

Date November 24, 2008

An Ordinance entitled, "AN ORDINANCE to amend the Municipal Code of the City of Des Moines, Iowa, 2000, adopted by Ordinance No. 13,827, passed June 5, 2000, and amended by Ordinance No. 13,833 passed June 19, 2000, and Ordinance No. 13,869 passed October 2, 2000, and Ordinance No. 13,877 passed October 23, 2000, and Ordinance No. 13,933 passed March 26, 2001, and Ordinance No. 13,954 passed June 4, 2001, and Ordinance No. 14,132 passed August 5, 2002, and Ordinance No. 14,189 passed December 16, 2002, and Ordinance No. 14,198 passed January 6, 2003, and Ordinance No. 14,246 passed June 23, 2003, and Ordinance No. 14,304 passed December 22, 2003, and Ordinance No. 14,309 passed January 12, 2004, and Ordinance No. 14,322 passed March 22, 2004, and Ordinance No. 14,339 passed May 17, 2004, and Ordinance No. 14,371 passed September 13, 2004, and Ordinance No. 14,388 passed November 8, 2004, and Ordinance No. 14,404 passed January 10, 2005, and Ordinance No. 14,418 passed March 7, 2005, and Ordinance No. 14,421 passed March 7, 2005, and Ordinance No. 14,437 passed April 25, 2005, and Ordinance No. 14,537 passed January 23, 2006, and Ordinance No. 14,541 passed February 6, 2006 and Ordinance No. 14,576 passed July 24, 2006, by amending Sections 114-319.09 and 114-2329 and repealing Section 114-2479 thereof, regarding traffic regulation changes to remove the truck route designation on SE 28<sup>th</sup> Street from Market Street to Scott Avenue and to create a four-way stop at the intersection of SE 28<sup>th</sup> Street and Scott Avenue",

which was considered and voted upon for the first time under Roll Call No. 08- 1877 of October 27, 2008, and considered and voted upon for the second time under Roll Call No. 08- 1983 of November 10, 2008, again presented.

Moved by \_\_\_\_\_ that this ordinance do now pass.

ORDINANCE NO. \_\_\_\_\_

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
HENSLEY				
KIERNAN				
MAHAFFEY				
MEYER				
VLASSIS				
TOTAL				

MOTION CARRIED APPROVED

\_\_\_\_\_  
Mayor

**CERTIFICATE**

I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

\_\_\_\_\_  
City Clerk

★ Roll Call Number 08-1983  
08-1877

3241  
 Agenda Item Number  
48

Date October 27, 2008

An Ordinance entitled, "AN ORDINANCE to amend the Municipal Code of the City of Des Moines, Iowa, 2000, adopted by Ordinance No. 13,827, passed June 5, 2000, and amended by Ordinance No. 13,833 passed June 19, 2000, and Ordinance No. 13,869 passed October 2, 2000, and Ordinance No. 13,877 passed October 23, 2000, and Ordinance No. 13,933 passed March 26, 2001, and Ordinance No. 13,954 passed June 4, 2001, and Ordinance No. 14,132 passed August 5, 2002, and Ordinance No. 14,189 passed December 16, 2002, and Ordinance No. 14,198 passed January 6, 2003, and Ordinance No. 14,246 passed June 23, 2003, and Ordinance No. 14,304 passed December 22, 2003, and Ordinance No. 14,309 passed January 12, 2004, and Ordinance No. 14,322 passed March 22, 2004, and Ordinance No. 14,339 passed May 17, 2004, and Ordinance No. 14,371 passed September 13, 2004, and Ordinance No. 14,388 passed November 8, 2004, and Ordinance No. 14,404 passed January 10, 2005, and Ordinance No. 14,418 passed March 7, 2005, and Ordinance No. 14,421 passed March 7, 2005, and Ordinance No. 14,437 passed April 25, 2005, and Ordinance No. 14,537 passed January 23, 2006, and Ordinance No. 14,541 passed February 6, 2006 and Ordinance No. 14,576 passed July 24, 2006, by amending Sections 114-319.09 and 114-2329 and repealing Section 114-2479 thereof, regarding traffic regulation changes to remove the truck route designation on SE 28<sup>th</sup> Street from Market Street to Scott Avenue and to create a four-way stop at the intersection of SE 28<sup>th</sup> Street and Scott Avenue",

presented.

Moved by Meyer that this ordinance be considered and given first vote for passage; refer the remainder of the requests back to the Traffic Safety Committee for further review.

