

UNIVERSITY AVENUE | CORRIDOR REDESIGN



Project Location



CONCEPTUAL DESIGN STUDY



ACKNOWLEDGEMENTS

IN COLLABORATION WITH:

The City of Windsor Heights, Iowa

WITH SPECIAL THANKS TO:

Public participants who provided feedback to help define the final recommendations for this document

STAKEHOLDER GROUP 1

Shamaine Chambers King - Presbyterian Church
Robert Lewis - Quester
Donna Markley - Resident
Mark Davison - Resident
Jessica Lane - GiGi's Playhouse
Sandy Dixon - KWHB
David and Denise Swartz - WH Foundation
Jan Davis - Grounds for Celebration

STAKEHOLDER GROUP 2

David Baruthio - Baru 66
Joe McConville - Gusto Pizza
Mike Crownover - Saison
David Stark - The Bake Shoppe
JoAnne Seeman - Presbyterian Church
Dan and Gina Brown - University Ave Residents
Kris Gregerson - Premium Solutions
Mike Billings - Town Center

STAKEHOLDER GROUP 3

Gunnar Olson - Resident and MPO
Mike Draper - Resident
Goeffrey Wood - Resident
Nathan McManus - Dairy Queen
Michael Libbie - Chamber
Sherri Holmes - Marcos Pizza
Brian Hillebrand - American Trust
Cathy Boerman - FIT
Tim Korpela - Korpela Engineering
Allison Carlson - Carlson Chiropractic

APPOINTED COMPLETE STREETS

ADVISORY TEAM:

Elizabeth Hansen - City of Windsor Heights
Dave Burgess - City of Windsor Heights
Bill Goodrich - Public Works
Sheilah Lizer - City of Windsor Heights
Michael Armstrong - Des Moines MPO
Jonathan Koester - Koester/Development
Jim Egger - P&Z
Dan Klopfer - Des Moines Water Works
Eric Heikes - MidAmerican Energy
Zachary Bales-Henry - Council Member
Threase Harms - Council Member
Theresa Greenfield - Colby Interest
Jeff Osborn - HyVee
Betty Ridout - Bankers Trust
Paul Gridesen - Bankers Trust
Alex Sappingfield - Kum & Go
Don Goodwin - Remax
Mary Goodwin - Remax
Brian Willham - City of Des Moines
Clyde Evans - City of West Des Moines
Kent Sovern - AARP
Elizabeth Prescutti - DART
Larry James - Urban Land Institute
Jeremy Lewis - Iowa Bike Collective

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“Collaborative community-based design is THE foundation to a successful project”

EXECUTIVE SUMMARY

INTRODUCTION

In May of 2017, the City of Windsor Heights identified a need to respond to the changing demographics within the community, and expressed a desire for a safer, more vibrant and user-friendly commercial core. The University Avenue Corridor served as a prime opportunity to assist the City in achieving these goals.

VISION

The City's vision for the project and familiarity with the necessary components to execute a successful project of this nature were paramount to the completion this conceptual design study.

Each member of the design team has had experience in the construction phases of urban design projects such as this, providing a strong understanding of how to shape a technically sound planning process.

PROCESS

This multi-phase process included stakeholder input, focus group meetings, conceptual diagramming, concept generation, small "kitchen table" style meetings, design open houses, an online survey, preferred plan development, preliminary opinion of probable cost, and final report document.

PROJECT PHASES:

1. Discovery
2. Conceptual Design
3. Plan Development

KEY FINDINGS

The following pages expand upon each project phase in further depth, highlighting key findings identified by the Complete Streets Advisory Committee, stakeholder group, and community input gathered through an extensive public outreach plan.



01

DISCOVERY

DISCOVERY | LOCATION + INVENTORY

The University Avenue Corridor is a major thoroughfare for the City of Windsor Heights and serves as a prime location for improved safety, walkability, community branding, overall aesthetic enhancements. As illustrated below, this project's study area encompasses the portion of University Avenue between 73rd and 63rd Street. In order to determine how, where, and why this corridor should be improved, a thorough inventory, analysis, and stakeholder/public input study was conducted to guide this conceptual design study.



INVENTORY OF CORRIDOR [AS A PEDESTRIAN]



INVENTORY AS A PEDESTRIAN

To begin the planning process, a complete inventory of existing conditions along the corridor was conducted. This allowed the project team to have a strong understanding of the current strengths, weaknesses, opportunities, and threats along University Avenue. Conditions were first analyzed through the perspective of a pedestrian, via walking and photo-documenting the existing amenities, character, and areas identified as needing improvements.

INVENTORY OF CORRIDOR [AS A DRIVER]



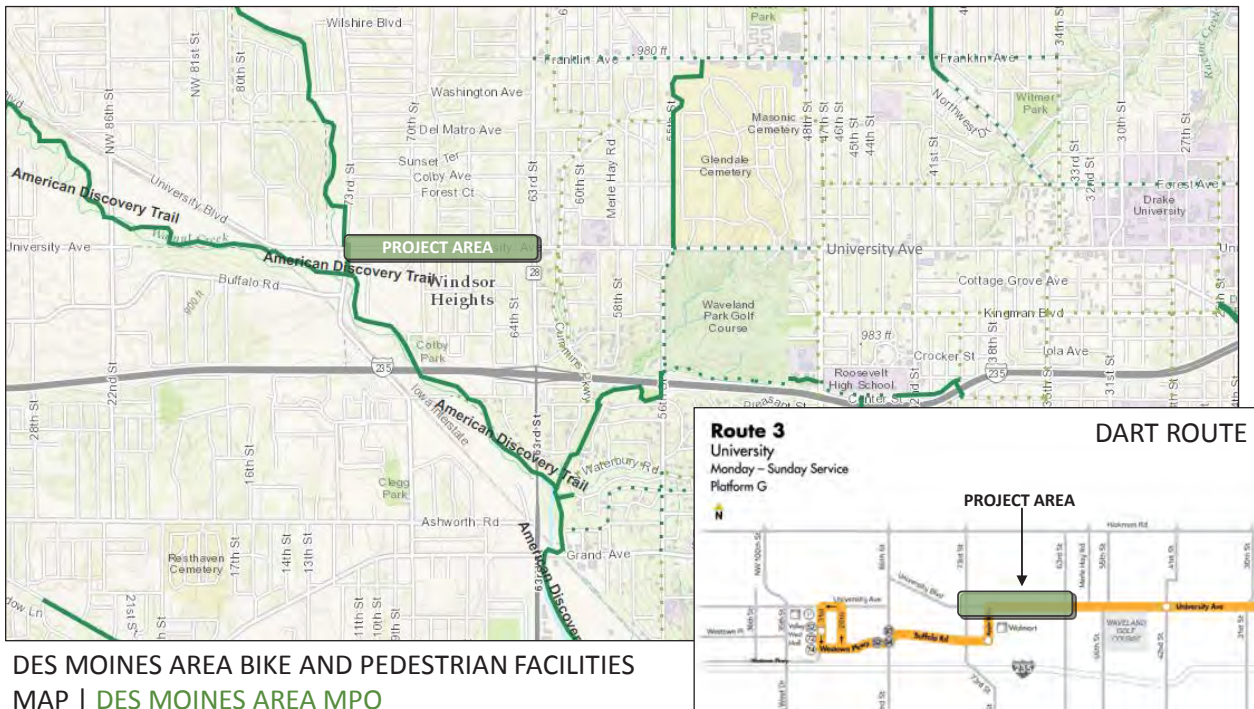
INVENTORY AS A DRIVER

Additionally, a second level inventory was conducted through the perspective of a driver. This type of inventory analyzed the visual perception of Windsor Heights through the eyes of a community resident, patron, and visitor. This information helped gain a further understanding of what improvements could or should be made for this area. The following pages expand upon this information, analyzing existing transportation routes and studies, and explaining the inventory findings and initial recommendations.

PREVIOUS STUDIES | TOOLS FOR SUCCESS

Throughout the process, existing plans and studies relating to the project area were analyzed and served as a guide for moving forward. The Des Moines Area Bike and Pedestrian Facilities Map developed by the Des Moines Area Metropolitan Planning Organization (MPO) shown below was one of several guiding documents for the University Avenue conceptual design study.

TRANSPORTATION ROUTES



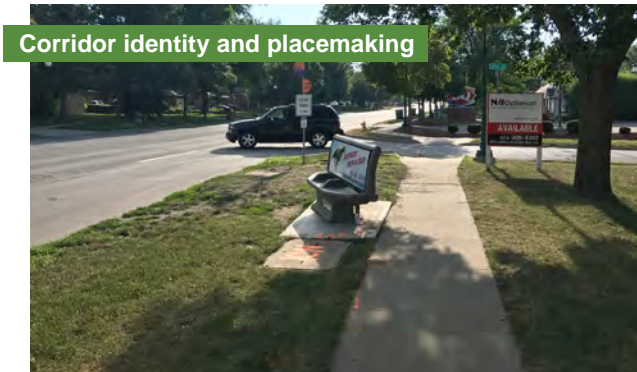
Additional studies that were examined included the City of Windsor Heights' Comprehensive Plan: Destination Windsor Heights, The University Avenue Traffic Study conducted by MSA, and studies conducted by Alta Planning.



ANALYZE...CONSIDER...INTERPRET...

PROJECT NEED | CORRIDOR IMPROVEMENTS

The images below illustrate the key findings identified through the project inventory process. This findings included: pavement and infrastructure needs, improved mobility for all users, opportunities to enhance the corridor identity and sense of place, and improve safety of the corridor as a whole.

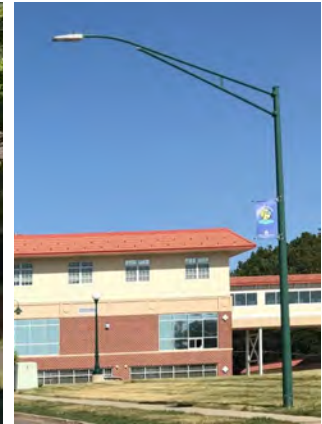
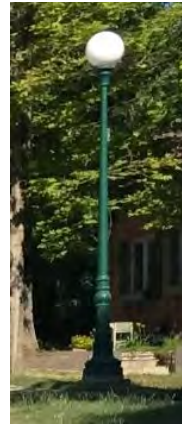


Further inventory imagery highlighting corridor improvement needs are highlighted below:



EXISTING CONDITIONS ANALYSIS | CHARACTER

A thorough study of existing community spaces, lighting, materials, and monumentation is key to ensuring that the design is cohesive and ties in with the surrounding context. Shown below are examples of these elements that can be found within the City of Windsor Heights, along University Ave, or within close proximity of the corridor.



UNIVERSITY AVENUE LIGHTING



In order to move forward and begin the conceptual design phase of the project, the below discussion starters were developed. Framing and asking these questions gave the project team an understanding of what a safe, healthy, and prosperous street should look like in the community's eyes. Based on these ideals, critical success factors were developed to evaluate the long-term success of the project.

[DISCUSSION STARTERS]

- + What does a **Safer Street** mean to you?
- + What could a **Healthier Street** look like for Windsor Heights?
- + How can a street become **More Prosperous**?
- + **Establish Critical Success Factors** – what are the factors that will determine the success of the project?

INPUT | PUBLIC & STAKEHOLDER

Critically important to successful implementation of this plan is that the recommendations are attainable, and align with the capacity of the City of Windsor Heights, but first and foremost, represent the voice of the community. Multiple opportunities and outlets for community input were used to guide the overall design process.

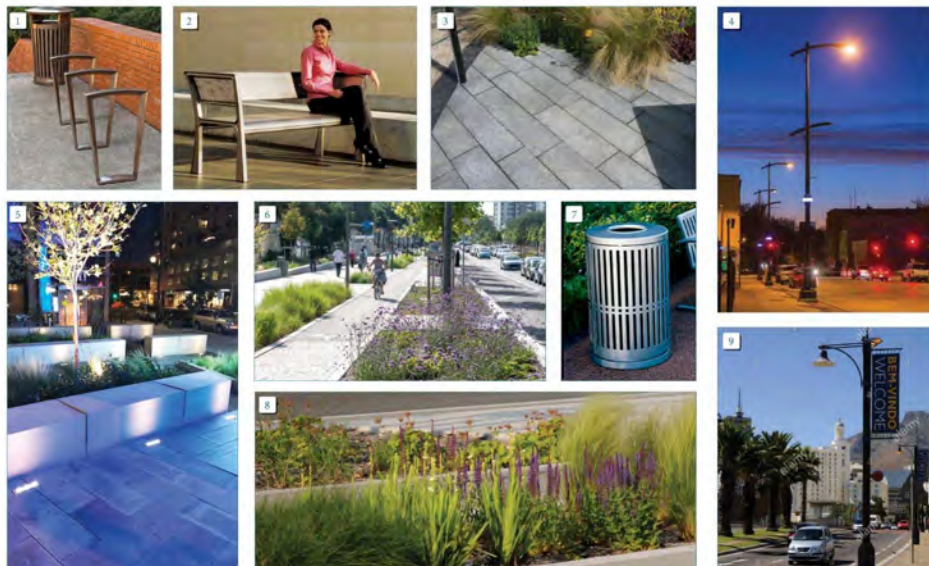
WHAT'S IN THE ROOM TONIGHT?



For meetings and open houses, numerous boards were displayed with interactive engagement activities to see and understand what the community would or would not like to see in redesigning University Avenue. One type of activity that was utilized at these meetings was the dot exercise shown below. This allowed participants to place green dots on the images they preferred most, and red dots on images they either did not like or think would suit the corridor. The full dot exercise results, keypad polling results, and online survey results can be found in the appendix at the end of this document.

Streetscape Themes– Dot Exercise:

- Like ●
- Dislike ●



COMMUNITY VALUES | PROJECT GOALS



Create a **SAFER** corridor for all users



Create a **MULTIMODAL** street - a corridor for everyone



Establish community **BRANDING + IDENTITY**



Focus on **ECONOMIC GROWTH** - create a more prosperous corridor



Implement a plan that is **COMMUNITY SUPPORTED + TECHNICALLY SOUND**

COMMUNITY-BASED GOALS

The goals for this project are based upon input received for the Complete Streets Advisory (CSA) committee, Stakeholder Group, and community members. As shown above, the goals that arose out of this process relate to improving safety, offering multi-modal opportunities, enhancing community branding and identity, promoting economic growth, and most importantly a community supported and practical plan.

BALANCED APPROACH | TECHNICAL + BEAUTIFUL

. . . A Balanced Approach

TECHNICAL

Traffic
Maintenance
Safety
Functionality
Utilities
Right-of-Way



AESTHETICS

Brand
Uniqueness
Identity
Attraction

TECHNICALLY FEASIBLE AND AESTHETICALLY PLEASING DESIGN

In addition to a community-driven and transparent design process, it is also important to deliver a project that is technically sound and financially responsible. What this project looks like 20 years from now is equally as important as what the project looks like when first completed. To ensure the best possible product, the project team analyzed and incorporated both the technical and aesthetic elements outlined above.

02

CONCEPTUAL DESIGN

BRANDING | COMMUNITY IDENTITY

As part of the conceptual design process, opportunities for branding and community identity were studied. The below graphic illustrates potential locations to incorporate primary gateway monuments, secondary monuments, and wayfinding/kiosk trail markers. These elements help identify main intersections, indicate where the corridor begins and ends, and help establish a strong sense of place.



**PRIMARY
GATEWAY /
MONUMENT**



**SECONDARY
MONUMENT**



**WAYFINDING/ KIOSK
TRAIL MARKERS**

To determine what the monuments and corridor should look like, three character styles were studied, each of which are shown below. Each of these character styles are discussed further on the following pages.

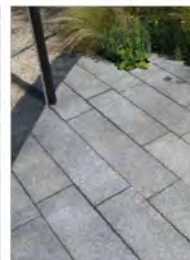
A



B



C



THEME | CHARACTER IMAGERY

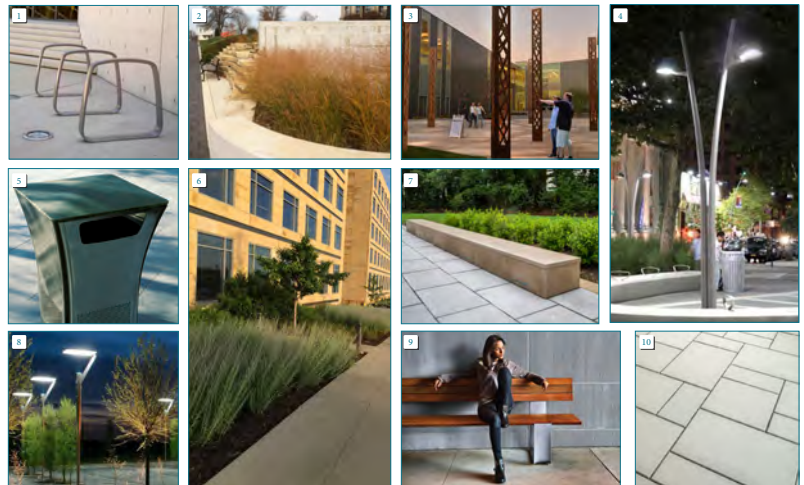
CHARACTER STYLE 'A'

Images representing a potential character style for the corridor were gathered and presented to the Complete Streets Advisory, Stakeholder Group, and members of the community to gain an understanding of how the corridor should look and why. The series of images to the right represent the character style 'A'. The goal of this appearance is to resemble the look and feel of a historic Main Street. Community members could then place red or green dots on the images they liked or disliked.



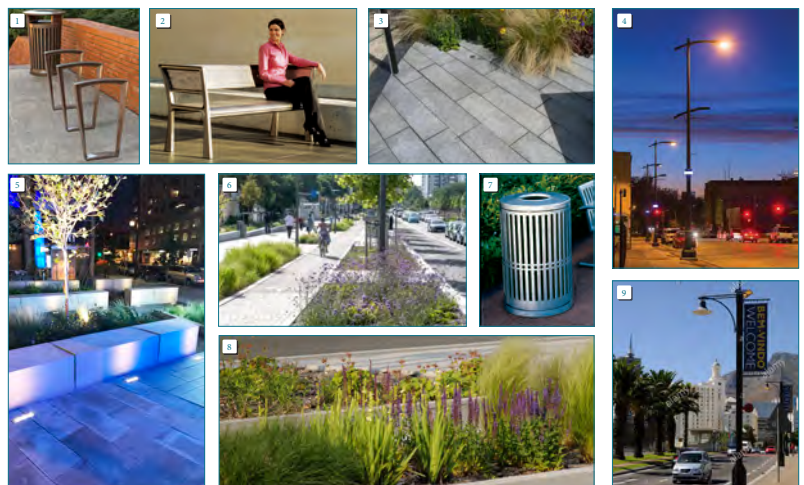
CHARACTER STYLE 'B'

Another character style that was presented to the collection of images to the right. This character style emulates the design reflection of 1933 to 1965 that often includes a mix of geometric forms. This style relates to some of the existing architecture within the City. It is important to provide a variety of styles and receive this input to ensure that the designs align with the goals and interests of the community.



