

**DES MOINES TRANSPORTATION SAFETY COMMITTEE
OCTOBER 8, 2024
MINUTES**

The Des Moines Transportation Safety Committee met in the Board Room at the Municipal Service Center, 2nd Floor, 1551 E Martin Luther King Jr Parkway, at 7:30 a.m. on October 8, 2024. Those members in attendance were:

Renda Barbieri-Snyder
Helen Eddy
Matt Hardin

Tony Filippini
Brianne Sanchez

Members Absent: Scott Bents, Jarrett Belden, and Shelby Ebel

Staff Present: John Davis, Corey Bogenreif, Molly Long, Jeff Wiggins, Sgt. Chip Beardsley, and Emily Voeller

Guests Present: Carol Maher and Alec Davis

Matt Hardin called the meeting to order at 7:30 a.m.

OLD BUSINESS

1. Approval of September Minutes

The committee approved by acclamation the September 10, 2024, minutes.

NEW BUSINESS

1. Vision Zero Transportation Safety Action Plan – 2023 Annual Report

John Davis, City Traffic Engineer, presented a summary of the 2023 Annual Report for the Vision Zero Transportation Safety Action Plan including the progress, highlights, modifications, and future improvement plans.

Committee Discussion

Matt Hardin asked what a city-wide speed management program would entail. John Davis said most likely a consulting firm would be employed to develop the framework and methodology to identify where to focus resources, whether traffic enforcement cameras, other devices, or physical improvements could be implemented. The City also must take the recent legislation related to traffic enforcement cameras into account and obtain guidance from the Iowa DOT (IDOT) before additional cameras can be implemented.

Matt Hardin again praised the team for securing the Safe Streets for All Implementation Grant.

Matt Hardin also noted the report stated funding has not been allocated from the City Council and felt like Council is relying on federal funding for Vision Zero and without a substantial shift in City funding the Vision Zero goals will not be achievable by 2040. He hopes the City Council will recognize the need and step in.

John Davis added next round for Safe Streets for All funding opportunities is expected to be published in January or February. Two funding elements are available. One for implementation, and one for planning and demonstration projects. The City has needs for both. The challenge will be finding matching funding, as the grant requires a 20% match. Our practice is to have money identified before applying for the grant.

Report mentioned the root cause for many crashes are behavioral choices. Matt Hardin questioned if mode choice is the root cause, given the fact most individuals drive to their destinations. Places with low crash rates are where people don't drive much. John Davis agreed this could be a root cause but does not want to dismiss behavioral choices as a contributing factor.

Helen Eddy said NPR had a segment this week designated to transportation safety and vehicle design.

Public Comments

Carol Maher wondered when the draft Vision Zero report would be available and felt it would be important to present to City Council.

Carol Maher read an article on traffic enforcement cameras and wondered if there was an appeal process and if fixed or mobile locations could be added in the future. John Davis said new locations will not be considered until 2026 and automated speed enforcement is a proven countermeasure.

Carol Maher expressed appreciation for the additional bike lanes, but there are more obstructions. She wondered if there is an ordinance to cite people for obstructing bike lanes. Jeff Wiggins, Transportation Planner, stated a \$15.00 parking ticket is enforceable. Sgt. Beardsley thought this could be added to the future model bike ordinance that the Metropolitan Planning Organization (MPO) is working on. Jeff Wiggins said the police has been supportive of a new ordinance, but friction from other communities in the metro area have not allowed the ordinance to pass. Sgt. Beardsley mentioned crossing bike lanes on Grand Avenue to make a right turn can be dicey.

Alec Davis asked if the pedestrian actuations could be turned on to track at Keosauqua Way and Crocker Street. Molly Long, Principal Traffic Engineer, thought there was a setting that could be turned on but will need to talk to Jason Eaton, Traffic Signal Systems Chief. [After the meeting, Molly verified the system can provide the number of times a pedestrian button is pushed when that feature is activated in the signal controller.]

Sgt. Beardsley has noticed a high rate of speed crashes causing injury at Keosauqua Way and I-235. Ramp traffic travels at high rate of speed through the intersection and wondered if the City or IDOT was responsible. John Davis said we can work with the IDOT to discuss a solution.

Matt Hardin stated it is important to recognize some of our national policies are preventing the United States to get to Vision Zero. Other countries blood alcohol limit is 0.02 and prohibits right turns on red. Because the US has different criteria and thresholds, we must rely more on design interventions and behavioral changes.

NEXT MEETING

Tuesday, November 12, 2024

Adjourned at 8:15 a.m.

