



# APPENDIX G: PUBLIC COMMENT



# PUBLIC COMMENT

This appendix summarizes efforts undertaken by the MPO to gather public comment on Mobilizing Tomorrow as well as the feedback that was received. The MPO solicited comments at three intervals of the planning process. Public comment collected during development of The Tomorrow Plan also was considered.

## The Tomorrow Plan Insights

In 2012, the planning team for The Tomorrow Plan conducted a statistically-representative survey of Greater Des Moines. The survey asked respondents to rank certain types of projects they would like to see in the region. The following list ranks the projects by importance, with 1 being the most important and 14 being the least important; transportation projects are in bold.

1. Lower taxes
2. Increase school funding
3. Redevelop vacant properties
4. Enhance the stormwater system
5. Improve the public transportation system
6. Spend money to attract new businesses
7. Support local placemaking
8. Create new parks and conservation areas
9. Create new bicycle paths and facilities
10. Buy out floodplain properties and convert to open space
11. Expand the trail network
12. Build a major regional attraction downtown
13. Add more parking
14. Build more roads

## Outreach Series 1

The MPO hosted the first public outreach series in March 2014. The focus of the first outreach series was to collect general information from residents about their opinions of the transportation system as well as how the MPO should allocate funds. MPO staff hosted three public open houses, the dates and locations of which can be seen on the following page. Comments were solicited in three activities, and each activity was available at the open houses as well as online. The first activity was a survey that asked three questions. Below is a summary of the questions and responses to those questions. The survey was completed by 89 people.

FIGURE G1: OUTREACH SERIES 1 SURVEY RESULTS

QUESTION	RESPONSE
Please rank the following statements from 1 to 5, with 1 being strongly disagree and 5 being strongly agree.	Average Rank
It takes me a consistent amount of time to get to and from work each day.	4.08
The roadway system is kept in good repair (i.e., pavement and bridge conditions).	3.14
I'm, able to safely get to important destinations via bicycle.	2.86
I'm able to comfortably walk to important destinations.	2.78
The public transit system accommodates my needs.	2.26
What percentage of its funds should the MPO allocate to the following?	Percent of Funds (Responses Averaged)
Maintain existing roads and bridges.	47.75
Enhance public transportation.	34.72
Support pedestrian and on-street bicycle facilities.	30.00
Build new roads and bridges.	27.75
Expand the recreational trail system.	25.06
What is most important to you in making improvements to the transportation system?	Percent of Responses
Maintaining a state of good repair.	30.56
Being able to use different kinds of transportation.	26.85
Accessing important destinations.	17.59
Spurring economic development.	14.81
Protecting the environment.	10.19

# MOBILIZING TOMORROW

What's great about transportation in Greater Des Moines? What can we do better?

The Des Moines Area Metropolitan Planning Organization (MPO) is developing its next long-range transportation plan and wants to hear from you. Share your thoughts on the transportation system and let us know what's most important to you when we're making improvements to the system. Whether it's access, easing congestion, protecting the environment, or something else, we need your input.

Join us at one of our open houses to help us identify problem areas as well as areas that can serve as models for the rest of the region. We want to hear how you think we should allocate our funds, too.

[www.dmampo.org](http://www.dmampo.org)

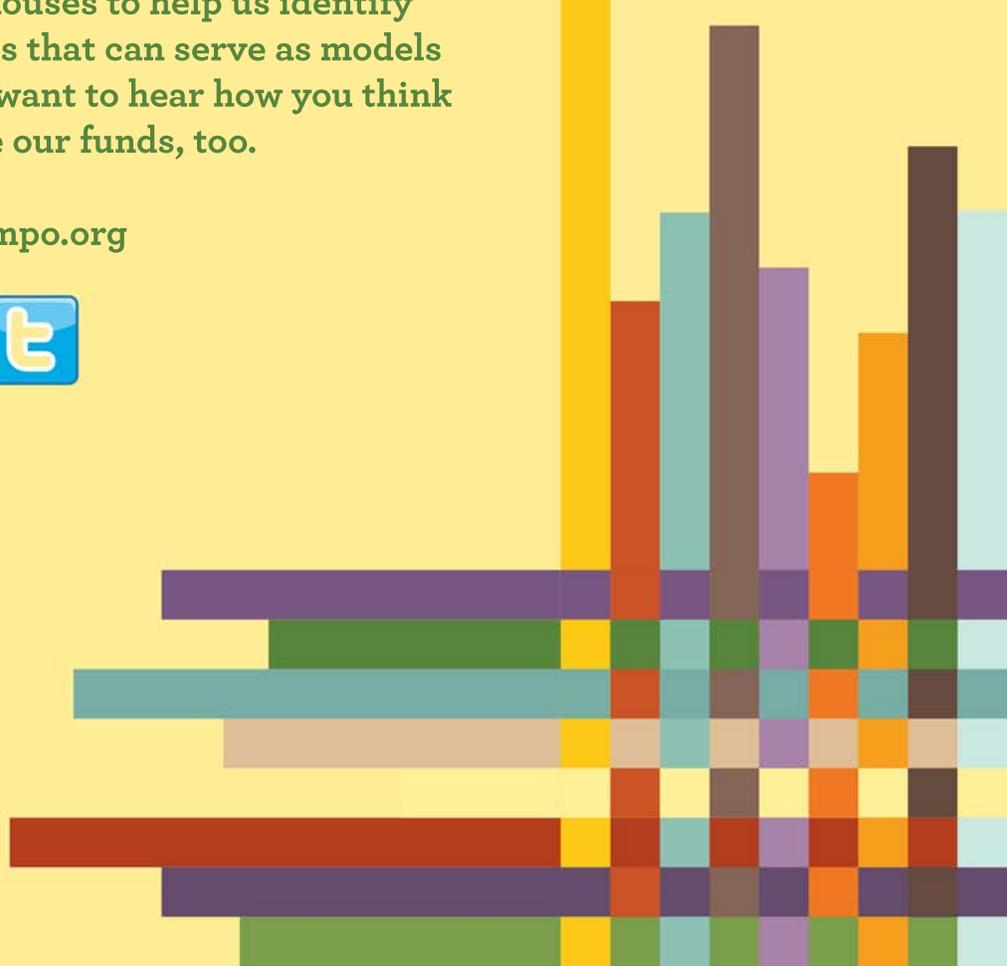


Join the  
discussion!

YMCA Healthy  
Living Center  
12493 University Avenue  
Clive  
Tuesday, March 4th  
5:30 pm

Des Moines Area MPO  
420 Watson Powell, Jr.,  
Way, Suite 200  
Des Moines  
Wednesday, March 5th  
11:30 am

Pleasant Hill City Hall  
5160 Maple Drive  
Pleasant Hill  
Thursday, March 6th  
7:30 am

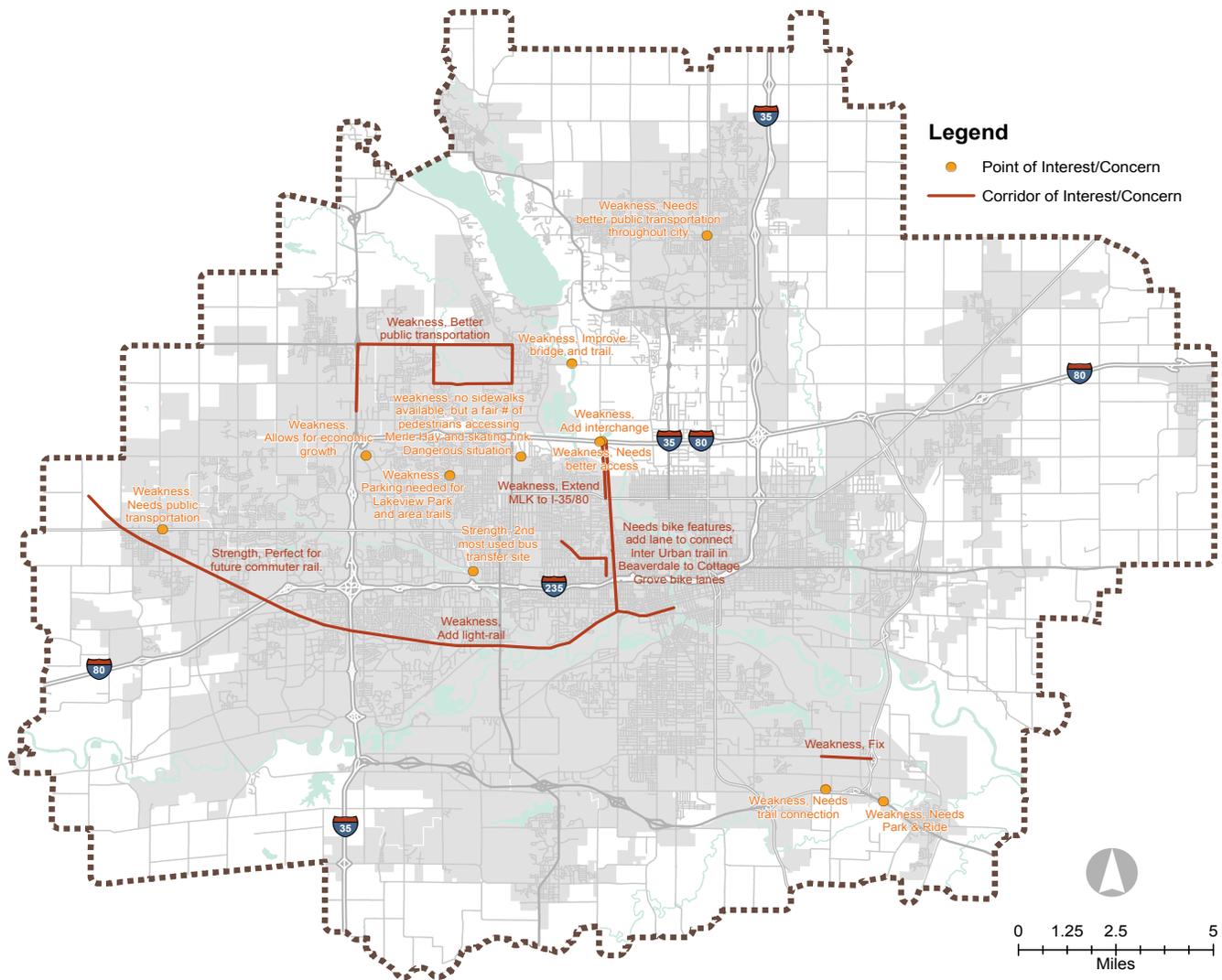


The second activity allowed participants to identify strengths and weaknesses of the current transportation system. A map of the MPO Planning Area was provided and participants were encouraged to identify specific issues on the map. Participants also could identify strengths and weaknesses of the transportation system in general. Figure G2 lists general strengths and weaknesses of the transportation system, and Figure G3 maps more specific strengths and weaknesses.

FIGURE G2: GENERAL STRENGTHS AND WEAKNESSES OF THE TRANSPORTATION SYSTEM

STATEMENT	STRENGTH OR WEAKNESS
Generally fast when travelling in a private auto.	Strength
Buses are on time.	Strength
Good service by the bus crews.	Strength
Too few alternatives if traffic backed up.	Weakness
Too few alternatives to private autos for anything other than recreation.	Weakness
Too much focus on highways and new roads.	Weakness
Mass public transportation needs to improve.	Weakness
More promotion of bicycling for kids to school.	Weakness
Northside access to I-35/80.	Weakness
Better bike access to SE/NE Des Moines.	Weakness
Light rail option between cities in Iowa.	Weakness
I-80 getting overly crowded between Hubbell Ave/HWY 330 and freeway.	Weakness
Priority? Money for higher capacity (I-35/80/235) vs. Deteriorating infrastructure (bridges) and transit (light rail).	Weakness
Finish SE Diagonal and improvements to Army Post Road.	Weakness
Enhance funding sources for maintaining and improving.	Weakness
Encourage and facilitate less reliance on the automobile for transportation, especially the one-occupant car.	Weakness
More use of walking, biking, and mass transit alternatives.	Weakness
Direct funding to supporting alternatives such as walking, biking, and mass transit.	Weakness
Carefully limit building more new roads. Use road funds for upkeep and repair of existing roads and bridges.	Weakness
Respect natural areas and flood plains when new or significantly expanded roads are planned. Allow adequate buffers along rivers and streams.	Weakness
City planning needs to be "smart". Growth and development in a compact, contiguous, and sustainable manner. Plan for complete streets and trails that are connected and functional.	Weakness
Carlisle had access to assistance with their bike/pedestrian planning through Smart Growth. It would be good to provide assistance similar to this throughout the area.	Weakness
Don't make trails compete with roads in funding; have a separate pot of money for the trails. And plan for continued maintenance of trails.	Weakness
Wider interstates with associated dollar and social costs are just not serving the purpose. MPO should be thinking terms of an area light-rail system by 2030 years or less.	Weakness
Des Moines and vicinity needs light rail and all that goes with it, e.g., less urban sprawl by housing adjacent to stations.	Weakness

FIGURE G3: SITE SPECIFIC STRENGTHS AND WEAKNESSES OF THE TRANSPORTATION SYSTEM



The third activity offered a sheet of butcher paper at the open house and asked for other comments the participants had about the transportation system or the plan. Comments offered on the butcher paper are included on the following page.

