

AGENDA

DES MOINES CITY COUNCIL REGULAR MEETING City Council Chambers VIA ZOOM

Thursday, July 7, 2022 - 6:00 PM

The City of Des Moines is currently operating under a Proclamation of Emergency issued on March 5, 2020 in response to the COVID 19 Pandemic. As of June 1, 2022 Governor Inslee rescinded the Stay-at-Home order issued on March 23, 2020 and accordingly all Council meetings will be held in Council Chambers, 21630 11th Avenue S, Suite C.

Public Comment is encouraged and will be accepted in the following manner:

- (1)** In writing, either by completing a [council comment form](#) or by mail; Attn: City Clerk Office, 21630 11th Avenue S., Des Moines WA 98198 no later than 4:00 p.m. day of the meeting. Please provide us with your first and last name and the city in which you live. Your full name and the subject of your public comment will be read into the record at the Council meeting. Incomplete forms will not be read into the record, however the full correspondence will be attached to the Council packet and uploaded to the website as part of the permanent record.

- (2)** In person at the Council meeting by signing up to speak prior to the public comment portion of the meeting.

City Council meeting can also be viewed live on Comcast Channel 21/321 or on the City's [YouTube](#) channel.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

CITY MANAGER REPORT

- Item 1. REPORT ON 4TH OF JULY

CONSENT CALENDAR

- Item 1. APPROVAL OF VOUCHERS
Motion is to approve for payment vouchers through July 1, 2022 and the payroll transfers through June 20, 2022 in the attached list and further described as follows:

ACH/EFT Vendor Payments	#	1062-1124	\$1,242,401.98
Wires	#	1989-1999	\$ 419,340.86
Accounts Payable Checks	#	164077-16419	\$ 310,742.50
Payroll Checks	#	19493-19502	\$ 2,184.35
Payroll Direct Deposit	#	1743-1902	\$ 411,212.28

Total Checks and Wires for A/P and Payroll: \$2,385,881.97

[Approval of Vouchers](#)

NEW BUSINESS

- Item 1. DRAFT ORDINANCE 22-005 - REDUCTION OF SPEED LIMIT ON PACIFIC HIGHWAY SOUTH (SR-99)
Staff Presentation by Public Works Director Andrew Merges
[Draft Ordinance 22-005 - Reduction of Speed Limit on Pacific Highway South \(SR-99\)](#)
- Item 2. CITY COUNCIL RULES UPDATE PROCESS
[City Council Rules Update Process](#)
- Item 3. INTRODUCTION OF ITEMS FOR FUTURE CONSIDERATION – 10 Minutes

BOARD & COMMITTEE REPORTS/ COUNCILMEMBER COMMENTS

(4 minutes per Councilmember) - 30 minutes

NEXT MEETING DATE

July 14, 2022 City Council Regular Meeting

PRESIDING OFFICER'S REPORT

EXECUTIVE SESSION

ADJOURNMENT

CITY OF DES MOINES
Voucher Certification Approval

July 7, 2022

Auditing Officer Certification

Voucher transfers audited and certified by the auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing, which has been made available to the City Council.

As of **July 7, 2022** the Des Moines City Council, by unanimous vote, does approve for payment those vouchers through July 1, 2022 and payroll transfers through June 20, 2022 included in the attached list and further described as follows:

The vouchers below have been reviewed and certified by individual departments and the City of Des Moines Auditing Officer:

Beth Anne Wroe

Beth Anne Wroe, Finance Director

		# From	# To	Amounts
Claims Vouchers:				
ACH/EFT Vendor Payments		1062	1124	1,242,401.98
Wires		1989	1999	419,340.86
Accounts Payable Checks		164077	164109	310,742.50
Total claims paid				1,972,485.34
Payroll Vouchers				
Payroll Checks	6/20/2022	19493	19502	2,184.35
Direct Deposit		1743	1902	411,212.28
Total Paychecks/Direct Deposits paid				413,396.63
Total checks and wires for A/P & Payroll				2,385,881.97

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AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT:

Draft Ordinance 22-005 – Reduction of speed limit on Pacific Highway South (SR-99)

ATTACHMENTS:

1. Draft Ordinance 22-005 – Amending DMMC 10.20.020 revising speed limits on certain streets that are located in the City of Des Moines.
2. SR-99 (Pacific Highway South) Speed Study Memo dated February 1, 2022
3. Washington State Department of Transportation letter of concurrence and traffic study.

