CITY OF WEST DES MOINES
CITY COUNCIL MEETING COMMUNICATION

7(b)

ITEM: **DATE:** November 2, 2015

Resolution – Approving Adoption of a "Complete Streets" policy regarding the consideration of all modes of travel when planning street projects within the City of West Des Moines.

FINANCIAL IMPACT:

There is no direct fiscal impact as a result of this action. [PE1][EP2]
Funding Source: N/A

BACKGROUND:

On February 19th, 2013, the City Council approved the bicycle-friendly community application to achieve the designation of "Bicycle Friendly Community" from the League of American Bicyclists. The application received an Honorable Mention. The bicycle-friendly community feedback report identified several key measures to improve cycling, including adopting a "complete streets" policy. A "complete street" is a street that is designed and built so that it accommodates travel by all modes, be it by motor vehicle, foot, bicycle, or other means.
[PE3]
Working with the West Des Moines Bicycle Advisory Task Force, Staff developed the attached "complete streets" policy. The policy has been reviewed by the West Des Moines Bicycle Advisory Commission, the Public Works Council Committee and Staff. The policy was recommended for approval by all three bodies.

RECOMMENDATION:

City Council Adopt:

- Resolution Approving the "Complete Streets" policy

Lead Staff Member: **Joseph C. Cory, P.E. Deputy Public Works Director**

STAFF REVIEWS

Department Director	Bret Hodne RBH
Appropriations/Finance	Tim Stiles, Finance Director
Legal	
Agenda Acceptance	RTJ

PUBLICATION(S) (if applicable)

Published In	
Dates(s) Published	

SUBCOMMITTEE REVIEW (if applicable)

Committee	Public Works		
Date Reviewed	October 26, 2015		
Recommendation	Yes	No	Split

RESOLUTION ADOPTING THE "COMPLETE STREETS" POLICY

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

WHEREAS, February 19th, 2013 the City Council approved the bicycle-friendly community application to achieve the designation of Bicycle Friendly Community from the League of American Bicyclists; and

WHEREAS, adoption of a "Complete Streets" policy is a component of bicycle friendly designation; and

WHEREAS, the proposed "Complete Streets" policy has been presented and favorably received by the West Des Moines Bicycle Advisory Commission, the Public Works Council Committee, and is recommended for approval by the City Manager,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of West 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.

PASSED AND APPROVED this ____ day of _____, 2015

_____
Steven K. Gaer, Mayor

ATTEST:

_____
Ryan T. Jacobson
City Clerk

Complete Streets – City of West Des Moines, Iowa
Complete Streets Policy

A "complete street" is a street that is designed and built so that it accommodates travel by all modes, be it by motor vehicle, foot, bicycle, or other means. A complete street 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, including children, elderly, and people with disabilities, as roads without safe access for non-motorized transportation represent a barrier for these individuals.

The City of West Des Moines recognizes the need for complete streets and will strive to accommodate elements that create a complete street, where possible, so that all users can travel safely and independently. Some of the elements under consideration for inclusion on a complete street can be sidewalks, side paths, shared lane markings ("sharrows"), bike lanes, paved shoulders, pedestrian crossings (including at-grade crosswalks and pedestrian overpasses/underpasses), pedestrian signals, signs, street furniture, and transit stops and facilities.

To this end, the City of West Des Moines will consider all modes and types of users in new construction and reconstruction of road and bridge projects through the following:

- Constructing sidewalks and trails (using the trails master plan as a guide) for new developments as per City Code *9-3-11: Sidewalks Required.*
- Working with the West Des Moines Bicycle Advisory Commission to develop and implement a bicycle master plan for on-street and off-street bicycle facilities and keeping the master plan current as the City develops over time.
- Working with the Des Moines Area Regional Transit Authority (DART) to accommodate transit facilities along planned bus routes.

Some conditions may prohibit the construction of bicycle and pedestrian facilities or make some types of designated facilities impractical. For example, this includes situations where:

- Bicyclists and pedestrians are prohibited by law from using the roadway (e.g., interstates).
- The cost of establishing bikeways and walkways would be excessively disproportionate to the need or probable use or exceed budget costs (e.g., resurfacing).
- 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. 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.
- The street has severe topographic or natural resource restraints.
- Vehicle speed, traffic volumes, sight distance, or other conditions would create potential safety hazards.

Streets are often constructed in multiple stages. Roadways that are ultimately planned to be four-lane streets may initially be constructed as two-lane streets, for example. Complete street elements may also be added in stages, such as where sidewalks or trails are planned to be constructed as

part of future development of the adjacent properties. This highlights the importance to plan in advance for the future complete street configuration, where possible, to acquire sufficient right-of-way and locate utilities in a manner that will accommodate the locations of future sidewalks, trails, on-street bicycle facilities, transit stops, crossings, etc.

The design and development of the transportation infrastructure should provide for all users through the subsequent steps:

- 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.
- Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Therefore the design of intersections and interchanges should attempt to accommodate all crossings in a manner that is safe, accessible, and convenient.
- 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.*