

**CITY COUNCIL COMMUNICATION 98-089
MARCH 16, 1998 AGENDA**

SUBJECT:

TRAFFIC REGULATION CHANGES

SUBMITTED BY:

**HAROLD SMITH
CITY ENGINEER**

SYNOPSIS –

The following traffic regulation changes have been reviewed by staff and are recommended for approval:

1. Correction to Municipal Code in Section 27-2048. Clark Street– Michigan Street to Ninth Street.
2. Request for angle parking– Keo Way between Seventh Street and Sixth Avenue.
3. Request for additional signing– Downtown Des Moines School.
4. Request for stop signs– Southeast Twenty-eighth and Market Streets.

FISCAL IMPACT –

N/A

RECOMMENDATION –

Refer to Legal Department for preparation of ordinance revisions.

BACKGROUND –

1. During a recent investigation of a citizen' s concern on a parking issue, the Traffic and Transportation Division noted a discrepancy in the related section of traffic ordinances. The following ordinance change is to correct this discrepancy and to reflect the proper parking restriction as it is currently signed.

SEC. 27-2048. CLARK STREET– MICHIGAN STREET TO NINTH STREET.

Clark Street, on the south side, from a point 400 feet west east of Second Avenue to a point 90 feet west east thereof, no parking any time.

2. Traffic and Transportation Division staff received a request from representatives of St. John's Lutheran Church, Sixth and Keo Way, asking that the City consider converting the existing meter spaces on Keo Way between Sixth Avenue and Seventh Street from parallel parking to angle-style parking, in order to allow additional parking spaces on this block. St. Ambrose Cathedral, located at Sixth and High Streets, also supports this request.

Staff has reviewed this request, and concurs in this instance that angle parking would be appropriate in this block. In 1993, when the Principal Mutual Life Insurance Company constructed their northernmost building, traffic that used to use this section of Keo Way was diverted to Park Street, one block to the north. East of Seventh Street, Keo Way is now considered as a local downtown circulation street. It is designated as a one-way street, eastbound, and is 68 feet wide.

Although staff in the past has not supported angle parking on most streets within the City, there are certain circumstances that can accommodate angle parking. Where there is little or no through traffic, where speeds are low, and where adequate street width exists, angle parking can be an appropriate method to increase the available parking spaces without creating a safety concern. On this section of Keo Way, all three of these conditions are met.

There are future plans to convert Keo Way to two-way operation between Seventh Street and Second Avenue. The angle parking within the block between Sixth and Seventh is compatible with this concept. At the time that the street is converted, the parking on the north side of Keo would be reversed to accommodate westbound traffic.

There are currently 18 parking spaces in this block of Keo Way. If approved, the change to angle parking would provide a total of 35 spaces. At the request of St. John's Lutheran Church, two of these metered spaces would be designated for handicapped use only.

This item was reviewed by the Traffic Safety Committee at their March 10, 1998 meeting, and the consensus of the Committee was to recommend approval of this request. The following ordinance revisions are needed in order to place these changes into effect:

SEC. 27-361.01. ANGLE PARKING.

(3) Keosauqua Way, on both sides, from Sixth Avenue to Seventh Street.

SEC. 27-2904. KEOSAUQUA WAY- SIXTH AVENUE TO SEVENTH STREET.

Keosauqua Way, on the north side, parking meters K-611 and K-613, four hour meters, 8:00 A.M. to 6:00 P.M., are designated handicapped parking spaces and are subject to the same prohibition as is found in Section 27-616(a) of this Code.

3. The Downtown Des Moines School program has experienced significant growth since its

inception several years ago. Each day there are approximately 150 children being dropped off or picked up at three downtown locations. These are the Keck City Center, Fifth and Keo Garage, and Capital Square locations. The Principal of the Downtown Schools contacted staff and expressed the desire to review the parking and signage provided at each location.

Traffic and Transportation Division staff met with the Downtown Des Moines School Principal and Safety Committee to review these issues and concerns. Additionally, staff has conducted a study of the area and developed a number of recommended improvements to be made.

The primary issues to be improved are to increase available areas for student loading/unloading zones at Keck City Center and Capital Square and to heighten awareness to other motorists of the school area within the downtown setting. Modifications to existing parking restrictions will limit commercial loading zone activities so that they do not coincide with student loading/unloading along the west side of Fifth Avenue between Grand Avenue and Locust Street. Additional modifications will be provided along the south side of Locust Street at the Capital Square building to allow parents to use this area for student loading/unloading where they could not before. Both of these actions will increase the amount of area available for student loading/unloading and in each instance, the student will be able to exit the vehicle and step out onto the curb versus exiting into the roadway.

