

DES MOINES TRANSPORTATION SAFETY COMMITTEE
JUNE 14, 2022

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 June 14, 2022.

Those members in attendance were:

Renda Barbieri-Snyder
Stephanie Fleckenstein

Members Absent: Scott Bents, Blake Hanson, Luis Montoya, Giada Morresi, LaShone Mosely, Brianne Sanchez, and Meg Schneider.

Staff Present: Steve Naber, John Davis, Jennifer Dakovich, Corey Bogenreif, Jeff Wiggins, Sgt. Jack Beardsley, and Michelle Schomer

Guests Present:

Noah Lebeda, FHU, 1300 Walnut Street, Observer
Joshua Palik, FHU, 1300 Walnut Street, Observer
Marcus Coenen, 1300 Walnut Street, Observer
Carol Maher, 701 Polk Boulevard, Observer
Tyler Wiles, HR Green, Observer

There was no quorum for this meeting.

OLD BUSINESS

1. Approval of May Minutes

There was no quorum for this meeting. A vote for acceptance of the May minutes will take place at the next regularly-scheduled committee meeting.

2. Other Old Business

There was no Other Old Business.

NEW BUSINESS

1. Connect Downtown Update

Steve Naber and Corey Bogenreif provided an update on the implementation progress and future planned projects related to Connect Downtown. Their on-screen presentation is attached and made a part of these minutes.

A copy of Connect Downtown is available on the City's Website: [HERE](#)

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

1. **Other New Business**

John Davis updated the Committee with information that staff has met with the IDOT, Des Moines Public Schools, and the Neighborhood Association regarding proposed installation of 25 mph flashers and a HAWK signal in the vicinity of E 17th Street and E University Avenue.

John Davis provided a reminder of the Special Transportation Safety Committee meeting being held on Monday, June 27, 2022, from 10:30 a.m. to noon, regarding Vision Zero.

Adjourned at 9:00 a.m.

Respectfully submitted,

/s/Michelle Schomer

Michelle Schomer
Recording Secretary

Attachments

City of Des Moines

CONNECT DOWNTOWN UPDATE

Steven L. Naber, P.E., City Engineer
Corey Bogenreif, P.E., Principal Traffic Engineer

Transportation Safety Committee
June 14, 2022





Presentation Agenda

Background

Completed Projects Update

Projects in Progress

Upcoming and Planned Projects

Connect Downtown Background

- Connect Downtown started as the Downtown Walkability Study in 2016
Study completed in partnership with the Greater Des Moines Partnership and Urban Land Institute
- Extensive public outreach and focused stakeholder and business engagement
- Connect Downtown adopted by City Council on December 17, 2018 as an element of MoveDSM

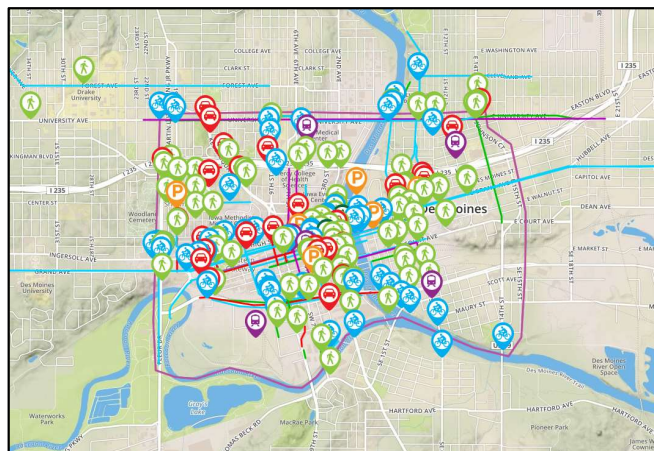


LOCAL

Plan cuts downtown one-way streets, adds protected bike lanes



Kim Norvell
The Des Moines Register



**MONDAY
AUGUST 7**

FOOD TRUCKS • MUSIC • CITY RIDE
5-8 p.m. Gathering • 5:30 p.m. City Ride
East Grand Ave Between East 2nd & East 4th

This demonstration day will feature the plan to re-stripe East Grand Avenue and you will be the first to experience these enhancements to the Downtown streetscape.

DSMConnect

Sponsored By:



**BRING YOUR BIKE
AND CHECK OUT
THE CITY'S FIRST
PROTECTED BIKE
LANE!**

CITY RIDE is a weekly bike parade through the beautiful neighborhoods of Des Moines! From riverbend to capitol east, Ingersoll to downtown, discover businesses, parks, trailheads, and more! Rides are slow paced and generally 5-10 miles.



Goals



Safety and Health

Promote safety, health and welfare throughout the Downtown and surrounding neighborhoods



Transportation Choice

People should have the option to comfortably walk, bike, drive, and/or take transit



Economically Successful

Downtown should create an environment that attracts workers and supports retail



Character/Placemaking

Transportation decisions should be consistent with the land use vision of Downtown



Connected

Downtown is the heart of the region and as such needs to be connected to it; Downtown should be connected to the rest of the city, to the regional trail system, and overcome barriers at its edges (e.g., I-235)