*- More Road diets  
make better use of existing  
infrastructure, make existing roadways  
more efficient.*

## Butcher Paper Comments - Outreach 1

Complete Streets policy/ordinance passed in every city/county.  
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More road diets. Make better use of existing infrastructure, make existing roadways more efficient.  
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More/better routes for low-income neighborhoods.  
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Incentives for carpooling.  
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MLK to I-80 - open up corridor to better access/land uses.  
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Encourage better use of existing infrastructure.  
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More promotion of carpooling.  
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Education on importance of public education.  
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Events where people arrive on public transportation.  
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Less cars in downtown.  
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Smaller buses for low-use routes. Also consider solar panels on top of buses to run electric.  
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Control sprawl - don't build new roads "just because" developers are requesting them.  
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Plan for an increasing aging population.  
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More bicycle lanes.  
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Bridges are crumbling.  
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GPS app integrated with busses to show "time to next bus".  
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Don't 6-lane Hickman or 141.







# MOBILIZING TOMORROW

A Transportation Plan for a Greener Greater Des Moines

**What kinds of transportation projects should the region fund?**

**Share your priorities at one of these events:**

Wednesday, June 18 | 4:30 to 6:30 pm  
Altoona Road Riders Group Ride - Rasmussen Bike Shop Altoona  
307 8th Street Southwest, Altoona

Thursday, June 19 | 5:00 to 7:00 pm  
Johnston Green Days - Johnston Commons  
6700 Merle Hay Road, Johnston

Saturday, June 21 | 12:00 to 2:00 pm  
Iowa Juneteenth Observance - Evelyn K. Davis Park  
14th Street + Forest Avenue, Des Moines

**If you can't join us in person, join the discussion online at [www.dmampo.org](http://www.dmampo.org)!**

MPO staff also sought feedback on projects that had been submitted by member governments for consideration in the plan. To gather this feedback, MPO staff hosted an interactive map on its website that illustrated all projects submitted for consideration along with basic information about each project. Participants could review the projects and then submit comments via an online form.

FIGURE G4: ONLINE COMMENTS RECEIVED ABOUT PROJECTS SUBMITTED

PROJECT ID	COMMENT	MODE DISCUSSED	FEEDBACK
5	Good addition and expansion of the metro trail system.	Trail	Favor
11	Another good way to expand the regional trail system	Trail	Favor
40	"This one. Please, please! My bike commute from Altoona would be about 400% safer with this one."	Bike	Favor
41	"This one. Please, please! My bike commute from Altoona would be about 400% safer with this one."	Bike	Favor
62	Sprawl inducing project. Don't do it.	Road (new)	Oppose
115	I'm in favor of this.	Trail	Favor
139	Additional MUPs are always appreciated.	Trail	Favor
172	Please include sharrows, even though bike lanes won't fit	Bike	Add/Consider in Project
172	6th Avenue is an historic thoroughfare. It should be taken care of and rejuvenated. The old city hall and other historic buildings should be refurbished for modern uses that enliven the community and the street itself should create a sense of importance to this historic neighborhood. I live right off 6th and would greatly appreciate seeing improvements to the streetscape.	Streetscape	Favor
180	If this is bridge replacement, please include space for protected bike lanes.	Bike	Add/Consider in Project
186	Please do the SE trail connector. My bike commute from Altoona would be muuuuuuch safer.	Trail	Favor
213	Please consider incorporating protected bike lanes into this bridge and tying in to the trail system.	Bike	Add/Consider in Project
217	Good place to try some form of protected bike lanes??	Bike	Add/Consider in Project
234	Please keep this bridge	Bike	Add/Consider in Project
234	"Over the years I have used the Jackson Street Bridge many many times when biking the trails and heading into downtown Des Moines. It is a wonderful old bridge that provides much needed access across the river, as well as character and history to the area.  Please give your strong consideration to supporting the restoration of this very important bridge in our downtown, especially as the south side of downtown begins to take shape and continues to grow."	Bridge	Favor
234	Please provide funds to rehabilitate this bridge. As it is now, with the closure, it is an eyesore on an otherwise beautiful trail system.	Bridge	Favor

FIGURE G4: ONLINE COMMENTS RECEIVED ABOUT PROJECTS SUBMITTED (CONTINUED)

PROJECT ID	COMMENT	MODE DISCUSSED	FEEDBACK
238	If this is a bridge replacement, please design with enough space for protected bike lanes.	Bike	Add/Consider in Project
250	Please make sure improvements to pedestrian facilities are included.	Pedestrian	Add/Consider in Project
256	Great project; please include.	Bridge	Favor
259	Please ensure space if available for bike lanes.	Bike	Add/Consider in Project
260	Any on-street bike facilities or parallel paths would be useful, as this road is very close to the trail system.	Bike	Add/Consider in Project
264	this seems like a really good idea	Road Reconfigure	Favor
274	Please add a multi use trail to this bridge and tie it into the trail system	Trail	Add/Consider in Project
279	Please keep this bridge	Bridge	Favor
281	Please expand the multi use trail on this bridge, or consider a protected bike lane.	Bike	Add/Consider in Project
296	Please consider protected bike lanes as part of this project.	Bike	Add/Consider in Project
314	Would like to see bicycle lanes or paths included on this bridge replacement.	Bike	Add/Consider in Project
320	Hard to see this as actually needed. Induced Demand, IDOT?	Road Widen	Oppose
323	Hard to see this as anything besides a giveaway to the construction industry. Has IDOT even heard of the term Induced Demand?	Road Widen	Oppose
329	Hard to see this as anything besides a giveaway to the construction industry. Has IDOT even heard of the term Induced Demand?	Road Widen	Oppose
331	Hard to see this as anything besides a giveaway to the construction industry. Has IDOT even heard of the term Induced Demand?	Road Widen	Oppose
332	Hard to see this as anything besides a giveaway to the construction industry. Has IDOT even heard of the term Induced Demand?	Road Widen	Oppose
353	instead of 10-lane, could reversible HOV facilities be considered? Could boost shared-rides and provide better speeds for DART or other transportation servicers	Transit/HOV	Add/Consider in Project
361	Please include a trail/MUP on this project. It ties very well into the trail system.	Trail	Add/Consider in Project
363	Please add on street bike facilities if at all possible.	Bike	Add/Consider in Project
393	Sprawl inducing project. Do not support.	Road (new)	Oppose
399	As someone who has biked on this road to get to work, and been honked at by impatient drivers, improved access to bikes/peds would be very helpful	Bike	Add/Consider in Project
400	3 foot wide paved shoulder are not much space for bicycles. Any additional space that can be added would be appreciated.	Bike	Add/Consider in Project
417	This section of trail is definitely in need of reconstruction. Trail widening is needed.	Trail	Favor
417	Rebuilding this trail will be good for commuters who use the trail.	Trail	Favor
431	Adding on-street or adjacent bike path to the eastern portion of this project would be very helpful. Not easy to bike on currently.	Bike	Add/Consider in Project
431	This seems like a good project. It would be best if it included improving the bike trail along it from Patricia Dr to Mary Lynn Dr. It's badly needed.	Bike	Add/Consider in Project

FIGURE G4: ONLINE COMMENTS RECEIVED ABOUT PROJECTS SUBMITTED (CONTINUED)

PROJECT ID	COMMENT	MODE DISCUSSED	FEEDBACK
448	Unnecessary, and contributing to sprawl.	Road (new)	Oppose
449	Unnecessary, and contributing to sprawl.	Road (new)	Oppose
450	Unnecessary, and contributing to sprawl.	Road (new)	Oppose
451	Unnecessary, and contributing to sprawl.	Road (new)	Oppose
455	Another unnecessary project. Don't do it.	Road (new)	Oppose
503	This project seems unnecessary. Why are continuing to facilitate sprawl?	Road (extension)	Oppose
513	Unnecessary, and contributing to sprawl, The City of WDM should work on improving infrastructure for other modes, like bike bus and pedestrian. Continuing a car-centric transportation system is irresponsible.	Road (extension)	Oppose
515	Unnecessary, and contributing to sprawl. the city of WDM should work on expanding transpo infrastructure for other modes besides cars.	Road (extension)	Oppose
518	Unnecessary, and contributing to sprawl, WDM should work on improving infrastructure for other modes, like bike bus and pedestrian.	Road (new)	Oppose
523	This is a terrible idea. Cut through some of the most used portion of the Greenbelt trail to build another road? Bad idea, City of WDM.	Road (new)	Oppose
524	Unnecessary, and contributing to sprawl, WDM should work on improving infrastructure for other modes, like bike bus and pedestrian.	Road (new)	Oppose
526	Unnecessary, and contributing to sprawl, The City of WDM should work on improving infrastructure for other modes, like bike bus and pedestrian. Continuing a car-centric transportation system is irresponsible.	Road (new)	Oppose
529	Unnecessary, and contributing to sprawl, WDM should work on improving infrastructure for other modes, like bike bus and pedestrian.	Road (new)	Oppose
530	Unnecessary, and contributing to sprawl, WDM should work on improving infrastructure for other modes, like bike bus and pedestrian.	Road (new)	Oppose
532	Another example of WDM's attempt to sprawl their way to success. Do not support.	Road (extension)	Oppose
537	All road expansion projects in this area show a complete lack of creativity on the part of WDM. Suburban sprawl is not going to continue at the same rate it used to, and unless WDM changes its strategy it will be stuck with empty malls and subdivisions.	Road (new)	Oppose
542	Bike Lanes are very much needed here. Makes a lot of sense with 25 mph speed limit. Had a friend get grazed by a car while biking.	Bike	Favor
542	This would be a great improvement. It's very difficult to access the businesses in this area on bike currently with any feeling of safety. I was just riding on University yesterday and a car came within a couple of feet of hitting me when passing with another car in the lane over.	Bike	Favor
543	Bike Lanes are very much needed here. Makes a lot of sense with 25 mph speed limit. Had a friend get grazed by a car while biking.	Bike	Add/Consider in Project
545	Great project. This trail gets a lot of use, not only from recreational cyclists but also people trying to bike to work.	Trail	Favor
551	If this is a BRT route, then yes yes yes please do it. Much needed for DSM.	Transit	Favor
551	It isn't clear what the proposed project is... There is a route there. Is this for more service? Different service?	Transit	Question

Residents also had the opportunity to e-mail comments to the MPO at any time. The following comments were emailed during Outreach Series 2.

## Emailed Comments - Outreach 2

I fully support greater focus on maintenance and fewer dollars to expanding roadways. We first need to keep existing infrastructure in good condition.

I also encourage the plan to consider and support alternate forms of transportation; biking, walking, and buses, for instance.

- Ginger Soelberg

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1) DSM and Ames need a better connection using public transit. Dart and Cyride should team up on a service every 2 hours. Huge potential of creatives and consumers mixing.

2) Emphasis on density. I don't endorse using my tax dollars for suburban sprawl, which will spread to Omaha if we don't enact pro-sustainability policies (eg urban greenbelt) soon. Therefore, I'm against the Alice's Road extension.

3) Emphasis on public transit. More park and ride programs, with long term plan for commuter LRT. Within city, board should move forward on BRT loop plan so that consistent and frequent routes are established (and not just during rush hour). This will also boost the economy along the route.

4) Speed bumps on Locust and Grand between the Capitol and Meredith so that it's more pedestrian and biker friendly.

5) Protected bike lanes. There's tons of ideas out there. Cities should be designed with a child's mindset.

- Eric Gross

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Light rail should be an immediate issue. High speed rail, although 50 years behind the time, and I realize beyond MPO's efforts but should be at least mentioned.

- Merle Prater

## Outreach Series 3

The MPO hosted the third outreach series in September and October 2014, which sought comment on the draft plan document. The third outreach series also served as the required 45-day comment period. MPO staff initiated the public comment period on September 2, 2014. On October 1, 2014, the Iowa DOT and FHWA recommended that the MPO restart the 45-day comment period as updates to the draft plan, specifically the project list, had been made after the start of the 45-day comment period. Therefore, the MPO commenced a new 45-day comment period on October 3, 2014.

