MoveDSM Adoption

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City Council Worksessions

Presented by

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Action Items

- Direct Staff to remove SW Connector from the long range plan. Adopt the Updated Complete Streets Policy
- Approve Connect Downtown as an element of MoveDSM - serves at the transportation master plan for downtown
- Adopt MoveDSM as the transportation element of PlanDSM
Agenda

Des Moines Area Transportation Planning Efforts

Plan DSM Goals

Outreach to Date

MoveDSM Development/Outcomes

Next Steps/Implementation
Transportation Planning Efforts

The Tomorrow Plan
Mobilizing Tomorrow
Bicycle and Trail Master Plan
PlanDSM
GuideDSM
DART Forward 2035 Update
Neighborhood Plans
MoveDSM
ITS Master Plan
Connect Downtown
Complete Streets Policy

Node, Corridor & Neighborhood Plans

CIP and Operating Budgets

Zoning Code

Connect Downtown

Complete Streets Policy
Plan DSM - Transportation Goals

1. Develop a complete multi-modal transportation network
2. Provide opportunities for healthy lifestyles
3. Make transit more attractive
4. Enhance the bicycle network
5. Ensure freight facilities meet needs of local economy
6. Develop updated street design standards
Set out to Make PlanDSM Goals a Reality

- Modeled proposed SW Connector
- Updated the Complete Streets Policy
- Developed MoveDSM Transportation Master Plan
- Talked with:
  - **Community** - held several neighborhood outreach events
  - PlanDSM Steering Committee
  - Complete Streets Policy review committee
  - Various city departments
  - Transportation Safety Committee
  - Planning and Zoning Commission
Southwest Connector

- Project estimated in MPO’s Mobilizing Tomorrow at a cost of approx. $215 Million.
- Modeling showed estimated to carry 9,000 veh/day
- Not providing much relief to Fleur:
  - Fleur w/o SW Connector = 33,781 veh/day
  - Fleur w/ SW Connector = 32,633 veh/day
- Have capacity on existing roadways without SW Connector, none at 80% v/c
- Growth in nodes and corridors as defined by PlanDSM vision helps more than building a brand new roadway
Still need investment in roadway network in the area south of Park
Complete Street Policy Summary of Updates

❖ **Expands exceptions**
  - Adds severe topographic constraints, emergency repairs/routine maintenance, and allowance for another project already programmed
  - Eliminates specific percentage for “excessively disproportionate costs”

❖ **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.
Connect Downtown

Transportation plan for downtown
What we heard

Convenient

Strong Transit

Room for All

Multi-modal
Less Driving
Safe options
Accessible
Equitable
Comfortable
Accommodate all modes

Connected

More Walkable
What we heard

- Network for All
- Safe for All
- Strong Neighborhoods
- Fiscally Responsible
Establishes typologies
  • Role in network and how people use the street

Updates the Bike Network into Core and Secondary Network

Provides minimum sidewalk and parkway widths

Special attention given to streets with DART, Emergency Response, and Truck Routes
Six typologies

- Neighborhood Residential
- Community Residential
- Community Mixed Use
- Regional Residential
- Regional Mixed Use
- Industrial/Business Park

Network for All
Future Network

- Neighborhood Residential
- Community Residential
- Community Mixed Use
- Regional Residential
- Regional Mixed Use
- Industrial/Business Park
Network for All

Constructing the remaining 44 miles of the core network would put over **71,000 MORE PEOPLE WITHIN A 1/4 MILE** of a high-quality bike facility and the larger network.
Focuses on addressing 4-lane undivided roadways

- 4% of all street miles with 42% of fatalities

Establishes geometric designs elements to support slower speeds

- Lane widths and curb radii set with preferred maximums
- As speed increases, likelihood of injury/fatality increases
Hit by a vehicle traveling at **20 MPH**
- 9 out of 10 pedestrians survive.

Hit by a vehicle traveling at **30 MPH**
- 5 out of 10 pedestrians survive.