CHARACTER STYLE 'C'

The third character style board highlighted image examples of materials and furnishings that relate to both character style 'A' and 'B'. The full results of the dot voting exercise can be found at the end of this document in the appendix. This activity was done with multiple groups to ensure that as many individuals as possible were able to let their voice be heard and provide their input. This information was then used to guide the conceptual design of the monumentation sketches shown on the following page.



MONUMENTATION | CONCEPTUAL DESIGN



SIGNAGE STYLE 'A'

The above series of monumentation styles were developed based upon the look, feel, and materiality of the images highlighted on the character style 'A' board. These were designed in a way that works to tie in with other Windsor Heights monuments, such as those found in Colby Park and along Hickman Rd.



SIGNAGE STYLE 'B'

The character style shown above aims to have a more modern appearance than the traditional style, yet represent the community in a way that ties in with the City's logo, colors, etc. to promote community branding and enhance the community's unique sense of place.



SIGNAGE STYLE 'C'

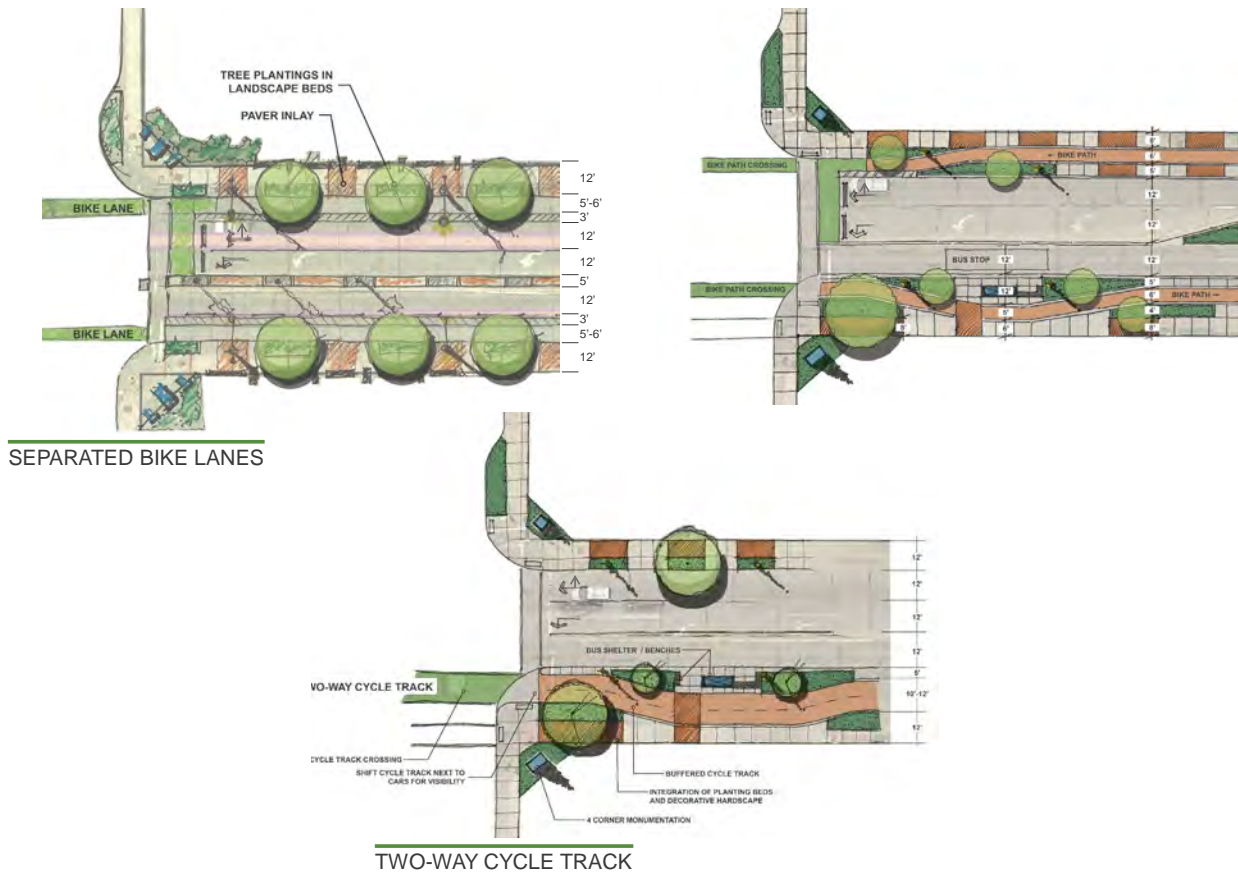
The character style changed and evolved throughout the planning and design process based upon the community input gathered. The above series thus represents a blend of the 'A' and 'B' character styles, and resulted in the highest level of community support.

LAYOUTS | MULTI-MODAL OPPORTUNITIES

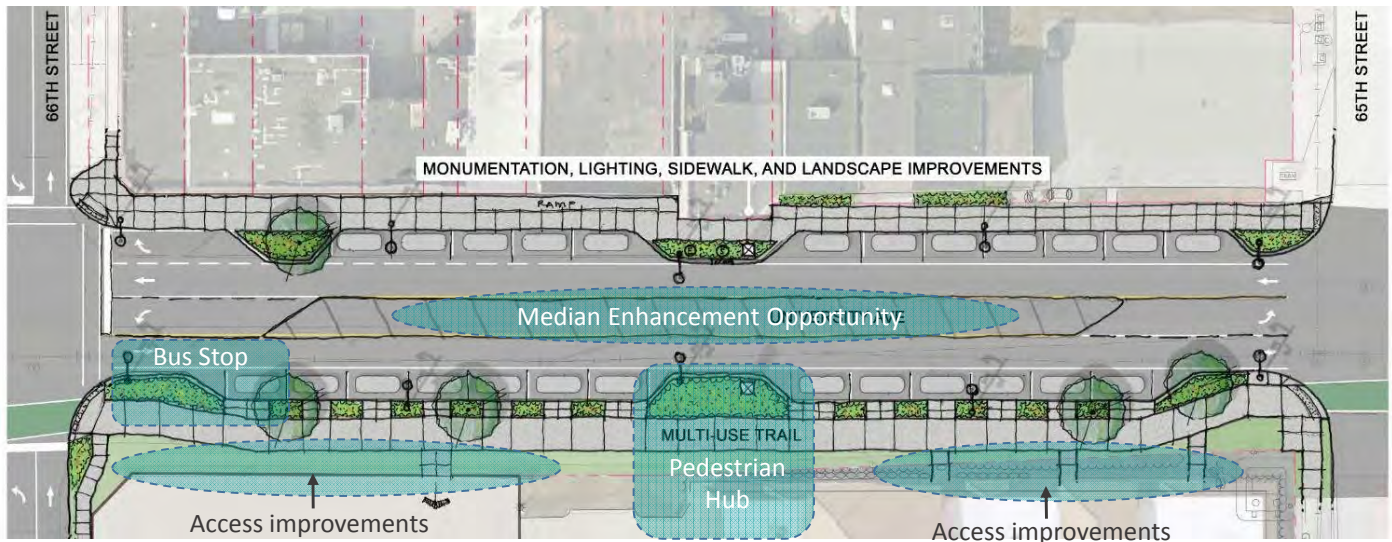


MULTI-MODAL CONSIDERATIONS

As part of the conceptual design phase, the project team evaluated three multi-modal options for the corridor. This included a separated bike lane, buffered bike lane, and cycle track. Imagery, section drawings, and plan view drawings for each option are shown here.

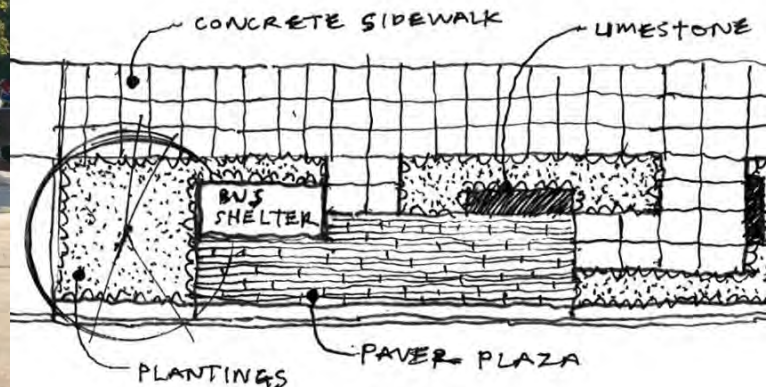
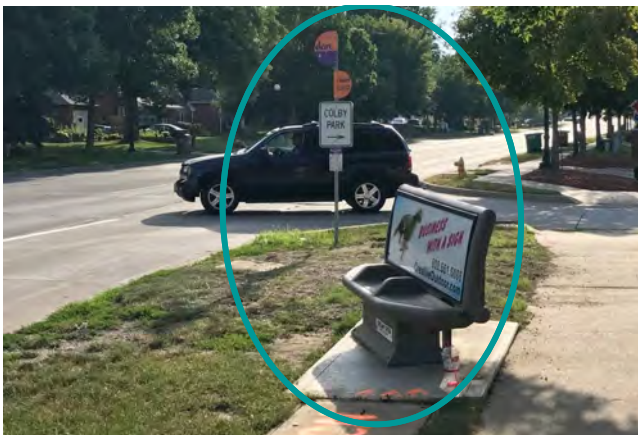


SKETCHES | CORRIDOR ENHANCEMENTS



CITY CENTER CONCEPT SKETCH

The concept sketch shown above illustrates the opportunity to redesign this portion of the corridor as an enhanced area for the City Center shops, equipped with additional on-street parking stalls, multi-modal accommodations, a pedestrian hub with benches and wayfinding elements, community signage, and possible center median enhancements with canopy trees and community branding opportunities.



- A. Yes ➡ 75
- B. Neutral ➡ 7
- C. No, not a concern ➡ 10

IMPROVED TRANSIT AMENITIES AT ALL STOPS

A need to improve local transit stops was also identified as part of the public input process. The simple concept sketch shown above highlights ways in which these areas could be improved upon. The majority of the participants agreed that yes, these type of enhancements should be made. If executed, this would reduce the number of bus stops to be in line with the DART Forward 2035 plan for University Ave with a reduced number of stops from 11 to 5 total.

03

PLAN DEVELOPMENT

TRAFFIC ANALYSIS | PLAN LAYOUTS

TRAFFIC ANALYSIS OVERVIEW

Through a traffic analysis for University Avenue, the design team was able to analyze the traffic operations and safety to determine the appropriate roadway configuration. The City of Windsor Heights was particularly interested in wanting an analysis completed to review if a 3-lane roadway would function appropriately. The ultimate vision is to create a complete streets project bringing improved bicycle and pedestrian circulation with economic development potential for the community without having a negative impact on University Avenue traffic circulation.

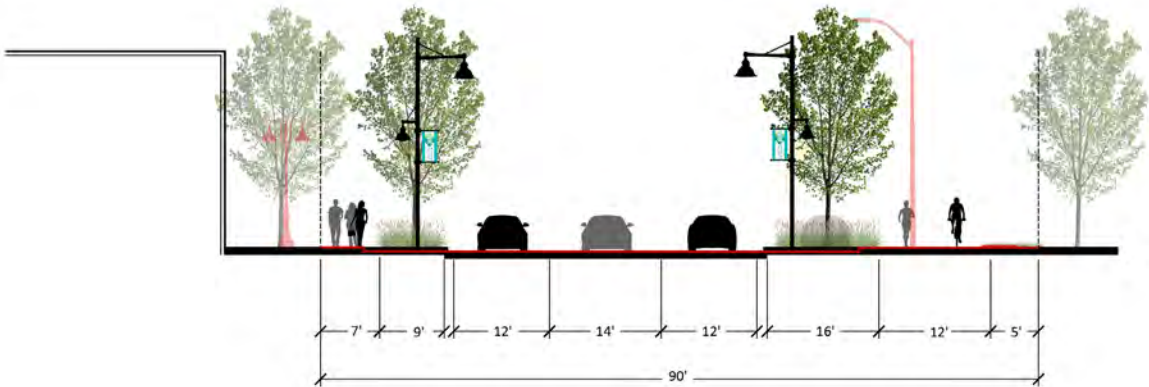
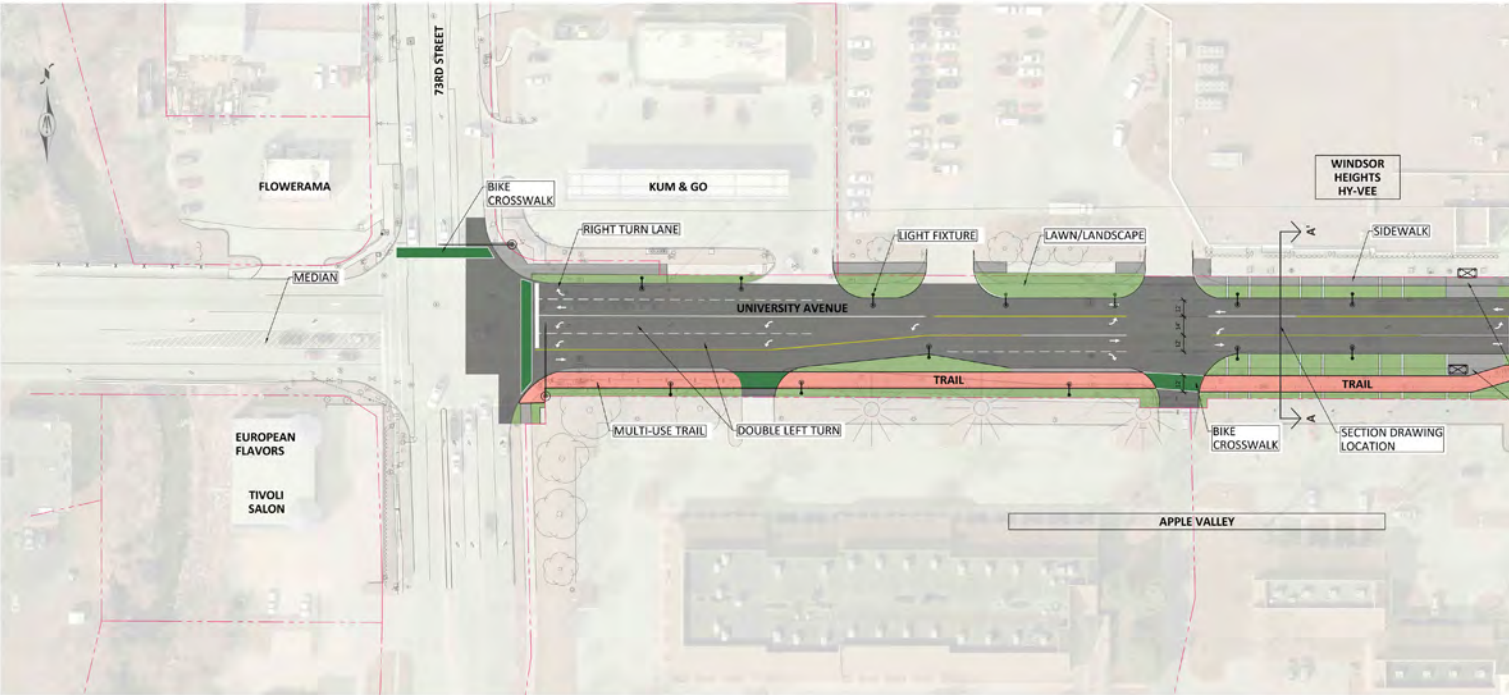


