



Date November 19, 2018

ADOPTION OF REVISED COMPLETE STREETS POLICY EFFECTIVE JANUARY 1, 2019 FOR THE CITY OF DES MOINES TO REFLECT THE MOVE DSM PLAN

WHEREAS, the City Council strives to be a leader in creating a comprehensive transportation network for all users; and

WHEREAS, the term “Complete Streets” means designing, building, and operating the streets to routinely accommodate safe travel by all modes and for all people; and

WHEREAS, “Complete Streets” serve everyone who travels, whether by driving, walking, bicycling, riding transit, moving freight, ride hailing service or other means; and

WHEREAS, people of all ages and abilities must safely move along and across streets, regardless of how they are travelling; and

WHEREAS, “Complete Streets” are essential to provide access for people who cannot drive and eliminate barriers to safe access for non-motorized transportation by people who use mobility devices, and for older adults and children; and

WHEREAS, a complete street may look different and incorporate different components as needed to fit into each neighborhood environment, but all complete streets are designed to balance and support a high level of safety, access and mobility; and;

WHEREAS, on September 22, 2008, by Roll Call No. 08-1701, the City Council adopted a Complete Streets Policy; and

WHEREAS, on April 25, 2016, by Roll Call No. 16-0717, the City Council adopted an amendment to the Comprehensive Plan titled PlanDSM, which was drafted in accordance with the Iowa Smart Planning Legislation set forth in Chapter 18B of the Iowa Code; and

WHEREAS, an express goal of PlanDSM is to develop a complete multi-modal transportation network for people walking (including utilizing mobility aides), people biking, people taking transit, and people driving; and

WHEREAS, development of a Transportation Master Plan (MoveDSM) and evaluation, refinement, and implementation of the adopted Complete Streets Policy are actions that are specifically identified to implement the vision of PlanDSM; and

WHEREAS, the recommendations and proposed transportation networks in MoveDSM prioritize land use and context sensitivity; and

WHEREAS, on July 23, 2018, the City Council received a proposed “Complete Streets” policy, which would replace the Complete Streets policy adopted by Roll Call No. 08-1701 effective January 1, 2019, and provided comment during a City Council Work Session; and

WHEREAS, the proposed revised “Complete Streets” policy has been presented and favorably received by the Plan and Zoning Commission and the Transportation Safety Committee, and is recommended for approval by the City Manager.



Roll Call Number

Agenda Item Number

41A ✓

Date November 19, 2018

WHEREAS, following Plan and Zoning Commission approval, City staff added the following substantive revisions to the Complete Streets Policy:

- Clarify that this proposed policy replaces the current Complete Streets Policy adopted in 2008
Added policy effective date of 1/1/19
Clarify role of Transportation Safety Committee and Plan & Zoning Commission for private developments seeking exceptions to the policy
Added more components to be part of the annual report

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Des Moines, Iowa:

- That the "Complete Streets" policy, attached hereto and on file in the City Clerk's Office, is hereby adopted, and effective on January 1, 2019 replaces the Complete Streets policy adopted on September 22, 2008 by Roll Call No. 08-1701.
That the Complete Streets policy adopted on September 22, 2008 by Resolution No. 08-1701 remains effective through December 31, 2018.
That the City Manager, staff and the Transportation Safety Committee are to follow the Complete Streets Policy.

MOVED BY _____ to approve.

APPROVED AS TO FORM:

Kathleen Vanderpool
Deputy City Attorney

Table with 5 columns: COUNCIL ACTION, YEAS, NAYS, PASS, ABSENT. Rows include COWNIE, BOESEN, COLEMAN, GATTO, GRAY, MANDELBAUM, WESTERGAARD, and TOTAL.

CERTIFICATE

I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

MOTION CARRIED APPROVED

Mayor

City Clerk

City of Des Moines Complete Streets Policy

Effective January 1, 2019

The City of Des Moines shall be committed to the implementation of Complete Streets to create a comprehensive transportation network that is safe, equitable, multimodal, complete, and connected. Des Moines' streets are the City's largest public space and must be safe and accessible for everyone. The City is updating its Complete Streets policy in order to achieve the goals identified in the City's comprehensive plan, PlanDSM, and transportation master plan, MoveDSM. These relevant goals include:

- **Goal 1:** Develop a complete multi-modal transportation network for pedestrians, bikes, transit, and automobiles
- **Goal 2:** Develop updated street design standards that allow for and balance the needs of all forms of transportation
- **Goal 3:** Provide opportunities for healthy lifestyles through walking as a primary mode of transportation
- **Goal 5:** Enhance the bicycle network by expanding bicycle facilities that are safe, comfortable, and easily accessible

In creating Complete Streets, the City recognizes equity as a motivation and will prioritize vulnerable users and those residing in the environmental justice (EJ) areas identified by the Des Moines Area Metropolitan Planning Organization (MPO).

