



Agenda Item:

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COUNCIL COMMUNICATION City Manager's Office

GENERAL INFORMATION

Agenda Date: February 23, 2004

No.: 04-084

Agenda Item Type: Receive/File

No.:

Communication

Roll Call

Submitted by: Jeb E. Brewer, P.E., City Engineer

SUBJECT—

Traffic Regulation Changes

SYNOPSIS—

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

- A. Corner Clearance—Both Sides of Walker Street East of East 9th Street.
- B. Corner Clearance—West Side of East 42nd Street South of Boyd Street.
- C. Corner Clearance—West Side of 4th Street South of Park Street.
- D. Corner Clearance—North Side of Wolcott Avenue East of SW 31st Street.
- E. Handicapped Parking Space Modification—North Side of High Street East of Martin Luther King Jr. Parkway.
- F. Relocate Traffic Control Signal from 14th and Ingersoll to 15th and Ingersoll.
- G. Allied/Park Sign and Meter Ordinance Changes.

- H. Code Adjustments for Field Signing—7th Street, Locust Street to Grand Avenue.
- I. One-Sided Parking Restriction—Hillsboro Plat III.
- J. One-Sided Parking Restriction—Brook Run Village Plat X.
- K. One-Sided Parking Restriction—Meadowlands Plats I and II.
- L. One-Sided Parking Restriction—Three Lakes Estates Plats IV and V.
- M. One-Sided Parking Restriction—Woods On The River Plat VI.
- N. One-Sided Parking Restriction—Lakeview Heights Plats I and II.
- O. Request for Handicapped Parking—West Side of 16th Street South of Gillette Street.
- P. Request for All Way Stops—38th and Franklin, 38th and Adams, and 50th and Holcomb.
- Q. Parking Restriction-- South Side of East Bell Avenue from SE 14th Street to a Point 900 feet West.
- R. Corner Clearance—East Side of Oaklyn Drive North of Lower Beaver Road.

FISCAL IMPACT—

Minor costs for signing and parking meters to be paid from the Traffic and Transportation operating budget.

RECOMMENDATION—

Approval

BACKGROUND—

A. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on Walker Street at the intersection of East 9th Street. In order to provide adequate visibility for vehicles at this intersection, staff recommends that 90-foot “corner clearance” no parking zones be established on the north and south sides of Walker Street east of East 9th Street. The following revision to the Municipal Code is necessary to place this change into effect

Sec. 114-3725. Walker Street—East Seventh Street to East Twelfth Street.

Walker Street, on both sides, from East Ninth Street to a point 90 feet east thereof, no parking any time.

- B. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on East 42nd Street at the intersection of Boyd Street. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 100-foot “corner clearance” no parking zone be established on the west side of East 42nd Street south of Boyd Street. The following revision to the Municipal Code is necessary to place this change into effect.

Sec. 114-2924. East Forty-Second Street—East Washington Avenue to East Aurora Avenue.

East Forty-second Street, on the west side, from Boyd Street to a point 100 feet south, no parking any time.

- C. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles on 4th Street at the intersection of Park Street. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 38-foot “corner clearance” no parking zone be established on the west side of 4th Street south of Park Street. The following revision to the Municipal Code is necessary to place this change into effect.

Sec. 114-2619. Fourth Street—Watson Powell Jr. Way to Park Street.

Fourth Street, on the west side, from Park Street to a point 38 feet south thereof, no parking any time.

- D. The Traffic and Transportation Division received a request from a resident regarding visibility and turning difficulties due to parked vehicles on Wolcott Avenue at the intersection of SW 31st Street. In order to provide adequate visibility for vehicles at this intersection, staff recommends that a 60-foot “corner clearance” no parking zone be established on the north side of Wolcott Avenue east of SW 31st Street. The following revision to the Municipal Code is necessary to place this change into effect.

Sec. 114-3788. Wolcott Avenue—Southwest Ninth Street to Southwest Thirty-ninth Street.

Wolcott Avenue, on the north side, from Southwest Thirty-first Street to a point 60 feet east thereof, no parking any time.

- E. The City has previously designated handicap parking on High Street to serve the new Metro Market. Traffic and Transportation Division staff has reviewed this designated parking, and have determined that it would work more easily if it were shifted farther east adjacent to the alley. The following revision to the Municipal Code is necessary to place this change into effect.

Sec. 114-3315. High Street—Nineteenth Street to Martin Luther King Jr. Parkway.

