



**CITY COUNCIL  
COMMUNICATION:**

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

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

**98-362**

**SYNOPSIS –**

**AGENDA:**  
AUGUST 24, 1998

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

**SUBJECT:**  
TRAFFIC REGULATION  
CHANGES

1. Request for four-way stop - Eleventh Street and Seneca Avenue
2. Request for four-way stop - Southeast Thirty-Fourth Street and Evergreen Avenue
3. Request to increase number of short-term parking spaces adjacent to Hotel Fort Des Moines.

**TYPE:**  
RESOLUTION  
ORDINANCE  
**RECEIVE/FILE**

**SUBMITTED BY:**  
HAROLD SMITH  
CITY ENGINEER

**FISCAL IMPACT –**

The cost to install the necessary signs and posts and modify the parking meters is estimated to be approximately \$1,000. This cost will be paid from the existing Traffic and Transportation Division operating budget. It is also expected there will be a slight increase in parking meter revenue due to the increased parking demand.

**RECOMMENDATION –**

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

**BACKGROUND –**

1. On July 13, 1998, City Council received a request from Mr. Ernest Goddard, 3847 11th Street, for a four-way stop at the intersection of Eleventh Street and Seneca Avenue. By Roll Call No. 98-2271, this item was referred to the

Traffic Safety Committee for review and recommendation.

Staff completed a study of this location, which included the accident history, traffic count and speed data, and a field-check of the intersection. Staff also reviewed the traffic controls in the larger residential area bounded by Twelfth Street, Aurora Avenue, Sixth Avenue, and Euclid Avenue.

Currently the intersection of Eleventh Street and Seneca Avenue is controlled by a two-way stop, with traffic on Eleventh Street having the right-of-way. The intersection has not had a reported accident in the last five and one-half year review period (January 1993 to present). Traffic counts taken during August 1998 indicated 1,200 vehicles per day on Eleventh Street and 300 vehicles per day on Seneca Avenue. These traffic volumes are well within the thresholds of what would be considered acceptable for residential streets. The average speed on Eleventh Street is 29 miles per hour. Comparing this information to criteria established in the Manual on Uniform Traffic Control Devices, four-way stop signs are not warranted at this intersection.

In reviewing the larger residential area, Eleventh Street is designated as a through street between Euclid and Madison Avenues, which is approximately a four-block area. This designation was made many years ago, since the street was a public transportation route for buses and street cars. More recently the bus route has been rerouted onto Twelfth Street.

Approximately three years ago, the City implemented a program to install stop signs at previously uncontrolled intersections. A number of intersections near Eleventh Street and Seneca received stop signs as part of this program. These stop signs were installed in an alternating pattern to avoid long lengths of residential through streets that would encourage higher speeds. Within this residential area, most of the local streets follow this pattern. Because of previously installed stop signs, there are two exceptions to this stop pattern: Eleventh Street and Douglas Avenue.

In an effort to create this alternating stop on Eleventh Street, staff recommends that the existing stop signs at

Eleventh and Douglas be reversed, so that Eleventh Street traffic is required to stop for Douglas Avenue traffic. It is also recommended that the intersection of Ninth Street and Douglas Avenue be designated as a four-way stop, so that a long length of uninterrupted traffic on Douglas is avoided.

The recommended changes would create a more complete traffic control pattern within the entire area between Twelfth Street and Sixth Avenue, to discourage through traffic and reduce average vehicle speeds on the local residential streets.

At their August 18, 1998, meeting, the Traffic Safety Committee concurred with the staff recommendations. The following ordinance changes are needed to implement these improved traffic control patterns in this area.

#### SEC. 27-1194. ELEVENTH STREET.

Eleventh Street, from the north line of Euclid Avenue to the south line of ~~Madison~~ Douglas Avenue - Stop.

Eleventh Street, from the north line of Douglas Avenue to the south line of Madison Avenue - Stop.

#### SEC. 27-1318. DOUGLAS AVENUE.

Douglas Avenue, from the west line of Sixth Avenue to the east line of ~~Eleventh~~ Ninth Street - Stop

Douglas Avenue, from the west line of Ninth Street to the east line of Twelfth Street - Stop.

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

(20a) Douglas Avenue and Ninth Street.

2. Staff recently received a telephone request to review the intersection of Southeast Thirty-fourth Street and Evergreen Avenue for the possibility of installing a four-way stop at this intersection.

The location in question is a four-way intersection, and is controlled with stop signs on three of the four approaches.

Northbound Southeast Thirty-fourth Street traffic is not required to stop. This location previously was a “ T” type intersection with stop signs on the north and west approaches. Approximately three years ago, the east leg of Evergreen was constructed, which provided access into a small residential development, and a stop sign was provided for this east approach.

Staff has reviewed this location and concurs that a four-way stop is now appropriate. Although there has been only one reported accident since January 1995, the existing three-way stop control may be confusing to motorists, since normally intersections provide either two-way or four-way stop control.

At their August 18, 1998, meeting, the Traffic Safety Committee concurred with staff’s recommendation that the intersection of Southeast Thirty-fourth Street and Evergreen Avenue be designated as a four-way stop. The following ordinance changes are needed to implement this four-way stop.

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

(32b) Evergreen Avenue and Southeast Thirty-fourth Street.

