



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

00-247

SYNOPSIS -

AGENDA:

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

JUNE 5, 2000

SUBJECT:

TRAFFIC
REGULATION
CHANGES

1. Corner Clearance Parking Restriction-North Side of East Edison Avenue East of SE 6th Street.

2. "25 mph" School Zone Signing-Madison Avenue at Woodlawn Elementary School.

3. Mid-Block School Crossing Signal and "25 mph" School Zone Signing-SE 22nd Street at the New South Side Elementary School.

TYPE:

4. Traffic Signal Installation-SW 42nd Street and Park Avenue.

RESOLUTION
ORDINANCE

5. Four-Way Stop-Cleveland Avenue at Hutton Street.

RECEIVE/FILE

6. Relocation of Taxicab Stand and Parking Meters-700 Block of Grand Avenue.

SUBMITTED BY:

7. Installation of Loading Zone-North Side of Walnut Street West of 14th Street.

FLOYD BENTZ, P.E.
CITY ENGINEER

8. Corner Clearance Parking Restriction-North Side of Walnut Hill Avenue East of 59th Street.

FISCAL IMPACT -

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

RECOMMENDATION -

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

BACKGROUND -

1. The Traffic and Transportation Division received a request from a resident regarding turning difficulties because of parked vehicles on East Edison Avenue at the intersection of SE 6th Street. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 70-foot "corner clearance" no parking zone be established on the north side of East Edison Avenue east of SE 6th Street. The following revisions to the Municipal Code are necessary to effect this change:

SEC. 27-2141. EAST EDISON AVENUE-SOUTH UNION STREET TO SOUTHEAST SIXTEENTH STREET.

East Edison Avenue, on the north side, from Southeast Sixth Street to a point 70 feet east thereof, no parking any time.

2. At the request of Woodlawn Elementary School representatives, as well as the Lower Beaver Neighborhood Association, staff reviewed the possibility of installing "25 mph when flashing" school speed limit signs on Madison Avenue in front of Woodlawn School.

There are currently flashing school speed limit signs along Lower Beaver adjacent to this school; but, because the speed limit is currently 25 mph along Madison Avenue, there are no flashing speed limit signs on Madison. West of the school, the speed limit on Madison Avenue changes to 30 mph. In discussion with the above representatives, staff indicated that if the existing 30 mph speed limit on Madison Avenue were extended in front of the school property to Lower Beaver, then the flashing signs would be appropriate. The beacons would be flashed at school arrival and dismissal times, consistent with other locations that have these beacons. The existing 25 mph speed limit on Madison Avenue east of Lower Beaver would not be changed. The neighborhood and school representatives concurred in this concept.

At their May 9, 2000 meeting, the Traffic Safety Committee approved staff's recommendation that the 30 mph speed limit on Madison Avenue be extended east to Lower Beaver Road, and flashing school zone beacons be installed within this area to designate the street as "25 mph when flashing." The following revisions to the Municipal Code are necessary to extend the 30 mph speed limit. A resolution will be submitted to Council prior to the fall school opening that will identify the flashing school beacon limits and hours

of operation.

SEC. 27-804. MADISON AVENUE.

Madison Avenue, from ~~Thirty-sixth Street~~ Lower Beaver Road to Merle Hay Road, 30 miles per hour.

3. Staff reviewed several traffic-related issues related to the new South Side Elementary School that is being constructed on SE 22nd Street north of Park Avenue and scheduled for opening in the fall of 2000. One of these issues relates to development of a "School Route Map" for this new school that identifies the preferred routes for children to walk to and from the school. In developing the School Route Map, staff has identified that a mid-block, pedestrian-activated signal should be installed on SE 22nd Street directly in front of the school. This signal will allow all those children who live west of SE 22nd Street to cross this major collector roadway at a mid-block signal.

As part of the review, staff found that since the speed limit on SE 22nd Street is currently 30 mph, flashing school zone beacons are justified that would reduce the speed limit to 25 mph during school arrival and dismissal times. The beacons would be flashed at school arrival and dismissal times, consistent with other locations that have these beacons. A resolution will be submitted to Council prior to the fall school opening that will identify the flashing school beacon limits and hours of operation.

At their May 9, 2000 meeting, the Traffic Safety Committee approved staff's recommendation that a mid-block signal be authorized to be installed on SE 22nd Street in front of the new South Side Elementary School. The following revision to the Municipal Code is necessary to place this mid-block signal:

SEC. 27-938.02. SOUTHEAST TWENTY-SECOND STREET.

Southeast Twenty-second Street, on the west side, at a point 650 feet south of King Avenue-school signal.

4. At the December 20, 1999 City Council meeting, by Roll Call No. 99-3805, Council approved the submittal of an application to the Iowa Department of Transportation (IDOT) asking for funding for an intersection improvement at the intersection of SW 42nd Street and Park Avenue. The proposed project included installation of turn lanes at the intersection, as well as traffic signals, at an estimated cost of \$350,000.

IDOT has approved \$50,000 toward this project. The remainder of the funds are programmed in the current Capital Improvements Program (CIP) for calendar year 2003.

