



Agenda Item:

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## COUNCIL COMMUNICATION City Manager's Office

### GENERAL INFORMATION

Agenda Date: 08/23/04

Communication No.: 04-422

Agenda Item Type: Receive/File  
No.:

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 Restrictions to Facilitate Garbage Collection—Area of SE 14<sup>th</sup> Court and East Vine Street; Carpenter Avenue from the 3817 Carpenter Avenue to the Dead End; and Hunter Avenue from 3811 Hunter Avenue to the Dead End.
- B. Additional Metered Parking—South Side of Des Moines Street from E. 5th Street to E. 6th Street.
- C. Corner Clearance—North Side of East Sheridan Avenue East of E. 42nd Street.
- D. Speed Limit Change from 30 mph to 25 mph—Kingman Boulevard from 25th Street to Polk Boulevard and Cottage Grove Avenue from 25th Street to 42nd Street.
- E. Four-Way Stop—Wolcott Avenue and SW 35th Street.

- F. Four-Way Stop for 9<sup>th</sup> Street and Clark Street and Parking Restrictions for 11th Street and Clark Street.

**FISCAL IMPACT—**

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

**RECOMMENDATION—**

Approval

**BACKGROUND—**

- A. At the request of the Solid Waste Division of the Public Works Department, the Traffic and Transportation Division has reviewed three requests to change parking restrictions to facilitate the pick-up of solid waste on normal weekly schedules. Traffic and Transportation concurs with all requested changes. The following changes to the Municipal Code will place parking restrictions into effect that will facilitate the passage of their garbage packers through the areas.

Sec. 114-2746. Southeast Fourteenth Court—East Vine Street to Hartford Avenue.

Southeast Fourteenth Court, on the west side, from East Vine Street south to and including the dead end ~~a point 500 feet south thereof~~, no parking any time.

Southeast Fourteenth Court, on the east side, from East Vine Street south to the dead end, no parking 8:00 a.m. to 4:00 p.m., Tuesdays.

Sec. 114-3051. Carpenter Avenue—Twenty-ninth Street to Forty-eighth Street.

Carpenter Avenue, on the south side, from Thirty-ninth Street to the dead end, east a point ~~380 feet east thereof~~, no parking any time.

Carpenter Avenue, on the north side, from 3817 Carpenter Avenue east to and including the dead end, no parking 8:00 a.m. to 4:00 p.m., Fridays.

Sec. 114-3332. Hunter Avenue—Thirty-eighth Place to Thirty-ninth Street.

Hunter Avenue, on the south side, from Thirty-ninth Street to the dead end, east a point ~~450 feet east thereof~~, no parking any time.

Hunter Avenue, on the north side, from 3811 Hunter Avenue east to and including the dead end, no parking 8:00 a.m. to 4:00 p.m., Fridays.

- B. At the request of Kathy Holden, the property owner at 511 E. 6th Street and 621 Des Moines Street, the Traffic and Transportation Division has reviewed the adjacent on-street parking in the area of Des Moines Street from E. 4th Street to Pennsylvania Avenue. Because of new construction on the southeast corner of E. 6th Street and Des Moines Street, additional on-street parking is needed to accommodate retail and employee parking for the businesses at E. 6th Street and Des Moines Street. Traffic and Transportation has reviewed this area and determined that on-street metered parking can be added on the south side of Des Moines Street from E. 5th Street to a point 215 feet east of E. 6th Street without impacting traffic. This would be an addition of approximately 20 on-street parking spaces within this area. The two properties on the south side of Des Moines Street, a vacant building that was a flower shop and the church (Capital Hill Lutheran Church), would not be impacted by the addition of metered parking. The old flower shop building is vacant and the Lutheran Church has an existing off-street parking lot. In addition, a review of this area determined that the existing parking meters on both sides of E. 4th Street from E. Grand Avenue to Des Moines Street should be properly ordinances to accommodate existing new construction on the east side of E. 4th Street and for any planned development of the adjacent properties. The following revisions to the Municipal Code will place these changes into effect.

Sec. 114-3147. Des Moines Street—East First Street to East Ninth Street.

~~Des Moines Street, on the south side, from a point 50 feet east of East Fifth Street to a point 100 feet west of East Sixth Street, two-hour parking, 9:00 a.m. to 4:00 p.m.~~

Des Moines Street, on the south side, from a point 100 feet west of East Sixth Street to a point ~~50~~ 60 feet east of East Sixth Street, no parking any time.

Des Moines Street, on the south side, from Pennsylvania Avenue to a point 270 feet east of East Sixth Street ~~50 feet west thereof~~, no parking any time.

