

# CITY CURRENTS



Volume 4, No. 4

Sept. 1993

## City continues fight against 3rd runway at Sea-Tac Airport

The City of Des Moines is continuing its fight against construction of a third runway at Sea-Tac Airport in cooperation with Burien, Tukwila and Normandy Park.

On Aug. 19, these four cities voluntarily dismissed the first lawsuit against the Port of Seattle and the Puget Sound Regional Commission. In announcing the decision, Stuart Creighton, chair of the four-city Airport Communities Coalition (ACC), said the ACC filed for dismissal because, "We have obtained our first major objective, which was to force a delay on a third runway until at least the spring of 1996. In addition, the ACC has succeeded in convincing the PSRC to seriously consider a major supplemental airport as an alternative to a third runway."

Creighton went on to state, "with these and other initial successes, this particular lawsuit is no longer necessary. Our cities' financial resources can now be devoted to other aspects of the fight."

Des Moines and other ACC cities will now concentrate on assisting the state and PSRC in locating a supplemental airport and gathering data to contest the site-specific environmental impact statement (EIS) the Port will be preparing for a third runway. Work will also continue on convincing legislators that a third runway is only a short-term fix, and promoting higher speed rail as an alternative.

Creighton concluded that the ACC maintains strong resolve in its opposition to the third runway at Sea-Tac: "No final approval of the third runway has been granted. If the Port or FAA give such final approval, the cities will resume litigation."

## From Des Moines to Des Moines, a helping hand

Flood victims in Des Moines, Iowa are getting a helping hand from the community's Puget Sound namesake, Des Moines, Washington.

The help came in the form of donations from residents, businesses and community groups to ease the suffering in the Iowa community, one of many in the Midwest that have been ravaged by floods this summer.

Money is going to the Des Moines Emergency Relief Fund to provide direct help to families that have received damage from the floods. A check in the amount of \$20,091 and the well-wishes of a community were sent to Des Moines, Iowa on July 30. Additional donations have been received and sent; the total amount collected reached \$24,622 on Aug. 23.

The Washington city of Des Moines has a historical connection to the Iowa capital city dating back more than 100 years. In the late 1800s, settlers from Des Moines, Iowa came west and formed what was then called the Des Moines Improvement Company which later became the City of Des Moines.

"We feel a historical link to Des Moines, Iowa, and we feel a need to

This note was received by Greg Prothman, Des Moines City Manager, on Aug. 12.

Dear Mr Prothman,  
I just read in our paper of the kind efforts of your town in sending money to our relief fund.

Will you please thank the good folks for us and let them know it's getting better all the time.

We have drinking water now. We don't take it for granted any longer

The cleanup continues. It's better every day for the flood victims. Thank you again!

Carol Baty,  
Des Moines, Iowa

respond with help where we can," said Des Moines City Manager Greg Prothman. Cy Carney, City Manager of Des Moines, Iowa, is accepting the donations from the Washington state city. He said posters with personal

notes of concern from Washington residents were placed in the city council chambers.

Money collected in the greater Des Moines area ranged in donations from \$2 to

\$2,400. The donations came from service clubs such as Rotary and Kiwanis, other area cities and their employees, local retirement homes, and dozens of individuals.



### INSIDE CITY CURRENTS

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- Parks and Recreation fall offerings - see inside
- Have your name engraved on tiles near "Big Catch" - page 3



## DES MOINES DIRECTORY

City Hall, 21630 11th Ave. So., 878-4595  
 Business Hours: Monday - Friday  
 8:00 a.m. to 4:30 p.m.

City Council - 878-4595

Richard Kennedy, Mayor  
 Lew Anderson, Mayor Pro Tem  
 Audrey Bowers  
 Frank Jovanovich  
 Scott Thomasson  
 Don Wasson  
 Bob Wray

Administration - 878-4595

Greg Prothman, City Manager  
 Bob Olander, Assistant City Manager  
 James Gorham, City Attorney  
 Gene Logas, Finance Director  
 Denis Staab, City Clerk

Planning/Engineering/Parks/Public Works - 878-8626

Judith Kilgore, Planning Director  
 Dale Schroeder, City Engineer  
 Frank Olson, Supt. of Public Works  
 Jon Jainga, Parks Supervisor

Police Department

878-3301 Business - 911 Emergency  
 Martin Pratt, Chief

Fire District No. 26

878-2210 Business - 911 Emergency  
 Bob Arnold, Chief

Des Moines Senior Center - 878-1642

Karen Marshall, Supervisor

Des Moines Marina - 824-5700

Jesse Cadena, Harbormaster

Des Moines Library - 824-6066

Mike McNamara, Librarian

**OUTDOOR CONCERT****Freezer Burn**

Outstanding Jazz, classic to fusion  
 Sun., Sept. 12 2-3 p.m. Free  
 Des Moines Fieldhouse Park  
 1000 S. 220th St.

✓ Printed on recycled paper

## DEPARTMENT PROFILE

## Municipal Court handles tickets, other violations

If you've ever received a traffic ticket in Des Moines or been cited for another minor violation, you may already be familiar with the Municipal Court as the place you paid a fine or appeared before a judge.

The Municipal Court, located in the City Service Center between City Hall and the police station, also serves as City Council chambers. Municipal Court handles misdemeanor offenses such as traffic tickets, shoplifting, theft and DWIs (driving while intoxicated). The court handles an average of 75 cases a week.

Paul Codd has been the Des Moines Municipal Court judge for 10 years. Codd is an attorney with a practice in Burien and is under contract with Des Moines for his judicial services. He presides over Municipal Court every Wednesday, and also administers jail releases twice a week.

Linda Dannels is Court Administrator. She is responsible for collect-



From left, Cathy Roppo, Court Clerk; Paul Codd, Judge; and Linda Dannels, Court Administrator.

ing fines, scheduling, budgeting and day-to-day court operations.

Cathy Roppo is Court Clerk. She is responsible for filing cases, updating dockets and dealing with the public. She also backs up the Court Administrator.

## Port stepping up noise insulation program

The Port of Seattle is stepping up its efforts to insulate homes that are most impacted by noise from aircraft using Sea-Tac International Airport, including hundreds of homes in Des Moines.

Representatives from the Port this fall will be going door-to-door delivering information packets about the noise-insulation program to homeowners in the impacted areas.

