ITEM# 26
DATE: 12-13-16

COUNCIL ACTION FORM

SUBJECT: 13TH STREET AND KELLOGG AVENUE TRAFFIC SIGNAL STUDY

BACKGROUND:

On October 11, 2016, a staff report was presented to City Council regarding the status of the temporary traffic signal at the intersection of 13th Street and Kellogg Avenue. The staff report outlined the history of the hospital expansion project as it relates to the initial purpose of the temporary signal and its use to mitigate increases in traffic volumes along Kellogg Avenue on the west side of the Hospital/Medical Campus. Following the presentation, the City Council directed staff to conduct a study to determine if a permanent traffic signal at the 13th Street and Kellogg Avenue intersection was "warranted." Presented below are the findings of the warrant study, as well as feedback from the neighborhood. There is also input from Fire Department staff who were asked to provide an operational safety perspective regarding the signal with its proximity to Fire Station 1.

WARRANT STUDY FINDINGS:

The minimum conditions under which installing traffic control signals may be justified are described in Chapter 4C of the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is the Federal Standard for all traffic control signs, signals, and pavement markings. **It is important to note that following these requirements not only ensures due diligence from an engineering perspective, but also minimizes the City's liability by documenting the need for traffic control devices. Conversely, deviating from these standards may increase the City's liability should an incident occur.**

Below is a table that summarizes the warrants analysis (a detailed summary is shown in Attachment 1):

Warrant Description	Condition(s)
Warrant 1 - Eight-hour Vehicular Volume	Not Met
Warrant 2 - Four-hour Vehicular Volume	Not Met
Warrant 3 - Peak Hour Delay/Volume	Not Met
Warrant 4 - Pedestrian Volume	Not Met
Warrant 5 - School Crossing	Not Met
Warrant 6 - Coordinated Signal System	N/A
Warrant 7 - Crash Experience	Not Met
Warrant 8 - Road Network	N/A
Warrant 9 - Grade Crossing	N/A
AWSC Warrant - Multiway Stop	Not Met

A traffic signal can be considered warranted if only one of the conditions is met. However, best practices would suggest that warrants 1-3 should be met before a traffic signal is installed permanently. **The analysis for 13th Street and Kellogg Avenue resulted in none of the minimum warrant conditions being met.**

NEIGHBORHOOD AND HOSPITAL/CLINIC FEEDBACK:

Staff sent notice to residents and businesses within 200 feet of the temporary signal at 13th and Kellogg Avenue requesting feedback on the installation of a permanent signal. Notice was also sent to specific neighborhood representatives who were identified during the hospital expansion project coordination. The comment period was scheduled from November 7th to November 14th with responses received through email, phone message, and electronic response forms. **Specific comments from the neighborhood, Mary Greeley Medical Center, and McFarland Clinic, P.C. are included as Attachment 3.**

Highlights and Common Themes from Public Input:

- A common response was a request to improve safety measures for pedestrians and cyclists at the 13th and Kellogg signal or at the pedestrian crossing in front of the Fire Station.

- If the City does install a permanent traffic signal, input has suggested reviewing the relationship between the signal and the pedestrian crossing near the Fire Station for utility.

- While the proposed signal is detrimental to east-west traffic flow along 13th, there are benefits to pedestrians crossing to Meeker School or to Downtown locations like the Library.

- Responses indicate that the proposed signal would help the traffic that is trying to make left turns, and reduce cut-through traffic heading westbound through the residential neighborhood.

- An alternative location for adding a signal somewhere between Grand Avenue and Duff Avenue would be at 13th Street and Clark Avenue, since it would enhance Clark Avenue as a bike corridor.

- Safety for pedestrians and cyclists is a common theme, but the traffic signal at Kellogg Avenue may not be the best answer.

Comments received appear to be a mixture of pros and cons for the City adding a permanent traffic signal at 13th Street and Kellogg Avenue. Generally, those who are in favor of keeping the signal are looking for a consistent and safe way to cross 13th Street due to a lack of compliance to the current pedestrian signal at Fire Station 1, or they see the signal as a method to mitigate neighborhood cut-

through traffic. Cut-through traffic was one of the main concerns expressed during the Hospital expansion project coordination and staging meetings.

FIRE DEPARTMENT FEEDBACK:

Fire Department command staff also shared their perspective on the operational needs in front of Fire Station 1. They did not feel the signal at 13th and Kellogg has any measurable impact (positive or negative) on their ability to respond to emergency calls. They feel that the motoring public shows a high compliance to yield to fire trucks while operating with lights and sirens. **Fire's biggest concern would be if the pedestrian signal in front of Fire Station 1 was removed, as they feel it would make it unsafe for their staff and vehicles when returning to the station after a call.** There are times when it is necessary to back-in the vehicles using their 13th Street driveway. Fire staff uses the pedestrian signal to stop traffic to provide the time needed for fire trucks to stop on 13th Street and back up into the drive.