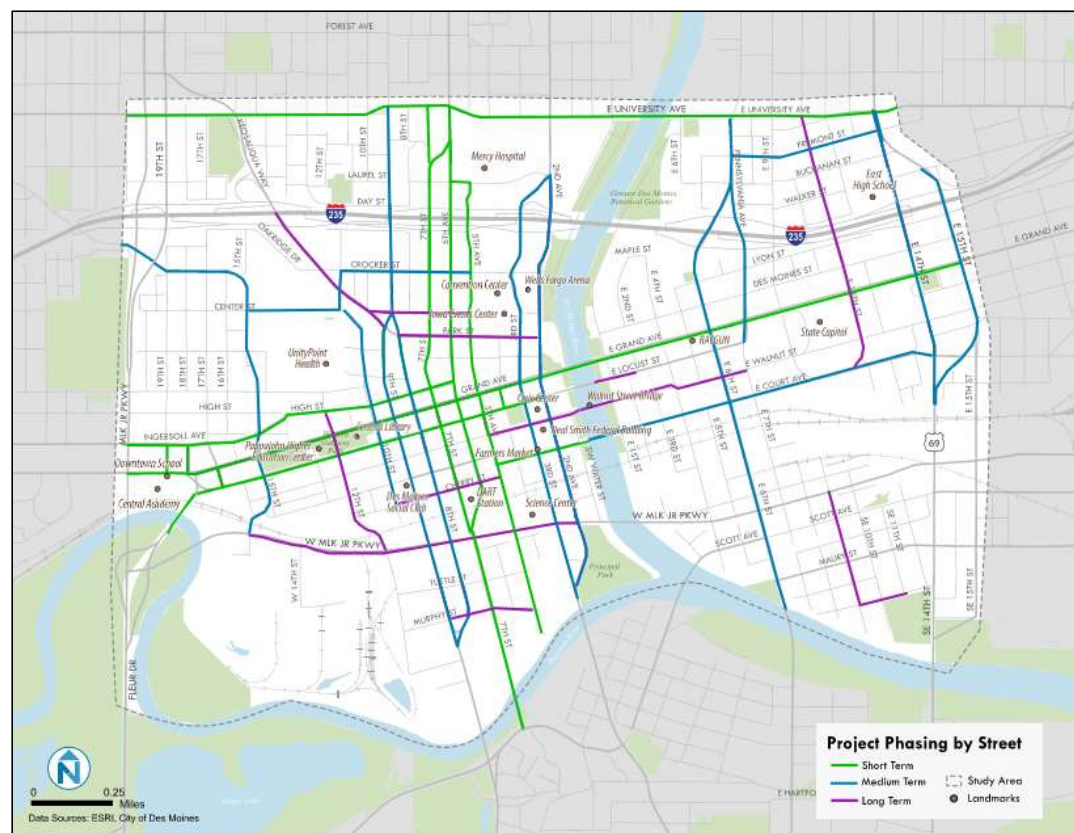
Benefits of Proposed Network

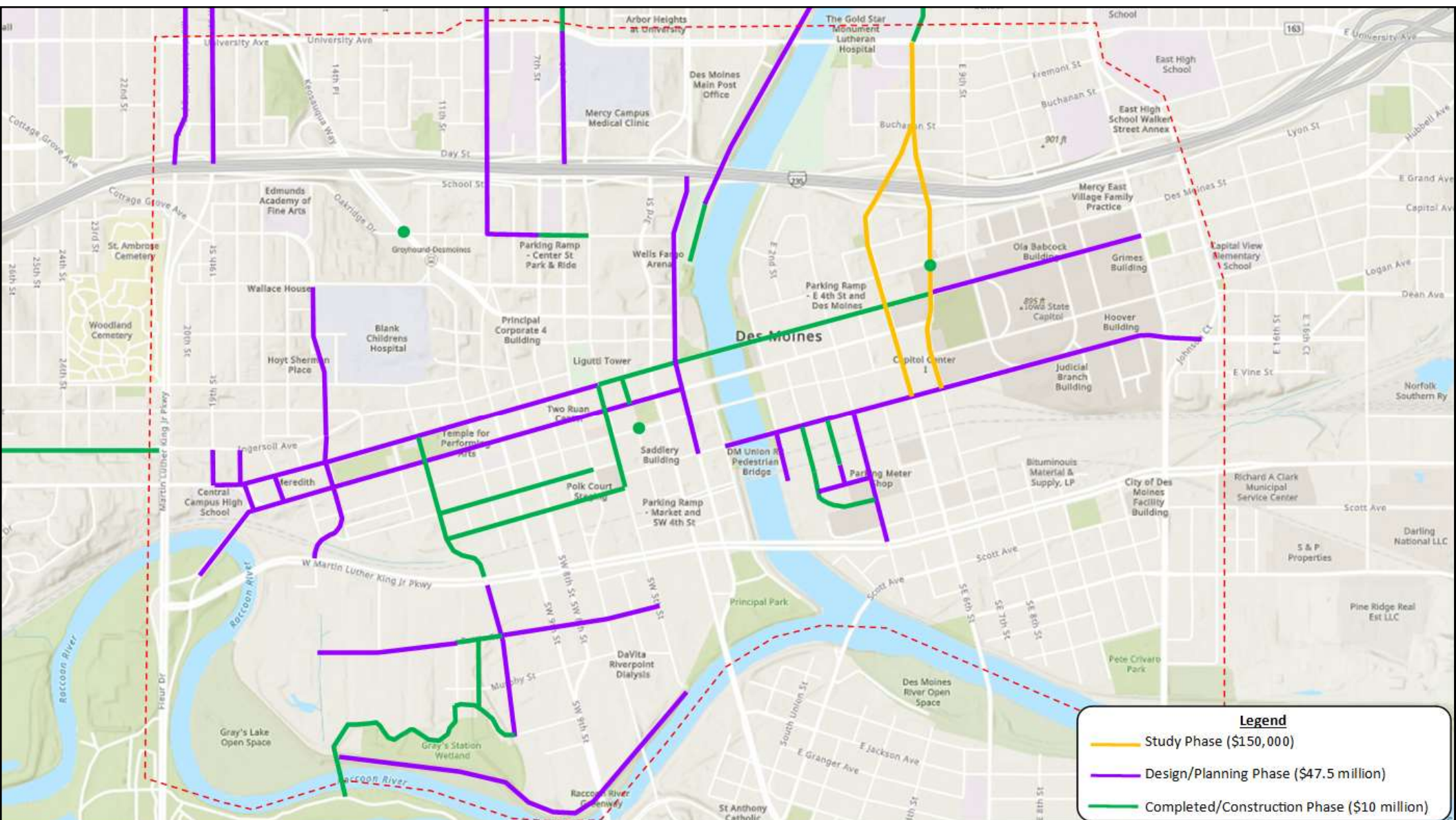
- Streets that encourage slower speeds
- Streets that are easier to cross
- Increased walking and bicycling to and within downtown
- A connected network of comfortable bicycle facilities
- Improved access to transit and fewer detours
- Streets that support access to retail and increase sales
- A walkable downtown that attracts new workers and residents
- Streets that are interesting and comfortable to walk around
- Enhanced mobility for downtown neighborhoods
- Greater access to Des Moines and Raccoon Rivers
- Connections to the regional trail system



Outcomes

- Recommendations to improve transportation for all modes/users
- Phasing plan included **short-term**, **medium-term**, and **long-term** projects
- In addition to project improvements, **resources for proper traffic management and maintenance will be critical to success of this plan implementation**
- First projects completed included:
 - Removing peak hour parking restrictions on several streets
 - E Grand Avenue Pilot Project





E Grand Avenue

Completed in 2020 (\$1.75 million include pilot project costs)

- Reduced to one lane of traffic in either direction with buffered bike lanes.
- 2nd Ave to Penn Ave completed in 2020
- Penn Ave to E 15th St is in planning phase in coordination with a future PW street resurfacing

Pre-Construction - 2017



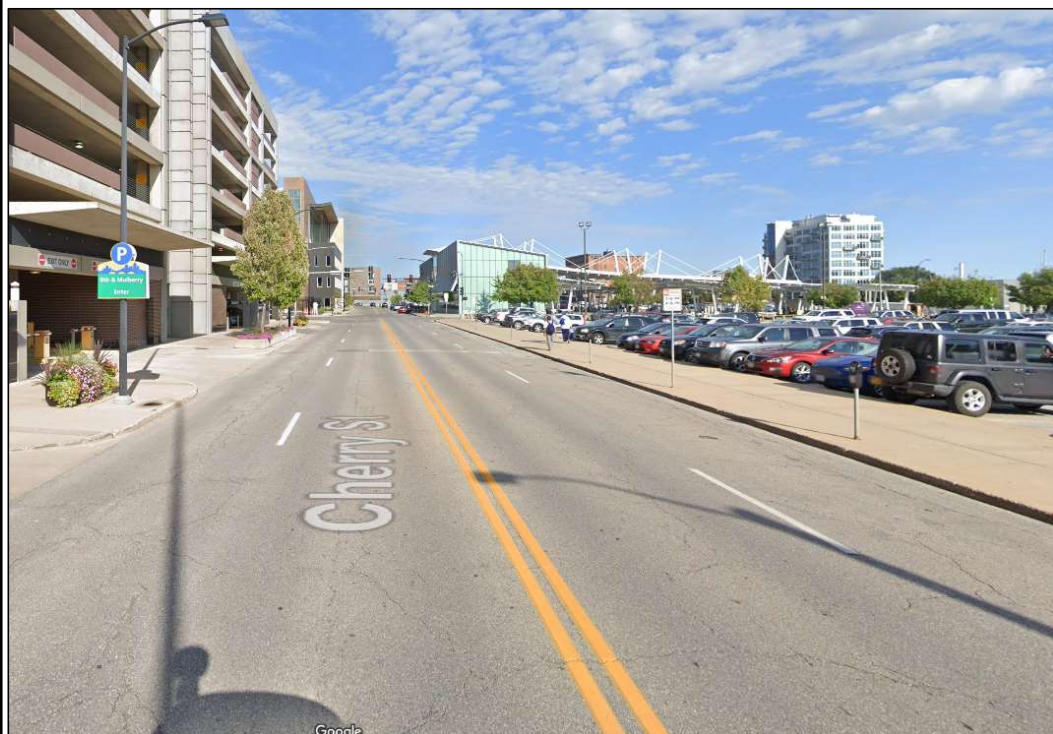
Post-Construction 2021



Cherry Street – 5th Ave to 12th St

Completed in 2020 (\$500,000)

Pre-Construction - 2019



Post-Construction 2020



Pedestrian Crossing Improvements

Keo Way at Crocker Street (\$225,000)

- Identified as one of the most challenging locations to cross
- Added pedestrian crossing and restricted turning movements to improve safety

Pre-Construction 2019



During Construction 2022



Pedestrian Crossing Improvements

6th Avenue at Mercy College (\$170,000)

