The Des Moines Transportation Safety Committee met at 7:30 a.m. September 10, 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
Anne Pham      Jim Windsor
Meg Schneider  Robin Witt

Members Absent: Blake Hanson, Luis Montoya, and Chad Zimmerman


Guests Present: Mark Johnson, 1089 44th Street, Observer
Matt Coen, 711 41st Street, Item #1
Rich Knapp, 1103 45th Street
Steven Younkin, 512 NW 31st Street, Ankeny
Scott Almeida, Kirkham-Michael, Item #1
Mitchell Holtzman, Kirkham-Michael, Item #1

Approval of Agenda

MOTION was made by Scott Bents to approve the agenda; seconded by Meg Schneider. Motion passed 6:0.

OLD BUSINESS

1. Approval of August Minutes

MOTION was made by Jim Windsor to approve the August minutes; seconded by Scott Bents. Motion passed 6:0.

2. Other Old Business

Jennifer Dakovich provided an update on the Franklin Avenue project from Beaver Avenue to 41st Street. She said that staff has studied Franklin Avenue west to Merle Hay Road. This project offers an opportunity for street geometric changes. Staff collected information at a meeting on June 24 and compiled it. The next step is to meet with Council Member Gray and the At-Large Council Members. Staff will finalize the concept based upon what was heard at the public meeting and from the Council Members. This issue will be brought before the Committee prior to moving it on to the City Council agenda. The year 2021 is proposed as a construction start date.
NEW BUSINESS

1. **Ingersoll Avenue Streetscape—Martin Luther King Jr Parkway to 31st Street**

Scott Almeida and Mitchell Holtzman with Kirkham-Michael gave a presentation on the Ingersoll Avenue Streetscape from Martin Luther King Jr Parkway to 31st Street. (The presentation is attached and made a part of these minutes.)

Carl Voss asked if this project is a complete redo from building face to building face.

Scott Almeida confirmed that the project is a complete redo between Martin Luther King Jr. Parkway and 28th Street. The streetscape will remain the same from 28th Street to 31st Street.

Jennifer Dakovich said the pedestrian signal is not a HAWK signal. It will be similar to the pedestrian flashers found at 29th Street and Ingersoll Avenue, E 13th Street and E Grand Avenue, and at E 5th Street and E Grand Avenue. Corey Bogenrefi added that the pedestrian flashers at 23rd Street and Ingersoll Avenue have the overhead arm.

Scott Bents said he really likes what he is seeing in this streetscape project. The items addressed by the project are things he tries to advocate for—such as the cycle track as a way of protecting bicycles from motorists.

Carl Voss asked how the 11-foot-wide lane match up with Move DSM requirements. Jennifer Dakovich said it is recommended at 11 feet because it is a bus route and a truck route.

Carl Voss also asked what the current travel lane widths were. Jennifer Dakovich said they do vary, but are as wide as 12'5". Carl Voss asked that the proposed plan include the lane widths as they are today for information.

Carl Voss also asked for clarification of the term “cycle track.” Carl considers a cycle track to be a two-way travel lane for bicycles, and what is being discussed here is a raised bike lane. Scott Almeida answered that the term "cycle track" as used in this presentation is not a two-way travel lane.

The Committee asked that it be investigated whether or not the SSMID could be tasked with the snow removal on the trail/sidewalk.

Although this item was presented for information only, the Committee asked to move to endorse the project.

**MOTION** was made by Meg Schneider that the Transportation Safety Committee endorse the Ingersoll Avenue Streetscape project; seconded by Scott Bents. Motion passed 6:0.

2. **Other New Business**

Pam Cooksey, Assistant City Manager, provided information regarding e-scooters. She said that DART is taking the lead with first steps in organizing conversations and feedback with municipalities and other stakeholders. If the City of Des Moines is to welcome e-scooters, the City will need to establish criteria for scooter vendors, vet companies, and make decisions on how to regulate them.
The Committee members briefly discussed safety issues due to uneven surfaces and the possibility of scooter-pedestrian crashes.