Fire staff also believes that over time the motoring public has lost compliance respect for the pedestrian signal due to its infrequent use. This is because the pedestrian signal stays green except when responding to a fire call or when someone pushes the ped-button to cross 13th Street. Fire staff suggested that Public Works look at the setup of Fire Station #2 in Ankeny at 665 SE Oralabor Road. That fire station uses a High-intensity Activated crossWalK beacon (HAWK) to manage traffic along Oralabor Road. A HAWK signal rests completely dark until it is activated, then goes through a sequent of yellow indications ending with red. After the sequence is complete, it returns to dark operation (see Attachment 2). It should be noted that a HAWK can also be referred to as a "Pedestrian Hybrid Beacon".

ALTERNATIVES:

1. Direct staff to convert the existing pedestrian signal at Fire Station 1 to a High-intensity Activated crossWalK beacon (HAWK) and, once operational, to remove the temporary traffic signal at 13th Street and Kellogg Avenue. (estimated cost = $5,000)

2. Direct staff to convert the existing pedestrian signal at Fire Station 1 to a High-intensity Activated crossWalK beacon (HAWK), and include a permanent traffic signal at 13th Street and Kellogg Avenue in the Capital Improvement Program. Under this alternative, until the permanent signal is installed, the City will continue to rent and operate the temporary signal at this intersection. (estimated CIP cost = $375,000)

   This option would permanently install a traffic signal at the intersection once funding has been identified and budgeted. It should be noted that permanent installation of a signal at this location will require additional right of way, most likely by easement, on each of the corner properties to meet clear zone safety requirements. This would also mean the City would assume the extra liability of installing an unwarranted traffic control device.

3. Direct staff to convert the existing pedestrian signal at Fire Station 1 to a High-intensity Activated crossWalK beacon (HAWK), and place a partial diverter (see Attachment 4) at the West side of the 12th Street and Kellogg Avenue intersection. That particl diverter would inhibit traffic from traveling westbound into the neighborhood along 12th Street. This option would also include the removal of the temporary signal. (estimated cost = $12,500)

4. Direct staff to develop additional alternatives.

MANAGER'S RECOMMENDED ACTION:

Staff has heard throughout this process that there is a need to improve the long-term pedestrian crossing safety of those people traveling north-south across 13th Street in this area. There is also concern regarding cut-through traffic traveling west through the neighborhoods. Because the 13th and Kellogg intersection did not meet any signal warrants, the City Staff cannot offer a professional recommendation that supports the installation of a permanent traffic signal.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as stated above. However, if the City Council would like to identify an alternative that speaks to the two concerns expressed in the public feedback, then Alternative No. 3 could be considered.

Attachment 1: Detailed Warrant Summary

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic << does not apply

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Hour	Major Street (Total of both approaches) **> 600 VPH**	Minor Street (Higher Vol Approach) **> 150 VPH**	Condition
12:00 AM	46	5	< Not Met
1:00 AM	28	5	< Not Met
2:00 AM	20	2	< Not Met

3:00 AM	32	0	< Not Met
4:00 AM	45	0	< Not Met
5:00 AM	135	5	< Not Met
6:00 AM	418	10	< Not Met
7:00 AM	868	33	< Not Met
8:00 AM	756	26	< Not Met
9:00 AM	574	31	< Not Met
10:00 AM	521	37	< Not Met
11:00 AM	603	43	< Not Met
12:00 PM	677	49	< Not Met
1:00 PM	687	67	< Not Met
2:00 PM	635	48	< Not Met
3:00 PM	820	80	< Not Met
4:00 PM	808	110	< Not Met
5:00 PM	855	104	< Not Met
6:00 PM	639	42	< Not Met
7:00 PM	374	24	< Not Met
8:00 PM	299	29	< Not Met
9:00 PM	251	14	< Not Met
10:00 PM	142	18	< Not Met
11:00 PM	85	11	< Not Met

Green highlight indicates that half of the criteria is met, both criteria must be met in each respective hour for that hour to be counted.

