



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

98-443

SYNOPSIS —

AGENDA:

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

SEPTEMBER 28, 1998

SUBJECT:

1. Request for Corner Clearance No Parking Restrictions on Twenty-second and Twenty-third Streets South of Forest Avenue and North of University Avenue.

TRAFFIC
REGULATION
CHANGES

2. Request for Loading Zone—South Side of Des Moines Street West of East Sixth Street.

TYPE:

3. Request for Four-Way Stop—East Ninth Street and Guthrie Avenue.

RESOLUTION
ORDINANCE
RECEIVE/FILE

4. Request for Four-Way Stop—East Ninth Street and East Washington Avenue.

SUBMITTED BY:

5. Request for Various Corner Clearance No Parking Restrictions by the Highland Park Community Action Association.

HAROLD SMITH
CITY ENGINEER

6. Requests for Corner Clearance No Parking Restrictions—57th and Aurora and 29th and Brattleboro.

7. Request for Parking Restriction Adjustments Due to Recent Sidewalk Replacement—North Side of Locust Street in the Vicinity of Fourth Street and Fifth Avenue.

8. Request to Establish Traffic Regulations for the New Relocated Army Post Road and Extension of Southwest Twenty-eighth Street.

FISCAL IMPACT —

N/A

RECOMMENDATION —

Refer to Legal Department for preparation of ordinance revisions.

BACKGROUND —

1. The Traffic and Transportation Division received a request from the Carpenter Neighborhood Association for additional parking restrictions at three locations where streets had been blocked off to curb drug traffic several years ago. These locations are Twenty-second and Twenty-third Streets south of Forest Avenue and Twenty-second Street north of University Avenue. The complaints stated that a number of parked vehicles at the dead end create difficulty in turning around and provide increased opportunities for drug sales to take place.

There is currently a No Parking Any Time restriction along the east side of both Twenty-second and Twenty-third Streets, with parking being allowed on the west side. Based upon a review of these locations, it is appropriate to install a 50-foot corner clearance on the west side of Twenty-second and Twenty-third Streets south of Forest Avenue and on Twenty-second Street north of the dead-end that is north of University Avenue. The following changes to the Municipal Code are necessary to implement these parking restrictions.

SEC. 27-1778. TWENTY-SECOND STREET—HIGH STREET TO LINCOLN AVENUE.

Twenty-second Street, on the west side, from the dead end north of University Avenue to a point 50 feet north thereof, no parking any time.

Twenty-second Street, on the west side, from Forest Avenue to a point 50 feet south thereof, no parking any time.

SEC. 27-1785. TWENTY-THIRD STREET—INGERSOLL AVENUE TO HOLCOMB AVENUE.

Twenty-third Street, on the west side, from Forest Avenue to a point 50 feet south thereof, no parking any time.

The Traffic and Transportation Division was contacted by Mr.

Darrell (Jim) Adams, President of Capital City Florist, regarding a need for a loading zone on the south side of Des Moines Street, west of East Sixth Street. Capital City Florist is currently remodeling the building on the southwest corner of this intersection and has plans to move from their present location on East Walnut Street to this new location within the next four to six weeks. After a site review of this location, staff recommends the installation of a loading zone in this area. The following ordinance change will implement this loading zone.

SEC. 27-2115. DES MOINES STREET—EAST FIRST STREET TO EAST NINTH STREET.

Des Moines Street, on the south side, from a point 50 feet west of East Sixth Street to a point 25 feet west thereof, commercial loading zone.

3. On June 15, 1998, City Council received a request and petition from the Union Park Neighborhood Association for a four-way stop at the intersection of East Ninth Street and Guthrie Avenue. By Roll Call No. 98-1912, 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 volumes, and a field-check of the intersection. Staff also reviewed the traffic controls of the larger residential area bounded by East 14th Street to the east, Hull Avenue to the north, Penn Avenue/Saylor Road to the west, and University Avenue to the south.

State law requires that the guidelines in the “ Iowa Manual on Uniform Traffic Control Devices” (MUTCD) be followed by all public agencies when installing any type of traffic control device on a public street or highway in Iowa. The MUTCD includes the following information regarding stop signs.

