

★ Roll Call Number

Agenda Item Number

51

Date July 27, 2009

An Ordinance entitled, "AN ORDINANCE to amend the Municipal Code of the City of Des Moines, Iowa, 2000, adopted by Ordinance No. 13,827, passed June 5, 2000, by amending Sections 114-3697 and 114-3698, regarding proposal to stripe and sign bike lanes along Urbandale Avenue from 34th Street to Merle Hay Road",

presented.

(Council Communication No. 09-508)

Moved by _____ that this ordinance be considered and given first vote for passage.

FORM APPROVED:

(First of three required readings)

K. Massier

Katharine Massier
Assistant City Attorney

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

Attachment A: Beaverdale Trail and Bicycle Lane Proposal Work

October 2008

Project Plan

BMSI Design Committee/Beaverdale Trails Task Force

INTRODUCTION

In the fall of 2007, the Design Committee of the Beaverdale Main Street Initiative (BMSI) voted to form project subcommittees. Each subcommittee was charged by the Committee to help implement one of the following goals of the newly adopted Beaverdale Master Plan:

1. Streetscape improvements along Beaver from Hickman to Douglas
2. Influence/assist the design of the Rice School site and other developments
3. Business District façade improvements
4. Urbandale Ave. median improvements
5. Entrance marker features at primary entry points into Beaverdale
6. Recreation trails, bike lanes, walking paths and other recreation-supporting improvements

Each subcommittee was then charged with the task of producing a project plan outlining the individual tasks or projects that will be undertaken to accomplish its assigned goal. Each project plan will be submitted for approval to the BMSI Board of Directors, the Board of Directors for the Beaverdale Neighborhood Association (BNA), and planning officials of the city of Des Moines before being implemented.

One subcommittee, the Beaverdale Trails Task Force (BTTF), was formed chiefly to work on goal #6. Its mission is to enhance and expand the system of recreational trails in the neighborhood, with the underlying purposes of helping to make Beaverdale a more livable and viable community and to establish it as a major hub of the Central Iowa Recreational Trails network. This mission is directly in concert with the city’s current drive to become an official Bicycle-Friendly Community, a designation bestowed by the League of American Bicyclists on communities that meet certain guidelines and requirements established by the League. Civic leaders consider this designation a key part of their strategy for making Des Moines more competitive in attracting new residents and businesses.

Members of the BTTF include neighborhood biking enthusiasts, representatives from the Des Moines Park and Recreation Board, the Trails and Greenways Advisory Committee, the Iowa Department of Public Health, and the Iowa Natural Heritage Society, and members of the BMSI Design Committee. During several meetings in late 2007 and early 2008, the BTTF adopted the following list of projects to work on in order to accomplish their mission.

1. Work with the Park and Recreation Board to complete the Beaverdale portion of the Interurban Recreational Trail.
2. Propose and help plan a new north-south trail route through the neighborhood.
3. Establish a link between the Interurban Trail and Beaverdale Park.
4. Work with associations in adjoining neighborhoods to coordinate efforts aimed at linking the Beaverdale trail system with other systems in the city and with those of nearby communities.
5. Work with the BMSI Promotions Committee to help develop neighborhood trails-oriented events and activities.

These projects were subsequently prioritized and broken down into phases. This structuring of the BTTF’s efforts is reflected in this plan.

PRIORITY 1: TRAILS AND ROUTES

Phase (Project) 1: Completion of the Interurban Trail

Rationale

Ten years ago, after several years of planning and implementation by an earlier trails group (some of whom are now members of BTTF), a dedication ceremony was held during the Beaverdale Fall Festival to mark the opening of the Interurban Trail. At that time, however, the only portion of the trail that actually was completed was the stretch from the Neal Smith Trail to a trailhead near 34th Street and Urbandale Avenue. A few years later, another portion of the Interurban Trail was constructed as a side path along the south side of Urbandale Avenue from 50th Street in the Merle Hay neighborhood to 64th Street in the city of Urbandale. Although Beaverdale is roughly the geographical center or hub of the entire Central Iowa Trails Network, most of the route through the neighborhood has remained little more than a dotted line on the network map; an exact route for that portion of the trail has not yet been adopted by the Park and Recreation Board. It is the conclusion of the BTTF and of the BMSI Design Committee as a whole that completion of this remaining portion of the trail is essential in order for the neighborhood to achieve its goal, as stated in its Master Plan, of becoming a primary hub of the trails network. The steps that need to be taken to accomplish this phase are as follows:

