

# Ingersoll Avenue 3-lane Conversion

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Report on “After” Results  
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Des Moines Area MPO

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# Ingersoll Avenue 3-lane Conversion

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- 1) Project History and Details
- 2) Safety Aspects
- 3) Project Process
- 4) Before – After Analysis
- 5) Conclusions, Lessons Learned
- 6) Questions / Comments



# Conditions on Ingersoll

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- Very Established Business District, W of CBD
- Also Trying to “Reinvent Itself”
- Traffic Conditions
  - ▣ 60’ wide
  - ▣ Parking on both sides
  - ▣ Important bus route
  - ▣ Important commuter route
  - ▣ 12,000 – 17,000 vehicles per day

# Project History

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**2007- 08**– Ingersoll Streetscape Project constructed

- 1<sup>st</sup> Phase of multi-phase project
- 28<sup>th</sup> Street to 31<sup>st</sup> Street
- \$3.4 million project
- \$665,000 (private funds)

**2009** 3-lane considered



# Traffic Study Conclusions

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## Conversion to 3-Lane is Feasible

- LOS at 31<sup>st</sup> Street will be “C” for 3-lane configuration (current LOS is “B”)
- Corridor travel time expected to increase slightly
- 152 total crashes in corridor (2006-2008). 106 are type correctable by TWLTL.



# Project Details

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- Ingersoll Ave. is a “Complete Streets” proposal
- Low-cost project (approximately \$15,000 – pavement marking only, no changes in curbs)
- Ingersoll current traffic volume: 10,000 – 15,000 vehicles per day – (ideal for 3-lane conversion).

# Safety Aspects of 3-Lane Roadway

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- Reduces vehicle speeds
  - Eliminates passing vehicles
- Safer for driver to exit parked cars (wide parking lane)
- Improves sight distance – for left turns and driveway exiting traffic
- Improves pedestrian and bike safety
- 2006 study by Iowa State University of twelve 3-lane conversions showed a **29% reduction** in crashes.
- Verified by other studies across U.S.

# Additional Parking

- Inadequate parking was identified in the 2004 Ingersoll Ave. Stakeholder Survey as a major item.
- Approximately 50 on-street parking spaces were added with the 3-lane project



# Add Bike Lanes

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- 2004 Ingersoll Study called for “Unified, pedestrian-friendly street”.
- Study further stated “Ingersoll is the logical bicycle link between the downtown and west side neighborhoods and regional trails”.
- Standard bike lanes could only be accommodated on Ingersoll if the street was reconfigured to 3-lanes.

# Implementation Process\*\*

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- Considerable opposition by businesses
- Council approved Sept. 14, 2009
  - 6-month trial period
  - Before / After evaluation was be conducted
  - *“If it isn’t working, we’ll change it back”*
- Implemented May 1, 2010 – by City crews

