

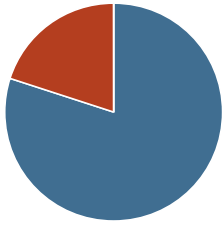
FEDERAL FISCAL YEAR 2022 STBG PUBLIC COMMENTS



Ankeny – West 1st Street Widening Phase I

Do you support this project?

Yes	4
No	1
Unsure	0



will keep a lot of people safe.

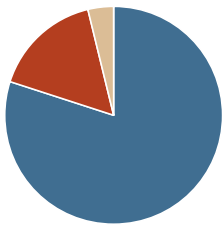
Comments

- High priority, high impact project for reasons described in the application, including “the connectivity that First Street provides to four major state routes and the recreational access that it provides” with increasing traffic and congestion. The application is correct: “First Street functions as a very strong regional route.
- most dangerous intersection in the state, improvements here

Carlisle – Scotch Ridge Road Improvement

Do you support this project?

Yes	84
No	17
Unsure	4



Comments

- Capacity of IA 5 and HWY 69/65 from Carlisle to Indianola is far from capacity.
- Carlisle has nowhere else to grow.
- Road needs improvement
- This heavily traveled road is vastly in need of improvement, I will gladly contribute my tax dollars to knowing this area

is upgraded and congestion is eased! Please account for providing a safe route to school for youth, elderly mobility and cyclists access. If funding is possible, lighting improvements would help. It would be nice if substantial tree plantings improved the area for beautification and air quality, every project I see in the metro area cuts down trees without hesitation, but where are the new trees getting planted? Please look into cost efficient green infrastructure technologies.

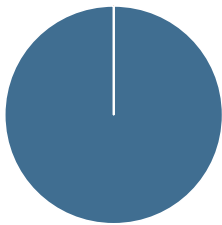
- This is a main intersection in the city supporting businesses, housing and the school district. About 19,000 vehicles go through this intersection on a daily basis and the number steadily increases. The only area for housing growth in the city is along Scotch Ridge Road and thus more traffic from Carlisle will use this intersection as well as vehicles on Highway 5.
- This is a dangerous and chaotic intersection. I live near this area, so I drive it frequently, as does the rest of my family. There have been multiple occasions where i have been nearly hit by others pulling out right in front of me. Not to mention the chaos of before and after school traffic. There definitely needs to be turning lanes and lights.
- Depends on what the improvements consist of
- This is a messy and dangerous intersection. The city, and the thousands who drive through this daily, would greatly benefit from making this a safer intersection that would be easier to navigate.
- The city needs this program to provide safe routes to schools easier flow of traffic at peak times and provide future growth for our town contributing to the overall metropolitan contribution.
- This is very much needed with so many people go to and from the middle school and businesses there.
- I'd like to see streets such as Garfield and Elm streets improved, where heavy trucks are constantly up and down.
- NOt if a roundabout is the proposed solution! Anyone using the area in this slick weather will tell you that the topography does not make sense for a roundabout.
- I understand how the flow of traffic is smoother with a roundabout. What I'm not understanding is how it will help with congestion when traffic will still get backed up at the stop light? During busy times like beginning and end of school the stop light needs to have different timing or maybe even a left turn signal/lane for people coming off of scotchridge because that's where it gets backed up with people waiting to turn left at that stop light.
- Carlisle would benefit greatly from funding to improve Scotch Ridge Road.
- This is a dangerous intersection with numerous accidents. In the morning, the traffic backs up onto Scotch Ridge Road from busses and parents dropping off at the middle school.

- Very busy and highly traveled road. Many people take Hwy from DSM through Carlisle to their home. With a Subway, Dollar General, Fareway, & the middle school the traffic has increased immensely in the last 3-5 years. Also throw in that many young drivers go through that intersection from the high school. Really need to reconfigure it to keep it safe and traffic flowing smoothly.
- It is a great a needed project to help our community continue to grow.
- This is a project that needs to be completed.
- How is anyone to know, there should be a link to the “project” so Citizens can see what is being proposed!
- That intersection is a major safety concern.
- No where is there access to see what the project is, what plans to be used, what the scope is and what it encompasses.

DART – Replacement Buses

Do you support this project?

Yes	8
No	0
Unsure	0



Comments

- Expansion of the transit system is critical for the region’s growth. Replacing aging buses is a key component towards this goal.
- I strongly support increased funding for DART, especially considering the efforts of the Des Moines city council to require visitors and residents to pay parking meters during evening and weekend hours. I think Polk County should

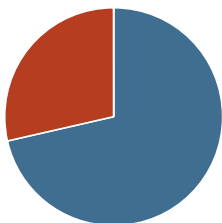
consider increased funding for public transit alongside changes to parking policy to encourage usage of public transportation and decrease private car usage.