Because the stop sign causes quite an inconvenience to motorists, it should only be used where it is warranted. Additionally, a four-way stop should ordinarily be used only where the volume of traffic on the intersecting streets is approximately equal. A four-way stop is warranted when any of the following conditions are met:

a. Where traffic signals are warranted and urgently needed, a four-way stop may be used as an interim measure until the

signals can be installed.

b. An accident problem, as indicated by five or more reported accidents, of a type likely to be corrected by a four-way stop installation, in a 12-month period.

c. Minimum traffic volumes, which must average at least 200 units per hour for eight hours of an average day for the minor street and average at least 500 units per hour for the same eight hours for all vehicles entering the intersection from all approaches.

d. In Des Moines, a four-way stop may also be warranted at certain intersections on designated school routes, where minimum volume requirements for vehicles and school children are met.

Currently the intersection of East Ninth Street and Guthrie Avenue is controlled by a two-way stop, with traffic on East Ninth Street having the right-of-way. East Ninth Street is offset north and south of Guthrie, which causes limited visibility, particularly on the northeast and southwest corners. In spite of the limited visibility, the accident history has been very low, with only nine reported accidents in the past six and one-half years, and only four in the past four and one-half years.

Traffic counts taken during August 1998 indicated 5,200 vehicles per day on East Ninth Street and 3,800 vehicles per day on Guthrie Avenue. These are representative of what would be expected for collector streets. The traffic on Guthrie has increased substantially compared to a 1994 volume of 2,200. Comparing this information to criteria established in the MUTCD, stop signs are warranted at this intersection.

In reviewing the larger residential area, East Ninth Street is designated as a through street between Hull and University Avenues, and extending south to the State Capitol complex. As indicated by the traffic volume of 5,200 vehicles per day, it is a major collector street. Currently, the intersection of East Ninth and Arthur, located a block north of Guthrie, is a four-way stop. This intersection has similar traffic on East Ninth Street, but only 1,200 vehicles per day on Arthur. This volume on Arthur does not meet the warrants for a four-way stop. In addition, there is a concern that two four-way stops close together on a major collector street will cause increased stop sign violations, more braking and accelerating noise for the neighborhood, and

more traffic diverting to residential streets to avoid the stop intersections.

East Ninth Street also has a north-south offset at Arthur, but the visibility is better. At both intersections (Arthur and Guthrie), the construction of curb extensions could be beneficial to better guide traffic through the intersection, and provide improved stop sign locations. These curb extensions would be similar to the curb extensions that were just constructed this summer on East Twelfth Street at Walker and Fremont Streets.

At a meeting on September 8, 1998, the Union Park Neighborhood Steering Committee voted in favor of the following staff recommendations to provide improved traffic control patterns in this area:

- a. Install a four-way stop at East Ninth and Guthrie.
- b. Remove the four-way stop at East Ninth and Arthur, leaving a two-way stop for Arthur. Traffic conditions would be monitored by the neighborhood and Traffic and Transportation Division to determine if any unexpected problems occurred.
- c. Pursue the construction of curb extensions at both intersections.

At their September 15, 1998 meeting, the Traffic Safety Committee concurred with the staff recommendations. The following ordinance changes presented following Item 4 are needed to install the four-way stop at East Ninth and Guthrie, and remove the four-way stop at East Ninth and Arthur.

4. The Traffic and Transportation Division received a request from Mr. Andy Vilks, President of the Capitol Park Neighborhood Association, for a four-way stop at the intersection of East Ninth Street and Washington Avenue. Mr. Vilks expressed concern with the number of accidents occurring at this intersection.

Staff has completed a study of this location, which included the accident history, traffic volumes, and a field-check of the intersection. Staff also reviewed the traffic controls of the larger residential area bounded by East Fourteenth Street to the east, Hull Avenue to the north, Penn Avenue/Saylor Road to the west, and University Avenue to the south, in conjunction with the request for four-way stop signs at East Ninth and

Guthrie Avenue.

Currently the intersection of East Ninth Street and Washington Avenue is controlled by a two-way stop, with traffic on East Ninth Street having the right-of-way. The narrow right-of-way and a chain link fence cause limited visibility on the northwest corner. The accident history has been fairly high, with a total of 21 reported accidents in the past four and one-half years. Of the 21 accidents, 19 (or 90 percent) have been right-angle collisions, and eight of those 19 have involved injuries. The accident rate of 1.75 per million entering vehicles (MEV) is also higher than average.