The MPO hosted three joint open houses with the Polk County Housing Trust Fund, who was seeking comment on a long-range affordable housing plan, Housing Tomorrow, and a fourth open house on its own. At each meeting, informative boards were presented that included a summary of the plan's performance measures and targets, investment strategy, proposed multimodal network, and proposed roadway projects. Participants were able to provide comments via comment cards, on butcher paper at each open house, or via e-mail or social media.

**WELCOME**

**MOBILIZING TOMORROW**

- and -

**HOUSING TOMORROW**

MORE MOBILIZING TOMORROW INFORMATION | MORE HOUSING TOMORROW INFORMATION  
[WWW.DMAMPO.ORG](http://WWW.DMAMPO.ORG) | [WWW.PCHTF.ORG](http://WWW.PCHTF.ORG)

## Public Feedback Invited on Two Major Long-Range Plans

### Events make it convenient to provide input on both transportation and housing

DES MOINES (September 16, 2014) Now is the time for Greater Des Moines area residents to weigh in on two, long-range plans that will impact the region's transportation and housing for decades to come. The combined opportunities will take place in Ankeny, West Des Moines and Des Moines.

Leaders for *Mobilizing Tomorrow*, through the Des Moines Area Metropolitan Planning Organization (MPO), and *Housing Tomorrow*, through the Polk County Housing Trust Fund (PCHTF), are working together and providing citizens the opportunity to provide feedback on a plan to invest millions of dollars for future transportation, as well as participate in activities that will be part of creating the first regional plan for affordable housing. The co-sponsored events are scheduled for:

- September 23, 5-7 p.m., Ankeny City Hall (Council Chambers) 410 W. First St. Ankeny
- September 24, 5-7 p.m., Westside Community Center, 134 6th St. West Des Moines
- October 2, 11 a.m. - 1 p.m., DART Central Station, 620 Cherry St. Des Moines

*Mobilizing Tomorrow* and *Housing Tomorrow* support the goals and strategies laid out in **The Tomorrow Plan**, central Iowa's regional plan for sustainability.

"While the stated purpose of the events is to gather input, they also do something else important – create momentum," said Todd Ashby, Executive Director of Des Moines Area MPO. "As we wrap up public input on the transportation plan and put the housing plan in motion, it is clear this is a community committed to collaboration, coordination and the action needed for the long-term health and success of the region."

Central Iowa is expected to grow by over 250,000 people by 2050. Moving people, not just cars is an important shift in focus, so is anticipating and having available the variety of housing needed for a growing and changing demographic.

"*Housing Tomorrow* will answer key questions such as, Where should new housing be built? Do we need apartments, townhomes, or single-family houses? How do housing prices match up to the income of our workforce?" said Eric Burmeister, Executive Director of PCHTF. "Imagine the far-reaching impact and

benefits of quality housing options for every income level and situation – near the places people work, where children go to school and along transportation corridors. That's the purpose of this plan."

PCHTF is in the middle of its public input process. In addition to the joint events with MPO, PCHTF staff will also gathering input at the Urbandale Streets Alive Sept. 21; the University Avenue DSMove event Sept. 28; Valley Junction Farmers Market Oct. 2; and the Downtown Farmers Market, Oct. 4. To learn more and to sign up for the monthly eNewsletter visit [www.pchtf.org](http://www.pchtf.org).

Comments on the draft *Mobilizing Tomorrow* plan, which will guide the allocation of approximately \$23 million in annual federal funding, will be taken until 4:00 pm on October 16, 2014. The draft plan can be viewed at [www.dmampo.org/mobilizing-tomorrow](http://www.dmampo.org/mobilizing-tomorrow). In addition to attending the upcoming events, people are also encouraged to email comments to [info@dmampo.org](mailto:info@dmampo.org).

#### Media Contacts

Todd Ashby, Executive Director, Des Moines Area MPO  
(515) 334-0075 [tashby@dmampo.org](mailto:tashby@dmampo.org)

Eric Burmeister, Executive Director, Polk County Housing Trust Fund  
(515) 282-3233 [eburmeister@pchtf.org](mailto:eburmeister@pchtf.org)

#### **About MPO**

The Des Moines Area Metropolitan Planning Organization acts as a regional forum to ensure coordination between the public and local, state, and federal agencies in regard to planning issues and to prepare transportation plans and programs. The MPO develops both long- and short-range multimodal transportation plans, selects and approves projects for federal funding based upon regional priorities, and develops methods to reduce traffic congestion.

#### **About PCHTF**

The Polk County Housing Trust Fund is the comprehensive *planning, advocacy and funding* organization for Affordable Housing in Polk County Iowa. Focused around these three core activities, the Housing Trust Fund is responsible for crafting the community strategic plan for affordable housing and leading its implementation. It is also tasked with helping the community understand the need for and benefits of adequate affordable housing. Finally, the organization is responsible for allocating community funds aimed at increasing and preserving the inventory of affordable units in the County and improving the lives of the people who live in them.



## PUBLIC NOTICE

October 3, 2014

### ***Mobilizing Tomorrow*: Final draft review time extended**

*Mobilizing Tomorrow* is the MPO's next long-range transportation plan and outlines how the 17 communities in the region will invest approximately \$600 million in transportation funding over the next 35 years. Mirroring goals of The Tomorrow Plan, it begins to shift focus to maintenance of the transportation system and support for a multi-modal network.

The MPO seeks public comment on the draft *Mobilizing Tomorrow*, a long-range transportation plan that will guide the allocation of approximately \$13 million in annual federal funding. Due to the addition and shift of future transportation projects, the Des Moines Area MPO is extending the public comment period. Comments on the plan will be taken through Wednesday, November 19, and can be emailed to [info@dmampo.org](mailto:info@dmampo.org).

The long-range plan is significant due to the region's steady growth in population, expected to increase from approximately 480,000 people today to 750,000 people by 2050. For the last year the MPO has worked with the 17 member governments to determine growth trends, model the needs of the future transportation network and outline trends in transportation planning. The federal government mandates that MPOs plan 20 or more years into the future and account for all regionally significant road, transit, freight, ITS, walking, biking and trail projects.

The draft plan is available at [www.dmampo.org/mobilizing-tomorrow](http://www.dmampo.org/mobilizing-tomorrow).

## Comment Sheets - Outreach 3

Protected bike lanes are critical to converting people to bike commuters and making biking a viable alternative to biking. - Gunnar Olson

Concerning the changing of Highway 5 bypass to an Interstate designation. There needs to be bridge built across the Des Moines River to accommodate the farm traffic. This bridge needs to be built first.

More public transportation.

If we can't afford to do a project in our community, we shouldn't do it. Stop begging for federal money we don't have. Keep decision making local.

Access to public transit should be taken into account when land-use decisions are made. - Gunnar Olson

Please invest in public transit!

Do what you said you were going to do - and what the public clearly wants - and invest more money in public transit.

Invest more in complete streets. Require all new and updated road projects to be complete streets. - Gunnar Olson

More public transportation into Ames + Des Moines.

Like, support, and urge the Policy Committee to support the investment strategy in the proposed LRTP.

Investing in multimodal projects will reduce the long-term infrastructure costs, stormwater management costs, health care costs, etc..

I support more funding for multimodal transportation - biking, walking, and transit. Would like to see greater planning and implementation of BRT, the downtown street car, and light rail similar to options studied in preparation for the last I-235 reconstruction.

In The Tomorrow Plan rankings of funding priorities from 1 to 14 by the citizens of the MPO region, participants ranked the following:

- #5 - Improve public transportation system
- #9 - Create new bicycle paths and facilities
- #11 - Expand the trail network
- #13 - Add more parking
- #14 - Add more roads

These [#13 and #14] are at the bottom of the public's ranking and these rankings need to be reflected in the LRTP funding priorities

Support the goals of The Tomorrow Plan and the Capital Crossroads plan (Physical Capital & Natural Capital) by providing greater funding for transit, bicycling - including on-road bicycle facilities, and walking.

To leverage LRTP funding for the greatest impact integrate (require) complete streets and green streets practices into all reconstruction and new construction projects.

## Comment Sheets - Outreach 3 (continued)

The LRTP needs to reflect the priorities/goals/strategies of The Tomorrow Plan.

More funding (higher %) of transportation funds needs to be dedicated to transit, walking, and biking. The plan indicates the area has all of the lane capacity necessary through 2050 so road expansion and new road needs to be of lower priority in the plan.

Please give priority to: bus transit, on-street bike facilities, reduce traffic lane widths.

With car ownership going down, vehicle miles traveled going down, and an aging population, a greater emphasis on transit, walking, and biking is needed. Support the investment strategy in the proposed LRTP.

More emphasis on pedestrian infrastructure throughout the metro. Attention to details - example, different sizes of fonts for street signs. Add East Village to freeway signage.

From residents and visitors, several compliment the bike trails in the Metro. The cost compared to use trails suggests more should be built, and current trails maintained. I would like to see a train system through Des Moines and connecting the City east to Chicago.

More money for sidewalks, trails, and safe routes to schools.

The downtown crosswalk by 4th Street is rarely stopped for by vehicles. The flow of traffic is disrupted when some cars stop and others do not. It seems dangerous for pedestrians and prone to crashes. It seems visibility should be heightened, or the crosswalk should be removed.

I would like to see the type of protected bike lanes, like in the "All-Inclusive Street Design" image. Also, more "green" transit (hybrid buses) and electric charging stations for vehicles. I think Des Moines bike trail system is a high point for the city, so definitely keep maintaining/improving that. I like street scapes - they make me want to visit those areas of the city and walk in those areas.

Des Moines is on the brink of really cool things (businesses, development, recreation, entertainment) but one area of focus and growth needs to be multimodal options. 1) Protected bike lanes; 2) rapid transit; 3) car share systems; 4) light rail; 5) Uber. Bike trails are great! I hope we maintain the trail system

I enjoy streetscapes - they really beautify the street. Improved public transit would be useful. Make crosswalks more visible to drivers. Wider sidewalks. I really like the parking meters that let me pay with a card.

Protected bike lanes would be awesome in Des Moines. So many other cities in the Midwest and country have them and they are great ways to travel in town. It's difficult to feel safe without them as both a cyclist, driver, pedestrian, etc.

Late night D-Line and weekend service. Sidewalks downtown need major repair. Don't settle and demand high design standards for key projects.

### Butcher Paper Comments - Outreach 3

This is Iowa. We like our yards. We like our cars. We like our single homes. "NO" to the government make over. (+1)

I'd like to see more robust public transportation.

Stop spending our children's money!! (+1)

I live in a suburb because I like suburban living, not urban living. If you bring in more "affordable" multi-family housing, you will increase the need for city and school services beyond the additional tax revenue. Who will pay? We current homeowners will -- through higher taxes or lower quality services. Or we could move...

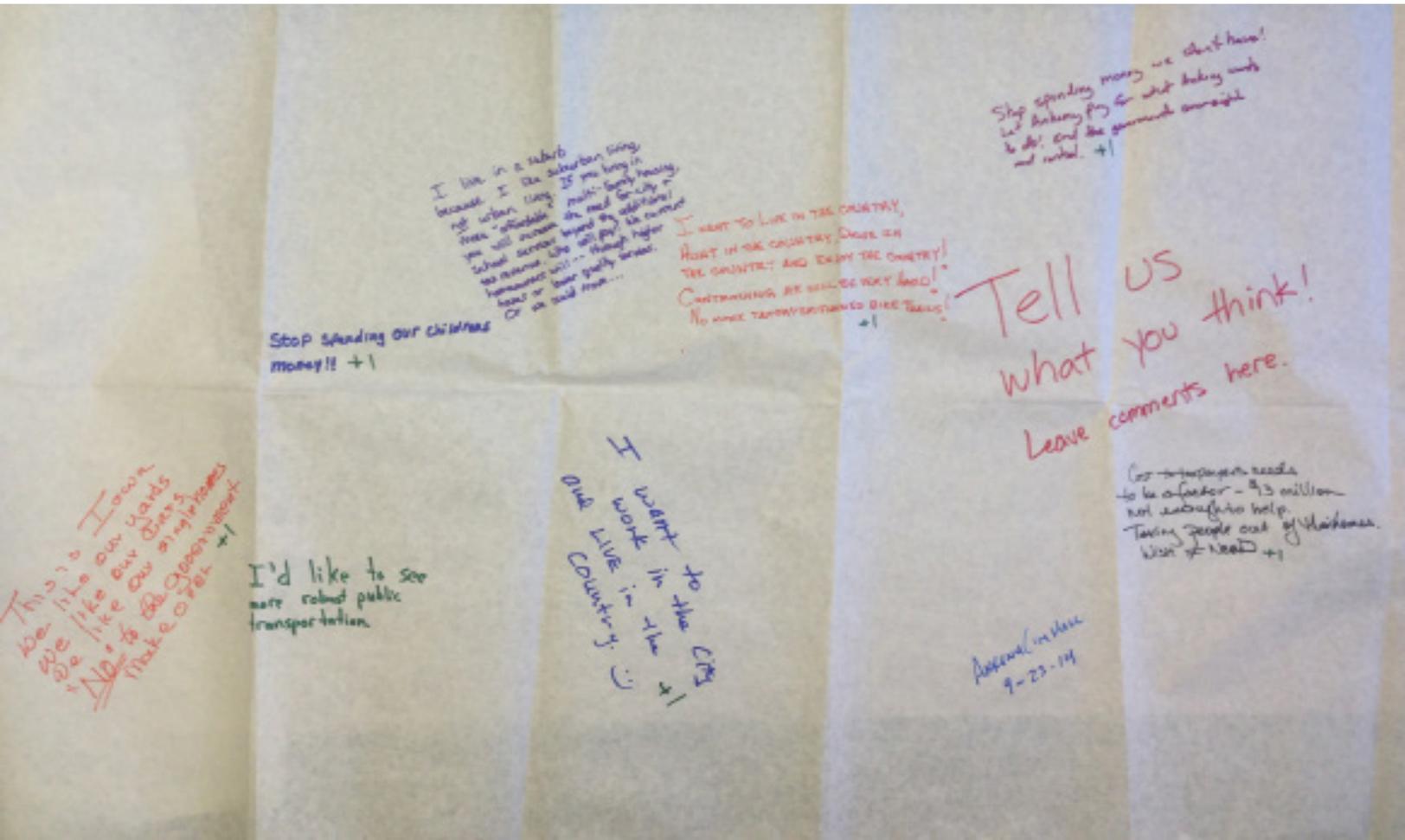
I want to live in the country, hunt in the county, drive in the country and enjoy the country! Controlling me will be very hard! No more tax-payer-funded bike trails! (+1)