FORM APPROVED:

(First of three required readings)

K. Massier  
 Katharine Massier  
 Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE	✓			
COLEMAN	✓			
HENSLEY	✓			
KIERNAN	✓			
MAHAFFEY	✓			
MEYER	✓			
VLASSIS	✓			
TOTAL	7			

**CERTIFICATE**


I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

MOTION CARRIED APPROVED  
T. M. Franklin Mayor

Diane Rauh City Clerk

3241

 <p style="text-align: center;"><b>Council</b> <b>Communication</b> Office of the City Manager</p>	<b>Date</b>	October 27, 2008
	<b>Agenda Item No.</b> 48 <b>Roll Call No.</b> 08-1817/983 <b>Communication No.</b> 08-647 <b>Submitted by:</b> Jeb E. Brewer, City Engineer	

**AGENDA HEADING:**

Amending Chapter 114 of the Municipal Code regarding traffic regulations in the vicinity of SE 28<sup>th</sup> Street and Scott Avenue.

**SYNOPSIS:**

Recommend approval of the Traffic Safety Committee recommendations, including first reading of the ordinance regarding traffic regulation changes to remove the truck route designation on SE 28<sup>th</sup> Street from Market Street to Scott Avenue and to create a four-way stop at the intersection of SE 28<sup>th</sup> Street and Scott Avenue.

**FISCAL IMPACT:**

Amount: Minor costs.

Funding Source: 2008-2009 Operating Budget, Page 131, Engineering Department Traffic & Transportation—Sign Installation and Maintenance, ENG100413.

**ADDITIONAL INFORMATION:**

At the June 23, 2008 City Council meeting, council requested that staff work with the Traffic Safety Committee to review the truck route and related safety issues on Scott Avenue in the vicinity of SE 28<sup>th</sup> Street. This followed a fatal crash that occurred on June 17 involving a five-year-old boy riding his bicycle who was run over by a turning truck at the intersection. By Roll Call No. 08-1149, this item was referred to the City Manager and Traffic Safety Committee for review and recommendation.

Several items were requested by the City Council. Two items that didn't involve ordinance changes have been implemented by staff. Several of the existing older and deteriorated truck route signs were replaced with new truck route signs. Also, speed limit signs were placed on SE 28<sup>th</sup> Street between Market Street and Scott Avenue to better advise of the existing 25 mph speed limit. The remaining items requested for study were: (1) change location of truck route; and (2) sidewalk review and recommendation.

Currently, the designated truck route through this area consists of Market Street from SE 18<sup>th</sup> Street to SE 28<sup>th</sup> Street; SE 28<sup>th</sup> Street from Market Street to Scott Avenue; and Scott Avenue from SE 25<sup>th</sup> Street to SE 30<sup>th</sup> Street. There are two main industries in this area that generate most of the truck traffic: MidAmerica Recycling at 2742 E. Market and Titan Tire at 2345 E. Market. If trucks are prohibited on SE 28<sup>th</sup> Street and Scott Avenue, these trucks would be required to travel west on Market to SE 18<sup>th</sup> Street, then either south or north through other residential areas. The "out-of-distance" travel would be

between two and five miles, depending on the truck's destination. While the removal of SE 28<sup>th</sup> and Scott from the City's truck route system would have benefits to this neighborhood, it would not have overall benefits to the City, since it would increase the overall truck-miles traveled, some of which would be through very similar residential areas (Maury Street through the Chesterfield area, and East 18<sup>th</sup> Street between Grand Avenue and Dean Avenue.) Based on this, staff recommended that the truck routes not be changed at this time.

Staff reviewed the current sidewalk conditions in the vicinity of the SE 28<sup>th</sup> and Scott intersection. A map is attached that identifies where sidewalks currently exist (in "green" and "yellow"), and where there are no sidewalks (in "red"). Based on this review, sidewalks exist on approximately one-quarter of the street frontages in this area. In general, it is desirable to have sidewalks along both sides of all residential streets. However, the cost of these sidewalks is generally borne by the adjacent property owner. In this case, staff recommends that a sidewalk network be established along one side of both Scott Avenue and SE 28<sup>th</sup> Streets. In reviewing the existing sidewalk locations, it appears that the most feasible locations would be along the north side of Scott Avenue and along the east side of SE 28<sup>th</sup> Street. It is recommended that the Engineering Department conduct a "feasibility study" of installing this sidewalk, which would include a cost estimate and assessed cost to the property owners. This information would then be forwarded to City Council for their consideration.

One concern raised by the residents was that a large number of school children were picked up at the intersection of SE 28<sup>th</sup> and Scott. Staff has worked with Des Moines School District transportation officials, and the school district has removed this as a designated pick-up point, and is instead providing two others nearby: one at the intersection of SE 27<sup>th</sup> and Raccoon, with approximately 23 children, and the other on SE 28<sup>th</sup> Street midway between Scott Avenue and Maury Street, with approximately 17 children.

