



**CITY COUNCIL  
COMMUNICATION:**

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

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

**99-538**

**SYNOPSIS -**

**AGENDA:**

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

DECEMBER 6, 1999

**SUBJECT:**

TRAFFIC  
REGULATION  
CHANGES

1. Corner Clearance Parking Restriction-East Side of Irving Street North of Bancroft Street.
2. Changes to Stop Signs at 40th Street and Shawnee Avenue and at 40th Street and Aurora Avenue, and Related Corner Clearance Parking Restrictions.
3. Installation of Four-Way Stops-Clark Street at 13th and at 16th Streets, and Related Corner Clearance Parking Restrictions.
4. Corner Clearance Parking Restriction-East Side of 58th Street South of Grand Avenue.
5. Corner Clearance Parking Restriction-South Side of East Thornton Avenue West of SE 14th Street.
6. Corner Clearance Parking Restriction-East Side of 31st Street North and South of Carpenter Avenue.
7. Corner Clearance Parking Restriction-South Side of East Marion Street East of SE 22nd Street.

**TYPE:**

RESOLUTION  
ORDINANCE  
**RECEIVE/FILE**

**SUBMITTED BY:**

FLOYD BENTZ, P.E.  
CITY ENGINEER

**FISCAL IMPACT -**

N/A

**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 Irving Street just north of Bancroft 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 east side of Irving Street north of Bancroft Street. The following revisions to the Municipal Code are necessary to effect this change:

### **SEC. 27-2319. IRVING STREET-HOLMES STREET TO BANCROFT STREET.**

Irving Street, on the east side, from Bancroft Street to a point 50 feet north thereof, no parking any time.

2. On June 28, 1999, by Roll Call No. 99-2077, City Council approved an ordinance to reverse the stop sign at 40th Street and Shawnee Avenue, and also to install a four-way stop at 40th Street and Aurora Avenue. These were implemented in July 1999. As part of staff's recommendation, Aurora Avenue was identified, along with 40th Street, as the "minor residential collector" streets within this area, which is the reason that a four-way stop was recommended at 40th and Aurora.

Since the installation of these stop signs, staff has received considerable input from the nearby residential area, indicating that a four-way stop should be placed at 40th and Shawnee instead of at 40th and Aurora. A petition was also recently received signed by approximately 70 neighborhood residents requesting that a four-way stop be installed at 40th and Shawnee, and that the intersection of 40th and Aurora revert back to a two-way stop, with Aurora stopping for 40th Street.

Concerns that have been expressed to staff include: (1) there is more traffic at the 40th and Shawnee intersection than at the 40th and Aurora location; and (2) since 40th Street northbound traffic is on a downgrade approaching the new stop sign at Aurora, there will be difficulty during winter months in stopping and starting at this location when the streets are icy.

Traffic counts taken in August 1999 indicated volumes of 1,010 vehicles per day on Shawnee Avenue east of 40th Street, and

volumes of 330 vehicles per day on Aurora east of 40th Street.

Staff has revisited this issue based on the considerable amount of neighborhood input. Based on this additional input, along with new traffic count information, staff recommends that: (1) the intersection of 40th Street and Shawnee Avenue be converted to a four-way stop; and (2) the intersection of 40th Street and Aurora Avenue be changed to its previous stop condition (two-way stop) with Aurora Avenue stopping for 40th Street traffic.

At their November 9, 1999 meeting, the Traffic Safety Committee approved staff's recommendations. In order to provide good visibility to the new four-way stop signs, staff also recommends that 50-foot no parking corner clearance parking restrictions be established on the south side of Shawnee Avenue east and west of 40th Street and on the east side of 40th Street south of Shawnee Avenue. The following revisions to the Municipal Code will modify these stop conditions:

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

~~Aurora Avenue and Fortieth Street.~~  
~~Shawnee Avenue and Fortieth Street.~~

**THROUGH STREETS**

**SEC. 27-1259. FORTIETH STREET.**

~~Fortieth Street, at Shawnee Avenue—Stop.~~

**SEC. 27-1885. FORTIETH STREET-GRAND AVENUE TO CRESTMOOR DRIVE.**

~~Fortieth Street, on the east side, from a point 50 feet south of Shawnee Avenue to a point 50 feet north thereof of Shawnee Avenue, no parking any time.~~

**SEC. 27-2600. SHAWNEE AVENUE-FIRST STREET TO BEAVER AVENUE.**

~~Shawnee Avenue, on the south side, from a point 50 feet west of Fortieth Street to a point 50 feet east of Fortieth Street, no parking any time.~~

3. In October 1999, staff attended a meeting of the Enterprise

Community, at which a request was made for four-way stops at the intersections of 13th and Clark and at 16th and Clark. Currently, Clark Street is a through street between 9th and 19th Streets, with traffic on all side streets required to stop. Concerns were expressed over accident history, speeding vehicles, and the proximity of King Elementary School within this area.

Staff has conducted a traffic study at these two locations. This study included a review of the accident history, taking additional traffic and speed counts, as well as field-checking these locations.

Traffic counts were taken in mid-October 1999. These counts indicated the following traffic volumes:

At 13th/Clark:	2,800 vehicles per day on 13th Street
	2,220 vehicles per day on Clark Street

At 16th/Clark:	1,940 vehicles per day on 16th Street
	2,850 vehicles per day on Clark Street

A review of the reported accident history at these intersections indicates the following totals and right-angle accidents.