- DART is a critical part of DM transportation and needs to be supported. This is one of only a few projects that aren't car-centric, so it needs support.

Des Moines – East Douglas Avenue Widening Project

Do you support this project?

Yes	5
No	2
Unsure	0



Comments

- Protected bike lanes are necessary. Needs to connect to the rest of the city system along the Des Moines River.
- Yes, very much support this project! Also, that section of Douglas is very dark in the mornings/evenings. When it snows I feel like I am going to run out of room and hit a passing car or go into the steep ditch. I think with the opening of the Outlet mall and all the new developments

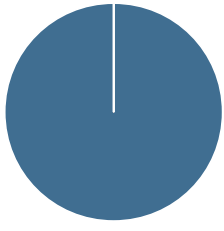
in Altoona the traffic has increased significantly! When the next Brooke Run/Village is complete I’m sure traffic will increase even more! On a side note.... Since I’m here.. Hopefully the issue with E 42ND and Hubbell and Europe 36th-E 38th and Hubbell gets addressed sooner than later!

- The proposal to go from 2 lanes to 5 is complete overkill and requires the acquisition of ROW that will lower the property values of the surrounding neighborhood. Any expansion should be limited to 3 lanes. The City of Des Moines should not be building road to get commuters through the City as fast as possible at the expense of City neighborhoods.

Des Moines – Guthrie Avenue Viaduct Rehab

Do you support this project?

Yes	3
No	0
Unsure	0

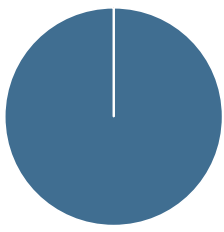


Comments

Des Moines – Ingersoll Avenue Reconstruction

Do you support this project?

Yes	5
No	0
Unsure	0



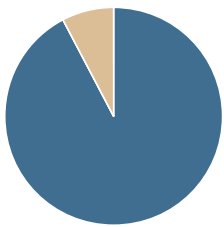
Comments

- Change bike lanes to protected bike lanes. No reason this improvement couldn't be done in this residential neighborhood.

Des Moines – Intelligent Transportation Systems

Do you support this project?

Yes	12
No	0
Unsure	1



Comments

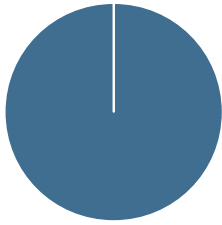
- Need more info
- Necessary to be forward-thinking
- This is much needed to coordinate travel throughout des moines. Would impact not only the city but metro residents that travel through the city.

- Great project.
- Reducing lane expansion should be a top priority of all area planning.
- This is critically needed to more efficiently move traffic.
- I strongly support needed infrastructure projects like this one. I often find myself calling in broken signal lights and a more resilient system like this would enable the city to better manage the traffic infrastructure.

Iowa DOT– Rehabilitation of US 6 in Des Moines

Do you support this project?

Yes	9
No	0
Unsure	0



Comments

- Needs road diet. Current configuration is dangerous and needs to be slowed down. Road needs rehabilitated, but needs enhancements that improve walkability, transit and vehicle traffic.
- I support the resurfacing. However the IDOT needs to examine this corridor for ways it can become more

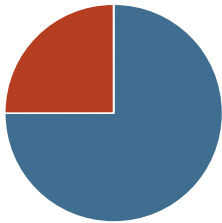
walkable, especially between 2nd Ave. and 7th Street. The lack of on-street parking in that stretch has killed retail along the street.

- This project has one of the best cost to benefit ratios. The DOT is only asking for \$450,000 yet they are providing the other 4.5 million cost of the project. This seems like a great way to make polk county funds go further!

Polk County– Bridge No. 3606 Replacement

Do you support this project?

Yes	3
No	1
Unsure	0



Comments

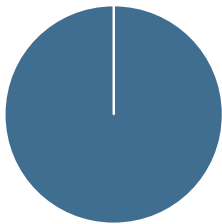
- My experience is consistent with the application's points, particularly regarding the growth in the area over the last 4 years, the increase in traffic volumes, and the use of the bridge as the primary access to over 200 homes that would have to use a 4-mile detour should this bridge fail or have to be closed.