Respectfully submitted,

/s/Emily Voeller

Emily Voeller
Recording Secretary

DES MOINES TRANSPORTATION SAFETY COMMITTEE
OCTOBER 8, 2024

	Old Business Item 1	
	Y	N
Renda Barbieri-Snyder	X	
Jarrett Belden		
Scott Bents		
Shelby Ebel		
Helen Eddy	X	
Tony Filippini	X	
Matt Hardin	X	
Brianne Sanchez	X	

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Vision Zero Transportation Safety Action Plan

Annual Report 2023

Transportation Safety Committee

October 8, 2024

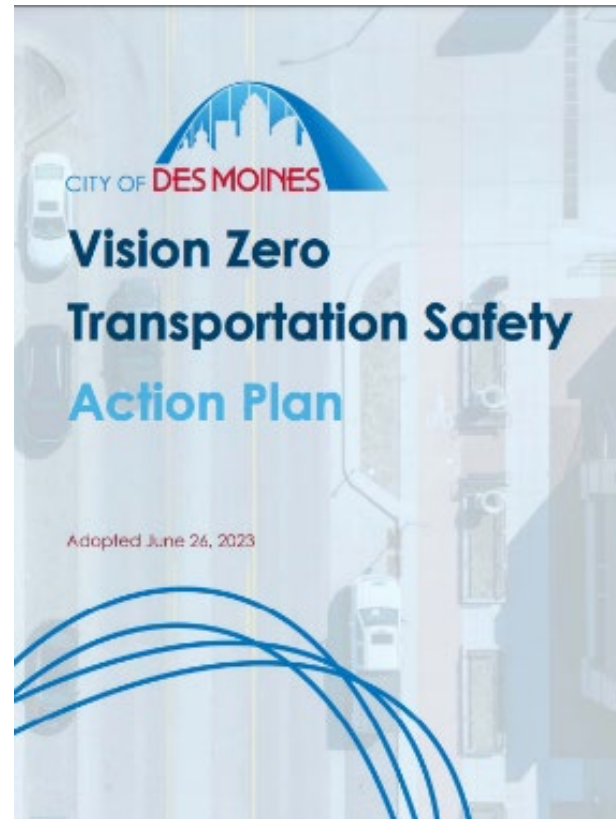


Vision Zero Transportation Safety Action Plan Refresher

Safe System Approach



Action Plan



Action Plan Focus Areas



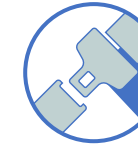
City Policies, Programs, Processes, and Partnerships



Safe Streets for Everyone



Safe Speeds



A Culture of Safety and Safe Street Behaviors

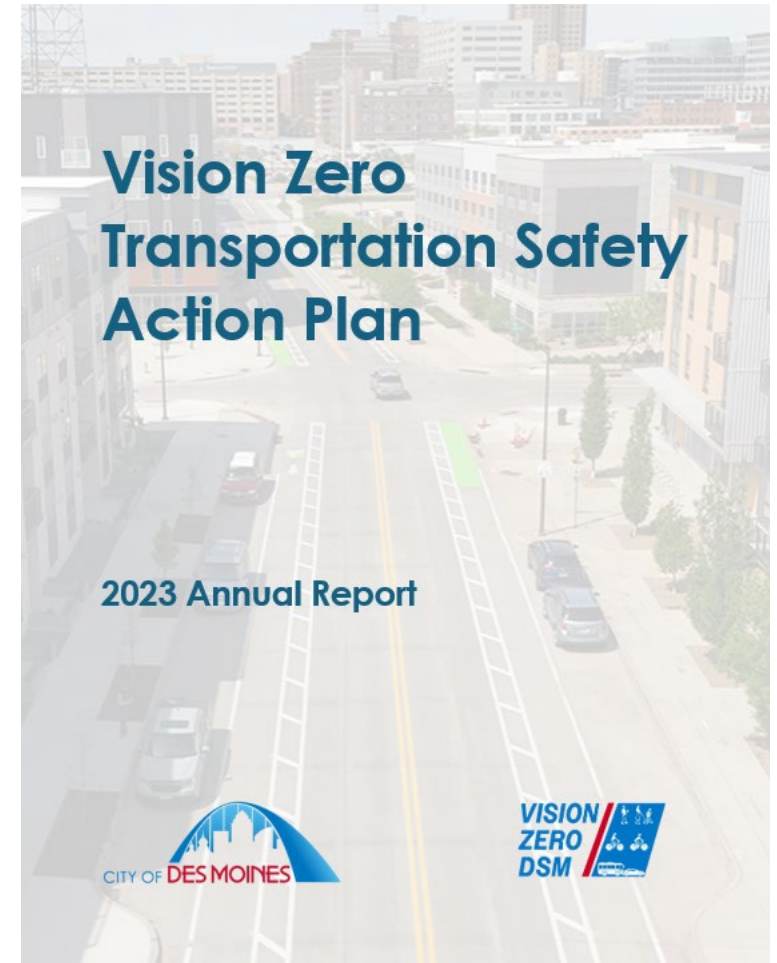


Improve Data and Transparency

2023 Annual Report

Action Plan includes an annual report to:

