



Agenda Item:

32

## COUNCIL COMMUNICATION City Manager's Office

### GENERAL INFORMATION

Agenda Date: 12/20/04

Communication No.: 04-631

Agenda Item Type: Receive/File  
No.:

Roll Call

Submitted by: Jeb E. Brewer, P.E., City Engineer

### SUBJECT—

Traffic Regulation Changes.

### SYNOPSIS—

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

- A. Reinstallation of Parking Meters Near the New Pappajohn Education Center—1200 Block of Grand Avenue.
- B. Implementation of Traffic Control Modifications—Sherman Hill Area of Downtown Traffic Study.
- C. Implementation of Morning and Evening Rush Hour Restrictions—East Side of 3<sup>rd</sup> Street from Watson Powell Jr. Way to Crocker Street and the east side of 9<sup>th</sup> Street from Keosauqua Way to Crocker Street.
- D. Corner Clearance—West Side of Polk Boulevard North of Observatory Road.
- E. Code Adjustments for Field Signing—Southeast Eighteenth Street and Southeast Nineteenth Street.

### **FISCAL IMPACT—**

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

### **RECOMMENDATION—**

Approval

### **BACKGROUND—**

- A. In coordination with the final construction of the Pappajohn Education Center in the 1200 block of Grand Avenue, Traffic and Transportation is reinstalling parking adjacent to this facility. The following ordinance changes will allow for a no parking area (for safety reasons) immediately in front of the entrance/exit on the east end of this building.

Sec. 114-2726. Twelfth Street—Locust Street to Grand Avenue.

Twelfth Street, on the west side, from a point 95 feet south of Grand Avenue to a point 8 feet south thereof, no parking any time.

Sec. 114-3986. Twelfth Street—Locust Street to Grand Avenue.

Twelfth Street, on the west side, from Locust Street to a point ~~30~~ 103 feet south of Grand Avenue, ten-hour meters, 8:00 a.m. to 6:00 p.m.

Twelfth Street, on the west side, from Grand Avenue to a point 95 feet south thereof, ten-hour meters, 8:00 a.m. to 6:00 p.m.

- B. On July 8, 2002, the Des Moines City Council approved the final report of the Downtown Traffic Study. This study focused on the area bounded by ML King Jr. Parkway on the west, I-235 on the north, E. 14th Street on the east, and the Raccoon River on the south. This area was further divided into three sub-study areas, one of which included the 15th Street corridor along with the Sherman Hill neighborhood.

A number of the approved recommendations included in this report have been implemented, including construction of the 15th Street Connection between Grand and Ingersoll Avenues. Another construction project that was recommended, consisting of installing a center-landscaped median along 15th Street between Woodland Avenue and Crocker Street, along with a several “neckdowns” in the vicinity, is nearing completion.

As part of the 15th Street corridor modification project, the traffic study recommended that the intersection of 15th Street and Center Street be converted to a four-way stop.

Concern had been expressed from the Sherman Hill Neighborhood Association that the 15th Street corridor should not become a major thoroughfare into the downtown area. The design of 15th Street to include a center median was developed to identify that this corridor was not a major street through this area. The four-way stop recommended at 15th/Center was also recommended to reduce the “attractiveness” of this corridor to downtown commuters.

The 15th Street median project is nearing completion, and the four-way stop at 15th/Center should be implemented in conjunction with these improvements.

Another part of the study identified a number of “neckdowns” within the area to make the streets more “pedestrian-friendly” by reducing the distance that pedestrians must travel within the roadway. These are being constructed along Woodland Avenue at or near 13th, 14th, 15th, 17th,

and, 19th Streets; and also on Center Street to the west of 15th Street. Several parking restrictions must be modified to prohibit parking within these “neckdown” areas.

At their September 21, 2004, meeting, the Traffic Safety Committee approved the following staff recommendations. As recommended in the approved Downtown Traffic Study, a four-way stop should be installed at the intersection of 15th Street and Crocker Street. Also various corner clearance parking restrictions should be installed at the various “neckdown” areas described above. The following revisions to the Municipal Code are necessary to place these restrictions into effect.

Sec. 114-319.03. Location of Four-Way Stop Intersections.

(5a) Center Street and Fifteenth Street.

(5**a**b) Clark Street and Ninth Street.

Sec. 114-3311. High Street—Fourteenth Street to Fifteenth Street.

High Street, on the north side, from Fourteenth Street to Fifteenth Street ~~a point 210 feet west thereof~~, no parking any time.

Sec. 114-2760. Fifteenth Street—Ingersoll Avenue to Dead End North of Shawnee Avenue.

~~Fifteenth Street, on the east side, from Woodland Avenue to a point 250 feet north of Center Street, no parking 7:00 a.m. to 6:00 p.m.~~

Fifteenth Street, on the east side, from Woodland Avenue to Crocker Street, no parking any time.