Because the intersection of SE 28<sup>th</sup> Street and Scott Avenue is the intersection of two residential collectors, and also is the intersection of two truck routes, staff also reviewed the possibility of placing a four-way stop at this intersection. With the various turning traffic that occurs here, and the spacing between this intersection and nearby stop-controlled intersections along SE 28<sup>th</sup> and along Scott Avenue, this is an appropriate location for a four-way stop, and staff recommends that it be installed at this intersection.

At their August 12, 2008 meeting, the Traffic Safety Committee approved a staff recommendation that a sidewalk feasibility study be conducted by the Engineering Department in this vicinity, and that a four-way stop be installed at the intersection of SE 28<sup>th</sup> Street and Scott Avenue, but requested further study on the issue of SE 28<sup>th</sup> Street as a truck route between Market Street and Scott Avenue. Staff has collected additional data and looked at other alternatives.

Traffic counters were placed on SE 28<sup>th</sup> Street about midway between Market Street and Scott Avenue for a five-day period from mid-Wednesday, September 10, to mid-Monday, September 15, to collect traffic volumes, speeds and vehicle classification. The traffic volume averaged about 1,700 vehicles per day (vpd) on weekdays, about 1,100 vpd on Saturday, and about 700 vpd on Sunday. Vehicle speeds were also recorded, and showed an average speed of 24-25 mph for northbound and southbound traffic, with an 85<sup>th</sup> percentile speed of 29 mph.

A total of 608 three-axle or larger trucks were counted, representing 8.8% of the total 6,876 vehicles. An additional 379 two-axle trucks or buses were counted (5.5% of total). An additional 147 vehicles (2.1% of total) could not be classified, but would most likely have been some type of truck or truck/trailer

combination. Taken together, a total of 1,134 two-axle or larger trucks were counted during these five days, or 16.5% of the total traffic. This would represent approximately 182 trucks on an average weekday, with approximately half of those trucks being three-axle or larger.

Staff has investigated the possibility of extending Market Street east of SE 28<sup>th</sup> Street to connect directly with SE 30<sup>th</sup> Street. Such a connection could allow trucks to "bypass" the existing houses along SE 28<sup>th</sup> Street and on Scott Avenue between SE 28<sup>th</sup> and SE 30<sup>th</sup> Streets. However, this connection would run through other residentially-zoned property and would require acquisition of several residential properties. A rough cost estimate for this connection is \$1.6 million, including design, property acquisition, and construction. The connection at SE 30<sup>th</sup> Street would be on the approach fill on the south side of the railroad viaduct, which would not be a very good location for an intersection, especially for heavy trucks to pull out onto this busy roadway. Overall, this connection is not considered to be a very viable alternate.

At the October 14, 2008 meeting, a Traffic Safety Committee member made a proposal to extend Market Street to the east to go under the E. 30<sup>th</sup> Street viaduct and then connect back south to Raccoon Street east of E. 30<sup>th</sup>, and possibly to Scott Avenue (copy attached). While eliminating the difficult connection with E. 30<sup>th</sup> Street just south of the viaduct, this route would be substantially more expensive and would impact additional residential properties east of E. 30<sup>th</sup> Street.

Staff has also further reviewed the potential routing of trucks from the businesses in this area if the truck route designation is removed from SE 28<sup>th</sup> Street. For trucks to and from Mid America Recycling on SE 28<sup>th</sup> Street, they currently go past a total of 19 houses on SE 28<sup>th</sup> Street, and then an additional 15 houses on Scott Avenue over to SE 30<sup>th</sup> Street, with a total distance of 0.5 mile. If they went west on Market, they would still go past two houses on SE 28<sup>th</sup> Street, and five houses on Market to SE 18<sup>th</sup> Street. If they go south on SE 18<sup>th</sup> Street to Maury and then back east to SE 30<sup>th</sup>, they would go past 30 houses on Maury, as well as a medical clinic and the Chesterfield Community Center. Trucks making this loop of Market Street and Maury Street would travel a total distance of 3.2 miles and would also have to cross seven railroad lines, including the main north-south Chicago Northwestern line twice.

Trucks from Titan Tire would be similar, except they would go past five houses on E. Market between the plant and SE 28<sup>th</sup> if they use SE 28<sup>th</sup> and Scott, and would not go past those houses if they go west on Market. If the trucks go north on SE 18<sup>th</sup> Street to Grand Avenue, they would cross numerous railroad crossings and go past a total of 16 houses, a small park and a fire station.

