★ **Roll Call Number**

Agenda Item Number
52

Date August 24, 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, and amended by Ordinance No. 13,972 passed July 23, 2001, and Ordinance No. 14,057 passed February 18, 2002, and Ordinance 14,437 passed April 25, 2005, and Ordinance 14,472 passed July 25, 2005, and Ordinance 14,580 passed August 21, 2006, by amending Section 114-306.01, regarding proposal for a three-lane restriping project, including bicycle lanes and additional parking, on Ingersoll Avenue.

which was considered and voted upon under Roll Call No. 09-1474 of August 10, 2009; again presented.

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

(Second of three required readings)

(Council Communication No. 09-594)

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

SUMMARY OF 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, as heretofore amended, by amending Chapter 114 Traffic & Vehicle Regulations as summarized below. The complete text of the ordinance is available in the City of Des Moines City Clerk's Office, 400 Robert D. Ray Drive, Des Moines, Iowa, or on the City of Des Moines' website at www.dmgov.org.

DES MOINES TRAFFIC REGULATION CHANGES

Amending Chapter 114 of the Municipal Code regarding traffic regulation changes as follows:

A. Ingersoll three-lane restriping project, including bicycle lanes and additional parking.

FORM APPROVED:

K. Massier

Katharine Massier, Assistant City Attorney

_____

T.M. Franklin Cownie, Mayor

Attest:

I, Diane Rauh, City Clerk of the City of Des Moines, Iowa, hereby certify that the above and foregoing is a summary of Ordinance No. _____, passed by the City Council of said City on _____, signed by the Mayor on _____, and published as provided by law in the Business Record on _____. Authorized by Publication Order No. _____.

_____

Diane Rauh, City Clerk

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, and amended by Ordinance No. 13,972 passed July 23, 2001, and Ordinance No. 14,057 passed February 18, 2002, and Ordinance 14,437 passed April 25, 2005, and Ordinance 14,472 passed July 25, 2005, and Ordinance 14,580 passed August 21, 2006, by amending Section 114-306.01, regarding proposal for a three-lane restriping project, including bicycle lanes and additional parking, on Ingersoll Avenue.

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, and amended by Ordinance No. 13,972 passed July 23, 2001, and Ordinance No. 14,057 passed February 18, 2002, and Ordinance 14,437 passed April 25, 2005, and Ordinance 14,472 passed July 25, 2005, and Ordinance 14,580 passed August 21, 2006, is hereby amended by amending Section 114-306.01 regarding proposal for a three-lane restriping project, including bicycle lanes and additional parking, on Ingersoll Avenue, as follows:

Sec. 114-306.01. Traffic lanes allocated.

No person shall operate a vehicle in violation of the signs erected or pavement markings installed giving notice of the allocation of lanes of the street designated in this section. The director of traffic and transportation shall cause necessary and appropriate signs to be posted or necessary pavement markings installed along the street designated as follows, informing the general public of the restrictions:

(1) On Southeast First Street, from Southwest Water Street to Indianola Road, one lane northbound, one lane southbound, and the center lane northbound and southbound left turn only.

(2) On Sixth Avenue, from Ascension Street to Euclid Avenue, two lanes northbound, two lanes southbound, and the center lane northbound and southbound left turn only.

(3) On Southwest Ninth Street, from West Street to Wade Street, one lane northbound, one lane southbound, and the center lane northbound and southbound left turn only.

(4) On Southwest Ninth Street, from a point 230 feet south of McKinley Avenue to a point 300 feet south thereof, two lanes northbound, two lanes southbound, and the center lane northbound and southbound left turn only.

(5) On Easton Boulevard, from East Twenty-second Street to Avenue Frederick M. Hubbell, one lane eastbound, one lane westbound, and the center lane eastbound and westbound left turn only.

(6) On Bell Avenue, from 200 feet east of Fleur Drive to 150 feet west of Druid Hill Drive, one lane eastbound, one lane westbound, and center lane eastbound and westbound left-turn only.

(7) On Grand Avenue, from West Third Street to East Sixth Street, one lane eastbound and the remaining lanes westbound.

(8) On Crocker Street, from Sixteenth Street to Nineteenth Street, two lanes westbound and one lane eastbound.

(9) On Hickman road, from 400 feet west of Thirtieth Street to Fortieth Place, two lanes eastbound, two lanes westbound and the center lane eastbound and westbound left turn lane.

