



**CITY COUNCIL  
COMMUNICATION:**

**ITEM \_\_\_\_\_**

**98-208**

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

**AGENDA:**  
MAY 18, 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*

1. Request for no parking—south side of Urbandale Avenue east and west of Westover Boulevard.
2. Request for loading zone—east side of Fourth Street north of Vine Street.
3. Request for one-sided parking restriction—south side of Hackley Avenue from Fleur Drive to Southwest Nineteenth Street and east side of Southwest Nineteenth Street from Hackley Avenue to McKinley Avenue.
4. Request for parking restriction and corner clearance—east side of Ohio Street south of College Avenue.
5. Request for corner clearance—south side of Sherrick Avenue west of Sixty-seventh Street.
6. Request for one-sided parking restriction—Scott Avenue between Southeast Thirtieth and Raccoon Street.
7. Request for permanent traffic signals—intersection of Southeast Thirtieth Street and Scott Avenue.
8. Request for parking changes—East Ninth Street between Filmore Street and Roosevelt Avenue.

**SUBMITTED BY:**  
HAROLD SMITH  
CITY ENGINEER

**FISCAL IMPACT —**

N/A

**RECOMMENDATION —**

**Refer to Legal Department for preparation of ordinance revisions.**

**BACKGROUND —**

1. As part of the Beavertdale Bike Trail, new curbing was installed on the south side of Urbandale Avenue east of Westover Boulevard, and the bike trail was constructed close to the pavement to the west of Westover Boulevard. Because of this construction, parking can no longer be accommodated on the south side of Urbandale Avenue in this area.

The following ordinance revision is necessary to authorize this change:

**SEC. 27-2664. URBANDALE AVENUE—FORTY-FOURTH STREET TO WESTOVER BOULEVARD.**

Urbandale Avenue, on the south side, from a point ~~75~~ 400 feet east of Westover Boulevard to a point ~~75~~ 180 feet west of Westover Boulevard, no parking any time.

2. At the request of Chris Coppola, the owner of property at 101 - 4th Street, the Traffic Division investigated a request for a loading zone at the entrance to the business. The Traffic Division concurs with Mr. Coppola's request for a loading zone. The following ordinance change will add a commercial loading zone at the entrance to the business at this location (Friends).

**SEC. 27-1591. FOURTH STREET—VINE STREET TO COURT AVENUE.**

Fourth Street, on the west side, from Vine Street to a point ~~40~~ 20 feet north thereof, no parking any time.

Fourth Street, on the east side, from a point 20 feet north of Vine Street, to a point 45 feet north thereof, commercial loading zone.

3. Recent construction in the area south of McKinley Avenue and east of Fleur Drive has resulted in the extension of Southwest Nineteenth Street, formerly a dead-end street, southward and has also resulted in the creation of a new

segment of Hackley Avenue. Neither of these streets has existing no parking restrictions. The proposed ordinance change will restrict parking on one side of each street. This restriction is in compliance with Council policy on parking on residential streets. Neither street is wide enough to allow emergency vehicles full access with parking allowed on both sides of the street.

**SEC. 27-2255. HACKLEY AVENUE—SOUTH UNION STREET TO SOUTHWEST SIXTEENTH PLACE FLEUR DRIVE.**

Hackley Avenue, on the south side, from Southwest Nineteenth Street to Fleur Drive, no parking any time.

**SEC. 27-1767.01. SOUTHWEST NINETEENTH STREET—MCKINLEY AVENUE TO ARMY POST ROAD.**

Southwest Nineteenth Street, on the east side, from Hackley Avenue to McKinley Avenue, no parking any time.

4. At the request of Mr. Erik H. Tesdell, President of Tesdell Refrigeration Supply, Inc., the Traffic and Transportation Division investigated a problem with vehicles parking across the street from this business loading docks and effectively blocking access because trucks do not have room to back into the loading dock area. A survey of this area confirmed the problem and also noted that cars parked further up the street, near the intersection of College Avenue and Ohio Street, also blocked access for truck traffic turning the corner. The following ordinance changes will prohibit parking across the street from these loading docks and will also install a corner clearance at College and Ohio. Both of these parking restrictions will improve accessibility to truck traffic in this area.

**SEC. 27-2503. OHIO STREET—UNIVERSITY AVENUE TO FRANKLIN AVENUE.**

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

Ohio Street, on the east side, from a point ~~150~~ 105 feet south of College Avenue to a point ~~40~~ 120 feet south thereof, no parking any time.

5. The Traffic and Transportation Division has been contacted by the resident at 6702 Sherrick Avenue regarding parked cars obstructing the visibility at the intersection of Sixty-seventh Street and Sherrick Avenue and also blocking mail delivery. The following ordinance change will improve visibility at the intersection. This change will also eliminate the problem with cars blocking access to the mailbox in this area.

