

 <p style="text-align: center;">Council Communication Office of the City Manager</p>	Date	July 13, 2009
	Agenda Item No. 56 Roll Call No. 09- Communication No. 09-445 Submitted by: Jeb E. Brewer, P.E. City Engineer	

AGENDA HEADING:

Amending Chapter 114 of the Municipal Code regarding traffic regulation changes as follows:

- A. Urbandale Avenue Stop Sign Changes at 50th and 52nd Streets.
- B. Parking changes for Nationwide office building on Locust Street and conversion of 13th Street between Locust Street and Walnut Street to two-way traffic.
- C. Request for Stop Sign Changes at Bel-Aire Road and Lawnwoods Drive.
- D. New off-street surface parking facility at 1212 Cherry Street.
- E. Additional resident permit parking near Arlington-Hallett Apartments, 1301 Locust Street.

SYNOPSIS:

Recommend Council approval of the Traffic and Transportation Division staff recommendations for minor parking adjustments, including first reading of the ordinance regarding the traffic regulation changes.

FISCAL IMPACT:

Amount: Minor costs for signing modifications.

Funding Source: 2009-2010 Operating Budget, Page 93, Engineering Department Traffic & Transportation - Sign Installation and Maintenance, ENG100413.

ADDITIONAL INFORMATION:

- A. In the fall of 2007, Hillis Elementary and Moore Elementary Schools were merged into one district, and renovation of Hillis Elementary, located at 56th and Hickman, required all their students to attend the temporary site at Moore Elementary School, located at 52nd and Douglas. Because of this, a temporary three-way stop was installed at the intersection of 52nd Street and Urbandale Avenue to assist school children who were required to walk across Urbandale Avenue. Then in August 2008, at the time that Hillis School was re-opened, staff, in conjunction with the school district, identified that 56th and Urbandale should be the appropriate school crossing location, and a midblock traffic signal was installed prior to the start of the school year. At the

same time, staff recommended that the temporary stop signs at 52nd and Urbandale should be removed.

This item was discussed at the August 2008 Traffic Safety Committee meeting, at which time the Committee concurred with the new traffic signal installation, but felt that the three-way stop should remain at 52nd and Urbandale.

Since then, staff has reviewed the Urbandale Avenue Corridor from Merle Hay to Beaver to determine if there is a more appropriate location for a multi-way stop to be along this street. Typically, staff has recommended that multi-way stops may be more suitable at intersections of two collector roadways. Fifty-Second Street is a local street with a low traffic volume, and conditions do not warrant this three-way stop. Nearby along Urbandale Avenue, there are two collector-type streets that intersect Urbandale. These are the intersections with 48th Street and with 50th Street. In the spring of 2009, traffic counts were taken at both 48th and Urbandale and 50th and Urbandale with the idea that a multi-way stop at one of these locations would replace the stop condition at 52nd and Urbandale. Traffic volumes on 50th north and south of Urbandale were 2,200 vehicles per day (vpd) and 1,425 vpd, respectively. Volumes on 48th Street north and south of Urbandale were 550 vpd and 1,060 vpd, respectively. Urbandale Avenue traffic volumes were approximately 6,400 vpd.

Another important factor in determining which of these intersections is most appropriate is the existing crosswalk at 50th and Urbandale. Fiftieth Street is the eastern end of the off-street "Inter-Urban" trail along the south side of Urbandale Avenue, and pedestrians east of this point are encouraged to use the existing sidewalk system on both sides of the street via this crosswalk.

Based on both the traffic volumes and the current trail crosswalk at 50th and Urbandale, staff recommended that the existing three-way stop at 52nd and Urbandale be removed, and that a new four-way stop be installed at 50th and Urbandale. At their June 9, 2009 meeting, the Traffic Safety Committee approved staff recommendations.

Sec. 114-319.03. Location of four-way stop intersections.

(67b.5) Urbandale Avenue and Fiftieth Street

Sec. 114-2354. Urbandale Avenue.

Urbandale Avenue, from the east line of Thirty-fourth Street to the east line of Fiftieth Street ~~west corporate limits~~, stop.

Urbandale Avenue, from the west line of Fiftieth Street to the west corporate limits, stop.

- B. In conjunction with the construction of the new Nationwide office building on Locust Street and the conversion of 13th Street to a two-way street from Locust Street to Walnut Street, Traffic and Transportation staff has reviewed the existing parking regulations in this area. The following revisions are recommended to adjust parking meter locations, add parking meters where curb realignment will now allow, modify rush-hour parking restrictions where necessary, extend the no parking 10:00 p.m. to 7:00 a.m. parking restriction where necessary, and also add a new resident permit parking area on the east side of 13th Street from Locust Street to Walnut Street to provide additional residential permit parking spaces that are close to the residential areas.

Sec. 114-3990. Thirteenth Street--Mulberry Street to Walnut Street.

