilities are compatible with the type and intensity of land uses ~~(CTP TR 1.2)~~

TR 1.2.1 Maintain traffic forecasts for at least 10 years based on land use assumptions.

TR 1.2.2 Prepare and maintain a database of various traffic data including traffic volumes, truck traffic volumes, and turning movement counts.

TR 1.2.3 Prepare updates to the CTP approximately every five years to ensure that the most recent land use assumptions are reflected in the CTP.

~~(3)~~ TR 1.3 Transportation system design shall be based on the most current City of Des Moines Transportation data and analysis as compiled in the CTP. Transportation assumptions in the CTP shall reflect the most recent land use assumptions and shall be updated at intervals between five and ten years.

TR 1.3.1

~~(4)~~ TR 1.4 Consider multi-modal transportation options by providing enhancements to the roadside (widened shoulders and sidewalk where feasible) with connections to civic facilities, recreation areas, education institutions, employment centers, and shopping.

TR 1.4.1

~~3-04-02~~ Street System

~~To provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors (Goal TR 2):~~

~~(1)~~ TR 2.1 Establish a functional classification system for the street network, consisting of a hierarchy of street functions that generally describes their intended use. ~~(CTP TR 2.1)~~

TR 2.1.1 Design and build the street network according to their desired classification.

TR 2.1.2 To the extent possible, maintain the street network within their desired classifications.

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~~(2)~~ TR 2.2 Provide convenient access to business districts and centers including management of traffic congestion. ~~*(CTP TR 2.2)*~~

TR 2.2.1 Consolidate access to properties along principal, minor, and collector arterials, where practical, to maximize the capacity of the street and reduce potential safety conflicts. (CTP TR 2.13)

~~(3)~~ TR 2.3 Provide a connected street network or grid pattern that distributes traffic over more streets providing people with more travel routes. ~~*(CTP TR 2.3)*~~

TR 2.3.1 Periodically monitor and evaluate traffic patterns to validate appropriate classifications within the street network.

TR 2.3.2 Plan a street network that provides convenient access within and between neighborhoods. (CTP TR 2.10)

TR 2.3.3 Require new development to build streets that connect with or will connect in the future with streets on adjacent developments providing access between neighborhoods. (CTP TR 2.11)

~~(4)~~ TR 2.4 Protect residential neighborhoods from overflow and cut through traffic through the City's Neighborhood Traffic Calming Program. ~~*(CTP TR 2.4)*~~

TR 2.4.1 Monitor traffic related concerns and implement strategies in the City's Neighborhood Traffic Calming Program where appropriate.

TR 2.4.2 Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)

~~(5)~~ TR 2.5 Provide opportunities for residents and business owners to give comments on Des Moines' transportation system. ~~*(CTP TR 2.5)*~~

TR 2.5.1 Establish and regularly update street design and construction standards. (CTP TR 2.7)

~~(6)~~ TR 2.6 Preserve and maintain the existing streets and other transportation infrastructure. *(CTP TR 2.15)*

TR 2.6.1 Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)

TR 2.6.2 Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)

TR 2.6.3

~~(7)~~ TR 2.7 The planned extension of State Route 509 to Interstate 5 is a key transportation facility for the City of Des Moines and its construction should be completed as soon as possible.

TR 2.7.1

~~3-04-03~~ **Concurrency**

~~To support new growth and achieve adopted level of service standards on the City's transportation network (Goal TR 3):~~

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Comment [dl5]: This might be better as a strategy to

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~~(1)~~ TR 3.1 Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system. ~~*(CTP TR 3.1)*~~

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TR 3.1.1 Develop and adopt concurrency ordinances in support of the GMA.

TR 3.1.2 Periodically monitor intersection level of service to verify assumptions within the CTP.

TR 3.1.3 Using the transportation model and the CTP, identify and prioritize improvements to the street network so that the adopted LOS standard is met.

~~(2)~~ TR 3.2 Deny approval if a proposed development will cause the LOS to fall below the City's adopted LOS standards, unless the developer makes improvements to mitigate the impacts, concurrent with the development. ~~*(CTP TR 3.2)*~~

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TR 3.2.1 Require developers to analyze traffic impacts associated with development proposals, and require improvements as necessary to mitigate impacts, concurrent with the development.

TR 3.2.2 Establish procedures and standards for Traffic Impact Studies.

~~3-04-04~~ Public Transit

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~~To provide convenient and affordable transportation alternatives for all residents and employees (Goal TR 4):~~

~~(1)~~ TR 4.1 Promote transit use and support programs that improve transit coverage and service within Des Moines. ~~*(CTP TR 4.1)*~~

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TR 4.1.1 Encourage King County Metro and Sound Transit to expand the number of transit routes serving Des Moines and to increase the frequency and span of service on existing routes. *(CTP TR 4.2)*

TR 4.1.2 Require developments to provide convenient pedestrian access to transit stops from new commercial, multifamily, and single family subdivisions. Developments should incorporate facilities, such as transit shelters, bus pullouts, internal circulation paths and landing areas that foster transit ridership. *(CTP TR 4.3)*

TR 4.1.3 Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. *(CTP TR 4.4)*

TR 4.1.4 Support increased transit service to park-and-ride lots and major transfer points. *(CTP TR 4.5)*

TR 4.1.5 Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. *(CTP TR 4.6)*

Comment [dl6]: Policy Question: Does Council want to modify this strategy?

TR 4.1.6 Investigate the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the Marina District. *(CTP TR 4.7)*

TR 4.1.7 Support Sound Transit light rail (LRT) station(s) in Pacific Ridge, Midway, and Woodmont areas on Pacific Highway South. *(CTP TR 4.8)*

Comment [dl7]: Policy Question: Does Council want to modify this strategy

TR 4.1.8 Support frequent local service linking Downtown, Des Moines businesses and Highline ~~Community~~ College with HCT on Pacific Highway South. *(CTP TR 4.9)*

TR 4.1.9 Work with Sound Transit to establish a light rail transit stop at South 216th Street. *(CTP TR 4.10)*

TR 4.1.10 Work with Sound Transit on station area planning for Midway and South 272nd Street stations. *(CTP TR 4.11)*

TR 4.1.11 Coordinate with the City of Kent for the Midway subarea. *(CTP TR 4.12)*

Comment [bc8]: Policy Question. Is this a strategy we want to continue to have in the Comp. Plan?

