



Council Communication

Office of the City Manager

Date	December 3, 2007
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Agenda Item No.	34
Roll Call No.	<u>07-</u>
Communication No.	<u>07-711</u>
Submitted by:	Jeb E. Brewer, P.E. City Engineer

AGENDA HEADING:

Amending Chapter 114 of the Municipal Code regarding traffic regulation changes as follows:

Modification of Traffic Calming Proposals—41st Street and 42nd Street between University Avenue and Forest Avenue.

SYNOPSIS:

Approval of the Traffic Safety Committee recommendations, including first reading of the ordinance regarding the traffic regulation changes.

FISCAL IMPACT:

Amount: Approximately \$7,500.

Funding Source: 2007-2008 Capital Improvements Budget, City-Wide Neighborhood Traffic Control Program, Traffic Control Improvements Page - 4, STR131.

ADDITIONAL INFORMATION:

On May 8, 2007, the Traffic Safety Committee approved a staff recommendation to implement several traffic calming measures intended to minimize “thru” traffic on 41st Street from Forest Avenue to University Avenue. These modifications included prohibiting left-turn and through movements for southbound traffic on 41st Street at University Avenue; prohibiting left turns for eastbound traffic on University Avenue at 41st Street; and allowing parking all day (except Fridays for garbage pickup) on the west side of 41st Street between University and Forest.

The turn restriction signs were installed August 28, 2007, along with traffic pylons on University Avenue blocking the left-turn lane. After these measures were installed, the City received a considerable number of comments from motorists, and particularly from residents of adjacent streets, about the inconvenience of these changes and diversion of traffic to other streets. A public meeting was held October 16th at the Northwest Community Center, following a letter of invitation sent to approximately 200 residences and businesses in the area. Gary Fox presented some background information about the traffic control changes that had been made, including a brief review of the functional classification of streets citywide and in this area, and reviewed the traffic data about the impacts of the changes that were implemented.

Traffic speed and volume data was collected the week of September 24th following the restrictions, and compared with data taken before the restrictions. On 41st Street, the traffic volume after the restrictions

was 2,850 vehicles per day (vpd), which was a reduction of about 500 (15%) compared to the before volume of 3,350 in October 2005. On 42nd Street, the traffic volume after restrictions was 7,030 vpd, which was an increase of about 800 (13%) compared to the before volume of 6,225 in August 2007. On Forest Avenue between 41st and 42nd Streets, the after volume was 7,600 vpd, which was an increase of about 450 (6%) compared to the before volume of 7,140 in August 2007. On 40th Street, the after volume was about 800 vpd, but there was not a before count for comparison.

In addition to traffic volumes, data was collected for traffic speeds on 40th, 41st and 42nd Streets. Before data is available only for 41st Street, from October 2005, while after data was collected in September 2007. Both the average speeds and 85th %-ile speeds (speed that 85% of the vehicles are traveling at or below) are shown below:

<u>Location</u>	<u>Date</u>	<u>Direction</u>	<u>Avg.</u>	<u>85%-ile</u>
41 st St, S of Forest	10/2005	NB	29	34
41 st St, S of Forest	10/2005	SB	30	35
41 st St, S of Forest	9/2007	NB	27	31
41 st St, S of Forest	9/2007	SB	32	38
40 th St, S of Forest	9/2007	NB	25	30
40 th St, S of Forest	9/2007	SB	24	30
42 nd St, S of Forest	9/2007	NB	27	31
42 nd St, S of Forest	9/2007	SB	31	36

As shown in the above data, speeds on 40th Street are generally typical for a 25 mph residential street, with average speeds of about 25 and 85th percentile speeds of 30 and little difference by direction. On 41st Street, northbound speeds are also fairly typical, and appear to have reduced somewhat from the speeds in 2005. Southbound speeds, however, appear to have increased somewhat, and are now substantially higher than the posted 25 mph speed limit. On 42nd Street, speeds are generally typical for a 30 mph collector street, although the southbound speeds are substantially higher than northbound speeds.

There has been considerable concern expressed, both at and following the October 16th meeting, that the City did not get input from residents or businesses from surrounding streets prior to implementing the traffic calming changes. The City has acknowledged that, and has provided notification and opportunity for public input at both the October 16th meeting as well as the November 20th Traffic Safety Committee meeting. In addition, a group of residents has submitted a statement requesting that all previous traffic calming measures on 41st Street be removed, and that a process be established to review traffic concerns of the entire neighborhood.

