

★ Roll Call Number

Agenda Item Number

43

Date November 19, 2012

HUBBELL AVENUE RESTRIPIING PILOT PROJECT, WITH NO BICYCLE LANES FROM EASTON BOULEVARD TO E. 33RD STREET

WHEREAS, the City had previously applied for an Iowa Department of Transportation Traffic Safety Funds Grant for a project on Hubbell Avenue, four-lane to three-lane conversion; and

WHEREAS, the Iowa Department of Transportation thus offered a grant to the City; and

WHEREAS, a Council directed public engagement process resulted in a community consensus not to proceed with the proposed improvements, and

WHEREAS, on August 27, 2012, the City Council directed that the City Manager rescind the application to the Iowa Department of Transportation for Traffic Safety Funds and return the tendered grant agreement for Hubbell Avenue “Four-Lane to Three-Lane Conversion” Project, including bicycle lanes, and

WHEREAS, it is in the best interest of the City to pursue an alternative to the original safety project which included a “Four-Lane to Three-Lane Conversion” Project, including bicycle lanes from Hubbell Avenue from E. 28th Street to E. 33rd Street due to safety and citizen concerns, and

WHEREAS, On September 24, 2012, the City Manager was directed 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, and

WHEREAS, additional public engagement process occurred in October to present a pilot project for temporary striping, which resulted in a community consensus not to proceed with the proposed pilot project improvements.

NOW THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF DES MOINES, IOWA (choose one of the two alternatives):

(Council Communication Number 12-586 Attached)

_____ Alternative No. 1: Approve a pilot project on Hubbell Avenue, with no bicycle lanes, from Easton to E. 33rd Street to temporarily restripe the roadway on a trial basis to evaluate the actual safety benefits realized.

Moved by _____ to adopt pilot project.

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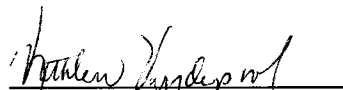
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 Alternative No. 2: Cancel the restriping of Hubbell Avenue from Easton to E. 33rd Street, and direct the City Manager to close out the grant application process with the IDOT.

Moved by _____ to cancel restriping of Hubbell Avenue and close grant.

APPROVED AS TO FORM:


 Kathleen Vanderpool
 Deputy City Attorney

JB

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
GRIESS				
HENSLEY				
MAHAFFEY				
MEYER				
MOORE				
TOTAL				

CERTIFICATE

I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

MOTION CARRIED APPROVED

_____ Mayor

_____ City Clerk

August 8, 2012

Des Moines Traffic Safety Committee
400 Robert D. Ray Drive
Des Moines, IA 50309

RE: Hubbell Avenue Re-stripping Proposal

Dear Traffic Safety Committee:

The Trails and Greenways Advisory Committee (TAG)¹, an official citizen subcommittee of the Des Moines Park and Recreation Board and Polk County Conservation Board, fully supports the conversion of Hubbell Avenue from 4 lanes to 3 lanes with bicycle lanes between Easton Boulevard and East 33rd Avenue along with an alternative bicycle route from Easton Boulevard to downtown; this is the "compromise" option that was developed by the Hubbell Avenue Re-stripping Committee.

At the TAG meeting held on June 11, 2012, the committee reviewed the various options for Hubbell Avenue including the "do-nothing" option to keep the current configuration; the option to convert the entire corridor from 4 to 3 lanes without bicycle lanes; and the option to convert the entire corridor from 4 to 3 lanes with bicycle lanes. TAG supported the Hubbell Avenue Re-stripping Committee's compromise option for the following reasons:

- The compromise option represents hours of discussion among affected parties and alleviates the primary concerns regarding train delay and truck traffic.
- Addition of bicycle lanes to the Hubbell Avenue corridor was identified as one of three priority projects in the City Council- adopted Bicycle and Trail Master Plan. The compromise option fulfills that priority with bicycle lanes and an alternate bicycle route to downtown.
- The 4 to 3 lane conversion will improve motorist safety by increasing the line of sight and reducing conflict points, which also benefits bicyclists and pedestrians.
- Bicycle lanes and a marked bicycle route to downtown will improve safety and comfort for both bicyclists and motorists.
- Hubbell Avenue bicycle lanes would benefit residents by connecting neighborhoods to Parks Department facilities including: Gay Lea Wilson Trail and Four Mile Creek Greenway, Easttown Park and Teachout Pool.
- Bicycling is an affordable transportation option that promotes health, sparks economic development, reduces traffic congestion, improves air quality and creates a more livable

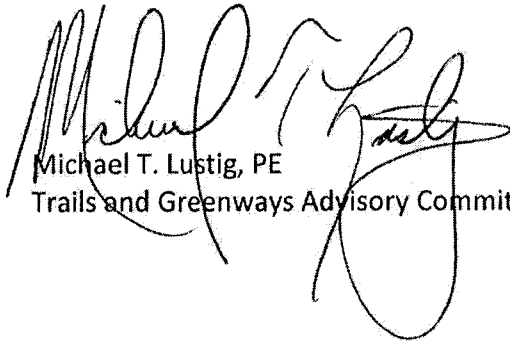
¹ The Trails and Greenways Advisory Committee is a citizen committee authorized by the Polk County Conservation Board and the Des Moines Parks and Recreation Board. The purpose of the Committee is to assist and advise the City, County and other governmental agencies concerning the multi-use recreational trail system, the greenways system, nature trails, on-street bike routes and lanes, and water trails.

community. More people are encouraged to bicycle when safe bicycle facilities, such as marked lanes and routes, are available.

- The City has a stated goal “offer safe, reliable, and convenient transportation alternatives that reduce reliance on automobiles and parking facilities.” Hubbell Avenue bicycle lanes will be an excellent example of achieving that goal.
- The City has a Complete Streets policy to ensure that all modes of transportation are considered in designing and upgrading roadways. The compromise option moves Hubbell Avenue closer to becoming a complete street (it still lacks sidewalks in some areas).
- Similar conversions in other parts of the City have been successful including Ingersoll Avenue and Beaver Avenue and Aurora Avenue.

We believe that this project will successfully improve motorist safety and bike-ability along Hubbell Avenue and set a positive example for future complete street projects in Des Moines. We strongly encourage the Traffic Safety Committee to vote in favor of the 4 to 3 lane conversion with bicycle lanes from Easton Boulevard to E 33rd Street and an alternate bicycle route from Easton Boulevard to downtown Des Moines.

Sincerely,



Michael T. Lustig, PE
Trails and Greenways Advisory Committee Chair