

★ **Roll Call Number**

**Agenda Item Number**

34

**Date** March 12, 2012

Request from Gerald LaBlanc, 2571 Guthrie Avenue to post two "SLOW 30 MPH" speed signs on either side of Valley View Retirement Home at 2571 Guthrie Avenue.

Moved by \_\_\_\_\_ to

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
GRIESS				
HENSLEY				
MAHAFFEY				
MEYER				
MOORE				
TOTAL				
MOTION CARRIED		APPROVED		

**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.

\_\_\_\_\_  
Mayor

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

34

REGISTRATION FORM TO SPEAK AT CITY COUNCIL MEETING

To: The Honorable Mayor  
and  
Members of the City Council  
City of Des Moines, Iowa  
c/o City Clerk

**I AM PHYSIALLY UNABLE  
TO ATTEND YOUR MARCH 12th  
MEETING, BUT WANT THE FOLLOWING  
ITEM ON YOUR AGENDA.**

I/~~we~~ GERALD LABLANC  
(Please Print)

~~hereby request permission to speak at the Des Moines City Council~~  
meeting of MARCH 12, 2012, regarding  
To post two SLOW  
30 MPH speed signs on either side of the Valley View Retirement  
Home 50 feet wide driveway. One 150 feet to the west for eastbound cars,  
and the other across from Guthrie Ave. 150 east of the driveway for westbound  
traffic. Up to this time the City has yet to lend a helping hand to the  
nearly 300 elderly, some handicapped of this retirement home. Guthrie was  
laid out as a residential street in the 1920's, not an extension of the  
Freeway. This is **NOT** the much smaller driveway as previously discussed.

Name: Gerald LaBlanc  
(Signature)

Address: 2571 GUTHRIE AVE.

Daytime Phone: 266-1978

2012 MAR -5 PM 12:40  
CITY OF DES MOINES  
RECEIVED

FILED

PROCEDURAL RULES OF DES MOINES CITY COUNCIL:

Part III. Agenda

Rule 16. Citizen Agenda Requests. Any citizen may request the right to have an item placed on the Agenda (including a request to speak) by filing such request in writing with the City Clerk prior to noon on the Wednesday preceding the Council meeting.

Part V. Citizen Participation

Rule 27. Citizen's Right to Address Council. Persons other than Council Members shall be permitted to address the Council only upon specific Agenda Items.



Dakovich, Jennifer &lt;jldakovich@dmgov.org&gt;

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**Fwd: PHONE MESSAGE: Gerald LaBlanc--E 25th & Guthrie**1 message

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**Bohac, Jennifer** <jlbohac@dmgov.org>

Wed, Mar 7, 2012 at 11:57 AM

To: Jeb Brewer &lt;jebrewer@dmgov.org&gt;

Cc: Jennifer Dakovich &lt;jldakovich@dmgov.org&gt;, "McKinley, Allen" &lt;amckinley@dmgov.org&gt;

FYI - looks like Valley View Village staff moved forward with one of our recommendations to install exit signage on the driveway of their complex. Mr. LaBlanc is happy with that.

Jennifer

----- Forwarded message -----

From: **Schomer, Michelle** <mischomer@dmgov.org>

Date: Wed, Mar 7, 2012 at 10:42 AM

Subject: PHONE MESSAGE: Gerald LaBlanc--E 25th &amp; Guthrie

To: Jennifer Bohac &lt;jlbohac@dmgov.org&gt;

Jennifer -

Gerald LaBlanc (266-1978) was wondering if you had "extended a helping hand" in placing the sign PROCEED WITH CAUTION sign near their drive at Valley View Village or if it was the Valley View Village Administration that had it placed.

If it was you, you deserve a "pat on the back."

Michelle  
Michelle Schomer  
Administrative Assistant  
Traffic and Transportation Division  
400 Robert D. Ray Drive  
Des Moines, IA 50309  
515-283-4063  
515-237-1640 (FAX)  
mischomer@dmgov.org

-

**Jennifer Bohac, PE, PTOE**

City Traffic Engineer

City of Des Moines

Traffic &amp; Transportation Division

Ph: 515-283-4549Email: jlbohac@dmgov.org



Bohac, Jennifer &lt;jlbohac@dmgov.org&gt;

## Guthrie Avenue/E 25th Multi-way Stop Study Follow-up

2 messages

Bohac, Jennifer &lt;jlbohac@dmgov.org&gt;

Mon, Jan 16, 2012 at 3:14 PM

To: bcole@elimcare.org

Brad,

It was nice to touch base with you earlier. As I mentioned on the phone, we have completed our engineering study for the multi-way stop request received from one of your Valley View residents for your western property driveway. The study looked at the volume on the street, the speeds, and the number of crashes at the intersection to determine if a stop sign is warranted or not. The outcome of our study showed that this intersection does not meet engineering warrants for a multi-way stop and it is not recommended that a multi-way stop be installed at this time. Stop signs are frequently violated if unwarranted. Because of this, stop signs should only be placed if they meet the engineering warrants.

This has been reviewed by our Traffic Safety Committee and they supported the staff recommendation to not install a multi-way stop but suggested working with you and the residents at Valley View Village to add some signage on the driveway and to work to deliver some elderly driver education.

When I spoke to the requester, he asked if stop signs could not be placed, could a flashing yellow light be placed instead? We do not recommend installing flashing yellow lights on Guthrie as we have historically reserved the use of flashing yellow lights for pedestrian crosswalks, school zones, and fire station exits. I am concerned that installation of a flashing yellow light or warning sign in this area may provide a false sense of security for those exiting Valley View Village.

Instead, we would like to work with you to develop some signage to be placed on your driveway as people exit and arranging some elderly driver education. We can help with what type of signage to place and where it can be ordered and provide some references for the elderly driver education. This is of course up to you and what your residents as a whole would like to pursue.

Thank you for taking the time to run this by your resident council members. I look forward to hearing from you. If you have any questions, please contact me at [515-283-4549](tel:515-283-4549).

Jennifer

—

**Jennifer Bohac, PE, PTOE**  
City Traffic Engineer  
City of Des Moines  
Traffic & Transportation Division  
Ph: [515-283-4549](tel:515-283-4549)

Email: [jlbohac@dmgov.org](mailto:jlbohac@dmgov.org)

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**Bohac, Jennifer** <[jlbohac@dmgov.org](mailto:jlbohac@dmgov.org)>

**Mon, Feb 20, 2012 at 4:13 PM**

To: [bcole@elimcare.org](mailto:bcole@elimcare.org)

Brad,

I was wondering if you had a chance to talk with your Resident Council about the Elderly Driver Education program or signage on your driveway for exiting vehicles?

Jennifer

[Quoted text hidden]

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JAN. 31, 2012

**MAYOR FRANK COWNIE  
CITY HALL  
400 BOB RAY DRIVE  
DES MOINES, IOWA 50309**

Mayor Cownie, the nearly 300 elderly along with many handicap citizens all in our 80's and 90's need your help concerning getting out on Guthrie Ave. **which is an extention of the Freeway.** Not a regular residential street.

Cars coming off the Freeway far exceed the 30 MPH speed limit. You can leave our driveway and no cars around. After you pull out there are several cars immediately behind you hunking their horns.

Unlike other retirement homes in Des Moines, many of us pay property taxes as we lease our cottages.

Your records will show there have been numerous accidents here on Guthrie Ave. A few months ago you will recall four ladies all in their 90's pulled out of the Lodge of Ashworth going to a birthday party were all killed by a speeding driver.

Mayor Cownie will you please **note** that the follwing businessmen purchase 22 acres to ~~create~~ the first retirement home in East Des Moines: **Russ Johnson** of Hammer Medical, **Ralph Erickson and Iver Erickson** both owners of Anderson-Erickson Dairy and **Robert Benton** a local banker. At that time an ideal location in a sleepy Eastside neighborhood. **IF THESE BUSINESS MEN HAD KNOWN THE 22 ACRES THEY WERE BUYING FROM THE HUBBELL ESTATE WERE TO BE ON A VERY BUSY COMMERCIAL STREET THEY NEVER WOULD HAVE BOUGHT THE LAND.**

One of my friends said the other day, "IF this problem were at 1801 Grand or Westly Acres it would have been fixed long ago."