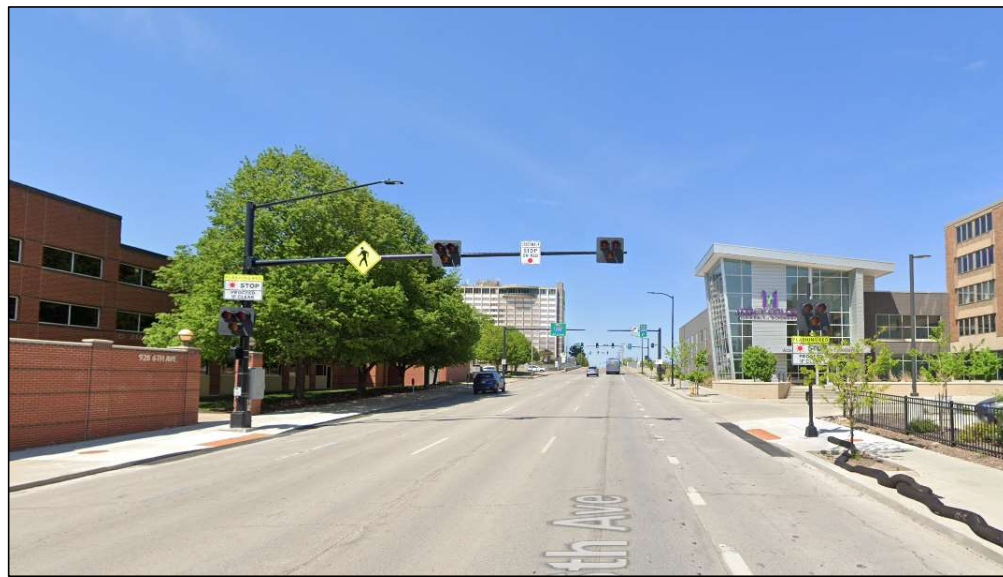
Pre-Construction 2017

- Connects Mercy College Campus buildings
- Installed in coordination with Mercy College

Pre-Construction 2017



Post-Construction 2021



Pedestrian Crossing Improvements

Penn Avenue at Des Moines Street (\$100,000)

- Replaced left lane with parking lane between E Grand Ave and Des Moines St
- Added bumpouts at E Grand Ave and Des Moines St
- Installed in coordination with State of Iowa

Pre-Construction 2017



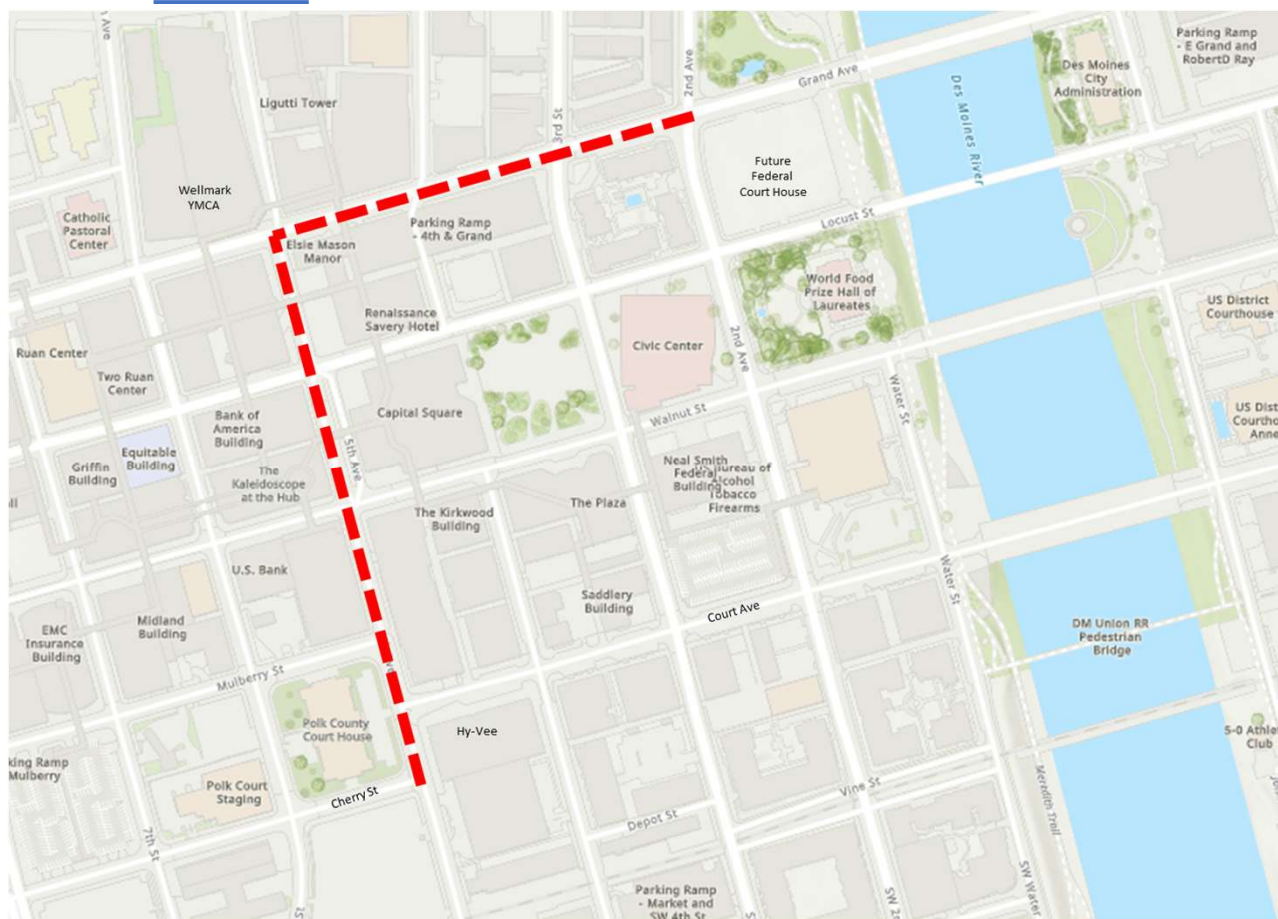
Post-Construction 2020



5th Avenue and Grand Avenue Two-Way Conversion

Construction Planned 2022 (\$2.2 million)

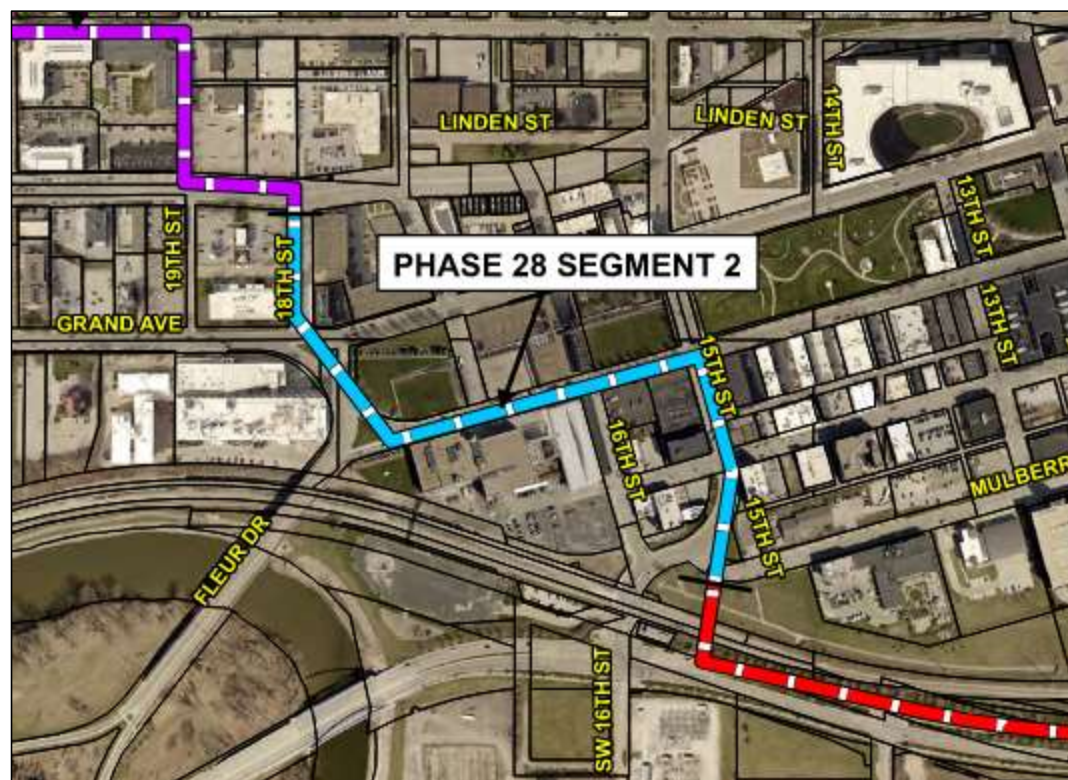
- Convert 5th Avenue from Grand to Cherry to two-way traffic
- Convert Grand Avenue from 3rd to 5th to two-way traffic
- Improve walkability
- Improve cycling infrastructure
 - Two-way buffered bike lanes (currently only a WB bike lane)
 - green pavement markings
 - Connect E Grand and Cherry St with 5th Avenue
- Improve transit access



