For Council Review August 7, 2025

CHAPTER 3: Transportation Element

BACKGROUND

Located along the shores of the Puget Sound, the City of Des Moines is a vibrant waterfront community that relies on a dependable and efficient transportation system to support both local mobility and regional connectivity. The Transportation Element provides a framework that guides transportation investments over the next 20 years. This chapter documents background information about Des Moines' existing multimodal transportation system and the goals, policies and projects needed to support two decades of growth.

PURPOSE

This Transportation Element identifies a roadmap for developing a welcoming and functional system for all users, including people walking, biking, using shared-use mobility devices, riding transit, and driving, in accordance with Des Moines community values and goals. This plan is informed by the Land Use Element, and it integrates Des Moines' previous planning efforts to guide transportation investments as Des Moines grows and evolves over the next 20 years.

PLANNING REQUIREMENTS

Washington State is experiencing sustained growth projected to continue over the next 20 years. Under the Growth Management Act (GMA), jurisdictions are mandated to plan for the anticipated growth through regular comprehensive plan updates. These updates include key elements such as a Transportation Element to manage and accommodate the expected growth in population and employment.

PARTNERING AGENCIES

As part of this update to the Transportation Element, the City of Des Moines coordinated with planning efforts made by other agencies and government bodies that have an interest in or influence on transportation in Des Moines. These groups include:

- King County
- Sound Transit
- Puget Sound Regional Council (PSRC)
- Washington State Department of Transportation (WSDOT)

ORGANIZATION

The Transportation Element is organized into the following sections:

- **Background:** Provides an overview of the Transportation Element.
- **Transportation Planning Context:** Describes the current state of Des Moines' transportation network for all modes and identifies current challenges and trends.
- **Public Input:** Details outreach efforts as part of the Comprehensive Plan Update.
- **Transportation Goals, Policies, and Actions:** Introduces transportation goals and the supporting policies to guide City Staff and elected officials to achieve the overall transportation vision and accommodate planned growth.
- **Des Moines' Future Transportation System:** Details how Des Moines' transportation system is expected to operate in the future without further improvements and establishes level of service standards for each mode.
- **Transportation Project List:** Provides a prioritized capital project list to help Des Moines work towards the future transportation vision.
- **Funding and Implementation:** Evaluates Des Moines' projected financial capacity for transportation improvements and provides guidance on implementing the plan.

Figure 3-1: Des Moines Marina Pier

Source: Fehr & Peers, 2025.

TRANSPORTATION PLANNING CONTEXT

Transportation planning plays an essential role in shaping how residents, visitors, and goods move in Des Moines, supporting economic vitality, quality of life, and environmental sustainability. This section provides an overview of the City's multimodal transportation system, examining how it currently functions to identify key trends, challenges, and opportunities for improvement.

LAND USE AND KEY DESTINATIONS

The configuration of living, working, and recreational spaces within a city and its surrounding communities is significantly influenced by how development is guided. This guidance is encapsulated in the Land Use Element of the Comprehensive Plan. Zoning is a key tool employed by cities to shape specific types of development, directing homes and businesses to targeted areas. Land use is crucial in transportation planning as it offers insights into areas that will likely experience heavier traffic conditions.

As shown in **Figure 3-2**, the City of Des Moines is characterized by several land use categories. Des Moines is predominantly residential with pockets of commercial land uses. The Marina District and Pacific Ridge Neighborhoods serve as the City's primary mixed-use commercial centers, while the North Central Neighborhood and the Pacific Highway South Corridor provide opportunities for larger scale commercial and light industrial development. Key commercial and mixed-use areas are primarily concentrated along Pacific Highway South (SR 99) and Kent-Des Moines Road, fostering economic activity. The Des Moines Marina District serves as a focal point for waterfront recreation, dining, and community events.

There is a wide range of popular local and regional destinations in Des Moines (**Figure 3-3**). These include several park and open spaces with multiple trails, community centers, education facilities, and prominent regional attractions such as the Des Moines Marina. The Seattle-Tacoma International Airport is located just north of Des Moines in the City of SeaTac. Given its proximity, the City of Des Moines coordinates with SeaTac, the Port of Seattle, and WSDOT to address any planned projects near the airport. Des Moines is part of the Highline Forum, a platform that has facilitated connections and open dialogue between the airport and the local communities about priorities, issues, and concerns.

Figure 3-2: City of Des Moines Land Use Map

Source: City of Des Moines, 2025.

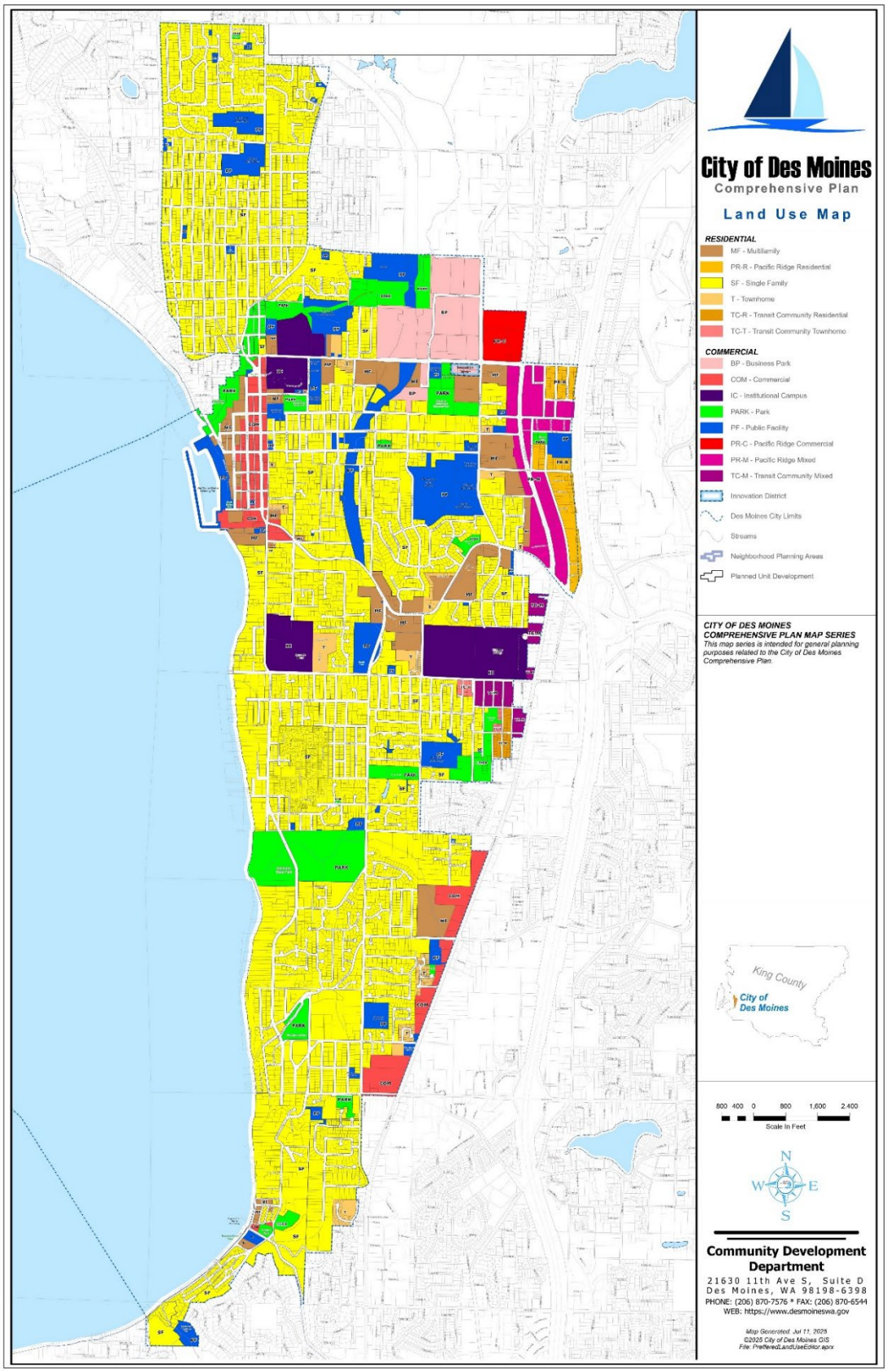
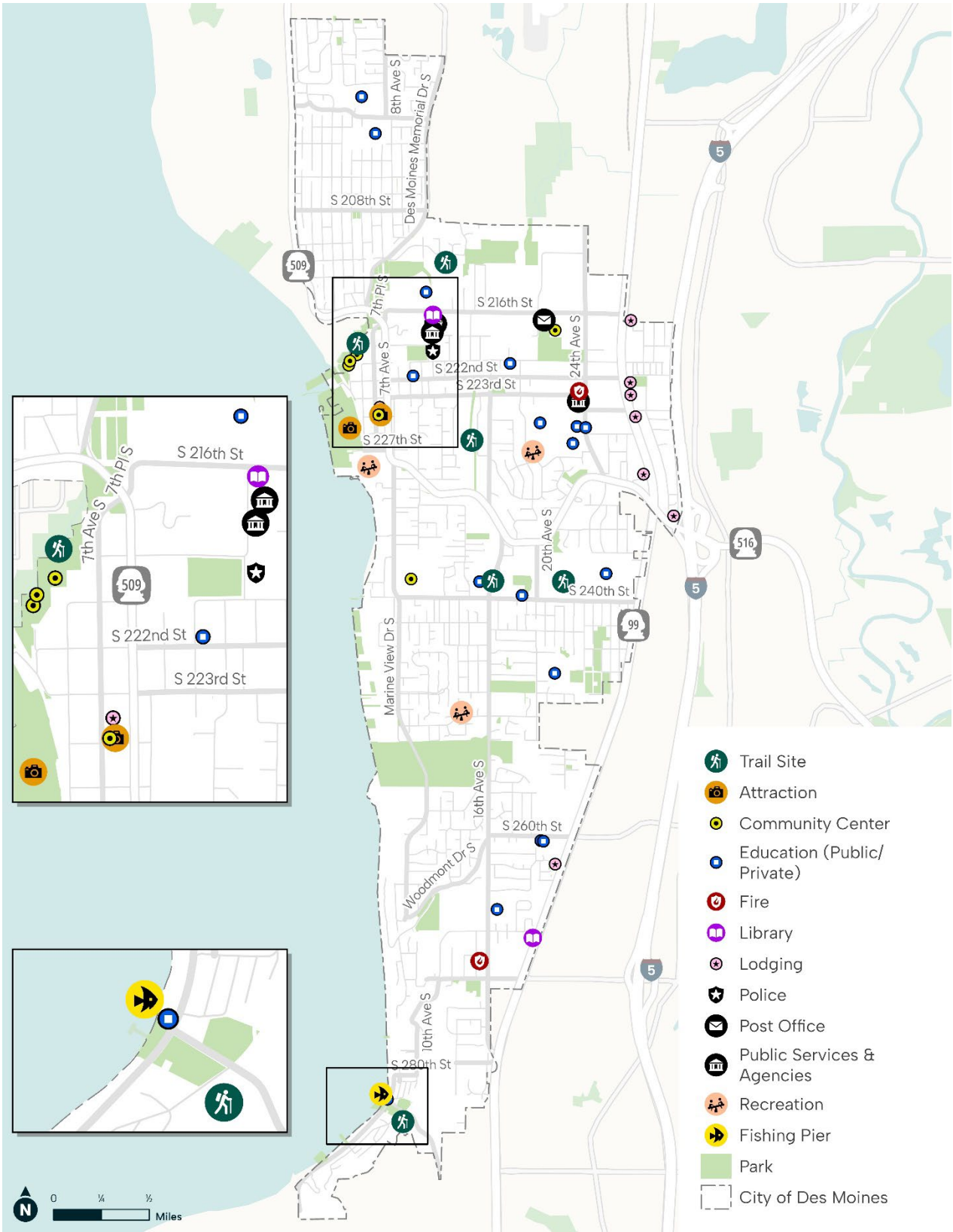


Figure 3-3: Key Destinations In Des Moines

Source: City of Des Moines, Fehr & Peers, 2025.



EXISTING TRANSPORTATION PLANS

The City of Des Moines has several plans that guide future local development. These plans include the 2009 Comprehensive Transportation Plan, 2015 Comprehensive Plan, 2019 Americans with Disabilities Act (ADA) Transition Plan, and 2025-2044 Transportation Improvement Plan (TIP). Summaries of the plans are noted below:

- **2009 Comprehensive Transportation Plan**: presents a twenty-year road map which sets the policies, goals, and strategies that help guide decisions regarding the existing and envisioned transportation system, including the approval of development proposals, and transportation investments in the street network for all modes of travel.
- **2015 Comprehensive Plan** ("Des Moines 2035: Charting Our Course for a Sustainable Future"): provides City staff and elected officials guidance in making decisions regarding transportation capital project funding, development regulations, and guiding principles for growth in Des Moines through 2035. The City updates its Comprehensive Plan in accordance with the Washington State Growth Management Act (GMA) governed by RCW 36.70A.
- **2019 ADA Transition Plan**: provides policies and best practices for implementing physical and program access improvements to meet the requirements of the ADA, which guarantees equal access for all. The Plan was informed by community input and identifies steps necessary to bring City facilities and programs into compliance with ADA regulations. This Plan is intended to be a living document that will be updated regularly to track ongoing achievements toward compliance.
- **TIP**: guides transportation investments for a period of six years and beyond. This plan, in accordance with RCW 35.77.010, is regularly updated and adopted by the Des Moines City Council. It includes projects for roadway maintenance, safety improvements, and pedestrian and bicycle infrastructure, as updated annually.

Additionally, the following plans provide regional planning context:

- **2020 Puget Sound Regional Council (PSRC) VISION 2050**: outlines the region's plan for growth. It sets the stage for updates to countywide planning policies and local comprehensive plans, developed by the region's cities and counties.
- **King County Countywide Planning Policies (2021)**: implement VISION 2050 by guiding how King County jurisdictions work together and plan for growth. The comprehensive plan for King County and the comprehensive plans for cities and towns in King County are developed from the framework that the countywide planning policies establish.

TRANSPORTATION NETWORK OVERVIEW

As documented in **Table 3-1** and **Figure 3-4**, Des Moines' street network is comprised of roadways with varying classifications and capacities intended to accommodate various modes of transportation and connect users to local and regional destinations. Streets in Des Moines serve as the foundation of the transportation system, as roadways shape how residents, businesses, and visitors experience the city. This section includes a comprehensive inventory of all transportation facilities in Des Moines, including local and state roadways, pedestrian and bike facilities, and transit and freight networks.

Table 3-1: Functional Classification of Roadways in Des Moines

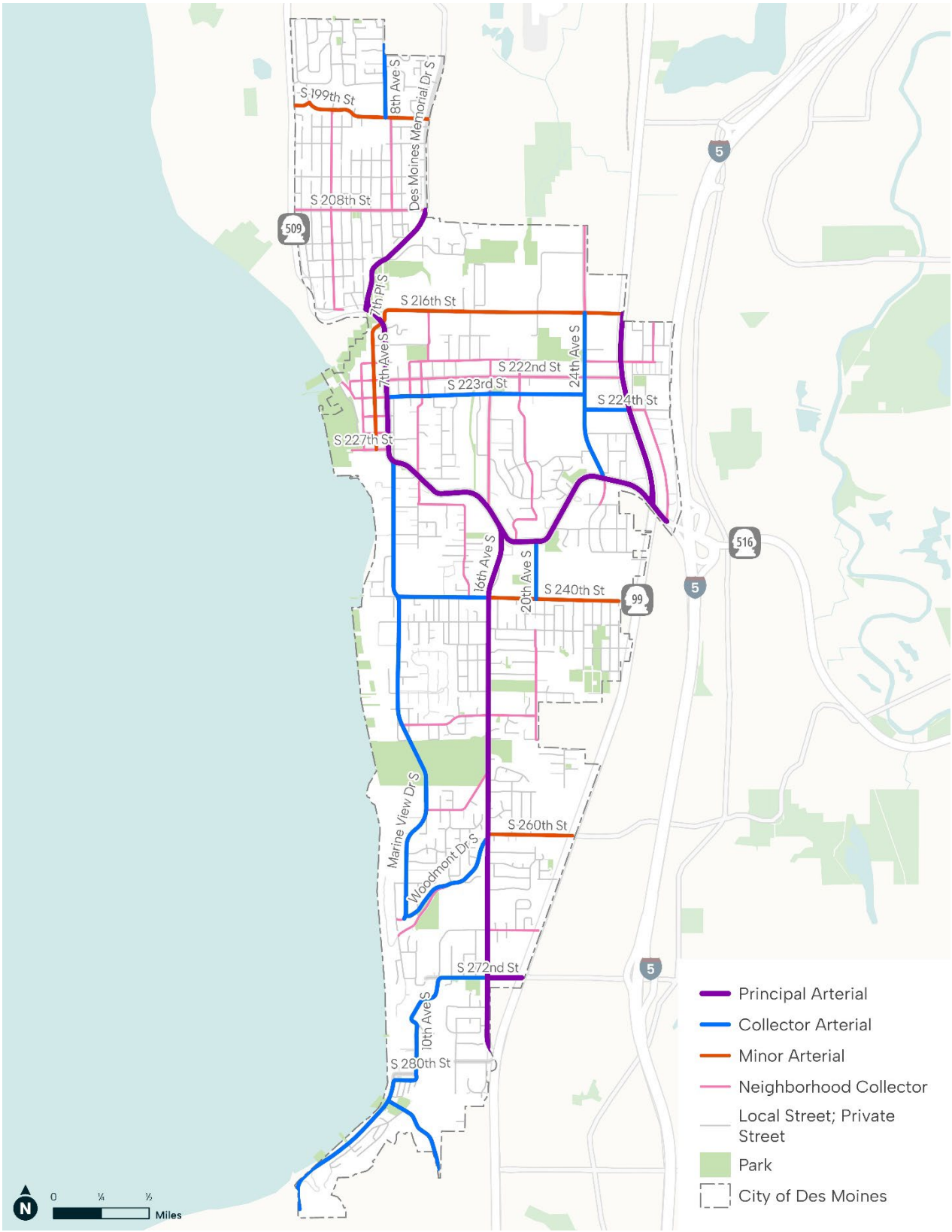
Source: City of Des Moines. Street Development Standards. 2023.

