Des Moines Complete Streets Policy

Council Work Session
July 23, 2018

Jeff Wiggins, AICP
Active Transportation Planner
COMPLETE STREETS are designed, built and operated to routinely accommodate safe travel by all modes and for all people.
April 25, 2016, City Council adopted PlanDSM, which was drafted in accordance with Iowa Smart Planning Legislation.

An express goal of PlanDSM is to develop a complete multi-modal transportation network for all people.

PlanDSM specifically identifies creation of a multimodal Transportation Master Plan and implementation an updated Complete Streets Policy.
ADOPTION OF THE "COMPLETE STREETS" POLICY

WHEREAS, the City Council desires to achieve the designation of a “Bicycle Friendly Community” by the League of American Bicyclists for the City of Des Moines; and

WHEREAS, on December 17, 2007, by Roll Call No. 07-2388, the City Council adopted the “Goals to Make Des Moines a Bicycle Friendly Community” and directed the City Manager to work toward implementing such goals; and

WHEREAS, adoption of a “Complete Streets” policy is a component of such “Goals”; and

WHEREAS, on March 10, 2008, by Roll Call No. 08-433, the City Council received a proposed “Complete Streets” policy and referred to the City Manager for review and recommendation and submittal back to the City Council for adoption; and

WHEREAS, the proposed “Complete Streets” policy has been presented and favorably received by the Park and Recreation Board, the Plan and Zoning Commission, and the Traffic Safety Committee, and is recommended for approval by the City Manager.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Des Moines, Iowa, that the “Complete Streets” policy, as filed in the City Clerk’s Office, is hereby adopted.

BE IT FURTHER RESOLVED that City staff are directed to follow such policy and the City Manager is directed to form a committee to recommend what elements of the “Complete Streets” policy will be included in every street project.

(Motion Carried)

APPROVED AS TO FORM:

ANN D’DONATO
Assistant City Attorney

COUNCIL ACTION:  

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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.

DIANE RAUH, City Clerk

MAYOR

[Signature]
Complete Street Policies

- Altoona – July 2016
- Carlisle – April 2014
- Des Moines – September 2008
- Johnston – May 2016
- Norwalk – October 2006
- Pleasant Hill – March 2016
- Urbandale – June 2016
- West Des Moines – September 2015
- Windsor Heights – July 2015

MPO Model Policy
Developed 2015
Review Best Practices

- National
- MPO
- Consultant

Process

Meetings

12/5/17
4/24/18
6/22/18

1. Vision and intent
2. Diverse users
3. Commitment in all projects/phases
4. Clear, accountable expectations
5. Jurisdiction
6. Design
7. Land use and context sensitivity
8. Performance measures
9. Project selection criteria
10. Implementation steps

Project Steering Committee

- Engineering
- Public Works
- Park & Recreation
- Planning
- Fire
- City Manager’s Office
- DART

Complete Streets Policy

The Elements of a Complete Streets Policy (Iowa, 2016)

1. Vision and intent
2. Diverse users
3. Commitment in all projects/phases
4. Clear, accountable expectations
5. Jurisdiction
6. Design
7. Land use and context sensitivity
8. Performance measures
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Review Best Practices

- National
- MPO
- Consultant

Complete Streets Best Practices

To: Jennifer McCoy, Jeff Wiggins
From: Sam Schwartz Consulting, LLC
Date: April 10, 2018
Re: Complete Streets Best Practices

Executive Summary

Complete streets are streets that are easy to use and accessible for all users and modes, including bicyclists, pedestrians, motorists, and transit users. Equity for all users is the cornerstone of complete streets, with the primary goal to create a network of streets that are accessible for users of any age, race, ethnicity, income, or ability. Complete streets are specific to each community, but may include dedicated bike lanes, enhanced crossings, pedestrian and bicycle signals, sidewalks, and bus lanes. Cities are moving towards complete streets to provide safe transportation for all users and increase accessibility, lessen congestion, encourage active transportation, and create livable communities.
Every city, state and federally funded transportation project, as well as private development projects impacting the public way

