



**CITY COUNCIL
COMMUNICATION:**

REVISED

ITEM _____

00-372

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

AGENDA:

SYNOPSIS -

AUGUST 21, 2000

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

SUBJECT:

1. Stop sign on Dixon Street at Garfield Avenue, and corner clearance parking restriction on Garfield Avenue at Dixon Street.

TRAFFIC
REGULATION
CHANGES

2. Modification of parking restriction - north side of Grand Avenue between 40th Street and 42nd Street.

TYPE:

3. Corner clearance parking restriction - west side of 48th Place north of Urbandale Avenue.

RESOLUTION
ORDINANCE

4. Placement of Five-Way Stop - 60th Street at Cummins Parkway and Clark Street.

RECEIVE/FILE

FISCAL IMPACT -

SUBMITTED BY:

Minor costs for signing, to be paid from Traffic and Transportation Division operating budget.

FLOYD BENTZ, P.E.
CITY ENGINEER

RECOMMENDATION -

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

BACKGROUND -

1. A request was received from the Martin Luther King, Jr. Park Neighborhood Association asking for stop signs at the intersection of Dixon Street and Garfield Avenue. Concerns were expressed that there is a safety issue here with children using the

nearby park.

This location is a "T" intersection, with Dixon Street ending at Garfield Avenue. There are no stop or yield signs at this location. At each intersection east and west of Dixon, Garfield stops for the cross-street. Traffic volumes are estimated at less than 1,000 total vehicles through this intersection.

The warrants for a three-way stop are not met for this intersection. Because of the vicinity of the playground and the children crossing the street in this vicinity, staff recommends that a stop sign be placed on Dixon Street at Garfield. Also, in order to improve visibility for the children crossing to and from the playground, parking should be prohibited along the north side of Garfield approaching Dixon Street, and "playground" warning signs should be installed along Garfield Avenue east and west of the area. The Traffic Safety Committee concurred in staff's recommendations at their August 8, 2000 meeting and added that a corner clearance restriction should also be included on the north side of Garfield Avenue for a distance of 30 feet west of Dixon Street. The following revisions to the Municipal Code are necessary to effect this change:

SEC. 114-2212. GARFIELD AVENUE.

Garfield Avenue, at Dixon Street, stop.

SEC. 114-3225. GARFIELD AVENUE.

Garfield Avenue, on the north side, from a point 30 feet west of Dixon Street to a point 60 feet east of Dixon Street, no parking anytime.

2. With the recent closing of 41st Street at Grand Avenue, several parking changes are recommended on Grand Avenue in this vicinity which will allow additional parking. The Traffic and Transportation Division recommends that the "No Parking-Monday through Friday" zone be modified on the north side of Grand Avenue to a point 220 feet east of 42nd Street. The following revision to the Municipal Code is necessary to effect this change:

SEC. 114-3264. GRAND AVENUE - THIRTY-FIFTH STREET TO FORTY-SECOND STREET.

Grand Avenue, on the north side, from a point 50 feet west of

Fortieth street to a point ~~50~~ 220 feet east of Forty-~~first~~ second Street, no parking any time.

Grand Avenue, on the north side, from a ~~point 50 feet east of Forty first Street to~~ Forty-second Street to a point 220 feet east thereof, no parking anytime.

3. The Traffic and Transportation Division received a request from a resident regarding visibility and turning difficulties due to parked vehicles on 48th Place at the intersection of Urbandale Avenue. In order to provide safer maneuvering, staff recommends that the current 50-foot corner clearance no parking zone be increased to 110 feet north of Urbandale Avenue on the west side of 48th Place. The following revision to the Municipal Code is necessary to place this change in effect:

SEC. 114-2937. FORTY-EIGHTH PLACE - HICKMAN ROAD TO MADISON AVENUE.

Forty-eighth Place, on the west side, from Urbandale Avenue to a point ~~50~~ 110 feet north thereof, no parking any time.

4. Following a recent fatal accident in which a five year old girl was killed by a drunk driver, Council Member Vlassis has met with residents and Traffic and Transportation staff to consider actions to increase safety on Cummins Parkway between University Avenue and Merle Hay Road. Staff has installed additional 25 mph speed limit signs, and recommends a series of Chevron warning signs with advisory speed plates be installed around the curve where this accident occurred to increase the delineation of this curve under both daytime and nighttime driving conditions. These warning signs will be installed within the next few days.

In addition, it is proposed to install stop signs on Cummins Parkway at the five-way intersection with 60th Street and Clark Street. While no signs can insure safety against a drunk or reckless driver, the warning signs and stop signs are intended to reinforce to motorists that Cummins Parkway is a residential neighborhood street and not an arterial "cut-through." The following ordinance change is necessary to implement the five-way stop control at Cummins Parkway, 60th Street, and Clark Street:

SEC. 114-319.04. LOCATION OF FIVE-WAY STOP INTERSECTIONS.

(3) Sixtieth Street, Cummins Parkway and Clark Street.

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