I want to work in the city and live in the country :) (+1)

Stop spending money we don't have! Let Ankeny pay for what Ankeny wants to do! End the government oversight and control. (+1)

Cost to taxpayers needs to be a factor - \$13 million not enough to help. Taxing people out of their homes. Wish ≠ need. (+1)

After living in a townhouse development (with private streets, btw), I love my 2 acres and single family home in W.D.M.!



## Facebook Comment

Wish I could be in town to attend. 1. Use HOV lanes. 2. Establish urban growth boundary to increase density. 3. Commuter rail study from Waukee through WWP to south downtown. 4. Tighten code to force green building.

- Elliöt Klimowski

## Mailed/Emailed Comments - Outreach 3

I support the Tomorrow Plan. A Complete Streets policy is necessary to consider all users and all modes of transportation. Simply adding lanes and more streets is not the answer. We can solve our future needs with Smart Growth principles like Mixed Use Zoning, parking studies, building village's verses traditional zoning. We need to promote walking, biking, and public transportation. We need greater density. I am available to advocate on behalf on this plan. Thanks.

- Jon Werger

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As an Ankeny City Councilmember and a private citizen I submit the following comments to the Mobilizing Tomorrow draft plan and funding priorities:

- Increasing transit funding from 10% to 15% at the expense of surface transportation funding is not only unnecessary but a misuse of public dollars. It appears that DART is simply looking for alternative revenue sources because the community was not supportive of their proposed tax increase last year and voiced the opinion that the community would not be supportive of increases in future years. DART is trying to fund the DART Forward 2035 plan, which I personally am not in favor of and many of my constituents are not in favor of because it takes a "build it and they will come" approach as opposed to supplying an actual demand. Maintaining transit funding at 10% would not lead to a decrease in funding for transit and would allow the pool of funds to be used more appropriately to meet the needs of Des Moines metro residents.

Although I have many other general comments on the draft transportation & housing plans, the above is my main concern. My other concerns are all related and are due to the unsupported statements regarding demand for numerous modes and types of transportation and housing; as well as basic ideals stated in the Plan as collective ideals which are quite slanted in viewpoint and not in line with my community. When the fastest growing areas of the metro are in the furthest suburban areas such as Ankeny, it is quite telling as to what our residents are looking for in terms of housing and transportation options. Their needs and demands are not in line with the goals of these plans, and this is the population that for the past 20 years has continued to help the greater Des Moines area thrive, and will continue to do so into the future.

Thank you for the consideration and review of the above comments.

- Bobbi Bentz, Ankeny City Council, Ankeny resident

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Several times at The Tomorrow Plan meetings I heard comments that plans tended to just get stuck on the shelf. Mobilizing Tomorrow gives us hope and direction for real action. The Natural Areas map is one example of this. Also, evaluating current conditions of bridges and roads should help focus where the real need is; in my estimation it is to maintain and repair, in many cases taking priority over new roads.

One specific need I see is for more sources of funding for "Safe Routes to Schools." Safety, health, education, equal opportunity and a number of other reasons make this very high on my list of transportation needs! Truly mobilizing tomorrow's generation.

Thanks for the chance to comment.

- Virginia Soelberg  
Johnston, Iowa

## Mailed/Emailed Comments - Outreach 3 (continued)

284

Dear Des Moines Area Metropolitan Planning Organization Staff:

As a representative of the future generation, I am 13 years old, I would like to see better transportation for the future that will be both sustainable and cost efficient. A transportation system that is more publicly centered transportation.

I would like to see a transportation system that creates less congestion and helps benefit the health and well-being of people with not only transportation by vehicle but also by being able to walk or ride a bike to our work places.

I want to see a transportation system that keeps our cities healthy and clean and helps kids and adults of all ages have more enjoyable and healthy way to mobilize themselves.

I would like to be able to have places where we can cross roads safely and be able to commute to our public areas with less danger from cars and better accessibility to move around places safely.

I want a transportation system that makes our walking paths more enjoyable by having decorative landscapes along the way of the sidewalks to create a more friendly and inviting walking space so more people will be enthusiastic about walking and using public transportation systems that will save money and help keep the streets and air clean and reduce the number of stressed commuters.

As you plan for transportation, please consider the impacts on future generations like mine so that we will have many ways to get around without having to spend thousands of dollars on cars and things that will hurt our environment's well-being and health and beauty of the city.

Sincerely,

- Kyle Geerts  
5409 NW 78 CT  
Johnston, Iowa 50131

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I am writing about the plan for the 15% set-aside in support of public transit in the Mobilizing Tomorrow Plan. I write from two perspectives, both of which make me place a high value on promoting public transit in the Des Moines Metro Area. I strongly urge our decision-makers to continue to invest in public transit – and to take reasoned steps to increase that investment over time. The 15% recommendation seems a well-balanced, measured commitment to incorporate into the transportation funding mix – enough to move the needle, but not to excess.

First, as an Urbandale resident, I ride the bus frequently. It expands my day in terms of time for myself and saves me the stress and hassle of driving – not to mention the expense. It is a definite cost-savings. I know many more will find benefits in public transit as we increase the convenience of our system and continue to encourage its use. It promotes my personal mobility – as it requires some shoe leather (or cycling) investment on my part. And the fact I have ready access to public transit gives me some level of confidence that I can age-in-place in my Urbandale home, even when my ability to drive goes away. AARP data shows I'll have 11 years as a non-driver. That brings me to my second perspective . . .

As the daughter of an 89-year-old woman – who is still sharp enough to humble you in a game of bridge, but rarely afforded the opportunity to play. She is on her 14th year as a non-driver, and lives as a near recluse. She has no ready access to affordable public transit in her St. Louis suburban home.

I strongly urge we do not repeat the mistake of other urban-suburban regions and make ongoing, sensible investments in public transit to strengthen all of the communities within Central Iowa.

Sincerely,

- Pat Boddy, PE  
7932 Rocklyn Drive  
Urbandale, Iowa 50322

*An Age-Friendly city is an inclusive and accessible urban environment that promotes active aging.*



November 12, 2014

Metropolitan Planning Organization Policy Committee  
Des Moines Area Metropolitan Planning Organization  
420 Watson Powell Jr. Way, Suite 200  
Des Moines, IA 50309-1631

Dear MPO Policy Committee Members:

Access to reliable, convenient, and diversified transportation systems is critical to the independence and self-sufficiency of older adults. Iowa's 838,000 Boomers, those born between 1946 and 1964, expect to remain in their local communities and successfully age-in-place for the foreseeable future. Polk County and greater Des Moines have the largest 50+ populations in the state (122,900 Polk County; 53,400 Des Moines).

Iowans over the age of 50 are major contributors to the economy, specifically \$48 billion in consumer spending annually, primarily in health care, non-durables, and financial services. As this population segment continues to increase over time, it is in our community's best interest to strengthen those local services like transportation to sustain economic growth and anchor these individuals in our neighborhoods.

The Age-Friendly Greater Des Moines Project is dedicated to provide an inclusive and accessible environment that promotes active aging. This project advocates for available and affordable transportation which operates frequently and reliably with appropriate destinations providing comfort and safety for older consumers/passengers. Those adults with special needs (walkers/wheelchairs) require adapted transportation systems to keep them mobile and engaged in the community. For older drivers, the Age-Friendly Cities Project's goals are streets and highways which are well-regulated, in good driving condition, with ample and easy to read signage, and parking which is affordable and convenient.

According to the *Tomorrow Plan* and the *Iowa Climate Statement 2014: Impact on the Health of Iowans*, growing environmentally sensitive infrastructure such as transit, trails, on-street bike lanes has co-benefits of reducing air pollution and improving health. Older pedestrians and cyclists desire safe and barrier-free sidewalks and pathways which will enhance health and well-being, improving the elders' overall quality of life.

We, the Age-Friendly Greater Des Moines Project leaders, support enhancement and maximization of funding from the Metropolitan Planning Organization for transit and transportation alternatives to be utilized by the growing 50+ population in our community.

Thank you for your kind consideration.

Respectfully,

Joel L. Olah, Ph.D., LNHA  
Executive Director  
Aging Resources of Central Iowa

Yogesh Shah, M.D., M.P.H., FAAFP  
Associate Dean Global Health  
Des Moines University

Kent Sovern  
State Director, AARP Iowa

JLO/eag



DES MOINES UNIVERSITY





400 E. COURT AVENUE  
SUITE 118  
DES MOINES, IA 50309  
515.288.3328  
www.taxpayersci.org

Mr. Todd Ashby, Executive Director  
Des Moines Area Metropolitan Planning Organization  
420 Watson Powell Jr. Way, Suite 200  
Des Moines, IA 50393

November 19, 2014

Dear Todd:

Thanks for the opportunity to review the draft "Mobilizing Tomorrow" plan. From a taxpayer standpoint, we agree it is important for our transportation system to support the growth that is anticipated to occur in our region over the next 25-35 years, and we believe it should be done in a way that is both cost-effective and responsive to the desires of people who live here.

We note the only statistically representative survey referenced in the plan (taken from the Tomorrow Plan) ranked "lower taxes" as the #1 most important thing respondents would like to see in the region. This suggests that cost-effectiveness be a primary consideration as various plan alternatives are considered.

The plan identifies goals/targets for the share of total downtown peak-hour trips to be made by various modes. What is the reasoning behind these allocations? For example, the plan would move the target for public transit from 7 percent to 20 percent, while the goal for carpooling is moved from 12 percent to just 15 percent. Is this because transit is more cost-effective than carpooling, because we are near the practical upper limit for carpooling, or for some other reason(s)? How do these alternatives compare in terms of their cost-effectiveness?

Another part of the plan speaks to the importance of minimizing the negative impact of our transportation system on the environment. Operational improvements have been found to be one of the most cost-effective ways to reduce fuel consumption and emissions, yet they are not referenced as a strategy for doing so. It could be more cost-effective to improve signalization systems and remove barriers that preclude turns on red, or any number of other operational strategies, than to shift more people onto buses. And wouldn't it be preferable to first reduce consumption and emissions through improvements in operational efficiency than to purposefully increase the cost of driving? We would urge you to place more emphasis on these types of strategies.

We applaud the look ahead and the many good ideas contained in the plan, but encourage the MPO to use some cost-effectiveness rubrics and comparisons as choices are made in our transportation system. We believe this would be consistent with what survey results have indicated.

Sincerely,

Gretchen Tegeler, President

## Mailed/Emailed Comments - Outreach 3 (continued)

Thank you, all, so much for your service to our community. And, Mayor Gaer, thank you for hosting and participating in the Greater Des Moines Leadership Institute's Governance Panel yesterday. I sincerely appreciate the effort to increase regional collaboration. It just makes sense.

Something else also makes sense to me: ensuring a sustainable future for our community. Today, I am writing as a citizen of West Des Moines and a champion for Greater Des Moines. I live near 50th and the freeway in West Des Moines. I love my neighborhood because of its convenience, the mature trees, the population density and diversity, the new narrow lanes, access to parks and trails, and so much more.