A. Conduct a parking survey

The general route established by the Park and Recreation Board for the as-yet uncompleted portion of Interurban Trail is the Urbandale Avenue right-of-way corridor. Most of the likely alternatives for an exact route that would connect the existing trailhead at 34th Street with the existing side path (which begins at 50th Street in the Merle Hay neighborhood) would require converting a portion of the roadway on each side of Urbandale Avenue and/or of the median for use as a bike lane or bike lanes. Since some of these alternatives would require eliminating parking for automobiles along one or both sides of the avenue either full- or part-time, the task force decided that hard data needed to be collected to support whatever alternative is chosen. Two types of data were collected during February and March, 2008. These are described as follows:

1. Residents' preferences regarding parking vs. bike lanes along Urbandale Avenue. To gather this data, the task force created a survey form (Appendix A) to gather responses from residents who live along Urbandale Avenue and from residents of the neighborhood in general. One version of this form was mailed to the avenue's 108 Beaverdale residents. Another version was published in a recent issue of Sidewalk, the neighborhood newsletter, and posted on the neighborhood Web site. The results are summarized as follows (see Appendices B, C, and D for complete data tabulation):

Total number of votes cast in all 3 data streams was 96. Option #2, "Omit on-street parking on both sides of Urbandale Avenue to make room for dedicated bike lanes next to the curbs," received the most votes: 48 (50%). (*Note: a few respondents voted for more than one option. All votes were counted.*) Analysis: A clear majority of respondents favor omitting parking altogether on Urbandale Avenue to make room for a bike lane in each roadway.

2. Counts of the actual number of parked cars along Urbandale Avenue. Several members of the task force took turns recording counts of parked cars between 34th Street and 48th Place at various times of the day and days of the week to assess the extent to which parking lanes along the avenue were actually used for parking of automobiles. A sign-up form was created to schedule recordings and record the counts. The results are summarized as follows (for complete data tabulation, see Appendix D: Parked Cars Count):

Maximum number of parked cars recorded (for a given reading): 7

Minimum number of parked cars recorded: 0

Typical number of parked cars recorded: 3.5

Analysis: Residents' use of Urbandale Avenue for street parking is relatively light at best; omitting parking along the avenue would therefore not cause great inconvenience for the residents.

B. Selection and development of an exact route for the trail

Recommendations for an exact route for the trail are outlined below. They are based on the following:

- Results of the research cited above
 - Needs of the metro-area biking community
 - Collective trail-use experience of the task force
 - Firsthand inspection of the route corridor for the uncompleted section of the trail (i.e., Urbandale Avenue corridor from 34th St. to 50th St.)
1. Omit street parking on both sides of Urbandale Avenue from 34th St. to 52nd St.
 2. Add a bike lane next to the outside curb on each roadway of the avenue
 3. Incorporate existing crossing areas (one at 34th St., the other at 52nd St.) for use by bikers as well as pedestrians.

C. Recommendations for design and construction of the route

To make the new section of the trail clearly visible, user-friendly, and as safe as possible for bikers, pedestrians, and motorists who use the route corridor, the task force recommends the following specifications for design and construction. (*Note: all recommendations are subject to guidelines established by the Park and Recreation Board and the Central Iowa Trails Network Advisory Board.*)

1. Resurface both sides of Urbandale Avenue from Leado Avenue to Beaver Avenue to make that portion of the corridor conducive to safe, smooth biking. (*Note: This work has been budgeted as part of the city's paving improvements plan for fiscal 2009 by the Department of Traffic and Engineering; it is scheduled to be completed in late summer 2008.*)
2. Paint stripes and bike-trail logos on the road surface to designate the lanes and crossover areas.
3. Replace the existing Interurban Trail signage (on posts along the corridor) with larger, more attractive, and more visible signage, following guidelines recently established for entire Central Iowa Trails Network.
4. Install additional signage to mark the trail more clearly and to indicate the two crossing areas.
5. Install an informational kiosk at each of several locations along the trail route: at the trailhead near 34th St.; near the intersection of Urbandale and Beaver Avenues in downtown Beaverdale; and at the junction point where the two bike lanes merge with the existing side path (52nd St. and Urbandale Ave., at the northeast corner of Riley Park). (This location is seen as an eventual junction if the Waveland Trail is extended northward to meet the Interurban Trail, thus creating an additional link to facilitate recreational biking in the metro area.) At the trailhead near 34th St., signage should include information regarding restroom access and additional parking at nearby Beaverdale Park. (Eventually this plan will include a proposal to build a direct link between the Interurban Trail and Beaverdale Park in the existing, undeveloped Adams Avenue right-of-way).
6. Install bike racks, seating, and security lighting at the three kiosk locations.
7. Upgrade the landscaping and parking area at the existing trailhead at 34th St.

D. Estimation of costs for constructing the route

1. Resurfacing of the east portion of Urbandale Avenue

Per estimate provided by the Dept. of Traffic and Engineering: \$165,000.