Hit by a vehicle traveling at **40 MPH**
- only 1 out of 10 pedestrians survives.
Establishes renewed focus on improving commercial nodes and activity centers

Provides design guidance on connectivity and traffic calming in these areas

- Traffic will move slower and safer in these activity areas with good street design
- People walking and biking account for 3.2% of trips, but 27% of fatalities
When people can move easier they are more able to connect with their community

- Provides a plan to fill in sidewalk gaps

Des Moines’ existing transportation network makes it easy for me to...

- walk: 7%
- bike: 6%
- take transit: 3%
- drive: 59%

Des Moines has:

- 952 miles of existing sidewalks
- 667 miles of sidewalk gaps
- 23% of the sidewalk gaps are within 1/4 MILE OF A SCHOOL
- 56% of the sidewalk gaps are within 1/4 MILE OF A BUS STOP

Sidewalk gaps were prioritized based on:

- Proximity to schools
- Proximity to commercial nodes
- Proximity to bus stops
- Connectivity assessment
- Utilizes existing capacity in new ways
  - Supply vastly exceeds demand
  - Can prevent overbuilding, paying for something we don’t need
- Develops transportation system to support PlanDSM nodes & corridors
- Safer street design can result in less emergency response calls as result of injury

Fiscally Responsible

65% do not believe traffic congestion is a problem.
ONLY 1% OF THE CITY’S STREETS CARRY AT LEAST 80% OF THEIR MAXIMUM CAPACITY DURING THE PEAK HOUR.

85% OF THE STREETS IN DES MOINES CARRY LESS THAN HALF THE NUMBER OF VEHICLES THEY ARE DESIGNED TO ACCOMMODATE.
Serves as a guide for CIP discussions, project programming and prioritization

City of Des Moines Residents

City Council

Implementation Plans & Policies: (MoveDSM, LiveDSM, Neighborhood Plans, Complete Streets)

“PROGRAMMERS”

Public Works
Economic Development
Community Development
Parks & Recreation
Facilities
Library
Police
Fire
Engineering
Traffic & Transportation

City Council

Capital Improvement Program (CIP)

Projects

UDRB
TSC
Access

Fiscally Responsible
Next Steps - Adoption

- **August 28th** – Transportation Safety Committee Approved MoveDSM
- **August 29th** - Subcommittee action to support MoveDSM
- **Sept 6th** - P&Z adopted MoveDSM as an element of PlanDSM
- **Sept 10th** – Council Work session
- **Sept 24th** – Council vote
Next Steps - Implementation

- Ordinance and policy revisions needed as result of MoveDSM will be brought forth
  - Subdivision & Site plan ordinance, traffic code, on-street parking policy, access management
- MoveDSM will be used as a guide in upcoming CIP Discussion & MPO long range planning
- Annual reporting of advancements - accountability
Next Steps - Implementation

BUDGET NEEDS FOR THE TRAFFIC & TRANSPORTATION DIVISION

Baseline: Existing Conditions + Normal Project Additions
$1,120,000 TOTAL ANNUAL COST

Scenario 2: Baseline + Move DSM
$450,000 INITIAL CAPITAL COST
$1,520,000 TOTAL ANNUAL COST

Scenario 3: Baseline + Move DSM + Connect Downtown
$1,820,000 TOTAL ANNUAL COST

*Painting contract needed
QUESTIONS?
How do we come up with typologies?

We consider:

**Role in the network**

1. Align with node types from Plan DSM (Neighborhood, Community, Regional)

**How people use the street**

2. Align with the land uses projected in Plan DSM (Residential, Mixed-Use, Business Park, Industrial)
1. Align with nodes

What type and how many nodes does the street go through?

University Ave. *(regional)*

Park Ave. *(community)*

SE 36th St. *(neighborhood)*
2. Align with future land use

What is the most prominent land use now and in the future?

Street should compliment and facilitate activity and character