

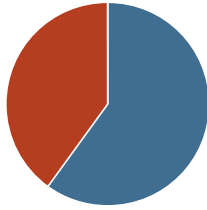
# FEDERAL FISCAL YEAR 2021 STBG PUBLIC COMMENTS



## Altoona – 8th Street SW Reconstruction

Do you support this project?

Yes	6
No	4
Unsure	0



### Comments

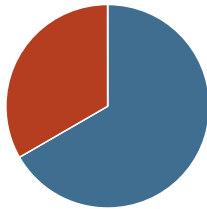
- I'm okay with it as long as it does NOT involve widening the street. Traffic on 8th St is perfectly fine.
- Only supporting this project because it adds a bicycle facility. Putting in 13 foot lanes and then saying the speed limit is 35mph must be a joke, right?? Build roads appropriate for the expected speed...

- Street design 101: widening roads leads to more traffic (induced demand) and greater encouragement for sprawl.
- Altoona is growing and needs 8th St SW reconstructed.
- Just let Altoona TIF this like every other project.
- I like this project the best out of all the others.
- Not a priority for us.

## Ankeny – NE 54th Street Bridge Replacement

Do you support this project?

Yes	2
No	1
Unsure	0



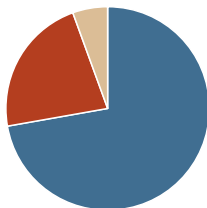
### Comments

- Important for mobility between highly traveled areas.
- As long as the bridge is structurally deficient and isn't being widened by 50 feet, this is a good project for responsibly maintaining existing infrastructure.

## Ankeny – W First Street Widening Improvements

Do you support this project?

Yes	13
No	4
Unsure	1



### Comments

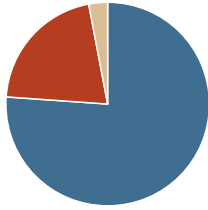
- This is a high traffic area with schools and churches. For safety reasons and to improve traffic flow - I would support this project as a priority for Ankeny.
- A road expansion project attempting to disguise itself as something else. Ankeny needs to put more funding towards DART instead of trying to widen roads.

- Street design 101: widening roads leads to more traffic (induced demand) and greater encouragement for sprawl.
- Ankeny is the fastest growing area. It should pay for this.
- I agree with the scoring of this project in relation to others listed.
- As Ankeny grows and this is a major entry into town, this project is very much needed and timely with Ankeny/IDOT reconstruction of the interstate intersection in the next two years.
- Rather than adding more turn lanes, perhaps the city could study the installation of a modern roundabout at this intersection? The intersection's capacity could potentially be increased even more. Just a suggestion.
- Much needed project in the state's fastest growing city, along one of it's most heavily traveled streets, next to multiple schools, parks and recreational areas (aka heavy vehicle and foot traffic). Would also provide additional safety as related to growth and daily area functions as listed above.
- Not a priority for us.

## Carlisle – Scotch Ridge Road Improvements

Do you support this project?

Yes	51
No	14
Unsure	2



### Comments

- This intersection is critically important to the growth of the City. Housing is being developed to the south on Scotch Ridge Road which bottlenecks traffic along with the traffic from the new commercial development and bus traffic from the Carlisle Middle School. Besides the locally generated traffic, there are about 20,000 vehicles from outside of the City that use this intersection.

