

## Staff Report

### 12<sup>th</sup> Street and Duff Avenue Intersection

July 13, 2021

#### **BACKGROUND:**

On April 13, 2021, the City Council considered a letter from Ron Frantzen, Executive Director of Facility Management at McFarland Clinic, requesting to update the crosswalk at Duff Avenue and 12<sup>th</sup> Street. In the letter, McFarland Clinic requested the following actions be taken:

- Request City of Ames to address traffic calming to slow down traffic in the medical zone between 10<sup>th</sup> Street and 13<sup>th</sup> Street, which becomes a high-speed race between lights at these intersections.
- Have a red traffic light installed [Traffic Signal] to be used for the Ambulance garage as well as this intersection to address pedestrian safety while crossing Duff.
- Update existing traffic crosswalk signals and add additional flashing notifications on each lane. Mobotrex quote is included to update to the current MUTCD standards for flashing brightness and speed of flash.
- Have police monitor traffic speed in HM [Hospital-Medical] Zone for speeding and distracted motorists.
- Review options to lower speed down to 25 MPH in Medical Zone
- Install flashing speed indicators [Dynamic Feedback Signs] like what was installed south of 9<sup>th</sup> Street on Duff Avenue.

The City Council referred the letter from McFarland Clinic to staff for a memo.

#### **EXISTING CONDITIONS:**

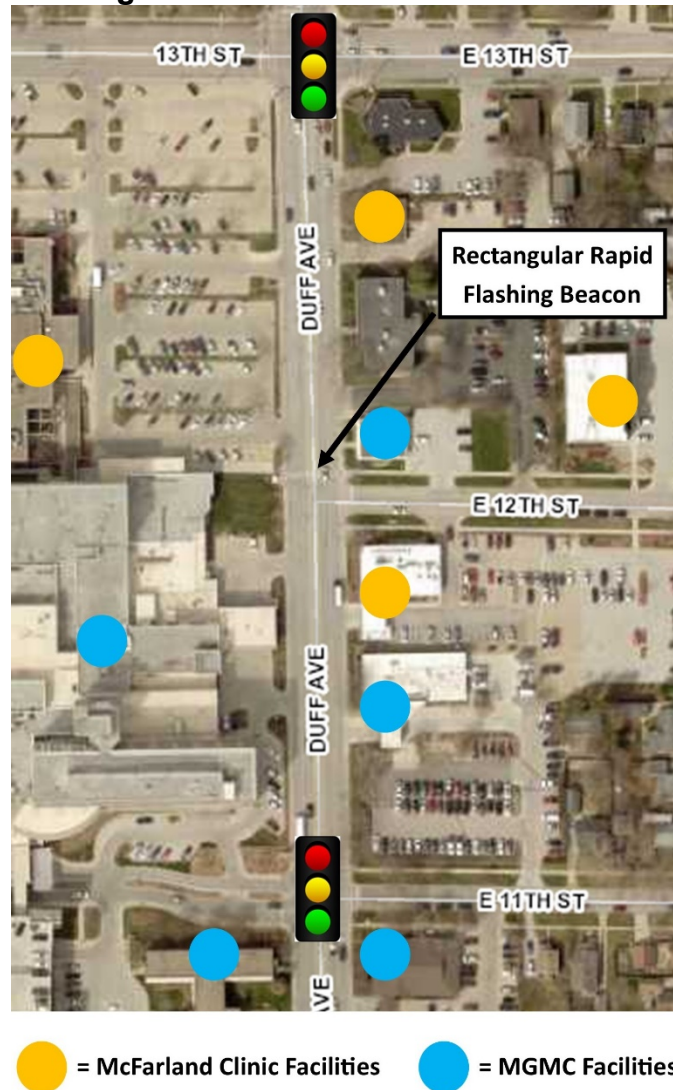
In 2013, the City and the Clinic worked to install a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of 12<sup>th</sup> St and Duff Ave due to McFarland Clinic constructing a new office building at the corner of 12<sup>th</sup> St and Carroll Ave. This new office building requires a large number of Clinic staff to travel between this new location and the main Clinic building at 1215 Duff Ave, with the most convenient walking route being through the 12<sup>th</sup> St and Duff Ave intersection. The RRFB was paid for by McFarland Clinic and donated to the City for long-term maintenance and upkeep.

Since 2013, McFarland Clinic staff has witnessed close encounters between vehicles and pedestrians at the crossing with an accident occurring on March 8, 2021, where a

McFarland Clinic staff member was hit. This was most likely due to the multilane nature of Duff Avenue, where one lane of travel may properly yield to a pedestrian while drivers in the other lane may continue through the crosswalk if not paying attention. It should be noted that OSHA & Iowa Workforce Development issued an incident notice to McFarland Clinic to post at its workplace (Attachment 1), citing the serious injury sustained in the accident.

The segment of Duff Avenue from 10<sup>th</sup> Street to 13<sup>th</sup> Street is a five-lane arterial street with a two-way center left-turn lane that sees approximately 11,000 vehicles per day. The intersections at 11<sup>th</sup> Street and 13<sup>th</sup> Street are fully signalized intersections. The speed limit along this section of Duff Avenue is posted at 30 MPH. At 12<sup>th</sup> Street, the improvements include an RRFB on the north side of the intersection and in 2019 the City added high visibility crosswalk markings and advanced warning signage.

