

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

99-149

SYNOPSIS -

AGENDA:

APRIL 5, 1999

SUBJECT:

BEAVER AVENUE
RESTRIPING
PROJECT-
URBANDALE TO
AURORA AVENUES

Staff has prepared a report recommending that Beaver Avenue be restriped as three lanes from Urbandale to Aurora Avenues to "calm" the flow of traffic and reduce accidents. A copy of the report is attached. This project would require the removal of the remaining on-street parking in this area. This proposal was presented at a public information meeting held on March 11, 1999. Based on a consensus at this meeting, staff has modified their recommendation in order to retain some parking in the residential area north of Madison Avenue. Minor costs will be incurred to construct a pavement taper north of Aurora Avenue, and to modify the existing median on Urbandale Avenue.

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

FISCAL IMPACT -

Funds in the amount of \$10,000 are available in Citywide Signals, Channelization, and School Crossing Control (Account 389148).

SUBMITTED BY:

FLOYD BENTZ, P.E.
ACTING CITY
ENGINEER

RECOMMENDATION -

On the April 5, 1999 City Council meeting agenda there is a roll call with three options for consideration. Staff recommends that Option "C" be approved.

BACKGROUND -

On July 13, 1998, by Roll Call No. 98-2271, City Council requested that the intersections of Beaver Avenue at Aurora and Bel-Aire Avenues be studied for the possible installation of three-way stops. In previous discussions with the residential community along Beaver Avenue, concern has consistently been expressed about the speeding and volume of traffic, including trucks.

Staff has reviewed this request, and believes that the installation of all-way stops at these locations would create more traffic problems than they would solve. Therefore, staff has continued to develop additional alternatives to provide safer, smoother, and slower traffic flow through this area.

In March 1999, staff completed a study of the Beaver Avenue corridor from Urbandale to Aurora Avenues. The report recommends that the Beaver Avenue be restriped as a three-lane facility, providing one lane in each direction along with a center two-way left-turning lane. A five-foot "buffer" area on each side of the street was also recommended for designation as a bike lane. No pavement widening is required except for a minor taper north of Aurora Avenue, and minor median changes on Urbandale Avenue at Beaver Avenue. In order to accomplish this proposal, all remaining on-street parking would be eliminated.

Staff presented this report at a public information meeting on March 11, 1999, which was attended by 25-30 of the affected residents. Following input from those present at the meeting, along with later discussions with Holy Trinity Catholic Church representatives, staff modified the recommendations to the following:

1. The bike lane designation is not recommended. The "buffer" area from the traveled lane to the curb should be provided, but would not be designated as a bike lane.
2. The three-lane concept should be developed from Aurora to Shawnee Avenues. Parking should be eliminated from Aurora to a point 100 feet south of Shawnee to accommodate this. From this point to Madison Avenue, the existing parking would be retained.
3. This three-lane concept should be used at the Madison intersection, similar to as it exists today.
4. The existing parking between Madison and Douglas would not be changed.
5. The three-lane concept would begin again at the existing north end of the parking restriction north of Douglas (north of the Bank Drive). It would continue south to Urbandale Avenue.
6. The restriping of this corridor should be planned for this spring.

The Traffic Safety Committee reviewed this item at their March 16, 1999 meeting. They expressed some concerns that allowing parking in the two areas north of Douglas Avenue would create accident potential, and requested that the City Council consider two options for this project. Option "A" would be to develop the three-lane modified concept as developed following the public meeting. Option "B" would be to consider the three-lane concept the entire length from Urbandale Avenue to Aurora Avenue, as proposed in the original staff report. A map is attached which further delineates each of these options.

With regard to Item 4 above, staff has revisited this issue because of the existing hillcrest and extreme lack of parking usage in this area. Staff recommends that parking be prohibited in this block, with the three-lane concept continuing north past Madison Avenue (Option "C").

On the April 5, 1999 City Council meeting, a roll call will be presented with the three above-mentioned options for consideration. Staff recommends that Option "C" be approved, which would provide a continuous three-lane roadway from Urbandale Avenue to north of Madison Avenue. Parking would remain on the section from north of Madison to south of Shawnee, with a two-lane roadway. Restricted parking and a three-lane roadway would occur from south of Shawnee to Aurora Avenue.

Attachments