High Street, on the north side, from a point ~~400~~ 140 feet east of Martin Luther King, Jr. Parkway to a point 50 feet east thereof, is designated a handicapped parking space and is subject to the same prohibition as is found in section 114-616(a) of this code.

- F. The 15th Street project to connect 15th Street from Grand Avenue to Ingersoll Avenue has included a new traffic signal at the intersection of 15th Street and Ingersoll Avenue. The new signal has been constructed at the intersection and placed into operation. In conjunction with these intersection changes, the old traffic signal at the intersection of 14th Street and Ingersoll has been removed. The following revision to the Municipal Code is necessary to designate the new traffic control signal at 15th Street and delete the signal at 14th Street.

Sec. 114-1466. Ingersoll Avenue.

Ingersoll Avenue and ~~Fourteenth~~ Fifteenth Street, traffic control signal.

- G. In conjunction with development of their new office building between Locust and Walnut Streets, from 10th to 12th Streets, Allied/Nationwide have also constructed a new streetscape and open space on the block from 12th to 13th Streets. Removal of the former buildings and development of this block as open space eliminates the need for some of the loading zones and other parking restrictions on Walnut Street and on 12th Street, as well as changes to metered parking on these two streets. Also in conjunction with these changes, Traffic and Transportation Division staff recommend changing the metered parking on the west side of 12th Street from Walnut to Locust Streets from 4-hour to 10-hour meters. This change will better meet the parking needs in this area for adjacent businesses. The following revisions to the Municipal Code are necessary to implement these changes to parking restrictions and metered parking.

Sec. 114-3743. Walnut Street--Twelfth Street to Thirteenth Street.

~~Walnut Street, on the north side, from Twelfth Street to a point 25 feet west thereof, no parking any time.~~

~~Walnut Street, on the north side, from a point 120 feet east of Thirteenth Street to a point 70 feet east thereof, commercial loading zone.~~

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Sec. 114-4039. Walnut Street--Twelfth Street to Thirteenth Street.

~~Walnut Street, on the north side, from a point 25 feet west of Twelfth Street to Thirteenth Street, four hour meters, 8:00 a.m. to 6:00 p.m.~~

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~~Walnut Street, on the north side, from Thirteenth Street to a point 120 feet east thereof, two hour meters, 8:00 a.m. to 6:00 p.m.~~

Sec. 114-2725. Twelfth Street--Walnut Street to Locust Street.

~~Twelfth Street, on the west side, from Walnut Street to Locust Street, no parking 10:00 p.m. to 7:00 a.m.~~

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Sec. 114-3985. Twelfth Street--Walnut Street to Locust Street.

Twelfth Street, on the west side, from Walnut Street to Locust Street, ~~four~~ ten-hour meters, 8:00 a.m. to 6:00 p.m.

- H. Traffic and Transportation Division staff have reviewed the parking and meter ordinances for 7th Street between Locust Street and Grand Avenue, and have determined that the signs as posted have some variation from the ordinances. Since the posted signs are adequate and proper, the following ordinance revisions are needed to match the signing.

Sec. 114-2664. Seventh Street—Locust Street to Grand Avenue.

Seventh Street, on the west side, from Locust Street to ~~Grand Avenue~~ to a point 50th feet north thereof, no parking any time.

Seventh Street, on the west side, from 50 feet north of Locust Street to 95 feet south of Grand Avenue, no parking 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday through Friday.

Seventh Street, on the west side, from Grand Avenue to 95 feet south thereof, no parking any time.

Sec. 114-3884.5. Seventh Street—Locust Street to Grand Avenue.

Seventh Street, on the west side, from 50 feet north of Locust Street to 95 feet south of Grand Avenue, two-hour meters, 9:00 a.m. to 4:00 p.m.

- I. With the approval of Hillsboro Plat III, the Traffic and Transportation Division requests that parking be restricted to one side of each street throughout the subdivision. In order to comply with the current parking restriction policy, a no parking zone should be established on the north side of East Luster Lane from East 23rd Street to East Havens Avenue. The following revisions to the Municipal Code are necessary to place this restriction into effect.

Sec. 114-3441.05. East Luster Lane—Southeast Twenty-Third Street to East Havens Avenue.

East Luster Lane, on the north side, from East Twenty-third Street to East Havens Avenue, no parking any time.

- J. With the approval of Brook Run Village Plat X, the Traffic and Transportation Division requests that parking be restricted to one side of each street throughout the subdivision.