FOR AGENDA OF: July 7, 2022

DEPT. OF ORIGIN: Public Works

DATE SUBMITTED: June 23, 2022

CLEARANCES:

- Community Development ____
 Marina ____
 Parks, Recreation & Senior Services ____
 Public Works *Small Boss*

CHIEF OPERATIONS OFFICER: *[Signature]*

- Legal /s/ TG
 Finance ____
 Courts ____
 Police ____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: *[Signature]*

Purpose and Recommendation

The purpose of this item is to modify DMMC 10.20.020 revising the speed limit on SR-99 (Pacific Highway South) within the City of Des Moines to 40 MPH.

Suggested Motion:

Motion 1: “I move to suspend Rule 26(a) in order to enact Draft Ordinance No. 22-005 on first reading.”

Motion 2: “I move to pass Draft Ordinance No. 22-005 modifying DMMC section 10.20.020 revising the speed limit on SR-99 (Pacific Highway South) located in the City of Des Moines.”

Background

Traffic and safety related concerns have been raised about this corridor and brought to the attention of the City. An evaluation of the speed limit was deemed warranted. Pacific Highway South (SR-99) is classified as a principal arterial and runs north and south parallel to Interstate 5. The SR-99 corridor continues north and south beyond the City limits and is the largest corridor in terms of geometry and volume. There are four signalized intersections in the Des Moines corridor, South 216th, South 220th, South 224th and Kent-Des Moines Rd. In addition there is a pedestrian crossing signal between 224th and Kent-Des Moines Rd. North of South 216th in the City of Sea-Tac the corridor has a posted speed limit of 40 MPH. South of Kent-Des Moines Rd the corridor is within the City of Kent. The speed limit on SR-99 within the City of Des Moines and Kent is currently 45 MPH, however, the City of Kent is currently going through a traffic study to evaluate lowering the speed limit in a portion of the corridor from Kent-Des Moines Rd to 950' south of South 240th Street.

Administration has contacted the Washington State Department of Transportation (WSDOT) who are in concurrence (Attachment 3) with the City's recommendation and have sent a speed limit reduction request change to WSDOT headquarters in Olympia to extend the speed limit reduce south to Federal Way so that the entire SR-99 corridor from SeaTac to Federal Way is a consistent 40 MPH.

Discussion

The selection of the speed limit for any particular section of a road type is an exercise in weighing the objectives of safety and operational efficiency. The operational efficiency is measured by travel time and the safety level, measured by the incidence of crashes and resulting injuries and fatalities with consideration of the road function. The Federal Highway Administration (FHWA) outlines methods and practices for setting speed limits. Within this guidance is the Engineering Approach. This is a two-step process where a base speed limit is set according to the 85th percentile speed, the design speed for the road, or other conditions. By definition, the 85th percentile speed is the speed at or below 85 percent of all vehicles are observed to travel under free-flowing conditions at a specific monitored point. This speed has been historically used in setting appropriate speed limits as it assumes that in general 85 percent of drivers travel at a speed they are comfortable with in context with the roadway environment. This base speed limit is adjusted according to traffic and infrastructure conditions such as pedestrian use, median presence, etc. Within the engineering approach there are two approaches: The Operating Speed Method is set within 5 mph of the 85th percentile speed determined from speed surveys and then appropriate changes plus or minus are made based on other considerations. Under the Road Risk Method, the level of roadside development and the function of a road are the primary determinants of the appropriate speed limit.

