



# Transportation & Public Works Committee Meeting Minutes

November 4, 2021  
5:30 PM – 6:30 PM  
\*\* Virtual Meeting \*\*

Members:	Present:	Absent:	Commence: 5:30 PM Adjourn: 6:39 PM
Peter Kwon, Chair	X		
Pam Fernald	X		
Takele Gobena	X		

Other Councilmembers participating: Mayor Erin Sitterley; CM Tombs

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer

Other Staff Participating: David Tomporowski, Senior Planner; Bryan Chappell, PW O&M Manager; Mary Mirante, City Attorney; Gwen Voelpel, Deputy City Manager

Public Comment	No Public Comment
1. Approve Prior Meeting's Minutes	Oct 7 Minutes were approved
2. Salt Brine Interlocal Agreements with various cities	<p>Discussion/Action</p> <p>Presented by Bryan Chappell, PW Operations &amp; Maintenance Manager.</p> <p>Currently the City has been selling salt brine under three-year Interlocal Agreements ending this year with the following jurisdictions: Cities of Burien, Normandy Park, Des Moines, and Tukwila, as well as Highline School District.</p> <p>This has been a successful program, as it allows us to pay for our equipment and facility costs while promoting cooperation among public agencies. The City maintains the right to refuse product when we think we might run short, so we don't go without.</p> <p>The current equipment is aging out, and the City has invested in new equipment, that operates with smart technology, so</p>

	<p>that operators can create the brine remotely with their phones, so staff does not have to be on site to create new batches as long as the products are loaded in the equipment.</p> <p>With the new equipment, the new Interlocal Agreements will include a 10-cent price increase to \$0.48 per gallon. The price to cities is developed from cost of new brine maker, cleaning of equipment, historic repair costs, salt cost, facility costs, and residual value.</p> <p>A question was raised about the cities reimbursing for staff costs. The answer was that staff time was included in the facility cost, and that the other cities have key cards to our facility gate and are able to pump and track there use, with very little staff assistance.</p> <p>The Committee approved to move this topic to next Regular Council Meeting on consent agenda. :</p>
<p>3. WRIA 9 Ratification Presentation</p>	<p>Presentation/Action</p> <p>This topic was presented by Matt Goehring, Salmon Recovery Manager, Water Resource Inventory Area, WRIA 9.</p> <p>IN 1999, Chinook salmon was listed under Endangered Species Act. In 2001, WRIA 9 Interlocal Agreement was created for 17 local governments, involving 5 sub-watersheds, and 1 watershed ecosystem forum, encompassing 575 square miles.</p> <p>IN 2005, the WRIA 9 Salmon Recovery Plan was created.</p> <p>In 2009, only 165 adult wild salmon were tallied returning to their spawning beds. Since then, numbers are higher, half of the years below the short-term target range of 1000 to 4200.</p> <p>Since its inception, the WRIA 9 Partnership has accomplished 2 miles of levee realignments to reconnect floodplains and restore shoreline. 4695 feet of marine shoreline restored 500 acres of revegetation 5.8 acres of estuary shallow water habitat 2001 to 2020, the Interlocal Agreement has brought in \$8.4 Million, SeaTac has contributed \$278,000.</p> <p>The Committee is being asked to approve the 2021 Salmon Plan Update, which includes chinook salmon status assessment, new science, updated habitat goas, refined recovery strategies, revised capital project list, and monitoring and adaptive management plan.</p> <p>Regional projects of significance include the Lower Duwamish Clean-up and Howard Hansen Dam Fish Passage.</p>

	<p>The Committee approved moving this to upcoming Regular Council Meeting for Action and requested that a presentation be made at full Council. (3-0)</p>
<p>4. South 200<sup>th</sup> Street Corridor Briefing on Public Outreach</p>	<p>Discussion David Tomporowski, Senior Planner, presented the South 200<sup>th</sup> Street Corridor Study Update.</p> <p>The corridor experiences heavy demand during peak periods due in part to queuing at the I-5 ramps. Safety issues include excessive speeding and the many single-access driveways that enter the corridor. The Angle Lake Light Rail Station and nearby employment centers also generate increased travel demand on the corridor.</p> <p>The Angle Lake District Station Area Plan, adopted in 2015, lays out a vision for how this corridor should be rebuilt. Given the current traffic levels, safety concerns, and unknown future demand, there is a need to either affirm or refine this vision.</p> <p>The current corridor is narrower than principal roadways typically have, 60 feet instead of 100 feet. The current sidewalks are narrow, 4 ½ feet instead of the 8 feet that the Angle Lake District Station Area Plan calls for.</p> <p>One round of outreach has been conducted, and the City has heard about the many issues that people encounter in this area.</p> <p>Three different corridor redesign alternatives have been developed, with a second round of outreach planned to get feedback on these design alternatives.</p> <p>The types of comments received in the first outreach, included: Speed and noise of traffic is a concern Left Turns are difficult off South 200<sup>th</sup> Street to neighborhoods and elementary school. People would like bicycle lanes. Angle Lake Light Rail Station and the Des Moines Creek trail are nearby, and cyclists would like to access them on South 200<sup>th</sup>, but there are no bike lanes. Sidewalks are narrow Mailboxes are knocked down by large truck mirrors, and several have lowered their mailboxes to heights lower than the Post Office allows simply to keep them from being knocked down over and over.</p> <p>The three corridor options include: Reducing the roadway to one lane of travel each way, with a middle turn lane the full length of the corridor, with bike lanes</p>

	<p>and wider sidewalks. This will allow left turners a place to wait while traffic opens up. Also, those entering the roadway from their driveways can pull into the middle turn lane until a opening exists to enter lane traffic. Committee comments include how congested peak hour traffic may grow with this option, but positive comments included how SR 509 freeway extension may take some of this traffic from the corridor.</p> <p>The second option includes building bike lanes off the corridor, on South 198<sup>th</sup> Street, along with improvements to South 198<sup>th</sup> street, like installing sidewalks. South 198<sup>th</sup> Street is one of several candidates for the next sidewalk project.</p> <p>A third option includes widening the roadway by installing wider sidewalks, keeping two lanes of traffic each way. This option would require purchasing up to 10 feet of property on each side of the roadway, bringing those impacts to property owners.</p> <p>The upcoming second round of outreach – titled “Corridor Options” will be conducted in November. Postcards are being mailed to everyone near the corridor, yard signs are being erected along the corridor and the study is being published via social media. Participants will be able to view the three different corridor options and take a survey indicating their preference/ranking/opinions.</p> <p>One Committee comment was that this roadway was initially two lanes of traffic, one each way, and the roadway was redesigned years ago at public request to the two lanes each way that currently exist.</p> <p>This presentation was informational only; no Committee action was taken.</p>
5. Adjourn	Adjourn Meeting