

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

**CITY COUNCIL COMMUNICATION 96-415  
SEPTEMBER 23, 1996 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
TRAFFIC REGULATION CHANGES	RESOLUTION ORDINANCE ◆ RECEIVE/FILE	JIM THOMPSON TRAFFIC AND TRANSPORTATION DIRECTOR

**SYNOPSIS —**

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

- A. Requests for Corner Clearances—
- (1) North Side of Clark Street East and West of Fourteenth Street
  - (2) East Side of Fourteenth Street South of Norton Avenue
  - (3) North Side of Filmore Street West of Pine Street
- B. Request to Designate Hartford Avenue Between Southeast Fourteenth Street and Southeast Twenty-second Street a Through "STOP" Street with a Speed Limit of 40 Miles Per Hour.
- C. Request for One-Way Street Operation—Fifty-sixth Street from University Avenue to Brattleboro Avenue.

**FISCAL IMPACT —**

N/A

**RECOMMENDATION —**

Refer to the Legal Department for preparation of ordinance revisions.

**BACKGROUND —**

- A. The Traffic and Transportation Department has received requests to install corner clearances. The following modifications to the Municipal Code will place these changes into effect:

**SEC. 27-2049. CLARK STREET—NINTH STREET TO THIRTIETH STREET.**

Clark Street, on the north side, from Fourteenth Street to a point 50 feet east thereof, no parking any time.

Clark Street, on the north side, from Fourteenth Street to a point 50 feet west thereof, no parking any time.

**SEC. 27-1727. FOURTEENTH STREET—WOODLAND AVENUE TO AURORA AVENUE.**

Fourteenth Street, on the east side, from Norton Avenue to a point 50 feet south thereof, no parking any time.

Fourteenth Street, on the east side, from Norton Avenue to a point 50 feet north thereof, no parking any time.

**SEC. 27-2163. FILMORE STREET—EAST RIVER DRIVE TO EAST THIRTEENTH STREET.**

Filmore Street, on the north side, from Pine Street to a point 40 feet west thereof, no parking any time.

- B. Hartford Avenue is currently undergoing a major construction project, which includes realignment, paving, and improved shoulders between Southeast Fourteenth and Southeast Twenty-second Streets. This section of roadway was previously an unimproved street. It is anticipated that Hartford Avenue will be open to traffic by the end of September 1996.

Because of this improvement, it is proposed that Hartford be designated as a *Through "STOP"* street between Southeast Fourteenth Street and Southeast Twenty-second Street and that the speed limit be established at 40 miles per hour. At its September 17, 1996 meeting, the Traffic Safety Committee concurred in this recommendation.

The following revisions to the Municipal Code will place these changes into effect:

**SEC. 27-1340. HARTFORD AVENUE.**

Hartford Avenue, from the east line of Southeast Fourteenth Street to the East Line of Southeast Twenty-second Street - STOP.

**SEC. 27-794. HARTFORD AVENUE.**

Hartford Avenue, from Southeast Fourteenth Street to Southeast Twenty-second Street, 40 miles per hour.

- C. A letter was received from Mr. D. Keith West, 1160 - 56th Street, which expressed concern over the number of accidents that have occurred at the intersection of Fifty-sixth Street and University Avenue. Mr. West requested closing this portion of Fifty-sixth Street to traffic be considered.

There have been a total of 14 reported right-angle accidents at this location since January 1992, or an average of three per year. All of these accidents involved vehicles northbound on Fifty-sixth Street entering University Avenue, with the drivers most likely trying to bypass the traffic signal located one-half block to the east at Fifty-fifth and University. Most of the accidents would have been avoided if the vehicles had made their left turns at the traffic signal.

The request from Mr. West to close this section of Fifty-sixth Street would eliminate the right-angle accidents that have been occurring involving northbound traffic, but would also eliminate southbound traffic. Thus, the eastbound vehicles on University that currently travel south on this short section of Fifty-sixth Street would have to make their turn at the Fifty-fifth Street traffic signal, which would create a need for an eastbound right-turn lane and modification of the traffic signals. The estimated cost for this work, along with the work to physically close Fifty-sixth Street, would be approximately \$100,000.

A more cost-effective solution would be to designate this section of Fifty-sixth Street as one-way southbound between University Avenue and Brattleboro Avenue. This proposal would eliminate the right-angle accident potential at Fifty-sixth and University, and also would not require the substantial investment of an eastbound right-turn lane at Fifty-fifth and University.

Recently, a northbound left-turn arrow was installed at the Fifty-fifth and University traffic signals, which has alleviated some of the difficulty in making a left turn at this location. The added left-turn traffic caused by eliminating the "bypass" street can be accommodated at the traffic signal without further modifications, especially after the construction is completed at Sixty-third and University and traffic patterns return to normal.

At their September 17, 1996 meeting, the Traffic Safety Committee approved staff's recommendation to make Fifty-sixth Street a one-way southbound street between University Avenue and Brattleboro Avenue with the provision that staff monitor the new situation for six months and bring any concerns or problems expressed by the area residents back to the Traffic Safety Committee for further consideration.

The following revision to the Municipal Code is necessary to effect this change:

**SEC. 27-1161.01. FIFTY-SIXTH STREET.**

Fifty-sixth Street, from University Avenue to Brattleboro Avenue, southbound.