

 <p style="text-align: center;"><b>Council</b> <b>Communication</b> Office of the City Manager</p>	<b>Date:</b> November 19, 2012
	<b>Agenda Item No.</b> 43 <b>Roll Call No.</b> <u>12-1804</u> <b>Communication No.</b> <u>12-586</u> <b>Submitted by:</b> Richard A. Clark, City Manager

**AGENDA HEADING:**

Hubbell Avenue Restriping Pilot Project, with no bicycle lanes, from Easton Boulevard to East 33rd Street. (Resolution contains alternative motions.)

Alternative No. 1 approve a pilot project on Hubbell Avenue, with no bicycle lanes, from Easton to East 33rd Street to temporary restripe the roadway on a trial basis to evaluate the actual safety benefits realized.

Alternative No. 2 cancel the restriping of Hubbell Avenue from Easton to East 33rd Street, and direct the City Manager to close out the grant application process with the Iowa Department of Transportation.

**SYNOPSIS:**

Initial studies of the Hubbell Avenue Corridor suggested restriping would help improve safety. The public outreach showed a general lack of acceptance by adjacent residents and business owners for the restriping of Hubbell Avenue from East 18th Street to East 33rd Street with bicycle lanes. On September 24, 2012, the City Council voted to have staff return to the public with a project to consider installing the project on a pilot basis in order to evaluate performance based on temporary striping of the corridor. Potential phasing of this project was presented to the public in a meeting on October 16, 2012.

Four-lane to three-lane restriping projects have been shown to improve safety and reduce crashes by reducing vehicle speeds; improving sight distance for left turns and driveway exiting traffic; and eliminating passing vehicles. It is recommended that a new pilot project be considered. The pilot project would restripe, on a temporary basis, Hubbell Avenue from Easton Boulevard to East 33rd Street without bicycle lanes, and then would be evaluated for safety performance and community acceptance over a several-month period. Final striping would be applied only after review of the temporary project performance.

**FISCAL IMPACT:**

Amount: \$220,000

Funding Source: 2012-13 CIP, Page Street-6, Bicycle and Trails Master Plan Implementation, STR250, being \$200,000 in IDOT Traffic Safety Fund grant, and the remaining \$20,000 in G.O. Bonds.

**ADDITIONAL INFORMATION:**

The safety project was originally proposed for Hubbell Avenue from East 18th Street to East 33rd Street due to the many needs on the corridor including: lane changing and positioning and left turning vehicles waiting in a through lane of traffic. Four-lane to three-lane restriping projects have been shown to reduce vehicle speeds, improve sight distance for left turns and driveway exiting traffic, and eliminate passing vehicles, all of which results in a reduction in crashes.

In December 2011, the City of Des Moines received a Traffic Safety Fund grant from the Iowa Department of Transportation (IDOT) to restripe Hubbell Avenue from East 18th Street to East 33rd Street, which is currently a four-lane cross section with no turn lanes to three-lanes (one lane in each direction with a center two-way left turn lane). This restriping would have allowed for bike lanes to be added to Hubbell Avenue.

After award of the grant, City Council directed staff to conduct an extensive community outreach process to determine if there was community acceptance for this restriping due to the large change to the corridor that would ensue, and to determine if there was support for the optional bike lanes that could be added as a side benefit if Hubbell Avenue were restriped.

Concerns were expressed regarding large semi-truck movements in the corridor, backups that occurred when the train blocked Hubbell Avenue, bicycles mixing with trucks, the inability to turn left at certain intersections, driveway access being more complex due to less available gaps in traffic flow, the "Hubbell hill" being too icy in the winter that traffic may get stuck behind a slow driver, the inability to pass, and the presence of the existing DART buses on Hubbell Avenue with the regular vehicle traffic.

On August 27, 2012, the City Council directed the City Manager to rescind the application to the IDOT for Traffic Safety Funds and return the tendered grant agreement for a Hubbell Avenue "Four-Lane to Three-Lane Conversion" restriping project, including bike lanes, from East 18th Street to East 33rd Street.

