



Agenda Item:

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COUNCIL COMMUNICATION City Manager's Office

GENERAL INFORMATION

Agenda Date: 01/24/05
05-032

Communication No.:

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. Parking Meter Changes in Response to East Village Development.
- B. Parking Restrictions to Facilitate Movement of Solid Waste Vehicles—Drake University Area.
- C. Removal of Metered Spaces and Replacement With Loading Zones in Accordance with an Agreement with Massman Group L.L.C. and 10th Street Lofts L.L.L.P.
- D. Corner Clearance—North Side of East Walnut Street East of E 18th Street.
- E. Corner Clearance—East and West Sides of Polk Boulevard North and South of Harwood Drive.
- F. Petition for Four-Way Stop—East 40th Court and Hull Avenue.

- G. Implement Traffic Regulations for Martin Luther King, Jr. Parkway from Fleur Drive to I-235 and for West Martin Luther King, Jr. Parkway from SW 2nd to Fleur Drive.

FISCAL IMPACT—

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

RECOMMENDATION—

Approval

BACKGROUND—

- A. In response to development in the East Village, the Traffic and Transportation Division has reviewed the need for on-street retail parking in the vicinity of E. 4th Street and E. Grand Avenue. To accommodate short-term retail parking, the City of Des Moines would change 13 10-hour parking meters on E. 4th Street to two-hour meters and change 12 10-hour meters in the 425 E. Grand Avenue surface lot to two-hour meters. These ordinance changes remove all reference to the old 8th & Mulberry surface parking lot and the old E. 6th and E. Walnut surface parking lot. Both of these surface lots have been sold by the City of Des Moines. This requested ordinance change adds the new 425 E. Grand surface lot for enforcement purposes. The following ordinance adjustments will implement these changes.

Sec. 114-672. 425 E. Grand ~~East Sixth Street and East Walnut Street~~ Municipal Parking Lot.

(a) The city engineer is hereby authorized and directed to install parking meters in the following described municipally-owned parking lot: Lot 2 and 3, Block 9, East Fort Des Moines; in the City of Des Moines, Iowa, for the purpose of, and in such numbers, and at such places as may be necessary to the regulation, control and inspection of the parking of vehicles therein, subject to division 6 of this article, regulating parking meters.

(b) When installed, such parking meters shall be in operation between the hours of 8:00 a.m. and 6:00 p.m., Mondays through Fridays, and shall be so adjusted as to show legal parking at a rate of \$.50 per hour at two hour meters and \$.30 per hour at ten hour meters.

~~(a) The city engineer is hereby authorized and directed to install parking meters in the following described municipally-owned parking lot:~~

~~All of Lot 6 and Lot 7, the South 10.0 feet of Lot 8 and the South 20.0 feet of Lot 5 and the South 10.0 feet of the East 41 1/2 feet of the South 1/2 of the North 40.0 feet of Lot 5, all in Block "D", Griffith's Addition to East Fort Des Moines, an Official Plat, all now included in and forming a part of the City of Des Moines, Polk County, Iowa, for the~~

~~purpose of, and in such numbers, and at such places as may be necessary to the regulation, control and inspection of the parking of vehicles therein, subject to division 6 of this article, regulating parking meters.~~

~~(b) When installed, such parking meters shall be in operation between the hours of 8:00 a.m. and 6:00 p.m., Mondays through Fridays, and shall be so adjusted as to show legal parking at a rate of \$.30 per hour at ten hour meters.~~

Sec. 114-673. ~~Mulberry Street and Eighth Street Municipal Parking Lot.~~

~~(a) The city engineer is hereby authorized and directed to install parking meters in the following described municipally owned parking lot:~~

~~A tract of land known as Lots 3 & 4, Block 10, H.M. Hoxies Addition; in the City of Des Moines, Iowa, for the purpose of, and in such numbers, and at such places as may be necessary to the regulation, control and inspection of the parking of vehicles therein, subject to the provisions of division 4 of article XIII of this chapter, regulating parking meters.~~

~~(b) When installed, such parking meters shall be in operation between the hours of 8:00 a.m. to 6:00 p.m., Mondays through Fridays, and shall be so adjusted as to show legal parking at a rate of \$.75 per hour at two hour meters.~~

