

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

99-489

SYNOPSIS -

AGENDA:

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

NOVEMBER 1, 1999

SUBJECT:

1. Conversion to Two-Way Operation-Mulberry Street from 7th Street to 5th Avenue, along with Designation of Traffic Signals on Cherry Street at 5th Avenue, 6th Avenue, and 7th Street; and Designation of One-Way Streets, Parking Restrictions ,and Speed Limits on 6th Avenue and 7th Street.

TRAFFIC
REGULATION
CHANGES

2. Placement of Three-Way Stop Control-SE 5th Street and County Line Road.

TYPE:

3. Installation of Handicapped Parking Adjacent to Trinity United Methodist Church, 1548 8th Street.

RESOLUTION
ORDINANCE

4. Installation of Loading Zone in front of 420 Keosauqua Way.

RECEIVE/FILE

FISCAL IMPACT -

SUBMITTED BY:

There will be some minimal costs in the Traffic and Transportation Division operating budget to implement the necessary signing and pavement marking changes. The traffic signals are included in the 6th/7th Street reconstruction project as part of the construction of Martin Luther King Jr. Parkway.

FLOYD BENTZ, P.E.
CITY ENGINEER

RECOMMENDATION -

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

BACKGROUND -

1. Within the core of the downtown area, Mulberry Street has

historically operated as a one-way street. Prior to the construction of the Walnut Street Transit Mall, Walnut and Mulberry Streets operated as a one-way pair through the southern portion of the downtown area. With the closing of Walnut to traffic in 1985, Mulberry became more important as a local circulation street. In 1987, in order to provide for additional westbound flow, the portion between 10th Street and 7th Street was converted to two-way operation. Mulberry, between 7th Street and 5th Avenue, remained a one-way, eastbound, street because it could better service the transition block between the 7th Street Viaduct and the 6th/7th Street one-way pair. The heavy eastbound left-turn onto 6th Avenue could not be accommodated with two-way traffic on Mulberry Street.

As part of the Martin Luther King Jr. Parkway project, the 7th Street Viaduct has been demolished and is being replaced by a surface street, which will include the connector roadway directing northbound traffic onto 6th Avenue south of Cherry Street. Construction of this phase is planned for completion later this year.

In conjunction with the reconstruction of SW 6th/SW 7th Street, it will no longer be necessary for Mulberry to remain a one-way street, and staff recommends that it be converted to two-way operation between 7th Street and 5th Avenue to improve local access and circulation. Included in the 6th/7th construction project are modifications in the existing traffic signals at 7th/Mulberry and 6th/Mulberry that will accommodate the conversion to two-way traffic. Also included are new traffic signals at 7th/Cherry, 6th/Cherry, and 5th/Cherry.

These new traffic signals need to be established in the Municipal Code, along with designations for the new one-way streets, parking restrictions, and speed limits for 6th Avenue and 7th Street. The existing downtown business district's 25 mph speed limit will be extended on 6th Avenue and 7th Street from Mulberry Street south to Vine Street and then will change to the existing 35 mph speed limit from Vine Street south to Clifton Avenue/Indianola Road. Initially, parking will not be allowed on the new sections of 6th Avenue and 7th Street due to the limited number of lanes. After traffic patterns and adjacent land uses stabilize, it may be possible to add some limited off-peak parking.

At their October 12, 1999 meeting, the Traffic Safety Committee approved the staff recommendation concerning traffic control changes associated with Mulberry Street being converted to two-way operation between 7th Street and 5th Avenue. These changes will be implemented when the 6th/7th Street reconstruction is completed. The following changes to the Municipal Code are necessary to implement these traffic control patterns:

SPEED LIMITS

SEC. 27-716.01. SOUTHWEST SIXTH STREET-VINE STREET TO ARMY POST ROAD.

Southwest Sixth Street, from Vine Street to Southwest Seventh Street, 35 miles per hour.

SEC. 27-720. SOUTHWEST SEVENTH STREET.

Southwest Seventh Street, from ~~Mulberry~~ Vine Street to Clifton Avenue, 35 miles per hour.