Notes: AADT stands for average annual daily traffic, the number of vehicles using each roadway on an average day.

Functional Classification	AADT Range	Description
Principal Arterial	> 10,000	Urban principal arterials, also called Major Arterials, provide for movement across and between large sub-areas of an urban region. Principal arterials serve predominantly "through traffic", carry the highest traffic volumes, serve major centers of activity, and are fed by other arterials and local access streets. Principal arterials are expected to provide a high degree of mobility. Therefore, access to abutting properties should be very restricted. Spacing between parallel principals is generally two miles or greater.
Minor Arterial	4,000 – 12,000	Urban minor arterials interconnect with and augment the principal arterial system. Minor arterials provide intra-community continuity connecting community centers and facilities. A minor arterial may also serve "through traffic". Access is partially restricted. Spacing between parallel minor arterials is generally less than two miles.
Collector Arterial	1,000 – 5,000	Collector arterials typically are intra-community roadways connecting residential neighborhoods with community centers and facilities. They accumulate traffic from local roadways and distribute that traffic to roadways that are higher in the hierarchy of functional classification. Access is partially restricted. Spacing between collector arterials is generally a mile or less.
Neighborhood Collectors	1,000 – 3,000	Neighborhood collectors connect two or more neighborhoods and typically connect to arterials or other neighborhood collectors. Although direct driveway access is typically allowed on neighborhood collectors, there are some project related exceptions. Whenever possible, direct driveway connections to neighborhood collectors should be avoided. Spacing is generally a half mile or less.
Local Streets	< 1,000	Local streets are a permanent cul-de-sac or short loop street with low traffic volumes that provide circulation and access to off-street parking within a residential development boundary. Local streets are not supportive of through traffic. Access is generally not limited. Spacing is as needed to access properties.

Figure 3-4: Functional Classification of Roadways in Des Moines

Source: City of Des Moines, Fehr & Peers, 2025.



Pedestrian and Bicycle Network

Facilities for walking and biking are essential components of Des Moines' multimodal transportation system. Walking often precedes and concludes trips conducted using other travel modes. Planning safe and accessible pedestrian infrastructure can make these trips easier, cheaper, and more convenient. Pedestrian infrastructure in Des Moines includes sidewalks (**Figure 3-5**), crosswalks, trails, and shared-use paths. Notably, pedestrian-actuated Rectangular Rapid Flashing Beacons (RRFB) are installed along several corridors at key crosswalks, including S 216th Street. A large proportion of the City's arterial system has sidewalks; some lower classified roadways (including local streets) also have sections of sidewalk. An inventory of all existing sidewalks and trails is shown in **Figure 3-6**.

Bicycling often facilitates longer-distance travel than walking while offering benefits to the environment, individual health, and the community. The growing use of electric bikes further expands mobility options, making longer trips and travel over challenging elevation changes more accessible. Des Moines offers a variety of different bike infrastructure types designed to accommodate riders with different levels of experience and confidence. Bicycle facilities available in Des Moines include bike lanes and trails as illustrated in **Figure 3-7**. Corridors with designated bike lanes include 24th Avenue S, 16th Avenue S, Marine View Drive S, S 260th Street, and S 216th Street (**Figure 3-5**).

While Des Moines offers a range of pedestrian and bicycle facilities, there is room for improvement in overall network connectivity. Some of the City's neighborhoods, including North Hill and Redondo, have limited access to both pedestrian and bicycle facilities. This creates barriers for residents or visitors relying on pedestrian or bike facilities to reach key destinations such as schools, neighborhood shopping, or transit stops. Addressing these gaps in the pedestrian and bicycle network would enhance the functionality and reach of existing infrastructure, making active transportation a more viable and convenient option throughout the city.

Figure 3-5: Bike Lanes and Sidewalks on S 216th Street

Source: Fehr & Peers, 2025.

Figure 3-6: Existing Pedestrian Facilities in Des Moines

Source: City of Des Moines, Fehr & Peers, 2025.

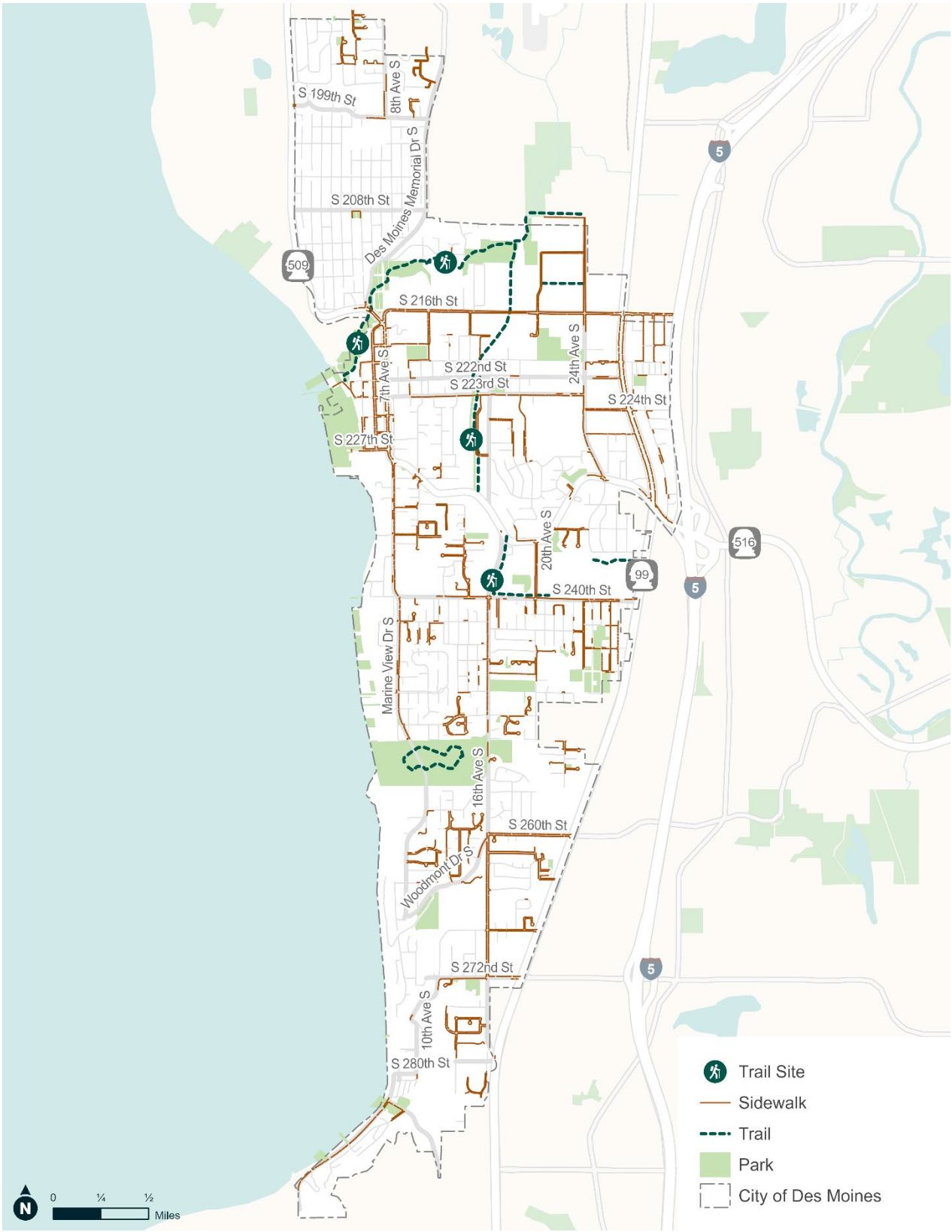
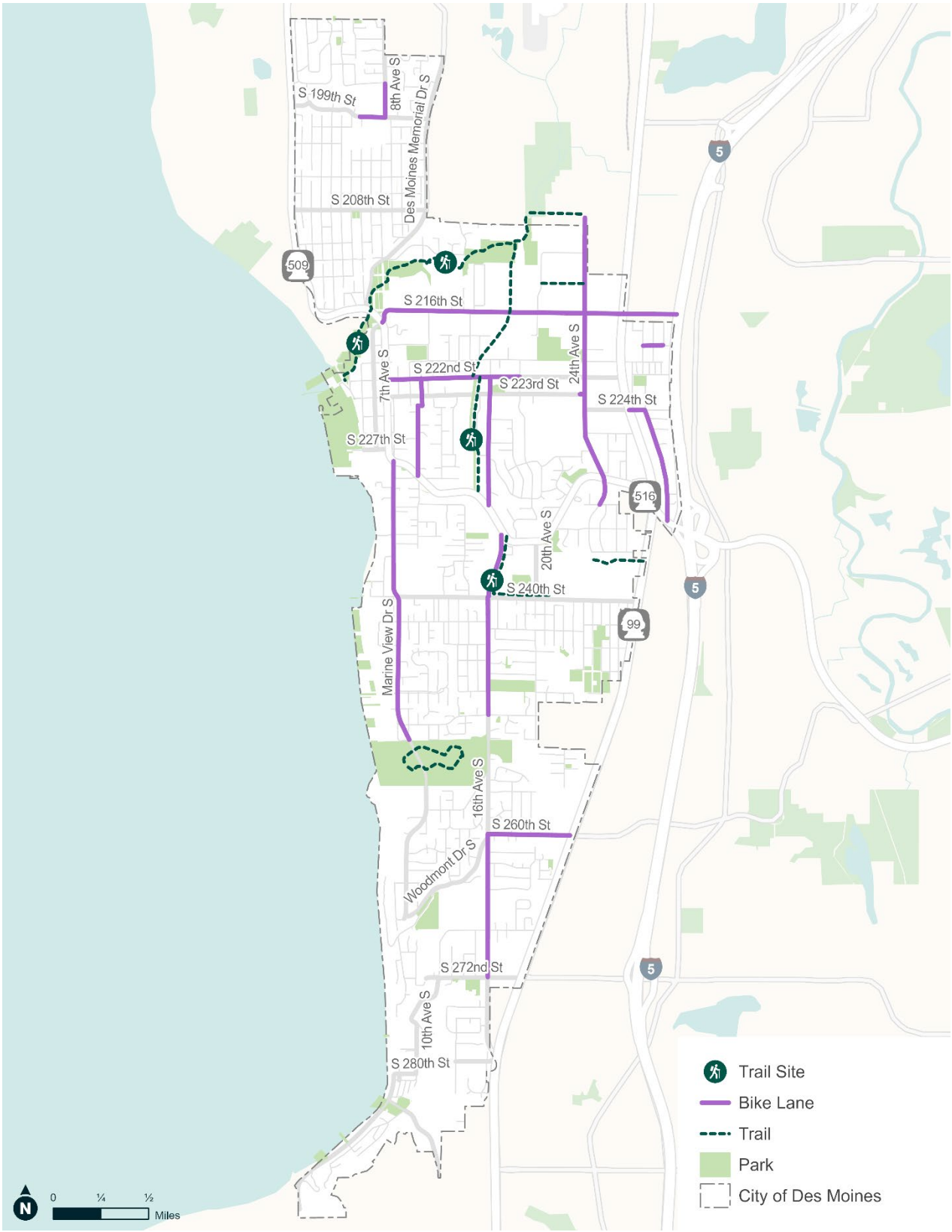


Figure 3-7: Existing Bicycle Facilities in Des Moines

Source: City of Des Moines, Fehr & Peers, 2025.



Level of Traffic Stress

As part of the Transportation Element, the City is adopting multimodal level of service (MMLOS) metrics which offer a performance measure for pedestrian and bicycle facilities: level of traffic stress (LTS). The MMLOS approach is targeted to enhance transportation planning by creating high-quality experience for intended users by considering adjacent land uses and the functions of multiple streets and transportation facilities collectively, rather than individually. This approach allows for certain streets to emphasize specific modes or user types while discouraging incompatible uses. For example, a commercial street may be planned to provide a pleasant experience for shoppers on foot, recreational bicyclists, and car parking on the street while discouraging use by "cut-through" traffic.

The LTS metric for pedestrian and bicycle facilities provides a quantifiable tool to also gauge the existing conditions of active transportation infrastructure. The lowest level of traffic stress is classified as LTS 1, where a wide range of users feel safe and comfortable on an active transportation facility. LTS 4 represents the highest level of traffic stress where most users feel uncomfortable when walking or biking. **Figure 3-8** illustrates all four levels of traffic stress.

Figure 3-8: Level of Traffic Stress

Source: Fehr & Peers, 2025.

Pedestrian level of traffic stress (PLTS) is based on the roadway classification and presence of pedestrian facilities. **Table 3-2** summarizes PLTS measures depending on facility type and roadway classification. **Figure 3-9** illustrates PLTS on Des Moines's transportation based on existing pedestrian facilities indicating gaps in the pedestrian network.

Table 3-2: Pedestrian Level of Traffic Stress (PLTS)

Source: Fehr & Peers, 2025.

Roadway Classification	Pedestrian Facility			
	No Pedestrian Facility	Sidewalk (One Side)	Sidewalk (Both Sides)	Separated Path/ Trail[1]
Local Street	4	2	1	1
Neighborhood Collector	4	2	1	1
Collector Arterial	4	3	2	1
Minor Arterial	4	3	2	1
Principal Arterial	4	3	2	1

The breakdown of bicycle level of traffic stress (BLTS) is provided in **Table 3-3**. It incorporates factors such as speed limit, annual average daily traffic volume (AADT), and type of bicycle facility. The contextual nature of the BLTS approach acknowledges that the same bike treatment under different street conditions can evoke different levels of stress. The BLTS measures of the City's bicycle network are displayed in **Figure 3-10**, pointing out comfortability of available bike facilities**.**

Table 3-3: Bicycle Level of Traffic Stress (BLTS)

Source: Fehr & Peers, 2025.

Roadway Characteristics		Bike Facility					
Speed Limit (MPH)	AADT[1]	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Physically Separated Bikeway
≤ 25	< 3k	2	1	1	1	1	1
	3-7k	3	2	2	2	1	1
	≥ 7k	3	3	2	2	1	1
30	< 15k	3	3	2	2	1	1
	15-25k	4	4	3	3	2	1
	≥ 25k	4	4	3	3	3	1
35	< 25k	4	4	3	3	3	1
	≥ 25k	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

Figure 3-9: Existing Pedestrian Level of Traffic Stress

Source: Fehr & Peers, 2025.