(10) On Hickman Road, from a point 300 feet west of Beaver Avenue to Fifty-seventh Street, two lanes eastbound, two lanes westbound and the center lane eastbound and westbound left turn lane.

(11) On University Avenue, from Twenty-fourth Street to 650 feet west of Forty-eight Street, two lanes eastbound, two lanes westbound, and the center lane eastbound and westbound left turn only.

(12) On Beaver Avenue, from Urbandale Avenue to a point 290 feet north of Madison Avenue, and from Shawnee Avenue to Aurora Avenue, one lane northbound, one lane southbound, and the center lane northbound and southbound left turn only.

(13) On Lower Beaver road, from Douglas Avenue to Valdez Drive (west leg), on lane northbound, one lane southbound, and the center lane northbound and southbound left turn only.

(14) On East Court Avenue, from a point 500 feet east of East Seventh Street to a point 300 feet west of East Fourteenth Street, one lane eastbound, one lane westbound, and the center lane eastbound and westbound left turn only.

(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 land eastbound, one lane westbound, and the center lane eastbound and westbound left turn only.

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

FORM APPROVED:

_____
Katharine Massier
Assistant City Attorney

\\cdmgov.org\CDMPS\Users\CRNoah\KR\8-10 09.b.doc

Ingersoll Avenue 3-lane Conversion Project - 2009

1) Background
2) Project Details
3) Project Process
4) Questions and Comments

Ingersoll Avenue 3-lane Conversion Project - 2009

1. **Please allow the presentation to be completed without interruption.**

2. **If you have a question or comment, please be courteous of others and wait your turn.**

3. **Please refrain from making accusations and/or derogatory comments.**

4. **Please respect your neighbors' rights to hold opinions differing from your own.**

Be aware that we all care about Ingersoll Avenue or we would not be at this meeting. Let's work together to create the best plan for Ingersoll's future.

Project History

1) 2002 – traffic flow was reviewed in preparation of Grand Ave closing for MLK and upcoming I-235 construction. Left turn lanes were added at signalized intersections (some parking was removed)
2) 2004 – as part of Ingersoll Improvement Plan, traffic flow was again revisited. The Plan called for a "unified, pedestrian-friendly street". The planning process included considerable discussion of alternate lane configurations, most notably striping three lanes with bike lanes. The traffic analysis concluded that the 3-lane alternative would not adequately handle peak traffic levels; therefore, the current 4-lane configuration should remain in place.

Project History

3) 2007-08 – Ingersoll Streetscape Project constructed
4) 2009 – Following completion of I-235 and MLK, traffic flows are again reviewed. January 5, 2009 Council directed staff to revisit parking/street issues.