The Manual on Uniform Traffic Control Devices (MUTCD) is the national standard for all traffic control devices on roads open to public travel. It requires that speed limits be posted in increments of 5 mph and that speed limits in speed zones be based on an engineering study (Attachment 2) and analysis of free flow speeds (speeds that are unimpeded by other vehicles, stop signs, signals, or inclement weather). The MUTCD recommends that agencies set speed limits within 5 mph of the 85th percentile speed of free-flowing traffic. The average 85th percentile speed for the Pacific Highway South corridor in Des Moines based on speed data collected in January of 2022 is 45 mph for Northbound and 44 mph for Southbound. Based on this, the speed limit could arguably be set between 40 mph and 50 mph.

The MUTCD also lists other risk factors that may be considered, including road geometry, the pace speed (the 10 mph speed range at which the most vehicles are driving), roadside development,

pedestrian activity, and crash experience. Based on the collected speed study data the average pace speed range for northbound is 33.9 mph – 43.9 mph and for southbound 33.4 mph – 43.4 mph.

Since the improvement project in 2005, there has been an increase of roadside development and redevelopment increasing the turning movements into and from the corridor. In the last three years there have been some significant multi-family residential developments on both sides of the corridor, increasing the vehicular turning movements and pedestrian activity in the corridor. Additionally, the extension of light rail by Sound Transit from the Angle Lake station to Federal Way will include a new stop/station just south of Kent Des Moines Rd. This will bring additional vehicular and pedestrian activity to the corridor as well as likely increase redevelopment along the corridor.

Based on the existing 85th percentile free flow speeds, average speeds, pace speed, roadside development, pedestrian activity, and crash history, staff is recommending the speed limit be reduced to **40 mph for the Des Moines corridor**. The 40 mph speed limit would be in line with the MUTCD recommendation of 5 mph of the 85th percentile speed. The lower limit would also acknowledge the risk and increased conflicts associated with the growth in roadside development and the lower limit would be well within the existing pace speed averages.

Alternatives

The Council could choose to not approve the recommended speed limit change.

Financial Impact

There will be some minor costs for materials and labor associated with removing the existing speed limit signs and installing the new lower limit signs. These costs can be absorbed within the current Street Fund Maintenance budget.

Recommendation

Staff recommends approval of the motion.

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CITY ATTORNEY'S FIRST DRAFT 06/02/2022

DRAFT ORDINANCE NO. 22-005

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON relating to the traffic codes, amending DMMC 10.20.020 and revising speed limits on certain streets that are located in the City of Des Moines.

WHEREAS, RCW 46.61.400 sets the maximum speed limit for City streets at twenty-five (25) miles per hour and for state highways at sixty (60) miles per hour, and

WHEREAS, RCW 46.61.415 provides the authority and circumstances under which cities may alter these speed limits, and

WHEREAS, RCW 46.61.415(2) requires local agencies to perform "an engineering and traffic investigation" to determine the proper speed limit, and

WHEREAS, RCW 46.61.415(6) states that Any alteration of maximum limits on state highways within incorporated cities or towns by local authorities shall not be effective until such alteration has been approved by the secretary of transportation, and

WHEREAS, the Public Works Department of the City of Des Moines conducted an engineering and traffic investigation to determine the proper speed limit on the portion of Pacific Highway South (SR-99) located within the City, and

WHEREAS, the study determined that the speed limit on Pacific Highway South within the City should be reduced to 40 miles per hour, and

WHEREAS, the Washington State Department of Transportation (WSDOT) is in concurrence with the recommended reduction, and

WHEREAS, the speed limit reduction would make the speed limit on this section of Pacific Highway South consistent with the section to the north, located in the City of SeaTac, and an anticipated reduction on the section located to the south, located in the City of Kent, and