# After Restriping

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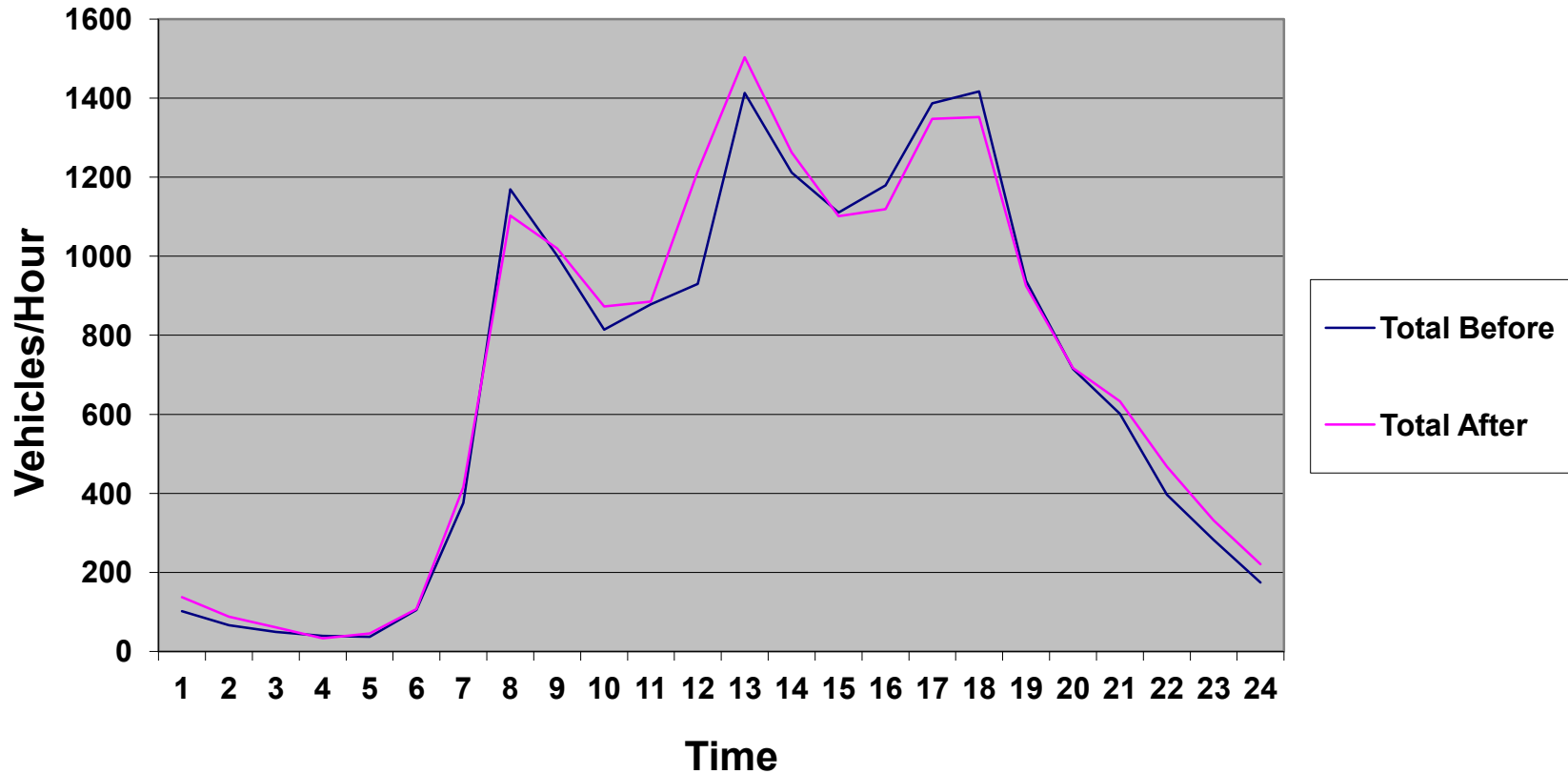
# Traffic Conditions

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- No major congestion or delays
- No significant traffic diversion
- No increase in traffic crashes
- No major traffic problems