- The intersection definitely needs to be improved, however, I am hesitant to say the city deserves grant money to do so. The city seemingly decided to allow housing developments, a school, and most recently businesses to be built in the area with no forethought of how that would impact the flow of traffic.
- This is a VERY busy intersection at all times. Always traffic coming in and out of town. We need some major improvements to help with the busiest times of the day.
- “The improvements to Scotch Ridge Road and Highway 5 Intersection should help encourage drivers making the trip from Carlisle to Indianola to use Scotch Ridge Road rather than take the Bypass and Highway 69’. I don’t see this as a true statement as the 65/69 Scotch Ridge Rd intersection is considered a dangerous intersection. DOT improvements should be encouraged there as well.”
- This intersection is so congested. Many times I have to sit through 2 to 3 lights to get through.
- We live off of scotch ridge road and are consumed with the daily traffic on/off of this road to/from the school and then to downtown Des Moines for work. It is very evident that improvement is needed for this intersection. This was a critical intersection just a few weeks ago when all Hwy 65/69 traffic was routed to this road/interesection. With the thousands of kids that are transported to/around this area, some improvement is desperately needed.
- Existing intersection is fine. Traffic is not the issue. Real need is an overhead crosswalk so pedestrians can access businesses.
- I think they should figure out a way for Highway 5 to By-Pass Carlisle. This would immediately eliminate any congestion in this town and allow for safer/less road rage commutes to Des Moines from the outlying communities that travel this Highway.
- This intersection is not only extremely busy but also dangerous. We need better turning lanes, straight lanes, and overall widening. With the addition of Subway, Fareway, Dollar General, Oreilly Auto Parts, and the boom in residential growth this area is in desperate need of reconstruction. Adding in that the school is right there as well with our children being transported is a big concern for safety.
- Located in an area with lots of commercial and residential growth. Plus new middle school. All have increased the traffic in this intersection.
- Carlisle needs to do this project with Crossing the highway for students that go to school. The kids on the south side of highway five recently received a underpass to help cross scotch ridge road. Highway five and scotch ridge road is significantly increasing traffic and is getting to be backed up especially during school times. This project need to be done.
- This intersection is very dangerous and needs updated. Thanks for the consideration.
- Congested on the rare morning I take the kids to town. Very Congested in the evenings. Stops up everything if you need to turn into the middle school or the grocery store.
- The intersection is very dangerous with Carlisle growing it needs turning arrows
- I believe improvements to this area would be beneficial for everybody. There are new housing developments and a middle school in this area, meaning more traffic before and after work/school times. I drop off my daughter on this road before work and have been stuck in a long line of traffic for several minutes because everybody turns left (I need to turn right and can’t get to the turning lane because of heavy traffic). It would make work/school commutes smoother and quicker. Traffic will only get heavier with the new housing going in, so improvements will prevent future problems with traffic there.
- This intersection is horrible! Any improvement will be better than what is there.