- Track progress toward fatality, serious injury, and overall crash reduction
- Summarize the effects of safety interventions
- Detail any adjustments to the Vision Zero program
- Data dashboard update



Progress on Implementation

Action Plan includes 5 focus areas, 19 actions, and 70 action steps:

12 Completed **6** On Track

7 Not Completed

45 Future

Highlights:

Action 1.1: Establish a Vision Zero program
(6 steps)

Action 1.3: Increase collaboration between
agencies (1 step, 2 steps on track)

Action 1.5: Secure Funding
(\$13 million SS4A grant secured)

6 steps can not be completed
without additional funding allocated
through the Capital Improvement
Program (CIP) and Operating Budget

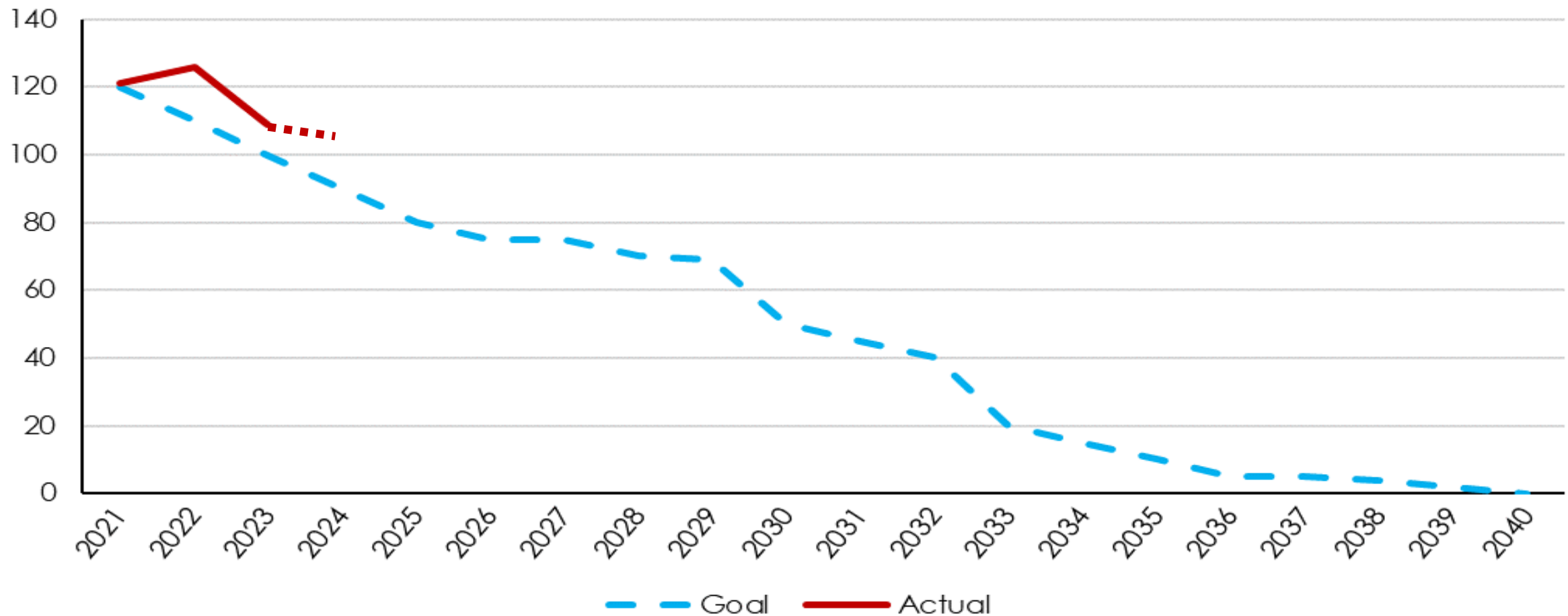
Online pledge form for groups and
individuals to commit to Vision Zero
not created.

Progress on Implementation Action Steps Modified

Action Step	Modification
1.2.1: Incorporate the Action Plan by reference as an element in the City's PlanDSM and MoveDSM.	Will be completed with future update of these plans
2.1.6: Incorporate Safe Streets Approach practices and Visions Zero principles to all projects in all locations as they arise in CIP, identified for MPO Surface Transportation Block Grant (STBG) funds, and other funding sources.	Will be requested by the Engineering Department to the City's Finance Department for upcoming FY budget planning
3.2.2: Install more automated street safety cameras on HIN corridors and near schools	Delayed due to recent changes to legislation in Iowa
4.3.3: Create insurance incentives programs for safe drivers and required trainings for those involved in crashes and/or receive multiple tickets	Removed from plan due to lack of available staffing

