



Agenda Item:

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## COUNCIL COMMUNICATION City Manager's Office

### GENERAL INFORMATION

Agenda Date: March 22, 2004

No.: 04-151

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. Parking Restriction Modifications Due to the Reconstruction of Park Street.
- B. Designation of Aurora Avenue as a Three-Lane Roadway from Beaver Avenue to Merle Hay Road.
- C. Parking Restriction Modification—41<sup>st</sup> Street between University Avenue and Forest Avenue.
- D. Removal of Rush-Hour Restriction—6<sup>th</sup> Avenue between Locust Street and Walnut Street.
- E. Extension of Parking Restriction—South Side of East Fleming Avenue East of East 14th Street.

**FISCAL IMPACT—**

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

**RECOMMENDATION—**

Approval

**BACKGROUND—**

- A. Due to the reconstruction of Park Street, the Traffic and Transportation Division staff requests the following revisions to the Municipal Code.

Sec. 114-3552. Park Street—Second Avenue to Fourth Street.

- Park Street, on the south side, from Third Street to a point 20 feet east of Fourth Street, no parking 7:00- a.m. to 9:00 a.m.

- Park Street, on the south side, from Fourth Street to a point ~~30~~ 20 feet east thereof, no parking any time.

- Sec. 114-3553. Park Street—Fourth Street to Fifth Avenue

- Park Street, on the south side, from a point 35 feet west of Fourth Street to Fifth Avenue, no parking 7:00 a.m. to 9:00 a.m.

- Park Street, on the south side, from Fourth Street to a point ~~60~~ 35 feet west thereof, no parking any time.

- B. At their November 17, 2003 City Council meeting, a petition was received from residents in the vicinity of Hoover High School and the Meredith Neighborhood Association regarding speeding and safety concerns on Aurora Avenue between Beaver Avenue and Merle Hay Road. City Council, by Roll Call No. 03-2622, directed that several items be implemented and that others be referred to the City Manager and staff for recommendation.

One of the items recommended for review was the possibility of restriping Aurora Avenue to a three-lane facility between Beaver Avenue and Merle Hay Road. Aurora Avenue is 42 feet wide, and is currently striped as a four-lane roadway. Parking is prohibited along most of the street, with the exception of the north side of the street from the Hoover High School area east to Beaver Avenue. A four-way stop was recently installed at the intersection of 50th and Aurora.

The three-lane concept for Aurora Avenue has been under consideration by the Traffic and Transportation staff for several years as a possible “traffic calming” improvement for this section of Aurora Avenue. In 1999, the same concept was implemented on Beaver Avenue between Urbandale Avenue and Aurora Avenue, and has been very successful in

providing a more “orderly” flow of traffic. Similar projects as this have also reduced crashes by an average of 30 percent on roadways where the three-lane concept has been implemented. The traffic volumes on Aurora Avenue are approximately 8,000 to 10,000 vehicles per day, which make it a good candidate for this type of improvement.

Aurora Avenue would be restriped to three lanes (one lane eastbound, one lane westbound, and a center two-way, left-turn lane). A striped “buffer” area would be provided on each side of the street. Attached is a sketch that identifies the proposed operation. By slightly offsetting the lane markings east of 50th Street, the current parking could continue to be allowed following the restriping project.

All the restriping work could be accomplished without changing the current street width. Because of the parking congestion that currently occurs near Hoover High School, several on-site improvements are planned by the School District in order to allow the three-lane concept to operate successfully. These include (1) extending the current bus inset on Aurora Avenue farther east, and (2) restriping of the Hoover student parking lot and relocation of the east driveway. These are currently planned for construction in the summer of 2004.

A public meeting was held on this project on February 10, 2004, at Hoover High School. The meeting was attended by approximately 35 residents. Following a presentation and discussion, a “show of hands” indicated approximately 2/3 of those present were in favor of the proposal, with approximately 1/3 opposed to the proposal.

Staff recommends that the three-lane concept for Aurora Avenue between Beaver Avenue and Merle Hay Road be approved, with implementation occurring in the Summer 2004, in conjunction with the School District improvements at Hoover High School.

At their March 9, 2004 meeting, the Traffic Safety Committee concurred with staff’s recommendations. They also added that this project should be reviewed one year after implementation. The following revisions to the Municipal Code are necessary to place these traffic controls into effect.

Sec. 114-306.01. Traffic Lanes Allocated.

(14) On Aurora Avenue, from Beaver Avenue to Merle Hay Road, one lane eastbound, one lane westbound, and the center lane eastbound and westbound left turn only.

- C. Staff received a petition from the residents of 41st Street between University Avenue and Forest Avenue, asking that current parking restrictions on their street be modified. This item was presented at the February 10, 2004 Traffic Safety Committee. Following discussion by both the Committee and residents, the item was tabled until the March 9, 2004 meeting.

The original petition was signed by approximately 80% of the affected residents. At the Traffic Safety Committee meeting, there did not appear to be a consensus among the residents that were present on whether the parking restrictions should be changed.