**SEC. 27-2607. SHERRICK AVENUE—SIXTY-SECOND STREET TO WEST CITY LIMITS.**

Sherrick Avenue, on the south side, from Sixty-seventh Street to a point 50 feet west thereof, no parking any time.

6. A neighborhood petition was received by the Traffic and Transportation Division staff requesting that parking be prohibited on the north side of Scott Avenue from Southeast Thirtieth Street east to Raccoon Street. There are 34 affected properties, and the petition was signed by 27 (79 percent). The street is 31 feet wide, and parking is currently allowed on both sides of the street. Based on the consensus of the affected residents, staff recommends that the parking be removed as requested.

At its May 12, 1998 meeting, the Traffic Safety Committee unanimously concurred with staff's recommendation. The following ordinance change will put this change into effect:

**SEC. 27-2593. SCOTT AVENUE—SOUTHEAST FIRST STREET TO EAST CITY LIMITS.**

Scott Avenue, on the north side, from ~~Raccoon~~ a point 50 feet east of Southeast Thirtieth Street to the east city limits, no parking any time.

7. In June 1997 a temporary traffic signal was installed at the intersection of Southeast Thirtieth Street and Scott Avenue, due to increased traffic on Scott Avenue. This increase in traffic was the result of several nearby construction projects, including the Williams/University widening and also construction on Vandalia Road in the vicinity of the US 65 Bypass. The signals were installed with the understanding that following the completion of these construction projects, another traffic study would be conducted to determine if they should remain at this location on a permanent basis.

The construction projects were completed last fall. Staff has completed the follow-up study, which included taking additional traffic counts at Southeast Thirtieth and Scott, and a review of the accident history since the signals were installed.

Traffic counts were taken in April 1998, which indicated volumes of 10,400 vehicles per day (veh/day) on Southeast Thirtieth Street, and 2,700 veh/day on Scott Avenue. Traffic volumes taken in November 1996, prior to construction, showed Southeast Thirtieth volumes at 11,300 veh/day and Scott Avenue volumes at 2,450 veh/day. The current volumes meet the warrants for 11 hours (eight hours are required), and traffic signals are warranted on a permanent basis at this location.

The accident history has been favorable at this intersection since signals were installed, with only one reported accident occurring between June 1997 and April 1998.

At their May 12, 1998 meeting, the Traffic Safety Committee unanimously concurred with a staff recommendation that the existing span-wire mounted traffic signal installation remain in place, and a project be considered in the next Capital Improvements Program to provide for permanent mast-arm-mounted signals and the construction of a north/south left-turn lane on Southeast Thirtieth Street at Scott Avenue.

The following ordinance revision will provide for this permanent traffic signal:

**SEC. 27-908.01. SCOTT AVENUE.**

Scott Avenue and Southeast Thirtieth Street – traffic control signal.

8. As part of the East Ninth and University intersection improvement, which is scheduled for construction this summer, the approaches on East Ninth Street at University Avenue are proposed to be repainted to provide one through lane and one left-turn lane in each direction. Currently two lanes are allowed in each direction, with no left-turning lanes designated. This change will provide better visibility for left-turning vehicles at this signalized intersection. In order to accommodate this, parking must be prohibited on both sides of East Ninth Street from Filmore Street to a point 300 feet north of University

Avenue.

On East Ninth Street south of University to Filmore, parking is currently prohibited on the east side of the street, with no parking changes necessary. Parking is allowed on the west side of the street, except between 7:00 A.M. and 9:00 A.M. and is proposed to be prohibited at all times in this area.

On East Ninth Street north of University to Roosevelt, parking is currently allowed on both sides of the street, except for the appropriate rush hour restriction (7:00 A.M. to 9:00 A.M. for southbound traffic and 4:00 P.M. to 6:00 P.M. for northbound traffic). Parking is proposed to be prohibited from University Avenue north for a distance of 300 feet. From that point north, the rush hour restrictions would be eliminated, and parking would be allowed at all times, except at Garfield Avenue, where a 50-foot corner clearance parking restriction is proposed on the east side of East Ninth Street north and south of the intersection.

At their May 12, 1998 meeting, the Traffic Safety Committee unanimously concurred with staff's recommendation to prohibit parking north and south of University Avenue. The following revisions to the Municipal Code will place these changes into effect:

**SEC. 27-1672. EAST NINTH STREET—EAST VINE STREET TO EAST AURORA AVENUE.**

East Ninth Street, on the east side, from a point 90 feet south of Filmore Street to a point 300 feet north of East University Avenue, no parking any time.

East Ninth Street, on the west side, from Filmore Street to ~~Roosevelt Avenue~~ a point 300 feet north of East University Avenue, no parking ~~7:00 A.M. to 9:00 A.M.~~ any time.

East Ninth Street, on the east side, from a point 50 feet south of Garfield Avenue to a point 50 feet north of Garfield Avenue, no parking any time.

~~East Ninth Street, on the east side, from East University Avenue to Roosevelt Avenue, no parking 4:00 P.M. to 6:00 P.M.~~

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