Sec. 114-4081. ~~East Fourth Street—East Walnut Street to Des Moines Street.~~

~~East Fourth Street, on both sides, from East Locust Street to a point 50 feet south of East Grand Avenue, two ~~ten~~-hour meters, 8:00 a.m. to 6:00 p.m.~~

- B. At the request of the Solid Waste Division of the Public Works Department, Traffic and Transportation has been asked to restrict parking in two areas in the Drake University area in an attempt to alleviate problems with solid waste pickup. On the east side of 27th Street in an area about 300 feet south of Forest Avenue, cars park on both sides of the street. Twenty-seventh Street is a one-way street northbound in this area. Solid Waste makes their pickup in the alley behind the residences on the east side of the street but must turn out onto 27th Street leaving the alley. Cars parked on the east side of 27th Street adjacent to this alley entrance hinder the turning movement of large vehicles exiting this alley. Traffic and Transportation concurs with the request of Solid Waste to restrict parking in a 40-foot area, north of this alley exit, on Friday (scheduled solid waste pickup day), to facilitate the movement of the solid waste pickup vehicle.

On Meek Avenue west of 27th Street to the dead end, parking is allowed on the north side of the street adjacent to the residences. There are no homes and parking is restricted on the south side of the street adjacent to a Drake University athletic field. Because parking is allowed on the same side of the street that solid waste pickup is on, vehicles parked on the street block the solid waste pickup vehicle. Solid Waste has asked that parking be moved from or prohibited on the side of the street where solid waste pickup is made. All of the homes on the north side of the street have driveways with off-street parking areas. To avoid creating parking that would be perceived by Drake students as athletic field parking and avoiding moving existing parking across the street from the

area residents, Traffic and Transportation proposes prohibiting parking on the north side of Meek Avenue on Fridays (scheduled solid waste pickup day), to facilitate the movement of the solid waste pickup vehicle. Because these residents have off-street parking available, this should be the least inconvenient alternative for the area residents. The following ordinance revisions will implement these changes.

Sec. 114-2844. Twenty-seventh Street—Terrace Road to Aurora Avenue.

Twenty-seventh Street, on the east side, from a point 300 feet south of Forest Avenue to a point 40 feet south thereof, no parking 8:00 a.m. to 4:00 p.m., Fridays.

Sec. 114-3487. Meek Avenue—Martin Luther King, Jr. Parkway to dead end west of Twenty-seventh Street.

Meek Avenue, on the north side, from Twenty-seventh Street to a point 450 feet west thereof, no parking 8:00 a.m. to 4:00 p.m., Fridays.

- C. In accordance with the development agreement between the City of Des Moines, Massman Group, L.L.C., and 10th Street Lofts L.L.L.P. dated September 8, 2003, the parking metered spaces in front of 110 and 112 – 10th Street are to be removed and replaced with 20-minute loading zones. The following proposed ordinance changes will meet the requirement of this agreement between the City of Des Moines, Massman Group, L.L.C., and 10th Street Lofts L.L.L.P.

Sec. 114-2702. Tenth Street—Cherry Street to Mulberry Street.

Tenth Street, on the west side, from a point 78 feet south of Mulberry Street to a point 73 feet south thereof, loading zone.

Tenth Street, on the west side, from a point 151 feet south of Mulberry Street to a point 10 feet south thereof, no parking any time.

Tenth Street, on the west side, from a point 161 feet south of Mulberry Street to a point 80 feet south thereof, loading zone.

Sec. 114-3902. Tenth Street—Cherry Street to Mulberry Street.

Tenth Street, on the west side, from ~~Cherry Street to~~ a point 18 feet south of Mulberry Street to a point 60 feet south thereof, four-hour meters, 8:00 a.m. to 6:00 p.m.

~~Tenth Street, on the west side, parking meters 10-100, 10-110, 10-112, 10-114 and 10-116, four-hour meters, 8:00 a.m. to 6:00 p.m. are designated handicapped parking spaces and are subject to the same prohibition as is found in subsection 114-616(a) of this chapter.~~

Tenth Street, on the west side, from a point 241 feet south of Mulberry Street to a point 15 feet north of Cherry Street, four-hour meters, 8:00 a.m. to 6:00 p.m.