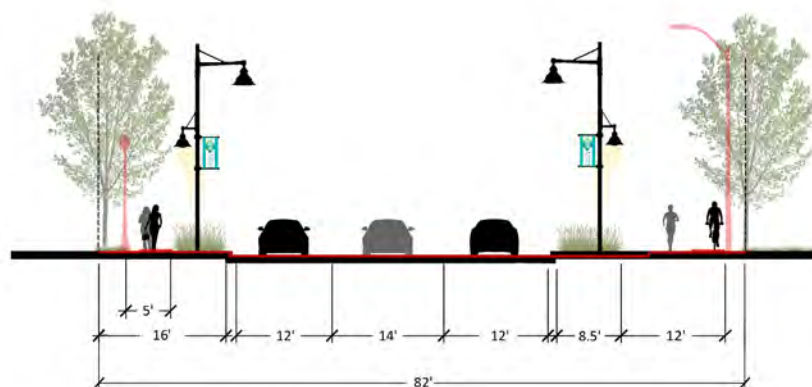
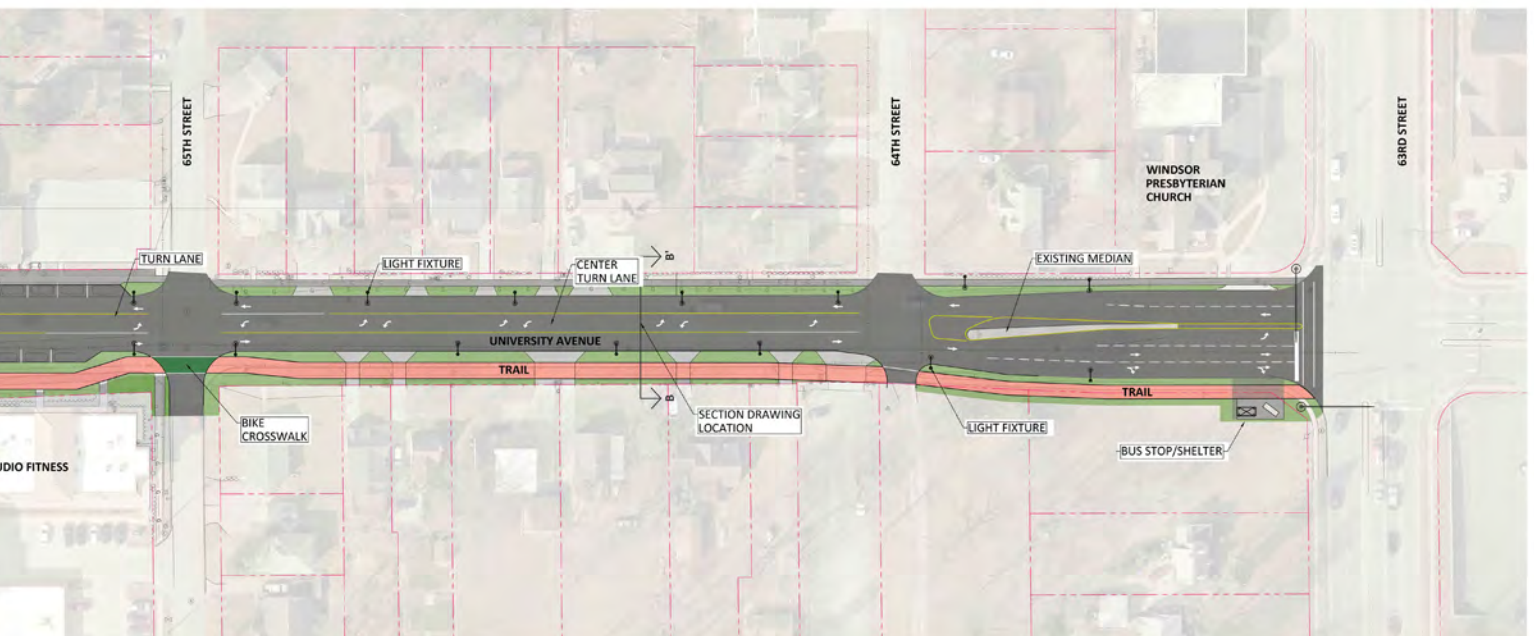
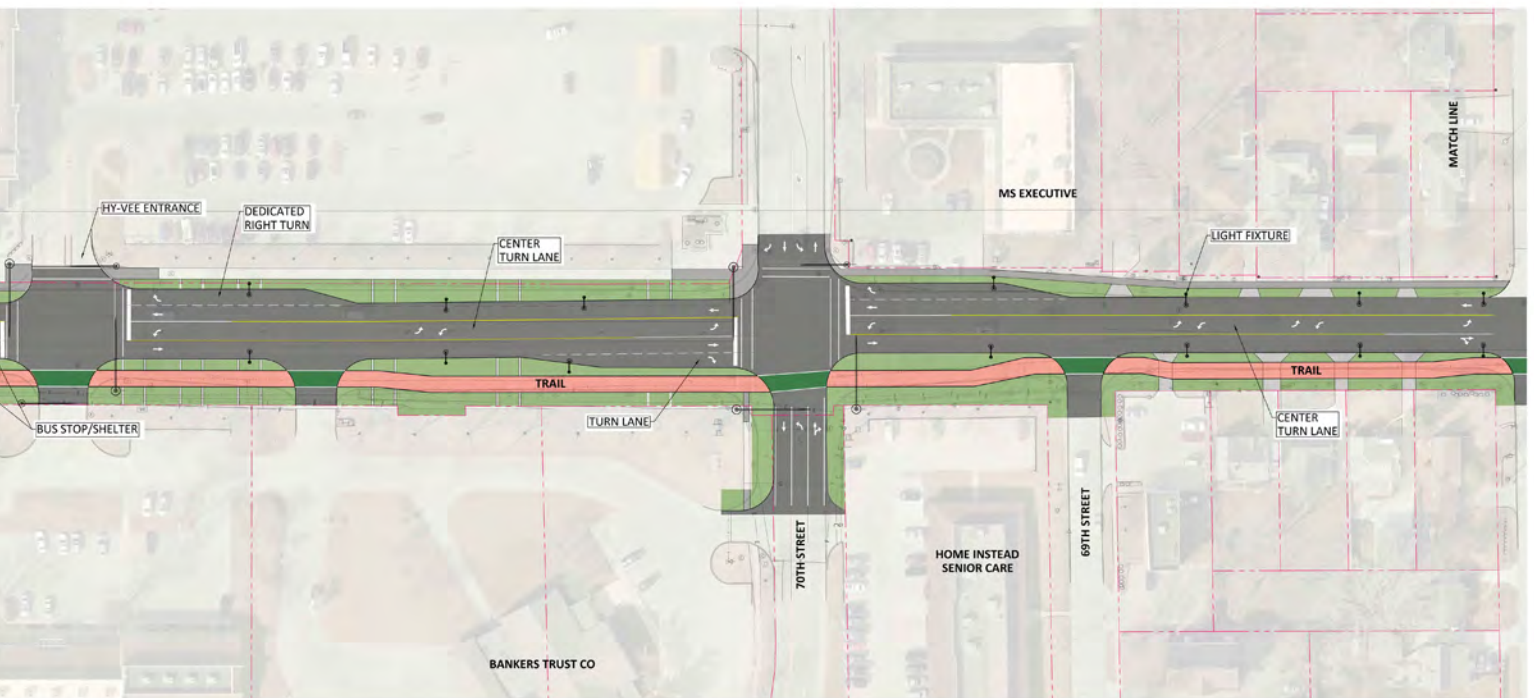
UPON COMPLETION OF THE TRAFFIC ANALYSIS, THE FOLLOWING RECOMMENDATIONS:

The traffic study indicates traffic capacity is sufficient for either scenario with intersections operating within the acceptable level of service. Turning movements show a minimal increases in delays for the 4-lane to 3-lane conversions. The delays for the future phases show some LOS below the normally acceptable range for both scenarios. The 3-lane roadway does have a lower LOS values, but would still function appropriately.

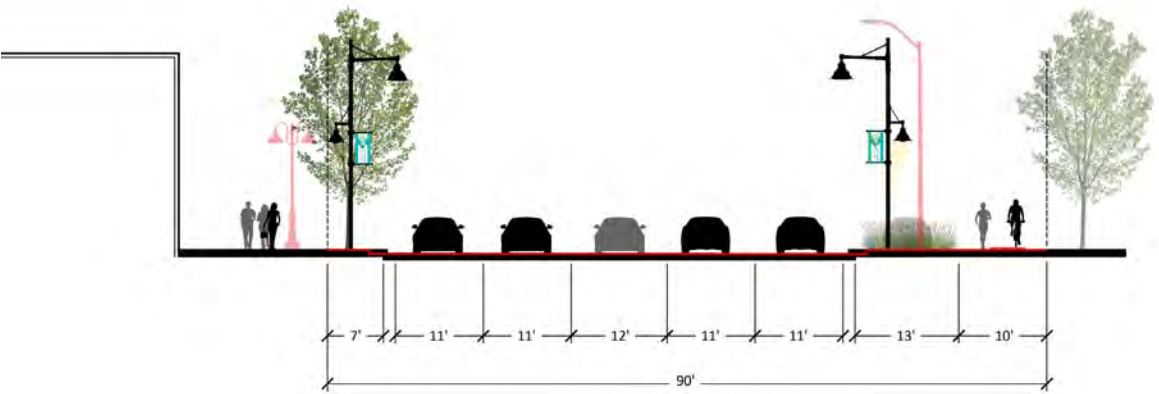
The conversion from 4-lane to 3-lane could produce a reduction in crash rate based on the existing literature. The following layouts have been developed for both the 3-lane and 4-lane options and have been technically analyzed.

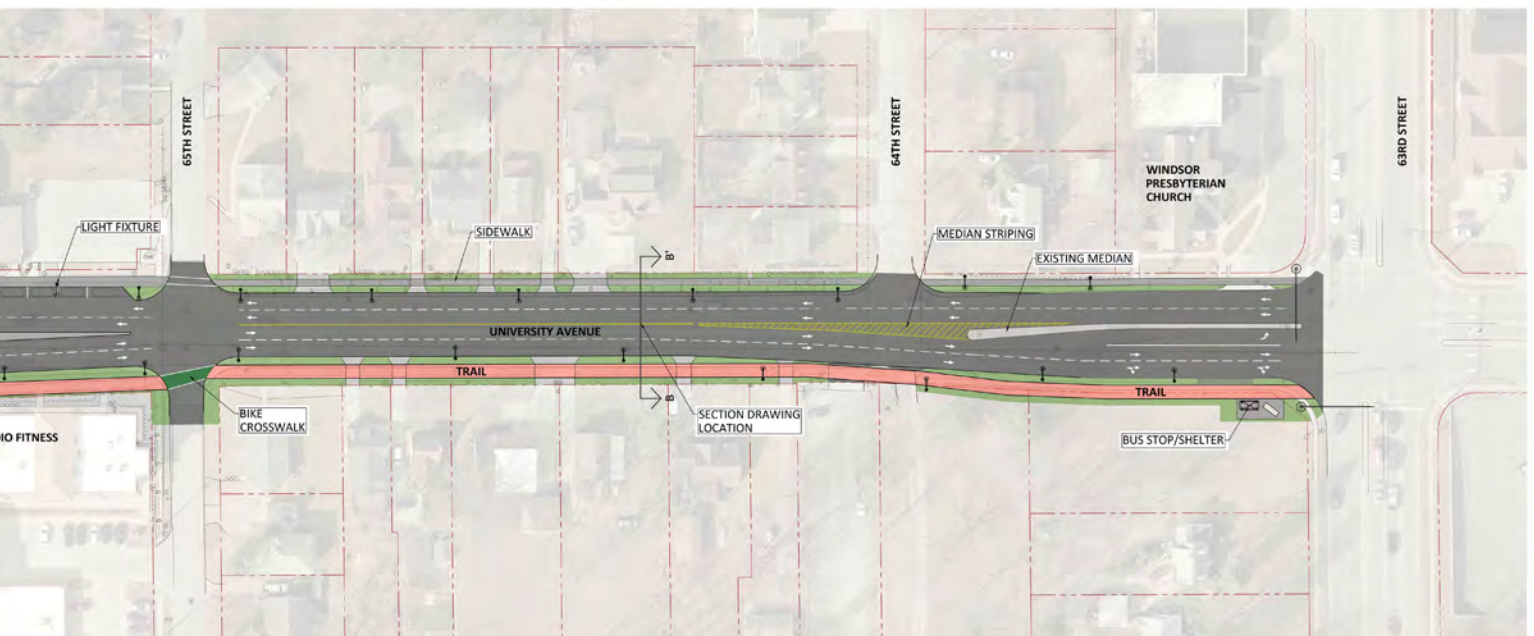
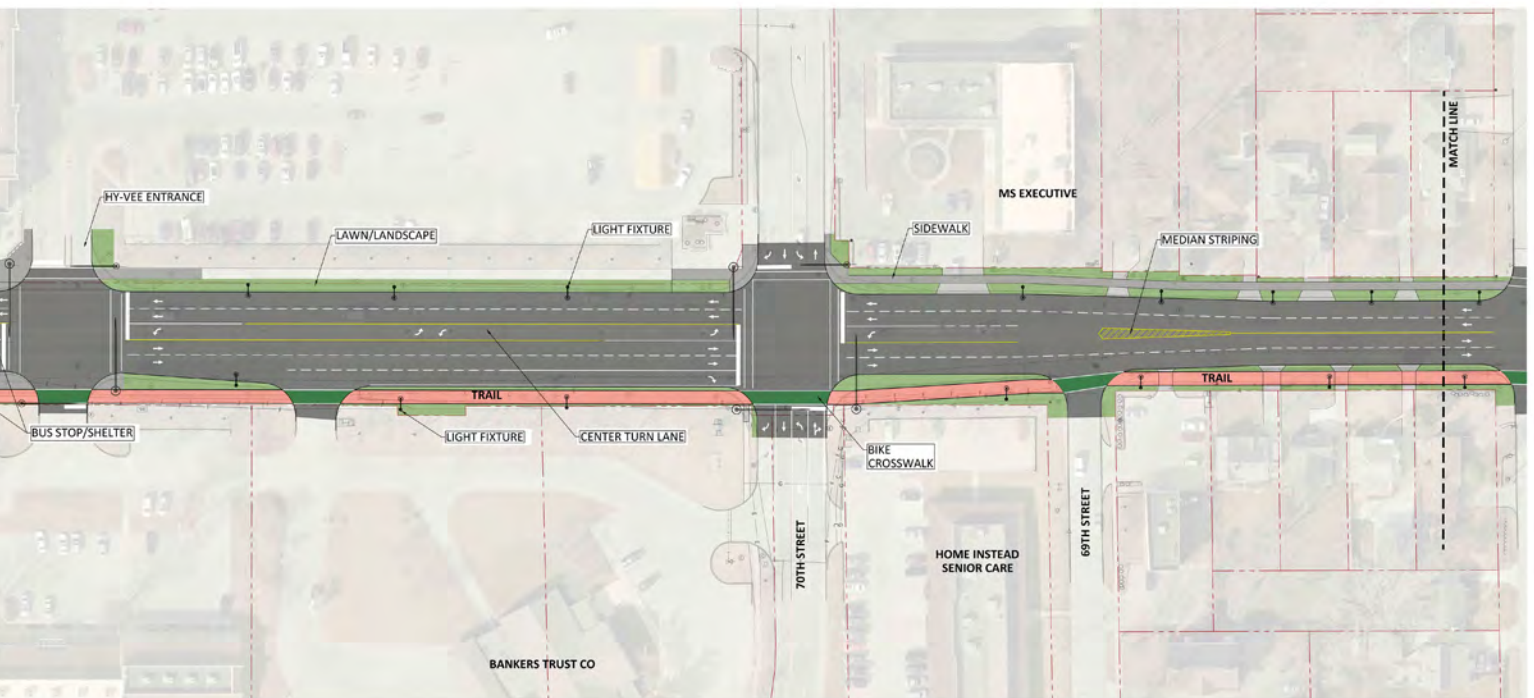
LAYOUTS | 3-LANE CONCEPT





LAYOUTS | 4-LANE CONCEPT





CSA COMMITTEE RECOMMENDATIONS

ROAD ALIGNMENT OF REDESIGNED 3-LANE

The Complete Streets Advisory committee recommends implementing the 3-lane road alignment, as this option aligns most closely to the overarching project goals. Research suggests that road diets can make the roadway environment safer for all users, and make shared spaces more livable. On-street parking and bike amenities can also bring increased foot traffic to business districts.

In terms of economics, reducing travel lanes and accommodating people who are walking and bicycling, is one of the best ways to increase retail revenues. A more balanced transportation system saved and earns revenue as bicycle and pedestrian friendly streets boast slower speeds that allow drivers to more easily see business storefronts.

This option also optimized traffic signal timing along the corridor to improve progression of traffic and allows motorists to more easily access University at non signal areas by providing gaps in traffic.

INCORPORATE 12' WIDE MULTI-USE TRAIL ON SOUTH

Additionally, this alignment would provide bike and pedestrian improvements via a 12' wide multi-use trail. This allows for more user types to access and utilize the corridor, as well as provides opportunities to tie into current and future adjacent trail systems.

INCREASE POSTED SPEED LIMIT TO 30 MPH

The CSA committee also recommends increasing the posted speed limit from 25 to 30 MPH. This change aligns with perceived design speed of the roadway, public comment, and matches the posted speed limit on both ends of the corridor. Additionally, the redesign will not have to rely on lower speed postings for safety cameras.

CITY ADOPTION OF MULTI-USE TRAIL FOR MAINTENANCE AND LIABILITY

Recommend the City adopt and take responsibility for maintenance, snow removal, and liability of the multi-purpose trail in order to elevate the burden on the property owner and be in line with the other public trail systems in Windsor Heights.

AESTHETICS AND BRANDING ENHANCEMENTS

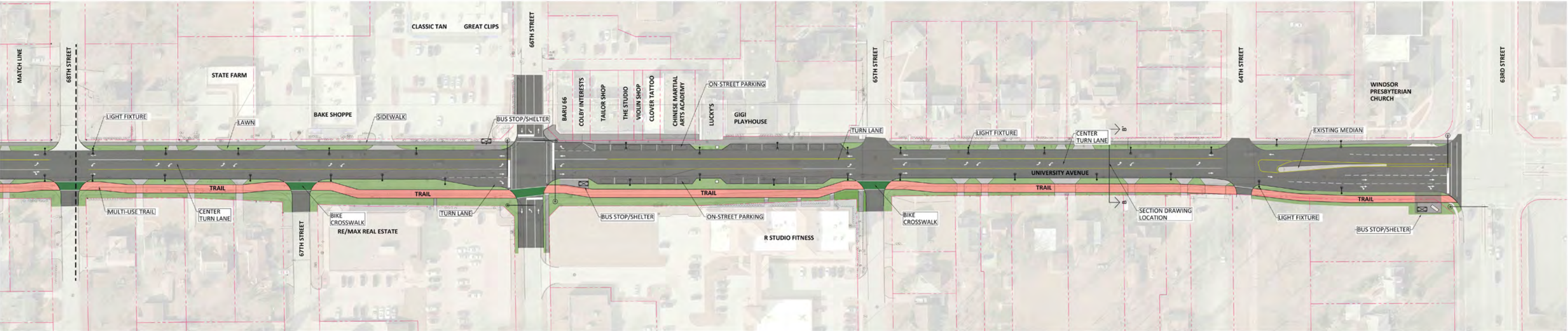
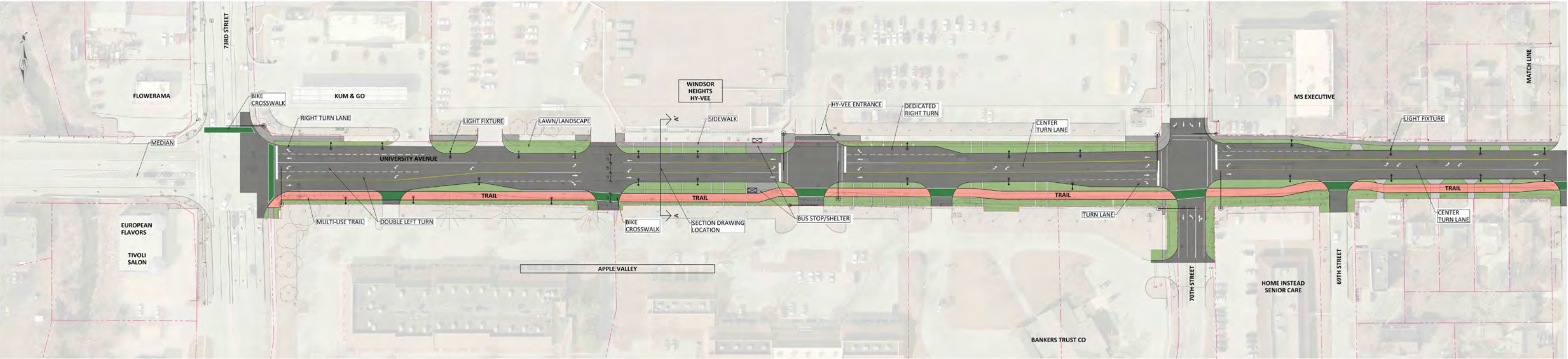
Recommended improvements include:

- Monuments and signage
- Bus Stop Enhancements with shelters supplied by DART
- Landscape and plaza improvements

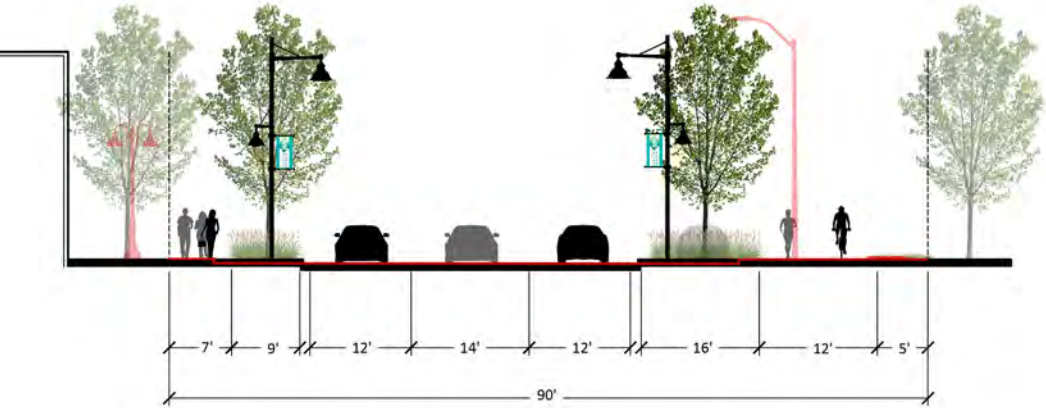
These elements help enhance a unique sense of place, establish a community “brand” and assist in wayfinding. Shown below is the selected preferred character style for the University Avenue corridor.



