

★ Roll Call Number

Agenda Item Number

48

Date September 14, 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 for the first time under Roll Call No. 09- 1474 of August 10, 2009, and considered and voted upon for the second time under Roll Call No. 09- 1578 of August 24, 2009, again presented.

Moved by \_\_\_\_\_ that this ordinance do now pass.

ORDINANCE NO. \_\_\_\_\_

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

★ Roll Call Number 09-1578

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 Hensley that this ordinance be considered and given second vote for passage; refer to the City Manager to form a committee of Ingersoll Business owners to work with the City on creation of an Exit Strategy, if necessary. The City Manager will work on a plan to help educate the community about Complete Streets. This ordinance will go into effect in (Second of three required readings) Spring 2010.

(Council Communication No. 09.594)

Mayor Cownie declares a conflict of interest and abstains from voting.

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
*COWNIE				
COLEMAN	✓			
HENSLEY	✓			
KIERNAN	✓			
MAHAFFEY	✓			
MEYER	✓			
VLASSIS	✓			
TOTAL	6			

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.

MOTION CARRIED APPROVED  
T. M. Franklin Cownie  
Mayor

Diane Fauh City Clerk

09-1578  
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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

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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.

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

FORM APPROVED:

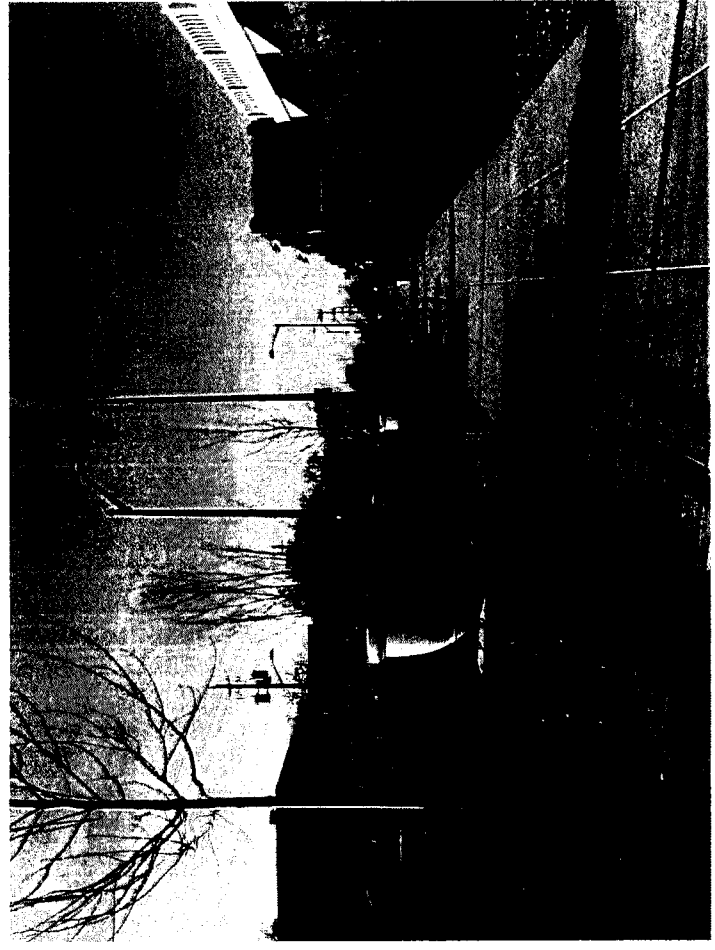
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Katharine Massier  
Assistant City Attorney

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# Ingersoll Avenue 3-lane Conversion Project - 2009

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



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# 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