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

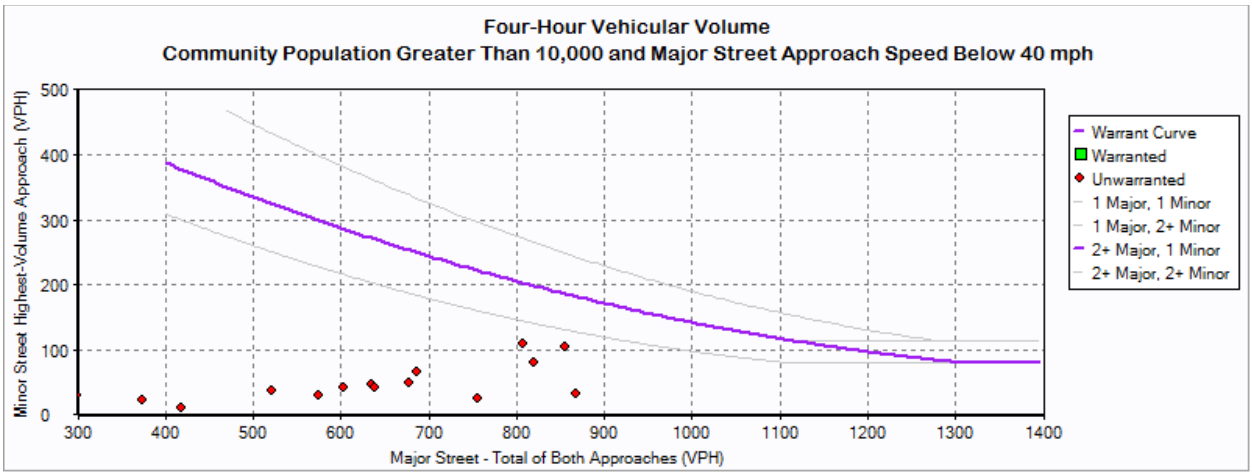


Figure 4C-1

WARRANT 3, PEAK HOUR

Standard:

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

1. *The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and*
2. *The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and*
3. *The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.*

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

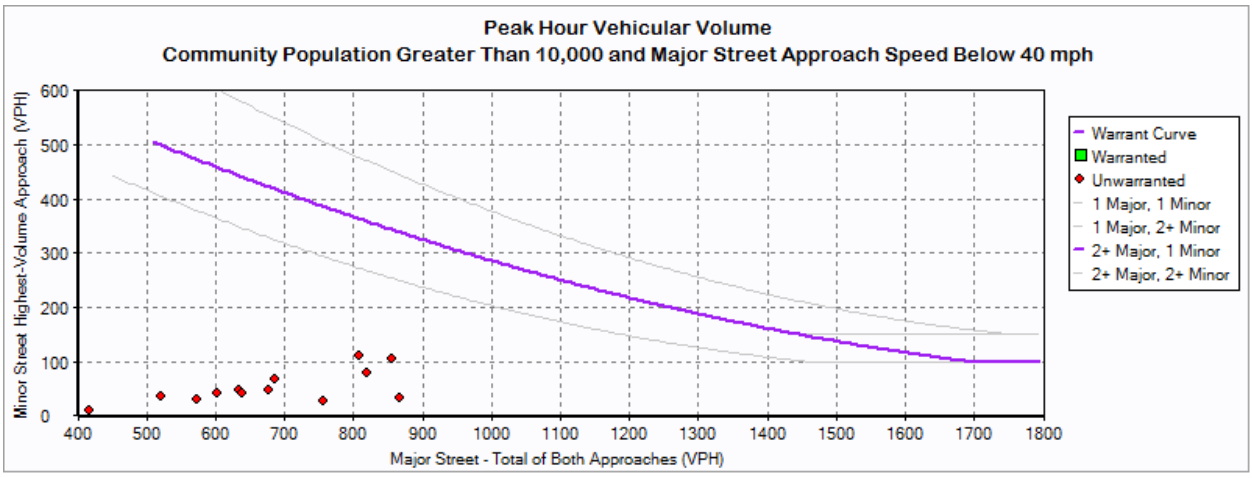


Figure 4C-3

WARRANT 4, PEDESTRIAN VOLUME

Standard:

The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:

A. *For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or*
B. *For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7.*

