

**CITY COUNCIL  
COMMUNICATION:**

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

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

**99-434**

**SYNOPSIS -**

**AGENDA:**

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

SEPTEMBER 27, 1999

**SUBJECT:**

TRAFFIC  
REGULATION  
CHANGES

1. Corner Clearance Parking Restriction-South Side of Guthrie Avenue East of East 29th Street.
2. Extension of Loading Zone in front of Randolph Hotel, 4th and Court.
3. Conversion of Filmore Street to One-Way Eastbound Traffic.
4. Corner Clearance Parking Restriction-East 24th Street between State and Garfield.
5. Four-Way Stop Control-SE 22nd Street and Evergreen Avenue.

**TYPE:**

RESOLUTION  
ORDINANCE  
**RECEIVE/FILE**

**FISCAL IMPACT -**

**SUBMITTED BY:**

N/A

FLOYD BENTZ, P.E.  
CITY ENGINEER

**RECOMMENDATION -**

**Receive, file, and refer to Legal Department for proper legislation.**

**BACKGROUND -**

1. The Traffic and Transportation Division received a request from a resident regarding visibility and turning difficulties due to parked vehicles on Guthrie Avenue at the intersection of East 29th Street. In order to provide adequate visibility for turning vehicles at this intersection, staff recommends that a 50-foot

"corner clearance" no parking zone be established on the south side of Guthrie Avenue east of East 29th Street. The following revision to the Municipal Code is necessary to effect this change:

**SEC. 27-2254. GUTHRIE AVENUE-EAST  
FOURTEENTH STREET TO EAST THIRTY-SECOND  
STREET.**

Guthrie Avenue, on the south side, from East 29th Street to a point 50 feet east thereof, no parking any time.

2. Mr. Chris Coppola, Property Manager for Coppola properties has asked that the loading zone in front of the Randolph Hotel be extended to accommodate the heavy delivery traffic on 4th Street by relocating one parking meter. He suggested that by eliminating the short loading zone adjacent to 210 - 4th Street and relocating one parking meter further north into the former loading zone, we could accomplish this. The Traffic and Transportation Division has field reviewed this and agrees with the assessment given by Mr. Coppola. The following recommended ordinance changes would meet Mr. Coppola's request:

**SEC. 27-1592. FOURTH STREET-COURT AVENUE TO  
WALNUT STREET.**

Fourth Street, on the west side, from a point 60 feet north of Court Avenue to a point ~~50~~ 70 feet north thereof, loading zone.

~~Fourth Street, on the west side, from a point 155 feet north of Court Avenue to 25 feet north thereof, commercial loading zone.~~

**SEC. 27-2779. FOURTH STREET-COURT AVENUE TO  
WALNUT STREET.**

Fourth Street, on the west side, from a point ~~110~~ 130 feet north of Court Avenue to a point ~~45~~ 70 feet north thereof, two hour meters, 8:00 a.m. to 6:00 p.m.

3. As part of the Capitol Park Traffic Study that was completed in 1996, one of the recommendations was that Filmore Street should be designated as a one-way street, eastbound, between East 12th and East 13th Streets. The study indicated that this one-way street operation would reduce traffic along Filmore

Street and eliminate some of the turning movements at the East 13th Street/East Filmore Street/East University Avenue intersection.

At the time of the study, the Neighborhood Association prioritized the report's recommendations, and several projects have now been constructed or are in the implementation phase.

The Capitol Park Neighborhood Association has recently requested that the process be initiated to designate Filmore Street as a one-way street, as recommended in the Traffic Study.

The adjacent residences along this section of Filmore Street were notified, and no negative comments were received.

At their September 21, 1999 meeting, the Traffic Safety Committee concurred with staff's recommendation that Filmore Street be designated as a one-way, eastbound, street between East 12th and East 13th Streets, as outlined in the Capitol Park Traffic Study.

The following revision to the Municipal Code is necessary to effect this change:

**SEC. 27-1119.01. FILMORE STREET.**

Filmore Street, from East Twelfth Street to East Thirteenth Street, eastbound.

4. At their June 28, 1999 meeting, City Council received a request from Mr. Michael Fisher, 1244 East 24th Street, asking that East 24th Street be closed north of State Street. Mr. Fisher expressed concern over speeding vehicles on this street. By Roll Call No. 99-2086, this item was referred to the Traffic Safety Committee and the Plan and Zoning Commission for review and recommendation.

Staff completed a traffic study on East 24th Street in this area, including taking traffic volume and speed counts, and a review of the area. The results indicated an average of 120 vehicles per day using this street, with an average speed of less than 20 miles per hour. These are both considerably lower than what would be expected along a typical residential street within Des Moines.

Mr. Fisher also expressed concern that traffic from a private drive that exited from Anderson Erickson Dairy onto East 24th Street at State did not stop prior to entering the street. A letter was sent by staff to Anderson Erickson Dairy requesting that a private stop sign be installed at this location, and they have indicated that this sign will be installed.