In order to comply with the current parking restriction policy, no parking zones should be established on the west side of East 52nd Street, on the west side of East 53rd Street, on the south side of Brook Ridge Circle, on the west side of Brook Ridge Court, on the east side of Brook Run Drive, on the north side of Stream Side Circle, on the north side of Village Run Drive, and on the north side of Walnut Ridge Drive. The following revisions to the Municipal Code are necessary to place these restrictions into effect.

Sec. 114-2944.01. East Fifty-second Street—Brook View Drive to ~~Dead End~~ Walnut Ridge Drive.

East Fifty-second Street, on the west side, from Brook View Drive south to ~~the dead end~~ Walnut Ridge Drive, no parking any time.

Sec. 114-2946.01. East Fifty-third ~~Court~~ Street—Brook View Avenue to Dead End.

East Fifty-third ~~Court~~ Street, on the west side, from Brook View Avenue south to ~~the dead end~~ Village Run Drive, no parking any time.

Sec. 114-3033.001. Brook Ridge Circle—Brook Run Drive to Dead End.

Brook Ridge Circle, on the south side, from Brook run Drive west to and including the cul-de-sac, no parking any time.

Sec. 114-3033.01. Brook Ridge Court—East Douglas Avenue to Dead End.

Brook Ridge Court, on the west side, from East Douglas Avenue south to ~~the dead end~~ Village Run Avenue, no parking any time.

Sec. 114-3033.01. Brook Run Drive—North Dead End to South Dead End.

Brook Run Drive, on the east side, from the north dead end to the south dead end, no parking any time.

Sec. 114-3656.03. Stream Side Circle—From Brook View Drive to west Cul-de-Sac.

Stream Side Circle, on the north side, from Brook View Drive to and including the cul-de-sac to the west, no parking any time.

Sec. 114-3708.05. Village Run Drive—East Fifty-second Street to ~~dead end~~ Northeast Thirty-eighth Street.

Village Run Drive, on the north side, from East Fifty-second Street west to ~~the dead end~~ Northeast Thirty-eighth Street, no parking any time.

Sec. 114-3731.03. Walnut Ridge Drive—From Brook View Drive to East Dead End.

Walnut Ridge Drive, on the north side, from Brook View Drive east to the Dead End, no parking any time.

- K. - With the approval of Meadowlands Plats I and II, the Traffic and Transportation Division recommends that parking be restricted to one side of each street throughout the subdivision. The one-sided parking restrictions will facilitate emergency vehicle access, snow removal, and mail delivery. It is recommended that parking be prohibited on the south side of Meadow Court. The following revisions to the Municipal Code are necessary to place these restrictions into effect.

Sec. 114-3486.5. Meadow Court—Meadowlands Drive to East Indianola Avenue.

- Meadow Court, on the south side, from Meadowlands Drive to East Indianola Avenue, no parking any time.

Sec. 114-3486.2. Meadowlands Drive—Meadow Chase Lane to East Army Post Road.

- Meadowlands Drive, on the east side, from Meadow Chase Lane north to East Army Post Road, no parking any time.

- L. - With the approval of Three Lakes Estates Plats IV and V, the Traffic and Transportation Division requests that parking be restricted to one side of each street throughout the subdivision. In order to comply with the current parking restriction policy, no parking zones should be established on the west side of Southeast Twenty-seventh Street, on the north side of Sweetwater Drive, on the south side of Brockway Drive, and on the south side of Fayrdale Drive. The following revisions to the Municipal Code are necessary to place this change into effect.

Sec. 114-2846. Southeast Twenty-seventh Street—East Market Street to ~~Easter Lake Drive~~ East Pine Avenue.

Southeast Twenty-seventh Street, on the west side, from East Pine Street to Sweetwater Drive, no parking any time.

Sec. 114-3659.05. Sweetwater Drive—East Pine Avenue to Dead End.

- Sweetwater Drive, on the north side, from East Pine Avenue north to Dead End, no parking any time.

- Sec. 114-3031.05. Brockway Drive—Fayrdale Drive to Dead End.

- Brockway Drive, on the south side, from Fayrdale Drive to Dead End, no parking any time.

- Sec. 114-3195.05. Fayrdale Drive—Sweetwater Drive to Dead End.

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Fayrdale Drive, on the south side, from Sweetwater Drive to and including the cul-de-sac, no parking any time.