WHEREAS, the City Council of the City of Des Moines finds that on the basis of an engineering and traffic investigation conducted by the Planning, Building, and Public Works Department, speed limits contained in this ordinance are reasonable and safe maximum limits and should be established; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1. DMMC 10.20.020 and section 3(15) of Ordinance No. 451 as amended by section 1 of Ordinance No. 470 as amended by section 1 of Ordinance No. 509 as amended by section 1 of Ordinance No. 574 as amended by section 2 of Ordinance No. 677, as amended by section 1 of Ordinance 694 as amended by section 2 of Ordinance 981 formerly DMMC 10.04.070, as amended by section 12(4) of Ordinance No. 1053, as amended by section 2 of Ordinance No. 1342 as amended by section 2 of Ordinance no. 1455 are each amended to read as follows:

Decreasing speed limits in certain zones. It is determined upon the basis of an engineering and traffic investigation that the 25 miles per hour speed limit permitted by state law for City streets and the 60 miles per hour speed limit permitted by state law for state highways is greater than is reasonable and safe for operation of vehicles on the following streets or highways. The speed limit shall be as set forth in this section on those streets or highways or parts of streets or highways designated in this section at all times when signs are erected giving notice thereof:

Name of Street	Speed Limit (Miles Per Hour)
SR 509 (Marine View Drive South/South 216th Street) from the intersection with Des Moines Memorial Drive to SR 516 (Kent-Des Moines Road)	30
SR 516 (Kent-Des Moines Road) from SR 509 (Marine View Drive South) to I-5	35
SR 99 (Pacific Highway South) from SR 516 (Kent-Des Moines Road) at M.P. 15.49 to South 216th Street at M.P. 16.52	4540

Sec. 2. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

(2) If the provisions of this ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this ordinance is deemed to control.

Sec. 3. Effective date. This ordinance shall take effect and be in full force five (5) days after its passage and approval in accordance with law.

PASSED BY the City Council of the City of Des Moines this ____ day of _____, 2022 and signed in authentication thereof this ____ day of _____, 2022.

M A Y O R

APPROVED AS TO FORM:

Ordinance No. _____
Page 3 of 3

City Attorney

ATTEST:

City Clerk

Published:

Effective Date:

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Public Works Department

DATE: February 1, 2022

TO: Andrew Merges, P.E., Public Works Director

FROM: R. Brandon Carver, P.E., Senior Engineer

SUBJECT: Traffic Study Pacific Highway South (SR-99) – Between South 216th St and Kent-Des Moines Rd – Speed Limit Reduction

Introduction

This study intends to look at the existing conditions, and traffic related elements of Pacific Highway South (SR-99) between South 216th and Kent Des Moines Rd. Traffic and safety related concerns have been raised about this corridor and brought to the attention of the City. An evaluation of the speed limit was deemed warranted.

Background

Pacific Highway South (SR-99) is classified as a principal arterial and runs north and south parallel to Interstate 5. The SR-99 corridor continues north and south beyond the City limits and is the largest corridor in terms of geometry and volume. There are four signalized intersections in the Des Moines corridor, South 216th, South 220th, South 224th and Kent-Des Moines Rd. In addition there is a pedestrian crossing signal between 224th and Kent-Des Moines Rd. North of South 216th in the City of Sea-Tac the corridor has a posted speed limit of 40 MPH. South of Kent-Des Moines Rd the corridor is within the City of Kent. The speed limit on SR-99 within the City of Des Moines and Kent is currently 45 MPH, however, the City of Kent is currently going through a traffic study to evaluate lowering the speed limit in a portion of the corridor from Kent-Des Moines Rd to 950' south of South 240th Street.