WRA - Ingersoll Run Outlet Segment 2

Planned 2023-2024, pending Segment 1 (MLK) project progress (\$3.1 million in Street Improvements)

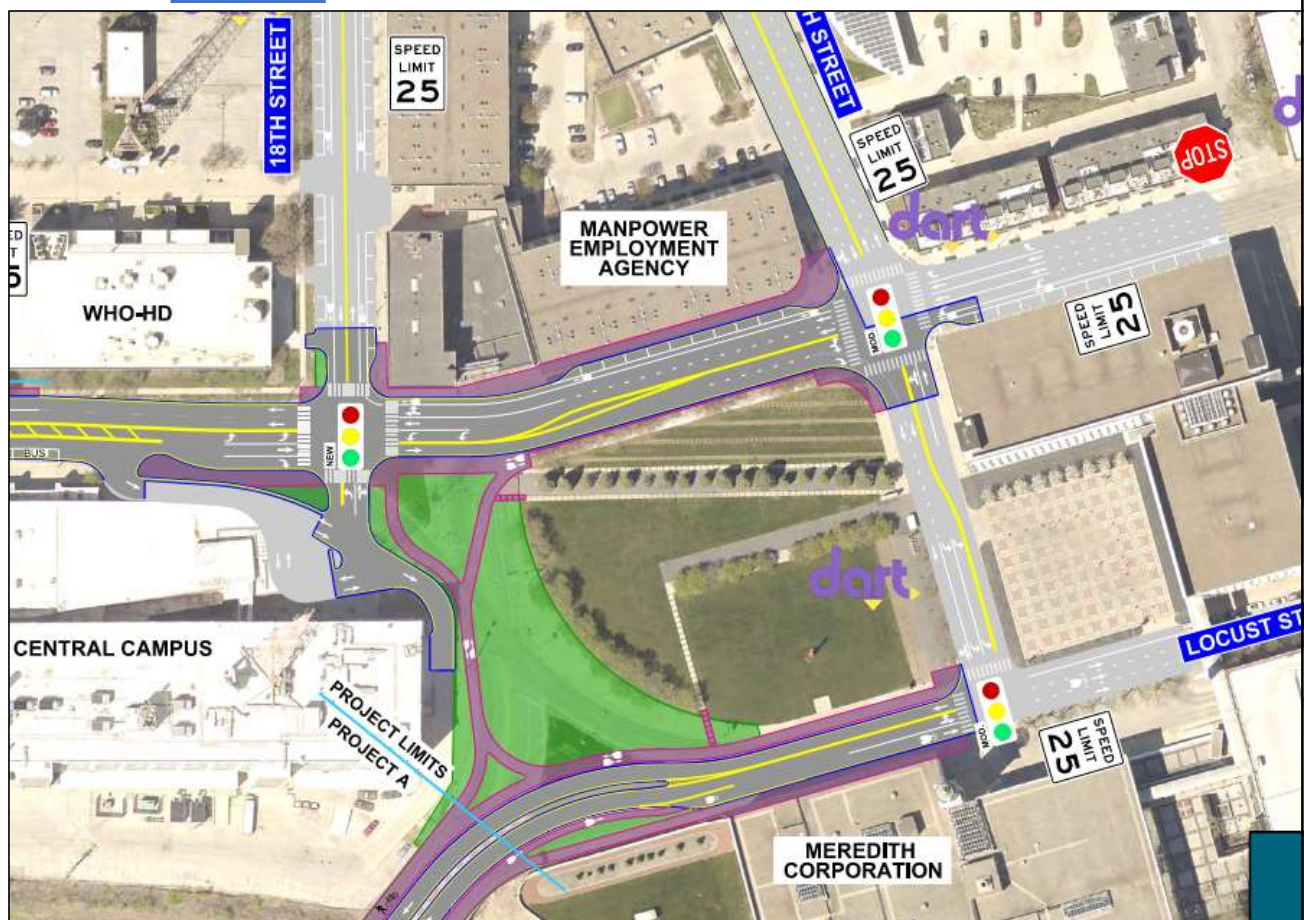
- 18th Street Improvement Study completed in January 2021 in anticipation of WRA Ingersoll Run Outlet Sewer Project.
- Goals of project include:
 - Improve walkability and cycling infrastructure
 - Improve “atypical” intersections
 - Convert 1 block sections of one-way streets to two-way
 - Coordinate design for future 2-way of Grand and Locust and Fleur Drive Bridge Projects
- Currently working with WRA to incorporate transportation improvements as part of the sewer construction.



WRA - Ingersoll Run Outlet Segment 2

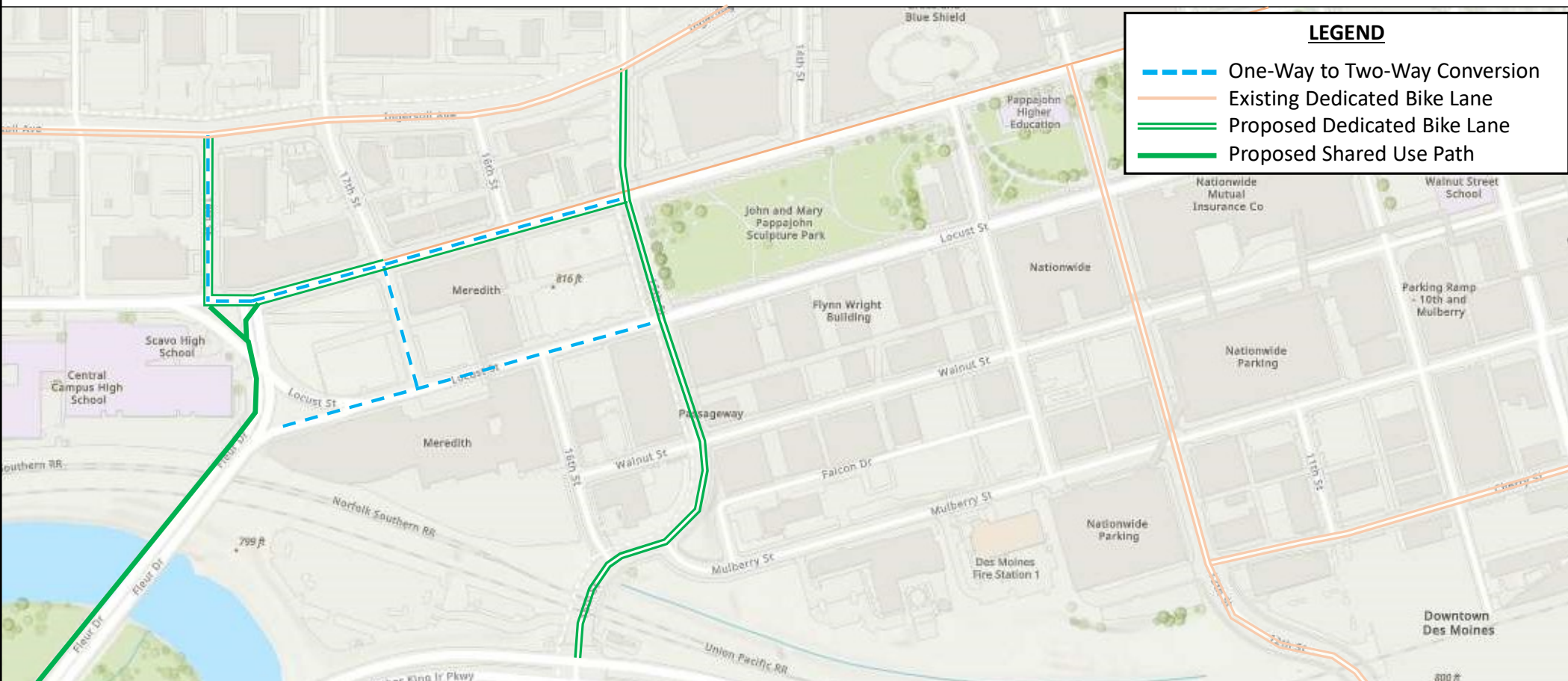
Planned 2023-2024, pending Segment 1 (MLK) project progress (\$3.1 million in Street Improvements)