### Existing Conditions



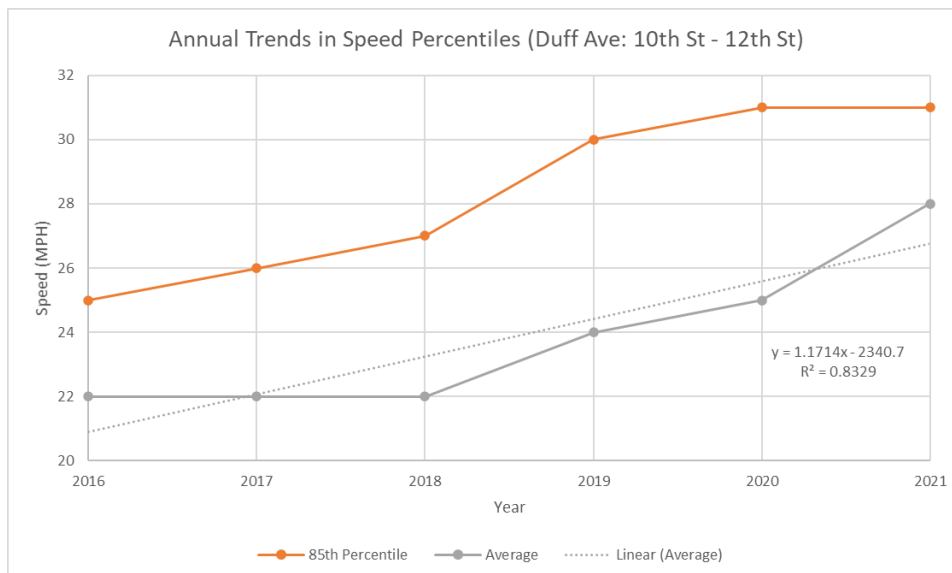
## **PRELIMINARY ANALYSIS AND OPTIONS:**

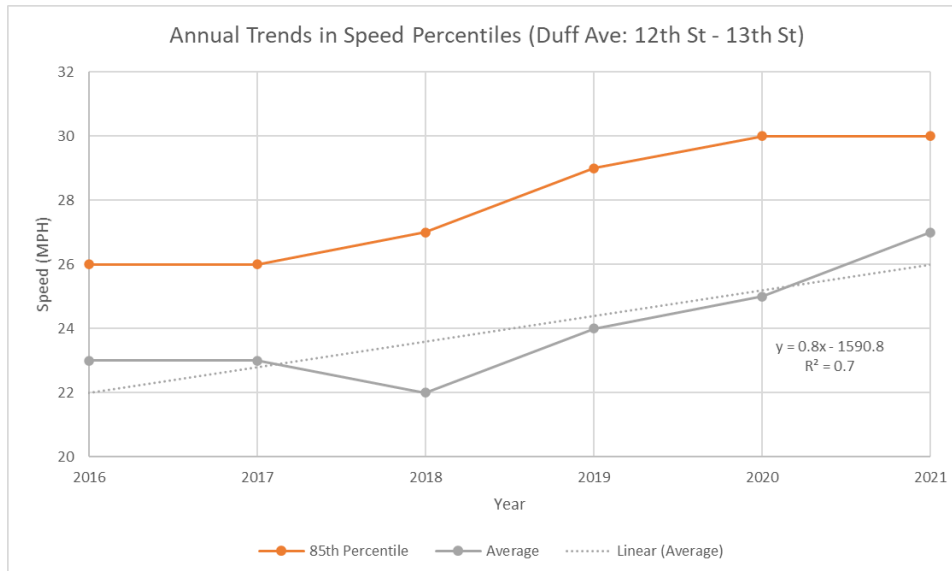
The concerns raised in McFarland Clinic's letter are mainly focused in two areas: 1) Speeding and a lowered speed limit along Duff Ave in the area, and 2) Enhanced traffic control at/near the 12<sup>th</sup> St and Duff Ave intersection.

Staff conducted a site visit to the intersection and observed several pedestrians crossing at the 12<sup>th</sup> Street RRFB. It appears that most vehicles yield to pedestrians while in the crosswalk. However, staff noted a high density of driveway access points along Duff Avenue, especially at the 12<sup>th</sup> Street intersection. These driveways and the multilane configuration of the road add to the complexity of decision-making a user must make when trying to travel safely through the intersection.

City staff retrieved a complete crash history beginning in 2013 for the 12<sup>th</sup> Street and Duff Avenue intersection vicinity (Attachment 2). There were four total crashes in the eight-and-a-half-year history since the RRFB was installed. Three crashes were Property Damage Only (PDO) accidents in 2015, 2017, and 2019, none of which included pedestrians, and the one pedestrian-vehicle crash in 2021.

Staff used a program called Streetlight to look at the historical trends of speed throughout the corridor. This program gathers and analyzes anonymized mobile device data to report traffic patterns. It appears that both the average speed and the 85<sup>th</sup> percentile are increasing over time in this corridor. Each year, the trend increases by between 0.8 and 1.2 MPH. Data from the Streetlight software are not accurate enough to base an engineering determination on but can be used as a relative metric for regional analysis. Below is a graphical summary of that data:





Following this preliminary analysis, City staff identified three potential options to address the concerns. City staff then sent letters to potentially affected neighbors east of the intersection to gather feedback regarding one option, as described below:

**Option 1 – Hybrid Beacon with a partial closure of 12<sup>th</sup> Street (Pedestrian Given Highest Priority):**

Given the high density of driveway access points along this corridor, staff developed a conceptual layout that would significantly change the vehicular nature of the roadway by removing many of the conflicts points between pedestrians and vehicles (Attachment 3). This concept results in a more pedestrian-focused design. The concept includes a Pedestrian Hybrid Beacon that would stop north-south traffic along Duff Avenue, giving clear right-of-way to pedestrians.

However, because of how the hybrid beacon works, it should not be placed at locations where there are higher traffic volumes from the side street. **Therefore, the concept includes a partial closure of the intersection (12<sup>th</sup> St) and the southern drive into McFarland's parking lot.** This would limit vehicle traffic into the intersection, primarily any conflicting turning movements across the crosswalk area. The hybrid beacon would also stop traffic for ambulances leaving Mary Greeley Medical Center, just as the beacon adjacent Fire Station #1 on 13<sup>th</sup> Street stops traffic for fire apparatus.

Knowing that this option could be unpopular, staff proactively sent out a letter with the conceptual drawing to all the properties fronting Duff and Carroll Avenues from 13<sup>th</sup> Street to 11<sup>th</sup> Street, asking for feedback. To date, staff has received six responses to the proposal. **It should be noted the feedback is overwhelmingly negative to this concept, from neighbors and McFarland Clinic representatives. The feedback emails received are attached to this report for reference.**

**Option 2 – Maintain Existing Conditions (Continue to monitor safety):**

Any pedestrian accident is cause for concern and review, especially one that results in an injury. However, the RRFB crossing has operated in a less-than-ideal location for over eight years, resulting in one pedestrian crash during that time. It should be noted that the use of the RRFB at an intersection such as the one currently in place at 12<sup>th</sup> St and Duff Ave would not likely be recommended today using current best practices. An ideal use for the treatment is a single-lane approach with a refuge median; an example of this installation type is on South Dakota Avenue north of the hospice house.

**Under this option, staff would work with McFarland Clinic staff to monitor safety and speed through the corridor. Public Works staff has already requested that the Police Department conduct periodic speed enforcement in the corridor from around 10<sup>th</sup> Street to 13<sup>th</sup> Street. This type of speed enforcement can be effective for relatively low amounts of excessive speeding. However, if the situation were to worsen in the future, any changes that require City Council action would be returned to the City Council for discussion.**

**Option 3 – Remove the RRFB (Pedestrians can use 11<sup>th</sup> or 13<sup>th</sup> Street Signals):**

This option would acknowledge the facilities and characteristics of the area. When it is unsafe or infeasible to accommodate pedestrians in a particular location, pedestrians should be encouraged and guided to crossing locations with proper treatments and improvements based on adjacent traffic conditions. Actions may include removing or discouraging crossing locations that are found to be unsafe. It is fortunate that along Duff Ave, there are two fully signalized intersections within approximately 420 feet of the existing crossing.

