

MEETING MINUTES
PUBLIC SERVICES COUNCIL COMMITTEE
Monday, September 25, 2017
City Hall Training Room

In Attendance:

Council Member – Rick Messerschmidt
Council Member – Kevin Trevillyan

City Manager – Tom Hadden
Finance Director – Tim Stiles
Assistant City Attorney – Greta Truman
Public Services Director – Bret Hodne

Interim City Engineer – Brian Hemesath
Director of Community & Economic Development -
Clyde Evans

Public Services Deputy Director – Joe Cory
Principal Engineer – Eric Petersen
Principal Engineer – Jason Schlickbernd
Communications Specialist – Lucinda Stephenson

Guests:

Meeting called to order at 11:33 AM.

1. Traffic analysis of 19th & Vine

Issue Summary:

Principal Engineer Eric Petersen summarized about a resident that lives near the intersection of 19th Street & Vine Street who recently requested that a traffic analysis be completed on the operations and safety at the intersection. Currently, the intersection operates with all-way stop-control. Concerns that have been voiced by the resident include drivers that are not stopping, squealing tires, etc., with a suggested roundabout at this intersection. A traffic analysis has been completed of the existing and forecasted future conditions. This includes an analysis of whether a different form of traffic control, such as a roundabout or traffic signal, would improve operations and safety. Staff recommends no changes at this time, but a traffic signal or roundabout could be reconsidered in the future if traffic volumes or crashes indicate a need.

Direction:

Council recommends no changes at this time. Eric will respond to the resident with information regarding his study.

2. VJ concrete paver extension – 417 5th Street

Issue Summary:

In the parking area at 417 5th Street, the property owner wants to extend the concrete paver work in the right of way, via grant opportunity. Staff's recommendation is to continue to use the same concrete paver herringbone pattern consistent with what has been used in the past. The specifications that have been used in the past include the materials and installation parameters and staff recommends that the property owner follow these guidelines for the installation.

The paver will be extended to the north portion of the property. The grass will be replaced between the curb and the sidewalk with this paver.

Direction:

Council recommends having, in writing, the risk involved with these pavers. Council approves that the pavers can be installed with this agreement in place.

3. Review of Public Services Items for Council Meeting (August 21, 2017)

- A. Motion - Approval to Sell Surplus City Equipment
- B. Motion - Approval of Contract Agreements:
 - 1. Cul-de-Sac Snow and Ice Control Services
 - 2. HVAC Repair Services
- C. Motion - Approval of Amendment to Professional Services Agreement - Raccoon River Bank Stabilization
- D. Resolution - Approval to Add Villas at Kierland to the City's Solid Waste Collection Program and Approval and Acceptance of Hold Harmless Agreement
- D. Resolution - Acceptance of Public Improvements - Wirtz Commercial Park Plat 5 (Sanitary Sewer)
- E. Resolution - Approval of Professional Services Agreement - Grand Avenue West Segment 6F Sewer Extension
- F. Resolution - Establish Public Hearing Regarding the Final Design, Site Selection and Consideration of Acquiring Agricultural Property - Raccoon River Bank Stabilization
- G. Resolution - Approval and Acceptance of Purchase Agreements and Property Interests - Ashworth Road Improvements, Phase 2
- H. Law Enforcement Center Metal Roof Maintenance - City Initiated
 - 1. Resolution - Approval of Plans and Specifications
 - 2. Motion - Receive and File Report of Bids
 - 3. Resolution - Award Contract

Direction: The PSCC concurs with staff recommendations on the Council agenda items.

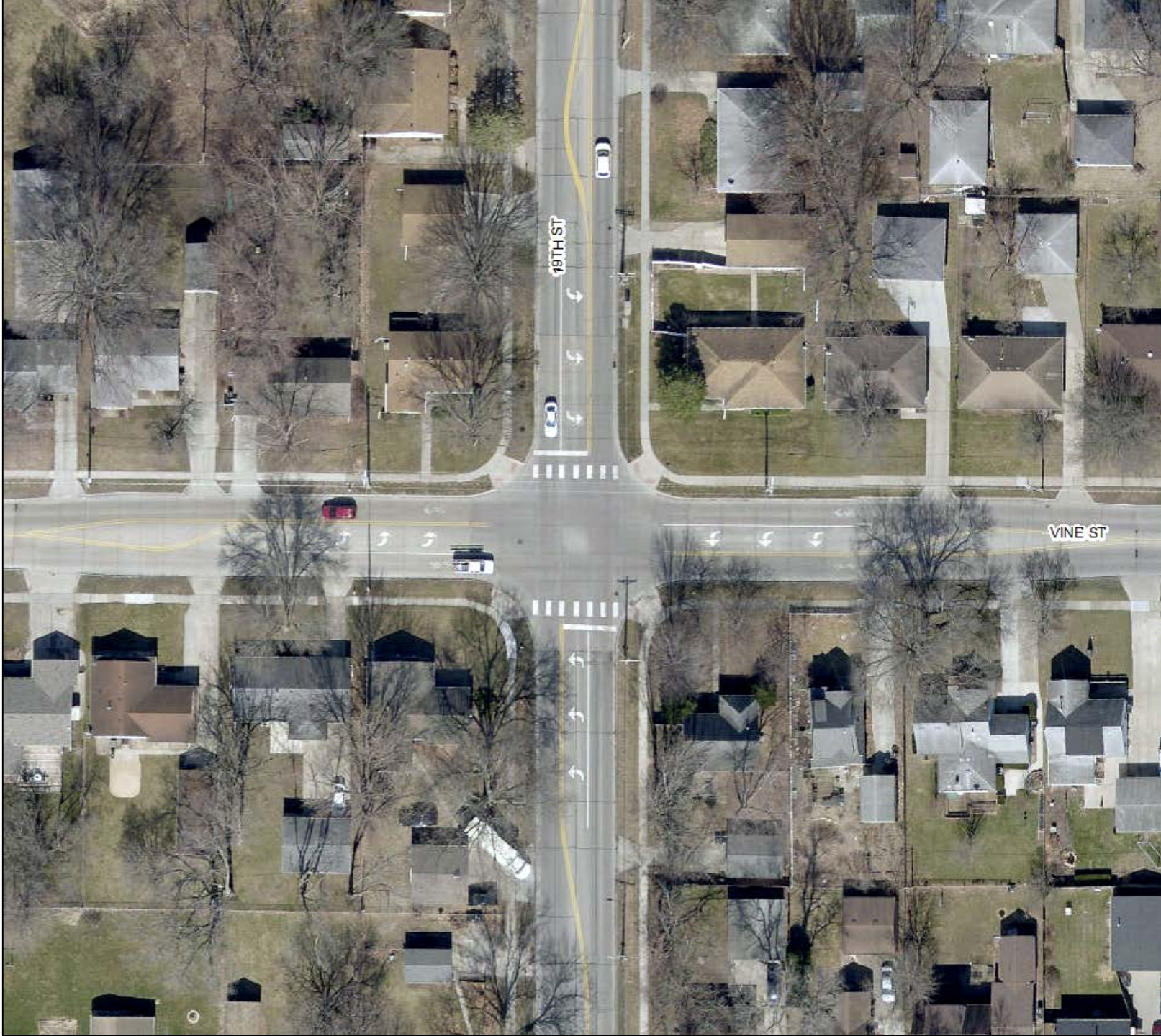
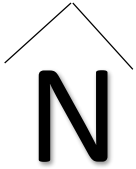
4. Staff Updates:

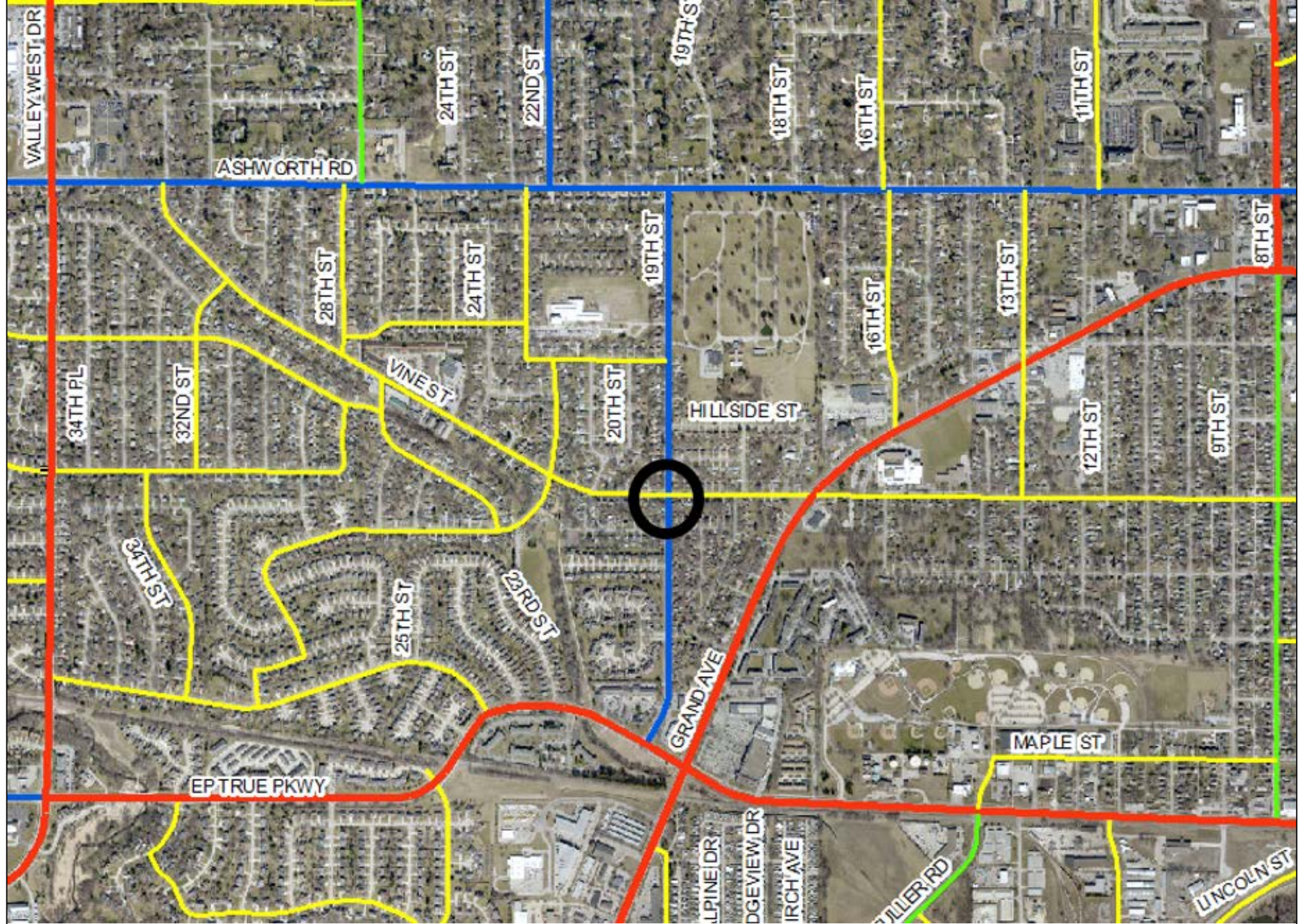
- a. Brick Sidewalk Update

Direction: Information Only

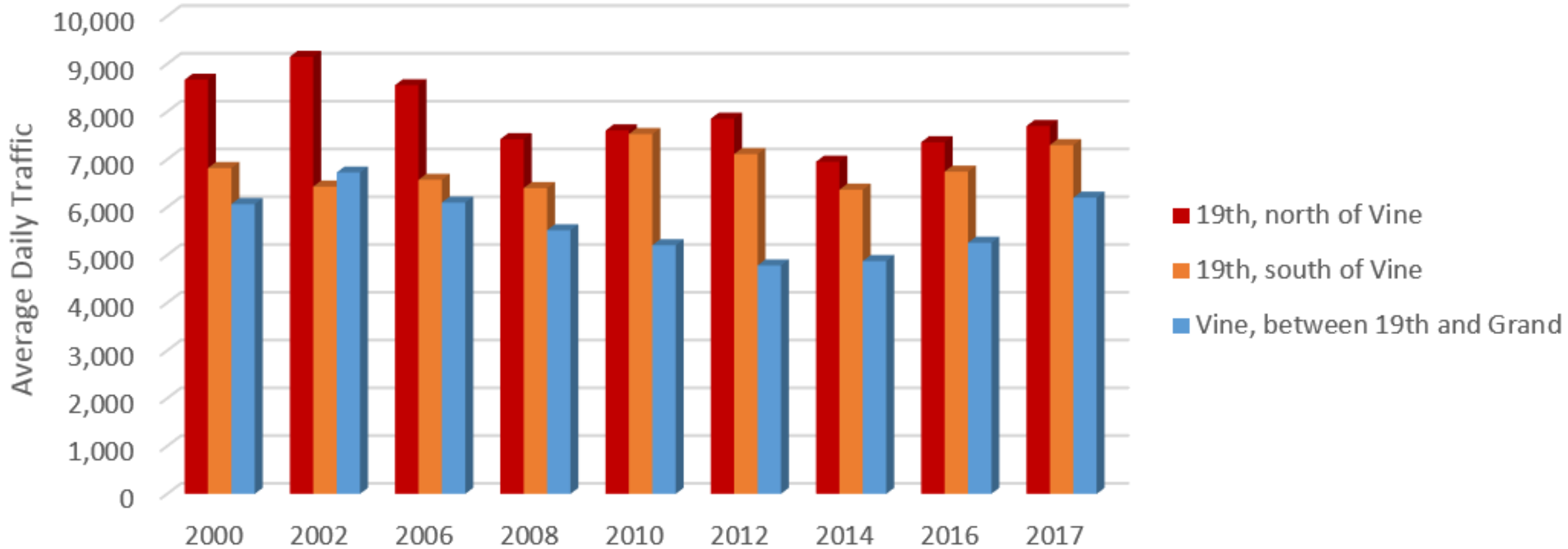
The meeting adjourned at 12:18 PM. The next Public Services Council Committee meeting is scheduled for October 9, 2017.