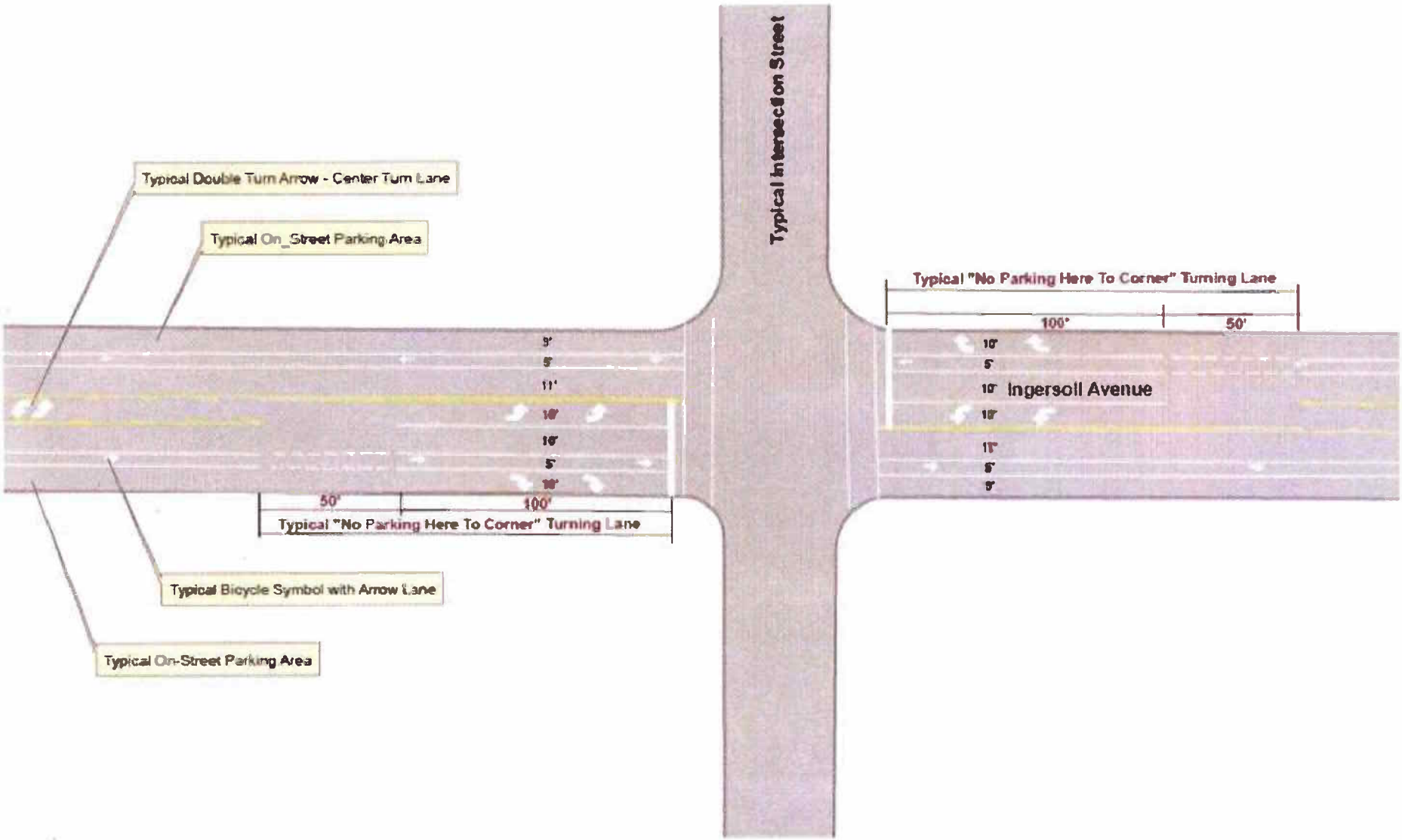
Ingersoll Avenue 3-lane Conversion Project – 2009
Project Details

- Definition of Traffic Engineering: "Safe and Efficient movement of people and goods"
- Ingersoll Ave. is a "Complete Streets" proposal
- Low-cost project ($10,000 – pavement marking only, no changes in curbs)
- Extensive traffic modeling done [review traffic modeling]
- Little to no traffic diversion is expected

Ingersoll Avenue 3-lane Conversion Project – 2009
Project Details (Cont'd.)

- Ingersoll current traffic volume: 10,000 – 15,000 vehicles per day – (ideal for 3-lane conversion).
- Crash statistics: between 2005-2007, there were 87 reported crashes between 28th and 35th. Of these, 60 were "correctable" by 3-lane proposal.
- Staff is coordinating with DART – buses will operate similar to University Avenue
  - Continue parking restriction and bus lane in A.M. peak.
  - Major stops are in areas with turn lanes
  - Some other stops are in areas where parking is prohibited for intersection visibility
  - Some stops will partially block bike lane and part of the thru lane, but traffic can encroach into center lane to go around.

