 <p style="text-align: center;">Council Communication Office of the City Manager</p>	Date:	August 28, 2017
	Agenda Item No.	50
	Roll Call No.	<u>17-1497</u>
	Communication No.	<u>17-628</u>
	Submitted by:	Pamela S. Cooksey, P.E., City Engineer

AGENDA HEADING:

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

- A. Parking Restriction—East side of Ure Street from E University Avenue north to and including the cul-de-sac.
- B. Loading Zone Removal—North side of Crocker Street east of 9th Street.
- C. Corner Clearance—SE 24th Street at Hart Avenue.
- D. Revision to the Handicapped Parking Space Signs section of the Municipal Code.
- E. Right turn on red prohibition—Martin Luther King Jr Parkway and I-235 eastbound ramp.

SYNOPSIS:

Recommend approval of the staff recommendations and the ordinance regarding the traffic regulation change.

FISCAL IMPACT:

Amount: Minor costs for sign installations.

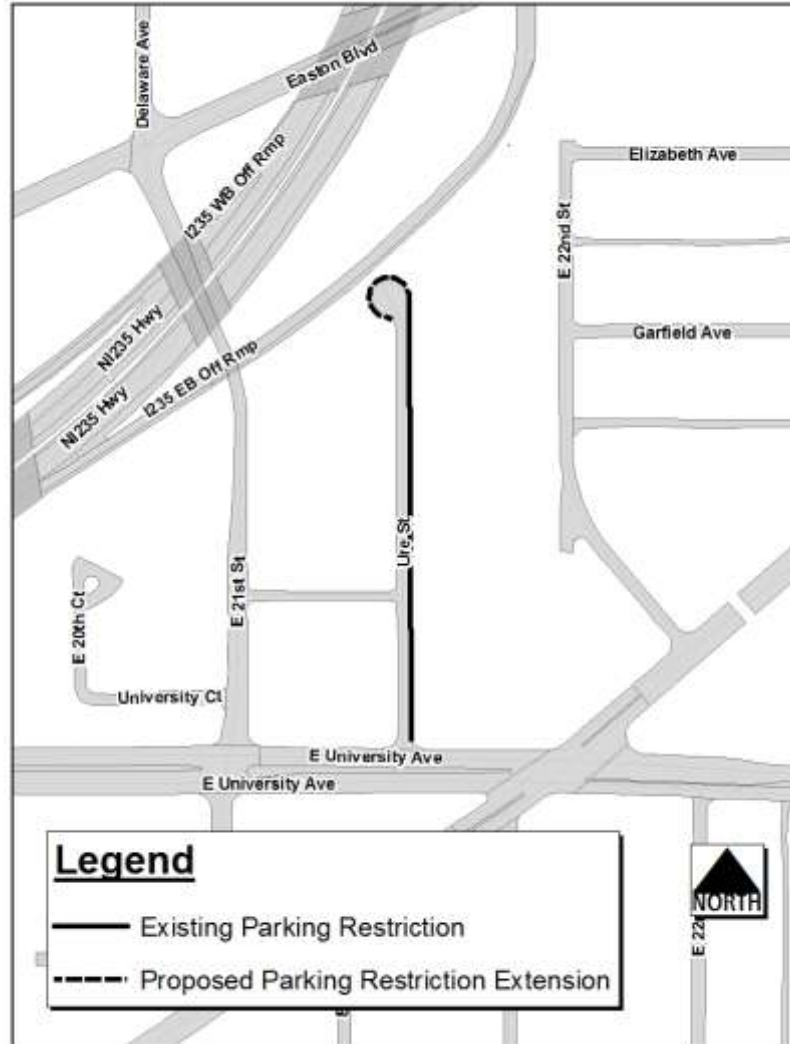
Funding Source: 2017-18 Operating Budget, page 78 Engineering Department Traffic and Transportation—Sign Installation and Maintenance, EG062080.