Adjourned at 8:30 a.m.

Respectfully submitted,

[Signature]
Michelle Schomer
Recording Secretary

Attachments
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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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# TRANSPORTATION SAFETY COMMITTEE

## GUEST ATTENDANCE

MacRae Conference Room  
1551 E Martin Luther King Jr Parkway, Room 129  
Tuesday, September 10, 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.**

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<tbody>
<tr>
<td>MATT COEN</td>
<td>711 41st Bsm</td>
<td><a href="mailto:mcoen@vagusa.com">mcoen@vagusa.com</a></td>
<td>238-7117</td>
<td>1</td>
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<tr>
<td>Mark Jones</td>
<td>1084-44 11</td>
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<td>277-3052</td>
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<td>Rich Knapp</td>
<td>1103-45 11</td>
<td><a href="mailto:rknapp1403@gmail.com">rknapp1403@gmail.com</a></td>
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</tr>
<tr>
<td>Steven Younkin</td>
<td>512 NW 31st St, ALK</td>
<td><a href="mailto:steven.younkin36@gmail.com">steven.younkin36@gmail.com</a></td>
<td>74-4767</td>
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<tr>
<td>Scott Almeida</td>
<td></td>
<td><a href="mailto:salmeida@kirkham.com">salmeida@kirkham.com</a></td>
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<td>Mitchell Holtzman</td>
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<td><a href="mailto:mholtzman@kirkham.com">mholtzman@kirkham.com</a></td>
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<tr>
<td>Chris Kelly/City Eng</td>
<td></td>
<td>chriskellycityeng.com</td>
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<td></td>
<td><a href="mailto:cdkelly@dmgw.org">cdkelly@dmgw.org</a></td>
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Ingersoll Streetscape

Des Moines Transportation Safety Committee

September 10, 2019
Project Overview

¾ Mile Reconstruction from MLK Jr. Pkwy. To 31st Street

Minor Arterial

Currently striped as a 3-lane section with on-street bike lanes and parking along the curbs

AADT is 16,000
Project Goals

- Complete Street – Match Pilot Project
- Pedestrian & ADA friendly
- Bike Lane – Possibly protected
- Green Infrastructure
- Mass Transit Amenities
- Storm Water Improvements
Community Involvement

- Avenues Representative at all meetings
- Presentation of Typical Section to the Avenues at Monthly Meeting
- Presentation to West Side Chamber
- Display Boards at Ingersoll Live
Design Evolution

- Meetings Started in February 2019
- Studied Pilot Project from 2009
- Evaluated Lessons Learned from Grand Avenue Test Project
Evaluation of Alternative Layouts

- Urban Bike Design Guide (NACTO)
- On-Street Bike Lane
- On-Street Protected Cycle Track
- Raised Bike Lane
Protected Cycle Track (March 2019)
East Third
Complete Street – Match Pilot Project

- Planter Beds with railings
- Decorative Lighting
- Decorative Concrete
- Brick Pavers
- Street Furniture
Pedestrian & ADA Friendly

- ADA Slopes in all sidewalks
- ADA Parking along street
- Large sidewalks
- RRFB Signals
- Elimination of steps at buildings
Bike Lane - Protected

- 6’ Raised Bike Lane
- Planter on one side
- 2.5’ door swing area
- Integral Red Concrete
Green Infrastructure

- Permeable Pavers
- Soil Cells
- Landscape Beds
Mass Transit Amenities

- Bus Stop Plazas
- Benches & Shelters
- Islands in roadway
Project Phasing

Phase 1
- 24th to ML King Jr. Pkwy. (North Side)
  - (Includes Phase 2 water main)
  - Anticipated Construction Start: 2020

Phases 2 - 4
- Construction anticipated between 2021 and 2025
  - (dependent on overhead utility burial)
  - Phase 2 (28th to 24th St. – North Side)
  - Phase 3 (28th to ML King Jr. Pkwy. – South Side)

Phase 4
- 28th to 31st Pavement Reconstruction
  - No geometric or streetscape changes