School advance warning and school crossing signs will be installed, using the highly visible fluorescent yellow-green sign material, along Fifth Avenue and Locust Street to designate the school site and school crossings at the intersection of Fifth Avenue and Locust Street.

These improvements have been reviewed and are supported by the Downtown Des Moines School Principal. These actions will greatly enhance the safety of the children and parents with respect to loading/unloading and school visibility.

This item was reviewed by the Traffic Safety Committee at their March 10, 1998 meeting, and the consensus of the Committee was to recommend approval of this request. The following ordinance revisions are needed in order to place these changes into effect:

SEC. 27-1607. FIFTH AVENUE– LOCUST STREET TO GRAND AVENUE.

Fifth Avenue, on the west side, from Locust Street to Grand Avenue, ~~passenger loading and unloading, 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M., twenty minutes only, Monday through Friday~~ school passenger loading and unloading, 7:00 A.M. to 5:00 P.M. school days, 20 minutes only, no parking at all other times, loading zone, 9:00 A.M. to ~~4:00 P.M.~~ 3:00 P.M.

SEC. 27-610. SCHOOL PASSENGER LOADING AND UNLOADING ZONE.

School passenger loading and unloading, 7:00 A.M. to 5:00 P.M. school days, 20 minutes only, no parking at all other times.

SEC. 27-2394. LOCUST STREET– FOURTH STREET TO FIFTH AVENUE.

Locust Street, on the south side, from Fourth Street to a point 40 feet west thereof ~~Fifth Avenue~~, no parking any time.

Locust Street, on the south side, from a point 40 feet west of Fourth Street to a point 160 feet west thereof, School passenger loading and unloading, 7:00 A.M. to 5:00 P.M. school days, 20 minutes only, no parking at all other times.

Locust Street, on the south side, from a point 200 feet west of Fourth Street to Fifth Avenue, no parking any time.

Locust Street, on the north side, from a point ~~40~~25 feet west of Fourth Street to Fifth Avenue, no parking 7:00 A.M. to 9:00 A.M.

Locust Street, on the north side, from Fourth Street to a point ~~40~~ 25 feet west thereof, no parking any time.

Locust Street, on the north side, from a point ~~40~~ 25 feet west of Fourth Street to a point ~~65~~ 85 feet west thereof, loading zone.

Locust Street, on the north side, from a point ~~105~~ 110 feet west of Fourth Street to a point ~~85~~ 90 feet west thereof, taxicab stand 9:00 A.M. to 7:00 A.M. the following day.

~~Locust Street, on the north side, from a point 190 feet west of Fourth Street, to a point 25 feet west thereof, commercial loading zone.~~

SEC. 27-2833. LOCUST STREET--FOURTH STREET TO FIFTH AVENUE.

Locust Street, on the north side, from a point ~~215~~ 190 feet west of Fourth Street to a point 60 feet west thereof ~~Fifth Avenue~~, two hour meters, 9:00 A.M. to 6:00 P.M.

4. The Traffic and Transportation Division received from Allen Houghton, 211 Southeast Twenty-eighth Street, a request that stop signs be installed at the intersection of Southeast Twenty-eighth and Market Streets. Mr. Houghton expressed concern over traffic eastbound on Market Street not negotiating the turn onto Southeast Twenty-eighth Street and running into his front yard.

Staff reviewed the conditions at this intersection. Market Street “ T” s into Southeast Twenty-eighth Street, with the west and south legs accommodating the largest volumes of traffic. These two legs of the intersection are in effect the “ through traffic” route to Titan Tire Corporation at 2345 East Market. The intersection is currently uncontrolled. There was one reported accident at this location between 1993 and 1997.

Staff recommends that a “ yield” sign be installed for eastbound traffic on Market Street at Southeast Twenty-eighth Street. This would assign the right-of-way to traffic on Southeast Twenty-eighth Street, while not requiring all of the traffic on Market to come to a complete stop

prior to making the predominant right-turn. If stop signs were installed, it is expected that a large number of drivers would not stop, creating disrespect for the signing at this and other locations. A large “ turn” arrow would also be installed on the east side of this intersection to identify to eastbound traffic that Market Street ends at Southeast Twenty-eighth Street.

This item was reviewed by the Traffic Safety Committee at their March 10, 1998 meeting, and the consensus of the Committee was to recommend approval of the staff recommendation to install a “ yield” sign and large “ turn” arrow. The following ordinance revision is needed in order to designate Southeast Twenty-eighth Street as the through street, with Market Street yielding:

SEC. 27-1240.06. SOUTHEAST TWENTY-EIGHTH STREET.

Southeast Twenty-eighth Street, at Market Street– Yield.