 <p style="text-align: center;"><b>Council Communication</b> Office of the City Manager</p>	<b>Date:</b> July 27, 2015
	<b>Agenda Item No.</b> 39 <b>Roll Call No.</b> <u>15-1272</u> <b>Communication No.</b> <u>15-410</u> <b>Submitted by:</b> Pamela S. Cooksey, P.E., City Engineer

**AGENDA HEADING:**

Amending Chapter 114 of the Municipal Code Regarding Traffic Regulation Changes as follows:

- A. Revisions to the Municipal Code related to opening of East Martin Luther King Jr Parkway between SE 9th Street and SE 15th Street.
- B. Parking Meter District boundary changes.
- C. Parking restriction—North side of Hull Avenue from 1546 Hull Avenue to E 16th Street.
- D. Parking restriction--Laurel Hill Road.
- E. Removal of restrictions—South side of Center Street between 28th Street to 31st Street.

**SYNOPSIS:**

Recommend approval of the staff recommendations, including first reading of the ordinance regarding the traffic regulation changes:

**FISCAL IMPACT:**

Amount: Minor costs for signing modifications.

Funding Source: 2015-2016 Capital Improvement Program (CIP), Page Street—34, Southeast Connector—SE Sixth Street to SE 14th, ST219; 2015-2016 Operating Budget, Page 78 Engineering Department Traffic & Transportation—Sign Installation and Maintenance, EG062080

**ADDITIONAL INFORMATION:**

- A. Construction of E Martin Luther King Jr. Parkway between SE 9th Street and SE 15th Street has been completed. As part of the completion of this segment of roadway, there are a several traffic regulations that are required. These include designation of speed limits, traffic controls, through streets, truck routes, parking regulations, and railroad crossings. Staff recommends the following code modifications:

Truck Routes

Identify railroad crossings on E Martin Luther King Jr. Parkway and on SE 15th Street in the Code.

Sec. 114-122.13. East Martin Luther King Jr Parkway crossing.

A suitable mechanical signal device, as defined in section 114-81 of this article, and short arm gates constructed according to the specifications and standards of the state department of transportation shall be erected, maintained and operated by the Burlington Northern & Santa Fe Railroad Company crossing of East Martin Luther King Jr Parkway between Southeast Twelfth Street and Southeast Fifteenth Street.

Sec. 114-122.14. Southeast Fifteenth Street crossing.

A suitable mechanical signal device, as defined in section 114-81 of this article, and short arm gates constructed according to the specifications and standards of the state department of transportation shall be erected, maintained and operated by the Burlington Northern & Santa Fe Railroad Company crossing of Southeast Fifteenth Street between East Martin Luther King Jr Parkway and Scott Avenue.

*Traffic Control*

Identify new traffic signals at the intersection of SE 12th Street/ E Martin Luther King Jr. Parkway and SE 15th Street/ E Martin Luther King Jr. Parkway in the city code.

Sec. 114-1476.01. East Martin Luther King Jr Parkway.

East Martin Luther King Jr Parkway and Southeast Twelfth Street, traffic control signal.

East Martin Luther King Jr Parkway and Southeast Fifteenth Street, traffic control signal.

*Speed Limits*

- Designate the speed limit on E Martin Luther King Jr. Parkway as 35 mph. This is consistent with the speed limit on the existing portion of E Martin Luther King Jr. Parkway between Fleur Drive and SE 9th Street.
- Designate the speed limit on SE 12th Street between E Martin Luther King Jr. Parkway and Maury Street as 30 mph. This section of SE 12th Street will now operate as collector street connecting E 14th Street to E Martin Luther King Jr. Parkway.

Sec. 114-1249.01 Southeast Twelfth Street.

Southeast Twelfth Street, from East Martin Luther King Jr Parkway to Maury Street, 30 miles per hour.

Sec. 114-1335.01. East Martin Luther King Jr Parkway.

East Martin Luther King Jr Parkway, from the center of Des Moines River to ~~Southeast Ninth Street~~ Southeast Fifteenth Street, 35 miles per hour.

*Snow Routes, Through Streets, and Truck Routes*

- Designate E Martin Luther King Jr. Parkway as a snow route, truck route, and through street.

- Designate SE 12th Street and SE 15th Street as a snow routes, truck routes, and through streets between E Martin Luther King Jr. Parkway and Maury Street.

Sec. 114-1602.01. Southeast Twelfth Street.

Southeast Twelfth Street, from East Martin Luther King Jr Parkway to Maury Street.