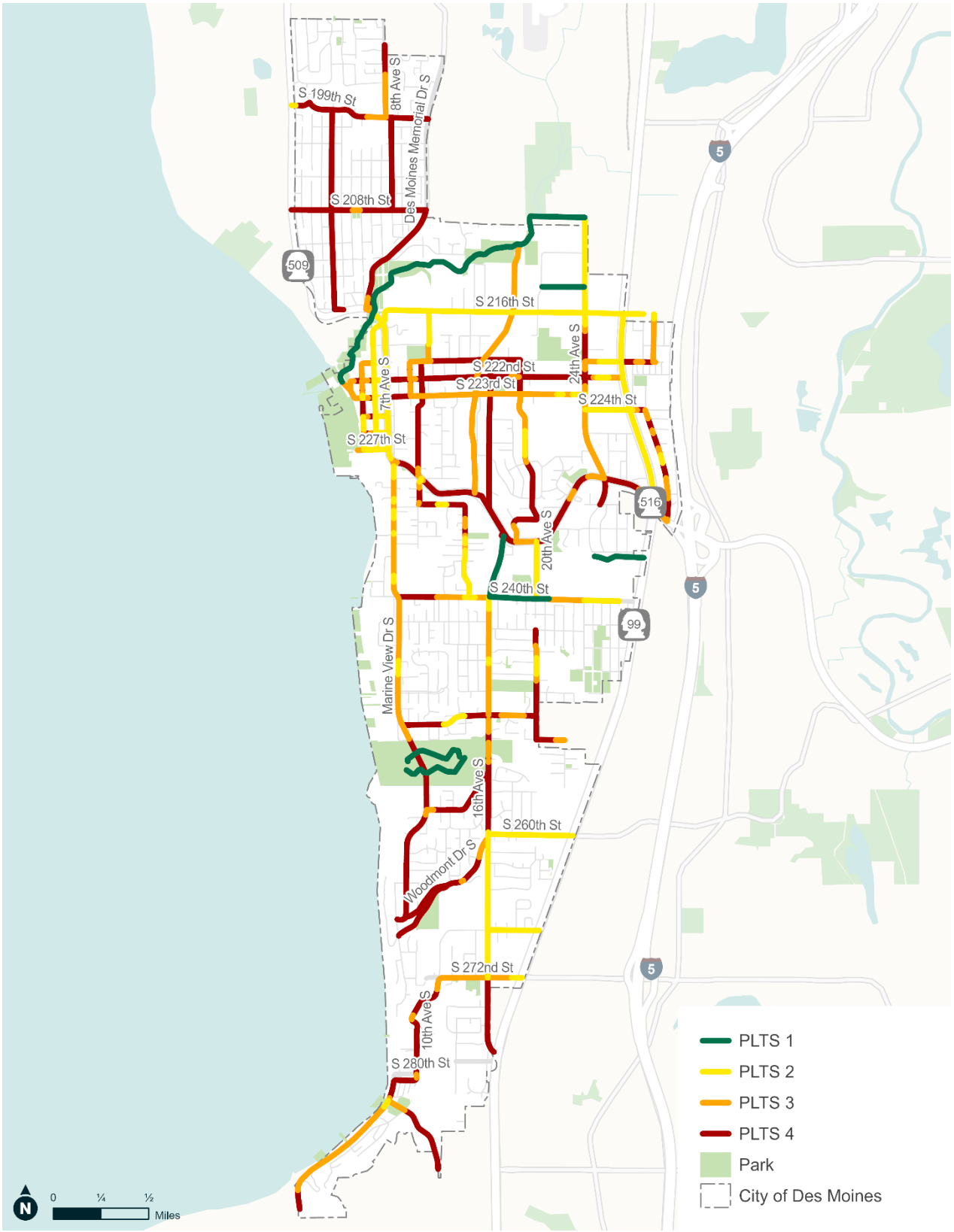
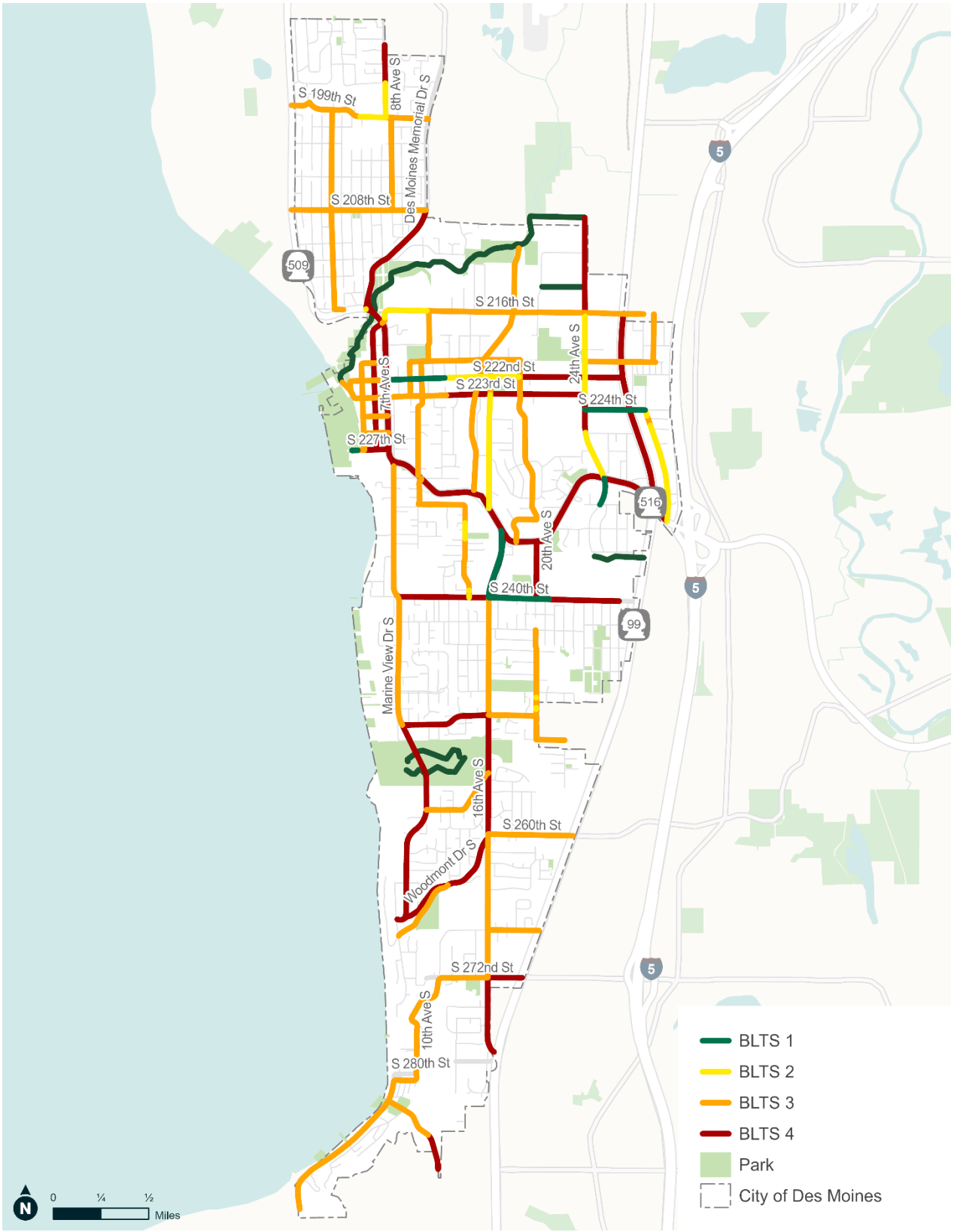


Figure 3-10: Existing Bicycle Level of Traffic Stress

Source: Fehr & Peers, 2025.



Transit Network

Transit service in Des Moines is provided by King County Metro. As presented in **Figure 3-11**, the available transit routes include RapidRide A, Route 156, Route 165, and Des Moines Community Shuttle (DART). These routes offer both local and regional connections. **Figure 3-11** indicates that there are notable service gaps in the southern part of the city, including access to neighborhoods such as Woodmont and Redondo. Sound Transit's light rail system currently terminates at Angle Lake Station, just north of the city boundary. The Federal Way Link Extension, which is currently under construction, will add a new Kent/Des Moines light rail station, providing a direct connection to Highline College in Des Moines.

Freight Network

Freight plays a critical role in the economic vitality of Des Moines as businesses and residents rely on goods shipped via trucks on the City's transportation network. Trucks of various sizes—from light-duty commercial vans and single-unit delivery vehicles to garbage trucks and large semi-trailers—navigate city streets to serve homes, businesses, and warehouses. Trucks delivering wholesale and retail goods, business supplies, and building materials throughout Des Moines contribute to and are impacted by traffic congestion. The City of Des Moines partners with regional agencies and the State to build and maintain Freight and Goods Transportation System (FGTS) truck corridors that are within city limits. Designated FGTS truck corridors aim to prevent heavy truck traffic on lower-volume streets and promote the use of adequately designed roadways. The Washington State Department of Transportation (WSDOT) classifies these freight corridors based on annual freight tonnage classifications described in **Table 3-4**.

Table 3-4: WSDOT FGTS Classification

Source: WSDOT. Washington State Freight and Goods Transportation System (FGTS) 2023 Update, 2024

Freight Corridor	Description
T-1	More than 10 million tons of freight per year
T-2	Between 4 million and 10 million tons of freight per year
T-3	Between 300,000 and 4 million tons of freight per year
T-4	Between 100,000 and 300,000 tons of freight per year
T-5	At least 20,000 tons of freight in 60 days and less than 100,000 tons per year

As shown in **Figure 3-12**, multiple roadways in Des Moines are designated as T-3 corridors, including Pacific Highway S (State Route 99), 16th Avenue S, Kent Des Moines Road (State Route 516), Des Moines Memorial Drive, S 260th Street, and S 272nd Street. The only T-2 corridors are S 200th Street and limited roadway sections along S 216th Street and 24th Avenue S which directly connect to distribution centers and warehouses along 24th Avenue S.

Figure 3-11: Existing Transit Network

Source: Fehr & Peers, 2025.

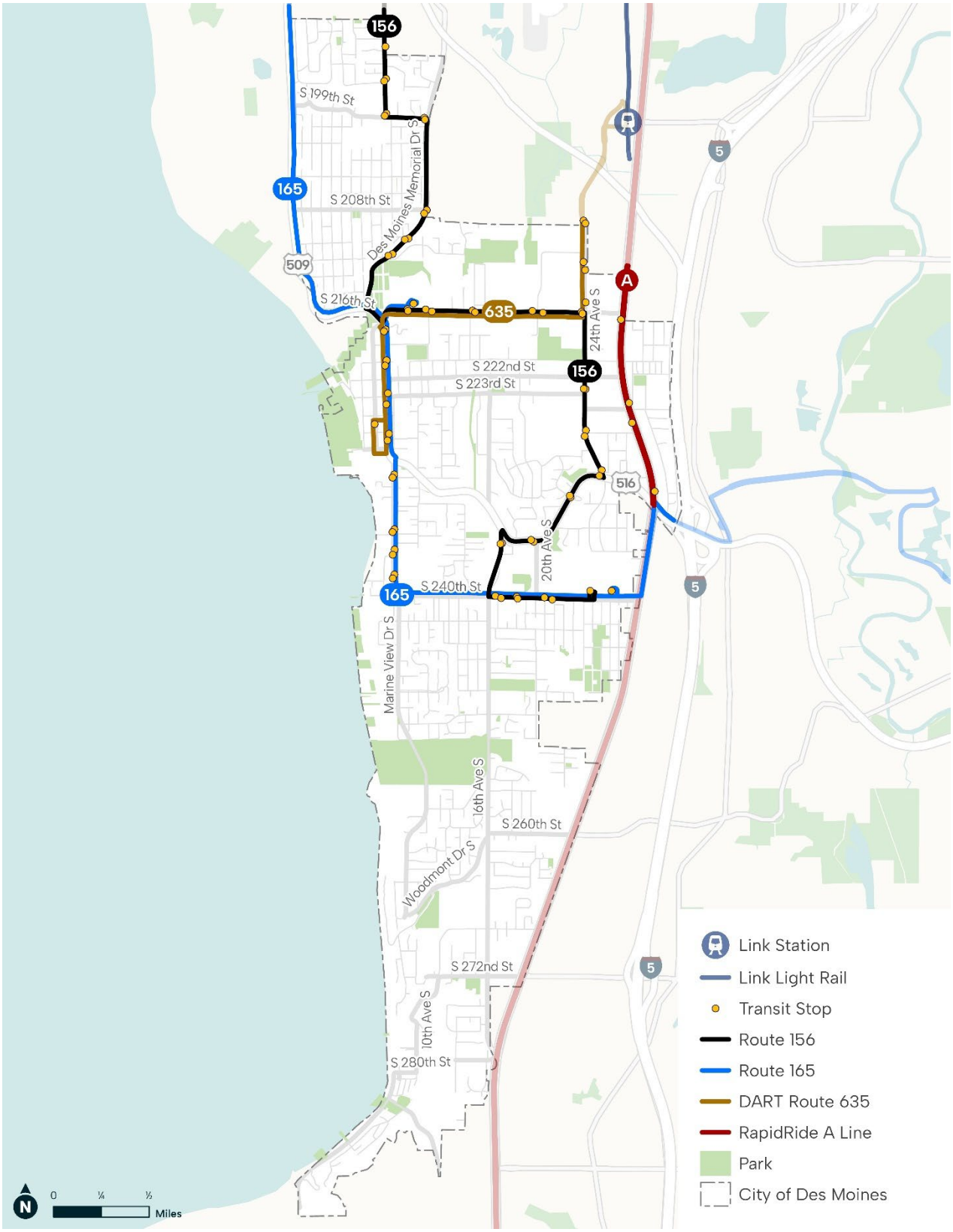
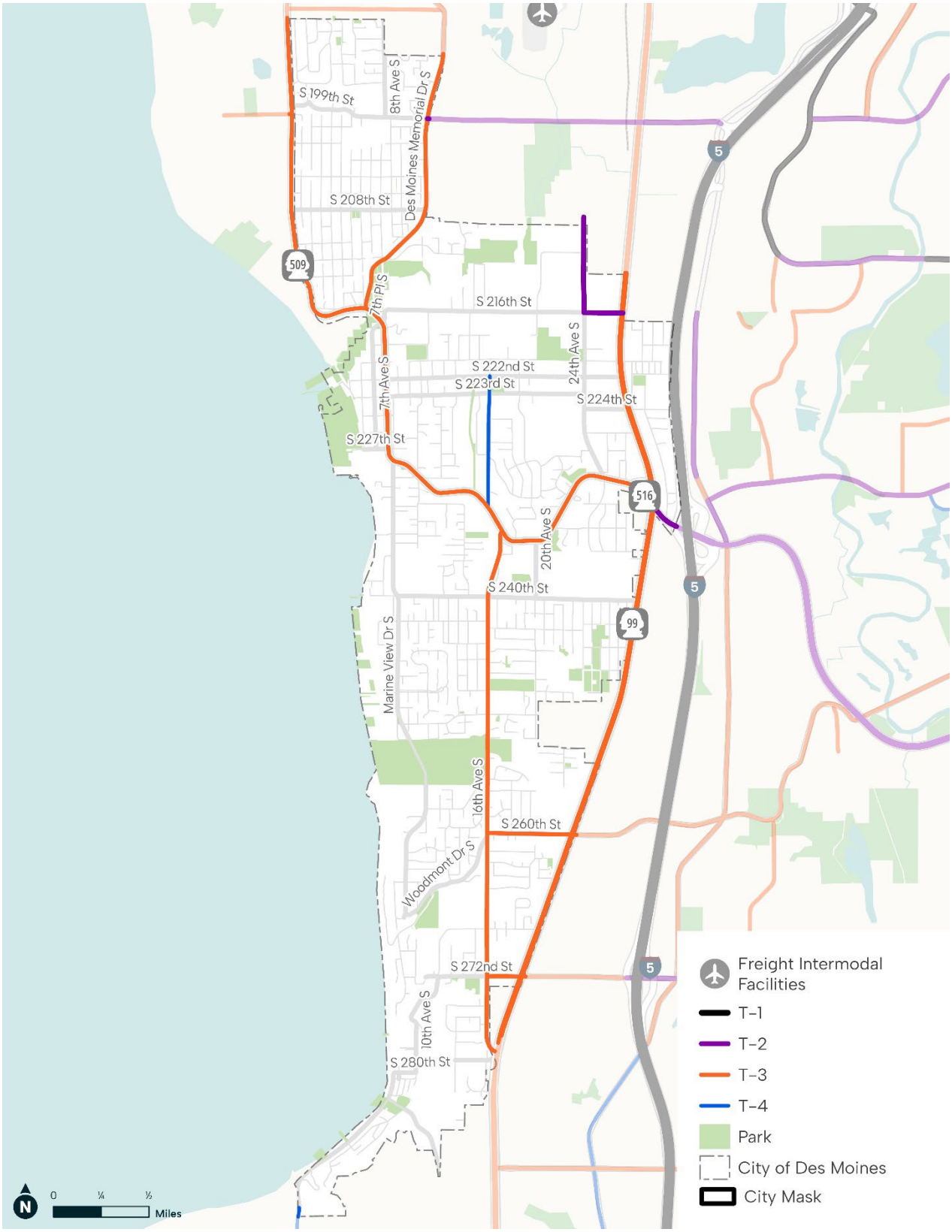


Figure 3-12: Existing Freight Network

Source: Fehr & Peers, 2025.



Automobile Network

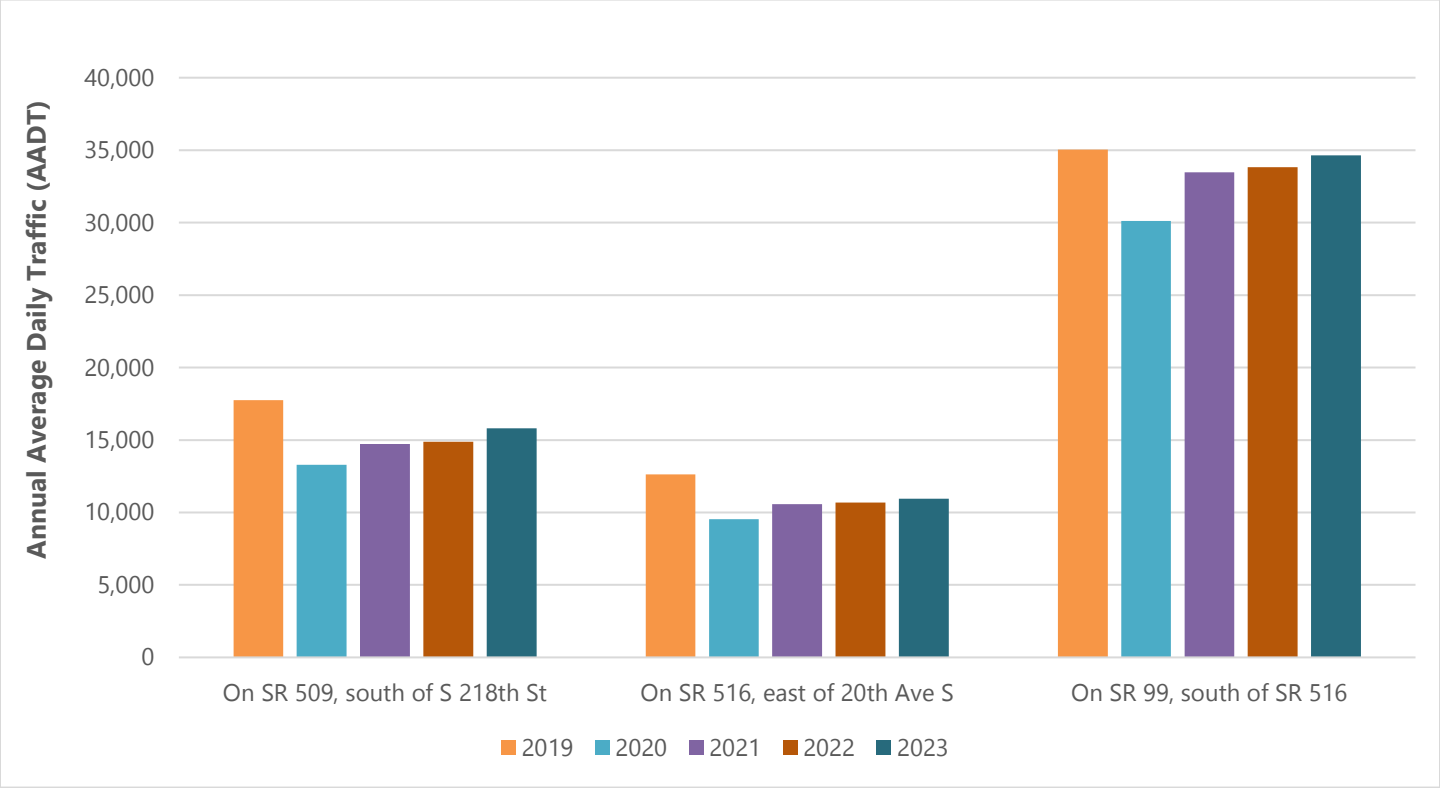
The street network in Des Moines (**Figure 3-4**) accommodates various modes of transportation, including automobiles (referred to as "vehicles" in this chapter). This section looks at how traffic patterns have changed over time, reviews how vehicles currently move through the city, and evaluates how well the street system serves both local neighborhoods and the broader region.

