

**CITY COUNCIL
COMMUNICATION:**

03-595

AGENDA:

DECEMBER 8, 2003

SUBJECT:

TRAFFIC
REGULATION
CHANGES

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

JEB BREWER, P.E.
CITY ENGINEER

ITEM _____

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

SYNOPSIS —

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

1. Parking Restriction Modifications—Cherry Street between 5th Avenue and 6th Avenue.
2. Parking Restriction Modifications—East Jackson Avenue between SE 5th Street and SE 6th Street.
3. Downtown School Loading Zone Designation.
4. Parking Restriction Extension—North Side of East Grand Avenue East and West of East 22nd Street.
5. Traffic Control Modifications at 28th/Cottage Grove and 28th/Kingman.

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 Polk County Clerk of Court requested changes in reserved parking for security reasons, and the City Traffic Engineer concurs. This change will move the reserved parking for the Clerk of Court from the west side of 5th Avenue to the south side of Cherry Street in front of the Polk County Courthouse. The following modifications to the Municipal Code are necessary to place these changes into effect.

SEC. 114-3070. CHERRY STREET—FIFTH AVENUE TO SIXTH AVENUE.

Cherry Street, on the south side, from a point 125 feet west of Fifth Avenue to a point 50 feet west thereof, reserved for the Clerk of the District Court.

SEC. 114-3903. CHERRY STREET—FIFTH AVENUE TO SIXTH AVENUE.

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~~Cherry Street, on the south side, from Fifth Avenue to Sixth Avenue, two-hour meters, 8:00 a.m. to 6:00 p.m.~~

Cherry Street, on the south side, from Fifth Avenue to a point 125 feet west thereof, two-hour meters, 8:00 a.m. to 6:00 p.m.

Cherry Street, on the south side, from a point 175 feet west of Fifth Avenue to Sixth Avenue, two-hour meters, 8:00 a.m. to 6:00 p.m.

SEC. 114-2628. FIFTH AVENUE—WAGNER STREET TO COURT AVENUE.

~~Fifth Avenue, on the west side, from a point 40 feet south of Cherry Street to a point 40 feet south thereof, reserved for the Clerk of the District Court.~~

SEC. 114-3877. FIFTH AVENUE—VINE STREET TO COURT AVENUE.

Fifth Avenue, on the west side, from a point 20 feet south of Cherry Street to a point ~~20~~ 60 feet south thereof, two-hour meters, 8:00 a.m. to 6:00 p.m.

2. Due to the recent construction at McKinley Elementary School, several changes in the parking restrictions on East Jackson between SE 5th and SE 6th are needed to redefine the passenger loading area. The following revisions to the Municipal Code are necessary to place these changes into effect.

SEC. 114-3350. EAST JACKSON AVENUE—SOUTH UNION STREET TO SOUTHEAST NINTH STREET.

East Jackson Avenue, on the south side, from a point 45 75 feet east of Southeast Fifth Street to a point ~~240~~ 100 feet east thereof, school passenger loading and unloading 7:00 a.m. to 5:00 p.m., school days.

East Jackson Avenue, on the south side, from a point 45 75 feet west of Southeast Sixth Street to Southeast Sixth Street, no parking any time.

3. The Des Moines School District has purchased the Federal Home Loan Bank building at the northwest corner of 9th Street and Walnut Street. They plan to develop a second downtown school in this building in the future, but now have a day care center in the building.

Traffic to this day care has special parking needs, as parents are required to enter the building to drop off or pick up their children. There are also several buses that bring children to this center. While the buses can use Walnut Street, since it is designated for buses only, the private automobiles cannot. These vehicles need designated space on the street during drop-off and pickup times for their children.

Staff has reviewed this area, and believes that the west side of 9th Street adjacent to the building is the most appropriate location for parents to park for a short time while they go into the building. The first two meters north of Walnut on the west side of 9th should be removed and designated for passenger loading 7:00 a.m. to 6:00 p.m., Monday through Friday. In

addition, the remaining meters adjacent to the building, north to the alley, should be designated for passenger loading 7:00 – 9:00 a.m. and 3:00 – 6:00 p.m., Monday through Friday, with regular metered parking allowed at other times. This configuration would be similar to some of the parking that has been designated for the original downtown school at 5th and Grand in the Keck City Center.

When the downtown school is expanded in this building in the future, a significant amount of additional area will need to be identified for parents to drop off and pick up students. We will work with school district staff to develop a total plan for this school, similar to what we did for the other downtown school.

This item was presented to the Traffic Safety Committee at their November 18, 2003 meeting. The Committee concurred with staff's recommendation that two meters be removed on the west side of 9th Street north of Walnut, and Passenger Loading be established from Walnut Street north to the alley, as described above. The following revisions to the Municipal Code are necessary to place these parking restrictions into effect.

SEC. 114-2689. NINTH STREET—WALNUT STREET TO LOCUST STREET.

Ninth Street, on the west side, from Walnut Street to a point 90 feet north thereof, school passenger loading and unloading, 7:00 a.m. to 6:00 p.m., Monday through Friday, 20 minutes only.

Ninth Street, on the west side, from a point 90 feet north of Walnut Street to a point 80 feet north thereof, school passenger loading and unloading, 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m., school days, 20 minutes only.

SEC. 114-3894. NINTH STREET—WALNUT STREET TO LOCUST STREET.

Ninth Street, on the west side, from a point 90 feet north of Walnut Street to Locust Street, two-hour meters, 8:00 a.m. to 6:00 p.m., except from a point 90 feet north of Walnut Street to a point 80 feet north thereof, two-hour meters, 9:00 a.m. to 3:00 p.m., school days.