Existing Conditions

Geometry

Pacific Highway South is a divided highway with a raised landscaped median and access controlled to right-in right out except at the four traffic signals. There are two general purpose lanes for both northbound and southbound and an HOV lane for both northbound and southbound. Lane widths are 11' for the general purpose and 12' for the HOV lanes and consistent with the principal arterial classification. The corridor in Des Moines was significantly improved in 2005 as a part of a multi-jurisdiction improvement effort in the entire corridor. Pacific Highway South has a gentle slope from south to north of approximately 2%-3% and a typical 2% cross-slope for drainage. Landscape planter strips separate the HOV lane from

concrete sidewalks. Street lighting exists in the entire corridor and was installed with the corridor improvement in 2005.

Accident History

Accident history was checked for the past 5 years from January 2017 through December 2021 (see attached accident history summary). There were a total of 251 accidents in the corridor during this 5-year period. There were 2 fatalities involving pedestrians attempting to cross Pacific Highway outside of the marked and signal controlled locations.

The reported accident history has been summarized and attached to this study.

Traffic Volumes

Volumes were counted in January 2022 for 24-hour time periods (see attached volume spreadsheet). Typical weekday volume is about 21,800 vehicles per day. Volumes are fairly evenly split between northbound and southbound.

Speeds

Speeds were recorded using a multiple day data collector. Speed results were taken during January 2022 (see attached speed studies). Speed data was collected at three locations in the corridor. The results were as follows:

Between South 216th St and South 220th St:

3-day mid-week average	
85 th percentile Northbound = 42.4 MPH	Average speed Northbound = 34.6 MPH
85 th percentile Southbound = 42.5 MPH	Average speed Southbound = 36.9 MPH

Between South 220th St and South 224th St:

3-day mid-week average	
85 th percentile Northbound = 48.3 MPH	Average speed Northbound = 41.4 MPH
85 th percentile Southbound = 45.3 MPH	Average speed Southbound = 38.6 MPH

Between Ped Signal and KDM:

3-day mid-week average	
85 th percentile Northbound = 44.9 MPH	Average speed Northbound = 39.0 MPH
85 th percentile Southbound = 44.3 MPH	Average speed Southbound = 37.5 MPH

Discussion and Recommendation

The selection of the speed limit for any particular section of a road type is an exercise in weighing the objectives of safety and operational efficiency. The operational efficiency is measured by travel time and the safety level, measured by the incidence of crashes and resulting injuries and fatalities with consideration of the road function. The Federal Highway Administration (FHWA) outlines methods and practices for setting speed limits. Within this guidance is the Engineering Approach. This is a two-step process where a base speed limit is set according to the 85th percentile speed, the design speed for the road, or other conditions. This base speed limit is adjusted according to traffic and infrastructure conditions such as pedestrian use, median presence, etc. Within the engineering approach there are two

approaches: The Operating Speed Method is set within 5 mph of the 85th percentile speed determined from speed surveys and then appropriate changes plus or minus are made based on other considerations. Under the Road Risk Method, the level of roadside development and the function of a road are the primary determinants of the appropriate speed limit.

The Manual on Uniform Traffic Control Devices (MUTCD) is the national standard for all traffic control devices on roads open to public travel. It requires that speed limits be posted in increments of 5 mph and that speed limits in speed zones be based on an engineering study and analysis of free flow speeds (speeds that are unimpeded by other vehicles, stop signs, signals, or inclement weather). The MUTCD recommends that agencies set speed limits within 5 mph of the 85th percentile speed of free-flowing traffic. The average 85th percentile speed for the Pacific Highway South corridor in Des Moines based on speed data collected in January of 2022 is 45 mph for Northbound and 44 mph for Southbound. Based on this, the speed limit could arguably be set between 40 mph and 50 mph.

The MUTCD also lists other risk factors that may be considered, including road geometry, the pace speed (the 10 mph speed range at which the most vehicles are driving), roadside development, pedestrian activity, and crash experience. Based on the collected speed study data the average pace speed range for northbound is 33.9 mph – 43.9 mph and for southbound 33.4 mph – 43.4 mph.