**In this option, if the existing the RRFB is thought to give pedestrians a false sense of security, it should be removed to avoid encouraging crossing at a location not designed for that pedestrian movement. Pedestrians would be directed to the full traffic signals at 11<sup>th</sup> St or 13<sup>th</sup> St for crossing Duff Ave.**

**NEXT STEPS:**

**It is important to keep in mind that staff has not committed the time and resources to conduct a traffic study or comprehensive speed study. The Council could direct staff to conduct a comprehensive speed study and report back with findings, which could potentially warrant a reduction in the speed limit along this corridor.**

**The City Council could also direct staff to complete a detailed engineering design for the partial closure of the 12<sup>th</sup> Street intersection and installation of a hybrid beacon. Such an analysis would be required to move this option beyond the**

**conceptual phase and identify the potential traffic impacts (re-routing of traffic), costs, and funding options.**

# PROOF

ATTENTION! It is your responsibility to read and check this proof carefully and thoroughly. By approving this proof, you are accepting all responsibility for undetected errors. Changes made to the proof may result in delays and additional costs. If proof is not approved within 30 days, the customer may be charged for creative time. This design is the sole property of Sign Pro. Any duplication in whole or in part without the express written consent of Sign Pro is strictly prohibited.

Order Date:  
3/12/2021

"K:\M\McFarland\OSHANotice.psd"

ATTACHMENT 1

Customer:  
McFarland Clinic

Kim Reynolds, Governor  
Adam Gregg, Lt. Governor  
Rod A. Roberts, Labor Commissioner



DATE: March 9, 2021  
TO: [REDACTED]  
CO.NAME: McFarland Clinic - 1215 Duff Avenue Office  
RE: 1743931  
Response due: March 16, 2021

Ordered by:

I am writing you because a serious employee injury or illness occurred at your facility. In most cases, a serious injury or illness means there are workplace hazards. Other employees could be at risk.

Job #:  
32949

While this letter is not a citation and we do not intend to conduct an on-site inspection at this time, we ask that you immediately conduct your own investigation into the incident and make any necessary changes to avoid further incidents. Complete each of the following actions by March 16, 2021:

- conduct an incident investigation and document findings (see Attachment A)
- post a copy of this letter in a prominent place available for employees to view
- complete the Certificate of Posting (see Attachment B)
- submit completed Attachments A and B with additional documentation of corrective action, if needed. Documents can be sent to me at [jacqueline.castillo@iwd.iowa.gov](mailto:jacqueline.castillo@iwd.iowa.gov) or at the fax number or address below.

Due Date:  
3/16/2021

**If an adequate response is not received by March 16, 2021, your worksite will be considered for an immediate on-site inspection.**

Please note that it is against the law for employers to retaliate or discriminate in any way against employees for raising safety and health issues or for exercising their rights under the OSHA law. This includes the right to report a work-related injury or illness.

Location:

After correcting any immediate hazards, you may be interested in requesting free, confidential assistance from the Iowa OSHA Consultation and Education Program. Consultants will work with you to identify workplace hazards, provide advice on compliance with OSHA standards, and assist you in establishing a safety and health management program. These services are separate from enforcement and do not result in penalties or citations. Further information can be found at [www.osha.gov](http://www.osha.gov), [www.iowaosha.gov](http://www.iowaosha.gov) or 515-281-7629.

If you have any questions or need additional time to respond, please contact me at 515-725-5621 or [jacqueline.castillo@iwd.iowa.gov](mailto:jacqueline.castillo@iwd.iowa.gov).

Sincerely,

Jackie Castillo

Iowa Division of Labor | OSHA Enforcement  
150 Des Moines Street | Des Moines, Iowa 50309-1836 | Phone: 515-242-5870 | Fax: 515-281-7995  
[www.iowaosha.gov](http://www.iowaosha.gov) | [osha@iwd.iowa.gov](mailto:osha@iwd.iowa.gov)



The notice above is in relation to an unfortunate incident that took place Monday, March 8, 2021. A McFarland employee was attempting to cross Duff Ave from east to west near dusk when this person was struck by a vehicle. The employee followed all appropriate procedures and crossed at the designated pedestrian crosswalk located at the corner of 12th Street and Duff Ave. Thankfully, the employee survived the accident and is recovering.

We are working with the City of Ames to evaluate this crosswalk. Please note, we are required by OSHA to post a copy of the letter above "where all affected employees will have notice or near such location where the incident occurred."

## JOB NOTES

Qty: 2  
14"x8.5" .080 Aluminum  
Inkjet print on 3165RA w/overlam  
1 sided w/1" radius corners

Qty: 4  
Mounting hardware to attach around pole



619 S. 4th Street  
Ames, Iowa 50010  
515-232-4500 • [SignProAmes.com](http://SignProAmes.com)

DESIGN: 10 Min - CH  
PRODUCTION:  
INSTALL:  
CUSTOMER CALLED:







Iowa Crash Analysis Tool  
Quick Report  
2013-2021

Major Cause			4
Animal	0	Ran traffic signal	0
Ran stop sign	0	Failed to yield to emergency vehicle	0
FTYROW: At uncontrolled intersection	0	FTYROW: Making right turn on red signal	0
FTYROW: From stop sign	1	FTYROW: From yield sign	0
FTYROW: Making left turn	0	FTYROW: From driveway	0
FTYROW: From parked position	0	FTYROW: To pedestrian	1
FTYROW: Other	0	Drove around RR grade crossing gates	0
Disregarded RR Signal	0	Crossed centerline (undivided)	0
Crossed median (divided)	0	Traveling wrong way or on wrong side of road	0
Aggressive driving/road rage	0	Driving too fast for conditions	1
Exceeded authorized speed	0	Improper or erratic lane changing	1
Operating vehicle in an reckless, erratic, ca...	0	Followed too close	0
Passing: On wrong side	0	Passing: Where prohibited by signs/markings	0
Passing: With insufficient distance/inadequa...	0	Passing: Through/around barrier	0
Passing: Other passing	0	Made improper turn	0
Driver Distraction: Manual operation of an e...	0	Driver Distraction: Talking on a hand-held d...	0
Driver Distraction: Talking on a hands free ...	0	Driver Distraction: Adjusting devices (radio...	0
Driver Distraction: Other electronic device ...	0	Driver Distraction: Passenger	0
Driver Distraction: Unrestrained animal	0	Driver Distraction: Reaching for object(s)/f...	0
Driver Distraction: Inattentive/lost in thou...	0	Driver Distraction: Other interior distracti...	0
Driver Distraction: Exterior distraction	0	Ran off road - right	0
Ran off road - straight	0	Ran off road - left	0
Lost control	0	Swerving/Evasive Action	0
Over correcting/over steering	0	Failed to keep in proper lane	0
Failure to signal intentions	0	Traveling on prohibited traffic way	0
Vehicle stopped on railroad tracks	0	Other: Vision obstructed	0
Other: Improper operation	0	Other: Disregarded warning sign	0
Other: Disregarded signs/road markings	0	Other: Illegal off-road driving	0
Downhill runaway	0	Separation of units	0
Towing improperly	0	Cargo/equipment loss or shift	0
Equipment failure	0	Oversized load/vehicle	0
Other: Getting off/out of vehicle	0	Failure to dim lights/have lights on	0
Improper backing	0	Improper starting	0
Illegally parked/unattended	0	Driving less than the posted speed limit	0
Operator inexperience	0	Other	0
Unknown	0	Not reported	0
Other: No improper action	0		



