DES MOINES TRANSPORTATION SAFETY COMMITTEE
JULY 9, 2019
MINUTES

The Des Moines Transportation Safety Committee met at 7:30 a.m. on July 9, 2019, in the MacCrae Conference Room (Room 129) at the Municipal Service Center, 1551 E Martin Luther King Jr Parkway. Those members in attendance were:

Scott Bents  Luis Montoya  Carl Voss
Dave Ferree  Anne Pham  Robin Witt
Blake Hanson  Meg Schneider

Members Absent: Chad Zimmerman


Guests Present: Steve Naber, City Engineer, Item #1
Tom Vlach, Assistant City Engineer, Item #1
Dave Kamp, Chief Design Engineer, Item #1
Matt Radermacher, Civil Engineer II, Item #1
Mark Johnson, 1089 44th Street, Observer
Roel Haaland, Bolton and Menk, Observer
Rob Gavora, Mercy One, 1111 8th Avenue, Item #1
Doyle Bunting, Products, Inc., 1429 2nd Avenue, Item #1
Guy Cook, (Grefe & Sidney) Faust Body Shop @ 1824 2nd Avenue, Item #1
Ross Harris, SEH Inc., 5414 NW 88th Street, Item #1
Breann Bye, 6th Avenue Corridor, 523 Franklin Avenue, Item #1
(Representative Not Named) Budget Brake, 1440 2nd Avenue, Item #1
Chuck Follett, Allied Construction, 1631 2nd Avenue, Item #1
Jim Muellen, Storey Kenworthy, 1333 Ohio Street, Item #1
Mike Simpson, Neumann Brothers, Inc., 1435 Ohio Street, Item #1
Jon Royal, Center for Health & Harmony, 1830 8th Street, Item #1
Julie Bassman, Commercial Bag & Supply Co., 1244 2nd Avenue, Item #1

Approval of Agenda

MOTION was made by Scott Bents to approve the agenda; seconded by Jim Windso. Motion passed 8:0.

OLD BUSINESS

1. Approval of May Minutes

MOTION was made by Robin Witt to approve the May minutes; seconded by Blake Hanson. Motion passed 8:0.

2. Other Old Business

There was no Other Old Business.

NEW BUSINESS

1. 2nd Avenue Reconstruction

Steve Naber presented this item as follows.
In May 2017, the River Bend and King Irving Sewer Separation Concept Report was completed. As part of the report, a new storm sewer was proposed to be constructed on the west side of 2nd Avenue from College Avenue north to the Des Moines River. Additionally, the 2nd Avenue pavement between University Avenue and the Des Moines River needs reconstruction. The pavement reconstruction and sewer project provides an opportunity to make geometric changes to the roadway. As a result, City staff hired a consultant to complete a traffic study of the 2nd Avenue corridor from University Avenue to the Des Moines River to determine if traffic improvements were needed.

**ADDITIONAL INFORMATION:**

- 2nd Avenue from University Avenue to the Des Moines River is currently a 40-foot-wide, four-lane cross section (lane width ~9.5' to 10') with disconnected 4-foot sidewalks on either side.

- A traffic engineering consultant completed the traffic study in February 2018. The study looked at crash trends, existing and future traffic operations, and multi-modal accommodations. Three (cross-section alternatives were analyzed: 3 lanes, 4 lanes with select turn lanes, and 5 lanes.

- The analysis showed that 2nd Avenue had a higher than average corridor crash rate and several intersections were above the average statewide crash rate for similar intersections. Safety issues were due to no turn lanes being provided at intersections, narrow lanes and the proximity of utility poles to the road, and no access management.

- Due to the volume of vehicles on the corridor, a 3-lane cross section would not operate at acceptable levels (some intersections would operate at a level of service F). Both the 4-lane with turn lanes and 5-lane alternatives provide adequate capacity for existing and future (2040) traffic volumes.

