



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

00-476

SYNOPSIS -

AGENDA:

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

OCTOBER 16, 2000

SUBJECT:

TRAFFIC
REGULATION
CHANGES

1. Extension of Corner Clearance Parking Restriction-South Side of Porter Avenue East of Fleur Drive.
2. Corner Clearance Parking Restriction-West Side of 16th Street North of Lynn Street.
3. Two-Sided Parking Restriction-Both Sides of Irving Street from Holmes Street to Bancroft Street.
4. Two-Sided Parking Restriction-Both Sides of SW 42nd Street from Park Avenue to Watrous Avenue.
5. Speed Limit Modification-Pine Avenue West of Iowa Highway 28.
6. Placement of a Two-Way Stop-East 21st Street and Milton Avenue.
7. Placement of a Two-Way Stop-Gray's Woods Neighborhood.

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

FLOYD BENTZ, P.E.
CITY ENGINEER

FISCAL IMPACT -

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 following ordinance change is proposed to eliminate problems for vehicles turning off Fleur Drive onto Porter Avenue.

SEC. 114-3582. PORTER AVENUE-SOUTH UNION STREET TO FLEUR DRIVE.

Porter Avenue, on the south side, from Fleur Drive to a point ~~400~~ 150 feet east 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 16th Street at the intersection of Lynn 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 west side of 16th Street north of Lynn Street. The following revision to the Municipal Code is necessary to effect this change.

SEC. 114-2768. SIXTEENTH STREET-HIGH STREET TO SHAWNEE AVENUE.

Sixteenth Street, on the west side, from Lynn Street to a point 50 feet north thereof, no parking any time.

3. The Traffic and Transportation Division received a citizen's call regarding parking congestion on Irving Street from Bancroft Street to Summit Street. A review of the area by Traffic and Transportation has determined that vehicles parked on the east side of the street would prevent emergency vehicles from having access due to the narrow pavement width. Northbound on Irving Street from Bancroft Street is uphill with the crest of the hill at Summit Street. Vehicles parked on the east side of Irving Street, south of Summit Street, would also prevent northbound traffic from being able to avoid oncoming southbound traffic. The requested ordinance change will remove parking on the east side of Irving Street in accordance with City of Des Moines policy to remove parking on both sides of a residential street when the street width is 20 feet or less to allow emergency vehicle access.

SEC. 114-3348. IRVING STREET-HOLMES STREET TO BANCROFT STREET.

Irving Street, on ~~the west side~~ both sides, from Holmes Street to Bancroft Street, no parking any time.

~~Irving Street, on the east side, from Bancroft Street to a point 50 feet~~

~~north thereof, no parking any time.~~

4. Due to the increased traffic volumes on SW 42nd Street south of Park Avenue, staff has looked at extending the parking prohibition on the west side of the street south of Park Avenue.

Southwest 42nd Street south of Park Avenue is a 27-foot-wide, two-lane, two-way, major collector. Currently, parking is not allowed on the east side of the street between Park Avenue and Watrous Avenue. On the west side, parking is not allowed between Park Avenue and a point 500 feet south thereof.

Staff took a traffic count in August 2000, which indicated an average daily traffic volume of 5,299 vehicles. This traffic volume exceeds the minimum 4,800 vehicles required by the City-adopted policy on two-sided parking prohibition for a 27-foot-wide, two-way street. Implementation of this parking restriction would allow painting the centerline to provide pavement markings for the entire section of this collector roadway from SW 42nd and Park Avenue to McKinley Avenue at Fleur Drive.

At their October 10, 2000 meeting, the Traffic Safety Committee concurred with staff's recommendation that no parking any time on the west side of SW 42nd Street south of Park Avenue be modified to extend from Park Avenue to Watrous Avenue. The following change to the Municipal Code will place this parking restriction into effect.