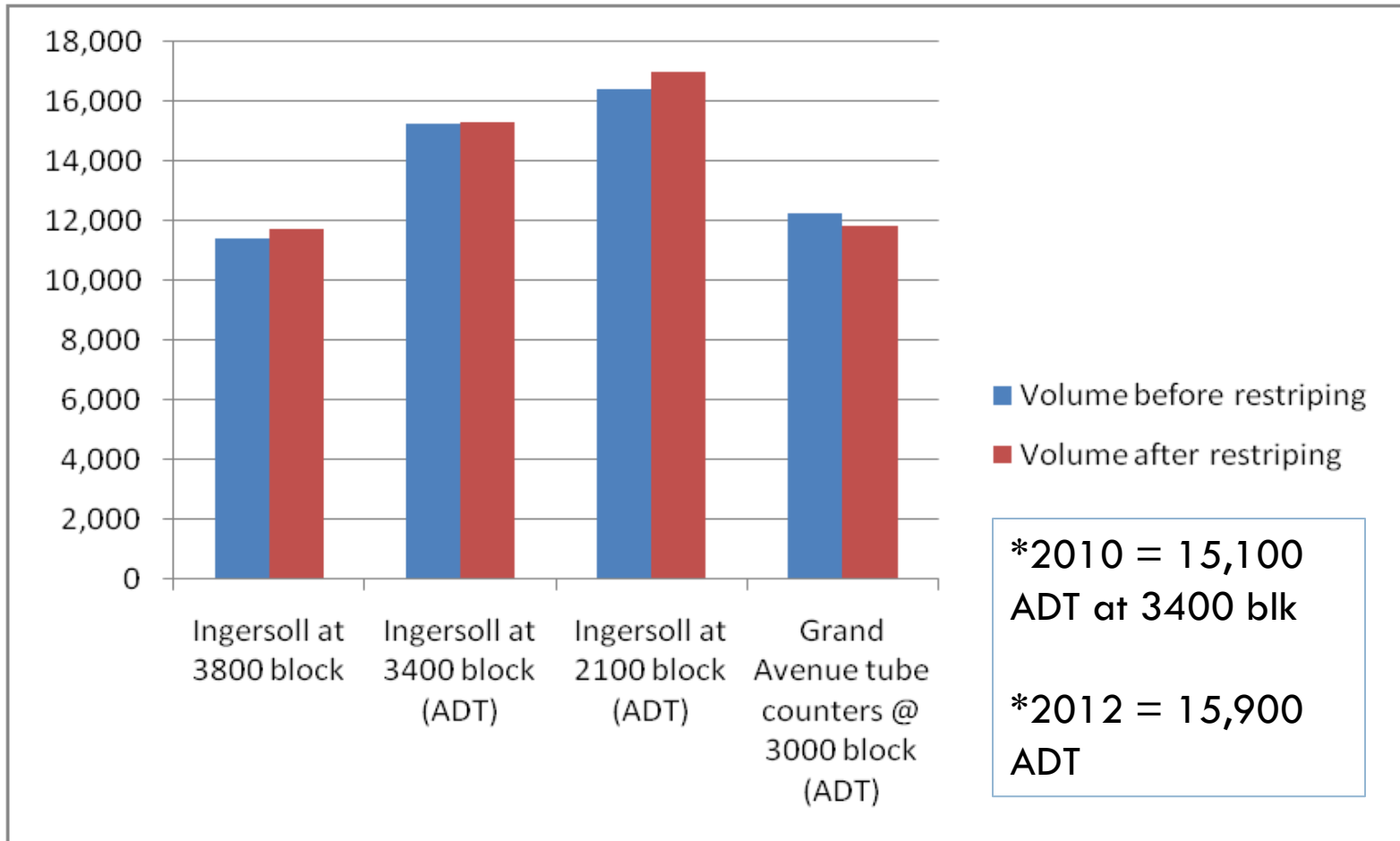
# Traffic Volumes

### Ingersoll Avenue - 2100 Block Two-way traffic Comparison



# Traffic Volumes - Daily

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# Speed and Travel Times (WB)

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		<b>Avg. Speed</b>	<b>Travel Time</b>
AM	Before	25.4	213
	After	24.8	220
	Change	<b>-2%</b>	<b>4%</b>
Noon	Before	22.9	238
	After	22.9	257
	Change	<b>0%</b>	<b>-1%</b>
PM	Before	23.8	227
	After	21.9	247
	Change	<b>-8%</b>	<b>9%</b>



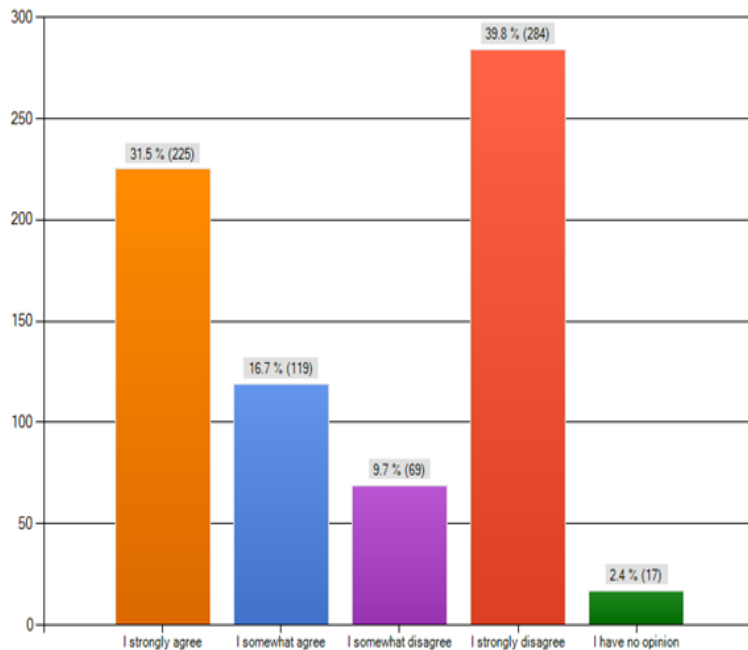
- Final Council approval Oct. 25, 2010
- Traffic conditions have generally been as expected, no major problems
- Crashes reduced 20%, Injury crashes by 30%
- Survey responses
  - ▣ Majority (56%) favor keeping
  - ▣ Majority (52%) think it is safer

