


Date October 8, 2007

RESOLUTION to receive and file the "Goals to Make Des Moines Bicycle Friendly Community" from the Des Moines Park and Recreation Board's Trails and Greenways Advisory Committee.

(Council Communication No. 07-614 )

MOVED by \_\_\_\_\_ to receive and file the "Goals to Make Des Moines Bicycle Friendly Community" and refer to the City Manager for review and recommendation. Upon receipt of review and recommendation, the goals will be submitted to the City Council for adoption

APPROVED AS TO FORM:

  
 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

# **Creating a Bicycle Friendly Des Moines**

## **Goals to Make Des Moines a Bicycle Friendly Community**

**Trails and Greenways Advisory Committee  
March 2007**

In March of 2006 the City of Des Moines Parks and Recreation Department submitted an application to the League of American Bicyclists (LAB) for consideration of the City of Des Moines as a Bicycle Friendly Community (BFC). A Bicycle-Friendly Community provides safe accommodation for cycling and encourages its residents to bike for transportation and recreation. The League of American Bicyclists administers the Bicycle Friendly Community Campaign. The City's Bicycle and Trails Advisory Committee, an advisory committee to the Des Moines Park Board, completed the City of Des Moines application.

Des Moines was not selected as a Bicycle Friendly Community in 2006, but reviewers from the LAB hoped that the application marked a commitment on behalf of the City of Des Moines to make Des Moines more bicycle friendly. The reviewers encouraged Des Moines to work implement more on-street facilities, to connect the network of off and on-street facilities. The BFC reviewers encouraged Des Moines to expand its education, enforcement, encouragement and evaluation efforts in order to be considered a Bicycle Friendly Community in the future.

Based on the feedback received from the BFC program, the City of Des Moines and Polk County Conservation Board Trails and Greenways Advisory Committee (TAG) created the following goals to guide Des Moines towards becoming a Bicycle Friendly Community. Gaining BFC status will help Des Moines become and more bicycle friendly community and also helps to achieve several of the City of Des Moines goals as adopted by the Des Moines City Council on October 23, 2006.

Suggested Goals for Improvement to Make Des Moines a Bicycle Friendly Community fall into the following categories, based on the feedback from the Bicycle Friendly Community Program:

- **Training for City Staff in Bicycle Facility Design**
- **Trail Network Improvements**
- **Bicycle Network Improvements**
- **Bicycle Education for Users and Automobile Drivers**
- **Bicycle Parking**
- **Safe Routes to School Program**

The ultimate goal is that the City of Des Moines be recognized as a "Bronze Level" Bicycle Friendly Community in 2008 and "Silver Level" Bicycle Friendly Community in 2011. Achieving these goals will be challenging and require significant commitment from the City of Des Moines and the bicycle community.

#### **Training for City Staff in Bicycle Facility Design**

1. Hire a Bicycle Coordinator
  - The should fund and hire a bicycle coordinator that would plan, budget and coordinate the City's on street bicycle improvements.
  - Cost to hire a bicycle coordinator is estimated to be \$80,000 per year with benefits.
2. Iowa Bicycle Summit –
  - o The Iowa Department of Transportation and the Iowa Bicycle Coalition hold an Iowa Bicycle Summit each February.
  - o It is recommended that the City plan for at least one engineer and a member of the Traffic and Transportation Department attend the Bicycle Summit training each year.
  - o Costs per person to attend the bicycle summit, which is usually held in Des Moines, average \$100.

### 3. Association Memberships –

- o It is recommended that the City Engineering Department and the Parks and Recreation Department join the Association of Pedestrian and Bicycle Professionals or another related association to keep update date on the newest and best bicycle solutions.
- o Annual memberships to this association are \$76 per person when 5 or more join. It is recommended that 5 persons join this association for an annual cost of \$380.
- o Attendance at the annual APBP meeting and at least one regional meeting

**Trail Network Improvements – These improvements are funded though the City's CIP budget, grants, and private funding and are approved by the City Council in the City's 4-year CIP budget. The following trails are planned for construction in the City's approved CIP budget.**

1. Complete Walnut Creek Trail to link to Bill Riley Trail in 2007 (This is the last link in the American Discovery Trail through Des Moines and the last link in a 4 County, 100+ mile continuous trail linking Jefferson to Big Creek State Park)
  - o Complete the Waveland Trail
  - o Phase 1 of the Waveland Trail in 2008
  - o Phase 2 of the Waveland Trail in 2009
  - o Waveland Trail – Polk Blvd to 56th St in 2008
  - o Waveland Trail - 40th St to 42nd St in 2007
2. Renovate and widen the John Pat Dorrian Trail in 2008 and 2009
3. Complete Phase 1 of the Des Moines River Trail in 2008
4. Complete Segment 4 of the American Discovery Trail in 2008 (This trail will create a trail bypass of Gray's Lake Park to Waterworks Park and relieve some of the trail congestion in Gray's Lake Park.)

