DES MOINES TRANSPORTATION SAFETY COMMITTEE
MARCH 12, 2019
MINUTES

The Des Moines Transportation Safety Committee met at 7:30 a.m. on March 12, 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 Carl Voss Robin Witt
Luis Montoya Jim Windsor

Members Absent: Cave Ferree, Blake Hanson, Anne Pham, Meg Schneider, and Chad Zimmerman

Staff Present: Corey Bogenreif, Jennifer Dakovich, Mark Garrett, Jeff Wiggins, and Michelle Schomer.

Guests Present: Scott Sanders, City Manager, Item #1
Rob Haaland, Bolton-Menk, 309 E 5th Street, #202, Observer
Mark Johnson, 1089 44th Street, Observer

Approval of Agenda

MOTION was made by Jim Windsor to approve the agenda; seconded by Scott Bents. No quorum was had at the meeting; however, a consensus of the membership present voted to approve the minutes.

OLD BUSINESS

1. Approval of December Minutes

MOTION was made by Scott Bents to approve the December minutes; seconded by Robin Witt.

2. Other Old Business

There was no Other Old Business.

NEW BUSINESS

1. Renaming the Transportation Safety Committee

Scott Sanders presented this item as follows.

At the November 19, 2018 Council meeting, MoveDSM was adopted. One recommendation that came out of the Council’s discussion leading up to adoption was a recommendation to change the name of the Transportation Safety Committee to the Transportation Committee. This change came about as Council was looking to maintain as much flexibility as possible. The Updated Complete Streets Policy and MoveDSM have expanded the Committee’s role to be more comprehensive and widespread in its responsibilities. This name change is scheduled to be an item on the Council agenda in April.

The Transportation Safety Committee members sternly believed that the Committee’s name should continue as the Transportation Safety Committee, without dropping the word
“Safety.” The members stated that safety is a crucial part of the Committee’s role and were confused as to why the Council would ask for such a name change.

This item was for informational purposes only. No action was required.

2. **Request for Parking Restriction**—
**SE 18th Street from 650 feet south of E Lacona Avenue to King Avenue**
**King Avenue from SE 18th Street to SE 18th Court**

Mark Garrett presented this item as follows.

Staff received a request from a member of the Pioneer Park Neighborhood Association for parking restrictions to improve visibility and safety for vehicles around the curve between SE 18th Street and King Avenue.

SE 18th Street and King Avenue are less than 25 feet wide and parking is currently allowed only on the east side of SE 18th Street and the north side of King Avenue at this location. Staff reviewed this area and determined that visibility of oncoming traffic is restricted due to parking along this curve.

Staff recommends that a parking restriction be added to the east side of SE 18th Street and the north side of King Avenue to provide visibility for vehicles around this curve.

**MOTION** was made by Jim Windsor to approve staff recommendation; seconded by Robin Witt. No quorum was had at the meeting; however, a consensus of the membership present voted to approve staff recommendation.

3. **Safe Routes to School**

Jeff Wiggins provided a presentation of the coordination and collaboration between City of Des Moines and Des Moines Public Schools concerning Safe Routes to School. The presentation will also include results of recent student surveys and recommended goals moving forward. A copy of the presentation handout has been attached and made a part of these minutes.

This item was for informational purposes only. No action was required.

4. **Other New Business**

Corey Bogenreif, Principal Traffic Engineer, was introduced to the Committee as the newest Traffic and Transportation Division staff member.

Respectfully submitted,

Michelle Schomer
Recording Secretary

Attachments
<table>
<thead>
<tr>
<th>Name</th>
<th>Approval of Revised Agenda</th>
<th>Old Business Item 1</th>
<th>New Business Item 2</th>
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<tbody>
<tr>
<td>Scott Bents</td>
<td>X</td>
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<td>X</td>
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<tr>
<td>Dave Ferree</td>
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<td></td>
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<td>Anne Pham</td>
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<td>Blake Hanson</td>
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<td>Luis Montoya</td>
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<tr>
<td>Meg Schneider</td>
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<td>Carl Voss</td>
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<td>Jim Windsor</td>
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<td>X</td>
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<tr>
<td>Robin Witt</td>
<td>X</td>
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<tr>
<td>Chad Zimmerman</td>
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Safe Routes to School in Des Moines