The process to close any street requires a considerable amount of review, including a neighborhood meeting and consideration by both the Traffic Safety Committee and the Plan and Zoning Commission. This ensures that all factors are considered prior to a street closure. Closure of any street has implications that extend beyond the residents that live on that street, and it is important to receive input from all of the affected area.

A neighborhood meeting was held on August 11, 1999, in which all affected residents and the neighborhood association were invited to attend. There was considerable opposition to the street being closed. In order to address several of Mr. Fisher's concerns, it was requested that staff review the signing in the area, specifically at the intersection of East 24th and State. This review was completed and additional signing was installed to further delineate the turn in the roadway. Also, a 50-foot corner clearance no parking restriction is proposed on the north side of State Street west of East 24th Street and on the west side of East 24th Street north of State Street, to provide better sight distance at this location. At the conclusion of the neighborhood meeting, based on the additional traffic controls being provided as described above, Mr. Fisher agreed to not pursue the closing of East 24th Street. The follow-up actions by the Plan and Zoning Commission and Traffic Safety Committee were taken to bring closure to this matter and to report back to the Council on the original request.

The Plan and Zoning Commission, at their August 19, 1999 meeting, voted to deny the request to close East 24th Street. Also the Police Department has monitored the speed of traffic on several occasions. No speeding citations and no warnings were issued. No vehicles were observed to be in violation of the 25 mile-per-hour speed limit.

At their September 21, 1999 meeting, the Traffic Safety Committee concurred with staff's recommendation that East 24th Street should remain open between State Street and Garfield Avenue. A 50-foot no parking restriction should be established on the north side of State Street west of East 24th

Street and on the west side of East 24th Street north of State Street.

The following revisions to the Municipal Code are necessary to effect these changes:

**SEC. 27-1794. EAST TWENTY-FOURTH STREET-DEAN AVENUE TO EAST AURORA AVENUE.**

East Twenty-fourth Street, on the west side, from State Avenue to a point 50 feet north thereof, no parking any time.

**SEC. 27-2619. STATE AVENUE-SEARLE STREET TO EAST THIRTY-THIRD STREET.**

State Avenue, on the north side, from East Twenty-fourth Street to a point 50 feet west thereof, no parking any time.

5. At their August 23, 1999 meeting, City Council received a request from Council Member Brooks regarding the speed of traffic on East Evergreen Avenue, and asked that consideration be given to installing stop signs or traffic signals at the intersections on Evergreen Avenue at SE 18th Street and SE 22nd Street. By Roll Call No. 99-2661, this item was referred to the Traffic Safety Committee for review and recommendation.

Staff reviewed these two intersections, including taking traffic counts and speeds, and a check of the accident history. From counts taken in September 1999 in this vicinity, there are 3,330 vehicles per day on Evergreen Avenue; 2,430 vehicles per day on SE 22nd Street; and 580 vehicles per day on SE 18th Street. The average speed on Evergreen Avenue, taken west of SE 22nd Street, was 34 miles per hour, and the 85th percentile speed was 39 miles per hour.

A review of the accident history between January 1995 and September 1999 (4.7 years) indicated five reported accidents at the intersection of SE 22nd and Evergreen and no reported accidents at the intersection of SE 18th and Evergreen.

The warrants for traffic signals were reviewed for each location, as prescribed in the Iowa Manual of Uniform Traffic Control Devices. Neither intersection met these warrants for any of the eight required hours. Also, the warrants for three- or four-way stops were compared. The intersection of SE 18th

Street and Evergreen did not meet these requirements for any of the eight required hours.

The intersection of SE 22nd Street and Evergreen meets the warrants for four hours of the day. However, several other factors should be taken into consideration regarding traffic control at this location:

1. Both streets are considered as collector streets within this area of Des Moines, and traffic volumes are similar for each. (Evergreen carries 58 percent of the traffic at this location and SE 22nd carries 42 percent.)

2. Based on additional manual counts, approximately 40 percent of the traffic that enters this intersection on Evergreen Avenue turns either left or right. A four-way stop condition under these circumstances does not significantly impede these turning vehicles, which are a considerable portion of the Evergreen traffic.

3. This area of Des Moines continues to experience significant growth in housing.

When these additional factors are considered, a four-way stop at the intersection of SE 22nd and Evergreen would be beneficial in the overall operation of the street system in this area of Des Moines.

At their September 21, 1999 meeting, the Traffic Safety Committee concurred with staff's recommendation that a four-way stop be installed at the intersection of SE 22nd Street and Evergreen Avenue. The intersection of SE 18th and Evergreen should remain as a two-way stop, with SE 18th Street stopping for Evergreen Avenue. Staff further recommends that the Police Department give consideration to additional speed enforcement within this area of Evergreen Avenue.

The following revisions to the Municipal Code are necessary to effect this change:

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

Evergreen Avenue and Southeast Twenty-second Street.

**SEC. 27-1327. EVERGREEN AVENUE.**

Evergreen Avenue, from the east line of Indianola Avenue to the west line of Southeast Twenty-second Street ~~to the north line of East Watrous Avenue~~ - Stop.

Evergreen Avenue, from the east line of Southeast Twenty-second Street to the north line of East Watrous Avenue - Stop.

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