**Iowa Crash Analysis Tool  
Quick Report  
2013-2021**

Time of Day/Day of Week														
Day of Week	12 AM to 2 AM	2 AM to 4 AM	4 AM to 6 AM	6 AM to 8 AM	8 AM to 10 AM	10 AM to Noon	Noon to 2 PM	2 PM to 4 PM	4 PM to 6 PM	6 PM to 8 PM	8 PM to 10 PM	10 PM to 12 AM	Not reported	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Tuesday	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Wednesday	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Thursday	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Friday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	1	0	1	1	0	0	0	4

Manner of Crash Collision	4
Non-collision (single vehicle)	2
Head-on (front to front)	0
Rear-end (front to rear)	0
Angle, oncoming left turn	0
Broadside (front to side)	1
Sideswipe, same direction	1
Sideswipe, opposite direction	0
Rear to rear	0
Rear to side	0
Not reported	0
Other	0
Unknown	0

Surface Conditions	4
Dry	3
Wet	0
Ice/frost	0
Snow	1
Slush	0
Mud, dirt	0
Water (standing or moving)	0
Sand	0
Oil	0
Gravel	0
Not reported	0
Other	0
Unknown	0

Fixed Object Struck	6
Bridge overhead structure	0
Bridge/bridge rail parapet	0
Ditch	0
Ground	0
Guardrail - face	0
Concrete traffic barrier (median or right sid...	0
Cable barrier	0
Utility pole/light support	0
Traffic signal support	0
Fire hydrant	0
Tree	0
Snow bank	0
Wall	0
Other fixed object	0
Bridge pier or support	0
Curb/island/raised median	0
Embankment	0
Culvert/pipe opening	0
Guardrail - end	0
Other traffic barrier	0
Impact attenuator/crash cushion	0
Traffic sign support	0
Other post/pole/support	0
Mailbox	0
Landscape/shrubbery	1
Fence	0
Building	0
None (no fixed object struck)	5



Iowa Crash Analysis Tool  
Quick Report  
2013-2021

Driver Age/Driver Gender					
Driver Age - 5 year Bins	Female	Male	Not reported	Unknown	Total
< 14	0	0	0	0	0
= 14	0	0	0	0	0
= 15	0	0	0	0	0
= 16	0	0	0	0	0
= 17	0	0	0	0	0
= 18	0	0	0	0	0
= 19	0	1	0	0	1
= 20	0	0	0	0	0
>= 21 and <= 24	0	0	0	0	0
>= 25 and <= 29	0	0	0	0	0
>= 30 and <= 34	0	0	0	0	0
>= 35 and <= 39	0	0	0	0	0
>= 40 and <= 44	0	1	0	0	1
>= 45 and <= 49	1	0	0	0	1
>= 50 and <= 54	0	0	0	0	0
>= 55 and <= 59	1	0	0	0	1
>= 60 and <= 64	0	0	0	0	0
>= 65 and <= 69	0	0	0	0	0
>= 70 and <= 74	0	1	0	0	1
>= 75 and <= 79	0	0	0	0	0
>= 80 and <= 84	0	0	0	0	0
>= 85 and <= 89	0	1	0	0	1
>= 90 and <= 94	0	0	0	0	0
>= 95	0	0	0	0	0
Not reported	0	0	0	0	0
Unknown	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>

Alcohol Test Given	6
None	6
Blood	0
Urine	0
Breath	0
Vitreous	0
Refused	0
Not reported	0

Drug Test Given	6
None	6
Blood	0
Urine	0
Breath	0
Vitreous	0
Refused	0
Not reported	0

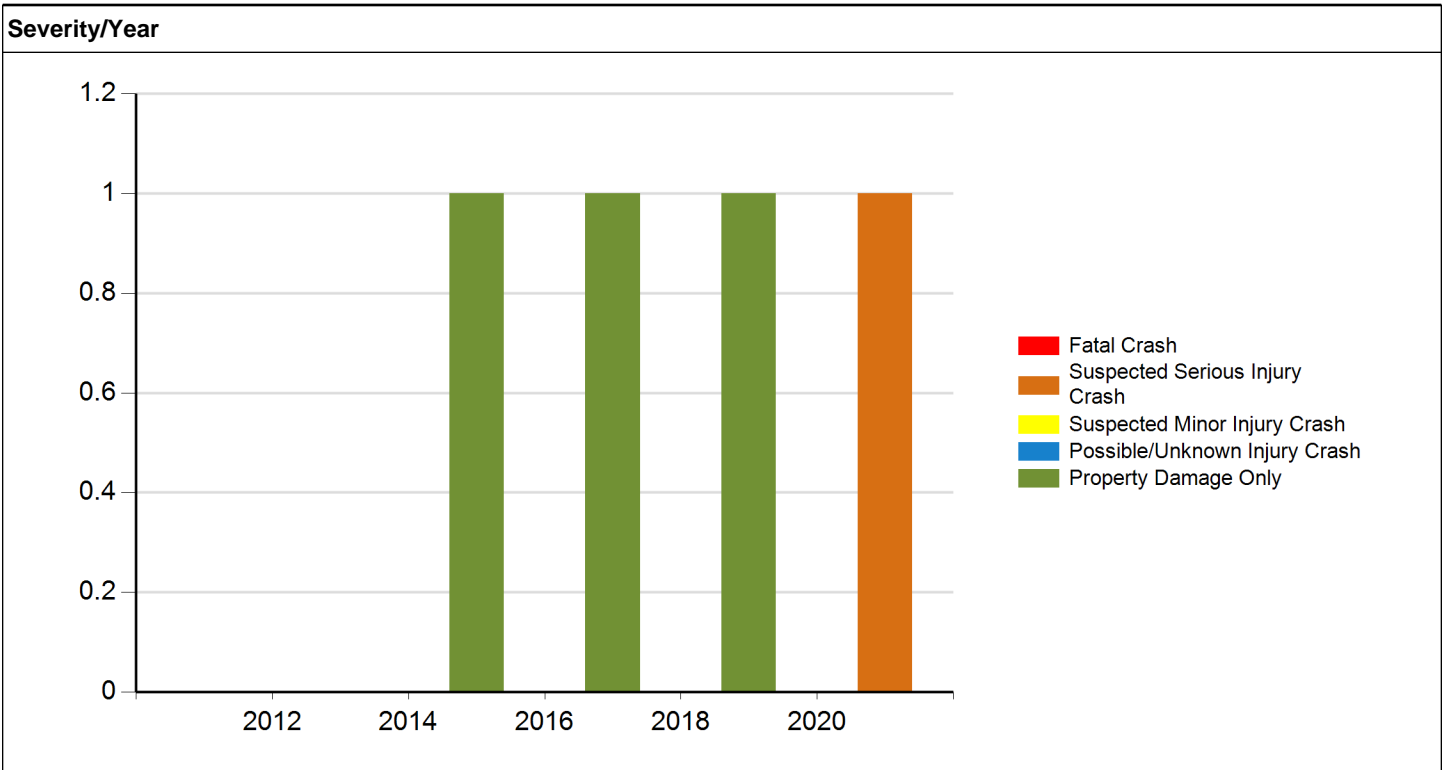
Drug Test Result	0
Negative	0
Cannabis	0
Central Nervous System depressants	0
Central Nervous System stimulants	0
Hallucinogens	0
Inhalants	0
Narcotic Analgesics	0
Dissociative Anesthetic (PCP)	0
Prescription Drug	0
Not reported	0
Other	0

