



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

00-431

SYNOPSIS -

AGENDA:

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

SEPTEMBER 25, 2000

SUBJECT:

TRAFFIC
REGULATION
CHANGES

1. Corner Clearance Parking Restriction-North Side of Des Moines Street West of Avenue F. M. Hubbell.
2. Corner Clearance Parking Restriction-East Side of 40th Street South of School Street.
3. Corner Clearance Parking Restriction-West Side of 40th Place South of Crocker Street.
4. Placement of a Four-Way Stop-44th Street and Forest Avenue.
5. Placement of a Four-Way Stop-34th Street and Franklin Avenue.
6. Placement of a Four-Way Stop-17th Street and Woodland Avenue.

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

FISCAL IMPACT -

FLOYD BENTZ, P.E.
CITY ENGINEER

Minor costs for signing, to be paid from Traffic and Transportation Division operating budget.

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 turning difficulties due to parked vehicles on Des Moines Street at the intersection of Avenue F. M. Hubbell. In order

to provide adequate visibility for vehicles at this intersection, staff recommends that a 75-foot "corner clearance" no parking zone be established on the north side of Des Moines Street west of Avenue F. M. Hubbell. The following revision to the Municipal Code is necessary to effect this change.

SEC. 114-3149. DES MOINES STREET-EAST EIGHTEENTH STREET TO EAST THIRTIETH STREET.

Des Moines Street, on the north side, from Avenue F. M. Hubbell to a point 75 feet west thereof, no parking any time.

2. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on 40th Street at the intersection of School 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 east side of 40th Street south of School Street. The following revision to the Municipal Code is necessary to effect this change.

SEC. 114-2915. FORTIETH STREET-GRAND AVENUE TO CRESTMOOR DRIVE.

Fortieth Street, on the east side, from School Street to a point 50 feet south thereof, no parking any time.

3. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on 40th Place at the intersection of Crocker Street. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 60-foot "corner clearance" no parking zone be established on the west side of 40th Place south of Crocker Street. The following revision to the Municipal Code is necessary to effect this change.

SEC. 114-2914. FORTIETH PLACE-CENTER STREET TO AMICK AVENUE.

Fortieth Place, on the west side, from Crocker Street to a point 60 feet south thereof, no parking any time.

4. Staff was invited to attend a neighborhood meeting of concerned citizens regarding traffic speeding on Forest Avenue between 41st Street and 48th Street. The meeting was held on August 9, 2000, at nearby Perkins Elementary School and was attended by approximately 20-25 citizens.

Prior to the meeting, staff reviewed the accident history and traffic volumes, including speed data, for this area of Forest Avenue. From counts taken during the week of April 3, 2000, Forest Avenue carries approximately 2,990 vehicles per day, with an average speed of 30 miles per hour and an 85th percentile speed of 34 mph. The speed limit is 25 mph. The accident data for the 1996-1999 time period indicated four reported accidents at 42nd Street (south), two at 42nd (north), nine at 44th, one at 46th, eight at 47th, and three at 48th. No accidents were reported at 43rd or at 45th.

At the meeting, the major concern was over traffic speeds on this residential section of Forest Avenue. Other concerns were the amount of traffic, including trucks, which use this section of Forest Avenue, and sight visibility at several intersections. Following considerable discussion related to various alternatives of "traffic calming," it was the consensus of the group, including City staff, that a four-way stop be authorized at the intersection of 44th Street and Forest Avenue. Several parking restrictions were also requested at the meeting to improve traffic visibility at intersections.

Staff recommended that (1) a four-way stop be authorized for the intersection of 44th Street and Forest Avenue, (2) that parking be prohibited on the west side of 44th Street for a distance of 50 feet north and south of Forest, and (3) that parking be prohibited on the north side of University Avenue a distance of 50 feet west of 48th Street. At their September 19, 2000 meeting, the Traffic Safety Committee approved staff's recommendations.

The following changes to the Municipal Code are necessary to place these traffic controls into effect:

SEC. 114-319.03. LOCATION OF FOUR-WAY STOP INTERSECTIONS.

(34a) Forest Avenue and Forty-fourth Street.

SEC. 114-2208. FOREST AVENUE.

Forest Avenue, from the west line of Beaver Avenue to the east line of ~~Forty-eighth~~ fourth Street, stop.

Forest Avenue, from the west line of Forty-fourth Street to the east line of Forty-eighth Street, stop.

SEC. 114-2931. FORTY-FOURTH STREET-DEAD END SOUTH OF GRAND AVENUE TO OVID AVENUE.

Forty-fourth Street, on the west side, from a point 50 feet south of Forest Avenue to a point 50 feet north thereof, no parking any time.

SEC. 114-3694. UNIVERSITY AVENUE-POLK BOULEVARD TO SIXTY-THIRD STREET.

University Avenue, on the north side, from Forty-eighth Street to a point 50 feet west thereof, no parking any time.

University Avenue, on the north side, from a point 50 feet west of Forty-eighth Street to a point ~~600~~ 550 feet west thereof, no parking 4:00 p.m. to 6:00 p.m.