Traffic counts taken during August 1998 showed 5,400 vehicles per day on East Ninth Street and 1,900 vehicles per day on Washington Avenue. The traffic volume on Washington is substantially less than on East Ninth Street, and does not meet the criteria established in the MUTCD to warrant a four-way stop. However, based on the accident history of right-angle collisions and the limited visibility, four-way stop signs are warranted at this intersection.

In reviewing the larger residential area, Washington Avenue serves as a collector street between Penn Avenue and the traffic signal at East Fourteenth Street. With the proposed addition of a four-way stop at East Ninth and Washington, Washington would have all-way stop conditions at four consecutive intersections: Penn Avenue, East Ninth Street, East Twelfth Street, and East Thirteenth Street. The volumes on East Twelfth and Washington do not meet the warrants for a four-way stop. In addition, there is a concern that four four-way stops close together on this collector street will cause increased stop sign violations, more braking and accelerating noise for the neighborhood, and more traffic diverting to residential streets to avoid the stop intersections.

Removal of the stop signs on Washington at East Twelfth Street would improve the overall traffic control pattern for this area. There would still be a four-way stop at East Thirteenth Street, midway between East Ninth Street and East Fourteenth Street, with a two-block spacing between the four-way stops and/or the signals. The designated school routes for Wallace Elementary School cross Washington at East Ninth and at East Thirteenth, but not at East Twelfth Street.

At their September 15, 1998 meeting, the Traffic Safety

Committee concurred with the following staff recommendations to provide improved traffic control patterns in this area:

- a. Install a four-way stop at East Ninth Street and Washington Avenue.
- b. Remove the four-way stop at East Twelfth and Washington, leaving a two-way stop for East Twelfth Street with Washington being the through street. Traffic conditions would be monitored by the neighborhood and Traffic and Transportation Division to determine if any unexpected problems occurred.
- c. Work with the Capitol Park Neighborhood Association to study the desirability of installing traffic calming devices, such as a traffic circle, in the future at East Twelfth and Washington, and possibly at East Thirteenth and Washington to replace that four-way stop.

The following ordinance changes are needed to install the four-way stop at East Ninth and Washington and remove the four-way stop at East Twelfth and Washington.

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

- ~~(1) Arthur Avenue and East Ninth Street.~~
1. ~~(2)~~ Aurora Avenue and Cornell Street.
 2. ~~(3)~~ Carpenter Avenue and Twenty-fifth Street.
 3. ~~(4)~~ Center Street and Twelfth Street.
 4. ~~(5)~~ Cleveland Avenue and East Twelfth Street.
 5. ~~(6)~~ Cleveland Avenue and East Thirteenth Street.
 6. ~~(7)~~ College Avenue at Seventh Street.
 7. ~~(8)~~ College Avenue at Eighth Street.
 8. ~~(9)~~ College Avenue and Ninth Street.
 9. ~~(10)~~ Cornell Street and Douglas Avenue.
 10. ~~(11)~~ Cornell Street and Hull Avenue.
 11. ~~(12)~~ Cornell Street and East Madison Avenue.
 12. ~~(13)~~ Cornell Street and East Sheridan Avenue.
 13. ~~(14)~~ Corning Avenue and Fourth Street.
 14. ~~(15)~~ Cottage Grove Avenue and Twenty-fifth Street.
 15. ~~(16)~~ County Line Road and Southwest Ninth Street.
 16. ~~(17)~~ Delaware Avenue and Hull Avenue.
 17. ~~(18)~~ East Diehl Avenue & Southeast Eighth Street.
 18. ~~(19)~~ Drake Park Avenue and Twenty-third Street.