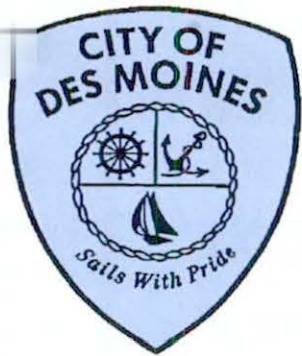
The Port has made a commitment to noise-insulate 10,000 homes by the year 2001 at a rate of 100 a month. So far, about 1,000 homes have been noise-insulated.

The Port is encouraging affected homeowners to sign up for the insulation program, so work on their homes can be scheduled. For information on the noise-insulation program, or to determine whether your home is eligible, residents can call the Port's Noise Remedy Office at 431-5913.

In return for free noise insulation, homeowners in the past have been required to sign aviation easements, which relinquishes certain legal and property rights for noise-related damages. The Port recently loosened the easement requirement, making it easier for homeowners to seek relief for damages in the event of future increases in airport-related noise. The loosened language applies to those who have signed the easements in the past few years, as well as those who do so in future in return for participation in a Port-sponsored noise-mitigation program.

The Port also recently requested \$102 million in additional funding from the Federal Aviation Administration for the noise-insulation program, and is seeking approval of pilot projects to noise-insulate a school, two churches, a nursing home, a mobile-home park and a condominium.



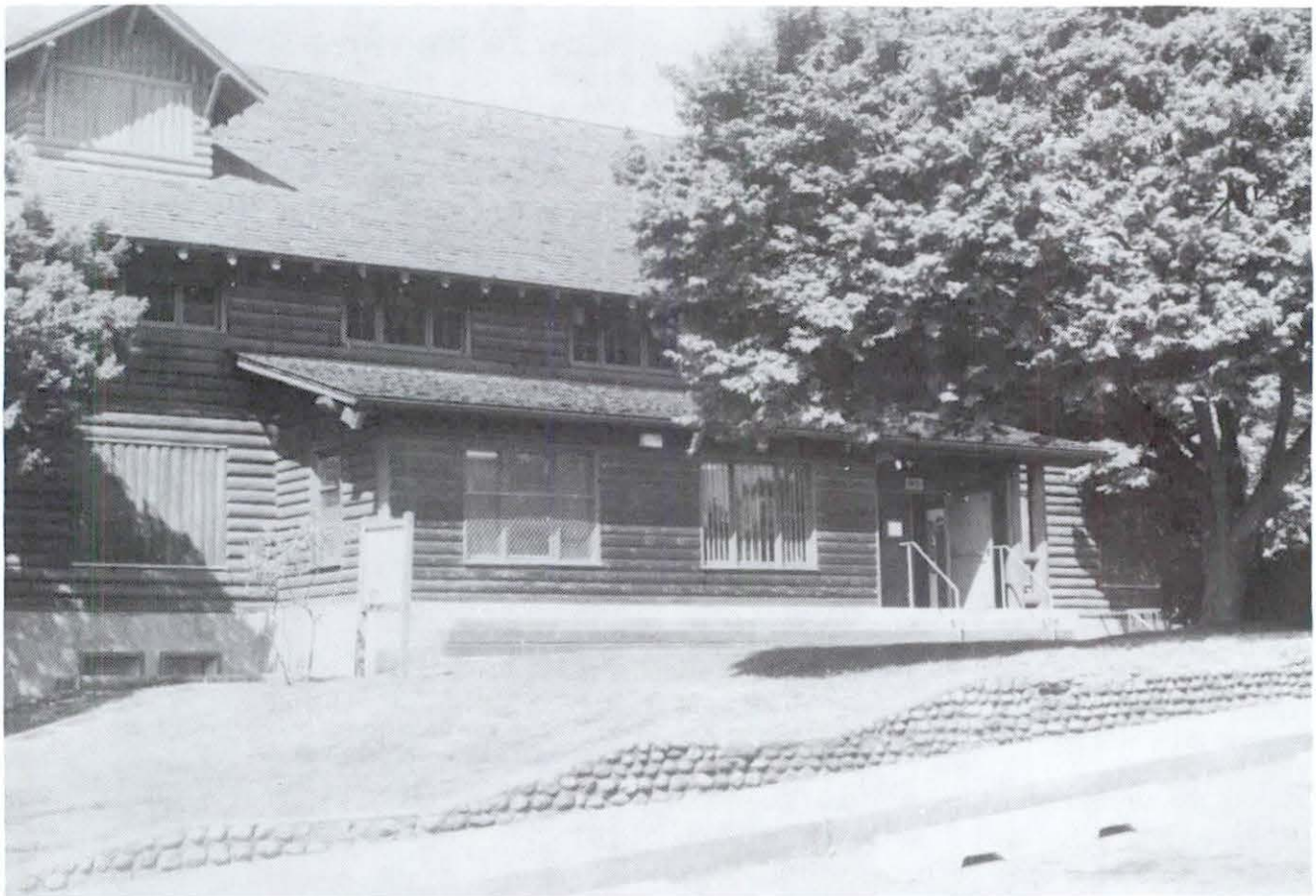


# CITY OF DES MOINES

## Parks & Recreation

Des Moines Field House 1000 S. 220th St. 870-6527

## FALL 1993



### SPECIAL EVENTS

#### OPEN HOUSE

Tuesday, September 21  
7:00 - 9:00 pm

*Come see what classes are being offered this fall and meet the instructors and staff. A great time to get your questions answered.*

#### HALLOWEEN TOT PARTY

Sunday, October 31  
1:00 - 3:00 pm

*Fun, games, stories, and treats for those ages 3 - 6. Includes a costume contest, face painting, and more! Registration deadline 10/25; maximum registration 30; \$5 fee.*

#### HOLIDAY CRAFT SALE

December 3, 4 and 5

*Come join the holiday festivities for our First Annual Holiday Craft Sale. Holiday treats, handcrafted items, and more! If you would like a booth space or further information, please call 870-6527.*



**AEROBIC CLASSES**

Aerobic classes may be joined anytime. You may mix and match classes to fit your schedule. Fee: \$3. Drop-in or purchase a 10-punch card for \$25.



**AEROBIC HOUR:** The kids are off to school; what better way to get your morning going! Come join the fun and make friends as you work on muscle tone, flexibility and cardiovascular fitness. Instructor is Carol Wood.