In implementing this Policy, Des Moines will strive to mitigate unintended consequences associated with Complete Streets projects, such as involuntary displacement, through community engagement and focusing on context-sensitive solutions.

Every city, state and federally funded transportation project, as well as private development projects impacting the public way or where the public is allowed to travel, shall be approached as an opportunity to create safer, more accessible streets for all users. All new construction and reconstruction/retrofit projects must consider the needs of all modes of transportation and all users of the street in all phases. All construction and reconstruction/retrofit projects must also provide accommodations for all modes of transportation to use the road safely and efficiently during any construction or repair work that infringes on the right of way and/or sidewalk where feasible. Project phases include planning, programming, concept design, right-of-way acquisition, construction, construction engineering, reconstruction, and operations as well as any change to transportation facilities within street rights-of-way such as capital improvements, re-channelization projects, and maintenance. Maintenance and ongoing operations include resurfacing, repaving, restriping, rehabilitation, and other major maintenance.

To this end, the City of Des Moines will:

1. Designate the Transportation Safety Committee ("Committee") as the responsible party to review all city projects that are part of the Capital Improvement Program (CIP) that fall under this policy's jurisdiction. All other projects, including Private Development projects, that fall under this policy's jurisdiction will be reviewed by city staff. All formal exception requests, including those for Private Development projects, will be reviewed by the Committee in accordance with MoveDSM. The Transportation Safety Committee serves as an advisory body

and a collaborative partner for the City's elected officials, municipal staff, citizens, and other appropriate agencies.

- 1.1. The Composition, Appointment, Terms, and Duties of the Committee are indicated in City Code Sections 114-241 and 114-242.
- 1.2. The Committee will review all Capital Improvement Projects on an annual basis during the concept design phase. All other projects will be reviewed by city staff.
- 1.3. The Committee will recommend approval of projects that meet the goals of this policy. If the project does not meet the goals of this policy, the Committee will refer the project and recommended changes back to the Traffic and Transportation Division. Each project that does not comply with the goals of this policy will require an approved exception from the Committee as defined in section 1.4, except as to Private Development projects in which the Committee shall make a recommendation which will be forwarded to the Plan and Zoning Commission for final determination.

1.4 Facilities for people walking, people biking, people taking transit, people using mobility devices and people driving, pursuant to the recommendations and typologies in MoveDSM and DART Forward 2035, shall be established in new construction, reconstruction, re-striping, and re-surfacing of street and bridge projects within the City of Des Moines unless one or more of the following conditions for an exception are met:

- (a) Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls. Exclusion of certain users on particular corridors should not exempt projects from accommodating other permitted users.
- (b) Severe topographic or natural resource restraints.
- (c) The cost of establishing facilities for all users would be excessively disproportionate to the need or exceed budget costs. In cases where the additional cost is considered excessively disproportionate, the project sponsor may propose an alternate design or will be required to spend a portion of the total project cost to improve accommodations for all users.
- (d) Routine maintenance. Routine maintenance includes pavement patching (diamond grinding, concrete panel repair, fog coat, seal coat, chip seal, and slurry seal). Emergency repairs are not subject to this policy.
- (e) Where a reasonable and equivalent project along the same street is already programmed to provide facilities exempted from the project at hand.

Supporting data/evidence will be required to show need for exception. Exception requests for capital improvement projects shall be approved by the Transportation Safety Committee. Exception requests for private development projects will be reviewed by the Transportation Safety Committee and the recommendation will be forwarded to the Plan and Zoning Commission for final decision. Documentation of any proposed exceptions shall be made publicly available prior to approval and committee review through publishing of the Committee's meeting agenda.