- Convert the following one-way streets to two-way
 - 17th Street
 - 18th Street
 - Grand Ave (15th to 18th)
 - Locust St (15th to 18th)
- New buffered bike lanes on 15th Street between ML King Jr. Pkwy and Ingersoll Ave
- Two-way buffered bike lanes on Grand Ave (currently only a WB bike lane)
- Bicycle connection between Ingersoll and Fleur Drive Bridge
- Improved pick-up/drop-off at Central Campus and Downtown Elementary



WRA - Ingersoll Run Outlet Segment 2

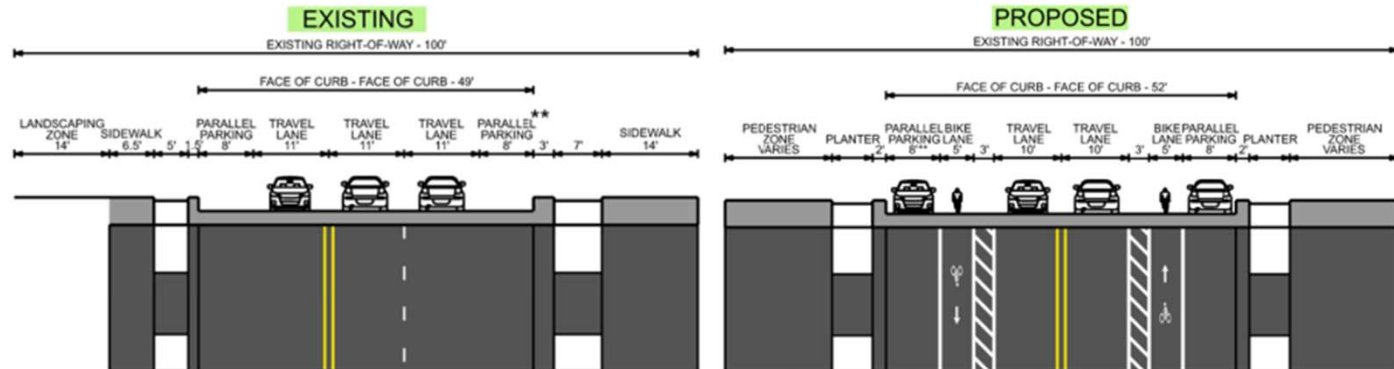
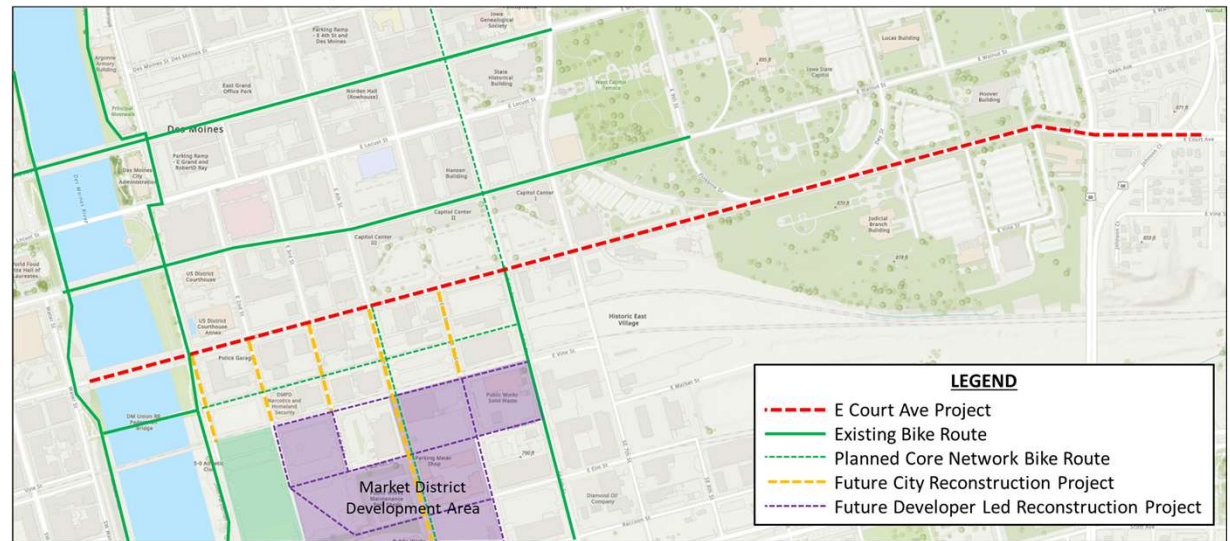
Planned 2023-2024, pending Segment 1 (MLK) project progress (\$3.1 million in Street Improvements)



E Court Avenue – Water Street to E 15th Street

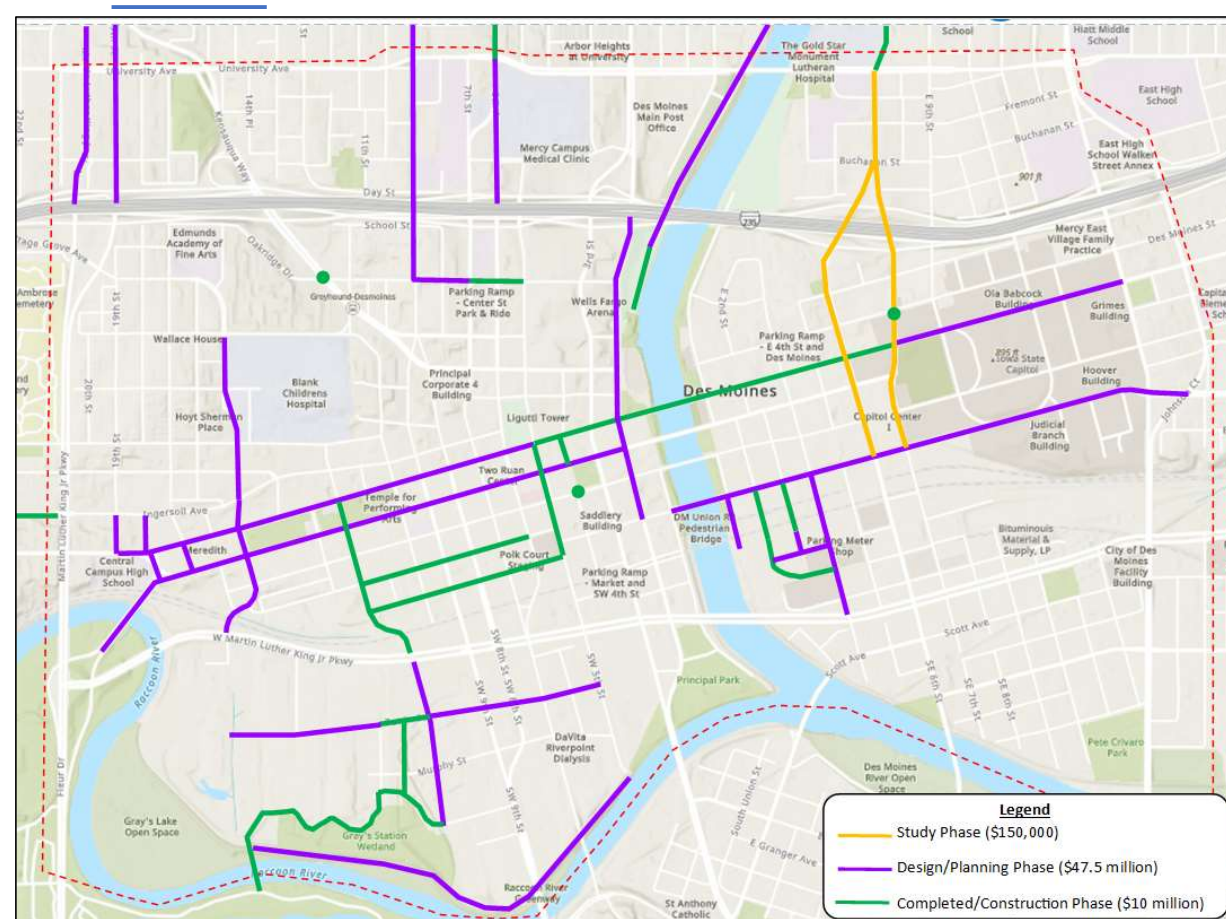
Planned Construction 2024-2025 (\$7.0 million)