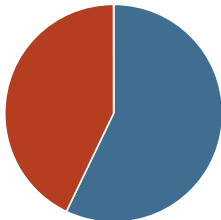
- I live in Carlisle. Travel to DSM every day. This is a highly traveled area and needs considered a high priority. Many people travel thru this intersection coming from Knoxville and Carlisle and rural Indianola. We have a school on this road now; too many accidents are occurring that don't need to be. It's time to consider a construction redo to make this a better way to get thru this area. Thank you.
- This intersection is the site of many accidents. Traffic is especially bad on school days as school busses and parents drop off and pickup students at the Middle School near that intersection. Truck traffic on Hwy 5 is heavy and this further complicates the safe passage of traffic.
- I believe improvements to this area would be beneficial for everybody. There are new housing developments and a middle school in this area, meaning more traffic before and after work/school times. I drop off my daughter on this road before work and have been stuck in a long line of traffic for several minutes because everybody turns left (I need to turn right and can't get to the turning lane because of heavy traffic). It would make work/school commutes smoother and quicker. Traffic will only get heavier with the new housing going in, so improvements will prevent future problems with traffic there.
- These improvements are desperately needed for the safety of the growing Carlisle community and the traffic within this area.
- I have lived in the Scotch Ridge area for 33 years now and still every time I cross through that intersection I fear for my life. Although the speed limit is 60, many cars go MUCH faster and it is extremely difficult to judge the speed of traffic coming from both directions. During morning and evening heavy traffic times you can sit at the intersection for 5 to 10 minutes before finally going- which is often taking a risk. This intersection is definitely a high-risk intersection for young drivers and elderly drivers whose judgment is even less. PLEASE find a solution ASAP before another life is taken.
- Drive this road every morning, a lot of traffic at the intersection.
- All for making that area safer for our residents
- These improvements are desperately needed for the safety of the growing Carlisle community and the traffic within this area.
- This intersection is very dangerous during rush hours and school dismissal. Not sure how to correct but something needs to be done.
- Roundabouts are horrible! Please don't do it. I have run into many on my travels and they are unpleasant. This interchange does not need improving. It works fine and anyone wanting to go to Indianola already uses Scotch Ridge road. Using the bypass is longer and out of the way. People of Carlisle are not that stupid.
- Great to see a roundabout project apply for funding. I wish the Highway 5/Scotch Ridge intersection was being converted to a roundabout as well though..
- I grew up in Carlisle but currently live in Eastern Iowa. Most of my family still lives in Carlisle, and I visit often. While I haven't personally experienced traffic delays at that intersection, I can imagine that with all of the development planned along Scotch Ridge Road even more congestion is coming. It has always seemed a bit strange to me that the speed limit is 25 mph there when the middle school is so far removed from the main road. I support improvements to the intersection and think they would benefit Carlisle citizens.
- I do not support any project that has a roundabout. If the project were to be for expansion of the turning lanes near the intersection, in my opinion that would solve many of the problems for northbound traffic.
- This should include SRR/Hwy 5/access road intersection improvements and SRR widening inside the Carlisle City Limits to improve traffic flow from south of the School to HWY 5 intersection!
- "Don't mess with the intersection. Traffic flow is just fine. Better to provide a safe crosswalk for the community to access the retail stores south of highway 5."
- The addition of a roundabout is only going to make traffic worse and having 2 sets of lights in a matter of a few hundred feet is a waste of money!
- As Carlisle's Police Chief, we see first hand the dangers of this intersection. This intersection is currently poorly designed, creating numerous traffic hazards. The way this intersection sits on a crest of a hill creates dynamics when an accident occurs there. Traffic is backed up at all intersections throughout the city, as we do not have staffing that can handle this when it occurs. We rely on outside agencies help. The businesses to the south of the intersection have flooded the area with extra traffic and combined with the school, creates dangerous conditions. The current intersection does not meet the current demands of traffic flow and pedestrian traffic and needs some serious attention before other accidents occur.

- “ This intersection has become extremely dangerous. High-volume traffic coupled with HIGH speeds makes this intersection very dangerous. Several accidents happen each year as the result of someone racing through the intersection. It is also dangerous because of the layout of the road. The turning traffic going south turning into Carlisle frontage road create a blind spot for the traffic turning left onto Scotchridge road. The thru traffic headed south is hidden. The road is on a slight hill and curves just enough to create this blindness. The increase of homes and businesses that have been developed along Scotchridge road have made the road 1000% busier. It is the ONLY route to those homes and businesses.  
People continue to walk across this intersection. The city has made several attempts to discourage people from crossing HWY 5 at this intersection. People STILL CROSS!!! They will continue to cross if it is the shortest path to their destination. Although the city provides transportation to the middle school, Children still cross this road to get to and from school. Residents who do not drive will continue to cross the road to get to the grocery store or the convenience store. Please consider this project. Our residents desperately need a safe route to their homes their school and the retail businesses. “
- This area is high traffic and always a trouble to get to the local stores located east and west and picking up children in area also makes it hard to drive and travel.
- Ditch the roundabout. Concentrate on making this a walkable community by providing safe crosswalks at this intersection.
- Not a priority for us.
- I live off Market St. and use this intersection frequently. Traffic flow is not an issue.
- I live just off Market Street and use this intersection frequently. I don't see a need for change even in the busiest of traffic times.
- This will not make anything better.

## DART – Replacement Buses

Do you support this project?