Sec. 114-1610.01. Southeast Fifteenth Street.

Southeast Fifteenth Street, from East Martin Luther King Jr Parkway to Maury Street.

Sec. 114-1712.02. East Martin Luther King Jr Parkway.

East Martin Luther King Jr Parkway, from the center of Des Moines River to ~~Southeast Ninth Street~~ Southeast Fifteenth Street.

Sec. 114-2023.5. Southeast Twelfth Street.

Southeast Twelfth Street, from the south line of ~~Scott Street~~ East Martin Luther King Jr Parkway to the north line of Maury Street, stop.

Sec. 114-2034.4. Southeast Fifteenth Street.

Southeast Fifteenth Street, from the south line of East Martin Luther King Jr Parkway to the north line of Maury Street, stop.

Sec. 114-2280.01. East Martin Luther King Jr Parkway.

East Martin Luther King Jr Parkway, from the center of Des Moines River to the east line of ~~Southeast Ninth Street~~ Southeast Fifteenth Street, stop.

Sec. 114-2329. Scott Avenue.

Scott Avenue, from the east line of Southeast Sixth Street to the west line of Southeast ~~Eighteenth~~ Twelfth Street, stop.

Scott Avenue, from the east line of Southeast Twelfth Street to the west line of Southeast Fifteenth Street, stop.

Scott Avenue, from the east line of Southeast Fifteenth Street to the west line of Southeast Eighteenth Street, stop.

Scott Avenue, from the east line of Southeast ~~Eighteenth Street~~ Twenty-fifth Court to the west line of Southeast Twenty-eighth Street, stop.

*Parking Restrictions*

Prohibit parking on E Martin Luther King Jr. Parkway and on sections of SE 12th Street and

SE 15th Street.

Sec. 114-2465.02. Southeast Twelfth Street.

Southeast Twelfth Street, from East Martin Luther King Jr Parkway to Maury Street.

Sec. 114-2470. Southeast Fifteenth Street.

Southeast Fifteenth Street, from ~~Scott Avenue~~ East Martin Luther King Jr Parkway to Maury Street.

Sec. 114-2528.01. East Martin Luther King Jr Parkway.

East Martin Luther King Jr Parkway, from the center of Des Moines River to Southeast ~~Ninth~~ Fifteenth Street.

Sec. 114-2710. Southeast Tenth Street—East Vine Street to East Philip Street.

Southeast Tenth Street, on the west side, from ~~East Market Street~~ Raccoon Street to a point 600 feet south of East Railroad Avenue, no parking any time.

Sec. 114-2719. Southeast Eleventh Street—East Market Street to East Philip Street.

Southeast Eleventh Street, on the east side, from ~~East Market Street~~ Scott Avenue to East Railroad Avenue, no parking any time.

Sec. 114-2732. Southeast Twelfth Street—Raccoon Street to East Philip Street.

Southeast Twelfth Street, on both sides, from East Martin Luther King Jr Parkway to Maury Street, no parking any time.

Southeast Twelfth Street, on the west side, from ~~Raccoon Street~~ Maury Street to East Railroad Avenue, no parking any time.

Sec. 114-2762. Southeast Fifteenth Street—East Vine Street to dead end south of East Watrous Avenue.

Southeast Fifteenth Street, on both sides, from East Martin Luther King Jr Parkway to Scott Avenue, no parking any time.

Sec. 114-3469.06. East Martin Luther King Jr Parkway—Center of Des Moines River to ~~Southeast Ninth Street~~ East City Limits.

East Martin Luther King Jr Parkway, on both sides, from the center of Des Moines River to ~~Southeast Ninth Street~~ Southeast Fifteenth Street, no parking any time.

Sec. 114-3586. Raccoon Street—Dead end west of Southeast Second Street to Scott Avenue.

Raccoon Street, on the north side, from Southeast Second Street to and including the cul-de-sac at Southeast Twelfth Street, no parking any time.



- B. A review of our three (3) current parking meter and resident permit parking district boundaries found some updates that are required to match existing field conditions. The following ordinance changes will put these modifications into effect.

Sec. 114-636. Parking meter and resident permit parking district no. I.