- Reconstruction project to include complete street elements
- Reduce cross-section to one-lane of traffic in either direction
- New buffered bike lanes from Water Street to E 15th Street
- Bumpouts and street tree improvements
- Realign intersections of Finkbine Dr and Dey St to improve sight distance
- Reduce speed limit
- Construction planned over 2 seasons: 2024-2025



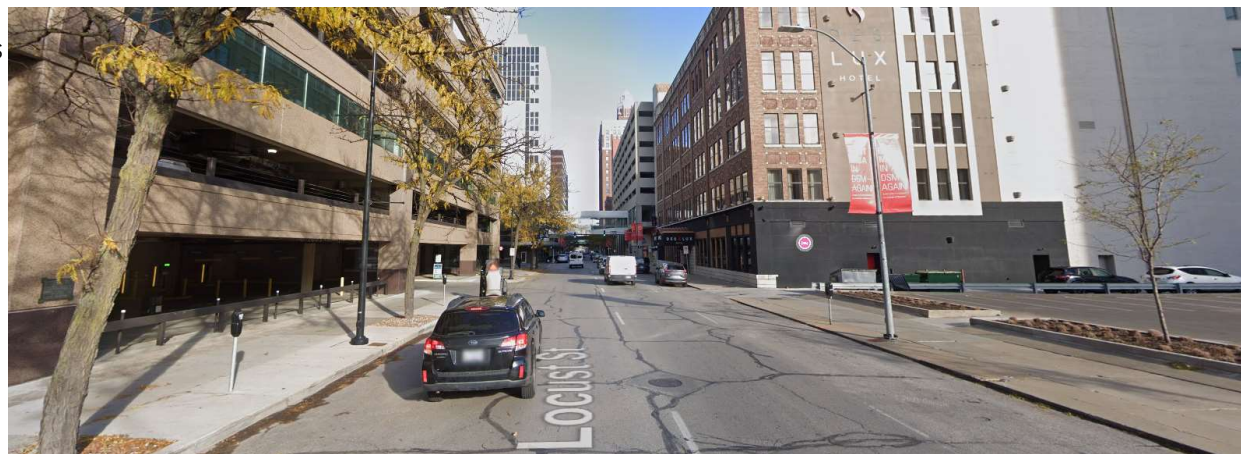
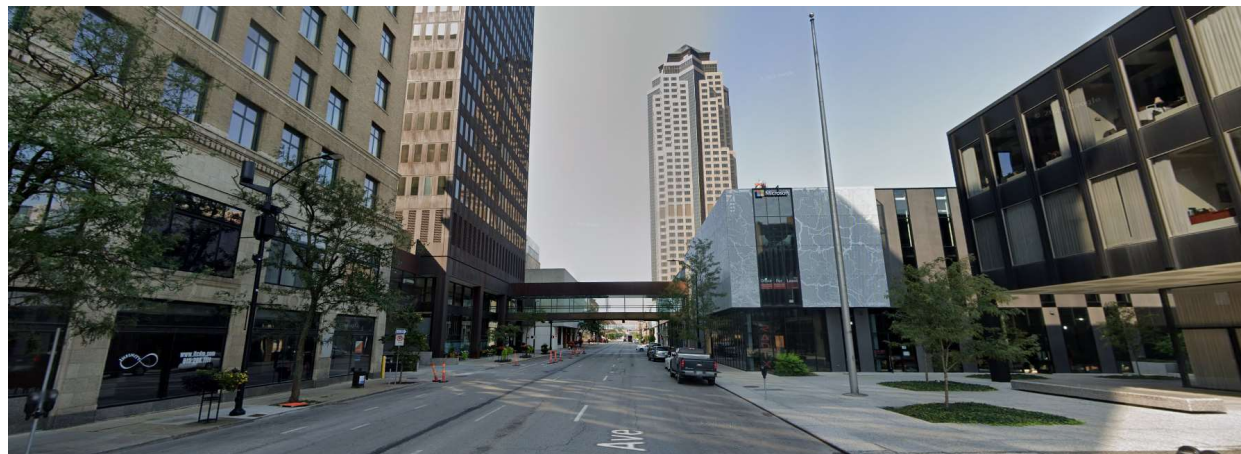
Other Upcoming Projects of Note

- E 6th Street and Penn Ave Conversion Study
(planned in 2022. No funding for construction)
- SW 11th Street – Martin Luther King Jr. Pkwy to DART Way (2023)
- 2nd Avenue lane reduction and pedestrian improvements from Court to I-235 (2024)
- 19th Street/ML King Jr. Parkway Rehabilitation and Sidewalk (2024)
- Grand and Locust One-Way to Two-Way Conversion
(more detail on next slide)



Grand and Locust One-Way to Two-Way Conversion

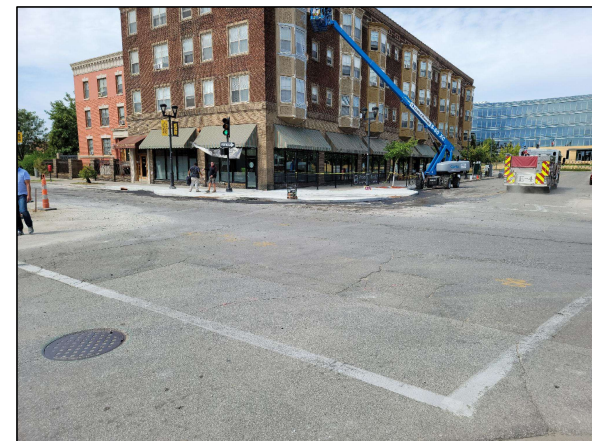
- Connect Downtown was a high-level analysis. We need a more detailed study to understand the true impacts.
- Detailed study will commence in fall 2022
- Study will evaluate the following:
 - Need for turn-lanes
 - Safety impacts (additional conflict points)
 - Traffic signal timing and phasing changes
 - Impacts to on-street parking and loading zones
 - Impacts to emergency vehicle and truck turning movements
 - Transit operations
- Results of study will be presented at future Council work session before design starts
- Design: 2023-2024
- Construction: tentative 2025-2027



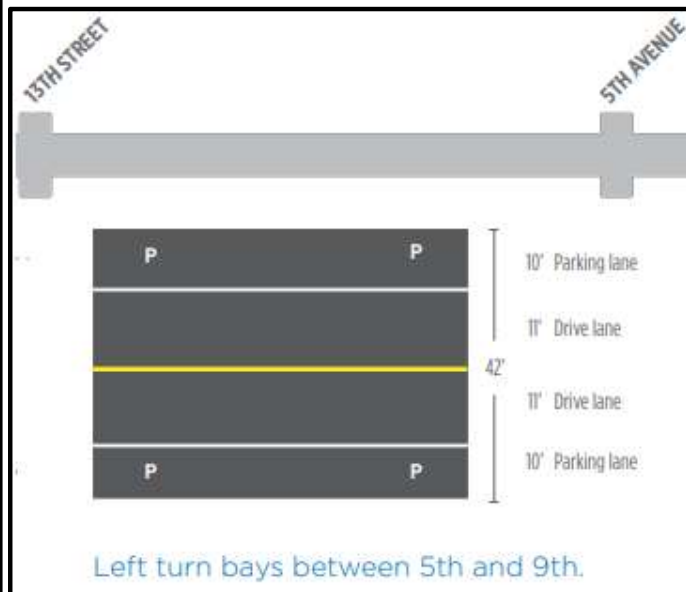
Future Project Considerations – Tradeoffs