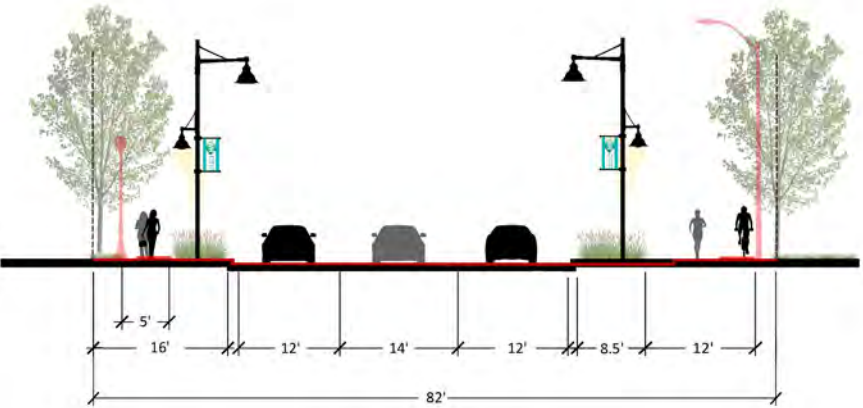
RECOMMENDED ROADWAY ALIGNMENT | 3 LANE MULTI-USE TRAIL CONCEPT



SECTION CUT 'A' | 3-LANE MULTI-USE TRAIL



SECTION CUT 'B' | 3-LANE MULTI-USE TRAIL



AESTHETIC AND BRANDING ENHANCEMENTS



“It is place, permanent position in both the social and topographical sense, that gives us our identity.”

-J.B. Jackson

04

APPENDIX

APPENDIX

UNIVERSITY AVENUE | CORRIDOR REDESIGN



- A.1 APPENDIX A COMPLETE STREETS ADVISORY (CSA) RESULTS
- B.2 APPENDIX B STAKEHOLDER GROUP RESULTS
- C.3 APPENDIX C ONLINE SURVEY AND OPEN HOUSE RESULTS

A.1 APPENDIX A COMPLETE STREETS ADVISORY (CSA) RESULTS



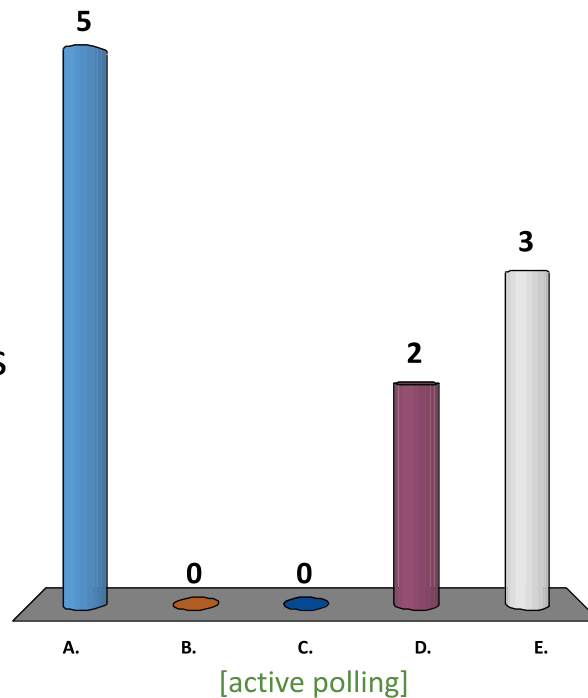
Complete Streets Advisory Committee Meeting Sign-In Sheet

Project: University Avenue	Meeting Date: December 18, 2017 3-5 pm
Facilitator: Bolton & Menk	Place/Room: Council Chambers

Name	Company	Email
Justin Ernst	Bolton & Menk, Inc.	Justiner@bolton-menk.com
Jim Harbaugh	Bolton & Menk, Inc.	jimha@bolton-menk.com
Sam Kessel	Bolton & Menk, Inc.	samke@bolton-menk.com
Jeff Johnson	Hy vee	
Jonathan Koester	Koester/Development	
Zac Bates	Windsor Heights	
Carl Saxon	DART	csaxon@ridedart.com
Alex Sappingfield	Kum & Go	Alex.sappingfield@kumandgo.com
Jim Egger	P&Z	
Elizabeth Hansen	City of Windsor Heights	ehansen@windsorheights.org
Diana Willits	City of Windsor Heights	dwillits@windsorheights.org
Sheilah Lizer	City of Windsor Heights	slizer@windsorheights.org
Doug Stone	Public Works	Dstone12@windsorheights.org
Betty Ridout	Bankers Trust	bridout@bankerstrust.com

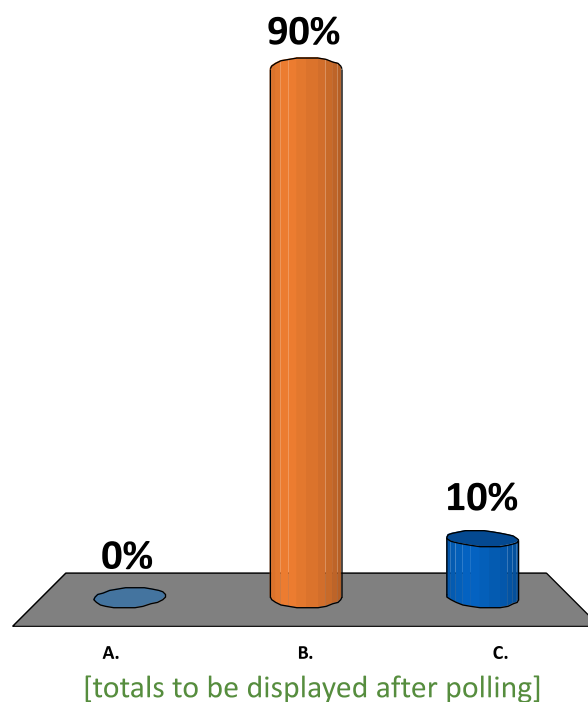
Who is here today?

- A. City Council / Staff
- B. Utility Groups
- C. MPO Staff
- D. Business Owners
- E. Other Acting Authorities



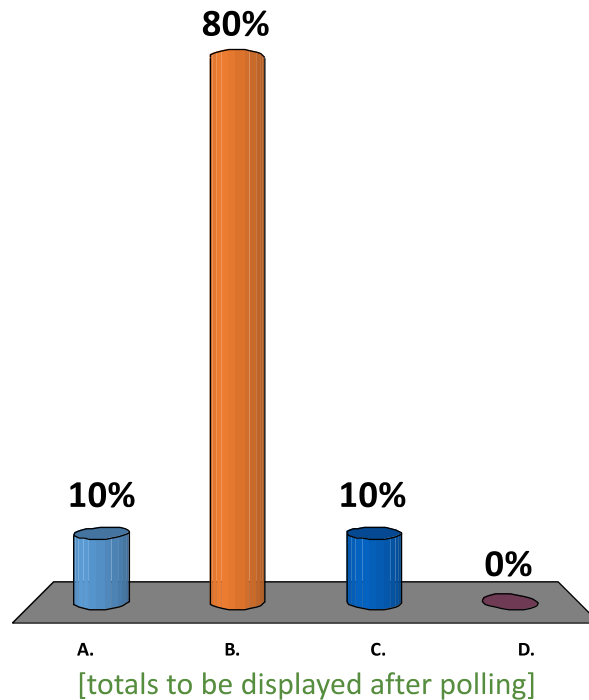
Gateway and community branding element locations

- A. Restrict elements to existing ROW only
- B. Propose easements as needed to fit
[NOT RESIDENTIAL PROPERTY]
- C. Unsure at this time



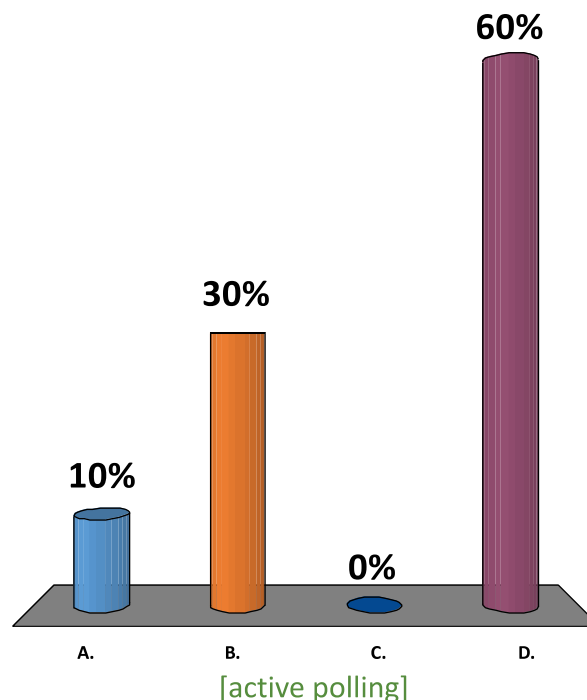
Is a Traditional Design Style appropriate for University Ave?

- A. Yes
- B. Some Items
- C. No
- D. Unsure



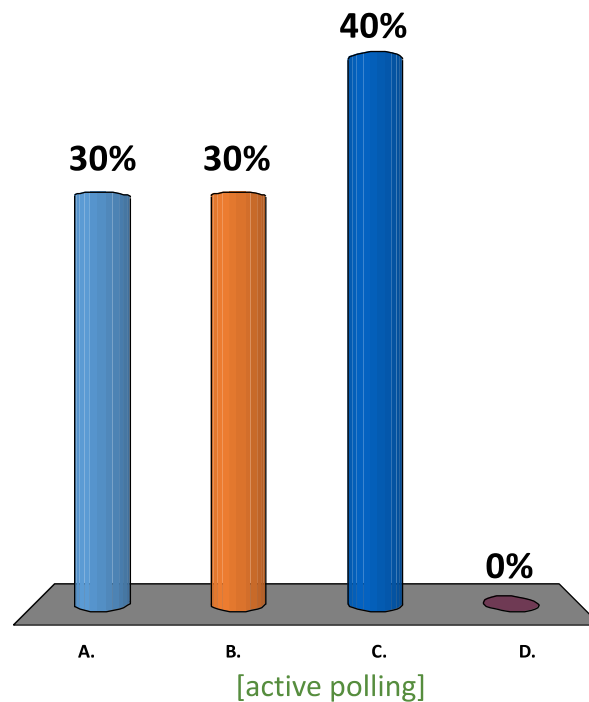
Should the University elements relate to the Colby Park signage

- A. Yes, use the same
- B. Only the materials
- C. Only the shape
- D. No, should not relate



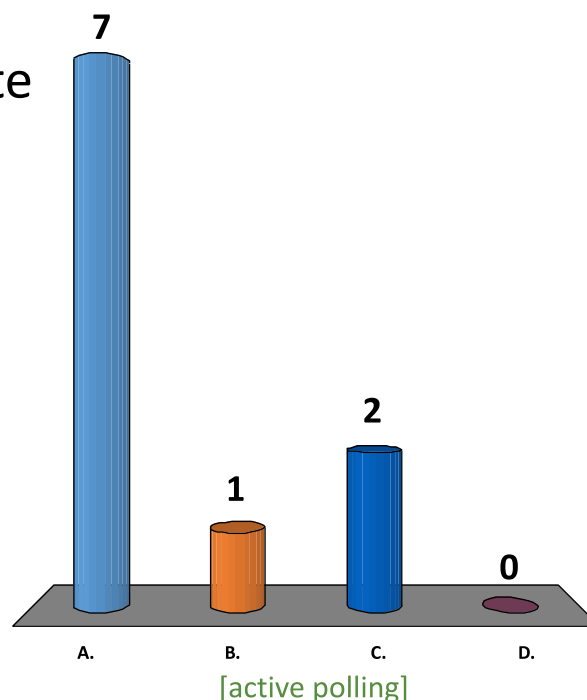
Is a Mid-Century Design Style appropriate for University Ave?

- A. Yes
- B. Some Items
- C. No
- D. Unsure



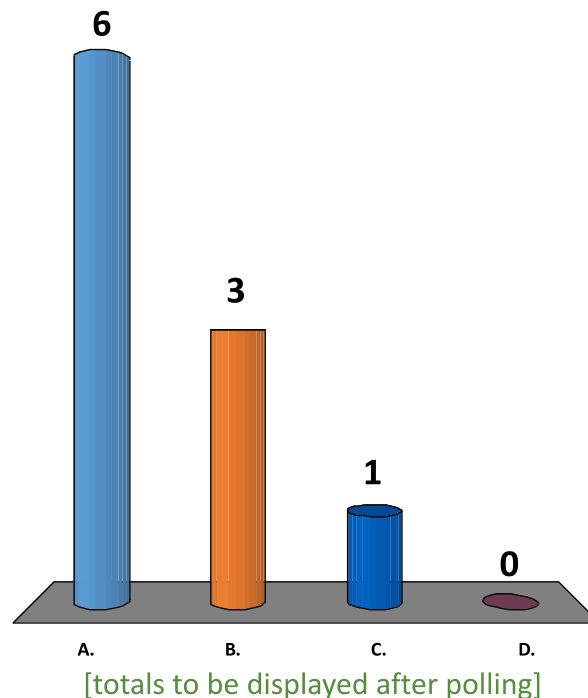
Should the University gateway elements relate to the Hickman & 63rd gateway?

- A. Yes, they should relate
- B. Only the materials
- C. Only the shape
- D. No, should not relate



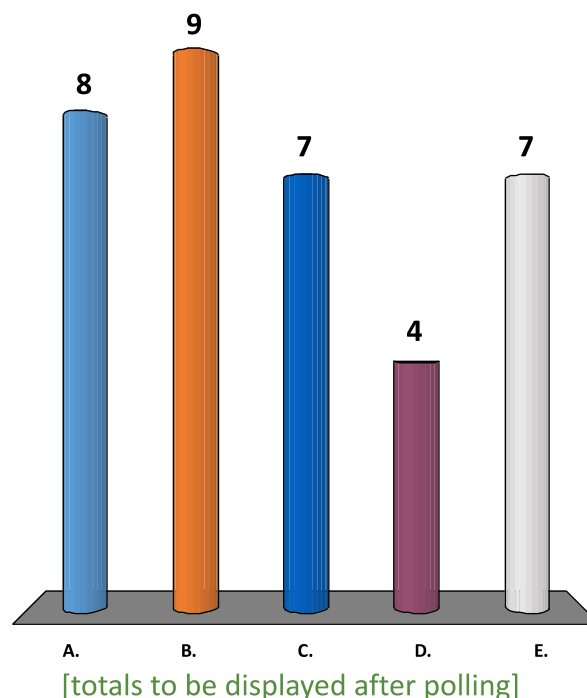
Is an Modern~Traditional Mix appropriate for University Ave?

- A. Yes
- B. Some Items
- C. No
- D. Unsure



How should color be used in the corridor? (select all that apply)

- A. Creative use of paver colors
- B. Accent colors on monuments
- C. Signs and banners
- D. Light poles
- E. Flowering plants



What should the Priority be for University Ave?

- A. Improving Traffic and Pedestrian safety while maintaining acceptable traffic flow
- B. Moving auto traffic with a minimum amount of delay without corridor safety improvements
- C. Unsure at this time.