2. Design Complete Streets to be context-sensitive and meet the needs of the community and surrounding area while emphasizing safe and accessible travel for all people. All facilities shall be designed in accordance with the best available standards and guidelines, such as:
 - MoveDSM;

- AASHTO Guide for the Development of Bicycle Facilities;
- AASHTO's A policy on Geometric Design of Highways and Streets;
- AASHTO's Guide for the Planning, Design, and Operation of Pedestrian Facilities;
- SUDAS: State Urban Design and Specifications Manual;
- Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways;
- ITE Recommended Practice Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities;
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide; Urban Bikeway Design Guide; Transit Street Design Guide;
- City of Des Moines Zoning Code; and,
- The International Fire Code.

Effective January 1, 2019, all projects entering the design phase will comply with the best available standards and guidelines for Complete Streets design except as to the components for which an exception has been granted.

3. View Complete Streets as integral to everyday transportation options. To this end:
 - 3.1. The Traffic and Transportation Division, the Community Development Department, the Des Moines Fire Department, the Department of Public Works, the Parks and Recreation Department, the Des Moines Police Department, and the Office of Economic Development will incorporate Complete Streets principles into appropriate plans, manuals, checklists, decision trees, rules, regulations, and programs within three years, and will specify how they will support and be supported by the community's Complete Streets vision.
 - 3.2. The Engineering Department and the Department of Public Works will review current design standards, including subdivision regulations that apply to new roadway construction, to ensure that they reflect the best available design guidelines, and effectively implement Complete Streets.
 - 3.3. City staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects.
 - 3.4. The City shall promote project coordination among the Traffic and Transportation Division, the Engineering Department, the Community Development Department, the Des Moines Fire Department, the Department of Public Works, the Park and Recreation Department, the Des Moines Police Department, the Office of Economic Development, Des Moines Public Schools, Des Moines Area Regional Transit Authority, and other departments and agencies with an interest in the activities that occur within the public right-of-way to ensure efficient use of fiscal resources.
 - 3.5. Complete Streets projects will be prioritized in project selection and funding.
4. Establish project development and project selection processes that specify criteria which encourage funding prioritization for Complete Streets implementation by January 1, 2020.
 - 4.1. Project selection criteria will address equity through the prioritization of projects located within or that directly benefit the residents of the identified Environmental Justice zones.
 - 4.2. The City will develop a community engagement plan for public engagement in the project selection, design, and implementation process. The engagement plan shall include equitable community engagement strategies.

- 4.3. Complete Streets training and workshops will be held annually in coordination with the Active Transportation Planner and Transportation Safety Committee. The Traffic and Transportation Division, the Community Development Department, the Des Moines Fire Department, the Department of Public Works, the Parks and Recreation Department, the Des Moines Police Department, and the Office of Economic Development shall send at least one representative to each training. Each representative is then responsible for disseminating information learned within the training to their respective departments.
5. Have the Traffic & Transportation Division report to the City Council and general public on the progress made in implementing this Policy once per year. The baseline data will be established January 1, 2019 and the annual report will follow the calendar year. The annual report shall be completed and publicly available each January beginning in 2020. During the annual report process, the policy will be reviewed for relevant updates and to incorporate new best practices. The annual report should include:
- 5.1. Access
- Percentage of transit stops accessible via sidewalks and curb ramps
 - Total miles of on-street bicycle facilities striped/constructed in past year
 - Total miles of off-street bicycle facilities constructed in past year
 - % constructed within EJ areas in the past year
 - Total miles of on-street and off-street bicycle facilities
 - Linear feet of new sidewalks constructed
 - Number of new curb ramps installed
 - Number of crosswalks added
 - Total miles constructed of the Priority 1 sidewalk gaps identified in MoveDSM (including % of target)
 - Total miles constructed of the core bicycle network gaps identified in MoveDSM (including % of target)
- 5.2. Safety
- Number of crashes, injuries, and fatalities by mode and gender/age
 - Rate of children walking or biking to school
 - Average emergency vehicle response times
 - Percentage of emergency calls for service that the travel time for the first arriving unit was at or below 4 minutes
- 5.3. Health
- Percentage of residents identified as obese
- 5.4. Equity
- Number of Complete Streets projects within EJ areas
- 5.5. Other
- Number of approved and denied exceptions
 - Public input (Ex. Requests for Complete Street Projects Received)
 - Discussion of trends
 - Other relevant measures as determined necessary by the City Traffic Engineer and/or City Engineer