



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

02-384

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

AGENDA:

JULY 22, 2002

SYNOPSIS -

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

SUBJECT:

TRAFFIC
REGULATION
CHANGES

1. Corner Clearance--East Side of 13th Street South of Forest Avenue.

2. Corner Clearance--West Side of North Union Street North and South of Hull Avenue.

3. Corner Clearance--East Side of 57th Street North of Urbandale Avenue.

TYPE:

4. Four-Way Stop--Pleasant Street and 10th Street

RESOLUTION
ORDINANCE

5. Four-Way Stop--Woodland Avenue and 24th Street

RECEIVE/FILE

6. Four-Way Stop--Woodland Avenue and 39th Street

SUBMITTED BY:

JEB E. BREWER, P.E.
CITY ENGINEER

7. One-Way Street Operation--Geil Avenue Westbound from SW 14th Street to SW 15th Street and SW 15th Street Southbound from Geil Avenue to Burnham Avenue Between the hours of 8:00 a.m. and 9:00 a.m. and 3:00 p.m. and 4:00 p.m., School Days.

8. Corner Clearance--East Side of SW 7th Street North of Rose Avenue.

9. Parking Restriction--East Side of 9th Street South of University Avenue.

10. Speed Limit Change - SW 42nd Street between SW Park Avenue and Watrous Avenue.

FISCAL IMPACT -

Minor costs for signing to be paid from the Traffic and Transportation operating budget.

RECOMMENDATION -

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

BACKGROUND -

1. The Traffic and Transportation Division received a request from Creative Visions, 1343 13th Street, regarding difficulties loading and unloading bus passengers due to parked vehicles on 13th Street adjacent to their building. In order to better provide wheelchair accessibility, staff recommends that a 160-foot no parking zone be established on the east side of 13th Street south of Forest Avenue. The following revision to the Municipal Code will place this change into effect.

SEC. 114-2740. THIRTEENTH STREET--PARK STREET TO SHAWNEE AVENUE.

Thirteenth Street, on the east side, from Forest Avenue to a point 160 feet south thereof, no parking any time.

2. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on North Union Street at the intersection of Hull Avenue. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 50-foot "corner clearance" no parking zone be established on the west side of North Union Street north of Hull Avenue. The following revision to the Municipal Code is necessary to place this change into effect.

SEC. 114-3523. NORTH UNION STREET--UNION PARK ENTRANCE TO EAST AURORA AVENUE.

North Union Street, on the west side, from a point 50 feet south of Hull Avenue to a point 50 feet south north of Hull Avenue, no parking any time.

3. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on 57th Street at the intersection of Urbandale Avenue. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 60-foot "corner clearance" no parking zone be established on

the east side of 57th Street north of Urbandale Avenue. The following revision to the Municipal Code is necessary to place this change into effect.

SEC. 114-2952. FIFTY-SEVENTH STREET--WATERBURY ROAD TO AURORA AVENUE.

Fifty-seventh Street, on the east side, from Urbandale Avenue to a point 60 feet north thereof, no parking any time.

4. 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 of the construction of Martin Luther King, Jr. Parkway, the reconstruction of I-235, and planned and future development such as the Iowa Events Center, Gateway, and the Allied Gateway Campus project on the existing downtown street system, businesses, and neighborhoods.

Following these discussions, on August 7, 2000, by Roll Call No. 00-3395, the Des Moines City Council authorized the City to enter into an agreement with Snyder and 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 upon 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 E. 14th Street on the east. These were further split into three areas: Western Section (MLK to 9th Street); Central Section (9th Street to the Raccoon River); and Eastern Section (Des Moines River to E. 14th Street).

Placement of a four-way stop at 10th and Pleasant is one of the improvements identified for implementation in 2002. At their May 14, 2002 meeting, the Traffic Safety Committee approved this implementation item. The following revision to the Municipal Code is necessary to place this four-way stop control into effect.

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

(60a) Pleasant Street and Tenth Street.

5. Staff has received a request from the Woodland Heights Neighborhood Association, asking for a four-way stop at the

intersection of 24th Street and Woodland Avenue. The concerns that have been expressed involve excessive speeding on Woodland, and anticipated additional traffic during and after the I-235 and the Martin Luther King Jr. Parkway construction.

Woodland Avenue is currently designated as a through street between 28th Street and Martin Luther King Jr. Parkway, a distance of approximately one-half mile. There is a four-way stop at 28th Street, and a traffic signal at Martin Luther King Jr. Parkway. The intersection with 24th Street is approximately midway in between. There is a daycare center on the northwest corner of this location.

Traffic counts taken in August 2001 indicate volumes of approximately 2,500 vehicles per day on Woodland Avenue, and 600 vehicles per day on 24th Street. The reported accident history shows a total of four reported crashes in the five-year period during 1996-2000.

At several other locations along Woodland Avenue, four-way stops are either in place or recommended, in order to "break up" the continuity of the traffic flow along the street. As the I-235 construction continues and diversion traffic from the freeway occurs, this traffic will be encouraged to use Grand and Ingersoll Avenues in this area, and should be discouraged from using the local east-west streets such as Woodland Avenue.

Although the accident history is low at this intersection, Woodland is considered a local residential street in this area. There are no stop signs on Woodland between 28th Street and Martin Luther King Jr. Parkway, and a four-way stop at 24th Street will help to break up the continuity of the traffic flow. At the July 9, 2002 Traffic Safety Committee meeting, staff recommended that a four-way stop be installed at the intersection of 24th Street and Woodland Avenue. The committee concurred with staff's recommendation. The following revision to the Municipal Code is necessary to place this four-way stop control into effect.