A. 91%

B. 9%

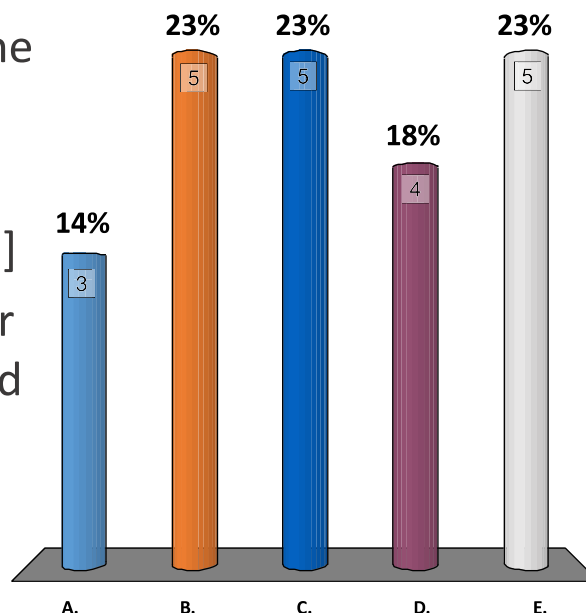
C. 0%

[totals to be displayed after polling]

What do you like about the 4-Lane Concept? (select all that apply)

- A. Lane configuration stays the same as current
- B. Reduced lane widths [11']
- C. Narrow multi-use trail [10']
- D. Left turn lane only used for signalized intersections and major commercial drives
- E. I have no likes at this time

[Please fill out a comment card]

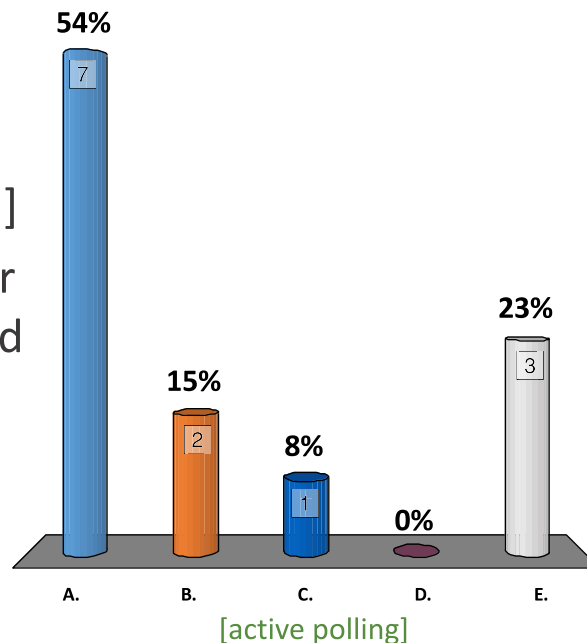


[active polling]

What do you dislike about the 4-Lane Concept? (select all that apply)

- A. Lane configuration stays the same as current
- B. Reduced lane widths [11']
- C. Narrow multi-use trail [10']
- D. Left turn lane only used for signalized intersections and major commercial drives
- E. I have no dislikes at this time

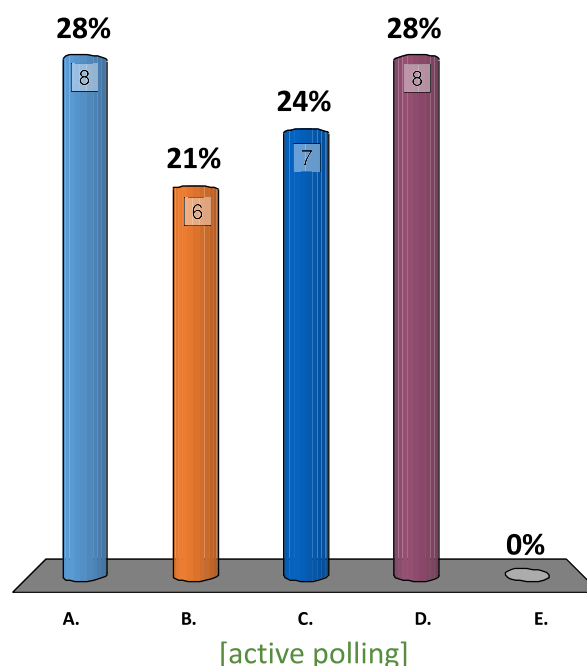
[Please fill out a comment card]



What do you like about the 3-Lane Concept? (select all that apply)

- A. 3-Lane configuration with continuous center turn lane
- B. Keeping current lane widths [12']
- C. Wider 12' multi-use trail
- D. Additional on-street parking between 65th and 66th
- E. I have no likes at this time

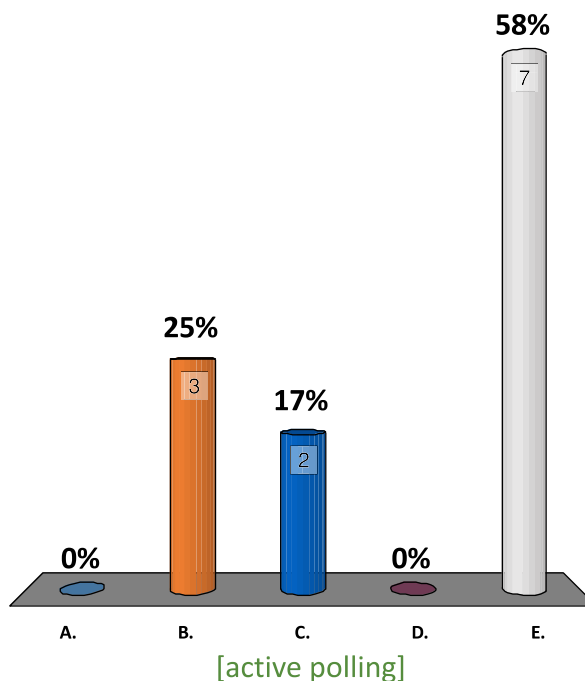
[Please fill out a comment card]



What do you dislike about the 3-Lane Concept? (select all that apply)

- A. 3-Lane configuration with continuous center turn lane
- B. Keeping current lane widths [12']
- C. Wider 12' multi-use trail
- D. Additional on-street parking between 65th and 66th
- E. I have no dislikes at this time

[Please fill out a comment card]



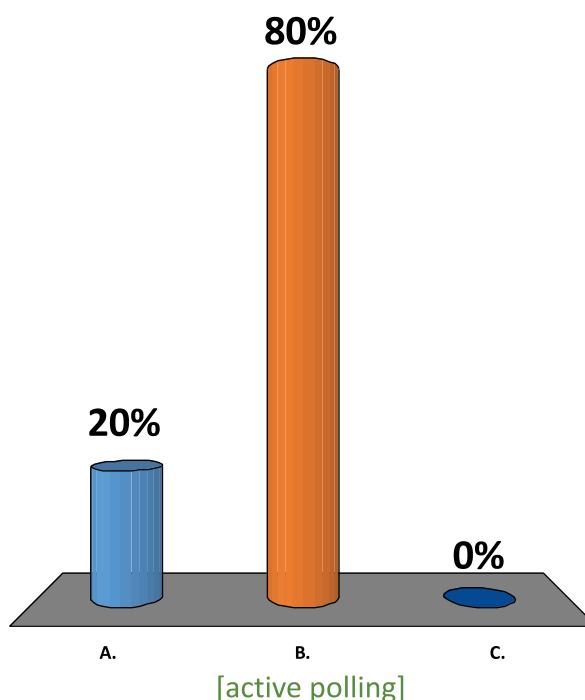
What draft layout would you like to see carried forward in more detail

- A. 4-lane concept
- B. 3-lane concept
- C. None

[Please fill out a comment card]

Review the concepts
Ask questions
Provide comments

Adjust your answer as
many times as needed





University Avenue Corridor Redesign

December 18th Meeting – Comments/Questions

Is lane width dimension inside/inside to account for 4" stripping width?

4 Lane – Are Mid-American lights eliminated if street lights incorporated?

11 foot road

Can the street be a 4 lane east to 70th and then become a 3 lane to 63rd?

Don't like the bus stop in the "main street" district. Bad idea for restaurants near the stop.

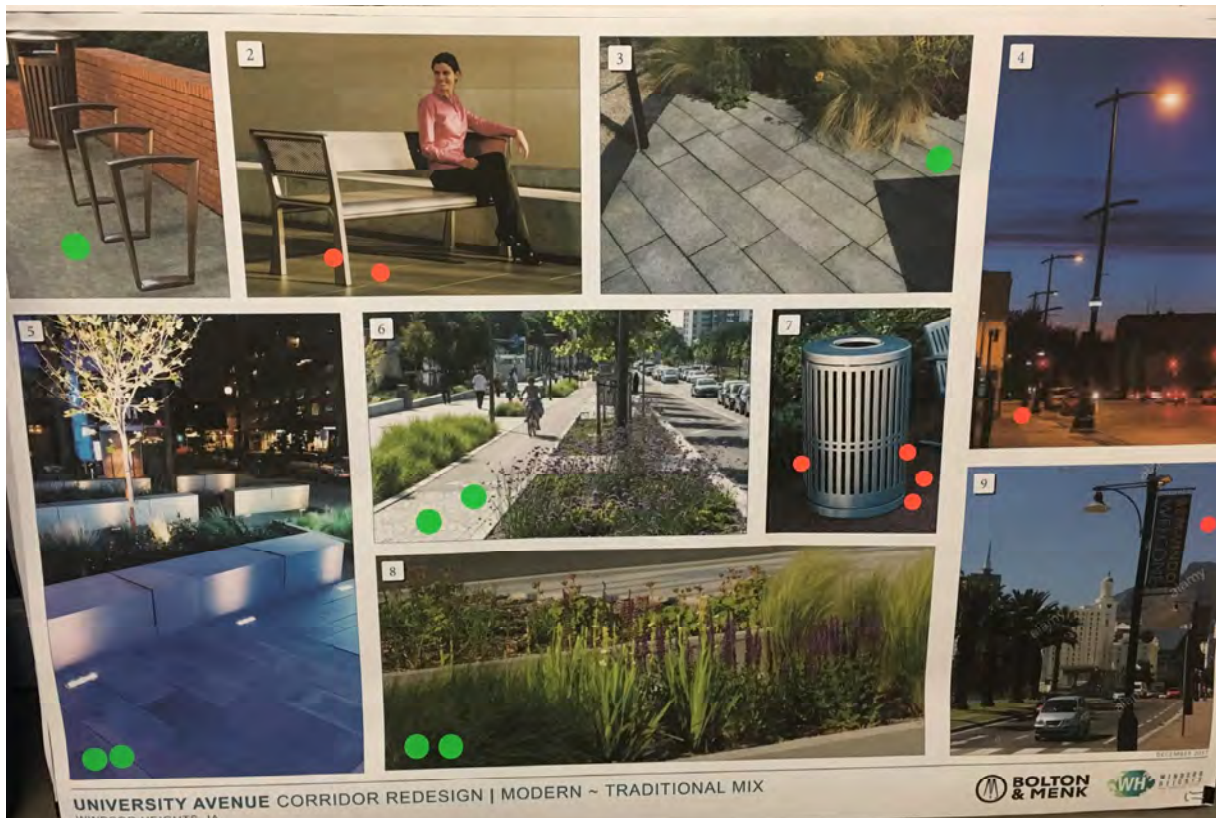
Move DART from Hy-Vee section – just not across from each other.

Like Storm detention with plantings.

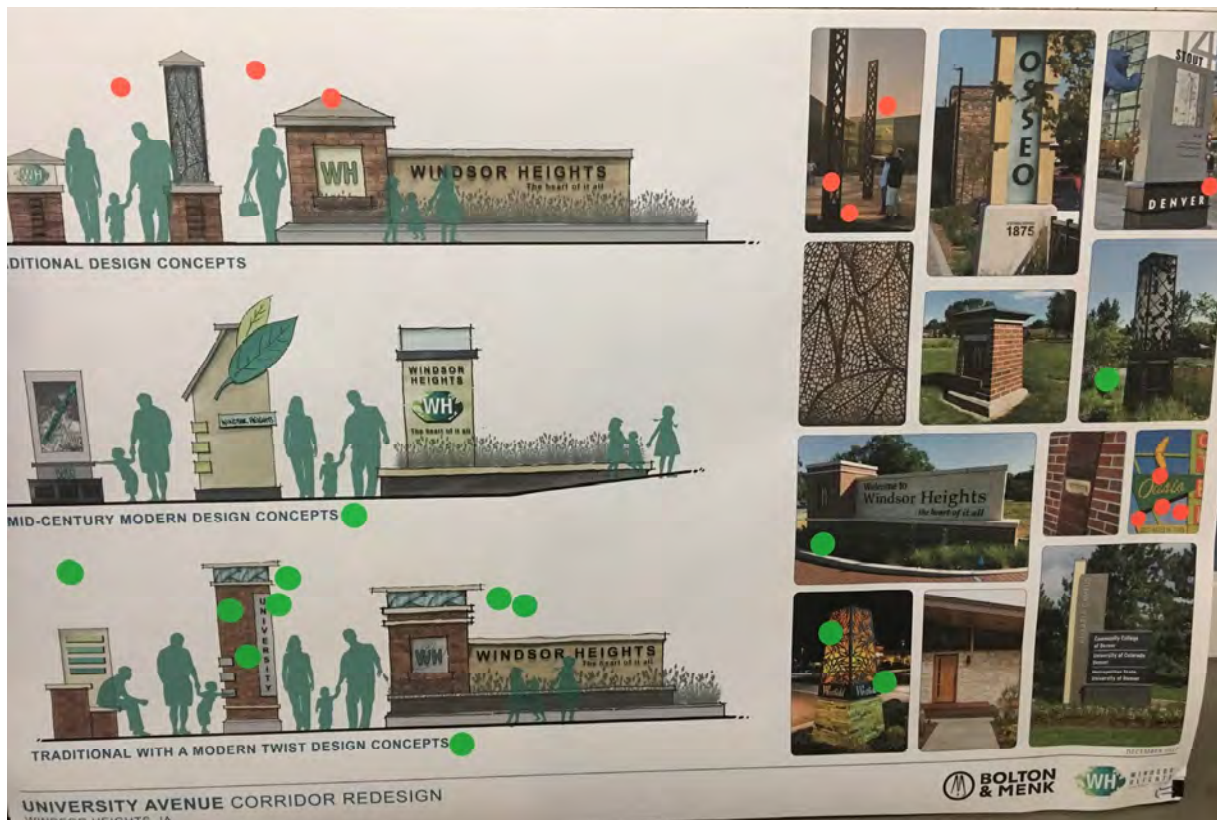
Complete Streets Advisory (CSA) Concept Theme Dot Voting Results



Complete Streets Advisory (CSA) Concept Theme Dot Voting Results



Complete Streets Advisory (CSA) Monumentation Dot Voting Results



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B.2 APPENDIX B STAKEHOLDER GROUP RESULTS



WINDSOR
HEIGHTS
the heart of it all



**BOLTON
& MENK**

Real People. Real Solutions.

University Avenue Corridor Redesign Stakeholder Groups

8/09/2017

Sign-In Sheet

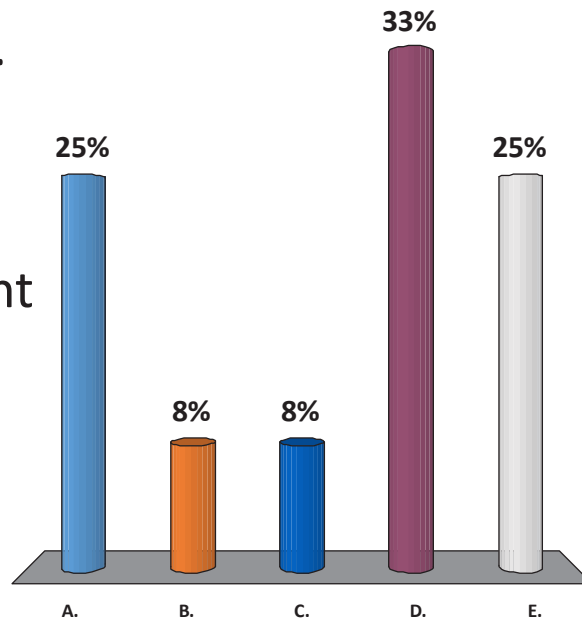
Name	Email	Affiliation
9:00 AM Sandy Dixon	Sandycdixon@gmail.com	Keep WH Beautiful
9:00 AM David Swartz	deniseanddavid@msn.com	WH Foundation
9:00 AM Donna Markley	donna@markrick.com	University Resident
9:00 AM Shamaine Chambers King	shamaine@windsorpc.org	Windsor Presbyterian
10:30 AM Joseph McConville	joe@gustopizzaco.com	Resident/Prospective Business owner
10:30 AM Michael Billings	mbillingscpm@gmail.com	Commercial Property Manager
10:30 AM Kris Gregerson	kris@ps-promotions.com	Premium Solutions Business on University
10:30 AM Mike Crownover	crownover@saisondsm.com	Business Owner
10:30 AM JoAnn Seeman	Joann.seeman@gmail.com	WH Presbyterian Church/Resident
12:30 PM Timothy Korpela	tim@korpelaengineering.com	Business Owner
12:30 PM Brian Hillebrand	bhillebrand@americantrust.com	
12:30 PM Michael Libbie	michael@insightcubed.com	Chamber



<u>NAME</u>	<u>ORGANIZATION</u>	<u>EMAIL</u>
David Swartz	W.H. Foundation	deniseanddavid@msn.com
Kris Gregersen	Premium Solutions	kris@ps-promotions.com
Michael Billings	Windsor Heights Town Center	mbillingscpm@gmail.com
Gunnar Olson	Des Moines Area MPA	golson@dmmpa.org
Meggon John	Homeowner/University Res	mm2@mchsi.com
Donna Markley	University Resident	Donna@markkrick.com
Brian Hillebrand	American Trust Savings Bank	bhillebrand@americantrust.com
Sandy Dixon	Keep Windsor Heights Beautiful	sandy@dixon@gmail.com
Joe McConville	Resident	JosephMcConville3@gmail.com
Ron Grohe	Windsor Presbyterian	info@windsorpc.org
Shamaine Chambers King	"	shamaine@windsorpc.org
Dave Burgess	Mayor Elect	dburgess@windsorheights.org
ZANE MUNTZ	Homeowner	Zanemuntz@gmail.com

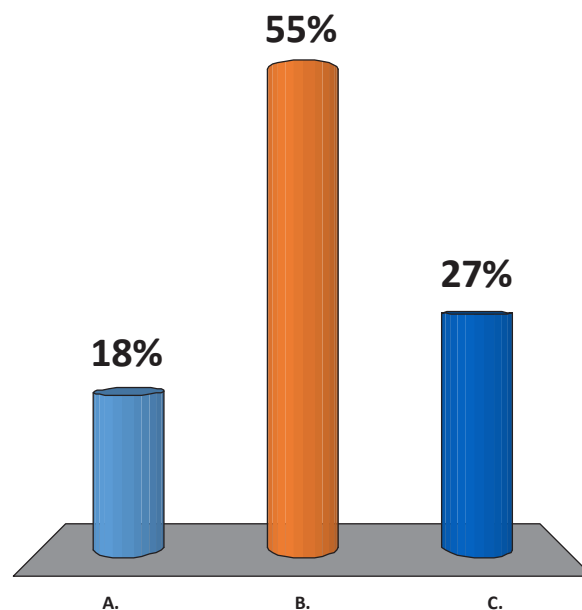
Who is here today?

- A. Business Owner/Rep.
- B. Business Tenant
- C. Corridor Resident
- D. Non-Corridor Resident
- E. Other



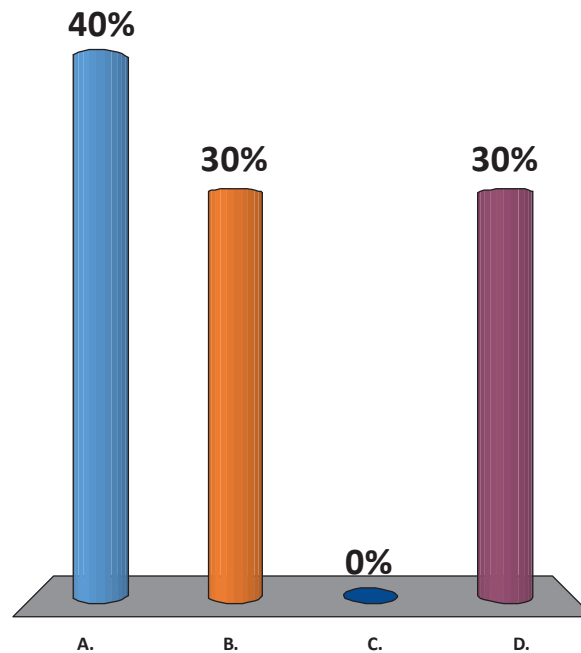
Gateway and community branding element locations

- A. Restrict elements to existing ROW only
- B. Propose easements as needed to fit
- C. Unsure at this time



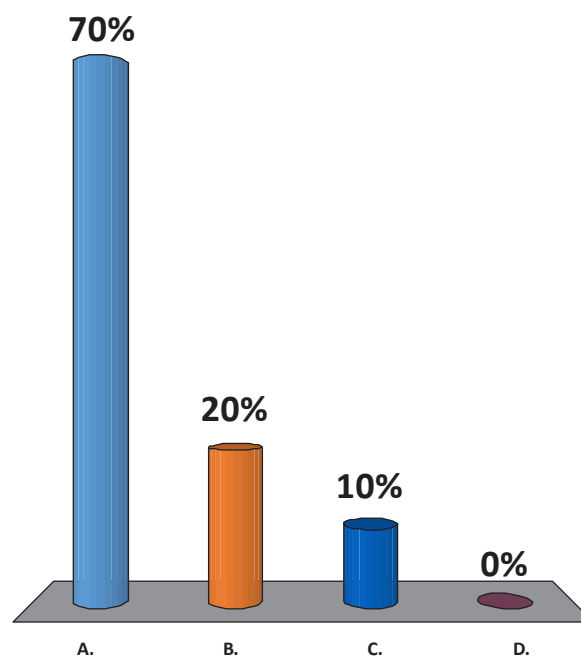
Is a Traditional Design Style appropriate for University Ave?