**SEC. 27-1251. SOUTHEAST THIRTY-FOURTH STREET.**

3. Southeast Thirty-fourth Street, from the ~~north~~ south line of Evergreen Avenue to the north line of Easter Lake Drive - Stop.

The Traffic and Transportation Division has been working with Jeff Hunter, the owner of the Hotel Fort Des Moines, to change various parking restrictions in the vicinity of the Hotel Fort Des Moines. Mr. Hunter has expressed the need to increase the number of available short-term parking spaces adjacent to the hotel.

Currently, there are a limited number of two-hour meters for short-term customer parking, with a much greater number of four-hour meters that are generally occupied by employees. In order to better accommodate the short-term

customer parking demand in this area, staff supports changing the following parking meters adjacent to the Hotel Fort Des Moines from four-hour to two-hour parking meters:

On the south side of Walnut Street between Tenth Street and Eleventh Street, the north side of Mulberry Street between Tenth Street and Eleventh Street, and the east side of Eleventh Street from Mulberry Street to Walnut Street.

The taxicab stand on the west side of Tenth Street, south of Walnut Street, will also be eliminated, and the existing 24-hour loading zone north of this area will be extended south to encompass this area. The following ordinance changes are needed to implement these additional short-term parking meters and extend the loading zone.

#### SEC. 27-635. PARKING METER DISTRICT NO. I.

Parking Meter District No. I shall be constituted of all the streets and avenues located within the area bounded by the west side of the Des Moines River, north of Grand Avenue, thence south to Riverside Drive, thence south, on the west side of Riverside Drive, to the south side of Elm Street, thence west to the west side of 8th Street, thence north to the south side of Vine Street, thence west to west side of 9th Street, thence north to the south side of Cherry Street, thence west to the west side of 10th Street, thence north to the north side of Mulberry Street, thence west to the east side of 11th Street, thence north to the south side of Walnut Street, thence east to the west side of 10th Street, thence north to the north side of Pleasant Street, thence east to the east side of 8th Street, thence north to the south side of Keosauqua Way, thence east to the east side of 2nd Avenue, thence south to the north side of Grand Avenue, thence east to the point of beginning, except Parking Meter Districts No. II and III, as described in sections 27-636 and 27-637 of this subchapter.

#### SEC. 27-636. PARKING METER DISTRICT NO. II.

Parking Meter District No. II shall be constituted of all the streets and avenues located within the area bounded by the west side of 10th Street, north of Pleasant, thence south to the north side of Walnut Street, thence west to the east side of 11th Street, thence south to the north side of Mulberry

Street, thence east to the west side of 10th Street, thence south to the south side of Cherry Street west of 10th Street, thence west to the west side of 13th Street, thence north to the south side of Mulberry Street, thence west to the west side of 16th Street, thence north to the south side of Locust Street, thence west to the west side of Fleur Drive, thence northwest to the south side of Grand Avenue, west of 19th Street, thence north to the north side of Woodland Avenue, thence east to the west side of 12th Street, thence north to a point even with the north side of Chestnut Street, thence east to the west side of 9th Street, thence north to the south side of Keosauqua Way, thence northwest to the west side of 10th Street, thence north to the north side of School Street, thence east to the east side of West Riverside Drive, thence south to the south side of Keosauqua Way, thence west to the east side of 8th Place, thence south to the north side of Pleasant Street, thence west to the west side of 10th Street, thence south to the point of beginning, except Parking Meter Districts No. I and III as described in sections 27-635 and 27-637 of this subchapter.

SEC. 27-1679. TENTH STREET -- MULBERRY STREET TO WALNUT STREET.

Tenth Street, on the west side, from Walnut Street to a point 85 225 feet south thereof, loading zone.

~~Tenth Street, on the west side, from a point 85 feet south of Walnut Street to a point 115 feet south thereof, taxicab stand 24 hours per day.~~

SEC. 27-2810. TENTH STREET -- MULBERRY STREET TO WALNUT STREET.

Tenth Street, on the west side, from Mulberry Street to a point 225 feet south of Walnut Street, ~~four~~ two hour meters, 8:00 A.M. to 6:00 P.M.

SEC. 27-2860. ELEVENTH STREET -- MULBERRY STREET TO WALNUT STREET.

Eleventh Street, on the east side, from Mulberry Street to Walnut Street, ~~four~~ two hour meters, 8:00 A.M. to 6:00 P.M.

SEC. 27-2911. MULBERRY STREET -- TENTH

**STREET TO ELEVENTH STREET.**

Mulberry Street, on the north side, from Tenth Street to Eleventh Street, ~~four~~ two hour meters, 8:00 A.M. to 6:00 P.M.

**SEC. 27-2918. WALNUT STREET -- TENTH STREET TO ELEVENTH STREET.**

Walnut Street, on the south side, from Tenth Street to a point 150 feet west thereof, ~~four~~ two hour meters, 8:00 A.M. to 6:00 P.M.

Walnut Street, on the south side, parking meter W-1016, is designated a ~~ten~~ two hour meter, 8:00 A.M. to 6:00 P.M., and is designated a handicapped parking space and is subject to the same prohibitions as is found in section 27-616(a) of this code.

Walnut Street, on the south side, from a point 30 feet east of Eleventh Street to a point 50 feet east thereof, ~~four~~ two hour meters, 8:00 A.M. to 6:00 P.M.