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

(73b) Woodland Avenue and Twenty-fourth Street..

6. This issue was initially presented at the Traffic Safety Committee's January 15, 2002 meeting. A resident on 39th Street requested that a four-way stop be installed at 39th and Woodland. Staff recommended that a meeting be set up with the North of Grand Neighborhood

Association to develop a consensus for the type of "traffic calming" they preferred for this area of Woodland Avenue. The Committee approved this recommendation.

Staff attended the April 11, 2002 neighborhood association meeting. Various ideas were presented and discussed, including leaving the intersection the way it is, installing a traffic circle, reversing the stop signs from 39th to Woodland, and a four-way stop. There was no clear consensus, and it was agreed that the association would have further discussions at their next meeting before supporting one option.

Kimberly Hansen, President of North of Grand Neighborhood Association, submitted a letter to the Traffic Safety Committee that indicated the association discussed the issues and voted to support a four-way stop for this intersection.

Although the accident history is low at this intersection, Woodland is considered a local residential street in this area. There are no stop signs on Woodland between 42nd and 37th Streets, and a four-way stop at 39th Street will help to break up the continuity of the traffic flow. As the I-235 construction continues and diversion traffic from the freeway occurs, this traffic will be encouraged to use Grand and Ingersoll Avenues in this area, and not the local east-west streets such as Woodland Avenue. Based on the consensus of the residents, staff recommended that a four-way stop be installed at 39th Street and Woodland Avenue. At their July 8, 2002 meeting, the Traffic Safety Committee concurred with staff's recommendation. The following revision to the Municipal Code is necessary to place this four-way stop control into effect.

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

(75a) Woodland Avenue and Thirty-ninth Street.

7. At the June 11, 2002 Traffic Safety Committee meeting, a request was presented from representatives of James B. Morris Elementary School (formerly Watrous Elementary School), asking that Geil Avenue be made a one-way street between SW 14th and SW 15th Streets, due to expected traffic congestion in this area when the new school opens this fall. There were a number of representatives of the neighborhood present at the meeting who did not agree with the one-way street proposal. The Traffic Safety Committee directed that a neighborhood meeting be held to review alternatives in an effort to gain consensus on this item.

This meeting was held on June 19, 2002, on the school grounds. Approximately 15 residents were in attendance, along with school and City representatives. Council Member Brooks was also present. Following discussion, the following items were agreed to relating to Geil Avenue:

For the 2002-03 school year, Geil Avenue should be converted to a one-way street, westbound, between the hours of 8-9 a.m. and 3-4 p.m., school days. During the same hours, SW 15th Street would also be converted to a one-way street, southbound. This should be implemented one week in advance of school opening, scheduled for August 21, 2002.

The School District should pursue the widening of Geil Avenue to provide a parking inset on the north side of the street adjacent to the school. Construction of this should be planned for summer 2003.

It was also agreed that a follow-up meeting would be held in October 2002 to evaluate the operation of the one-way streets. Traffic counts will be taken at the intersection of SW 14th and Burnham to determine if any additional traffic controls are needed. There was also a request that the school signing be upgraded to the new fluorescent yellow-green. (In field-reviewing this later, it was found that all the signing had been converted to the new color.)

At their July 8, 2002 meeting, staff recommended to the Traffic Safety Committee that the above items be implemented. The Committee concurred with staff recommendation. The following revisions to the Municipal Code are necessary to place these changes into effect.

SEC. 114-1810.1. GEIL AVENUE.

Geil Avenue, from Southwest Fourteenth Street to Southwest Fifteenth Street, westbound, between 8:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 4:00 p.m., school days.

SEC. 114-1949.1. SOUTHWEST FIFTEENTH STREET.

Southwest Fifteenth Street, from Geil Avenue to Burnham Avenue, southbound, between 8:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 4:00 p.m., school days.

8. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on SW

7th Street at the intersection of Rose Avenue. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 75-foot corner clearance no parking zone be established on the east side of SW 7th Street north of Rose Avenue. The following revisions in the Municipal Code are necessary to effect this change.

SEC. 114-2672. Southwest Seventh Street-Vine Street to Army Post Road.

Southwest Seventh Street, on the east side, from Rose Avenue to a point 75 feet north thereof, no parking any time.

9. The Traffic and Transportation Division received a citizen concern that traffic has a difficult time making a left turn at the intersection of 9th Street and University Avenue. In order to improve this intersection, the city will restripe the northbound 9th Street approach to University Avenue and will incorporate a left only lane with a shared right and through lane. In order to complete this project a no parking zone needs to be established on the east side of 9th Street south of University Avenue. The following revisions in the Municipal Code are necessary to effect this change.

SEC. 114-2695. Ninth Street-Keosauqua Way to Aurora Avenue.

Ninth Street, on the east side, from University Avenue to a point 260 feet south thereof, no parking any time.

10. The Traffic and Transportation Division has determined that a portion of SW 42nd Street is not appropriately noted in the Municipal Code for the posted speed limit. This street has been recently realigned to accommodate expansion of the Des Moines International Airport. The following ordinance change will implement the posted speed limit in this area.

SEC. 114-1278. Southwest Forty-Second Street.

Southwest Forty-second Street, from Southwest Park Avenue to Watrous Avenue, 30 miles per hour.
