



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

98-148

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

AGENDA:
APRIL 20, 1998

SYNOPSIS –

SUBJECT:
TRAFFIC
REGULATION
CHANGES

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

TYPE:
RESOLUTION
ORDINANCE
RECEIVE/FILE

- A. Request for four-way stop– Southwest Fourteenth Street and Geil Avenue.
- B. Request for removal of commercial loading zone– east side of Sixth Avenue north of Douglas Avenue.
- C. Request for one-sided parking restriction– south side of Twana Drive from a point east of Thirty-eighth Street to Beaver Avenue.

SUBMITTED BY:
HAROLD SMITH
CITY ENGINEER

FISCAL IMPACT –

N/A

RECOMMENDATION –

Refer to Legal Department for preparation of ordinance revisions.

BACKGROUND –

A. A request was received by staff from representatives of Watrous Elementary School, through Council Member Gene Phillips, asking that consideration be given to install a four-way stop at the intersection of Southwest Fourteenth Street and Geil Avenue. Concern was expressed that school children had difficulty crossing at this location due to the volume of traffic on Southwest Fourteenth Street.

This intersection is located on the southeast corner of Watrous

Elementary School property, and is currently controlled by stop signs on Geil Avenue. A marked crosswalk exists on the south side of the intersection for school children to cross Southwest Fourteenth Street.

Staff conducted a school crossing study at this location. These results were then compared to the warrants as specified in the Manual for School Crossing Control, which is adopted by both the Des Moines City Council and the Des Moines School Board.

The results of our study indicated that there were approximately 275 vehicles that crossed through the south crosswalk during the afternoon dismissal hour at Southwest Fourteenth Street and Geil Avenue. The Manual states that stop signs are appropriate if this volume exceeds 250 vehicles per hour during the crossing period.

Based on this information, the warrants for a four-way stop are met at this location, and a four-way stop should be installed. At several locations similar to this, the City has installed mid-block traffic signals in lieu of the four-way stop, but signals are not appropriate on Southwest Fourteenth Street because of the existence of the bus inset and loading that occurs along the west side of Southwest Fourteenth adjacent to the school grounds.

This item was reviewed and approved by the Traffic Safety Committee at their April 14, 1998 meeting.

The following traffic regulation changes are required to place this four-way stop into effect:

SEC. 27-319.03. FOUR-WAY STOP INTERSECTIONS— LOCATIONS DESIGNATED.

(32a) Geil Avenue and Southwest Fourteenth Street.

SEC. 27-1205. SOUTHWEST FOURTEENTH STREET.

Southwest Fourteenth Street, from the south line of Park Avenue to the north line of Watrous Avenue —Stop.

Southwest Fourteenth Street, from the south line of ~~Park~~ Watrous Avenue to the north line of ~~McKinley~~ Porter Avenue —Stop.

Southwest Fourteenth Street, from the south line of ~~McKinley~~ Porter Avenue to the north line of ~~Havens~~ Geil Avenue —Stop.

Southwest Fourteenth Street, from the ~~north~~ south line of Geil Avenue to the south line of ~~Burnham~~ Havens Avenue —Stop.

B. The Traffic and Transportation Division has been contacted by Don Burman, the manager of B&B Enterprises, 3811 Sixth Avenue, regarding the removal of the Commercial Loading Zone in front of his business. Mr. Burman states that his business has no need for a loading zone and that the placement of the loading zone unnecessarily restricts customer parking for his business. Staff review of this area confirms Mr. Burman's concerns. The following recommended ordinance change will permanently remove this commercial loading zone.

SEC. 27-1627. SIXTH AVENUE– EUCLID AVENUE TO AURORA AVENUE.

~~Sixth Avenue, on the east side, from a point 105 feet north of Douglas Avenue to a point 45 feet north thereof, commercial loading zone.~~

C. On March 17, 1979, by Roll Call No. 1235, the City Council set a parking restriction policy for the City of Des Moines. This policy restricted parking on one side of all residential streets when the width of the street was 25 feet or less in width. This policy was intended to facilitate the movement of snow removal vehicles and other emergency and service vehicles. New construction in the vicinity of Forty-eighth Street and Twana Drive has extended Twana Drive from just east of Forty-eighth Street to Beaver Avenue. In keeping with Council's parking restriction policy, the proposed ordinance change below will restrict parking on the south side of Twana Drive from Forty-eighth Street to Beaver Avenue.

SEC. 27-2649. TWANA DRIVE– THIRTIETH STREET TO FIFTY-FOURTH STREET.

Twana Drive, on the south side, from a point 100 feet east of Forty-eighth Street to a point 420 feet west of ~~Forty-eighth Street~~ Beaver Avenue, no parking any time.

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