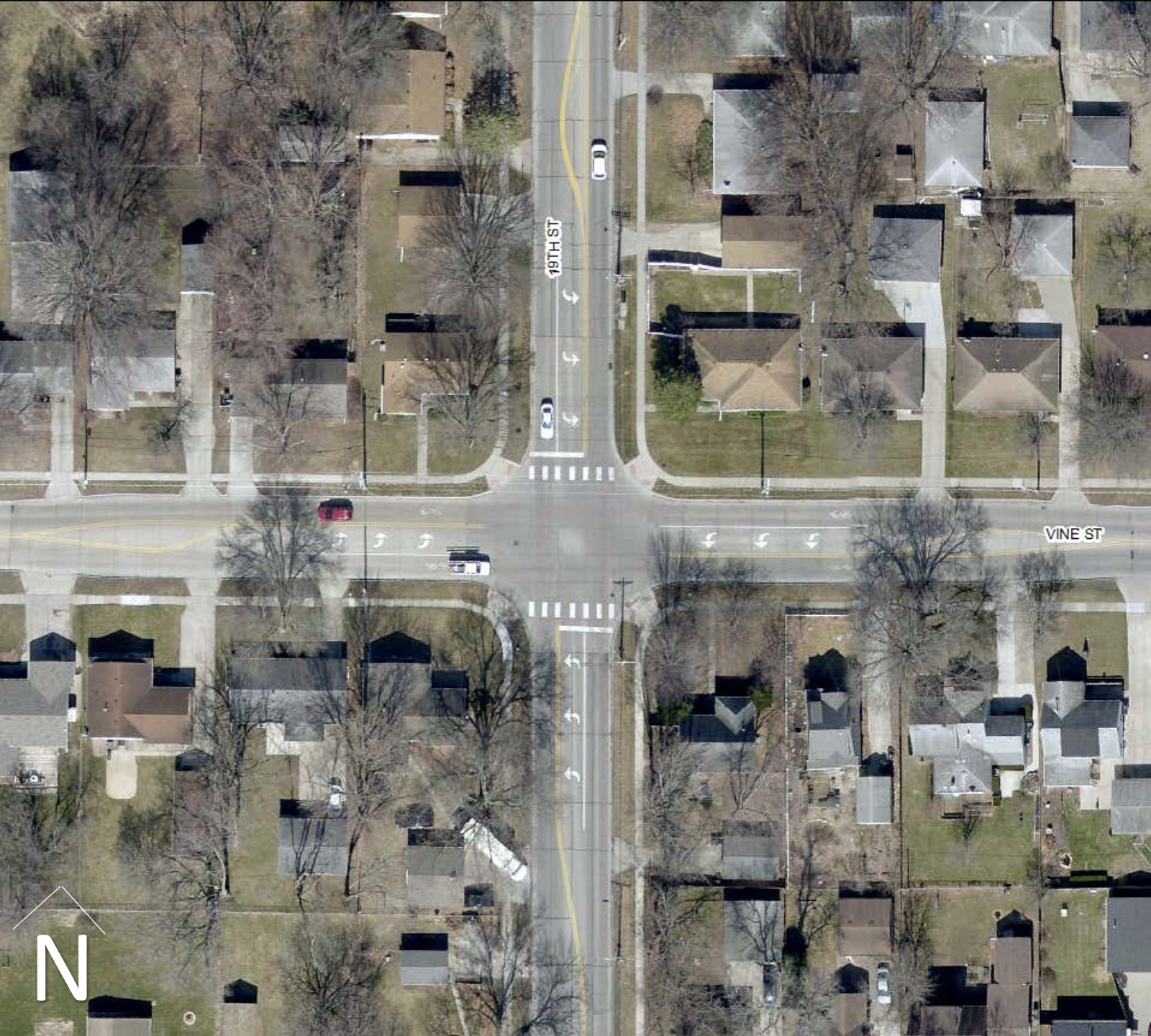
Copies of handouts are available at Engineering Services upon request. A recording was made.
Respectfully submitted by Laura Reveles, Secretary.





