

COMMITTEE OF THE WHOLE MEETING AGENDA

Monday, August 4th, 2025, 6:00 pm

Eldridge Community Center – 400 S 16th Ave

1. Call to Order and Roll Call
2. Approval of Agenda
3. New Business
 - A. Discussion on E-Scooters
 - B. Discussion on adding a stop sign at intersection of 2nd & Davenport
 - C. Damann Drive – Shive Study
4. Adjournment

Next Regular Committee of the Whole Meeting: Monday, September 8th, 2025, at 6:00pm at Eldridge Community Center

321.235A Electric personal assistive mobility devices.

An electric personal assistive mobility device, which is a two-wheeled device as defined in [section 321.1, subsection 20B](#), may be operated by a person at least sixteen years of age on sidewalks and bikeways in accordance with [this section](#).

1. None of the following are required for operation of an electric personal assistive mobility device:

a. Licensure or registration of the electric personal assistive mobility device under [this chapter](#).

b. Possession of a driver's license or permit by the operator of the electric personal assistive mobility device.

c. Proof of financial responsibility.

2. A person operating an electric personal assistive mobility device on a sidewalk or bikeway shall do all of the following:

a. Yield the right-of-way to other pedestrians.

b. Give an audible signal before overtaking and passing a pedestrian.

3. A person shall not operate an electric personal assistive mobility device at the times specified in [section 321.384](#) unless the person or the electric personal assistive mobility device is equipped with a headlight visible from the front of the electric personal assistive mobility device and at least one red reflector visible from the rear of the electric personal assistive mobility device.

4. Violations of [this section](#) are punishable as a scheduled violation under [section 805.8A, subsection 9A](#).

[2002 Acts, ch 1063, §30; 2004 Acts, ch 1013, §29, 35; 2004 Acts, ch 1175, §397, 400; 2024 Acts, ch 1137, §4](#)

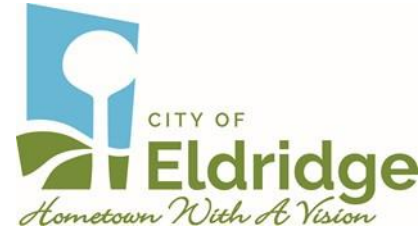
Referred to in [§321.236, 805.8A\(9A\)\(a\)](#)

Subsection 2, paragraphs a and b amended

20B. "Electric personal assistive mobility device" means a self-balancing, nontandem two-wheeled device powered by an electric propulsion system that averages seven hundred fifty watts and is designed to transport one person, with a maximum speed on a paved level surface of less than twenty miles per hour. The maximum speed shall be calculated based on operation of the device by a person who weighs one hundred seventy pounds when the device is powered solely by the electric propulsion system. For purposes of this chapter, "electric personal assistive mobility device" does not include an assistive device as defined in [section 216E.1](#).

City of Eldridge

MEMORANDUM



To: Mayor and Council
From: Nevada Lemke, City Administrator
Re: Dammann Drive & Donahue Street
Date: August 1, 2025

Mayor and City Council:

In May of 2025, Chief Lellig was observing traffic patterns and issues in the area around Dammann Drive and Donahue Street following some resident complaints related to speed and safety concerns. This area was looked at in September of 2023 as well by the City Engineer with Shive Hattery. The communications and data from 2023 were shared with City Engineer Zach Howell, along with the information from Chief Lellig, and we requested that Zach take another look at the traffic patterns and concerns in this area and provide us with his recommendations.

Attached to this memo you will find the speed data that was collected in addition to the following data that we got back from the City Engineer for the traffic counts along Damman Drive.

“The first location that we set up the speed cameras was on the north side of Dammann Dr by Davenport Ct. As the report shows, the 85th percentile speed (which is what is used to determine the roadway speed limit) at that location was 27 mph with a maximum recorded speed of 33 mph.

The next location that we set up was at Dammann Dr & Donahue, and you can see in the report that speeds increased in this location to an 85th percentile speed of 31 mph with a max speed of 41 mph. Vehicles speeds increased north of Davenport Ct.

In addition to the speed data, we also looked to see if any of the warrants were met for a four way stop at any of these intersections. The warrants that we looked at included vehicle volume (4-hour, 8-hour, & peak hour increments). None of the intersections met the vehicle volume warrants.