- Recommendations from the report included:
  
  - Realigning Forest Avenue (currently Forest Avenue is offset causing site distance issues).
  - Left-turn lanes at the following intersections:
    - Franklin Avenue (NB)
    - College Avenue (NB and SB)
    - Forest Avenue (NB and SB)
  - Redundant driveway closures/modifications/consolidation to address safety concerns along corridor.
  - 5-foot sidewalks on both sides of the street along the entire corridor.

- Both the 4-lane with turn lanes and 5-lane alternatives require right-of-way acquisitions. Below is a summary of the right-of-way needs:

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<thead>
<tr>
<th></th>
<th>4 Lanes w/Turn Lanes</th>
<th>5 Lanes</th>
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</thead>
<tbody>
<tr>
<td>West ROW Required</td>
<td>4'</td>
<td>9.5'</td>
</tr>
<tr>
<td>East ROW Required</td>
<td>4'</td>
<td>9.5'</td>
</tr>
<tr>
<td>Full Acquisition Required</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Full Acquisition Possible</td>
<td>3</td>
<td>12</td>
</tr>
<tr>
<td>Property with Parking Affected</td>
<td>4</td>
<td>8</td>
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</tbody>
</table>
Note: Properties with "Full Acquisition Possible" means this alternative will drastically impact site parking and/or access due to roadway widening. If traffic flow on these properties cannot be altered to fit the existing property's needs, a full acquisition may be necessary. Properties with "Parking Affected" means they will lose on-site parking spaces but will not be impacted to the degree of needing a full acquisition.

- Total project costs are estimated below. Capital Improvement Program 2019-2020/2024-2025 has **$10.00 Million** for Construction Budget between the Roadway Reconstruction – Second Avenue and River Bend and King Irving Sewer Separation. Additional funds will need to be allocated for this project in the next Capital Improvement Program 2020-2021/2025-2026.

<table>
<thead>
<tr>
<th></th>
<th>4 Lanes</th>
<th>5 Lanes</th>
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<tbody>
<tr>
<td>Roadway Construction</td>
<td>$ 5.50 Million</td>
<td>$ 6.05 Million</td>
</tr>
<tr>
<td>Storm Sewer Construction</td>
<td>$ 3.00 Million</td>
<td>$ 3.00 Million</td>
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<tr>
<td>Construction Contingency (~20%)</td>
<td>$ 1.50 Million</td>
<td>$ 1.75 Million</td>
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<tr>
<td>Right-of-Way</td>
<td>$ 1.50 Million</td>
<td>$ 5.20 Million</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$11.50 Million</strong></td>
<td><strong>$16.00 Million</strong></td>
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- The traffic engineering consultant recommends the 4-lane roadway section with turn lanes at select intersections and access control measures along the corridor because it addresses most of the safety concerns, maintains traffic operations, and minimizes property impacts.

City staff recommended approving the 2nd Avenue Reconstruction from University Avenue to the Des Moines River Concept Plan for a 4-lane roadway section with turn lanes at select intersections and access control measures along the corridor.
Scott Bents asked if staff had a breakdown of the crash history. Steve Naber said there was one fatality between 2013 and 2018. Corey Bogenreif said there were 27 minor injuries and 60 possible injuries. Steve Naber mentioned that the majority of the crashes were rear-end collisions.

Dave Ferree asked which option presented was the safer option.

Steve Naber said that if the budget were not an issue, the City would not build a 4-lane roadway. It literally boils down to you have to make a call on the risk and benefit. The City would be spending an additional $5 million. In order to spend that $5 million on this project, the City would need to divert those funds from another project—meaning something else would not get done. The City could spend it on 2nd Avenue or spend it on SE 14th and Maury, which has the highest crash rating in Iowa. Budget aside, a 5-lane roadway for 2nd Avenue would be the better choice over a 4-lane roadway with turn lanes. The goal with the 4-lane roadway with turn lanes would be to reduce the number of access points along 2nd Avenue.