~~Fifteenth Street, on the west side, from a point 50 feet north of Woodland Avenue to a point 75 feet south of Pleasant Street, no parking 7:00 a.m. to 9:00 a.m.~~

Fifteenth Street, on the west side, from a point ~~75~~ 50 feet south of Pleasant Street to a point ~~100~~ 50 feet north of Pleasant Street, no parking any time.

Fifteenth Street, on the west side, from a point ~~75~~ 50 feet south of Park Street to Crocker Street ~~a point 100 feet north of Park Street~~, no parking any time.

~~Fifteenth Street, on the west side, from a point 75 feet south of Center Street to a point 100 feet north of Center Street, no parking any time.~~

~~Fifteenth Street, on both sides, from a point 250 feet north of Center Street to Sixteenth Street, no parking any time.~~

Sec. 114-3790. Woodland Avenue—Fifteenth Street to Martin Luther King, Jr. Parkway.

Woodland Avenue, on the north side, from Fourteenth Street to a point 65 feet east thereof, no parking any time.

-

-

Woodland Avenue, on the south side, from Fourteenth Street to a point 30 feet east thereof, no parking any time.

Woodland Avenue, on the north side, from a point ~~50~~ 65 feet east of Seventeenth Street to a point 50 feet west of Seventeenth Street, no parking any time.

Woodland Avenue, on the south side, from a point ~~50~~ 55 feet east of Seventeenth Street to a point 75 feet west of Seventeenth Street, no parking any time.

Woodland Avenue, on the north side, from Nineteenth Street to a point ~~50~~ 65 feet east thereof, no parking any time.

Woodland Avenue, on the south side, from Nineteenth Street to a point 75 feet east thereof, no parking any time.

- C. Traffic and Transportation has reviewed the areas of 3rd Street from Watson Powell, Jr. Way to Center Street and 9th Street from Center Street to Crocker Street. In both of these areas, traffic patterns related to ongoing or recent construction has changed the use of the traffic lanes during the morning and evening rush hours. Because of these changes in traffic patterns and use, Traffic and Transportation recommends the implementation of a morning rush hour parking restriction on the east side of 3rd Street from Watson Powell, Jr. Way to Crocker Street and an evening rush hour restriction on the east side of 9th Street from Keosauqua Way to Crocker Street. In areas where there are morning or evening rush hour restrictions, four-hour meters are used instead of 10-hour meters,

which eliminates confusion and conflicts with rush hour parking restrictions. The following ordinance changes will implement these requested changes.

Sec. 114-2608. Third Street—Watson Powell, Jr. Way to School Street.

Third Street, on the east side, from a point 65 feet north of Watson Powell, Jr. Way to a point 135 feet south of Center Street, no parking 7:00 a.m. to 9:00 a.m.

Sec. 114-2695. Ninth Street—Keosauqua Way to Aurora Avenue.

Ninth Street, on the east side, from a point 250 feet north of Center Street to a point 75 feet south of Crocker Street, no parking 4:00 p.m. to 6:00 p.m.

Sec. 114-3963. Third Street—Park Street to School Street.

Third Street, on the east side, from Park Street to a point 135 feet south of Center Street, ~~ten~~ four-hour meters, 8:00 a.m. 9:00 a.m. to 6:00 p.m.

Sec. 114-3976. Ninth Street—Center Street to Crocker Street.

Ninth Street, on the east side, from a point 250 feet north of Center Street to a point 75 feet south of Crocker Street, ~~ten~~ four-hour meters, 8:00 a.m. to 6:00 p.m. 4:00 p.m.

- D. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on Polk Boulevard at the intersection of Observatory Road. 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 Polk Boulevard north of Observatory Road. The following revision to the Municipal Code is necessary to place this restriction into effect.

Sec. 114-3581. Polk Boulevard—Grand Avenue to University Avenue.

Polk Boulevard, on the west side, from Observatory Road to a point 50 feet north thereof, no parking any time.

- E. Traffic and Transportation Division staff have reviewed the parking ordinances for Southeast 18th Street and Southeast 19th Street, and have determined that the signs as posted have some variation from the ordinances. Since the posted signs are adequate and consistent with our normal signing practices, the following ordinance revisions are needed to match the signing.

Sec. 114-2784. Southeast Eighteenth Street—East Vine Street to East Maish Avenue.

Southeast Eighteenth Street, on the west side, from King Avenue north to and including the cul-de-sac a point 550 feet north thereof, no parking any time.

Sec. 114-2793. Southeast Nineteenth Street—East Market Street to East Park Avenue.

Southeast Nineteenth Street, on the east side, from East Lacona Avenue north to and including the cul-de-sac, no parking any time.

Sec. 114-3387. East Lacona Avenue—Southeast Sixth Street to dead end east of Southeast ~~Seventeenth~~ Nineteenth Street.

East Lacona Avenue, on the south side, from Southeast Eighteenth Street east to and including the cul-de-sac, no parking any time.