- D. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles at the intersection of East Walnut Street and East 18th Street. 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 north side of East Walnut Street east of East 18th Street. The following revisions to the Municipal Code are necessary to place this change into effect.

Sec. 114-3753. East Walnut Street—East Eighteenth Street to East Thirty-first Street.

East Walnut Street, on the north side, from East Eighteenth Street to a point 50 feet east thereof, no parking any time.

- E. The Traffic and Transportation Division received a request from the Police Department regarding turning difficulties due to parked vehicles at the intersection of Polk Boulevard and Harwood Drive. 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 Harwood Drive and on the east side of Polk Boulevard south of Harwood Drive. The following revisions to the Municipal Code are necessary to place these changes into effect.

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

Polk Boulevard, on the east side, from Harwood Drive to a point 50 feet south thereof, no parking any time.

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

- F. At the November 22, 2004 City Council meeting, a neighborhood petition was received requesting speed control on E. 40th Court, including a stop sign at the intersection of East 40th Court and Hull Avenue. By Roll Call No. 04-2549, this item was referred to the Traffic Safety Committee for review and recommendation.

Staff conducted a study of this area, which included taking traffic/speed counts, review of crash data, along with field observations. This intersection in question is currently controlled as a two-way stop, with Hull Avenue required to stop for traffic on East 40th Court.

Traffic counts taken in December 2004 indicate that East 40th Court carries approximately 550 vehicles per day, while Hull Avenue handles approximately 850 vehicles per day. Speed data was taken for East 40th Court, which indicated an average speed of 20-22 miles per hour. The “85th percentile” speed for East 40th Court was approximately 26-27 mph.

A review of the crash history from 2001-2003 indicated that there were no reported crashes in this three-year period.

Staff compared this data to the criteria established in the Manual of Uniform Traffic Control Devices. This manual is adopted by the State of Iowa and is to be utilized in considering the appropriate traffic control for intersections. The manual indicates that unless there are five or more “right-angle” crashes within a one-year period, four-way stops would not be effective in reducing crash history. Based on the traffic counts that were taken, the volume warrants for four-way stops are not close to meeting the requirements per the “Manual.”

Another criterion that the city has utilized recently has been to install four-way stop signs at the intersection of two collector streets within a neighborhood area. Another justification for installing stop signs is to “break up” the continuity of long stretches of streets. This location appears to fit both of these criteria.

At their January 11, 2005 meeting, a consensus of the Traffic Safety Committee members present informally approved staff’s recommendation that the intersection of East 40th Court and Hull Avenue should be designated as a four-way stop location. The following revisions to the Municipal Code are necessary to place these changes into effect.

Sec. 114-2109. East Fortieth Court.

East Fortieth Court, from the north line of East Sheridan Avenue to the south line of East Hull Ovid Avenue, stop.

East Fortieth Court, from the north line of East Hull Avenue to the south line of East Ovid Avenue, stop.

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

(26a) East Hull Avenue and East Fortieth Court

- G. Construction on the final sections of the \$130 million Martin Luther King Jr. Parkway project are nearing completion. The north-south segment, connecting Fleur Drive to Ingersoll Avenue, was opened to traffic on December 23, 2004. The east-west portion, including the new “signature” bridge over the Raccoon River, will be opened in the spring of 2005.

As part of this final construction phase, there are a number of traffic regulations that are required. These include designation of speed limits, traffic controls, through streets, truck routes, parking regulations, and railroad crossings.

Speed Limits

- Staff recommends that the speed limit on Martin Luther King Jr. Parkway (the north-south street) be designated as 40 miles per hour between Ingersoll Avenue and Fleur Drive. This is consistent with the speed along Fleur Drive. Staff also recommends that the speed limit be changed on the existing portion of Martin Luther King Jr. Parkway from Ingersoll north to I-235. The speed limit on this section of Martin Luther King Jr. Parkway was originally 30 mph, which has been in place for many years dating to before the new roadway construction. With the new facility now in place, a more reasonable speed limit of 35 mph should be established for this section.
- The speed limit for the West Martin Luther King Jr. Parkway (the east-west street) should be designated as 35 mph.
- The speed limit on the Fleur Drive Bridge and the connecting ramp system should be 30 mph.

