

The Access Advisory Board took the following action on items listed in the attached meeting agenda summary. Copies of resolutions may be obtained from the Facilities Department, 515-248-6331. Please refer to the resolution number when requesting information or copies. Any item requiring a roll call was taken by voice vote. For purposes of condensation, roll calls will only be broken down in the minutes when the actual vote was not unanimous.

**ACCESS ADVISORY BOARD**  
**Meeting Summary**  
**12:00 p.m. OCTOBER 16<sup>TH</sup>, 2019**

**ARGONNE ARMORY**

**#19-17 ROLL CALL**

Present: Gibson, Giudicessi\*, Jones, Meddaugh, Smith, Stieler, Strong, Thompson, Young\*  
(\*members participating by phone)

Absent: Green, Kreho, Miller, McCoy McDeid

\* participating by phone due to work/appointment conflict.

\*Thompson joined meeting at 12:08pm after Roll Call and left meeting at 12:43pm

**#19-18 AGENDA APPROVAL**

Motion by Stieler to approve agenda  
Seconded by Strong  
Motion Carried 8-0

**#19-19**

**MINUTES APPROVAL of April 17<sup>th</sup>, 2019**  
**MINUTES APPROVAL of August 21<sup>st</sup>, 2019**

Motion by Thompson to approve  
Seconded by Smith  
Motion Carried 8-0

**PUBLIC COMMENT**

No Public Comment

**BOARD ACTION**

**PLANS FOR REVIEW & APPROVAL AND/OR RECOMMENDATION**

**#19-20**

**INGERSOLL AVENUE STREETScape**

**CHRIS KUHL**

**City of Des Moines Engineering Dept.**

**SCOTT ALMEIDA, KIRKHAM MICHAEL**

Chris Kuhl, City of Des Moines Engineering Department, and Scott Almeida, Kirkham Michael, presented plans for the Ingersoll Avenue Streetscape. The timeline for this project would be in three phases beginning with this presented phase one in the Summer of 2020. This first phase will be construction from 28<sup>th</sup> Street to Martin Luther King, Jr. Parkway.

This project, to make the area more bike and pedestrian friendly, will include complete reconstruction of right-of-way, including all sidewalks, all pavement areas, walking areas, bus stops and ramps. Permeable pavers will be included in parking areas and the on-street ADA parking will be upgraded. The on-street bike lane will be raised by 6 inches from street level, for the majority of the project. The sidewalks will be completely redone creating 100% accessibility for all businesses. Currently there are steps in many locations. The raised bike lane will be painted in a noticeable red color to denote it is a bike lane with thermal-plastic bike symbols as well. This area will not be metered- parking.

This street will remain 2-way traffic with center turn lane. Medians will be mixed throughout project and overhead flashing lights provided in select areas for more protected crossings.

The 6ft wide bike lane will have a 2.5ft buffer zone for opening of car doors on the street side and buffered by planters on sidewalk side. The bike lane transitions to street level just prior to the MLK/Ingersoll intersection and will remain at street level to the east. The bike lane transition will remain a separately colored lane with proposed bike lane markings.

Concerns raised regarding this project were narrow curb ramp flair and a cycle-drop off by Jones. Although not fully designed, designers are aware and plan to address these issues. In addition, Stieler questioned that, with back-in parking, the access aisle shown will be passenger-side only. Designers are aware and are considering mixing this parking choice to provide driver-side accessibility.

Stieler questioned accessible parking stall size and Thompson questioned if this area is large enough to accommodate a van. Stieler asked to have the standard size checked and Thompson asked for designers to be mindful of van parking.

Meddaugh questioned the possibility of permeable pavers heaving. Pavers will not be used in ADA parking areas and the installation of pavers in the non-ADA areas will be closely monitored.

Jones inquired about pedestrian vs. cycle conflict at critical crossings and if there is a plan in place to have any pavement markings where a curb ramp meets cycle ramp to warn pedestrians to look either with signage or striping.

Thompson moved to have project approved. Jones seconded with amendment to include the integration of comments made regarding concerns.

Motion by Thompson to approve

Seconded by Jones

Motion Carried 9-0

**#19-21**

**DOCKLESS SHARED ELECTRIC SCOOTERS**

**JEFF WIGGINS**

**City of Des Moines Transportation Planner**

**CARRIE KRUSE**

**City of Des Moines Economic Development Coordinator**

Carrie Kruse, City of Des Moines Office of Economic Development, and Jeff Wiggins, City of Des Moines Transportation Planner, joined the meeting for input and feedback about the topic of Electric Scooters. The Des Moines City Council recently held a workshop regarding the topic of electric scooters. With direction from Council, and primarily led by The Greater Des Moines Partnership, this is currently an information-gathering process. Many committees and organizations such the Access Advisory Board are being consulted for input regarding this topic.

DART is taking the initiative to issue a Request for Qualifications to determine what groups or individuals are qualified and interested in running a program in this region. Major topics regarding electric scooters include what areas would scooters be allowed or not allowed, speed, scooter designated parking, insurance costs, staffing and data needs.

Jeff Wiggins noted that in the event there is enough positive input and direction from Council to proceed with the program, this would first be a pilot phase during next warm season. At the end of the pilot phase the program would be evaluated and measured if the goals were met with program.

Thompson noted she would like to know input from other cities. The immediate concern is whether this would be another obstacle for persons with disabilities to navigate. Thompson feels this topic is for a longer discussion and not a quick, short meeting. She also asked if this would be similar to the rental bike program. Questions like maintenance, has this program been worthwhile, are they used and by who, and if traffic laws would be enforced.

Collection of abandoned scooters, designated parking areas, unqualified riders, injuries to riders or others, following traffic and other laws (specifically sidewalk use concerns), capabilities of technology and applications, scooter malfunctions, charging stations, and fines for abuses, and city staffing, primarily police, were included as concerns.

Giudicessi commented on her experience of visiting a city where they were used. Her experience was of a gross misuse by riders, scooters left unattended, scooters used while riders intoxicated, other unsafe practices and not following laws.

Jones commented he would be a proponent of the pilot phase and would like to see how program could work. He can see both sides of issues but can definitely see the program possibly becoming problematic and feels the pilot phase would not work without proper planning. The program would need to be built into design plans and ensure all zoning requirements are being met.

Both Stieler and Jones do not want a firm NO, but voiced concern the program must be managed well.

Committee was not asking for a vote from Board today and thanked Board for input.

#### **OTHER DISCUSSION**

Jim Hoff informed the Board of a request to the City Council for charging stations for mobility scooters. Although no specific requirements are known, an initial response was to install a charging station in a parking garage. It was asked of the AAB for any feedback or discussion regarding the addition of charging stations to parking garages. The Board completely supported this addition of charging stations for this use.

#### **REPORTS TO RECEIVE AND FILE**

No reports to file

#### **REPORTS OF THE CHAIR AND COMMITTEES**

Chairman Meddaugh appointed himself, Smith and Gibson for the nominating committee for elections in November.

**REPORTS OF FACILITIES STAFF**

No reports to file

**ADJOURN**

Motion by Stieler to Adjourn

Seconded by Gibson

Motion Carried 8-0

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