Comment [dl9]: Policy Question: Does Council want to modify this strategy?

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~~3-04-05~~ Pedestrian and Bicycle Facilities

~~To provide access to local and regional destinations, and support a healthy lifestyle (Goal TR 5):~~

~~(1)~~ TR 5.1 Build a non-motorized transportation network to provide safe pedestrian and bicycle movement. ~~*(CTP TR 5.1)*~~

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TR 5.1.1 Promote multi-modal facilities and services within walking/bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines. *(CTP TR 5.2)*

~~(2)~~ TR 5.2 Prioritize pedestrian and bicycle improvements that provide access to schools, parks and other public buildings. Provide bicycle racks at schools, parks, and other public buildings. *(CTP TR 5.10)*

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TR 5.2.1 Require all new roadway construction, reconstruction, or widening projects to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps. *(CTP TR 5.3)*

TR 5.2.2 Enhance the attractiveness of the Marina District as a pedestrian environment using features such as benches, landscaping, lighting, drinking fountains, bicycle racks, and public art. *(CTP TR 5.4)*

TR 5.2.3 Require new or redeveloping properties to design and build sidewalks along property frontage. *(CTP TR 5.9)*

TR 5.2.4 Actively enforce traffic codes, including those affecting pedestrians and bicyclists.

TR 5.3 Support "Safe Routes to School" programs and education campaigns on traffic, bicycle and pedestrian safety in consultation with school districts.

TR 5.3.1 Work with the Kent, Federal Way and Highline School Districts as well as neighborhood associations to support programs that encourage walking and bicycling to local schools. *(CTP TR 5.5)*

TR 5.3.2 Design pedestrian crossings consistent with standards in regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals and landscaping. *(CTP TR 5.6)*

TR 5.3.3 Provide a bicycle network that supports the use of bicycles as a means of general transportation as well as recreational activity. Construct new streets with sufficient width to allow for bicycling on identified bicycle corridors. *(CTP TR 5.7)*

TR 5.3.4 Encourage new and existing schools, multi-family and commercial developments to provide bicycle racks and other amenities to support bicycling. *(CTP TR 5.8)*

TR 5.3.5

~~3-04-06~~ **Parking**

~~To support economic activity, transportation, circulation, and existing and future land uses, establish parking strategies that: (Goal TR 6):~~

~~(1)~~ TR 6.1 Require new development in the Marina District to provide a sufficient number of parking spaces either on-site or in a shared parking structure. ~~*(CTP TR 6.1)*~~

TR 6.1.1 Develop a detailed parking plan.

~~(2)~~ TR 6.2 Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Marina District. ~~*(CTP TR 6.2)*~~

TR 6.2.1 Provide short term on-street parking unless prevented by right-of-way limitations or unique neighborhood characteristics. *(CTP TR 6.3)*

TR 6.2.2 Establish street design and construction standards to accommodate on-street parking where feasible.

TR 6.2.3 Set and enforce parking limits to address parking concerns in neighborhoods. *(CTP TR 6.4)*

TR 6.2.4 Consider flexible and innovative parking solutions and strategies.

~~3-04-07~~ **Funding**

~~To pursue funding for transportation improvements from all potential sources (Goal TR 7):~~

~~(1)~~ TR 7.1 Seek funding for projects in the Transportation Improvement Program (TIP). ~~*(CTP TR 7.1)*~~

TR 7.1.1 Coordinate with other jurisdictions to fund transportation improvements and participate in joint efforts that improve inter-jurisdictional facilities and achieve economies of scale on similar projects. *(CTP TR 7.3)*

TR 7.1.2 Partner with neighboring cities or regional transit agencies/providers in order to improve state and federal funding opportunities. *(CTP TR 7.4)*

~~(2)~~ TR 7.2 Allocate resources to the CIP and TIP in the following ranked priority: 1) safety enhancements; 2) preservation, maintenance and operation of existing facilities; 3) capacity improvements; 4) projects that improve multiple modes while taking full advantage of funding opportunities as they arise. ~~*(CTP TR 7.2)*~~

TR 7.2.1 Prepare a multi-year financing plan for right-of-way acquisition and transportation improvements. *(CTP TR 7.5)*

TR 7.2.2 Prepare estimates of the cost to acquire needed right-of-way and to construct needed transportation improvements.

TR 7.2.3 Maintain a transportation impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system. *(CTP TR 7.7)*

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~~(3)~~ TR 7.3 Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted level of service standards. ~~*(CTP TR 7.6)*~~

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TR 7.3.1

~~(4)~~ TR 7.4 Emphasize investments for the preservation and maintenance of the City's existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for street maintenance revenue. *(CTP TR 7.8)*

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TR 7.4.1

~~(5)~~ TR 7.5 Seek funding to correct locations with identified traffic safety concerns. *(CTP TR 7.9)*

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TR 5.5.1

~~3-04-08~~ Environmental

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~~To minimize impacts on the environment for all transportation projects (Goal TR 8).~~

~~(1)~~ TR 8.1 Balance transportation services with the need to protect the environment. ~~*(CTP TR 8.1)*~~

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TR 8.1.1 Incorporate appropriate landscaping in the design of transportation facilities. *(CTP TR 8.2)*

TR 8.1.2 Provide transportation facilities that fit the character of the neighborhoods through which they pass. *(CTP TR 8.3)*

TR 8.1.3 Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. *(CTP TR 8.5)*

TR 8.1.4 Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. *(CTP TR 8.5*

TR 8.1.5 Operate the traffic system to minimize congestion and air quality impacts. *(CTP TR 8.6)*

TR 8.1.6 Phase construction of roadway and other transportation facilities to minimize any inconvenience to and negative impact upon adjacent property owners.