Parking meter district no. I shall be constituted of all the streets and avenues located within the area bounded by the west side of the Des Moines River, north of Grand Avenue, thence south along the west side of the Des Moines River to the north side of Court Avenue, thence west along the north side of Court Avenue to the east side of 3rd Street, thence north along the east side of 3<sup>rd</sup> Street to the south side of Walnut Street, thence west along the south side of Walnut Street to the west side of 4th Street, thence south along the west side of 4<sup>th</sup> Street to the north side of Court Avenue, thence west along the north side of Court Avenue to the east side of 5<sup>th</sup> Avenue, thence south along the east side of 5<sup>th</sup> Avenue to the easterly extension of the south side of Cherry Street, thence west along the easterly extension of the south side of Cherry Street & along the south side of Cherry Street to the west east side of Eleventh Street, thence north along the east side of Eleventh Street to the north side of Walnut Street, thence east along

the north side of Walnut Street to the west side of Tenth Street, thence north along the west side of Tenth Street to the north side of Pleasant Street, thence east along the north side of Pleasant Street to the west side of 8<sup>th</sup> Street, thence north along the west side of 8<sup>th</sup> Street to the point of intersection with the westerly extension of north side of Watson Powell Jr Way, thence easterly along the westerly extension of the north side of Watson Powell Jr Way to the north side of Watson Powell Jr Way, thence east along the north side of Watson Powell Jr Way to the east side of 2<sup>nd</sup> Avenue, thence south along the east side of 2<sup>nd</sup> Avenue to the north side of Grand Avenue, thence east along the north side of Grand Avenue to the point of beginning, except parking meter districts no. II and III, as described in sections 114-637 and 114-638 of this division.

Sec. 114-637. Parking meter and resident permit parking district no. II.

Parking meter district no. II shall be constituted of all the streets and avenues located within the area bounded by the west side of Tenth Street, north side of Pleasant, thence south along the west side of Tenth Street to the north side of Walnut Street, thence west to a point even with the north extension of the west east side of Eleventh Street, thence south along the north extension of the east side of Eleventh Street & along the east side of Eleventh Street to the south side of ~~Mulberry~~ Cherry Street, thence east along the south side of Cherry Street to the west side of Tenth Street, thence south along the west side of Tenth Street to the south side of Cherry Street ~~west of Tenth Street~~, thence south along the west side of Tenth Street & the southerly extension of the west side of Tenth Street to the north side of West Martin Luther King Jr Parkway, thence west along the north side of West Martin Luther King Jr Parkway to the west side of Sixteenth Street, thence north along the westerly side of Sixteenth Street to the south side of Locust Street, thence west along the south side of Locust Street to a point even with the west side of Eighteenth Street, thence northwest along the westerly side of Eighteenth Street to the south side of Grand Avenue, thence west along the south side of Grand Avenue to the west side of Nineteenth Street, thence north along the west side of Nineteenth Street to the north side of Woodland Avenue, thence east along the north side of Woodland Ave to the north extension of ~~to~~ the west side of Twelfth Street, thence north along the north extension of the west side of Twelfth Street to a point even with the westerly extension of the north side of Chestnut Street, thence east along the west extension of the north side of Chestnut Street & along the north side of Chestnut Street to the west side of Ninth Street, thence north along the west side of Ninth Street to the north south side of Keosauqua Way, thence northwest along the south side of Keosauqua Way to the west side of Tenth Street, thence north along the west side of Tenth Street & along the north extension of the west side of Tenth Street to the north side of School Street, thence east along the north side of School Street & the east extension of the north side of School Street to the west side of the Des Moines River, thence south along the west side of the Des Moines River to a point of intersection with the east extension of ~~to~~ the north side of Watson Powell Jr Way, thence west along the east extension of the north side of Watson Powell Jr Way & along the north side of Watson Powell Jr Way & along the west extension of the north side of Watson Powell Jr Way to the east side of Eighth ~~Place~~ Street, thence south along the east side of Eighth Street to the north side of Pleasant Street, thence west along the north side of Pleasant Street ~~to the west side of Tenth Street, thence south~~ to the point of beginning, and Parking meter district no. II shall also be constituted of all the streets and avenues located within the area bounded by the north side of Court Avenue west of the Des Moines River, thence west along the north side of Court Avenue to the east side of 3<sup>rd</sup> Street, thence north along the east side of 3<sup>rd</sup> Street to the south side of Walnut Street, thence west along the south side of Walnut Street to the west side of 4<sup>th</sup> Street, thence south along the west side of 4<sup>th</sup> Street to the north side of Court Avenue, thence west along the north side of Court

Avenue to the east side of 5<sup>th</sup> Avenue, thence south along the east side of 5<sup>th</sup> Avenue to a point even with the east extension of to the south side of Cherry Street, thence west along the east extension of the south side of Cherry Street & along the south side of Cherry Street to the west side of 9<sup>th</sup> Street, thence south along the west side of 9<sup>th</sup> Street & SW 9<sup>th</sup> Street to the north side of West Martin Luther King Jr. Parkway, thence east along the north side of West Martin Luther King Jr Parkway to the west edge of the Des Moines River, thence north along the west edge of the Des Moines River to the point of beginning, except parking meter districts no. I and III as described in sections 114-636 and 114-638 of this division.