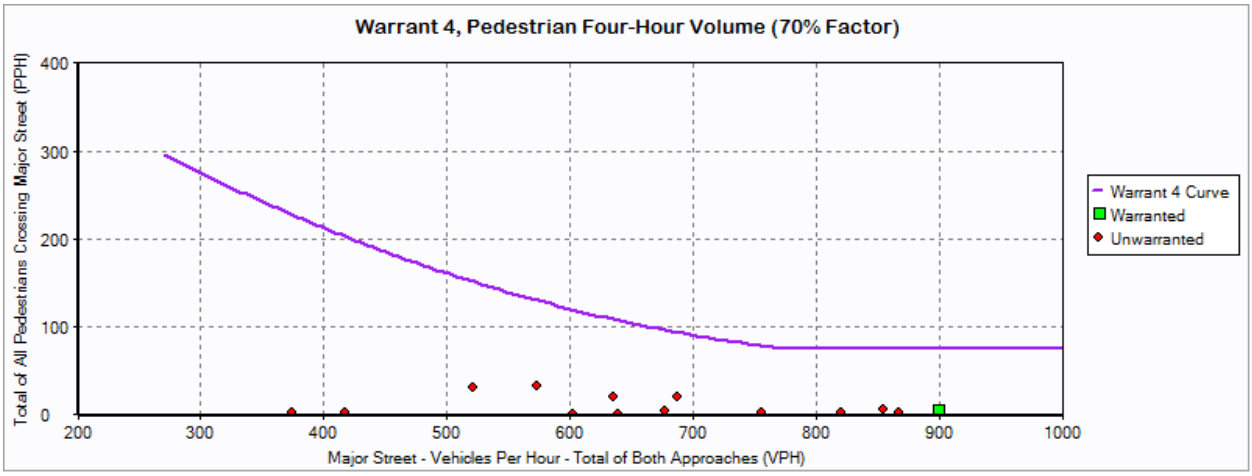


Figure 4C-5

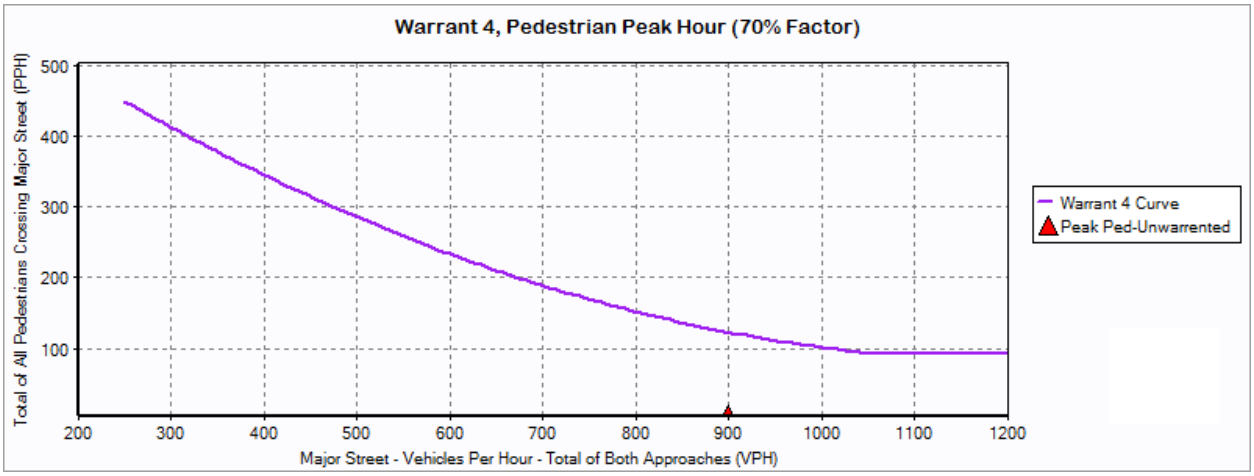


Figure 4C-7

WARRANT 5, SCHOOL CROSSING (Data collected 10/18/2016, 72°)

Standard:

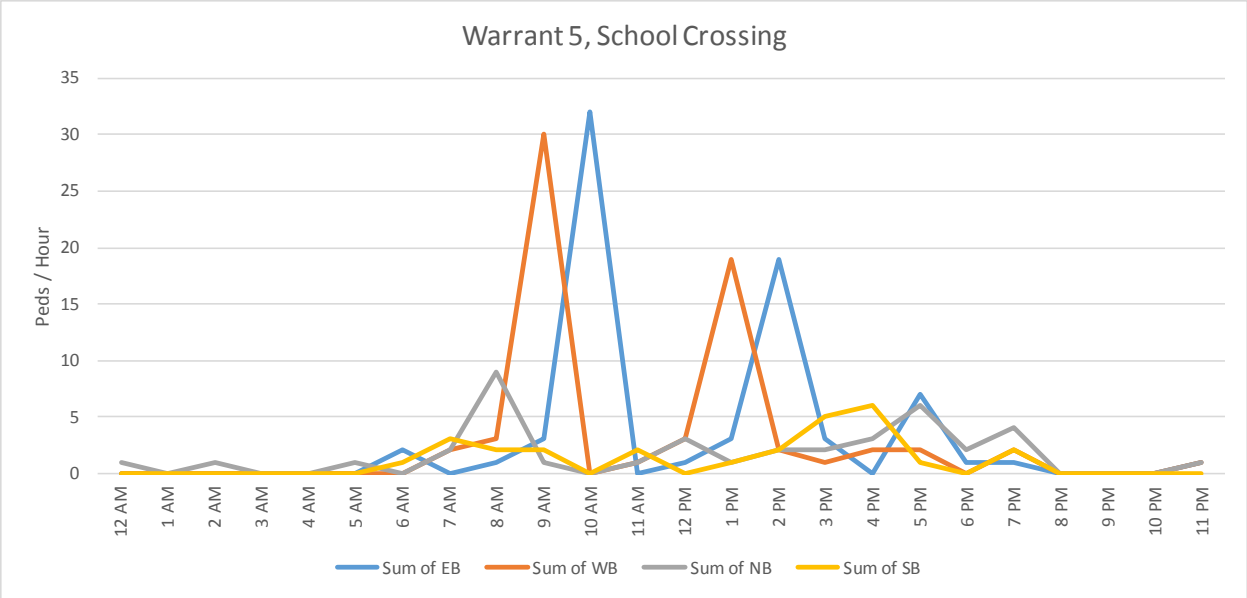
The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of