Mayor Cownie, you have in the past been an understanding leader for all citizens. You have always paved and led the way.

Mayor Cownie, here is what we are suggesting. A speed limit sign near our 75 feet driveway on either side of the street saying:

**SLOW  
30 MPH**

Mayor Cownie it is not uncommon for the Council to make suggestions/ recommendations to a department as you and the Council are elected representatives, not appointed. **HERE IS OUR RECOMMENDATION:** That you place the above suggestion on a coming Agenda. Let's the peoples representatves have a say.

Sincerely,

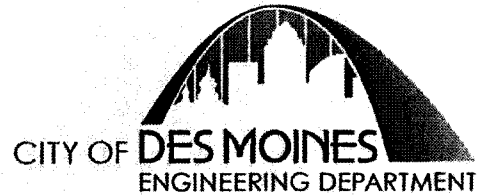
*Gerald*

COPY:

Chris Coleman  
Halley Gries  
Christine Hensley

Robert Mahaffey  
Brian Meyer  
Skip Moore

City Manager Rick Clark  
Brad Cole



January 25, 2012

Gerald LaBlanc  
Valley View Village  
2571 Guthrie Ave  
Des Moines, IA 50317

Mr. Gerald LaBlanc,

I am writing you today in response to your letter dated December 29, 2011 and to thank you for your kind words.

In your letter you request an alternative course to an all-way stop at E 25<sup>th</sup> and Guthrie, which is to install flashing yellow caution lights on Guthrie at the wide main driveway for Valley View Village.

I am not recommending installation of flashing yellow caution lights on Guthrie at your main driveway. We have historically reserved the use of flashing yellow caution lights for pedestrian crosswalks, school zones, and fire station exits. I am concerned that installation of flashing yellow caution lights in this area may provide a false sense of security for you and others exiting Valley View Village.

As I stated in my December letter to you, I would like to proceed with working with Valley View Village staff and residents on some elderly driver education and signage on the driveway for exiting vehicles. I have been in touch with Brad Cole, Manager of Valley View Village, regarding placing signage on the Valley View Village driveways for vehicles exiting from the community out onto Guthrie. I have also offered to help him to arrange some elderly driver education for members of your community. When we last spoke, he was going to take these two items to your Resident Council for consideration and get back in touch with me. Your community members may pursue these two items if they wish, but I will assist in any way I can. Please follow up with Mr. Cole regarding the Resident Council's decision.

If you have any other questions, please contact me at 515-283-4549.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bohac".

Jennifer Bohac, P.E.  
City Traffic Engineer

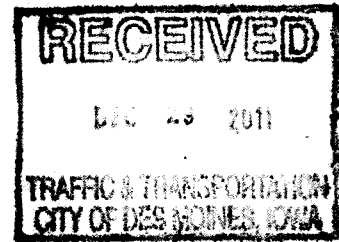
Cc: Robert Mahaffey, City Council Member  
Richard Clark, City Manager

34  
**WOODLAND - ST. AMBROSE - EMANUEL - ODD FELLOWS CEMETERY**

**WOODLAND AVENUE AND M.L.KING PARKWAY  
DES MOINES IOWA**

DECEMBER 29, 2001

JENNIFER BOHAT, CITY TRAFFIC ENGINEER  
CITY HALL  
400 BOB RAY DRIVE  
DES MOINES, IOWA 50309



Jennifer, I want to commend you for pursuing an alternative course which I suggested, flashing caution lights at our wide main driveway rather than closing the door when the Traffic Committee didn't think stop signs would be appropriate.

You will be working with Brad Cole who has been the Manager here at Valley View Village for some years. When the time comes for pole placement he may have some good suggestions. Brad has firm plans to enlarge Valley View Village which will increase the large number of cars already here.

After the project has been completed, I would like a copy.

Jennifer, if the City would give out a Christmas bonus you would be right at the top. With you and Brad working together, there can only be a positive outcome.

I am sending a copy to Mayor Frank Cownie and Council Members to let them know about your helping the handicap and the elderly.

Most sincerely,

Gerald

Copy:

Brad Cole Manager  
Mayor Frank Cowni and Council Members

December 23, 2011

Mr. Gerald LaBlanc,

I am writing you today about your request for a four-way stop at E 25th and Guthrie.

We have completed our engineering study which looks at the volume on the street, the speeds, and the number of crashes at the intersection to determine if a stop sign is warranted or not. The outcome of our study showed that this intersection does not meet engineering warrants outlined in the 2009 Manual of Uniform Traffic Control Devices (MUTCD) for a multi-way stop and due to the function of this roadway it is not recommended that a multi-way stop be installed at this time. Stop signs are frequently violated if unwarranted. Because of this, stop signs should only be placed if they meet the MUTCD warrants.

The results of our study were presented to the Traffic Safety Committee last week. They supported the staff recommendation to not install a four-way stop but suggested working with Brad Cole and the residents at Valley View Village to add some signage on the driveway and to work to deliver some elderly driver education.

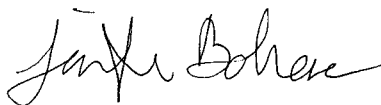
You had requested that we look at installing yield signs or a flashing yellow lights with warning signage to warn drivers on Guthrie that people may be entering/exiting the main Valley View Village Driveway. We do not recommended yield signs on Guthrie and have historically reserved the use of flashing yellow lights for pedestrian crosswalks, school zones, and fire station exits. I am concerned that installation of a flashing yellow light or warning sign in this area may provide a false sense of security for you and others exiting Valley View Village.

I would like to proceed with working with Valley View Village staff and residents on some elderly driver education and signage on the driveway for exiting vehicles. I do not recommend installing anything on Guthrie.

There are plans for expansion of Valley View Village over the next 15-20 years. If the changes to the property create a need to redo this study, we will consider an update of this study at that later time.

I have included a copy of the engineering study and the minute from the Traffic Safety Committee for your reference. If you have any questions, please contact me at 515-283-4549.

Sincerely,



Jennifer Bohac, P.E.  
City Traffic Engineer

**DES MOINES TRAFFIC SAFETY COMMITTEE  
DECEMBER 13, 2011  
MINUTES**

The Des Moines Traffic Safety Committee met at 7:30 a.m. on December 13, 2011, in the FIN-Audit Conference Room in the Lower Level, South End of City Hall. Those members in attendance were:

Jennifer Bohac	John Morrissey
Gabriel Carnes	Carl Voss
Scott Galenbeck	Kevin Williamson

Members Absent: Sgt. Jack Beardsley and George Robinson

Staff Present: Gary Fox, Mike Ring, Jennifer Dakovich, Mark Garrett, and Michelle Schomer

**OLD BUSINESS**

**1. Minutes of November 8, 2011 Meeting**

**MOTION** was made by Kevin Williamson to approve the minutes as mailed; seconded by John Morrissey. Motion passed 6:0.

**2. Status Report**

**From November 8, 2011 Meeting**

**Request for Two-Way Stop—E 8<sup>th</sup> Street and Guthrie Avenue**

An ordinance necessary to place a two-way stop at E 8<sup>th</sup> Street and Guthrie Avenue was approved by the City Council on November 21, 2011, by Roll Call No. 11-1986.

**Removal of 6<sup>th</sup> Avenue as Truck Route—New York Avenue to North City Limits**

An ordinance necessary to remove 6<sup>th</sup> Avenue as a truck route from New York Avenue to the north city limits and add New York Avenue between 2<sup>nd</sup> Avenue and 6<sup>th</sup> Avenue as a truck route was approved by the City Council on November 21, 2011, by Roll Call No. 11-1986.

**Sidewalk Policy**

Jennifer Bohac provided an update on the Sidewalk Policy. She said it is currently being revised by the Legal Department and will be presented to Council on January 9. The policy will stress that removal will be granted in only extreme cases, such as orphan sidewalks or sidewalks that lead to nowhere.

**Neighborhood Signs**

Mike Ring gave the status of the Waveland Park Neighborhood sign issue from the last meeting. He said seven or eight locations have been reviewed in the field, and a couple of the signs will be moved to an alternate location.