# General Opinion – All Responses

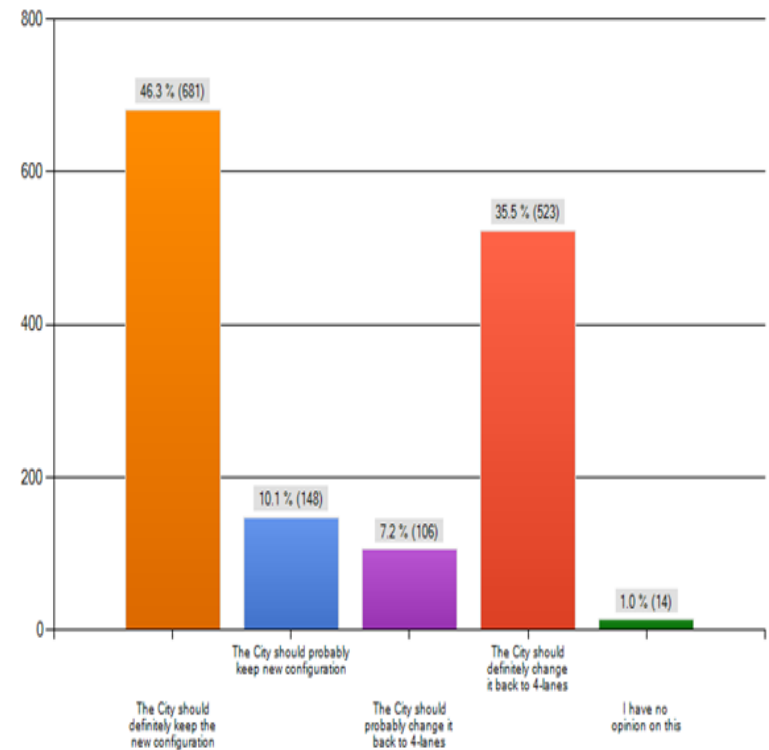
Before = 714

After = 1,472

What do you think of the proposal to change the traffic lanes on Ingersoll?



What is your opinion of the new restriping that took place in the traffic lanes on Ingersoll earlier this spring?