There are other warrants that we can look at such as pedestrian volume, school crossings, and crash experience. I haven't heard that this area has had any issues with crashes, and it doesn't meet the pedestrian volume and there isn't a school crossing.

Based on this data, I would not recommend a four-way stop be installed along Dammann Drive.

I think this area of Dammann Drive could be a candidate for a speed hump. I reached out to Davenport to see how they handle speeding requests as I have seen a number of speed humps added in residential neighborhoods in Davenport. They said they have had good luck with them. They have a standard detail for the type of speed hump they use, and they actually have an adopted traffic calming policy (also attached to this memo) they use to evaluate resident requests to see if they meet the criteria for traffic calming measures.

Mayor Frank King
Councilman Adrian Blackwell

Councilman Ryan Iossi
Councilman Daniel Collins

Councilman Scott Campbell
Councilman Brian Dockery

Another less invasive option would be to install a speed radar sign along Dammann Drive to assist with alerting drivers when they are speeding. Also continued patrolling of this area as the chief has been doing to try to deter speeding along this stretch.

The only issue with speed humps is that you typically need more than one installed for them to be effective. They are recommended to be installed no further than 400' apart, so we would likely need to install 3 of them along Dammann Drive in order to see effective results."

Mayor Frank King
Councilman Adrian Blackwell

Councilman Ryan Iossi
Councilman Daniel Collins

Councilman Scott Campbell
Councilman Brian Dockery

Traffic Data Report - Speed

Study Name: Dammann Dr Curve Near Davenport Ct

Location: Dammann Dr near Davenport Ct

Coordinates: 41.656566, -90.594532

Site Code:

Start Date: 06/17/2025

Speed Summary (mph)	
15th Percentile Speed	20
50th Percentile Speed	24
85th Percentile Speed	27
95th Percentile Speed	29
Mean Speed	23
Min Speed	3
Max Speed	33

Classification Summary		
Classification	Count	Mean Speed (mph)
Motorcycles	2	27
Passenger Cars	952	24
Four tire, single unit	262	23
Buses	1	27
Two axle, six tire, single unit	4	16
Three axle, single unit	2	9
Four or more axle, single unit	3	15
Four or less axle, single-trailer	2	6
Five axle, tractor semi-trailer	0	0
Six or more axle, single-trailer	0	0
Five or less axle, multi-trailer	0	0
Six axle, multi-trailer	0	0
Seven or more axle, multi-trailer	0	0
No Class	0	0
Non motorized vehicle	0	0
Total	1228	23

Direction	Northwestbound
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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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Direction	Southeastbound
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[illegible][illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Traffic Data Report - Speed

Study Name: Dammann Drive & Donahue Street

Location: Dammann Dr & Donahue St

Coordinates: 41.658253, -90.59516

Site Code:

Start Date: 06/17/2025

Speed Summary (mph)	
15th Percentile Speed	16
50th Percentile Speed	27
85th Percentile Speed	31
95th Percentile Speed	34
Mean Speed	25
Min Speed	5
Max Speed	41

Classification Summary		
Classification	Count	Mean Speed (mph)
Motorcycles	1	35
Passenger Cars	620	25
Four tire, single unit	157	24
Buses	1	11
Two axle, six tire, single unit	6	17
Three axle, single unit	5	10
Four or more axle, single unit	0	0
Four or less axle, single-trailer	0	0
Five axle, tractor semi-trailer	0	0
Six or more axle, single-trailer	0	0
Five or less axle, multi-trailer	0	0
Six axle, multi-trailer	0	0
Seven or more axle, multi-trailer	0	0
No Class	0	0
Non motorized vehicle	0	0
Total	790	25

Direction	Northbound
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Traffic Count by Speed: Daily Total																
Date	Speed (mph)															
	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	> 70	Total
06/17/2025	0	0	1	2	4	5	0	0	0	0	0	0	0	0	0	12
06/18/2025	0	4	12	12	32	75	25	0	0	0	0	0	0	0	0	160
06/19/2025	0	3	6	9	8	46	22	8	0	0	0	0	0	0	0	102
Study Total	0	7	19	23	44	126	47	8	0	0	0	0	0	0	0	274

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[illegible]

[illegible]

[illegible]

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06:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	3	1	0	0	0	0	0	0	0	0	6
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	1	0	2	1	2	0	0	0	0	0	0	0	6
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
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08:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	10
09:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6
09:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
09:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	1	1	5	3	1	0	0	0	0	0	0	0	11
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
10:30	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
10:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	3	6	1	0	0	0	0	0	0	0	10
11:00	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
11:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	1	1	0	1	4	3	0	0	0	0	0	0	0	10

