Ingersoll Avenue 3-lane Conversion

Report on “After” Results
April 2014

Des Moines Area MPO

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Owner of The Mansion on Ingersoll
Ingersoll Avenue 3-lane Conversion

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

- 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
2007-08—Ingersoll Streetscape Project constructed

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

2009 3-lane considered
Conversion to 3-Lane is Feasible

- LOS at 31st 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

- 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

- 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

- 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**

- 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
Traffic Conditions

- 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

Vehicles/Hour

Time

Total Before
Total After
Traffic Volumes - Daily

Ingersoll at 3800 block (ADT)
Ingersoll at 3400 block (ADT)
Ingersoll at 2100 block (ADT)
Grand Avenue tube counters @ 3000 block (ADT)

*2010 = 15,100 ADT at 3400 blk
*2012 = 15,900 ADT
## Speed and Travel Times (WB)

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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

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

- I strongly agree: 31.5% (225)
- Somewhat agree: 16.7% (119)
- Somewhat disagree: 5.7% (40)
- I strongly disagree: 39.8% (284)
- I have no opinion: 2.4% (17)

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

- The City should definitely keep the new configuration: 46.3% (331)
- The City should probably keep the new configuration: 10.1% (148)
- The City should probably change it back to 4 lanes: 7.2% (106)
- The City should definitely change it back to 4 lanes: 35.5% (253)
- I have no opinion on this: 1.6% (14)
Live or Have Business on Ingersoll

Before = 174

After = 175
General Opinion - Safety

Before = 713

After = 1,472
Have Biked on Ingersoll

Before = 287

After = 652
Have Walked Across Ingersoll

Before = 538

After = 681
“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
Conclusions

- 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**

- **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

Questions and Comments?