~~(2)~~ TR 8.2 Construct streets and other transportation facilities using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas.

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TR 8.2.1 Construct roads and other transportation facilities to minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally critical areas.

~~3-04-09~~ ~~*(CTP TR 8.4)*~~Transportation Strategies for Sustainability

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~~To reduce congestion, air pollution and fuel consumption through TDM and CTR Programs (Goal TR 9).~~

TR 9.1 Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include parking management, individualized marketing, ridesharing and support of non-motorized travel. *(CTP TR 9.1)*

TR 9.1.1 Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. *(CTP TR 9.2)*

TR 9.1.2 Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. *(CTP TR 9.3)*

TR 9.1.3 Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

~~3-05 STRATEGIES~~

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~~The following strategies will be used to implement the policies stated above.~~

~~3-05-01Transportation and Land Use~~

~~(1) Prepare and maintain a computerized model of the existing local, state, and regional network, existing traffic levels and levels of service on the network, and projected traffic growth.~~

~~(2) Maintain traffic forecasts for at least 10 years based on land use assumptions.~~

~~(3) Coordinate with neighboring cities on local street network improvements that cross jurisdictional boundaries.~~

~~(4) Prepare and maintain a database of various traffic data including traffic volumes, truck traffic volumes, and turning movement counts.~~

~~(5) Prepare updates to the CTP approximately every five years to ensure that the most recent land use assumptions are reflected in the CTP.~~

~~3-05-02Street System~~

~~(1) Design and build the street network according to their desired classification.~~

~~(2) Periodically monitor and evaluate traffic patterns to validate appropriate classifications within the street network.~~

~~(3) To the extent possible, maintain the street network within their desired classifications.~~

~~(4) Monitor traffic related concerns and implement strategies in the City's Neighborhood Traffic Calming Program where appropriate.~~

~~(5) Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)~~

(6) Establish and regularly update street design and construction standards. (CTP TR 2.7)

(7) Acquire additional right-of-way (consistent with RCW 35.79) for street segments that contain insufficient right-of-way to allow streets to be developed to the City's desired street classification. (CTP TR 2.8)

(8) Identify excess, unused, or unnecessary right-of-way for vacation. (CTP TR 2.9)

(9) Plan a street network that provides convenient access within and between neighborhoods. (CTP TR 2.10)

(10) Require new development to build streets that connect with or will connect in the future with streets on adjacent developments providing access between neighborhoods. (CTP TR 2.11)

(11) Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)

(12) Consolidate access to properties along principal, minor, and collector arterials, where practical, to maximize the capacity of the street and reduce potential safety conflicts. (CTP TR 2.13)

(13) Use Intelligent Transportation System (ITS) strategies to optimize the existing street network. (CTP TR 2.14)

(14) Conduct public meetings and hearings prior to and during the design of major transportation facilities, to inform the public and to gather public input.

(15) Coordinate the construction of roadways and utilities to avoid the need for road repairs resulting from utility construction after road construction.

(16) Prepare and maintain a database and inventory of transportation system assets including pavement, traffic signals, street lighting, traffic signs, pavement markings, channelization, guardrails and other system devices.

(17) Coordinate with other agencies to encourage and facilitate the construction of State Route 509 to Interstate 5.

(18) Develop multimodal LOS standards as a way to measure and select transportation projects by mode during the next CTP update.

3-05-03Concurrency

(1) Develop and adopt concurrency ordinances in support of the GMA.

(2) Periodically monitor intersection level of service to verify assumptions within the CTP.

(3) Using the transportation model and the CTP, identify and prioritize improvements to the street network so that the adopted LOS standard is met.

(4) Establish procedures and standards for Traffic Impact Studies.

(5) Require developers to analyze traffic impacts associated with development proposals, and require improvements as necessary to mitigate impacts, concurrent with the development.

(6) Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system. *(CTP TR 3.1)*

3-05-04 Public Transit

(1) Encourage King County Metro and Sound Transit to expand the number of transit routes serving Des Moines and to increase the frequency and span of service on existing routes. *(CTP TR 4.2)*

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(2) Require developments to provide convenient pedestrian access to transit stops from new commercial, multifamily, and single family subdivisions. Developments should incorporate facilities, such as transit shelters, bus pullouts, internal circulation paths and landing areas that foster transit ridership. *(CTP TR 4.3)*

(3) Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. *(CTP TR 4.4)*

(4) Support increased transit service to park-and-ride lots and major transfer points. *(CTP TR 4.5)*

(5) Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. *(CTP TR 4.6)*

(6) Investigate the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the Marina District. *(CTP TR 4.7)*

(7) Support Sound Transit light rail (LRT) station(s) in Pacific Ridge, Midway, and Woodmont areas on Pacific Highway South. *(CTP TR 4.8)*

(8) Support frequent local service linking Downtown, Des Moines businesses and Highline Community College with HCT on Pacific Highway South. *(CTP TR 4.9)*

(9) Work with Sound Transit to establish a light rail transit stop at South 216th Street. *(CTP TR 4.10)*

(10) Work with Sound Transit on station area planning for Midway and South 272nd Street stations. *(CTP TR 4.11)*

(11) Coordinate with the City of Kent for the Midway subarea. *(CTP TR 4.12)*

3-05-05 Pedestrian and Bicycle Facilities

(1) Promote multi-modal facilities and services within walking/bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines. *(CTP TR 5.2)*

(2) Require all new roadway construction, reconstruction, or widening projects to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps. *(CTP TR 5.3)*

~~(3) Enhance the attractiveness of the Marina District as a pedestrian environment using features such as benches, landscaping, lighting, drinking fountains, bicycle racks, and public art. *(CTP TR 5.4)*~~

~~(4) Work with the Kent, Federal Way and Highline School Districts as well as neighborhood associations to support programs that encourage walking and bicycling to local schools. *(CTP TR 5.5)*~~

(5) Design pedestrian crossings consistent with standards in regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals and landscaping. *(CTP TR 5.6)*

(6) Provide a bicycle network that supports the use of bicycles as a means of general transportation as well as recreational activity. Construct new streets with sufficient width to allow for bicycling on identified bicycle corridors. *(CTP TR 5.7)*

(7) Encourage new and existing schools, multi-family and commercial developments to provide bicycle racks and other amenities to support bicycling. *(CTP TR 5.8)*

(8) Require new or redeveloping properties to design and build sidewalks along property frontage. *(CTP TR 5.9)*

(9) Actively enforce traffic codes, including those affecting pedestrians and bicyclists.

