



**CITY COUNCIL  
COMMUNICATION:**

**ITEM \_\_\_\_\_**

**OFFICE OF THE CITY MANAGER  
CITY OF DES MOINES, IOWA**

**99-056**

**SYNOPSIS -**

**AGENDA:**

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

FEBRUARY 15, 1999

**SUBJECT:**

TRAFFIC  
REGULATION  
CHANGES

1. Request for Changes in Parking Restrictions-east side of SW 1st Street and north side of Indianola Avenue in the Vicinity of St. Anthony's Church.
2. Request to Change Parking Restriction on East Bundy Avenue from No Parking Any Time on the north side to No Parking Any Time on the south side in order to accommodate mail delivery.
3. Request for Stop Signs, Speeding Enforcement, and Parking Restrictions-Williams Street between Maple Street and Timber Lane.
4. Request for Deletion of Parking Restriction Duplication in the Municipal Code.

**TYPE:**

RESOLUTION  
ORDINANCE  
RECEIVE/FILE

**SUBMITTED BY:**

**FISCAL IMPACT -**

FLOYD BENTZ, P.E.  
ACTING CITY  
ENGINEER

N/A

**RECOMMENDATION -**

**Receive, file, and refer to Legal Department for proper legislation.**

**BACKGROUND -**

1. The Traffic and Transportation Division received a request from a citizen regarding visibility and turning difficulties at the intersection of SW 1st Street just north of Indianola Avenue.

The concern is that vehicles park on the east side of SW 1st Street, immediately north of Indianola Avenue, and block the crosswalk and the view of opposing traffic. Staff investigation showed that the presence of parked cars immediately north of Indianola Avenue does limit visibility and creates hazards for pedestrians using the sidewalk. Additionally, St. Anthony's Church is constructing a new circle drive on the east side of SW 1st Street, which changes the availability of parking due to maneuvering in and out of the driveways.

In working with St. Anthony's Church to resolve this parking issue on SW 1st Street, a second issue came up regarding handicapped parking along the north side of Indianola Avenue from SW 1st Street to South Union Street. The Church noted that these handicapped spaces along the north side of Indianola Avenue are needed during Saturday and Sunday services; however, during the week only about four spaces are needed. The Church would like to be able to use the remaining area for non-handicapped parking during the week. This action would involve signing the first four spaces "Handicapped Only." The remaining area would be signed "Handicapped Parking Saturday and Sunday Only." Parking would be allowed at all other times. This would ease the Monday through Friday demand for parking adjacent to the Church.

In order to make these changes in parking for both the east side of SW 1st Street and the north side of Indianola Avenue, the following changes to the Municipal Code are necessary:

**SEC. 27-1562. SOUTHWEST FIRST STREET-VINE STREET TO DAVIS STREET.**

Southwest First Street, on the east side, from Edison Avenue to a point ~~100~~ 175 feet north of Indianola Avenue, school passenger loading and unloading, 7:00 A.M. to 5:00 P.M. school days.

Southwest First Street, on the east side, from a point 175 feet north of Indianola Avenue to a point 150 feet south ~~thereof~~ of Indianola Avenue, no parking any time.

**SEC. 27-2312. INDIANOLA AVENUE-SOUTH UNION STREET TO COURTLAND AVENUE.**

Indianola Avenue, on the north side, from a point 100 feet east of Southwest First Street to a point 180 feet east of Southwest

First Street, is designated a handicapped parking space and is subject to the same prohibition as is found in Section 27-616(a) of this code.

Indianola Avenue, on the north side, from a point 180 feet east of Southwest First Street to South Union Street, is designated a handicapped parking space on Saturday and Sunday and is subject to the same prohibition as is found in Section 27-616(a) of this code.

2. The Traffic and Transportation Division received a concern regarding difficulty in delivering mail on East Bundy, especially during winter months. From an engineering review of this area, this change would also be more consistent with existing parking restrictions on adjacent streets. To assist in mail delivery, the Traffic and Transportation Division recommends changing the parking restriction from the north side of East Bundy to the south side from SE 2nd Court to SE 3rd Street.

The following change to the Municipal Code will place this into effect:

**SEC. 27-2007.05. EAST BUNDY AVENUE-SOUTHWEST SECOND COURT TO SOUTHEAST THIRD STREET.**

East Bundy Avenue, on the ~~north~~ south side, from Southeast Second Court to Southeast Third Street, no parking any time.