**Bicycle Network Improvements:** Continue to expand the bicycle network and connectivity with on-street as well as off-street improvements. The trail system is developing well, but on-street connections and access are critical needs for every-day cycling.

1. Adopt "Complete Streets" policy approved by the Bike-Pedestrian Roundtable of the Metropolitan Planning Organization
2. Create and Bicycle Master Plan for the City of Des Moines – Cost is estimated to be between \$50,000 to \$100,00 to hire a consultant to complete a plan. Funds for completion of plan should be sought through grants and private funding. Use City budgets as a last resort.
3. Sign and stripe 25 miles of bicycle lanes – Costs are estimated to be \$5,000 per block where the street needs to be re-stripped for signage, stripping and removal of existing lanes stripes.
4. Sign 100 miles of bike routes – Costs are estimated to be approximately \$400 per mile and are programmed in the FY08 City CIP budget.
5. Erect 80 signs (40 pairs) of "TRAIL ACCESS" signs, directing cyclists from primary arterial streets to trails - Total costs are estimated to be \$4,000 and are budgeted in the FY08 CIP budget.
6. Complete a three-year trail signage program for Des Moines Parks and Recreation, using the Central Iowa Trails Communication Master Plan – Total costs are estimated to be \$500,000 over 3 years in the FY07-FY09 City CIP budgets
7. Complete an E911 signage system for all trails – Total costs are estimated to be \$20,000 for implementation and are programmed in the FY07 and FY08 CIP budget.



8. At intersections along bike routes or those with bicycle lanes and those with new or upgraded demand-actuated traffic signals, install inductive-loop traffic detector systems, which detect the presence of bicycles. This technology is in place in other cities, including Bakersfield, California, and several North Carolina communities.

### **Bicycle Safety Education for Users and Automobile Drivers**

1. Host Enforcement for Bicycle Safety seminar:  
<http://www.bicyclefriendlycommunity.org/popup/enforcement.htm>. This is a great two-day continuing education opportunity for law enforcement. The nearest regular training is in Wisconsin.
2. Host a League of American Bicyclists certified instruction (LCI) seminar to train local instructors. Local LCI staff will enable the community to work on Safe Routes to School, bring motorist education to drivers, and have an expert to assist in encouragement programs for adult and children. An LCI program will be held June 9-11 in Kansas City.
3. Expand motorist education and Share the Road encouragement programs by creating informational handouts for drivers and cyclists. Use valuable information from the League's Ride Better Tips in outreach education and encouragement efforts. See the Ride Better Tips pages at <http://www.bikeleague.org/resources/better/index.php>
4. Distribute Ride Better brochures at driver's license stations, driver's education classes and other outlets. – Costs will depend on the number of brochures needed.
5. Create a Share the Road Public Service Announcement to be played on the City's television station.
6. Expand Bike to Work Week and Mayor's Annual Ride (MAR) with more corporate involvement. Costs involved will be finding more sponsorships to help increase the size and visibility of each event.
7. Host a Bicycle Friendly Community workshop in Des Moines– Costs to host this workshop are unknown but estimated to be \$2,000. This four -training will help Des Moines:
  - o Access the conditions of bicycling in the community
  - o Provide an introduction of issues affecting bicycle safety and use
  - o Create an informed action plan to improve conditions for bicycling
  - o Encourage physical activity through bicycling in the community<http://www.bicyclefriendlycommunity.org/WorkshopMaterials.htm>.

**Bicycle Parking:** The goal is to create secure bicycle parking throughout the community making it easy, safe, convenient and friendly to ride and park a bicycle in Des Moines.

1. Establish a Guide to Bicycle Parking (model after Denver Regional Governments), which spells out recommended bike racks.
2. Add 200 U-shaped bike racks in Des Moines during year in 2007 at cycling destinations, including government and school buildings, retail districts – Costs are estimated to be \$20,000.
3. Add 150 U shaped bike racks in the City each successive year – Costs are estimated to be \$30,000 per year.
4. Total bicycle racks should be 1,000 in the City by 2011
5. Create and Adopt a Bicycle Parking Ordinance (model: Denver Regional Governments) with some of the following elements:
  - In parking garages, require developers to provide one inverted "U" bike rack for every 40 automobile parking spaces. In 2007, install commuter bike racks in each

city garage (One rack per 40 auto spaces). Model: Liberty Bike Commuter Station (6th Ave and Grand Ave).