**3<sup>rd</sup> Street Parking Restrictions**

Jennifer Bohac provided the status regarding parking restrictions on 3<sup>rd</sup> Street. She indicated that the ordinance changes to place permanent restrictions will be presented to City Council at their December 19 meeting.

**3. Other Old Business**

**NEW BUSINESS**

**1. Request for Traffic Control—  
East 25<sup>th</sup> Street and Guthrie Avenue**

Jennifer Bohac presented this item as follows:

In October, the Traffic and Transportation Division received a request through the City Council from a resident at Valley View Village concerned with ingress and egress out of their community. He was concerned with the fact that many of their residents are in their 80s and 90s and that combined with the traffic on Guthrie makes it quite difficult for him to exit the driveways from their community. The main driveway, or east driveway, is about 250 feet from the intersection of Guthrie and Hubbell and therefore would not be appropriate for consideration of a multi-way stop or some other control change. Therefore, he requested that we consider a multi-way stop at the intersection of Guthrie Avenue/E. 25th/west Valley View Village driveway.

Counts were taken in October 2011 and observations of the intersection performed. Guthrie Avenue is a minor arterial roadway that provides access to I-235. Guthrie Avenue carries 9,500 vehicles/day. E 25th Street carries 2,300 vehicles/day north of Guthrie and the driveway that makes up the south leg handles 100 vehicles/day. This intersection does not meet warrants outlined in the 2009 Manual of Uniform Traffic Control Devices (MUTCD) for a multi-way stop and due to the function of this roadway it is not recommended that a multi-way stop be installed at this time. Stop signs are frequently violated if unwarranted. Because of this, stop signs should only be placed if they meet the MUTCD warrants. There are plans for expansion of Valley View Village over the next 15-20 years. At this time, the west half and the east half of the village are not connected with a vehicular connection, only a pedestrian and emergency access connection is provided. Therefore, the volume at the driveway is limited to those entering/exiting from the 20 apartment units or "cottages". These units do not generate enough side street traffic to warrant the multi-way stop and the future expansion plans for the community to not include a vehicular connection between the west half and east half of the village. Because of this it is not anticipated that traffic volumes are to increase in the future either, however, plans can change as they become more final.

John Morrissey suggested prohibiting left turns from the driveway at Valley View Village.

Mike Ring thought it might also work if residents voluntarily made only right turns from the driveway.

Gary Fox advised that Older Driver Education be extended to residents at Valley View Village and added that the City of Des Moines has no authority to prohibit left turns from private property.

Scott Galenbeck asked if Valley View Village could provide signs that said left turns are not recommended.

Staff recommended that since the intersection of Guthrie Avenue and E 25th Street does not meet Warrants 1, 2, or 3 for installation of a multi-way stop, a multi-way stop should not be placed at this intersection at this time.

It is anticipated that the future plans for Valley View Village will not impact traffic levels greatly. Plans can change as they become more final; therefore, it is recommended that the development plan be reviewed by City staff to determine if the Valley View Village expansion or the Guthrie Avenue widening will dramatically increase the volume on Guthrie and/or the western driveway. If so, the analysis for a multi-way stop should be repeated at that later time.

**MOTION** was made by Scott Galenbeck to approve staff recommendation and that Valley View Village be contacted with the idea of placing an advisory sign that discourages left turns at the driveway and also offer educational resources; seconded by Gabriel Carnes. Motion passed 6:0.

**2. Status of 2011 Construction Projects**

Mark Garrett provided a written status report and location map of 2011 construction projects at the meeting, a copy of both are attached and made a part of these minutes.

This item was for informational purposes only. No action was required.

**3. Other New Business:**

There was no other new business.

The meeting was adjourned at 8:35 a.m.

Respectfully submitted,



Michelle Schomer  
Recording Secretary

Attachments

**DES MOINES TRAFFIC SAFETY COMMITTEE  
DECEMBER 13, 2011**

	OLD ITEM 1		NEW ITEM 1	
	Y	N	Y	N
Sgt. Jack Beardsley				
Jennifer Bohac	X		X	
Gabriel Carnes	X		X	
Scott Galenbeck	X		X	
Carl McPherson				
John Morrissey	X		X	
George Robinson				
Carl Voss	X		X	
Kevin Williamson	X		X	

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**DES MOINES TRAFFIC SAFETY COMMITTEE**  
**DECEMBER 13, 2011**

Agenda for the Des Moines Traffic Safety Committee scheduled for 7:30 a.m., Tuesday, December 13, 2011, at the **Finance-Audit Room at City Hall, 400 Robert D. Ray Drive, Lower Level, South End.** Please make sure you have placed your City Hall parking lot permit on your vehicle if you intend to park in the lot.

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**Traffic Safety Committee Rules and Procedures**

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1. The Traffic Safety Committee is an advisory body to the City Council.
  2. Staff will be given time to present the background on each item.
  3. Guests are then allowed to speak, with each speaker allowed a maximum of 5 minutes.
  4. All comments are to be germane to the issue under consideration and speakers are to maintain a courteous manner.
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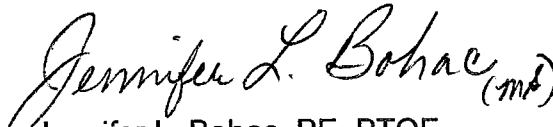
***OLD BUSINESS***

1. Minutes of the November 8, 2011 Meeting
2. Status Report
3. Other Old Business

***NEW BUSINESS***

1. Request for Traffic Control—  
East 25<sup>th</sup> Street and Guthrie Avenue
2. Status of 2011 Construction Projects
3. Other New Business

Note: Following the conclusion of the meeting, there will be a small reception recognizing Gary Fox for his years of service with the Traffic Safety Committee. Gary is retiring from the City at the end of 2011.

  
Jennifer L. Bohac, PE, PTOE  
Traffic Safety Committee

**STATUS REPORT**  
**TRAFFIC SAFETY COMMITTEE ITEMS**

**From November 8, 2011 Meeting**

**1. Request for Two-Way Stop—E 8<sup>th</sup> Street and Guthrie Avenue**

An ordinance necessary to place a two-way stop at E 8<sup>th</sup> Street and Guthrie Avenue was approved by the City Council on November 21, 2011, by Roll Call No. 11-1986.

**2. Removal of 6<sup>th</sup> Avenue as Truck Route—New York Avenue to North City Limits**

An ordinance necessary to place remove 6<sup>th</sup> Avenue as a truck route from New York Avenue to the north city limits and add New York Avenue between 2<sup>nd</sup> Avenue and 6<sup>th</sup> Avenue as a truck route was approved by the City Council on November 21, 2011, by Roll Call No. 11-1986.

**ITEM #1: Guthrie Avenue and E 25<sup>th</sup> Street—Multi-way Stop Study**

**BACKGROUND:**

In October, the Traffic and Transportation Division received a request through City Council from a resident at Valley View Village concerned with ingress and egress out of their community. He was concerned that since many of the residents are in their 80s and 90s and that combined with the traffic on Guthrie it makes it quite difficult for him to exit the driveways from their community. The main driveway, or east driveway, is about 250 feet from the intersection of Guthrie and Hubbell and, therefore, would not be appropriate for consideration of a multi-way stop or some other control change. Therefore, he requested that we consider a multi-way stop at the intersection of Guthrie Avenue/E. 25<sup>th</sup>/west Valley View Village driveway.

Counts were taken in October 2011 and observations of the intersection performed. Guthrie Avenue is a minor arterial roadway that provides access to I-235. Guthrie Avenue carries 9,500 vehicles/day. E 25<sup>th</sup> carries 2,300 vehicles/day north of Guthrie, and the driveway that makes up the south leg handles 100 vehicles/day. This intersection does not meet warrants outlined in the 2009 Manual of Uniform Traffic Control Devices (MUTCD) for a multi-way stop and due to the function of this roadway it is not recommended that a multi-way stop be installed at this time. Stop signs are frequently violated if unwarranted. Because of this, stop signs should only be placed if they meet the MUTCD warrants.

There are plans for expansion of Valley View Village over the next 15-20 years. At this time, the west half and the east half of the village are not connected with a vehicular connection, only a pedestrian and emergency access connection is provided. Therefore, the volume at the driveway is limited to those entering/exiting from the 20 apartment units or “cottages.” These units do not generate enough side street traffic to warrant the multi-way stop, and the future expansion plans for the community do not include a vehicular connection between the west half and east half of the village. Because of this it is not anticipated that traffic volumes are to increase in the future. However, plans can change as they become more final.