- Balancing Construction work with other Downtown functions
 - Construction Projects and Utility Work
 - Street-Use Events
 - Business/Resident Access
 - Emergency Response Services

- Trade-offs for ROW Space
 - Bikeways
 - Turn Lanes
 - On-Street Parking
 - Loading Zones
 - Bus Stops / Bus Only Lanes

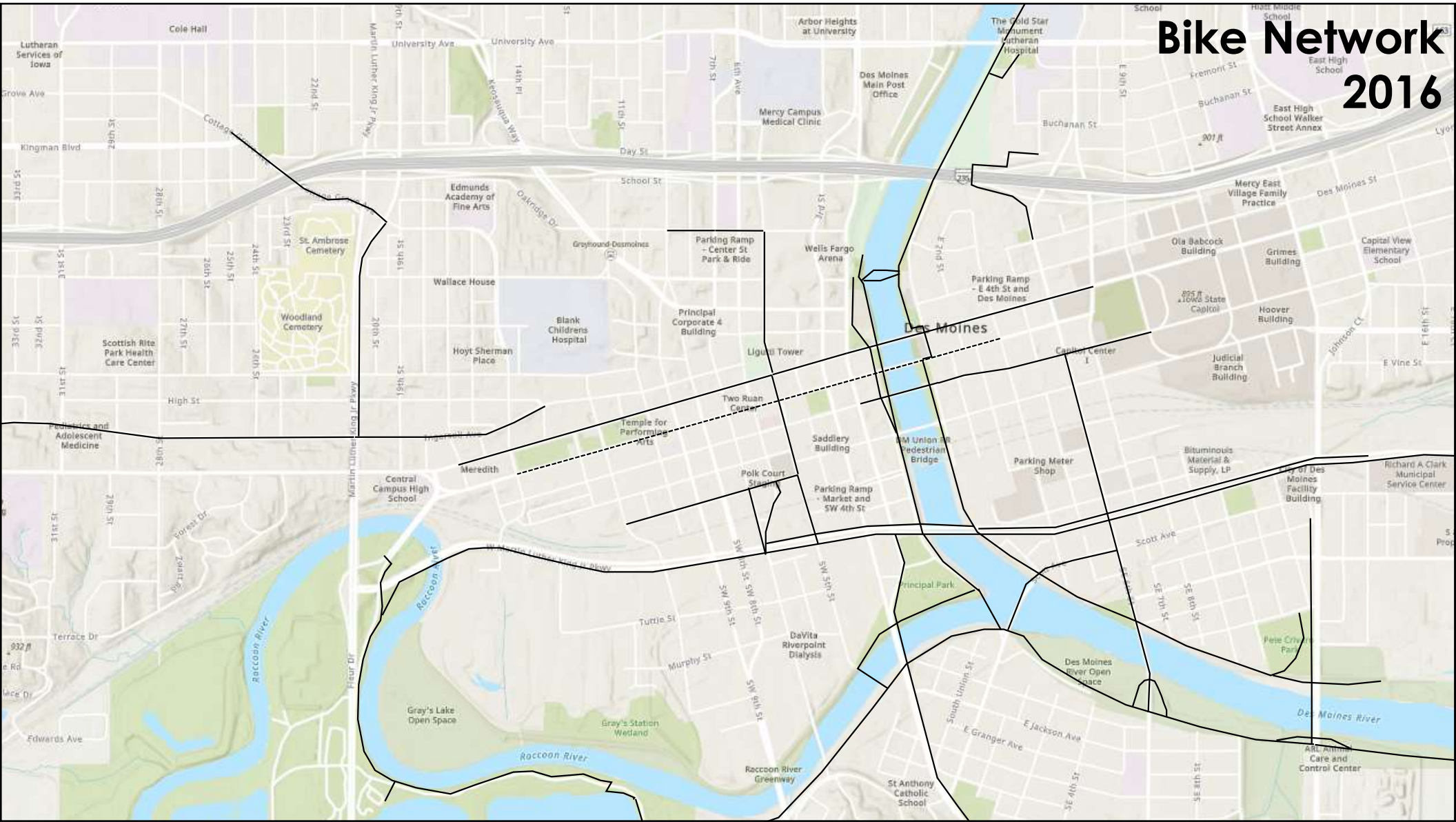


Future Project Considerations – Tradeoffs

