Agenda for the Des Moines Transportation Safety Committee scheduled for 7:30 a.m., Tuesday, October 8, 2019, in the MacRae Conference Room, at the Municipal Services Center, 1551 E Martin Luther King Jr. Parkway.

The teleconferencing option will not be available for this meeting.

Transportation Safety Committee Rules and Procedures

1. The Transportation 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.

Approval of Agenda

OLD BUSINESS

1. Approval of September Minutes
2. Other Old Business

NEW BUSINESS

1. California Drive, 43rd Street, and Crocker Street—Petition for Parking Restriction between 8:00 a.m. and 3:00 p.m., School Days
2. 7th Street and Jefferson Avenue—All-Way Stop Request
3. Other New Business

John A. Davis, P.E., P.T.O.E.
Secretary, Transportation Safety Committee

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ITEM # 1: California Drive, 43rd Street, and Crocker Street—
Petition for Parking Restriction between 8:00 a.m. and 3:00 p.m., School Days

BACKGROUND:

Staff received the attached petitions from property owners on California Drive, 43rd Street, and Crocker Street asking that the current parking restriction be changed to restrict parking on California Drive, 43rd Street, and Crocker Street between 8:00 a.m. and 3:00 p.m. during school days.
Prior to 2010, parking restrictions were in place prohibiting parking between 8:00 a.m. and 3:00 p.m., school days on the east/south side of California Drive, the west side of 43rd Street, and the west side of Crocker Street. Parking is prohibited at all times on the opposite side of the street. This was done at the request of residents in an effort to help prevent parking in the neighborhood by students attending Roosevelt High School.

In 2012, a resident in this area circulated a petition to change the restriction to no parking between 7:00 a.m. and 9:00 a.m. for a short distance on California Drive, adjacent to two properties, to allow more parking options for his residence. This item was brought before the Transportation Safety Committee and the recommendation to change the restriction in front of the two properties was approved. However, the item that went to City Council for approval was to change the parking restriction along the entire length of the block. This was approved by City Council and the parking restriction was changed to restrict parking from 7:00 a.m. to 9:00 a.m. during school days along the east/south side of California Drive and the west side of 43rd Street and Crocker Street.

The current petition would return these streets to the original restriction, prior to 2012. Parking would be restricted from 8:00 a.m. to 3:00 p.m., school days on the east/south side of California Drive, the west side of 43rd Street, and the west side of Crocker Street. Parking would remain restricted at all times on the opposite side of the street.

The City's Parking Restriction Policy allows for the consideration of parking restrictions initiated by residents if a petition has been signed by a majority of the adjacent property owners. Historically, the City has defined "majority" as 60 percent.

**STAFF RECOMMENDATION:**

As the request meets the petition requirements, staff recommends the current parking restriction be modified to the hours of 8:00 a.m. to 3:00 p.m., school days.

Attachment
ITEM #2:  7th Street and Jefferson Avenue All-Way Stop Request

BACKGROUND:

Staff received a request in late 2018 from a resident, through the ward Councilmember, that all-way stop control be installed at the intersection of 7th Street and Jefferson Avenue due to the number of crashes and speeding in the area.

The intersection of 7th Street and Jefferson Avenue is currently two-way stop controlled, with 7th Street traffic required to stop. Both 7th Street and Jefferson Avenue are local, residential streets with a speed limit of 25 mph. The map below shows the existing traffic control in the area. The intersection of 7th Street and Jefferson Avenue has been highlighted.
November 2018: Traffic counts were collected at the 7th Street and Jefferson Avenue intersection. The data shows the intersection is a low volume intersection with 300 vehicles per day on 7th Street and 800 vehicles per day on Jefferson Avenue.

January 2019: Councilmember Gray requested that the data at the intersection be reviewed for installation of an all-way stop. The City uses the criteria outlined in the Manual on Uniform Traffic Control Devices (MUTCD) to determine if all-way stops are warranted at an intersection. Staff reviewed the traffic volumes, crash data, intersection visibility and current stop sign placement.

- Traffic Volumes: In order for the all-way stop criteria to be met, the hourly entering volume must be as follows:
  - The major street (Jefferson Avenue) must be at least 300 vehicles per hour for any eight hours of the day. This threshold was not met for any hour of the day.
  - The minor street (7th Street) must be 200 vehicles and pedestrians per hour for the same eight hours. This threshold was not met for any hour of the day.

- Crash Data: In order for the all-way stop criteria to be met based on crashes, five or more reported crashes must occur within a 12-month period at the intersection. These crashes must be considered correctable with the addition of an all-way stop. A five-year period was used for the crash analysis. Ten crashes occurred during the five-year analysis period. The highest number of correctable crashes to occur within a 12-month period was two.

- Intersection Visibility: The intersection was reviewed to determine if the vision clearance requirements outlined in the Municipal Code were met at this intersection. The review found one bush, located in the southwest corner of the intersection that needed trimmed to be compliant. Notice was sent to the property owner to mitigate the issue.

- Stop Sign Size and Placement: The placement and size of the stop signs were reviewed. The placement of the signing was appropriate but, the sign size did not meet current City standards. A work order was issued to City crews to replace the existing stops signs with 30-inch stop signs.

Based on the data collected and the analysis, an all-way stop was not warranted at this intersection. This information was shared with Councilmember Gray.

The concern regarding speeding was forwarded to the Police Traffic Unit.

July 2019: Councilmember Gray requested that the intersection be reviewed for all-way stop control again due to a crash that had occurred at the intersection. An additional crash had occurred in the six months since the review. MUTCD criteria for an all-way stop was still not met and an all-way stop was not warranted at this intersection.
August 2019: The City Manager asked staff to take the request for an all-way stop at the intersection of 7th Street and Jefferson Avenue to the Transportation Safety Committee for review and recommendation.

The Transportation Safety Committee is being asked to further review the all-way stop request and provide recommendation to the City Council.

STAFF RECOMMENDATION:

Staff does not recommend the installation of an all-way stop at the intersection of 7th Street and Jefferson Avenue. The traffic volumes and crash history do not meet the criteria outlined in the MUTCD for the installation of all-way stop control. All-way stop control is not effective in reducing speeds and the addition of unwarranted traffic control can increase crashes due to disregard of the traffic control.