Carl Voss said he finds it challenging to spend the extra $5 million for 5 lanes that would merely assist commuter traffic coming from Ankeny and Johnston to get downtown faster.

Dave Kamp said that the businesses along the corridor need the commuter traffic to remain viable. They have a lot of goods and services and people coming in and out. They do not want to relocate. They want to stay here because of the traffic.

Jon Royal with the River Bend Neighborhood Association said that this is an opportunity to redesign the corridor. Mr. Royal would like to see Clark Street realigned. He said the neighborhood prefers a 5-lane option. He said that with the extra money, the corridor can be much more nicely developed. As President of the River Bend Neighborhood Association, Jon Royal had written a letter regarding the neighborhood’s thoughts on the 2nd Avenue Corridor options (attached).

Doyle Bunting with Products, Inc., at 1429 2nd Avenue said his business would be affected due to a 5-lane construction. He said he is adamant about realigning Clark Street because of the difficulties that truck traffic has turning off of 2nd Avenue onto Clark Street and getting off of Clark Street onto 2nd Avenue.

Chuck Follett represents Central Place. He said he owns the property at 1631 2nd Avenue. He has provided a letter to the Committee (attached). He said Central Place favors the 5-lane option. He said the area only wants to go through this major construction once.

Julie Bassmar with Commercial Bag, 1244 2nd Avenue, said that the 5-lane option would require their business to close. She is concerned that her customers would not follow them to a new location.

Guy Cook with Tom’s Body Shop said losing his parking spaces would cause Tom’s Body Shop to lose their staging area, which is an integral part of their business. He asked that the greater number of lanes begin south of his business. He said they would also be adversely affected by the 4-lane option.

Robin Witt with Des Moines Public Schools said driving a school bus is very difficult in Des Moines because of the utility poles in the right-of-way.
Scott Bents said that based upon the discussion today, he cannot support the 5-lane option. He also said he could see why the 3-lane concept would not work here.

**MOTION** was made by Jim Windsor to approve the 2nd Avenue Reconstruction from University Avenue to the Des Moines River Concept Plan for a 4-lane roadway section with turn lanes at select intersections and access control measures along the corridor; seconded by Blake Hanson. Motion passed 7:1. Opposed: Dave Ferree.

2. **Other New Business**

Carl Voss asked that a “Doodle Poll” be launched regarding the Committee’s preferred meeting start time and day.

Adjourned at 8:58 a.m.

Respectfully submitted,

[Signature]

Michelle Schomer
Recording Secretary

Attachments
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<tr>
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<th>Approval of Agenda</th>
<th>Old Business Item 1</th>
<th>New Business Item 1</th>
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<tr>
<td>Scott Bents</td>
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<td>Luis Montoya</td>
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<tr>
<td>Meg Schneider</td>
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<tr>
<td>Carl Voss</td>
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<td>Jim Windsor</td>
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<td>Chad Zimmerman</td>
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TRANSPORTATION SAFETY COMMITTEE

GUEST ATTENDANCE

MacRae Conference Room
1551 E Martin Luther King Jr Parkway, Room 129
Tuesday, July 9, 2019

PLEASE SIGN IN IF YOU WOULD LIKE TO BE INCLUDED IN FUTURE MAILINGS ON THE TOPIC OF THIS MEETING. PLEASE BE ADVISED THAT THIS INFORMATION MAY BE RELEASED TO THE PUBLIC UPON REQUEST.