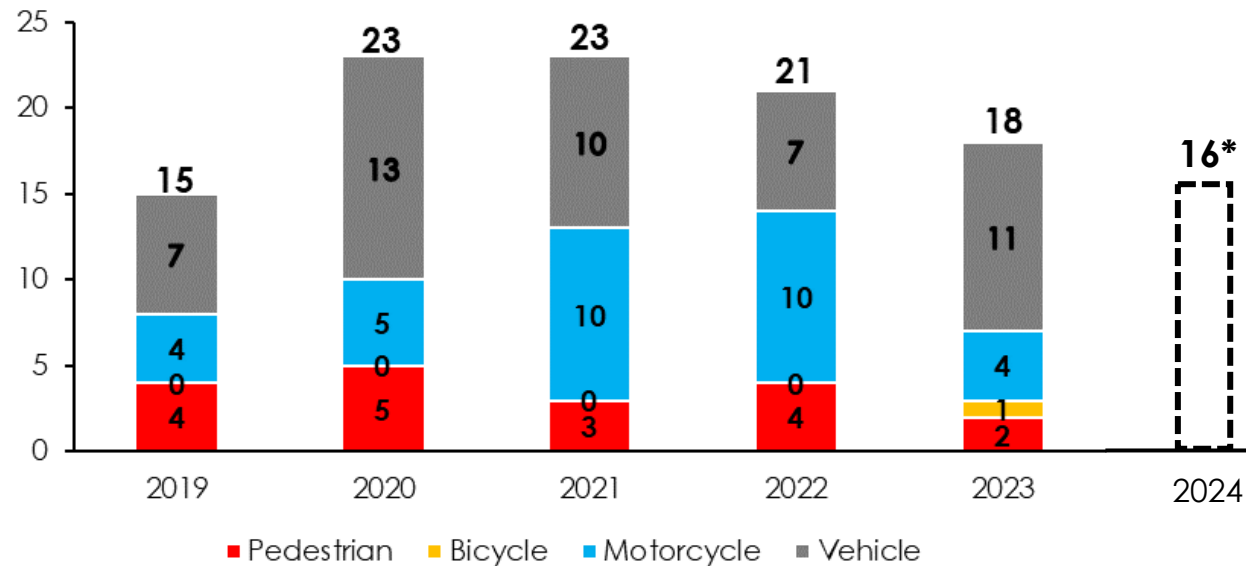
Crash Data and Path to Zero

Path to Zero Traffic Deaths or Serious Injuries in Des Moines

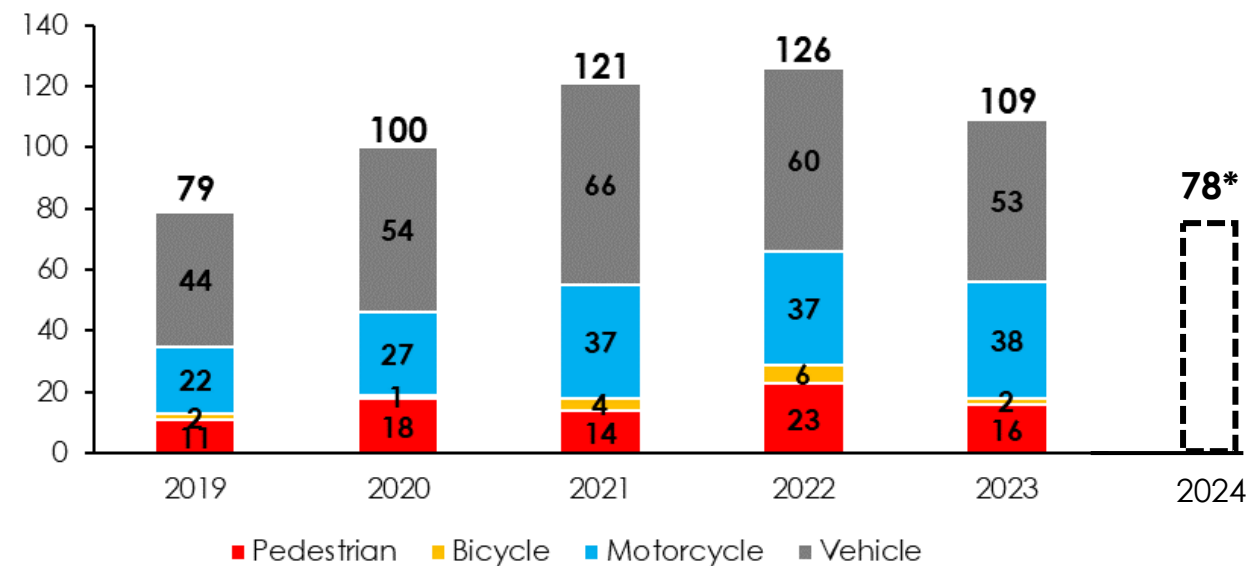


Crash Data and Path to Zero

Fatal Injuries



Fatalities + Serious Injuries

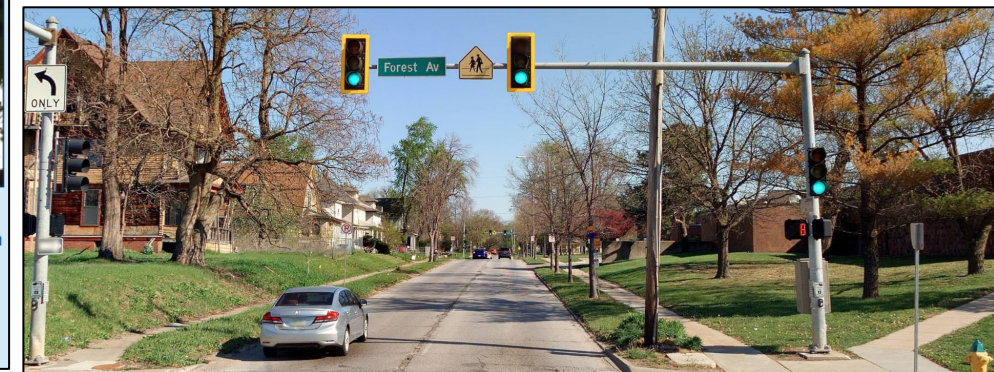


*2024 numbers as of 9/20/24

Safety Intervention Highlights Retroreflective Backplates

Action 2.1, Step 4

