



**CITY COUNCIL  
COMMUNICATION:**

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

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

**99-282**

**SYNOPSIS -**

**AGENDA:**

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

JUNE 21, 1999

**SUBJECT:**

TRAFFIC  
REGULATION  
CHANGES

1. Request for Corner Clearance-North Side of Filmore Street West of East 9th Street.
2. Code Revision for Traffic Signals-SE 14th Street at the Southridge Mall South Exit.
3. Request for Two-Sided Parking Restriction-24th Street from Olive Street to the Dead End at I-235.
4. Request for Parking Restriction Modification-West Side of 9th Street in the Morning and the South Side of High Street in the Afternoon.
5. Request for Corner Clearance Parking Restriction-West Side of 50th Street South of Urbandale Avenue.
6. Request for Extension of Two-Sided Parking Restriction-North Side of Wakonda View Drive West of Fleur Drive.
7. Request to Convert Center Street from One-Way to Two-Way Traffic between 2nd Avenue and 3rd Street.
8. Request for One-Sided Parking Restriction-North Side of Twana Drive between 51st Street and 54th Street.
9. Request for Mid-Block Crosswalk and Angle Parking-East 1st Street between Locust Street and Grand Avenue.
10. Request to Add Parking Meter Rate Increases to Section on Special Parking Permit Issuance.
11. Request for Corner Clearance Parking Restriction-South Side of East Kirkwood Avenue East of South Union Street.

**TYPE:**

RESOLUTION  
ORDINANCE  
RECEIVE/FILE

**SUBMITTED BY:**

FLOYD BENTZ, P.E.  
CITY ENGINEER

**FISCAL IMPACT -**

N/A

**RECOMMENDATION -**

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

**BACKGROUND -**

1. Because of construction at the East 9th and University Avenue intersection, the Metro Transit Authority (MTA) buses utilize Filmore Street as a temporary bus route. MTA has requested that a 50-foot no parking "corner clearance" be established on the north side of Filmore west of East 9th Street to accommodate MTA's turning vehicles. Staff recommends that this parking restriction be installed on a permanent basis. The following ordinance revision will place this corner clearance into effect:

**SEC. 27-2163. FILMORE STREET-EAST RIVER DRIVE TO EAST THIRTEENTH STREET.**

Filmore Street, on the north side, from East 9th Street to a point 50 feet west thereof, no parking any time.

2. On August 4, 1997, by Roll Call No. 97-2708, City Council entered into an agreement with the Iowa Department of Transportation (IDOT) to install traffic signals on SE 14th Street at the Southridge Mall south exit. The traffic signals are currently under construction and the following ordinance is needed to amend the Municipal Code to include these signals:

**SEC. 27-937. SOUTHEAST FOURTEENTH STREET.**

Southeast Fourteenth Street, on the west side, at a point 970 feet south of Bloomfield Road-traffic signal.

3. Ms. Alice Cunningham, 954 - 24th Street, requested that staff consider prohibiting parking on both sides of 24th Street from Olive north to the dead end at I-235. Parking is currently allowed on both sides of the street. There are two dwellings in this block of 24th Street, both owned by Ms. Cunningham.

Staff has no objections to this request, since Ms. Cunningham is the sole resident on this portion of the street, and has requested this parking restriction. The following ordinance

revision is necessary to enact this parking restriction:

**SEC. 27-1793. TWENTY-FOURTH STREET-INGERSOLL AVENUE TO BENNETT AVENUE.**

Twenty-fourth Street, on both sides, from Olive Street north to the dead end at I-235, no parking any time.

4. As part of the installation of new parking meters and a street capacity study, the Traffic and Transportation Division recommends the modification of the rush hour parking restriction times on the west side of 9th Street in the morning, and the south side of High Street in the afternoon.

These earlier times have been coordinated with The Principal Financial Group and will better serve the public by decreasing congestion related to parked vehicles in usable traffic lanes adjacent to the entrance and exiting areas of Principal's parking ramps. The traffic congestion in this area seems to be a cumulative effect related to the flexible start and quitting times of several of the employers in this area, just prior to the usual daily employer start/end times.