TRAFFIC SIGNAL LOCATIONS

SEC. 27-850.01. CHERRY STREET.

Cherry Street and 5th Avenue - traffic control signal.
Cherry Street and 6th Avenue - traffic control signal.
Cherry Street and 7th Street - traffic control signal.

ONE-WAY STREETS

SEC. 27-1153. SEVENTH STREET.

Seventh Street, from Ascension Street to ~~Mulberry~~ Vine Street, southbound.

SEC. 27-1153.01. SOUTHWEST SEVENTH STREET.

Southwest Seventh Street, from Vine Street to Southwest Sixth Street, southbound.

SEC. 27-1132. SIXTH AVENUE.

Sixth Avenue, from a point 178 feet north of Cherry Street to ~~Mulberry~~ Street, northbound between 4:00 p.m. and 6:00 p.m.,

~~Monday through Friday.~~

~~Sixth Avenue, from Mulberry Vine Street to Ascension Street, northbound.~~

SEC. 27-1132.01. SOUTHWEST SIXTH STREET.

~~Southwest Sixth Street, from Southwest Seventh Street to Vine Street, northbound.~~

~~SEC. 27-1125. MULBERRY STREET.~~

~~Mulberry Street, from Seventh Street to Fifth Avenue, eastbound.~~

PARKING RESTRICTIONS

SEC. 27-1637. SEVENTH STREET-VINE STREET TO MULBERRY STREET.

~~Seventh Street, on both sides, from Vine Street to Mulberry Street, no parking any time (~~on Seventh Street Viaduct~~).~~

~~Seventh Street, on both sides, from Vine Street to a point 30 feet south of Cherry Street, reserved for sheriffs (~~under Seventh Street Viaduct~~).~~

~~Seventh Street, on both sides, from Cherry Street to a point 30 feet south thereof, no parking any time (~~under Seventh Street Viaduct~~).~~

SEC. 27-1648. SOUTHWEST SEVENTH STREET-VINE STREET TO ARMY POST ROAD.

~~Southwest Seventh Street, on both sides, from Vine Street to Tuttle Street, no parking any time (~~on Seventh Street Viaduct~~).~~

~~Southwest Seventh Street, on both sides, from Vine Street to Market Street, no parking any time (~~under Seventh Street Viaduct~~).~~

SEC. 27-1614.01. SIXTH AVENUE-VINE STREET TO CHERRY STREET.

~~Sixth Avenue, on both sides, from Vine Street to Cherry Street, no parking any time.~~

2. Based on a request from the Warren County Engineer's Office, staff has reviewed the intersection of SE 5th and County Line Road for the possible installation of an all-way stop. The north, east, and west legs of this location involve public streets, and the south leg is a private driveway to "Skate South" skating rink. Both SE 5th and County Line Road are collector streets. County Line Road is the jurisdiction break, with the north half of the roadway in Des Moines and the south half in Warren County. County Line Road is a through street east-west, with a stop sign on SE 5th Street and the drive from Skate South also required to stop.

Staff has conducted a traffic study at this intersection, including a review of the accident history, as well as taking traffic counts. This information was then compared to the warrants for all-way stop as defined in the Manual on Uniform Traffic Control Devices to determine if the stop signs are justified at this location.

Traffic counts taken during September 1999 indicate approximately 5,100 vehicles per day on County Line Road, with 2,875 vehicles per day on SE 5th Street. When considering that the 85th percentile speed on County Line Road is over 40 miles per hour, the existing traffic volumes at this intersection meet the warrants for the required 8 hours, and an all-way stop is justified. With the development that is beginning to accelerate in the south part of Des Moines, and the additional impacts on development from the Relocated 5 beltway, traffic volumes at this intersection are expected to continue to increase.

The reported accident history shows 13 crashes within the 5 3/4 year period between January 1994 and September 1999. Three of the accidents were personal injury accidents, which resulted in a total of nine injuries, and the remaining 10 accidents were property damage only. The accident rate at this location is 0.77 accidents per million entering vehicles, which would not be considered a "high-accident" rate.