I have become increasingly aware of how improving access to alternative forms of transportation as well as sustainable development can create for others the feeling I get in my little pocket of West Des Moines. And, I realize the responsibility I have for making known what I support for my city and our region. We have an obligation to create a sustainable future which needs to include an investment in transportation, complete streets, and smarter infrastructure which ultimately lead to better health, increased safety, less strain on the environment, and increased community building.

Please support the increase in investment in transportation at tomorrow's MPO meeting. It just makes sense.

Thank you so much!

- Amy Jennings  
1216 49th Street, West Des Moines

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Just a quick note to say I support any bike friendly efforts the city can make to increase safety for bike commuters like both me and my husband. We are 60 years old and enjoy using our bikes to get to work and around town. Thank you for seeing the importance of making this a priority, it's not only another way to draw people to live here, it's also the right thing to do for health and the environment.

Enjoy the Day,

- Ann E Reynolds  
Teacher Librarian/Title 1 Math  
Crestview Elementary School  
Clive, Iowa  
515-633-5746

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Just a concern of where this money will be derived from. I wish to note that I am not against bicyclists, I am against the absolute minority causing such an issue on our at time busy streets. If such an infrastructure is to be built then the bicyclists themselves should be licensed to ride their bicycles while on public roads. This should include both a tax, such as a tag on their bike and a course for safe riding on busy roads. This would also protect the drivers of legal licensed vehicles. One of the issues are very unsafe riders of bicycles on public roads. They create such a bad image that most citizens of this great state find them undesirable! This is not even touching on the extreme dangers they represent while on the hilly, country back roads. Many times I myself have been placed in some extremely precarious positions while driving 50-55 mph, cresting a hill and finding cyclists riding side by side. Not safe at all.

So with this said, having a tag system for bicycles on public roads to offset the cost and having any bicyclists riding on public roads licensed, just as operators of powered vehicles, that just might bring our rating up in a safe and responsible way.

Thank you for raising opportunity,

- Chris Johnson

## Mailed/Emailed Comments - Outreach 3 (continued)

288

I would like to comment on the Mobilizing Tomorrow transportation plan and its allocation of funds. I would expect my tax dollars go to a balanced transportation plan, including buses, bicycles, sidewalks, trails, and pedestrian-friendly communities. The automobile should no longer dominate the funding as it has in the past.

The fastest growing segments of our population are the young and the elderly. This transportation plan needs to pay attention to the needs of these groups, and accommodate all. Devoting at least 15% is not unreasonable.

Physical inactivity is a very big health issue, and the public policy needs to support increasing daily, routine, active behaviors (ie. sidewalks, trails, parks, bike routes and other transportation options.)

A personal example: my daughter and her husband recently moved back to Des Moines from Daytona Beach, Florida. Why? Family, job, stress reduction (from an hour-plus interstate commute) and health. Where? Sherman Hills in Des Moines, which is a walkable neighborhood with transportation options. (Eg. the Dart DLine which we recently took to eat, shop, go to the library, and view art.)

I urge the Policy Committee to take a step in the right direction and keep 15% of the transportation funds for multimodal transit options.

Impacts of highway project evaluation often overlooked:

- Public fitness and health impacts
- Generated traffic and induced travel impacts
- Downstream congestion
- Impacts on non-motorized travel (barrier effects)
- Parking costs
- Vehicle ownership and mileage-based depreciation costs
- Project construction traffic delays
- Indirect environmental impacts
- Strategic land use impacts (sprawl vs. smart growth)
- Transportation diversity and equity impacts
- Per-capita crash risk
- Travelers' preferences for alternative modes (eg. walking, cycling)

Thanks,

- Virginia Soelberg  
Johnston, IA

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Our current residents--aging boomers, those who need or want options other than a car to get to work, school or job trainings, and kids who will benefit from constructive, developmental out of school activities-- need better, more accessible transit options. And tomorrow's residents will have even greater needs and preferences for better and more varied options. A balanced array of options is absolutely vital and we need to begin working to improve transit options right now. We can't wait. Please devote at least 15% of annual federal funding to diversified transit.

- Nina Lynn Greenwood

## Mailed/Emailed Comments - Outreach 3 (continued)

That is great, you are trying to address only about 2 percent of the people being transported on our streets. Wonderful! So, when are you going to start enforcing the traffic laws that govern them? Such as very few ever stop, or even slow down at street intersections that have stop signs and traffic lights, of course bicyclists never yield to pedestrians in legally marked crosswalks. And you wonder why more people do not support this project?

I think you had better go back to square one and rethink this whole project. You are just wasting vast amounts of badly needed resources on those same people who do not care about what you are doing, they will just keep on with their same old habits.

You would be much better off spending that same money on police traffic enforcement, and make sure that the officers are enforcing the laws the same to both motorists and bicyclists. But then, the police cannot even enforce the speed laws in School Zones, what makes you think that anyone even gives a dang about bicycles.

I have witnessed several vehicle accidents that involved bicycles, and in each case, the bicyclist violated simple traffic laws, and the accident was NOT the motorists fault.

I only believe in what is fair, is fair. If you choose not to enforce the laws for bicyclists, then you cannot enforce the laws for motorists. You may as well eliminate every traffic light and stop sign in the city, as those laws are NOT enforced fairly.

You asked for comment, and this is mine, on this subject.

- Scott Wilson

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The article in the Register peaked my interest this morning. I am in favor of protected bike lanes as well as any infrastructure that makes biking in Des Moines and the surrounding area more feasible. The health, fiscal and social benefits of biking far outweigh the inconvenience to a few drivers who may even prefer to bike if there were a safer system.

My story:

I just began riding a bike this summer. I commute (when it's above 40) from 29th St. in Beaverville to downtown Des Moines via the bike trail along the river which is about 6 miles one way. Oftentimes, after work a friend and I would ride our bikes to Ingersoll to frequent one of the many great restaurants and bars located along that street. That would not have been possible without the bike lanes. However, despite the bike lanes, around 5:00 or 6:00 it is still fairly intimidating with the car commuters and only a painted line with which to separate myself. Moral of the story: more and better bike lanes and infrastructure can only be good for the health, financial and social welfare of Des Moines' citizens.

Please consider these thoughts when making decisions regarding the transportation plan!

- Alex Carter

## Mailed/Emailed Comments - Outreach 3 (continued)

290

I hear you have a vote today on funding a bike facilities study, among other things, later today. I'm writing to let you know I believe this would be a boon to the region. We have a good bike system now, but it has the potential to be great.

There are some significant gaps and obstacles in the facilities as it stands currently. Connecting the existing infrastructure to create a more seamless and easy to navigate network of paths should be a top priority for the region. Many people refrain from riding to work, errands, or school because they are scared of a stretch that might measure in the tens of feet on an otherwise safe and pleasant route. One example near where I work is the NW 66th Ave Kempton Bridge. There are trails on both sides of this bridge connecting Johnston to Ankeny, downtown, and the greater trail system, but due to the lack of a safe river crossing, a great number of people decline to commute or recreate by bicycle through this otherwise well-appointed cycling area. There are many other short stretches, road crossings, deteriorated sections, underserved areas, and gaps that pose challenges like this one all over the metro area.

A bike facility study is an obvious first step to finding and prioritizing holes in the network that are keeping our good bike system from being great. With it, we can start to make every neighborhood, workplace, park, service, and business accessible by more ways than just driving.

- Bailey Mader

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I have nothing against people riding bicycles, but I do not think a city the size of Des Moines needs designated bike lanes. On our narrow streets, designated bike lanes take up a vehicle lane that is needed by 98 percent of the population and when drivers have to cross the bicycle lane to make a right turn it is extremely dangerous to bikers and drivers. My primary experience with them is on Fifth Avenue in downtown Des Moines during morning rush hour. The bike lane has cut down one lane of traffic, causing a bottle-neck, and I have never seen even one bicycle on downtown Fifth Avenue. In addition, there are always trucks parked in one of the lanes and there seems to be ongoing construction blocking one or more lanes. That bike lane on Fifth Avenue is extremely dangerous and, if anyone ever decides to ride in it anyway, someone is going to get killed. My other primary experience with them is on Urbandale Avenue in Beaverdale. There again, I think they are very dangerous when crossing the lane to turn, although, because of the low volume of traffic, nowhere near the problem they are on Fifth Avenue during rush hour. Also, on Lower Beaver Avenue, parking is allowed in parts of the bike lane which forces bicyclists to go out into traffic, which defeats the purpose of the bicycle lane. It seems to me like Des Moines has plenty of bike trails bikers can use for recreation or, since most of them are connected, to get anywhere they want to go on a safe route designed for bicycles. I also think the cost of the bike lanes far outweighs the need for them. That money could be well spent on something that benefits more people. So what if we don't compete with Minneapolis!

- Carolyn Hollingworth  
3923 Lynner Dr.  
Des Moines, IA

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I have been the manager at the Des Moines Bike Collective since August. Prior to then I was an "occasional" winter commuter and a full time summer commuter. Since August I have become more aware that there is an increase in bike commuters year round. Because these people choose to ride to work, it is important to keep roads and trails safe and clean. Please ensure funding to keep good citizens going to and from work year a round.

Respectfully Submitted,

- Dan Baldi

## Mailed/Emailed Comments - Outreach 3 (continued)

Please add my voice to those who advocate for more, better and safer bike lanes throughout the Metro area. Access and safety are the 2 biggest obstacles to bike commuting. More commuters means a healthier citizenry and less congested roadways. Children will feel more comfortable riding if they know there is a buffer between them and the cars. Trails are nice but they are not adequate. If I want to commute to work or just bike to the grocery store I must use existing roadways. Creating safe bike lanes with buffers is much more affordable than creating new trails. If you build them, they will be used. The evidence is overwhelming.

Thank you,

- David DeForest Colvig  
646 Harwood Drive  
Des Moines, IA 50312

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Please vote in favor of the 15% allocation to transit at your meeting this afternoon at 4 PM. I am a bike rider and a member of the Des Moines Bicycle Collective. We need more bike lanes in the City of Des Moines, Iowa.

- David Hance  
6033 NE 9th Street  
Des Moines, Iowa 50313

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I would just like to put my two cents worth in and respectfully ask that you increase the funding for more bicycle facilities in the Des Moines area.

As the President of the Des Moines Cycle Club and Board Member of the Des Moines Bicycle Collective, I can tell you that bicycle usage is on the increase. More and more people are riding bikes, not only for fun and fitness, but for their daily transportation to and from work, the store and other errands.

Having more, and safer bike lanes, as well as bicycle parking is vital to our city and our residents! Please flag this as vitally important, because it truly is. Our numbers are increasing....and that's a GOOD thing!

Sincerely,

- Georgie Libbie

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If you provide more infrastructure you can drive habits! Millennials are looking for bike infrastructure when choosing where to live. Let's drive economic growth for DSM and Iowa!

Cheers,

- Jay Polson

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I say no more bike lanes . There already getting a free ride. They pay NO FEE FOR ANYTHING if they want let them PAY a yearly fee and insurance and any other expenses that have to do with anything for this I pay over 12 a year in taxes in Des Moines and I VOTE NO. Thank you

- Jon Brones

## Mailed/Emailed Comments - Outreach 3 (continued)

292

Greetings,

I prefer commuting by bicycle. Last winter there were probably only 10 days or so that I didn't commute to work by bicycle (approximately 4.5 miles each way). Well designed bike lanes, protected or otherwise, are great and I'm all for them. However, another very significant issue that needs to be addressed is speed! In today's DM Register, Fairmont Neighborhood Association President, Jeff Witte made reference to the bad things that can happen when you are traveling at 45 MPH. He's right and speed is a HUGE part of the problem! Aside from the freeway no legal in-town speed limit should be over 30 MPH. In residential and commercial areas the speed limit should be limited to 20 MPH. Studies have shown that a pedestrian or cyclist who is hit by a motor vehicle doing 20 MPH (or less) has very high chances of escaping serious injury. The victim's chances decline drastically as speeds rise above 30 MPH. Reliable and consistent speed limit enforcement is another issue that needs to be addressed.

Thank you for your time.

- Jeff Bock

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Good morning,

After seeing the article in this morning's Register, I wanted to send this message in support of more investments in bike infrastructure.

I moved here in August to attend Drake Law after 13 years in Chicago. The cycling infrastructure changes made in that city over my time there were aggressive, initially controversial, and inevitably effective. They continue to be.

I left my car in Chicago and I've been pleasantly surprised with how little that has affected my commuting. I plan to manage with or without bike lanes, but that's not to say I wouldn't love to see these investments happen. Assuming this town is not the only outlier in this country, I'm certain Des Moines would like to see these things as well.

Word has spread coast to coast that this town has become an increasingly attractive place to live and reside. It has also been drawing in many creative, local businesses. The opportunity for this city to invest more in pedestrian living and to maintain this momentum demands innovative planning.