**SEC. 114-2925. SOUTHWEST FORTY-SECOND STREET-
JOHN LYNDE ROAD TO WATROUS AVENUE.**

~~Southwest Forty-second Street, on the west side, from Park Avenue to a point 500 feet south thereof, no parking any time.~~

Southwest Forty-second Street, on ~~the east side~~ both sides, from Park Avenue to Watrous Avenue, no parking any time.

5. Staff received a request to change the speed limit on Pine Avenue west of Iowa Highway 28 to 35 mph instead of the current speed limit of 45 mph. Pine Avenue east of Iowa Highway 28 was vacated with the recently completed reconstruction of Highway 28. West of Iowa 28, Pine Avenue is less than a half mile long. The speed limit on Pine Avenue in West Des Moines to the west of the Des Moines city limits, is 35 mph. To be consistent with the speed limit on Pine Avenue in West Des Moines and due to the new curved alignment of the roadway as it ends at Highway 28, the speed limit on Pine Avenue west of Highway 28 should be reduced from 45 mph to 35

mph.

At their October 10, 2000 meeting, the Traffic Safety Committee concurred with staff's recommendation that the speed limit on Pine Avenue west of Iowa Highway 28 be reduced from 45 mph to 35 mph. The following change to the Municipal Code will place this reduced speed into effect.

SEC. 114-1348. SOUTHWEST PINE AVENUE.

Southwest Pine Avenue, from ~~Southwest Forty-second Street~~ Iowa Highway 28 to west city limits, ~~45~~ 35 miles per hour.

6. Staff received a request from the Garton West Neighborhood Association, asking that we review the intersection of East 21st Street and Milton Avenue for the possibility of installing stop signs at this location. Concern was expressed over traffic on Milton Avenue not stopping at this "uncontrolled" intersection, causing difficulties and safety concerns with traffic on East 21st Street.

Staff has reviewed the neighborhood request. At this location, the east and west legs of Milton Avenue intersect East 21st Street at a slight offset. The intersection is currently uncontrolled. There is heavy vegetation growth in the southeast quadrant of the intersection.

Staff recommends that stop signs be installed on the east and west legs of Milton Avenue at East 21st Street. In addition, since there is an existing commercial driveway directly opposite the west leg of Milton, the property owner should be contacted and requested to install a stop sign for their private drive. At their October 10, 2000 meeting, the Traffic Safety Committee concurred with staff's recommendation. The following ordinance change will place this two-way stop control into effect.

SEC. 114-2051. EAST TWENTY-FIRST STREET.

East Twenty-first Street, at Milton Avenue, stop.

7. This fall, the City's Public Works Department has paved several streets within the Gray's Woods Neighborhood area of Des Moines that were previously unimproved streets. Within this area, there were a few intersections that were "uncontrolled" (no stop control on either street). The locations were (1) East 41st Street and Mahaska Avenue, (2) East 38th Street and Mahaska Avenue, and (3) East 38th Street and Indianapolis Avenue. The City's current policy is to provide two-way stop control at all improved intersections. Since these locations

are now paved, staff recommends that stop signs be installed at these locations as follows:

- On East 38th Street at Mahaska Avenue
- On East 38th Street at Indianapolis Avenue
- On East 41st Street at Mahaska Avenue

Because of the very limited sight distance at these intersections, stop signs have been installed by emergency police order within the past few weeks. The Public Works Department will be performing additional grading work on the corners of these intersections to improve the sight visibility.

At their October 10, 2000 meeting, the Traffic Safety Committee concurred with staff's recommendation that the existing stop signs that were installed by police order at the three above-mentioned locations be retained. The following ordinance changes in the Municipal Code will authorize these stop sign locations.

SEC. 114-2238. INDIANAPOLIS AVENUE.

Indianapolis Avenue, at East Thirty-eighth Street, stop.

SEC. 114-2277.1. MAHASKA AVENUE.

Mahaska Avenue, at East Thirty-eighth Street, stop.

Mahaska Avenue, at East Forty-first Street, stop.