

# MARSHALLTOWN

— I O W A —

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**TO:** Mayor Greer and City Council  
**FROM:** Heather Thomas, PE – Public Works Director  
**DATE:** October 23, 2023  
**RE:** Ordinance Amendment – Chapter 76 – Traffic Schedules

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**Strategic Plan:**

- Strategy 1: Expand and improve development in the community.
- Strategy 2: Enhance Marshalltown’s public image.
- Strategy 3: Continually improve and sustain the City’s infrastructure, organization, and services.
- Strategy 4: Partner with citizens, for-profit, non-profit, and others to improve quality of life.

**Plan Objective:**

Review City policies, procedures, plans, ordinances, programs, and services for updates and efficiencies.

**Recommendation:**

Approve Ordinance Amendments, as proposed, with the following Reading Schedule:

October 9, 2023 – 1<sup>st</sup> Reading (Passed)

October 23, 2023 – 2<sup>nd</sup> Reading

Waive – 3<sup>rd</sup> Reading

Following readings, the ordinance amendment will be published, and city street division staff will make needed sign changes. We would consider the ordinance changes in effect upon the signage updates. A press release is planned at the time of the major changes related to speed and truck routes.

**Budget Impact:**

Sign changes, including removal, replacement, and new signs, will be paid for with Road Use Tax as part of our annual operating budget. Costs of signage and labor varies, but can be upwards of \$200/sign.

**Description/Background:**

10/23/23 Update: We had one more uncontrolled intersection reported to us; we are recommending an update to the ordinance to allow stop control at the intersection of N 10<sup>th</sup> St & Fremont St. This has been added to Schedule IV, herein.

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As requests come from the public or city staff regarding changes to various Traffic Schedules we have in our Ordinance, we keep a list of these requests and review them with the assistance and input of the Street and Engineering Divisions. Periodically, we bring them forward to City Council in batches for approval.

We are bringing forwards the following schedules to City Council for approval:

- Schedule I: Truck Routes; Major Thoroughfare Plan
- Schedule II: One-Way Streets
- Schedule IV: Stop Intersections
- Schedule VIII: Speed Limits

As staff reviewed text within the ordinance, we do see where additional updates can and should be made. City staff will continue to review some of the language that has been there for 20+ years that is no longer how the city operates which will come back at a later time for recommended changes. However, the schedules indicating where specific traffic devices / rules are located is being recommended to proceed at this time.

A summary of the recommended schedule changes is shown below. In order to best coordinate with American Legal Publishing (who updates our code electronically), the Ordinances themselves will list the complete schedules so the tables can be replaced. This memo outlines just the rows of the schedules that are proposed to change.

#### **Schedule I: Truck Routes; Major Thoroughfare Plan**

The Edgewood project is nearing completion and that project's intent was to relocate the truck route from Marion St to Edgewood Street from 3<sup>rd</sup> Ave to 8<sup>th</sup> Ave. This change is what spurred this ordinance amendment.

Upon review to make this change, it appears that, in the past, the city's official ordinance has not been updated to reflect changes in mapped and signed designated truck routes. Some examples include:

- i. Current ordinance language still includes Iowa Avenue as the east/west route on the south side of town; whereas, our mapping indicates US Hwy 30 is the route.
- ii. Current ordinance language still includes the truck route being shown on S 9<sup>th</sup> St between Lincoln Way and Madison St. This was eliminated in the late 1990s when Lincoln Way was rebuilt to connect directly to W Madison St

Both US Highway 30 and Iowa Highway 14 are truck routes per federal and state authority. Our current map shows Hwy 30 as a designated city truck route, but does not include Hwy 14. Our ordinance requires signing city designated truck routes; however, we don't and it would be a challenge to get permission to sign a city truck route on Hwy 30. For consistency, we recommend designating "city truck route" only the portions of Hwy 14 that get trucks to city limits and local truck routes. The city can not stop truck traffic on either Hwy 14, nor Hwy 30.

Refer to attached exhibit indicating the existing mapped and proposed designated truck routes.

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**Schedule II: One-Way Streets**

We noticed a grammatical error in the Ordinance Schedule listed under:

(A) One-way streets designated. The following streets are hereby established as one-way streets for the movement of vehicular traffic thereon:

There will be no changes in posted one-way streets. We are requesting to update language to correct the “street” language that should read “avenue”.

Existing

<i>Street</i>	<i>Location</i>
S. 4th Avenue	Commencing at the north line of E. Boone Street and extending north on S. 4th Street to the south line of E. Church Street, which shall be only in an north direction of movement on said S. 4th Street within the limits herein described

Correction

<i>Street</i>	<i>Location</i>
S. 4th Avenue	Commencing at the north line of E. Boone Street and extending north on S. 4th Avenue to the south line of E. Church Street, which shall be only in a north direction of movement on said S. 4th Avenue within the limits herein described

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**Schedule IV: Stop Intersections**

This schedule outlines which intersections in city limits are controlled by stop signs and which legs of the intersection have the stop sign(s). The list of intersections included in our proposed amendment includes:

1. Intersections that are “uncontrolled” meaning no stop or yield sign is present and driver must follow the “rules/law of the road” when vehicles arrive at the intersection at roughly the same time. The intent of this amendment is to set and communicate traffic flow more clearly which can improve safety.
2. Changes recommended due to the changes associated with rerouting the truck route to Edgewood Street.
3. Additions recommended due to the installation of new streets.