Drug/Alcohol Related	4
Drug	0
Alcohol (< Statutory)	0
Alcohol (Statutory)	0
Drug and Alcohol (< Statutory)	0
Drug and Alcohol (Statutory)	0
Refused	0
Under Influence of Alcohol/Drugs/Medications	0
None Indicated	4



Iowa Crash Analysis Tool  
Quick Report  
2013-2021

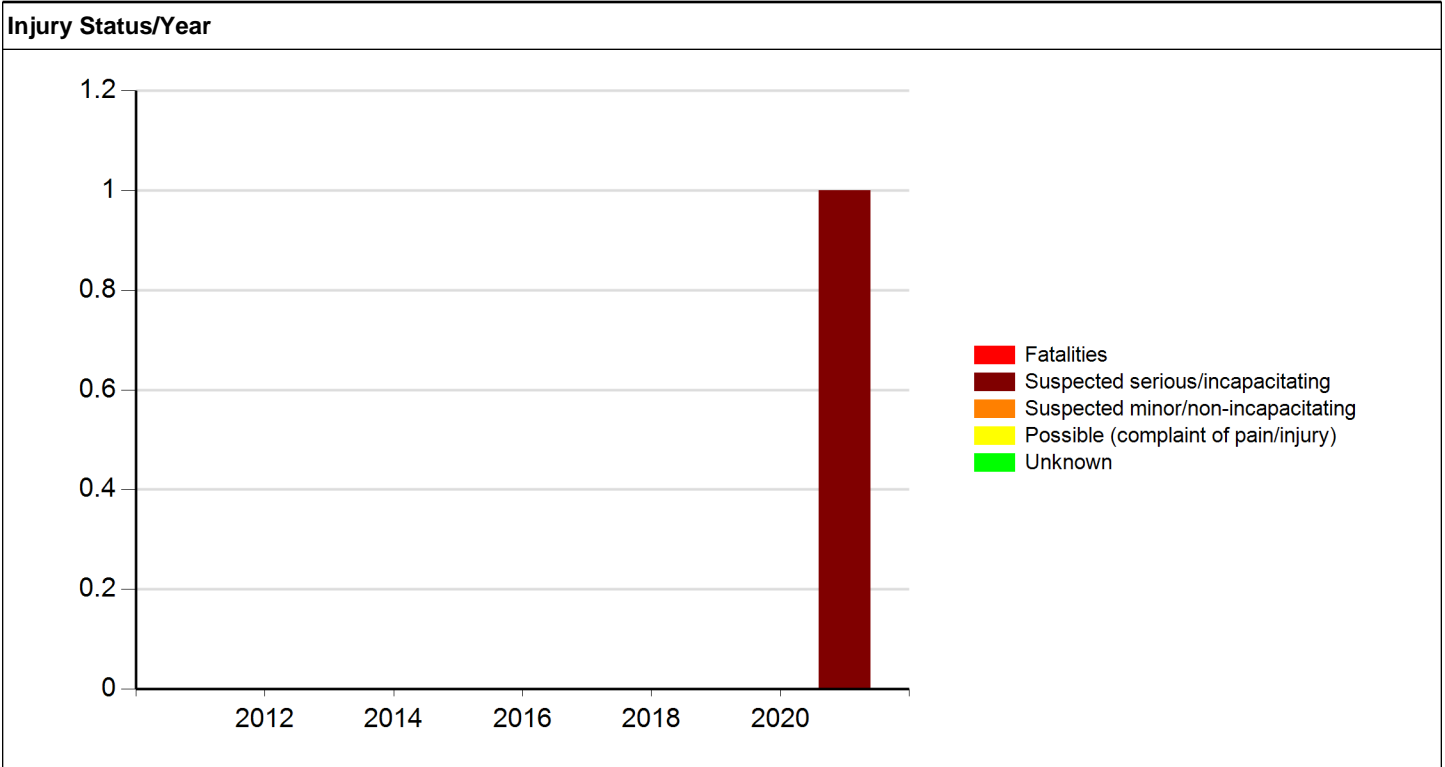
Crash Severity - Annual						
Crash Year	Fatal Crash	Suspected Serious Injury Crash	Suspected Minor Injury Crash	Possible/Unknown Injury Crash	Property Damage Only	Total
2011	0	0	0	0	0	0
2012	0	0	0	0	0	0
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	1	1
2016	0	0	0	0	0	0
2017	0	0	0	0	1	1
2018	0	0	0	0	0	0
2019	0	0	0	0	1	1
2020	0	0	0	0	0	0
2021	0	1	0	0	0	1
<b>Total</b>	0	1	0	0	3	4