ADDITIONAL INFORMATION:

- A. The City typically restricts parking within a cul-de-sac to allow for garbage truck and emergency vehicle movements. Updates were not made to the Municipal Code to prohibit parking within the cul-de-sac when the cul-de-sac was built on Ure Street. The proposed code modifications will prohibit parking within the cul-de-sac.

Sec. 114-3699. Ure Street—East University Avenue to dead end north.

Ure Street, on the east side, from East University Avenue to a point 880 feet north thereof, to and including the cul-de-sac, no parking any time.



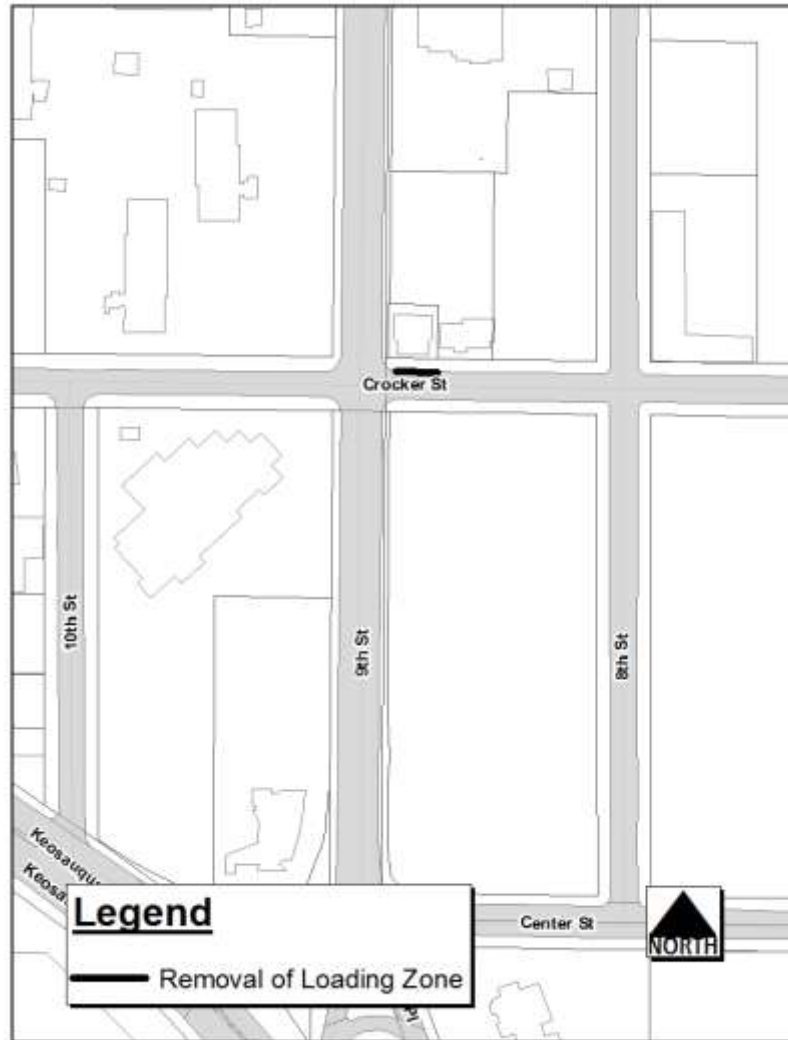
B. A loading zone was placed on the north side of Crocker Street in front of 811 Crocker Street when a church occupied the property. The church has been demolished and an apartment complex is planned for this property. The loading zone is no longer needed. The proposed code modifications will remove the loading zone and replace it with three (3) metered parking spaces.

Sec. 114-3129. Crocker Street—Sixth Avenue to Fourteenth Street

~~Crocker Street, on the north side, from a point 50 feet east of Ninth Street to a point 77 feet east thereof, loading zone.~~

Sec. 114-4008.9. Crocker Street—Eighth Street to Ninth Street.