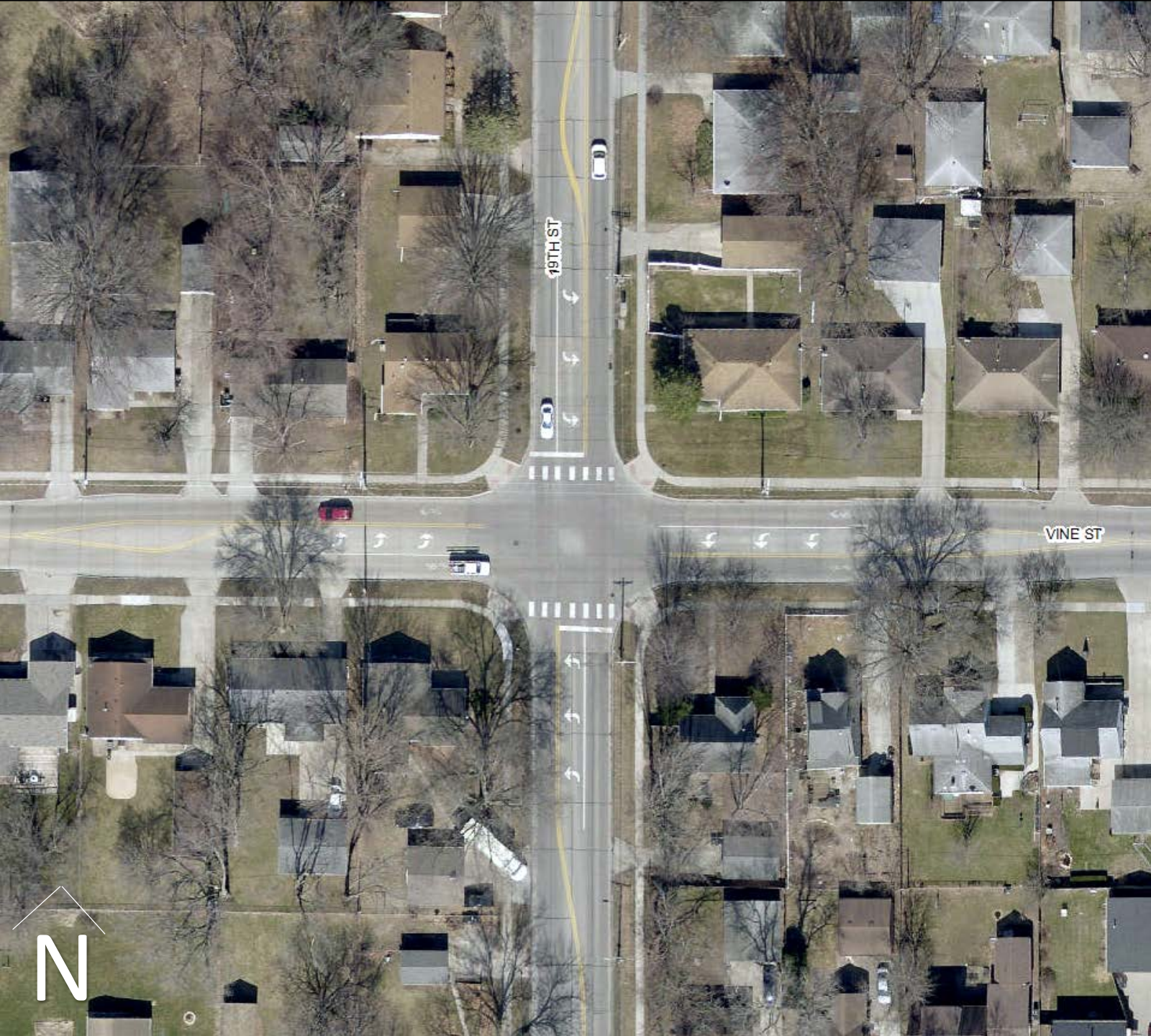
Traffic Growth





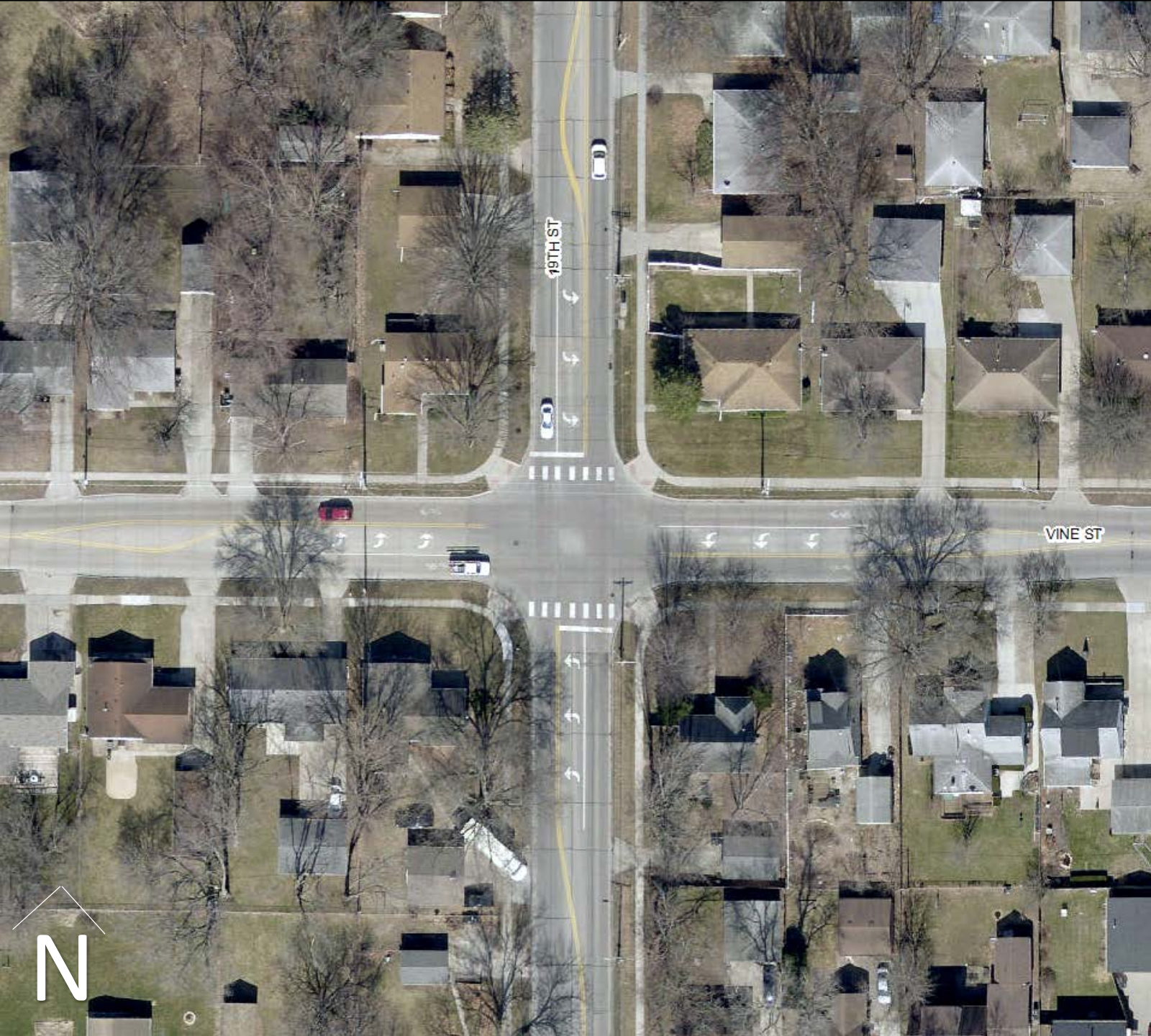
Background

- Left-turn lanes on all approaches
- 19th Street (minor arterial) is a truck route
- School buses are common in all directions
- Steady traffic in all directions
- Occasional indecisiveness
 - Honking
- Pedestrian activity
 - Must cross 3 lanes



Crash history

- Average of 1-2 per year since 2009
- High of 4 in 2016
- 2 so far in 2017
 - Includes 1 motorcyclist losing control