- Heritage Park access is to the south of this bridge, which means few in the region benefit from this bridge replacement. Other sources should be sought, including developers/land owners to the north of the bridge that actually benefit from the improvement.
- There are a lot of people that live in deer creek/other areas. This will improve their lives greatly

Polk County– NE 22nd Street

Do you support this project?

Yes	1
No	0
Unsure	0

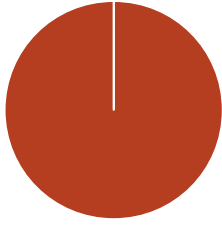


Comments

Urbandale– 128th Street Maintenance

Do you support this project?

Yes	0
No	3
Unsure	0



Comments

- This just promotes urban sprawl

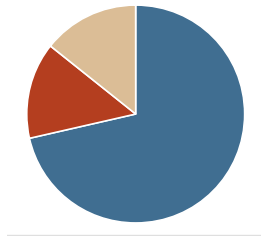
FEDERAL FISCAL YEAR 2022 TAP PUBLIC COMMENTS



Altoona – Facebook Trail Connection

Do you support this project?

Yes	5
No	1
Unsure	1



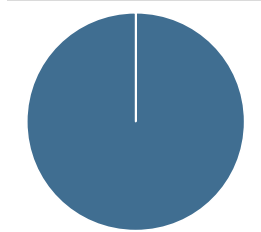
Comments

- There seems to be higher priority trails. This is a dead end.
- Facebook should be paying for their own infrastructure. We already gave them plenty of tax credits, and their employment is going to be less than 50 when it all is completed. I'm sure they can pitch in.

Ankeny – High Trestle Trail Extension

Do you support this project?

Yes	9
No	0
Unsure	0



Comments

- I strongly support completing connections between areas of the high trestle trail. The city plans to provide much local funding to do so, and I support the application. In particular, I find the following section of the application to be important as it highlights the trail's significance: Extending the HTT trail south through Ankeny and connecting it to the Neal Smith and Gay Lea Wilson trails adds a critical link to the 550+

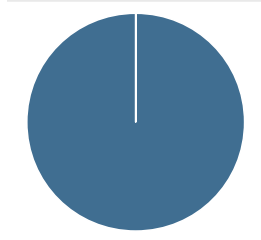
mile Central Iowa Trails System. This trail extension will close the gap between the three trail systems that exists today. This will connect the High Trestle Trail to Saylorville Lake via the Neal Smith Trail and to Des Moines via the Oralabor Gateway/Gay Lea Wilson Trail. The High Trestle Trail is included in the MPO's Connect Plan and the MPO's Bicycle/Pedestrian Facilities Map. This documentation shows the High Trestle Trail extending south from its current terminus point (SW Ordinance Road) and linking with the Neal Smith and Gay Lea Wilson Trails (precisely the scope of this two-phase project). The service area of the project is statewide in its overall scope as the High Trestle Trail has been given the Level 1 designation by the MPO Bicycle-Pedestrian Roundtable and is a Level 1 trail in the Connect Plan. Visitors from throughout Iowa and beyond are visiting the High Trestle Trail. Linking the HTT to the Gay Lea Wilson and Neal Smith trails will greatly add to its current appeal.

- The trail that hooks up to the part of the high trestle trail that has been extended is very beat up, once this is completed, it will allow people to get around easier.
- This would link two of existing trails. Would be great addition to trail network.

Bondurant – US 65 Underpass

Do you support this project?

Yes	1
No	0
Unsure	0



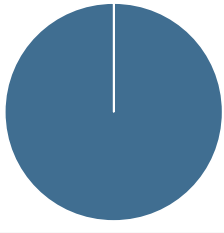
Comments

- Necessary now.

Des Moines – 6th Ave. Streetscape

Do you support this project?

Yes	6
No	0
Unsure	0



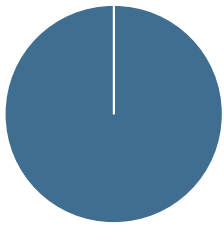
Comments

- Very important project for an area that needs it.
- The neighborhood is starting to turn the corner after years of work. Help keep it going!
- Much needed streetscape in an underutilized area. I would suggest protected bike lanes similar to Grand Ave instead of the planned unprotected lanes.

Des Moines – Carlisle Trail Connection

Do you support this project?

Yes	7
No	0
Unsure	0

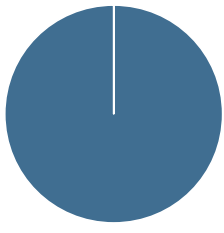


Comments

Des Moines – Raccoon River Trail

Do you support this project?