**STAFF RECOMMENDATION:**

The intersection of Guthrie Avenue and E. 25<sup>th</sup> Street does not meet Warrants 1, 2, or 3 for installation of a multi-way stop. Therefore, a multi-way stop is not recommended for this intersection.

It is anticipated that the future plans for Valley View Village will not greatly impact traffic levels. Plans can change as they become more final; therefore, it is recommended that the development plan be reviewed by City staff to determine if the Valley View Village expansion or the Guthrie Avenue widening will dramatically increase the volume on Guthrie and/or the western driveway. If so, the analysis for a multi-way stop should be repeated at that later time.

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**Traffic & Transportation Engineering Division Memorandum**

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DATE: December 8, 2011

TO: Traffic Safety Committee

FROM: Jennifer Bohac, City Traffic Engineer

SUBJECT: Multi-way Stop Study – Guthrie Avenue and E. 25th Street

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**RECOMMENDATION**

The intersection of Guthrie Avenue and E. 25th Street does not meet Warrants 1, 2, or 3 for installation of a multi-way stop. Therefore, a multi-way stop is not recommended for this intersection. It is recommended that the future development plans be reviewed by city staff to determine if the Valley View Village expansion or the Guthrie Avenue widening will dramatically increase the volume on Guthrie and/or the western driveway. If so, the analysis for a multi-way stop should be repeated at that later time.

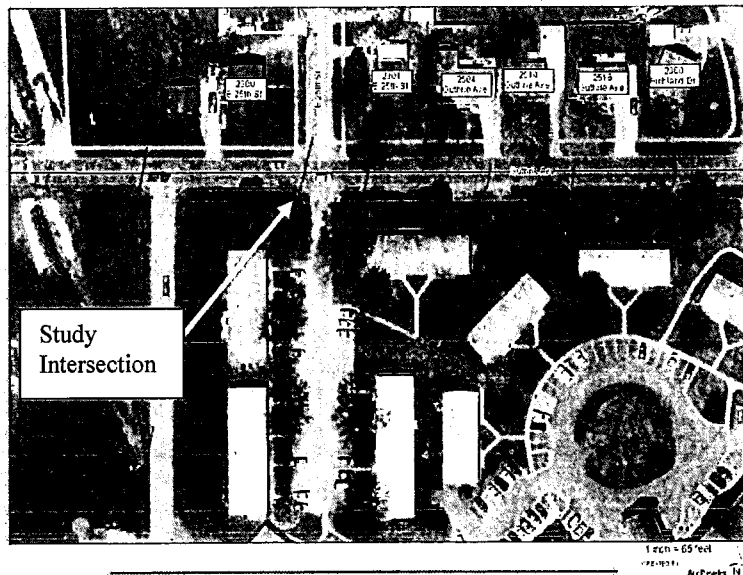
**BACKGROUND**

A stop sign is an effective traffic control device when used at the proper place under appropriate conditions. Stop signs are used at intersections to assist drivers and pedestrians in determining who has the right-of-way. Installing stop signs where they are not needed can cause significant disruption of traffic flow and increase intersection delay for drivers. The induced delay increases travel time and annoys drivers. Multi-way stop control is considered at intersections when traffic volumes on all approaches are approximately equal, at intersections where sight distance is severely restricted, or at low volume intersections that have a high incidence of collisions of a type potentially preventable by the installation of a multi-way stop.

Stop signs are frequently violated if unwarranted. Because of this, stop signs should only be placed if they meet the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD) warrants. Before warrants are even considered, however, less restrictive measures are usually considered.

**STUDY LOCATION**

This multi-way stop study evaluates the intersection of Guthrie Avenue and E. 25<sup>th</sup> Street/west Valley View Village driveway. Currently, E. 25th Street is stop controlled at Guthrie Avenue. Guthrie Avenue is designated as a Minor Arterial and E. 25th Street is designated as a local street in the Federal Functional Classification published by the Des Moines Area MPO in 2010. Both have two lane

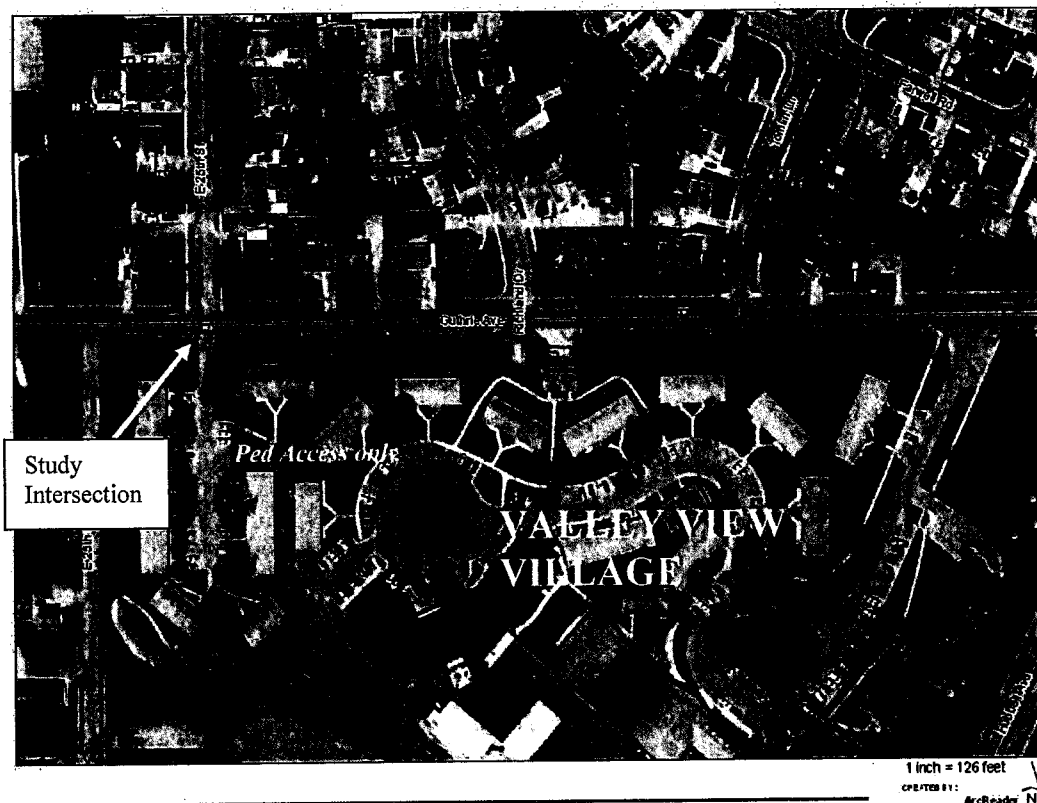


cross-sections providing one through lane for each direction. The speed limit is 30-MPH for Guthrie Avenue and 25-MPH for E. 25th Street. Guthrie Avenue carries 9,500 vehicles/day. E. 25th carries 2,300 vehicles/day north of Guthrie and the driveway that makes up the south leg handles 100 vehicles/day.

Guthrie Avenue runs east-west and begins at 2<sup>nd</sup> Avenue and dead ends at E 32<sup>nd</sup> Street, which is a total distance of approximately 2.5 miles. E. 25th Street runs north-south from Guthrie Avenue to Clinton for 1 mile. The nearest traffic signals are 1/3 mile west at I-235 and 1/4 east at Hubbell Avenue.

The intersection is surrounded by single family residential and senior housing land uses. On the north side of the Guthrie is single family residential and on the south side is Valley View Village, a retirement community with over 300 residents. The western driveway serves the west half of the retirement community which includes 20 apartment units or "cottages". There is no vehicular connection from the east half of the community to the west half.

Both streets have curb and gutter. Sidewalk is present along the north side of Guthrie Avenue and on both sides of E. 25th Street. The intersection is lit but there are no exclusive right or left turn lanes present.



## STUDY

According to the 2009 MUTCD which is the national standard published by the Federal Highway Administration, any of the following conditions may warrant a multi-way stop sign installation:

**Warrant 1: Traffic Signal Design Interim.** A multi-way stop may be installed to control traffic while arrangements for a warranted and urgently needed traffic signal are completed.