19. ~~(20)~~ Drake Park Avenue and Twenty-fourth Street.
20. ~~(20a)~~ Douglas Avenue & Ninth Street.
- (21) East Douglas Avenue and East Thirty-eighth Street.
- (22) East Douglas Avenue and East Forty-second Street.
- (23) Easton Boulevard and East Twenty-ninth Street.
- (24) Easton Boulevard and East Forty-second Street.
- (25) Evergreen Avenue and Southeast Thirty-fourth Street.
26. ~~(25)~~ Forest Avenue and Ninth Street.
27. ~~(26)~~ Forest Avenue and Thirteenth Street.
28. ~~(27)~~ Forest Avenue and Sixteenth Street.
29. ~~(28)~~ Forest Avenue and Forty-first Street.
30. ~~(29)~~ Fremont Street and East Ninth Street.
31. ~~(30)~~ Franklin Avenue, Merklin Way and Fifty-sixth Street.
32. ~~(31)~~ Franklin Avenue and Merle Hay Road.
33. ~~(32)~~ Franklin Avenue and Forty-eighth Street.
34. ~~(32a)~~ Geil Avenue and Southwest Fourteenth Street.
- ~~(32b) Evergreen Avenue and Southeast Thirty-fourth Street.~~
35. ~~(33)~~ Greenwood Drive and Forty-second Street.
36. Guthrie Avenue and East Ninth Street.
37. ~~(34)~~ Hull Avenue and East Twenty-fourth Street.
38. ~~(35)~~ Hull Avenue and East Twenty-fifth Street.
39. ~~(36)~~ Hull Avenue and East Thirty-eighth Street.
40. ~~(37)~~ Ingersoll Avenue and Polk Boulevard.
41. ~~(38)~~ Jackson Avenue at Southwest Third Street.
42. ~~(39)~~ Kingman Boulevard and Twenty-fifth Street.
43. ~~(40)~~ Madison Avenue and Twelfth Street.
44. ~~(41)~~ Madison Avenue and Fiftieth Street.
45. ~~(42)~~ McKinley Avenue and South Union Street.
46. ~~(43)~~ East McKinley Avenue and Southeast Fifth Street.
47. ~~(44)~~ New York Avenue and Forty-seventh Street.
48. ~~(45)~~ North Union Street and Sheridan Avenue.
49. ~~(46)~~ Park Avenue and South Union Street.
50. ~~(47)~~ Park Avenue and Southwest Twelfth Street.
51. ~~(48)~~ Park Avenue and Southeast Twenty-second Street.
52. ~~(49)~~ East Park Avenue and Southeast Fifth Street.
53. ~~(50)~~ East Park Avenue and Southeast Eighth Street.
54. ~~(51)~~ Payton Avenue and South Union Street.
55. ~~(52)~~ Porter Avenue and Southwest Fourteenth Street.
56. ~~(53)~~ Porter Avenue and South Union Street.
57. ~~(54)~~ Scott Avenue and Southeast Sixth Street.
58. ~~(55)~~ Shawnee Avenue and Forty-third Street.
59. ~~(56)~~ East Sheridan Avenue and East Thirty-eighth.
60. ~~(57)~~ South Union Street and Watrous Avenue.
61. ~~(58)~~ East Washington Avenue and East ~~Twelfth~~ Ninth Street.

62. ~~(59)~~ East Washington Avenue and East Thirteenth Street.
63. ~~(60)~~ Watrous Avenue and Southwest Fourteenth Street.
64. ~~(61)~~ East Watrous Avenue and Southeast Fifth Street.
65. ~~(62)~~ Woodland Avenue and Fifteenth Street.
66. ~~(63)~~ Woodland Avenue and Twenty-eighth Street.

5. Representatives of the Highland Park Community Action Association requested the Traffic and Transportation staff to review three intersections for the possibility of installing “corner clearance” no parking areas due to visibility concerns. Staff reviewed these locations and concur that parking should be eliminated in these areas. Two of the restrictions, on Douglas at Cornell and on Madison at Cornell, will improve the operation and safety of the existing four-way stops. The parking restriction at the third location, North Union and Madison, will increase visibility created by the hill crest to the east of the intersection. The following ordinance revisions are needed to implement these changes:

SEC. 27-2425. EAST MADISON AVENUE—FIRST STREET TO DEAD END EAST OF FORTY-SECOND STREET.

East Madison Avenue, on the north side, from a point 100 feet west of Cornell Avenue to a point 85 feet east of Cornell Avenue, no parking any time.

East Madison Avenue, on the north side, from a point 125 feet west of North Union Street to a point ~~400~~ 275 feet east of North Union Street, no parking any time.

SEC. 27-2127. EAST DOUGLAS AVENUE—FIRST STREET TO EAST FOURTEENTH STREET.

East Douglas Avenue, on the north side, from Cornell Street to a point 75 feet east thereof, no parking any time.

6. Staff received requests for no parking “corner clearances” at 57th and Aurora and 29th and Brattleboro. They have been reviewed, and the following ordinance modifications are recommended to improve sight distance at these intersections:

SEC. 27-1922. FIFTY-SEVENTH STREET—WATERBURY ROAD TO AURORA AVENUE.