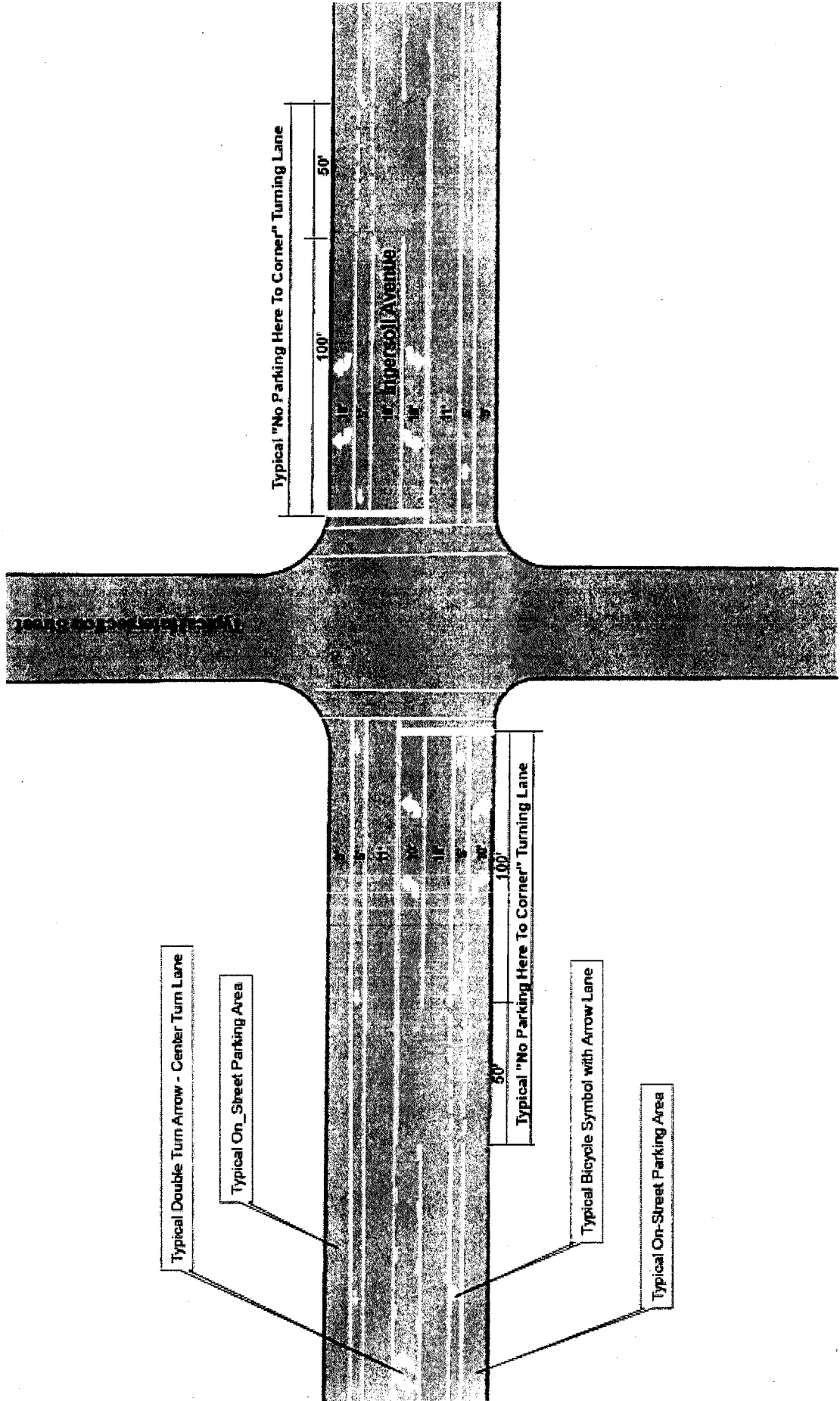
- Definition of Traffic Engineering: “Safe and Efficient movement of people and goods”
- Ingersoll Ave. is a “Complete Streets” proposal
- Low-cost project (\$10,000 – pavement marking only, no changes in curbs)
- Extensive traffic modeling done [review traffic modeling]
- Little to no traffic diversion 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 28<sup>th</sup> and 35<sup>th</sup>. 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