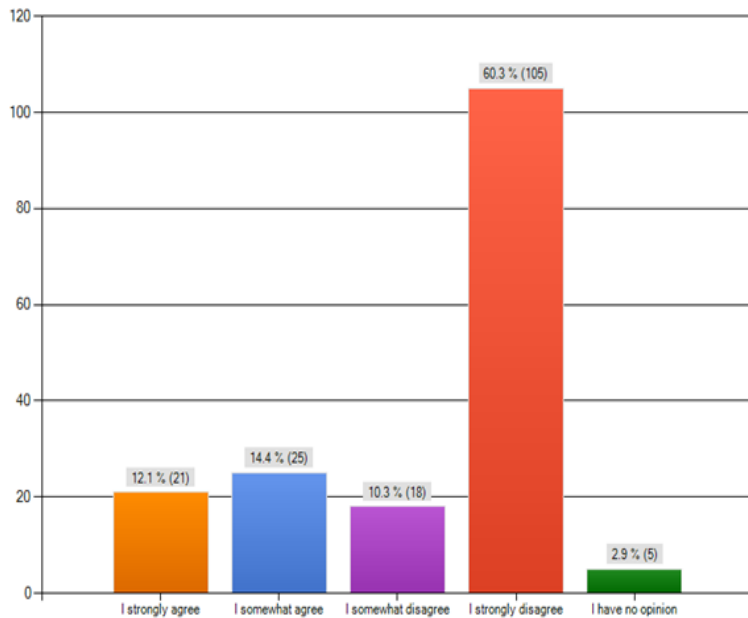


# Live or Have Business on Ingersoll

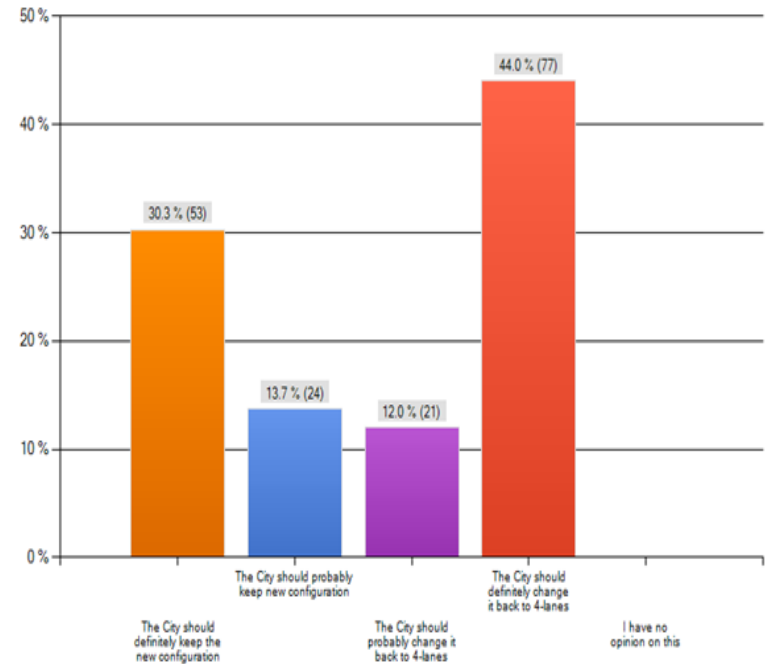
Before = 174

After = 175

What do you think of the proposal to change the traffic lanes on Ingersoll?



What is your opinion of the new restriping that took place in the traffic lanes on Ingersoll earlier this spring?