Iowa Crash Analysis Tool  
Quick Report  
2013-2021

Injury Status - Annual						
Crash Year	Fatalities	Suspected serious/incapacitating	Suspected minor/non-incapacitating	Possible (complaint of pain/injury)	Unknown	Total
2011	0	0	0	0	0	0
2012	0	0	0	0	0	0
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	1	0	0	0	1
<b>Total</b>	0	1	0	0	0	1





**Meeting the following criteria**

Jurisdiction: Statewide  
Year: 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021  
Map Selection: Yes  
Filter: None

**Analyst Information**

12th Street and Duff Avenue

ATTACHMENT 3



## 12th and Duff Citizen Feedback

Daniel Concannon <DConcannon@Hanger.com>

Tue 6/1/2021 9:42 AM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Hello,

My name is Daniel Concannon an employee of Hanger Clinic at the intersection of 12<sup>th</sup> and Duff. If my understanding is correct the east entrance of 12<sup>th</sup> street will be closed. This directly impacts our patients being able to enter from Duff to park in our lot. Should this be closed the patients would need to circle around on 13<sup>th</sup> or 11<sup>th</sup> then to a neighborhood block to get onto 12<sup>th</sup> from the west and then to our lot. We have many elderly patients which this would be confusing for and potentially increase their frustrations. If possible, we would like to see the east entrance of 12<sup>th</sup> left open for traffic so patients of ours can easily park.

I am regularly seeing patients in the hospital walking from our clinic. I do not like the current pedestrian crossing as most vehicles ignore the flashing lights. I like the idea of adding traffic signals at the intersection to improve safety, but not closing the east entrance to 12<sup>th</sup>.

Thank you,

**Daniel Concannon, CPO**

Certified Prosthetist and Orthotist

**Hanger Clinic**

1202 Duff Ave.

Ames, IA 50010

Office: 515-232-3927

Fax: 515-232-8517

***Empowering Human Potential***



## 12th and Duff Citizen Feedback

Holland Evermore <ganache@devermore.com>

Mon 6/14/2021 5:11 PM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Good Afternoon Damion,

I would like to say thank you for taking the time to read our emails on this matter.

My name is Holland Evermore, my husband Dustin and I live at 1120 Carroll, Ames IA 50010, right by 12th street and the McFarland expansion.

I am including a link to a short video in hopes that you and the council will be able to see more clearly what is being proposed than just hearing it in words.

In the video you will see a comparison of what traffic and parking is like during a weekend and weekday.

You will also see what McFarland currently has in place as instructions for their staff exiting the area, which is to exit onto duff using 12th street.

This was an agreed compromise made by McFarland to our neighborhood during the last expansion.

One of our biggest concerns is the increase of traffic down our street. Because it is easy to bypass stoplights and traffic down both Duff and 13th street, many people go down Carroll because there are limited stops.

With the addition of McFarland employees parking on the street, during business hours it becomes single file to get through, and causes congestion.

There is a daycare facility on our road as well, so buses use Carroll also.

Most of the time the speed limit isn't observed, and there is an uncontrolled four way stop.

There are currently two controlled stop lights with crosswalks on 11th, and 13th. There is a crosswalk on 12th with flashing lights that I have used many times and I have not seen any issue with traffic respecting it and stopping.

By closing off 12th street the amount of traffic is going to increase down our street, and McFarland will gain a larger parking lot that isn't used.

When the last expansion happened our neighborhood contested it for years, until McFarland was finally able to win the council over and get it approved. They did this by buying residential land, at residential rates, then letting any property on it deteriorate. Then they had the land re-zoned so they

could build commercial buildings.

Soon after other businesses tried to do the same thing.

McFarland has said they eventually see their medical campus reaching all the way back to the cemetery.

As someone who lives in the neighborhood this is rather alarming to me. It is also scary that the city council has set precedent for a business to do such shady practices and benefit from it.

If the closure of 12th is granted this will be one more step in the expansion of their medical campus and another loss for a neighborhood of affordable housing. Housing in a price range that is hard to find anymore.

I recently received a letter from a realtor gauging interest in selling for that very reason, housing in our price range doesn't open often.

That means that one, people really need more options in this price range, and two we stay in our houses for a very long time.

In closing I want to thank you again for taking the time to read this, and I hope watch the video: <https://drive.google.com/file/d/1zhf6czRGKqPxUqoly-m6RQ8ulGoyKkos/view?usp=drivesdk>

I am happy to answer any questions you may have.

Cordially,  
Holland & Dustin Evermore  
Carroll Ave residents since 2006

## 12th and Duff Citizen Feedback

Kathy Shonkwiler <kashonk@gmail.com>

Tue 6/15/2021 12:15 AM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Ames City Traffic Division:

I am Kathy Shonkwiler, my husband, Sam Shonkwiler and I have lived at 1217 Carroll Avenue since June 1976.

We feel very strongly that closing 12th St at Duff Avenue is going to cause considerable problems and inconvenience for those residents that live on Carroll Ave and surrounding avenues and streets. Currently during the day, Carroll Ave has employee cars from McFarland Clinic and Mary Greeley parked on both sides of the street, which makes driving on Carroll Ave challenging. If 12th St is closed at Duff Ave cars from both the Clinic Eye Building and 1211 12th St building will be using Carroll Ave more as it is the first street going north or south. We do not want our residential neighborhood street to be forced to have any restricted access of parking on either side of the street during any hours because McFarland Clinic chose to build the 1211 12th St. building in a residential area. They knew as they were planning on constructing that building it would require their employees to cross Duff Ave. During the discussions at the City Council meetings at that time, that point was addressed and the Clinic assured the neighborhood 12th St would not be closed because they planned on having that building house their administration offices (which did not happen) to make room at the main Clinic for more physicians, they told us pedestrian traffic to and from the main Clinic would not be a concern. 12th St is used daily as a through street to those living on Carroll and all neighbors along East 12th and those residents along Stafford Ave and Maxwell Ave.

Now we are a few years down the road and again the Clinic wants to force our neighborhood into another residential inconvenience. Closing off any more streets in this area of town should be discouraged. We have lost use of parts of Douglas Ave and 11th St to the medical entities.

Closing 12th St at Duff Ave does not solve the pedestrian crossing problem as cars will still be traveling on Duff Ave. We would suggest barriers at the sidewalk crossings at the corners of 12th and Duff Ave and have a pedestrian crossing be assigned halfway between 11th St. and 12th St. and/or halfway between 12th St and 13th St thereby eliminating pedestrian conflict at 12th St.

Since the real problem is unsafe pedestrians crossing Duff we would suggest you look into a walkway over Duff or a tunnel under Duff Ave in that area.

Closing 12th St is not a solution to pedestrians crossing Duff!