9/2 - 12/30 T, TH 9:15 - 10:15 am  
See fee above

**STEP AEROBICS:** Join the next "step" in aerobics. Working out to music, you step on and off the bench in a routine that gives you a cardiovascular work out that is low impact and fun! A limited number of benches available, so register early. Instructor is Carol Wood. Join anytime!

9/1 - 12/29 M, W 5:30 - 6:25 pm See fee above

**LOW IMPACT AEROBICS:** A great way for men and women to get into shape and have fun. A low impact class of moderate intensity that incorporates simple patterns and combinations of movement for an effective aerobic workout. Join anytime! Instructor is Carol Wood.

9/1 - 12/29 M, W 6:30 - 7:25 pm See fee above

**YOGA:** A popular class taught by Pat Cawthon! Yoga tones and revitalizes the internal organs, glands and the muscles. You will become stronger and more flexible in this relaxed class. Learn the poses, proper breathing, relaxation and mental concentration.

9/22 - 11/3 W 3:15 - 4:30 pm \$29.  
11/10 - 12/22 W 3:15 - 4:30 pm \$29.

**TUMBLING:** Tumbling is a basic principal sport which can supply a variety of skills for a lifetime. Improves flexibility, balance and body coordination. Each youngster experiences positive self-esteem. \* No class 11/25.

Age 4-5	10/7 - 11/4	Th	4:00 - 4:45 pm	\$20.
	11/11 - 12/16*	Th	4:00 - 4:45 pm	\$20.
Age 6-7	10/7 - 11/4	Th	4:45 - 5:30 pm	\$20.
	11/11 - 12/16*	Th	4:45 - 5:30 pm	\$20.

**TUMBLING FOR THE HOME SCHOOLER:** A great way for home schoolers to socialize, exercise and learn basic tumbling skills. Instructor is Delsa Dislers. Ages 6 - 12.

10/6 - 11/3	W	11:45 - 12:30 pm	\$20.
11/10 - 12/15	W	11:45 - 12:30 pm	\$20.

**WIGGLES & GIGGLES:** A class where the name says it all! A pre-tumbling class for the pre-schooler. Socialization and large motor skills are emphasized. Instructor is Delsa Dislers. Two year old class meets with parent.

Age 2	10/6 - 11/3	W	9:30 - 10:15 am	\$20.
	11/10 - 12/15	W	9:30 - 10:15 am	\$20.
Age 3	10/6 - 11/3	W	10:15 - 11:00 am	\$20.
	11/10 - 12/15	W	10:15 - 11:00 am	\$20.
Age 4	10/6 - 11/3	W	11:00 - 11:45 am	\$20.
	11/10 - 12/15	W	11:00 - 11:45 am	\$20.

**GOJU KARATE:** A traditional art dedicated to the study of karate for self-defense and physical fitness. Learn etiquette, confidence and self discipline. Training includes kihons (basic techniques) and leata (forms). Instructor is Sensei Bill Reuter, 5th degree black belt with over 30 years of experience.



Youth (Ages 7 - 12):  
10/5 - 12/30  
T, Th 5:00 - 6:00 pm \$30./mo.

Adult & Teens (Ages 13 & up):  
10/5 - 12/30  
T, Th 6:00 - 7:30 pm \$30./mo.



# ●Glidepath to nowhere

By BOB SIMMONS

Reprinted from Seattle Weekly



Juliet Capulet looked from her window toward her unseen lover in the darkened garden below. Juliet's lips were moving, she may have been telling Romeo something important, but nobody watching the video in Ms. Eidsness's seventh-grade class could make it out. The deep roar of a jet airliner leaving Seattle-Tacoma International Airport filled and shook the room, wiping out Shakespeare's love story.

Eileen Eidsness, coaxing her restless students to finish their work, could choose between shouting or pausing every few minutes. The portable classroom was hot and stuffy, but opening the door was out of the question. It's hard to think with the doors and windows closed but impossible with them open at Pacific Middle School in the Highline School District, south of the airport.

Sea-Tac put 920 planes per day over the schools of Highline last year, and the Port of Seattle predicts 20 percent to 30 percent more within 10 years or so. To accommodate this growth, the Port wants to build a third runway to the west of the existing airport, about where 12th Avenue now runs, south of Burien. The west runway, far enough from the east runway to permit the use of both in foggy times, would require a gigantic plateau of earth that would loom over the nearby neighborhood.

The expensive project is ill-advised and possibly unneeded; it is also not likely ever to happen. Air-service expansion advocates seem to be outsmarting themselves in betting so heavily on the third runway. If they lose this bet, one outcome could well be a new airport several counties away from the central Puget Sound interests pushing aggressively for an expanded Sea-Tac.

Port of Seattle commissioners, staffers, and business constituents have been pressing the case for a third runway with energy and skill. However, given the obstacles to major projects in urbanized areas, especially in a state with so many political vetoes available, the third-runway coalition is on the losing side of this argument. The awkward fact is that Sea-Tac is too small for the role it is be-



ing asked to play: a major metropolitan airport squeezed into 2,600 acres and surrounded by homes, schools, hospitals, businesses, and Ms. Eidsness' Shakespeare students.

Residential neighborhoods were there for years before Sea-Tac was built. Ten of thousands already lived there when it became a major jetport with two runways in 1974. Since then, jet noise has created a social-sacrifice zone in South King County that becomes increasingly hard to justify as an unavoidable price for the region's growth and prosperity. The Puget Sound Regional Council, an amalgam of 64 city, county, state, and regional agencies, is trying to solve the puzzle of where and how to expand airport capacity. Its 400 members settled last April on a resolution that seems more political compromise than something designed to work. PSRC staff and consultants are to spend three years wandering the central Puget Sound countryside in search of a nearby alternative airport site that hardly any of its members believe they will find. The requirements: 4,500 or more acres of flat land within King, Pierce, Snohomish, or Kitsap counties, close to main highways but undeveloped, a reasonable drive from the

job centers of the four counties but not too close to a heavily populated area. The site must pass what the PSRC resolution calls "financial and market feasibility" tests and not be environmentally awful. Lotsa luck.