**Warrant 2: Collision Problem.** A multi-way stop may be installed at an intersection where five or more reported collisions of a type susceptible of correction by a multi-way stop installation have occurred within a 12-month period. Right turn, left turn, and right angle collisions are types of collisions that may be corrected by a multi-way stop installation.

**Warrant 3: Minimum Traffic Volumes.** A multi-way stop may be installed if

- (a) the total vehicular volume entering the intersection from the major street approaches is an average of 300 vehicles per hour for any eight hours in an average day, and
- (b) the combined vehicular and pedestrian volume from the minor street averages at least 200 units per hour for the same eight hours with an average delay to the minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, or
- (c) when the 85<sup>th</sup> percentile approach speed of the major street traffic exceeds 40 mph, then the Minimum Traffic Volume Warrant is reduced to 70 percent of the requirements outlined in (a) and (b).

**Warrant 4: Combination of Warrants**

(a) Where no one single criterion is satisfied, but where Warrants 3(a) and 3(b) are satisfied to 80 percent of the minimum values. Warrant 3(c) is excluded from this condition.

**WARRANT 1: TRAFFIC SIGNAL DESIGN INTERIM**

The intersection of Guthrie Avenue and E. 25<sup>th</sup> Street does not warrant a traffic signal nor are there plans to install a traffic signal. Warrant 1 is not satisfied.

**WARRANT 2: COLLISION PROBLEM**

A review of the recent collision history at this intersection indicates that from January 2006 to June 2011 there have been 11 reported collisions at the intersection. The majority of these collisions have been rear-end or angle type crashes that involved a vehicle on Guthrie Avenue and a southbound vehicle turning off of E. 25<sup>th</sup> Street. None of the collisions involved a vehicle exiting the west Valley View Village driveway. These collisions did not result in serious injury and were mostly property damage only.

Warrant 2 requires a minimum of 5 collisions of a type potentially preventable with a multi-way stop in a 12-month period. In a 12-month period, the intersection of Guthrie Avenue and E. 25<sup>th</sup> Street had no more than two of these types of collisions, therefore, Warrant 2 is not satisfied at this intersection.

**WARRANT 3: MINIMUM TRAFFIC VOLUMES**

The traffic volumes were evaluated for the intersection of Guthrie Avenue and E. 25<sup>th</sup> Street in accordance with the MUTCD criteria and the results are presented in Appendix A. Volumes were collected for all four approaches to the intersection in October 2011.

Warrant 3(a) requires that the total vehicular volume entering the intersection from the major street approaches is an average of 300 vehicles per hour (vph) for any eight hours in an average day. For 15 hours the volume measured 300 vph or greater. Warrant 3(b) requires that the minor street approach volume be greater or equal to 200 vph for the same eight hours that the total intersection approach is greater than or equal to 300 vph.

The minor street approach volume did not exceed 200 vph for any hours of the day. Warrant 3(b) also requires that the average delay on the minor street measured during the peak hour be at least thirty seconds. The delay time was not measured for this intersection because Guthrie Avenue does not satisfy Warrant 3(a) or Warrant 3(b).

Warrant 3(c) was not evaluated because Guthrie Avenue does not have an 85<sup>th</sup> percentile speed of 40-MPH or greater. The measured 85<sup>th</sup> percentile speed is 34-MPH.

Warrant 4(a) was evaluated because no one single criterion was satisfied, but Warrants 2, 3(a), and 3(b) could be analyzed to determine if they are satisfied to 80 percent of the minimum values. Warrant 4(a) reduces the volume requirements to 80% of what is required in Warrants 3(a) and 3 (b). Even with the 80% reduction of volume requirement, this intersection did not meet Warrant 4(a) for any hours of the day. Warrant 4(a) is not satisfied at this intersection.

### **FIELD OBSERVATIONS**

Field observations have shown that the vehicular traffic on E. 25th Street is peak-hour, directional traffic headed to/from I-235. E. 25th Street experienced little or no delay at the intersection. The largest queue witnessed was three vehicles waiting to make a southbound right turn in the AM Peak. Sight distance for all movements appears to be good on all legs.

### **FUTURE DEVELOPMENT**

Per Brad Cole, Executive Director and Administrator of Valley View Village there is a 20 year expansion plan for the community. A new health center will open on the east half in the next five years and an additional apartment building could be built in the next 10-15 years. This would increase the number on campus to no more than 400 residents. All of this would happen on the east half of the community and there are no plans to open the connection from the west half to the east half to vehicles. It will remain a pedestrian access and emergency fire access only.

The west half will undergo some changes in 10-15 years as the cottages will be converted to brownstones. This plan also includes a new driveway on Guthrie between the existing two driveways. These plans are currently in the preliminary planning stages.

Guthrie Avenue is shown on the Des Moines Area MPO 2016-2025 plan for future widening from two lanes to three lanes.

### **SUMMARY**

The intersection of Guthrie Avenue and E. 25th Street does not meet Warrants 1, 2, or 3 for installation of a multi-way stop. Therefore, a multi-way stop is not recommended for this intersection.

It is anticipated that the future plans for Valley View Village and Guthrie Avenue will not impact traffic levels greatly. Plans can change as they become more final; therefore, it is recommended that the future development plans be reviewed by city staff to determine if the Valley View Village expansion or the Guthrie Avenue widening will dramatically increase the volume on Guthrie and/or the western driveway. If so, the analysis for a multi-way stop should be repeated at that later time.

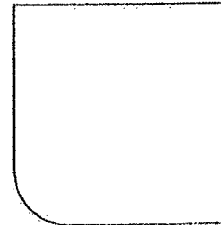
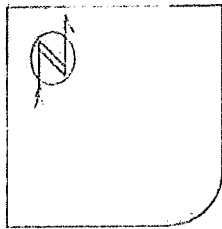
## **Appendix A: Volume Data, Crash Data and Warrant Worksheets**

