

Meeting Agendas/Info

CITY COUNCIL
COMMUNICATION:

ITEM _____

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

01-335

SYNOPSIS -

AGENDA:

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

JUNE 18, 2001

SUBJECT:

1. Four-Way Stop--9th Street and Madison Avenue.
2. No Parking Restriction-Francis Avenue between 30th Street and 32nd Street (Monroe Elementary School).
3. One-Way Street Operation--Loomis Avenue between SW 9th Street and Glover Avenue (Lincoln High School).
4. Two-Sided Parking Restriction and Three-Lane Restriping--Lower Beaver Road from Douglas Avenue to Valdez Drive (west leg).
5. Stop Sign Installation--SE 3rd Street and Burnham Avenue.
6. Proposed Parking Meter Installations--Vicinity of 6th Avenue and 7th Street between Market and Mulberry.

TRAFFIC
REGULATION
CHANGES

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

FLOYD BENTZ, P.E.
CITY ENGINEER

FISCAL IMPACT -

Minor costs for signing and relocation of existing meters from the 8th and Mulberry lot to be paid from the Traffic and Transportation operating budget.

RECOMMENDATION -

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

BACKGROUND -

1. On November 6, 2000, by Roll Call No. 00-4260, the City Council received a petition for a four-way stop at 9th Street and Madison

Avenue and referred it to the Traffic Safety Committee for review and recommendation. This item was presented to the Traffic Safety Committee at their January 9, 2001 meeting, at which time the committee recommended that traffic calming measures be considered for Madison Avenue between 6th Avenue and 12th Street.

Madison Avenue is a through collector street running from west of 12th Street on the west to east of E. 14th Street. In this area along Madison, there is a four-way stop at 12th Street and a traffic signal at 6th Avenue, with Madison Avenue designated as a through street between 6th and 12th Streets, which is a total of eight blocks. Madison Avenue also serves as an MTA bus route. Ninth Street is located midway between 6th and 12th. The traffic volume on Madison in this area is approximately 2,300 vehicles per day (vpd), while on 9th Street the volume is approximately 300 vpd. Traffic speeds on Madison east of 9th measured in November showed an average speed of 29 mph and an 85th percentile speed of 34 mph. Approximately 76 percent of the measured vehicles exceeded the 25-mph speed limit.

The accident history at this intersection has been generally low with the existing two-way stop control, with four reported intersection accidents during the period 1996 - 1999. In addition, a fatal accident occurred in 1999 in which a vehicle hit a parked car, lost control, and struck a tree at the intersection.

One of the most important factors in successful traffic calming programs is that the neighborhood be involved and support the proposed improvements. Staff has worked with Jo Harvey, Oak Park Neighbors Chairperson, to determine the consensus of the neighborhood regarding what should be done at the 9th and Madison intersection. One of the "traffic calming" possibilities that staff originally desired to pursue was the installation of a traffic circle. Neither the neighborhood group nor the petitioner's group supported this proposal. Staff also later determined that a traffic circle would not work well at this location due to the limited width at the intersection.

Staff again reviewed the possibility of a four-way stop at this location. Madison Avenue is a collector street within this area. The intersection of 9th Street and Madison Avenue is located midway between the existing four-way stop at 12th and Madison and a traffic signal at 6th and Madison. This section of Madison Avenue is eight blocks in length. Since the neighborhood did not support "traffic calming" alternatives, staff supports the request for the installation of a four-way stop at the intersection of 9th and Madison. This is

consistent with other similar locations where four-way stops have been placed at the intersection of two residential collector streets.

At their June 12, 2001 meeting, the consensus of the Traffic Safety Committee members present was that a four-way stop be authorized at the intersection of 9th Street and Madison Avenue, along with short corner clearance parking restrictions on the north side of Madison east and west of the intersection. The following ordinance changes are needed to implement these recommendations.

SEC. 114-319.03. LOCATION OF FOUR-WAY STOP INTERSECTIONS.

(47a) Madison Avenue and Ninth Street.