On September 24, 2012, the City Council directed the City Manager to develop an alternative project. Staff has subsequently worked with the IDOT to try and find a solution. A portion of the original project would be included as part of this pilot project to evaluate the safety benefits that could be realized on this corridor. It is suggested that Hubbell Avenue from Easton Boulevard to East 33rd Street be restriped on a temporary basis without bicycle lanes and be evaluated over a several month period for safety performance and community acceptance before any final striping would be applied.

The project will be separated into two phases: Phase 1--new markings applied in paint, Phase 2--permanent durable markings applied. This section of Hubbell Avenue from Easton Boulevard to East 33rd Street would be evaluated over a several month period for safety performance and community acceptance before Phase 2 could be implemented. If the safety benefits and community acceptance are not realized, the roadway could be restriped back to the original four lanes. Funds from the IDOT grant for Phase 1 would not have to be returned, but City funds would have to be used to remove the "three-lane" paint markings and restripe back to the original "four-lane" cross section.

A public meeting was held on October 16, 2012. Approximately 80 people attended. Project elements and project phasing to consider striping Hubbell Avenue from Easton Boulevard to East 33rd Street on a temporary basis were presented. Comment forms were distributed and collected. There were 40 comment forms received, 20% in favor of the temporary striping, and 80% opposed to any re-striping

of Hubbell Avenue. Of those in support, 70% lived within three blocks of Hubbell Avenue, 30% drove Hubbell Avenue often. Of those opposed, 40% lived within three blocks of Hubbell Avenue, 25% owned or operated a business on Hubbell Avenue, and 35% drive Hubbell Avenue often. The comments heard at the meeting and those received on the comments forms showed there was still much opposition to this project moving forward in any way. A petition was also received in opposition to any re-striping of Hubbell Avenue. There are 90 total parcels that front Hubbell Avenue from Easton Boulevard to East 33rd Street, only ten of them signed the petition (2 business owners and 8 residential). In addition, 9 business owners and 16 homeowners in the project area signed the petition. The other 72 signatures were from people outside of the project area. A summary of the public comments received and a map showing those that signed the petition in the project area is attached to this communication.

In addition to the proposed phasing of the project, alternative safety treatments at the intersection were also discussed. These treatments were selected in response to concerns and comments heard from residents in previous public meetings that had specific safety concerns at the intersections. The items could be included with or without the striping change. These items include upsized signal heads, pedestrian countdown timers, and median modification on the west leg of Hubbell Avenue at East 29th Street to improve sight distance. At the October 2012 meeting, it was also requested that a left turn arrow be considered for northbound traffic at Guthrie Avenue, with or without a striped left turn lane. Further engineering analysis of a possible left turn arrow at Guthrie Avenue would be needed before a commitment to install this proposed change could be made.

The alternative safety improvements listed above will aide in improving safety along the corridor, however, they will have less total safety benefit than if the entire corridor were to be re-striping as these improvements would help key areas, but not benefit the entire corridor. Due to anticipated safety benefits to be realized throughout this corridor, staff recommends to install the three-lane striping on a temporary basis with an evaluation period before a decision is made on any permanent striping. This evaluation period will provide opportunity to evaluate the actual safety benefit realized and user acceptance of a three-lane cross section. If Council does not approve the temporary striping, the other safety improvements would be programmed through the normal capital budgeting process.

#### **PREVIOUS COUNCIL ACTION(S):**

Date: September 24, 2012

Roll Call Number: [12-1523](#)

Action: [Direct](#) City Manager to develop an alternative safety project for Hubbell Avenue from Easton Boulevard to E. 33rd Street, and rescind prior Council direction for the Hubbell Avenue Restriping project. ([Council Communication No. 12-517](#)). Moved by Mahaffey to adopt. Motion Carried 6-1. Nays: Meyer.

Date: August 27, 2012

Roll Call Number: [12-1388](#)

Action: [Rescind](#) the Traffic Safety Fund grant for \$360,000 awarded to the City by Iowa Department of Transportation (IDOT) for the proposed Hubbell Avenue Restriping Project from E. 18<sup>th</sup> Street to E.

33<sup>rd</sup> Street. ([Council Communication No. 12-449](#)). Moved by Mahaffey to adopt. Motion Carried 4-3. Nays: Coleman, Hensley and Cownie.