3-05-06Parking

(1) Provide short term on-street parking unless prevented by right-of-way limitations or unique neighborhood characteristics. *(CTP TR 6.3)*

(2) Establish street design and construction standards to accommodate on-street parking where feasible.

(3) Set and enforce parking limits to address parking concerns in neighborhoods. *(CTP TR 6.4)*

(4) Consider flexible and innovative parking solutions and strategies. *(CTP TR 6.5)*

(5) Develop a detailed parking plan.

3-05-07Funding

(1) Coordinate with other jurisdictions to fund transportation improvements and participate in joint efforts that improve inter-jurisdictional facilities and achieve economies of scale on similar projects. *(CTP TR 7.3)*

(2) Partner with neighboring cities or regional transit agencies/providers in order to improve state and federal funding opportunities. *(CTP TR 7.4)*

(3) Prepare a multi-year financing plan for right-of-way acquisition and transportation improvements. *(CTP TR 7.5)*

(4) Prepare estimates of the cost to acquire needed right-of-way and to construct needed transportation improvements.

(5) Identify funding sources and assess the capability to acquire needed right-of-way and fund needed transportation improvements.

(6) Maintain a transportation impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system. *(CTP TR 7.7)*

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(7) Require new developments to maintain landscaping when required as part of the development.

(8) Use traffic data and transportation system databases to prioritize system preservation and maintenance needs so that the use of resources is maximized.

3-05-08Environmental

(1) Construct roads and other transportation facilities to minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally critical areas.

(2) Incorporate appropriate landscaping in the design of transportation facilities. *(CTP TR 8.2)*

(3) Provide transportation facilities that fit the character of the neighborhoods through which they pass. *(CTP TR 8.3)*

(4) Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. *(CTP TR 8.5)*

(5) Operate the traffic system to minimize congestion and air quality impacts. *(CTP TR 8.6)*

(6) Phase construction of roadway and other transportation facilities to minimize any inconvenience to and negative impact upon adjacent property owners.

3-05-09Transportation Strategies for Sustainability

(1) Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. *(CTP TR 9.2)*

(2) Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. *(CTP TR 9.3)*

(3) Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

3-06 *CONCLUSION*

These goals, policies, and strategies together with the recently adopted Comprehensive Transportation Plan will help the City leaders who want to make the inevitable changes work for Des Moines, while protecting the best of what we have and recognizing who and what Des Moines will become by preserving a sense of the community, our identity, and pride.

3-07 FIGURES

Figure 3-1 Growth in Employment (2008-2030)

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~~Figure 3-2 Growth in Households (2008-2030)~~

~~Figure 3-3 Intersection and Street Widening Projects (Capacity Projects)~~

~~Figure 3-4 Safety and Operations Projects~~

~~Figure 3-5 Future Transit Network~~

~~Figure 3-6 Priority Pedestrian Network~~

~~Figure 3-7 Recommended Bicycle System~~

~~Figure 3-8 LOS Standards~~

WORKING DRAFT

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Changes Accepted Version

CHAPTER 3: TRANSPORTATION ELEMENT

Background and Context

The Transportation Element ensures that the City's transportation system supports land uses envisioned by the Comprehensive Plan. The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned densities described in the Land Use Element. Consistent with the Plan's framework goals and emphasis on sustainability and healthy communities, transportation goals and policies include measures to help reduce air pollution, and promote active transportation.

People in Des Moines currently rely on driving versus walking, biking, and taking transit to travel in and out of the city. It is the City's vision to create and maintain an efficient and safe multi-modal transportation system that provides mobility for all users – residents, businesses, employees, students and visitors. The transportation system not only affects the quality of life for residents, but also the City's economic vitality. The entire community relies on the system to get people where they want to go, to bring goods to and from the community, connect people to the services they need, and provide the network for critical emergency services. The transportation system is the backbone of the community, and it defines the character of our City.

Des Moines' transportation system is comprised of several features, including streets, sidewalks, bicycle facilities, trails, state highways, and King County Metro and Sound Transit public transit services. These components cross or overlap jurisdictional boundaries. For example, King County Metro Transit operates its buses within Des Moines, and relies on the City's streets and traffic signal systems to deliver these services. The City's responsibility is to provide a reasonably safe, efficient, and dependable transportation system for residents and businesses.

The City Council's Transportation Vision for the City is supported by nine Goals. These goals will guide the City's decisions about projects and funding ensuring that the Transportation Vision is reached.

Each community has a set of values – specific community characteristics that they intrinsically value. These values are rarely written down but they are reflected by the people who are elected to represent the community and by the City's adopted goals and policies. Community values – such as mobility, safe streets and neighborhoods, frequent transit service, convenient parking – are reflected in the City's overarching vision for the transportation system and supported by goals, policies, and strategies. For the City, planning for the future involves understanding what is likely to happen and identifying ways to manage that change.

