



Agenda Item:

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COUNCIL COMMUNICATION City Manager's Office

GENERAL INFORMATION

Agenda Date: 10/25/05

Communication No.:

04-535

Agenda Item Type: Receive/File

Roll Call

No.:

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—East Side of SE 8th Court south of King Avenue.
- B. Metro Community Relations Official Police Vehicle Parking—9 SW 7th Street.
- B. Traffic Calming—Madison Avenue between Lower Beaver Road and Beaver Avenue.
- C. Two-Sided Parking Restriction—Wolcott Avenue between SW 30th Street and SW 31st Street.
- D. Midblock Pedestrian Signal—On Forest Avenue East of 18th Street.

FISCAL IMPACT—

Minor costs for signing 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 at the intersection of SE 8th Court and King 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 east side of SE 8th Court south of King Avenue. The following revision to the Municipal Code is necessary to place this restriction into effect.

Sec. 114-2673. Southeast Eighth Court—Hartford Avenue to East Broad Street.

Southeast Eighth Court, on the east side, from King Avenue to a point 75 feet south thereof, no parking any time.

- B. At the request of Captain Kelly Willis, Traffic and Transportation has been asked to remove seven parking meters on the east side of 6th Avenue south of Cherry Street to provide official police vehicle parking to support the newly created Metro Community Relations Office located at 9 SW 7th Street.

Captain Willis has explained that there is minimal parking available at this location for police officers, staff, and visitors. By creating space for official police vehicle parking on-street, several parking spaces could be made available for visitors in the small parking area on site. It was also noted that there is a rush hour no parking restriction from 7:00 a.m. to 9:00 a.m. in this area that will not be removed.

Traffic and Transportation has reviewed this area and concurs with the request for removal of these parking metered spaces and signing as official police vehicle parking only. The following revisions to the Municipal Code will place these requested changes into effect.

Sec. 114-2640.5. Sixth Avenue—Vine Street to Cherry Street.

Sixth Avenue, on the east side, from a point 25 feet south of Cherry Street to a point 154 feet south thereof, reserved for official police vehicles, 9:00 a.m. to 6:00 p.m.

Sec. 114-3883.1. Sixth Avenue—Market Street to Cherry Street.

~~Sixth Avenue, on the east side, from a point 25 feet south of Cherry Street to a point 154 feet south thereof, two hour meters, 9:00 a.m. to 6:00 p.m.~~

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- C. At the October 11, 2004 meeting, City Council received a request from Council Member Vlassis regarding several traffic-related issues on Madison Avenue between Lower Beaver Road and Beaver Drive. By Roll Call No. 04-2196, this item was referred to the City Manager for review and recommendation. This item was the result of several neighborhood meetings that were held regarding this issue.

In July 2004 staff attended a meeting with a number of residents of Madison Avenue who live between Lower Beaver Road and Beaver Avenue to discuss several issues related to traffic on their street. The major concerns were the excessive volumes and speed of traffic on Madison Avenue. The residents thought that the problem had increased during the construction of the Beaver/Douglas intersection improvement in 2002 and had not subsided since then. During this construction, Beaver Avenue was closed for approximately six weeks, which caused considerable traffic diversion onto Madison Avenue.

Staff reviewed this area, and also took traffic counts during September 2004. The counts indicated that there are approximately 6,000 vehicles per day on Madison Avenue, with an average speed of 29 miles per hour. The 85th percentile speed was 38 mph. Based on previous

counts taken by the Iowa Department of Transportation, traffic volumes on Madison Avenue in this vicinity varied from 5,900 veh/day in 1996 to 3,900 veh/day in 2000.

Madison Avenue is a 24-foot-wide street with a speed limit of 30 mph in this area. It is designated as a “through” street between Beaver Avenue and Lower Beaver Road, a distance of approximately 3/4 of a mile. Woodlawn Elementary School is located on the eastern edge of this area, and the Meredith Middle School/Hoover High School complex is located a few blocks west of Beaver Avenue along Madison Avenue. Douglas Avenue, located approximately 1/4 of a mile south of and parallel to Beaver Avenue, is the major arterial through street in this area.

Although staff is not generally in support of stop signs installed solely in an attempt to slow traffic down, we have recommended stop signs along longer sections of residential streets for the purpose of breaking up the flow of traffic, which is the case along Madison Avenue.

A follow-up meeting was held on October 6, 2004, at which time a consensus was reached on what could be done in an effort to alleviate the volume/speeding issues. The proposed changes include:

- Installation of a four-way stop at 39th Street and Madison Avenue.
- Reduce the speed limit on Madison from 30 mph to 25 mph.

As mentioned, Douglas Avenue is the primary traffic-carrying roadway within this area. It is not desirable that the “through” trips use Madison Avenue. In order to discourage this, staff concurs with the above recommendations.

At their October 19, 2004, meeting, the Traffic Safety Committee concurred with staff's recommendation of installing a four-way stop at the intersection of 39th Street and Madison Avenue and that the speed limit be changed from 30 mph to 25 mph on Madison Avenue between Beaver Avenue and Lower Beaver Road.

The following revisions to the Municipal Code are necessary to authorize these changes.

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

(49a) Madison and Thirty-ninth Street.

Sec. 114-1333. Madison Avenue.

Madison Avenue, from ~~Lower Beaver Road~~ Beaver Avenue to Merle Hay Road, 30 miles per hour.

- D. On October 4, 2004, staff received a neighborhood petition requesting that parking be prohibited on the north side of Wolcott Avenue between SW 30th and SW 31st Streets. The petition was signed by approximately 13 households, most of which drove on the street but do not reside along this section of roadway.

Parking is currently allowed on the north side of Wolcott within this block, and prohibited on the south side of the street. Recently, staff installed a 50-foot "corner clearance" parking restriction on the north side of Wolcott Avenue east of SW 31st Street. There are five directly affected residents along Wolcott between SW 30th and SW 31st Streets. Of these, three signed the petition.

At their October 19, 2004, meeting, the Traffic Safety Committee recommended that parking on the north side of Wolcott Avenue between SW 30th Street and SW 31st Street be prohibited. This will improve the traffic flow operation at the intersection of SW 31st Street and Wolcott Avenue, and will alleviate some sight difficulties due to the hillcrest approaching SW 31st Street.

The following revisions to the Municipal Code are necessary to place the parking restriction into effect.

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

Wolcott Avenue, on the north and south side, from Southwest Thirtieth Street to Southwest Thirty-first Street, no parking any time.

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

- E. At the October 11, 2004 City Council meeting, a petition was received regarding school crossing safety concerns at the intersection of 18th Street and Forest Avenue. By Roll Call No. 04-2169, this item was referred to the City Manager's Office for review.

Staff prepared a report that was received by City Council at their workshop on October 13, 2004. At their October 19, 2004, meeting, the Traffic Safety Committee concurred with staff's recommendation that a midblock pedestrian signal be installed on Forest Avenue just east of 18th Street.

In order to authorize this installation, the following Municipal Code modification is required.

Sec. 114-1540.5 Forest Avenue.

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Forest Avenue, on the south side, at a point 50 feet east of Eighteenth Street, school signal.