

Meeting Agendas/Info

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

01-091

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

AGENDA:

FEBRUARY 26, 2001

SUBJECT:

TRAFFIC
REGULATION
CHANGES

TYPE:

RESOLUTION
ORDINANCE

RECEIVE/FILE

SUBMITTED BY:

FLOYD BENTZ, P.E.
CITY ENGINEER

SYNOPSIS -

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

1. Two-Hour Parking Restriction--East Side of 19th Street south of Pleasant Street.
2. Traffic Signals--Southridge Mall (west entrance) and Army Post Road.
3. Three-Way Stop--SW 26th Street and Watrous Avenue.
4. Four-Way Stop--SW 26th Street and Stanton Avenue.
5. Through Street Designation--SW 26th Street from McKinley Avenue to Stanton Avenue.
6. One-Sided Parking Restriction--49th Street and 49th Place north of Bel-Aire Road.
7. Two-Sided Parking Restriction--Thornton Avenue from SW 2nd Street and SW 4th Street.
8. Handicapped Parking Area--north side of Des Moines Street east of East 11th Street.

FISCAL IMPACT -

The design and installation costs for the Southridge/Army Post traffic signal will be paid by Bankers Trust. The ongoing costs of operation and maintenance of this signal and the other signing required above would be paid by the Traffic and Transportation 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 business regarding the need for parking throughout the day for brief periods of time. In order to provide parking for visitors, clients, and deliveries, staff recommends that parking be restricted to two hours between the hours of 9:00 a.m. and 4:00 p.m., Monday through Friday on the east side of 19th Street south of Pleasant Street. The following revision to the Municipal Code is necessary to place this restriction into effect.

SEC. 114-2789. NINETEENTH STREET--WOODLAND AVENUE TO UNIVERSITY AVENUE.

Nineteenth Street, on the east side, from Pleasant Street to a point 60 feet south thereof, two-hour parking, 9:00 a.m. to 4:00 p.m., Monday through Friday.

2. At their November 20, 2000 meeting, City Council received a request for traffic signalization at the Southridge Mall (west entrance) and Army Post Road intersection. This location is adjacent to a new Bankers Trust facility that is currently under construction. By Roll Call No. 00-4425, this item was referred to the City Manager and the Traffic Safety Committee for review and recommendation.

A traffic signal warrant analysis was performed by Snyder & Associates for Bankers Trust to determine if traffic signals are warranted for this location. This report was furnished to staff by letter dated January 12, 2001.

Staff has reviewed this report, and concurs that signals are warranted and desirable at this entrance to Southridge Mall. The analysis shows that without a signal, excessive delays would be experienced by traffic at this west entrance, along with increased accident potential. This signal should be interconnected with the adjacent signals along Army Post Road, and coordinated to minimize corridor delay. In addition, it is expected that installation of a signal at this location will provide some operating benefits to the intersection of SE 5th and Army Post Road by reducing the amount of Southridge Mall traffic that uses SE 5th to make a left

turn onto Army Post Road.

All costs for the traffic signal installation would be borne by Bankers Trust. Once the signal is in place, the City would assume future maintenance and operating costs, similar to the other two Southridge Mall signalized drives.

At the February 13, 2001 meeting of the Traffic Safety Committee, although a quorum was not present, the consensus of the membership present concurred with staff's recommendation for placement of signals at the intersection of Southridge Mall (west entrance) and Army Post Road.

The following revision to the Municipal Code is necessary for placement of the traffic control device.

SEC. 114-1532. EAST ARMY POST ROAD.

East Army Post Road, on the south side, at a point 760 feet east of Southeast Fifth Street, traffic control signal.

3. Staff received a request from Jack Cavanagh, Principal of Jefferson Elementary School, expressing concern for students crossing at the intersection of SW 26th Street and Watrous Avenue. The school is located in the northeast corner of this "T" intersection. Currently, Watrous Avenue traffic stops for traffic on SW 26th Street. There is a signed and marked crosswalk to cross SW 26th Street across the north leg of the intersection. The school has placed an adult at this corner to assist children crossing at this location.