All new construction and reconstruction/retrofit projects must account for all modes of transportation and all users of the street in all phases

Must provide accommodations to use the road safely and efficiently during any construction project when feasible
Environmental Justice and the MPO

The Des Moines Area Metropolitan Planning Organization (MPO) works to ensure the fair treatment and meaningful involvement of all residents in the region. This means that no group, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of negative health or environmental consequences of any project. To ensure fair treatment, the MPO studies seven Degrees of Disadvantage to identify environmental justice (EJ) areas, or those areas with large populations of traditionally underserved individuals. EJ areas in the region can be seen in the map below.

Seven Degrees of Disadvantage

The Degrees of Disadvantage methodology looks at U.S. Census Bureau data at the tract level to determine where EJ areas are located in the region. Data is obtained for seven population groups, including non-white population, car-less households, persons in poverty, single heads of households with children, persons over 65, limited English proficiency (LEP), and persons with a disability. A Degree of Disadvantage is identified for a population group if the census tract exceeds the regional average for the population group. Census tracts considered EJ are disadvantaged for at least six of the seven population groups.

25 of the 113 census tracts in the planning area are defined as Environmental Justice Areas based on the seven Degrees of Disadvantage.

Interactive map of EJ areas and the seven degrees is available at: dmampo.org/maps
Contents:
Implementation

“PROGRAMMERS”
- Public Works
- Economic Development
- Community Development
- Parks & Recreation
- Facilities
- Library
- Police
- Fire
- Engineering
- Traffic & Transportation
- Finance

City Council

Capital Improvement Program (CIP)

Projects
- UDRB
- TSC
- Access

Implementation Plans & Policies (MoveDSM, LiveDSM, Neighborhood Plans, Complete Streets)
Transportation Safety Committee Role

1. Serves as the responsible party to review all City CIP projects that affect transportation and fall under this policy’s jurisdiction.
2. Review all formal exception requests in accordance with MoveDSM.
3. Serves as an advisory body and a collaborative partner for the City’s elected officials, municipal staff, citizens and other appropriate agencies.
4. Provides an annual report to the City Council.
1. Where specific users are prohibited
2. Severe topographic or natural resource restraints.
3. The cost of establishing facilities for all users as provided in MoveDSM would be excessively disproportionate to the need or exceed budget costs.
4. Does not apply to emergency repairs and routine maintenance.
5. Where a reasonable and equivalent project along the same corridor is already programmed.
Contents: Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO’s A policy on Geometric Design of Highways and Streets
- 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
- MoveDSM
- City of Des Moines Zoning Code
- The International Fire Code
Complete Streets Policy

Contents:

Coordination

City Departments
Engineering
Community Development
Fire Department
Public Works
Parks and Recreation
Police Department
Economic Development

Outside Agencies
Des Moines Public Schools
Des Moines Area Regional Transit
Polk County
Warren County
Iowa DOT
Other departments and agencies

Complete Streets Policy
Contents:
Accountability

Annual Report Metrics
1. Access
2. Safety
3. Health
4. Equity
5. Other
   • approved/denied exceptions
   • public input
What’s New

- Expands exceptions
  - Adds severe topographic constraints, emergency repairs/routine maintenance, and allowance for another project already programmed
  - Increases “excessively disproportionate costs” from 20% to 30%
- Defines Implementation/Accountability
  - Removes Staff Complete Streets Committee and assigns those roles to TSC
  - Calls for annual training of city employees across departments on Complete Streets
  - Adds annual reporting to Council
- Addresses social equity by prioritizing projects that affect vulnerable users.
- Adds MoveDSM, NACTO, International Fire Code, and City’s Zoning Code to list of design standards and guidelines
- Adds statement that Complete Streets projects will be prioritized in project selection and funding over projects not consistent with this policy.
Complete Streets Policy

Next Steps

TSC Vote Aug. 28
P&Z Vote Sept. 6
Council Vote Sept. 24

WHAT IS A COMPLETE STREET?

Complete Streets are Safe Streets

Comments?