

★ **Roll Call Number**

Agenda Item Number

68

March 10, 2008

Date

RESOLUTION to receive and file the proposed "Complete Streets" policy from the Des Moines Parks and Recreation Department.

(Council Communication 08-III)

MOVED by _____ to receive and file the proposed "Complete Streets" policy and refer to the City Manager for review and recommendation. Upon completion of review and recommendation, the policy will be submitted to the City Council for adoption.

APPROVED AS TO FORM:

Ann DiDonato
Ann DiDonato
Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
HENSLEY				
KIERNAN				
MAHAFFEY				
MEYER				
VLASSIS				
TOTAL				

MOTION CARRIED

APPROVED

Mayor

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.

City Clerk

Complete Streets Policy

The term complete street means designing and building the streets so the streets routinely accommodate travel by all modes. To complete a street will expand the capacity to serve everyone who travels, be it by motor vehicle, foot, bicycle, or other means. A complete street may look quite different on different sides of the same city, but both are designed to balance safety and convenience for everyone using the road. Complete streets are essential for access by people who cannot drive. Roads without safe access for non-motorized transportation represent a barrier for people who use wheelchairs, and for older people and children.

The City of Des Moines recognizes this need for complete streets and will accommodate elements that create a complete street where possible. Some of the elements under consideration for inclusion on a complete street can be sidewalks, shared use paths, bike lanes, paved shoulders, street crossings (including over and under crossings), pedestrian signals, signs, street furniture, transit stops and facilities, as well as all connecting pathways shall be designed, constructed, operated, maintained, and accommodated in all transportation projects so that all modes and pedestrians, including children, elderly and people with disabilities, can travel safely and independently.

To this end, the City of Des Moines will:

- Create a committee to consider and recommend what complete streets elements be included with every street project undertaken by the City of Des Moines. Members on this committee could be representatives from the Engineering, Traffic and Transportation, Parks and Recreation, Police, Community Development and other departments.
 - Work with the Des Moines Park and Recreation Boards' Trails and Greenways Advisory Committee to identify bicycle, pedestrian, and transit planning and design issues appropriate to the project.
1. Bicycle and pedestrian ways shall be established in new construction and reconstruction of road and bridge projects within the City of Des Moines unless one or more of three conditions are met:
 - 1.1. Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate all users (bicyclists, motorists, transit vehicles and users, and pedestrians of all ages and abilities) elsewhere within the right of way or within the same transportation corridor.
 - 1.2. The cost of establishing bikeways and walkways would be excessively disproportionate to the need or probable use or exceed budget costs (ex. resurfacing). Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. In this case, the project sponsor may propose an alternate design or spend twenty percent of the project cost of the larger project to improve accommodations for all users.
 - 1.3. Where sparsity of population or other factors indicate an absence of future need. This is defined as streets developed as a cul-de-sac with four or fewer dwellings or if the street has severe topographic or natural resource restraints. Also an indication of absence of need is when the average daily traffic (ADT) is projected to be less than 500 vehicles per day over the life of this project.

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2. The design and development of the transportation infrastructure shall improve conditions for transit users, motorists, bicyclists and pedestrians through the subsequent steps:
 - 2.1. Plan projects for the long-term. Transportation improvements are long-term investments that remain in place for many years. The design and construction of new facilities should anticipate likely future demand for transit, bicycling, and walking facilities and not preclude the provision of future improvements.
 - 2.2. Address the need for bicyclist and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore the design of intersections and interchanges shall accommodate bicyclist and pedestrians in a manner that is safe, accessible, and convenient.
 - 2.3. Design facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as:
 - *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.*

DRAFT