This proposed one-hour shift and extension in the rush hour parking restriction would provide additional traffic lanes adjacent to heavily used employee parking areas. In turn, this would allow for more rapid entering and exiting of the downtown central business area by flex-time employees, reducing further congestion related to other employers who have fixed start and release times later on in the morning and afternoon.

**SEC. 27-1667. NINTH STREET-GRAND AVENUE TO HIGH STREET.**

~~Ninth Street, on the west side, from Grand Avenue to High Street, no parking any time.~~

Ninth Street, on the west side, from a point 155 feet north of Grand Avenue to High Street, no parking ~~7:00~~ 6:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.

**SEC. 27-2278. HIGH STREET-NINTH STREET TO TENTH STREET.**

High Street, on the south side, from a point 175 feet west of

Ninth Street to Tenth Street, no parking 7:00 A.M. to 9:00 A.M. and ~~4:00~~ 3:00 P.M. to 6:00 P.M.

5. The Traffic and Transportation Division received a request from a resident regarding visibility and turning difficulties due to parked vehicles on 50th Street at the intersection of Urbandale Avenue. In order to provide adequate visibility of turning vehicles at this intersection, staff recommends that a 65-foot corner clearance no parking zone be established on the west side of 50th Street south of Urbandale Avenue. The following revisions to the Municipal Code are necessary to effect this change:

**SEC. 27-1912. FIFTIETH STREET-WOODLAND AVENUE TO MEREDITH DRIVE.**

Fiftieth Street, on the west side, from Urbandale Avenue to a point 65 feet south thereof, no parking any time.

6. Staff received a petition from the residents along Wakonda View Drive west of Fleur Drive, requesting that the existing "no parking" restriction on the north side of the street be extended farther to the west. The existing ordinance prohibits parking from Fleur Drive west for a distance of 100 feet. The petition requests that this be extended an additional 150 feet, for a total distance of 250 feet west of Fleur Drive. The petition was signed by 14 of the 24 nearby residences to the west along Wakonda View Drive. It expressed concerns that there was considerable congestion along Wakonda View Drive with the parked vehicles, causing difficulties for vehicles turning into and out of Fleur Drive.

Because there appears to be a significant amount of off-street parking available in the commercial area near Fleur Drive, staff concurred with the request and recommended that the parking restriction be extended. The affected businesses were notified of the request and their input was requested.

At the June 8, 1999 Traffic Safety Committee meeting, Greg Fontanini, Owner of Francie's, 2100 Wakonda View Drive, made an objection to the petition. Since traffic in the area is at its peak during rush hours, he requested that the extended parking restriction be set for 7:00 A.M. to 6:00 P.M., Monday through Saturday, since he needed the on-street parking for overflow for his business, especially during the nighttime hours. No other affected businesses had any comments

regarding the request.

The Traffic Safety Committee approved staff's amended recommendation that the parking restriction on the north side of Wakonda View Drive west of Fleur Drive be extended by a distance of 150 feet during the hours of 7:00 A.M. to 6:00 P.M., Monday through Saturday. The following ordinance revision is necessary to enact this parking restriction:

**SEC. 27-2689. WAKONDA VIEW-FLEUR DRIVE TO SOUTHWEST TWENTY-FOURTH STREET.**

Wakonda View, on the north side, from a point 100 feet west of Fleur Drive to a point 150 feet west thereof, no parking 7:00 A.M. to 6:00 P.M., Monday through Saturday.

7. The Iowa State Education Association has recently purchased the former EMCO Enterprises building located on the south side of Center Street between 2nd Avenue and 3rd Street, and has requested that Center Street be modified to allow two-way traffic between 2nd Avenue and 3rd Street. This request is based on the significant inconvenience and out-of-distance travel required for people to access the parking lot on the east side of the building. Because of the existing grade difference between the parking lot and the surrounding streets, the only feasible driveway to this lot is the current drive on Center Street just west of 2nd Avenue.

Center Street has been a one-way westbound street since 1993, when it was converted as part of the Keo Way realignment project between 9th and 7th Streets. Prior to that time, Center Street was a two-way roadway.

In staff's initial review of this proposal, an accident pattern was identified at the intersection of 2nd Avenue and Center Street, involving sideswipe accidents of northbound vehicles making improper left turns onto Center Street. However, a further review of these accidents indicates that changing Center Street to two-way traffic for this one block should not create additional accident potential.

