



**Council  
Communication**  
Office of the City Manager

**Date** October 23, 2006

**Agenda Item No.** 40  
**Roll Call No.** 06-  
**Communication No.** 06-676  
**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. Removal of Bus Loading Zone - West Side of 48<sup>th</sup> Street, North of Franklin Avenue.
- B. Parking Restrictions - North Side of Forest Avenue between 25<sup>th</sup> Street and 29<sup>th</sup> Street.
- C. Temporary Municipal Parking Lot - 411 E. Grand Avenue.
- D. Removal of Metered Parking - South Side of Mulberry Street, 7<sup>th</sup> Street to 9<sup>th</sup> Street
- E. Back-In Angle Parking-- South Side of Court Avenue, Water Street to East 3rd Street; North Side of Walnut Street Bridge; West Side of E. 4<sup>th</sup> Street, Grand Avenue to Locust Street; and East Side of E. 5<sup>th</sup> Street between Walnut Street and Grand Avenue.

**SYNOPSIS:**

Recommend approval of first reading of the Ordinance regarding the following traffic regulation changes.

**FISCAL IMPACT:**

Amount: Minor costs for traffic signs and parking meters.

Funding Source: 2006-2007 Operating Budget, Page 297, Engineering Department Traffic & Transportation – Sign Installation and Maintenance, SP360, ENG100413 and Page 237, Parking Meter Maintenance and Collection, EN051, ENG100710.

**ADDITIONAL INFORMATION:**

- A. Des Moines Christian School has moved to a new location and is no longer a tenant of First Federated Church. The church has requested that the City remove the bus loading zone on 48<sup>th</sup> Street north of Franklin to provide more parking for the church. Traffic and Transportation staff has reviewed this request, and concur.

Sec. 114-2938. Forty-eighth Street--Dead end south of Ingersoll Avenue to Twana Drive.

~~Forty-eighth Street, on the west side, from a point 150 feet north of Franklin Avenue to a point 275 feet north thereof, bus loading and unloading 7:00 a.m. to 5:00 p.m. school days.~~

- B. In conjunction with the vacation and conveyance of a portion of 28<sup>th</sup> Street north of Forest Avenue to Drake University, the following ordinance changes are needed to clarify the parking restrictions on the north side of Forest Avenue.

Sec. 114-3206. Forest Avenue--Twenty-third Street to Thirtieth Street.

Forest Avenue, on the north side, from Twenty-fifth Street to a point 225 feet east of Twenty-ninth Street ~~Twenty-eighth Street~~, no parking any time.

Forest Avenue, on the north side, from a point 225 feet east of Twenty-ninth Street to a point 55 feet east of Twenty-ninth Street, no parking 4:00 p.m. to 6:00 p.m.

Forest Avenue, on the north side, from a point 55 feet east of Twenty-ninth Street to a point 50 feet west of Twenty-ninth Street, no parking any time.

Forest Avenue, on the north side, from a point 50 feet west of Twenty-ninth Street ~~Twenty-eighth Street~~ to a point 145 feet east of Thirtieth Street, no parking 4:00 p.m. to 6:00 p.m.

- C. A new Municipal Parking Lot has been established at 411 E. Grand Avenue. This lot will provide monthly parking for employees and residents in new development that has recently been constructed in this area. If parking demand changes in this area, this lot could also serve as short-term public parking with parking meters, similar to the adjacent lot at 425 E. Grand. The rates established for this lot are the same as the other City of Des Moines-owned surface lots in the East Village area. This requested ordinance addition will authorize the rates in this lot and allow enforcement as necessary.

Sec. 114-671.1 411 E. Grand Municipal Parking Lot.

(a) The city engineer is hereby authorized to install parking meters in the following described municipally-owned parking lot: W. 20 Ft of Lot 4 and all of Lot 5, Block 9, East Fort Des Moines; in the City of Des Moines, Iowa for the purpose of, and in such numbers, and at such places as may be necessary to the regulation, control and inspection of the parking of vehicles therein, subject to division 6 of this article, regulating parking meters.

(b) When installed, such parking meters shall be in operation between the hours of 8:00 a.m. and 6:00 p.m., Mondays through Fridays. Effective January 1, 2006 these parking meters shall conform to the parking meter rates listed in Parking Meter District III, as is found in section 114-643 of this code.

(c) The following rate shall be charged for reserved monthly parking 8:00 a.m. until 6:00 p.m., Mondays through Fridays.