SEC. 114-3448. MADISON AVENUE--FIRST STREET TO SIXTEENTH STREET.

Madison Avenue, on the north side, from a point 50 feet east of Ninth Street to a point 50 feet west of Ninth Street, no parking any time.

2. Monroe Elementary School, located at the corner of 30th Street and Hickman Avenue, is currently undergoing a major expansion, which is to be completed and open for school in the fall of 2001. As part of this work, the school's main entrance is being re-oriented to Francis Avenue, and a parking inset has been constructed on the north side of this street to facilitate passenger loading and/or unloading in this area.

Currently, parking is prohibited on the north side of Francis Avenue and allowed on the south side. Several parking restrictions are needed to facilitate safe and efficient traffic flow on Francis Avenue during school days.

At their June 12, 2001 meeting, the consensus of the Traffic Safety Committee members present concurred with staff's recommendation that parking be prohibited (No Stopping or Standing) on the south side of Francis Avenue between the hours of 7:00 a.m. and 5:00 p.m., school days. Also, that the new inset on the north side of Francis Avenue adjacent to the school be designated as passenger loading/unloading zone between 7:00 a.m. and 5:00 p.m., school days. Parking would be allowed within the inset during other times. The following revisions to the Municipal Code are necessary to place these changes into effect.

SEC. 114-3212. FRANCIS AVENUE--DEAD END EAST OF

EIGHTEENTH STREET TO SIXTY-SECOND STREET.

Francis Avenue, on the north side, from Thirtieth Street to Thirty-second Street a point 50 feet west thereof, no parking any time.

Francis Avenue, on the north side, from a point 50 feet west of Thirtieth Street to a point 450 feet west thereof, School passenger loading and unloading, 7:00 a.m. to 5:00 p.m. school days.

Francis Avenue, on the north side, from a point 500 feet west of Thirtieth Street to Thirty-second Street, no parking any time.

Francis Avenue, on the south side, from a point 75 feet west of Thirtieth Street to Thirty-second Street, No Stopping or Standing, 7:00 a.m. to 5:00, School Days.

3. On January 8, 2001, Lincoln High School representatives addressed the Des Moines City Council regarding traffic congestion and safety concerns at the high school, and requested that a traffic study be conducted to determine recommendations to address their concerns. By Roll Call No. 01-132, Council referred this item to the Traffic Safety Committee for review and recommendation.

The school's concerns include traffic conditions on the streets surrounding Lincoln High School and related safety issues for students walking, driving, and being dropped off at the school. Lincoln High School currently has an enrollment of 2,100 students, which is the second highest in the State of Iowa.

Representatives of Lincoln High School have met with City staff on several occasions over the past few months to review their concerns. Staff collected traffic data on the streets adjacent to the school and presented this information to the representatives in April 2001. The following recommendations were jointly developed by the study group:

1. Loomis Avenue should be converted to one-way, westbound, between SW 9th Street and Glover Avenue.
2. A parking inset should be constructed on the south side of Bell Avenue adjacent to the school (\$175,000)
3. A new sidewalk should be constructed on the north side of Bell Avenue to connect the school to the their western parking lot (\$7,000).

4. The existing bus inset on SW 9th in front of the school should be lengthened (\$37,000).

5. The sight distance on the southeast corner of the SW 12th Street/Bell Avenue intersection should be improved (\$7,000).

Items 2 through 5 require funding commitments from either the Des Moines School District and/or the City of Des Moines, and possible funding sources are currently being considered for these projects. Item 1, involving converting Loomis to a one-way street, was identified as a priority by the study group to be adopted prior to the beginning of the 2001-02 school year.

A neighborhood information meeting was held at Lincoln High School on May 14, 2001, to which the affected neighbors on Loomis Avenue were invited. Some of the neighbor's concerns involved the existing handicapped parking spaces on the north side of Loomis Avenue just west of SW 9th Street. School District officials indicated that they would study the possibility of relocating these spaces to a different area of the school. Also, there is a hill on Loomis that is difficult to go up during snow and ice conditions. Staff indicated that they will request the Public Works Department to consider additional sanding and snow removal for this section as they prioritize their street plowing operations.