Staff did meet with the manager of MidAmerica Recycling, and he expressed his sympathy for the tragic accident, their emphasis on safety for their truck drivers and their willingness to comply with whatever the City decides regarding the truck routes. Officials from Titan Tire did not want to meet or comment about the truck route. Staff did not meet with the Iowa Department of Transportation or Department of Economic Development, as there are no known funding programs which would be available to fund any extension of Market Street to SE 30<sup>th</sup> Street. Future construction of the proposed SE Connector road would provide a major new connection to Market Street, and could reduce the out-of-distance travel for trucks by about one-half and eliminate several railroad crossings. Staff made the following recommendations to the Traffic Safety Committee.

1. The current truck route designation through this area should not be changed until construction of a segment of the SE Connector. This would minimize out-of-distance travel, eliminate some railroad crossings and avoid sending trucks in front of other houses.

2. The Police Department work with the residents in this area concerning bicycle and pedestrian safety, through their HONRA (Hispanic Outreach Neighborhood Resource Advocate) unit officers.

Staff further recommended that the previous items approved by the committee be included in the overall recommendation:

3. A sidewalk "feasibility study" should be conducted by the Engineering Department.
4. A four-way stop should be installed at SE 28<sup>th</sup> Street and Scott Avenue.

At their October 14, 2008 meeting, the Traffic Safety Committee approved 7:1 a motion to:

1. Not accept staff's recommendation regarding the truck route designation in this area, and instead to delete SE 28th Street as a truck route.
2. Step up police enforcement of the truck route ordinance.
3. That Committee Member John Morrissey's suggestion to re-route truck traffic be included in the report being prepared for Council.
4. Keep staff recommendations 2 through 4 intact.

#### **PREVIOUS COUNCIL ACTION(S):**

Date: June 23, 2008

Roll Call Number: 08-1149

Action: Request from Council Member Brian Meyer to speak regarding the Scott Avenue truck route. SPONSOR: Meyer. Moved by Meyer to refer to City Manager and Traffic Safety Committee for review and recommendation on the following: 1) signage designating as truck route, 2) speed limit, 3) change location of truck route, and 4) sidewalks in area. Motion Carried 7-0.

#### **BOARD/COMMISSION ACTION(S): TRAFFIC SAFETY COMMITTEE**

Date: October 14, 2008

Roll Call Number: N/A

Action: The Traffic Safety Committee unanimously approved a motion to delete SE 28th Street as a truck route; step up police enforcement of the truck route ordinance; that Committee Member John Morrissey's suggestion to re-route truck traffic be included in the report being prepared for Council; and keep staff recommendations 2 through 4 intact.

Date: August 12, 2008

Roll Call Number: N/A

32

Action: The Traffic Safety Committee approved a staff recommendation that a sidewalk feasibility study be conducted by the Engineering Department in this vicinity, and that a four-way stop be installed at the intersection of SE 28<sup>th</sup> Street and Scott Avenue, but requested further study on the issue of SE 28<sup>th</sup> Street as a truck route between Market Street and Scott Avenue.

**ANTICIPATED ACTIONS AND FUTURE COMMITMENTS: NONE**

For more information on this and other agenda items, please call the City Clerk's Office at 515-283-4209 or visit the Clerk's Office on the second floor of City Hall, 400 Robert D. Ray Drive. Council agendas are available to the public at the City Clerk's Office on Thursday afternoon preceding Monday's Council meeting. Citizens can also request to receive meeting notices and agendas by email by calling the Clerk's Office or sending their request via email to [cityclerk@dmgov.org](mailto:cityclerk@dmgov.org).

08-1983 08-1897  
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32

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE to amend the Municipal Code of the City of Des Moines, Iowa, 2000, adopted by Ordinance No. 13,827, passed June 5, 2000, and amended by Ordinance No. 13,833 passed June 19, 2000, and Ordinance No. 13,869 passed October 2, 2000, and Ordinance No. 13,877 passed October 23, 2000, and Ordinance No. 13,933 passed March 26, 2001, and Ordinance No. 13,954 passed June 4, 2001, and Ordinance No. 14,132 passed August 5, 2002, and Ordinance No. 14,189 passed December 16, 2002, and Ordinance No. 14,198 passed January 6, 2003, and Ordinance No. 14,246 passed June 23, 2003, and Ordinance No. 14,304 passed December 22, 2003, and Ordinance No. 14,309 passed January 12, 2004, and Ordinance No. 14,322 passed March 22, 2004, and Ordinance No. 14,339 passed May 17, 2004, and Ordinance No. 14,371 passed September 13, 2004, and Ordinance No. 14,388 passed November 8, 2004, and Ordinance No. 14,404 passed January 10, 2005, and Ordinance No. 14,418 passed March 7, 2005, and Ordinance No. 14,421 passed March 7, 2005, and Ordinance No. 14,437 passed April 25, 2005, and Ordinance No. 14,537 passed January 23, 2006, and Ordinance No. 14,541 passed February 6, 2006 and Ordinance No. 14,576 passed July 24, 2006, by amending Sections 114-319.09 and 114-2329 and repealing Section 114-2479 thereof, regarding traffic regulation changes to remove the truck route designation on SE 28<sup>th</sup> Street from Market Street to Scott Avenue and to create a four-way stop at the intersection of SE 28<sup>th</sup> Street and Scott Avenue.