3. At their December 21, 1998 meeting, City Council received a request from Dennis Clemens, 1030 Williams Street, regarding traffic conditions on Williams between Maple Street and Timber Lane. Mr. Clemens expressed concern about speed enforcement, truck parking, and the lack of stop signs. By Roll Call No. 98-3902, this item was referred to the Traffic Safety Committee for review and recommendation.

Parking is currently allowed on the east side of Williams Street south of Maple Street. Mr. Clemens provided photographs of several large trucks that were parked in this area, in violation of Section 27-632 of the Municipal Code that states:

No person shall park a motor truck having a freight capacity greater than one ton, or any trailer, semi-trailer, tractor, road tractor or truck tractor unit at any time upon any portion of a

street abutting property zoned R-1, R-2, R-3, or R-4 occupancy, as defined in the Zoning Ordinance of the city.

The Police Department has addressed and resolved this issue with the owner of the illegally parked trucks. In order to improve sight distance at the intersections at Maple and at Timber Lane, staff recommends that 50-foot "corner clearance" no parking zones be established on the east side of Williams south of Maple Street and north of Timber Lane.

The second concern, regarding lack of stop signs, was reviewed by staff. Williams Street in this area is not designated as a "through street" at the current time. There are two "T" intersections on Williams, located at Maple Street and at Timber Lane. In most residential areas, this type of intersection does not generally create difficulties, since most drivers at "T" intersections yield to the oncoming through traffic. However, in this instance, staff recommends that Williams be officially designated as a "through street" from East University Avenue to Dean Avenue, with stop signs placed at these two side streets.

Mr. Clemens' third concern involved traffic speeding on Williams Street. Due to the difficult weather conditions, no traffic or speed counts were taken. Previous counts indicated volumes on Williams of approximately 1,100 vehicles per day. This section of Williams Street is similar to many residential streets within Des Moines, and staff recommends that the Police Department conduct radar enforcement as personnel and work priority allow.

A specific speed limit for this portion of Williams Street south of University Avenue has not been established in the City Code. The speed limit on Williams Street north of University Avenue to Easton Boulevard is 35 mph. Where a specific speed limit is not established, the Code of Iowa provides a 25 mph limit in a residential area (between University Avenue and Timber Lane) and 45 mph in a suburban area (between Timber Lane and Dean Avenue). Since this portion of Williams Street is a "collector" street, staff recommends that a speed limit of 30 mph be established between University Avenue and Dean Avenue. This will provide a reasonable speed limit, and allow enforcement to concentrate on those offenders that are violating this reasonable speed.

Based on staff's review, the following actions were recommended by the Traffic Safety Committee at their February 9, 1999 meeting:

- a. "Corner clearance" no parking zones should be established on the east side of Williams Street both south of Maple Street and north of Timber Lane, each for a distance of 50 feet.
- b. Williams Street be established as a "through-stop" street between University Avenue and Dean Avenue, with all side street traffic required to stop before entering Williams Street.
- c. The speed limit on Williams Street should be established as 30 mph between University Avenue and Dean Avenue.

The following changes to the Municipal Code will place these changes into effect:

**SEC. 27-2745. WILLIAMS STREET-DEAN AVENUE TO EAST OVID AVENUE.**

Williams Street, on the east side, from Timber Lane to a point 50 feet north thereof, no parking any time.

Williams Street, on the east side, from Maple Street to a point 50 feet south thereof, no parking any time.

**SEC. 27-839. WILLIAMS STREET.**

Williams Street, from East University Avenue to Dean Avenue, 30 miles per hour.

**SEC. 27-1102. WILLIAMS STREET.**

Williams Street, from East University Avenue to Dean Avenue.

**SEC. 27-1443. WILLIAMS STREET**

Williams Street, from ~~the north line of East University Avenue~~ Dean Avenue to East Forty-second Street - Stop.

4. During a review of traffic ordinances, the Traffic and Transportation Division noted a no parking area on 25th Street covered by two citations in the Municipal Code. This redundant parking restriction should be deleted as follows:

**SEC. 27-1799. TWENTY-FIFTH STREET-WOODLAND AVENUE TO PAYNE ROAD.**

~~Twenty fifth Street, on the west side, from Forest Avenue to a point 20 feet north thereof, no parking any time.~~

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