To make the mission virtually impossible, the airport hunters can't even think about Paine Field. That excellent airport near Everett, currently occupied by Boeing, could begin landing commercial jets tomorrow, but it was taken off the list in the same resolution that authorized the search. When local officials permitted home sites to be developed west of the airport, they guaranteed that Paine Field opponents would have enough political and citizen firepower to shoot down any expansion. By now Snohomish County's elected officials are so spooked about commercial-jet service and the noise that comes with it that PSRC (which couldn't pass its resolution without Snohomish County support) had to eliminate Paine Field from the list of options. Probably any other site in the region can be expected to produce a similar mustering of the minutemen.

An earlier, diligent search turned up nothing. Members of the Puget Sound Air Transportation Committee did most of the grunt work for the alternative-airport search before PSRC took over the issue. They looked at just about every flat piece of ground that could fly a windsock.

They naturally looked at the one remaining logical site, after Paine Field: McChord Air Force Base, south of Tacoma. So far, the Air Force isn't about to share it. The committee seriously considered Boeing Field, known officially as King County Airport. Boeing Field is so close to Sea-Tac that a quick-rail connection could link commuter flights with major airlines. The problem is safety, since Boeing Field's runways sit at an unfortunate angle to those of Sea-Tac. Extending the approach and takeoff patterns to accommodate commercial-jet flights would produce a dangerous criss-crossing chaos, flight-safety experts believe. (That assumption might be worth more examination, however; it might be a cover for the Port's unwillingness to

*(Please continue inside)*



(Continued from front)

take a hard line on diverting cargo and commuter flights from Sea-Tac.) The committee also considered Arlington airport, and a site near Fort Lewis. Nothing they came up with fits the PSRC's requirements.

When the PSRC's wild goose chase ends with no wild goose, the council will invoke the other section of its resolution, automatically approving the third runway at Sea-Tac. It's not that simple, however. There stands an angry, growing, and determined anti-noise coalition of citizens, as squarely in the way of the third runway as a grove of firs on the tarmac.

**T**hat coalition is wider than one cause the Federal Aviation Administration unintentionally boosted the growth of anti-noise politics when it established in 1987 what it calls its four-post landing and takeoff pattern. The four-post plan puts airliners over heavily populated areas that didn't used to be bothered by jet noise. The system gets planes on the ground more efficiently than before, but it spreads the noise misery and thus the opposition.

Citizens as far apart as Issaquah, Medina, Beacon Hill, Bothell, and Federal Way -- wherever people are deprived of sleep or the use of their back yards, or school children are distracted by jet noise -- have organized against airport expansion. Typical are the Eastside Citizens Against Airport Noise, led by Dr. Robert Rudolph, an oncologist who lives in Medina. Rudolph says ECAAN has about 600 members from Medina, Clyde Hill, and central Bellevue ready to fight the third runway in any way they can. Planes taking off to the north from Sea-Tac turn east over Rudolph's house. "You like to think of your home as a sanctuary where you can get some rest and peace," he says. "But that's no longer true. They've degraded the quality of life for thousands of people."

Several affected neighborhoods have combined their efforts under the banner of the Regional Commission on Airport Affairs. The RCAA prints and distributes fierce opposition literature, raises money and coordinates anti-third-runway energies. Its organizers expect the anti-noise movement will also spawn political action committees ready to campaign in local elections.

They have been hoping to find a strong candidate to take on Port Commissioner Paige Miller, a strong third-runway advocate who will stand for re-election this fall. The anti-runway activists figure that if they can scare

Miller, they can frighten some other votes away from the expansion option. (So far only Jack Block of the five-member Port commission opposes the runway.)

The activists are learning from successful anti-airport crusades in other parts of the country, including a community revolt in Bridgeton, Missouri, a suburb just west of the St. Louis airport. An organization similar to RCAA claims credit for destroying the gubernatorial campaign of former St. Louis Mayor Wince Schoemel, who backed a plan to expand Lambert Field. He lost badly in the Democratic primary to Lt. Governor Mel Carnahan, blaming his loss in part on the Bridgeton campaign. The protests are linked through the National Airport Watch Group to more than 100 similar organizations, including those in Chicago, Dallas, and Phoenix, where airport expansions are being blocked or modified by anti-noise political action campaigns.

The Port of Seattle argues that the planes are coming with or without the expansion and that the new runway will actually reduce noise problems by getting planes on the ground more quickly. Airport communities say such arguments are illogical and suspiciously recent in vintage. Indeed, as late as the mid-'80s the Port said it would never need a third runway. RCAA president Peter Townsend, a public accountant in Federal Way, personifies the defiance: "The Port wants you to think this (third runway) is a done deal. It's a dead deal."

Meanwhile, the South End cities of Burien, Des Moines, Normandy Park, and Tukwila have formed a related organization, the Airport Cities Coalition, with authority to use city funds to block the airport expansion in court. ACC members have already filed a suit aimed at showing that the third runway is damaging to the environment in its concept, no matter what steps the Port might take to ease its impact. They'll sue again when the Port issues its detailed environmental impact statement for the expansion site.

ACC's attorney, Peter Kirsh of Washington, DC, is one of the most formidable airport-blockers in the United States. Kirsh can be expected to demand, among other things, that the Port develop a new noise standard for measuring the sound of planes. Critics of the third-runway proposal argue that the standards used by the Port don't truly describe the problem that has plagued the lives of South King County residents since the second runway was added. The Port measures the din its planes

create on a scale known as "ldn," which stands for "loudness day and night" or, as some prefer "loud damn noise." Ldn averages the decibel levels through a 24-hour period. The Port offers to buy out residents within the 75-ldn area; those within the 65-ldn can have their homes insulated against the sound, at the Port's expense. Those in the areas of 55 ldn and lower are out of luck.

Errol Nelson, a professional noise consultant hired by the ACC to measure conditions around the airport, says the ldn does not provide an honest measurement of the problem. "It has no meaning to the people who live out there," he says, because it doesn't account for the peaks of intolerable noise that afflict the community. Nelson found some sites where the noise level measured in the 60 range on the ldn scale while frequently bursting up to 80 decibels and at some sites to more than 100. A noise level of 80 decibels is like being up close to an operating chain saw. And the increase is logarithmic -- a 90-decibel sound is ten times louder than an 80-decibel sound. Burr Stewart, aviation planning director for the Port of Seattle, defends the Port's use of ldn to compare noise levels in adjacent neighborhoods. "The real question is not how much total noise there is or how you define it," he explains, "but how one area is different from another, and which is eligible" for help in reducing noise through insulation of buildings.