Yes	4
No	3
Unsure	0



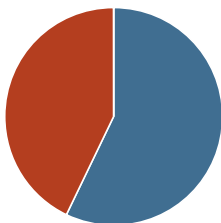
### Comments

- Buy smaller buses, the larger ones are nearly empty. Smaller ones will use less fuel and get more use.
- Dart is a waste of money. Few people use.
- Essential to maintain existing fleet. Especially if vehicles are older and in need of replacement.
- Not a priority for us.

## Des Moines – E Douglas Avenue Widening

Do you support this project?

Yes	4
No	3
Unsure	0



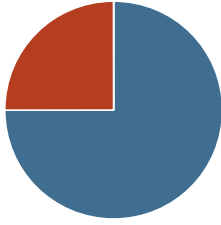
### Comments

- Street design 101: widening roads leads to more traffic (induced demand) and greater encouragement for sprawl.
- Not a priority for us.

## Des Moines – Ingersoll Avenue Reconstruction

Do you support this project?

Yes	9
No	3
Unsure	0



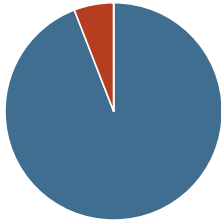
### Comments

- Add dedicated bike lines protected by parking. This street could easily handle this configuration.
- Not highest priority
- Road is way too wide, and the parking is never used on both sides. Would like to see the extra space used for an improved bicycle facility type or have the road narrowed since this is a reconstruction project. Sidewalks also need to be added on the north side from 44th to Polk.
- Needed multimodal by-way

## Des Moines – River Trail Phase 2

Do you support this project?

Yes	16
No	1
Unsure	0



### Comments

- This connection will fill a critical missing link in the regional trail system identified on the MPO's trail gap map and many other local and regional plans. It will be a well-used commuter route connecting many neighborhoods to downtown Des Moines and beyond. The Des Moines River Trail Phase 2 will strengthening tourism and enhance other economic benefits by enabling people to reach many

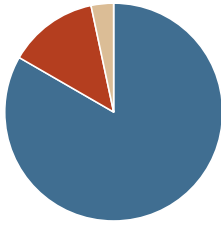
regional destinations that currently are not linked together. The trail route truly special as it passes through timber and other diverse habitats, crosses a scenic creek and provides great vistas in multiple locations.

- This trail will complete the connection between Easter Lake and downtown Des Moines
- It would make it safe to bike to downtown.
- More bike lanes please!
- This connection is very important for the metro area trail network. Connecting the River trail to Easter Lake not only creates a loop back to downtown DSM (utilizing the Mark Ackelson Trail and then Indianola Ave bike lanes), but once the remaining segment of the Carlisle to Easter Lake trail is completed, this will provide a continuous off-street route from Indianola to downtown DSM, and the all the Central Iowa Trails Network. This opens up so many recreational opportunities for families that don't feel comfortable riding in bike lanes or on urban streets. It also connects James Cownie Park to Easter Lake and Ewing Park, which again encourages more use of all three of the parks.
- I live in the Easter Lake area and to access any trails I have to either ride on city streets or drive to a trail head. Completing this section will be our connection to the Central Iowa trail network.
- Great project to feed an area of Des Moines that is underserved by trails.
- Bargain price for a great addition to our bike trail system on the southeast side!
- A needed connector for bike and pedestrian traffic.
- Great idea.

## Des Moines – SE Connector

Do you support this project?

Yes	25
No	4
Unsure	1



### Comments

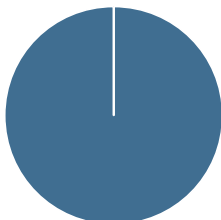
- The Southeast Connector will have a huge impact for the City of Des Moines. Currently there does not exist an easy route that skirts the city on the south side running east/west. This project will also help revitalize a portion of our city that is underutilized and has great potential. I support this project and hope the City of Des Moines will move forward with its completion!