The following figures provide information in support of the Transportation Element:

Figure 3-1 Growth in Employment (2008-2030)

Figure 3-2 Growth in Households (2008-2030)

Figure 3-3 Intersection and Street Widening Projects (Capacity Projects)

Figure 3-4 Safety and Operations Projects

Figure 3-5 Future Transit Network

Figure 3-6 Priority Pedestrian Network

Figure 3-7 Recommended Bicycle System

Figure 3-8 LOS Standards

The Future Transportation System

The City of Des Moines should be prepared to see substantial change over the next 20 years. Growth along the Pacific Highway South corridor, the Des Moines Creek Business Park development, and expansion of Highline College are just a few of the planned activities within the City that will provide new opportunities for housing and employment.

Forecast population and employment growth will add vehicle, transit, and personal trips to the transportation network within the City. Understanding the future nature and volume of traffic in the City of Des Moines as well as the region, makes it possible to identify transportation issues and to suggest appropriate facility improvements to meet the demands. The City has developed a Comprehensive Transportation Plan to help prepare for the future.

Comprehensive Transportation Plan (CTP)

The Growth Management Act (GMA) specifies several minimum requirements that must be included in the Transportation Element of the City's Comprehensive Plan. These include (1) land use assumptions used in estimating travel, (2) estimated traffic impacts to state-owned transportation facilities, (3) level of service standards, (4) identification of improvements that correct deficiencies and meet future needs, (5) multi-year financing plans and policies, (6) strategies for intergovernmental coordination, and (7) demand-management strategies.

The CTP adopted by Ordinance #1458 on June 11, 2009 was developed with the intent to meet the requirements of the GMA found in RCW36.70A.070 (6), and all of these GMA requirements have been met through the City of Des Moines CTP effort. The CTP, as may be amended from time to time, is therefore adopted by reference to the Transportation Element. The CTP is posted and available on the City's website.

The CTP was developed with the intent to preserve the quality of life for residents and to support a viable economic future for the City. The City Council and staff will use the CTP to make decisions regarding future transportation investments.

The CTP is consistent with the Land Use Element. The land use assumptions used in estimating travel demand are described in Chapter 4 of the CTP. The resulting growth in employment and housing are included in Figures 3-1 and 3-2 at the end of this Chapter. The City completed an inventory and evaluation of the existing transportation facilities and services and established level of service standards, and developed an estimate of the traffic impacts resulting from the growth assumptions. Specific actions and improvements necessary to accommodate the City's planned growth and meet the level of service standard were identified in the CTP. In compliance with the GMA, the CTP addresses traffic

growth out to the year 2030 (more than the 10 year requirement). The CTP provides a financing plan, demand management strategies, and includes a pedestrian and bicycle component. The CTP which is developed for and reflects the values of the community was created in collaboration with stakeholders. The community outreach program provided a variety of forums for stakeholders to learn about the CTP and provide feedback to the City.

The policies and strategies in the Transportation Element of the City of Des Moines Comprehensive Plan are a summary of the CTP's findings, goals, and policies.

Level of Service Standard

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The term "level of service" is used to define a way to measure the operational performance of a street or intersection. The level of service considers the perception by drivers in terms of speed, travel time, the freedom to maneuver, traffic interruptions and delays, and comfort and convenience.

The City uses the Level of Service (LOS) as defined in the Highway Capacity Manual (HCM). Supporting information on Level of Service can also be found in 'A Policy on Geometric Design of Highways and Streets' (commonly referred to as *The Green Book*) published by the American Association of State Highway and Transportation Officials (AASHTO).

The Level of Service Standard for the City of Des Moines (based on the AM or the PM peak hour) is LOS D, with exceptions for selected intersections along major arterials and in the Marina District, which may operate at LOS E or LOS F. Locations with a LOS F standard include the intersections of South 216th Street and Pacific Highway South, Kent Des Moines Road and Pacific Highway South, and Redondo Way and Redondo Beach Drive. Intersections with a LOS E standard include the Marina District intersections along 7th Avenue South and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road and the SR 99 intersections of South 220th Street/Pacific Highway South and South 224th Street/Pacific Highway South. In addition, all signalized intersections must not exceed an Xc of 1.0 using a 120 second cycle length. However, the intersection of Kent Des Road/Pacific Highway may operate at an Xc equal to 1.2 using a 150 second cycle length. The level of service standards are depicted in Figure 3.8.

Building the Transportation System

The Des Moines CTP has identified numerous capital improvements necessary over the next 20 years to meet the adopted LOS standards, and to provide a safe and efficient multi-modal transportation system.

The capital program needed to build the future transportation system cannot be accomplished through public finance alone. The City will need to secure private investment capital and pool regional resources for the transportation system. Details of planned capital improvements and finance plans can be found in the CTP.

Alternative transportation strategies requiring lower capital investment and maximizing the capacity of the existing system also need to become a viable component of the network. The Des Moines CTP identifies alternative modes (transit, , bicycling, walking) as demand management strategies, and carpooling, changes in work schedules, and parking fees as important components that have historically have been underutilized.

GOALS

To ensure the Transportation Vision is achieved, the City has the following goals:

Goal TR 1: Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.

Goal TR 2: Provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors.

Goal TR 3: Require construction of transportation facilities needed to support new growth that achieves adopted level of service standards on the City's transportation network.

Goal TR 4: Encourage the preservation and expansion of public transit services to provide necessary and affordable transportation alternatives for all residents and employees.

Goal TR 5: Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations and to support a healthy lifestyle.

Goal TR-6: Establish parking strategies to support economic activity, transportation, circulation, and existing and future land uses.

Goal TR-7: Pursue funding for transportation improvements from all potential sources.

Goal TR-8: Strive to minimize impact on the environment for all transportation projects, and consider context sensitive design strategies when appropriate.

Goal TR-9: Reduce congestion, air pollution and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

POLICIES AND IMPLEMENTATION STRATEGIES

Transportation and Land Use

TR 1.1 Build a street network that connects to the regional transportation system and to the local street networks in adjacent communities.

TR 1.1.1 Prepare and maintain a computerized model of the existing local, state, and regional network, existing traffic levels and levels of service on the network, and projected traffic growth.

