 <p style="text-align: center;">Council Communication Office of the City Manager</p>	Date: July 23, 2012
	Agenda Item No. 33 Roll Call No. <u>12-1177</u> Communication No. <u>12-390</u> Submitted by: William G. Stowe, Assistant City Manager – Public Works Director

AGENDA HEADING:

An ordinance to amend Chapter 114 of the Municipal Code of the City of Des Moines, Iowa, relating to residential parking during snow events.

SYNOPSIS:

Recommend Council approval of amendments to Chapter 114 of the Municipal Code regarding parking restrictions during snow operations.

FISCAL IMPACT:

Negligible savings, depending on snow season, but improved service delivery with more frequent residential street plowing after 2” snow falls rather than the current policy of plowing after 4” snow falls.

ADDITIONAL INFORMATION:

Improved snow and ice control is a priority for the City of Des Moines, as underscored by Citizen Satisfaction Survey data that indicates residents’ desires for improvements in inter-related issues of neighborhood snow removal and street condition. No single issue (other than the severity of a snowstorm) impacts plowing efficiency, as much as, the impediments caused by on-street parking during plowing. With the advent of larger wing plows, on-street parking restrictions are vital to plowing efficiency and service improvements.

Beginning in 2008, the Department of Public Works began a voluntary process of working with a small number of neighborhoods to first encourage voluntary off-street parking, and then prohibit on-street residential parking before plowing. By 2010, 16 neighborhoods requested to have their streets designated as residential snow ordinance streets, with mandatory no parking restrictions during snow removal operations. In 2011, five (5) additional neighborhoods were added to those restricting residential parking during snow events.

In light of positive response from the 21 participating neighborhoods, and the Department of Public Works’ survey of best management practices in other snow belt communities, the ordinance recommendation before Council would expand residential parking restrictions before plowing to every residential street in Des Moines. After lengthy discussions with neighborhood leadership and review from subject matter experts including residents, businesses, Police and traffic enforcement, and Public

Works staff – five (5) neighborhoods (Carpenter, Drake, Drake Park, River Bend, and Sherman Hill) – will have a modified no parking restriction allowing alternative on-street parking on odd or even days of the month coinciding with odd or even street addressing (e.g., on-street parking would be allowed in front of 1211 22nd Street on the 1st, 3rd, 5th, etc. of each month during snow removal operations, and allowed on the 2nd, 4th, 6th, etc., on the opposite side of the street). All other residential areas will restrict any on-street parking until that respective street has been plowed. A public education program including Des Moines Water Works mailings, public service announcements, and street signs will be used to inform the public about these changes. Moreover, the Des Moines Police Department will warn, rather than cite, illegally parked cars for the first two (2) snow events following passage of this ordinance to provide specific educative experiences to motorists.

The current Snow & Ice Control Policy, enacted by the Council in 1984, will be revised and included in the ordinance's third reading to align these changes with operating requirements aimed at both improving snow and ice control (primarily by using better equipment), plowing residential streets after 2" snowfalls (rather than the existing 4" snowfall standard), and reducing street 'wear and tear' caused by incomplete plowing (see attached letters of support from the Iowa Concrete Paving Association and the Asphalt Paving Association of Iowa).

PREVIOUS COUNCIL ACTION(S):

Date: October 24, 2011

Roll Call Number: [11-1818](#)

Action: [Amending](#) Chapter 114 of the Municipal Code, to add streets in five neighborhoods to the list of Snow Ordinance Street designations. Moved by Griess that this ordinance do now pass, [#15.056](#). Motion Carried 7-0.

Date: October 10, 2011

Roll Call Number: [11-1719](#)

Action: [Amending](#) Chapter 114 of the Municipal Code, to add streets in five neighborhoods to the list of Snow Ordinance Street designations. ([Council Communication No. 11-601](#)) Moved by Griess that this ordinance be considered and given second vote for passage. Motion Carried 7-0.

Date: September 26, 2011

Roll Call Number: [11-1660](#)

Action: [Amending](#) Chapter 114 of the Municipal Code, to add streets in five neighborhoods to the list of Snow Ordinance Street designations. ([Council Communication No. 11-601](#)) Moved by Griess that this ordinance be considered and given first vote for passage. Motion Carried 7-0.

BOARD/COMMISSION ACTION(S): NONE

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS: NONE

For more information on this and other agenda items, please call the City Clerk's Office at 515-283-4209 or visit the Clerk's Office on the second floor of City Hall, 400 Robert D. Ray Drive. Council agendas are available to the public at the City Clerk's Office on Thursday afternoon preceding Monday's Council meeting. Citizens can also request to receive meeting notices and agendas by email by calling the Clerk's Office or sending their request via email to cityclerk@dmgov.org.



IOWA CONCRETE PAVING ASSOCIATION

360 S.E. Delaware Avenue · Ankeny, Iowa 50021 · (515) 963-0606 · FAX (515) 963-4010

April 11, 2012

TO: Bruce Braun, City of Des Moines

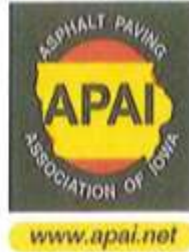
FROM: Iowa Concrete Paving Association

SUBJECT: Snow Removal

Over a number of years of observation, we have noted occasions in which longitudinal cracking due to non-uniform freezing of the subgrade under PCC Pavements has occurred. This problem seems to be more apparent with 31' streets than 25' streets. The cracking is most prevalent in uninhabited subdivisions where snow removal is limited to one pass in the center of the street.

In Iowa, there is frequently a high level of subsoil moisture in pavement subgrade in the fall. When snow is removed one-pass wide, the remaining snow acts like a thermal blanket on that portion of pavement. The subgrade under the cleared portion of pavement begins to freeze while the subgrade under the snow remains above freezing. This condition of differential freezing exerts extreme pressure on the pavement, sometimes resulting in longitudinal cracking at the transition. Therefore, the Association recommends that, if you open PCC Pavements to traffic during the winter, the snow should be plowed from curb to curb.

Asphalt Paving



Association of Iowa

April 18, 2012

Mr. Bruce Braun
City of Des Moines Public Works
216 SE 5th St.
Des Moines, IA 50314

RE: Snow Removal on Asphalt Pavements

Mr. Braun,

Regarding the effects of snow removal on asphalt pavements, it is the opinion of the Asphalt Paving Association of Iowa that removal of snow from curb to curb would be the best practice to maintain and preserve the life of all pavements. Infiltration of water at the joint of the asphalt street and concrete curb and gutter may cause subgrade degradation leading to weakness in the pavement structure and premature pavement failure.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "W. Rosener", is written over the typed name.

William Rosener
Executive Vice President