	<u>Effective</u> <u>01/01/06</u>	<u>Effective</u> <u>01/01/07</u>	<u>Effective</u> <u>01/01/08</u>	<u>Effective</u> <u>01/01/09</u>
<u>Reserved Monthly</u>	<u>\$45.00</u>	<u>\$50.00</u>	<u>\$55.00</u>	<u>\$60.00</u>

- D. With the construction of the new Wells Fargo Parking Garage, the City 8th & Mulberry Garage, and the EMC Insurance Garage, there is no space on the south side of Mulberry Street for metered parking from 7<sup>th</sup> Street to 9<sup>th</sup> Street. The following ordinance changes will remove the parking metered areas on the south side of Mulberry Street that previously existed and designate this two-block area as no parking any time.

~~Sec. 114-3927.7. Mulberry Street--Seventh Avenue to Eighth Street.~~

~~Mulberry Street, on the south side, from a point 100 feet west of Seventh Street to a point 120 feet west thereof, four hour meters, 9:00 a.m. to 4:00 p.m.~~

Sec. 114-3928. Mulberry Street--Eighth Street to Ninth Street.

~~Mulberry Street, on the south side, from a point 160 feet west of Eighth Street to Ninth Street, four hour meters, 9:00 a.m. to 4:00 p.m.~~

Sec. 114-3506. Mulberry Street--Seventh Street to Eighth Street.

Mulberry Street, on the south side, from Seventh Street to a point 100 feet west thereof Eighth Street, no parking any time.

~~Mulberry Street, on the south side, from a point 100 feet west of Seventh Street to a point 120 feet west thereof, no parking 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.~~

~~Mulberry Street, on the south side, from a point 220 feet west of Seventh Street to Eighth Street, no parking any time.~~

~~Mulberry Street, on the north side, from Seventh Street to Eighth Street, no parking any time.~~

Sec. 114-3507. Mulberry Street--Eighth Street to Ninth Street.

Mulberry Street, on the south side, from Eighth Street to a point 160 feet west thereof Ninth Street, no parking any time.

~~Mulberry Street, on the south side, from a point 160 feet west of Eighth Street to Ninth Street, no parking 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.~~

- E. On February 20, 2006, the City Council approved a report recommending that Court Avenue from 2<sup>nd</sup> Avenue to 5<sup>th</sup> Avenue, and 4<sup>th</sup> Street from Court Avenue to Walnut Street, be converted to two-way traffic flow. On May 25, 2006, the Traffic and Transportation Division held a public information meeting to explain a proposal to also convert E. Court Avenue and E. Walnut Street to two-way traffic, and receive input and questions. The meeting was well attended, and the public input was strongly in favor of converting both Court and Walnut to two-way traffic to improve traffic circulation and access. On July 24, 2006, Council approved the conversion of E. Court Avenue and E. Walnut Street, and ordered the construction of the necessary modifications to the intersections at 5<sup>th</sup> Avenue & Court Avenue and at 2<sup>nd</sup> Avenue & Walnut Street, along with

the traffic signals along both Court Avenue and Walnut Street. This construction project is currently nearing completion, and the actual two-way conversion is planned for early November.

As part of this project, there is an opportunity to provide much-needed additional parking spaces in the vicinity of the Police Station, Polk County Administration Building and the proposed Principal Riverwalk, by converting some of the existing parallel parking to angle parking. Staff has always been concerned about the safety aspects of angle parking, particularly with the increased numbers of large SUV's, pickups and vans that severely restrict a driver's visibility backing out of an angle-parking stall. However, there is a relatively new style of "back-in" angle parking that significantly reduces the accident potential associated with regular angle parking.

This type of parking is new to the Des Moines area, but has been utilized successfully in a number of cities, including Seattle, Salt Lake City, Tucson, Washington, D.C., and others; in some cities, it has been utilized for 30 years. The primary benefit of back-in angle parking is the safety aspect. Studies have shown that because sight lines are better with back-in angle parking, safety is improved. One study showed a 25% reduction in the number of accidents as a result of back-in angle parking. More significantly, the study also found a 43% reduction in accidents involving injuries.

One of the most common causes of accidents with regular angle parking is a driver backing out of the space without being able to see on-coming traffic. Back-in angle parking removes this difficulty. The initial stopping and signaling required for back-in angle parking is already an everyday occurrence throughout the city with parallel parking. Because of this familiarity, it is not expected that implementation of back-in angle parking would cause accidents to increase. Reverse angle parking also provides safer conditions for bicyclists using the roadways, since drivers are able to see them easier (and much sooner) when pulling forward out of their parking stalls as compared to backing out of standard angle parking.

