

CITY COUNCIL COMMUNICATION 97-421
AUGUST 18, 1997 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
TRAFFIC REGULATION CHANGES	RESOLUTION ORDINANCE ◆ RECEIVE/FILE	HAROLD E. SMITH CITY ENGINEER

SYNOPSIS —

The following traffic regulation changes have been reviewed by staff and are recommended for approval:

- A. Request for Reversal of Parking Restriction--Loomis Avenue from Southwest Ninth Street to Southwest Twelfth Street.
- B. Petition for Traffic Controls--Walker Street from East Fifteenth Street to East Eighteenth Street.
- C. Request for Traffic Control--North Valley Drive at Fifty-sixth Street.
- D. Request to Remove Two-Hour Parking Restriction--Twenty-fourth Street South of University Avenue.

FISCAL IMPACT —

N/A.

RECOMMENDATION —

Refer to Legal Department for preparation of ordinance revisions.

BACKGROUND —

- A. On August 4, 1997, a petition was received from residents living along the south side of Loomis Avenue between Southwest Ninth Street and Southwest Twelfth Street. The petition was signed by approximately 77 percent of the residents and requested a reversal of the existing *No Parking* restriction for this section of Loomis Avenue.

Between Southwest Ninth Street and Southwest Twelfth Street, Loomis Avenue is an east-west collector roadway bordered by residential properties on the south side and Lincoln High School on the north side. Currently, there is a *No Parking Any Time* restriction for the entire north side of the roadway and a *No Parking 7 am-6 pm Monday through Friday* restriction along the south side of the roadway. There is also a handicapped parking section along the south side closer to Southwest Ninth Street.

Residents along the south side of Loomis Avenue have expressed continuous problems with vehicles parking too close and blocking their driveways. They believe that if the vehicles park on the north side of the roadway, this would eliminate the problem and would actually open up more parking due to the very few number of drives onto Lincoln High School property.

These issues have been discussed with Lincoln High School staff. Their comments have included that there would still need to be handicapped parking allowed and that this would need to be moved to the north side, that they too have had continuous parking problems with people dropping off students and pulling onto their grassed parking area, and that there appears to be some benefits to loading/unloading students from the north side, versus the south where students getting out of a vehicle are then required to cross Loomis Avenue to get to the school.

Traffic and Transportation staff has reviewed this issue from a safety perspective and finds no significant reasons against this requested change. Furthermore, this change improves the separation of vehicles and pedestrians along Loomis Avenue and increases the number of parking spaces available for events occurring at the school after 6 pm. In addition, moving the handicapped designated parking to the north side of the street, adjacent to the school, will eliminate their need to cross Loomis Avenue to get to the school.

At their August 12, 1997, meeting, the Traffic Safety Committee unanimously approved staff's recommendation that the parking restrictions along the north and south sides of Loomis Avenue between Southwest Ninth Street and Southwest Twelfth Street be reversed. The following modifications to the Municipal Code are necessary to place this reversal into effect:

SEC. 27-2414. LOOMIS AVENUE-SOUTH UNION STREET TO DEAD END WEST OF HELIOTROPE DRIVE.

~~Loomis Avenue, on the north side, from Southwest Ninth Street to a point 50 feet west of Southwest Twelfth Street, no parking any time.~~

~~Loomis Avenue, on the north side, from Southwest Ninth Street to a point 50 feet west thereof, no parking any time.~~

~~Loomis Avenue, on the north side, from a point 50 feet west of Southwest Ninth Street to a point 110 feet west thereof, no parking, 7:00 A.M. to 6:00 P.M. Monday through Friday.~~

~~Loomis Avenue, on the north side, from a point 160 feet west of Southwest Ninth Street to a point 80 feet west thereof is designated as handicapped parking and is subject to the same prohibition as is found in section 27-616(a) of this code.~~

~~Loomis Avenue, on the north side, from a point 240 feet west of Southwest Ninth Street to a point 140 feet east of SW 12th Street, no parking, 7:00 A.M. to 6:00 P.M. Monday through Friday.~~

~~Loomis Avenue, on the north side, from SW 12th Street to a point 50 feet east thereof, no parking any time.~~

~~Loomis Avenue, on the south side, from Southwest Ninth Street to SW 12th Street, no parking any time.~~

~~Loomis Avenue, on the south side, from Southwest Ninth Street to a point 50 feet west thereof, no parking any time.~~

~~Loomis Avenue, on the south side, from a point 155 feet west of Southwest Ninth Street to a point 65 feet west thereof is designated a handicapped parking space and is subject to the same prohibition as is found in section 27-616(a) of this code.~~

~~Loomis Avenue, on the south side, from a point 50 feet west of Southwest Ninth Street to a point 105 feet west thereof, no parking, 7:00 A.M. to 6:00 P.M. Monday through Friday.~~

~~Loomis Avenue, on the south side, from a point 220 feet west of Southwest Ninth Street to Southwest Twelfth Street, no parking, 7:00 A.M. to 6:00 P.M., Monday through Friday.~~

- B. At their July 28, 1997, meeting, the City Council referred to the Traffic Safety Committee a petition from residents living along Walker Street in the area between East Fifteenth Street and East Eighteenth Street. The petition was signed by approximately 25 residents and requests stops signs and warning signs to reduce speeding and accidents. In addition to the petition, residents have expressed that they believe the speeding problem is due to East High School students using Walker Street to access the I-235 entrance ramp at East Eighteenth Street.