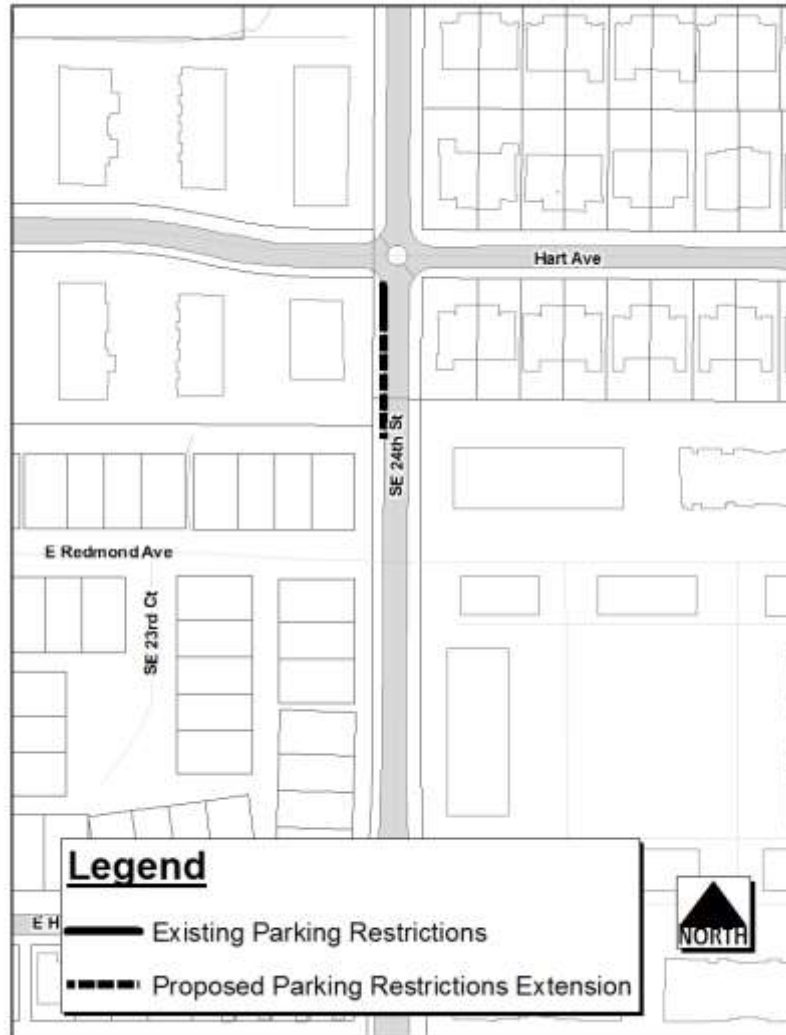
Crocker Street, on the north side, from a point ~~127~~ 50 feet east of Ninth Street, to Eighth Street, ten-hour meters, 8:00 a.m. to 6:00 p.m.



- C. A petition was submitted by the residents on SE 24th Street requesting that the existing parking restriction on the west side of SE 24th Street south of Hart Avenue be extended further south. All directly-affected property owners signed the petition. The proposed code modifications will extend the existing 40-foot parking restriction to 160 feet.

Sec. 114-2825. Southeast Twenty-fourth Street—Shaw Street to East Payton Avenue.

Southeast Twenty-fourth Street, on the west side, from Hart Avenue to a point ~~40~~ 160 feet south thereof, no parking any time.



- D. When the City fabricated all City traffic signs, the City was able to provide handicap parking signage to the general public at a lower cost than they could purchase them from other resources. The City now purchases all signage from a third party and the cost of the signs is equal to or higher than what the general public can purchase them from other vendors. The proposed code modification removes the requirement for the City to sell handicap parking signs to the public.