Be It Ordained by the City Council of the City of Des Moines, Iowa:

Section 1. That the Municipal Code of the City of Des Moines, Iowa, 2000, adopted by Ordinance No. 13,827, passed June 5, 2000, and amended by Ordinance No. 13,833 passed June 19, 2000, and Ordinance No. 13,869 passed October 2, 2000, and Ordinance No. 13,877 passed October 23, 2000, and Ordinance No. 13,933 passed March 26, 2001; and Ordinance No. 13,954 passed June 4, 2001, and Ordinance No. 14,132 passed August 5, 2002, and Ordinance No. 14,189 passed December 16, 2002, and Ordinance No. 14,198 passed January 6, 2003, and Ordinance No. 14,246 passed June 23, 2003, and



Ordinance No. 14,304 passed December 22, 2003, and Ordinance No. 14,309 passed January 12, 2004, and Ordinance No. 14,322 passed March 22, 2004, and Ordinance No. 14,339 passed May 17, 2004, and Ordinance No. 14,371 passed September 13, 2004, and Ordinance No. 14,388 passed November 8, 2004, and Ordinance No. 14,404 passed January 10, 2005, and Ordinance No. 14,418 passed March 7, 2005, and Ordinance No. 14,421 passed March 7, 2005, and Ordinance No. 14,437 passed April 25, 2005, and Ordinance No. 14,537 passed January 23, 2006, and Ordinance No. 14,541 passed February 6, 2006 and Ordinance No. 14,576 passed July 24, 2006 is hereby amended by amending Sections 114-319.09 and 114-2329 and repealing Section 114-2479 thereof, regarding traffic regulation changes to remove the truck route designation on SE 28<sup>th</sup> Street from Market Street to Scott Avenue and to create a four-way stop at the intersection of SE 28<sup>th</sup> Street and Scott Avenue, as follows:

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

The following intersections are designated as four-way stop intersections. Stop signs shall be installed and maintained at the following intersections, and the driver of a vehicle approaching these intersections from all directions shall stop in accordance with this chapter before entering the intersections:

- (1) Adams Avenue and Thirty-eighth Street.
- (1a) Arthur Avenue and East Ninth Street.
- (2) Aurora Avenue and Sixth Avenue.
- (2a) Aurora Avenue and Fiftieth Street.
- (3) Aurora Avenue and Cornell Street.
- (3a) Bel-Aire Road and Lower Beaver Road.
- (3b) Buchanan Street and East Thirteenth Street.
- (4) Carpenter Avenue and Twenty-fifth Street.
- (5) Center Street and Twelfth Street.

