



**Council
Communication**
Office of the City Manager

Date

June 9, 2008

Agenda Item No. 8
Roll Call No. 08-
Communication No. 08-328
Submitted by: **Jeb E. Brewer, P.E.**
City Engineer

AGENDA HEADING:

41st / 42nd Street Traffic Calming – University Avenue to Forest Avenue.

SYNOPSIS:

Recommend approval of the temporary traffic calming measures on 41st and 42nd Streets as recommended by the Traffic Safety Committee. A small core group met several times to develop these recommended measures, which were then supported by a strong consensus of the residents at a public meeting held on April 22, 2008. These measures generally consist of several locations on each street with raised center islands or curb extensions intended to reduce vehicle speeds. These islands and curb extensions would first be installed as temporary measures, with before and after speed and volume data collected and analyzed, before a decision to install permanent islands and curb modifications.

FISCAL IMPACT:

Amount: \$5,000 (preliminary estimate).

Funding Source: 2008-09/2013-14 CIP, Traffic Control Improvements Page 4, “City-wide Neighborhood Traffic Control Program,” STR131, G.O. Bonds.

ADDITIONAL INFORMATION:

Following the removal of the left-turn restriction from University Avenue to 41st Street in December of 2007, a small core group, consisting of representatives from 41st and 42nd Streets and from the Waveland Park and Drake Neighborhood Associations, met several times to consider additional traffic control and traffic calming measures for this area. At the first meeting, the group set up a process whereby they will develop some preliminary recommendations, which will then be presented at a public meeting to all interested stakeholders in this area for their input, then forward a recommendation from that meeting to the Traffic Safety Committee for a formal recommendation to the City Council.

The City held a public meeting at 6:00 p.m. Tuesday, April 22, 2008, at the Northwest Community Center, 5100 Franklin Avenue. The purpose of the meeting was to present the issues considered and the recommendations from the core group and to receive input regarding these recommendations.

The recommendations from the small group were:

1. A general consensus to not install a three-way stop at the intersection of 42nd Street and Forest Avenue due to concerns that it would cause additional congestion and an overall feeling that this

would likely create as many (or more) new concerns as it would solve. The City will extend the corner clearance parking restriction farther west on Forest Avenue to improve sight distance at this intersection.

2. A general consensus to not install a right-turn lane for northbound traffic on 42nd Street at Forest Avenue, due to the cost of impacts to trees and the adjacent property.
3. On 41st Street between Forest and University, install two small center islands to help reduce vehicle speeds in both directions. This will require the removal of parking on the street for approximately 100 feet at each location (proposed in front of 1234/1235 and 1316/1321), but other areas on the west side of 41st Street will still have available parking. If approved for permanent installation, these islands would provide small areas for landscape plantings.
4. On the west side of 41st Street just south of Forest, construct a 2-foot curb extension and install some type of neighborhood entrance sign.
5. On 41st Street at University, install pavement marking right-turn arrows to reinforce the posted sign for right turn only.
6. On 42nd Street, paint solid white edge lines approximately 3 feet in from the curbs on each side to reduce the traffic lanes to 10 feet to help slow traffic.
7. On the east side of 42nd Street north of University, construct a small curb extension and install some type of neighborhood entrance sign.
8. On 42nd Street between University and Forest, install one small center island (proposed in front of 1308-14/1311) and one curb “neck down” (proposed in front of 1236 and 1241).

The raised islands create a narrowing of the traffic lane and some lateral displacement of the vehicle path to reduce speeds, and would be similar to the one that was installed several years ago on E. 26th Street between Easton Boulevard and University Avenue, except that they would provide a planting area to enhance effectiveness in reducing speed and improve aesthetics.

Prior to the meeting, staff received input from several residents, evenly split with five in favor of temporary installation of the recommendations and five in favor of leaving things as they currently exist. The meeting was well attended, with approximately 26 people, and there was a strong consensus in favor of temporary installation, with before and after evaluation. Overall, there was a strong consensus (over 72%) in favor of the temporary installation, so a more formal vote was not taken. These islands and curb extensions would first be installed as temporary measures, with before and after speed and volume data collected and analyzed, before a decision to install any permanent islands and curb modifications. Results of the before/after study would be presented to the small group for their review and consideration for a recommendation to be presented to all interested stakeholders at another public meeting for their input, then a recommendation from that meeting will be forwarded to the Traffic Safety Committee for a formal recommendation to the City Council.

The rough estimated cost for the temporary measures is approximately \$5,000. Preliminary rough estimated costs for more permanent measures are \$25,000 - \$30,000. If measures are recommended for permanent installation, staff will prepare more detailed design concepts and cost estimates.

At their May 13, 2008 meeting, the Traffic Safety Committee approved the recommendations as presented at the public meeting and identified above. These recommendations include a permanent extension of the parking restriction on Forest Avenue west of 42nd Street (Item No. 1), and temporary installation of Item Nos. 3-8, with before and after speed and volume data to be collected and analyzed for a future recommendation regarding permanent installation.

PREVIOUS COUNCIL ACTION(S): NONE

BOARD/COMMISSION ACTION(S): Traffic Safety Committee

Date: May 13, 2008

Roll Call: N/A

Action: The Traffic Safety Committee approved recommendations from the April 22, 2008 public meeting.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:

Consideration of approving future permanent traffic calming measures, as recommended by the residents and Traffic Safety Committee following analysis of the before and after traffic data and the neighborhood reaction to the temporary measures.

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