- A. Yes
- B. Some Items
- C. No
- D. Unsure



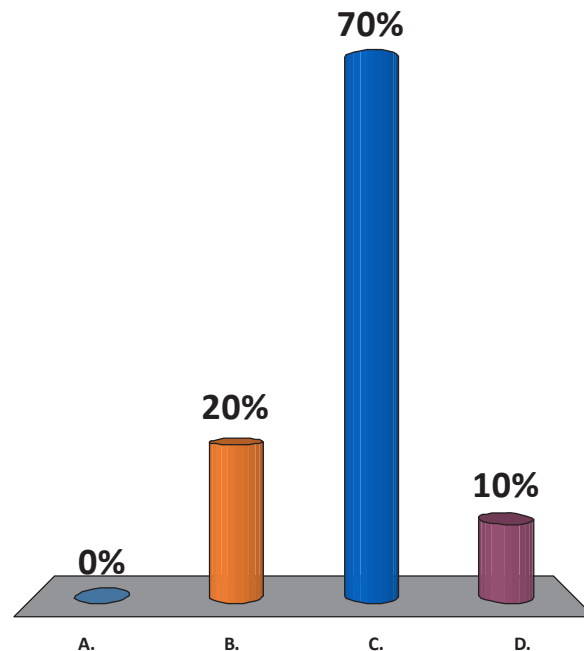
Should the University elements relate to the Colby Park signage

- A. Yes as sketched
- B. Only the brick
- C. Only the shape
- D. No, should not relate



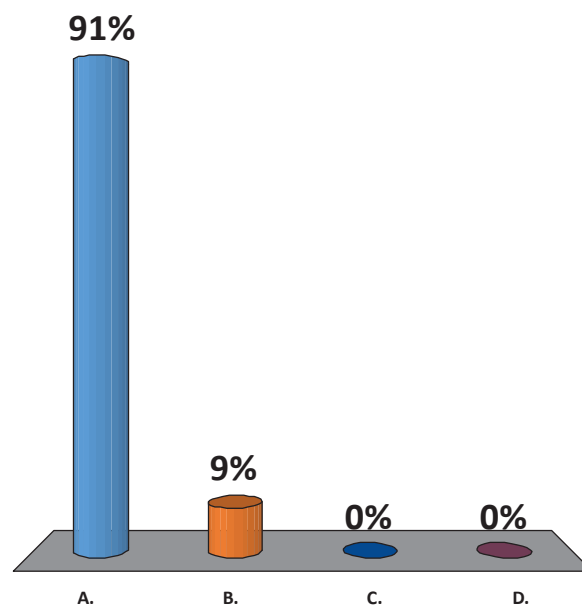
Is an Innovative Design Style appropriate for University Ave?

- A. Yes
- B. Some Items
- C. No
- D. Unsure



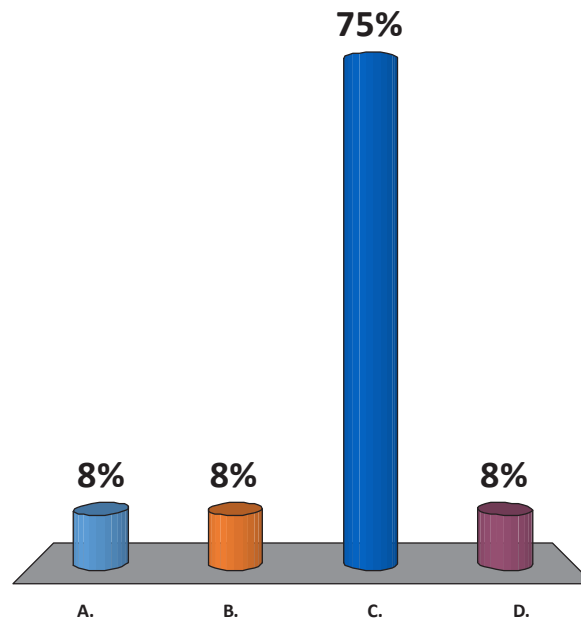
Should the University gateway elements relate to the Hickman & 63rd gateway?

- A. Yes as sketched
- B. Only the brick and limestone
- C. Only the shape
- D. No, should not relate



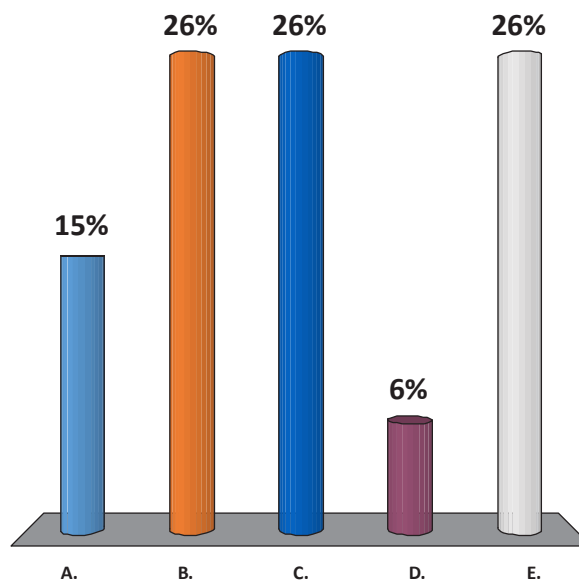
Is a Mid-Century Design Style appropriate for University Ave?

- A. Yes
- B. Some Items
- C. No
- D. Unsure



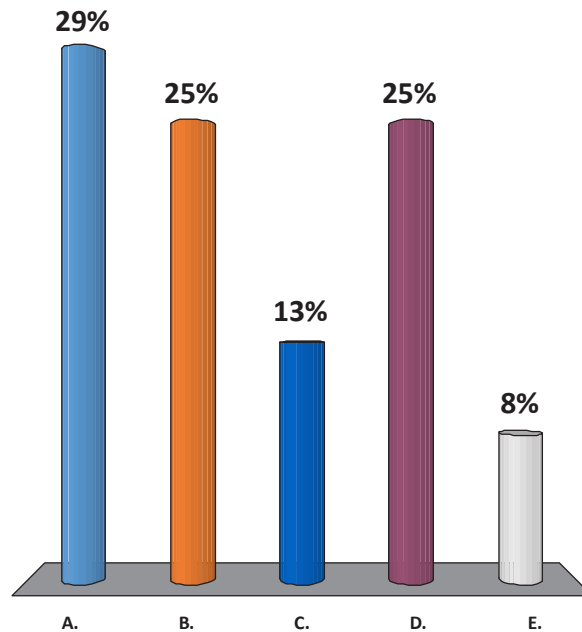
How should color be used in the corridor? (select all that apply)

- A. Creative use of paver colors
- B. Accent colors on monuments
- C. Signs and banners
- D. Light poles
- E. Flowering plants



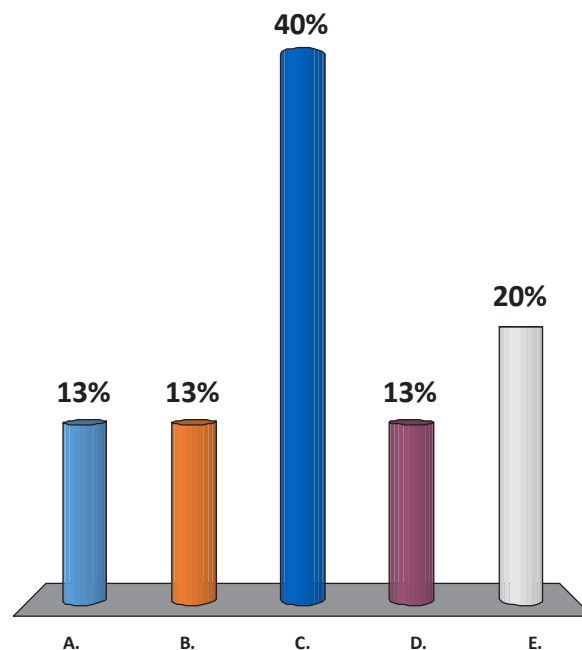
What do you like about the 4-Lane Concept? (select all that apply)

- A. Lane widths
- B. 10' multi-use trail
- C. Limited on-street parking
- D. Partial center turn lane
- E. Limited enhancement space



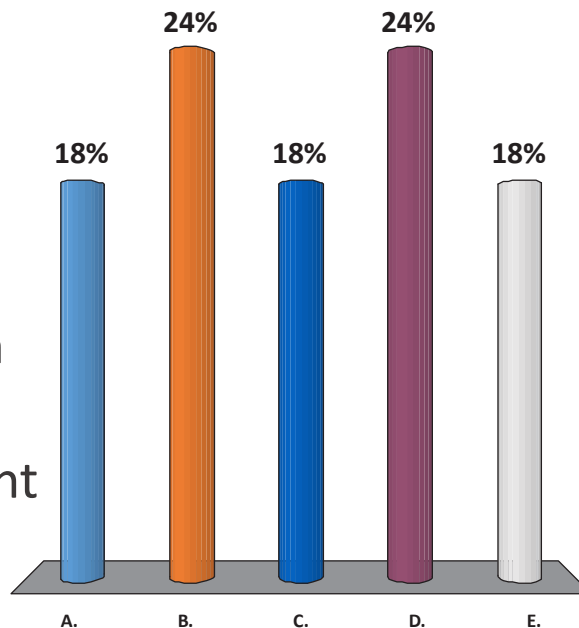
What do you dislike about the 4-Lane Concept? (select all that apply)

- A. Lane widths
- B. 10' multi-use trail
- C. Limited on-street parking
- D. Partial center turn lane
- E. Limited enhancement space



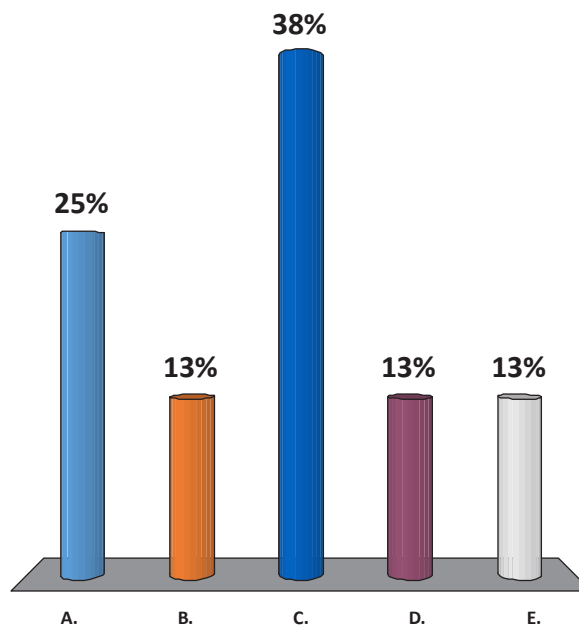
What do you like about the 3-Lane Concept? (select all that apply)

- A. Lane widths
- B. 12' multi-use trail
- C. Additional on-street parking
- D. Continuous center turn lane
- E. Additional enhancement space



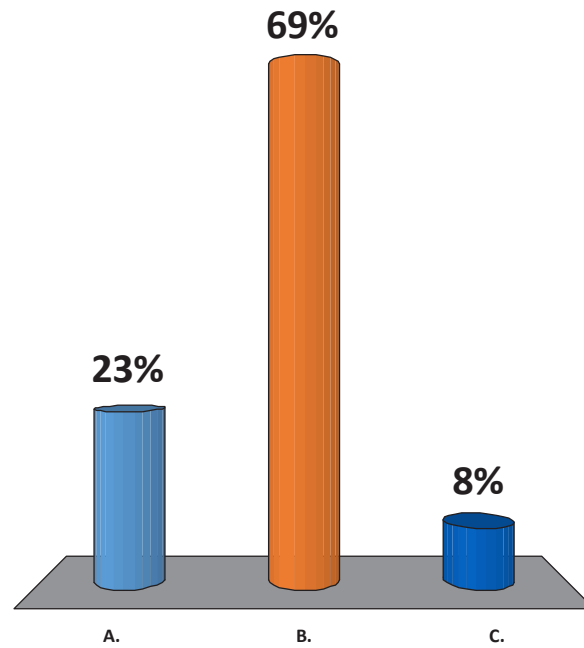
What do you dislike about the 3-Lane Concept? (select all that apply)

- A. Lane widths
- B. 12' multi-use trail
- C. Additional on-street parking
- D. Continuous center turn lane
- E. Additional enhancement space



What draft layout would you like to see developed in more detail

- A. 4-lane concept
- B. 3-lane concept
- C. Other



UNIVERSITY AVENUE | CORRIDOR REDESIGN

WINDSOR HEIGHTS, IA

DECEMBER 4, 2017

Optional Contact Information:

ZANE MUNTZ - 7811 Marilyn Drive

Comments / Questions:

I WANT TO MAKE SURE THAT IF WE ARE CHANGING OR UPDATING STREETSCAPE THAT THE "TAIL IS NOT WAGGING THE DOG"... MEANING IF WE'RE LOOKING AT UPDATING 80% OF POTENTIAL WORK IN WH. THAT WE DON'T LET THE CURRENT 20% OF COMPLETED OR PAST WORK BE THE GREATEST INFLUENCER IN WHAT WE SHOULD DO NEXT. IF WE'RE GOING TO TELL A STORY ABOUT WHERE WE ARE HEADED - NOW IS THE BEST/ONLY TIME TO MAKE THAT SHIFT. PERSONALLY, I WOULD LOOK AT WAYS THAT BUILD OFF WHAT WE HAVE WITH A NEW WAY TO TELL THE STORY OF WH.

I THINK THE TRADITIONAL MODEL IS STAGNANT & DOES NOT ALLOW FOR A UNIQUE LOOK & FEEL THAT IS ALL OUR OWN. TRADITIONAL BECOMES BACKGROUND.

UNIVERSITY AVENUE | CORRIDOR REDESIGN

WINDSOR HEIGHTS, IA

DECEMBER 4, 2017

Optional Contact Information:

Sandy Dixon
sandydixon@gmail.com

Comments / Questions:

So many in our community have the attitude "if it ain't broke, don't fix it." I think it's important to tell the larger group in January, what the problems are with University as it currently exists. Also, explain what the future looks like if we do nothing.

I really like the three lane option.

Stakeholder Group Comment Cards

UNIVERSITY AVENUE | CORRIDOR REDESIGN

WINDSOR HEIGHTS, IA

DECEMBER 4, 2017

Optional Contact Information:

Donna Markley 6407 University Ave 802-9543
Donna@markkrick.com

Comments / Questions:

Please keep the resident's driveway
access in mind.

UNIVERSITY AVENUE | CORRIDOR REDESIGN

WINDSOR HEIGHTS, IA

DECEMBER 4, 2017

Optional Contact Information:

Comments / Questions:

Questions for survey:

Question about priorities: safety, value, speed

UNIVERSITY AVENUE | CORRIDOR REDESIGN

WINDSOR HEIGHTS, IA

DECEMBER 4, 2017

Optional Contact Information:

Mike Billings 515-664-6559

Comments / Questions:

I am The property manager for Windsor Heights Town Center and median's that restrict access from lanes of traffic will hurt my tenant's businesses. The speed cameras are terrible for customers, employees, and business owners.



Real People. Real Solutions.

309 E 5th Street
Suite 202
Des Moines, IA 50309-1981

Ph: (515) 259-9190
Fax: (515) 233-4430
Bolton-Menk.com

Stakeholder Meetings 8/9/2017

9:00 Meeting

Would like to see more foot traffic

Residential property is becoming more rental – investors buying

Explain why the project is needed; failing infrastructure, etc.

Biggest Issues

- Traffic with residents getting out of driveways
- Accidents on 235 cause traffic increase
- Speed
- Sidewalk not wide enough to accommodate foot traffic
- No reason to stop
- No aesthetics
- People avoid driving through
- Connectivity for bikes
- No sense of community with University
- Need parking to slow traffic and for residents/users

Biggest Thing Missing

- More development that make people stop
- Identity to University
- Building closure to street

Elements Dislike

- Too much concrete

Historical Characteristics

- Bricks
- Coal Mining
- Modern Nostalgia

How Green should corridor be?

- More green space
- Less salt during Winter
- Soften the edge

Gateway Elements & Wayfinding

- Not unique to University
- Need cohesion

Ideal Corridor

- Patio space or sitting space
- Walking or riding bike

10:30 Meeting

Need more cohesion throughout the corridor

Who will be the leader and make the decisions?

Like the landscaping, flower planters, and Christmas lights

Biggest Issues

- 5 lanes of traffic for business
- No on street parking
- Not a cohesive economic center
- Underused
- Traffic camera complaints from patrons
- Pedestrian crossings
- Bike connectivity

Elements you like

- Pride
- Colby Park
- Trail access by the park
- Events

Biggest Thing Missing

- Not a heart to University, 2 separate business districts with residential in between
- Zoning cohesion
- Bike path
- No walkability
- Street parking

Elements Dislike

- Road scale
- Traffic cameras
- No on street parking



Historical Characteristics

- Coal mining
- Started in the 40's and going in the 50's & 60's
- Mid-century modern

How Green should corridor be?

- Flowers on light post

Gateway Elements & Wayfinding

- No preference as long as something
- Bike trail and sidewalk wayfinding
- Stay in line with existing theme throughout the City
- Pick up elements from existing usage
- Something that will last throughout the time and ever changing styles

Ideal Corridor

- On street bike lane
- Wide sidewalk
- 3 lanes

12:30 Meeting

Who is leading this charge; developers, City, etc?

What is the grand vision?