The Port has promised to insulate nearly 10,000 homes against noise, although it has completed fewer than 1,000 since the promise was made in 1985. Port Commissioners Gary Grant and Paul Schell have pressed Port staff to get the work done. "We want that commitment to be met before we start work on a third runway," Grant insists. The ACC will bird-dog the Port's insulation work, but its real mission is to stop the third runway. Normandy Park City Manager James Murphy says his city and others around the airport will see to it that the PSRC's search for an alternative to the third runway is a serious one.

"We'll make sure they aren't just going through the motions" of searching for a supplemental airport, he says. Indeed, even though the search is unlikely to find another site, evidence that the search is a bogus exercise, designed to justify the third runway, could be just the legal monkey wrench the opposition needs to keep any Sea-Tac expansion tied in up court. Opportunities for legal obstruction seem almost unlimited, so long as funds for the lawyers can be raised.

## The Port and the Greater Seattle

Chamber of Commerce contend that airline delays will increase without the new runway, to the point where passengers become disgusted and stop using Sea-Tac. If that happens, Seattle will lose carriers and fade as a center of global commerce, costing the region thousands of jobs and compounding the downward economic spiral started by Boeing's tailspin.

The Chamber of Commerce promotes this dismal warning through a subsidiary called Air Washington, which plans to spend \$100,000 a year campaigning for expansion of airline capacity. "We'd lose routes over time" without the third runway or an alternative airport, says Brad Jerkovich, executive director of Air Washington. "We'd start having a delayed, very unattractive place to fly to and over time it will build into a negative for the economy."

Such cuts have already started. Two weeks ago, United announced it was terminating its Seattle-Honolulu service, meaning direct flights to Hawaii have been sliced by a third this year. American recently scaled back its Seattle-California service, and Thai and Japan airlines both pulled out of Sea-Tac last fall. There are, of course, numerous causes for such curtailments, some of which have nothing to do with Sea-Tac's congestion.

An Air Washington fact sheet says the airport now serves more than 16 million passengers (the Port reports nearly 18 million in 1992) and predicts that this will increase to 25 million by 2000 and 40 million by 2020. Such volumes could cause extreme delays at the present configuration of Sea-Tac, with two runways too close together to permit operation of both runways in bad weather. The fact sheet says, "Potential tourists and Washington's trade partners simply will not tolerate this type of delay." (That assertion seems to count the same passengers twice -- as those who will not tolerate delays but will continue to crowd the airport, causing delays.)

Sounds dire, but predictions of airport volume are notoriously unreliable. Certainly Sea-Tac was growing during the booming late '80s, but now airfares are rising, business flights are tapering off as faxes and modems replace travel, and airlines are retrenching and eliminating

For all practical purposes, a forecast is always wrong," observes Richard de Neufville of the California Polytechnic Institute, who specializes in analyzing airport-traffic forecasts. In a report for



Commuter flights account for 40 percent of Sea-Tac Airport runway volume.

the Washington State Air Transportation Commission, de Neufville points to forecasts developed for New England airports, where traffic levels were shown within five years to be overstated by anywhere from 64 percent to 196 percent. De Neufville says the unreliability is especially high where commuter airlines make up a large part of the airline mix.

That neatly describes the situation at Sea-Tac where commuter flights account for more than 40 percent of the runway volume but only 8 percent of passenger trips. De Neufville reports that between 1986 and 1990 the number of Sea-Tac commuter flights tripled, but that the growth abruptly stopped in 1991. The number of commuter flights actually dropped slightly last year. The report suggests that if commuter traffic at Sea-Tac reverted to the pattern of five or six years ago, there might well be no net increase in aircraft operations at Sea-Tac between now and the end of the century, with or without the new runway. The number of passenger trips would continue to increase, however, with more passengers flying on fewer aircraft.

Port Commissioners Grant and Schell have called for increased "demand management" -- pressing airlines, through landing-fee incentives and penalties, to reduce the number of takeoffs during peak hours and to fly fewer trips with larger passenger loads. Demand management is difficult to pull off in the elaborately interconnected national web of air service, however. It's been tried, without great success, at Boston's Logan Airport.

Port aviation planner Stewart says the third runway would be justified even without the dramatic growth predicted by the Port and by Air Washington. "We can pay for it with today's traffic," he says, citing the advantages of easing current stackups caused by bad weather

(Sea-Tac, poorly sited in terms of weather, tends to catch and hold morning fogs -- which, come to think of it, maybe another reason to question expansion on that site.)

Because of weather and crowding, Sea-Tac is the sixth-worst major U.S. airport in terms of flight delays, according to Washington CEO, a business magazine. Fortune magazine, however, recently ranked the Seattle area eighth in the U.S. in terms of the quality of its air service, in an article that also named Seattle the top place in the nation to conduct international business.

The Port, insisting that Sea-Tac must grow or be overwhelmed, would spend an estimated \$500 million on the new runway, making it the highest-priced runway ever built in the U.S. The (hardpressed) airlines and the (deficit-saddled) federal government will pay some of the cost, but federal aviation officials warn that much of the money will have to be raised locally. The construction job would be heroic, scaling the 282-foot vertical rise between the low point on 12th Avenue and the existing runway plateau. Workers would have to find, dig, haul and place 17 million cubic yards of fill, equal to seven Kingdoms full of dirt, to create the new runway. Location aside, the price tag makes the Sea-Tac expansion dubious. One of the most damaging analyses of the third-runway justifications comes from Dr. Lynn Michaelis, the chief economist for Weyerhaeuser.

Writing on his own behalf, not that of his company, Michaelis suggests that the capital return on investment in the third runway will amount to about 1 percent, even if social and environmental costs are not counted. He believes they should be, and as well as the negative effect on property values in the noise zone. Such a cal-

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culcation, Michaelis believes, would raise the third runway's cost to \$2 billion.

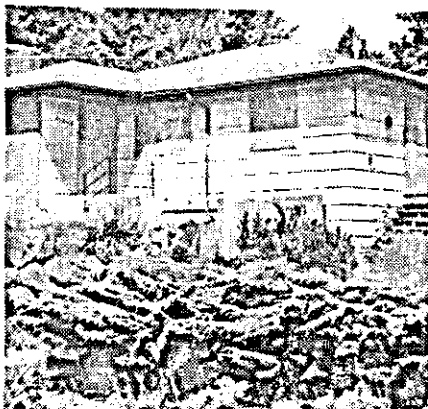
Burr Stewart shrugs off Michaelis' criticism. "He set out to find a way to discredit the third-runway expansion, and used whatever he could find to do it," Stewart says. He suggests that Michaelis, who lives in Federal Way, was motivated by a personal interest in holding down airport noise around his home.

