CITY OF IOWA CITY
COUNCIL ACTION REPORT

September 17, 2017

Resolution authorizing the installation of speed humps on Friendship Street, between Court Street and Brookside Drive.

Prepared By:	Sarah Walz, Assistant Transportation Planner
Reviewed By:	Kent Ralston, Jason Havel
Fiscal Impact:	CIP#S3816
Recommendations:	Staff: Approval
	Commission: N/A
Attachments:	Correspondence

Executive Summary:

The residents of Friendship Street, between Court Street and Brookside Drive, have successfully completed the City of Iowa City's Traffic Calming Program. A traffic study determined that the street qualifies for the program based on traffic speeds. Staff discussed the proposal with residents at a neighborhood meeting. A follow-up survey of neighbors yielded an 81% response rate. Of those households that responded, 78% indicated their approval of the proposal to install speed humps.

Background / Analysis:

In Spring 2016, residents of Friendship Street, between Court Street and Brookside Drive, submitted a petition to the City seeking consideration for the traffic calming process. A traffic study determined that the street qualified for the program based on speed. The speed limit on Friendship Street is 25 MPH. While the average speed measured on this this portion of Friendship Street is 27 MPH, 15% of drivers are travelling in excess of 32 MPH. This met the minimum threshold for the traffic calming program, which requires that 15% of drivers are exceeding the speed limit by 5 MPH or more.

Friendship Street functions as a collector for traffic between Court Street and Muscatine Avenue. It also serves as a low-stress route for bicyclists and is part of a bus route (Court Hill). Pavement widths can influence speed. The pavement width on this portion of Friendship is 25 feet, which is narrower than the current minimum standard of 26 or 28 feet in the subdivision regulations. On-street parking can serve to slow vehicle speeds. On-street parking is allowed on the south side of the street. Block lengths or the frequency of intersections can also influence speed. The block length between Court Street and Arbor Drive is over 900 feet (300-600 feet is the recommended block length in the current subdivision regulations).

Staff reviewed the traffic study and street context with the City Engineer, Streets Department, and the Fire Department to consider appropriate ways to address the speeding issue. As part of that discussion lane striping, speed humps, and street medians were all considered. After review, staff concluded that speed humps would be the most safe and effective means for

lowering speeds.

Neighborhood Process: A neighborhood meeting was held on July 19 to discuss options for for slowing speeds. The meeting was well attended with more than 11 households represented at the meeting. After discussion of the options available, the consensus was to pursue installation of speed humps.

On July 30, a survey was mailed to residents. The City's Traffic Calming Program requires at least 50% of those addresses surveyed to return their survey postcard and, of those households that respond, 60% must indicate support for the proposed traffic calming project. Staff mailed surveys to 33 addresses located directly adjacent to the affected portion of Friendship Street. Responses were returned by 27 households: an 81% response rate. Of those responding, 6 households checked "no" and 21 households checked "yes" with regard to the proposed installation of speed humps. That is 78% (21 of 27) in support of installation of speed humps.

On September 5, signs were posted along Friendship Street, between Court Street and Brookside Drive, and notice was posted to Nextdoor (the community's social network site) to provide opportunity for the public to share input with Council.

Funding for traffic calming projects is allocated from a line item in the CIP (S3816). The cost to construct a single speed hump is approximately $1,500 to $2,000. Staff is recommending 4 speed humps along this portion of the street in order to meet the optimal spacing recommendations necessary to lower speeds. Speed humps are located so as not to conflict with driveways, intersections, or stormwater drainage.