Biggest Issues

- Current design encourages the speed
- Speed constraints
- Too many residents
- No aesthetic appeal
- Non-updated buildings
- Parking

Elements you like

- Alternate modes of transportation
- Protected bike lane
- Colby Park
- Scale of city



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& MENK**

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Suite 202
Des Moines, IA 50309-1981

Ph: (515) 259-9190
Fax: (515) 233-4430
Bolton-Menk.com

Biggest Thing Missing

- Cool factor
- Parking
- Senior Living

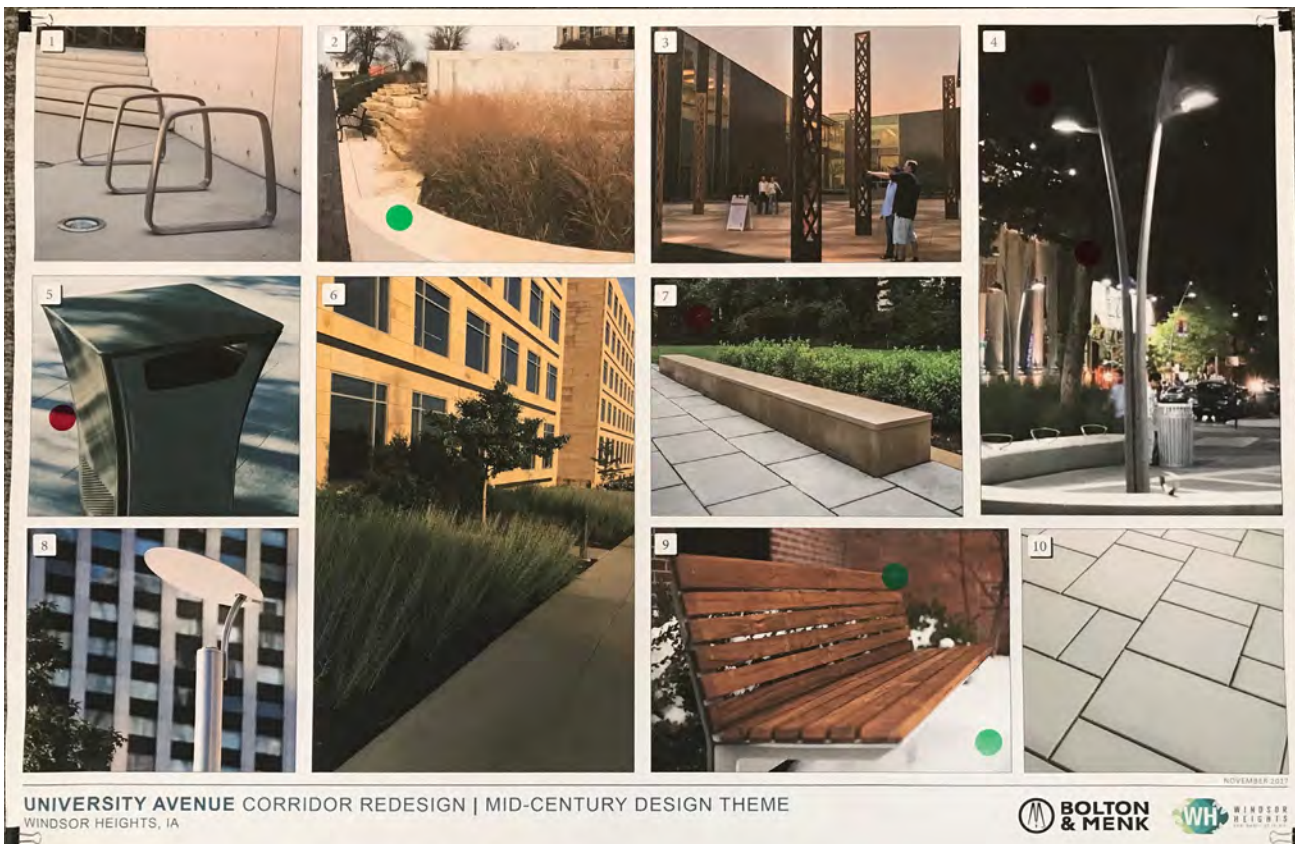
How Green should corridor be?

- More trees
- Low maintenance
- Planters

Gateway Elements & Wayfinding

- Take look that is established
- Trail wayfinding

Stakeholder Group Concept Theme Dot Voting Results



Stakeholder Group Concept Theme Dot Voting Results



Stakeholder Group Monumentation Results



C.3 APPENDIX C ONLINE SURVEY AND OPEN HOUSE RESULTS

University Avenue Redesign Public Open House Sign-In Sheet

Project: University Avenue	Meeting Date: January 8, 2017 5:30 pm
Facilitator: Bolton & Menk	

Name	Company	Email
Justin Ernst	Bolton & Menk, Inc.	Justiner@bolton-menk.com
Jim Harbaugh	Bolton & Menk, Inc.	jimha@bolton-menk.com
Sam Kessel	Bolton & Menk, Inc.	samke@bolton-menk.com
Jack & Marilyn Mahee	Resident	
Mel Hrubetz	Resident	melhru@aol.com
Flo H		sirentclown@msn.com
Diane Foss		Dianelfoss@gmail.com
Mike Miller		Mike52miller@gmail.com
Susan M Jensen	Resident	
Taylor Erickson	Resident	
Dan Brown	Resident	N2kiwi33@msn.com
Linda Jehring		lkajehring@gotmail.com
Brian Tingleff	Resident	tingleffbrian@gmail.com
Rob Wadle	Hy-Vee	rwadle@hy-vee.com
John Thompson	Resident	Goodell34@aol.com
Sandy Dixon	Resident	sandycdixon@gmail.com
Marty McGuire	Resident	Mmcguire40@msn.com
Jodi Stanfield	Resident	pixolily@hotmail.com

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Facilitator: Bolton & Menk	

Name	Company	Email
Justin Ernst	Bolton & Menk, Inc.	Justiner@bolton-menk.com
Jim Harbaugh	Bolton & Menk, Inc.	jimha@bolton-menk.com
Sam Kessel	Bolton & Menk, Inc.	samke@bolton-menk.com
Jack & Marilyn Mahee	Resident	
Mel Hrubetz	Resident	melhru@aol.com
Flo H		sirentclown@msn.com
Diane Foss		Dianelfoss@gmail.com
Mike Miller		Mike52miller@gmail.com
Susan M Jensen	Resident	
Taylor Erickson	Resident	
Dan Brown	Resident	N2kiwi33@msn.com
Linda Jehring		lkajehring@gotmail.com
Brian Tingleff	Resident	tingleffbrian@gmail.com
Rob Wadle	Hy-Vee	rwadle@hy-vee.com
John Thompson	Resident	Goodell34@aol.com
Sandy Dixon	Resident	sandycdixon@gmail.com
Marty McGuire	Resident	Mmcguire40@msn.com
Jodi Stanfield	Resident	pixolily@hotmail.com

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Name	Company	Email
Justin Ernst	Bolton & Menk, Inc.	Justiner@bolton-menk.com
Jim Harbaugh	Bolton & Menk, Inc.	jimha@bolton-menk.com
Sam Kessel	Bolton & Menk, Inc.	samke@bolton-menk.com
Jack & Marilyn Mahee	Resident	
Mel Hrubetz	Resident	melhru@aol.com
Flo H		sirentclown@msn.com
Diane Foss		Dianelfoss@gmail.com
Mike Miller		Mike52miller@gmail.com
Susan M Jensen	Resident	
Taylor Erickson	Resident	
Dan Brown	Resident	N2kiwi33@msn.com
Linda Jehring		lkajehring@gotmail.com
Brian Tingleff	Resident	tingleffbrian@gmail.com
Rob Wadle	Hy-Vee	rwadle@hy-vee.com
John Thompson	Resident	Goodell34@aol.com
Sandy Dixon	Resident	sandycdixon@gmail.com
Marty McGuire	Resident	Mmcguire40@msn.com
Jodi Stanfield	Resident	pixolily@hotmail.com

University Avenue Redesign Public Open House Sign-In Sheet

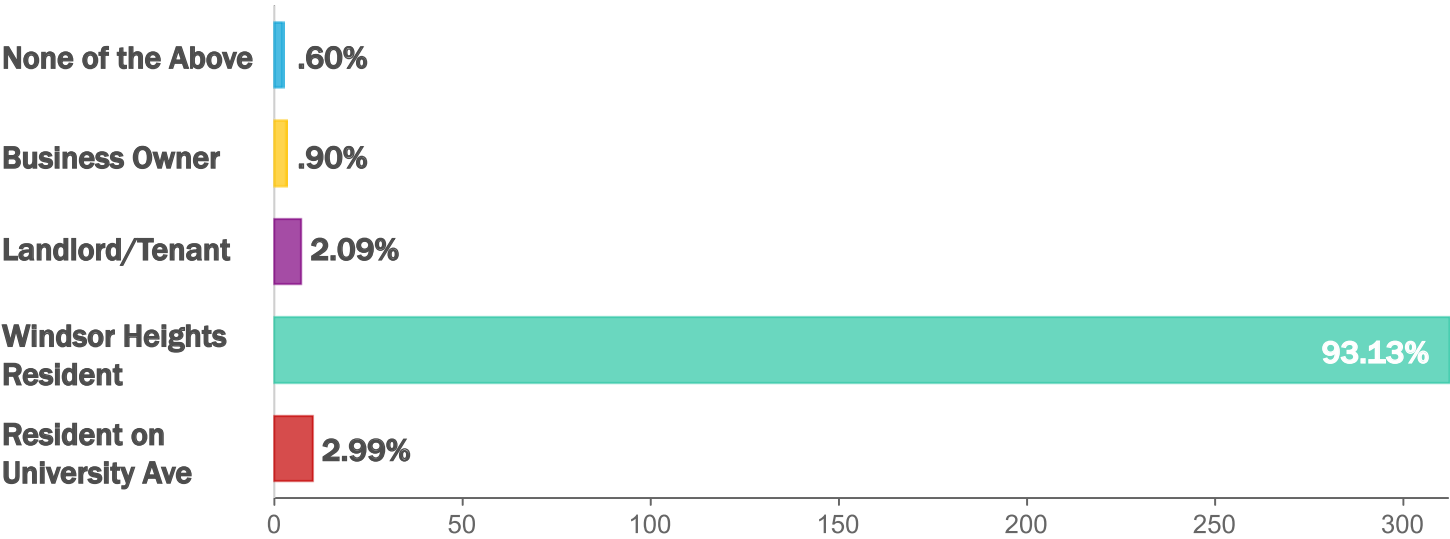
Project: University Avenue	Meeting Date: January 8, 2017 5:30 pm
Facilitator: Bolton & Menk	

Name	Company	Email
Justin Ernst	Bolton & Menk, Inc.	Justiner@bolton-menk.com
Jim Harbaugh	Bolton & Menk, Inc.	jimha@bolton-menk.com
Sam Kessel	Bolton & Menk, Inc.	samke@bolton-menk.com
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Diane Foss		Dianelfoss@gmail.com
Mike Miller		Mike52miller@gmail.com
Susan M Jensen	Resident	
Taylor Erickson	Resident	
Dan Brown	Resident	N2kiwi33@msn.com
Linda Jehring		lkajehring@gotmail.com
Brian Tingleff	Resident	tingleffbrian@gmail.com
Rob Wadle	Hy-Vee	rwadle@hy-vee.com
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Marty McGuire	Resident	Mmcguire40@msn.com
Jodi Stanfield	Resident	pixolily@hotmail.com

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Online Survey

Your relation to the project



[Hide Table](#)

Empty Categories [Sort](#)

Answers	Count	Percentage
University Ave Resident	10	2.99%
Windsor Heights Resident	312	93.13%
Landlord/Tenant	7	2.09%
Business Owner/Manager	3	0.90%
None of the above (just interested)	2	0.60%

Answered: 334 Skipped: 1

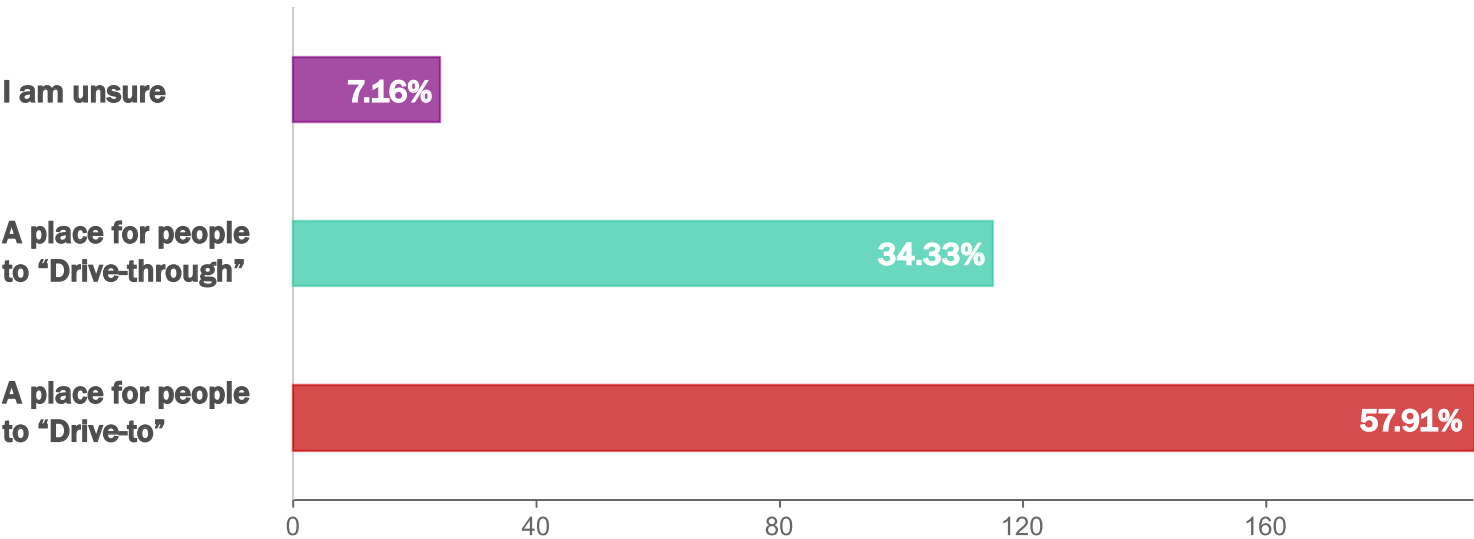
Who is here today?

A.	Resident on University Ave.	➡	10	10%
B.	Windsor Heights Resident	➡	80	78%
C.	Landlord / Tenant	➡	5	5%
D.	Business Owner / Manager	➡	4	4%
E.	None of the above (just an interested party)	➡	3	3%

Total: 102

Online Survey

What type of corridor should University Avenue be?



[Hide Table](#)

Empty Categories Sort

Answers	Count	Percentage
A place people "Drive-to"	194	57.91%
A place people "Drive-through"	115	34.33%
I am unsure	24	7.16%

Answered: 333 Skipped: 2

Public Open House

What type of corridor should University Avenue be?

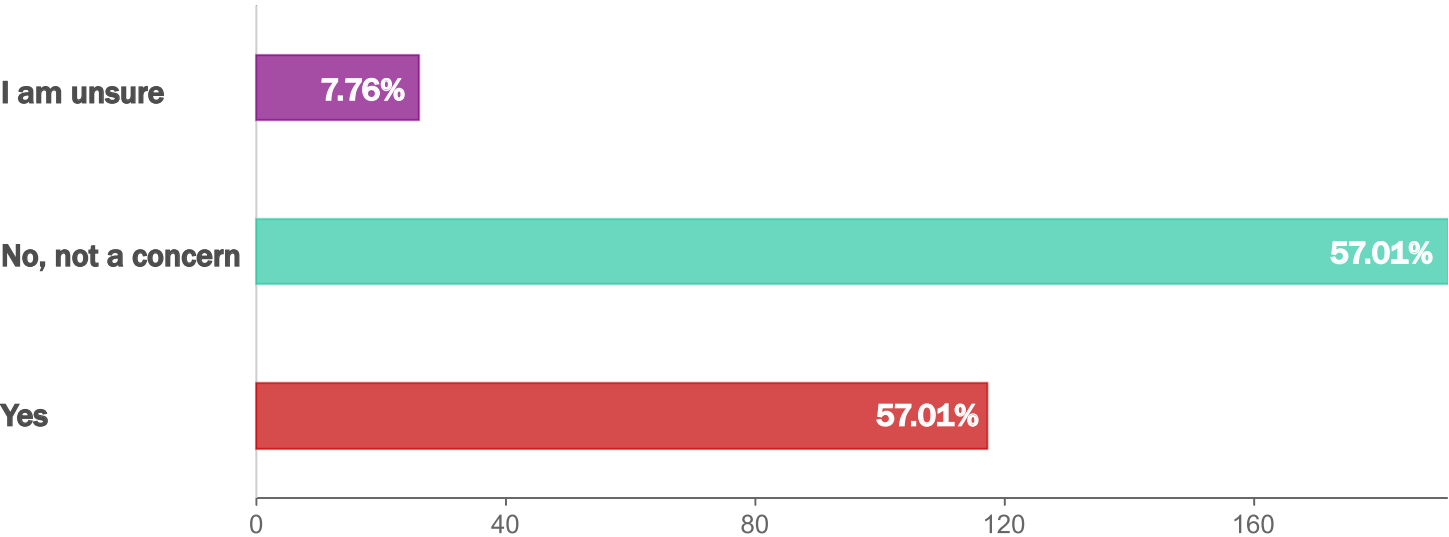


- | | | | |
|-----------------------------------|---|----|-----|
| A. A place people “Drive-to” | ➡ | 60 | 82% |
| B. Neutral | ➡ | 3 | 4% |
| C. A place people “Drive-through” | ➡ | 10 | 14% |

Total: 73

Online Survey

Should more on-street parking be included adjacent to curb side businesses as a way to encourage economic growth?



[Hide Table](#)

Empty Categories Sort

Answers	Count	Percentage
Yes	117	34.93%
No, not a concern	191	57.01%
I am unsure	26	7.76%

Answered: 334 Skipped: 1

Public Open House

Should more on-street parking be included adjacent to curb side businesses as a way to encourage economic growth?