TR 1.1.2 Coordinate with neighboring cities on local street network improvements that cross jurisdictional boundaries.

TR 1.2 Ensure consistency between land use and the transportation plan so that transportation facilities are compatible with the type and intensity of land uses

TR 1.2.1 Maintain traffic forecasts for at least 10 years based on land use assumptions.

TR 1.2.2 Prepare and maintain a database of various traffic data including traffic volumes, truck traffic volumes, and turning movement counts.

TR 1.2.3 Prepare updates to the CTP approximately every five years to ensure that the most recent land use assumptions are reflected in the CTP.

TR 1.3 Transportation system design shall be based on the most current City of Des Moines Transportation data and analysis as compiled in the CTP. Transportation assumptions in the

CTP shall reflect the most recent land use assumptions and shall be updated at intervals between five and ten years.

TR 1.3.1

TR 1.4 Consider multi-modal transportation options by providing enhancements to the roadside (widened shoulders and sidewalk where feasible) with connections to civic facilities, recreation areas, education institutions, employment centers, and shopping.

TR 1.4.1

Street System

TR 2.1 Establish a functional classification system for the street network, consisting of a hierarchy of street functions that generally describes their intended use.

TR 2.1.1 Design and build the street network according to their desired classification.

TR 2.1.2 To the extent possible, maintain the street network within their desired classifications.

TR 2.2 Provide convenient access to business districts and centers including management of traffic congestion.

TR 2.2.1 Consolidate access to properties along principal, minor, and collector arterials, where practical, to maximize the capacity of the street and reduce potential safety conflicts. (CTP TR 2.13)

TR 2.3 Provide a connected street network or grid pattern that distributes traffic over more streets providing people with more travel routes.

TR 2.3.1 Periodically monitor and evaluate traffic patterns to validate appropriate classifications within the street network.

TR 2.3.2 Plan a street network that provides convenient access within and between neighborhoods. (CTP TR 2.10)

TR 2.3.3 Require new development to build streets that connect with or will connect in the future with streets on adjacent developments providing access between neighborhoods. (CTP TR 2.11)

TR 2.4 Protect residential neighborhoods from overflow and cut through traffic through the City's Neighborhood Traffic Calming Program.

TR 2.4.1 Monitor traffic related concerns and implement strategies in the City's Neighborhood Traffic Calming Program where appropriate.

TR 2.4.2 Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)

TR 2.5 Provide opportunities for residents and business owners to give comments on Des Moines' transportation system.

TR 2.5.1 Establish and regularly update street design and construction standards. (CTP TR 2.7)

TR 2.6 Preserve and maintain the existing streets and other transportation infrastructure. *(CTP TR 2.15)*

TR 2.6.1 Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)

TR 2.6.2 Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)

TR 2.6.3

TR 2.7 The planned extension of State Route 509 to Interstate 5 is a key transportation facility for the City of Des Moines and its construction should be completed as soon as possible.

TR 2.7.1

Concurrency

TR 3.1 Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system.

TR 3.1.1 Develop and adopt concurrency ordinances in support of the GMA.

TR 3.1.2 Periodically monitor intersection level of service to verify assumptions within the CTP.

TR 3.1.3 Using the transportation model and the CTP, identify and prioritize improvements to the street network so that the adopted LOS standard is met.

TR 3.2 Deny approval if a proposed development will cause the LOS to fall below the City's adopted LOS standards, unless the developer makes improvements to mitigate the impacts, concurrent with the development.

TR 3.2.1 Require developers to analyze traffic impacts associated with development proposals, and require improvements as necessary to mitigate impacts, concurrent with the development.

TR 3.2.2 Establish procedures and standards for Traffic Impact Studies.

Public Transit

TR 4.1 Promote transit use and support programs that improve transit coverage and service within Des Moines.

TR 4.1.1 Encourage King County Metro and Sound Transit to expand the number of transit routes serving Des Moines and to increase the frequency and span of service on existing routes. *(CTP TR 4.2)*

TR 4.1.2 Require developments to provide convenient pedestrian access to transit stops from new commercial, multifamily, and single family subdivisions. Developments should incorporate facilities, such as transit shelters, bus pullouts, internal circulation paths and landing areas that foster transit ridership. *(CTP TR 4.3)*

TR 4.1.3 Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. *(CTP TR 4.4)*

TR 4.1.4 Support increased transit service to park-and-ride lots and major transfer points. *(CTP TR 4.5)*

TR 4.1.5 Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. *(CTP TR 4.6)*

TR 4.1.6 Investigate the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the Marina District. *(CTP TR 4.7)*

TR 4.1.7 Support Sound Transit light rail (LRT) station(s) in Pacific Ridge, Midway, and Woodmont areas on Pacific Highway South. *(CTP TR 4.8)*

TR 4.1.8 Support frequent local service linking Downtown, Des Moines businesses and Highline College with HCT on Pacific Highway South. *(CTP TR 4.9)*

TR 4.1.9 Work with Sound Transit to establish a light rail transit stop at South 216th Street. *(CTP TR 4.10)*

TR 4.1.10 Work with Sound Transit on station area planning for Midway and South 272nd Street stations. *(CTP TR 4.11)*

TR 4.1.11 Coordinate with the City of Kent for the Midway subarea. *(CTP TR 4.12)*

Pedestrian and Bicycle Facilities

TR 5.1 Build a non-motorized transportation network to provide safe pedestrian and bicycle movement.

TR 5.1.1 Promote multi-modal facilities and services within walking/bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines. *(CTP TR 5.2)*

TR 5.2 Prioritize pedestrian and bicycle improvements that provide access to schools, parks and other public buildings. Provide bicycle racks at schools, parks, and other public buildings. *(CTP TR 5.10)*

TR 5.2.1 Require all new roadway construction, reconstruction, or widening projects to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps. *(CTP TR 5.3)*

TR 5.2.2 Enhance the attractiveness of the Marina District as a pedestrian environment using features such as benches, landscaping, lighting, drinking fountains, bicycle racks, and public art. *(CTP TR 5.4)*

TR 5.2.3 Require new or redeveloping properties to design and build sidewalks along property frontage. *(CTP TR 5.9)*

TR 5.2.4 Actively enforce traffic codes, including those affecting pedestrians and bicyclists.