- Pilot implementation at 5 locations in late 2023
- Locations chosen based on history of red-light running crashes
- Standard for all signal projects moving forward
- Before & After data being collected
- SS4A funding will expand this treatment to all signalized intersections on HIN

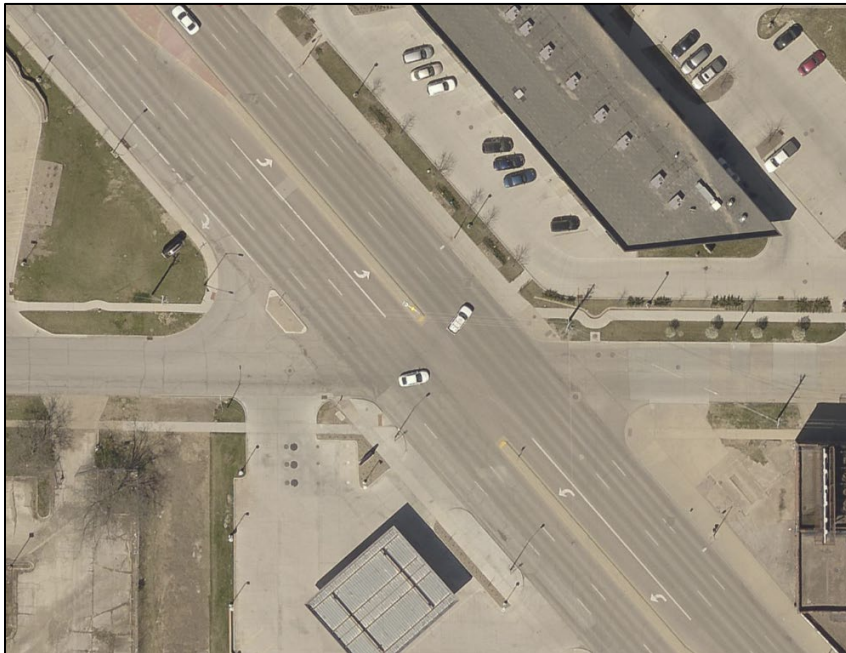


Keo Way & Crocker

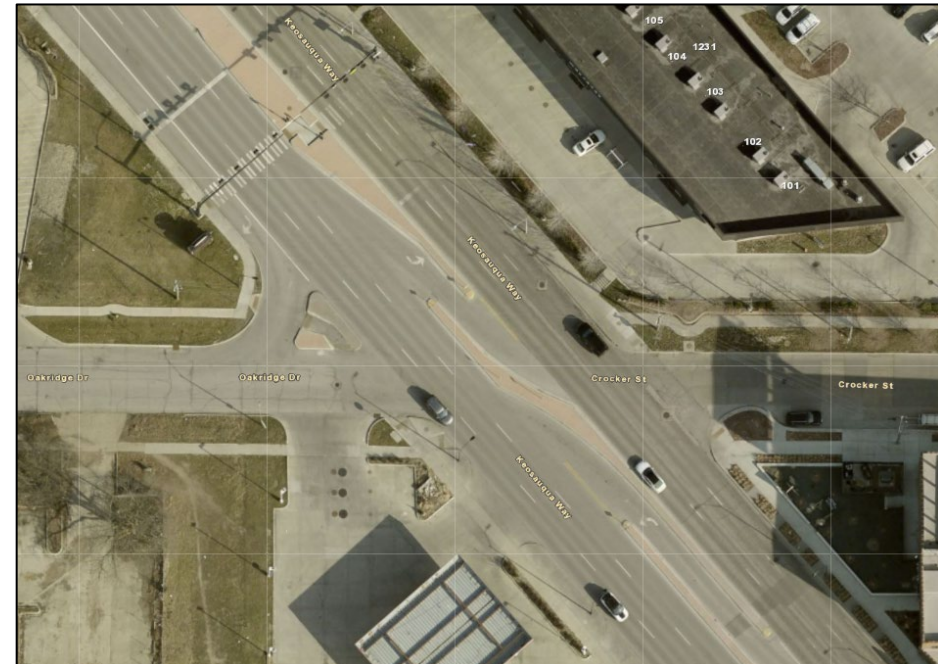
Turn Lane Restrictions and Pedestrian Crossing