Major Street  
Minor Street  
Approach

Hour	Approach				Totals			100% Standard Requirement Criteria							80% Standard Requirement Criteria										
	NB	SB	EB	WB	Total Approach	Major Street Approach	Minor Street Approach	Total Approach	Minor Street Approach	Volume Required	% of Total Approach	% of Minor Street	100% of Required Volume	Criteria Met	Hours Criteria Met	Criteria Met Data Set	Total Approach	Minor Street Approach	Volume Required	% of Total Approach	% of Minor Street	100% of Required Volume	Criteria Met	Hours Criteria Met	Criteria Met Data Point
1:00	1	2	2	7	35	32	3	300	200	12%	2%	100%	NO	0	-1.00	240	160	160	15%	2%	100%	NO	0	-1.00	
2:00	1	2	22	8	33	30	3	300	200	11%	2%	100%	NO	0	-1.00	240	160	14%	14%	2%	100%	NO	0	-1.00	
3:00	1	3	15	8	27	23	4	300	200	9%	2%	100%	NO	0	-1.00	240	160	11%	11%	3%	100%	NO	0	-1.00	
4:00	1	3	23	34	61	57	4	300	200	20%	2%	100%	NO	0	-1.00	240	160	25%	25%	3%	100%	NO	0	-1.00	
5:00	1	20	32	94	147	128	21	300	200	49%	11%	100%	NO	0	-1.00	240	160	61%	61%	13%	100%	NO	0	-1.00	
6:00	10	65	108	258	441	366	75	300	200	147%	38%	100%	NO	0	-1.00	240	160	184%	184%	47%	100%	NO	0	-1.00	
7:00	1	91	230	498	821	729	92	300	200	274%	46%	100%	NO	0	-1.00	240	160	342%	342%	58%	100%	NO	0	-1.00	
8:00	1	75	263	281	620	544	76	300	200	207%	38%	100%	NO	0	-1.00	240	160	258%	258%	48%	100%	NO	0	-1.00	
9:00	3	72	228	281	501	428	75	300	200	167%	38%	100%	NO	0	-1.00	240	160	209%	209%	47%	100%	NO	0	-1.00	
10:00	2	83	216	190	491	406	85	300	200	164%	43%	100%	NO	0	-1.00	240	160	205%	205%	53%	100%	NO	0	-1.00	
11:00	3	85	280	230	588	510	88	300	200	199%	44%	100%	NO	0	-1.00	240	160	249%	249%	55%	100%	NO	0	-1.00	
12:00	1	81	316	268	666	584	82	300	200	222%	41%	100%	NO	0	-1.00	240	160	278%	278%	51%	100%	NO	0	-1.00	
13:00	3	95	372	256	728	628	98	300	200	242%	49%	100%	NO	0	-1.00	240	160	303%	303%	61%	100%	NO	0	-1.00	
14:00	4	99	332	237	672	569	103	300	200	224%	52%	100%	NO	0	-1.00	240	160	280%	280%	64%	100%	NO	0	-1.00	
15:00	3	78	443	247	771	680	81	300	200	257%	41%	100%	NO	0	-1.00	240	160	321%	321%	51%	100%	NO	0	-1.00	
16:00	2	79	566	318	985	904	81	300	200	328%	41%	100%	NO	0	-1.00	240	160	410%	410%	51%	100%	NO	0	-1.00	
17:00	4	98	565	263	930	828	102	300	200	310%	51%	100%	NO	0	-1.00	240	160	388%	388%	64%	100%	NO	0	-1.00	
18:00	1	85	392	234	712	626	86	300	200	237%	43%	100%	NO	0	-1.00	240	160	297%	297%	54%	100%	NO	0	-1.00	
19:00	1	64	282	163	510	445	65	300	200	170%	33%	100%	NO	0	-1.00	240	160	213%	213%	41%	100%	NO	0	-1.00	
20:00	1	44	186	172	403	358	45	300	200	134%	23%	100%	NO	0	-1.00	240	160	168%	168%	28%	100%	NO	0	-1.00	
21:00	1	32	140	89	262	229	33	300	200	87%	17%	100%	NO	0	-1.00	240	160	109%	109%	21%	100%	NO	0	-1.00	
22:00	1	20	108	75	205	184	21	300	200	68%	11%	100%	NO	0	-1.00	240	160	85%	85%	13%	100%	NO	0	-1.00	
23:00	1	19	49	44	113	93	20	300	200	38%	10%	100%	NO	0	-1.00	240	160	47%	47%	13%	100%	NO	0	-1.00	
24:00	1	6	33	21	61	54	7	300	200	20%	4%	100%	NO	0	-1.00	240	160	25%	25%	4%	100%	NO	0	-1.00	
Total	49	1301	5245	4196	10791	9441	1350				15	4%	100%	NO	0	-1.00	240	160	16	16	0	100%	NO	0	-1.00

# E 25th and Guthrie (E)

5+ year data (2006-mid 2011)

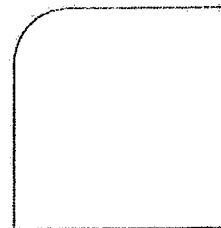
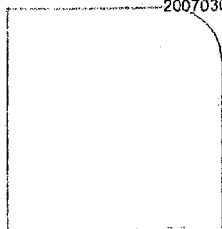


20060613

20050517  
20080218

20080122  
20070420  
20051209  
20050723

20100524  
20080224  
20070305



(1) crashes could not be placed in this schematic

← Straight  
⇐ Stopped  
⋯ Unknown  
⇔ Backing  
⇨ Overtaking  
⇩ Sideswipe

▬ Parked  
⚡ Erratic  
⚡ Out of control  
↗ Right turn  
↖ Left turn  
↻ U-turn

⚡ Pedestrian  
✕ Bicycle  
○ Injury  
⊙ Fatality  
⌚ Nighttime  
⚠ DUI

Fixed objects:

□ General    □ Pole  
▣ Signal    □ Curb  
▣ Tree    ☒ Animal

3rd vehicle  
Extra data

PDF GENERATED BY: 12/27/2011

[Display Version](#)  
[Copy Version](#)

**Feature Count Report**  
**E 25th and Guthrie (E)**  
**5 year + summary**  
**2006-mid 2011**

Year	County	Crashes						Property Damage Only	Property Damage \$	Injuries						
		Crashes	Fatal	Major Injury	Minor Injury	Possible/Unknown	Fatal			Incapacitating	Non- incapacitating	Possible	Uninjured	Unknown	Not Reported	Injuries
2005	Polk	3	0	0	0	1	2	\$10,200.00	0	0	0	0	0	2	0	2
2006	Polk	1	0	0	0	0	1	\$2,800.00	0	0	0	0	0	0	0	0
2007	Polk	2	0	0	0	1	1	\$6,300.00	0	0	0	2	0	0	0	2
2008	Polk	4	0	0	0	1	3	\$21,550.00	0	0	0	3	0	0	0	3
2010	Polk	1	0	0	0	0	1	\$2,500.00	0	0	0	0	0	0	0	0
Totals		11	0	0	0	3	8	\$43,350.00	0	0	0	5	0	2	0	7

Developed By: Iowa Department of Transportation; Highway Division, Engineering Bureau, Office of Traffic and Safety  
 Using: Safety Analysis, Visualization, and Exploration Resource (MIW-SAVER)

Notes: 12/7/11 MPR

Creation Date: Wednesday, December 07, 2011

Generated By: mpr

## Abbreviated Crash Report

Date	DOT Case #	Agency #	City	Crash Severity	Literal Description
05/17/2005	2005020941	2005222110	Des Moines	Possible/Unknown	GUTHRIE AVE and E 25TH ST
07/23/2005	2005031569	2005233349	Des Moines	Property Damage Only	GUTHRIE AVE and E 25TH ST
12/09/2005	2005058869	2005259827	Des Moines	Property Damage Only	GUTHRIE AVE and E 25TH ST
06/13/2006	2006022635	2006224236	Des Moines	Property Damage Only	E 25TH ST and GUTHRIE AVE
03/05/2007	2007012161	2007212690	Des Moines	Property Damage Only	E 25TH ST and GUTHRIE AVE
04/20/2007	2007018252	2007368552	Des Moines	Possible/Unknown	E 25TH ST and GUTHRIE AVE
01/22/2008	2008003315	20080002613	Des Moines	Property Damage Only	E 25TH ST and GUTHRIE AVE
01/25/2008	2008005198	2008421909	Des Moines	Possible/Unknown	GUTHRIE AVE and E 25TH ST
02/18/2008	2008011036	2008428499	Des Moines	Property Damage Only	GUTHRIE AVE and E 25TH ST
02/24/2008	2008011251	20080006563	Des Moines	Property Damage Only	E 25TH ST and GUTHRIE AVE
05/24/2010	2010021601	20100016215	Des Moines	Property Damage Only	GUTHRIE AVE and E 25TH ST

# Major Cause Summary

Analysis Years : Polk [ 2005 (3),2006 (1),2007 (2),2008 (4),2010 (1) ]

## Crash Summary:

Fatal 0  
Major Injury 0  
Minor Injury 0  
Possible/Unknown 3  
PDO 8

Total Crashes 11

TOT Property Damage: \$43,350.00

AVG Property Damage: 3940.91

## Injury Summary:

Fatal 0  
In Capacitating 0  
Non - Capacitating 0  
Possible 5  
Uninjured 0  
Unknown 2  
Not Reported 0

Total Injuries 7

## Surface Condition Summary:

Dry 5  
Wet 2  
Ice 3  
Snow 1  
Slush 0  
Sand/Dirt/Oil/Gravel 0  
Water 0  
Other 0  
Unknown 0  
Not Reported 0