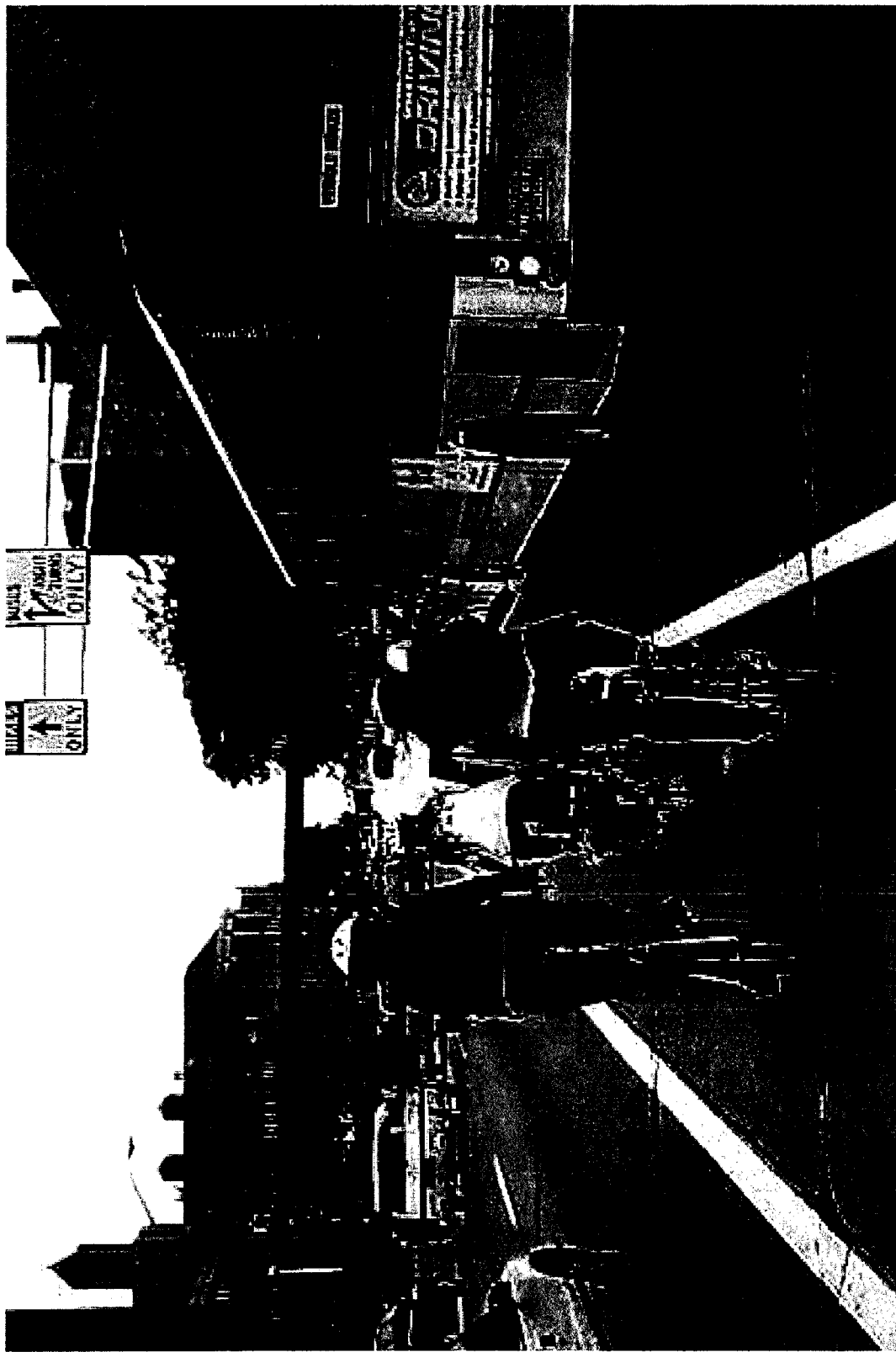
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## **Ingersoll Avenue 3-lane Conversion Project - 2009**