**At 13th and Clark**

YEAR	TOTALS	RIGHT ANGLE
1995	6	6
1996	5	5
1997	1	1
1998	1	0
1999 (3/4)	4	4
4 3/4 YR TOTAL	17	16

Accident Rate = 1.95 accidents per million entering vehicles.

**At 16th and Clark**

<b>YEAR</b>	<b>TOTALS</b>	<b>RIGHT ANGLE</b>
1995	8	7
1996	4	3
1997	7	5
1998	2	2
1999 (3/4)	1	1
4 3/4 YR TOTAL	22	18

Accident Rate = 2.65 accidents per million entering vehicles.

These intersections each have experienced a higher than normal accident rate. Generally, a rate above 2.0 accidents per million entering vehicles would be considered as a "high accident" location. The warrants for four-way stops are met at both of these locations, since there have been five or more right-angle accidents occurring within a 12-month period.

Each of these streets is considered to be a residential collector. Along with Forest Avenue, Clark Street provides traffic flow east-west through the neighborhood, and is also an MTA bus route west of 13th Street. Sixteenth Street provides a connection from Hickman Road to the neighborhood, and 13th Street connects to the Chautauqua Park Area. Installation of four-way stops at these two intersections would be consistent with other recent installations where two residential "collector" streets intersect.

Based on the previous accident history, staff recommended that four-way stops be installed at both of these intersections. At their November 9, 1999 meeting, the Traffic Safety Committee concurred with staff's recommendation. In order to provide good visibility to the new stop signs, staff also recommends that an additional 50-foot no parking corner clearance be established on the north side of Clark Street east of 13th Street. The following revisions to the Municipal Code will place these four-way stops into effect:

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

Clark Street and Thirteenth Street.

Clark Street and Sixteenth Street.

**THROUGH STREETS**

**SEC. 27-1299. CLARK STREET.**

Clark Street, from the west line of Ninth Street to the east line of ~~Nineteenth~~ Thirteenth Street - Stop.

Clark Street, from the west line of Thirteenth Street to the east line of Sixteenth Street - Stop.

Clark Street, from the west line of Sixteenth Street to the east line of Nineteenth Street - Stop.

**SEC. 27-2049. CLARK STREET-NINTH STREET TO THIRTIETH STREET.**

Clark Street, on the north side, from a point 50 feet east of Thirteenth Street to a point 75 feet west thereof of Thirteenth Street, no parking any time.

4. Traffic and Transportation Division received a neighborhood petition from Gerald Beckett, 300 - 58th Street, requesting that the existing 50-foot corner clearance no parking restriction on the east side of 58th Street south of Grand Avenue be extended by 60 feet. The petition was signed by approximately 40 of the residences along 58th Street south of Grand Avenue. Concern was expressed that the existing parking restriction is not long enough, which results in congestion and unsafe conditions near the 58th and Grand intersection.

Due to the consensus of the neighborhood desiring this extension, staff recommends that the petition request be granted and that the parking restriction be lengthened by the desired 60 feet. The following modification in the City Code is necessary to place this change into effect:

**SEC. 27-1924. FIFTY-EIGHTH STREET--TERRACE DRIVE TO UNIVERSITY AVENUE.**

Fifty-eighth Street, on the east side, from Grand Avenue to a point ~~50~~ 110 feet south thereof, no parking any time.

5. The Traffic and Transportation Division received a request

from a resident regarding visibility and turning difficulties due to parked vehicles on East Thornton Avenue at the intersection of SE 14th Street. In order to provide additional visibility for vehicles at this intersection, staff recommends that the current 50-foot corner clearance no parking zone be extended by 25 feet. The following revisions to the Municipal Code are necessary to effect this change:

**SEC. 27-2634. EAST THORNTON AVENUE-SOUTH UNION STREET TO DEAD END EAST OF SOUTHEAST TWENTY-FIFTH STREET.**

East Thornton Avenue, on the south side, from Southeast Fourteenth Street to a point ~~50~~ 75 feet west thereof, no parking any time.

6. The Traffic and Transportation Division received a request from the Police Department regarding visibility and turning difficulties due to parked vehicles on 31st Street at the intersection of Carpenter Avenue. In order to provide additional visibility for vehicles at this intersection, staff recommends that a 50-foot corner clearance parking restriction be established on the east side of 31st Street north and south of Carpenter Avenue. The following revisions to the Municipal Code are necessary to effect this change:

**SEC. 27-1838. THIRTY-FIRST STREET-JOHN LYNDE ROAD TO DEAD END NORTH OF LINCOLN AVENUE.**

Thirty-first Street, on the east side, from a point 50 feet south of Carpenter Avenue to a point 50 feet north of Carpenter Avenue, no parking any time.

7. The Traffic and Transportation Division received a request from a resident regarding visibility and turning difficulties due to parked vehicles on East Marion Street at the intersection of SE 22nd Street. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 50-foot corner clearance no parking zone be established on the south side of East Marion Street east of SE 22nd Street. The following revisions to the Municipal Code are necessary to effect this change:

**SEC. 27-2437. EAST MARION STREET-SOUTHEAST FIRST STREET TO SOUTHEAST TWENTY-FOURTH STREET.**

East Marion Street, on the south side, from Southeast Twenty-second Street to a point 50 feet east thereof, no parking any time.

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