Sec. 114-4095. Des Moines Street—East First Street to East Ninth Street.

Des Moines Street, on the south side, from a point 55 feet east of East Fifth Street to a point 70 feet west of East Sixth Street, ten-hour meters, 8:00 a.m. to 6:00 p.m.

Des Moines Street, on the south side, from a point ~~50~~ 60 feet east of East Sixth Street to a point ~~50 feet east thereof west of Pennsylvania Avenue~~, ten-hour meters, 8:00 a.m. to 6:00 p.m.

Sec. 114-2622. East Fourth Street—East Vine Street to Maple Street.

East Fourth Street, on both sides, from a point fifty feet north of East Grand Avenue to a point 50 feet south thereof, no parking any time.

East Fourth Street, on both sides, from a point fifty feet south of Des Moines Street to Des Moines Street, no parking any time.

Sec. 114-4081. East Fourth Street—East Walnut Street to ~~East Grand Avenue~~ Des Moines Street.

East Fourth Street, on both sides, from a point fifty feet north of East Grand Avenue to a point 50 feet south of Des Moines Street, ten-hour meters, 8:00 a.m. to 6:00 p.m.

- C. The Traffic and Transportation Division received a request from a resident regarding turning difficulties due to parked vehicles at the intersection of E. 42nd Street and E. Sheridan Avenue. In order to provide adequate visibility for vehicles at this intersection, Staff recommends that a 75-foot “corner clearance” no parking zone be established on the north side of E. Sheridan Avenue east of E. 42nd Street. The following revision to the Municipal Code is necessary to place this change into effect.

Sec. 114-3637. East Sheridan Avenue—First Street to East City Limits.

East Sheridan Avenue, on the north side, from East Forty-second Street to a point 75 feet east thereof, no parking any time.

- D. Staff received a petition from the Drake Neighborhood Association requesting that the speed limit be lowered to 25 mph on Cottage Grove Avenue and Kingman Boulevard between I-235 and 42nd Street.

As part of the Iowa Department of Transportation’s reconfiguration of I-235 in the vicinity of Cottage Grove Avenue, the interchange has been modified so that the off-ramps provide direct access to Martin Luther King Jr. Parkway and 19th Street. Previously, ramps provided direct access to and from Cottage Grove Avenue. The design provides improved access between these two major corridors, and also greatly reduces the use of Cottage Grove Avenue and Kingman Boulevard as “cut-through” streets to bypass freeway congestion.

With the "disconnection" of the Cottage Grove area from direct access to and from I-235, staff previously conducted a number of traffic counts in the spring of 2003 to determine the related changes in traffic patterns. Based on these counts, traffic has been reduced by approximately 20-30 percent on Kingman Boulevard and Cottage Grove Avenue since the direct on-off ramps were removed from I-235. These streets have become more residential collector streets, as they were intended, instead of diversion streets from the freeway.

A summary of the recent traffic counts is as follows:

Location	2003 traffic count data (vehicles/day)	Prior traffic count data (vehicles/day)
Cottage Grove west of MLK	3525	5100
Cottage Grove west of 28 <sup>th</sup> St.	2060	2310
Kingman Blvd. east of 25 <sup>th</sup> St.	1360	Not available

Kingman Blvd. west of 26 <sup>th</sup> St.	1930	3725
Kingman Blvd. west of 28 <sup>th</sup> St.	2115	2755

Staff has reviewed this area, and based on the change in traffic patterns, Staff concurs with the neighborhood request, and recommends that the speed limit be reduced to 25 mph. Staff further recommends that the 25 mph speed limit on Kingman Boulevard be extended west of 42nd Street to the street's western terminus at Polk Boulevard. At their August 10, 2004 meeting, the Traffic Safety Committee agreed with Staff's recommendation. The following changes to the Municipal Code will place the new speed limit into effect.

Sec. 114-1301. Cottage Grove Avenue.

Cottage Grove Avenue, from Nineteenth Street to Twenty-fifth Street ~~Forty-second Street~~, 30 miles per hour.

Sec. 114-1331. Kingman Boulevard

~~Kingman Boulevard, from Twenty-fifth Street to Polk Boulevard, 30 miles per hour.~~

- E. Staff received a request from a citizen to review the traffic control along Wolcott Avenue from SW 31st Street to SW 42nd Street, due to concerns about speeding traffic.

Wolcott is a through street between SW 31st and SW 42nd Streets, with stop control on all cross streets. This street is 30 feet wide with parking allowed on both sides.

A speed study and traffic counts were taken in this area during the week of July 26. On Wolcott there were 850 cars per day counted near SW 38th Street with an average speed of 31 mph and 1,080 cars per day near SW 35th Street with an average speed of 26 mph.