minutes in the same period (see Section 7A.03) and there are a minimum of 20 schoolchildren during the highest crossing hour.

Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Hour	EB	WB	NB	SB	Number of School Aged Children (K-12)
12 AM	0	0	1	0	
1 AM	0	0	0	0	
2 AM	0	0	1	0	
3 AM	0	0	0	0	
4 AM	0	0	0	0	
5 AM	0	0	1	0	
6 AM	2	0	0	1	
7 AM	0	2	2	3	
8 AM	**1**	**3**	**9**	**2**	**4 of 9 are Students**
9 AM	3	30	1	2	daycare group WB, does not cross 13th
10 AM	32	0	0	0	daycare group EB, does not cross 13th
11 AM	0	1	1	2	
12 PM	1	3	3	0	
1 PM	3	19	1	1	daycare group WB, does not cross 13th
2 PM	19	2	2	2	daycare group EB, does not cross 13th
3 PM	**3**	**1**	**2**	**5**	**2 of 5 are Students**
4 PM	0	2	3	6	
5 PM	7	2	6	1	
6 PM	1	0	2	0	
7 PM	1	2	4	2	
8 PM	0	0	0	0	
9 PM	0	0	0	0	
10 PM	0	0	0	0	
11 PM	1	1	1	0	



There were found to be 123 gaps of adequate length for a school aged child to crossing 13th Street during the crossing interval for school. Therefore, the gapping criteria was not met (gaps < interval minutes; 123 < 60).

WARRANT 7, CRASH EXPERIENCE

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

A. *Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and*
B. *Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and*
C. *For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.*

Manner of Crash/Collision Impact	
Rear-end (front to rear)	1
Angle, oncoming left turn	2
Broadside (front to side)	1
Sideswipe, same direction	1
	5

Surface Condition Summary	
Dry	4
Snow	1
	5

Major Cause Summary

2 FTYROW: Making left turn

1 Passing: With insufficient distance/inadequate visibility

1 Driving too fast for conditions

1 Other (explain in narrative): Other

In the a 12-month period it was found that 2 of 5 crashes were potentially correctable with the installation of a traffic signal.

ALL-WAY STOP CONTROL (AWSC) WARRANT (MUTCD, CHAPTER 2B.07)

Guidance:

The decision to install multi-way stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- *A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- *B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- *C. Minimum volumes:*
  1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
  2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
  3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- *D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Hour	Major Street > 300 VPH	Minor Street (Higher Vol Approach) > 200 Vehs+Peds+Bikes	Minor-street vehicular delay (sec)	Condition
12:00 AM	46	6		< Not Met
1:00 AM	28	5		< Not Met
2:00 AM	20	3		< Not Met
3:00 AM	32	0		< Not Met
4:00 AM	45	0		< Not Met
5:00 AM	135	6		< Not Met
6:00 AM	418	11	Delay = 8 sec / veh	< Not Met
7:00 AM	868	38	Delay = 8 sec / veh	< Not Met
8:00 AM	756	37	Delay = 7 sec / veh	< Not Met
9:00 AM	574	34	Delay = 7 sec / veh	< Not Met
10:00 AM	521	37	Delay = 6 sec / veh	< Not Met
11:00 AM	603	46	Delay = 7 sec / veh	< Not Met
12:00 PM	677	52	Delay = 8 sec / veh	< Not Met
1:00 PM	687	69	Delay = 6 sec / veh	< Not Met
2:00 PM	635	52	Delay = 8 sec / veh	< Not Met
3:00 PM	820	87	Delay = 8 sec / veh	< Not Met
4:00 PM	**808**	**119**	**Highest Vol Hour Delay = 8 sec / veh**	**< Not Met**
5:00 PM	855	111	Delay = 9 sec / veh	< Not Met
6:00 PM	639	44	Delay = 8 sec / veh	< Not Met
7:00 PM	374	30	Delay = 8 sec / veh	< Not Met
8:00 PM	299	29		< Not Met
9:00 PM	251	14		< Not Met
10:00 PM	142	18		< Not Met
11:00 PM	85	12		< Not Met