- (5a) Center Street and Fifteenth Street.
- (5b) Clark Street and Ninth Street.
- (6) Clark Street and Thirteenth Street.
- (7) Clark Street and Sixteenth Street.
- (8) Cleveland Avenue and East Twelfth Street.
- (9) Cleveland Avenue and East Thirteenth Street.
- (9a) Cleveland Avenue and Hutton Street.
- (10) College Avenue at Seventh Street.
- (11) College Avenue at Eighth Street.
- (12) College Avenue at Ninth Street.
- (12a) College Avenue and Forty-fourth Street.
- (13) Cornell Street and East Douglas Avenue.
- (14) Cornell Street and Hull Avenue.
- (15) Cornell Street and East Madison Avenue.
- (16) Cornell Street and East Sheridan Avenue.
- (17) Corning Avenue and Fourth Street.
- (18) Cottage Grove Avenue and Twenty-fifth Street.
- (18a) Cottage Grove Avenue and Twenty-eighth Street.
- (19) County Line Road and Southwest Ninth Street
- (20) Delaware Avenue and Hull Avenue.
- (20a) East Fifth and Des Moines Street.
- (21) East Diehl Avenue and Southeast Eighth Street.
- (22) Drake Park Avenue and Twenty-third Street.
- (23) Drake Park Avenue and Twenty-fourth Street.
- (24) Douglas Avenue and Ninth Street.
- (24a) Douglas Avenue and East Twenty-eighth Street.
- (25) East Douglas Avenue and East Thirty-eighth Street.
- (26) East Douglas Avenue and East Forty-second Street.
- (27) Easton Boulevard and East Twenty-ninth Street.
- (28) Easton Boulevard and East Forty-second Street.
- (29) Evergreen Avenue and Southeast Twenty-second Street.
- (30) Evergreen Avenue and Southeast Thirty-fourth Street.
- (31) Forest Avenue and Ninth Street.
- (32) Forest Avenue and Thirteenth Street.
- (33) Forest Avenue and Sixteenth Street.
- (34) Forest Avenue and Forty-first Street.
- (34a) Forest Avenue and Forty-fourth Street.
- (35) Fremont Street and East Ninth Street.
- (36) Franklin Avenue, Merklin Way and Fifty-sixth Street.
- (37) Franklin Avenue and Merle Hay Road.
- (37a) Franklin Avenue and Thirty-fourth Street.
- (37b) Franklin Avenue and Thirty-eighth Street.
- (38) Franklin Avenue and Forty-eighth Street.
- (39) Geil Avenue and Southwest Fourteen Street.
- (39a) Grandview Avenue and East Thirteenth Street.

48  
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32

- (40) Greenwood Drive and Forty-second Street.
- (41) Guthrie Avenue and East Ninth Street.
- (42) Hull Avenue and East Twenty-fourth Street.
- (42a) Hillcrest Drive and Lyndale Drive.
- (43) Hull Avenue and East Twenty-fifth Street.
- (44) Hull Avenue and East Thirty-eighth Street.
- (45) Ingersoll Avenue and Polk Boulevard..
- (46) Kingman Boulevard and Twenty-fifth Street.
- (47) Kingman Boulevard and Twenty-eighth Street.
- (47a) Kingman Boulevard and Thirty-fifth Street.
- (47b) Kingman Boulevard and Fifty-eighth Street.
- (48) Madison Avenue and Twelfth Street.
- (48a) Lawnwoods Drive and Twana Drive.
- (49) Madison and Thirtieth Street.
- (49a) Madison and Thirty-ninth Street.
- (50) Madison Avenue and Fiftieth Street.
- (51) McKinley Avenue and South Union Street.
- (52) East McKinley Avenue and Southeast Fifth Street.
- (53) New York Avenue and Forty-seventh Street.
- (54) North Union Street and Sheridan Avenue.
- (55) Park Avenue and South Union Street.
- (56) Park Avenue and Southwest Twelfth Street.
- (57) Park Avenue and Southeast Twenty-second Street.
- (58) East Park Avenue and Southeast Fifth Street.
- (59) East Park Avenue and Southeast Eighth Street.
- (60) Payton Avenue and South Union Street.
- (60a) Pleasant Street and Tenth Street.
- (61) Pleasant Street and Nineteenth Street.
- (62) Porter Avenue and Southwest Fourteenth Street.
- (63) Porter Avenue and South Union Street.
- (64) ~~Scott Street~~Avenue and Southeast Sixth Street.
- (64a) Scott Avenue and Southeast Twenty-eighth Street.
- (65) Shawnee Avenue and Forty-third Street.
- (65a) East Sheridan Avenue and East Twenty-fifth Street
- (66) East Sheridan Avenue and East Thirty-eighth Street.
- (67) South Union Street and Watrous Avenue.
- (67a) Stanton Avenue and Southwest Twenty-sixth Street.
- (67b) Twana Drive and Forty-sixth Street.
- (67c) East Walnut Street and East Sixteenth Street.
- (68) East Washington Avenue and East Ninth Street.
- (69) East Washington Avenue and East Twelfth Street.
- (70) East Washington Avenue and East Thirteenth Street.
- (71) Watrous Avenue and Southwest Fourteenth Street.
- (72) East Watrous Avenue and Southeast Fifth Street.
- (73) Woodland Avenue and Fifteenth Street.

08-1827  
08-1983 48  
32 41

- (73a) Woodland Avenue and Seventeenth Street.
- (73b) Woodland Avenue and Twenty-fourth Street.
- (74) Woodland Avenue and Twenty-eighth Street.
- (75) Woodland Avenue and Thirty-ninth Street.

**Sec. 114-2329. Scott Avenue.**

Scott Avenue, from the east line of Southwest Water Street to the west line of Southeast Sixth Street, stop.