As another line of defense, Port officials argue that they can increase traffic at Sea-Tac without an equivalent increase in the noise level, because by the time the runway is in place the airlines will have converted their fleets to new quieter, "stage-three" aircraft. Normandy Park City Manager James Murphy doesn't believe it. He points out that the new planes will also be much larger, and while they may be quieter pound for pound, the heavier planes will require much more engine thrust and so produce more noise. Some noise specialists contend also that the stage-three engines generate just as much noise energy as the older ones, but the noise is lower in pitch and thus harder to measure with the instruments and standards now in use.

If noise standards and other environmental puzzles lock up the third runway in court and if the PSRC finds no alternative airport, what happens to airport capacity in Washington? Expect state government to take a hand, at last, in major decisions that affect cities all over the state and that should have fallen within the state's purview long ago.

State legislators from the noise-plagued communities in South King County pushed for a more active state role in airport affairs last year, leading the Legislature to set up the Air Transportation Commission. In December it will report its ideas on who should plan and run Washington's future in commercial aviation. "It makes no sense," says Representative Julia Patterson of Des Moines, a member of the commission, "for 90 percent of the state's commercial-airline business to be run by a government (the Port of Seattle) whose elected officials are responsible only to the voters of one county." Others note that the Port has an obvious conflict of interest in determining whether expansion should take place at its airport.

As of this year the state Department of Transportation has a seat on the governing board of the PSRC, and the board will decide this summer whether the state or the PSRC should lead the search for an alternative to Sea-Tac. Unlike the



Boarded-up houses appear in the airport's "clear zone" under the flight path.

PSRC or the Port) the DOT has authority to claim a site, plant the flag, and start taking down trees for a new airport anywhere in the state, inside or outside a metropolitan area. Representative Ruth Fisher of Tacoma, who chairs the House Transportation Committee, says the issue of airport capacity and who should provide it will be among the hottest of hot potatoes in next year's legislative session.

**B**ill Brubaker, the Snohomish County Council member who chairs the PSRC, says he'd welcome a more active role for the state and expects it to begin soon. In a letter to South King County opponents of the third runway, Brubaker endorsed the idea of a "dual track" search for an alternative airport site, both inside and outside the metropolitan area. Brubaker says he wouldn't be surprised to see an alternative airport located south of Olympia or north of Mount Vernon, along the Interstate 5 corridor and close to a proposed rapid-rail system linking Vancouver, B.C., Seattle, and Portland. Even if the state steps in to select a new site at, say, Centralia, it won't be easy to make it work. It's one thing to plan and locate a large new airport, aviation-planning experts warn, but quite another to find the money to build it and then coerce airlines and passengers to use it. After years of bleeding themselves, the airlines are strapped for cash and fiercely resist paying for facilities at new airports. They especially hate airports located some distance from the traditional population centers of their business.

Neither the Port of Seattle nor the Chamber of Commerce would be pleased with a decision that placed tomorrow's big airport in another part of the state. Nevertheless, given the political constraints on finding a nearby alternative, and the potential for oppo-

nents to block the third-runway project in court, by 2001 you may well be catching your flight to London from a sprawling airport 80 miles down I-5.

Another reason for airport sprawl is that even ardent supporters of the third runway see it as a fix that works only for the next ten to 20 years. By then millions more passengers will arrive and even a three-runway Sea-Tac will be too small. If you believe the growth figures promoted by the Port and Air Washington, then by their own logic they should site the next airport now rather than spend their time and our money trying to squeeze another runway into Sea-Tac at enormous cost in dollars and social conflict.

Surely there are choices other than a mountain of fill dirt at Sea-Tac or a megasprawl airport at Centralia. There are ways in which the airport planners could do more with what they have. They could, for example, spruce up Sea-Tac's ground-based operations; auto traffic and baggage jams currently cause more delays than the foggiest weather. They could impose as much demand management as possible, to put the largest number of people on the smallest number of planes and reduce peak-hour landings and takeoffs. They could look again at redirecting commuters and air freight to Boeing or Paine Field. Push harder for a high-speed rail connection with Portland, the destination that accounts for more than 17 percent of Sea-Tac commuter flights and 300,000 passengers per year; these travelers could more efficiently be served by train.

Finally, the planners need to face up to such things as the carrying capacity of this region, wise use of resources, and the overall degradation of quality of life caused by the increasing roar of jetliners over hundreds of thousands of homes. There are limits to growth. If some disgruntled passengers at Sea-Tac don't come back, that may not be such a disaster as Air Washington makes it out to be. As with any type of growth, the Seattle metropolitan area has a carrying capacity in airline service. Right about now, someone needs to ask whether the benefits of more growth outweigh the cost in noise-polluted neighborhoods. The real price of air travel has been paid in the past 20 years in these homes and schoolrooms. No one should be surprised to find these folks finally in a position to exercise a loud veto. ■

(This article appeared in the *Seattle Weekly* on Aug. 4, 1993. Reprinted with permission from the *Weekly*.)



## ARTS & SPECIAL INTERESTS For youth, teens & adults

**BABY-SITTER'S TRAINING:** Become a super sitter by taking this baby-sitting course offered by the American Red Cross. Topics covered are caring for infants, child safety, behavior and play ideas. For ages 11 and above. Bring a sack lunch. Instructor Shiela McKinney.

10/9 Sat 8:30 am - 5:00 pm \$24.

**KARAOKE KROAKERS** - A Vocal Performance Class: Sing for fun, relaxation and improve your stage performances. Instructor Keith Hooks, a graduate of Cornish Institute in music/voice and theatre, is a professional karaoke host and entertainer for Apple Entertainment. This class will provide six weeks of singing fun and constructive review on basic presentation and use of props. The last class will be a performance day where students will entertain friends and family. **(Cassette and video recording of performance available on an optional basis.)** Last class two hours.

10/2 - 11/6 Sat 10:00 - 11:00 am \$35.