Following additional discussion at the meeting, the study group decided that the one-way street operation should be recommended for implementation this fall.

In staff's review of the associated parking restrictions on Loomis Avenue, it is recommended that as part of the one-way street change, the existing "no parking any time" zone on the south side of the street should be changed to a "no stopping or standing" zone. Also, the existing "No Parking 7:00 a.m. - 6:00 p.m." zone on the north side of the street should be changed to a "Passenger Loading and Unloading Zone, 7:00 a.m. to 5:00 p.m., School Days."

At their June 12, 2001 meeting, the consensus of the Traffic Safety Committee members present was:

1. Loomis Avenue should be converted to a one-way street, westbound, between SW 9th Street and Glover Avenue.
2. The existing "No Parking Any time" zone on the south side of Loomis Avenue should be changed to a "No Stopping or Standing"

zone.

3. The existing "No Parking 7:00 a.m. - 6:00 p.m." zone should be changed to a "Passenger Loading and Unloading Only, 7:00 a.m. to 5:00 p.m., School Days" zone.

The following ordinance changes are needed to implement these recommendations.

SEC. 114-1812.1. LOOMIS AVENUE.

Loomis Avenue, from Southwest Ninth Street to Glover Avenue, westbound.

SEC. 114-3440. LOOMIS AVENUE--SOUTH UNION STREET TO DEAD END WEST OF HELIOTROPE DRIVE.

Loomis Avenue, on the north side, from a point 240 feet west of Southwest Ninth Street to a point 140 feet east of Southwest Twelfth Street, no parking passenger loading and unloading only, 7:00 a.m. to 6:00 5:00 p.m., Monday through Friday school days.

Loomis Avenue, on the south side, from Southwest Ninth Street to Southwest Twelfth Street, no parking any time stopping or standing.

4. The City of Des Moines is planning to resurface Lower Beaver Road between Douglas Avenue and Oaklyn Drive this summer. In conjunction with the resurfacing project, the City is considering a modification in traffic patterns on Lower Beaver Road. This change is primarily the result of citizen concerns over traffic speeds and passing within this section of the street.

This change would consist of restriping Lower Beaver Road to a three-lane roadway, providing one through lane of traffic in each direction, along with a center left-turning lane. This is similar to how Beaver Avenue is currently striped. Due to the difference in street widths, with Beaver Avenue being four feet wider than Lower Beaver, if Lower Beaver is restriped, there would be no five-foot "buffer" area between the traffic lane and the curb.

Similar to the change on Beaver Avenue, this change on Lower Beaver Road would require the elimination of parking on both sides of the street within the limits of the three-lane restriping.

This change would be consistent with a current project that is being implemented at Woodlawn School. The City and School District are

in the process of constructing parking insets on both sides of Lower Beaver Road north of Madison Avenue. This will allow the existing school loading/unloading to occur while also providing a much-needed left-turn lane for traffic on Lower Beaver Road at Madison Avenue, which is signalized. Construction on these insets is scheduled to begin in July 2001, in advance of the upcoming resurfacing project.

Staff's initial proposal was to provide this three-lane concept on Lower Beaver between Douglas Avenue and the North City Limits. A public information meeting was held to discuss this item at Woodlawn Elementary School on Monday, June 11, 2001. Approximately 20 residents were in attendance. Following a presentation of the proposed project, there were a number of concerns raised about the elimination of parking, specifically in the northern portion of the proposed project. Some of the concerns involved (1) motorists would travel closer to the properties, (2) removal of parking would be a hardship, (3) the project would make it easier for traffic to flow through the area, thus increasing the traffic volumes, and (4) it would be more difficult to back out of driveways because cars would be closer to the curb.

Following discussion, staff presented an alternative to those in attendance that would provide the three-lane concept in the heavier-volume area between Douglas Avenue and Valdez Drive, and then provide a defined two-lane concept consisting of a centerline and edge line delineation for the area from Valdez Drive north to the City Limits. Those in attendance were in support of this concept.