- easy access to east side
- important link to the east and north (Gay Lea Wilson, Altoona, Ankeny..) Could also extend out to Yellowbanks and someday south (Summerset).
- The last time I tried to ride a bicycle in this vicinity, it was not safe (no real shoulders, no bike lanes, no trails). A safe route is needed.
- Pleasant Hill needs a safe route to connect to Des Moines and this would provide that. It would also help with moving some of the traffic off of University Ave.
- This section will close the gap on a long awaited for and much needed connection to downtown from the east side of DSM and the 65/5 bypass. This will also provide economic development opportunities to the east side of DSM, which is a definite need.
- Expensive, but needed for improvements to occur in the area.
- This project definitely needs to be done especially when traffic is mixed with large heavy equipment and is becoming more dangerous as high traffic times increase in traffic.
- Not if it destroys the great Western trail
- Once south of University, there is not a good east-west connecting route until you get to Army Post Road. What has been done with MLK from Fleur to E 30th Street already has made travel from East Des Moines and Pleasant Hill to south Des Moines much easier. And, I would think it would help alleviate traffic problems on University during the Iowa State Fair.
- Can we just throw a million or two at improving Vandalia and call it good enough for now? This project is the gift that just keeps on taking.
- Not a priority for us.
- As growth continues on the east side of Des Moines I feel this is a very important project as traffic demands will continue to grow.

## Des Moines – Walnut Street Bridge Replacement

Do you support this project?

Yes	2
No	0
Unsure	0



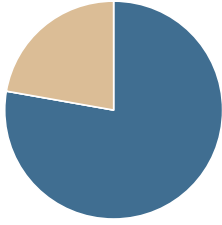
### Comments

- Narrow vehicle lane width to obtain a 25 mph speed limit to 10 ft at most. Add dedicated bike lanes protected by parking and increase width of sidewalks.

## Iowa DOT – Pavement Rehabilitation of US 62 Merle Hay Road

Do you support this project?

Yes	7
No	0
Unsure	2



### Comments

- This is a main entrance into Urbandale and needs to be rehabilitated.
- “Drainage improvements, capacity improvements, pedestrian safety, and access management (center turn or turning lanes, driveway closures) are badly needed in this corridor. Overhead utilities should also be buried where possible so additional publicly owned lands can be used for

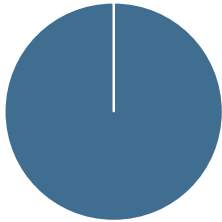
transportation purposes. If no long term plan exists to connect a future MLK north to I-80/35, then this corridor has to be the one for long-range improvements. “

- Replacing this section with the same 4 lane configuration that exists today would be foolish. So many accidents and near accidents are caused by left turns at all of the parking lot entrances. The road could use resurfacing, but it also needs to be redesigned for improved safety. With the City of Des Moines preparing to embark on a corridor study for Merle Hay, I’d hope this project could evolve from a basic resurfacing.

## Polk County – NE 82nd Avenue Replacement

Do you support this project?

Yes	1
No	0
Unsure	0

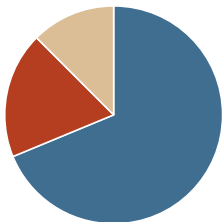


### Comments

## Polk County – NW 26th Street Reconstruction Project

Do you support this project?

Yes	11
No	3
Unsure	2



### Comments

- I support this project to enhance safety (complete streets features) and the increasing traffic volume.
- This should extend south and intersect with I-35,80 with an interchange.
- Street design 101: widening roads leads to more traffic (induced demand) and greater encouragement for sprawl.

- Not a high priority.
- This project should include capacity (widening) improvements and intersection safety treatments (protected left turning lanes).
- There is absolutely no need for this to be a 5 lane street. If anything, build a three lane street with a center turn lane and leave room to widen it on both sides in the future if needed. The county needs to quit wasting money widening all of these roads to 5 lanes. The traffic light at NW 26th & NW 66th is also incredibly dangerous, and should be replaced with a roundabout like Johnston has done.
- The NW 66th to Oralabor Road. Concerns: impact on Fisher Lake and the wetland and watershed there. It looks like the ROW goes from 40’ to 73’ wide. What about mitigation? The closer, the better. And will there be efforts to capture and infiltrate the increased runoff? This is quite a hill (I know, I’ve biked it) and the road will certainly increase runoff of significant velocity. Any Best Management Practices proposed? Trees?