- M. - With the approval of Woods On The River Plat VI, the Traffic and Transportation Division recommends that parking be restricted to one side of each street throughout the subdivision. The one-sided parking restrictions will facilitate emergency vehicle access, snow removal, and mail delivery. It is recommended that parking be prohibited on the north side of Eagle Point Court. The following revisions to the Municipal Code are necessary to place these restrictions into effect.

Sec. 114-3165.05. Eagle Point Court—Grand River Drive to Dead End.

- Eagle Point Court, on the north side, from Grand River Drive to and including the cul-de-sac, no parking any time.

- N. - With the approval of Lakeview Heights Plats I and II, the Traffic and Transportation Division recommends that parking be restricted to one side of each street throughout the subdivision. The one-sided parking restrictions will facilitate emergency vehicle access, snow removal, and mail delivery. It is recommended that parking be prohibited on the east side of SE 35th Street, on the east side of SE 35th Court, on the north side of East Emma Avenue, and on the south side of Evergreen Avenue. The following revisions to the Municipal Code are necessary to place these restrictions into effect.

- Sec. 114-2893. Southeast Thirty-fifth Street—East Court Avenue to ~~Vandalia Road~~ Easter Lake Drive.

Southeast Thirty-fifth Street, on the east side, from Evergreen Avenue to East Emma Avenue, no parking any time.

Sec. 114-2893.05. Southeast Thirty-fifth Court—Evergreen Avenue to Dead End.

- Southeast Thirty-fifth Court, on the east side, from Evergreen Avenue to Dead End, no parking any time.

Sec. 114-3182. East Emma Avenue—South Union Street to ~~dead end east of Southeast Seventeenth Court~~ Southeast Thirty-Fifth Court.

East Emma Avenue, on the north side, from Southeast Thirty-fifth Street to Southeast Thirty-fifth Court, no parking any time.

Sec. 114-3191. Evergreen Avenue—East Indianola Avenue to ~~Southeast Thirty-fourth Street~~ Dead End.

Evergreen Avenue, on the south side, from Southeast Thirty-fourth Street to Dead End, no parking any time.

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- O. The Traffic and Transportation Division received a request from a resident to allow handicap parking only on the west side of 16th Street adjacent to Evelyn Davis Park. Parking is currently prohibited on both sides of the street. Staff concurs with this request. The following ordinance revision is necessary to designate handicap parking on this street.

Sixteenth Street, on the west side, 105 feet south of Gillette Street to 25 feet south thereof, is designated a handicapped parking space, and is subject to the same prohibition as is found in subsection 114-616(a) of this code.

- P. At their January 12, 2004 meeting, City Council requested that staff review installing four-way stop signs at the intersections of 38th/Adams and 38th/Franklin Avenues, and three-way stop signs at 50th/Holcomb Avenue. Concern was expressed over the number of accidents and speeding on the streets in these areas. Intersection sight distance was also mentioned as a concern. By Roll Call No. 04-088, this item was referred to the City Manager and Traffic and Transportation staff for review and recommendation.

Staff reviewed these intersections, which included an analysis of traffic counts, accident histories, sight distances, and other field conditions at the locations. Currently the intersection of 38th/Adams is controlled by two-way stops, with 38th Street stopping for Adams Avenue. The intersection of 38th/Franklin is also controlled by two-way stops, with 38th Street stopping for Franklin Avenue. The intersection of 50th/Holcomb is a “T” location, with Holcomb stopping at 50th Street.

A summary of the 10-year accident history (1991-2000) for each intersection is provided below:

Location	No. of right-angle crashes	No. of fatal crashes	No. of injury crashes	Total No. of intersection crashes
38th/Adams	8	0	4	13
38th/Franklin	6	1	5	9
50th/Holcomb	0	0	0	0

Although the overall number of crashes is relatively low over the 10-year analysis period, the percentage of injury or fatal crashes appears to be higher than normal at the two locations along 38th Street.

Staff reviewed available traffic volume information. Below is a table summarizing this data. Several of the streets did not have any count information, and the volume has been estimated based on the length and type of street.

North/South Street	Volume (veh/day)	East/West Street	Volume (veh/day)
38th Street	2,200	Adams Ave.	800 (est.)
38th Street	1,000	Franklin Ave.	1,800
50th Street	1,600	Holcomb Ave.	100 (est.)

In the past, the City has installed several multi-way stops where two “residential collector” streets intersect with each other. The intersections of 38th/Adams and 38th/Franklin would be considered as these types of locations. Based on this, along with the previous accident history, staff recommends that four-way stop signs be placed at these two intersections.