At their June 12, 2001 meeting, the consensus of the Traffic Safety Committee members present concurred with staff's recommendations. It is intended that this restriping be implemented at the time that the street is resurfaced this coming August. The following ordinance changes are needed to implement these recommendations.

SEC. 114-3441. LOWER BEAVER ROAD--DOUGLAS AVENUE TO NORTH CITY LIMITS.

Lower Beaver Road, on the east side, from Douglas Avenue to a point 50 65 feet north thereof of Madison Avenue, no parking any time.

Lower Beaver Road, on the west side, from Douglas Avenue to Garden Avenue a point 75 feet north of Madison Avenue, no parking any time.

Lower Beaver Road, on the west side, from Madison Avenue to a point 100 feet north thereof, no parking any time.

Lower Beaver Road, on the west side, from a point 100 75 feet north of Madison Avenue to a point 250 370 feet north thereof, school bus passenger loading and unloading 7:00 a.m. to 5:00 p.m. school days.

Lower Beaver Road, on the west side, from a point 350 445 feet north of Madison Avenue to Shawnee Place Valdez Drive (west leg), school passenger loading and unloading 7:00 a.m. to 5:00 p.m. school days no parking any time.

Lower Beaver Road, on the east side, from Madison Avenue to a point 100 feet south thereof, no parking any time.

Lower Beaver Road, on the east side, from Madison Avenue to a point 50 feet north thereof, no parking any time.

Lower Beaver Road, on the east side, from a point 50 65 feet north of Madison Avenue to a point 400 380 feet north thereof, school passenger loading and unloading, 7:00 a.m. to 5:00 p.m. school days.

Lower Beaver Road, on the east side, from a point 445 feet north of Madison Avenue to Valdez Drive (west leg), no parking any time.

SEC. 114-306.01. TRAFFIC LANES ALLOCATED.

(13) On Lower Beaver Road, from Douglas Avenue to Valdez Drive (west leg), one lane northbound, one lane southbound, and the center lane northbound and southbound left turn only.

5. At the request of the Somerset Neighborhood Association, staff has reviewed the location of SE 3rd Street and Burnham Avenue for the possibility of installing a stop sign at this intersection. Staff concurs with the neighborhood request, that a stop sign should be installed at this "T" intersection, with traffic on SE 3rd required to stop for motorists on Burnham Avenue. The following ordinance revision is necessary to designate Burnham Avenue as the through street at this intersection.

SEC. 114-2156.5. BURNHAM AVENUE.

Burnham Avenue, at Southeast Third Street, stop.

6. In conjunction with the demolition of the buildings in the block

bounded by 8th, 9th, Mulberry, and Cherry Streets and sale of this property for the Wells Fargo Parking Garage, the City parking lot at 8th and Mulberry has been lost for daily parking. This lot included 20 four-hour meters. Traffic and Transportation staff have reviewed the area in the vicinity of this lot to determine if additional on-street metered parking can be provided to help meet the short-term parking demand in this area of the downtown.

With the completion of 6th/7th Street between Mulberry and the railroad tracks at Vine Street, and completion of the Wells Fargo drive-up bank at 7th and Mulberry, there are some areas that are currently signed "No Parking Any Time" that could be used for metered parking, with appropriate rush hour parking restrictions. A total of 38 additional meters can be installed, with 16 four-hour and 22 two-hour meters proposed. The parking rate for all of the meters would be 75 cents per hour, the same as for other meters in the core area of the downtown. All of the meters are proposed to have rush hour parking restrictions so the curb lane can be used as a traffic lane during the peak periods, either 7:00 a.m. to 9:00 a.m., 4:00 p.m. to 6:00 p.m., or both.

The following ordinance changes are needed to modify the parking restrictions and implement the metered parking in these areas:

SEC. 114-2640.5. SIXTH AVENUE--VINE STREET TO CHERRY STREET.

Sixth Avenue, on both sides the east side, from Vine Street to a point 317 feet south of Cherry Street, no parking any time.

