

CITY COUNCIL  
COMMUNICATION:

02-631

AGENDA:

DECEMBER 16, 2002

SUBJECT:

TRAFFIC  
REGULATION  
CHANGES

TYPE:

RESOLUTION  
ORDINANCE  
RECEIVE/FILE

SUBMITTED BY:

JOHN F. MCKEE, P.E.  
ACTING CITY  
ENGINEER

ITEM \_\_\_\_\_

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

**SYNOPSIS —**

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

1. Four-Way Stop—58th Street and Kingman Avenue
2. Four-Way Stop—44th Street and College Avenue
3. Traffic Control Changes—Cottage Grove Avenue between 19th Street and 28th Street (due to street reconfiguration as part of I-235)

**FISCAL IMPACT —**

Minor costs for signing to be paid from the Traffic and Transportation Operating Budget.

**RECOMMENDATION —**

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

**BACKGROUND —**

1. At their November 4, 2002 meeting, City Council received a neighborhood petition requesting that a four-way stop be installed at the intersection of 58th Street and Kingman Avenue. By Roll Call No. 02-2650, this item was referred to the Traffic Safety Committee for review and recommendation.

The neighborhood's major concerns, as stated in the petition, were speeding traffic on Kingman Avenue, lack of sidewalks, and danger for children playing.

Currently, this four-way intersection is controlled by a two-way stop, with traffic on 58th Street stopping for Kingman Avenue. Parking is allowed on the south side of Kingman Avenue.

Staff had previously considered a similar request in the fall of 2000, at which time traffic speed and volume counts were taken. An update of the accident history was conducted based on the recent petition. Traffic counts taken in October 2000 indicated 610 vehicles per day on Kingman Avenue. The average speed was 17 miles per hour (mph) and the "85<sup>th</sup> percentile" speed was 25 mph. The accident history between 1991-2000 shows one accident in 1994 and one in 2000. Neither of these occurred

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at the intersection. One involved a parked vehicle along 58th Street, and the other was a mid-block accident on Kingman between 57th and 58th Streets.

Both the speed and volume of traffic do not exceed what is considered typical for residential streets throughout Des Moines. Residential street volumes typically range from 300 – 1,500 vehicles per day, and the 85<sup>th</sup> percentile speed typically ranges from 25-30 mph.

This intersection is like hundreds of similar intersections citywide that are also controlled by two-way stops. Based on the speed, volume, and accident data, the existing traffic control at this intersection appears to be generally appropriate for the conditions. Installation of sidewalks would improve pedestrian safety.

At the December 10, 2002 Traffic Safety Committee meeting, staff presented the background information concerning the existing two-way stop control at 58th Street and Kingman Avenue. The Committee also heard the concerns of the neighborhood representatives, who indicated their strong desire that a four-way stop be installed. By a consensus of the members present, the Committee recommended that a four-way stop be placed at 58th and Kingman, and that the neighborhood group pursue placement of sidewalks along the street for pedestrian safety.

The following revision to the Municipal Code is necessary to place this stop control into effect.

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

(47a) Kingman Avenue and Fifty-eighth Street.

2. The intersection of 44th and College is adjacent to Perkins Academy. Students use marked crosswalks on the north and south legs crossing 44th Street and on the east leg crossing College Avenue to and from the school.

There is currently a two-way stop on 44th Street at College Avenue and a four-way stop at 44th Street and Forest Avenue. College Avenue is a through street from 41st Street to 48th Street, with 44th Street approximately midway between the two.

This location would be consistent with the City's practice of installing four-way stops at the intersection of two residential collector streets.

At their December 10, 2002 meeting, the Traffic Safety Committee, by a consensus of the members present, approved staff's recommendation to place a four-way stop at 44th Street and College Avenue.

The following revisions to the Municipal Code are necessary to place this stop control into effect.

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

(13) College Avenue and Forty-fourth Street.

~~(14)(13)~~ Cornell Street and Douglas Avenue.

~~(15)(14)~~ Cornell Street and Hull Avenue.

~~(16)(15)~~ Cornell Street and East Madison Avenue.

~~(17)(16)~~ Cornell Street and East Sheridan Avenue.

~~(18)(17)~~ Corning Avenue and Fourth Street.

3. As part of the I-235 reconstruction project, Cottage Grove has been reconfigured between 19th Street and 25th Street. The street has been designed without on/off ramps to I-235, which existed prior to the reconstruction project. The new on/off ramps from I-235 will provide direct connection to Martin Luther King, Jr. (MLK) Parkway and 19th Street, allowing Cottage Grove Avenue to become more of a residential collector street.