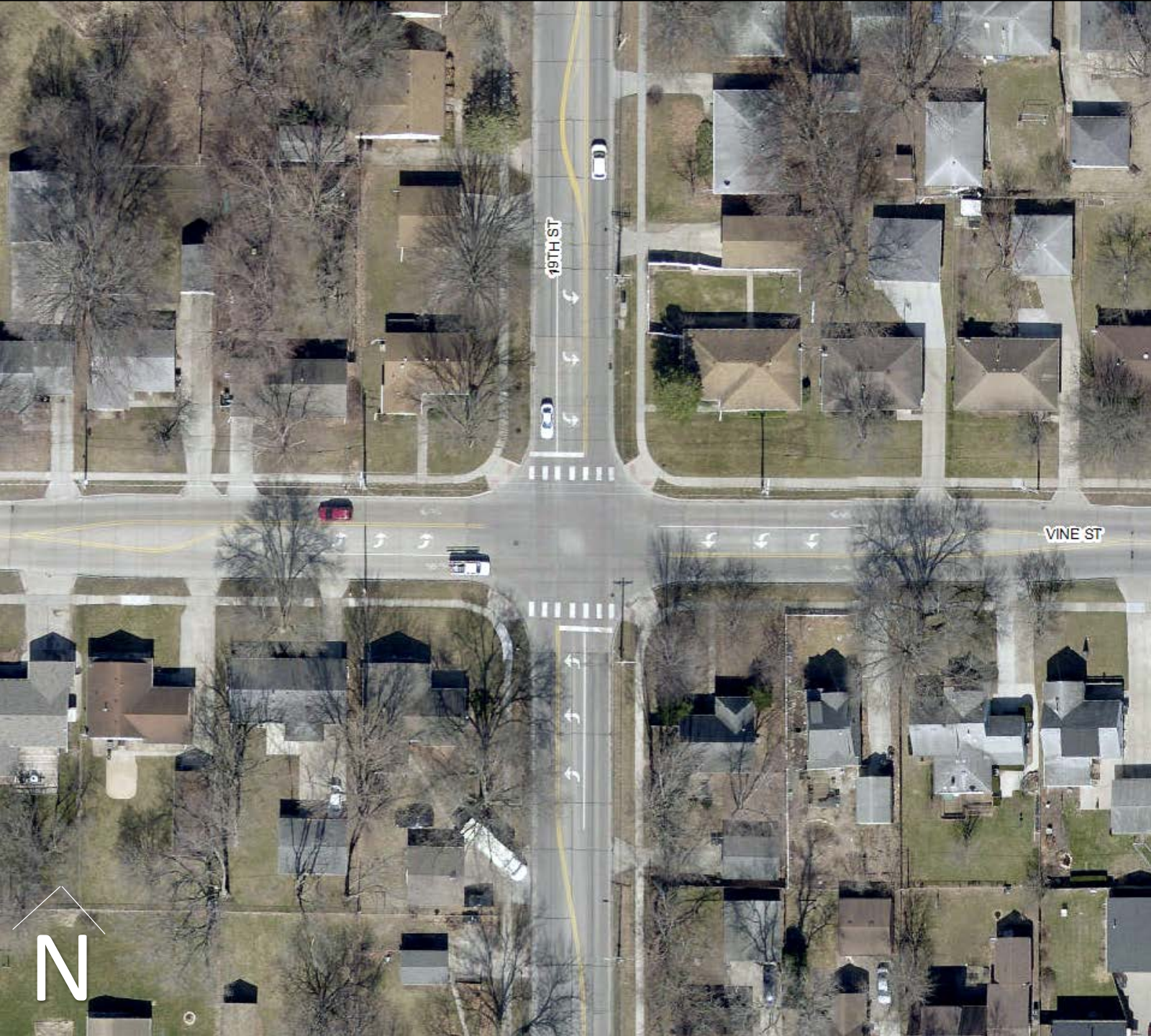
Traffic flow, delay

Existing

- Acceptable LOS C during PM peak hr
- Queues are not excessively long

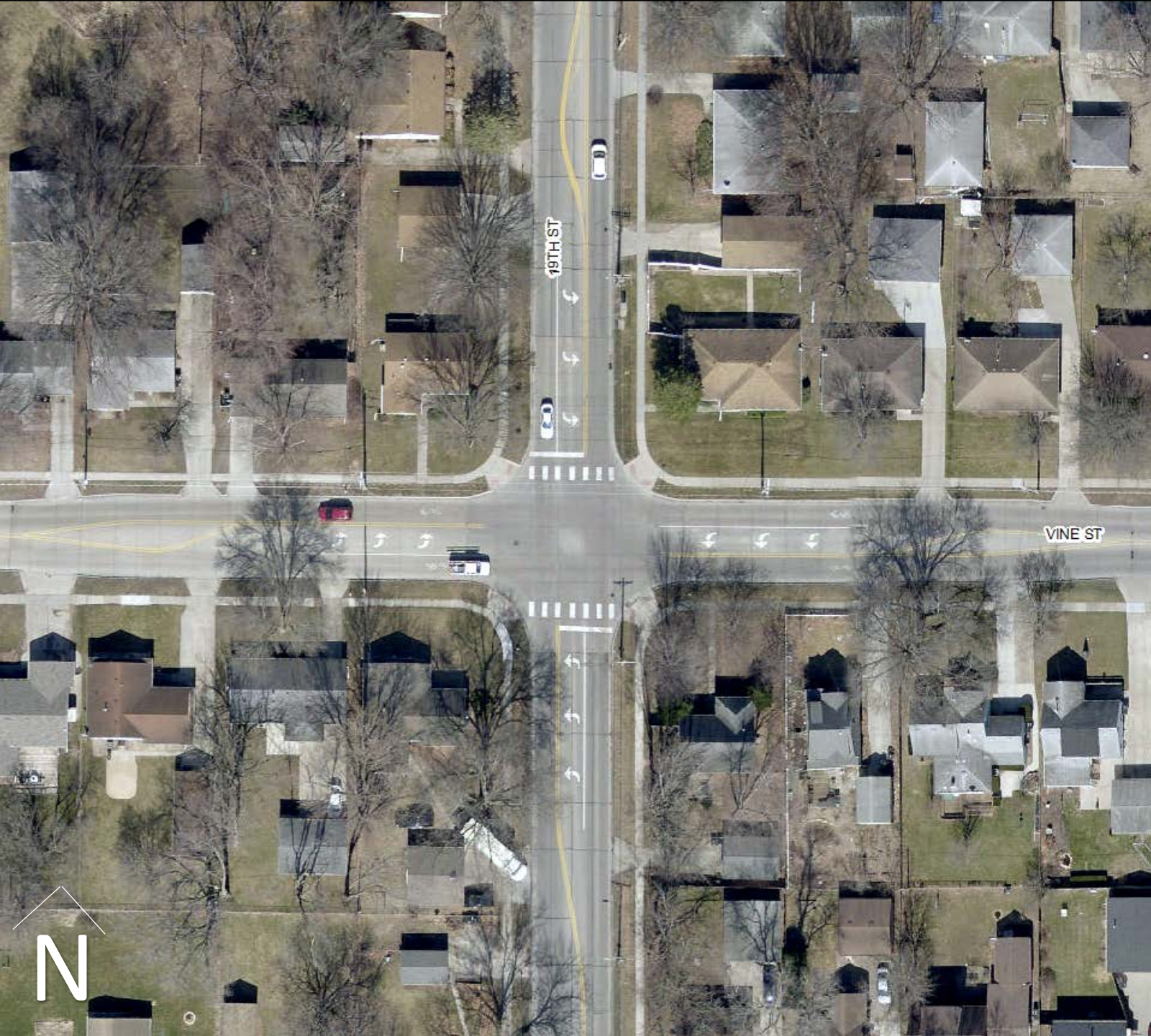
Forecasted Full-Build

- Unacceptable LOS F during PM peak hr
- Excessive queues during peak periods



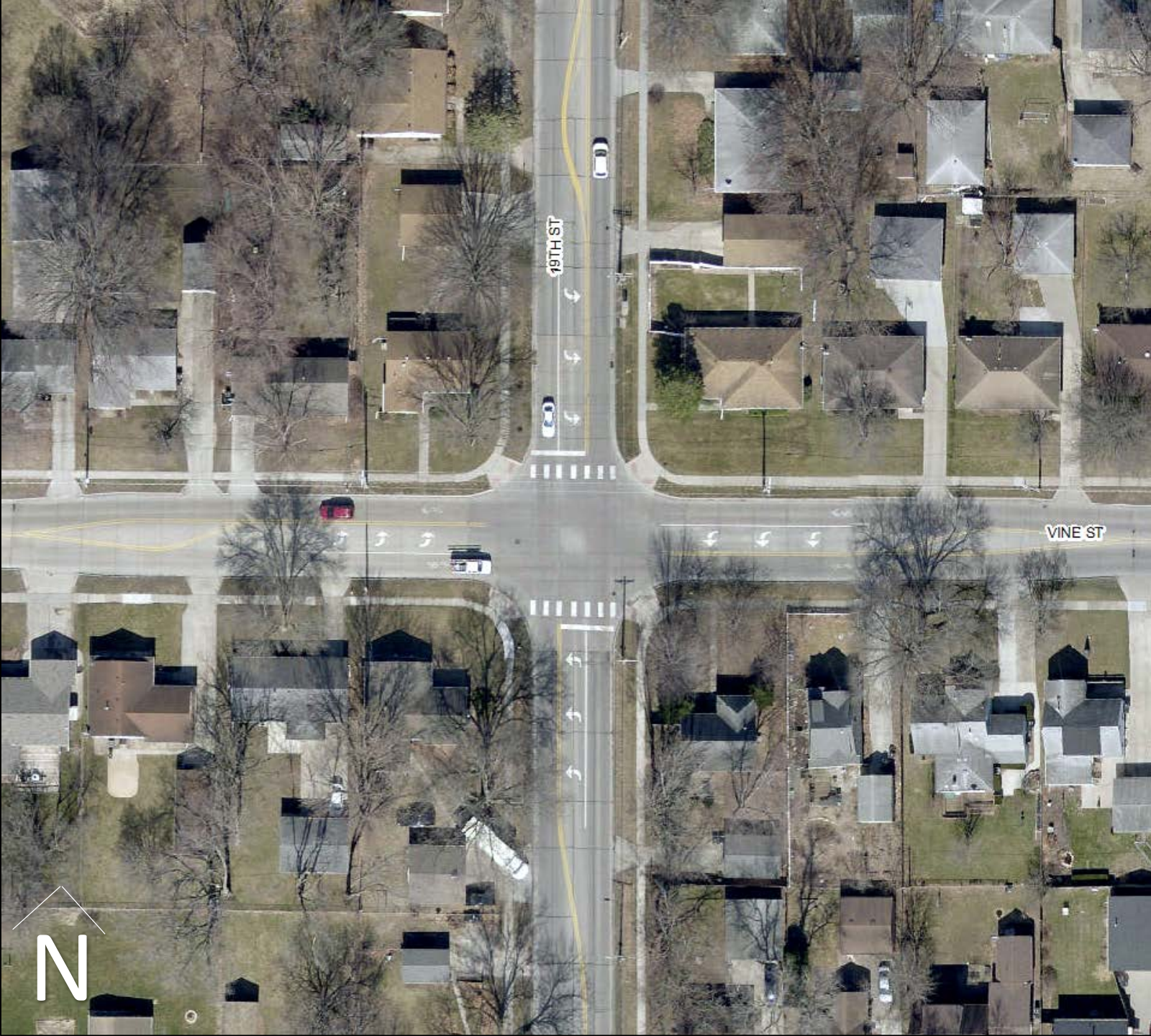
Existing conditions - findings

- ***No changes to the all-way stop control are recommended at this time, but we will continue to monitor traffic growth and crashes.***
- ***Triggers:***
 - 9,000-10,000 veh/day on 19th St
(currently 7,700 veh/day)***
 - Regularly 4-5 crashes/year
(currently 1-2 per year)***
- ***Potential for traffic signal or roundabout***



