

 <p style="text-align: center;">Council Communication Office of the City Manager</p>	Date	July 27, 2009
	Agenda Item No. 51 Roll Call No. <u>09-</u> Communication No. <u>09-508</u> Submitted by: Donald M. Tripp Park and Recreation Director Jeb E. Brewer, P.E., City Engineer	

AGENDA HEADING:

Approval of a proposal to stripe and sign bike lanes along Urbandale Avenue from 34th Street to Merle Hay Road.

SYNOPSIS:

Recommend approval of a citizen submitted proposal to stripe and sign bike lanes along Urbandale Avenue from 34th Street to Merle Hay Road. This proposal will remove on street parking along Urbandale Avenue from 34th Street to Merle Hay Road. The addition of bike lanes along this road will help to fulfill the City’s goal to become a designated Bicycle Friendly Community, and will work to increase the use of bicycles as a legitimate form of transportation that reduces the reliance on the automobile and create a link between the Inter-Urban Trail through the Beaverdale Neighborhood.

FISCAL IMPACT:

Amount: Estimated costs for signage and painting bike symbols is \$15,000-\$25,000.

Funding Source: 2009-2010 Capital Improvement Budget, Park Improvements, Page 22, Recreation Trail, PKS045-CP040-PKS990000

ADDITIONAL INFORMATION:

Urbandale Avenue is currently a boulevard street with a single lane of traffic on each side of the boulevard. In addition, there is on-street parking extending the entire stretch of the street with the exception of small areas near the intersections with Beaver Avenue and Merle Hay Road. At these intersections there are left and right turn lanes. Because of the width of the road on each side of the boulevard, there is an outside stripe to designate the separation of the travel lanes and the parking lane.

On the south side of the road is the Inter-Urban Trail from 50th Street west to the Des Moines City limits near 67th Street. In addition, the Inter-Urban Trail starts again where Urbandale Avenue becomes Leado Avenue near 34th Street. This street is designated as an on-street bike route on the City’s Bike and Trails Master Plan Map. Most of this street has been repaved within the past five years.

For many years, the City of Des Moines has maintained a Bike and Trails Master Plan Map. This map has been the guide in developing the City’s extensive off-street trails system that includes such trails as the Inter-Urban Trail, Neal Smith Trail, Meredith Trail, etc. Every year more and more of the City’s

trails are connected together into a cohesive system of trails that makes it much easier for citizens to use the trail system for recreation, fitness and bicycle commuting. As a result of this and other factors such as rising gas prices, increased awareness of rising obesity rates and an environmental consciousness, more and more people are thinking about bicycling on a regular basis. Regardless of why people are biking more, there is a growing demand to make the City's streets safer for bicycles.

In the 2007 and 2008 City Satisfaction Survey, residents were surveyed about their feelings toward riding a bike on City Streets. Only 23% (2007) and 25% (2008) of those surveyed felt that they were able to safely ride a bicycle on City Streets. This was last among Public Works questions in approval rating. Based on the survey results improving the City streets for bicycle safety was ranked third in the suggested priority list for Public Works, tied with flood protection.

Several different plans, policies and goal statements refer to the use of bicycles as transportation, not just recreation and fitness. Some of the most recent include:

1. Bicycle Friendly Community Goals – On December 17, 2007 by Roll Call No. 07-735, the City Council adopted a series of goals in an effort to make Des Moines a More Bicycle Friendly Community. The overall goal is to have the City recognized by the League of American Bicyclists as a designated Bicycle Friendly Community. To date less than 100 cities across the country have received this designation. (In September 2008 the City was given the honorable mention rating by the League of American Bicyclists).
2. Complete Streets Policy – On September 22, 2008, by Roll Call No. 08-1701 the City Council adopted a complete streets policy that seeks to review all City street projects for compliance with the policy. The policy's intent is to help City streets become useable transportation facilities for more than just automobiles and trucks.
3. City Goals – On October 23, 2006, the City Council adopted 12 goal statements for the City. The addition of on-street bicycle facilities directly relates to one of these goals; *Sustainable Green Community: Des Moines will be a leader in setting policies and practicing service delivery innovations that promote environmental sustainability. Des Moines will offer safe, reliable and convenient transportation alternatives that reduce reliance on automobiles and parking facilities.*

A group of Beaverville neighbors has diligently worked hard on bike and trail issues as part of the Beaverville Main Street Program. This group has produced a series of work related to bike and trail issues in the Beaverville Neighborhood. Their work includes a survey of property owners along Urbandale Avenue, which was placed on the Beaverville website and in their newsletter. This survey was used to gauge reactions from people to removing parking from Urbandale Avenue. In addition to the survey work, on several occasions car counts were performed along the corridor to help determine actual usage of the parking along Urbandale Avenue. Attached to the Roll Call is the result of their work.