The ideas themselves are not entirely unknown waters. Cities all over the nation are thriving from these low-cost, highreturn investments. The implementation of programs like this, however, are always bold and commendable.

What is also not new is the inevitable pushback. Being city planners, I'm sure you're more than familiar with this phenomenon. As stigmatized as it is, more cyclists in the roads is a tried-and-true method to increase health, safety, industry, community and urban identity (<http://iowabicyclecoalition.org/wp-content/uploads/2012/04/2012-Economic-Impact-Study.pdf>) (<http://m.fastcoexist.com/3034354/the-cities-that-spend-the-most-on-bike-lanes-later-reap-the-most-reward>).

I can't think of a more perfect initiative for Des Moines.

Thank you for taking the time to read this and I wish you all the best going forward!

- Jeff Perkins

## Mailed/Emailed Comments - Outreach 3 (continued)

Dear MPO Board:

For generations, we've designed Des Moines for individual cars. We've cemented that need through building design, traffic management and use of public space. If we stay the course - planning our community around cars - then driving is what people will continue to do. If we develop our community to encourage safe and active transit options - like bike, walk and bus - then that's what will happen.

I vote for more funds for active transportation!

Thank you for consideration.

- Jeremy Lewis

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I am writing in regards to the "Mobilizing Tomorrow" MPO plan. While I have tried a couple of times to look at the various (numerous!) parts of the plan, it is a bit overwhelming, and I'm not sure I have fully understood all of its intended ramifications. However, I would like to at least express my convictions and desires at this final hour of planning.

I moved to Des Moines 6 ½ years ago. At that time I enjoyed an occasional walk, but I had never considered myself a "fitness" person. My mode of transportation had always been a car. After moving here, I saw lots of people on bicycles—as well as many people walking, jogging, etc. I had never lived in a community where there was so much healthy activity. I caught "the fever." I bought a bicycle. I now log nearly 6000 miles a year! I ride my bike as transportation (commuting to work, running errands) as well as for fitness (easily completing 100-miles rides on our trail systems). I have started walking more often and just completed my first half-marathon (as a walker) this year. I walk to the nearby stores and post office in my neighborhood of Beaverville. I once even walked to the Downtown Farmers' Market and was so happy to find that I could go that whole distance via sidewalks. Again, I'm not used to these kinds of luxuries, as my previous residence is not known for either sidewalks or bike trails/lanes.

I recently had opportunity to hear the speakers from The Path Less Traveled, a couple from Portland, Oregon (a.k.a. cycling capital) who were here in Central Iowa for a visit. They were obviously shocked by the expansive trails and bikefriendly mentality of this area. They commented that not even in Portland did they have the expanse of cycling infrastructure that we do here. They also added that cycling means business and economic development for cities. Des Moines recently made a list of "tops" about being a "top place for hipsters to live." People in the younger generation are not so car enthusiastic as their parents/grandparents. They long for places to live where there is infrastructure in place for walking and cycling. They utilize public transportation. They want that! If Des Moines and Central Iowa want to attract younger professionals here, then having good, solid alternative transportation offerings is the way to do that.

We do have wonderful trails/bike lanes/sidewalks in place. But imagine if they were expanded and improved! Imagine how fewer cars there might be, with less congestion, less pollution, less need for blacktop, and less need for parking areas. Imagine how healthy Iowa could become! I can't tout the benefits of cycling (and walking), and I don't care to ever live in another area because I know there's not a place that compares with here as far as its bike friendliness and recreational trail facilities.

I ask you to PLEASE allocate as much funds as possible not only to transportation in general, but also to alternative transportation (i.e. public transportation, sidewalks, bike lanes, recreational trails, etc.). I want this area to remain and increase in its place as a forward-thinking, clean & green place to live.

- Maryann Mori  
4428 Amick Avenue  
Des Moines, IA 50310

## Mailed/Emailed Comments - Outreach 3 (continued)

294

Please allow more bike lined in Des Moines , I been hit once and sent to hospital with a concussion ! My wife two months ago broke her foot while riding due to car pulling out in front of her! Des Monies needs lots more bike lines !!!!! Take a step forward and approve more funds for lines, also I noticed public buses running one third full most of times. Redirect money for bike lines& move Des Moines Forward.

- Patrick Mitchell.

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Please increase funding for bike facilities and infrastructure. These are important for a sustainable and less-smoggy future.

- Rob Aiken, MPA

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Many cities in the US have tried and failed to rely solely on automobile transportation infrastructure. Des Moines has a chance to learn from their mistakes. Multi-modal transit options are needed for health, safety, and economic reasons. We can't afford to simply build more roads. I urge you to increase funding for on-road bike infrastructure.

- Scott Bents  
Vice Chair, Des Moines Bike Collective

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As a resident of Des Moines for the past five years I would like to express my support for the Mobilizing Tomorrow plan. I commute by bike or bus everyday for work and after reading the plan I am very excited about any effort to move Des Moine's future transportation infrastructure system and make it more inclusive for bike and mass transit commuters.

- Scott Flagg

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I would like to express my support of the Mobilizing Tomorrow Plan and more specifically the recommended 15% Transit allocation. As a life-long Des Moines resident and more recently downtown Des Moines resident I recognize the need for alternative transportation. I am a walker, driver, bicycle rider and DART rider all of which are part of my daily life and the many people I see walking, riding and DARTing on a daily basis.

In order to attract and retain the best talent we must recognize that transportation options need to be included and expanded. I believe the report prepared by staff proves this out.

Regards,

- Vicki Facto

## Mailed/Emailed Comments - Outreach 3 (continued)

Dear Mobilizing Tomorrow Plan Committee:

Attached please find a Public Comments Submission from Zebulon Innovations and Ferrellgas outlining the benefits of a liquid petroleum gas (LPG) as a superior alternative fuel for the consideration of the Des Moines MPO Mobilizing Tomorrow Plan Committee. LPG would provide a cleaner, cost effective, domestically produced fuel that is abundant and has an existing distribution infrastructure that is cheap and easy to scale.

Please let us know if you have any questions with our submission. We stand ready to assist with the Mobilizing Tomorrow project.

Best regards,

- Ken Boyle  
Zebulon Innovations  
515.289.2121

[See following pages for full comments from Zebulon Innovations and Ferrellgas]



Public Comment Submission by:

**Zebulon Innovations, LLC**

Ken Boyle  
6900 NE 14th Street  
Ankeny, Iowa 50023  
515.289.2121

**Ferrelgas, Inc**

Rick Eggermont  
7500 College Boulevard, Suite 1000  
Overland Park, Kansas 66210  
800.649.6553

November 19, 2014

## Des Moines Area Metropolitan Planning Organization - Mobilizing Tomorrow Public Comments

Zebulon Innovations and Ferrell Gas applaud the Des Moines Area Metropolitan Planning Organization (MPO) on the initiative to seek a drastic, long term plan for the future of transportation for its participating and associate communities.

While the plan is broad and ambitious in its vision for the region calling for a greater mix of the greater transit network (from increasing pedestrian, bicycle and carpool culture to maximizing the use of rapid transit), our team believes the greatest beneficial element is missing: a plan to increase the number of alternative fuel and supporting infrastructure.

As stated in the "Setting our Sights" section of the Mobilizing Tomorrow MPO (quoted from a Nelson/ Nygaard report developed as part of the *Tomorrow Plan*), the study found that "92 percent of trips in the MPO planning area are made by personal automobile", making light/medium body vehicles the overwhelming majority and preferred transportation mode of the rapidly population that is projected to grow from 450,000 to 750,000 by 2050 in the MPO target area. Again, while it is important to shift the mix of transportation sources, including a robust transit network, an active carpool culture, and land use and design a plan to support walkability, an alternative fuel to drive dramatic benefits for the overwhelming transportation mode are desperately needed. An alternative fuel that is abundant, cheap, domestic, green and has an easily expandable distribution network is readily available - now. The fuel is proven and it is in broad use throughout the world. What we are suggesting is leveraging the use of liquid petroleum gas (LPG) in a hub-spoke transportation system that will allow all types of public and private transportation to adopt the alternative fuel immediately and provide the following benefits and would help the Des Moines Area MPO meet the Mobilizing Tomorrow plan's goals.

Quoted directly from the U.S. Department of Energy, "liquefied petroleum gas (LPG), or "propane autogas" the term for propane when fueling an on-road vehicle, is a clean-burning, high-energy alternative fuel that's been used for decades to power light-, medium- and heavy-duty propane. Propane is a three-carbon alkane gas (C<sub>3</sub>H<sub>8</sub>). It is stored under low pressure (operating around 150-200 psi vs. CNG at 3600 psi) inside a tank and is a colorless, odorless liquid. As pressure is released, the liquid propane vaporizes and turns into gas that is used for combustion. It is non-toxic and presents no threat to soil, surface water, or groundwater."

LPG clean burning characteristics allow the engine to have increased service life. There are two types of LPG vehicles: dedicated and bi-fuel. Dedicated LPG vehicles are designed to run only on LPG, while bi-fuel propane vehicles have two separate fueling systems that enable the vehicle to use either LPG or gasoline. A LPG vehicle's power, acceleration, and cruising speed are similar to those of conventionally-fueled vehicles. The driving range for dedicated and bi-fuel vehicles is also comparable. Extra storage tanks can increase range, but the tank size and additional weight affect payload capacity.

LPG has the attention of fleet and transportation managers for a few reasons: economics, energy security and the environment. It is a safe, sustainable, and domestically produced fuel with a robust infrastructure and economic efficiencies. As an approved clean alternative fuel under the Clean Air Act of 1990, LPG qualifies as an alternative fuel eligible for various federal tax incentives and programs. Currently LPG powers more than 350,000 LPG vehicles in the U.S., including school buses, shuttle buses, trucks, vans, and taxis. More than 17 million vehicles run on LPG worldwide. Countries such as South Korea, Poland, Indian, and Japan have a significant percent of their transportation vehicles running on propane autogas. About 40 percent of vehicles in Turkey are fueled by LPG.

There are two different ways vehicles may be powered by propane autogas — dedicated and bi-fuel:

- **Dedicated vehicles**, fueled only by LPG, can be converted from gasoline powered vehicles or can be delivered direct from select original equipment manufacturers.
- **Bi-fuel vehicles**, installed by certified technicians, can run on either LPG or gasoline.

LPG vehicles operate in a similar way as gasoline fueled vehicles. Only a few modifications to the vehicle must be made. The system can be a vapor or a liquid fuel injection. In a vapor injection, propane is vaporized and mixed with combustion air in the intake plenum (enclosed chamber) of the engine. Traditionally, vapor systems are less expensive but result in a loss of power. In a liquid system, liquid LPG is injected directly into each cylinder's intake port. The liquid fuel vaporizes in the cylinder, cooling the air and resulting in no loss of horsepower, torque, or engine performance.

LPG vehicles have the longest driving range of any alternative fuel — more than 250 percent farther than compressed natural gas, about 60 percent farther than methanol, and 25 percent farther than ethanol. This is due to a number of reasons, including the fact that LPG requires a smaller storage vessel than other pressurized alternative fuels to go the same distance.

LPG vehicles meet the same standards for safety as conventionally fueled vehicles. LPG vehicle tanks are constructed from carbon steel under code developed by the American Society of Mechanical Engineers (ASME4196), are 20 times more puncture resistant, and can withstand far more pressure than typical gasoline, methanol, or ethanol tanks. LPG offers more energy per unit mass and has a higher octane rating than gasoline. Propane as an auto fuel does have a slightly lower fuel economy, due to the lower British thermal unit (Btu) content of propane as compared to gasoline — it takes more fuel to create the same amount of power.

Many LPG vehicle fleets have reported two to three years longer service life and extended intervals between required maintenance when compared to their gasoline vehicles. The cleaner burning nature of propane and the lack of carbon build up in the engines leads to this unique benefit of LPG. Zebulon/Zavoli and Ferrellgas customer testimonials prove the on-road performance of propane autogas matches research documented in trials, including the same horsepower, torque, and towing capacity as gasoline-fueled vehicles.

Ease of refueling a LPG vehicle has helped grow the use of this alternative fuel. With thousands of refueling stations across the U.S., a robust national infrastructure is in place to support its implementation as a primary fuel. In addition, some fleets choose to work with their local propane marketer, such as Ferrellgas, to establish a propane autogas refueling infrastructure on-site at little or no cost.