2. Painting of stripes and logos on the road surface

Here are the cost estimates for painting bike lanes on existing pavement that is in good condition. Painting includes preparation and painting with 4" wide stripe and bike lane stencils at recommended MUTCD spacing.

Urbandale Avenue - Interurban Trail 34th Street to 48th Place = 5,731 feet
 5,731 lf x 2 lanes = 11,462lf 11,462 lf x \$1.50/lf = \$17,193

3. Upgrade of signage on posts along the new portion of the trail

(This cost will be included in a city-wide signage upgrade program)

4. Installation of kiosks, bike racks, lighting, and seating

(cost estimate to come)

5. Upgrade of landscaping and parking at the trailhead

(cost estimate to come)

E. Coordination with the Urbandale Parks and Recreation Board

(Note: this is an excerpt from Priority 3 of the Project Plan, "INTERACTION WITH ADJOINING NEIGHBORHOODS"; it is included here because of its pertinence regarding completion of the Interurban Trail beyond Beaverdale's boundaries.)

During the 12 months previous to the formation of BTTF, two members of the BMSI Design Committee met with members of the Urbandale Parks and Recreation Department and proposed that the city of Urbandale consider extending the Interurban Trail westward through their community and link it up with the existing trails system on the west side of Urbandale. The trails in that section of Urbandale are linked directly to the Raccoon River Valley Trail and the Great Western Trail via the newly completed "Missing Link" Trail and Walnut Creek Trail in Windsor Heights.

After discussing various route alternatives, the Urbandale Parks and Recreation Department submitted to the Urbandale City Council a plan to extend the Interurban Trail from its present western terminus at 64th Street and Urbandale Avenue (the west end of the side path) to Roseland Park via 68th St. and Roseland Dr., where it would connect with the Missing Link Trail via the Roseland neighborhood system of trails. At a recent meeting, the Urbandale City Council approved and budgeted the plan for fiscal 2009. Implementation of the plan is expected to be completed by spring 2009.

APPENDIX A: Mail Survey Response-Card Form

Beaverdale Trails Survey Response Card

(For mailings, print on card stock; for Web site and Sidewalk article, print inside a ruled box and tint the box to make it look like a postcard. For the mailings, print the following return address on the card: Beaverdale Trails Survey, 2212 39th St., Des Moines, IA 50310.)

_____ Widen Urbandale Avenue (reduce the width of the medians) to allow room on each side of the avenue for a dedicated bike lane and curbside parking along the right hand side of the roadway.

_____ Omit on-street parking on both sides of Urbandale Avenue to make room for dedicated bike lanes next to the curbs.

_____ Omit daytime parking (between 7 a.m. and 6 p.m.) on both sides of Urbandale Avenue to make room for daytime-use bike lanes next to the curbs.

_____ Other: _____

Comments: _____

Your name: _____

Your address:-----


Your e-mail/phone number (optional) _____

Note: Survey information is from February and March of 2008.

APPENDIX B: Web Site Responses Data

SurveyMonkey - Survey Results

Page 1 of 2



SurveyMonkey.com
because knowledge is everything

Logged in as "emilylawson" [Log Off](#)

Home
Create Survey
My Surveys
Address Book
My Account
Help Center

You have a basic account. [To remove the limits of a basic account, including unlimited questions, upgrade now!](#)

survey title: **Beaverdale Trail Survey** [Edit Title](#) | [design survey](#) | [collect responses](#) | [analyze results](#)

[View Summary](#)

[Browse Responses](#)

[Filter Responses](#)

[Download Responses](#)

[Share Responses](#)

current report: Default Report [Add Report](#)

Response Summary

Total Started Survey: 45
Total Completed Survey: 45 (100%)

Page: Default Section

1. My preference for accommodating a bike trail along Urbandale Avenue is

	Response Percent	Response Count
Widen Urbandale Avenue (reduce the width of the medians) to allow room on each side of the avenue for a dedicated bike lane and curbside parking along the righthand side of the roadway <input type="checkbox"/>	19.0%	8
Omit on-street parking on both sides of Urbandale Avenue to make room for dedicated bike lanes next to the curbs <input type="checkbox"/>	54.8%	23
Omit daytime parking (between 7 a.m. and 6 p.m.) on both sides of Urbandale Avenue to make room for daytime-use bike lanes next to the curbs <input type="checkbox"/>	16.7%	7
Other (see space below for comments) <input type="checkbox"/>	16.7%	7
answered question		42
skipped question		3

2. Enter Comments Here:

[view](#)

Response Count

15

http://www.surveymonkey.com/MySurvey_Responses.aspx?sm=pw1spKDHhU6nJ2DSlho... 4/4/2008