Date: June 13, 2011

Roll Call Number: [11-0974](#)

Action: [Approving](#) additional FY2013 Traffic Safety Fund Application to Iowa Department of Transportation for Hubbell Avenue “Four-Lane to Three-Lane Conversion” Project, including bicycle lanes. ([Council Communication No. 11-358](#)). Moved by Moore to adopt. Motion Carried 7-0.

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

Board: Traffic Safety Committee

Date: August 14, 2012

Resolution Number: N/A

Action: A motion was made by Jim Windsor to proceed with the Hubbell Avenue Restriping project compromise plan that reduced the project limits to include Hubbell Avenue from Easton Boulevard to E 33rd Street; seconded by Scott Galenbeck. Motion passed 4:3. Nays: Jennifer Bohac, John Morrissey, and George Robinson.

**ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:**

Implement alternative elected by City Council.

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](mailto:cityclerk@dmgov.org).

NAME	ADDRESS	PHONE	E-MAIL	LIVE WITHIN 3 BLOCKS OF HUBBELL	OWN OR OPERATE A BUSINESS ON HUBBELL	DO NOT LIVE OR OWN A BUSINESS NEAR HUBBELL BUT DRIVE HUBBELL OFTEN	COMMENTS
Todd Markle		515-559-3030					How many more accidents are there from E 33 <sup>rd</sup> to E 38 <sup>th</sup> Streets (Euclid to Hubbell) (QuikTrip) (Douglas to Hubbell)? What good are turn arrows when they do not work for one car? You say you want to slow down traffic, but then say turn signals don't activate unless 2-3 cars are turning because of traffic flow. It can't possibly be legal to use the center turn lane for anything except turning. I'll be the first to get a ticket! Hubbell is very residential. Every day there is mail delivery stopping at every house. Every week there is trash pickup, recycling pickup, and yard waste pickup. All blocking the travel lane one house at a time. That alone will cause an unsafe condition. Are they just doing this because they have money allotted to a project? Proposed late spring 2013 restriping. Are accidents happening at intersections? I would guess most. E 29 <sup>th</sup> and Hubbell should have countdown timers. It is close to Goodrell.
Tim Lane	1400 Walnut	515-480-3717	<a href="mailto:tim.otblane@hotmail.org">tim.otblane@hotmail.org</a>				All the arguments against complete streets are not based in facts.
Carl Voss	323 E 5 <sup>th</sup> Street	515-210-0237	<a href="mailto:carlvoss@mac.com">carlvoss@mac.com</a>			X	This is a good thing for the East Side. Whenever 4-lane to 3-lane roads are in place, auto collisions are reduced.
Kent Newman	409 E Holcomb Avenue	515-246-1559	<a href="mailto:kentnewman@centurylink.net">kentnewman@centurylink.net</a>			X	This project was recommended and approved to improve safety and reduce accidents. The DOT does not fund projects that don't make sense. Use the grant funds to implement the 4-3 lane project, reduce accidents, and improve safety.
Sandy Calvert	4630 Hubbell Avenue	515-265-7114	<a href="mailto:sandyclvrt@aol.com">sandyclvrt@aol.com</a>	X			I travel Hubbell daily and think since it is on a trial basis, that we should try it for a year and see how it works.