The street is expected to be opened to traffic within the next few weeks. Several changes in traffic controls are recommended by staff as part of this new configuration:

- a. The street has been constructed as a three-lane facility, with one through lane in each direction, along with a center turning lane. Previously, portions of the street were wide enough to allow parking. The new pavement width will require that parking be prohibited on Cottage Grove between 19th Street and 25th Street.
- b. The intersection of Cottage Grove and Kingman Boulevard has been reconfigured and should now become a three-way stop. Along with this, the existing four-way stop at 25th Street and Cottage Grove, located one-half block to the west of the new Kingman intersection, should be changed to a two-way stop, with traffic on Cottage Grove having the right-of-way.
- c. The existing "no parking – 4 pm to 6 pm" restriction on the north side of Cottage Grove between 25th and 28th Streets is no longer necessary, and should be removed.

Staff recommends that these modifications be implemented at the time of the Cottage Grove opening. (Item "b" has already been put in effect by "Police Order" due to the opening of a short section of Cottage Grove last week.) Once the remainder of Cottage Grove is opened and traffic patterns stabilize, staff plans to review the traffic conditions along Kingman Boulevard and Cottage Grove Avenue between 25th and 31st Streets and work with the Drake Park Neighborhood Association to prepare recommendations for other possible traffic control changes. It is anticipated that this process will occur in the spring/summer of 2003. At their December 10, 2002 meeting, the Traffic Safety Committee, by a consensus of the member present, approved staff's recommendation.

The following revisions to the Municipal Code are necessary to place these revised traffic controls into effect.

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**SEC. 114-319.02. LOCATIONS OF THREE-WAY STOP INTERSECTIONS.**

~~(6) Cottage Grove Avenue and Kingman Boulevard. The driver of a vehicle approaching this intersection from the north-west, west and east shall stop before entering the intersection.~~

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

~~(18) Cottage Grove Avenue and Twenty-fifth Street.~~

**SEC. 114-3105. COTTAGE GROVE AVENUE—NINETEENTH STREET TO MARTIN LUTHER KING, JR. PARKWAY.**

~~Cottage Grove Avenue, on both sides the north side, from Nineteenth Street to Martin Luther King, Jr. Parkway a point 90 feet west thereof, no parking any time.~~

~~Cottage Grove Avenue, on the north side, from a point 90 feet west of Nineteenth Street to a point 25 feet west thereof, commercial loading zone.~~

~~Cottage Grove Avenue, on the north side, from a point 115 feet west of Nineteenth Street to Twentieth Street, two-hour parking 9:00 a.m. to 4:00 p.m.~~

~~Cottage Grove Avenue, on the north side, from a point 115 feet west of Nineteenth Street to Twentieth Street, no parking 4:00 p.m. to 6:00 p.m.~~

~~Cottage Grove Avenue, on the north side, from Twentieth Street to Martin Luther King, Jr. Parkway, no parking any time.~~

~~Cottage Grove Avenue, on the south side, from Nineteenth Street to a point 117 feet west of Nineteenth Place, no parking 7:00 a.m. to 9:00 a.m.~~

~~Cottage Grove Avenue, on the south side, from Nineteenth Street to a point 117 feet west of Nineteenth Place, two-hour parking 9:00 a.m. to 4:00 p.m.~~

~~Cottage Grove Avenue, on the south side, from a point 117 feet west of Nineteenth Place to a point 50 feet west thereof, commercial loading zone.~~

~~Cottage Grove Avenue, on the south side, from a point 167 feet west of Nineteenth Place to Olive Avenue, no parking 7:00 a.m. to 9:00 a.m.~~

~~Cottage Grove Avenue, on the south side, from a point 167 feet west of Nineteenth Place to Olive Avenue, two-hour parking 9:00 a.m. to 4:00 p.m.~~

~~Cottage Grove Avenue, on the south side, from Olive Avenue to Martin~~

~~Luther King, Jr. Parkway, no parking any time.~~

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**SEC. 114-3106. COTTAGE GROVE AVENUE—MARTIN LUTHER KING, JR. PARKWAY TO TWENTY-EIGHTH STREET.**

Cottage Grove Avenue, on the ~~north side~~ both sides, from Twenty-fifth Street to a point 100 feet west thereof, no parking any time.

~~Cottage Grove Avenue, on the north side, from a point 100 feet west of Twenty-fifth Street to a point 100 feet east of Twenty-eighth Street, no parking 4:00 p.m. to 6:00 p.m.~~

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