



Council Communication

Office of the City Manager

Date

August 10, 2009

Agenda Item No. 53
Roll Call No. 09-
Communication No. 09-554
Submitted by: **Jeb E. Brewer, P.E.**
City Engineer

AGENDA HEADING:

Proposed restriping of Ingersoll Avenue to a three-lane roadway, including bicycle lanes and additional parking.

SYNOPSIS:

Recommend approval of the Traffic Safety Committee recommendation that Ingersoll Avenue be restriped to a three-lane roadway, including bike lanes and some additional parking, between M.L. King Jr. Parkway and Polk Boulevard, including first reading of the Ordinance regarding the traffic regulation changes.

FISCAL IMPACT:

Amount: \$7,500 for pavement marking removals. Minor costs for pavement marking and signing modifications.

Funding Source: 2009-2010 Operating Budget, Page 93, Engineering Department Traffic & Transportation - Sign Installation and Maintenance, ENG100413, and Street Markings Maintenance, ENG100416. Pavement marking removals from 2009-2010 CIP Traffic Control Improvements, page 5—Citywide Signals, Channelization, and School Crossing Protection Program, TFC091.

ADDITIONAL INFORMATION:

At their January 5, 2009 meeting, by Roll Call No. 09-021, the City Council directed that a review and analysis be conducted of parking conditions along Ingersoll Avenue. The business community along Ingersoll Avenue has requested that the number of on-street parking spaces be maximized. Also, the Ingersoll Avenue corridor has been identified as a high priority by the Des Moines bicycling community for the addition of bicycle lanes.

Staff has conducted this study, and more specifically has reviewed an alternative to restripe Ingersoll Avenue between Martin Luther King Jr. Parkway and Polk Boulevard to a three-lane roadway (one-lane in each direction along with a center turn lane), adding bike lanes on each side, and increasing the number of on-street parking spaces.

A previous study was conducted by the City in 2004. At that time, there were two major construction projects that affected traffic flows on Ingersoll. First, Martin Luther King Jr. Parkway was nearing completion, and Grand Avenue had been closed for bridge construction. Also, I-235 was in the middle of a major six-year reconstruction project. Both Ingersoll and Grand Avenues were heavily used as

alternative routes to the I-235 congestion. Because of these two major projects, staff recommended no reduction in the number of traffic lanes on Ingersoll Avenue, so there was no room to create bike lanes. Instead, SHARE THE ROAD warning signs were installed, and bicyclists currently ride in the roadway along with traffic.

Since then, both projects have been completed, and traffic has reverted to more “normal” commuting patterns, including increased usage on the Martin Luther King and the I-235 corridors. This spring, the consulting firm of Snyder & Associates was retained by the City to conduct a new study of the corridor. Traffic counts were taken in spring 2009, and both the existing four-lane and the proposed three-lane configuration were analyzed. This was done for current traffic volumes and for projected year 2030 volumes. Currently, Ingersoll traffic volumes range from 10,800 vehicles per day near 39th Street, to slightly over 15,000 vehicles per day near 23rd Street. These volumes are significantly less than the volumes from the 2004 study.

The study indicated that the three-lane configuration, based on the lower traffic volumes, would still remain at an acceptable “Level of Service” during the peak periods of the day. In the morning “rush-hour” with the three-lane configuration, an eastbound trip along Ingersoll from 35th to 28th would take an additional 45 seconds over the existing four-lane. In the evening “rush hour” a westbound similar trip would take an additional 15 seconds. The delays are estimated to increase to 130 seconds and 95 seconds, respectively, if traffic volumes approach the Year 2030 estimates. During non-peak times covering most of the day, there would be little or no additional congestion or delay.

Staff also took traffic counts in May 2009 on Grand Avenue in the vicinity of 29th Street, in order to estimate if additional capacity is available on this parallel corridor to Ingersoll Avenue. The counts showed that there is currently 20-25% excess capacity available on Grand Avenue if some through traffic is diverted from Ingersoll Avenue by the three-lane conversion.

Staff has prepared a comparison of the advantages and disadvantages of the three-lane concept along with the potential number of parking spaces that could be added with the proposed restriping project. A copy of this comparison is attached to the roll call along with a diagram showing the proposed layout at a typical signalized intersection. Overall, it is estimated that approximately 55 parking spaces could be added between Martin Luther King Jr. Parkway and Polk Boulevard. Over 30 of these spaces could be added near the signalized intersections of 28th, 31st, 35th, and 42nd, where the current five-lane configuration does not allow parking except in designated insets.

The traffic analysis was completed in June 2009, and the results of the study along with the advantages and disadvantages of the three-lane roadway were presented to the Ingersoll Business Association at a meeting on July 23, 2009. At the meeting, there was general support for the three-lane concept with bike lanes and additional parking. In order to obtain more comprehensive input from the public, the Traffic Safety Committee held a special meeting on August 5, 2009, at the Central Presbyterian Church, 3829 Grand Avenue, to receive additional comments and consider this project. Approximately 100 people were in attendance, and appeared to be evenly split in their preference in favor of or opposed to the three-lane concept. One general concern against the proposal was that the three-lane traffic flow would create additional congestion, making it more difficult for patrons to get into or out of the businesses. Staff indicated that, based on the traffic models, traffic queues will be somewhat longer than current conditions, but still would remain within an acceptable range. Following considerable input and discussion, the Traffic Safety Committee approved the three-lane recommendation by a 6:1 vote.

Based on a thorough analysis of all of the traffic conditions, staff believes that the proposed alternative to reduce Ingersoll Avenue to a three-lane roadway with a center turn lane and bike lanes will provide additional parking, significant safety benefits from the left-turn lane, bike lanes and traffic calming effects of only one through lane in each direction; create a complete street for this section of Ingersoll and still provide an adequate level of service for vehicular traffic during peak periods.

The cost to implement this change will be relatively minor since the only work involves pavement markings along with some additional signing required. Staff plans to implement the changes within two weeks of City Council approval.

The following revision to the Municipal Code is necessary to designate the three-lane concept on Ingersoll.

Sec. 114-306.01. Traffic lanes allocated.

(15) On Ingersoll Avenue, from a point 300 feet west of Martin Luther King Jr. Parkway to a point 150 feet east of Polk Boulevard, one lane eastbound, one lane westbound, and the center lane eastbound and westbound left turn only.

PREVIOUS COUNCIL ACTION(S): NONE

Date: January 5, 2009

Roll Call Number: 09-021

Action: Amending Chapter 114 of the Municipal Code submitting traffic regulation changes as follows: (Council Communication No. 09-001) Moved by Hensley that this ordinance be considered and given first vote for passage; refer item (A) back to City Manager, Planning and Traffic and Transportation for review and recommendation. Motion Carried 7-0.

BOARD/COMMISSION ACTION(S): TRAFFIC SAFETY COMMITTEE

Date: August 5, 2009

Roll Call Number: N/A

Action: Motion was made by Carl McPherson to accept staff's recommendation regarding the proposed three-lane configuration, including bike lanes and additional parking spaces, for Ingersoll Avenue between Martin Luther King Jr. Parkway and Polk Boulevard; seconded by Bob Saf. Motion passed 6:1.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:

Second and third readings of Ordinance. Additional parking regulations to be brought to City Council for consideration at a future meeting.

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