Sec. 114-638. Parking meter and resident permit parking district no. III.

Parking meter district no. III shall be constituted of all the streets and avenues located within the area bounded by the west side of the Des Moines River, north side of West M.L. Martin Luther King Jr. Parkway; thence north along the west side of the Des Moines River to the north side of Grand Avenue; thence east along the north side of Grand Avenue & the north side of East Grand Avenue to the west side of Robert D Ray Drive; thence north 700 feet along the west side of Robert D Ray Drive to a point; thence east northeasterly to a point being the east side of East Fifth Street, on and the north side of Lyon Street; thence east along the north side of Lyon Street to the east side of Pennsylvania Avenue; thence south along the east side of Pennsylvania Avenue to the point of intersection with the east extension of the south side of East Locust Street & said point also being the east side of East Seventh Street; thence south along on the east side of East Seventh Street & Southeast Seventh Street to the north side of West East M.L. Martin Luther King Jr. Parkway, east of Southeast Seventh Street; thence west along the north side of West East M.L. Martin Luther King Jr. Parkway & along the north side of West Martin Luther King Jr Parkway to the point of beginning, except parking meter districts no. I and II as described in sections 114-636 and 114-637 of this division.

Sec. 114-4110. ~~Repealed by Ord. No. 14,139.~~ East Walnut –East First Street to East Second Street

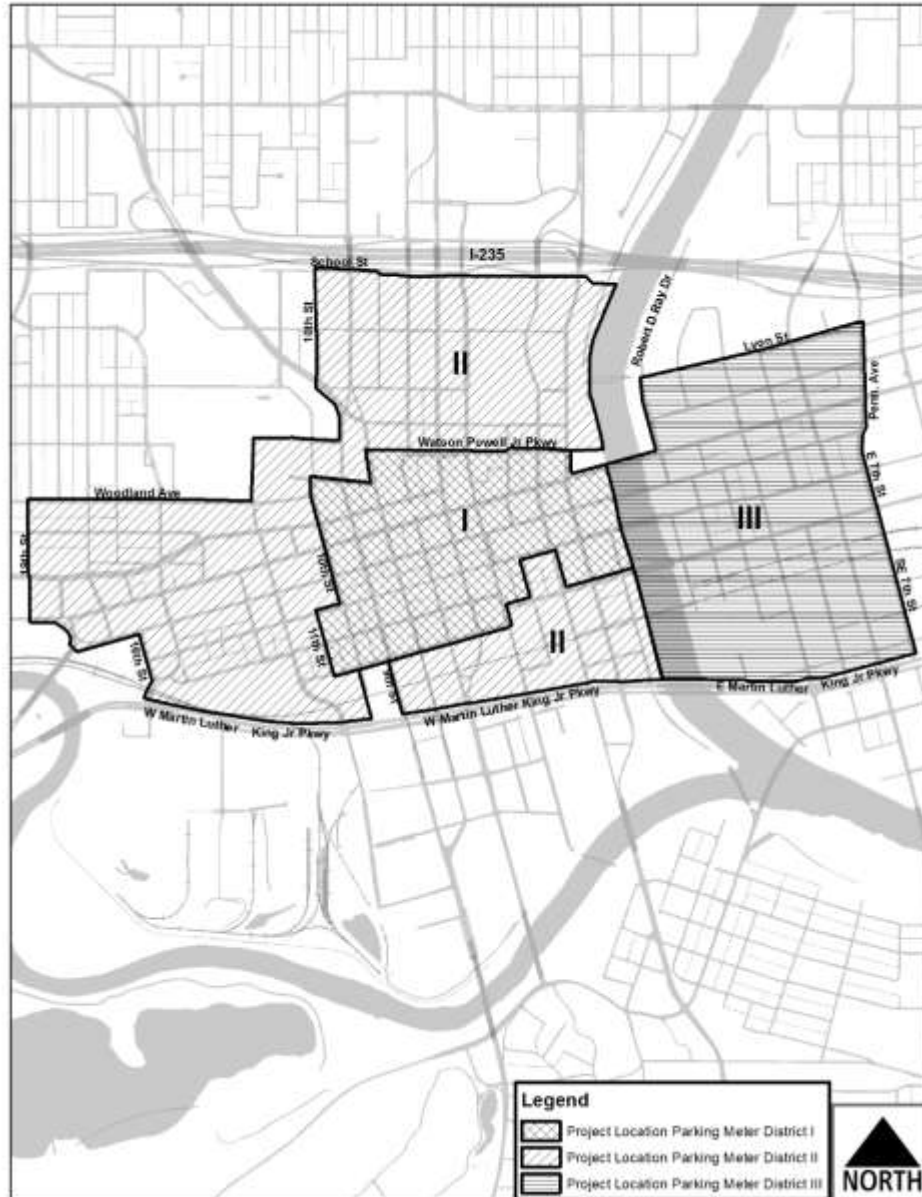
East Walnut Street, on the north side, from a point 37 feet west of East Second Street to a point 241 feet west thereof, ten-hour meters, 8:00 a.m. to 6:00 p.m.