TR 5.3 Support "Safe Routes to School" programs and education campaigns on traffic, bicycle and pedestrian safety in consultation with school districts.

TR 5.3.1 Work with the Kent, Federal Way and Highline School Districts as well as neighborhood associations to support programs that encourage walking and bicycling to local schools. *(CTP TR 5.5)*

TR 5.3.2 Design pedestrian crossings consistent with standards in regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals and landscaping. *(CTP TR 5.6)*

TR 5.3.3 Provide a bicycle network that supports the use of bicycles as a means of general transportation as well as recreational activity. Construct new streets with sufficient width to allow for bicycling on identified bicycle corridors. *(CTP TR 5.7)*

TR 5.3.4 Encourage new and existing schools, multi-family and commercial developments to provide bicycle racks and other amenities to support bicycling. *(CTP TR 5.8)*

TR 5.3.5

Parking

TR 6.1 Require new development in the Marina District to provide a sufficient number of parking spaces either on-site or in a shared parking structure.

TR 6.1.1 Develop a detailed parking plan.

TR 6.2 Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Marina District.

TR 6.2.1 Provide short term on-street parking unless prevented by right-of-way limitations or unique neighborhood characteristics. *(CTP TR 6.3)*

TR 6.2.2 Establish street design and construction standards to accommodate on-street parking where feasible.

TR 6.2.3 Set and enforce parking limits to address parking concerns in neighborhoods. *(CTP TR 6.4)*

TR 6.2.4 Consider flexible and innovative parking solutions and strategies.

Funding

TR 7.1 Seek funding for projects in the Transportation Improvement Program (TIP).

TR 7.1.1 Coordinate with other jurisdictions to fund transportation improvements and participate in joint efforts that improve inter-jurisdictional facilities and achieve economies of scale on similar projects. *(CTP TR 7.3)*

TR 7.1.2 Partner with neighboring cities or regional transit agencies/providers in order to improve state and federal funding opportunities. *(CTP TR 7.4)*

TR 7.2 Allocate resources to the CIP and TIP in the following ranked priority: 1) safety enhancements; 2) preservation, maintenance and operation of existing facilities; 3) capacity improvements; 4) projects that improve multiple modes while taking full advantage of funding opportunities as they arise.

TR 7.2.1 Prepare a multi-year financing plan for right-of-way acquisition and transportation improvements. *(CTP TR 7.5)*

TR 7.2.2 Prepare estimates of the cost to acquire needed right-of-way and to construct needed transportation improvements.

TR 7.2.3 Maintain a transportation impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system. *(CTP TR 7.7)*

TR 7.3 Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted level of service standards.

TR 7.3.1

TR 7.4 Emphasize investments for the preservation and maintenance of the City's existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for street maintenance revenue. *(CTP TR 7.8)*

TR 7.4.1

TR 7.5 Seek funding to correct locations with identified traffic safety concerns. *(CTP TR 7.9)*

TR 5.5.1

Environmental

TR 8.1 Balance transportation services with the need to protect the environment.

TR 8.1.1 Incorporate appropriate landscaping in the design of transportation facilities. *(CTP TR 8.2)*

TR 8.1.2 Provide transportation facilities that fit the character of the neighborhoods through which they pass. *(CTP TR 8.3)*

TR 8.1.3 Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. *(CTP TR 8.5)*

TR 8.1.4 Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. *(CTP TR 8.5*

TR 8.1.5 Operate the traffic system to minimize congestion and air quality impacts. *(CTP TR 8.6)*

TR 8.1.6 Phase construction of roadway and other transportation facilities to minimize any inconvenience to and negative impact upon adjacent property owners.

TR 8.2 Construct streets and other transportation facilities using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas.

TR 8.2.1 Construct roads and other transportation facilities to minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally critical areas.