University Avenue, on the north side, from Polk Boulevard to Forty-eighth Street a point ~~600~~ feet west of ~~Forty-eighth Street~~, two-hour parking 9:00 a.m. to 4:00 p.m.

University Avenue, on the north side, from a point 50 feet west of Forty-eighth Street to a point 550 feet west thereof, two-hour parking 9:00 a.m. to 4:00 p.m.

5. A citizen request was received asking that a stop sign be added for northbound 34th Street traffic approaching Franklin Avenue. The four-way intersection is currently controlled by stop signs on three of the approaches (eastbound, southbound, and westbound) with the northbound approach having no stop control. The citizen's concern, who lives in the northwest quadrant of this location with a driveway off of Franklin Avenue, was that northbound drivers make their left turn at a higher than acceptable rate of speed, and the resident has difficulty getting into and out of their driveway because of these turning vehicles.

Staff reviewed this request, including taking traffic counts, speeds, and a review of the accident history at this location. From data collected during the week of August 28, 2000, 34th Street carries approximately 2,300 vehicles per day on the north leg, and 2,840 vehicles per day on the south leg. Franklin Avenue carries approximately 1,740 vehicles per day on the west leg. The east leg was not counted, since it is a dead-end street. Speed data collected on 34th Street approximately one-half block south of Franklin Avenue shows an average speed of 30 mph with an 85th percentile speed of 35 mph. The speed limit is 30 mph.

The accident history is favorable, with only three reported accidents in the 1995-1999 time period.

Based on the relatively equal traffic volumes on the three main approaches, staff recommends that a four-way stop be authorized at 34th and Franklin in order to alleviate any confusion at this existing location. The installation of the northbound stop sign will also alleviate some of the difficulties that the adjacent resident has in getting into or out of their driveway. At their September 19, 2000 meeting, the Traffic Safety Committee concurred with staff's recommendation.

The following changes to the Municipal Code are necessary to place this four-way stop into effect:

SEC. 114-319.03. LOCATION OF FOUR-WAY STOP INTERSECTIONS.

(37a) Franklin Avenue and Thirty-fourth Street.

SEC. 114-2090. THIRTY-FOURTH STREET.

Thirty-fourth Street, from the north line of Clark Street to the south line of ~~Hickman Road with the following restriction: southbound traffic on Thirty-fourth Street shall stop at~~ Franklin Avenue, stop.

Thirty-fourth Street, from the north line of Franklin Avenue to the south line of Hickman Road, stop.

6. At their June 26, 2000 meeting, Council received a petition from the Sherman Hill Association asking for a four-way stop at the intersection of 17th and Woodland. Concern was expressed over speeding at the intersection, and the heavy usage by both motorists and pedestrians. By Roll Call No. 00-1920, this item was referred to the Traffic Safety Committee for review and recommendation.

Staff has conducted a traffic analysis at this location, including speed and volume counts, accident history, and a field-review of the area. The traffic counts indicate that approximately 3,000 vehicles per day use Woodland Avenue, and approximately 1,000-1,200 vehicles per day use 17th Street. The three-year accident history between 1997-1999 shows a total of four accidents, three of which were right-angle crashes. The existing parking restrictions near this intersection allow adequate sight distance when vehicles are not illegally parked.

Based on this information, a four-way stop at this location is not urgently needed to correct a safety problem. In reviewing the Sherman Hill area, the 17th/Woodland intersection does have merit

for a four-way stop based on several other factors. The intersection consists of two "collector" type roadways and also, with the number of businesses at this location, could be considered a commercial "hub" for the area.

If a four-way stop were placed at the existing intersection without any curb line modifications, the visibility of these stop signs on Woodland Avenue would be limited, and vehicles running the stop sign would be a concern. The upcoming Downtown Traffic Study will review the Sherman Hill area for possible "traffic calming," which could include pavement narrowing at the intersection that would allow better placement of the stop signs.

At their August 8, 2000 meeting, the Traffic Safety Committee approved the staff recommendation to install a four-way stop at 17th and Woodland, and that it be implemented concurrently with other "traffic calming" measures that are identified as part of the upcoming Downtown Traffic Study. Since that Traffic Safety Committee meeting, the Sherman Hill Association has expressed a strong desire to proceed with the stop signs because construction of any curb modifications cannot be accomplished before next year. Staff has further reviewed this location and believes that additional signing or beacons can be installed to provide adequate visibility of the stop signs.

The following ordinance changes are necessary to implement the four-way stop at 17th Street and Woodland Avenue.

SEC. 114-319.03. LOCATION OF FOUR-WAY STOP INTERSECTIONS.

(73a) Woodland Avenue and Seventeenth Street

SEC. 114-2377. WOODLAND AVENUE

Woodland Avenue, from the west line of Tenth Street to the east line of ~~Thirty-first Street~~ Seventeenth Street, stop.

Woodland Avenue, from the west line of Seventeenth Street to the east line of Thirty-first Street, stop.