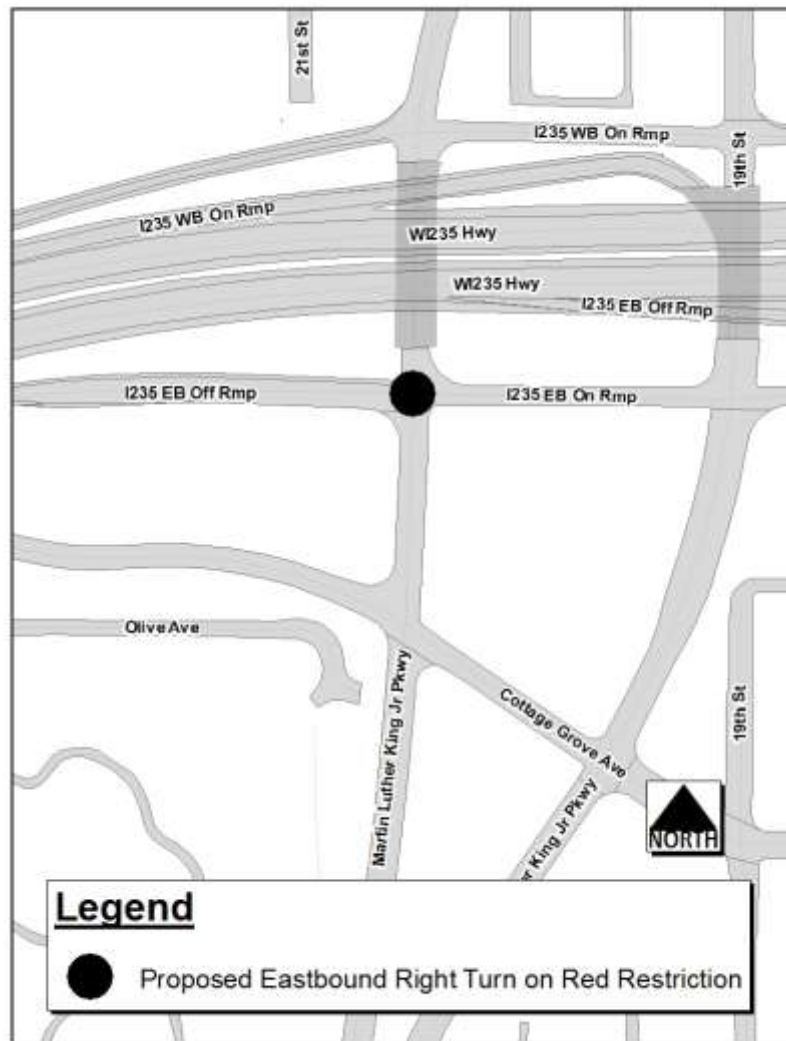
Sec. 114-618. Handicapped parking space signs.

Handicapped parking spaces shall be designated by a handicapped parking sign bearing the international symbol of accessibility, and by no other means. Painting the international symbol of accessibility on the pavement alone is not sufficient designation of the handicapped parking spaces. ~~If a person who owns or leases real property in the city is required to provide handicapped parking spaces, the city shall provide the signs for the person. The signs shall be provided upon request at cost.~~

E. As a part of a review of intersections that include automated traffic enforcement, the Iowa Department of Transportation (IDOT) found that the majority of crashes happening at the Martin Luther King Jr Parkway and I-235 Eastbound Exit Ramp intersection involved eastbound to southbound right-turning traffic. The IDOT contacted staff requesting that the City evaluate the potential of prohibiting right turns on red in an attempt to reduce the crashes that are happening. Staff performed visual observations of the intersection and reviewed available intersection sight distance. It was found that there is not adequate sight distance to safely perform a right turn on red, which is likely the reason for the crash trend identified by the IDOT. The intersection includes automated traffic enforcement and staff has been working with the Police Department Traffic Unit on the required changes needed to include the right-turn prohibition.

Sec. 114-257.01. Prohibited right turn on red.

(13) At the intersection of Martin Luther King Jr Parkway and Interstate 235 Eastbound Exit Ramp, prohibiting right turns from eastbound Interstate 235 to southbound Martin Luther King Jr Parkway.



PREVIOUS COUNCIL ACTION(S): NONE

BOARD/COMMISSION ACTION(S): NONE

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS: NONE

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