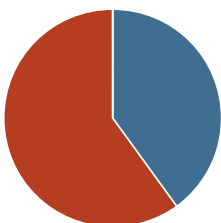
Keep pushing for more funds directed at walkability, bike ability, and especially safe routes to schools. This will probably not be a priority of the incoming administration, so now may be the time.

- Not a priority for us.
- How with this project impact Fisher Lake at the intersection of NW 26th Street and 66th? Will additional lanes be required to that intersection? If Fisher Lake will be impacted, what wetland mitigation and minimizing of impact will be done.

## Urbandale – 170th Street (Alice’s Road)

Do you support this project?

Yes	4
No	6
Unsure	0



### Comments

- Street design 101: widening roads leads to more traffic (induced demand) and greater encouragement for sprawl.
- Others strike me as better at meeting the scoring criteria.
- This area is growing and traffic is getting heavier. This is an extremely important project.
- This is a simple 2 lane county highway that is becoming

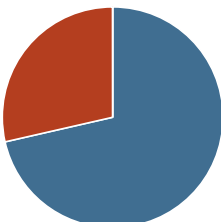
increasingly traveled. With the addition of an elementary school in 2018 and much more housing development, the road as it stands will become a very frustrating and dangerous area.

- Much needed!

## Warren County – Greenfield Plaza Safe Routes to School

Do you support this project?

Yes	5
No	2
Unsure	0



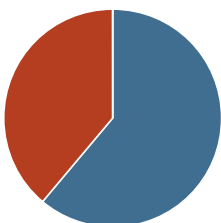
### Comments

- Child safety, especially along busy streets is absolutely necessary.
- Not a priority for us.

## Waukee – Grand Prairie Parkway Phase 5

Do you support this project?

Yes	11
No	7
Unsure	0



### Comments

- Waukee can pay for this, no reason the metro should support additional unsustainable growth west of established urban areas.
- “I support this but I would be more interested in the completion of lengthening the turning lanes on Hickman Road. A lot of time, effort and dollars were spent to fix and lengthen the left turn lanes. Nothing was done with the right

turn lanes.....they are still the short length. The current situation leads to safety concerns as some drivers pull onto the right shoulder/turning lane based on where the left one starts and others wait for the solid line to pull into the turning lane. It doesn't make much sense to think that you need less room to stop if you are turning right compared to turning left. This situation exists for the entire stretch of Hickman from the interstate all the way into Waukee. “

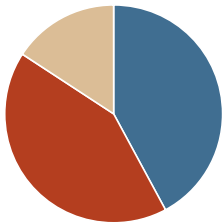
- Waukee will get developed with or without public funding.
- Irresponsible road expansion and subsidization of sprawl. Spend more money improving access to other modes of transportation.

- Street design 101: widening roads leads to more traffic (induced demand) and greater encouragement for sprawl.
- Others strike me as better at meeting the scoring criteria.
- This road was busy prior to the opening of Grand Prairie Parkway and the new interstate interchange. Now it is bumper to bumper traffic during morning and evening commute times making it very difficult to access any of the businesses along that corridor (or get out of them). Even at none commute times, the road is consistently busy and that's with undeveloped land along the west side. Now that developers are readying that land for occupation, I can't imagine how busy Alice's Road will become. It would be one that I would like to avoid but because I conduct regular business with three companies along that road, I can't. Also, this is one of the main lanes that students living in the NE part of the Waukee school district use to drive to school. As a parent, I would like to see a better road system in place on such a busy stretch.
- Much needed.

## West Des Moines – Grand Avenue Widening

Do you support this project?

