



Agenda Item:

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## COUNCIL COMMUNICATION City Manager's Office

### GENERAL INFORMATION

Agenda Date: 09/27/04  
469

Communication No.: 04-

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. Petition for Parking Restriction Reversal—Thornton Court West of SE 20<sup>th</sup> Street.
- B. Intersection study—34th 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. On June 9, 2003, City Council received a request from a resident to move the parking prohibition from the south side to the north side of Thornton Court, due to problems with parked vehicles. At the July 28, 2003 Council meeting, an ordinance change was approved to reverse the parking on the street.

At the August 9, 2004 meeting, City Council received a petition from residents requesting that the parking prohibition on the north side of Thornton Court, west of SE 20th Street, be reversed to the south side of the street. This item was referred to the Traffic Safety Committee for review and recommendation (Roll Call No. 04-1715). The petition was signed by 12 of the 15 affected residents (80 percent).

All of the affected residents were notified of the upcoming Traffic Safety Committee meeting, and any additional comments will be submitted at the meeting.

Based on the consensus of the residents, staff recommends that the parking prohibition on Thornton Court, from SE 20th Street west through the cul-de-sac, be reversed from the north side to the south side of the street. At their September 21, 2004 meeting, the Traffic Safety Committee concurred with the staff recommendation.

Sec. 114-3667. Thornton Court--Southeast Twentieth Street to dead end west.

Thornton Court, on the south ~~north~~ side, from Southeast Twentieth Street to a point 350 feet west thereof and any part of the cul-de-sac, no parking any time.

- B. At the August 9, 2004 City Council meeting, Councilmember Vlassis requested that staff study the intersection of 34th Street and Clark Street, for the possibility of installing a four-way stop at this location. Staff has conducted a study of this intersection, which included taking traffic/speed counts, review of crash data, and field observations of the location.

This intersection is currently controlled as a two-way stop, with Clark Street required to stop for traffic on 34th Street. The east and north legs of the intersection are on an MTA bus route. Parking is prohibited on the west side of 34th Street, and allowed on the east side of 34th Street.

Traffic counts taken in September 2004 indicate that 34th Street carries approximately 2,250 vehicles per day, while Clark Street handles approximately 1,050 vehicles per day. Speed data was taken for 34th Street, which indicated an average speed for southbound traffic at 28 miles per hour (mph), and an average speed of 27 mph for northbound traffic. The "85th percentile" speed for each direction was approximately 35 mph. A review of the crash history from 2001-2003 indicated a total of five crashes in this three-year period, or an average of 1.7 crashes per year.

Staff compared this data to the criteria established in the Manual of Uniform Traffic Control Devices. This manual is adopted by the State of Iowa and is to be utilized in

considering the appropriate traffic control for intersections. The manual indicates that unless there are five or more “right-angle” crashes within a one-year period, four-way stops would not be effective in reducing crash history. Based on the traffic counts that were taken, the volume is not close to meeting the requirements for a four-way stop per the “Manual”. The existing two-way stop control at this location appears to be appropriate and staff recommends that no change be made to the stop conditions.

A field observation of the area indicated that parked vehicles along the east side of 34th Street blocked the view of vehicles stopped westbound on Clark, hindering their observance of oncoming 34th Street traffic. To alleviate this, a 75-foot “corner clearance” parking restriction should be installed on the east side of 34th Street both north and south of Clark Street. At their September 21, 2004 meeting, the Traffic Safety Committee concurred with staff recommendations.

Sec. 114-2885. Thirty-fourth Street--John Lynde Road to Seneca Avenue.

Thirty-fourth Street, on the east side, from a point 75 feet south of Clark Street to a point 75 feet north of Clark Street, no parking any time.