East Walnut Street, on the north side, parking meter EW-100, ten-hour meter, is designated as a handicapped parking space and is subject to the same prohibition as is found in subsection 114-616(a) of this chapter.

Sec. 114-3747. East Walnut Street--East First Street to East Second Street.

East Walnut, on the north side, from East Second Street to a point 37 feet west thereof, no parking any time.

East Walnut, on the north side, from East First Street to a point 25 east thereof, reserved permit parking only.



C. Traffic and Transportation Division staff received a request from Luther Care Services to restrict parking on the north side of Hull Avenue in front of their building at 1546 Hull Avenue. They stated that on-street parking is impeding ingress and egress of emergency and other vehicles to the Luther Park Campus at 1555 Hull Avenue and Polk County’s Meyer Hall at 1548 Hull Avenue. 1546 Hull Avenue is currently being renovated into an adult day center which will open in fall 2015. This is projected to increase traffic in and out of these driveways as well.

Hull Avenue is 28 feet wide. Parking is currently prohibited on the south side of the street from E 14th Street to 250 feet west of E 24th Street. On the north side, parking is prohibited on both sides of Villa Vista Drive and west of E 15th Street, otherwise parking is allowed.



A petition was not circulated since Luther Park and Polk County are the only affected residents along the boundaries of this change. Correspondence from Polk County for their Meyer Hall was received in support of the change.

Staff recommended that the parking on the north side of Hull Avenue should be removed near the higher traffic commercial driveways at 1546 and 1548 Hull Avenue and the area marked No Parking Any Time. Because of the use of these buildings, a larger amount of emergency vehicles and paratransit vehicles are anticipated. This higher level activity warrants this restriction. An area of on-street parking of 100 feet should be maintained between the driveways for 1546 and 1548 Hull Avenue to provide some on-street parking for the other residential and educational uses in the area. At their July 14, 2015 meeting, the Traffic Safety Committee concurred with staff recommendation. The following revisions to the Municipal Code are necessary to prohibit parking on the north side of Hull Avenue in the area described.

Sec. 114-3331. Hull Avenue--East Fourteenth Street to east city limits.

Hull Avenue, on the north side, from a point 220 feet east of Villa Vista Drive to a point 95 feet east thereof, no parking any time.

Hull Avenue, on the north side, from a point 390 feet east of Villa Vista Drive to a point 175 feet east thereof, no parking any time.



D. The following code changes are necessary as part of the SE 34th Street/SE 36th Street Roadway Improvements project.

Sec. 114-3394. Laurel Hill Road—Southeast ~~Thirty-second Court~~ Thirty-fourth Street to Scott Avenue the Dead End East of Southeast Thirty-sixth Street.

Laurel Hill Road, on ~~the north side~~ both sides, from southeast Thirty-fourth Street to ~~Scott Avenue~~ the dead end east of Southeast Thirty-sixth Street, no parking any time.



- E. Staff received concerns from residents along Center Street and the Woodland Heights Neighborhood Association regarding school bus parking on Center Street. Starting in the 2014-2015 school year, the buses were moved from loading on the west side and east side drives of the school to the south side of Center Street. This was done because the school had a mix of buses and parent vehicles in the drives on the east and west sides of the school, and this was causing safety concerns with children loading/unloading buses and parents driving and parking in the same area where the buses were. However, having buses on Center Street was causing the following concerns for neighbors:
- Blocking motorists' visibility of children crossing to parked cars on the north side of the street (currently the south side is marked No Parking, except for the bus loading area).
  - Difficult for two (2) cars to pass with buses on the south curb and parents parked on the north curb.
  - Children must cross driveways to load buses.

