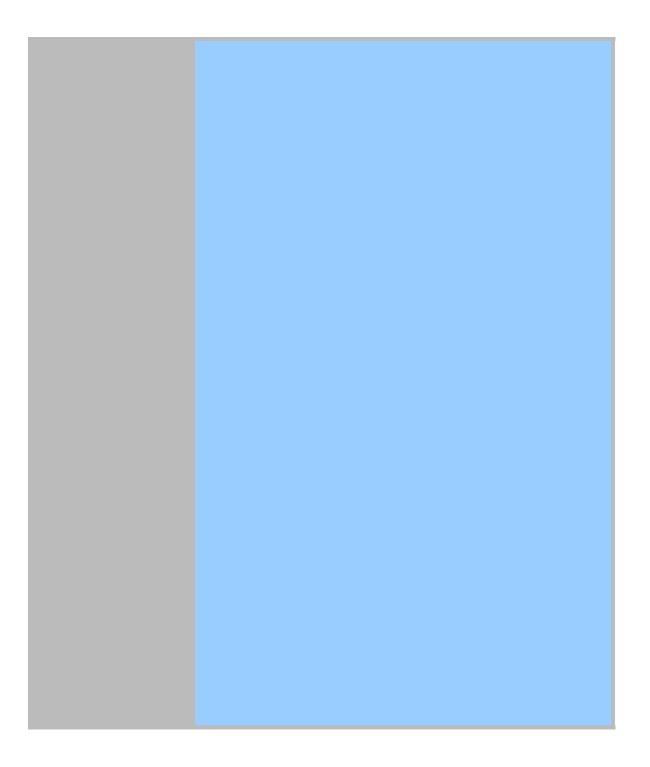
CITY COUNCIL COMMUNICATION:	ITEM
	OFFICE OF THE CITY MANAGER CITY OF DES MOINES, IOWA
00-032	
	SYNOPSIS -
AGENDA:	On the January 24, 2000 agenda is a roll call that requests the
JANUARY 24, 2000	Iowa Department of Transportation (IDOT) to advance the installation of traffic signals at the I-235 off-ramps with Guthrie Avenue to begin in 2001 instead of the scheduled 2002.
SUBJECT:	
SIGNALS AT	FISCAL IMPACT -
GUTHRIE AVENUE	None.
AND I-235 EXIT	
RAMPS	RECOMMENDATION -
TYPE:	Approval.
RESOLUTION	
ORDINANCE RECEIVE/FILE	BACKGROUND -
	At their December 20, 1999 meeting, Council received a
SUBMITTED BY:	request from Mrs. Bohart Mahaffay, 2220 East 22nd Streat, asking that
SUDWITTED DI:	Mrs. Robert Mahaffey, 2220 East 32nd Street, asking that traffic signals be installed on Guthrie Avenue at the I-235 exit
FLOYD BENTZ, P.E.	ramps. Concern was expressed over significant delays and
CITY ENGINEER	accidents at these intersections, which are the primary routes to the Guthrie Avenue Business Park. By Roll Call No. 99-3832,
	this item was referred to the City Manager and the Traffic
	Safety Committee for review and recommendation.
	The two exit ramps from I-235 onto Guthrie Avenue are
	currently controlled by stop signs. Staff has reviewed these
	locations for the possibility of traffic signals several times over the past 10 years, most recently in 1997. At that time, the City
	and IDOT identified both of the Guthrie Avenue off-ramps as
	locations for future traffic signals as part of the I-235 reconstruction. IDOT plans for installation of these signals in
	2002 at an estimated cost of approximately \$200,000.

Although there is some traffic delay at these intersections, especially during the morning and evening peak periods, the accident history is relatively low. There has been an average of less than three right-angle accidents per year over the past fiveyear period. The accident rate at each of these intersections is between 0.30 and 0.40 Accidents per Million Entering Vehicles (Acc/MEV). We do not consider a location as a "high-accident location" unless the rate is over 2.25 Acc/MEV. The Manual on Uniform Traffic Control Devices indicates that traffic signals are not warranted, or justified, based on accident history if there are less than five right-angle accidents per year. This warrant considers that traffic signals may reduce one type of accident while at the same time increase other types of accidents. This low accident history indicates that safety funds would not be warranted for early installation of these signals.

Because of the ongoing development within the Guthrie Avenue Business Park, staff should request that IDOT consider advancing the installation of signals at these intersections ahead of their current 2002 year schedule.

At their January 18, 2000 meeting, the Traffic Safety Committee concurred with staff's recommendation that the City contact IDOT to see if the installation of these signals can be advanced from the current schedule.



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