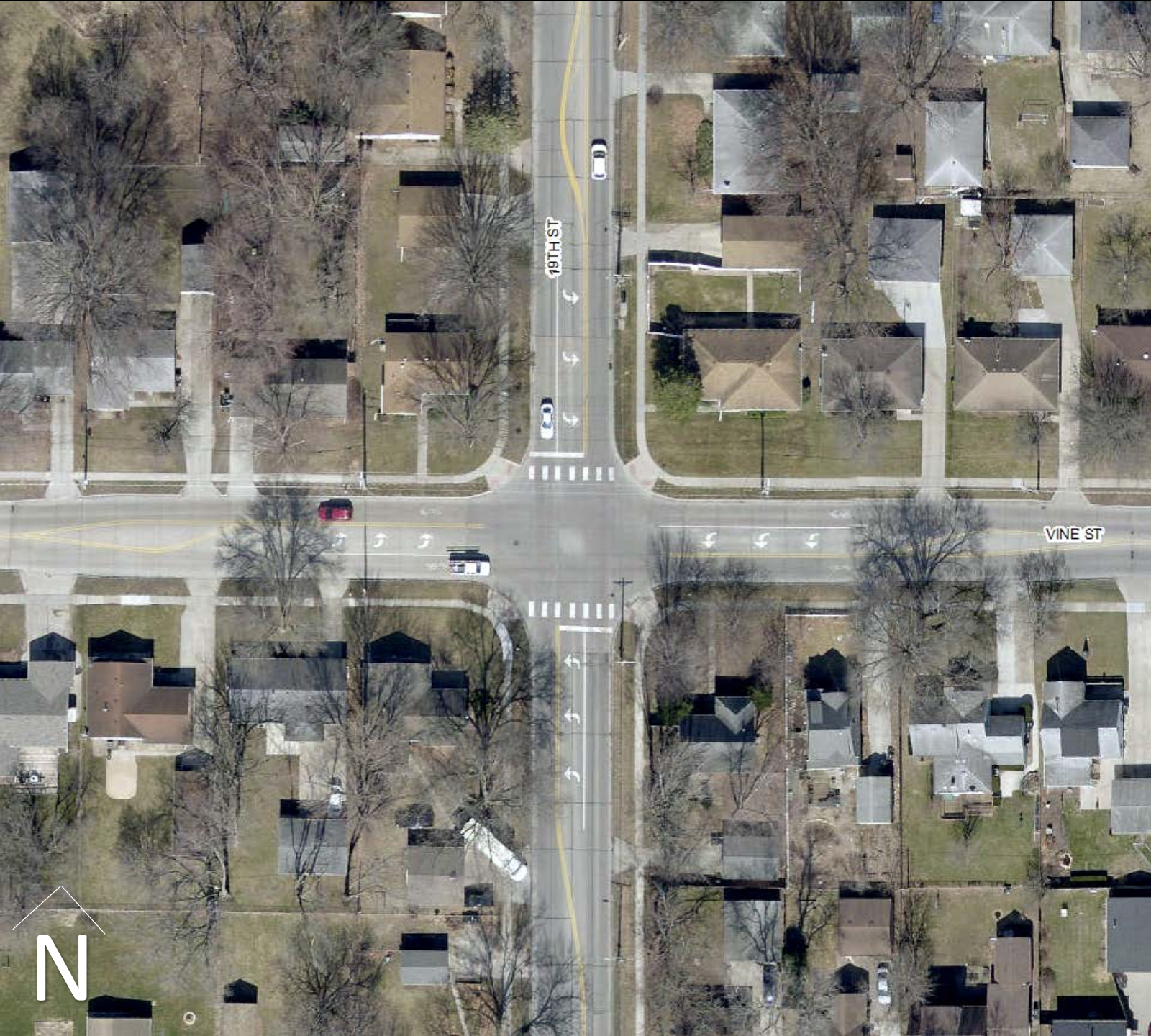
Analysis of a future traffic signal

- Construction may require additional ROW/easements for cabinet, poles, etc.
- Acceptable LOS, but still long queues that could block driveways
- Pedestrian crosswalks with signal heads



Analysis of a future roundabout

- Typically more capacity than all-way stop
- Often controversial
- Feedback often heard from drivers
 - “Can be confusing”, particularly multi-lane roundabouts
 - “Uncomfortable”, “spills items in vehicle”
 - “Annoying” when there are multiple roundabouts in succession



Analysis of a future roundabout

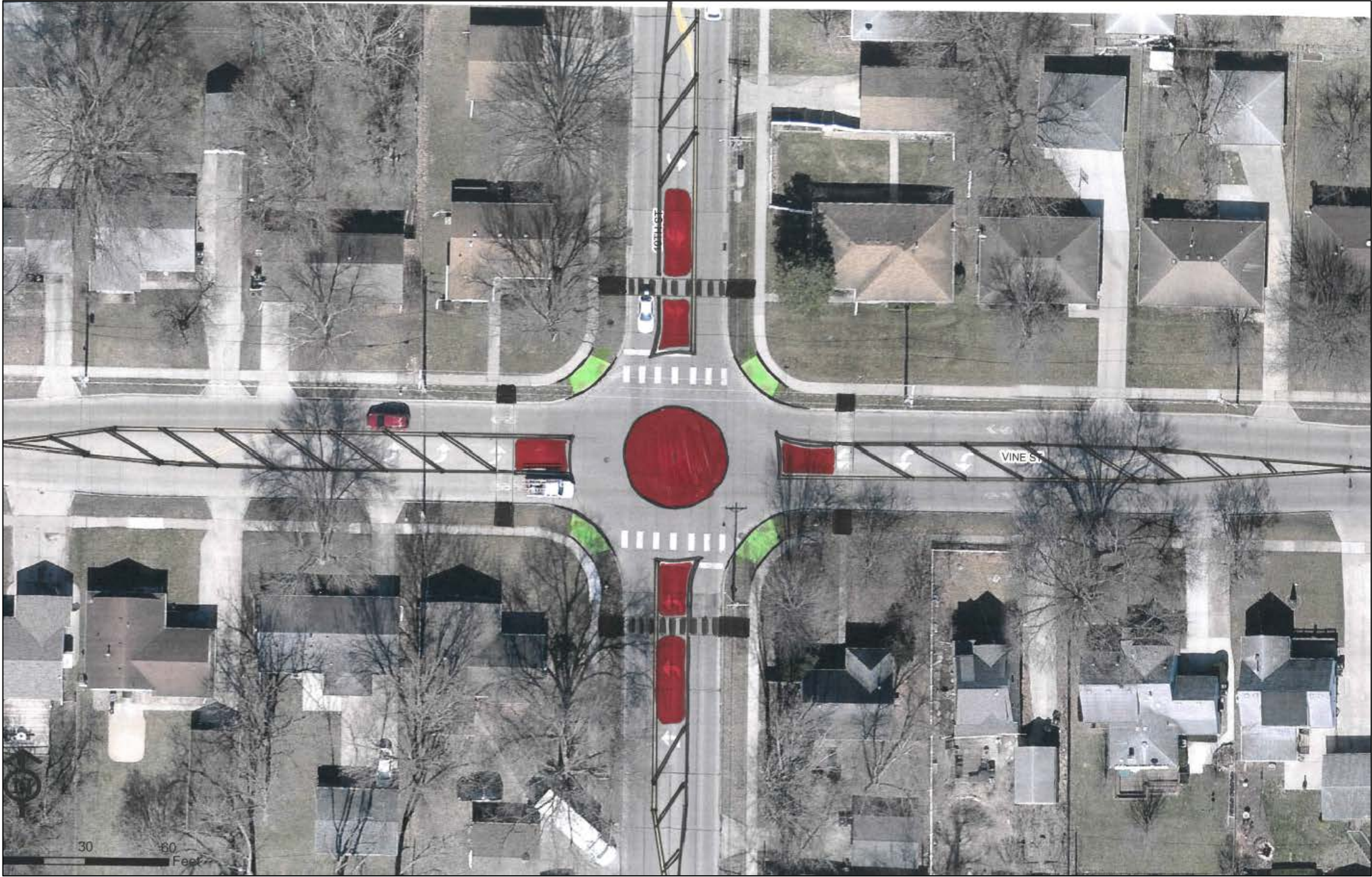
- Typical roundabout would require significant ROW.
- Mini-roundabout could be an option.