In addition, several changes in the speed limits on County Line Road are recommended. East of SE 5th to SE 14th Street, the speed limit in Des Moines (north side) is 35 mph, while the limit in Warren County (south side) is 45 mph. It is recommended that Warren County reduce the speed limit for eastbound traffic to match the 35 mph in Des Moines. From SE

14th Street to US Highway 65/69, it is recommended that both Des Moines and Warren County reduce the speed limit from 45 mph to 40 mph.

The section of County Line Road from west of SW 9th Street to Fleur Drive is unpaved, with limited visibility from a hill crest and a poor driving surface. It is recommended that both Des Moines and Warren County reduce the existing speed limit from 40 mph to 35 mph to better fit the existing conditions and reduce the number of potential accidents. The roadway west of Fleur Drive is improved and the speed limit will remain at 40 mph.

At their October 12, 1999 meeting, the Traffic Safety Committee concurred with staff's recommendation for traffic control changes on County Line Road. Staff has received verbal concurrence from Warren County and has sent a letter requesting that they adopt the necessary resolution to implement the changes in Warren County. If approved, staff will coordinate with Warren County for the installation of the necessary signs. The following changes to the Municipal Code are necessary to place these traffic controls into effect:

SEC. 27-774. COUNTY LINE ROAD

County Line Road, from a point 300 feet west of Southwest Eleventh Street to ~~a point 2,500 feet west of Fleur Drive~~, ~~40~~ 35 miles per hour.

County Line Road, from Fleur Drive to a point 2,500 feet west of Fleur Drive, 40 miles per hour.

SEC. 27-775. EAST COUNTY LINE ROAD.

East County Line Road, from Southeast Fourteenth Street to US Highway 65/69, ~~45~~ 40 miles per hour.

SEC. 27-319.02. THREE-WAY STOP INTERSECTIONS-LOCATIONS DESIGNATED.

(4) County Line Road and Southeast Fifth Street. The driver of a vehicle approaching this intersection from the north, east and west shall stop before entering the intersection.

3. At the request of Trinity United Methodist Church, the Traffic and Transportation Division has investigated the

possibility of installing two handicapped designated parking spaces adjacent to the church. The Traffic and Transportation Division concurs with this request for the installation of handicapped parking in these two areas adjacent to the church building. The ordinance revisions below will implement the requested handicapped parking:

SEC. 27-1658. EIGHTH STREET-PARK STREET TO AURORA AVENUE.

Eighth Street, on the west side, from a point 35 feet south of College Avenue to a point 20 feet south thereof, is designated a handicapped parking space and is subject to the same prohibition as is found in section 27-616(a) of this code.

SEC. 27-2061. COLLEGE AVENUE-SECOND AVENUE TO NINTH STREET.

College Avenue, on the south side, from a point 35 feet west of Eighth Street to a point 40 feet west thereof, is designated a handicapped parking space and is subject to the same prohibition as is found in section 27-616(a) of this code.

4. As requested by Chuck Larson of Iowa Prison Industries, the Traffic and Transportation Division investigated the need for installing a loading zone on the south side of Keosauqua Way, in front of the old Holmes Murphy Building at 420 Keosauqua Way. This area has recently had new parking meters installed as part of the ongoing program of adding short-term parking spaces within the central business district. An on-site meeting with Mr. Larson and a representative of the State of Iowa Parole Office, which is also housed in the building, found that by eliminating two parking-metered spaces, their loading and unloading needs could be met. The following ordinance change will implement the installation of a loading zone in this area.

SEC. 27-2902. KEOSAUQUA WAY-FOURTH STREET TO FIFTH AVENUE.

Keosauqua Way, on the south side, from a point 175 feet west of Fourth Street to a point ~~135~~ 90 feet west thereof, four hour meters, 9:00 a.m. to 4:00 p.m.

Keosauqua Way, on the south side, from a point 265 feet west of Fourth Street to a point 45 feet west thereof, commercial loading zone.

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