- Allow reduction in car parking spaces when additional bicycle parking is supplied, providing an economic incentive to the developer/property owner to supply ample bicycle parking. (The City and County of Denver allows a reduction of one auto parking space for every six bicycle spaces provided.)
- In the proposed parking garage east of City Hall, include showers and bike lockers for bicycle commuters (model: McDonald's Cycling Center in Chicago's Millennium Park) – Costs are unknown at this time.

**Safe Routes to School Program (SRTS):** Over the past two to three decades, there has been an incredible rise in obesity and physical inactivity in kids and adults. The impact on health and health-care costs is high and will continue to rise dramatically. In 1969, roughly half of all kids walked or biked to school. Now, it's about 15 percent. For school trips less than one mile, 29 percent walk or bike. There is a strong correlation between communities with good bicycle and pedestrian environments, and having more active residents. Air quality and traffic congestion around schools has also become an issue. SRTS is a rising international effort to increase safety and promote walking and bicycling to school through the "5 Es": engineering, education, enforcement, encouragement, and evaluation. The 2005 SAFETEA-LU federal transportation bill included a new SRTS federal funding source of \$612 million over five years for both infrastructure and non-infrastructure reimbursement grants.

1. Review and update as necessary, "Manual for School Crossing Control." (1997)
2. With Traffic and Transportation, school staff, and parent representatives, review current Safe Routes to Schools plans for each of 40 elementary schools.
3. Through a SRTS grant awarded this year, Safe Routes to Schools grant, conduct model bicycle rodeo for third graders at seven elementary schools: Capital View, Findley, Jackson, King, Longfellow, Oak Park and Willard. Students who participate will receive a bike helmet.
4. Through Safe Routes to School grant, install 10 countdown pedestrian crossings.
5. As funding provides, install continental (stripe) crossings at key school crossings.
6. Apply for future Safe Routes to School Grants to improve bike and walking at other elementary schools.



Have always wanted to visit

# Portland OREGON

- Lifestyle vibes: Eclectic urban charm, mediterranean feel, walkable
- Fitness fix: Mix of safe bike paths
- Best areas love: The Pearl District
- Best time to visit: 15th day of year
- Median housing price: \$400,000
- Average temperature: 54°F (January) and 68°F (July)

**WHY WE LOVE IT:** You can't get a better view from the city's highest point, at Forest Park, than you can from the rest of the city. And in the heart of the city, you'll find a mix of old-world charm and modern amenities. Portland is a city that's always been a mix of old and new, and it's a city that's always been a mix of old and new. Portland is a city that's always been a mix of old and new, and it's a city that's always been a mix of old and new.

**WHAT WE DON'T LOVE:** Portland is a city that's always been a mix of old and new, and it's a city that's always been a mix of old and new. Portland is a city that's always been a mix of old and new, and it's a city that's always been a mix of old and new.

**WHAT WE LOVE:** Portland is a city that's always been a mix of old and new, and it's a city that's always been a mix of old and new. Portland is a city that's always been a mix of old and new, and it's a city that's always been a mix of old and new.

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Love this!



**STROLL MODE:** In the vibrant district known as the Pearl, homes are within walking distance of shops and restaurants. And to go elsewhere, there's the Portland Streetcar.

things, the stairs we live in a well-level, and that will be a problem. As some people get older, it's not always easy to get up and down anywhere else.

In fact, that's exactly how Howard Strubbe, 76, and his wife, Julie, 70, felt. So, over the years, they've been able to live in a house that's known as the Pearl. "Especially when you need an easy walk, whether it's the 95th

to the European restaurant makes well-kept places better. And we've got green spaces and a bike-all system in there, it's a complete package.

Howard says it's a complete package. Howard says it's a complete package. Howard says it's a complete package. Howard says it's a complete package.

## What makes a community livable?

Urban planners often use the following terms to describe communities that encourage residents to live in place:

- SMART GROWTH:** A development strategy that encourages growth in the urban core, rather than in the suburbs, and encourages transit-oriented development.
- WALKABLE:** A community that is easy to walk through, with a mix of uses and destinations.
- TRANSIT-ORIENTED DEVELOPMENT:** A development strategy that encourages growth in the urban core, rather than in the suburbs, and encourages transit-oriented development.
- NEW URBANISM:** A philosophy of city planning that encourages a mix of uses and destinations, and encourages transit-oriented development.
- EASY LIVING STRATEGIES:** A set of strategies that encourage a mix of uses and destinations, and encourage transit-oriented development.