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Richard						X	This project should at least receive a trial period to see if it works.
Beverly Halter	3101 E 32 <sup>nd</sup> Street	515-266-8233		X			I feel a big mistake would be made by restriping Hubbell, because I feel when I slow down to turn right off Hubbell onto E 32 <sup>nd</sup> that people might hit my back end because they're so impatient now when they have the other lane to go around, let alone without that 2 <sup>nd</sup> lane. Also, what about people that have to back out onto Hubbell from their driveway? What about coming from E 32 <sup>nd</sup> to pull out on Hubbell—would I ever get out? I would be willing to try it, but can we change it back? I never want to see a bike lane. This may be a waste of money.
Anonymous						X	Please do this! I believe it will be safer and a great improvement for the corridor.
Mary Kay Sampson	2723 Guthrie Avenue	515-262-2712		X			Only temporary—then a meeting again.
Mary West	2325 Reynolds Lane	515-238-9495		X			My concern is getting on Farwell from Hubbell from a short turn lane to go both ways. I stumped you with my question. I do think we could try it.
Cora Sizer	2320 Reynolds Lane	515-299-8929		X			You changed my mind. I think you should do the trial and see what happens.
Ernie Rudolph		515-480-7275	<a href="mailto:iowaprc@gmail.com">iowaprc@gmail.com</a>			X	Head-ons in turn lane? Reduce median for turn lane then turn signal. Compare traffic volume by time slot not by day. Traffic transition from 2 lanes to 1 at transition point. Please e-mail all comments.
Jack Leachman	1921 Hubbell Avenue	515-265-1621	<a href="mailto:jack@leachmanlumber.com">jack@leachmanlumber.com</a>		X		If you want to slow down traffic on Hubbell, change the speed limit and use radar. There are 5 different speed changes in 3.6 miles.
Rick Davis		515-262-1837					"I think it's bullsh**!"
Les Johnson	3105 E 32 <sup>nd</sup> Street	515-266-7335		X			It's already overwhelmingly clear we want Hubbell left as a 4-lane.

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Anonymous							Need Hubbell left as a four lane to move traffic.
Wesley Holt	2914 Hubbell Avenue	515-262-5641	<a href="mailto:wes@hilltoptireservice.com">wes@hilltoptireservice.com</a>		X		This is a main artery that should not be tampered with. We need to keep a main route to allow traffic to get from Altoona to the East Village and Downtown.
Mary Rose Coll		515-865-4447	<a href="mailto:Missprissy60@centurylink.net">Missprissy60@centurylink.net</a>			X	Another step to Agenda 21 to make Des Moines a sustainable city. The East Side people made themselves known the first time that they did not want this and yet the City of Des Moines doesn't listen again. Just leave things alone. Listen to the people for once. Remember, they know how to VOTE!
Frank Coll		515-778-5082	<a href="mailto:coll46@centurylink.net">coll46@centurylink.net</a>			X	This is nothing more than a back door approach to an agenda that has 3 times been shown by the public that they do not want.
Ann McFarlin	3041 Hubbell Avenue			X			Leave the street a four-lane. Four lanes are needed to move traffic, and home owners can get in and out of their drives.
Mitch Pendleton			<a href="mailto:mitchnkathy59@gmail.com">mitchnkathy59@gmail.com</a>			X	Rush hour traffic will back up and cause congestion = more accidents. Don't want any bike lanes!
Kathy Pendleton						X	Do not want turn lane or bike crashes.
Kevin Schultz—KFC Taco Bell	2517 Hubbell Avenue	563-260-0338	<a href="mailto:kevin@centraliowakfc.com">kevin@centraliowakfc.com</a>		X		I was opposed before—thought this was over—personally offended you are trying again. Totally opposed to this happening—will have substantial affect on my business.
Jan Helm—Hair Works	3240 Hubbell Avenue	515-262-6512	<a href="mailto:haircut13@aol.com">haircut13@aol.com</a>		X		#1 is it really necessary? No! Changes at the intersections makes sense, but not the entire road. The problem with Hubbell is everything is at bad angles not 90-degree angles. But our comments don't really matter.