Other Traffic Regulations

- All sections of Martin Luther King Jr. Parkway should be designated as a snow route, truck route, and through street.
- Parking should be prohibited on all sections of Martin Luther King Jr. Parkway.
- The existing railroad crossing on West Martin Luther King Jr. Parkway should be officially identified in the city code.
- The existing and proposed traffic signals along both segments of Martin Luther King Jr. Parkway should be officially identified in the city code.

In addition to the changes proposed on Martin Luther King, Jr. Parkway, staff also recommends that the Snow Route ordinance be revised to remove Chamberlain Drive between Polk Boulevard and 42nd Street; and Crocker between Chamberlain Drive and 42nd Street. These streets are no longer MTA bus routes.

At their January 11, 2005 meeting, a consensus of the Traffic Safety Committee members present informally approved staff's recommendation that all of the above traffic regulations be approved, and forwarded to the Des Moines City Council for adoption. The following revisions to the Municipal Code are necessary to place these changes into effect.

Sec. 114-114.02. West Martin Luther King, Jr. Parkway crossing.

Sec. 114-1367.05. West Martin Luther King, Jr. Parkway.

Sec. 114-1503.05. West Martin Luther King, Jr. Parkway.

Sec. 114-1665. Chamberlain Drive.

Sec. 114-1712.01. West Martin Luther King, Jr. Parkway.

Sec. 114-2370.05. West Martin Luther King, Jr. Parkway

Sec. 114-2548.05. West Martin Luther King, Jr. Parkway.

Sec. 114-3469.05. Martin Luther King, Jr. Parkway—West Martin Luther King, Jr. Parkway to Ingersoll Avenue.

Sec. 114-3770.05. West Martin Luther King, Jr. Parkway--Southwest Second Street to Martin Luther King, Jr. Parkway.

Sec. 114-114.02. West Martin Luther King, Jr. Parkway crossing.

Suitable mechanical signal devices, as defined in section 114-81 of this article, and short arm gates constructed according to the specifications and standards of the state department of transportation shall be erected, maintained and operated by Norfolk Southern Railroad at the intersection of its tracks between Southwest Eleventh Street and Southwest Sixteenth Street.

Sec. 114-1257. Nineteenth Street.

Nineteenth Street, from Cottage Grove Avenue to Interstate 235, 35 miles per hour.

Nineteenth Street, from ~~Center Street~~ Interstate 235 to Martin Luther King, Jr. Parkway north of Mondamin Avenue, 30 miles per hour.

Sec. 114-1315. Fleur Drive.

Fleur Drive, from a point 1,000 feet south of Locust Street ~~southwesterly~~ including the north bound and south bound ramp systems to its reconnection with the north-south bound Fleur Drive ~~to the south city limits,~~ 40 30 miles per hour.

Fleur Drive, from West Martin Luther King, Jr. Parkway south bound to Iowa Highway 5 south exit ramp, 40 miles per hour.

Sec. 114-1335. Martin Luther King, Jr. Parkway.

Martin Luther King, Jr. Parkway, from Ingersoll Avenue to ~~University Avenue~~ Interstate 235, ~~30~~ 35 miles per hour.

Martin Luther King, Jr. Parkway, from Interstate 235 to University Avenue, 30 miles per hour.

Martin Luther King, Jr. Parkway, from Ingersoll Avenue to West Martin Luther King, Jr. Parkway, 40 miles per hour.

Sec. 114-1367.05. West Martin Luther King, Jr. Parkway.

West Martin Luther King, Jr. Parkway, from Southwest Second Street to Martin Luther King, Jr. Parkway, 35 miles per hour.

Sec. 114-1503.05. West Martin Luther King, Jr. Parkway.

West Martin Luther King, Jr. Parkway and Southwest Second Street, traffic control signal.