Staff conducted a review of this location to determine if a three-way stop is warranted. This included a field count of the intersection during the afternoon dismissal period, and a comparison of this data to the prescribed warrants in the Manual for School Crossing Control, as adopted by the City of Des Moines and the Des Moines Independent School District.

There were a total of 225 vehicles crossing through the designated crosswalk during the count period. Although this is less than the prescribed volume of 250 vehicles per hour that the Manual requires to justify stop-control, a large percentage of the vehicles that cross through this crosswalk is turning vehicles (71 percent). This creates additional difficulty for the school children.

Because of several factors, including the proximity of the location

to the elementary school, the volume being only ten percent less than that required by the Manual, the percentage of turning vehicles, and that both streets are considered "residential collectors," staff recommends that this location be converted to a three-way stop condition. At the same time, staff also recommends a 50-foot "No Stopping or Standing" corner clearance be installed on the east side of SW 26th Street south of Watrous Avenue.

At the February 13, 2001 meeting of the Traffic Safety Committee, although a quorum was not present, the consensus of the membership present concurred with staff's recommendation for placement of a three-way stop control at the intersection of SW 26th Street and Watrous Avenue.

The following revisions to the Municipal Code are necessary for placement of the three-way stop and the related parking restrictions.

SEC. 114-319.02. LOCATIONS OF THREE-WAY STOP INTERSECTIONS.

Watrous Avenue and Southwest Twenty-sixth Street, the driver of a vehicle approaching this intersection from the east, north, and south shall stop before entering the intersection.

SEC. 114-2838. SOUTHWEST TWENTY-SIXTH STREET-THORNTON AVENUE TO MC KINLEY AVENUE.

Southwest Twenty-sixth Street, on the east side, from Watrous Avenue to a point 50 feet south thereof, no stopping or standing.

4. A staff-initiated request has been reviewed to install a four-way stop at the intersection of SW 26th Street and Stanton Avenue. Currently, this location is controlled as a two-way stop, with traffic on SW 26th Street having the right-of-way.

Both SW 26th Street and Stanton Avenue are considered as "residential collector" streets, and carry approximately 1,500 to 2,500 vehicles per day. Four-way stops have been designated at similar intersections where two residential collectors meet. Staff recommends that a four-way stop be installed at the intersection of SW 26th Street and Stanton Avenue.

At the February 13, 2001 meeting of the Traffic Safety Committee, although a quorum was not present, the consensus of the membership present concurred with staff's recommendation for

placement of a four-way stop control at the intersection of SW 26th Street and Stanton Avenue.

The following revision to the Municipal Code is necessary for placement of the four-way stop.

SEC. 114-319.03. LOCATION OF FOUR-WAY STOP INTERSECTIONS.

(67a) Stanton Avenue and Southwest Twenty-sixth Street.

5. A staff-initiated request has been reviewed to designate SW 26th Street as a "through" street between McKinley Avenue and Stanton Avenue. Within the past few years, several subdivisions have been constructed with streets intersecting SW 26th Street in this area, and these intersections are currently uncontrolled. SW 26th Street is scheduled to be paved this spring. It is recommended that SW 26th Street be designated as a "through" street between McKinley and Stanton Avenues, with stop signs placed on all side street intersections.

At the February 13, 2001 meeting of the Traffic Safety Committee, although a quorum was not present, the consensus of the membership present concurred with staff's recommendation to designate SW 26th Street from McKinley Avenue to Stanton Avenue as a through street.

The following revision to the Municipal Code is necessary for this through street designation.

SEC. 114-2068. SOUTHWEST TWENTY-SIXTH STREET.

Southwest Twenty-sixth Street, at Stanton Avenue from the south line of Stanton Avenue to the north line of McKinley Avenue, stop.