Kathy and Sam Shonkwiler

1217 Carroll Avenue  
Ames, IA 50010

## Re: Pedestrian vehicle strike

Ron Frantzen <rfrantzen@mcfarlandclinic.com>

Tue 5/25/2021 4:58 PM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

Cc: Gansen, Mark <Mark.Gansen@cityofames.org>

[External Email]

Hi Damion,

What you have proposed will create a significant traffic flow issue diverting commercial and normal vehicle traffic from the main arterial street of Duff Avenue into residential side streets.

Back in 2011 McFarland Clinic was developing property we owned into an office building and we held meetings with the Sunrise Addition Neighborhood Association, and the City of Ames Planning and Housing. At these meetings the Sunrise Addition Neighborhood Association, and the residents who attended did not want the 12th street access onto Duff Avenue closed. We did not either as we needed the arterial street of Duff Avenue for patient access.

We do not support closing E12th street or 1215 Duff Avenue south East exit driveway. McFarland Clinic has only one Duff Avenue egress and this would cause significant disruption to the patients leaving the location. The 1128 Duff Eye Center location is an entrance only off Duff Avenue and this entrance was not designed to be a two way traffic flow. The exiting traffic flow currently takes you out to 12th street, then to Duff Avenue to exit. Delivery vehicles do not fit under this canopy.

Sincerely,

Ron



**Ron Frantzen, CPMBO, BOC I**

Exec Director of Facilities Management

McFarland Clinic 1215 Duff Ave Ames IA 50010

t: (515) 239 - 4455 | f: (515) 956 - 4119 | e: [rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)

On Tue, May 25, 2021 at 9:04 AM Pregitzer, Damion <[Damion.Pregitzer@cityofames.org](mailto:Damion.Pregitzer@cityofames.org)> wrote:

Ron,

Yes, it would involve closing that closest driveway. To make significant improvements for pedestrian safety we have increment the character of the street towards a pedestrian focused design. A big piece of which is removing any vehicle conflict points with the pedestrian possible. Removing these conflict points also has the benefit to simplify the interactions for both peds and vehicles - they both have less to worry about under the proposed design. I could see that what happens frequently is there are too many distractions with all the driveways, cars, and people moving about daily.

I would also appreciate if you could forward the design to the EMT staff who drive the ambulances for their feedback on the potential use of a hybrid beacon when responding to a call. Typically, we have a pre-empt switch installed in the garage bay as a backup to the emitters on their vehicles.

Thanks!

**Damion Pregitzer, P.E. PTOE**

Traffic Engineer

Public Works

City Hall, [515 Clark Ave.](#) | Ames, IA 50010



[515.239.5160](tel:515.239.5160) *main*

[515.239.5404](tel:515.239.5404) *fax*

[damion.pregitzer@cityofames.org](mailto:damion.pregitzer@cityofames.org)

Mailing: [515 Clark Ave.](#) | Ames, IA 50010

[www.CityofAmes.org](http://www.CityofAmes.org)

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**From:** Ron Frantzen <[rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)>

**Sent:** Monday, May 24, 2021 4:02 PM

**To:** Pregitzer, Damion <[Damion.Pregitzer@cityofames.org](mailto:Damion.Pregitzer@cityofames.org)>

**Subject:** Re: Pedestrian vehicle strike

[External Email]

Damion,

I will review this in more detail but I have a question: Are you also stating McFarland Clinic eliminates a driveway into our lot off Duff?

Ron



**Ron Frantzen, CPMBO, BOC I**

Exec Director of Facilities Management

McFarland Clinic 1215 Duff Ave Ames IA 50010

t: (515) 239 - 4455 | f: ( 515) 956 - 4119 | e: [rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)

On Mon, May 24, 2021 at 3:49 PM Pregitzer, Damion < [Damion.Pregitzer@cityofames.org](mailto:Damion.Pregitzer@cityofames.org) > wrote:  
Ron and Matt,

We have developed a conceptual improvement to minimize vehicle-ped interactions at the intersection of 12th and Duff. The goal is to remove as many potential vehicles strikes as possible while simplifying the crossing. We are also looking at a hybrid beacon that could be used for both peds as well as something that can be activated by the ambulances.

Before this goes to Council, I need to get neighborhood feedback. This memo was mailed today. I hope to get feedback in time for the June 22nd meeting.

If you have any questions or concerns, please let me know.

Thanks!

**Damion Pregitzer, P.E. PTOE**

Traffic Engineer

Public Works

City Hall, [515 Clark Ave.](#) | Ames, IA 50010



[515.239.5160](tel:515.239.5160) main

[515.239.5404](tel:515.239.5404) fax

[damion.pregitzer@cityofames.org](mailto:damion.pregitzer@cityofames.org)

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**From:** Ron Frantzen <[rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)>

**Sent:** Thursday, April 8, 2021 11:15 AM

**To:** Pregitzer, Damion <[Damion.Pregitzer@cityofames.org](mailto:Damion.Pregitzer@cityofames.org)>

**Cc:** Schainker, Steve <[steve.schainker@cityofames.org](mailto:steve.schainker@cityofames.org)>; Voss, Diane <[diane.voss@cityofames.org](mailto:diane.voss@cityofames.org)>; Matt Franco <[mfranco@mcfarlandclinic.com](mailto:mfranco@mcfarlandclinic.com)>; Roger Kluesner <[rkluesner@mcfarlandclinic.com](mailto:rkluesner@mcfarlandclinic.com)>; Kelly Hartwig <[khartwig@mcfarlandclinic.com](mailto:khartwig@mcfarlandclinic.com)>; Seth McCoy <[semccoy@mcfarlandclinic.com](mailto:semccoy@mcfarlandclinic.com)>; Joiner, John <[john.joiner@cityofames.org](mailto:john.joiner@cityofames.org)>

**Subject:** Re: Pedestrian vehicle strike

[External Email]

Thank you



**Ron Frantzen, CPMBO, BOC I**

Exec Director of Facilities Management

McFarland Clinic 1215 Duff Ave Ames IA 50010

t: (515) 239 - 4455 | f: (515) 956 - 4119 | e: [rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)

On Thu, Apr 8, 2021 at 11:09 AM Pregitzer, Damion <[Damion.Pregitzer@cityofames.org](mailto:Damion.Pregitzer@cityofames.org)> wrote:  
Ron,

I can forward it for you. Just wanted to make you aware it needed to go to Council for a referral.

Thanks!