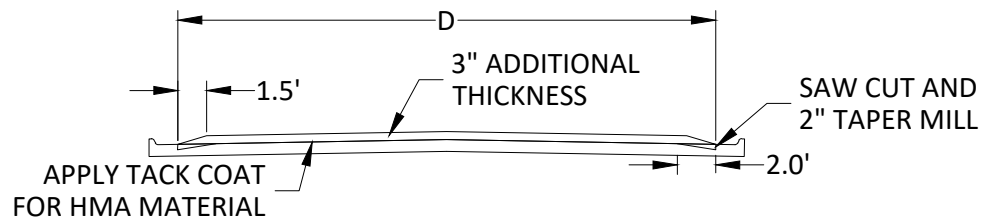
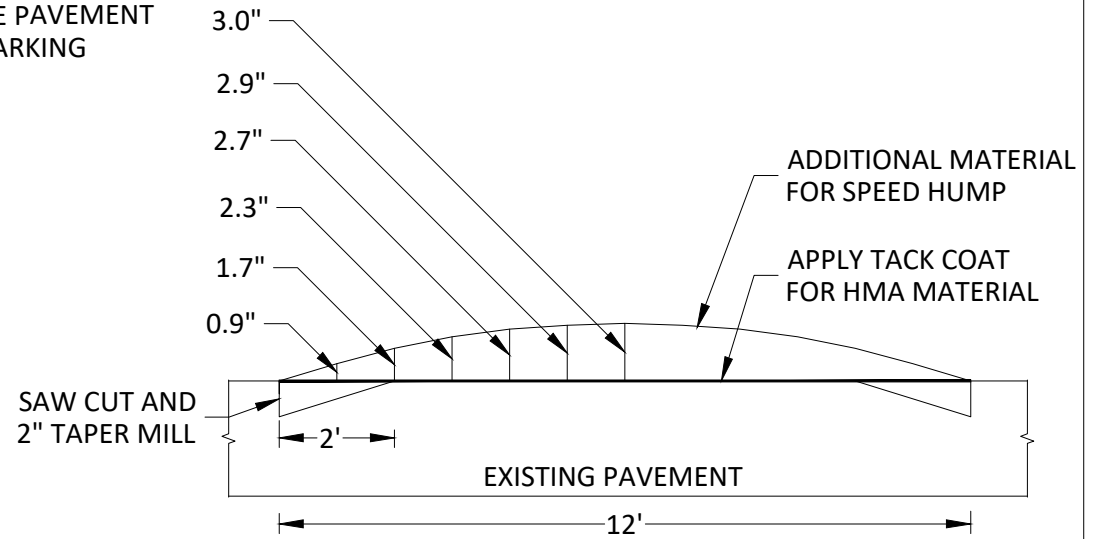
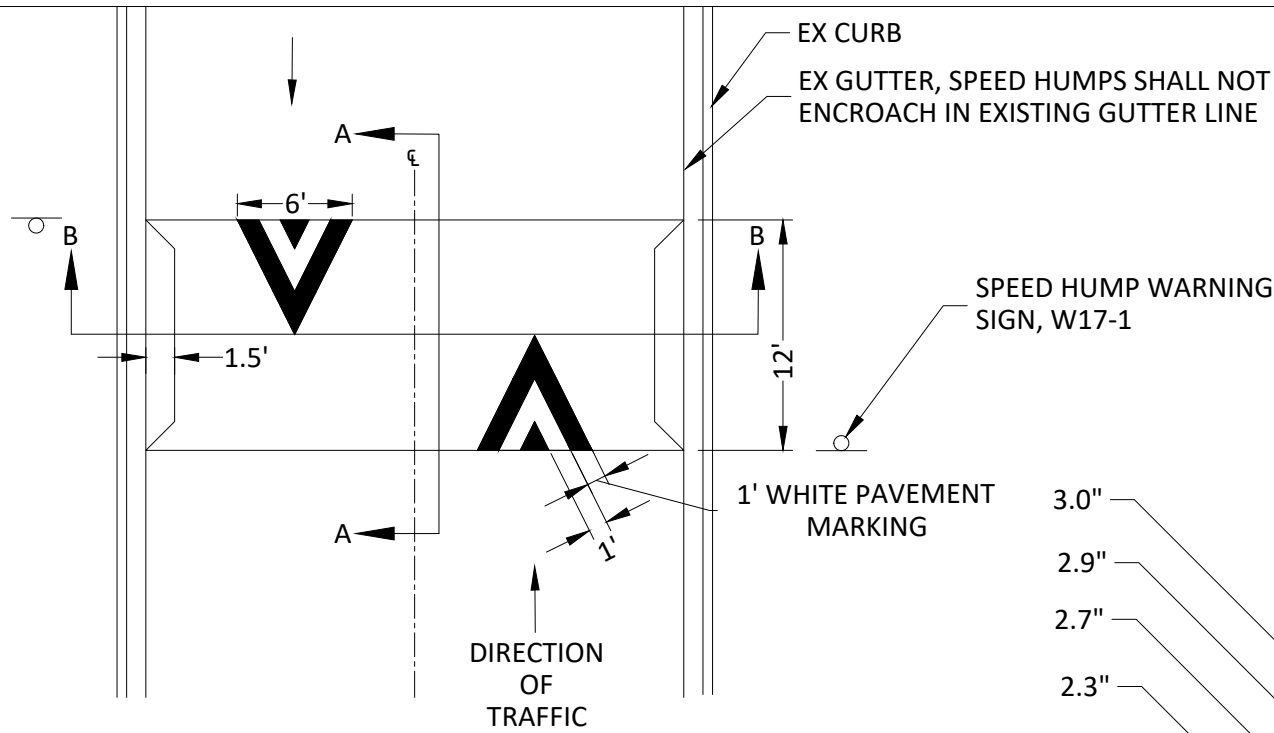
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Hourly Total	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	5
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13:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	5
14:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
14:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
14:45	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	9
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15:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	1	0	1	6	3	0	0	0	0	0	0	0	0	11
16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:15	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	4
16:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
16:45	0	1	1	1	0	4	0	1	0	0	0	0	0	0	0	8
Hourly Total	0	1	2	1	0	9	1	1	0	0	0	0	0	0	0	15
Study Total	0	7	19	23	44	126	47	8	0	0	0	0	0	0	0	274