Green highlight indicates that half of the criteria is met, both criteria must be met in each respective hour for that hour to be counted.

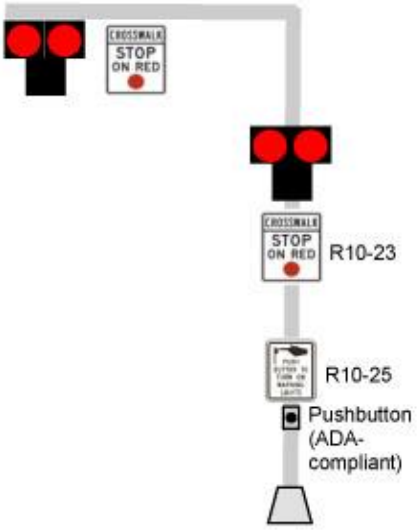
The data did not meet the minimum criteria for either the minor street approach volumes or the respective delay seen by the minor street approach.

Attachment 2: HAWK Signal Sequence

Sequence for Coordinated HAWK, Bicycle and Pedestrian Signal.

Interval	Motor Vehicle	Bicyclist	Pedestrian
1			
2	Flashing Yellow		
3			
4			
4			
5			15
6			10
7			5
8	Alternating Flashing Red		
1			

Pedestrian Hybrid Beacon



Attachment 3: Feedback received from Neighborhood and Hospital/Clinic

Residents within neighborhoods near 13th and Kellogg:

- *I think a permanent light with sensors would be great. Right now traffic on 13th has to stop every 65 seconds no matter what - which I think is a waste of brake pad wear and gas.*

- *I am a parent of two daughters who attend Meeker elementary school. I walk them to school every day. The traffic light at 13th and Kellogg has improved the safety of our walk. Fewer cars run that light; they used to run the fire station light far more frequently because that is an irregular light. Making the light at 13th and Kellogg would actually improve its safety because then we could have additional pedestrian paint and signs permanently added to the area. At a recent city council meeting discussing the issue, it was brought to my attention that the city tentatively planned to install at light at 13th and Clark. I would support this as a viable alternative, but I would caution you to consider the traffic slow-down caused by the McFarland driveways, and so perhaps the light at 13th and Kellogg helps to dissipate that a bit. In short, both pedestrians and cyclists would benefit from a permanent traffic light at an intersection between Duff and Grand. Making the temporary light at 13th and Kellogg permanent is a great choice, but 13th and Clark is a good back-up plan.*

- *I do not see a permanent stoplight at 13th and Kellogg as being necessary.*

- *Having a stoplight at 13th and Kellogg is nice for pedestrian traffic but it does not make sense to have one so close to two other stoplights--Fire Department and 13th and Duff.*

- *[I am a Burnett Avenue resident] and I am writing to share my opinion the proposal to make the light at 13th and Kellogg permanent. [I live on the 1400 block of Burnett Avenue] in Ames so I frequently find myself traveling through this intersection if I am traveling on 13th to/from Duff or I-35 or if I exit my alley (between Burnett and Kellogg) and want to get to/from Duff or Downtown.*

  I have detested this streetlight since its installation because it seems to default to red on 13th and green on Kellogg. 13th is already plagued by too many stoplights. For example, driving to my job at ISU, I often get stopped at Grand, Northwestern, and Ridgewood in sequence.

  My wife, on the other hand, loves the light because it is helpful to cross 13th when she is traveling with our kids to downtown destinations like the library. Apparently the families that live south of 13th use it to cross north to get their kids to Meeker. She says that cars don't stop for the stop light at the fire station, though I have never witnessed such behavior.

As much as I dislike the light personally, I see the value it helping kids get to school. I would ask that if the light is made permanent that it default to green on 13th to help keep traffic moving. Also, I would suggest moving it to Burnett because that is halfway between Grand and Duff. Burnett also has Meeker, the LifePoint Church, and the Fire Station on it so it makes since that a more trafficked street might be a better place for a light. To the best of my understanding the light was put there to ease traffic associated with hospital construction. Now that the construction traffic is nearly gone, why not put it in the best place for long-term traffic?