Yes	8
No	8
Unsure	3



### Comments

- “This is a City project - let them figure out the funding. Do NOT use money that is desperately needed in other areas of Des Moines (even West Des Moines) for this. Try and focus on areas that are in more of a dire need”
- This affects me !! Fund it!
- Please consider the impact of these projects on the soil of

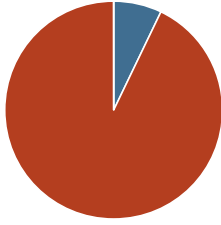
low density farmland destroying development we are trying to avoid. Perhaps these roads should not be built.

- “I am against this project because it will turn a semi vibrant retail area into a pseudo interstate. People will drive through this area faster and will stop at local businesses less if this project is implemented. Also, how is it that under Criteria 16 (Project is using permeable paving, vegetation or other green streets techniques to manage 1 ¼ inches of the average rainfall.), this project receives a 4, when in the application they only say “A stormwater masterplan has been developed to accommodate all rain events as well as complement the flood management efforts along Walnut Creek.”... And this is enough to get a 4? Whoever scored these projects was asleep at the wheel.
- Add wider sidewalks.
- Sorry, isn't this already completed?
- This would alleviate significant congestion in a small area that is a crossroads between N/S and E/W.
- This is a major entry point to West Des Moines and a revitalization district, road widening is important.
- Not as high a priority as others.
- Use some of that Microsoft money to pay for this garbage.
- Important to accommodate expected growth and development.
- As a small business owner located along the proposed section of road I am greatly concerned about what this means for my business. I have a strong worry about having a median down the middle of the road. Unless there will be cut outs for people traveling eastbound on Grand ave to turn into my parking lot, this will cut the access into my business in half which I am not in favor of. In my opinion a median down the road would drastically change the access to the local businesses for the worse. I am also concerned with exactly how wide the street is going to be and how much of a setback is going to be required for my building. This would have a huge impact on my business and if the street is widened enough and a large setback is required this could take a large portion of my building square footage. I would love to speak with someone about the proposed widening and see the plans if possible. Please feel free to contact me any time at the email address below.

## West Des Moines – South Grand Prairie Parkway

Do you support this project?

Yes	1
No	13
Unsure	0



### Comments

- Yesterday's approach to community development. This road isn't necessary with current traffic counts in the area. The proposed size of the roadway is extremely wasteful when other roads are crumbling and need replacement.
- The Tomorrow Plan: Partnering for a Greener Greater Des Moines and the extensive process leading to the plan lays out a vision for the growth of the metro and its transportation

needs. This plan represents the collective vision of the leaders and citizens in the area. Following it will help us achieve the economic, social, and environmental goals we want for our region. Ignoring it will make it more difficult to achieve those goals. Your decisions as to what to fund in transportation should be fully consistent with The Tomorrow Plan. Though I did not do a full evaluation of how the various proposals align with The Tomorrow Plan, I suggest that FID 17 -- Grand Avenue 2 and South Grand Prairie Parkway are inconsistent with the goals of the plan. Please consider rejecting these proposals.

- How is it that the applications for South Grand Prairie Parkway, Grand Ave 1, and Grand Ave 2 all receive a score of 4 under the category of "Project decreases energy consumption (idle reduction, electric vehicle infrastructure, etc.)", when all 3 projects proposed are new roads, built where none currently exist? Is there traffic congestion in the cornfields out there? This is clearly a project designed to create more suburban sprawl, and it is irresponsible to put taxpayers on the hook for it.
- Street design 101: widening roads leads to more traffic (induced demand) and greater encouragement for sprawl.
- Sprawl-inducing project. Money should be spent on existing infrastructure.
- This seems like a critical connection to complete. It will provide a link to several interchanges and open up the whole south side of I-80 in that area. With the proposed MS data center and related extension of Veterans Parkway to link to in the next couple of years, this seems like it should be a high priority
- Agree with scoring of this project to date.
- \$8,000,000 for another 6 lane West Des Moines road to nowhere? No thanks.
- Not a priority for us.