Since the improvement project in 2005, there has been an increase of roadside development and redevelopment increasing the turning movements into and from the corridor. In the last three years there have been some significant multi-family residential developments on both sides of the corridor, increasing the vehicular turning movements and pedestrian activity in the corridor. Additionally, the extension of light rail by Sound Transit from the Angle Lake station to Federal Way will include a new stop/station just south of Kent Des Moines Rd. This will bring additional vehicular and pedestrian activity to the corridor as well as likely increase redevelopment along the corridor.

Based on the existing 85th percentile free flow speeds, average speeds, pace speed, roadside development, pedestrian activity, and crash history I am recommended the speed limit be reduced to **40 mph for the Des Moines corridor**. The 40 mph speed limit would be inline with the MUTCD recommendation of 5 mph of the 85th percentile speed. The lower limit would also acknowledge the risk and increased conflicts associated with the growth in roadside development and the lower limit would be well within the existing pace speed averages.



**Washington State
Department of Transportation**

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710
206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

June 22, 2022

Andrew Merges,
Public Works Director
City of Des Moines
21650 11th Avenue South
Des Moines, WA 98198-6317

Dear Mr. Merges:

Attached is WSDOT's SR 99 Speed Study Report in which we propose lowering the speed limit from 45 mph to 40 mph on SR 99 within the City of Des Moines, from MP 15.49 to 16.51. This is in concurrence with the City's recommendation.

Sincerely,

Leslie Forbis

Leslie Forbis
Traffic Operations Supervisor
WSDOT NWR Traffic

Enclosure SR 99 Des Moines Speed Study

**Engineering and Traffic Investigation – Speed Limit
SR 99 / Des Moines MP 15.49 to MP 16.51
April 2022**

Background: SR 99 is classified as a principal arterial and runs north-south in the Northwest Region from the Pierce County Line to the Canadian Border. The section of SR 99 being studied is in Des Moines and runs from S. 240th (SR 516) to S. 216th. The AADT is 25,000 with no truck percentages available. The current speed limit is 45 mph.

Proposed Action:

Based on this engineering & traffic investigation, WSDOT proposes lowering the speed from 45 mph to 40 mph for this segment of roadway.

MP 15.49 – 16.51 – SR 516 to S. 216th

- Although the measured 85th percentile speeds are all lower than the posted speed of 45 mph, they all fall well within the pace ranges.
- The roadway and roadside characteristics warrant this change

Speed Field Study:

Speed studies were conducted in April of 2022. The table on the next page summarizes the speed measurements. A map of the data collection locations is also attached.

**SR 99 Des Moines Area
Measured Speeds**

Date	Location (MP)	Location (Description)	Direction	85th Percentile Speed (mph)	10 mph Pace Range (mph)	Posted Speed
4/11/2022	15.68	On NB shoulder shooting departing NB traffic	NB	45	34 - 43	45
4/11/2022	15.68	On NB shoulder shooting approaching SB traffic	SB	44	34 - 43	45
4/11/2022	15.83	On SB shoulder shooting approaching NB traffic	NB	45	36 - 45	45
4/11/2022	15.83	On SB shoulder shooting departing SB traffic	SB	45	34 - 44	45
4/11/2022	16.4	On SB shoulder shooting departing SB traffic	SB	39	32 - 41	45
4/11/2022	16.4	On NB shoulder shooting departing NB traffic	NB	44	33 - 44	45

*85th Percentile Speed: measured speed at which 85 out of 100 vehicles travel at or below
10 mph Pace Range: the 10-mph range of speed that the most vehicles are traveling at*

Crash Analysis:

Crash data were analyzed for 3 years from 2019 to 2022.

MP 15.49 to MP 16.51

Total of 168 crashes with 3 fatal and 62 were injury crashes.