Thank you for reading my concerns. I truly appreciate that the City of Ames takes residents input into consideration when making these sorts of changes.

- *We live [on the 1200 block of Kellogg Avenue] and we've found that it doesn't seem to make much of a difference on the traffic flow since the hospital no longer uses Kellogg as a major exit.*

  If the stop light was gone, we would be concerned for the school children who use it to cross thirteenth street on their way to and from Meeker.

- *I really love the Kellogg/13th stoplight. As a family who often walks and rides bikes downtown from our house at Burnett & 15, we love having a light to cross at that doesn't involve going all the way west to Grand or east to Duff. The Fire Station light was helpful before this light, but we would need to get on the sidewalk, ride to the light, cross, get on the sidewalk to go east or west to a street, then reenter traffic at the street. Personally, I think it's also great when driving north or south at busy times of day. Turning left onto 13th can be difficult at times and this is a way to enter it easily. I have not noticed any problems when I drive on 13th. I feel that the light is responsive to traffic, but I'm not unnecessarily waiting or stopping. Please consider keeping this light for the pedestrians and bicyclists in the area and as well as those leaving MGMC or McFarland Clinic. Thank you!*

- *Thoughts about making the light permanent:*

  I live on Burnett and use the intersection of 13th and Burnett. I have little issue with accessing 13th St. from Burnett. Nor is crossing 13th St. at the Burnett intersection an issue for me. Without actually experiencing the Kellogg and 13th intersection on a regular basis, I'm assuming it would be quite similar to Burnett and 13th. There are multiple ways in which to exit the neighborhood other than 13th St. in the high traffic work related times of early morning or late afternoon, for example, the lights at 9th & Duff or 9th & Grand.

  It doesn't seem that pedestrian crossing would be a problem since 1/2 block away is an established pedestrian crossing in conjunction with the light used when Fire Trucks stop traffic to access 13th St. on a call. It also seems that a

crossing for pedestrians on a street with only 2 way traffic is much safer than a four way intersection with straight away traffic, as well as left turns and right turns, with the light and on red as well. Those four way intersections are risky for pedestrians all around the city.

From the background information on page 1 of the Staff Report, since this intersection is never identified as a signal intersection in the planning process and the cost of permanent signalization is quite significant, plus the temporary signalization has rather dramatically increased the accident rate at the intersection, it seems that this is not a sensible idea.

In looking at the 4 options to consider for a change from a temporary to permanent traffic signal at 13th & Kellogg, the one option that I would consider as meaningful to the neighborhood is missing for me.

Those of us living near 12th Street originally spoke for closing the entrance/exit of the hospital and McFarland parking area at 12th & Kellogg permanently in conjunction with the hospital construction out of concern for the straight away high speed traffic to and from those parking areas from Grand Ave. 12th Street has been very dangerous for cyclists and pedestrians because of this high speed automobile traffic by medical staff (and others) going to and from work. This street is 4 blocks long from Grand to Wilson, from Wilson to Clark, from Clark to Burnett, and from Burnett to

Kellogg with a mix of a 2-way stop, a 4-way stop, and yields for motorized traffic. However, only two of those blocks have continuous sidewalks on both sides of the block; one from Grand to Wilson and one from Burnett to Kellogg. The other two blocks in between have only partial or no sidewalk at all. This represents a dangerous situation because it means that pedestrians have only the street to walk on - sharing it with high speed traffic.

So a study that could be meaningful for the North Old Town neighborhood would be to determine if a permanent light at Kellogg & 13th St. would encourage use of that intersection and alleviate the high speed traffic on 12th St. to/from Grand Ave.

If this problem of 12th St. traffic is not considered as a study option, then my opinion is that the permanent light at 13th and Kellogg is not justified with the information at hand.

I am not resending input previously sent to the council prior to its Oct 11 meeting, but am happy to do so if needed. I did have a chance to watch a recording of that meeting and learned that the intersection of Clark & 13th was being considered for a traffic signal and pedestrian/bike crossing in a long-term plan. This was something I and others in the neighborhood weren't aware of. Many of the neighbors I spoke with would be in favor of a light at 13th and Clark for school

crossing purposes. It might in fact offer some advantages for students coming from the Roosevelt area. Unfortunately, a signal at Clark would not address two other concerns that were raised but didn't get much attention at the council meeting. The signal at Kellogg really does help McFarland patients to enter and exit their parking lot from 13th by slowing down traffic. Likewise, it encourages vehicles exiting McFarland/MGMC at 12th to go up to 13th for a left turn rather than driving through the neighborhood. I'm sure there are other measure that could work to calm and/or redirect traffic in the area but it would be nice to assess them and see them implemented before or at the same time that the signal at Kellogg was removed. I would also hope that if the light at Kellogg is removed that the timeline for studying and installing a signal at Clark is accelerated. The mid-block crossing at the fire station really is not safe.