Fifty-seventh Street, on the east side, from Aurora Avenue to a

point 50 feet south thereof, no parking any time.

SEC. 27-1827. TWENTY-NINTH STREET—FOREST DRIVE TO AURORA AVENUE.

Twenty-ninth Street, on the west side, from Brattleboro Avenue to a point 50 feet south thereof, no parking any time.

7. In conjunction with a recent sidewalk replacement on Locust Street adjacent to the Savery Hotel, minor adjustments were made in the positioning of the taxicab stand. In addition, the area 60 feet east of Fifth Avenue has been covered by both a “ no parking any time” restriction and a “ no parking 7 A.M. to 9 A.M.” restriction. The following ordinance changes provide the correct dimensions for the taxicab stand and clarify the area 60 feet east of Fifth Avenue as “ no parking any time.”

SEC. 27-2394. LOCUST STREET—FOURTH STREET TO FIFTH AVENUE.

Locust Street, on the north side, from a point 25 feet west of Fourth Street to a point 60 feet east of Fifth Avenue, no parking 7:00 A.M. to 9:00 A.M.

Locust Street, on the north side, from a point 25 feet west of Fourth Street to a point 85 feet west thereof, loading zone 9:00 A.M. to 7:00 A.M. the following day.

Locust Street, on the north side, from a point 110 feet west of Fourth Street to a point ~~90~~ 80 feet west thereof, taxicab stand 9:00 A.M. to 7:00 A.M. the following day.

Locust Street, on the north side, from ~~a point 265 feet west of Fourth Street to Fifth Street~~ Avenue, to a point 60 feet east thereof, no parking any time.

8. The City is nearing completion of the construction of Relocated Army Post Road from Iowa Highway 28 (Southwest Forty-second Street) east to its connection with existing Army Post Road just east of Fleur Drive. At their September 14, 1998 meeting, by Roll Call No. 98-2859, Council referred to the Legal Department traffic regulations for these new roadways, including speed limits, truck routes, snow routes, parking restrictions, and locations for traffic control signals. In further reviewing this area, staff has identified some additional

regulations that are recommended for safe and orderly traffic flow, including a three-way stop at existing Army Post Road and Southwest Twenty-eighth Street; designating Southwest Twenty-eighth Street as a truck route; and providing a yield condition for the right-turn movements at the new signalized intersection of Fleur Drive and Relocated Army Post Road. The following ordinance changes are needed to implement these additional traffic regulations.

SIGNALS

SEC. 27-842. ARMY POST ROAD.

~~Army Post Road and Fleur Drive — traffic control signal.~~

THROUGH STREET

SEC. 27-1280. ARMY POST ROAD.

Army Post Road, from Fleur Drive to the east curb line of Southwest Twenty-eighth Street ~~Southwest Forty-second Street~~
– Stop.

Army Post Road, from west curb line of Southwest Twenty-eighth Street to Southwest Forty-second Street – Stop.

The driver of a vehicle southbound on Fleur Drive using the connecting roadway to turn right at Relocated Army Post Road shall yield the right-of-way to westbound traffic on Army Post Road – Yield.

SEC. 1329. FLEUR DRIVE

The driver of a vehicle westbound on Relocated Army Post Road using the connecting roadway to turn right at Fleur Drive shall yield the right-of-way to northbound traffic on Fleur Drive – Yield.

The driver of a vehicle eastbound on Relocated Army Post Road using the connecting roadway to turn right at Fleur Drive shall yield the right-of-way to southbound traffic on Fleur Drive – Yield.

TRUCK ROUTE

SEC. 27-1492.01. SOUTHWEST TWENTY-EIGHTH

STREET.

Southwest Twenty-eighth Street, from Army Post Road to Relocated Army Post Road.

FLASHING BEACON

SEC. 27-842. ARMY POST ROAD.

Army Post Road and Southwest Twenty-eighth Street – flashing beacon – red.

SEC. 27-319.02. THREE-WAY STOP INTERSECTIONS—LOCATIONS DESIGNATED.

(2) Pennsylvania Avenue and Washington (east leg). The driver of a vehicle approaching this intersection from the east, north and south, shall stop before entering the intersection.

(3) Army Post Road and Southwest Twenty-eighth Street. The driver of a vehicle approaching this intersection from the south, east and west, shall stop before entering the intersection.