Traffic Volume Trends

The transportation network in Des Moines consists of several state routes (SR 509, SR 516, and SR 99) which are monitored by the Washington State Department of Transportation (WSDOT) to track annual average daily traffic (AADT). **Figure 3-13** highlights traffic volume trends at the noted state routes in Des Moines between 2019 and 2023. All three locations follow a similar trend. There was a drop in AADT in 2020, primarily due to the COVID-19 pandemic, which resulted in abrupt and dramatic changes in travel demand and traffic patterns on all roadway facilities. Since 2021, traffic volumes have shown only modest growth. Among the three locations, SR 99 consistently records the highest traffic volumes.

Figure 3-13: Traffic Volumes Trends on State Routes in Des Moines

Source: WSDOT, Fehr & Peers. 2025.



Delay and Level of Service

The performance of roadway intersections within Des Moines is primarily measured using a standard state-of-the-practice methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on the average delay per vehicle at a controlled intersection, such as a traffic signal or stop sign. Individual LOS grades are assigned on a letter scale, A through F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays (**Table 3-5**).

Table 3-5: Level of Service (LOS) Descriptions

Source: Highway Capacity Manual (HCM), 7th Edition

Notes: There are different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop-controlled intersections, LOS is provided for the overall intersection. For side-street stop-controlled intersections, LOS is provided for the worst-performing movement.

Level of Service	Description	Signalized Intersection Delay (seconds)	Unsignalized Intersection Delay (seconds)
A	Free-flowing conditions	≤ 10	0-10
B	Stable flow (slight delays)	>10-20	>10-15
C	Stable flow (acceptable delays)	>20-35	>15-25
D	Approaching unstable flow (tolerable delay)	>35-55	>25-35
E	Unstable flow (intolerable delay)	>55-80	>35-50
F	Forced flow (congested and queues fail to clear)	>80	>50

In addition to intersection LOS, the City's vehicle LOS policy includes critical volume-to-capacity (Xc) ratio at signalized intersections. Xc is a measure of the critical volume to capacity (v/c) ratio for the approach lane groups that have the highest flow ratio (v/s) for a given phase. Detailed information about the City's vehicle LOS policy is provided in a later section describing transportation goals, policies and actions. For the purposes of the Transportation Element, 22 intersections (**Figure 3-14**) were evaluated, including signalized and stop controlled intersections. These study intersections were selected in consultation with City staff and were previously evaluated as part of the 2015 Comprehensive Plan.

Existing Traffic Conditions

The vehicle LOS results for the study intersections under existing PM peak hour conditions are shown in **Figure 3-15** and **Table 3-6**. The study intersections are generally operating acceptably except for S 222nd Street/ Marine View Drive S (a two-way stop-controlled intersection). Based on the collected data and field observations, the north/south volumes on Marine View Drive S present a few gaps for vehicle turning movements from S 222nd Street, particularly the westbound movements.

Figure 3-14: Study Intersections

Source: Fehr & Peers, 2025.

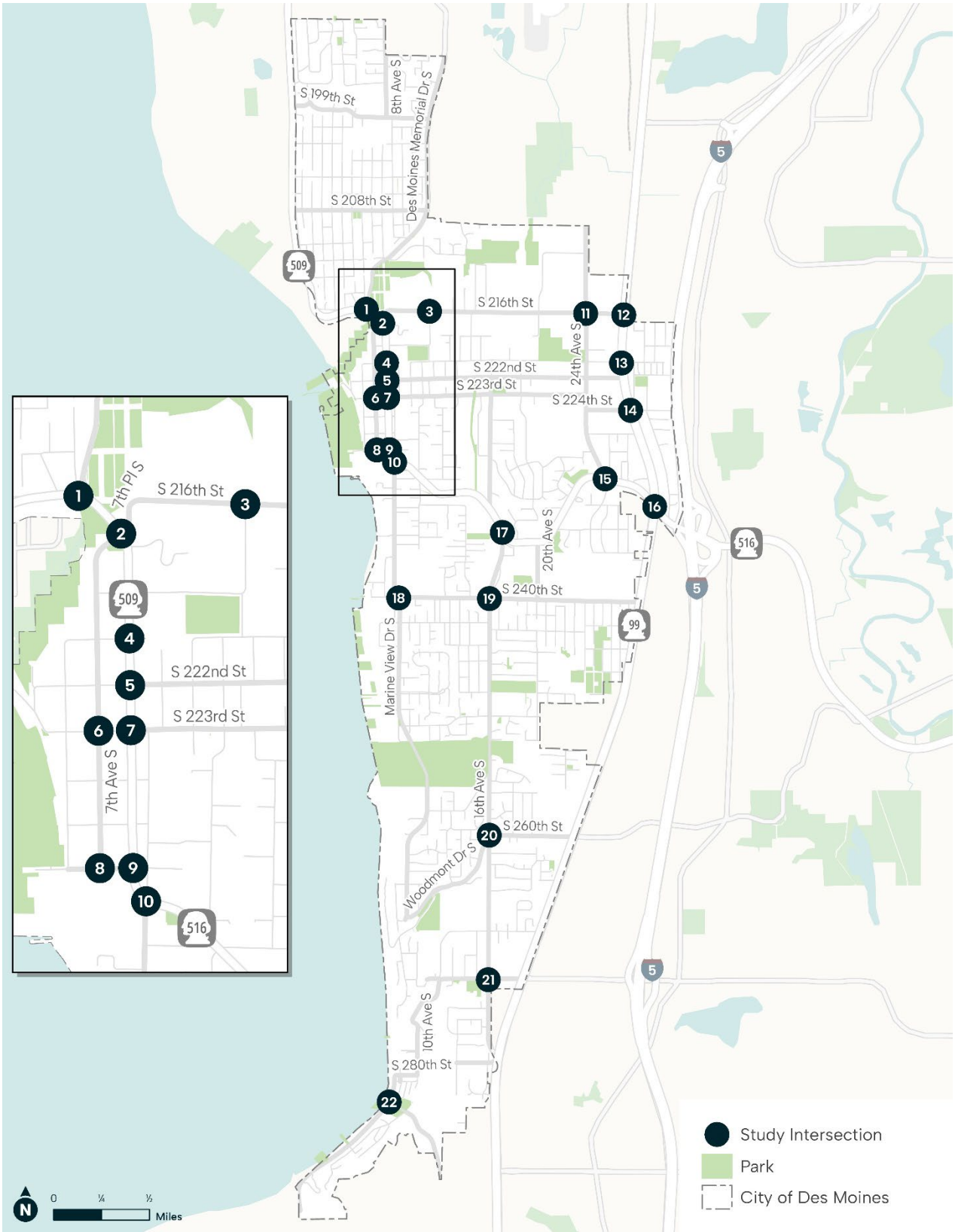


Figure 3-15: PM Peak Hour - Intersection LOS (Existing 2025 Conditions)

Source: Fehr & Peers, 2025.

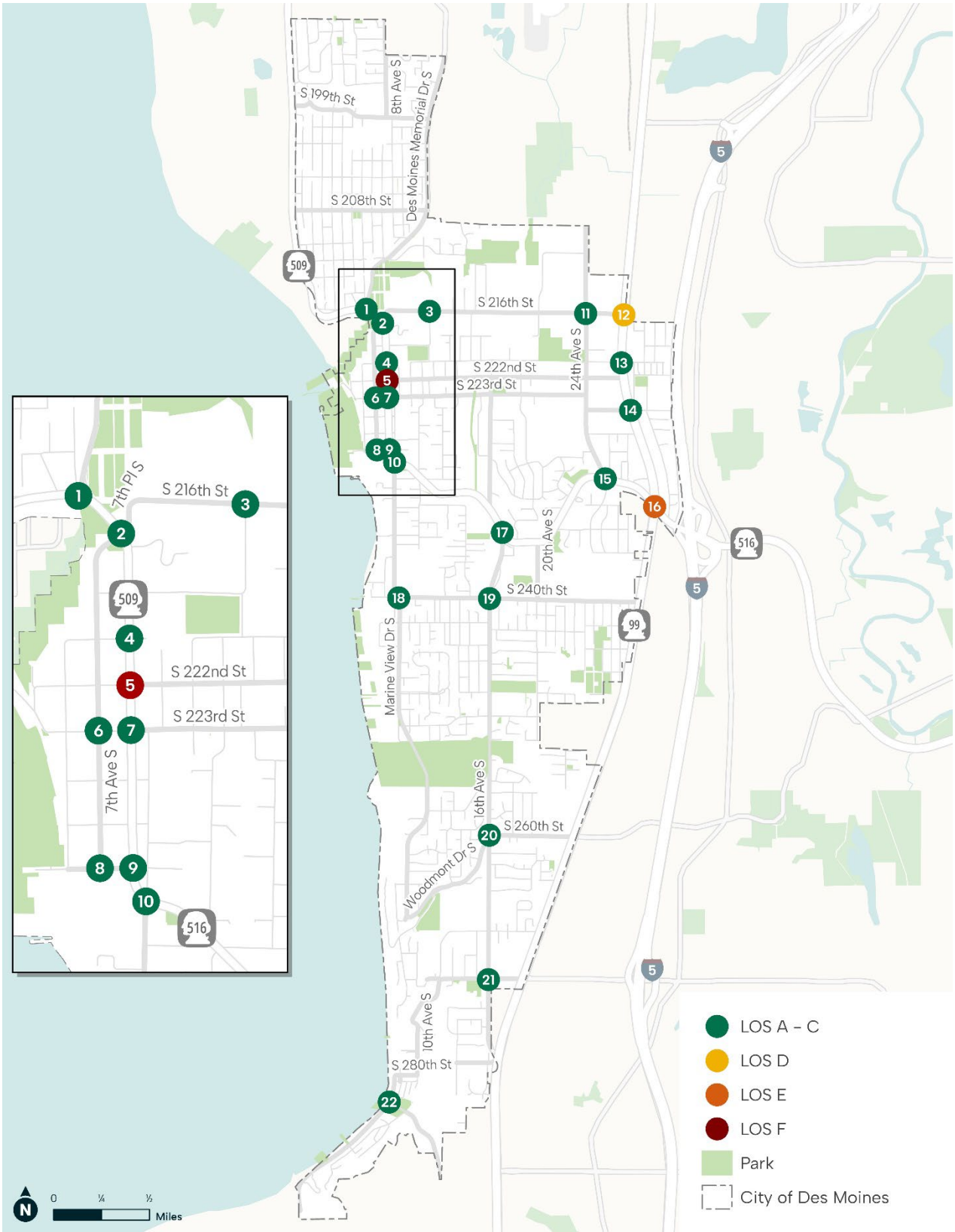


Table 3-6: PM Peak Hour - Intersection LOS (Existing 2025 Conditions)

Source: Fehr & Peers, IDAX Data Solutions, 2025.

Notes: ^Intersections analyzed using HCM 2000 methodology instead of HCM 7th edition due to unusual geometry or unusual signal phasing. Intersections that do not meet the City's current standard are in bold text.

ID	Intersection Location	Intersection Control	LOS Standard	Delay (s)	LOS
1	Des Moines Memorial Dr / S 216th Street	Signal	E	16	B
2	7th Avenue S / Marine View Drive (SR 509)	Signal	E	23	C
3	S 216th Street / 11th Avenue S	Signal	D	10	B
4	S 220th Street / Marine View Drive S	TWSC	E	21	C
5	**S 222nd Street / Marine View Drive S**	**TWSC**	**E**	**62**	**F**
6	S 223rd Street / 7th Avenue S	Signal	E	9	A
7	S 223rd Street / Marine View Drive (SR 509)	Signal	E	11	B
8^	S 227th Street / 7th Avenue S	Signal	E	22	C
9	S 227th Street / Marine View Drive (SR 509)	Signal	E	26	C
10^	Marine View Drive (SR 509) / Kent-Des Moines Road (SR 516)	Signal	E	24	C
11	S 216th Street / 24th Avenue S	Signal	D	21	C
12	S 216th Street / Pacific Highway S (SR 99)	Signal	F	51	D
13^	S 220th Street / Pacific Highway S (SR 99)	Signal	E	15	B
14	S 224th Street / Pacific Highway (SR 99)	Signal	E	19	B
15	Kent Des Moines Road (SR 516) / 24th Avenue S	Signal	D	12	B
16	Kent Des Moines Road (SR 516) / Pacific Highway S (SR 99)	Signal	F	60	E
17	Kent Des Moines Road (SR 516) / 16th Avenue	Signal	D	9	A
18	Marine View Drive S / 240th Street	AWSC	D	24	C
19	S 240th Street / 16th Avenue S	Signal	D	11	B
20^	S 260th Street / 16th Avenue S	Signal	D	24	C
21	S 272nd Street / 16th Avenue S	Signal	D	22	C
22	Redondo Way / Redondo Beach Drive S	AWSC	F	14	B

Safety

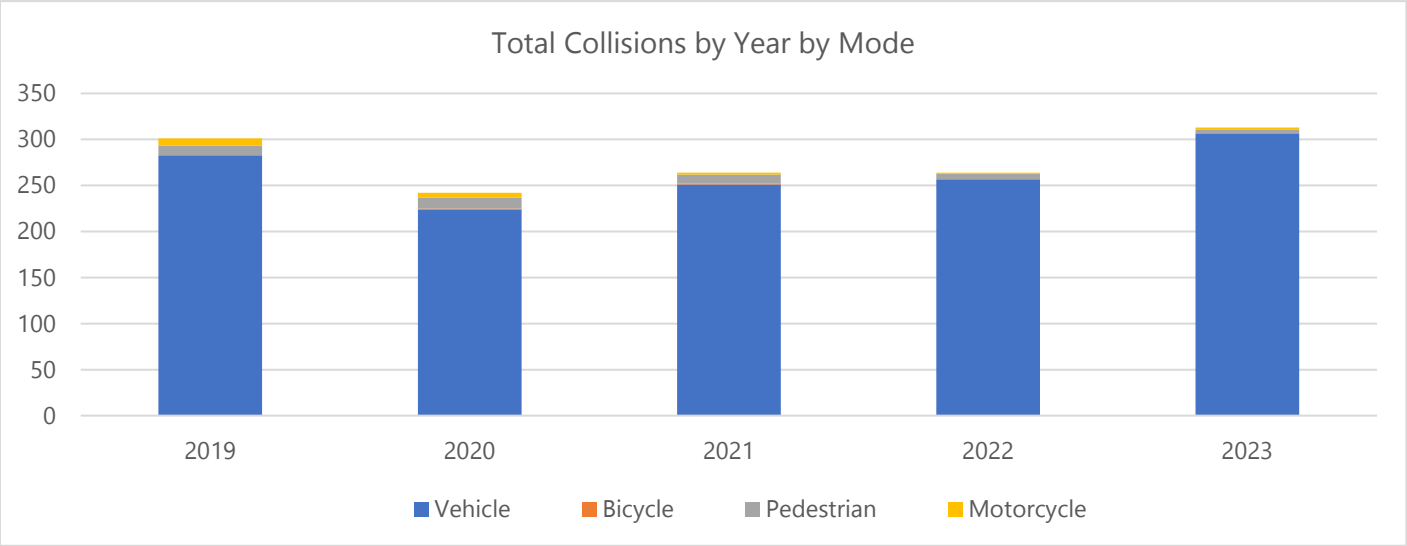
The City of Des Moines is committed to ensuring the safety of all users of its transportation system. To better understand transportation safety in Des Moines, collision data from 2019 to 2023 was obtained from WSDOT to identify collision hotspots and overall collision trends in Des Moines. Five years of collision data was analyzed to understand overarching patterns: vehicle collisions with bicyclists, with pedestrians, and with motorcycles. The key findings illustrated in **Figure 3-16** through **Figure 3-21** include:

- 1,384 vehicles collisions were reported in Des Moines over the five-year period.
- Collision counts in Des Moines have generally increased. Though there was a notable decrease in collisions in 2020, there was an increase in serious injuries and fatalities that year, particularly involving motorcycles and pedestrians. Increased operating speeds related to lower congestion levels are likely a major contributor to the increased severity of collisions in 2020.