- *This stoplight has been a great addition to the neighborhood. As a resident of this area, it allows us a much safer way to gain access to get onto 13th Street especially during the busy times of the day.*

  Having the crosswalk signal light at this corner provides safety for the children that live south of 13th Street to cross 13th Street to attend Meeker School. People that ride bicycles (since we are bicycle friendly city) gives them a safer crossing. Trying to find a good gap in traffic to be able to cross was a challenge.

  Another good reason for having the stoplight at this corner. Traffic that is coming from the south on Kellogg and want to make either a left or a right turn onto 13th Street have a much safer change now. Looking to the west, there is a nice jog in the road, a light pole and a house that blocks line of sight. A vehicle has to pull across the cross walk just get a good view before getting onto 13th. Also looking to the east there is a nice corner display at the McFarland Clinic corner that provides sight problems for a smaller vehicle to see around.

  Also all the delivery trucks that supply products to the hospital and clinic have a better access to get back onto 13th Street. A larger vehicle like a semi takes time to get up to speed, remember with the sight impairments and finding a good gap in traffic is a safety issue.

  The traffic signal is a good addition for many reasons. For the traffic on Kellogg to make their turns, the light does not stay green as it does for the traffic on 13th. But it does provide safer access to pedestrians, school children, bicyclers, commercial traffic and traffic.

- *I would have filled out whatever survey form, but when I went to that option this evening, it was closed.*

  I hope you are still accepting input. I use the stop light at this corner in walking my dog, walking myself and in biking. I live [on the 1100 block of Burnett Avenue], am 72 years old and exercising helps me keep my mobility and health.

Also, I don't drive or own a car.

When biking, it is much more safe to cross 13th St. at the Kellogg corner than either the Grand or Duff corner. The same is true for walking with 4 lanes of traffic crossing and turning. Some motorists are scarcely aware of pedestrians and bikers.

My other choice between Burnett and Kellogg is to use the hand activated traffic light next by the Fire Station. When I use that crossing, traffic is stopped for a longer time than when I cross using the red light at Kellogg & 13th. I have timed both.

My neighborhood, The North Old Town Neighborhood, was one group that lobbied for a temporary light at that location during Mary Greeley construction. The neighborhood also wants to encourage 13th St. motorists to not speed in those couple of blocks between Grand and Duff. 13th St. has become an artery parallel to Lincoln Way in the East West traffic flow of Ames. I believe the cost of a permanent light, something between $350,000 and $375,000 is reasonable for the North edge of some of Ames oldest, most distinguished homes. Thought not part of The Historic District, the North Old Town Neighborhood contributes substantially to Ames tax revenue.

Response from McFarland Clinic, P.C.

I am writing in response to the traffic light being proposed at the corner of Kellogg and 13th street. McFarland Clinic owns the property along Kellogg to 13th street to this intersection. ***There is no concerns about this traffic light becoming a permanent light to help control traffic flow.***

I would request the wood pole that was temporarily placed in the southeast corner be removed as it creates a conflict with anyone walking side by side up to this intersection. This pole is sitting tight against our sidewalk and the current crosswalk push buttons extends into the sidewalk space. This has caused personal injury to people who bump into this push button and it was reported that bicycle riders have expressed concerns to my facility grounds people as they think we install it. Last year when we were removing snow on the sidewalk our snow tractor bump into this same button that extends into the walkway and broke out a window in the cab. So safety and clearance is a significant issue on this corner.

Please consider any future traffic light poles to be installed in the NE corner off 13th street and Kellogg and the SW corner of Kellogg and 13th back further from intersection for visibility. *I also suggest not to consider it on the SE corner because there are many utilities running through this corner next to our parking lot that feed new services into the hospital and the safety concerns raised previously.*

Response from Mary Greeley Medical Center:

MGMC is in favor of the City installing a permanent traffic stoplight at this location. *It would support neighborhood harmony and safety by providing a controlled intersection on the west side of campus, thus discouraging cars from cutting through the neighborhood and providing a safe west turn on 13th.*

We would suggest that the pedestrian control on the stoplight near the fire station on 13th be removed if this permanent traffic light is installed.

Attachment 4: Example Partial Diverter at Intersection