- 27% were **rear-end** crashes (45 crashes)
- 7 crashes involved driving under influence of alcohol
- 20 **entering at angle** crashes occurred
- 18 were **opposite direction** crashes
- 13 were **fixed object** crashes

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT OR THE STATE OF WASHINGTON

- 6 were **single-vehicle** crashes
- 10 **pedestrian** collisions and one **bicycle** collision

Other Considerations:

Average Daily Traffic Volume – The AADT is 25,000 for the entire length of the segment

Truck Percentage - No truck percentages are available within study limits

Roadway Characteristics

Pacific Highway South is a divided highway with a raised landscaped median and access controlled to right-in right out except at the four traffic signals. These four signalized intersections in the Des Moines corridor are at South 216th, South 220th, South 224th and Kent-Des Moines Rd. In addition, there is a pedestrian crossing signal between 224th and Kent-Des Moines Rd.

There are two general purpose lanes for both northbound and southbound and an HOV lane for both northbound and southbound. Lane widths are 11' for the general purpose and 12' for the HOV lanes and consistent with the principal arterial classification. The corridor in Des Moines was significantly improved in 2005 as a part of a multi-jurisdiction improvement effort in the entire corridor. Pacific Highway South has a gentle slope from south to north of approximately 2%-3% and a typical 2% cross-slope for drainage. Landscape planter strips separate the HOV lane from concrete sidewalks.

Roadside Development and Lighting

- Development along this whole segment is retail/commercial with a high density of driveways limited to right-in right-out due to the raised landscaped median.
- Street lighting exists in the entire corridor and was installed with the corridor improvement in 2005.

Parking, Pedestrians and bicyclists

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT OR THE STATE OF WASHINGTON

- There is sidewalk along both sides of the roadway separated from the HOV lane by a planter strip.
- There is no legal street parking available the entire length of this segment of SR 99.
- The King County Metro Rapid Ride A Line runs on this segment of SR 99.

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A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: City Council Rules Update Process

FOR AGENDA OF: July 7, 2022

DEPT. OF ORIGIN: Legal

ATTACHMENTS:

DATE SUBMITTED: June 28, 2022

CLEARANCES:

- Community Development ____
- Marina ____
- Parks, Recreation & Senior Services ____
- Public Works ____

CHIEF OPERATIONS OFFICER: _____

- Legal /s/ TG
- Finance ____
- Courts ____
- Police ____
- City Clerk ____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: 

Purpose and Recommendation

The purpose of this agenda item is for the Council to discuss the process of reviewing and updating existing Council Rules of Procedure.

Suggested Motion

None Provided.

Background

At the June 23, 2022 City Council meeting, Deputy Mayor Buxton sought and received support from three Councilmembers to place a new item on a future agenda. Her request was for a discussion about how to approach the update of the City Council Rules of Procedure.

Discussion

The last update of the Council Rules was made in November of 2019. From time to time, new issues arise and the Rules need to be updated. The purpose of this item is for the Council to consider the process to be used for reviewing and updating the existing rules.

Traditionally, for minor alterations to the Rules, staff has been utilized to prepare the necessary amendments and drafts. However, if the Council decided to do a comprehensive review of the Rules, it may be necessary to hire a consultant to assist with the work as well as to provide technical expertise. A discussion of the scope of the anticipated review would provide guidance to staff as to next steps.

Finally, the Council could elect to proceed with substantive considerations of rule changes as a whole at the dais, or the Council could consider creating an Ad Hoc Committee to initiate the review. The creation of an Ad Hoc Committee would require the passage of a motion by the Council.

By discussing the issues below, Council can provide direction to staff as to how to proceed:

1. Should the Council review and revise the Rules one concept at a time (ex: through the New Business Item process), or,
2. Should the Council consider a comprehensive revision?
3. If one (or a few) concepts at a time, should the Council form an Ad Hoc Committee?
4. If Comprehensive;
 - a) Should the Council form an Ad Hoc committee?
 - b) Should the Council authorize a consultant/professional for the process?

Alternatives

None provided.

Recommendation

None provided.