#### **Key Facts about LPG and Other Benefits:**

- LPG is the most widely used alternative fuel, with nearly 4 million vehicles worldwide running on propane. More than 350,000 vehicles run on propane in the U.S., according to the U.S. Department of Energy's Alternative Fuels Data Center. Unfortunately, while LPG is a domestic fuel and abundant, numerous other countries are well ahead of the U.S. in adopting the fuel.
- The Alternative Fuels Data Center documents 4,175 public propane refueling stations (more than three times as many as any other alternative fuel), and industry estimates range to 10,000 or more. Companies such as Zebulon Innovations has identified the top technologies world-wide (such as Zavoli LPG vehicle conversion kits) and has imported the leading Italian produced equipment into the U.S for broad adoption via an every growing network of licensed LPG conversion centers throughout the country, including the Des Moines MPO area. Ferrellgas Partners, L.P. is a diversified energy company that, through its operating partnership Ferrellgas, L.P. and subsidiaries, serves propane customers in all 50 states, the District of Columbia and Puerto Rico and provides midstream services to major energy companies in the United States. Operating under the trade name Blue Rhino, the company is also the nation's largest provider of portable tank exchange. Together, Ferrellgas and Zebulon would be pleased to assist the MPO with consulting and operational services to execute a full-scale alternative transportation fuel plan supporting the Mobilizing Tomorrow plan.
- LPG can be used as an alternative fuel in vehicles, and lead to lower vehicle maintenance costs, lower emissions, and fuel costs savings compared to conventional gasoline and diesel. As an example, LPG's low pollution characteristics make it a safe choice for more than 300,000 forklift truck operators and other indoor industrial vehicle operators. LPG is a widely used alternative

fuel. It has substantial reserves due to its dual origins from natural gas processing and crude oil refining. LPG powered passenger cars have about 10% lower tailpipe CO<sub>2</sub> emission than comparable gasoline powered cars. When compared to a diesel car, there is no significant CO<sub>2</sub> emission reduction per mile driven; however, LPG powered vehicles do have substantially lower NO<sub>x</sub> emissions than diesel powered vehicles. Governments and various fleets have taken note of the cost savings and environmental benefits as many pursue LPG initiatives to transform their transportation networks.

- LPG is a popular and safe fuel for business and municipal fleets across the United States. More than 80,000 bus, taxi and delivery services, and other fleets are fueled by propane. U.S. automobile and truck manufacturers are producing more and more vehicles equipped with propane-powered engines to keep pace with this growing demand.

### Feasibility of Technology and Operational Necessities

LPG can be used in dedicated LPG vehicles or in vehicles converted from gasoline use. The availability of dedicated LPG models is limited, and most LPG powered passenger vehicles have a modified combustion engine. Such converted vehicles normally operate in bi-fuel mode, using either LPG or regular gasoline. Modern bi-fuel vehicles use electronically controlled gas injection systems lowering the NO<sub>x</sub> and CO<sub>2</sub> emissions substantially. The advantage of a bi-fuel vehicle is that the car owner is less dependent on a LPG refueling infrastructure with sufficient coverage. In areas, where LPG is not available, regular gasoline can be used. A drawback of the bi-fuel vehicle is that two fueling tanks need to be available, lowering the available space in the vehicle.

### Status of the Technology and its Market Potential

Other countries are well ahead of the U.S. in implementing LPG transportation initiatives. The use of LPG as a transport fuel is a well developed technology, and LPG is a widely used alternative fuel. According to an industry organization, the European LPG Association (AEGPL), there are more than 7 million LPG powered vehicles in Europe, and LPG accounts for about 2% of the fuel mix of passenger cars in Europe. AEGPL also estimates that LPG could account for 10% of Europe's passenger car fuel mix by 2020.

Worldwide there are more than 17 million LPG vehicles and over 57,000 refueling sites. Exhibit 1 below shows a summary of the largest markets across the globe for LPG vehicles. LPG also has substantial reserves because of its dual origins of natural gas processing and crude oil refining. Demand between 2000-2013 increased by 60%, but remains concentrated in a small number of markets with the top 5 countries accounting for 53% of world consumption in 2013.

Country	Consumption (thousand tonnes)	Vehicles (thousands)	Refueling sites
Korea	4 450	2 300	1 811
Turkey	2 490	2 394	8 700
Russia	2 300	1 282	2 000
Poland	1 690	2 325	5 900
Italy	1 227	1 700	2 773
Japan	1 202	288	1 900
Australia	1 147	855	3 200
Thailand	922	473	561
China	909	143	310
Mexico	837	535	2 100
Rest of the World	5 723	5 379	28 094
World	22 896	17 473	57 150

*Exhibit 1: The ten largest markets for the use of LPG as transport fuel in 2013 (source: WLPGA)*

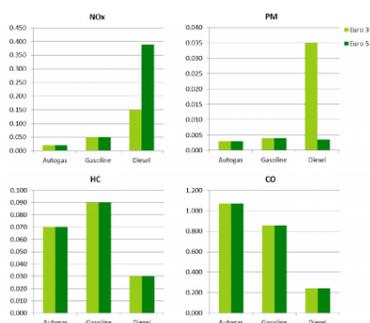
Germany has had various incentive programs for alternative transportation fuels in place since 2003, as part of their environmental legislation. The programs included LPG (propane) however due to the limited timeframe of the programs vehicle conversions and infrastructure was slow to develop. In August of 2006, as part of new energy legislation, the German government extended the tax reductions for LPG transportation fuel until 2018. This has stimulated both the demand for conversions and OEM powered LPG vehicles. Over 400 additional LPG dispensing stations were installed, bringing the number to over 2,000 locations with LPG refueling. The LPG industry has targeted to have over 6,000 stations in place over the next four years. Motorists can save approximately 40% on fuel costs. Conversions are expected to increase from 30,000 units per year to 50,000 per year with an ultimate target of 1,000,000 vehicles operating on LPG by 2020.

## How the Technology Could Contribute to Socio-economic Development and Environmental Protection

The primary reason why governments in many countries actively encourage Autogas use is the environment. Autogas is shown in many studies to perform better environmentally than its gasoline and diesel counterparts (WLPGA).

The energy efficiency of modern LPG powered passenger cars is comparable to the energy efficiency of gasoline powered vehicles (JRC,2007). LPG has a lower carbon content (i.e. higher hydrogen-carbon ratio) than gasoline, leading to about 10-12% lower tailpipe CO<sub>2</sub> emission than for gasoline powered cars (RDW,2010). The tailpipe CO<sub>2</sub> emission of LPG powered vehicles are higher than from comparable diesel powered cars.

However, replacing diesel powered passenger cars by modern LPG powered passenger cars can greatly reduce NO<sub>x</sub>, CO<sub>2</sub> and particulate matter (PM) emissions (WLPGA, 2011). Figure 3 below shows how Autogas performs well with respect to regulated emissions relative to Gasoline and Diesel under the 'Euro regulations' (developed by the United Nations Economic Commission for Europe (UNECE) and uniformly applied across Europe). The Euro 5 regulation is currently in force.



*Exhibit 2: Environmental performance of Autogas compared to gasoline and diesel (WLPGA, 2011)*

Other benefits of using LPG as an automotive fuel include lower maintenance costs and a longer engine life-time. This is due to LPG's high octane rating and low carbon and oil contamination, which puts less pressure on the engine. Using LPG would also increase energy security as it is a readily available U.S. fuel.

### Energy Security

In 2012, the United States imported about 40% of the petroleum it consumed and transportation accounted for more than 70% of total U.S. petroleum consumption. With much of the worldwide petroleum reserves located in politically volatile countries, the United States is vulnerable to supply disruptions.

Fueling vehicles with propane is one way to diversify U.S. transportation fuels. The vast majority of propane consumed in the United States is produced here and distributed via an established infrastructure. Using propane vehicles instead of conventional vehicles reduces U.S. dependence on foreign oil and increases energy security.

### Vehicle and Infrastructure Availability

Although propane is widely available in the United States, public vehicle fueling infrastructure is limited. Fleets can work with local propane marketers to establish the fueling infrastructure. Costs will depend on the fuel contract and the complexity of the equipment being installed. The initial infrastructure costs required to expand the sales of LPG in the transport sector, are mainly determined by the investment costs of the LPG refueling infrastructure. The costs incurred relate mainly to service-station storage and dispensing facilities. LPG, however, generally makes use of existing service-station infrastructure for distribution of conventional fuels therefore additional costs for LPG are relatively low compared to other alternative fuels e.g. the cost of installing a tank, pump and metering equipment for autogas alongside existing gasoline or diesel facilities is about one third the cost for equivalent CNG (Compressed Natural Gas) capacity.

The initial infrastructure costs required to expand the sales of LPG in the transport sector, are mainly determined by the investment costs of the LPG refueling infrastructure. Vehicle-conversion costs vary between countries depending upon equipment and local labor costs. Costs vary for the conversion, but typically range between \$3,500 and \$5,000 for a full turn-key bi-fuel conversion that includes the under-the-hood LPG conversion kit, LPG tank and the installation service. Depending on the (road) tax regimes for LPG vehicles and on fuel prices, the financial breakeven point for the initial additional investment for an LPG vehicle is less than a year.

### **Fuel Economy and Performance**

Typically in fleet applications, propane costs significantly less than gasoline and offers a comparable driving range to conventional fuel. Although it has a higher octane rating than gasoline rating (104 to 112 compared with 87 to 92 for gasoline), and potentially more horsepower, it has a lower Btu rating than gasoline, which results in lower fuel economy.

Low maintenance costs are one reason behind propane's popularity for high-mileage vehicles. Propane's high octane and low-carbon and oil-contamination characteristics have resulted in greater engine life than conventional gasoline engines. Because the fuel's mixture of propane and air is completely gaseous, cold start problems associated with liquid fuel are reduced.

### **Public Health and Environment**

Propane is nontoxic, nonpoisonous, and insoluble in water. Compared with vehicles fueled by conventional diesel and gasoline, LPG vehicles can produce lower amounts of some harmful air pollutants and greenhouse gases, depending on vehicle type, drive cycle, and engine calibration.

### **LPG Fueling Infrastructure Development**

Infrastructure availability is a driving force behind the acceptance of any fuel. Fleets depend on being able to locate fuel within a reasonable distance at a competitive price. Converting to LPG vehicles can offer fleets a sound business case.

### **Types of Infrastructure**



*Exhibit 3: LPG Storage and Refueling Station*

Fuel providers, such as Ferrellgas, and fleets can place LPG dispensers alongside gasoline, diesel, or other alternative fuels. The infrastructure needed is very similar to gasoline and diesel refueling equipment. LPG is brought to the site via a transport truck and put into onsite storage, traditionally above ground. The fueling dispenser is similar to a gasoline dispenser. The main difference is that propane is delivered to the vehicle under pressure so it remains a liquid. When the vehicle tank is full, the dispenser stops automatically, just like gasoline dispensers.

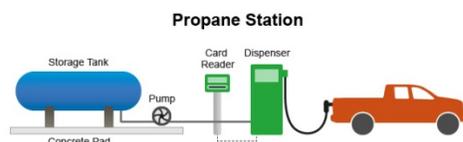
### **Codes and Safety**

There are many safety guidelines that need to be considered when developing infrastructure. This includes the National Fire Prevention Association's [NFPA 58](#) Vehicular Liquefied Petroleum Gas Code, which applies to the design and installation requirements of propane refueling facilities. Your local fire marshal can help with this. In addition, your local propane supplier can help determine the right amount of storage needed to adequately meet vehicle fueling needs.

## Cost of Development

Fortunately, propane production, storage, and bulk distribution capabilities already exist across most of the U.S. That means establishing propane fueling infrastructure for vehicle refueling only requires the build-out of dispensing equipment—the storage tank, pump, dispenser, and card reader at a station.

**Building a New Station:** Many suppliers offer an inexpensive lease of the tank, pump, and dispensing equipment in return for a multi-year fuel supply contract. In these cases the station owner or fleet can obtain an LPG refueling station with no start-up costs. The cost of establishing private infrastructure includes purchasing and installing the necessary equipment for dispensing propane and typically runs from \$30,000 to \$175,000, but varies based on situation and need.



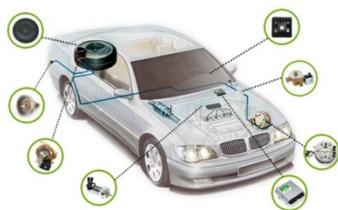
*Exhibit 4: LPG/Propane Station*

## Upgrading Existing Retail Sites

Most LPG vehicles can refuel at existing retail sites that sell propane in small volumes, for example to fill grill canisters and mowers. With adequate demand those sites may upgrade their dispensing equipment to a retail-style metering dispenser with a card reader to accommodate broader vehicle refueling. The pump may also need an upgrade to give vehicles a faster fill rate.