Jeff Wiggins, AICP
City of Des Moines
Transportation Planner
SRTS in DSM

OUTLINE

1. Foundations
2. Collaboration with DMPS
3. City Efforts
   - MoveDSM
   - CIP
   - Surveys
4. Goal
5. Q & A

Walk Audit Volunteers, 2018
City Population of 210,000
Recommended Walk Routes
  - Developed in 2012
  - Updated in 2015 & 2018
38 Elementary Schools
Serve half of 33,000 students
SRTS in DSM

COLLABORATION WITH DMPS

- Quarterly meetings
- **Recommended Walk Routes**
  Published and distributed fall 2018
- Solicit advice from peers
- Address public concerns jointly
- Joint Crossing Guard contract with DMPD
- Drop-off & pick-up procedures
- Signage, flashers, signal timing, vegetation, etc.
- School Crossing Manual
- O&M
SRTS in DSM

COLLABORATION WITH DMPS

**CHANGE OF BELL TIMES** puts the most vulnerable roadway users on the street:

- At the same time as morning commute
- In the dark in the winter months

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**School hours to switch next fall in Des Moines Schools**

It’s official. Des Moines Schools is switching start times starting next fall.

Teenagers will be sleeping a little later next school year, but elementary students will be rising earlier.

“The new school hours will be a change from what we’ve become comfortable with over the years, but it is a change that puts our students’ health and academics first,” Superintendent Tom Ahart wrote in a letter to families.

Des Moines Public Schools is joining a national effort backed by leading medical organizations to better align school times with the natural sleep rhythms of teenagers.

Research shows later times align with teens’ physiological needs, and also positively affect their academics and social choices.

School board members recently delegated the responsibility of setting bell times to the superintendent, who made the switch official this week.

Elementary schools will start at 7:30 a.m., about 45 minutes to 75 minutes earlier than current start times, while middle and high school students could start around 8:30 a.m., about 45 minutes later.

Tens of thousands of Des Moines students and families, as well as businesses, after-school activities and other organizations will be affected by the change.
SRTS in DSM

COLLABORATION WITH DMPS

Traffic Control Tools
- Marked crosswalks
- School zone signage
- Stop sign
- Traffic signal
- Mid-block crossing
- Rapid Flashing Beacon
- HAWK signal
- School Zone Flashing Signal
- Speed feedback sign
- Adult crossing guard

Criteria
- MUTCD
- Street classification
- Speed limit
- Vehicular volume
- 85th percentile speed
- Crash history
- Gap analysis
- Pedestrian volume

Manual for School Crossing Control

Created 1997, revised 2018
SRTS in DSM

SIDEWALK INVENTORY & ANALYSIS

**Move DSM**
Transportation for everyone

**Des Moines Has:**
- 952 miles of existing sidewalks
- 667 miles of sidewalk gaps

**23% of the sidewalk gaps are within 1/4 mile of a school.**

**56% of the sidewalk gaps are within 1/4 mile of a bus stop.**

**Sidewalk Gaps Were Prioritized Based On:**
- Proximity to schools
  - Creating safe, comfortable walking routes to every school in Des Moines will make walking a viable option for children and increase the potential for physical activity.
- Proximity to commercial nodes
  - Nodes are the center of commercial activity in Des Moines and areas where large numbers of people walk.
- Connectivity assessment
  - There are many small gaps in Des Moines' network that disrupt otherwise long sections of connected sidewalk. Filling these gaps will cost relatively little money and provide significant impact.

**If We Fill All 180 Miles of Priority 1 Sidewalk Gaps...**
- **100%** of school walking routes would have a sidewalk on at least one side of the street.
- **75%** of Des Moines' population would live within a 5-minute walk of a bus stop via sidewalks.
SRTS in DSM

FUTURE BICYCLE NETWORK

THE FUTURE BIKE NETWORK

<table>
<thead>
<tr>
<th>Network Type</th>
<th>Total Network Miles</th>
<th>Percentage of Population within 1/4 Mile</th>
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<tbody>
<tr>
<td>Existing Network</td>
<td>114 miles</td>
<td>53%</td>
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<tr>
<td>Core Network</td>
<td>151 miles</td>
<td>86%</td>
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<tr>
<td>Full Network</td>
<td>310 miles</td>
<td>100%</td>
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Constructing the remainder of the core network would put 86% of Des Moines’ population within a 1/4 mile of a high-quality bike facility and the larger network.

