

**CITY COUNCIL  
COMMUNICATION:**

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

**02-358**

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

**AGENDA:**

JULY 8, 2002

**SUBJECT:**

DOWNTOWN  
TRAFFIC STUDY

**TYPE:**

**RESOLUTION**  
ORDINANCE  
RECEIVE/FILE

**SUBMITTED BY:**

JEB E. BREWER, P.E.  
CITY ENGINEER

**SYNOPSIS -**

Snyder & Associates has prepared a final report for the Downtown Traffic Study. The study identified a list of proposed improvements to be implemented. A majority of the projects that involved construction funding have been included in the current Capital Improvements Program (CIP).

**FISCAL IMPACT -**

The total cost for Snyder & Associates' work on the study, including the traffic analysis, meeting presentation materials and the final report, is \$95,000. This funding is provided in the City's 2002-03 CIP, Signal System Reconstruction - Central Business District, Project TFC093. The total cost for the construction improvements as identified in the "background" section of this communication is approximately \$3 million, which is funded in the CIP with a combination of General Obligation Bonds, Tax Increment Financing (TIF) funds and federal funds.

**RECOMMENDATION -**

**Approval.**

**BACKGROUND -**

Near the end of 2000, representatives of the City and the private sector in the downtown area began discussions defining the need for a traffic study of the downtown traffic patterns. The immediate concern was the impact that the construction of Martin Luther King, Jr. Parkway (MLK), the reconstruction of I-235, and planned and future development such as the Iowa Events Center, Gateway, and the Allied Gateway Campus project would have on the existing downtown street system, businesses, and neighborhoods.

Following these discussions, on August 7, 2000, by Roll Call No. 00-3395, the Council authorized an agreement with Snyder & Associates to perform the traffic analysis elements of the Downtown Traffic Study. The goal of this study was to develop recommendations to balance the efficient movement of traffic to and from the downtown businesses and the impact of that traffic on the downtown neighborhoods.

The study area focused on the area bounded by I-235 on the north, the Des Moines River on the south, MLK on the west, and East 14th Street on the east. These were further split into three areas: Western Section (MLK to 9th Street); Central Section (9th Street to the Des Moines River); and Eastern Section (Des Moines River to E. 14th Street).

Between January and December 2001, a series of 18 public "stakeholder" meetings were held to identify problem areas and proposed solutions. Based on this, the Downtown Traffic Study identified a list of proposed improvements to be implemented. A majority of the projects that involve construction funding have been included in the current Capital Improvements Program, as identified in the following list:

#### PROJECT COMPLETION DATE

15th Street Corridor: Woodland Avenue to Crocker 2004  
Install center landscaped median, widen sidewalk, and install "neckdowns".

Woodland Avenue: 13th to 19th Streets 2003  
Install intersection "neckdowns".

Sherman Hill Neighborhood Interior Streets 2002  
Traffic circles at 17th/Pleasant and 17th/Center.

5th Avenue: Day Street to Grand Avenue 2002  
Convert 5th Avenue to a two-way roadway; modify traffic signals.

4th Street: Park Street to Grand Avenue 2002  
Convert 4th Street to two-way; four-way stop at 4th and Watson Powell Jr. Way.

Park Street: 6th Avenue to 2nd Avenue 2002  
Convert Park Street to a two-way roadway; modify signals at 6th Avenue, 5th Avenue, and 3rd Street.

Watson Powell Jr. Way: 7th Street to 2nd Avenue 2003  
Convert Watson Powell Jr. Way to a two-way roadway;  
modify signals at 6th Avenue, 5th Avenue, and 3rd Street.

High Street: 11th to 14th Streets 2003  
Widen to provide better alignment and turn lanes;  
install new signal at intersection of 13th and High Streets.

12th Street at High Street 2003  
Realign north leg to eliminate offset.

12th Street and Center/Keo Intersections 2003  
Add southbound lane from Keo to Center; extend  
eastbound turn lane from Oakridge Drive to Keo Way;  
add left-turn lanes at Keo.

10th Street: Pleasant Street to Chestnut Street 2003  
Reconstruct paving to allow two-way traffic; four-way  
stop at intersection of Pleasant Street and 10th Street.

15th Street Connection: Grand to Ingersoll 2003  
Construct new four-lane pavement; widen to provide a  
five-lane roadway between Grand Avenue and Locust Street.

Snyder & Associates has prepared a final report for this study, which consists of an executive summary, a description of the public involvement process, the recommendations for each of the three areas, and an appendix for each of the three areas that includes the information that was provided at the stakeholder meetings. A copy of the report has been provided to each Council Member, and an additional copy is available for public inspection in the City Clerk's office.

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