- Between 2019 and 2023, vehicle-to-pedestrian collisions account for a higher proportion of serious injuries and fatalities compared to vehicle-to-motorcycle and vehicle-to-bike collisions.
- High traffic corridors including Pacific Highway S (SR 99), Kent Des Moines Road (SR 516), and Marine View Drive (SR 509) experienced the most collisions and serious injuries and fatalities.

Figure 3-16: 5-Year Collision Trends in Des Moines (2019-2023)

Source: Fehr & Peers, 2025.
Note: KSI stands for Killed or Seriously Injured.



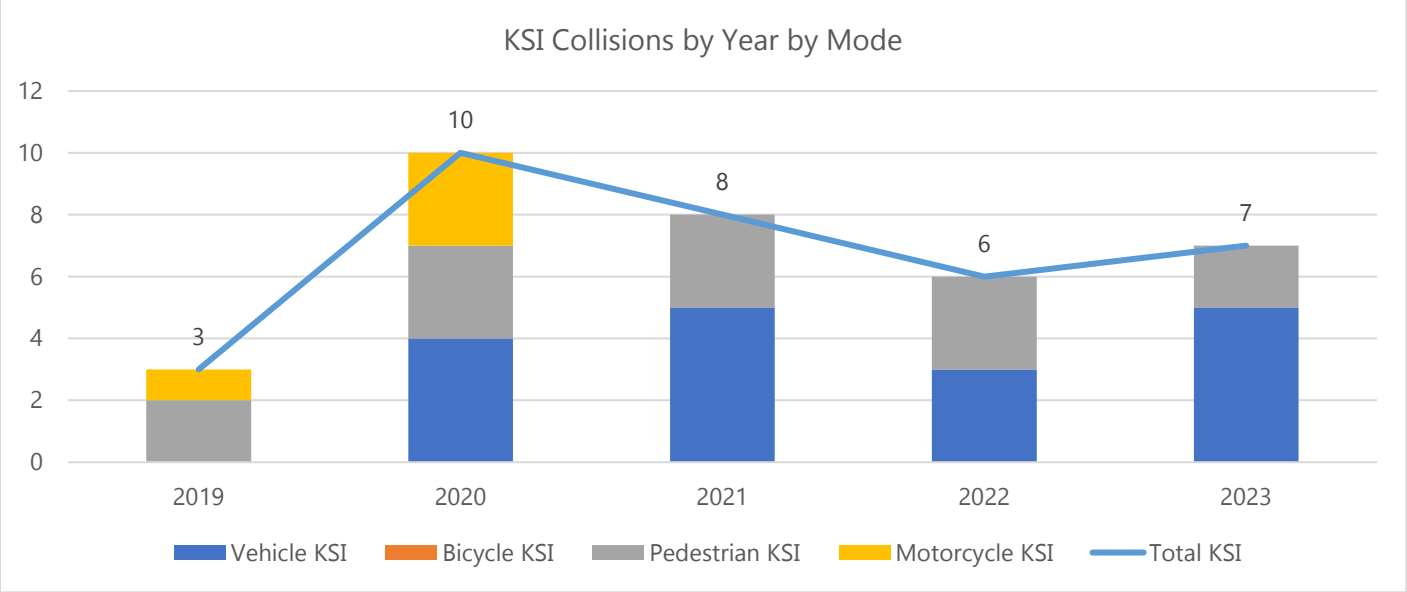


Figure 3-17: All Collisions Heat Map (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.

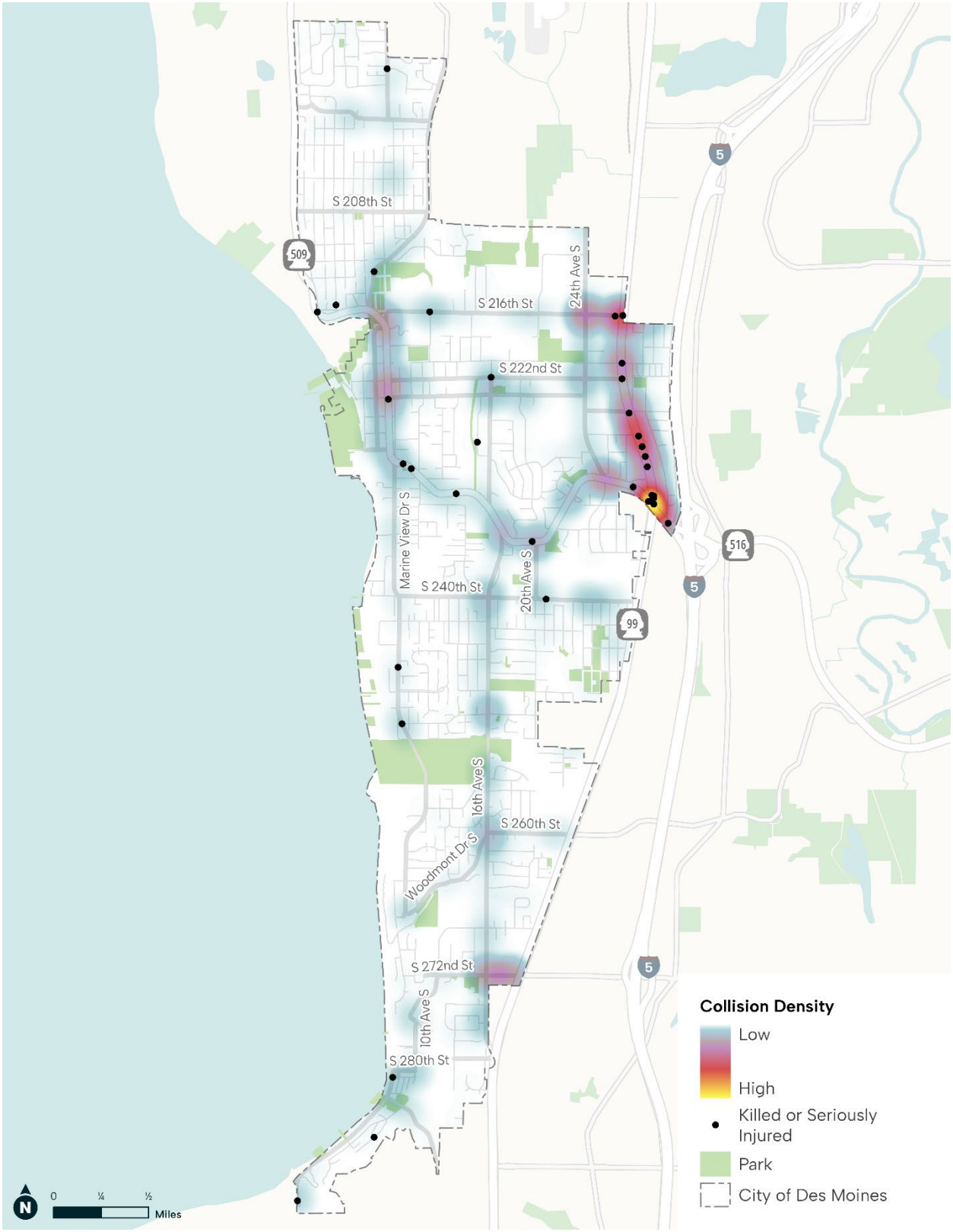


Figure 3-18: Vehicle-to-Vehicle Involved Collisions in Des Moines (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.

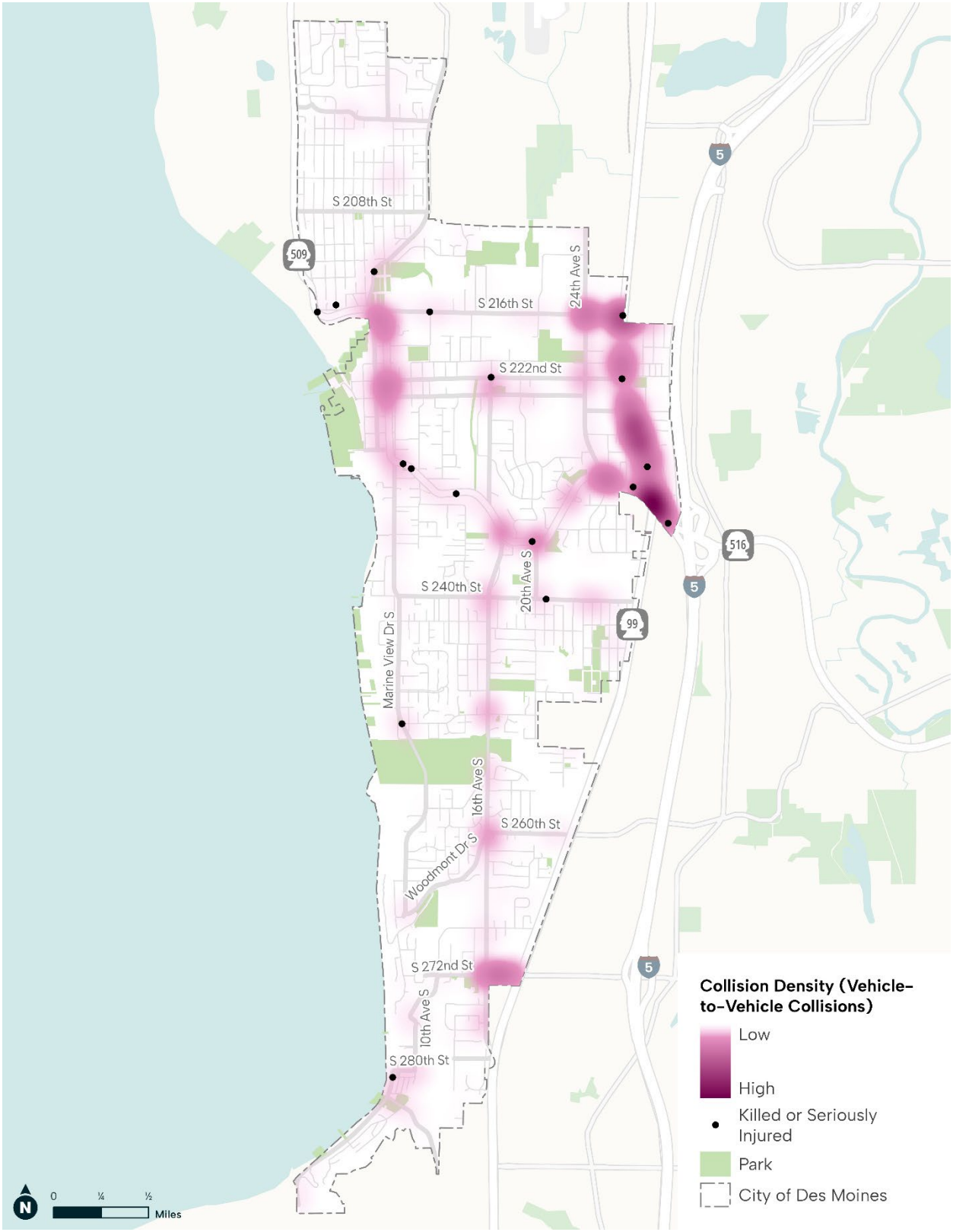


Figure 3-19: Vehicle-to-Motorcycle Involved Collisions in Des Moines (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.

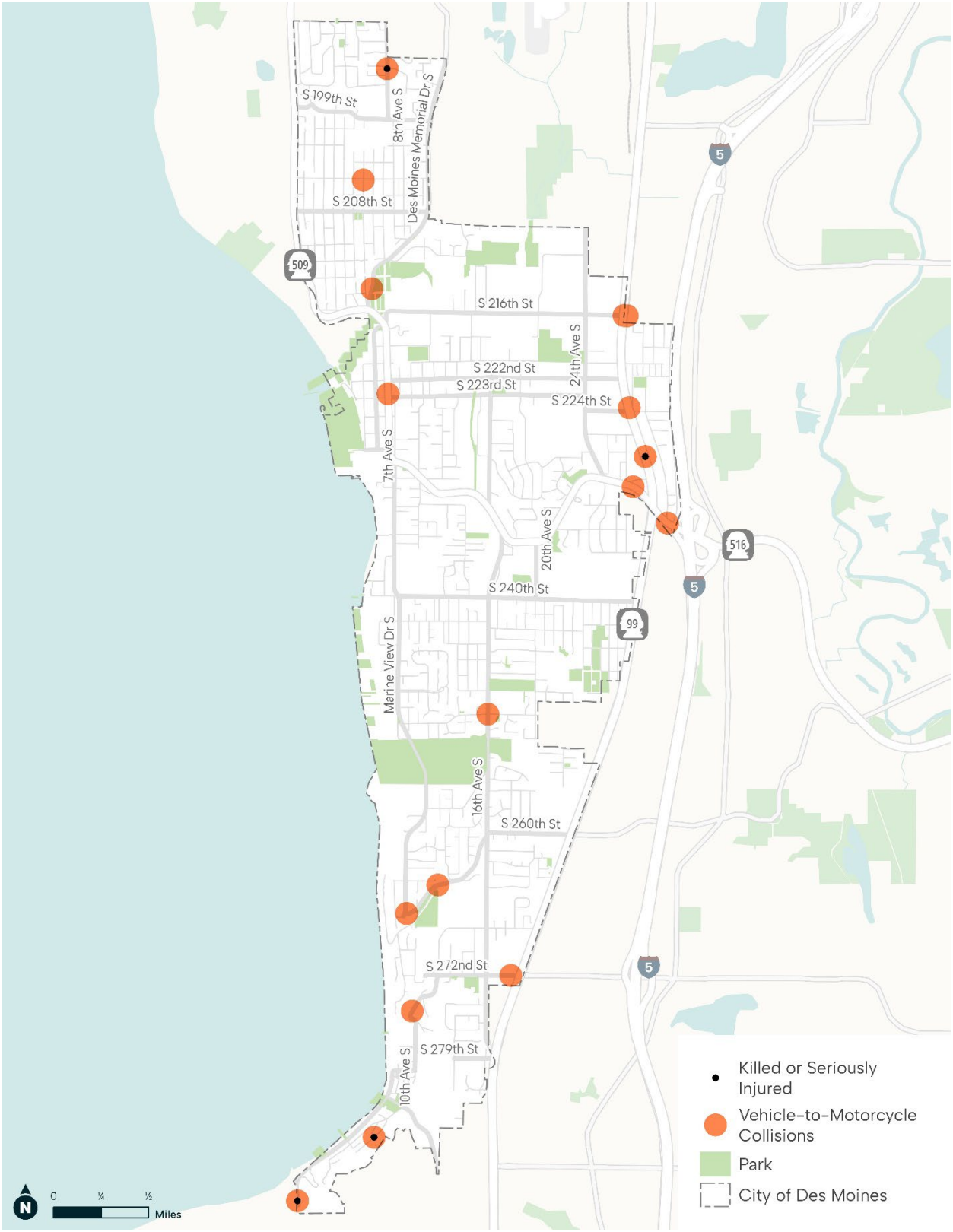


Figure 3-20: Vehicle-to-Bicycle Involved Collisions in Des Moines (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.