<table>
<thead>
<tr>
<th>NAME/BUSINESS</th>
<th>ADDRESS</th>
<th>EMAIL</th>
<th>PHONE</th>
<th>ITEM #</th>
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<tbody>
<tr>
<td>Rob Graham</td>
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<td>Chuck Pellett</td>
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<td>Jim Muthler</td>
<td>Pella Fa</td>
<td><a href="mailto:jmhiler@stongkambo.com">jmhiler@stongkambo.com</a></td>
<td>555-6020</td>
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<td>Mike Simpson</td>
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<td><a href="mailto:MikeS@Newsworthy.com">MikeS@Newsworthy.com</a></td>
<td>247-0166</td>
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<td>Jon Nagel</td>
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<td>244-3535</td>
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<tr>
<td>Mike Bassman</td>
<td>1089 4th Ave</td>
<td><a href="mailto:Sales@CommercialAways.com">Sales@CommercialAways.com</a></td>
<td>247-3052</td>
<td></td>
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June 26, 2019

Scott Sanders, City Manager
Des Moines City Hall - 1st Floor
400 Robert D Ray Drive
Des Moines, IA 50309

Dear Scott,

I am writing to share our thoughts about the redesign of 2nd Avenue from University to the Des Moines River. After attending a meeting with many of the businesses in Central Place it is clear that a five-lane option has the most support. Many of the businesses affected recognize that it will have greater negative impact on them than a four-lane option but see it as being in the best long-term interests of the area. As an organization that represents both the business community and the residents of River Bend, I want to address some of the concerns I have heard.

First, residents and some of the business are concerned that the speed along 2nd Avenue will be too fast, so we are interested in mitigating this as much as possible in the design process. Second, we are concerned about losing some of the minority businesses where the owners may have difficulty with language and negotiating our system. Additionally, we are worried about losing some of our small businesses that my not have the financial wherewithal to withstand the construction disruption.

Here are some of the things we would like to help address these:

- Put a stoplight at the Forest intersection
- Landscape the street to make it an attractive avenue that is welcoming to visitors and encourages them to slowdown and shop at the local businesses.
- Consider if it is possible to have some curves in the street like they do in West Des Moines on streets like EP True and Mills Civic Parkway. Even small curves would seem to suggest that the traffic slow down. We realize that space is tight so this would have to be where buildings are being removed and maybe that could save businesses on the other side of the street from losing needed space.
- Relocate wiring underground and put in streetlights like those on 6th Ave.
- Put a jog at Clark like the one proposed at Forest. There is a lot of local traffic that uses Clark. Without an offset you will have the turn lane for the North and South overlapping which will defeat the purpose of a turn lane and clog up traffic. Also make the offsets at Clark and Forest wide enough so that it is easier for semi-trucks to turn onto and off 2nd Avenue. You might also consider a jog on the east side of Franklin for the same reason.
onto and off 2nd Avenue. You might also consider a jog on the east side of Franklin for the same reason.

- Expand the TIFF district to include the west side of 2nd Avenue and consider financial assistance for businesses that may not be able to withstand the construction disruption.
- Create financial incentives for businesses that are forced to relocate to keep them in the area. In addition to the spaces vacated on 2nd Avenue, there are vacant lots on 6th Avenue well-poised for mixed-use redevelopment projects. A location on the 6th Avenue Corridor may better suit the needs of several of the more pedestrian-oriented/restaurant/grocery businesses.

Thank you for the support you have given our neighborhood. We look forward to working with the city on this project.

If you require more information, please contact me.

Sincerely,

Jon Royal
River Bend Association, Inc.
PO Box 408
Des Moines, IA 50302

515-244-8535
President@RiverBendNeighborhood.org
July 8, 2019

Mr. Jeff Wiggins
City of Des Moines
and
Traffic & Safety Committee

RE: 2nd Ave. reconstruction

To whom it may concern:

The 2nd Ave. reconstruction has the attention of most, if not all of the Central Place businesses and 2nd Avenue business owners. After several meetings about the project, we feel strongly that the 5 lane is the best for the majority of the businesses on 2nd Ave.

We had a vote at our meeting on June 26th and with one vote short of unanimous, we concluded that we should go through the pain only one time.
As it is a main though fare for the city and access to our businesses.
We should also look at the power line being buried. The power line is not hot button issue as much as the 5 lane.

We encourage you to adopt the 5 lane approach as the best solution for this area.

Thank you,

Chuck Follett