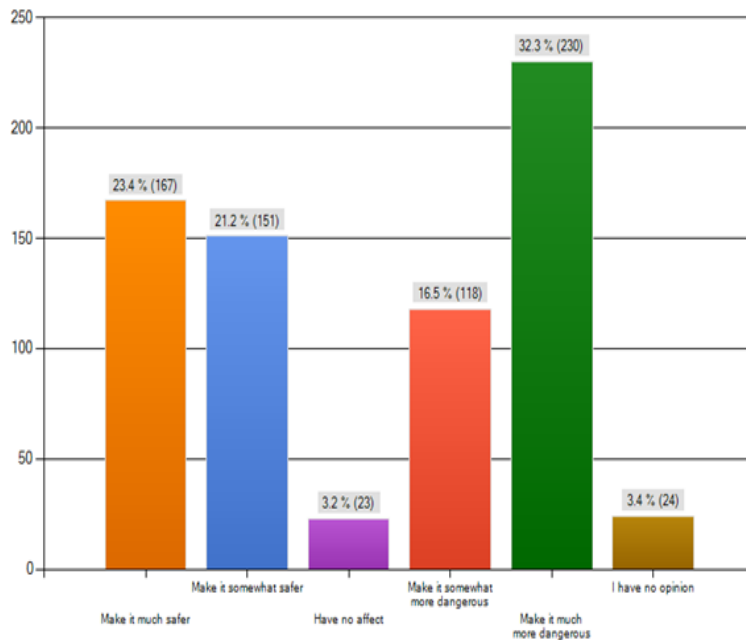


# General Opinion - Safety

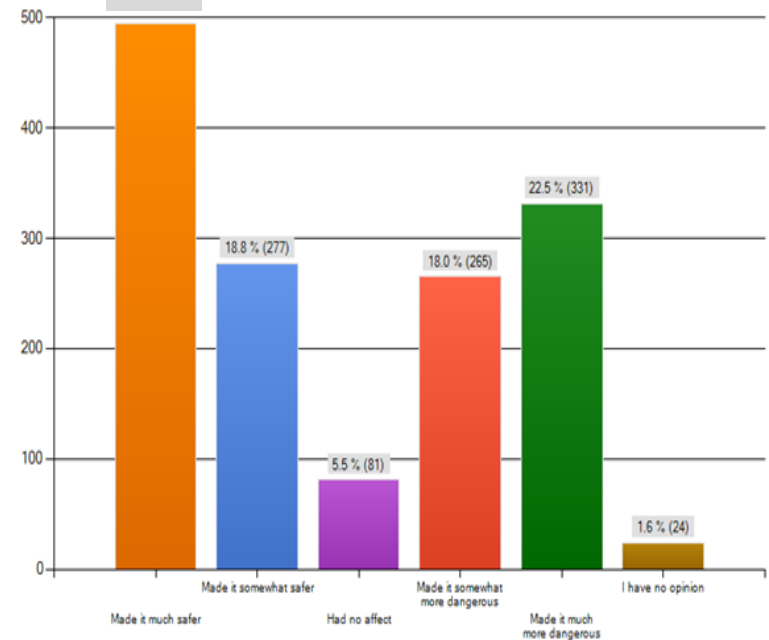
Before = 713

After = 1,472

How do you think the lane changes will affect the traffic, bicycle, and pedestrian flow along Ingersoll?



How do you think the lane changes have affected the traffic, bicycle, and pedestrian SAFETY along Ingersoll?

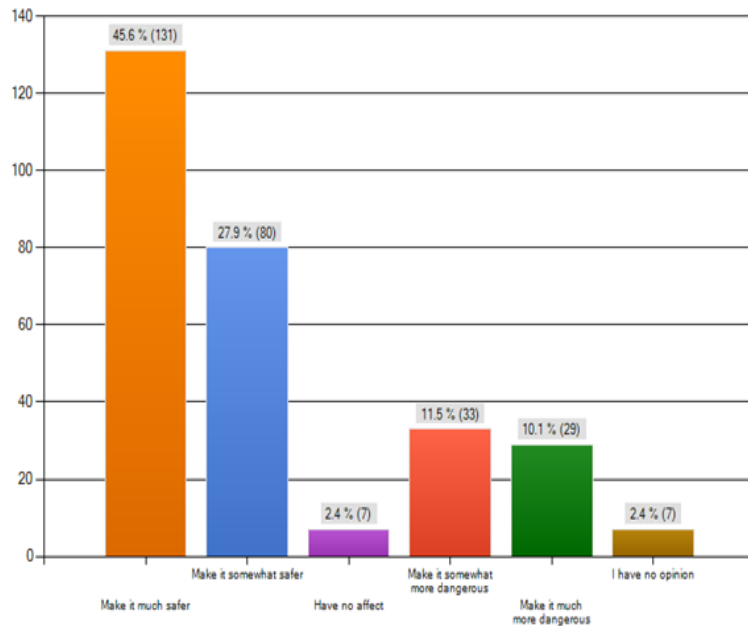


# Have Biked on Ingersoll

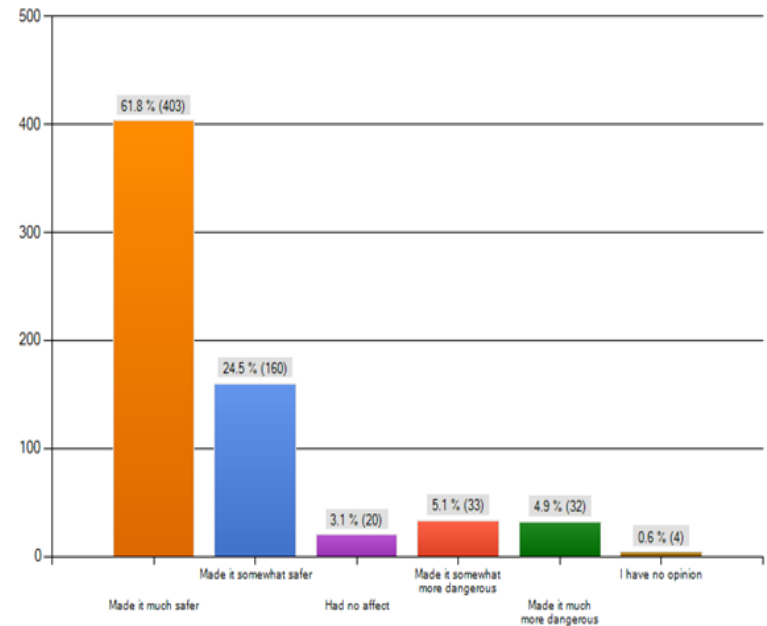
Before = 287

After = 652

How do you think the lane changes will affect the traffic, bicycle, and pedestrian flow along Ingersoll?