On February 19, 2004, staff sent out a survey form to each of the 39 affected residences along 41st Street. They were asked to return a post card and check their preference on when parking should be prohibited on the west side of the street. The options were:

1. Between 7-9 a.m., Monday thru Friday
2. Between 7-9 a.m. and 4-6 p.m., Monday thru Friday
3. Between 7 a.m. and 6 p.m., Monday thru Friday
4. Between 7 a.m. and 6 p.m., every day (the way it currently is signed.)

As of March 8, 2004, 31 cards have been returned. 17 residences (55%) preferred Item 1; four residences (13%) preferred Item 2; 7 residences (23%) preferred Item 3; and three residences (9%) preferred Item 4.

Summarizing this survey, the option that the highest number of residences preferred was Option 1, which would prohibit parking between 7:00 a.m. and 9:00 a.m., Monday through Friday. Parking would be allowed on the west side of the street at all other times.

Because 41st Street is considered a local residential street within this block, staff supports the desires of the directly affected neighborhood that parking be allowed on 41st Street except between 7:00 a.m. and 9:00 a.m., Monday through Friday.

Because of the traffic conditions at the four-way stop at the 41st/Forest intersection, staff continues to recommend that a 100-foot “corner clearance” no parking restriction be designated on the west side of 41st Street south of Forest Avenue.

Based on the results of the postcard survey, staff recommends that parking on 41st Street should be prohibited on the west side of the street between the hours of 7:00 a.m. and 9:00 .m., Monday through Friday, but would be allowed at all other times. A “corner clearance” parking restriction should also be designated on the west side of the street for a distance of 100 feet south of Forest Avenue.

At their March 9, 2004 meeting, the Traffic Safety Committee concurred with staff’s recommendations. The following revisions to the Municipal Code are necessary to place these new parking restrictions into effect.

Sec. 114-2921. Forty-first Street—Grand Avenue to North City Limits.

Forty-first Street, on the west side, from a point 125 feet north of University Avenue to a point 100 feet south of Forest Avenue, no parking 7:00 a.m. to ~~6:00 p.m.~~ 9:00 a.m., Monday through Friday.

Forty-first Street, on the west side, from Forest Avenue to a point 100 feet south thereof, no parking any time.

- D. At their February 23 meeting, the City Council received a request from Jan DeBartolo, 312 6th Avenue to change the signs for the loading zone in front of her printing business to allow use of the loading zone during the morning peak period. By Roll Call No. 04-409, Council referred this request to the Traffic and Transportation Division to review and make recommendations.

Sixth Avenue is a major arterial street through the downtown area, and is a one-way pair with 7th Street from M. L. King, Jr. Parkway on the south to just south of University Avenue. North of M.L. King, 6th splits off from 7th Street with a diagonal connector that ties in to Cherry Street, and then continues north to I-235 and beyond. Between Cherry and Mulberry Streets, parking is allowed on both sides of the street. North of Mulberry, parking is restricted on both sides of 6th during the morning and afternoon peak periods, 7-9 AM and 4-6 PM, Monday through Friday.

Ms. DeBartolo's business, Impact Printing, is located on the west side of 6th, between Walnut and Locust Streets. Traffic volumes on 6th Avenue increase as the street goes north from Cherry, with traffic turning onto 6th from Cherry, Mulberry, Locust and Grand Avenue. There are also significant turning movements from 6th Avenue, with heavy right turns at Locust Street and left turns at Grand Avenue.

With the lane configuration on 6th south of Cherry, and parking allowed in the west curb lane of 6th between Cherry and Mulberry, there is almost no traffic that uses the west lane of 6th between Mulberry and Locust. The volume of traffic flows well through the east three lanes during both the morning and afternoon peak periods. Allowing loading activity and parking on the west side of 6th during these time periods would not cause significant congestion, and would provide improved customer access and parking for Impact Printing and other businesses in this area. Parking would still remain restricted on the east side of the street during the peak periods, and also would remain on both sides north of Locust Street where the heavier traffic volumes and turning movements need the extra lane.

Staff recommends removing the 7-9 AM and 4-6 PM parking and loading restriction on the west side of 6th Avenue from Mulberry Street north to Locust Street.

At their March 9, 2004 meeting, the Traffic Safety Committee concurred with staff's recommendations. The following revisions to the Municipal Code are necessary to remove these parking restrictions.

Sec. 114-2640. Sixth Avenue—Mulberry Street to Walnut Street.

~~Sixth Avenue, on the west side, from Mulberry Street to Walnut Street, no parking 7:00 a.m. to 9:00 a.m.~~

~~Sixth Avenue, on the west side, from Mulberry Street to Walnut Street, no parking 4:00 p.m. to 6:00 p.m.~~

Sec. 114-2641. Sixth Avenue—Walnut Street to Locust Street.

~~Sixth Avenue, on the west side, from Walnut Street to Locust Street, no parking 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday through Friday.~~

- E. The Traffic and Transportation Division staff received a request from a citizen to extend a no parking zone on East Fleming Avenue east of East 14<sup>th</sup> Street to increase visibility turning into and out of driveways along this street. The following revision to the Municipal Code is necessary to place this change into effect.

Sec. 114-3199. East Fleming Avenue—East Fourteenth Street to East Sixteenth Street.

East Fleming Avenue, on the south side, from a point 135 feet east of East Fourteenth Street to a point ~~400~~ 475 feet east thereof, no parking any time.