SW 35th Street is near the midpoint of this length of street and carries about 430 cars per day. A four-way stop at this location is recommended by Staff in order to create a break in the continuity of a long through street in a residential area and possibly reduce the speed of traffic. At their August 10, 2004 meeting, the Traffic Safety Committee agreed with Staff's recommendation. The following changes to the Municipal Code will place the new four-way stop into effect.

Sec. 114-319.03. Location of four-way stop intersections.

(72a) Wolcott Avenue and Southwest Thirty-fifth Street.

Sec. 114-2376. Wolcott Avenue.

Wolcott Avenue, from the west line of Southwest Thirty-first Street to the east line of Southwest Thirty-fifth Street ~~Forty-second Street~~, stop.

Wolcott Avenue, from the west line of Southwest Thirty-fifth Street to the east line of Southwest Forty-second Street, stop.

- F. At their June 21, 2004 meeting, City Council received a request from Council Member Vlassis to review the safety of the intersections of 9th/Clark and 11th/Clark. This item was referred to the Traffic Safety Committee for review and recommendation (.Roll Call No. 04-1335).

Staff has reviewed both intersections. Both intersections are currently controlled as two-way stops. At 9th/Clark, traffic on 9th Street has the right-of-way, and at 11th/Clark, traffic on Clark Street has the right-of-way. A review of each intersection is identified below:

9th Street and Clark Street

Staff previously studied the intersection of 9th and Clark in April 2000, following concerns raised by the Police Department. This study indicated a high incidence of right-angle accidents at this intersection. There were 34 accidents identified between January 1997 and March 2000, or approximately 10.5 accidents per year. Of these, 32 were right-angle accidents, and approximately 85 percent of these involved eastbound or westbound vehicles that ran the stop sign. Based on Staff's review at that time, a number of signing modifications were made, which included (1) installing "stop ahead" signs, (2) installing larger stop signs, (3) adding "cross traffic does not stop" signs, and (4) relocating a number of less-important signs away from the intersection. All of this was done in an effort to make sure that the east-west traffic was more aware that they were approaching a two-way stop condition.

Staff has reviewed the most recent crash data for this location. Between January 2001 and December 2003, there were a total of 19 accidents, or approximately 6.3 accidents per year. Sixteen of these were right-angle type accidents, and seven involved vehicles that ran the stop sign.

Although it appears that the signing changes made in April 2000 made some difference in reducing the accident frequency at this location, the number of crashes still exceeds what would be expected for an intersection of this type. Generally, if there are more than five right-angle accidents that occur annually, four-way stops are warranted. Staff has previously been hesitant to recommend that this intersection be designated as a four-way stop since both adjacent locations north and south along 9th Street are already four-way stops, and designating this location as one would create a series of three consecutive intersections as four-way stops. However, with the recent crash data remaining at an elevated level, Staff recommends that the intersection of 9th and Clark be made a four-way stop.

11th Street and Clark Street

Unlike 9th/Clark, this location was not previously identified as a “high-accident” location. In reviewing current crash information between January 2001 and December 2003, there were a total of nine accidents, or approximately three accidents per year. Of these, seven of them were right-angle type. Most of these involved northbound vehicles on 11th Street (who have a stop sign) being struck by westbound traffic on Clark. Parking is currently allowed on both sides of 11th Street, and prohibited on both sides of Clark Street in this area.

Based on the existing crash history, this location does not warrant the installation of a four-way stop. Staff recommends that larger stop signs be installed for north-south traffic, and that a 50-foot “corner clearance” parking restriction be implemented on the east side of 11th south of Clark, and the west side of 11th north of Clark, in order to improve visibility of the stop signs.

At their August 10, 2004 meeting, the Traffic Safety Committee agreed with Staff’s recommendations. The following changes to the Municipal Code will place the new four-way stop and parking restrictions into effect.

Sec. 114-319.03. Location of four-way stop intersections.

(5a) Clark Street and Ninth Street.

Sec. 114-2014. Ninth Street.

Ninth Street, from the middle of the Ninth Street Viaduct to the south line of Forest Avenue College Avenue, stop.

Ninth Street, from the north line of Forest Avenue to the south line of Clark Street, stop.

Ninth Street, from the north line of Clark Street to the south line of College Avenue, stop.

Sec. 114-2717. Eleventh Street—Keosauqua Way to Aurora Avenue.

Eleventh Street, on the east side, from Clark Street to a point 50 feet south thereof, no parking any time.

Eleventh Street, on the west side, from Clark Street to a point 50 feet north thereof, no parking any time.