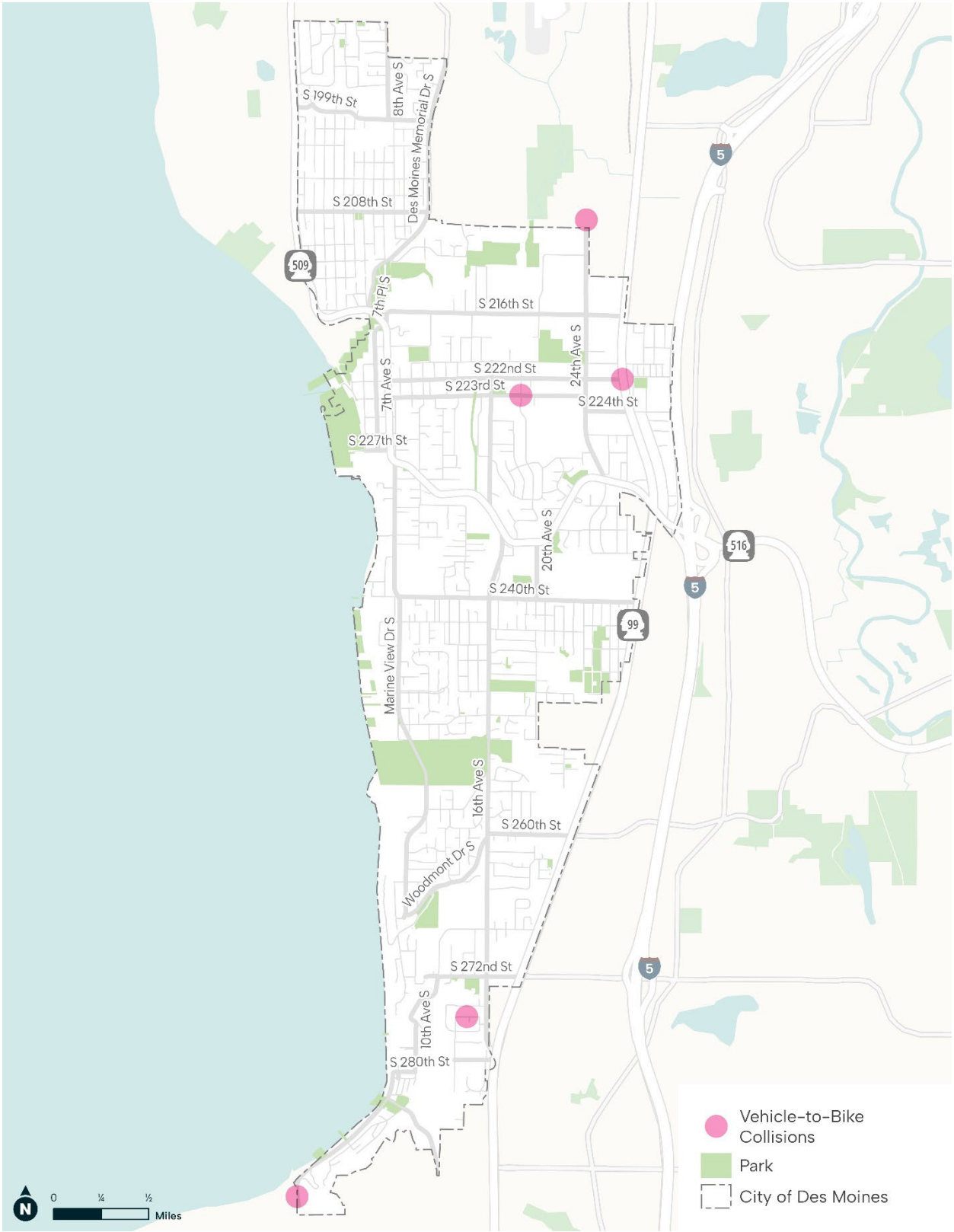
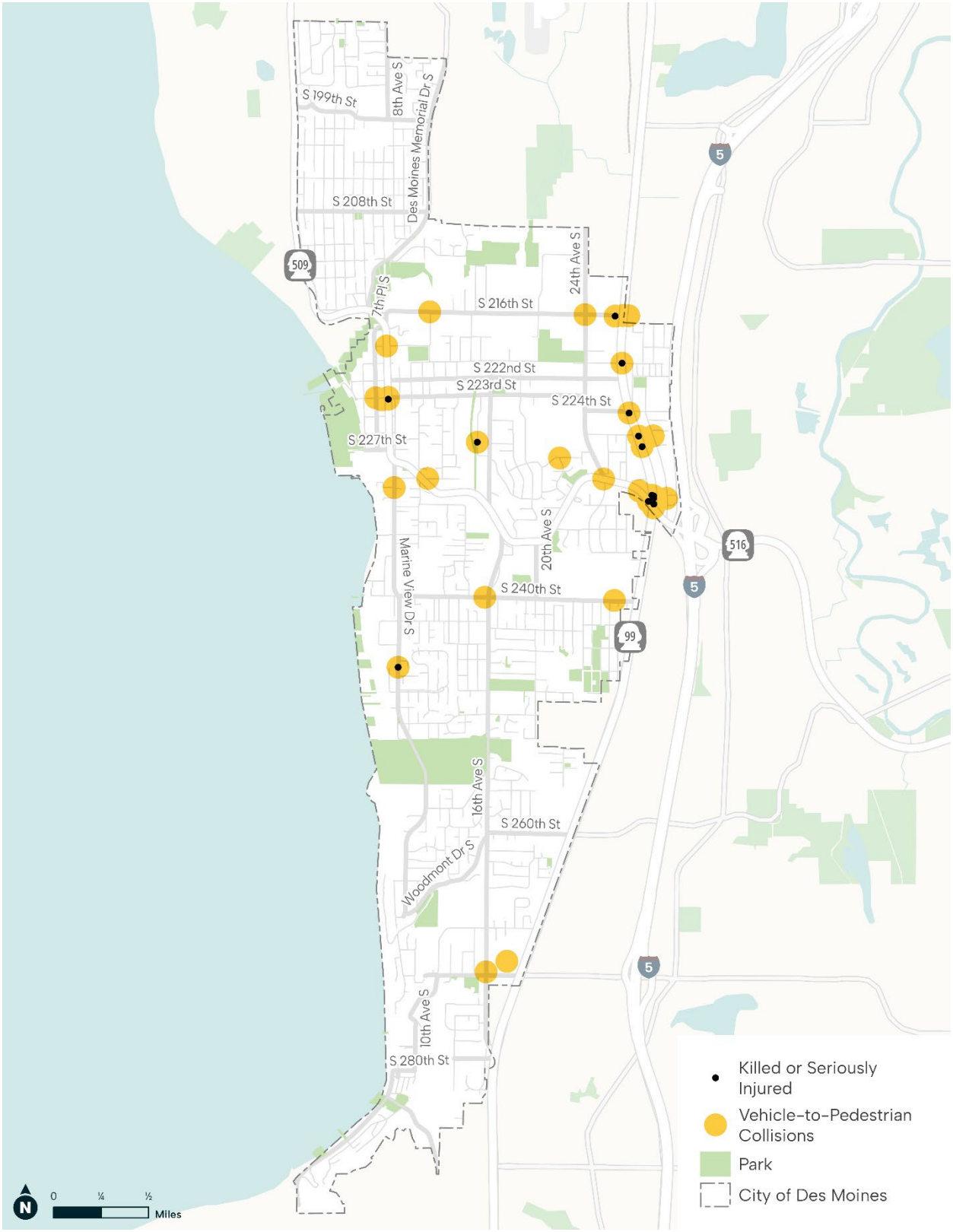


Figure 3-21: Vehicle-to-Pedestrian Involved Collisions in Des Moines (2019-2023)

Source: WSDOT, Fehr & Peers, 2025.

Notes: Collisions on the S Kent Des Moines Road segment outside the City limits and all State Routes within City limits included.



Current Trends and Opportunities

The Transportation Element presents a platform to understand transportation trends and identify opportunities to improve Des Moines' transportation network for all users. This section highlights these key trends and outlines strategic opportunities for improvement.

Multimodal Network Connectivity

A complete and connected transportation network enables Des Moines residents and visitors to travel seamlessly to and from key destinations. However, gaps in the network can discourage walking, bicycling, and transit use. Public input discussed in the next section identifies connectivity as a challenge for many roadway users. This Transportation Element presents an opportunity to identify investments to enhance pedestrian and bicycle connections to and from key destinations by filling gaps in current pedestrian, bicycle, and transit networks surrounding parks, schools, community services, commercial centers, places of employment, and bus stops and transit stations.

Safety

Between 2019 and 2023, 1,384 vehicles collisions were reported in Des Moines, with 34 of these resulting in a fatality or serious injury. This accounts for approximately 2 percent of the total collisions. Ensuring the safety of all transportation users is priority for the City. While Des Moines has a Neighborhood Traffic Calming Program (NTCP) to address safety concerns on residential streets, it currently lacks a local road safety plan. Consequently, the City is ineligible for Highway Safety Improvement Program (HSIP) funding to address critical safety needs. Exploring the development of a Comprehensive Safety Action Plan through the federal Safe Streets and Roads for All (SS4A) program could be an opportunity to advance transportation safety. Overall, meaningful improvements in safety for all users of Des Moines's transportation system will require a multi-disciplinary and multi-agency approach that involves implementation of engineering solutions as well as non-physical improvements, such as education, encouragement, and ongoing evaluation.

Local and Regional Growth

Recent development activity in Des Moines has included industrial, commercial, and mixed-use projects. The upcoming Federal Way Link Extension will introduce the Kent Des Moines and Star Lake Stations, creating opportunities for transit-oriented development and supporting new jobs and housing that benefit both nearby neighborhoods and the broader community. Growth outside the city is expected to place increasing demands on Des Moines' transportation network, underscoring the need for proactive planning and investment.

Emerging Technologies

Emerging transportation technologies, including electric vehicles, self-driving vehicles, delivery drones, electric bikes, and scooters are rapidly reshaping the how people and goods move. As these technologies are becoming more prevalent, there is need for the City to proactively anticipate and plan for the community's evolving transportation needs, embrace emerging technologies, and expand mobility opportunities through infrastructure investments. Some of these technologies have the potential to promote environmental and community wellbeing.

PUBLIC INPUT

In 2023, the City conducted a public survey to engage Des Moines residents and businesses with the goal of ensuring that the community has ample opportunity to identify issues and influence outcomes of the Comprehensive Plan update. The survey was open from July 27, 2023, to December 4, 2023, and was conducted primarily online via the "Social Pinpoint" engagement platform. The survey included planning priorities, transportation and infrastructure, and future land use development. The effort received 482 responses, and the key takeaways related to Des Moines' transportation system are listed below:

- Among the various travel options, driving is the most common mode of transportation for the Des Moines community when traveling to both local and regional destinations. However, there is growing appreciation for the City's increasing walkability, bike-friendliness, and improved access to public transit.
- Safety concerns, air traffic noise, speeding, infrastructure gaps and maintenance, and inadequate public transportation emerged as key challenges, with survey respondents prioritizing sidewalks, bike lanes, lighting, and better maintenance to improve mobility (**Figure 3-22**).

Figure 3-22: Public Input from Online Survey

Source: City of Des Moines, AHBL, 2023.

TRANSPORTATION GOALS, POLICIES AND ACTIONS

The transportation goals, policies, and implementation strategies documented in this section are targeted to guide City staff and elected officials to achieve the overall transportation vision and accommodate planned growth.

GOALS

Goal TR 1 Design and construct a transportation system that is consistent with other elements of the Comprehensive Plan, particularly the Land Use Element, as feasible.

Goal TR 2 Provide a safe multimodal transportation network that serves the diverse needs of Des Moines residents, businesses, emergency services, and visitors, as feasible.

Goal TR 3 Require construction of multimodal transportation facilities needed to support new growth, ensuring compliance with adopted multimodal level of service (LOS) standards for the City's transportation network, as required by law.

Goal TR 4 Minimize our impacts and advance environmental goals. Encourage the preservation and expansion of public transit services to provide necessary and affordable transportation alternatives for all residents, employees, and visitors.

Goal TR 5 Maintain, expand, and enhance Des Moines' transportation network, particularly for walk, bike, and transit modes. Strive to provide safe, reliable, healthy, and accessible travel options to local and regional destinations for all.

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

Goal TR 7 Consider the full life-cycle costs of transportation investment decisions and pursue funding from all potential sources.

Goal TR 8 Strive to minimize the environmental impacts associated with transportation projects, incorporating context sensitive design strategies when appropriate.

Goal TR 9 Promote climate resiliency by reducing congestion, air pollution and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

Goal TR 10 Proactively anticipate and plan for the community's evolving transportation needs, embrace emerging technologies, and expand mobility opportunities.

POLICIES AND IMPLEMENTATION STRATEGIES

Transportation and Land Use

Goal TR 1: Design and construct a transportation system that is consistent with other elements of the Comprehensive Plan, particularly the Land Use Element, as feasible.

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

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, as feasible.

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

TR 1.2 Strive for 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, where feasible.

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

TR 1.2.3 Prepare updates to the Comprehensive Transportation Plan (CTP) approximately every ten 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 should be updated approximately every ten years, with a "check up" approximately every five years.

TR 1.3.1 During CTP major or minor updates, collect current volumes and compare with traffic growth trends.

TR 1.4 Consider multimodal transportation options by considering 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 Consider active transportation modes in the design of transportation capital improvement projects in accordance with Des Moines Municipal Code Chapter 12.60.

TR 1.4.2 Ensure development required frontage improvements accommodate active transportation modes in accordance with Des Moines Municipal Code Chapter 12.60.

Street System

Goal TR 2: Provide a safe multimodal transportation network that serves the diverse needs of Des Moines residents, businesses, emergency services, and visitors, as feasible.

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 To the extent possible, 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, as feasible.

TR 2.2.1 Strive to 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, where practical.

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 To the extent possible new development should 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 Strive to 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 propose implementation strategies in the City's Neighborhood Traffic Calming Program where appropriate.

TR 2.4.2 Monitor and identify traffic safety concerns and propose potential corrective measures as resources allow. (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 2.5.2 Encourage residents and business owners to provide comments online, through the neighborhood traffic calming program, at City Council meetings and direct contact with the Public Works office.

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

TR 2.6.1 Monitor and identify traffic safety concerns, and implement potential corrective measures as resources allow. (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, as required by Des Moines Municipal Code. (CTP TR 2.12)

TR 2.7 Promote safe, sustainable, and efficient movement of freight and goods on state-designated freight routes in Des Moines as well as in commercial areas.

TR 2.7.1 Provide truck route signage that supports clear wayfinding and easy identification of designated truck corridors within city limits.

TR 2.7.2 Incorporate freight needs into the prioritization criteria for transportation investments to support eligibility for state and federal funding of freight improvement projects.

TR 2.7.3 Propose new development incorporate appropriate design features such as off-street loading and unloading areas for deliveries and waste collection.

TR 2.8 Strive to provide a balanced transportation system that ensures safe, adequate access and circulation for all users citywide, accommodating diverse travel modes and the full range of demographic characteristics, including race, age, and income.

TR 2.8.1 Regularly review and update inventories of pedestrian, bike, automobile, transit, and freight facilities.

TR 2.8.2 Identify and invest in multimodal improvements that reflect community needs, where feasible.

Multimodal Level of Service and Concurrency

Goal TR 3: Require construction of multimodal transportation facilities needed to support new growth, ensuring compliance with adopted multimodal level of service (LOS) standards for the City's transportation network, as required by law.

TR 3.1 Implement and maintain multimodal LOS standards that provide for growth and maintain mobility on the existing transportation system.

TR 3.1.1 Implement the intersection LOS standards for vehicles (automobiles and trucks) provided in **Table 3-7** below and strive to ensure all signalized intersections do not exceed an Xc of 1.0 using a 120-second cycle length, except Kent Des Moines Road/Pacific Highway, which may operate at an Xc equal to 1.2 using a 150-second cycle length. Xc is a measure of the critical volume to capacity (v/c) ratio for the approach lane groups that have the highest flow ratio (v/s) for a given phase. Any intersection that falls below the LOS standard should be added to the Transportation Improvement Plan, if not already scheduled for construction.

Table 3-7: Intersection LOS Standards

*LOS for AM or PM peak hour

LOS Standard*	Location
LOS D	• All intersections in Des Moines except locations noted below
LOS E	• Marina District intersections along 7th Avenue S and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road • S 220th Street / Pacific Highway S • S 224th Street / Pacific Highway S
LOS F	• S 216th Street / Pacific Highway S • Kent Des Moines Road / Pacific Highway S • Redondo Way / Redondo Beach Drive

TR 3.1.2 Implement bicycle level of traffic stress (BLTS) to evaluate LOS for bicycle facilities within Des Moines, targeting BLTS 2 or better for facilities running along and/or parallel to the City's principal, minor, and collector arterials (refer to **Table 3-3**).

TR 3.1.3 Implement pedestrian level of traffic stress (PLTS) to evaluate LOS for pedestrian facilities, targeting PLTS 2 or better for pedestrian facilities in Des Moines (refer to **Table 3-2**).

TR 3.1.4 Advocate for higher-quality transit stop amenities and transit service (speed and reliability) that aligns with land use in Des Moines and community needs.

TR 3.1.5 Periodically identify and prioritize improvements to the street network that ensure the adopted multimodal LOS standards are met.

TR 3.2 **Condition approval of proposed development to ensure the LOS does not fall below the City's adopted LOS standards, by requiring the developer makes improvements to mitigate the impacts, concurrent with the development, as required by Des Moines Municipal Code.**

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, as required by Des Moines Municipal Code.

TR 3.2.2 Consider procedures and standards for Transportation Impact Analyses.

Public Transit

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

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 Encourage 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 RapidRide and light rail) to provide convenient connections to Des Moines. (CTP TR 4.6)

TR 4.1.6 Support frequent local service linking Downtown, Des Moines businesses, and Highline College with HCT on Pacific Highway South. (CTP TR 4.9)

TR 4.1.7 Coordinate with the City of Kent and Highline College for the Midway subarea. (CTP TR 4.12)

TR 4.1.8 Encourage King County Metro Marine Division to explore the feasibility of a passenger-only ferry.

Pedestrians and Bicycles

Goal TR 5: Maintain, expand, and enhance Des Moines' transportation network, particularly for walk, bike, and transit modes. Strive to provide safe, reliable, healthy and accessible travel options to local and regional destinations for all.

TR 5.1 Enhance the active transportation network to provide safe pedestrian and bicycle movement and improve accessibility using the ADA Transition Plan as a guide.

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 5.1.2 Provide wayfinding along roads, sidewalks and trails to direct active transportation users to trails and destinations, where feasible.

TR 5.1.3 Improve accessibility by implementing the ADA Transition Plan to correct existing deficiencies and require all new development and City led projects to construct ADA compliant facilities.

TR 5.2 Prioritize pedestrian and bicycle improvements that provide access to schools, parks, and other public buildings. Provide bicycle amenities 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 where required per City standards. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps when necessary, as feasible. (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, where required by City standards. (CTP TR 5.9)

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, per City standards. (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)

Parking

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

TR 6.1 Require new development in the Marina District to provide parking spaces either on-site or in a shared parking structure as required by Des Moines Municipal Code.

TR 6.1.1 Propose a detailed parking plan.

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

TR 6.2.1 Consider 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 Consider setting and enforcing parking limits to address parking concerns in neighborhoods. (CTP TR 6.4)

TR 6.2.4 Consider flexible and innovative parking solutions and strategies.