6. Staff has received a petition from the Meredith Neighborhood Association requesting that parking be prohibited on one side of 49th Street and 49th Place north of Bel-Aire Road. Currently, parking is allowed on both sides of this residential street. The petition was signed by 30 of the 41 affected residents (73 percent) and requests that the parking be removed on the street side where the mailboxes are in place, which would be on the "outside" of the U-shaped street.

Staff has reviewed the request, and based on the favorable consensus of the affected residents, recommends that parking be

prohibited on the east side of 49th Street and the west side of 49th Place north of Bel-Aire Road, which coincides with the mail boxes.

Letters were sent notifying all affected residences of the request to prohibit parking on one side of the street, and staff received no comments.

At the February 13, 2001 meeting of the Traffic Safety Committee, although a quorum was not present, the consensus of the membership present concurred with staff's recommendation to place a parking restriction on the east side of 49th Street and the west side of 49th Place north of Bel-Aire Road.

The following revisions to the Municipal Code are necessary to place these parking restrictions into effect.

SEC. 114-2939. FORTY-NINTH PLACE--HICKMAN ROAD TO URBAN DALE AVENUE.

Forty-ninth Place, on the west side, from Bel-Aire Road north to 49th Street, no parking any time.

SEC. 114-2940.01. FORTY-NINTH STREET--MADISON AVENUE TO FORTY-NINTH PLACE.

Forty-ninth Street, on the east side, from Bel-Aire Road to Forty-ninth Place, no parking any time.

7. A petition was received from the residents of Thornton Avenue between SW 2nd and SW 4th Streets, requesting that parking be prohibited on both sides of their street. Currently parking is allowed on the north side of Thornton Avenue in this area. The petition was signed by eight of the 15 affected residents (53 percent).

Staff reviewed the petition, along with a field review of the area. There is a hillcrest on Thornton Avenue in this area that limits sight distance for motorists. Drivers from opposite directions must alternate around any parked vehicles, which is more difficult than normal because of the hillcrest.

Based on the majority of the affected residents in favor of the restriction, along with the hillcrest, staff recommends that parking be prohibited on both sides of Thornton between SW 2nd and SW 4th Streets.

Letters notifying all affected residences of the request to remove

parking on both sides of the street were sent, and staff did not receive any negative comments.

At the February 13, 2001 meeting of the Traffic Safety Committee, although a quorum was not present, the consensus of the membership present concurred with staff's recommendation to place two-sided parking restrictions on Thornton Avenue between SW 2nd Street and SW 4th Street. Staff has since received a petition from residents near SW 4th Street, requesting that the parking restriction be shortened slightly to allow a small amount of parking. Staff has also reviewed this request and has determined that parking could be allowed for a distance of 85 feet west of SW 4th Street and still provide clearance for the hillcrest. This minor adjustment is consistent with the original petition.

The following revisions to the Municipal Code are necessary to place this parking restriction into effect.

SEC. 114-3665. THORNTON AVENUE--SOUTH UNION STREET TO SOUTHWEST SIXTY-THIRD STREET.

Thornton Avenue, on the north side, from Southwest Second Street to a point 85 feet east of Southwest Fourth Street, no parking any time.

8. Shirley Walker, the Supervisor of the State of Iowa Customer Service Center in General Services Administration, requested that the City of Des Moines add a handicapped parking area adjacent to the State of Iowa Vocational Rehabilitation building. The Traffic and Transportation Division reviewed the area of concern and concurs with the need for additional handicapped parking in this area. The following ordinance changes will implement the addition of three additional handicapped parking spaces on the street adjacent to the Vocational Rehabilitation building.

SEC. 114-3148. DES MOINES STREET--EAST NINTH STREET TO EAST EIGHTEENTH STREET.

Des Moines Street, on the north side, from a point 75 feet west of East Eleventh Street to a point 75 55 feet east of East Eleventh Street, no parking any time.

Des Moines Street, on the north side, from a point 55 feet east of East Eleventh Street to a point 90 feet east thereof, is designated a handicapped parking area and is subject to the same prohibitions as is found in subsection 114-616(a) of this chapter.

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