Since the block between 2nd and 3rd is at the beginning of the one-way street system, conversion of this one block should not create difficulties in the operation of the remaining one-way street. No changes in the traffic signals are required as part of this proposal.

At their June 8, 1999 meeting, the Traffic Safety Committee approved staff's recommendation that the one-way traffic on Center Street between 2nd Avenue and 3rd Street be changed to two-way traffic and that two parking meters be removed to facilitate movement of the two-way traffic, especially buses turning from 3rd Street onto Center Street. The following revisions to the Municipal Code are necessary to effect this change:

**SEC. 27-2028. CENTER STREET-SECOND AVENUE TO FIFTH AVENUE.**

Center Street, on the south side, from 3rd Street to a point 40 feet east thereof, no parking anytime.

**SEC. 27-2885. CENTER STREET-SECOND AVENUE TO FIFTH AVENUE.**

Center Street, on the south side, from Second Avenue to ~~Fifth Avenue~~ a point 40 feet east of 3rd Street, ten hour meters, 8:00 A.M. to 6:00 P.M.

Center Street, on the south side, from Third Street to Fifth Avenue, ten hour meters, 8:00 A.M. to 6:00 P.M.

**SEC. 27-1106. CENTER STREET.**

Center Street, from ~~Second Avenue~~ Third Street to Keosauqua Way, westbound.

8. Staff received a petition from the residents of Twana Drive requesting that parking be prohibited on the north side of their street between 51st Street and 54th Street. Parking is currently allowed on both sides of the street, which is 27 feet wide.

There is an apartment complex on the north side of Twana in the western portion of this long block, which is set back a considerable distance from the street, and with off-street parking available. Since the petition is not signed by any of the affected residents in this area of Twana Drive, staff recommends that parking continue to be allowed on both sides of the street at this end of the block.

Because there may be an impact to the residences on the south side of the street, staff will notify them of the request, and any

comments would be relayed to the Committee at the meeting. One response was received who was opposed to the proposed change.

At their June 8, 1999 meeting, the Traffic Safety Committee approved staff's recommendation that parking be prohibited on the north side of Twana Drive from 51st Street west for a distance of 700 feet. The following ordinance revision is necessary to enact this parking restriction:

**SEC. 27-2649. TWANA DRIVE-THIRTIETH STREET TO FIFTY-FOURTH STREET.**

Twana Drive, on the north side, from 51st Street to a point 700 feet west thereof, no parking anytime.

9. Staff has been requested to install a mid-block pedestrian crossing across East 1st Street between Grand Avenue and Locust Street. Concern was expressed that there are a large number of employees and visitors that cross the street in this area to get to City Hall.

Staff reviewed this request and has determined that the best location for a mid-block crosswalk is immediately north of the City Hall parking lot entrance/exit. Installation of a crosswalk at this location will involve some reconstruction of the planter on the east side of the street as well as a curb ramp on the west side.

City Council also expressed an interest in increasing the number of parking stalls along this portion of the street, by installing angle parking along the east side of the street.

Staff has also reviewed this request. Because East 1st Street is a local circulation street only, with low driver speeds in this block, staff concurs that angle parking could be installed in this area. This would be similar to the recent conversion of Keo Way to angle parking from 6th Avenue to 7th Street. There are currently eight parking meters on the east side of East 1st Street between Grand and Locust. This number could be increased to approximately 14-16 meters with this change.

As part of the Capitol Gateway East planning process, several local circulation streets, including East 1st Street, were identified as potential streets for angle parking. This request is compatible with the long-range plan for this area.

At their June 8, 1999 meeting, the Traffic Safety Committee approved staff's recommendation for a mid-block crosswalk location on East 1st Street between Locust Street and Grand Avenue and that angle parking be allowed on the east side of East 1st Street in the same block.

The following ordinance revisions are necessary to prohibit vehicles from blocking the crosswalk and to enact the angle parking:

**SEC. 27-361.01. ANGLE PARKING.**

(4) East First Street, on the east side, from East Locust Street to East Grand Avenue.

**SEC. 27-1558. EAST FIRST STREET-EAST LOCUST STREET TO EAST GRAND AVENUE.**

East First Street, on the west side, from a point 130 feet north of East Locust Street to a point ~~40~~ 30 feet north thereof, commercial loading zone.