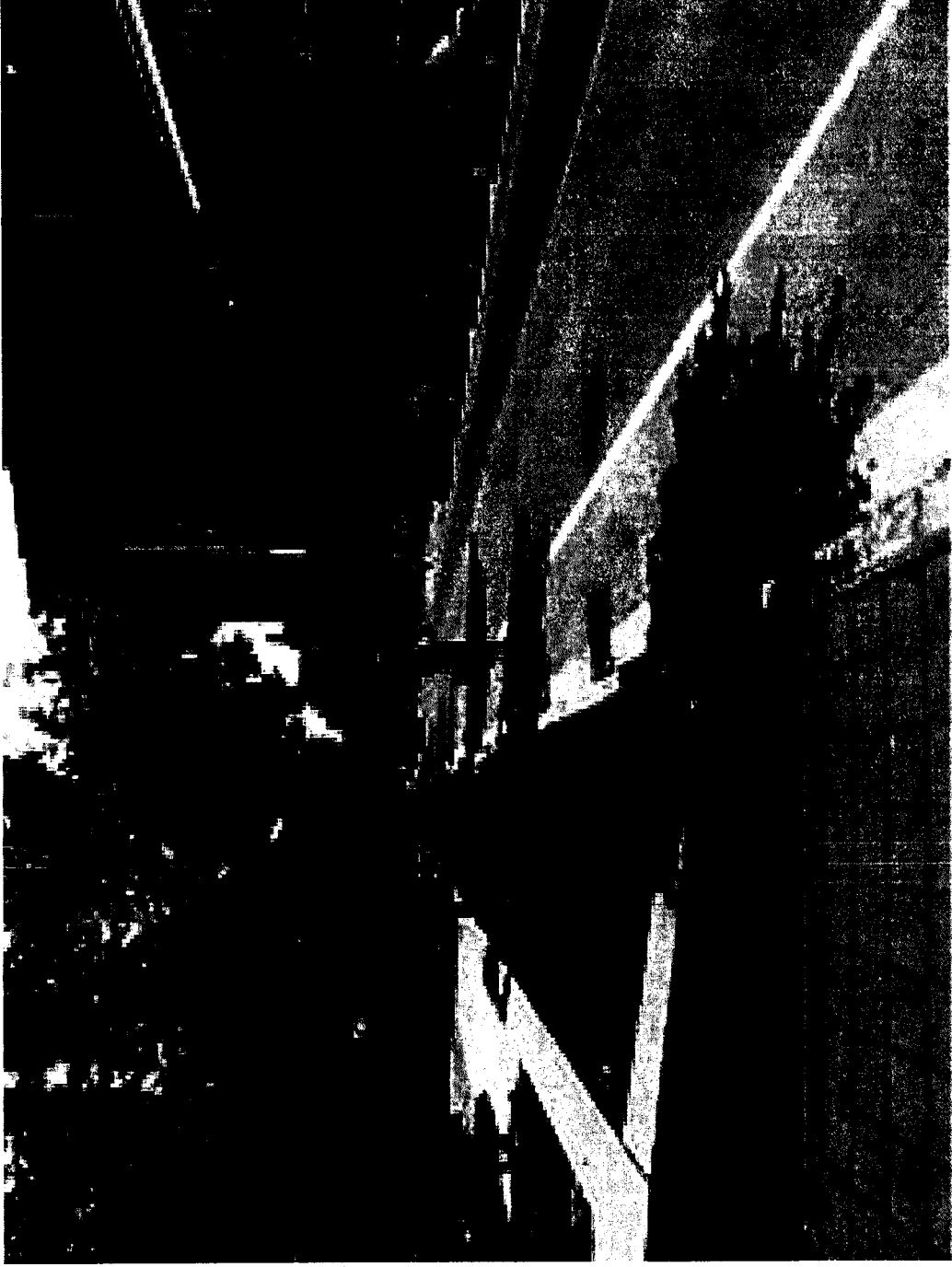
- 3-lane conversions have been completed locally, statewide, and nationally for the past 20 years with streets of similar or higher traffic volumes and characteristics
- In Des Moines, Beaver Avenue was restriped to 3-lanes in 1999. (first 4 to 3-lane conversion)

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Madison, Wisconsin



**Toronto, Canada**