Mini-roundabout in Coralville

Analysis of a mini-roundabout

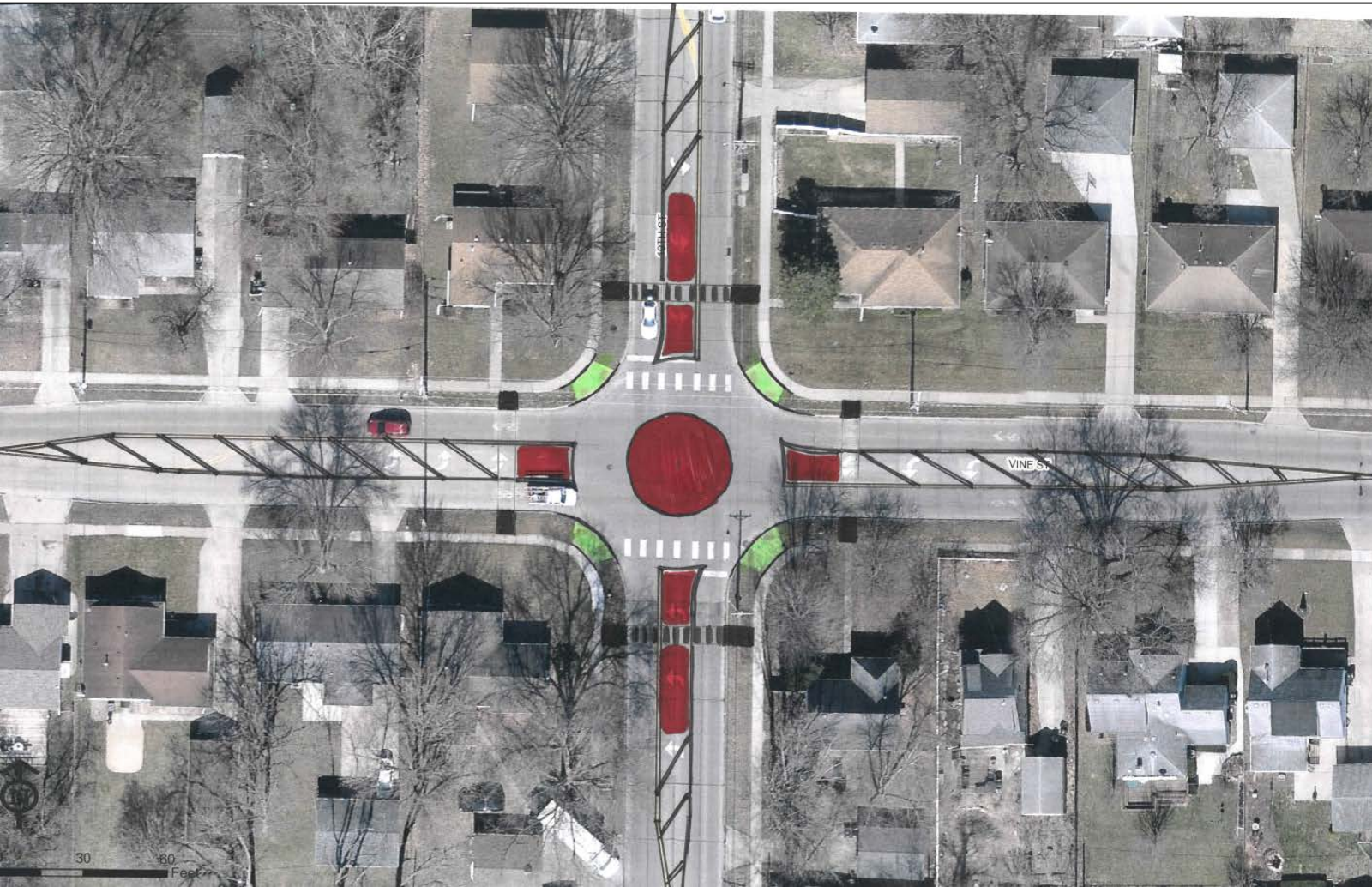
- Not common
- Within existing footprint of intersection
- Mountable center island
- Left-turn lanes become splitter islands
- Slower-moving, 10-15 mph speeds
- More capacity than all-way stop, but loss of left-turn lanes results in queues being about the same