Between East Fifteenth and East Eighteenth Streets, Walker Street is bordered by residential properties on both sides, except the 1500 block on the north side, where East High School football and track fields are located. Parking is allowed on both the north and south sides of the roadway. Walker Street is designated as a through street from East Fifteenth Street to East Eighteenth Street; thus, all side streets must stop.

Traffic and Transportation staff has reviewed these issues expressed above. Since East High School is not in session, no speed data or traffic volumes were collected during school times. A review of the accident history for this area showed that there were very few reported accidents at either the East Sixteenth Street or East Seventeenth Street intersection. The accident history reflects only two reported accidents in the four and one-half year period which would be attributable to speeding.

Based on the low accident experience and traffic volumes, four-way stop control is not warranted at either the East Sixteenth Street or East Seventeenth Street intersection. However, it is appropriate to reverse the stop control condition at the East Sixteenth Street intersection, making Walker Street stop. This action breaks up the long continuous stretch of roadway which allows the opportunity for speeding.

In addition, to provide increased visibility of school activities in the area and to heighten awareness of the existing speed limit, City sign crews will install the following signs:

- School Advance warning sign for eastbound motorists, east of East Fifteenth Street
- 25 mph speed limit sign for eastbound motorists, east of East Fifteenth Street
- School Advance warning sign for westbound motorists, east of East Sixteenth Street
- 25 mph speed limit sign for westbound motorists, west of East Eighteenth Street

Staff also will complete a speed study for this area once school starts this fall to evaluate the changes that have been made, and will make further recommendations from this information if warranted.

At their August 12, 1997, meeting, the Traffic Safety Committee unanimously approved staff's recommendations to reverse the stop signs at East Sixteenth Street and Walker Street stopping Walker Street instead of East Sixteenth Street; install speed limit signs and advance school warning signs on Walker Street; and complete a speed study on Walker Street once East High School is in session. The following changes to the Municipal Code will place these traffic controls into effect by designating East Sixteenth Street as the through street at Walker Street.

SEC. 27-1432. WALKER STREET.

Walker Street, from the west line of East Fourteenth Street to the ~~east~~ west line of ~~East Eighteenth Street~~ East Sixteenth Street- Stop.

Walker Street, from the east line of East Sixteenth Street to the east line of East Eighteenth Street- Stop.

SEC. 27-1209. EAST SIXTEENTH STREET.

East Sixteenth Street, at Walker Street - Stop.

- C. The Traffic and Transportation Division has received a request to review the intersection of North Valley Drive and Fifty-sixth Street. This intersection currently does not have any traffic control signs to regulate the right-of-way. Because North Valley Drive provides access across Walnut Creek and is a collector street through this area, the traffic pattern at the intersection is somewhat unusual, with heavier turns from North Valley Drive to Fifty-sixth Street compared to through traffic on Fifty-sixth Street. A review of the accident history indicates that there has only been one reported accident in the past four years at this intersection. A review of the sight distance in the field indicates limited sight distance both to the north and the south.

While the City has placed stop sign control at all paved four-way intersections, generally "T" intersections do not require stop control. However, at this intersection, based on the somewhat limited sight distance and unusual turning traffic patterns, it is appropriate to place a yield sign on North Valley Drive. This yield sign control should further reduce the accident potential at the intersection without requiring all traffic on North Valley Drive to come to a complete stop when there is no opposing traffic on Southwest Fifty-sixth Street.

At their August 12, 1997, meeting, the Traffic Safety Committee unanimously approved staff's recommendation that a yield sign be installed on North Valley Drive, designating Fifty-sixth Street as the through street at this intersection. The following modification to the Municipal Code will place this Yield sign into effect:

SEC. 27-1273. FIFTY-SIXTH STREET.

Fifty-sixth street at North Valley Drive - Yield.

- D. At their July 28, 1997, meeting, the City Council referred a request from several attorneys who practice at 1163 - 24th Street near the Drake University Campus, to eliminate the two-hour parking restriction in front of their office building. Their staff would like to park on the street in front of the office for greater visibility and safety.

Currently, two-hour parking is designated in the Drake Area along sections of University Avenue and Twenty-fourth and Twenty-fifth Streets, to provide turnover parking for retail businesses and to prevent Drake University users from parking all day at these locations. As stated in the request, there are few remaining retail businesses in this area along Twenty-fourth Street, and the distance from the Campus should limit the attraction for all-day parking. Conversion of a portion of the on-street parking to all day as requested should still leave an adequate amount of two-hour parking to serve the retail demand.

At their August 12, 1997, meeting, the Traffic Safety Committee unanimously approved staff's recommendation that the parking on the east side of Twenty-fourth Street from University Avenue south past 1163 - 24th Street be changed from two-hour to all day parking. The following modification to the Municipal Code will place this change into effect:

SEC. 27-1793. TWENTY-FOURTH STREET--INGERSOLL AVENUE TO BENNETT AVENUE.

Twenty-fourth Street, on the east side, from a point 50 160 feet south of University Avenue to a point 210 100 feet south thereof, two hour parking, 9:00 A.M. to 4:00 P.M.