The intersection of 50th/Holcomb is not considered an intersection of two “residential collector” streets. Holcomb Avenue is a local residential street, carrying minimal traffic. There were no reported accidents at this intersection over the 10-year period of 1991-2000. The current stop configuration at this intersection is appropriate, with 50th Street being the through street, and staff does not recommend that a three-way stop be installed at this location. Stop signs are not effective if installed only as an attempt to control speeding. Instead, staff recommends that “25 mph – check your speed” signs be placed on 50th near Holcomb Avenue, and that the Police Department schedule speed enforcement, including use of the “radar trailers” along this section of 50th Street.

In conjunction with the four-way stop placements at 38th/Adams and 38th/Franklin, staff also recommends a number of “corner clearance” no parking restrictions. These are as follows:

- On the north side of Adams Ave. east of 38th St. – 50 ft. restriction.
- On the south side of Adams Ave. west of 38th St. – 50 ft. restriction
- On both sides of Franklin Ave. east and west of 38th St. – 75 ft. restrictions

At their February 10, 2004 meeting, the Traffic Safety Committee concurred with staff’s recommendations. The following revisions to the Municipal Code are necessary to place these traffic controls into effect.

Sec. 114-319.03. Location of Four-Way Stop Intersections.

(1) Adams Avenue and Thirty-eighth Street.

~~(1)~~(1a) Arthur Avenue and East Ninth Street.

(37b) Franklin Avenue and Thirty-eighth Street.

Sec. 114-2971. Adams Avenue—Beaver Avenue to Forty-fourth Street.

Adams Avenue, on the south side, from East Thirty-eighth Street to a point 50 feet west thereof, no parking any time.

Adams Avenue, on the north side, from East Thirty-eighth Street to a point 50 feet east thereof, no parking any time.

Sec. 114-3215. Franklin Avenue—Thirty-fourth Street to West City Limits.

Franklin Avenue, on both sides, from 75 feet east of Thirty-eighth Street to 75 feet west of Thirty-eighth Street, no parking any time.

- Q. Staff received a petition from residents along East Bell Avenue between SE 8th Court and SE 14th Street, asking that a two-sided parking restriction be placed on their street. Currently, parking is prohibited on the north side of the street and is allowed on the south side, except near SE 8th Court and near SE 14th Street. Concerns were expressed that parking on the street in this area hinders visibility near hillcrests, and the narrow street width creates difficulty in meeting oncoming vehicles in the areas of the hills. They indicated that most of the parking is done by apartment residents, and that the apartment complex has sufficient off-street parking to accommodate these vehicles. The petition was signed by all of the five affected single-family residences between 900 SE Bell and SE 14th Street.

Staff reviewed this area. The apartment complex located along East Bell Avenue was constructed approximately seven years ago and was designed to provide adequate off-street parking for their residents.

Since all of the directly-affected single-family residents of the proposed parking restriction signed the petition in favor of removing the parking, staff supports the wishes of this neighborhood and concurs that the parking should be prohibited on the south side of the street from the east property line of House No. 900 east to SE 14th Street, which is a distance of 900 feet.

The directly affected residents, including the manager of the apartment complex, were notified of this request.

At their February 10, 2004 meeting, the Traffic Safety Committee concurred with staff's recommendations. The following revision to the Municipal Code is necessary to place this parking restriction into effect.

Sec. 114-3015. East Bell Avenue—South Union Street to Southeast Nineteenth Street.

East Bell Avenue, on the south side, from a point ~~220~~ 900 feet west of Southeast Fourteenth Street to a point 150 feet east of Southeast Fourteenth Street, no parking any time.

- R. The Traffic and Transportation Division received a request from a resident to restrict parking on the east side of Oaklyn Drive at its intersection with Skyline Drive. In order to provide adequate visibility and maneuverability for vehicles at this curve, staff recommends that a no parking zone be established on the east side of Oaklyn Drive at the intersection of Skyline Drive. The following revision to the Municipal Code is necessary to place this change into effect.

Sec. 114-3643. Skyline Drive—Lyndale Drive to dead end west of Forty-fourth Place.

Skyline Drive, on the south side, from Oaklyn Drive to a point 60 feet east thereof, no parking any time.

Sec. 114-3530. Oaklyn Drive—Brinkwood Road to Skyline Drive.

Oaklyn Drive, on the east side, from Skyline Drive to a point 60 feet south thereof, no parking any time.

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