Scott Avenue, from the east line of Southeast Sixth Street to the west line of Southeast Eighteenth Street, stop.

Scott Avenue, from the east line of Southeast Eighteenth Street to the west line of Southeast Twenty-eighth Street, Thirtieth Street, stop.

Scott Avenue, from the east line of Southeast Twenty-eighth Street to the west line of Southeast Thirtieth Street, stop.

Scott Avenue, from the east line of Southeast Thirtieth Street to the east corporate limits, stop.

**Sec. 114-2479. Southeast Twenty-eighth Street Repealed by Ord. No. 14, ---.**

~~Southeast Twenty eighth Street, from East Market Street to Scott Avenue.~~

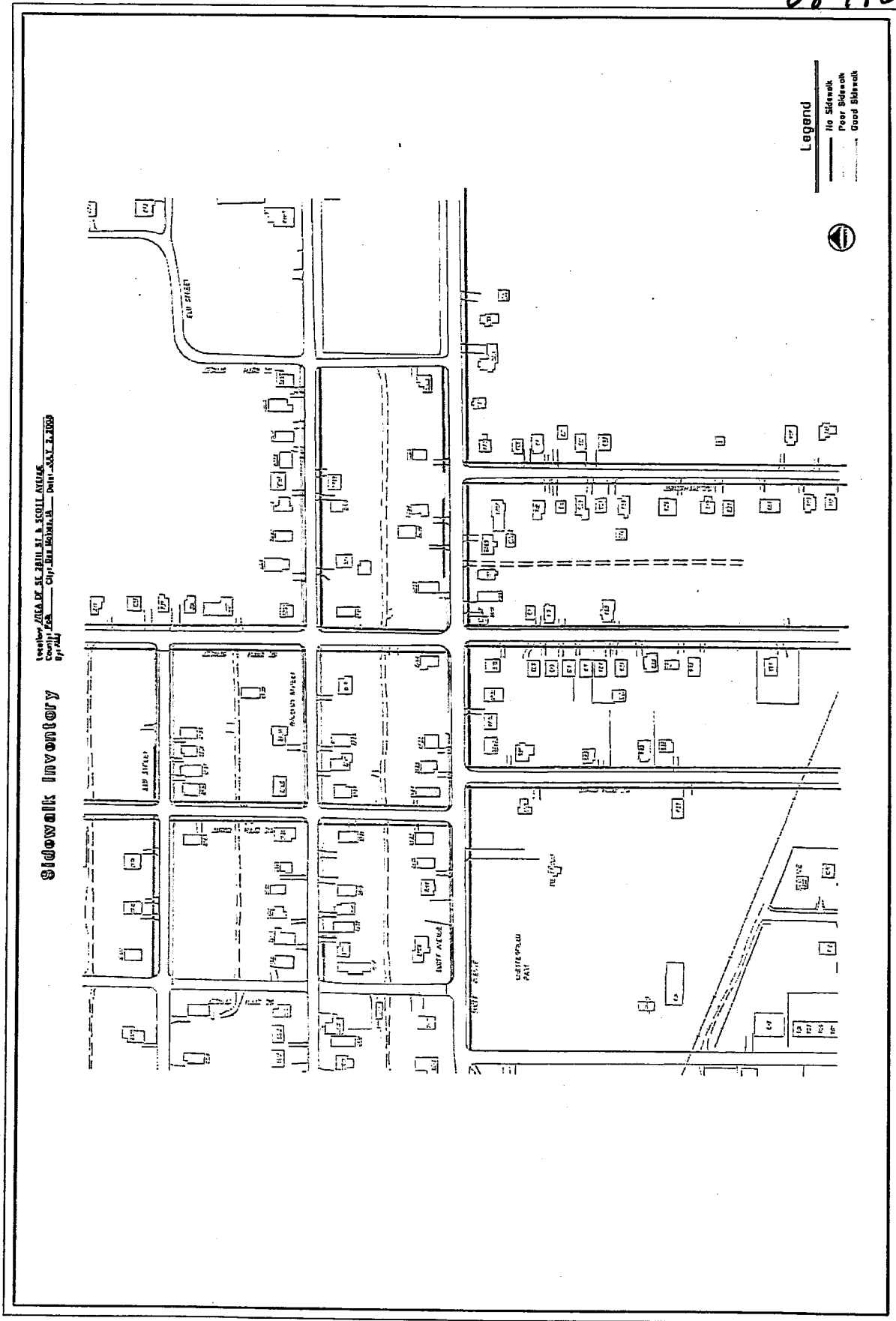
Sec. 2. This ordinance shall be in full force and effect from and after its passage and publication as provided by law.