MINIMUM BICYCLE FACILITY GUIDANCE

- 25 MPH & <3,000 AADT
  - Share the street
  - Striped bike lane

- 25 MPH & >3,000 AADT
  - Striped bike lane

- 30 or 35 MPH
  - Bike lane separated from traffic by: on-street parking, curbs, planters, delineators, or striped buffer (as a transitional treatment)

- 40 mph or higher
  - Shared-use path/sidewalk located off-street

SPEED & TRAFFIC

- 25 mph & <3,000 AADT
  - May have marked shared lane, signed bike routes, and/or traffic calming

CORE NETWORK connects neighborhoods around Des Moines to Downtown and other important employment and commercial centers. The core network consists of trails, shared-use paths, and on-street facilities that are safe and comfortable for all users and is the highest priority to be constructed.

SECONDARY NETWORK is designed to get residents from their home or other origin to the core network.

Adapted from Copenhagenize.

Icons by: Jodie Shoffstall & Matthias Schmidt, DE, Studio Hol Meow, NL.
SRTS in DSM

COMPLETE STREETS POLICY UPDATE

COMPLETE STREETS are designed, built and operated to routinely accommodate safe travel by all modes and for all people

- 2008 Policy, updated in 2018
- Incorporates best practices from nation & MPO
- Applies to most projects, with a few exceptions
- Introduces greater accountability
  - Designated TSC as keeper of the policy
  - Requires annual training of City departments
  - Requires annual report with performance metrics
SRTS in DSM

CAPITAL IMPROVEMENT PROGRAM

Current Funding for Sidewalks
- $250K/year for infill projects
- $675K/year for replacement program
- $1.5M/year for sidewalk ramp program
Proposed Funding for Sidewalks

- $3M/year for infill projects
- $675K/year for replacement program
- Infill sidewalks, esp. on school routes, is a high strategic priority for Council
SRTS in DSM

MODE SHARE EXERCISE

Takeaways

- Timing of survey impacts modal choice
- Survey Monkey facilitated data collection
- Change in school bell times impacts DMPS
- Bus is much less common in DMPS
- Personal vehicle is more common in DMPS
- DMPS walk home more often than to school

DES MOINES SCHOOLS

<table>
<thead>
<tr>
<th></th>
<th>To School</th>
<th>From School</th>
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<tbody>
<tr>
<td>Walk</td>
<td>10.4%</td>
<td>15.5%</td>
</tr>
<tr>
<td>Bike</td>
<td>0.6%</td>
<td>0.7%</td>
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<tr>
<td>Bus</td>
<td>11.9%</td>
<td>14.3%</td>
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<tr>
<td>Family Veh.</td>
<td>72.1%</td>
<td>62.7%</td>
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<tr>
<td>Carpool</td>
<td>4.6%</td>
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<tr>
<td>Transit</td>
<td>0.1%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Other</td>
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<td>1.4%</td>
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OTHER IOWA SCHOOLS

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</tr>
<tr>
<td>Other</td>
<td>0.7%</td>
<td>0.2%</td>
</tr>
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Data limitations

- Children at many school identified bus or driving routes.
- Instructions can be amended to limit this problem
- Some children/parents have difficulty identifying their home or route to/from
- Coercion

Preliminary takeaways

- Use data to modify existing walk routes
- Use data to prioritize sidewalk infill projects
- Correlation between walking culture & neighborhood schools is strong
- Correlation between walking culture & socioeconomic conditions is weak
SRTS in DSM

ROUTE TRACING EXERCISE

HUBBELL ELEMENTARY WALK SURVEY RESULTS

Count: 79
Min: 250'
Max: 6394'
Mean: 2840'

Pilot Project
Spring 2018

Encourage students to use new HAWK signal
SRTS in DSM

ROUTE TRACING EXERCISE

Legacy of development in unincorporated areas

Trust the locals – They always know best
SRTS in DSM

ROUTE TRACING EXERCISE

Greenwood Elementary Walk Survey Results

Wright Elementary Walk Survey Results

Low density areas still present obvious walk patterns

Prioritize infill along established walk route
Comprehensive SRTS initiatives have been shown to be more effective at increasing physical activity and reducing injuries.

- [x] Education
- [✓] Encouragement
- [✓] Engineering
- [✓] Enforcement
- [✓] Evaluation
- [✓] Equity

The benefits of Safe Routes to School include:

- Increased walking and biking to school
- Safer students
- Lower transportation costs for schools & families
- Reduced student absences and tardiness
- Reduced traffic congestion
- Healthier students
- Improved academic performance
- Clean air and fewer asthma attacks
SRTS in DSM

QUESTIONS?

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