Modifications to Schedule IV. Stop Intersections, Section (A)

<b>Direction</b>	<b>Street/Intersection</b>	<b>Comments</b>
Eastbound	On Creekside Lane at S 6th Street	<i>Uncontrolled T-Intersection resulting from addition of Creekside Lane</i>
Eastbound	On Maytag Road at S. 8th Street	<i>Uncontrolled 4 Leg Intersection</i>
Westbound	On Maytag Road at S. 8th Street	<i>Uncontrolled 4 Leg Intersection</i>
Eastbound	On Edgewood Street at N. 4th Avenue	<i>Swap stop control; Change to accommodate truck route being on Edgewood Street</i>
Westbound	On Edgewood Street at N. 4th Avenue	<i>Swap stop control; Change to accommodate truck route being on Edgewood Street</i>
Northbound	On North 4th Avenue at Edgewood Street	<i>Swap stop control; Change to accommodate truck route being on Edgewood Street</i>
Southbound	On North 4th Avenue at Edgewood Street	<i>Swap stop control; Change to accommodate truck route being on Edgewood Street</i>
Northbound	On North 5th Avenue at Edgewood Street	<i>Uncontrolled T-ish-Intersection that has become 4 Leg Intersection; Change to accommodate truck route being on Edgewood Street</i>
Southbound	On North 5th Avenue at Edgewood Street	<i>Uncontrolled T-ish-Intersection that has become 4 Leg Intersection; Change to accommodate truck route being on Edgewood Street</i>
Eastbound	On Edgewood Street at N. 8 <sup>th</sup> Avenue	<i>Uncontrolled T-Intersection resulting from Edgewood Industrial Park Project; Recommend All Way Stop</i>

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Westbound	On Edgewood Street at N. 8 <sup>th</sup> Avenue	<i>Uncontrolled T-Intersection resulting from Edgewood Industrial Park Project; Recommend All Way Stop</i>
Northbound	On N. 8 <sup>th</sup> Avenue at Edgewood Street	<i>Uncontrolled T-Intersection resulting from Edgewood Industrial Park Project; Recommend All Way Stop</i>
Southbound	On N. 8 <sup>th</sup> Avenue at E. Marion Street	<i>Uncontrolled T-Intersection resulting from Edgewood Industrial Park Project</i>
Eastbound	<del>On North 4<sup>th</sup> Avenue at Riverside Street</del>	<i>There is no eastbound on N 4<sup>th</sup> Ave. Correcting syntax in existing table. – No field sign change needed.</i>
Eastbound	<del>On North 4<sup>th</sup> Avenue at Riverside Street</del>	<i>Duplicate Entry; Also, there is no eastbound on N 4<sup>th</sup> Ave. Correcting syntax in existing table. – No field sign change needed.</i>
Eastbound	On Fremont Street at N 10 <sup>th</sup> Street	<i>Uncontrolled 4 Legged Intersection (Added at 2<sup>nd</sup> Reading)</i>
Westbound	On Fremont Street at N 10 <sup>th</sup> Street	<i>Uncontrolled 4 Legged Intersection (Added at 2<sup>nd</sup> Reading)</i>
Eastbound	On Riverside Street at N. 4 <sup>th</sup> Avenue	<i>Correcting syntax in existing schedule. – No field sign change needed.</i>
Westbound	On Riverside Street at N. 4 <sup>th</sup> Avenue	<i>Correcting syntax in existing schedule. – No field sign change needed.</i>
Eastbound	On Riverside Street at N. 5 <sup>th</sup> Avenue	<i>Uncontrolled T-Intersection</i>
<del>Westbound</del>	<del>On North Center Street at Riverside Street</del>	<i>There is no westbound on N Center St @ Riverside. Correcting syntax in existing table. – No field sign change needed.</i>
Westbound	On Riverside Street at N. Center Street	<i>Correcting syntax in existing schedule. – No field sign change needed.</i>
Eastbound	On E High Street at S 10 <sup>th</sup> Avenue	<i>Uncontrolled 4 Legged Intersection</i>

During this process, we noted instances where it seemed the syntax was misleading regarding which street the stop sign was on. We also noted an intersection that is listed with more stop signs than what are installed and to the best of long-time employee records have or should not have those. Street division and engineering staff plan to review the complete schedule this upcoming winter to review and correct these items.

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**Schedule VIII: Speed Limits**

The Edgewood project is nearing completion and that project’s intent was to relocate the truck route from E Marion Street to Edgewood Street. By ordinance, speed limits in residential districts are 25 mph, unless otherwise designated. The truck route along E Marion Street is designated as a 30-mph zone. Reviewing truck routes in Marshalltown, they vary depending on proximity to build-out and drive count/spacing. With the change in truck route, we proposed the following speed limit changes:

<b><i>On Street</i></b>	<b><i>From Street</i></b>	<b><i>To Street</i></b>	<b><i>mph</i></b>
Marion Street	<del>3<sup>rd</sup> Avenue</del> 8 <sup>th</sup> Avenue	18 <sup>th</sup> Avenue	30
Edgewood Street	3 <sup>rd</sup> Avenue	5 <sup>th</sup> Avenue (east side)	25
Edgewood Street	5 <sup>th</sup> Avenue	8 <sup>th</sup> Avenue	35
8 <sup>th</sup> Avenue	Marion Street	Edgewood Street	35

A few notes:

- By ordinance this will reduce the speed limit on Marion Street from 3<sup>rd</sup> Ave to 8<sup>th</sup> Ave from 30 mph to 25 mph as this is considered a residential district. Due to the change in speed limit, signage will be installed.
- With the new zoning districts, the area between 3<sup>rd</sup> Avenue and 5<sup>th</sup> Avenue along Edgewood Street is no longer considered a residential district; however, there are still a few residences present. City staff recommend to keep a 25-mph speed limit on Edgewood in these two blocks and recommend signing this stretch.

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