4. The Traffic and Transportation Division received a request from the business owner at 2134 East Grand Avenue to extend the no parking zone to aid tractor-trailers in backing up to the dock. In order to allow trucks to safely back into the dock, staff recommends that the current no parking zone be extended 75 feet to the west. The following revision to the Municipal Code is necessary to place this change into effect.

SEC. 114-3275. EAST GRAND AVENUE—EAST EIGHTEENTH STREET TO EAST THIRTIETH STREET.

East Grand Avenue, on the north side, from a point 100 feet east of East Twenty-second Street to a point ~~400~~ 175 feet west of East Twenty-second Street, no parking any time.

5. As part of the Iowa Department of Transportation's reconfiguration of Interstate 235 (I-235) in the vicinity of Cottage Grove Avenue, the interchange is being modified so that the off-ramps provide direct access to Martin Luther King, Jr. (MLK) Parkway and 19th Street. Previously, there were ramps providing direct access to and from Cottage Grove Avenue. This new design provides much improved access between these two major corridors, and also greatly reduces the use of Cottage Grove Avenue and Kingman Boulevard as "cut-through" streets to bypass freeway congestion.

With the "disconnection" of the Cottage Grove area from direct access to and from I-235, staff conducted a number of traffic counts in the Spring of 2003 to determine the related changes in traffic patterns. Based on these counts, traffic has been reduced by approximately 20-30 percent on Kingman Boulevard and Cottage Grove Avenue since the direct on-off ramps were removed from I-235. These streets have adjusted to more of their standard type of use as "residential collector" streets, instead of diversionary streets from the freeway.

A summary of the recent traffic counts is as follows:

| Location | 2003 Traffic Count Data (vehicles/day) | Prior Traffic Count Data (vehicles/day) |
|--|--|---|
| Cottage Grove west of MLK | 3525 | 5100 |
| Cottage Grove west of 28th Street | 2060 | 2310 |
| Kingman Boulevard east of 25th Street | 1360 | Not available |
| Kingman Boulevard west of 26th Street | 1930 | 3725 |
| Kingman Boulevard west of 28th Street | 2115 | 2755 |
| 25th Street north of Cottage Grove | 2425 | 4605 |
| 25th Street south of Cottage Grove | 865 | Not available |
| 28th Street north of Kingman Boulevard | 3475 | 4025 |
| 28th Street south of Kingman Boulevard | 3775 | 4510 |

With the change in traffic patterns, staff recommends that traffic control changes be made at two intersections in the area. At 28th and Cottage Grove and at 28th and Kingman, staff recommends that four-way stops be installed. The existing traffic signals at 28th/Cottage Grove would be removed. These four-way stops would be consistent with other similar instances in Des Moines where we have identified the intersection of two "residential collector" streets as warranting four-way stop control.

Recently, the City had some equipment difficulties with the traffic signal at 28th and Cottage Grove, and placed in "flashing red" mode in anticipation of these proposed traffic changes.

Also as part of the freeway changes, the existing "No Parking 4-6 p.m." restriction on the north side of Cottage Grove between 25th and 28th Streets is no longer needed, and staff recommends that this restriction be removed.

This issue has been reviewed and concurred with by the Drake Neighborhood

Association. Staff has reviewed their request for adjustments in the parking restrictions near these proposed stop signs in order to provide proper visibility, and recommends the following "corner clearance" no parking areas be established:

- On the east side of 28th Street south of Cottage Grove, install a 75-foot no parking zone.
- On the east side of 28th Street south of Kingman Boulevard, install a 75-foot no parking zone.
- On the south side of Cottage Grove, west of 28th Street, change an existing 50-foot no parking zone to 75-foot.

This item was presented to the Traffic Safety Committee at their November 18, 2003 meeting. The Committee concurred with staff's recommendation that the intersections of 28th Street and Cottage Grove Avenue and at 28th Street and Kingman Boulevard be modified to four-way stop control and the existing "No Parking 4-6 p.m." parking restriction on the north side of Cottage Grove between 25th and 28th Streets be removed, and the above-mentioned corner clearance no parking areas be established. The following revisions to the Municipal Code will place these traffic controls into effect.

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

(18a) Cottage Grove Avenue and Twenty-eighth Street.

(47a) Kingman Boulevard and Twenty-eighth Street.

(47ab) Kingman Boulevard and Fifty-eighth Street.

SEC. 114-1438. COTTAGE GROVE AVENUE.

~~Cottage Grove Avenue and Twenty-eighth Street, traffic control signal.~~

SEC. 114-2074. TWENTY-EIGHTH STREET.

Twenty-eighth Street, from the north line of Grand Avenue to the south line of Woodland Avenue ~~University Avenue~~, stop.

Twenty-eighth Street, from the north line of Woodland Avenue to the south line of Kingman Avenue, stop.

Twenty-eighth Street, from the north line of Kingman Avenue to the south line of Cottage Grove Avenue, stop.

Twenty-eighth Street, from the north line of Cottage Grove Avenue to the south line of University Avenue, stop.

SEC. 114-2850. TWENTY-EIGHTH STREET—DEAD END SOUTH OF TERRACE DRIVE TO EUCLID AVENUE.

Twenty-eighth Street, on the east side, from Kingman Boulevard to a point 75 feet south thereof, no parking any time.

Twenty-eighth Street, on the east side, from Cottage Grove Avenue to a point 75 feet south thereof, no parking any time.

SEC. 114-3107. COTTAGE GROVE AVENUE—TWENTY-EIGHTH STREET TO FORTY-SECOND STREET.

Cottage Grove Avenue, on the south side, from Twenty-eighth Street to a point ~~50~~ 75 feet west thereof, no parking any time.

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