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12:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
12:30	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	7
12:45	0	2	1	1	2	3	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	4	2	1	2	8	3	0	0	0	0	0	0	0	0	20
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13:30	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	5
13:45	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	1	1	1	4	6	2	0	0	0	0	0	0	0	0	15
14:00	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	6
14:15	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	7
14:30	0	2	0	0	5	0	0	1	0	0	0	0	0	0	0	8
14:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	0	4	11	4	1	1	0	0	0	0	0	0	0	23
15:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
15:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
15:30	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	8
15:45	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	0	3	1	4	8	1	0	0	0	0	0	0	0	0	17
16:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
16:15	0	0	1	0	3	2	1	0	0	0	0	0	0	0	0	7
16:30	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	6
16:45	0	1	0	0	2	2	1	1	0	0	0	0	0	0	0	7
Hourly Total	0	2	1	0	5	9	5	1	0	0	0	0	0	0	0	23
Study Total	1	37	51	29	108	191	90	8	1	0	0	0	0	0	0	516



	CITY OF DAVENPORT, IA ENGINEERING DIVISION		DATE ISSUED	
	1200 E. 46th St. (563) 326-7729		Davenport, IA 52807 FAX (563) 327-5182	
	REVISIONS:		1	01-01-2024
			5M-D-101	
		SHEET 1 of 1		
PREFERRED DETAIL				
SPEED HUMP				

Traffic Calming Policy

Date: May 25th, 2023



General Policy:

The purpose of this document is to establish criteria for neighborhood traffic calming within the City of Davenport.