FORM APPROVED:

\_\_\_\_\_  
Katharine Massier  
Assistant City Attorney

08-1577/8  
08-1983 4T

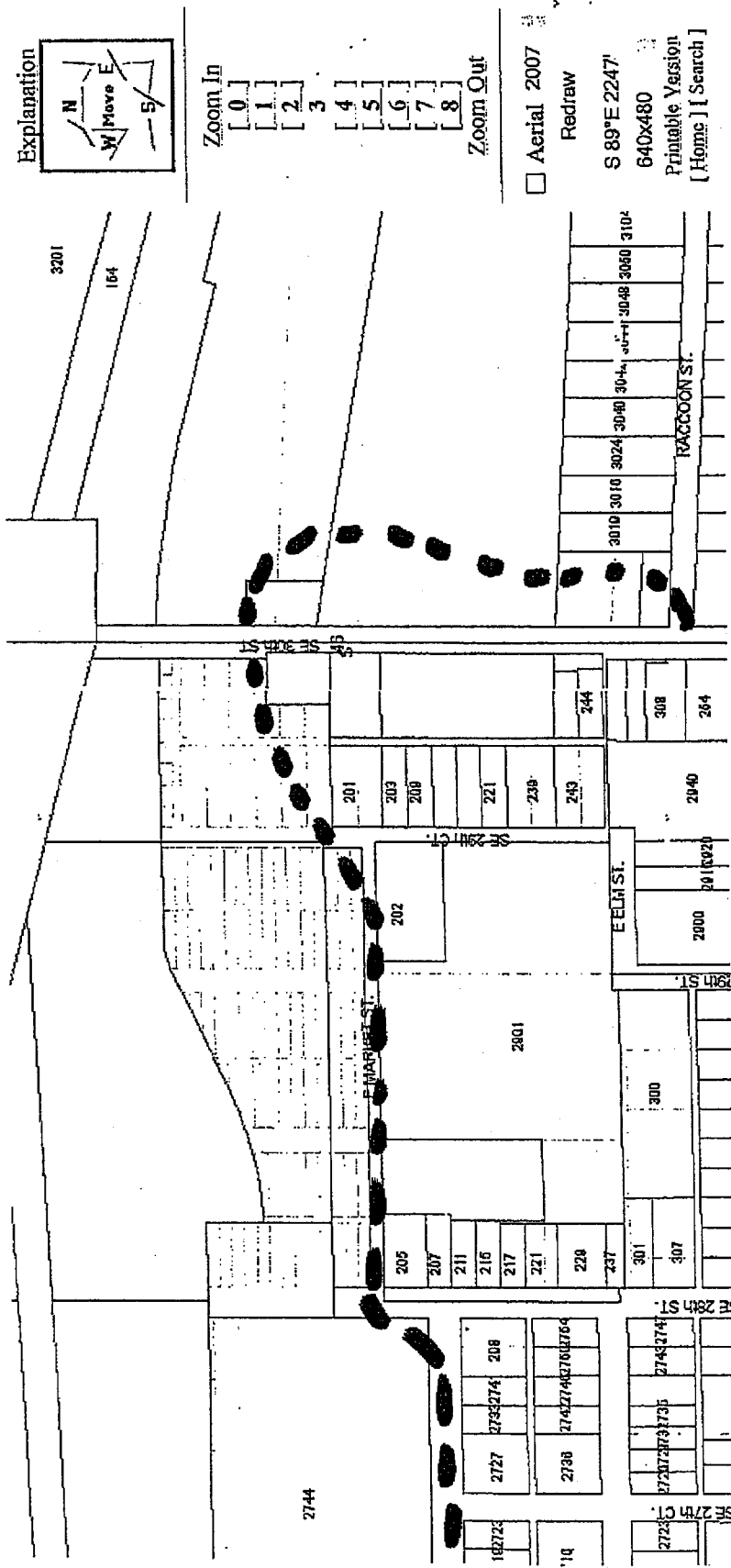
32



Sidewalk Inventory  
10000 24th St SW, Seattle, WA 98148  
City of Seattle, WA  
Date: 08/15/83

Legend  
— No Sidewalk  
- - - Poor Sidewalk  
... Good Sidewalk

Parcel to Highlight and Center It



Auditor Jamie Fitzgerald  
center and select a parcel

Courtesy of Polk County Auditor Jamie Fitzgerald  
1920' x 1440' -- Click to center and select a parcel

#3 08-18-27 48  
 John Mourssepk  
 re-route  
 08-1983 44  
 32