Total Crashes 11

## Major Cause Summary:

0 Animal	0 Inattentive/Distracted By: Fallen Object
0 Cargo/Equipment Loss or Shift	0 Inattentive/Distracted By: Fatigued/Asleep
0 Crossed Centerline	0 Inattentive/Distracted By: Passenger
0 Disregarded Railroad Signal	0 Inattentive/Distracted By: Use of Phone or Other
0 Disregarded Warning Sign	1 Lost Control
0 Downhill Runway	0 Made Improper Turn
3 Driving too Fast for Conditions	0 None Indicated
0 Equipment Failure	0 Operating Vehicle in Reckless/Agressive Manner
0 Exceeded Authorized Speed	0 Other: No Improper Action
1 Followed Too Close	1 Other: Other improper Action
0 FTYROW: At Uncontrolled Intersection	0 Other: Vision Obstructed
0 FTYROW: From Driveway	0 Over-Correcting/Over-Steering
0 FTYROW: From Parked Position	0 Oversized Load/ Oversized Vehicle
1 FTYROW: From Stop Sign	0 Ran Off Road - Left
0 FTYROW: From Yield Sign	0 Ran Off Road - Right
0 FTYROW: Making Left Turn	0 Ran Off Road - Straight
0 FTYROW: Making Right Turn on Red Signal	0 Ran Stop Sign
0 FTYROW: Other (explain in narrative)	0 Ran Traffic Signal
0 FTYROW: To Pedestrian	0 Separation of Units
0 Illegally Parked/Unattended	0 Swerving/Evasive Action
0 Improper Backing	0 Travelling Wrong Way or on Wrong Side of Road
0 Improper Lane Change	4 Unknown

Analyst: mpr

Notes:

SW 9th N of Army Post7+ -year (2004- 2010+)

City Of Des Moines  
600 E. Court Avenue, Suite 200A  
Des Moines, IA 50309  
Tube Count

Page 1

Site Code:  
Station ID:  
E 25th Street  
n. of Guthrie Avenue  
Latitude: 0° 0' 0.000 Undefined

Start Time	24-Oct-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	4	8	6	9	*	*	*	*	*	*	5	8
01:00	*	*	*	*	2	6	2	8	*	*	*	*	*	*	2	7
02:00	*	*	*	*	2	3	5	6	*	*	*	*	*	*	4	4
03:00	*	*	*	*	3	2	2	1	*	*	*	*	*	*	2	2
04:00	*	*	*	*	3	3	6	7	*	*	*	*	*	*	4	5
05:00	*	*	*	*	20	6	17	8	*	*	*	*	*	*	18	7
06:00	*	*	*	*	65	17	70	18	*	*	*	*	*	*	68	18
07:00	*	*	*	*	91	42	98	43	*	*	*	*	*	*	94	42
08:00	*	*	*	*	75	47	70	58	*	*	*	*	*	*	72	52
09:00	*	*	*	*	72	49	52	50	*	*	*	*	*	*	62	50
10:00	*	*	*	*	83	41	65	49	*	*	*	*	*	*	70	46
11:00	*	*	61	48	85	61	81	52	*	*	*	*	*	*	84	59
12:00 PM	*	*	85	65	81	66	50	51	*	*	*	*	*	*	71	66
01:00	*	*	82	80	81	80	*	*	*	*	*	*	*	*	80	67
02:00	*	*	64	54	95	77	*	*	*	*	*	*	*	*	99	78
03:00	*	*	99	79	78	76	*	*	*	*	*	*	*	*	94	101
04:00	*	*	111	126	79	80	*	*	*	*	*	*	*	*	83	96
05:00	*	*	87	112	98	109	*	*	*	*	*	*	*	*	101	98
06:00	*	*	104	86	85	63	*	*	*	*	*	*	*	*	82	64
07:00	*	*	78	64	55	55	*	*	*	*	*	*	*	*	61	58
08:00	*	*	58	61	64	28	*	*	*	*	*	*	*	*	42	33
09:00	*	*	41	38	44	38	*	*	*	*	*	*	*	*	26	34
10:00	*	*	21	31	32	21	*	*	*	*	*	*	*	*	20	20
11:00	*	*	20	19	20	16	*	*	*	*	*	*	*	*	14	14
Lane	0	0	920	875	1299	994	524	360	0	0	0	0	0	0	1258	1029
Day	0		1795		2293		884		0		0		0		2287	
AM Peak	11:00		11:00		07:00		07:00		08:00		07:00		07:00		11:00	
Vol.	85		65		91		98		58		81		98		94	
PM Peak	15:00		15:00		14:00		12:00		12:00		17:00		17:00		15:00	
Vol.	111		126		99		50		51		109		101		101	

Comb. Total 0 1795 2293 884 0 0 2287

ADT ADT 2,293 AADT 2,293

City Of Des Moines  
600 E. Court Avenue, Suite 200A  
Des Moines, IA 50309  
Tube Count

Site Code: 000000000000  
Station ID:  
E 25th Street  
n. of Guthrie Avenue  
Latitude: 0' 0.000 Undefined

Start Time	24-Oct-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	1	1	1	1	*	*	*	*	*	*	1	1
01:00	*	*	*	*	1	1	1	1	*	*	*	*	*	*	1	2
02:00	*	*	*	*	1	1	1	2	*	*	*	*	*	*	1	2
03:00	*	*	*	*	1	1	1	1	*	*	*	*	*	*	1	1
04:00	*	*	*	*	1	1	1	1	*	*	*	*	*	*	1	1
05:00	*	*	*	*	1	1	1	1	*	*	*	*	*	*	1	1
06:00	*	*	*	*	3	10	8	11	*	*	*	*	*	*	6	10
07:00	*	*	*	*	1	1	1	1	*	*	*	*	*	*	1	2
08:00	*	*	*	*	1	1	1	2	*	*	*	*	*	*	1	2
09:00	*	*	*	*	0	1	1	2	*	*	*	*	*	*	0	2
10:00	*	*	*	*	3	2	3	2	*	*	*	*	*	*	5	5
11:00	*	*	*	*	5	3	4	4	*	*	*	*	*	*	4	4
12:00 PM	*	*	*	*	2	3	1	2	*	*	*	*	*	*	6	4
01:00	*	*	*	*	2	3	1	1	*	*	*	*	*	*	2	3
02:00	*	*	*	*	4	4	1	*	*	*	*	*	*	*	3	2
03:00	*	*	*	*	4	4	*	*	*	*	*	*	*	*	2	2
04:00	*	*	*	*	4	4	*	*	*	*	*	*	*	*	4	4
05:00	*	*	*	*	2	4	*	*	*	*	*	*	*	*	2	3
06:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
07:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
08:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
09:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
10:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
11:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
Lane	0	0	44	48	44	49	28	36	0	0	0	0	0	0	50	58
Day	0	0	92	64	93	60	64	60	0	0	0	0	0	0	108	108
AM Peak	10:00	10:00	11:00	06:00	11:00	06:00	06:00	06:00							06:00	06:00
Vol.	8	12	5	10	10	10	8	11							6	10
PM Peak	12:00	12:00	14:00	14:00	14:00	12:00	12:00	12:00							12:00	12:00
Vol.	11	8	4	4	4	4	4	2							6	4

Comb. Total	0	92	93	64	0	0	108
ADT	ADT 93	ADT 93	AADT 93				

City Of Des Moines  
600 E. Court Avenue, Suite 200A  
Des Moines, IA 50309  
Tube Court

Page 1

Site Code:  
Station ID:  
Guthrie Avenue  
e. of E 25th Street  
Latitude: 0° 0' 0" Undefined

Start Time	24-Oct-11	Tue	Wed	Thu	Fri	Sat	Sun	Week Average
	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM								
01:00								
02:00								
03:00								
04:00								
05:00								
06:00								
07:00								
08:00								
09:00								
10:00								
11:00								
12:00 PM								
01:00								
02:00								
03:00								
04:00								
05:00								
06:00								
07:00								
08:00								
09:00								
10:00								
11:00								
Lane	0	0	0	0	0	0	0	0
Day	2554	6640	4185	4800	1994	3490	1496	8867
AM Peak	11:00	11:00	07:00	11:00	07:00	11:00	11:00	11:00
Vol.	174	355	499	274	492	270	496	300
PM Peak	17:00	16:00	16:00	16:00	12:00	12:00	16:00	16:00
Vol.	295	541	318	535	173	183	302	538

Comb. Total 0 6640 8985 3490 0 0 8867

ADT ADT: 8,985 AADT: 8,985

Site Code:  
Station ID:  
E. Guthrie Avenue  
w. of 25th Street  
Latitude: 0' 0.000 Undefined

[illegible]

0	7524	10110	3815	0	0	9970
Comb.						
Total						

City Of Des Moines  
600 E. Court Avenue, Suite 200A  
Des Moines, IA 50309  
Tube Count

Site Code:  
Station ID:  
Guthrie Avenue  
w. of E 25th Street  
Latitude: 0° 0' 0.000 Undefined