Action 2.1, Step 4 & Action 2.2, Step 2

- Restricted left turns and thru movements from side-street
- Added Pedestrian Hybrid Beacon to cross Keo Way
- Implemented in 2021
- 5 years before: 7 crashes/yr, 5 injuries
- 2 years after: 2 crashes/yr, 0 injuries
- Additional improvements planned for Keo Way in 2025



Before

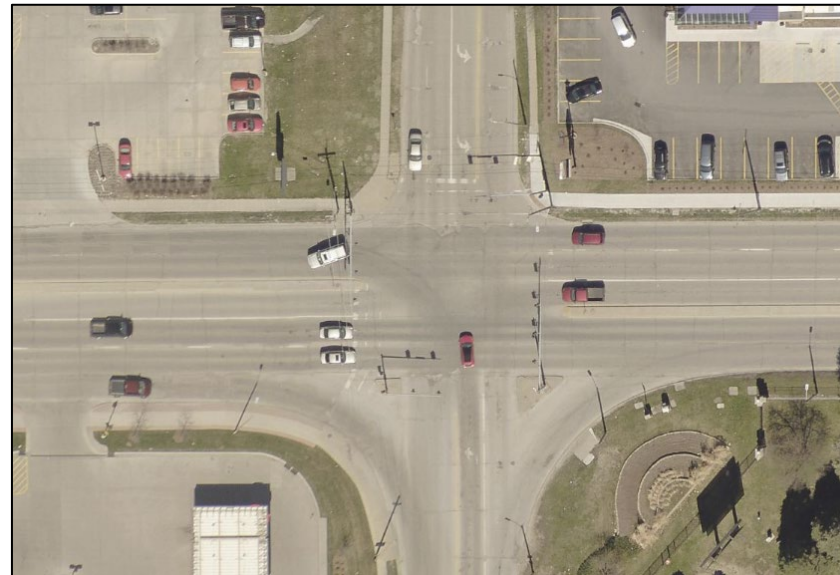
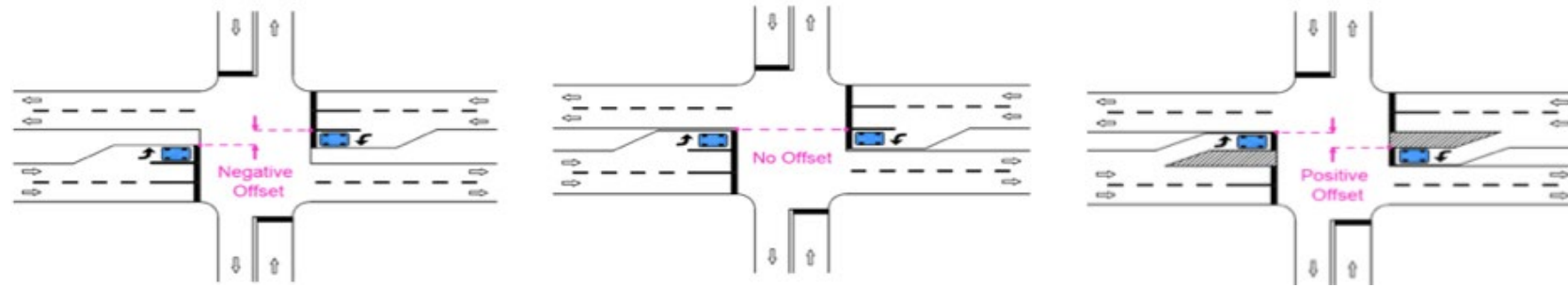