The Southwestern Hills Neighborhood Association expressed concern over this timetable and requested that the intersection be signalized earlier than the current schedule. Staff reviewed this request and recommends that a temporary traffic signal be installed at this intersection this summer. The cost of this temporary signal is estimated at less than \$10,000 and would be constructed by City signal crews. The temporary signal would be replaced by a permanent signal at the time of the intersection reconstruction, and the temporary equipment would be returned for reuse.

At their May 9, 2000 meeting, the Traffic Safety Committee approved staff's recommendation that a traffic signal be authorized at the intersection of SW 42nd Street and Park Avenue. This signal would be installed during the summer of 2000. The following revision to the Municipal Code is necessary to place this temporary signal into effect:

SEC. 27-901. PARK AVENUE.

Park Avenue and Southwest Forty-second street-traffic-control signal.

5. A request was received through the City's Action Center to review the intersection of Cleveland Avenue and Hutton Street for the possibility of installing a four-way stop at this location. Concern was expressed that there is very limited visibility at this corner, especially for vehicles traveling north.

Staff reviewed this request and conducted a traffic study at this location. Currently, Cleveland Avenue is designated as the through street at this intersection, with Hutton Street traffic required to stop. There is a significant offset in the east and west legs of Cleveland, requiring traffic to slow to 10 mph to negotiate through this intersection. Visibility is limited in the southwest corner by a residential fence.

A review of the crash history indicates that there have been six reported intersection crashes since January 1996. Three of these were "head-on" type involving vehicles on Cleveland travelling through the offset. Two accidents involved vehicles that were out of control and striking fixed objects.

At their May 9, 2000 meeting, the Traffic Safety Committee approved staff's recommendation that this location be converted to a four-way stop, because of the offset intersection and the limited sight distance. The following change to the Municipal Code is necessary to place this four-way stop into effect:

SEC. 27-319.03. FOUR-WAY STOP INTERSECTIONS-LOCATIONS DESIGNATED.

Cleveland Avenue and Hutton Street.

6. At the request of Bill Scott, General Manger of the Des Moines Marriott, the Traffic and Transportation Division has reviewed a request to move an existing taxicab stand from the 600 block of Grand Avenue to the 700 block of Grand Avenue. Mr. Scott has reviewed the matter with Randy Sackett, owner of the Yellow and Capitol taxicab companies, and Mr. Sackett supports this change.

Traffic and Transportation staff has reviewed this area and believes that the requested area would be a more useful location for both the taxi companies and the Marriott Hotel. Placing the taxicab stand at the requested location would displace three parking meters, but these meters can be moved to the old taxicab location with no loss in net parking spaces.

The following ordinance changes are necessary to implement the change in locations of the taxicab stand and the three parking meters:

SEC. 27-2216. GRAND AVENUE-SIXTH AVENUE TO SEVENTH STREET.

~~Grand Avenue, on the south side, from a point 70 feet west of Sixth Avenue to a point 75 feet west thereof, taxicab stand 6:00 P.M. to 4:00 P.M. the following day.~~

SEC. 27-2217. GRAND AVENUE-SEVENTH STREET TO EIGHTH STREET.

Grand Avenue, on the south side, from Seventh Street to a point 80 feet west thereof, taxicab stand.

SEC. 27-2824. GRAND AVENUE-SIXTH AVENUE TO SEVENTH STREET.

Grand Avenue, on the south side, from Sixth Avenue to a point 70

145 feet west thereof, two hour meters, 8:00 a.m. to 4:00 p.m.

7. The Traffic and Transportation Division has received a request from Donna Lee Sereg, Treasurer, Merrill Axle and Wheel Service, 1403 Walnut Street, to install a loading zone adjacent to their business. A field review of this location and a visit with Ms. Sereg determined the need for a loading zone in this location. The installation of a loading zone in this area will not create any traffic problems and will significantly improve the ability of vendors to unload products at this location. The following ordinance change will remove one existing parking meter in this area and replace it with the loading zone.

SEC. 27-2709. WALNUT STREET--THIRTEENTH STREET TO FIFTEENTH STREET.

Walnut Street, on the north side, from a point 56 feet west of Fourteenth Street, to a point 34 feet west thereof, commercial loading zone.

SEC. 27-2922. WALNUT STREET-THIRTEENTH STREET TO FIFTEENTH STREET.

Walnut Street, on the north side, from a point ~~20~~ 90 feet west of Fourteenth Street to a point 210 feet west thereof, four hour meters, 8:00 A.M. to 6:00 P.M.

8. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on Walnut Hill Avenue at the intersection of 59th Street. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 70-foot "corner clearance" no parking zone be established on the north side of Walnut Hill Avenue east of 59th Street. The following revisions to the Municipal Code are necessary to place this change into effect:

SEC. WALNUT HILL AVENUE-FIFTY-SIXTH STREET TO SIXTY-SECOND STREET.

Walnut Hill Avenue, on the north side, from Fifty-ninth Street to a point 70 feet east thereof, no parking any time.

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