

 <p style="text-align: center;"><b>Council Communication</b> Office of the City Manager</p>	<b>Date:</b>	December 8, 2014
	<b>Agenda Item No.</b>	<b>55</b>
	<b>Roll Call No.</b>	<b><u>14-1884</u></b>
	<b>Communication No.</b>	<b><u>14-571</u></b>
	<b>Submitted by:</b>	<b>Pamela S. Cooksey, P.E., Interim City Engineer</b>

**AGENDA HEADING:**

Amending Chapter 114 of the Municipal Code Regarding Traffic Regulation Changes as follows:

- A. Speed Limit Revision—56th Street from University Avenue to Franklin Avenue.
- B. Speed Limit Revision—Army Post Road from SW 42nd Street to Iowa 28.
- C. Parking Restriction Removal—Holcomb Avenue West of 24th Street.
- D. All-Way Stop—E 13th Street and Morton Avenue.

**SYNOPSIS:**

Recommend approval of the staff recommendations, including first reading of the ordinance regarding the traffic regulation changes.

**FISCAL IMPACT:**

Amount: Minor costs for signing modifications.

Funding Source: 2014-2015 Operating Budget, Page 74 Engineering Department Traffic & Transportation – Sign Installation and Maintenance.

**ADDITIONAL INFORMATION:**

- A. The existing speed limit on 56th Street is 30 mph from University Avenue to Franklin Avenue. This speed limit has probably been in effect since the time that the 55th/56th Street connection at University was constructed (curving 56th Street from the south into 55th Street north). Prior to that time, 56th Street was the more direct route to travel north through this portion of the City. Once this 55th/56th connector was built, 55th Street became the “through” street, and 56th Street reverted to more of a residential street. It appears that the speed limit was never changed to reflect this change in street functionality.

Staff recently received a request from the Merle Hay Neighborhood Association to review this speed limit, and lower the speed to 25 mph, which is the typical residential street speed limit. Staff concurred in the request to lower the speed limit on this section of 56th Street to 25 mph. At their November 18, 2014 meeting, the Traffic Safety Committee concurred with staff

recommendation. The following revision to the Municipal Code will place this speed limit into effect.

Sec. 114-1283. Fifty-sixth Street.

~~Fifty-sixth Street, from University Avenue to Franklin Avenue, 30 miles per hour.~~

- B. Staff reviewed the existing speed limit for (Old) Army Post Road east of Iowa 28, in conjunction with the design and construction of a new culvert over the Great Western trail. The current speed limit on this section of Army Post Road is 55 miles per hour, which has not been changed since the construction of Relocated Army Post Road farther south. When that section of roadway was opened, (Old) Army Post Road reverted to a local collector street. Staff recommends that the speed limit be revised to 40 miles per hour for Army Post Road between SW 42nd Street and Iowa 28. The recently completed culvert and roadway was designed based on this new speed limit. The following revision to the Municipal Code will place this speed limit into effect.

Sec. 114-1287. Army Post Road.

Army Post Road, from Southwest Forty-second Street to Iowa 28 ~~west city limits~~ 40 ~~55~~ miles per hour.

Army Post Road, from Iowa 28 to west city limits, 55 miles per hour.

- C. Staff received a request from residents along Holcomb Avenue to allow parking on the north side of the street. Parking is currently restricted on the south side of Holcomb Avenue from 24th Street to 26th Street and on the north side from 320 feet west of 24th Street to 24th Street. Holcomb Avenue is a 24-foot-wide street in this area and runs for one-half mile from 30th Street to 24th Street.

Staff could not locate the history of the north side restriction for 320 feet west of 24th Street to 24th Street.

The *City of Des Moines Traffic and Transportation Department Parking Restriction Policy* dated March 15, 1990, states that for streets that are 24 feet wide, parking should be prohibited on one side of the street.

Due to the concerns expressed by the residents to get parking back on the street, the guidance given in the *Parking Restriction Policy*, and to be consistent with what is present on the other curved portions of Holcomb Avenue, staff recommends that the parking restriction be removed on the north side of Holcomb Avenue west of 24th Street. The residents have provided a petition with seven (7) of the nine (9) impacted homeowners in support of the change. At their November 18, 2014 meeting, the Traffic Safety Committee concurred with staff recommendation. The following revision to the Municipal Code will place this change into effect.

Sec. 114-3324. Holcomb Avenue--Oxford Street to west city limits.

~~Holcomb Avenue, on the north side, from Twenty-fourth Street to a point 320 feet west thereof, no parking any time.~~

- D. Morton Avenue had once stopped at E 13th Street. The intersection was reconstructed as part of the Lower Union Park Sewer Separation project to make the drainage into the storm sewer system possible. By doing this, the crown of several streets was changed to make the drainage work which created a dip on E 13th Street. Concerns about this dip were made by a resident at 1204 Morton Avenue. A field review of the intersection showed that a vehicle would have difficulty negotiating the dip at the posted 25 mph speed limit on E 13th Street; therefore, it was recommended to have the stop signs reversed to have E 13th Street become stop controlled instead of Morton Avenue. This was approved by the Traffic Safety Committee in August 2013.

A request was made by a resident at 1316 Morton Avenue concerned with traffic on Morton Avenue since the stop signs at the intersection of E 13th and Morton were reversed. He requested that an all-way stop be considered for this intersection.

All-way stops work best when the volumes on the both streets are fairly equal. Traffic counts were completed in August 2014 to determine what the existing volumes were. E 13th carries 943 vehicles/day and Morton carries 1,134 vehicles/day. Given the existing volumes at the intersection being fairly equal, it is recommended that the two-way stop at E 13th and Morton be changed to an all-way stop. At their November 18, 2014 meeting, the Traffic Safety Committee concurred with staff recommendation. The following revision to the Municipal Code will place this change into effect.

**Sec. 114-319.03. Location of four-way stop intersections.**

(52a) ~~Not Used.~~ Morton Avenue at East Thirteenth Street

**Sec. 114-2026. East Thirteenth Street.**

East Thirteenth Street, from the south line of Morton Avenue to the north line of Guthrie Avenue, stop.

**~~Sec. 114-2290.05. Morton Avenue.~~**

~~Morton Avenue, at East Thirteenth Street, stop.~~

**PREVIOUS COUNCIL ACTION(S): NONE**

**BOARD/COMMISSION ACTION(S):**

Board: Traffic Safety Committee

Date: November 18, 2014

Resolution Number: N/A

Action: A motion was made by Jim Windsor to approve staff's recommendation that the speed limit on 56th Street be changed to 25 mph between University Avenue and Franklin Avenue; seconded by George Robinson. Motion passed 7:0.

Board: Traffic Safety Committee

Date: November 18, 2014

Resolution Number: N/A

Action: A motion was made by Scott Galenbeck to approve staff's recommendation that parking be allowed on the north side of Holcomb Avenue from 24th Street to 320 feet west of 24th Street; seconded by Chad Mason. Motion passed 7:0.

Board: Traffic Safety Committee

Date: November 18, 2014

Resolution Number: N/A

Action: A motion was made by Chad Mason to approve staff's recommendation that the two-way stop at E 13th and Morton be changed to an all-way stop; seconded by Scott Galenbeck. Motion passed 7:0.

**ANTICIPATED ACTIONS AND FUTURE COMMITMENTS: NONE**

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