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Stanley A. Holt	3814 E 42 <sup>nd</sup> Street	515-262-8265		X	X		Restriping is too constrictive to both local and out-of-town traffic. Trucks constantly use Hubbell, often at a slower speed than cars, especially on the hills. Buses on Hubbell hill stopping is constrictive. It needs to stay as it is. Recommend lowering speed limit by 5 mph all along.
Mike Haviland			<a href="mailto:mehaviland@hotmail.com">mehaviland@hotmail.com</a>	X		X	No means no. Just like a child. How many times do you need to hear it? Hubbell should be widened to a five-lane road.
Carolyn Johnson	2951 Hubbell Avenue	515-266-8001	<a href="mailto:j68c64@gmail.com">j68c64@gmail.com</a>	X	X		I have lived on Hubbell since 1955. When I first moved on to Hubbell, it was a 2-lane. The winters were terrible. Cars would get stuck and they would speed and honk at you. Are taking us back to the 50s.
Robert Avery	2734 Tiffin Avenue	515-229-3201			X		Not in favor. You cannot fix stupid.
Jeremy Walters	1513 E Virginia Avenue	515-779-7284				X	I attend Calvary Apostolic church. I drive on Hubbell Avenue. I feel that if the City wants to make 4 lanes to 3 lanes on Hubbell it will cause a lot of car accidents that we don't need. The City needs to use the money to fix residential streets.
B. Joanne Frank	3109 E 32 <sup>nd</sup> Court	515-265-5437		X			Our street, as well as E 32 <sup>nd</sup> Street, has no alternate access, except for Hubbell. Reducing lanes will increase traffic in each lane, making it very difficult to turn into traffic from our street. Pedestrians will be negatively impacted on a street which is already difficult to cross.
Mike Murray	3224 E Douglas Avenue	515-770-5857				X	No thanks!!!
Leander Harral	2826 Capitol Avenue	515-265-1154	<a href="mailto:lharralbt@gmail.com">lharralbt@gmail.com</a>			X	Priority: No striping, period. Not feasible for safety. Recommend (1) reducing Hubbell traffic to no more than 35 mph from Easton to the City Limits. Recommend (2) improved left-turn lanes on Hubbell @ University; @ Guthrie; @ Easton; @ E 29 <sup>th</sup> ; @ E 33 <sup>rd</sup> ; and soon @ NE 46 <sup>th</sup> .



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JoAnn Wilson	2514 Mansfield Drive	515-266-5437	<a href="mailto:Luv2dance843@yahoo.com">Luv2dance843@yahoo.com</a>	X			This is crazy. It will only make it less safe. Make the turn light at E 29 <sup>th</sup> work for one car because it's the safe thing to do.
Ron Holt	4014 E 38 <sup>th</sup> Street	515-264-8773	<a href="mailto:ron@desmoinesfeed.com">ron@desmoinesfeed.com</a>	X	X		"Prepare to Stop" flashing lights on Hubbell Avenue coming downhill toward Guthrie. Save your time and do not do it!!
Karole Dyer	2716 Hubbell	515-266-0578	<a href="mailto:ronandkarole@msn.com">ronandkarole@msn.com</a>	X			Did not hear anything new to convince me that it is a good idea. Questions asked at last meeting could not be answered at this meeting.
Lynn Clement			<a href="mailto:cutlasaty@aol.com">cutlasaty@aol.com</a>	X			I can't see any of this will help the speeders trying to run the light.
Lila Roe	3004 E 32 <sup>nd</sup> Street	515-265-4814		X			No
Teressa Edwards	202 Williams Street	515-577-6713	<a href="mailto:nineedwards@gmail.com">nineedwards@gmail.com</a>			X	The miniscule number of accidents on Hubbell compared to the total traffic on this road do not support your purported reasons for restriping Hubbell. Please do not try to force another agenda through on the people of this City under the guise of "public safety" (i.e., bicycle-friendly community, complete streets policy, bicycle & trail master plan)
Mike Moser	3112 Hubbell Avenue	515-401-7389		X			Proposal to go to two lanes is ridiculous. Residents will have hard time backing out of driveways. Instead put in sidewalks in the area of 33 <sup>rd</sup> to 29 <sup>th</sup> . Feels reducing lanes will cause more accidents.
Todd Adamson	3210 Hubbell Avenue	515-266-8888	<a href="mailto:Todd.adamson.gh1x@statefarm.com">Todd.adamson.gh1x@statefarm.com</a>	X			Project not needed and not wanted. Submitted petition showing such. Don't shove down throat. Is this just about funding, who pays to put the lines back? Shouldn't be general fund. If someone gets killed – who is liable? Look at speed reduction and other alternatives. Please do not turn Hubbell into three lane road.
David Wilcox	2336 Reynolds Ln	515-265-5083				X	Disagree with proposed restriping. Will make it unsafe to enter Hubbell from side street. Back Door approach to install bike lanes later?



# Hubbell Avenue "4-Lane to 3-Lane Conversion"

City Council Item XX November 19, 2012 Petition Signatures Mapped

Revised October 31, 2012