How do you think the lane changes have affected the traffic, bicycle, and pedestrian SAFETY along Ingersoll?

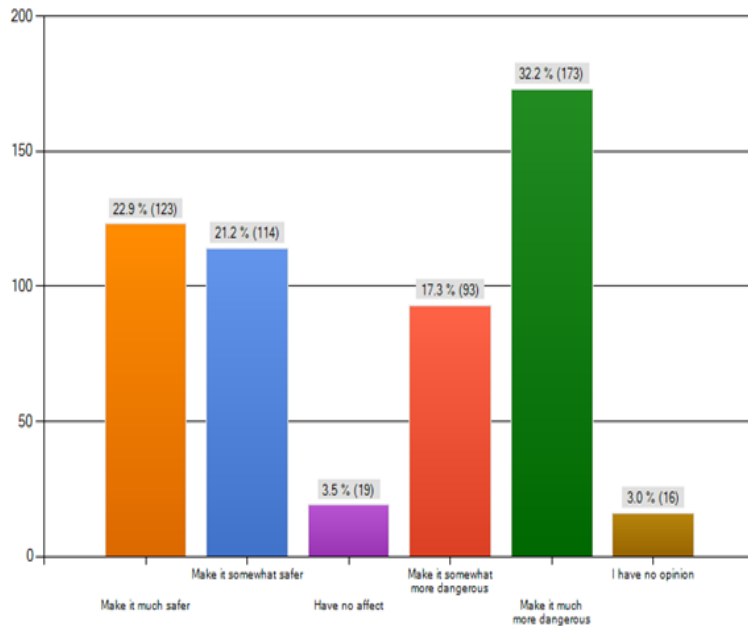


# Have Walked Across Ingersoll

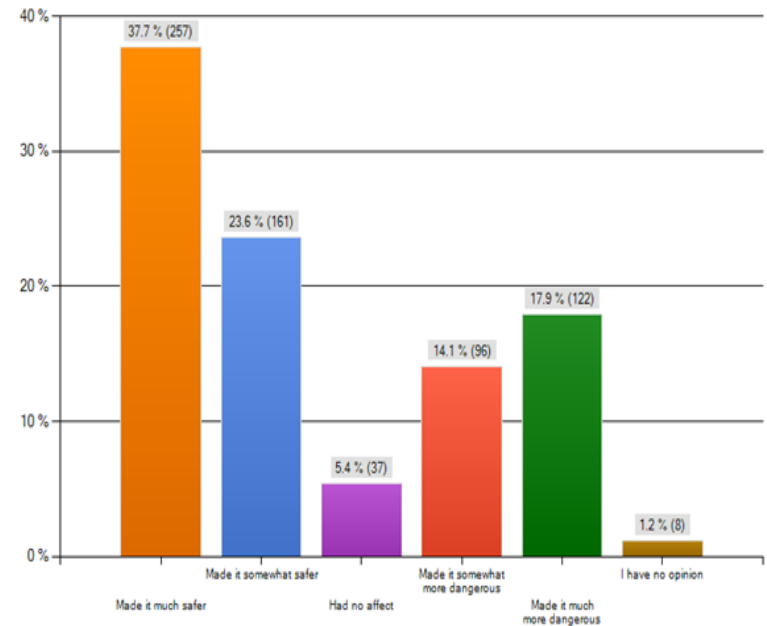
Before = 538

After = 681

How do you think the lane changes will affect the traffic, bicycle, and pedestrian flow along Ingersoll?



How do you think the lane changes have affected the traffic, bicycle, and pedestrian SAFETY along Ingersoll?