Staff recommends that back-in angle parking be authorized on the south side of Court Avenue between Water Street and East 3rd Street, and on the north side of the Walnut Street Bridge over the Des Moines River. In addition, staff has received requests to install angle parking on E. 4<sup>th</sup> Street between Grand Avenue and Locust Street and on E. 5<sup>th</sup> Street between Walnut Street and Grand Avenue to provide more parking spaces, primarily for retail customers in the East Village area. Staff recommends that this angle parking also be installed as back-in angle parking. All of these sections of roadway are wide enough to accommodate angle parking on one side of the street and parallel parking on the other side.

At their October 10, 2006 meeting, the Traffic Safety Committee voted to approve implementation of the proposed back-in angle parking on a six-month trial basis (with an evaluation/study completed and brought back to the Committee for their review). The Committee also requested that the area businesses and general public be made aware of the new parking available and instructed in its use. Staff has developed proposed parking signs which designate the back-in angle parking and illustrate how to use it, and will finalize and distribute brochures which explain the advantages of back-in angle parking and how to use it. We will also schedule a meeting with East Village residents and businesses, and will coordinate with Parking Enforcement and Operation Downtown to help inform and assist motorists in adjusting to this new type of parking. If Council approves first reading of the ordinance changes, this notification and education plan and public meeting will be implemented prior to the installation of back-in angle parking. If there are concerns or opposition to the back-in angle parking, staff will work

with the residents and/or businesses to resolve those concerns prior to final reading and approval of the ordinance changes by Council.

The following ordinance changes are necessary to implement the two-way traffic flow and the recommended back-in angle parking.

Sec. 114-361.01. Angle parking.

~~(5) — Market Street, on the north side, from Southwest Third Street to Southwest Fourth Street.~~

(b) The initiation of back-in angle parking at any location is prohibited except at the following locations:

(1) Court Avenue, on the south side, from Water Street to East Third Street.

(2) Walnut Street, on the north side, from Water Street to East First Street.

(3) East Fourth Street, on the west side, from Locust Street to Grand Avenue.

(4) East Fifth Street, on the east side, from Walnut Street to Grand Avenue.

(c) When signs are erected giving notice thereof, no person shall park a vehicle in any parking space designated for back-in angle parking except by positioning their vehicle entirely within the marked space, with the rear of the vehicle to the curb side of the street and the front of the vehicle to the traveled lanes of the street.

(bd) Angle parking shall be permitted to continue at locations where the distance between the painted centerline and the parking curblines is equal to or greater than the minimum requirement established by the following formula:

$$\text{Minimum Width from Centerline to Parking Curblines} = \text{VAVE}/400 \times 10' + 19'$$

(ee) The letters "VAVE" as used in the formula in subsection (b) of this section represent the average hourly volume of cars during the four highest hours of a day.

(df) The cost of installing and maintaining facilities for angle parking outside of the Central Business District shall be borne by the abutting property owners, and if they or any of them shall fail to or refuse to do so, the city reserves the right to withdraw the privilege of this method of parking.

(eg) Nothing within this section shall prohibit parking by more than one motorcycle within one parking space as otherwise provided in this chapter.

(fh) A person who violates any provision of this section shall pay a fine of \$15.00.

~~Sec. 114-1816. Walnut Street.~~

~~Walnut Street, from Kasson Street to Second Avenue, westbound.~~

~~Sec. 114-1849. Court Avenue.~~

~~Court Avenue, from Fifth Avenue to East Seventh Street, eastbound.  
Sec. 114-1894. Fourth Street.~~

~~Fourth Street, from Court Avenue to Walnut Street, northbound.~~

**PREVIOUS COUNCIL ACTION(S):**

Date: July 24, 2006

Roll Call Number: 06-1424

Action: Ordering construction of the following: Court Avenue & Walnut Street Two-way Traffic Conversion – Receiving bids, (8-8-06), and Setting date of hearing, (8-21-06). Construction Estimate - \$167,465. (Council Communication No. 06-468) Moved by Hensley to adopt. Motion Carried 7-0.

Date: February 20, 2006

Roll Call Number: 06-404

Action: Court Avenue Two-Way Traffic Study – 2<sup>nd</sup> Avenue to 5<sup>th</sup> Avenue Final Report and Recommendations. (Council Communication No. 06-690). Moved by Hensley to adopt. Motion Carried 7-0.

**BOARD/COMMISSION ACTION(S):**

Date: October 10, 2006

Roll Call Number: N/A

Action: Traffic Safety Committee approved implementation of “back-in” angle parking on a six-month trial basis (with an evaluation/study completed and brought back to the Committee for their review). The Committee also requested that the area businesses and general public be made aware of the new parking available and instructed in its use.

**ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:**

Second and third readings of Ordinance.