**KIDS AND KEYBOARDS:** It's fun, it's easy, it's time to let your fingers hit the keys! Instructor Carol Waller will introduce students to music fundamentals and correct techniques of playing the keyboard. A Kids and Keyboards book is purchased the first night of class from the instructor. Students provide their own keyboard. You may call Carol at 643-2772 if you have questions.

Ages 7-8 9/28 - 12/20 T 4-4:30 pm \$25./4 classes  
Ages 9 & up 9/28 - 12/20 T 4:30-5 pm \$25./4 classes

**KIDS' CLAY CREATIONS:** Come join the fun as you make small treasures or Christmas ornaments from "sculpey clay." Take home your creation and bake; then bring it back the next week to paint. Make angels, teddy bears, stars, candy canes and more.

Instructor: Judy Bixenman.

*\*Supply fee of \$3.50 is paid to the instructor the first night of class.*

12/2 - 12/9 Th 4:30 - 6:00 pm \$10.

**WATERCOLOR FOR ADULTS:** This class is geared for the beginner or student who has had some painting experience. Emphasis will be on the basics of water color: transparencies, glazing, color mixing composition. Instructor Judy Bixenman; 7 weeks, supply list available at time of registration.

10/7 - 11/18 Th 1:00 - 3:00 pm \$49.

**YOUTH PAINTING AND DRAWING:** Can you have fun and learn at the same time? Yes! In this class with Judy Bixenman you will learn drawing, composition, and the basic application of paint and color; 7 weeks, supply list available at time of registration.

10/7 - 11/18 Th 4:30 - 6:00 pm \$36.

### REGISTRATION

Registration for fall programs begins September 1, 1993, Monday & Wednesdays, 8:00 am - 6:00 pm and Tuesdays, Thursdays & Fridays, 8:00 am - 4:30 pm. Register in person or by mail at 1000 South 220th Street, Des Moines, WA 98198. Cash or check only. Checks should be made out to the City of Des Moines. A \$10 fee will be charged on all NSF checks.

*Des Moines Parks and Recreation Department reserves the right to cancel or combine classes if minimum registration is not met.*

### REFUND POLICY

- A full refund will be issued for programs cancelled by the Parks and Recreation Department.
- Refunds requested no later than 24 hours prior to the first class will be granted.
- The Recreation Division will retain \$10 to cover administrative costs on all refunds.
- Credits can be given in place of refund. If credit is requested, no \$10 administrative charge will be taken. Credits must be used for Des Moines Recreation classes or rentals expire after 1 (one) year's time.
- In special cases, refunds may be given on a prorated basis plus the \$10 charge.

**AVAILABLE FOR RENT:** The City of Des Moines has several facilities you may rent for meetings, weddings, company functions, picnics, etc. For fees and information, please call 870-6527.

**INSTRUCTORS WANTED:** We are currently looking for people to teach the following classes: Youth Art, Photography, Country Western Dance, Cartooning or any other great class. If interested or if you have a class idea, call Dave at 870-6529.



## SENIOR CLASSES

**FALL CLASSES AT THE SENIOR CENTER**

22030 Cliff Avenue South

Des Moines, WA 98198

**Egyptian Art** - By Elizabeth Rodgers  
Mondays, 10:00 am - noon, starts Sept. 13

**Mixed Media Painting** - By Bob Logue  
Wednesdays, 9:30 - 10:30 am, starts September 15

**Easy To Be F.I.T.** - By Jen Whitcomb  
Tuesdays & Thursdays, 9:30 - 10:30 am, starts September 21

**Country Western Dance** - By B. McLain  
Fridays, 9:30 - 11:30 am, starts September 17

**Beginning Ballroom Dance** - By B. McLain  
Fridays, 1:30 - 3:30 pm, starts September 17



*These classes are co-sponsored by Highline Community College.  
The cost of each class is \$20.*

*Classes are open to those 55 and above.*

**PRE-REGISTRATION IS NECESSARY FOR ALL CLASSES. CALL 878-1642 FOR MORE INFORMATION.**

## SPECIALTY CLASSES

**"55" Alive Driving Class** - By AARP  
Tuesday, September 21 and Thursday, September 23,  
10:00 am - 2:30 pm, Cost: \$8. and \$1. donation to the Senior Center.

**"Financial Planning For Women Only"** - By B. Larson, M. Regeimbal  
Friday, September 17, 9:00 am - 3:00 pm, Cost: \$15.

**Senior Volleyball** at the Des Moines Field House  
Mondays & Wednesdays, 1:00 - 3:00 pm, Cost: \$1.50

**Senior Badminton** at the Des Moines Field House  
Tuesdays & Thursdays, 1:00 - 3:00 pm, Cost: \$1.50

## Des Moines Field House Drop-in Gym Schedule

Drop-in is \$1.50 per session

Family-only is \$5 per family

<u>MONDAY</u>	<u>TUESDAY</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>	<u>SUNDAY</u>
11:30 - 1:00 pm "Lunch Bunch" Volleyball	11:30 - 1:00 pm "Lunch Bunch" Basketball	11:30 - 1:00 pm "Lunch Bunch" Volleyball	11:30 - 1:00 pm "Lunch Bunch" Basketball	11:30 - 1:00 pm "Lunch Bunch" Badminton & Pickleball	1:00 - 3:00 pm Volleyball (Family Only)
1:00 - 3:00 pm Sr. Volleyball	1:00 - 3:00 pm Sr. Badminton	1:00 - 3:00 pm Sr. Volleyball	1:00 - 3:00 pm Sr. Badminton		3:00 - 5:00 pm Volleyball
7:35 - 9:30 pm Adult Basketball		7:35 - 9:30 pm Teen Basketball			

■ Senior programs are for those 55 and above. ■ Family Only is for immediate family only - A parent must participate.



## Work begins on south part of Marine View Drive

A major project to improve Marine View Drive at the south end of the downtown district began July 19.

The \$2 million project includes rebuilding the road and adding bike lanes, curbs, sidewalks, gutters, storm drains and culverts. The project extends from Kent-Des Moines Road up the hill to South 252nd Street.

The bridge across Massey Creek is also being replaced. Highline Water District is participating, putting in a new water line. Motorists can expect detours and delays until the work is completed in November. Final work, including landscaping and sidewalks, will be done early next year.

Meanwhile, at the other end of town, the state Department of Transportation is expected to begin work in October on the widening of Marine View Drive where it crosses Des Moines Creek. Work will proceed through the fall and winter, with completion late next year.