After

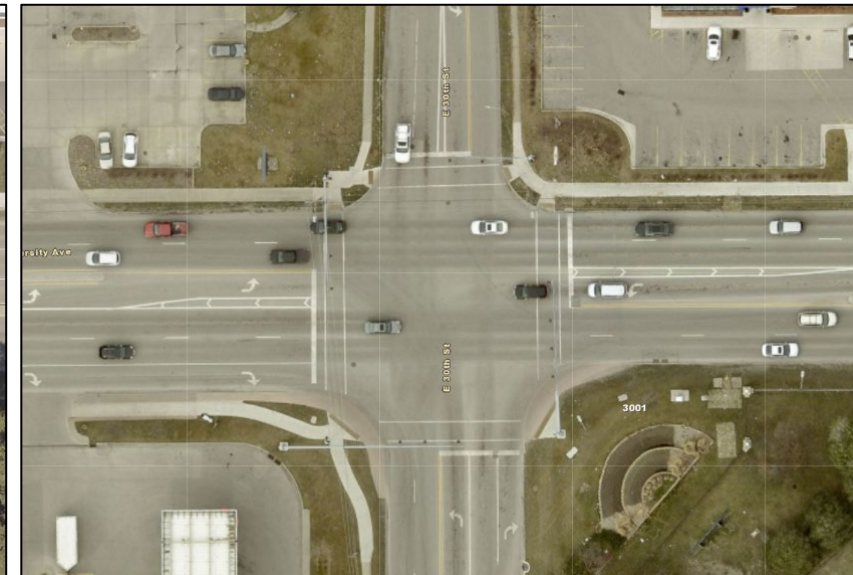
E 30th and University Intersection Improvements

Action 2.1, Step 4, Action 2.2, Step 2

- Previously ranked 12th overall on the Iowa DOT's Statewide Improvement Candidate List (SICL)
- Leading manner of crashes: rear-end & angle/broadside
- Project completed in 2022
- Project created positive offset for left turn lanes
- Eliminated channelized right turn lanes
- Improved pedestrian crossings
- Crashes reduced by 63%



Before



After

Other Improvement Projects Completed in 2023

5th Ave (Cherry to Grand) & Grand Ave (2nd to 5th)