Proposed Street layout

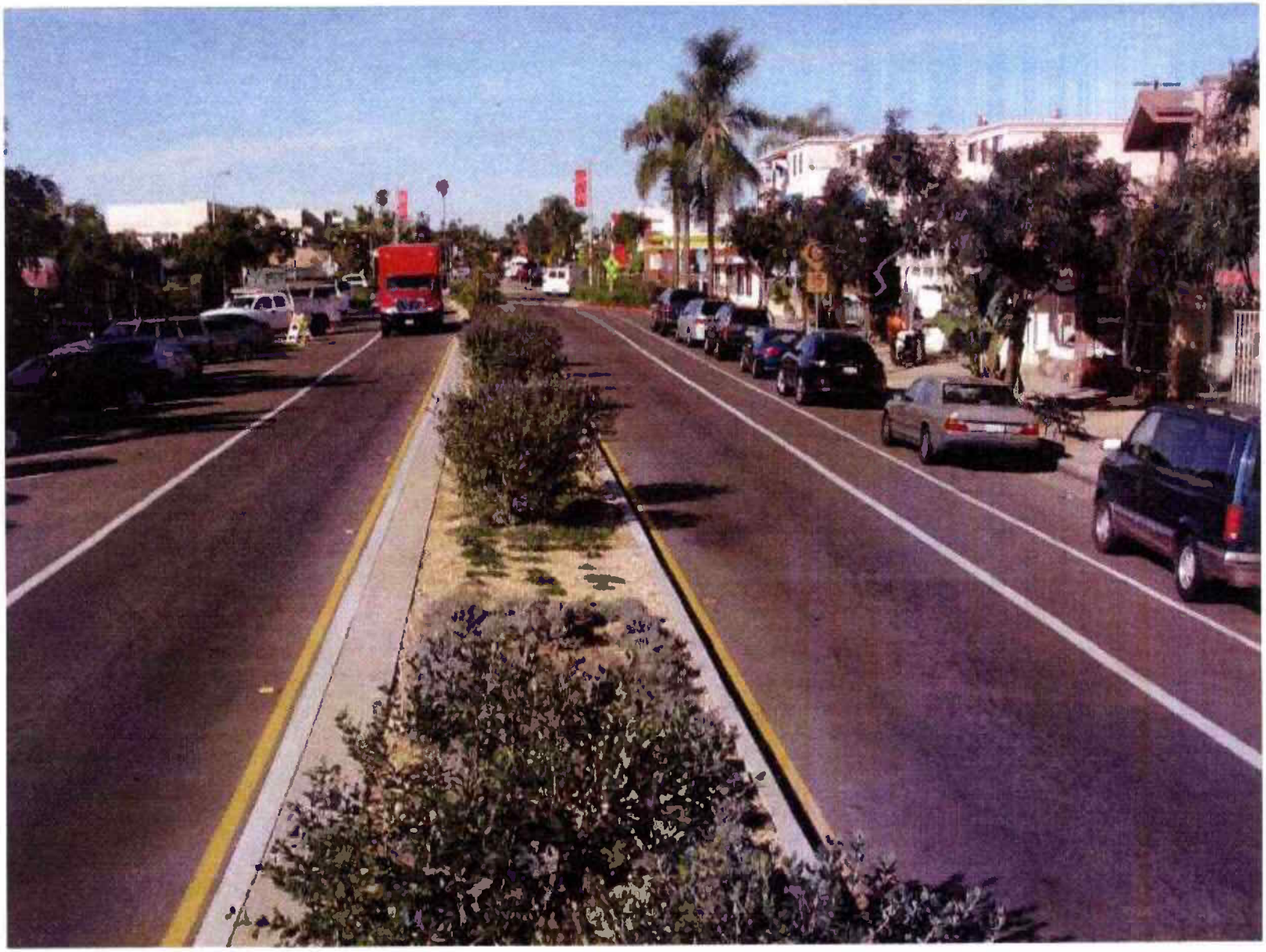


Ingersoll Avenue 3-lane Conversion Project - 2009

- 3-lane conversions have been completed locally, statewide, and nationally for the past 20 years with streets of similar or higher traffic volumes and characteristics
- In Des Moines, Beaver Avenue was restriped to 3-lanes in 1999. (first 4 to 3-lane conversion)

Madison, Wisconsin

Toronto, Canada



San Diego, California

Seattle, Washington

Roadway Location	Date Change	ADT Before	ADT After	Collision Reduction
Greenwood Ave N N 80th St to N 50th	Apr-95	11872	12427	24 to 10 58%
N 45th Street Wallingford Area	Dec-72	19421	20274	45 to 23 49%
8th Ave NW Ballard Area	Jan-94	10549	11858	18 to 7 61%
Martin Luther King Jr W North of I 90	Jan-94	12336	13161	15 to 6 60%
Dexter Ave N Queen Ann Area	Jun-91	13606	14949	19 to 16 59%
24th Ave NW NW 85th to NW 65th	Oct-95	9727	9754	14 to 10 28%

Safety Aspects

- Reduces vehicle speeds
- Safer for driver to exit parked cars (wide parking lane)
- Improves sight distance – for left turns and driveway exiting traffic
- Improves pedestrian and bike safety
- 2006 study by Iowa State University of twelve 3-lane conversions showed a 29% reduction in crashes.

Traffic "Calming"

- Eliminates passing vehicles
- "Reasonable driver determines the prevailing speed instead of the unreasonable driver"
- Slower overall speeds
- Traffic Calming on East Locust has helped revitalize East Village area.

Additional Parking

- Inadequate parking was identified in the 2004 Ingersoll Ave. Stakeholder Survey as a major item.
- City staff has identified approximately 50 on-street parking spaces that could be added with the 3-lane proposal.