## Haunted House coming

The City of Des Moines/Des Moines-Midway Rotary Haunted House will be open again this season for the sixth consecutive year at the Des Moines Beach Park.

It will open Oct. 15 and run through Halloween night, opening at 8 p.m. each evening. The show for younger children, ages 6 to 9, runs from 7 - 8 p.m. It is recommended that children under 6 not attend. Admission is \$3.50.

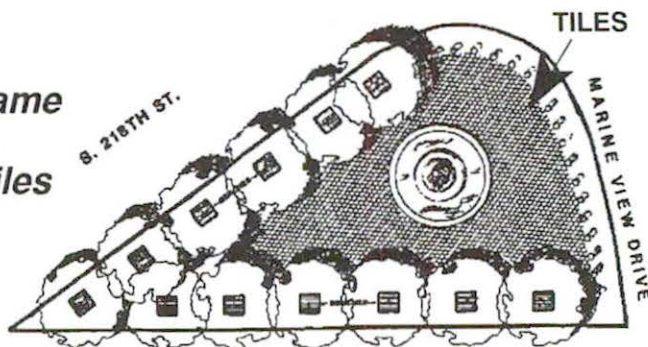
## CLAM DIGGING CLOSED

Clam digging at Des Moines Beach Park has been closed indefinitely. The City Council took the action because the clams have been overharvested there and the resource is seriously depleted. The ban on clam digging will allow the resource to restock itself.

### INFORMATION HOTLINE: 870-6569

For up-to-date information on major new items, such as the third runway, construction projects and street closures, call the new City of Des Moines information hotline.

Have your name  
engraved on  
'Big Catch' tiles  
in Chamber  
fund-raiser



Residents of Des Moines can have their names engraved and listed in perpetuity at the foot of the "Big Catch" sculpture to be erected at the northern entrance to the city.

Special tiles with names engraved are being sold by the Des Moines Chamber of Commerce for \$40 (one line engraved) and \$50 (two lines). The tiles will be laid in the plaza containing the bronze "Big Catch," a sculpture by Northwest artist Richard Beyer. It will be situated near where Marine View Drive crosses Des Moines Creek.

Star donors, those who donate \$100 plus buying a tile, will get priority placement along with the first 100 other tile purchasers. The selling of tiles is a fund-raising project by the Chamber, to help offset the cost of the sculpture. The widening of Marine View Drive across Des Moines Creek must be completed first before the sculpture can be placed. The road project is set to begin this fall and will take at least a year.

## PLEASE VOTE: Local elections this fall

The 1993 fall election season is here, and voters will be casting ballots for candidates for city councils, school boards and other local governmental bodies.

Residents are encouraged to take part in their community by voting in the elections this fall. Election dates are:

Primary Election: **SEPT. 14**

General Election: **NOV. 2**

To be eligible to vote, you must be a U.S. citizen, at least 18 years old, and be registered to vote at least 15

days before the election.

You can register to vote at City Hall, the fire station, library and schools when they are in session; however, you must register at least 30 days before the election at these locations.

If you register to vote less than 30 days before an election, you must register in person in the King County Elections Office, (Rm. 553, 500 4th Ave. S., Seattle) and vote by absentee ballot at the next election.

## City crews busy removing illegally placed signs

Under the City of Des Moines Municipal Code, it is illegal to post signs, notices or bills on any utility pole, traffic control sign or street light pole.

Also, it is illegal to place political signs in a public right-of-way or on city property. Political signs that are placed in a right-of-way are removed without notice and can be reclaimed at the Public Works Dept. The city asks that all political signs be taken down within 10 days after a final

election.

City maintenance crews have been busy removing any signs they see illegally posted, which has been running about 200 per month. The removal of illegally placed signs costs the city, ultimately the taxpayers, a lot of money.

Anyone who would like information on the legal and proper way to post a sign in the city can call the Community Development Department at 878-8626.



## CITY COUNCIL HIGHLIGHTS



Richard Kennedy  
Mayor



Lew Anderson  
Mayor Pro Tem



Audrey Bowers  
Council member



Frank Jovanovich  
Council member



Scott Thomasson  
Council member



Don Wasson  
Council member



Bob Wray  
Council member

### JUNE 1993

■ Approved the following ordinances:

✓ No. 1041 granting a franchise to Highline Water District.

✓ No. 1042 adopting the Downtown Element to the Comprehensive Plan.

■ Approved the following resolutions:

✓ No. 731 authorizing the City Manager to sign interlocal agreements with King County regarding the distribution of 1994-1996 CDBG grant funds, and the HOME Investment Partnerships Program.

✓ No. 733 adopting a six-year transpor-

tation improvement program for the years 1994 through 1999.

■ Held a public hearing on the Comprehensive Plan: Transportation Element.

■ Approved design for the southeast Marina parking lot development project for the 1994 work program.

■ Authorized the City Manager to sign an agreement for interlocal jail services with King County.

■ Awarded the contract for construction of the Marine View Drive South project to Active Construction Inc. in the amount of \$2,002,383,

plus a 10% contingency.

■ Held a public hearing for a preliminary modified subdivision for 18 single family lots, 2300 block of South 234th Street.

■ Held a special two-day retreat in Leavenworth, Washington to discuss 1993-1994 work programs, priorities and goals.

### JULY 1993

■ Approved the following ordinances:

✓ No. 1044 establishing a Community Development Block Grant Fund.

✓ No. 1046 relating to refinancing bonds at a

lower interest rate; providing for the sale and issuance of \$990,000 limited tax general obligation bonds, 1988; providing for the date, denominations, form, terms, redemption and registration privileges, maturities, interest rates and covenants of the bonds.

■ Directed Administration to study the economic impacts of annexation to the King County Library District.

■ Authorized Administration to pursue cable television franchising authority certification and rate approval through 3H Consultants with FCC.

■ Authorized Administration to enter into negotiations with the Port of Seattle to exchange right-of-ways for land that the City could use for recreation purposes or other municipal functions.

■ Authorized Administration to proceed with the Des Moines, Iowa flood relief efforts.

■ Authorized the closure of Des Moines Beach Park to the taking of shell fish for the remainder of 1993.

■ Opposed the \$5.00 per parcel fee in the King County Conservation District, and the City's inclusion.

## City of Des Moines

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Des Moines, Washington 98198

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