

 <p style="text-align: center;">Council Communication Office of the City Manager</p>	Date: August 26, 2013
	Agenda Item No. 41 Roll Call No. <u>13-1350</u> Communication No. <u>13-427</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:

- A. Speed Limit Change—Park Avenue from Fleur Drive to SW 14th Street.
- B. Two-Way Stop Sign Reversal—E 13th Street and Morton Avenue.
- C. Installation of Two-Way Stop—SW 1st Street and Hillside Avenue.
- D. Relocation of Handicapped Parking Meter—East Side of 5th Avenue between Grand Avenue and Watson Powell Jr. Way.

SYNOPSIS:

Recommend approval of the staff recommendations, including first reading of the Ordinance regarding the traffic regulation changes.

FISCAL IMPACT:

Amount: Minor costs for signing modifications.

Funding Source: 2013-2014 Operating Budget, Page 80 Engineering Department Traffic and Transportation - Sign Installation and Maintenance, EG062080.

ADDITIONAL INFORMATION:

1. Traffic and Transportation Division staff received a request from the Grays Lake Neighborhood Association as part of their neighborhood planning efforts to consider lowering the speed limit on Park Avenue from Fleur Drive to SW 14th Street from 35 miles per hour (mph) to 30 mph.

This section of Park Avenue is 23 feet wide with one (1) lane in each direction and no on-street parking allowed. There is large residential lot with directly connecting driveways on the north side of the road and a frontage road on the south side, which is the north side of Wakonda Golf Course, which provides access to additional residential housing. The existing speed limit is 35 mph on this section of Park Avenue. The 85th Percentile speed on the street is 41 mph and the 10-mph pace speed is 32-41 mph.

The 2009 Manual on Uniform Traffic Control Devices (MUTCD) states that other factors may be considered when establishing or reevaluating speed limits, such as road characteristics, shoulder condition, grade, alignment, sight distance, pace speed, roadside development and environment, parking practices, pedestrian activity, and reported crash experience.

This section of Park Avenue is the only 35-mph section from George Flagg to SW 9th Street. The roadway characteristics and roadside environment are similar to the other sections in that it is narrow, hilly, and has direct residential frontage. There are sidewalks on one (1) side and a bicycle boulevard facility planned on SW 14th Street where it intersects Fleur Drive. Much more bicycle activity is expected in this area when that facility is built on SW 14th Street. In addition, it is similar to other parallel roadways in the area that are marked 30 mph.

Staff recommends that the section of Park Avenue from Fleur Drive to SW 14th Street be changed from 35 mph to 30 mph. At their August 13, 2013 meeting, the Traffic Safety Committee concurred with staff recommendation. The following revision to the Municipal Code is necessary to place this speed limit change into effect.

Sec. 114-1343. Park Avenue.

Park Avenue, from South Union Street to ~~Southwest Fourteenth Street~~ George Flagg Parkway, 30 miles per hour.

~~Park Avenue, from Southwest Fourteenth Street to Fleur Drive, 35 miles per hour.~~

~~Park Avenue, from Fleur Drive to George Flagg Parkway, 30 miles per hour.~~

2. A request was made to City Council by a resident at 1204 Morton Avenue concerned with a large dip in the intersection of E 13th Street and Morton Avenue. E 13th Street and Morton Avenue is a two-way stop with Morton Avenue being stop controlled. The intersection was reconstructed as part of the Lower Union Park Sewer Separation project. Several intersections were reconfigured to make the drainage into the storm sewer system possible. By doing this the crown of several streets was changed to make the drainage work. The resident said he had witnessed many cars travelling north/south on E 13th Street hit the dip and become airborne. He was concerned that someone could get hurt if one of these vehicles were to get out of control.

A field review of the intersection showed that a vehicle would have difficulty negotiating the dip at the posted 25 mph speed limit on E 13th Street.

Staff recommends that the two-way stop at E 13th Street and Morton be changed to have E 13th Street become stop controlled instead of Morton Avenue. A DIP sign was considered but this was determined to be the best long-term solution for this intersection. At their August 13, 2013 meeting, the Traffic Safety Committee concurred with staff recommendation. The following revision to the Municipal Code is necessary to place this change into effect.

Sec. 114-2026. East Thirteenth Street.

~~East Thirteenth Street, from the north line of East Sheridan Avenue to the south line of Grandview Avenue, stop.~~

Sec. 114-2290(A). Morton Avenue.

Morton Avenue, at East Thirteenth Street, stop.

3. A citizen request was received asking that staff review the intersection of SW 1st Street and Hillside Avenue for possible installation of stop signs. The intersection is currently uncontrolled. Concerns were expressed about near-misses at this location.

Staff has reviewed the location. The intersection is a slightly offset intersection and has no current controls. A review of the crash history indicates that there have been five (5) reported crashes between 2003-2012 at this location, with three (3) of these being right angle (broadside) type.

In order to define the right-of-way at this intersection, staff recommends that stop signs be installed on both approaches of Hillside Avenue at SW 1st Street, authorizing SW 1st Street as the “through street”.

Staff recommends that stop signs be installed on Hillside Avenue at SW 1st Street. At their August 13, 2013 meeting, the Traffic Safety Committee concurred with staff recommendation. The following revision to the Municipal Code is necessary to place this change into effect.

Sec. 114-1990. ~~Repealed by Ord. No. 14,437.~~ Southwest First Street.

Southwest First Street, at Hillside Avenue, stop.

4. Due to the recent changes of parking restrictions on 5th Avenue, which relocated several handicapped designated parking meters to accommodate the bicycle initiative, the following revision to the Municipal Code is necessary.

Sec. 114-3873. Fifth Avenue—Grand Avenue to Watson Powell Jr Way

Fifth Avenue, on the east side, parking meter ~~5-509~~ 5-503, two-hour meter, 9:00 a.m. to 6:00 p.m., is designated a handicapped parking space and is subject to the same prohibition as is found in subsection 114-616(a) of this chapter.

PREVIOUS COUNCIL ACTION(S): NONE

BOARD/COMMISSION ACTION(S):

Board: Traffic Safety Committee

Date: August 13, 2013

Resolution Number: N/A

Action: Motion by Jim Windsor to approve staff’s recommendation that the speed limit on the section of Park Avenue from Fleur Drive to SW 14th Street be changed from 35 mph to 30 mph; seconded by Scott Galenbeck. Motion passed 5:0.

Board: Traffic Safety Committee

Date: August 13, 2013

Resolution Number: N/A

Action: Motion by Scott Galenbeck to approve staff's recommendation that the two-way stop at E 13th and Morton be changed to have E 13th become stop controlled instead of Morton Avenue; seconded by Sgt. Jack Beardsley. Motion passed 5:0.

Board: Traffic Safety Committee

Date: August 13, 2013

Resolution Number: N/A

Action: Motion by Scott Galenbeck to approve staff's recommendation that stop signs be installed on Hillside Avenue at SW 1st Street; seconded by Jim Windsor. Motion passed 5:0.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS: NONE

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