Yes	12
No	0
Unsure	0



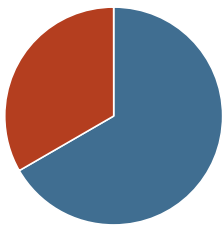
Comments

- No brainer with the recent bridge rehab and ongoing developments in the area.
- Great addition to the trail network. Forward thinking.
- I support this project because it is in my neighborhood and will increase my quality of life.

Mitchellville – 6th St.

Do you support this project?

Yes	2
No	1
Unsure	0



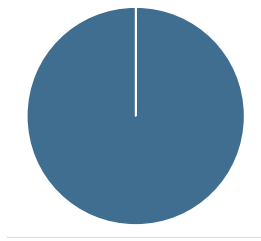
Comments

- This doesn't connect anything major. More of a dead end that will be underutilized.

Polk County Conservation – High Trestle to Neal Smith Trail Connection

Do you support this project?

Yes	5
No	0
Unsure	0



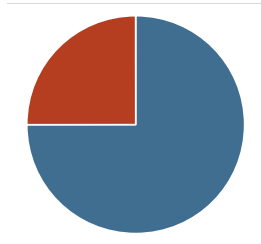
Comments

- This would link two existing trails and add options for bikers across the metro. To make it even better, it would be nice if it were a direct link and not just on the side of a country road.
- This is something that has been a long time coming. Connections were tried near Polk City but ultimately failed. This would be a great connection in Big Creek State Park and provide a great destination and trail head for all users.

Urbandale – Douglas Ave. Trail Project

Do you support this project?

Yes	3
No	1
Unsure	0



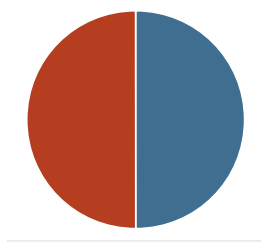
Comments

- Ensure there is separation from roadway and trail. sidewalks, including street trees. Protection of bicyclists and pedestrians is needed with speed of adjacent roadway.
- Isn't there already a trail here?

Waukee – Kettlestone Greenbelt Trail System

Do you support this project?

Yes	2
No	2
Unsure	0



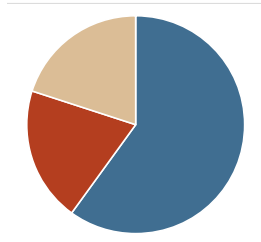
Comments

- Benefits few people. Waukee has ample resources to complete on their own.
- This does not go anywhere. Just a small neighborhood loop. Not a benefit to metro residents.

West Des Moines – Sugar Creek Greenway Trail Phase I

Do you support this project?

Yes	3
No	1
Unsure	1



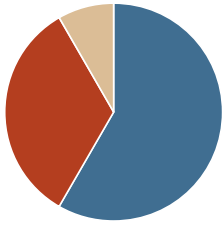
Comments

- Not at this time.
- This would have the potential to be a good project if it went anywhere. Right now it is a dead end.
- Beautiful area for a natural setting trail that will eventually connect with many more miles of trails.
- Long needed connection to be established before urban sprawl takes away options.

Windsor Heights – University Ave.

Do you support this project?

Yes	7
No	4
Unsure	1



Comments

- Nice to see! Along with lane reduction, lane widths need to correspond with speed limit to ensure safety for all modes. No 11' or 12' wide vehicles lanes with a 25 mph limit.
- I support the 3 lane concept with the bike trail and community branding.
- This will be in line with future improvements on University

throughout the region.

- Would only support if WH gets rid of their unwelcoming speed cameras. Should not support a city that openly gouges residents of other metro cities.
- Cities need to prepare for the future of intermodal transportation and this is a huge step in the right direction.
- Do not earmark funds for Windsor Heights projects until the city halts its predatory speed camera program on University Ave., which has already cost residents of neighboring communities thousands in fines.
- I do not support this project in Windsor Heights. The city of Windsor Heights has demonstrated through their actions to place speed cameras along this road, that they do not welcome visitors and through traffic on this corridor. I believe the city should use speed camera revenue to change/replace this road instead of asking for funding from the MPO. If the city of Windsor Heights wishes for this section of street to be shared by all residents of Polk County, then they should increase the speed limit to the standard 35 mph for arterial roads, remove speed cameras and police stings, and synchronize traffic signals to allow for efficient traffic movement. I do not support the project proposal as written.