Provisions:

1. Applicable Roadways

- a. Roadway classifications shall be as designated by the Urban Federal Function Classification Map prepared by the Iowa Department of Transportation (IDOT).
- b. Local Roads
 - i. Traffic Volumes shall be a minimum of 500 vehicles per day with a maximum of 5,000 vehicles per day.
 - ii. Physical Calming Measures, including but not limited to:
 1. Vertical alterations such as speed humps, raised crosswalks, medians, traffic circles, etc.
 2. Alignment changes such as chicanes .
 3. Width narrowing with medians or curb bulb outs.
 - iii. Educational measures, i.e. speed indicator signage or visual modifications, i.e. painted lane marking may be considered for installation when warranted by the Manual on Uniform Traffic Control Devices (MUTCD).
- c. Collectors and Minor Arterials
 - i. Educational measures, i.e. speed indicator signage or visual modifications, i.e. painted lane marking may be considered for installation when warranted by the MUTCD.
- d. Where appropriate, Public Works shall work with the Police Department on targeted speed and safety enforcement.
- e. Principal Arterials and Interstate Roadways are the jurisdiction of IDOT. Any physical modifications or installation of visual features shall follow their policies and procedures.
- f. All proposed traffic calming features proposed shall be designed and installed in accordance with applicable standards including, but not limited to: the Federal Highway Administration (FHWA) and the Institute

of Transportation Engineering traffic calming publications, the MUTCD, the Iowa Statewide Urban Design and Specifications (SUDAS) and the City Supplemental Specifications.

2. Selection Criteria

- a. A traffic speed and volume study shall be performed by Traffic Engineering to determine current data within the roadway. Consideration must be made to weather conditions, school schedule and special events which may skew data. The following data shall be sampled.
 - i. 85th Percentile Speed – 1 point for every 1 mph greater than 5 mph over the posted speed limit.
 - ii. Excessive Speed – 1 point per percentage of traffic traveling over 10 mph over the posted speed limit.
 - iii. Volume – 1 point per 1,000 vehicles per day observed on the roadway.
 - iv. Distance from a park or school - # of points equals (1,000 feet minus the distance to the facility)/100
 - v. Crash History – 1 point per speed related accident in the past 3 years.
 - vi. Critical Location – If designated as a bike route or school zone, 5 points added.
 - vii. Cut Through Street – If determined by Traffic Engineering that the street is functioning as a cut through street to avoid a collector/arterial, 5 points added.
- b. Roadway must meet a minimum total number of 20 points to be considered for installation of traffic calming.

Neighborhood Street Calming Procedure:

1. Neighborhood Traffic Study Request

- a. Concerned residents shall contact the Public Works Facility to request a traffic speed and volume study be performed on a specific roadway. Pending volume of requests, staff may require a petition from the neighborhood with 30% of the households requesting the study.
- b. Areas determined by staff may also be studied.

2. Traffic Volume and Speed Data Collection, Review and Recommendation

- a. Traffic Engineering will perform a traffic speed and volume study to determine current data as specified in the criteria section of this policy within the roadway. Consideration must be made to weather conditions, school schedule and special events which may skew data.
- b. The data obtained will be reviewed and scored as detailed in this policy.
- c. If the roadway is determined to not meet the selection criteria or the volume does not fall within the minimum/maximum traffic volume set by this policy, calming measures will not be installed on the roadway. One calendar year's time must pass prior to another speed study/review period commencing.

3. Neighborhood Petition for Traffic Calming

- a. A neighborhood representative shall collect signatures regarding support of installation of traffic calming measures on a particular roadway. If greater than 50% of the households indicate opposition to the traffic calming, the project shall not move forward. Per Item #2(c) above, one calendar year's time must pass prior to commencing the review process again.
- b. City Elected Officials or staff may also recommend a roadway be considered for traffic calming measures.

4. Traffic Engineering Concurrence and Ranking

- a. Traffic Engineering staff will review requests for traffic calming as detailed above. Traffic Engineering will provide a recommendation both if traffic calming is appropriate, as well as the applicable calming measures.
- b. Education, engineering and enforcement shall be considered as appropriate for each roadway studied.

5. Neighborhood Correspondence

- a. Staff will send written correspondence to each address within the project area, copying the Ward Alderman. This letter shall include:
 - i. Contact name, phone number and email address of the project manager.
 - ii. An exhibit of the proposed improvements.
 - iii. The proposed timeline for the installation of the improvements.
- b. Any additional dissent comments received will be taken into consideration by Traffic Engineering for project continuance. All comments received will be shared with the Ward Alderman.

6. Project Design, Bidding and Implementation

- a. Traffic Engineering shall provide for design and production of bidding documents.
- b. Pending favorable bids and available funds within the Capital Improvement Plan, the planned traffic calming project shall be implemented in accordance with City policies, purchasing rules and applicable construction standards.
- c. After full implementation of the improvements, Traffic Engineering will provide a follow up traffic speed and volume study. These results will be shared with the Mayor and City Council.