Thirteenth Street, on the west side, from Mulberry Street to a point ~~45~~ 20 feet south of Walnut Street, ten-hour meters, 8:00 a.m. to 6:00 p.m.

Sec. 114-3991. Thirteenth Street--Walnut Street to Locust Street.

Thirteenth Street, on the west side, from a point ~~100~~ 25 feet north of Walnut Street to Locust Street, ten-hour meters, 8:00 a.m. to 6:00 p.m.

Thirteenth Street, on the east side, from Walnut to Locust Street, ten-hour meters, 8:00 a.m. to 6:00 p.m.

Sec. 114-3983. Twelfth Street--Cherry Street to Mulberry Street.

~~Twelfth Street, on the east side, from a point 40 feet north of Cherry Street to a point 40 feet north thereof, ten hour meters, 8:00 a.m. to 6:00 p.m.~~

Twelfth Street, on the west side, from a point 25 feet north of Cherry Street to a point 25 feet south of Mulberry Street, ~~ten~~ four-hour meters, 8:00 a.m. to ~~6:00 p.m.~~ 4:00 p.m.

Twelfth Street, on the west ~~south~~ side, parking meter 12-110, is designated a four-hour meter, 8:00 a.m. to 6:00 p.m., and is designated a handicapped parking space and is subject to the same prohibition as is found in subsection 114-616(a) of this chapter.

Sec. 114-3430. Locust Street--Twelfth Street to Thirteenth Street.

Locust Street, on the south side, from Twelfth Street to Thirteenth Street, no parking ~~4:00 p.m. to 6:00 p.m.~~ and 10:00 p.m. to 9:00 a.m.

Sec. 114-4032. Mulberry Street--Twelfth Street to Thirteenth Street.

~~Mulberry Street, on the south side, from Twelfth Street to a point 135 feet west thereof, ten hour meters, 8:00 a.m. to 6:00 p.m.~~

~~Mulberry Street, on the south side, from Thirteenth Street to a point 165 feet west of Twelfth Street, ten hour meters, 8:00 a.m. to 6:00 p.m.~~

~~Mulberry Street, on the south side, parking meter M-1200, ten hour meter, 8:00 a.m. to 6:00 p.m., is designated a handicapped parking space and is subject to the same prohibition as is found in subsection 114-616(a) of this chapter.~~

Sec. 114-4027. Locust Street--Twelfth Street to Thirteenth Street.

Locust Street, on the south side, from Twelfth Street to Thirteenth Street, four-hour meters, 9:00 a.m. to ~~4:00~~ 6:00 p.m.

Sec. 114-3511. Mulberry Street--Twelfth Street to Thirteenth Street.

Mulberry Street, on the south side, from Twelfth Street to Thirteenth Street, no parking anytime.
~~a point 135 feet west of Twelfth Street to a point 30 feet west thereof, commercial loading zone.~~

Sec. 114-2736. Thirteenth Street--Mulberry Street to Walnut Street.

Thirteenth Street, on both sides, from Mulberry Street to Walnut Street, no parking 10:00 p.m. to 7:00 a.m.

Sec. 114-2737. Thirteenth Street--Walnut Street to Locust Street.

Thirteenth Street, on the east side, from Walnut Street to Locust Street, ~~no~~ resident permit
parking ~~any time.~~

~~Thirteenth Street, on the west side, both sides, from a point 100 feet north of Walnut Street to~~
Locust Street, no parking 10:00 p.m. to 7:00 a.m.

Thirteenth Street, on the west side, from Walnut Street to a point ~~100~~ 25 feet north thereof, no parking any time.

Sec. 114-2723. Twelfth Street--Cherry Street to Mulberry Street.

Twelfth Street, on the east side, from a point 40 feet north of Cherry Street to a point 40 feet north thereof, no parking 10:00 p.m. to ~~7:00 a.m.~~ 9:00 a.m.

Twelfth Street, on the west side, from a point 25 feet north of Cherry Street to a point 25 feet south of Mulberry Street, no parking 10:00 p.m. to 7:00 a.m. and 4:00 p.m. to 6:00 p.m.

~~Twelfth Street, on the west side, from a point 25 feet south of Mulberry Street to a point 20 feet south thereof, loading zone.~~

Sec. 114-2758. Fifteenth Street--Mulberry Street to Walnut Street.

Fifteenth Street, on both sides, from Mulberry Street to Walnut Street, no parking 10:00 p.m. to 7:00 a.m.

Sec. 114-2759. Fifteenth Street--Walnut Street to Ingersoll Avenue.

Fifteenth Street, on both sides, from Walnut Street to Grand Avenue, no parking 10:00 p.m. to 7:00 a.m.

- C. At the request of Council Member Vlassis, staff reviewed the intersection of Bel-Aire Road and Lawnwoods Drive for the possible installation of a four-way stop. Neighborhood concerns were raised over additional traffic and speeding, including construction vehicles, that were using Bel-Aire Road to get to and from the new residential development farther east.