Before



After

2nd Avenue Bridge over the Des Moines River



Other Improvement Projects Completed in 2023

Guthrie Ave Sidepath – E 21st to Hubbell



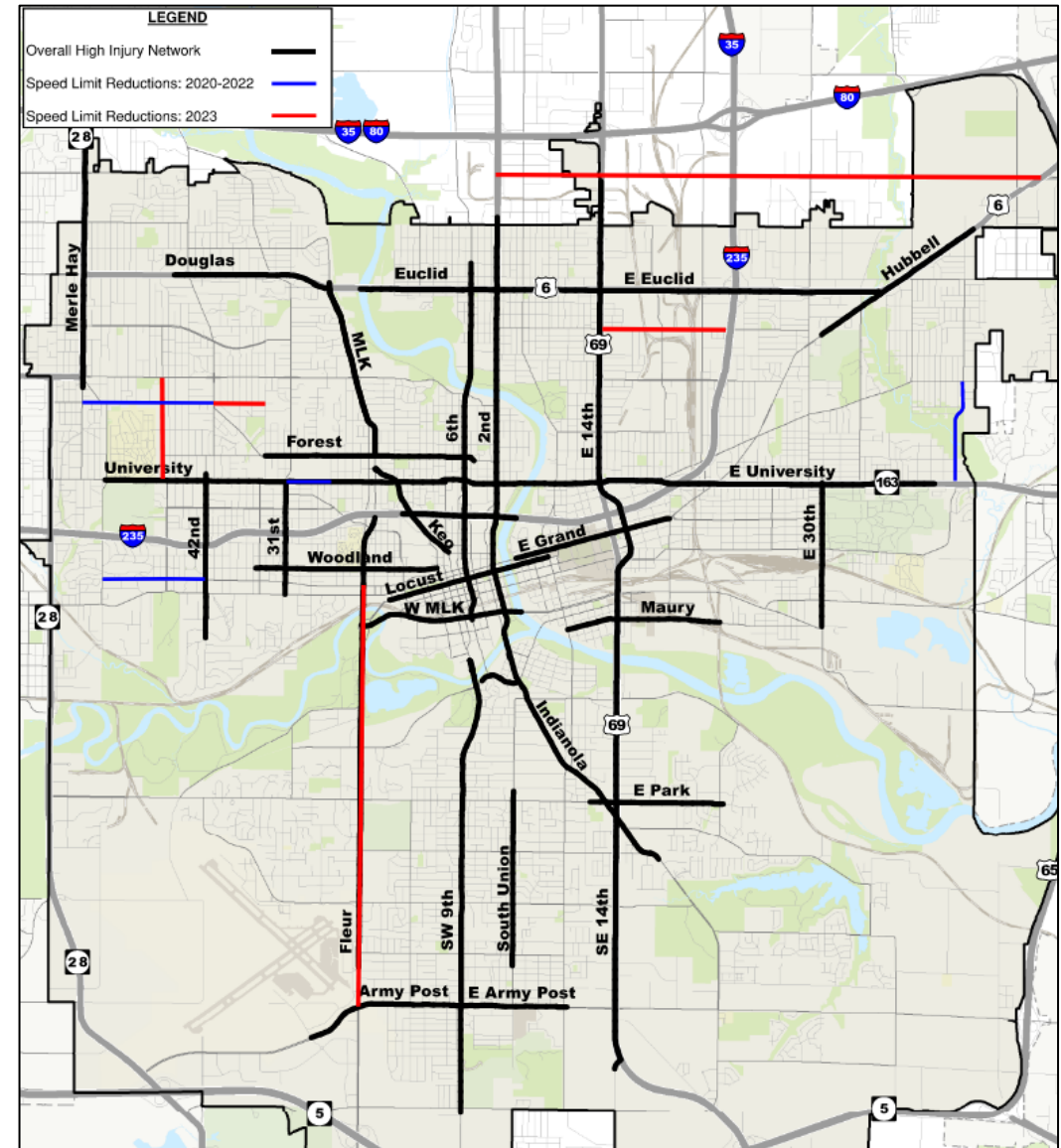
SW 11th St – Complete Streets Project



Other Improvement Projects Completed in 2023

Speed Limit Reductions in 2023:

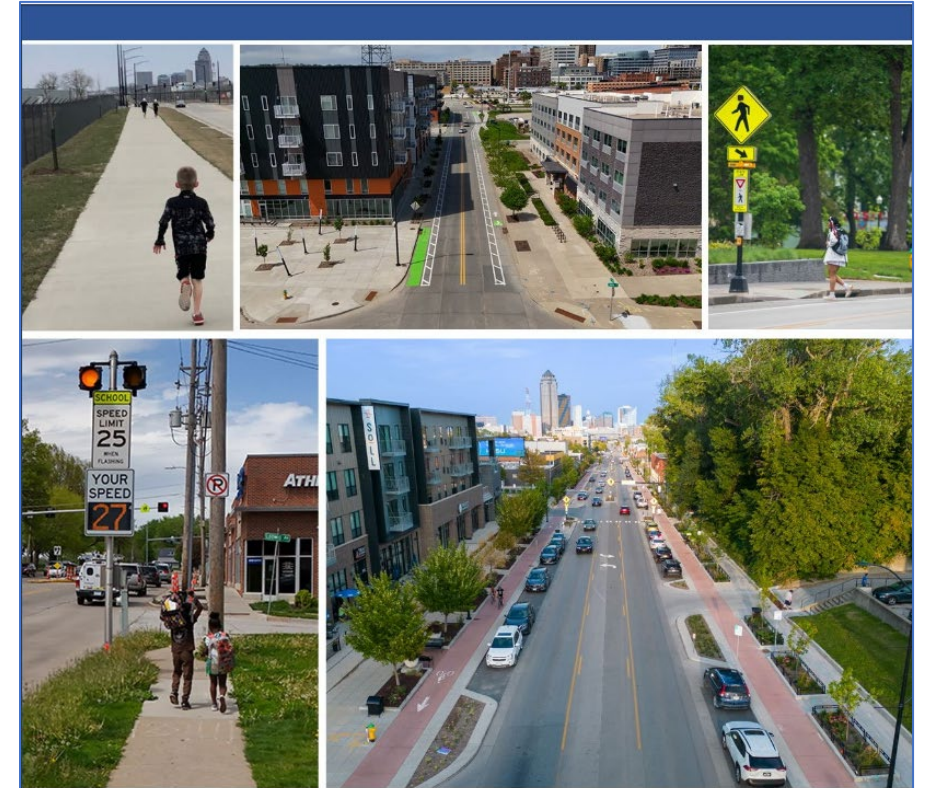
- The City currently does not have funding for a city-wide speed management program
- Speed limits are evaluated for construction projects.
- Context sensitive, speed analysis tools:
 - Credible Urban Speed Zone Model
 - USLIMITS2
 - NCHRP 17-76: Guidance for the Setting of Speed Limits



Looking Forward

City awarded \$13 million Safe Streets and Roads for All (SS4A) grant in September 2024.

- Upgrading School-Zone Beacons with Speed-Feedback Signs
- Add Retroreflective Backplates to Traffic Signals at 232 intersections on HIN
- Forest Avenue Corridor: Beaver Avenue to 9th Street – road diet and multimodal improvements
- ML King Jr. Parkway & 19th Street Corridors – road diet and multimodal improvements
- SE 14th Street Corridor – intersection improvements and multimodal improvements



Safer Streets DSM:
Prioritizing People

Safe Streets and Roads for All

May 2024

Thank you