**Damion Pregitzer, P.E. PTOE**

Traffic Engineer

Public Works

City Hall, 515 Clark Ave. | Ames, IA 50010



[515.239.5160](tel:515.239.5160) main

[515.239.5404](tel:515.239.5404) fax

[damion.pregitzer@cityofames.org](mailto:damion.pregitzer@cityofames.org)

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**From:** Ron Frantzen <[rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)>

**Sent:** Thursday, April 8, 2021 11:00 AM

**To:** Pregitzer, Damion <[Damion.Pregitzer@cityofames.org](mailto:Damion.Pregitzer@cityofames.org)>

**Cc:** Schainker, Steve <[steve.schainker@cityofames.org](mailto:steve.schainker@cityofames.org)>; Voss, Diane <[diane.voss@cityofames.org](mailto:diane.voss@cityofames.org)>; Matt Franco <[mfranco@mcfarlandclinic.com](mailto:mfranco@mcfarlandclinic.com)>; Roger Kluesner <[rkluesner@mcfarlandclinic.com](mailto:rkluesner@mcfarlandclinic.com)>; Kelly Hartwig <[khartwig@mcfarlandclinic.com](mailto:khartwig@mcfarlandclinic.com)>; Seth McCoy <[semccoy@mcfarlandclinic.com](mailto:semccoy@mcfarlandclinic.com)>; Joiner, John <[john.joiner@cityofames.org](mailto:john.joiner@cityofames.org)>

**Subject:** Re: Pedestrian vehicle strike



[External Email]

Damion,

Who will make this request to Diane Voss? Since I had already sent this to your attention I will assume this is an internal process at the City? Will I be made aware when this would become a City Council discussion.

Ron Frantzen



**Ron Frantzen, CPMBO, BOC I**

Exec Director of Facilities Management

McFarland Clinic 1215 Duff Ave Ames IA 50010

t: (515) 239 - 4455 | f: (515) 956 - 4119 | e: [rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)

On Thu, Apr 8, 2021 at 10:18 AM Pregitzer, Damion <[Damion.Pregitzer@cityofames.org](mailto:Damion.Pregitzer@cityofames.org)> wrote:

Ron,

I believe the best way to move forward is to make an official request to our City Council (via Diane Voss) to ask that staff review the issues you brought up and provide information to Council as to what could be included in a response.

Thanks!

**Damion Pregitzer, P.E. PTOE**

Traffic Engineer

Public Works

City Hall, [515 Clark Ave.](#) | Ames, IA 50010



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**From:** Pregitzer, Damion <[Damion.Pregitzer@cityofames.org](mailto:Damion.Pregitzer@cityofames.org)>  
**Sent:** Tuesday, March 23, 2021 2:31 PM  
**To:** Ron Frantzen <[rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)>; Schainker, Steve <[steve.schainker@cityofames.org](mailto:steve.schainker@cityofames.org)>  
**Cc:** Matt Franco <[mfranco@mcfarlandclinic.com](mailto:mfranco@mcfarlandclinic.com)>; Roger Kluesner <[rkluesner@mcfarlandclinic.com](mailto:rkluesner@mcfarlandclinic.com)>; Kelly Hartwig <[khartwig@mcfarlandclinic.com](mailto:khartwig@mcfarlandclinic.com)>; Seth McCoy <[semccoy@mcfarlandclinic.com](mailto:semccoy@mcfarlandclinic.com)>; Joiner, John <[john.joiner@cityofames.org](mailto:john.joiner@cityofames.org)>  
**Subject:** Re: Pedestrian vehicle strike

Ron,

I will get with John and Steve as to what direction is needed to proceed with a study.

Thanks!

**Damion Pregitzer, P.E. PTOE**  
Traffic Engineer  
Public Works  
City Hall, [515 Clark Ave. | Ames, IA 50010](#)



[515.239.5160](tel:515.239.5160) main  
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[damion.pregitzer@cityofames.org](mailto:damion.pregitzer@cityofames.org)  
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**From:** Ron Frantzen <[rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)>  
**Sent:** Tuesday, March 23, 2021 1:53 PM  
**To:** Schainker, Steve <[steve.schainker@cityofames.org](mailto:steve.schainker@cityofames.org)>; Pregitzer, Damion <[Damion.Pregitzer@cityofames.org](mailto:Damion.Pregitzer@cityofames.org)>  
**Cc:** Matt Franco <[mfranco@mcfarlandclinic.com](mailto:mfranco@mcfarlandclinic.com)>; Roger Kluesner <[rkluesner@mcfarlandclinic.com](mailto:rkluesner@mcfarlandclinic.com)>; Kelly Hartwig <[khartwig@mcfarlandclinic.com](mailto:khartwig@mcfarlandclinic.com)>; Seth McCoy <[semccoy@mcfarlandclinic.com](mailto:semccoy@mcfarlandclinic.com)>  
**Subject:** Pedestrian vehicle strike

[External Email]

Dear Mr. Schainker and Damion Pregitzer,

Attached is a summary of what took place a couple weeks ago when a McFarland Clinic staff member was hit in the Duff Avenue Cross walk at 12th street. I am seeking City of Ames assistance in helping us prevent such an incident from occurring again and saving a life or long term disability to any resident or guest crossing this intersection here in Ames. I would be happy to work with you on this dangerous crossing. Please refer to three attachments.

Sincerely,

Ron Frantzen



**Ron Frantzen, CPMBO, BOC I**  
Exec Director of Facilities Management  
McFarland Clinic 1215 Duff Ave Ames IA 50010  
t: (515) 239 - 4455 | f: (515) 956 - 4119 | e: [rfrantzen@mcfarlandclinic.com](mailto:rfrantzen@mcfarlandclinic.com)

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Thank You.

## 12th and Duff Citizen Feedback

ctstark@aol.com <ctstark@aol.com>

Tue 5/25/2021 8:18 PM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Dear Damion,

I am **strongly** opposed to a plan that closes the east side of 12th and Duff Avenue to vehicular traffic.

I am an orthodontist who has practiced at 1212 Duff Avenue for over 35 years. Blocking traffic on 12th Street would significantly limit our patient, staff and doctor access to our dental building coming and going.

In my opinion, the better and more simple solution is to place a stoplight at 12th and Duff.

As a part owner of our 1212 Duff office building, I appreciate the opportunity to speak regarding issues that will directly affect us on a daily basis.

Thank you for considering my thoughts.

Tom Stark

## 12th Street Proposal

amesoralsurgeons@aol.com <amesoralsurgeons@aol.com>

Wed 5/26/2021 9:23 AM

To: Pregitzer, Damion <Damion.Pregitzer@cityofames.org>

[External Email]

Dear Damion,

In regards to the proposal to close the east side of 12th Street at Duff Avenue, I am **Firmly** opposed to that plan.

I am an Oral Surgeon who practices at 1212 Duff Ave and has done so for 25 years. Patients, staff, and doctors regularly use 12th Street for access in coming to and leaving our office.

I believe that placing a stoplight at 12th Street and Duff Ave would be a far better solution.

Sincerely,

Robert A. Rudman