This intersection is currently controlled as a two-way stop, with Bel-Aire Road having the right-of-way over Lawnwoods Drive. In other similar residential areas, the city has installed stop signs with an alternating, or “herringbone” pattern at adjacent intersections, so that long stretches of

residential streets without a motorist required to stop are avoided. In keeping consistent with this concept, staff recommends that the existing stop signs be reversed at the intersection of Bel-Aire and Lawnwoods, thereby requiring traffic on Bel-Aire Road to stop for traffic on Lawnwoods Drive.

The following ordinance revision is necessary to designate Lawnwoods as the through street at this intersection:

Sec. 114-2147. Bel-Aire Road.

~~Bel-Aire Road, at Lawnwoods Drive, stop.~~

Sec. 114-2261. Lawnwoods Drive.

Lawnwoods Drive, at Bel-Aire Road, stop.

- D. In conjunction with the construction of the new Nationwide parking garage at 12th & Mulberry Streets, the City has acquired a surface parking lot located on the south side of Cherry Street west of 12th Street. Traffic and Transportation has determined that this surface lot can best be operated as monthly permit parking, as indicated in the requested ordinance change.

Sec. 114-675. 1212 Cherry Street Municipal Parking Lot.

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

EX BEG NW CORNER LT 1 GRAYBAR PLACE SE 84F SW 66.33F MW 24F SW 1.13F NWLY 66.28F TO SLY LN CHERRY ST NE 72.5F TO POB- N 1/2 LOT 1 & N 1/2 LTS 2 & 3 & VAC INTERVENING N-S ALLEY BLK 31 KEENE & POINDEXTERS ADD TO FORT DES MOINES; known as 1212 Cherry Street, in the City of Des Moines, Iowa.

- (b) The rate charged for reserved monthly parking 8:00 a.m. until 6:00 p.m., Mondays through Fridays shall be \$40.00.

- (c) Parking in this lot shall be controlled by designated permits or as otherwise determined by the City Engineer or his or her authorized representative.

- E. The residents of the Arlington-Hallett Apartments located at 1301 Locust Street have notified Traffic and Transportation staff that the areas currently designated for resident permit parking are too small to fully accommodate the needs of the residents who have been issued permits. These two buildings have a total of 52 apartments. The demand for permits has increased from 13 issued in July to 17 issued in October. It is also expected that the demand for these resident parking permits will continue to increase.

Traffic and Transportation staff has surveyed the area surrounding these apartments and recommends that an additional 140 feet (six additional vehicles) on Locust could be added west of the residential parking permit designated area and an additional 70 feet could also be added on Grand Avenue (three additional vehicles). In addition, the 7:00 a.m. to 9:00 a.m. parking

restriction on Locust Street in the area indicated above and the 4:00 p.m. to 6:00 p.m. parking restriction on the south side of Grand Avenue west of 13th Street could be removed without significant impact to traffic flow. The following ordinance changes will add nine more resident parking spaces to the areas already designated as resident permit parking and removal of the 7:00 a.m. to 9:00 a.m. (on Locust Street) and the 4:00 p.m. to 6:00 p.m. restriction (on Grand Avenue) will allow these spaces to be fully available for resident use at any time.

Sec. 114-3431. Locust Street--Thirteenth Street to Fourteenth Street.

~~Locust Street, on the north side, from a point 20 feet west of Thirteenth Street to a point 90 feet west thereof, no parking 7:00 a.m. to 9:00 a.m.~~

Locust Street, on the north side, from a point 165 feet west of Thirteenth Street to a point 140 feet west thereof, resident parking permit parking.

Sec. 114-3256. Grand Avenue--Thirteenth Street to Fifteenth Street.

Grand Avenue, on the south side, from a point 20 feet west of Thirteenth Street to a point ~~190~~ 260 feet west thereof, resident parking permit.

Grand Avenue, on the south side, from a point ~~210~~ 280 feet west of Thirteenth Street to a point 33 feet east of Fifteenth Street, no parking 10:00 p.m. to 8:00 a.m.

Grand Avenue, on the south side, from a point ~~20~~ 280 feet west of Thirteenth Street to a point 33 feet east of Fifteenth Street, no parking 4:00 p.m. to 6:00 p.m.

PREVIOUS COUNCIL ACTION(S): NONE

BOARD/COMMISSION ACTION(S): TRAFFIC SAFETY COMMITTEE

Date: June 9, 2009

Roll Call Number: N/A

Action: A motion was made by Jim Windsor to approve staff recommendations that the existing three-way stop at 52nd and Urbandale be removed, and that a new four-way stop be installed at 50th and Urbandale. ; seconded by Carl McPherson. Motion passed 8:1. Bob Saf was opposed.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:

Second and third readings of Ordinance.

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