- The buses idling while parked and expel exhaust into the windows of nearby homes.
- The congestion caused by the bus parking makes it difficult to back out of driveways on Center Street.

Traffic and Transportation staff conducted observations in February and in March 2015. In March, Traffic and Transportation staff met with school staff about options to remove the buses from Center Street due to the problems they were causing. School staff expressed a need to have parent parking close to the school. Many alternatives were discussed. It was agreed by those in attendance to move the buses to the parking drive on the west side of the school and make this “Buses Only.” The bus parking on Center Street would be removed and the current No Parking restriction on the south side of Center Street from 31st Street to 28th Street would be removed to allow on-street parking adjacent to the school. Parking on the north side of Center Street would remain.

Center Street is 33 feet wide from 31st Street to 28th Street. Parking is currently prohibited on the south side of the street from 30th Street to 24th Street from 7:00 a.m. to 5:00 p.m. on school days. Parking is currently allowed on the south side of Center Street outside of these times.

There is also a marked bus loading area on the south side of Center Street from 30th Street to 50 feet east of 31st Street.

The *City of Des Moines Parking Restriction Policy, March 15, 1990* states that “for a street 31 feet or more parking restrictions are to be determined on an individual basis.” This document also states that “any two (2) side restriction, whether initiated by petition or other reasons, will be taken to the Traffic Safety Committee prior to presentation to the Council.”

In order to move the buses off of Center Street, the school needs a way to provide parent parking adjacent to the school, as the parents are currently double parking in the inset on the west side of the school where the buses are proposed to be moved to.

Therefore, staff recommended removal of the Bus Loading area and No Parking During School Days restriction off of the south side of Center Street from 31st Street to 28th Street. This would allow parent parking adjacent to the school on the south side of the road.

A specific petition was not circulated for this recommendation; however, this recommendation was presented to the Woodland Heights Neighborhood Association at their April 21, 2015 meeting and recommended and approved unanimously by those in attendance at that meeting. At their May 12, 2015 meeting, the Traffic Safety Committee approved staff recommendation by consensus of the membership present. The following revisions to the Municipal Code are necessary to remove the restrictions described on the south side of Center Street from 28th Street to 31st Street.

Sec. 114-3064. Center Street--Twenty-fourth Street to Thirty-fifth Street.

Center Street, on the south side, from Twenty-fourth Street to Twenty-eighth Street ~~a point 25 feet east of Thirtieth Street~~, no parking 7:00 a.m. to 5:00 p.m. school days.

~~Center Street, on the south side, from a point 25 feet east of Thirtieth Street to a point 50 feet east of Thirty-first Street, bus loading and unloading 7:00 a.m. to 5:00 p.m. school days.~~



**PREVIOUS COUNCIL ACTION(S):**

Date: April 8, 2013

Roll Call Number: [13-0606](#)

Action: On SE Connector Paving – SE 9th Street to SE 15th Street: Resolution approving plans, specifications, form of contract documents, engineer’s estimate and designating lowest responsible bidder as Elder Corporation, (Jared R. Elder II, President), \$7,130,000. ([Council Communication No. 13-185](#)) Moved by Meyer to adopt. Motion Carried 7-0.

Date: March 23, 2015

Roll Call Number: [15-0547](#)

Action: [On](#) SE 34th Street/SE 36th Street Roadway Improvements at UPRR: Resolution approving plans, specifications, form of contract documents, Engineer’s estimate and designation of lowest

responsible bidder as Grimes Asphalt and Paving Corporation, (Kurt Rasmussen, President), \$636,695.25. ([Council Communication No. 15-148](#)) Moved by Coleman to adopt. Motion Carried 5-2. Nays: Gatto and Moore.

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

Board: Traffic Safety Committee

Date: July 14, 2015

Resolution Number: N/A

Action: A motion was made by Carl McPherson to accept staff recommendation to prohibit parking on the north side of Hull Avenue from 1546 Hull Avenue to E 16th Street. Seconded by Jim Windsor. A consensus of the membership present approved the motion.

Board: Traffic Safety Committee

Date: May 12, 2015

Resolution Number: N/A

Action: A motion was made by Chad Mason to approve staff recommendation to remove the Bus Loading area and No Parking During School Days restriction off of the south side of Center Street from 31st Street to 28th Street; seconded by Jim Windsor. A consensus of the membership present approved the motion.

**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 first 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](mailto:cityclerk@dmgov.org).