40TH ST

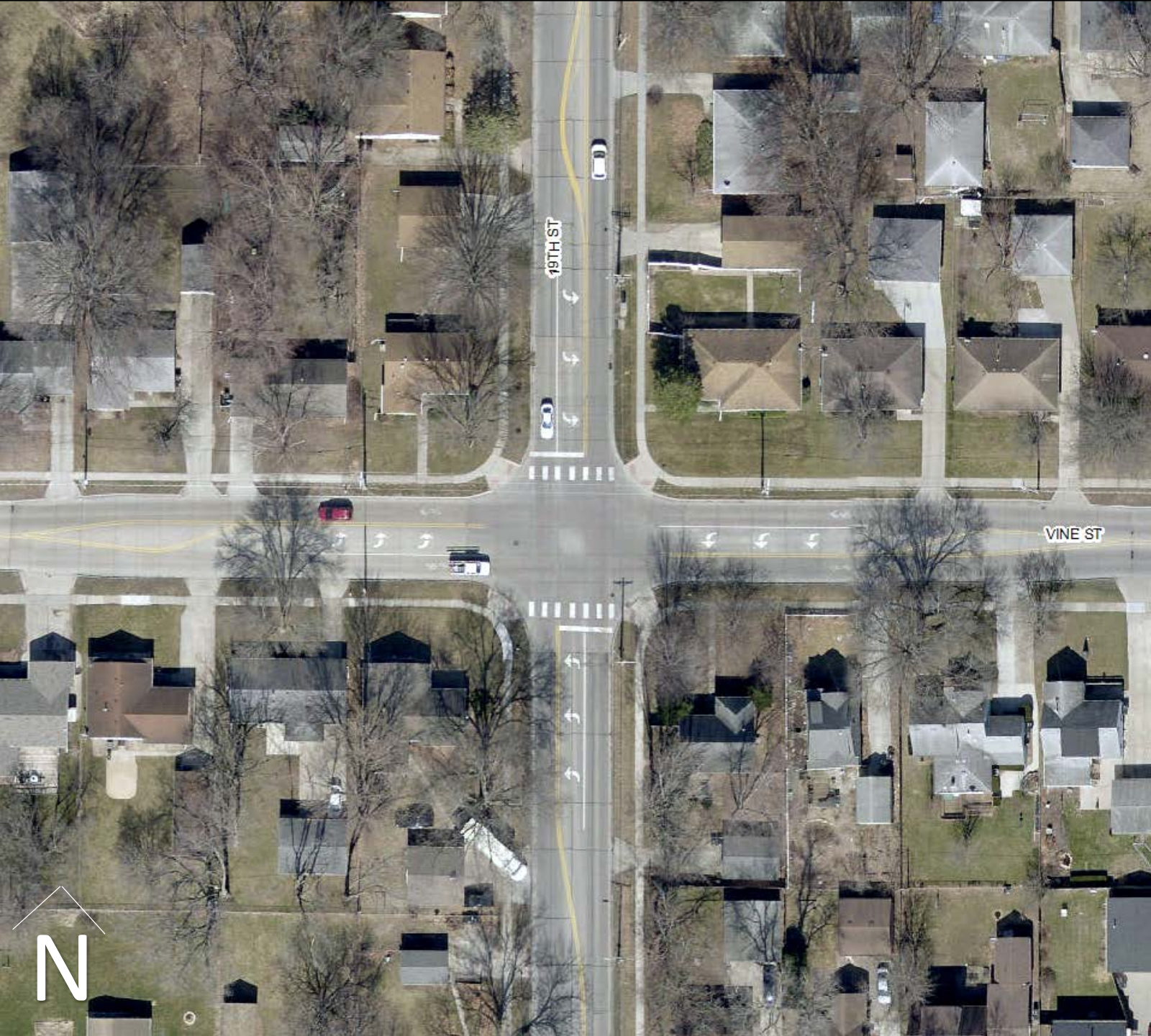
VINE ST

30 60 Feet



Analysis of a future mini-roundabout

- Mini-roundabout would fit within existing ROW
- Acceptable LOS, but still long queues that could block driveways
- Although center island is mountable, they aren't well suited for trucks. Trucks will occupy most of the intersection when turning.
- Pedestrian crosswalks moved upstream
 - Advantage: only 2 lanes to cross, 1 at a time
 - Disadvantage: crosswalks out of the way, not controlled, and drivers may not be ready to stop at crosswalk



Conclusions

- ***No changes to the all-way stop control are recommended at this time, but we will continue to monitor traffic growth and crashes.***
- ***Traffic signal or mini-roundabout may be reconsidered in the future.***
 - *However, neither option will completely solve concerns related to squealing tires or honking, and both will have little to no effect on diverting traffic or making it easier to turn out of driveways.*
- ***More enforcement may be needed for issues related to drivers not stopping or otherwise driving recklessly.***



DETAILED SPECIFICATIONS**VALLEY JUNCTION BRICK REPAIR
WEST DES MOINES, IOWA
1995****PART 2 - BRICK PAVER REPAIR****TABLE OF CONTENTS**

1. GENERAL	4. BRICK PAVER
2. MATERIALS	INSTALLATION
3. BASE PREPARATION	5. DEFECTS
	6. PAYMENT

1. GENERAL

- 1.1 This part of the Specifications includes brick and sand removal and replacement, compaction, and miscellaneous related incidental work required to complete the brick paver repair.
- 1.2 Gradation of stone materials will be performed in accordance with ASTM C136 and under provisions of these Specifications.

2. MATERIALS

- 2.1 Coarse Stone: Crushed, natural limestone; free of shale, clay, friable materials and debris; graded within the following limits. Material shall be 3/4 inch top crusher run with fines, dense graded aggregate or very similar material:

<u>Sieve Size</u>	<u>Percent Passing</u>
One inch	100
3/4 inch	70 to 100
3/8 inch	50 to 80
No. 4	35 to 65
No. 10	25 to 50
No. 40	15 to 30
No. 200	5 to 12

PART 2 - BRICK PAVER REPAIR

- 2.2 Sand for Leveling Base: Clean washed river or bank sand, conforming to ASTM C33 for fine aggregates, as specified in the following table.

Coarse Graded Concrete Sand

<u>Sieve Size</u>	<u>Mass Percent Passing</u>
3/8 inches	100
No. 4	85 to 100
No. 100	10 to 30

- 2.3 Sand for joint Fill: Clean washed fine beach sand of No. 10 sieve size.
- 2.4 Interlocking Brick Pavers: Hydraulically pressed concrete of 8000 psi 28 day strength 5 to 7 percent air-entrained, 5 percent moisture content; 4x8x2 - 3/8 inch nominal size; vail shape; red/black marbled color, selected from manufacturer's standard range.
- 2.4.1 Brick pavers must match exactly those previously installed. The bricks are produced by the following manufacturer.

Watkins Concrete Block Company
14306 Giles Road
Omaha, Nebraska 68318
(402) 896-0900

- 2.4.2 Bricks are available at the cost of the Contractor from the following local, approved supplier. Additional suppliers may be used, subject to approval of the Engineer.

Iowa Concrete Block & Material Company
480 S. 16th Street
West Des Moines, Iowa 50265
Phone: (515) 224-0200

PART 2 - BRICK PAVER REPAIR

3. BASE PREPARATION

- 3.1 Remove brick pavers and stockpile for reuse.
- 3.2 Strip sand and vegetation from construction area and dispose of at landfill or at location designated by City.
- 3.3 Spread stone material in no more than 3 inch layers and compact.
- 3.4 The base course shall be set 3-3/8 inches below finished surface.
- 3.5 Compact placed stone materials to achieve a minimum 95% density (ASTM D1557).
- 3.6 Add water to assist compaction. With excess water condition, rework topping and aerate to reduce moisture content.
- 3.7 Perform hand tamping in areas inaccessible to compaction equipment.

4. BRICK PAVER INSTALLATION

- 4.1 Spread sand evenly over prepared substrate surface to a maximum thickness of 1 inch.
- 4.2 Screed and compact sand to a level and even surface. Add water to assist compaction.
- 4.3 Place brick paver units in herring bone pattern, from straight reference edge.
- 4.4 Place half units or special shaped units at edges and interruptions. Maintain evenly spaced joints not to exceed 1/8 inches.
- 4.5 Tamp and level brick paver units with mechanical vibrator until units are firmly bedded, level, and to correct elevation and gradient.
- 4.6 Sprinkle fine sand for joint fill over surface and sweep into joints. Recover joints with additional sand until firm joints are achieved. Remove excess sand.

5. DEFECTS

- 5.1 All defects caused by the operations of the contractor must be repaired in accordance with the direction of the Engineer.

PART 2 - BRICK PAVER REPAIR

6. PAYMENT

- 6.1 No separate payment will be made for work covered under this part of the Specification except as outlined below:
- 6.2 **Brick Paver Repair, s.f.:** For the number of square feet of brick paver repaired, the contractor will be paid the contract price per square foot. This shall be full compensation for providing labor, materials, and equipment to remove and replace brick pavers and fixtures, compaction, and hauling waste material to dump site.