East First Street, on the west side, from a point 160 feet north of East Locust Street to a point 10 feet north thereof, no stopping or standing.

10. In conjunction with the installation of new \$0.75 per hour electronic parking meters now being installed within the Central Business District, this proposed change will allow that rate to be charged when Special Parking Permits are issued. This proposed change also reflects the higher rate of \$0.50 per hour that is currently charged for the parking meters located on the ground floor of the 8th and Locust Parking Garage. These additions to the daily meter rate schedule are related to the issuance of a Special Parking Permit.

Other administrative changes made are to change the reference to City Traffic Engineer and to improve customer service by allowing payment in advance or upon receipt of the applicant's permit by facsimile or mail.

**SEC. 27-361.19. SPECIAL PARKING PERMIT ISSUANCE.**

(a) The ~~director of~~ city traffic engineer and transportation is



authorized to issue a public service parking permit for a vehicle to park or stand on a public street where such parking or standing is otherwise prohibited or regulated by the provisions of this chapter. Application therefor may list one or more specific vehicles, shall be directed to the office of the ~~director of city traffic engineer and transportation~~, and shall ~~may~~ contain such information, including vehicle characteristics and license, as the ~~director city traffic engineer~~ shall deem pertinent to the application. ~~Such application shall be signed by the owner of the vehicle or his or her business representative or by the holder or coordinator of the special event which is the cause or reason for such authorized parking.~~ Such permit shall only be issued when said parking or standing is required in the performance of a public service or to satisfy a public need as heretofore set forth. Such permit shall grant permission for:

- (1) Vehicular parking or standing in a specific area which may be designated as "point or points of service", or
- (2) Vehicular parking or standing in any public way in the city which, by the nature of the service, becomes a "point of service".

(b) The effective period of the permit may be a set number of days, not to exceed one year, and the inclusive dates of the permit shall be clearly displayed thereon. The permit may also specify the time or times of day when such parking is authorized as well as the days of the week to which it is limited.

(c) Except in situations of immediate emergency or in unique situations which have been identified to and approved by the ~~director of city traffic engineer and transportation~~, such parking shall be prohibited on arterial and collector streets during the hours from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. where signs are currently in place prohibiting parking during these hours.

(d) The permit so issued for the specific vehicle or a clearly legible copy thereof shall be placed conspicuously in the window of the vehicle for which issued in a manner which clearly displays the restrictions contained in the permit.

(e) The phrases "point of service" and "point or points of service" shall not include parking of a vehicle while the owner or operator awaits call or service. Vehicles in such status or condition shall be subject to the remaining provisions of this chapter regulating the parking, standing, and stopping of vehicles.

(f) The ~~director of city traffic engineer and transportation shall not issue a permit until~~ may either collect a fee of \$15.00 per vehicle for a period of thirty days or less ~~is collected for said permit~~ in advance or direct the applicant to consider the permit

as an invoice with payment due immediately upon receipt by mail or facsimile. A permit may be issued for a period of up to one year upon payment in advance of the applicable permit fee. At such time as parking meter spaces are hooded or removed for special permit purposes the permittee shall also be responsible for a daily rate of the metered use. In such cases the following rates shall apply:

- (1) \$2.00 per day at all \$.20 per hour meters;
- (2) \$2.50 per day at all \$.25 per hour meters;
- (3) \$3.00 per day at all \$.40 per hour meters.
- (4) \$4.00 per day at all \$.50 per hour meters.
- (5) \$6.00 per day at all \$.75 per hour meters.

Vehicles owned or operated by governmental agencies shall be exempt from the permit fee requirements.

11. The Traffic and Transportation Division received a request from a resident regarding visibility and turning difficulties due to parked vehicles on East Kirkwood Avenue at the intersection of South Union Street. In order to provide adequate visibility for turning vehicles at this intersection, staff recommends that a 50-foot corner clearance no parking zone be established on the south side of East Kirkwood Avenue east of South Union Street. The following revisions to the Municipal Code are necessary to effect this change:

**SEC. 27-2358. EAST KIRKWOOD AVENUE-SOUTH UNION STREET TO SOUTHEAST FOURTEENTH STREET.**

East Kirkwood Avenue, on the south side, from South Union Street to a point 50 feet east thereof, no parking any time.