AGENDA HEADING:

Adopt “Complete Streets” policy regarding the review, consideration and addition of bicycle and pedestrian facilities on street projects within the City of Des Moines.

SYNOPSIS:

Recommend adoption of the “Complete Streets” policy and request the City Manager to implement the policy and form a complete streets team that will review and recommend what complete streets elements could be included with every street project undertaken by the City of Des Moines.

FISCAL IMPACT:

Amount: While there is no direct fiscal impact as a result of this action, costs for the addition of bicycle and pedestrian facilities may be included in some City street projects where they would not be considered before adoption of this policy.

Funding Source: N/A

ADDITIONAL INFORMATION:

On December 17, 2007, the Des Moines City Council by Roll Call 07-735 adopted goals to make Des Moines a more bicycle-friendly community and to achieve the designation of Bicycle Friendly Community from the League of American Bicyclists. Adopting a “Complete Streets” policy was one of the goals in this document.

The term “complete street” means designing and building streets so they routinely accommodate travel by all modes. Providing a complete street will expand the capacity to serve everyone who travels, be it by motor vehicle, foot, bicycle, or other means. A complete street design may include different elements on one street compared to another street with different conditions, 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.

Often states, cities, counties and towns have built many miles of streets and roads that are safe and comfortable only for travel in one way, in a motor vehicle. These roadways often lack sidewalks, have lanes too narrow to share with bicyclists, and feature few, poorly marked, or
dangerous pedestrian crossings. Being a complete street means providing choices to the people who live, work and travel on the streets. Pedestrians and bicyclists are comfortable using complete streets. A network of complete streets improves the safety, convenience, efficiency and accessibility of the transportation system for all users. The goal of the proposed policy is that every road project should create complete streets. Some of the principles involved with complete streets include:

- Understanding that all complete streets are not the same. On some facilities, bicycle lanes make sense to facilitate bicycle traffic, on others bicycles can be safely accommodated in the street with automobiles.
- Creating complete streets means changing the policies and practices of transportation agencies.
- Adopting a “Complete Streets” policy that ensures that the entire right-of-way is routinely designed and operated to enable safe access for all users.
- Communities must ensure that all road projects result in a complete street appropriate to local context and needs.

Even without a “Complete Streets” policy the City of Des Moines has begun to implement elements in upcoming street projects. Two projects that are planned to be complete streets, when constructed, will be Indianola Avenue and the new SE Connector. Despite already using complete streets principles on these two corridors, it is important to adopt a policy that creates a standard for all future road projects.

Since the policy was received and filed at the March 10, 2008 Council meeting the policy has been presented to the Parks and Recreation Board, Plan and Zoning Commission and the Traffic Safety Committee. The policy was favorably received at all three bodies. Staff recommends that the proposed Complete Streets Policy be adopted and that the City Council request the City Manager to implement the policy and form complete streets team that will review and recommend what complete streets elements could be included with every street project undertaken by the City of Des Moines.

PREVIOUS COUNCIL ACTION(S):

Date: March 10, 2008

Roll Call Number: 08-433

Action: Receipt of proposed “Complete Streets” policy regarding the consideration and addition of bicycle and pedestrian facilities on street projects within the City of Des Moines. (Council Communication No. 08-111) Moved by Coleman to Receive and File. Motion Carried 7-0.

Date: December 17, 2007

Roll Call Number: 07-2344

Action: Adoption of “Goals To Make Des Moines A Bicycle Friendly Community”. (Council Communication No. 07-735) Moved by Hensley to approve. Motion Carried 6-1.
Date: October 8, 2007

Roll Call Number: 07-1993
Action: Receipt of “Goals to Make Des Moines Bicycle Friendly Community” from Des Moines Park and Recreation Board’s Trails and Greenways Advisory Committee. (Council Communication No. 07-614

) Moved by Kiernan 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.
Motion Carried 7-0.

BOARD/COMMISSION ACTION(S):

Date: May 13, 2008
Roll Call Number: N/A
Action: Traffic Safety Commission receipt of the Proposed Complete Streets Policy
Date: April 17, 2008
Roll Call Number: N/A
Action: Plan and Zoning Commission presentation of the Proposed Complete Streets Policy
Date: April 22, 2008
Roll Call Number: 08-038
Action: Park Board receipt of the Proposed Complete Streets Policy
Date: June 26, 2007
Roll Call Number: 07-076
Action: Park and Recreation Board approved Bicycle Friendly Community Goals.
Date: April 24, 2007
Roll Call Number: 07-052
Action: Park and Recreation Board received and filed Bicycle Friendly Community Goals.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:

City Manager will form a committee to review all street projects to recommend elements of complete streets to be incorporated into every street project.

For more information on this and other agenda items, please call the City Clerk’s Office at 515-283-4209 or visit the Clerk’s Office on the second floor of City Hall, 400 Robert D Ray Drive. Council agendas are available to the public at the City Clerk’s Office on Thursday afternoon preceding Monday’s Council meeting. Citizens can also request to receive meeting notices and agendas by email by calling the Clerk’s Office or sending their request via email to cityclerk@dmgov.org.
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, on file 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.

(Council Communication No. 08-561)

MOVED by Kiernan to approve.

APPROVED AS TO FORM:
Ann DiDonato, Assistant City Attorney

<table>
<thead>
<tr>
<th>COUNCIL ACTION</th>
<th>YES</th>
<th>NAYS</th>
<th>PASS</th>
<th>ABST</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOWNE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COLEMAN</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HENSELY</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KIERNAN</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAHAFEEV</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAYER</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VLASSIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td>6</td>
</tr>
</tbody>
</table>

MOTION CARRIED

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
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.
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.