## How LPG Vehicles Work

LPG vehicles work much like gasoline-powered vehicles with spark-ignited engines. LPG is stored as a liquid in a relatively low-pressure tank (about 150 pounds per square inch). In vapor injected systems, liquid propane travels along a fuel line into the engine compartment. The supply of propane to the engine is controlled by a regulator or vaporizer, which converts the liquid propane to a vapor. The vapor is fed to a mixer located near the intake manifold, where it is metered and mixed with filtered air before being drawn into the combustion chamber where it is burned to produce power, just like gasoline. LPG injection engines do not vaporize the propane. Instead, it is injected into the combustion chamber in liquid form. Liquid injection systems have also proven reliable in terms of power, engine durability, and cold starting.



*Exhibit 5: LPG Vehicle Conversion Kit*

## Propane Production and Distribution

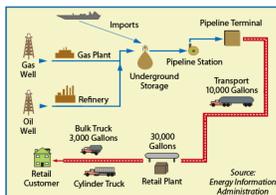
Propane is a by-product of natural gas processing and crude oil refining with almost equal amounts of production derived from each of these sources. Most of the propane consumed in the United States is produced in North America and shipped from its production point to distribution terminals.

## Production

Propane is produced from liquid components recovered during natural gas processing. These components include ethane, methane, propane, and butane, as well as heavier hydrocarbons. Propane and butane, along with other gases, are also produced during crude oil refining.

## Distribution

LPG is shipped from its point of production to bulk distribution terminals via pipeline, railroad, barge, truck, or tanker ship. LPG dealers fill trucks at the terminals and distribute propane to end users, including retail fuel sites.



*Exhibit 6: Schematic Typical Propane Distribution Route*

Together, Ferrellgas and Zebulon would be pleased to assist the MPO with consulting and operational services to execute a full-scale alternative transportation fuel plan supporting the Mobilizing Tomorrow plan. Please do not hesitate to contact us should you have any questions.

Sincerely,

Ken Boyle  
Partner  
Zebulon Innovations, LLC.

Rick Eggermont  
Regional Business Account Manager - Iowa  
Ferrellgas, Inc.

Attachment: Case Studies

### Case Studies:

#### UPS Canada:

[http://www.exceptionalenergy.com/uploads/Ressources/WLPGA-CASE\\_STUDIES\\_UPS\\_V04\\_LR.pdf](http://www.exceptionalenergy.com/uploads/Ressources/WLPGA-CASE_STUDIES_UPS_V04_LR.pdf)

#### America's Farmers:

[http://www.exceptionalenergy.com/uploads/Ressources/WLPGA%20-%20americas\\_farmers.pdf](http://www.exceptionalenergy.com/uploads/Ressources/WLPGA%20-%20americas_farmers.pdf)

#### Police Interceptor:

[http://www.exceptionalenergy.com/uploads/Ressources/WLPGA%20-%20propane\\_autogas\\_police\\_interceptor.pdf](http://www.exceptionalenergy.com/uploads/Ressources/WLPGA%20-%20propane_autogas_police_interceptor.pdf)

#### Autogas in Hong Kong:

[http://www.exceptionalenergy.com/uploads/Ressources/WLPGA%20-%20Case%20Study%20-%20Autogas%20HK\\_V1.pdf](http://www.exceptionalenergy.com/uploads/Ressources/WLPGA%20-%20Case%20Study%20-%20Autogas%20HK_V1.pdf)

Chicago Shuttle Service:

[http://www.propane.com/uploadedFiles/Propane/On\\_Road\\_Fleets/Case Studies and Fact Sheets/Go%20Airport%20Express.pdf](http://www.propane.com/uploadedFiles/Propane/On_Road_Fleets/Case_Studies_and_Fact_Sheets/Go%20Airport%20Express.pdf)

Dekalb County, Georgia Fleet and Infrastructure:

<http://www.allianceautogas.com/wp-content/uploads/2014/07/Dekalb-County.pdf>

Yellow Cab Columbus, Ohio:

[http://www.allianceautogas.com/wp-content/uploads/2012/03/YellowCabOfColumbus\\_Feb20121.pdf](http://www.allianceautogas.com/wp-content/uploads/2012/03/YellowCabOfColumbus_Feb20121.pdf)

Sears Service Network:

<http://www.automotive-fleet.com/channel/green-fleet/news/story/2012/09/sears-begins-converting-vans-to-propane-autogas.aspx>

# PUBLIC COMMENT ON AMENDMENTS

## Amendment 1

### General Comments:

- Concerned that intersection at 100th Street will increase traffic on 100th Street making neighborhood less safe;
- Concerned about how the removal of the loop ramp will impact adjacent businesses and land uses;
- Concern over truck movements coming off 141 flyover having to merge left to turn left on 54th Avenue;
- Concern over the half-diamond at Meredith causing increased difficulty for southbound 141 traffic to merge onto 80/35.

### Submitted Comments:

#### Pete S. – Urbandale, IA

Just wanted to follow up with a writing with my thoughts about the proposal.

The Oralabor project sounds good--nothing very controversial there.

But the 141 interchange project, in my view, is extremely ill-advised and short-sighted. To think that a project of this scope would be undertaken with absolutely no coordination with the plans for the intersection immediately north at 54th Ave., strikes me as unbelievable.

The ONLY answer to the problems in that area is for the 141 ramps to begin and end NORTH of that intersection. That would greatly reduce the number of cars that have to go through the stoplight at the grade intersection. Omaha has done something like this with stretches of W Dodge Ave.

As the other gentleman who was asking questions with me pointed out--the flyover ramp is likely to cause great difficulty with trucks coming off that ramp trying to merge left to turn left at the grade intersection with 54th Ave. If you land the ramp on the left side of the northbound lanes, that brings another set of problems. Whereas I think the grade intersection could be reconfigured something like my diagram below and work much better.

I also think the half -diamond at Meredith is problematic. It is already somewhat difficult for southbound 141 traffic to merge onto 80/35 at Rider corner. Now you are going to add merging from Meredith on top of that. It seems like an unwise idea to me.

In sum, I oppose the plan. I advocate for a flyover ramp that goes to north of the intersection with 54th Ave. I advocate that the southbound ramp from 141 to 80/35 begin north of that intersection too, and cut down on the cars going through the grade intersection. I advocate for keeping the two loop ramps at the interchange. I think if the flyover was configured as I advocate, then there would be such traffic reduction on those two ramps, they would cease being so problematic. This would obviate the need for a half-diamond at Meredith.

As a frequent motorist in Iowa, I am frustrated that my state often makes a large investment in creating an expressway, and then does nothing to preserve that investment. Over time, the investment is lost completely. It is a huge waste.

I first noticed this in the case of Muscatine, with the 22/61 bypass. That used to be an expressway. Now it is a city street with many stoplights and there is nothing express about it.

This has been repeated numerous times throughout the state.

151 around Cedar Rapids, 163 East of Des Moines, and 141 NW of Des Moines.

I will say there are good examples; it appears to me that the DOT has recognized this problem and is trying to do better on newer projects. I see much better outcomes on things like 75 around Sioux City, 34 around Ottumwa and Fairfield, 20 close to Fort Dodge, and the re-working of 30 through Clinton.

These are examples of efforts to either maintain expressway benefits, or recover them from areas where they were slipping away. Bravo for these.

If some extra effort (admittedly expensive) could be done on the 4 glaring problem areas I have outlined above, I think Iowa's road system would be on track to be the best in the nation.

I know these have thusfar been rather global, state-wide comments, perhaps more appropriate for a state DOT meeting. But two of these 4 problem areas are in the Des Moines metro, and the MPO has a large say in how these problems are addressed.

When the 163 expressway to the southeast part of the state was built a decade ago, I thought it was like heaven. I could get to Burlington for hearings in less than 3 hours.

Now, we have allowed no less than 6 stoplights to pop up on an "expressway" between the Des Moines bypass and SE Polk High School. Some expressway. How did we allow that to happen? How did we let such a huge investment in an expressway turn into just another congested city street?

I must conclude that these things happen because of a complete lack of any plan to preserve the express part of the expressways that were built in these 4 instances. Not enough land was preserved in the original building to keep room for later adding interchanges or frontage roads. Development was allowed too close to the expressway and it is difficult to move that stuff later on when the road becomes congested.

I know that the cost of interchanges is prohibitive. But we either aspire to have expressways or we give up on the idea. I think that with the right planning and budgeting we can have expressways, and that we should. Other states do.

Now let me turn to the 141 expressway, which has been very valuable until recent times, in transporting people from northwest of town into and out of the metro.

There are two significant issues in this area that need to be addressed quickly. The cloverleaf ramp from 80/35 to 141 backs up, and puts slowed or stopped traffic right on the traveled portion of 80/35 during rush hour. This is terribly unsafe. The second issue is that the intersection between 141 and SE 37th st/54th Ave. is very congested, and extremely so during rush hour. The congestion is aggravated by the fact that there is a lot of heavy truck traffic through this intersection, to nearby warehouses and industrial facilities. Trucks take a long time to accelerate through an intersection, and traffic can be held up for several cycles of the stoplight in getting through the intersection.

It seems to me that the various plans on the board right now for the 141 interchange totally fail to address this second problem.

I advocate for the following changes in this corridor to restore 141 to being an expressway (going from north to south):

ONE—The grade crossing at SE 11th st. should be removed. An overpass/underpass at that site for SE 11th could be considered. This crossing never should have been approved, and its appearance a few years ago is one of the dumbest things I have ever seen on an Iowa road.

TWO—The grade crossing at SE 28th should be removed. An overpass/underpass at that site for SE 28th could be considered.

THREE—The grade crossing at SE Grimes Blvd. should be removed with no crossing at all at that site.

FOUR—A standard Diamond interchange should be installed at SE 19th/62nd Ave.

FIVE—Regarding the 141 interchange with 80/35, there should be a flyover ramp from northbound 80/35 to northbound 141. This ramp should end NORTH of the intersection with SE 37th/54th Ave. There could easily be a ramp down to that intersection, but then Quik Trip would have to move its building to the east.

SIX—The ramp from southbound 141 to 80/35 would start NORTH of the intersection with SE 37th/54th Ave. There would still be a ramp from that intersection climbing up to this longer ramp.

SEVEN—Rework the intersection of 141 and SE 37th/54th Ave. This would be a grade intersection with a stoplight, with ramps going overhead as described above. This will require taking a strip of land from Toyota of Des Moines, but that could be done in a way that actually enhances that property in the end.

I brought these thoughts to the meeting last evening, and I thank the MPO for hosting the meeting and answering questions.

I came away with the following impressions:

---that the crossing at SE 11th was asked for by the City of Grimes, and the state gave permission for it.

---that the re-working of the 141/80-35 interchange did not at all take into account solving the problems at 141 & 54th Ave. in being designed.

---the City of Grimes plans to “upgrade” that intersection in the coming years, but the plans have not been drawn up.

---that all of these plans were made before the change in the gas tax.

---the ballpark cost of the chosen alternative is \$50M, with the rough breakdown being \$17M for the 100th street interchange that will be paid for by the City of Urbandale, and \$33M for the rest of the project, to be paid for by the DOT/MPO/Feds.

---That extending the 141 ramps to a place north of the intersection with 54th Ave. was “considered” and then discarded. But no one knew why it was discarded. It is stated that this is an “option for the future” which indicates to me that the work to be done in this project is likely to be torn up and redone in just a few years. But the key is that there appears to be no coordination at all between this large project, and the plans of the City of Grimes for that intersection.

---the planners of this project don’t even yet know which side of the northbound lanes of 141 the flyover ramp will land on.

### **Adam W.**

In response to the MPO input meeting of the above mentioned interchange I have a few comments related to the IJR. You may recall that I own 25 acres on the south edge of this interchange. This includes 15 acres behind McDonald’s and 15 acres between Target and Home Depot.

My largest concern is with the change in property use of my development. We have work with the City of Urbandale to maintain a class A retail environment. With the proposed interchange I will no longer be able to sell to retail tenants. McDonald’s, Kum & Go, Home Depot, and Target have all express that this change could close their store or drastically hurt them. The proposed interchange also decreases the value of the property. This is very discouraging as we have given so much to Urbandale in creating a Class A retail environment. Our family has provided: dirt to the interchange exits, \$500,000 to Rise funding, 1/2 the funding for street in the development, and large amounts to traffic signals to the area.

My other concern lies in the way the flyover connects in to 141. To the west of the 141 & 37th St. intersection are a number of large truck businesses. These include: 3 concrete plants, Beiser lumber, Monarch foundations, FedEx, and the garbage transfer facility. (The IJR study did not include the traffic from FedEx or the Waste Management facility.) As these large trucks exit NB I35/80 to NB 141 and take the flyover they encounter a large slop down to 141 then merging across 2 lanes of traffic in a short period, followed by very short stacking distance at 37th St. This mess will cause the truck traffic to exit elsewhere and further congest the sides streets of the area. Thus not eliminating the traffic blight to the area.