West Martin Luther King, Jr. Parkway and Southwest Third Street, traffic control signal.

West Martin Luther King, Jr. Parkway and Southwest Fifth Street, traffic control signal.

West Martin Luther King, Jr. Parkway and Southwest Seventh Street, traffic control signal.

West Martin Luther King, Jr. Parkway and Southwest Eleventh Street, traffic control signal.

West Martin Luther King, Jr. Parkway and Southwest Sixteenth Street, traffic control signal.

West Martin Luther King, Jr. Parkway and Martin Luther King, Jr. Parkway, traffic control signal.

~~Sec. 114-1665. Chamberlain Drive.~~

~~Chamberlain Drive, from Forty second Street to Polk Boulevard.~~

~~Sec. 114-1672. Crocker Street.~~

~~Crocker Street, from Chamberlain Drive to Forty second Street.~~

~~Sec. 114-1685. Fleur Drive.~~

~~Fleur Drive, from Iowa Highway 5 south exit ramp to Locust Street~~ West Martin Luther King, Jr. Parkway.

Fleur Drive, from Locust Street southwesterly including the north bound and south bound ramp systems to its reconnection with the north-south bound Fleur Drive.

~~Sec. 114-1712. Martin Luther King, Jr. Parkway.~~

Martin Luther King, Jr. Parkway, from Ingersoll Avenue to West Martin Luther King, Jr. Parkway.

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Sec. 114-1712.01. West Martin Luther King, Jr. Parkway.

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Martin Luther King, Jr. Parkway, from Southwest Second Street to Martin Luther King, Jr. Parkway.

Sec. 114-2207. Fleur Drive.

Fleur Drive, from the south line of West Martin Luther King, Jr. Parkway and Martin Luther King, Jr. Parkway intersection south to George Flagg Parkway, stop.

Sec. 114-2280. Martin Luther King, Jr. Parkway.

Martin Luther King, Jr. Parkway, from the north line of ~~Ingersoll Avenue~~ West Martin Luther King, Jr. Parkway to the north line of Madison Avenue, stop.

Sec. 114-2370.05. West Martin Luther King, Jr. Parkway.

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West Martin Luther King, Jr. Parkway, from the west line of Southwest Second Street to the east line of Martin Luther King, Jr. Parkway, stop.

Sec. 114-2510. Fleur Drive.

Fleur Drive, from Locust Street to ~~Relocated Army Post Road~~ southwesterly including the north bound and south bound ramp systems to its reconnection with the north-south bound Fleur Drive.

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Fleur Drive, from West Martin Luther King, Jr. Parkway to Iowa Highway 5 south exit ramp.

Sec. 114-2528. Martin Luther King, Jr. Parkway.

Martin Luther King, Jr. Parkway, from ~~Ingersoll Avenue~~ West Martin Luther King, Jr. Parkway to Euclid Avenue.

Sec. 114-2548.05. West Martin Luther King, Jr. Parkway.

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West Martin Luther King, Jr. Parkway, from Southwest Second Street to Martin Luther King, Jr. Parkway.

Sec. 114-3201. Fleur Drive--Locust Street to County Line Road.

Fleur Drive, on the west side, from ~~Locust Street~~ West Martin Luther King, Jr. Parkway to County Line Road, no parking any time.

Fleur Drive, on the east side, from ~~Locust Street~~ West Martin Luther King, Jr. Parkway to County Line Road, no parking any time.

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Fleur Drive, on both sides, from Locust Street southwesterly including the north bound and south bound ramp systems to its reconnection with the north-south bound Fleur Drive, no parking any time.

Sec. 114-3469.05. Martin Luther King, Jr. Parkway—West Martin Luther King, Jr. Parkway to Ingersoll Avenue.

Martin Luther King, Jr. Parkway, on both sides, from West Martin Luther King, Jr. Parkway to Ingersoll Avenue, no parking any time.

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Sec. 114-3770.05. West Martin Luther King, Jr. Parkway -- Southwest Second Street to Martin Luther King, Jr. Parkway.

West Martin Luther King, Jr. Parkway, on both sides, from Southwest Second Street to Martin Luther King, Jr. Parkway, no parking any time.

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