Add Bike Lanes

- 2004 Ingersoll Study called for "Unified, pedestrian-friendly street".
- Study further stated "Ingersoll is the logical bicycle link between the downtown and west side neighborhoods and regional trails".
- Ingersoll Avenue is identified on the City's "Recreational Trails Facilities Map" as a facility for "planned bike lanes"
- Standard bike lanes can only be accommodated on Ingersoll if the street is reconfigured to 3-lanes.

Disadvantages

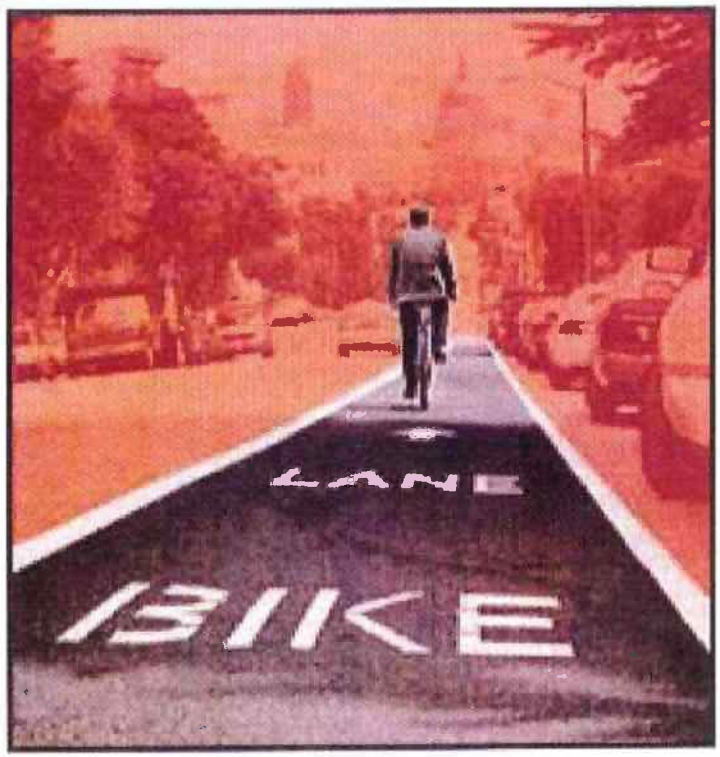
- Reduces traffic capacity of Ingersoll (but will still operate at an adequate "level of service")
- May increase difficulty in exiting driveways and side streets during peak periods.
- Truck loading may occur in bike/thru traffic lane.
- Reduces ability to use Ingersoll as diversion route for I-235 incidents.
- Somewhat longer traffic queues waiting at traffic signals.

Economic Viability

Valencia Street
San Francisco, CA

Street was redesigned in 2000 to include bike lanes and 3-lane traffic.

- 66% of merchants believe that bike lanes had a generally positive impact on their business and/or sales.
- 37% of merchants reported that bike lanes have increased their sales. (30% had no effect, 30% didn't know)
- 73% of merchants thought that bike lanes made the street more attractive.
- Not one merchant reported that bike lanes made conditions "worse".
- 46% reported that reduced auto speed was a good condition for business.



Economic Effects of Traffic Calming on Urban Small Businesses

Emily Drennen

415/863-2248
EmilyDrennen@yahoo.com
1383 Minna Street, San Francisco, CA 94103

Economic Viability

East Boulevard
Charlotte, North Carolina

Street was redesigned in 2006 to include bike lanes and 3-lane traffic.

NEW URBAN NEWS

Code. The plan received the AIA Texas Chapter Comprehensive Plan Award.

Mesquite also approved a SmartCode in 2007 for an infill revitalization area called Truman Heights, and has hired and has hired Clarion Associates of Denver and 140 Degrees Design Studio of Kansas City to create a unified form-based code for the entire city based on the SmartCode and Transect but rewritten and with different graphics.

Mesquite is the first of 54 municipalities in the US that is in the process of completely revamping its codes according to new urbanistic principles. Others are moving in that direction. Centennial, Colorado, has a town center, Belmar, that is a national model for such projects. Mesa, Arizona (see short article on page 19) has announced five separate nodes where a new town center is planned.

The website smartcodecentral.com lists 23 jurisdictions that have approved a SmartCode, and 67 more that are in the process of doing so. ◆

Charlotte becomes a transportation leader

Road diets, a streetcar to the airport, and transit-oriented development are all being pursued by North Carolina's largest city.

PHILIP LANGDON

It wasn't terribly long ago that Charlotte, North Carolina, was a typical Sunbelt city, happy with highways, office parks, and real-estate sales. But over the past several years, Charlotte's Department of Transportation (CDOT), with support from elected officials, has started adopting techniques associated with smart growth and New Urbanism.