Sixth Avenue, on the east side, from Cherry Street to a point 25 feet south thereof, no parking anytime.

Sixth Avenue, on the east side, from a point 25 feet south of Cherry Street to a point 317 feet south thereof, no parking 7:00 a.m. to 9:00 a.m.

Sixth Avenue, on the east side, from a point 179 feet south of Cherry Street, to a point 50 feet south thereof, no parking anytime.

Sixth Avenue, on the west side, from Vine Street to Cherry Street, no parking anytime.

SEC. 114-2661. SEVENTH STREET--VINE STREET TO MULBERRY STREET.

Seventh Street, on both sides the west side both sides, from Vine

Street to a point 158 feet south of Mulberry Street, no parking any time.

Seventh Street, on the west side, from a point 28 feet south of Mulberry Street to a point 130 feet south thereof, no parking 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

Seventh Street, on the west side, from Mulberry Street to a point 28 feet south thereof, no parking anytime.

Seventh Street, on the east side, from Vine Street to a point 290 feet south of Cherry Street, no parking anytime.

Seventh Street, on the east side, from a point 18 feet south of Cherry Street to a point 272 feet south thereof, no parking 4:00 p.m. to 6:00 p.m.

Seventh Street, on the east side, from a point 88 feet south of Cherry Street to a point 133 feet south thereof, no parking anytime.

Seventh Street, on the east side, from Cherry Street to a point 18 feet south thereof, no parking anytime.

Seventh Street, on the east side, from Mulberry Street to a point 181 feet south thereof, no parking anytime.

Seventh Street, on the east side, from a point 181 feet south of Mulberry Street to Cherry Street, no parking 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

SEC. 114-3505. MULBERRY STREET--SIXTH AVENUE TO SEVENTH STREET.

Mulberry Street, on the south side, from Seventh Street Sixth Avenue to a point 18 feet west thereof, no parking 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. anytime.

Mulberry Street, on the south side, from a point 18 feet west of Sixth Avenue to a point 16 feet east of Seventh Street, no parking 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

Mulberry Street, on the south side, from a point 122 feet west of Sixth Avenue to a point 75 feet west thereof, no parking anytime.

Mulberry Street, on the south side, from Seventh Street to a point 16

feet east thereof, no parking anytime.

SEC. 114-3883.01 SIXTH AVENUE--MARKET STREET TO CHERRY STREET.

Sixth Avenue, on the east side, from a point 229 feet south of Cherry Street to a point 88 feet south thereof, four-hour meters, 9:00 a.m. to 6:00 p.m.

Sixth Avenue, on the east side, from a point 25 feet south of Cherry Street to a point 154 feet south thereof, two-hour meters, 9:00 a.m. to 6:00 p.m.

SEC. 114-3885.01 SEVENTH STREET--MARKET STREET TO MULBERRY STREET.

Seventh Street, on the west side, from a point 28 feet south of Mulberry Street to a point 130 feet south thereof, two-hour meters, 9:00 a.m. to 4:00 p.m.

Seventh Street, on the east side, from a point 169 feet south of Mulberry Street to a point 125 feet south thereof, four-hour meters, 9:00 a.m. to 4:00 p.m.

Seventh Street, on the east side, from a point 18 feet south of Cherry Street to a point 70 feet south thereof, four-hour meters, 8:00 a.m. to 4:00 p.m.

Seventh Street, on the east side, from a point 221 feet south of Cherry Street to a point 69 feet south thereof, four-hour meters, 8:00 a.m. to 4:00 p.m.

SEC. 114-3927.5. MULBERRY STREET--SIXTH AVENUE TO SEVENTH AVENUE.

Mulberry Street, on the south side, from a point 18 feet west of Sixth Avenue to Seventh Street a point 104 feet west thereof, four two-hour meters, 9:00 a.m. to 4:00 p.m.

Mulberry Street, on the south side, from a point 197 feet west of Sixth Avenue to a point 94 feet west thereof, two-hour meters, 9:00 a.m. to 4:00 p.m.