TR 6.2.5 Consider off-street parking requirement modifications when supported by parking demand data.

Funding

Goal TR 7: Consider the full life-cycle costs of transportation investment decisions and pursue funding from all potential sources.

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 Consider allocation of resources to the Transportation 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, as permitted by law. (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 LOS standards, per City standards.

TR 7.3.1 Require and review project specific Transportation Impact Analysis studies for new development to ensure compliance with adopted LOS standards, per City standards.

TR 7.3.2 Pursuant to RCW 36.70A(6)(b), establish concurrency requirements in the DMMC that reinforce the process of reviewing the transportation impacts of new development.

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 Prioritize pavement management as a priority in the Transportation Improvement Plan.

TR 7.4.2 To the extent permitted by state law, use Transportation Benefit District authority to allocate additional funds to pavement preservation.

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

TR 7.5.1 Apply for Highway Safety grants at locations that experience high accident rates and have correctable countermeasures, when feasible.

TR 7.5.2 Use Automated Traffic Safety revenue to make pedestrian safety improvements Citywide with an emphasis on improvements near school zones, where feasible.

TR 7.6 Seek funding to support multimodal improvements, particularly for bicycle and pedestrian facilities.

TR 7.6.1 Apply for Complete Streets grants to implement LTS 1 or LTS bicycle and pedestrian facilities, when feasible.

Environment and Community Wellbeing

Goal TR 8: Strive to minimize the environmental impacts associated with transportation projects, incorporating context sensitive design strategies when appropriate.

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

TR 8.1.1 Incorporate appropriate landscaping and stormwater management 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 Operate the transportation system to minimize congestion and air quality impacts, as feasible. (CTP TR 8.6)

TR 8.1.5 Phase construction of roadway and other transportation facilities to minimize inconvenience to and negative impact upon adjacent property owners, to the extent possible.

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

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

TR 8.3 Collaborate with WSDOT, King County, and the Port of Seattle to ensure that operations and improvements at SeaTac International Airport and county/state facilities advance Des Moines' goals and policies as well as minimize adverse impacts to the wellbeing of Des Moines' residents.

Transportation Strategies for Sustainability and Adaptability

Goal TR 9: Promote climate resiliency by reducing congestion, air pollution, and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

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 active transportation. (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 work from home. (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 Encourage employers in commercial zones to sponsor, co-sponsor, or provide shuttles to enhance connectivity with Sound Transit Link Light Rail stations at S. 200th Street and in the vicinity of Highline College, with BRT facilities on Pacific Highway S., as well as provide routes that would circulate through Des Moines to bring people to and from the Marina District

TR 9.1.4 Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

Goal TR 10: Proactively anticipate and plan for the community's evolving transportation needs, embrace emerging technologies, and expand mobility opportunities.

TR 10.1 Encourage the adoption and use of evolving technological transportation improvements.

TR 10.1.1 Incentivize the introduction and use of evolving technological transportation improvements such as electric scooters, electric vehicles, adaptive traffic signal control technologies, and autonomous vehicles.

TR 10.2 Promote emerging technology and innovative approaches to local goods deliveries, including cargo bikes and microhubs.

TR 10.2.1 Include considerations for emerging technologies and innovative approaches to local deliveries during the design phase of all projects affecting the right-of-way in Des Moines.

DES MOINES' FUTURE TRANSPORTATION SYSTEM

The City of Des Moines recognizes that a complete, safe, and equitable transportation system includes facilities that support all travelers, regardless of which mode they choose: walking, bicycling, taking transit, using a shared mode, or driving. The Transportation Element takes a layered network approach to focus on how Des Moines' transportation network can function, as a system, to meet the needs of all users. This section discusses Des Moines' envisioned future transportation system.

PEDESTRIAN AND BICYCLE NETWORK & PLANNING GUIDELINES

While the City's transportation network has several pedestrian and bicycle facilities, the City is committed to creating a more accessible and user-friendly system with enhanced comfort, safety, and connectivity. The adoption of pedestrian level of traffic stress (PLTS) and bicycle level of service (BLTS) as multimodal level of service metrics is targeted to advance the City's vision and goals for a multimodal network. As illustrated in **Figure 3-8**, PLTS or BLTS 1 indicates the most comfortable pedestrian facility for all users and PLTS 4 highlights an uncomfortable facility for most users.

The City will be striving for PLTS 2 or better for pedestrian facilities and BLTS 2 or better for bicycle facilities running along and/or parallel to the City's principal, minor, and collector arterials (**Table 3-2** and **Table 3-3**). In cases where BLTS 2 or better is not feasible due to limiting factors such as right-of-way, traffic speed and vehicle volumes, alternative routes such as trail connections will suffice. The City will work with developers to add adequate frontage facilities as part of larger developments as well as seek grant funding to implement pedestrian and bike facilities as part of City-led projects

TRANSIT NETWORK & PLANNING GUIDELINES

As noted in earlier sections, transit service (routes, headways, and stop amenities) in Des Moines is provided by King County Metro. Consequently, the City has limited control over transit service and amenities. However, the City is empowered to advocate for higher-quality transit stop amenities and higher levels of service along city streets in line with the Transit LOS outlined in **Table 3-8**.

Table 3-8: Recommended Transit LOS

Source: Fehr & Peers, 2025.

Stop Component	Corridor Type	
	Local Transit Corridor	Frequent and Express Transit Network Corridor
Weather Protection	Yes, priority with 25+ daily boardings	Yes, for Rapid Ride stops, priority with 25+ daily boardings on other Frequent/Express stops
Seating	Yes, near community assets	Yes, for Rapid Ride stops, priority with 25+ daily boardings on other Frequent/Express stops
Paved Bus Door Passenger Zone	Yes, zone length 25-30 feet	Yes, zone length 60 feet
Wayfinding	Yes, priority with 25+ daily boardings	Yes, for Rapid Ride stops, priority with 25+ daily boardings on other Frequent/Express stops
Other Amenities (trash, lighting, bike parking)	Yes, priority with 25+ daily boardings	Yes, for Rapid Ride stops, priority with 25+ daily boardings on other Frequent/Express stops

FREIGHT NETWORK & PLANNING GUIDELINES

The rise in urban populations, the growth of e-commerce, and the associated increase in freight activity have led to a surge in goods and parcel deliveries in cities. This trend underscores the need to review and develop guidelines that better accommodate freight movement and related operations. However, existing street designs and policies often pose challenges for truck and freight operators, highlighting the importance of planning for more freight-friendly infrastructure. Better balance can be achieved by clearly defining freight corridors and developing guidelines to address the following challenges often faced by truck or commercial delivery drivers in cities:

- Large truck operators frequently have difficulty navigating restricted and narrow turns, narrow lanes, and curved or circular travel paths.
- Street furniture, bike parking, trees, signage, bollards, and other curbside or sidewalk obstructions can inhibit delivery activity if they are installed without considering truck needs.
- Inadequate supply of truck parking and delivery spaces results in double parking or parking in the middle of roadways using two-way left-turn lanes, which presents safety and traffic issues for other road users.
- High risk for dangerous collisions in areas where pedestrians and bicyclists are likely to be operating in driver blind spots.
- Poorly designed commercial vehicle load zones which do not accommodate safe and efficient deliveries. The space allocation for deliveries is typically constrained.

As a community that facilitates citywide delivery activity, continued partnerships with regional agencies and future considerations for curb access and truck parking are needed to ensure efficient delivery of goods and to limit impacts on other transportation modes.

FUTURE AUTOMOBILE OPERATIONS

Based on land use forecasts within Des Moines and the Puget Sound region over the next two decades, future traffic volumes were estimated for the study intersections displayed in **Figure 3-14**. An average growth in traffic volume on city streets of about 11 percent is anticipated between 2025 and 2044. The modest growth in traffic volumes is primarily attributed to the following major regional projects anticipated to be completed prior to 2044:

- The SR 509 Completion Project is constructing a new four-lane tolled expressway between I-5 and SR 509's current end near Sea-Tac Airport.
- The Federal Way Link Extension (FWLE) is adding nearly eight miles to Sound Transit's regional light rail system via mostly elevated tracks between SeaTac and Federal Way. The project includes three new stations: Kent Des Moines near Highline College, Star Lake, and Downtown Federal Way.

The regional projects are expected to move some regional traffic from city streets to SR 509 and light rail. Given the modest growth in traffic volumes between 2025 and 2044, operational trends at the study intersections are expected to be similar to existing conditions (**Figure 3-23** and **Table 3-9**). S 222nd Street / Marine View Drive S (LOS F with an average of 95 seconds for the westbound left-turn of the two-way stop-controlled intersection) is anticipated to operate at a level of service that does not meet the City's LOS policy during the PM peak hour. This location is also failing under existing conditions. The increase in northbound and southbound traffic volumes on Marine View Drive is expected to further limit gaps in traffic flow that permit eastbound or westbound left-turn movements.

To address the noted operational deficiencies at S 222nd Street / Marine View Drive S, access restrictions for left-turn and through movements on S 222nd Street are proposed as a future project. This would divert the few trips (a total of 40 on both minor approaches in the PM peak hour) making these movements to nearby signalized intersections, including S 223rd Street / Marine View Drive. The proposed intersection modification could also present room to extend the bike lane on S 222nd Street east of Marine View Drive to connect to the intersection.

Figure 3-23: PM Peak Hour - Intersection LOS (Future 2044 Conditions)

Source: Fehr & Peers, 2025.

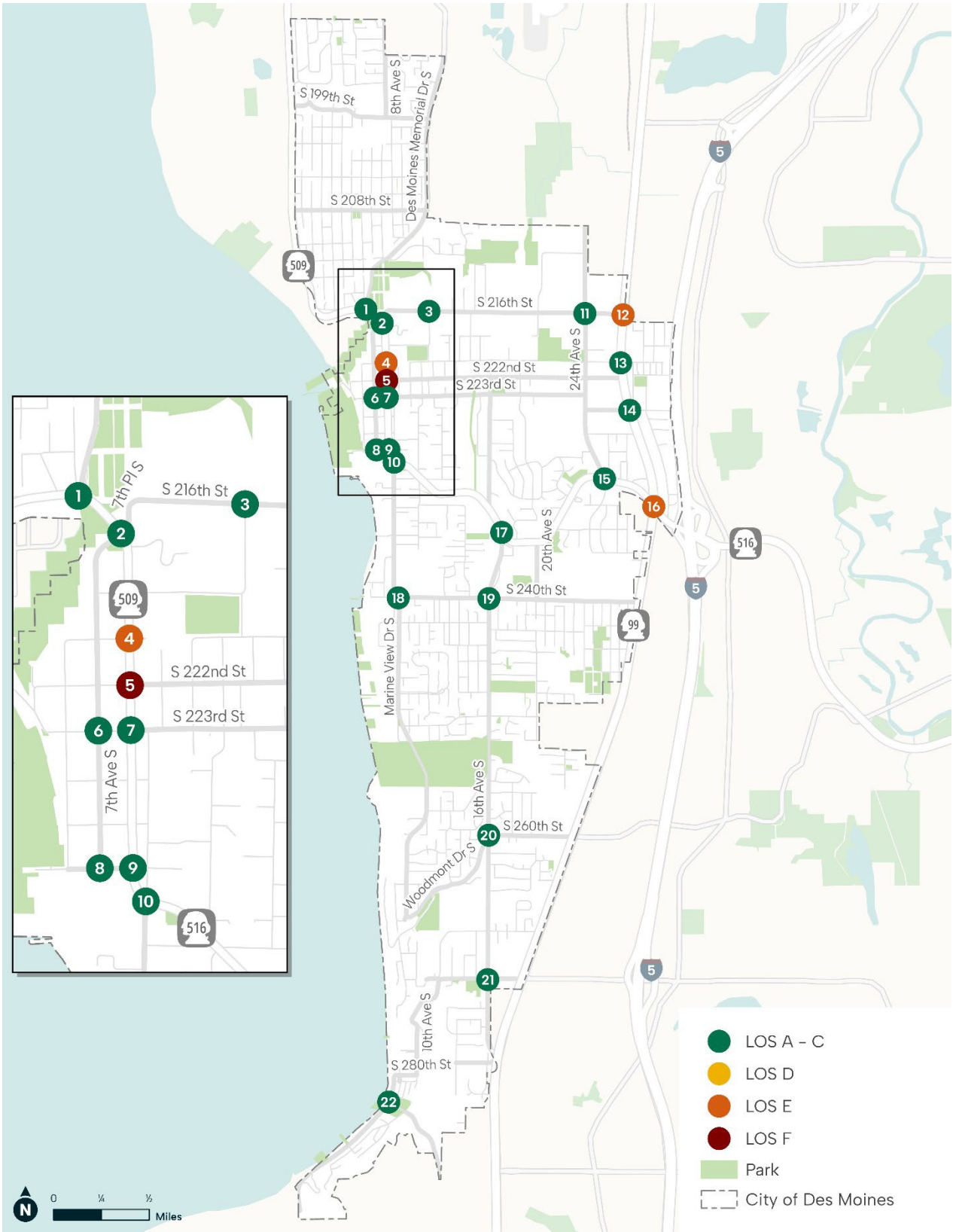


Table 3-9: PM Peak Hour - Intersection LOS (Future 2044 Conditions)

Source: Fehr & Peers, IDAX Data Solutions, 2025.
Notes: ^Intersections analyzed using HCM 2000 methodology instead of HCM 7th edition due to unusual geometry or unusual signal phasing. Intersections that do not meet the City's current standard are in **bold** text.
*A roundabout is assumed under 2044 conditions (anticipated City-led project). Without the planned improvements, the intersection would operate at LOS F in 2044.

ID	Intersection Location	Control	LOS Standard	2025 Conditions		2044 Conditions	
				Delay (s)	LOS	Delay (s)	LOS
1	Des Moines Memorial Dr / S 216th Street	Signal	E	16	B	17	B
2	7th Avenue S / Marine View Drive (SR 509)	Signal	E	23	C	25	C
3	S 216th Street & 11th Avenue S	Signal	D	10	B	12	B
4	S 220th Street / Marine View Drive S	TWSC	E	21	C	47	E
5	**S 222nd Street / Marine View Drive S**	**TWSC**	**E**	**62**	**F**	**95**	**F**
6	S 223rd Street / 7th Avenue S	Signal	E	9	A	9	A
7	S 223rd Street / Marine View Drive (SR 509)	Signal	E	11	B	13	B
8^	S 227th Street / 7th Avenue S	Signal	E	22	C	24	C
9	S 227th Street / Marine View Drive (SR 509)	Signal	E	26	C	27	C
10^	Marine View Drive (SR 509) / Kent-Des Moines Road (SR 516)	Signal	E	24	C	27	C
11	S 216th Street / 24th Avenue S	Signal	D	21	C	23	C
12	S 216th Street / Pacific Highway S (SR 99)	Signal	F	51	D	55	E
13^	S 220th Street / Pacific Highway S (SR 99)	Signal	E	15	B	17	B
14	S 224th Street / Pacific Highway (SR 99)	Signal	E	19	B	19	B
15	Kent Des Moines Road (SR 516) /24th Avenue S	Signal	D	12	B	16	B
16	Kent Des Moines Road (SR 516) / Pacific Highway S (SR 99)	Signal	F	60	E	62	E
17	Kent Des Moines Road (SR 516) / 16th Avenue	Signal	D	9	A	10	A
18*	Marine View Drive S / 240th Street	AWSC*	D	24	C	9	A
19	S 240th Street / 16th Avenue S	Signal	D	11	B	13	B
20^	S 260th Street / 16th Avenue S	Signal	D	24	C	33	C
21	S 272nd Street / 16th Avenue S	Signal	D	22	C	27	C
22	Redondo Way / Redondo Beach Drive S	AWSC	F	14	B	16	C

TRANSPORTATION PROJECT LIST

The projects and programs outlined in this section are designed to advance the City's goals, policies, and vision. Implementing the project list would contribute to a safer, more connected multimodal transportation system. **Table 3-10** presents projects that respond to transportation needs, opportunities, and ideas identified during the development of the Transportation Element. The tabulated projects are primarily from the City's Transportation Improvement Program. The TIP is updated approximately every year and can be found on the City's website for the latest Project List.

Each project in **Table 3-10** includes a priority number, location, description, primary travel modes affected, and a cost estimate. TIP projects are assigned priority ranking based primarily on needs outlined in the Comprehensive Transportation Plan (safety, capacity, non-motorized, and transit), analysis of existing system (traffic engineering studies, community input, etc.), and interagency coordination (Franchise Utility, SeaTac, Sound Transit, etc.). Given funding limitations, the priority numbers help identify which projects most effectively support the City's goals.

As detailed in the next section, the 20-year funding forecast for transportation capital improvement projects in Des Moines is around $42 million (in 2025 dollars). This estimate does not include any potential grant funding that the City may be able to secure. Projects that can be implemented within the City's 20-year forecasted funding are grouped in the table under "Fiscally Constrained Project List" and the rest are grouped under "Unfunded Project List".

Table 3-10: Transportation Element Project List

Source: City of Des Moines, Fehr & Peers, 2025
Notes: The cost estimates provided are in 2025 dollars
-* mitigation project identified to address impacts from forecasted vehicle LOS.

TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
Fiscally Constrained Project List					
1	Pavement Preservation Program	Citywide	Maintain and preserve the City's roadway surfaces through pavement rehabilitation measures such as overlays/patching, crack sealing and other preventative maintenance measures.	Auto	$17,480,000.00
2	Traffic Safety Improvement Program (ASE)	Citywide	Respond to capital needs associated with traffic and pedestrian safety. These funds would be primarily focused on capital projects near existing schools and other traffic safety related concerns.	Auto; Ped	$2,052,000.00
3	ADA Compliance Program	Citywide	Installation of Right-of-Way and facility improvements.	Ped	$1,740,000.00

TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
4	24th Ave S. Improvement Project (Segment 2)	from: S. 223rd Street to: Kent-Des Moines Road	Sidewalk, curb, gutter & drainage improvements in conjunction with SWM's 24th Ave Pipeline Replacement. Provide 2-way left turn lane and enhanced pedestrian crossings.	Auto, Ped	$4,900,000.00
5	Sound Transit - Link Light Rail	from: S. 216th St. to: S. 272nd St.	Coordination on Link Light Rail Alignment	Transit	$180,000.00
7	Barnes Creek Trail - South Segment	from: 16th Ave S. to: Highline College	Construct shared use path/trail along the north side of S 240th Street. Potential nonmotorized facilities on the south side of S 240th Street and associated traffic safety enhancements.	Ped, Bike	$6,900,000.00
9	Neighborhood Traffic Calming Program	Citywide	Respond to traffic calming concerns.	Auto, Bike, Ped	$1,000,000.00
10	Guardrail Program	Citywide	Install new guardrail and upgrade existing installations	Auto	$6,500,000.00
Unfunded Project List					
11	S. 200th St. & S. 199th St. Improvements (Segment 1)	from: DMMD to: 8th Ave S.	Known as the North Hill Elementary Walkway Improvements Project. Install curbs, gutters, sidewalks, & bike lanes.	Bike, Ped	$3,350,000.00
16	Comprehensive Transportation Plan (CTP) Update			Auto, Bike, Ped, Transit	$1,500,000.00
17	South 240th St. Improvements (Segment 1)	from: East City Limits to: 20th Ave .S.	Reconstruct roadway including two travel lanes, two-way left turn lane, bicycle lanes, curb, gutter and sidewalks.	Auto, Bike, Ped	$6,500,000.00
19	Redondo Area Parking Management Project	Redondo Area	Installation of parking management system on South 282nd, Redondo Way, and portions of Sound View Dr.	Auto	$350,000.00
20	Redondo Area Street Lights	from: S. 281st St to: South City Limits	Install conduit and street lighting in local road areas currently without lighting	Auto	$70,000.00
21	Marine View Dr. ITS Project	from: Kent-Des Moines Road to: DMMD	Coordinate and optimize signal timing by installing fiber optic signal communications	Auto	$220,000.00

TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
22	Barnes Creek Trail - North Segment	from: S 216th Street to: S 223rd Street	Construct shared use path/trail along old SR509 ROW.	Bike, Ped	$5,735,000.00
23	Barnes Creek Trail - Central Segment	from: S 223rd Street to: 16th Ave S	Construct shared use path/trail along old SR509 ROW and South side of KentDes Moines Road	Bike, Ped	$4,300,000.00
24	Downtown Des Moines Improvements	from: S. 227th/220&223 to: 6th/8th	Provide sidewalks 6th Ave. S. & side streets from S.227th to S.220th/8th Ave S (west side) & side streets and alleys from S.227th to S.223rd. May include street & water distribution upgrades. May include S 222nd cul-de-sac roadway improvements.	Auto, Ped	$4,200,000.00
25	Traffic Management Center (TMC)	Citywide/Public Works - Engineering	Continue to improve communication and coordination with WSDOT and King County Traffic Management Centers. Implement Citywide ITS program	Auto	$60,000.00
26	Redondo Beach Drive - Seawall Pile Corrosion Project	from: S 283rd Street to: Redondo Shores Dr. S	Corrosion protection for seawall H-Piles.		$330,000.00
28	Parking Management Plan	Highline College Area	Develop a parking management plan strategy and apply program and actions	Auto	$100,000.00
29	Kent-Des Moines Rd. Improvements (Segment 2)	from: 24th Ave. S. to: Pacific Highway South	Widen roadway to provide pedestrian facilities and additional turn lanes. Joint with City of Kent	Auto	$7,285,000.00
30	Pacific Highway S. and S. 240th St.		Widen to provide dual left turn pocket for eastbound approach, revise signal timing. Coordinate with the City of Kent.	Auto	$4,100,000.00
31	16th Ave. S../18th Ave. S. Road Improvement	from: S. 220th St. to: S. 216th St.	Construct new neighborhood collector alignment along 16/18th Ave. S.. corridor, incl. curb/gutter. May be shared use path constructed along R/W so pedestrian/bicycle facilities may be away from roadway alignment.	Auto, Bike, Ped	$3,300,000.00
32	Downtown Circulation Study		Develop a plan to maximize multi-modal use, pedestrian access and traffic operations.	Auto, Ped	$100,000.00
33	Parking Management Plan	Downtown	Develop a parking management plan strategy and apply program and actions.	Auto	$100,000.00

TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
34	Wooten Park Access and Parking Improvements	from: Redondo Way South to: South 282nd St	Increase parking with a new parking lot east of Wooten Park	Auto	$1,650,000.00
35	Des Moines Memorial Drive Improvement	from: S. 208th St. to: Marine View Drive	Install bike lanes, curb, gutter, drainage & sidewalks. Add a lane to approach to Marine View Dr.& left turn pockets where feasible.	Auto, Bike, Ped	$8,100,000.00
36	Des Moines Memorial Drive and Marine View Dr.	Intersection Improvement	Lengthen approach lanes, coordinate signal with MVD and 7th/216th. Consider possibility of a Round-About.	Auto	$2,500,000.00
37	Marine View Dr. and 7th/216th Street	Intersection Improvement	Optimize signal timing, and coordinate signal with DMMD and MVD intersection	Auto	$300,000.00
40	Marine View Drive and Kent-Des Moines Road	Intersection Improvement	Add a second eastbound through lane through the intersection.	Auto	$3,000,000.00
41	Marine View Drive and S. 227th St.	Intersection Improvement	Revise lane configuration to single eastbound right with overlap signal phase. Add second southbound through lane at intersection.	Auto	$700,000.00
43	30th Ave. S. Over-Crossing	Bridge Crossing over Kent-Des Moines Road	Construct vehicular or ped/bike bridge over Kent Des Moines Road linking Pacific Ridge with Midway. Coordinate with Kent.	Auto, Bike, Ped	$8,050,000.00
44	Redondo Beach Drive Sidewalk Project	from: S. 281st St to: South City Limits	Install sidewalk where missing and make pedestrian improvements.	Ped	$600,000.00
46	16th Ave. S. Improvement Project (Segment 5a)	from: S. 272nd St. to: S. 276th Street	Widen to provide 3-lane roadway w/curbs, gutters, bike lanes & sidewalks. Provide new alignment to Pacific Hwy. S. If feasible. Joint project w/City of Federal Way. Also coordinate w/City of Kent and King County Metro	Auto, Bike, Ped	$2,040,000.00
49	S. 208th St. Sidewalk Project	from: 1st Ave. S. to: DMMD	Install sidewalk and make pedestrian improvements.	Ped	$1,600,000.00
50	20th Ave. S. Improvement Project (Segment 2)	from: S. 240th St. to: S. 243rd Street	Reconstruct and extend neighborhood collector street with curb, gutter and sidewalks.	Auto, Ped	$1,500,000.00
51	20th Ave. S. Improvement Project (Segment 1)	from: S. 243rd St. to: S. 250th Street	Reconstruct to Neighborhood Collector standards and provide curb, gutter and sidewalks.	Auto, Ped	$2,400,000.00
52	South 250th/251st Street Improvement	from: Marine View Drive to: 16th Ave. S.	Construct bike lanes and curb, gutter and sidewalk on both sides.	Bike, Ped	$2,800,000.00
53	S. 250th Street and 16th Ave. S.	Intersection Improvement	Add eastbound right turn pocket.	Auto	$250,000.00

TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
54	S. 272nd Street / Marine View Drive		Reconstruct roadway to improve horizontal and vertical alignment	Auto	$800,000.00
55	Pacific Highway S. and S. 260th St.	Intersection Improvement	Revise signal timing. Coordinate with the City of Kent.	Auto	$160,000.00
57	South 222nd Street Improvement Project	from: Marine View Drive to: Pacific Highway South	Reconstruct to Neighborhood Collector standards including two travel lanes, bicycle lanes, curb, gutter and sidewalks.	Auto, Bike, Ped	$3,000,000.00
58	S. 216th Street Improvement (Segment 1b) Transportation Gateway Project (1 of 4 projects)	from: East City Limits to: Pacific Highway South	Widen to provide additional travel lanes, bike lanes, curb, gutter, & sidewalks. Project coordinated with WSDOT construction of SR509 to replace the I-5 overcrossing with transitions to the planned lane configuration	Auto, Bike, Ped	$3,900,000.00
59	16th Ave. S. Improvement Project (Segment 5b)	from: S. 276th St. to: Pacific Highway South	Widen to provide 3-lane roadway w/curbs, gutters, bike lanes & sidewalks. Provide new alignment to Pacific Hwy. S. if feasible. Joint project w/City of Federal Way. Also coordinate w/City of Kent and King County Metro.	Auto, Bike, Ped	$4,400,000.00
60	S. 240th Street Overcrossing	from: Pacific Highway South to: Military Road	Construct bridge over Interstate 5. Coordinate with City of Kent.	Auto, Ped	$13,500,000.00
61	Marina Bike Connection	from: S. 227th Street to: Cliff Ave. S.	Install bike connection through the Marina to link the Des Moines Creek Trail to S. 227th St.	Bike	$160,000.00
62	S. 272nd Street Improvements	from: Pacific Highway South to: 16th Ave. S.	Install access control to enhance safety.	Auto	$100,000.00
63	Redondo Beach Drive and Redondo Way South	Intersection Improvement	Install traffic signal, or consider other intersection treatments to enhance capacity.	Auto	$720,000.00
64	S. 220th St. Improvements	from: Pacific Highway South to: 30th Ave. S.	Reconstruct roadway	Auto, Ped	$1,000,000.00
65	S. 220th St. and Pacific Highway S.	Intersection Improvement	Widen for left turn pockets, adjust roadway profile and approach grades, and revise signal phasing to remove split phasing	Auto	$700,000.00
66	S. 225th Pl. Connection Improvement	from: Pacific Highway South to: 30th Ave. S.	Construct new pedestrian connection and potential roadway	Auto, Ped	$4,600,000.00

TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
67	S. 222nd Pl. Connection Improvement	from: 28th Ave. S. to: 30th Ave. S.	Construct new roadway	Auto, Ped	$1,900,000.00
68	South 227th Street Improvements	from: West City Limits to: Marine View Dr.	Reconstruct roadway to improve bicycle connection between Marina and Marine View Drive	Bike	$1,150,000.00
69	30th Ave. S. Improvements (Segment 1)	from: S. 216th St. to: S. 220th St.	Reconstruct roadway	Auto, Ped	$1,600,000.00
70	30th Ave. S. Improvements (Segment 2)	from: S. 222nd Pl. to: n/o S. 224th St.	Reconstruct roadway	Auto, Ped	$800,000.00
72	30th Ave. S. Improvements (Segment 3)	from: n/o S. 224th St. to: S. 224th St.	Reconstruct roadway	Auto, Ped	$250,000.00
74	8th Ave. S. and S. 200th Street	Intersection Improvement	Install traffic signal, or consider other intersection treatments to enhance capacity	Auto	$300,000.00
75	24th Ave. S. and S. 222nd Street	Intersection Improvement	Install traffic signal, or consider other intersection treatments to enhance capacity.	Auto	$550,000.00
76	20th Ave. S. and S. 240th St. Improvement Project	Intersection Improvement	Widen to provide left turn pockets. Install traffic signal at 20th and 240th if warranted.	Auto	$1,700,000.00
77	Des Moines Memorial Drive and S. 208th St.	Intersection Improvement	Widen DMMD to add left turn pockets at S. 208th Street	Auto	$250,000.00
78	Des Moines Memorial Drive and S. 212th St.	Intersection Improvement	Widen DMMD to add left turn pockets at S. 208th Street	Auto	$250,000.00
79	S. 272nd Street/10th Ave. S.	from: 16th Ave. S. to: Redondo beach Drive	Install sidewalk and make pedestrian improvements	Ped	$7,500,000.00
80	8th Ave. S. Improvement Project (Segment 2)	from: S. 200th Street to: S. 208th Street	Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	Auto, Bike, Ped	$3,300,000.00
81	4th Ave. S. Improvement Project (Segment 2)	from: S. 208th Street to: S. 216th Street	Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	Auto, Bike, Ped	$3,300,000.00
82	4th Ave. S. Improvement Project (Segment 1)	from: S. 199th Street to: S. 208th Street	Reconstruct to Minor Arterial standards including bike lanes, curbs, gutters, and sidewalks.	Auto, Bike, Ped	$3,300,000.00

TIP Priority No.	Name	Location	Description	Mode	Cost Estimate
83	Marine View Drive Sidewalk Project	from: S. 250th Street to: Woodmont Dr. S.	Install sidewalk and make pedestrian improvements.	Ped	$2,500,000.00
84	Woodmont Drive South Sidewalk Project	from: Marine View Drive to: 16th Ave. S.	Install sidewalk and make pedestrian improvements.	Ped	$3,000,000.00
85	16th Ave. S. Sidewalk Project	from: S. 220th Street to: Kent-Des Moines Road	Install sidewalk and make pedestrian improvements.	Ped	$1,900,000.00
86	S. 220th St. Sidewalk Project	from: 11th Ave. S. to: 16th Ave. S.	Install sidewalk and make pedestrian improvements.	Ped	$1,100,000.00
87	9th Ave. S. Sidewalk Project	from: S. 220th Street to: S. 223rd Street	Install sidewalk and make pedestrian improvements.	Ped	$500,000.00
88	10th Ave. S. Sidewalk Project	from: S. 220th Street to: Kent-Des Moines Road	Install sidewalk and make pedestrian improvements.	Ped	$1,500,000.00
-*	S 222nd Street and Marine View Drive S	Intersection Improvement	Restripe S 222nd Street approaches to restrict left-turn and through movements. Extend bike lane on 222nd east of Marine View Drive to connect to the intersection.	Auto, Bike	$50,000.00

FUNDING AND IMPLEMENTATION

This section documents potential funding sources that Des Moines could leverage to implement the investments described in this Transportation Element over the next two decades. The concept of transportation demand management is also discussed as a strategy to address demand for transportation facilities.

REVENUE SOURCES

The City's primary revenue sources include Transportation Benefit District, Real Estate Excise Tax (REET), Traffic Impact Fees, and Automated Speed Enforcement:

- **Transportation Benefit District**: Established in 2008, the Des Moines Transportation Benefit District is a quasi-municipal corporation and independent taxing district. It generates revenue through a $40 car tab fee collected during annual vehicle license renewals. These funds are dedicated to routine roadway maintenance, pavement management and rehabilitation as well as bridge repairs, snow and ice control, and vegetation removal for safety.
- **Real Estate Excise Tax (REET)**: The City collects both REET 1 and REET 2 revenues, which are deposited into separate funds (301 and 302, respectively). These funds are used to support capital improvement projects, including transportation infrastructure. REET revenues are typically tied to property sales and are a flexible funding source for long-term capital planning.
- **Traffic Impact Fees (TIF)**: Traffic Impact Fees are assessed on new development to offset the cost of transportation improvements needed to accommodate growth. These fees are updated regularly to reflect current project costs and priorities. They help fund intersection upgrades, multimodal enhancements, and capacity improvements.
- **Automated Speed Enforcement**: The City utilizes automated speed enforcement (e.g., school zone cameras) as both a safety measure and a revenue source. These funds are typically invested into traffic safety programs, signage, and enforcement infrastructure.

From the listed sources, the City's yearly revenue for capital improvements is $2.1 million. Consequently, the 20-year funding forecast for transportation capital improvement projects in Des Moines is around $42 million (in 2025 dollars). As with any financial forecasts, the noted revenue estimates are based on historical revenues, and funding may go up or down in any given year. The 20-year funding forecast provided does not include any potential grant funding that the City may secure. Over the past 5 years, the City has received grant funds from TIB, King County Metro, Sound Transit, ARPA, WCIA, WA State Appropriation/Dept of Commerce, and WA Safe Routes to School, totaling $13.3 million. Funds from these additional sources may help implement more projects listed in **Table 3-10**.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Federal Highway Administration defines transportation demand management as:

"Providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability."

Des Moines has policies and implementation strategies centered around TDM and commute trip reduction. In recent years, the concept of TDM has evolved from a focus on commuters and strategies for reducing single occupancy vehicle demand at peak times to a focus on maximizing the modal choices of all travelers and trip types. To align with the City's investments in multimodal transportation emphasized in this element, the following TDM strategies can be considered by the City:

- Transit and microtransit – Working with King County Metro, commuters in Des Moines could potentially benefit from implementation of microtransit with more frequent bus routes.
- Walking/Biking – As the pedestrian and bicycling networks are constructed and development occurs along arterials and school walking route areas; these modal options are anticipated to be increasingly viable.

Other transportation demand management strategies can range from simple marketing programs to complex land use decisions. City land use policies can reduce dependence on private automobile travel by focusing growth in specific locations and changing land use development patterns.