Transportation Strategies for Sustainability

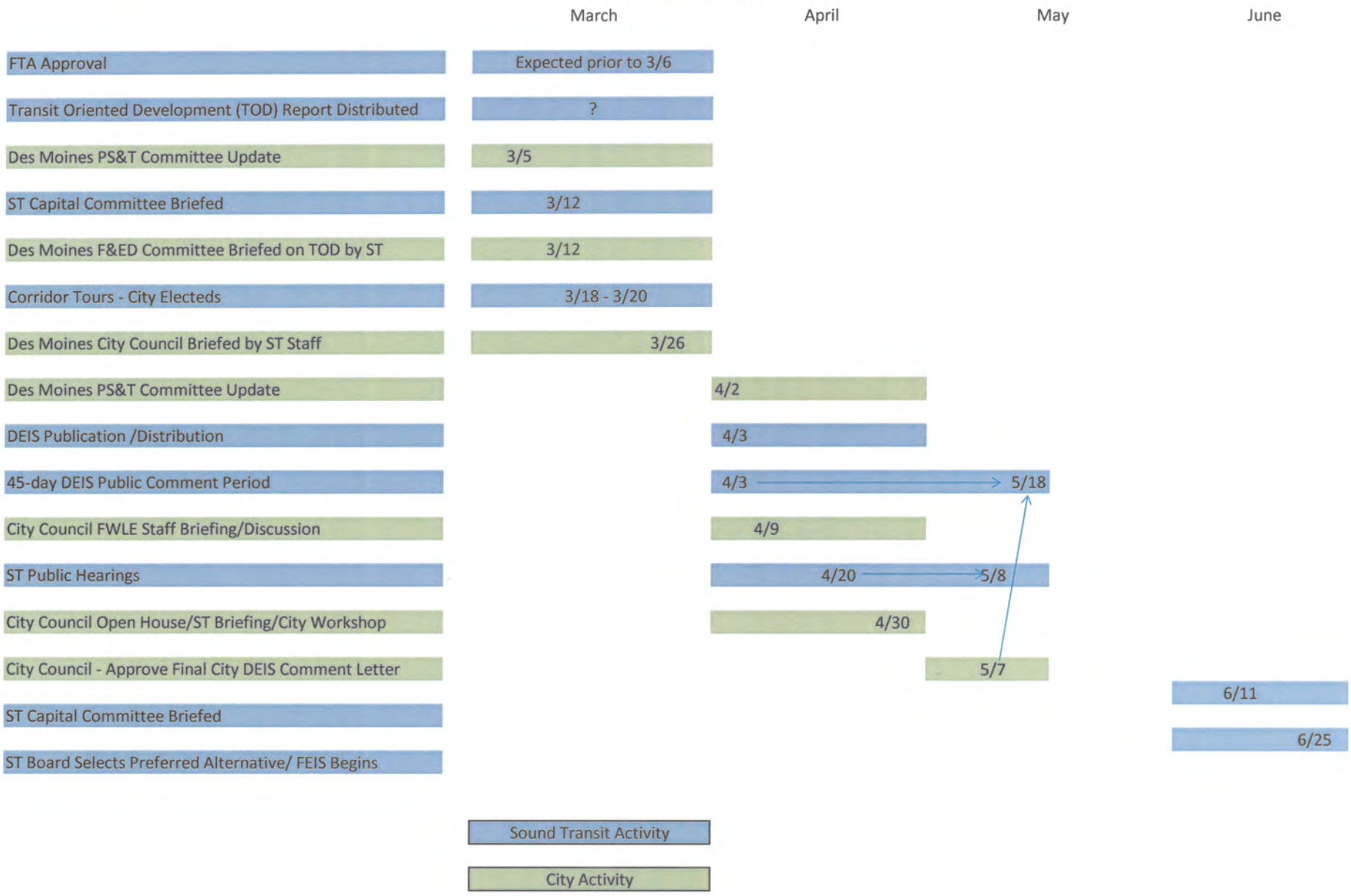
TR 9.1 Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include parking management, individualized marketing, ridesharing and support of non-motorized travel. *(CTP TR 9.1)*

TR 9.1.1 Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. *(CTP TR 9.2)*

TR 9.1.2 Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. *(CTP TR 9.3)*

TR 9.1.3 Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

FWLE DEIS Schedule



2/26/15

Developing Sound Transit's New System Plan:

Intergovernmental Coordination Group

February 2015

SOUNDTRANSIT
RIDE THE WAVE

System Plan (ST3) Timeline

2015

Develop System Plan Core Priorities
Jan. – Feb. 2015

Develop Methodology and Initial Evaluation Measures
Feb. – Mar. 2015

Develop and Evaluate Conceptual System Expansion Scenarios
Apr. – May 2015

Develop Priority Projects List
June – July 2015
Public Involvement

Detailed Testing and Evaluation of Priority Projects List
July – Dec. 2015

2016

Develop Draft System Plan
Jan. – Mar. 2015
Public Involvement

Final System Plan Development
Apr. – May 2015

Adopt System Plan
June 2016

Possible Public Vote on System Plan
Nov. 2015

SOUNDTRANSIT
RIDE THE WAVE

Core Priorities for System Plan Development and Evaluation

- **Completing the Link light rail Spine**
- Ridership
- Connecting the region's designated centers with HCT; Supporting Land Use and TOD
- Advancing "Logical Next Steps" projects beyond the Spine; within financial capacity
- Socio-economic equity
- Integration with other transit operators/transportation systems
- Multi-modal access

System Planning Process in 2015

CORE PRIORITIES

▼

Conceptual System Expansion Scenarios

▼

Scenario Evaluation Measures Based on Core Priorities

▼

Initial Project Evaluation Measures Based on Core Priorities and Scenario Evaluation

▼

Development of Priority Projects List

▼

Project Templates

▼

Detailed Project Testing & Evaluation

2015 Monthly Schedule

SoundTransit
RIDE THE WAVE

Milestone	Month	Topic	ICG Meeting
Detailed Schedule	February	• Final Core Priorities • Detailed 2015 Schedule	• Feb 25
Conceptual Scenarios Development and Evaluation	March	• Summary of Methodology • Draft Conceptual System Expansion Scenarios	• March/April
	April	• Conceptual System Expansion Scenarios • Evaluation Measures Based on Core Priorities	
	May	• Conceptual System Expansion Scenarios Evaluation Results • Evaluation Measures to Develop Project Priorities List	• May

2015/16 Monthly Schedule

SOUNDTRANSIT
RIDE THE WAVE

Milestone	Month	Topic	ICG Meeting
Development of Priority Projects List	June	• Socio-Economic and Land Use Factors in System Plan Development • Draft Priority Project List	• Early June
	June/July	• Public/Stakeholder Involvement/ on Draft Priority Project List	• July/August
	July/August	• Finalize Priority Project List	
Project Templates And Detailed Project Testing & Evaluation	September	• Preliminary Evaluation: Completed Project Templates for Priority Project List	• September
	October	• Priority Projects to Advance for Continued Evaluation	• October
	November/ December	• Refined Priority Project List for consideration in Draft System Plan	• November/ December
Develop System Plan	January- March 2016	• Develop Draft System Plan	• 1st Quarter
	April-June 2016	• Public Involvement • Develop Final System Plan	• 2nd Quarter

2015 Planned ICG Meetings

SOUNDTRANSIT RIDE THE WAVE

- Based on Board schedule/input
- Show important milestones/points for input
- What information would be helpful for jurisdictions? Staff?
- Meeting format: How can these ICG meetings be more useful/helpful?

Next Steps

- Discuss Evaluation Methodologies
- Develop Conceptual System Expansion Scenarios, emphasizing Core Priorities
- Identify Board workshop opportunities

SOUNDTRANSIT