A recent visit by *New Urban News* to the 672,000 population city found progress on these fronts:

• Traffic calming. CDOT has implemented several "road diets"—streets carrying up to 20,000 vehicles per day.

• Street connections. Connectivity standards that began taking effect in 2001 have enabled firefighters to get to emergencies faster, and they've been a partial answer to traffic congestion.

• Mass transit. Having inaugurated its first 10 mile light rail line in November 2007, Charlotte is now looking toward installing a streetcar that will eventually run from downtown to the airport.

• Transit-oriented development. Approximately $1.5 billion of TOD — not counting projects in the downtown — is under way, according to Interim Transportation Director Danny Pleasant.

ROAD DIETS

To evolve from an auto-oriented city to a balanced one more walkable com-

munity, some of Charlotte's broader, higher-speed roads have needed to be slowed down. Probably the best example is the redesign of a one-mile section of East Boulevard, in the Dilworth neighborhood adjacent to downtown.

Prior to being redone in 2006, East Boulevard carried about 21,000 vehicles a day and had four travel lanes, each 9.5 feet wide, plus many driveway cuts. Traffic speeds varied greatly, and drivers frequently made left turns into businesses from the two center lanes, resulting in "a lot of jockeying of travel lanes, a lot of accidents, sideswipes," says Don Gallagher, manager of CDOT's planning section.

Encouraged by the Dilworth Neighborhood Association, which was intent on having East Boulevard function as the neighborhood's main street, CDOT reduced the travel lanes to one in each direction, and striped the street's center one as a left-turn lane that could be used by vehicles going in either direction. Center islands were installed to help pedestrians cross safely. The [illegible] capacity for the south lane was converted into bike lane in each direction.

"We used to have people traveling 30 to 55 mph," Gallagher says. "Now the most prudent driver dictates the traffic speed. There's no hard acceleration and deceleration. The noise level came down. Now they can have outdoor cafes. It becomes really positive for placemaking. It's kind of become an active restaurant row. I think what we've achieved is sort of a 'park once' environment."

Gallagher points out that road diets are most commonly done on streets carrying 10,000 to 12,000 vehicles; thus "20,000 was breaking new ground for Charlotte and for many places across the country." Because of the alterations, East Boulevard now accommodates about 22,000 vehicles, in a much calmer manner, he says. In the year after the project was completed, CDOT found that the 85th percentile speed (the speed of vehicles going faster than 84 percent of the traffic) had fallen about 5 mph, to about 37 to 38 mph. Accidents fell 20 percent. The

Housing goes up next to a light-rail station in Charlotte

JANUARY • FEBRUARY 2009

10

> "We used to have people traveling 30 to 55 mph," Gallagher says. "Now the most prudent driver dictates the traffic speed. There's no hard acceleration and deceleration. The noise level came down. Now they can have outdoor cafes. It becomes really positive for placemaking. It's kind of become an active restaurant row. I think what we've achieved is sort of a 'park once' environment."

Don Gallagher, Charlotte, N.C. DOT

Economic Viability

"The goal of traffic calming is to encourage multiple types of transportation (car, bike, walk, and bus) and improve the **safety** and 'livability' of a neighborhood for all users. What sometimes gets overlooked is that safe, pedestrian-friendly neighborhoods are also the types of places where people want to shop, dine-out and own a home. In short, **traffic calming improves the economic bottom line for local businesses.** "

Source "Livable Streets Coalition"

Economic Viability

"There is a magic to great streets. We are attracted to the best of them not because we have to go there, but because we want to go there."

Quote from Allan Jacobs, renowned urban designer. From "Road Diet Handbook – Setting Trends for Livable Streets" – 2006

Project Process

- June 30, 2009 - meeting with "Restoration Ingersoll" (at Star Bar)
- July 23, 2009 – meeting with Ingersoll Business Association (at Star Bar)
- August 5, 2009 – Traffic Safety Committee meeting in neighborhood (Central Presbyterian Church)
- August 10, 2009 – Presented to Des Moines City Council
- August 19, 2009 – 2nd meeting with Ingersoll Businesses and residents.
- August 24, 2009 – 2nd reading of ordinance at City Council.
- If approved, City will re-evaluate within 6 months of implementation. If it doesn't work, city will change it back.

Ingersoll Avenue 3-lane Conversion Project - 2009

- Questions and Comments

Thank you for your participation!