EB	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	65	70	71	75	76	999	Total	Pace	Speed	Number in Pace
	10/27/11	1	15	5	4	1	1	9	5	10	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33	26-35	22	
	01:00	4	1	4	4	0	0	5	8	10	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26-35	15	
	02:00	1	1	3	2	2	0	5	1	5	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	24-33	13	
	03:00	0	0	2	0	0	0	11	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	26-35	17	
	04:00	1	1	4	1	4	1	6	5	5	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	25-34	11	
	05:00	0	0	5	5	2	2	11	13	13	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	26-35	24		
	06:00	12	5	5	6	6	0	23	38	38	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	26-35	61		
	07:00	48	20	13	22	13	55	79	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	236	26-35	134		
	08:00	41	31	22	82	78	10	82	10	2	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	266	26-35	160		
	09:00	13	21	10	43	64	17	71	19	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	171	26-35	107		
	10:00	17	25	22	71	19	22	72	71	19	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	228	26-35	143		
	11:00	30	24	18	82	110	110	21	21	21	21	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	285	26-35	192		
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	Total	168	149	149	97	97	407	492	117	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1443			
	Percent	11.6%	10.3%	10.3%	6.7%	6.7%	28.2%	34.1%	8.1%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11:00			
	AM Peak	07:00	08:00	08:00	08:00	08:00	08:00	11:00	11:00	00:00	02:00																				
	Vol.	48	31	31	22	22	82	110	21	2	1																	285			
	PM Peak																														
	Vol.																														
	Total	1397	1314	1314	1115	1115	3548	3065	480	43	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10970			
	Percent	12.7%	12.0%	12.0%	10.2%	10.2%	32.3%	27.9%	4.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				

Stats

10 MPH Pace Speed.: 26-35 MPH  
Number in Pace.: 6613  
Percent in Pace.: 60.3%  
Number of Vehicles > 30 MPH.: 3596  
Percent of Vehicles > 30 MPH.: 32.8%  
Mean Speed(Average): 26 MPH

TRAFFIC CONTROL  
DES MOINES CITY HALL

SIR, WE ARE AN OLD PEOPLES HOME OF NEARLY 300 WITH TWO NEW BUILDINGS SCHEDULED FOR 2013....TOWNS THE SIZE OF OURS ON MAIN STREET HAVE STOP SIGNS.

AGAIN, I WANT T O POINT OUT WHERE 100's OF CARS BOTH DAY AND NIGHT **ALL WORK TOGETHER** WITH A STOP SIGN AT THE JOINING OF 4-LANES HUBBELL and 4-LANES EUCLID. THE CARS MOVE RIGHT ALONG...SINGAL LIGHTS HOLD UP THE TRAFFIC FOR AT LEAST 1 MINUTE FORMING A LINE UP.

OUR PROBLEM IS GETTING IN AND OUT. WE ARE ALL IN OUR 80's and 90's. STOP SIGNS AT EAST 25TH WILL BREAK UP THE TRAFFIC LINE AND SO WILL HELP OUR MAIN DRIVE....OUR MAIN DRIVE IS ABOUT 250 FEET FROM THE HUBBEL SIGNAL LIGHTS AND HAVING STOP SIGNS THERE WOULD NOT WORK.

ACCORDING TO MANAGEMENT THERE WILL BE TWO ADDITIONAL BUILDINGS IN 2013. SEE MAP.

AS STATED BEFORE, WE HAVE THE LARGEST NUMBER OF WORLD WAR AND KOREAN VETERANS IN THE CITY. THAT, TOO, SHOULD BE TAKEN INTO CONSIDERATION.

GERALD LABLANC 16A  
266-1978

WE WANT A 4-WAY STOP

DRIVE

GUTHRIE AVENUE

MAIN DRIVE

ELIOT  
SINGLES

HUBBLE  
AVENUE

Manor

NEW BUILDING  
2013

NEW BUILDING  
2013

CHapel

DINING ROOM

HEALTH CENTER

ALLEY VIEW VIELAGE

***ITEM #2:***     Status of 2011 Construction Projects

***BACKGROUND:***

A status report of the construction projects that have impacted major streets this year will be presented to the Committee at the meeting.

***STAFF RECOMMENDATION:***

This item is for informational purposes only. No action is required.

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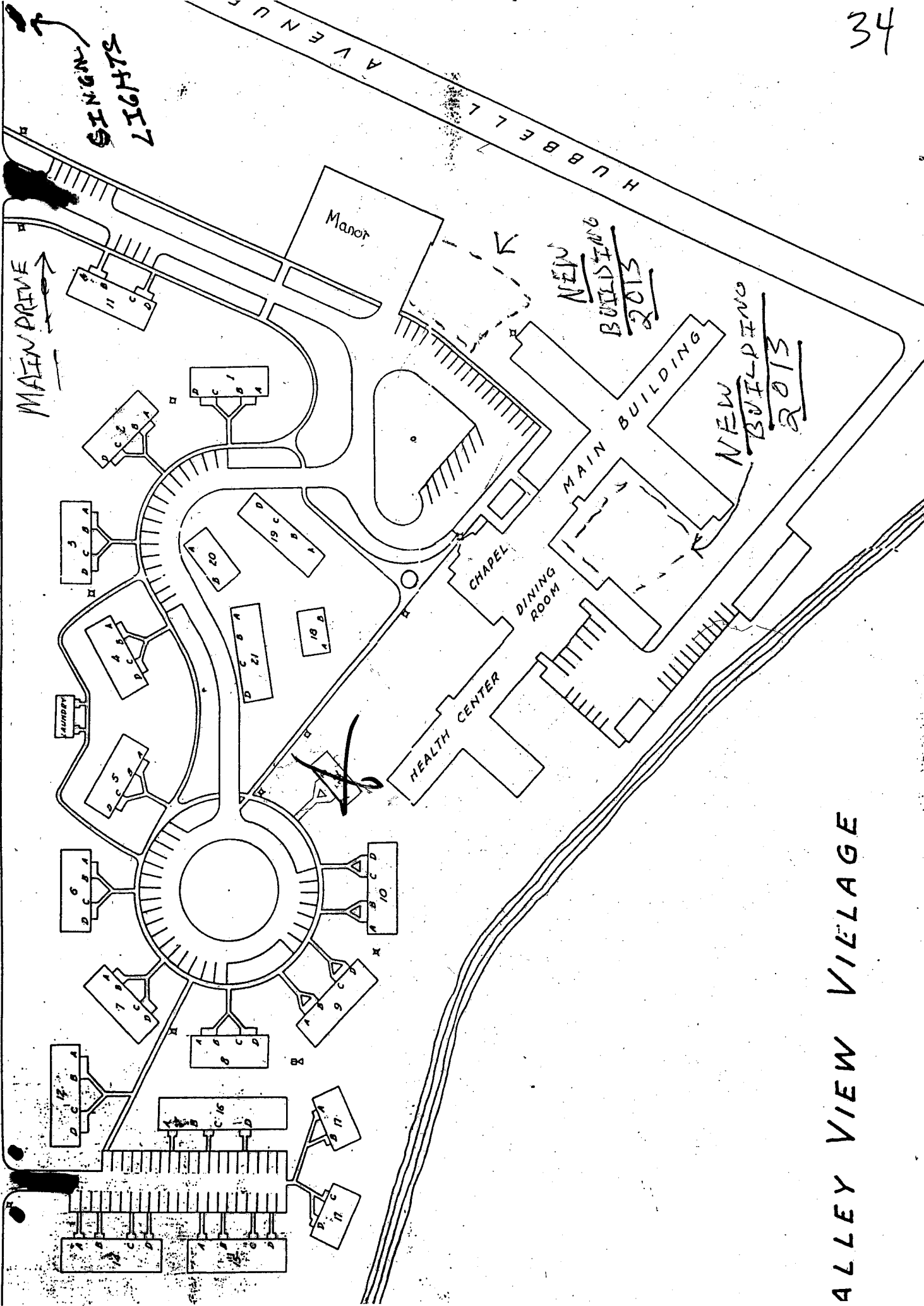
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266-1978

WE WANT A 4-WAY STOP

GUTHRIE AVENUE



ALLEY VIEW VILLAGE