Staff is recommending that Urbandale Avenue from Leado Avenue to just west of Merle Hay Road be striped with bike lanes on the road. This proposal will require the removal of on-street parking along the entire length of Urbandale Avenue. It also includes striping and signing of the street for bike lanes. This proposal was supported and endorsed by the Beaverville Neighborhood Association at its July 10, 2008 meeting. In addition, the Merle Hay Neighborhood Association met on October 16, 2008 to approve support for bike lanes with no parking along Urbandale Avenue from 48th Street to Merle Hay Road.

A public meeting with property owners along Urbandale Avenue was held on April 23, 2009. Approximately 30 people attended the meeting. The biggest concern voiced by property owners that attended the meeting was the loss of on-street parking in front of their homes. Several suggestions were offered during the meeting including allowing parking during the evening hours and prohibiting parking the rest of the day. After conducting research, staff believes that prohibiting parking all day is the best option. Most of the streets that intersect Urbandale Avenue have on-street parking and the longest distance a property owner would have to walk to a parking space is approximately 400-feet. In addition, even though parking is allowed along this corridor, very little parking actually occurs on a daily basis. Staff from the City's Traffic and Transportation Division will explore the possibility of allowing permits to allow the on-street parking during special events such as graduation parties, garage sales, and the like.

The only costs associated with this would be to paint bike and arrow symbols on the bike lanes and to hang bike lane and no parking signs along the street. Estimated costs are between \$15,000-\$25,000 for painting and signage and funds are budgeted in the FY09-10 CIP Budget, PKS 045 Recreation Trails.

The following ordinance change is necessary to prohibit parking on Urbandale Avenue in order to implement these changes:

Sec. 114-3697. Urbandale Avenue--Martin Luther King Jr Parkway to Forty-fourth Street.

Urbandale Avenue, on both sides, from Leado Avenue to Fourty-fourth Street ~~Thirty-fourth Street~~, no parking any time.

~~Urbandale Avenue, on the south side, from a point 120 feet west of Thirty-fourth Street to Thirty-fourth Street, no parking any time.~~

~~Urbandale Avenue, on the south side, from Thirty-eighth Street to a point 75 feet east thereof, no parking any time.~~

~~Urbandale Avenue, on the south side, from Thirty-eighth Street to a point 75 feet west thereof, no parking any time.~~

~~Urbandale Avenue, on the south side, from Thirty-ninth Street to Beaver Avenue, no parking any time.~~

~~Urbandale Avenue, on the north side, from a point 70 feet east of Beaver Avenue to Forty-first Place, no parking any time.~~

~~Urbandale Avenue, on the north side, from Beaver Avenue to a point 490 feet east thereof, no parking any time.~~

~~Urbandale Avenue, on the south side, from Beaver Avenue to a point 130 feet west thereof, no parking any time.~~

Sec. 114-3698. Urbandale Avenue--Forty-fourth Street to Westover Boulevard.

Urbandale Avenue, on both sides, from Fourty-fourth Street to a point 35 feet west of Merle Hay Road, Forty-ninth Street to Forty-ninth Place, no parking any time.

~~Urbandale Avenue, on both sides, from a point 35 feet east of Merle Hay Road to a point 35 feet west of Merle Hay Road, no parking any time.~~

Urbandale Avenue, on the south side, from a point 400 feet east of Westover Boulevard to a point 180 feet west of Westover Boulevard, no parking any time.

PREVIOUS COUNCIL ACTION(S):

Date: December 17, 2007

Roll Call Number: 07-2344

Action: Adoption of “Goals To Make Des Moines A Bicycle Friendly Community.” (Council Communication No. 07-735) Moved by Hensley to approve. Motion Carried 6-1.

BOARD/COMMISSION ACTION(S):

Date: May 26, 2009

Roll Call Number: 09-049

Action: Park and Recreation Board, approval of recommendations to sign and stripe bike lanes along Urbandale Avenue from 34th St to Merle Hay Road.

Date: April 28, 2009

Roll Call Number: 09-040

Action: Park and Recreation Board, receive and file of recommendation to sign and stripe bike lanes along Urbandale Avenue from 34th St to Merle Hay Road.

Date: May 12, 2009

Roll Call Number:

Action: Traffic Safety Committee, Approval of recommendations to sign and stripe bike lanes along Urbandale Avenue from 34th Street to Merle Hay Road and remove street parking along this stretch of road.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS: NONE

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