

Present: Nicole Roos, Rob Spading, Lana Robison Nick w/ Snyder on the phone

Nick spoke about traffic study...

Traffic and speed counts on parkridge (match study done in 2004), would also include crash data from IDOT

One Street Plan

One Ped/Bike Plan

Referenced Waukee Plan

Ped/Bike Master Plan, develop guide/map with existing trails and fill in gaps

Off street and on street ped plans, develop map

Ped crossing treatments

Develop prioritization implementation plan

Other Calming Methods

Narrowing?

List options for future growth?

Some Questions from Nick:

Meetings?

2 public engagement meeting

1 draft to committee

1 to council

1 with P&Z

Possible City Study Cost 40k (does not include meetings)

Intersection Cost 14k

Nicole asked if we can get the cost down?

Possible break in to 3 sections to present to council:

Street design

Ped/Bike plan

Meetings

Discussed 4 way stop at 33rd.

No real reason to put a stop sign

Will drivers eventually start to roll through sign

Pedestrians may have a false sense of security of crossing without a crosswalk

Rob brought up enforcement capability with a 4 way, and we have to accommodate traffic.

Nicole asked Nick, what would be the best possible solution for that intersection if money was not a factor. Nick suggested an ondemand crosswalk with stop light. Curb ramp/sidewalk that leads away from traffic. Put advanced warning signs for semis, etc.

Factors driving the intersection study cost higher than originally thought:

- Application for funding

- 4 way stop study

- Multiple ped/bike plan options away from that intersection

Could reduce cost of study(s) by doing the city study first then intersection, but we would miss grant deadline.

Grant is annual

We would lose time, but could save money on study, save money on time (nicks time) for one application.

Could take months to return results

Can we reduce cost of intersection study?

- Can we take it to 2 options rather than 3?

- Sidewalk driving ped/bike traffic down 5th into Circleview