APPENDIX C: Mailed Responses Data

Number of avenue residents responding: 42 (38%)

- Those who voted for widening the roadways for bike lanes: 9 (16%)
- Those who voted for omitting parking on both sides of the avenue: 18 (43%)
- Those who voted for omitting parking between 7 a.m. and 6 p.m.: 8 (20%)
- Those who voted for no change to accommodate bike lanes: 6 (14%)
- Those who voted for “other” (fill in the blank) solution: 3 (7%)

Number of Sidewalk subscribers responding: 14

- Those who voted for widening the roadways for bike lanes: 2 (14%)
- Those who voted for omitting parking on both sides of the avenue: 7 (50%)
- Those who voted for omitting parking between 7 a.m. and 6 p.m.: 3 (21%)
- Those who voted for no change to accommodate bike lanes: 1 (7%)
- Those who voted for “other” solution: 1 (7%)

Number of Web site visitors responding: 42

- Those who voted for widening the roadways for bike lanes: 8 (19%)
- Those who voted for omitting parking on both sides of the avenue: 23 (55%)
- Those who voted for omitting parking between 7 a.m. and 6 p.m.: 7 (17%)
- Those who voted for no change to accommodate bike lanes: NA
- Those who voted for “other” solution: 7 (17%)

APPENDIX D: Parked Cars Count

Parking Trends on Urbandale Avenue
Date 2/13/08
From Casey Calmes

Results are based on a 95% confidence. This means that if there are more or less vehicles parked on Urbandale it is an atypical time, occurring less than 5% of the time.

- 1 Peak load is in the evenings after 6:00 p.m.
 - Typically 4.9 vehicles
 - Minimum expected 3.0 vehicles
 - Maximum expected 6.8 vehicles
2. South side of street has 3.5 times the number of parked vehicles than the north side of the street.
3. During the observed hours there are the following number of cars parked on Urbandale Avenue.
 - Typically 3.0 vehicles
 - Minimum expected 0.0 vehicles
 - Maximum expected 7.6 vehicles
4. Observation—Most cars are parked between 34th and 39th Streets
5. Observation—There is very little parking west of Beaver Avenue. Only about 5% or 8 or the 177 counted vehicles were observed west of Beaver Avenue.
6. Observation—A.K. O'Connor's receives deliveries around noon.
7. Observation—Missing a lot of weekend information

Personal recommendation based on data. Place an on-street bike path, with curb, on the north side of Urbandale Avenue from the Interurban Trail to Beaver Avenue. At the intersection of Urbandale and Beaver, east bound bike traffic will transition to the north side on Urbandale Avenue. This will allow the bulk of the on-street parking and deliveries to A.K. O'Connor's to be unaffected by bike traffic.

ORDINANCE NO. _____

AN ORDINANCE to amend the Municipal Code of the City of Des Moines, Iowa, 2000, adopted by Ordinance No. 13,827, passed June 5, 2000, by amending Sections 114-3697 and 114-3698, regarding proposal to stripe and sign bike lanes along Urbandale Avenue from 34th Street to Merle Hay Road.

Be It Ordained by the City Council of the City of Des Moines, Iowa:

Section 1. That the Municipal Code of the City of Des Moines, Iowa, 2000, adopted by Ordinance No. 13,827, passed June 5, 2000, is hereby amended by amending Sections 114-3697 and 114-3698 regarding proposal to stripe and sign bike lanes along Urbandale Avenue from 34th Street to Merle Hay Road, as follows:

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

Urbandale Avenue, on both sides, from Martin Luther King Jr Parkway to Thirtieth Street, no parking any time.

Urbandale Avenue, on both sides, from Leado Avenue to ~~Thirty-fourth~~Forty-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 ~~Forty-ninth Street to~~Forty-ninth PlaceForty-fourth Street to a point 35 feet west of Merle Hay Road, 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.

Sec. 2. This ordinance shall be in full force and effect from and after its passage and publication as provided by law.

FORM APPROVED:

K. Massier
Katharine Massier
Assistant City Attorney

ORDINANCE NO. _____

AN ORDINANCE to amend the Municipal Code of the City of Des Moines, Iowa, 2000, adopted by Ordinance No. 13,827, passed June 5, 2000, by amending Sections 114-3697 and 114-3698, regarding proposal to stripe and sign bike lanes along Urbandale Avenue from 34th Street to Merle Hay Road.

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

Urbandale Avenue, on both sides, from Martin Luther King Jr Parkway to Thirtieth Street, no parking any time.

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

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

Urbandale Avenue, on both sides, from Forty-fourth Street 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.

Sec. 2. This ordinance shall be in full force and effect from and after its passage and publication as provided by law.

FORM APPROVED:

K. Massier

Katharine Massier
Assistant City Attorney