# Economic Viability

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“The goal of traffic calming is to encourage multiple types of transportation (car, bike, walk, and bus) and improve the **safety** and ‘livability’ of a neighborhood for all users. What sometimes gets overlooked is that *safe, pedestrian-friendly neighborhoods are also the types of places where people want to shop, dine-out and own a home.* In short, **traffic calming improves the economic bottom line for local businesses.** ”

Source “Livable Streets Coalition”

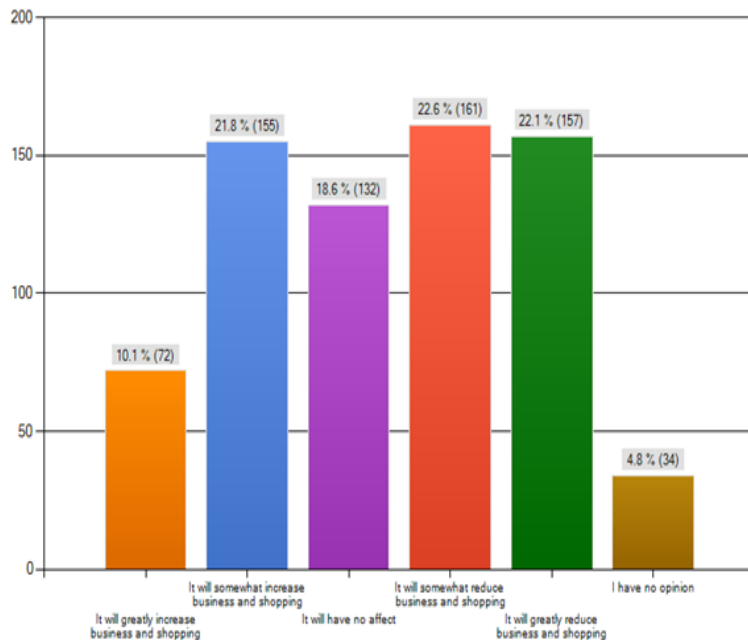


# General Opinion – Business\*\*

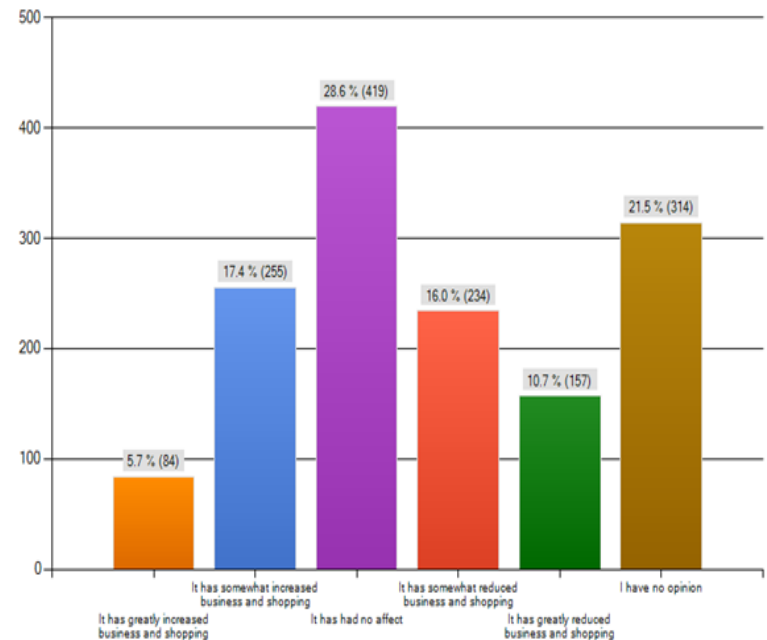
Before = 711

After = 1,463

How do you think the proposed restriping project will affect business and shopping along Ingersoll?



How do you think the proposed restriping project has affected business and shopping along Ingersoll?



# Conclusions

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- The data continues to show that the overall Ingersoll Ave Restriping project was successful.
- Traffic volumes have remained consistent
- Crashes are still down
- Private re-investment is taking place in the corridor,
  - ▣ In 2012, The Ingersoll and Grand Revitalization Plan was created that expanded the SSMID for these areas
- Bike counts show around 200 plus bikers per day on the road

# Lessons Learned\*\*

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- Public Awareness / Information
  - ▣ Many businesses did not know what was proposed – needed more proactive information
  - ▣ Relied too much on local “committee”
  - ▣ Thought project history guaranteed support
- Cultivate Support
  - ▣ There will be opposition, so need supporters
- “Sell” as Providing a Complete Street
  - ▣ Avoid “Bike Lanes vs. Businesses”
- Provide Clear, Objective Information and data

# Ingersoll Avenue 3-lane Conversion

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Questions and  
Comments?