Staff has reviewed all of the information submitted before, during, and after the public meeting; along with the traffic data collected both before, and after, the traffic changes were made. Based on this information, traffic data, numerous field observations, and the specific conditions and characteristics of this area, staff has developed a recommendation for modifications to the traffic calming measures that were previously implemented. This recommendation is intended to give priority to the safety implications of various options, enhance pedestrian safety and crossing opportunities, and provide some balance (or compromise) for traffic flow on the streets in this neighborhood.

Staff believes that the recommendation is responsive to the neighborhood statement that has been submitted. Careful consideration was given to potential removal of any or all of the measures that have already been implemented. The recommended measures are based on overall traffic flow and safety benefits, and not on previous action. In addition, a process for consideration and approval has been established, with the consideration and recommendation of measures by the Traffic Safety Committee and final approval or disapproval by the City Council.

At a special meeting held November 20th at the Northwest Community Center, the Traffic Safety Committee approved the following recommendations:

1. Remove the left-turn restriction and pylons from University Avenue at 41st Street, and allow eastbound left turns from University Avenue onto 41st Street.
2. Keep the left-turn and straight through restriction on 41st Street southbound at University Avenue (allow right turns only).
3. Install left-turn signal indication for southbound traffic on 42nd Street at University Avenue.
4. Install pedestrian signals with countdown timers at the intersection of 42nd Street and University, to enhance pedestrian safety and crossing ability at this intersection.
5. Install 30 MPH speed limit sign for southbound 42nd Street and paint white edge lines and double-yellow centerline to create 10-foot travel lanes, to help reduce speeds.
6. Schedule periodic radar enforcement and speed trailer deployment on both 42nd Street and 41st Street to help control vehicle speeds.
7. Install enhanced truck route signing on 42nd Street south of University and on University Avenue to clearly indicate that 42nd Street north of University is not a truck route.

The Traffic Safety Committee voted to defer any action on consideration of an all-way stop at the intersection of 42nd Street and Forest Avenue to their December meeting. The above recommendations are intended to represent short-term actions that can be implemented quickly. The Committee further recommended that staff continue to work with representatives of the residents and businesses in this area to consider additional, or perhaps different, long-term actions. Any such additional or different actions would require a consensus of the representatives and staff that it is a viable alternative, along with notification to the current or expanded notification list, before being considered by the Traffic Safety Committee.

The following ordinance changes are necessary to implement the Traffic Safety Committee recommendations:

Sec. 114-320.01. Prohibited left turns.

(12) At the intersection of Forty-first Street and University Avenue, prohibiting left turns and through movements from southbound Forty-first Street to and/or across University Avenue.

~~(13) At the intersection of University Avenue and Forty first Street, prohibiting left turns from eastbound University Avenue to Forty first Street.~~

PREVIOUS COUNCIL ACTION(S):

Date: May 21, 2007

Roll Call Number: 07-991 and 07-992

Action: 07-991 [Amending](#) Chapter 114 of the Municipal Code regarding traffic regulation changes as follows: ([Council Communication No. 07-297](#)) **Moved by Vlassis that this ordinance be considered and given first vote for passage. Motion Carried 7-0.** (A) Adding Parking Metered Spaces – 6th Avenue between Locust and Walnut Streets. (B) East Village Parking Analysis – Additional Metered Space in vicinity of E. 3rd Street and E. Court Avenue. (C) Traffic Calming Proposals – 41st Street between University Avenue and Forest Avenue. (D) Prohibited Right Turns on Red – Intersections of Hubbell and Easton and E. 33rd and Hubbell. 07-992 (E) Final consideration of ordinance above. **Moved by Vlassis that the rule requiring that an ordinance must be considered and voted on for passage at two Council meetings prior to the meeting at which it is to be finally passed be suspended, that the ordinance be placed upon its final passage and that the ordinance do now pass, [#14,653](#). Motion Carried 7-0.**

BOARD/COMMISSION ACTION(S): TRAFFIC SAFETY COMMITTEE

Date: November 20, 2007

Roll Call Number: N/A

Action: The Traffic Safety Committee voted to recommend several traffic control changes, including the removal of the left-turn restriction from University Avenue to 41st Street. The Committee tabled consideration of an all-way stop at the intersection of 42nd Street and Forest Avenue to their December 2007 meeting.

Date: May 8, 2007

Roll Call Number: N/A

Action: The Traffic Safety Committee voted to implement Alternates B, C, and D, but temporarily hold any action on Alternate E because of the costs involved and lack of details.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:

Second and third readings of ordinance.