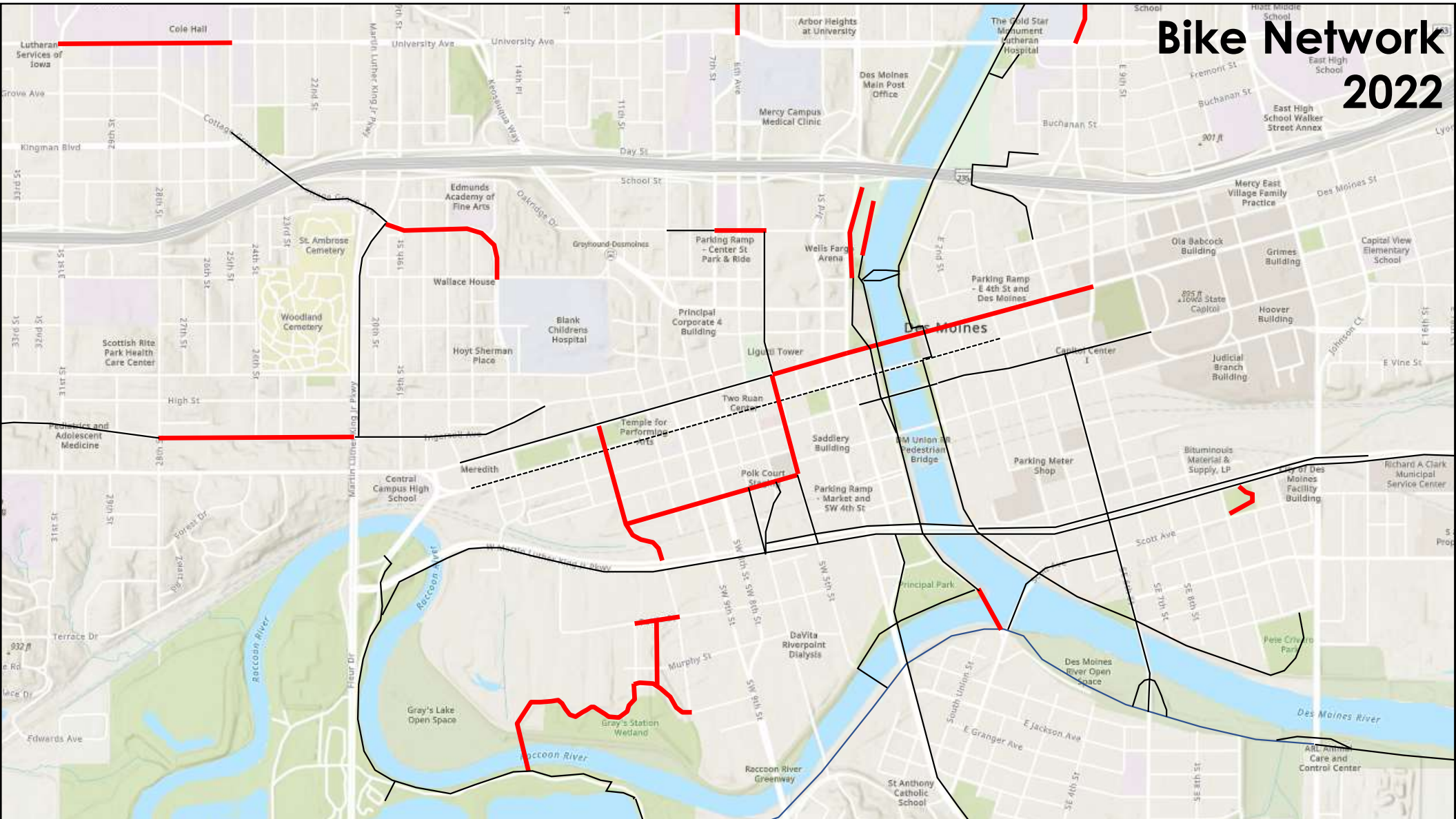


Google Image – Looking west on Locust Street at 7th Street

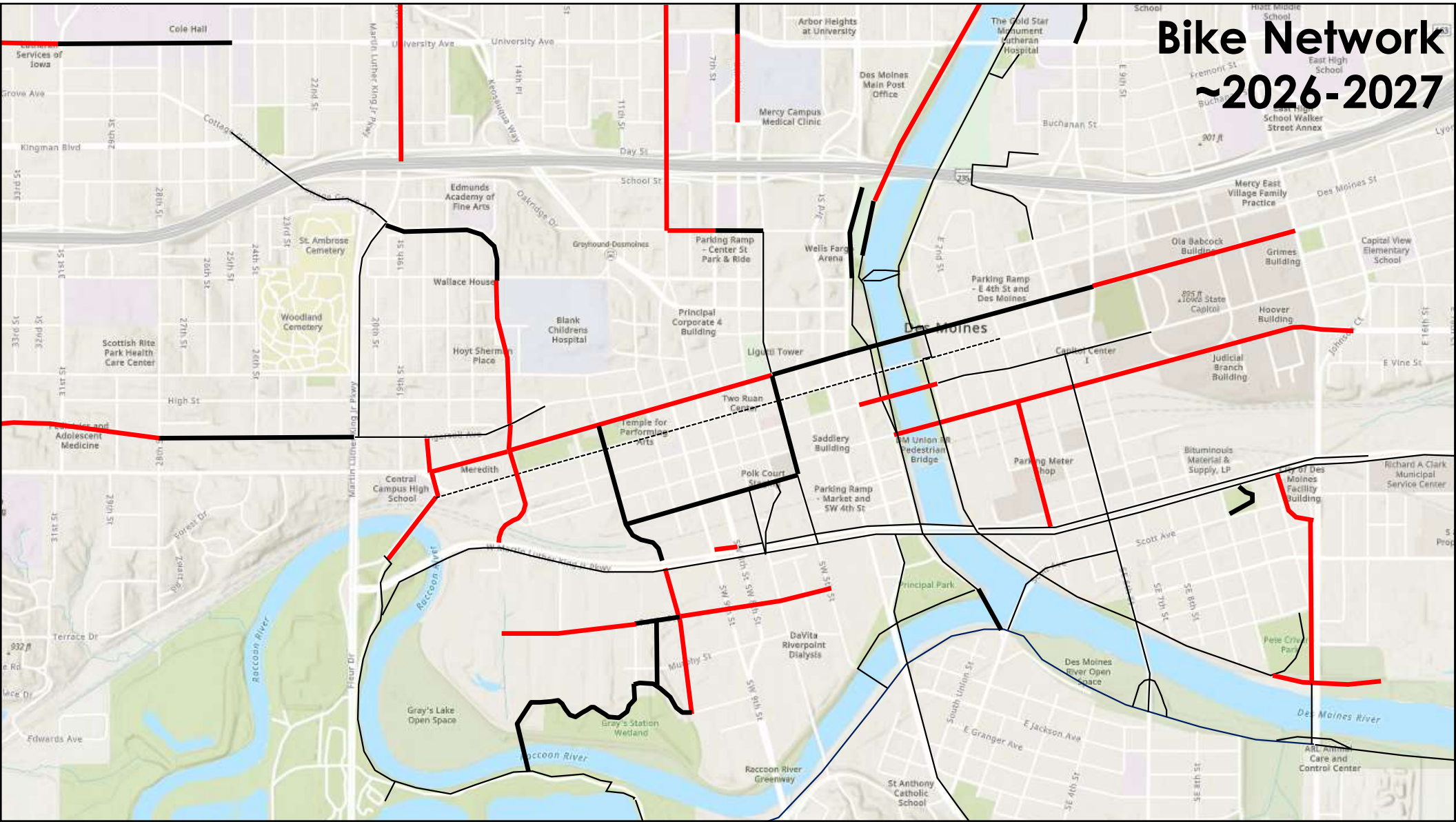
Bike Network 2016



Bike Network 2022



Bike Network ~2026-2027



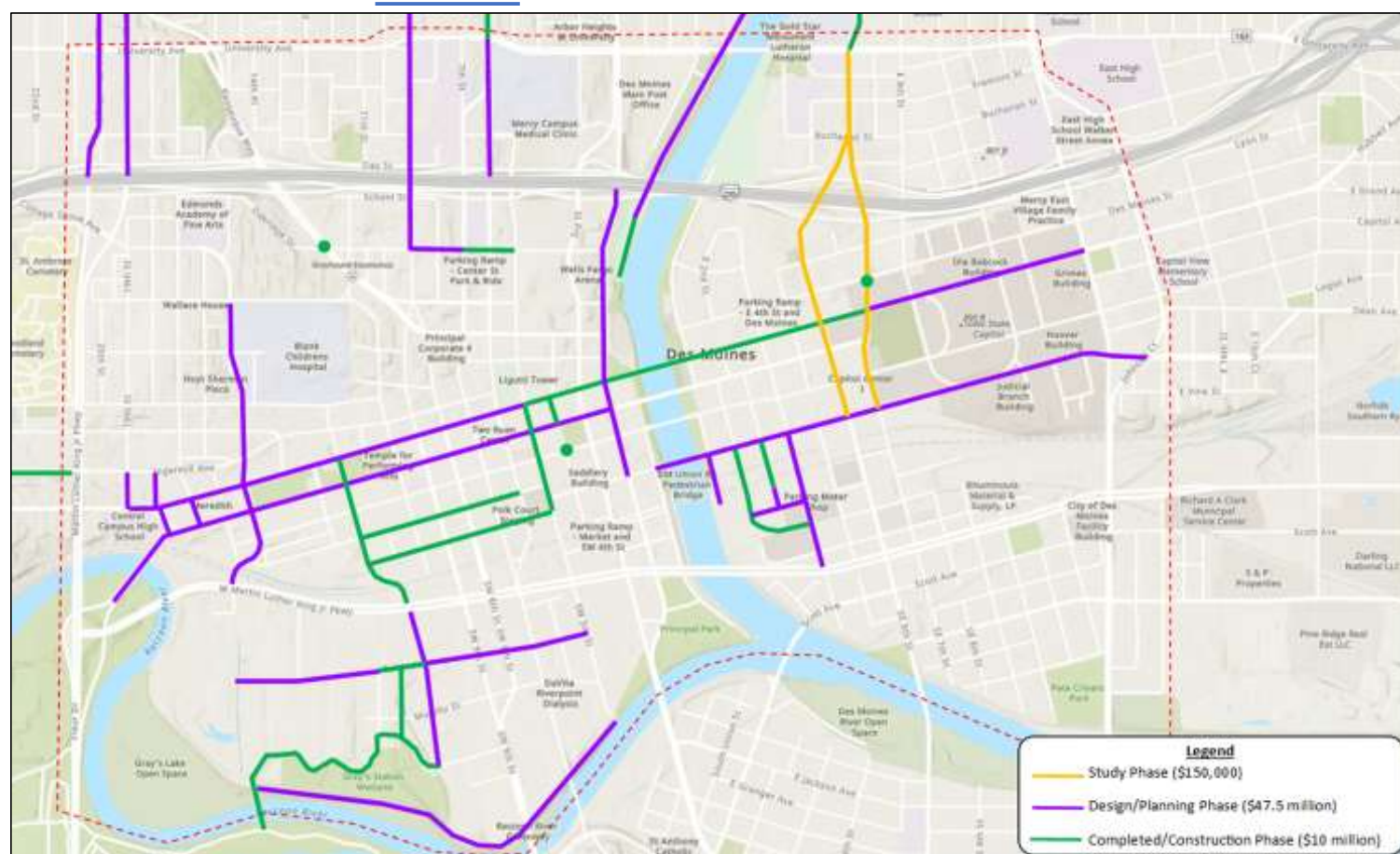
Summary

Completed or currently under construction:

15 Projects
\$10 million

Planned or in design phase (in CIP)

21 Projects
\$47.5 million





QUESTIONS