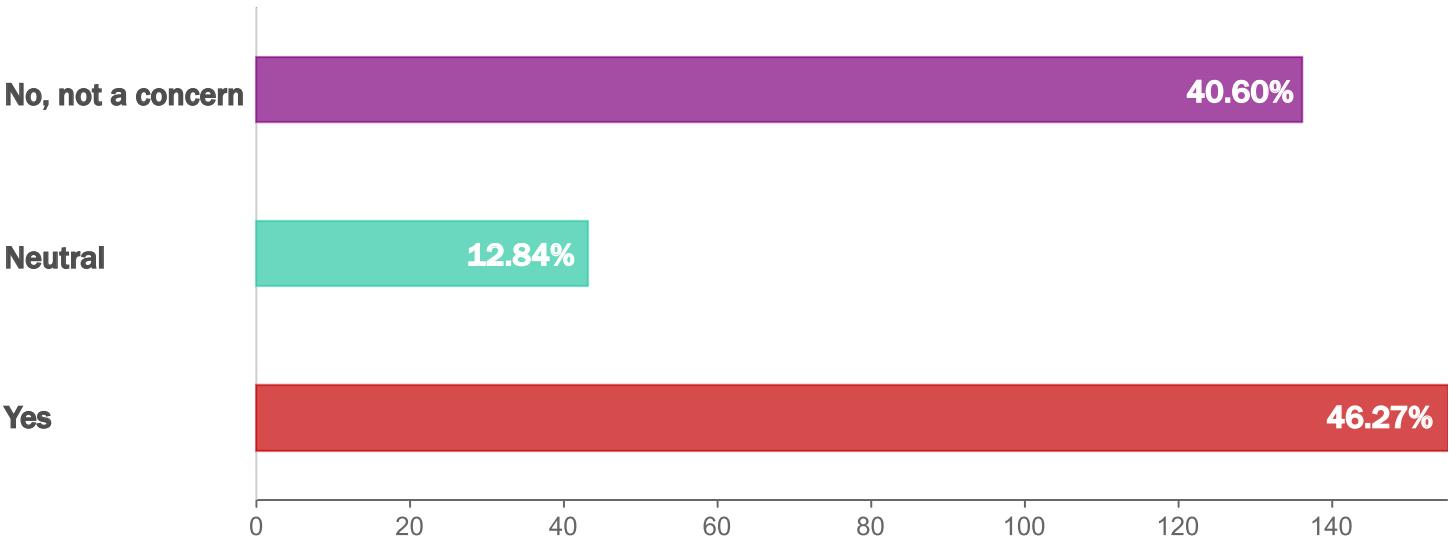


- | | | | |
|----------------------|---|-----------|------------|
| A. Yes | ➡ | 46 | 50% |
| B. Neutral | ➡ | 20 | 22% |
| C. No, not a concern | ➡ | 26 | 28% |

Total: 92

Online Survey

Should a more comfortable walkable corridor be established that encourages visitors to park once and walk between destinations?



[Hide Table](#)

Empty Categories Sort

Answers	Count	Percentage
Yes	155	46.27%
Neutral	43	12.84%
No, not a concern	136	40.60%

Answered: 334 Skipped: 1

Public Open House

Should a more comfortable walkable corridor be established that encourages visitors to park once and walk between destinations?

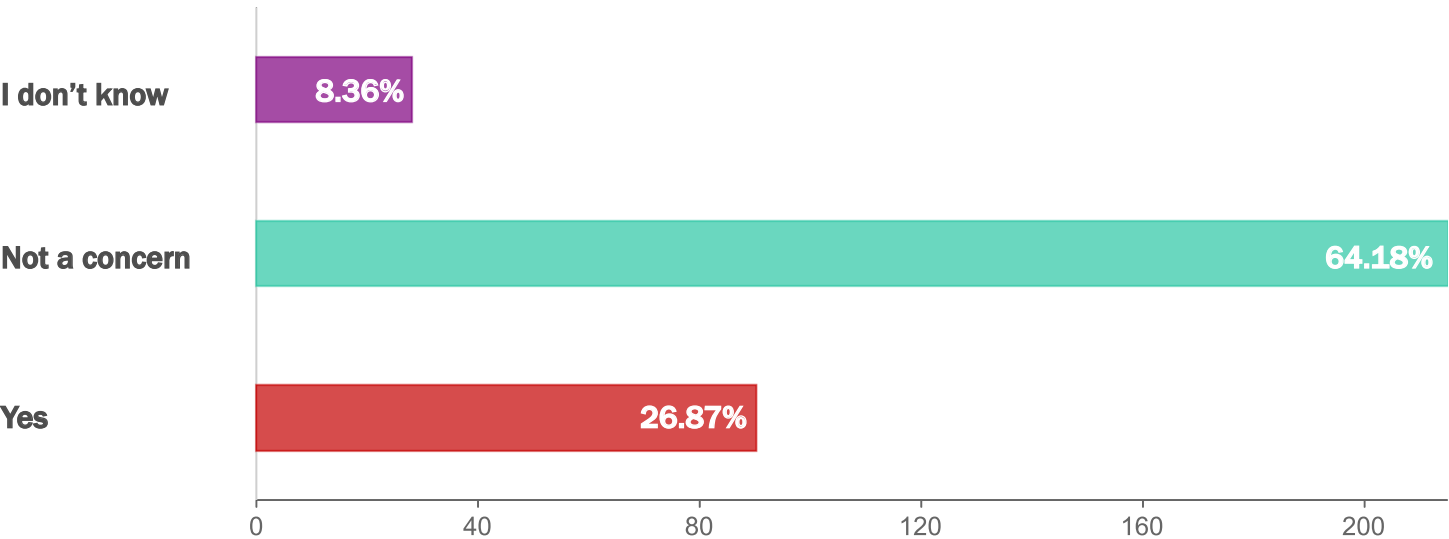


- | | | | |
|----------------------|---|----|-----|
| A. Yes | ➡ | 59 | 62% |
| B. Neutral | ➡ | 6 | 6% |
| C. No, not a concern | ➡ | 30 | 32% |

Total: 95

Online Survey

Is the current street crossing distance a concern in regard to pedestrian safety?



[Hide Table](#)

			Empty Categories	Sort
Answers	Count	Percentage		
Yes	90	26.87%		
No, not a concern	215	64.18%		
I don't know	28	8.36%		

Answered: 333 Skipped: 2

Public Open House

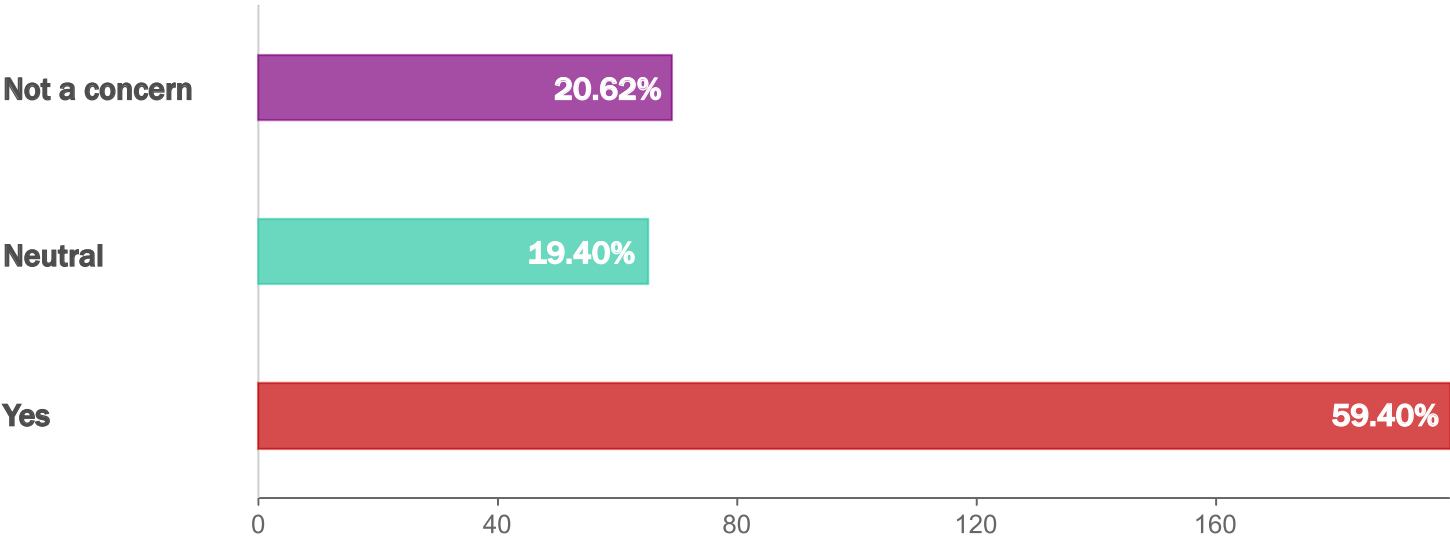
Is the current street crossing distance a concern in regard to pedestrian safety?



A.	Yes	➡	45	45%
B.	Neutral	➡	35	35%
C.	No, not a concern	➡	20	20%
Total: 100				

Online Survey

Should all transit stops have improved amenities such as a bus shelter, landscape enhancements, informational signage, etc. ?



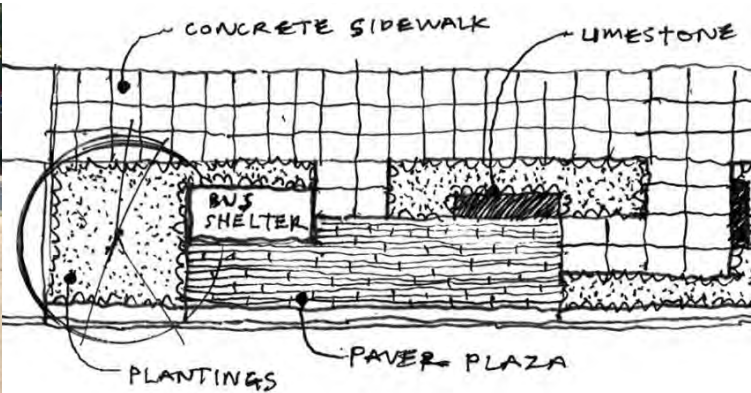
Hide Table

Empty Categories			Sort
Answers	Count	Percentage	
Yes	199	59.40%	
Neutral	65	19.40%	
No, not a concern	69	20.60%	

Answered: 333 Skipped: 2

Public Open House

Should all transit stops have improved amenities such as a bus shelter, landscape enhancements, informational signage, etc. ?

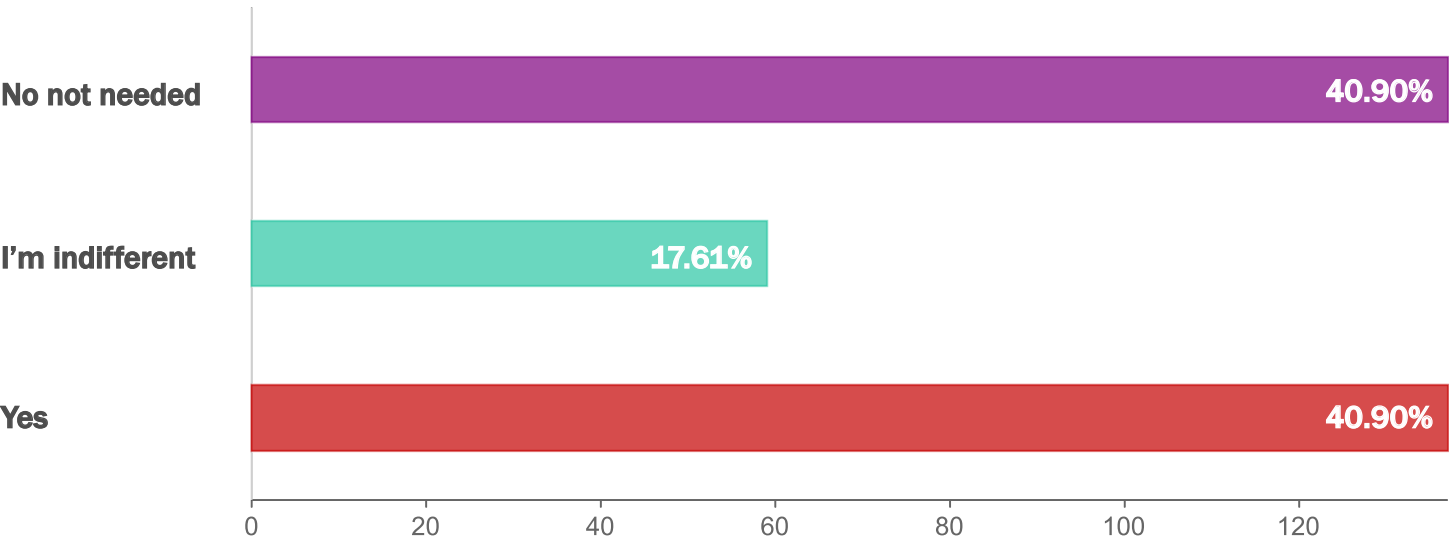


A.	Yes	➡	75	82%
B.	Neutral	➡	7	8%
C.	No, not a concern	➡	10	10%

Total: 92

Online Survey

Should an off-street multi-purpose trail be included within the existing right-of-way on the south side of the corridor wide enough for two-way passing?



[Hide Table](#)

Empty Categories Sort

Answers	Count	Percentage
Yes	137	40.90%
I'm Indifferent	59	17.61%
No, not needed	137	40.90%

Answered: 333 Skipped: 2

Public Open House

Should an off-street multi-purpose trail be included within the existing right-of-way on the south side of the corridor wide enough for two-way passing?

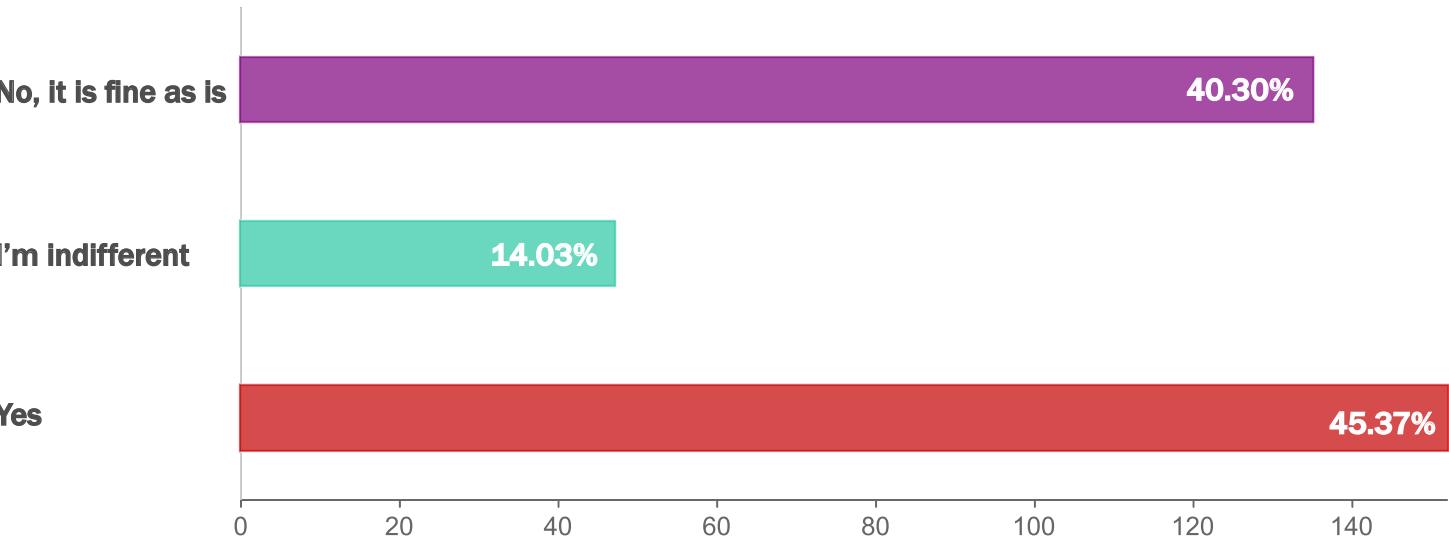


- | | | | | |
|----|----------------|---|----|-----|
| A. | Yes | ➡ | 64 | 66% |
| B. | Neutral | ➡ | 5 | 5% |
| C. | No, not needed | ➡ | 28 | 29% |

Total: 97

Online Survey

Should it be a goal to increase pedestrian foot traffic on the corridor?



[Hide Table](#)

Empty Categories Sort

Answers	Count	Percentage
Yes	152	45.37%
I'm indifferent	47	14.03%
No, it is fine as is	135	40.30%

Answered: 334 Skipped: 1

Public Open House

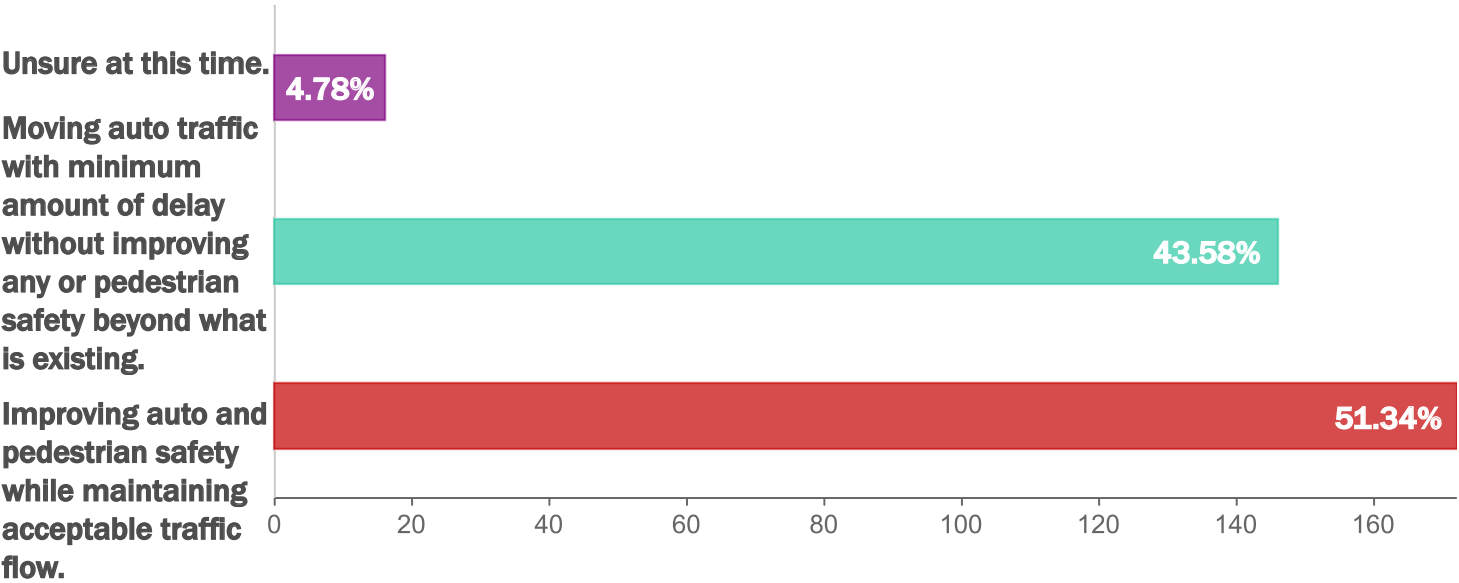
Should it be a goal to increase pedestrian foot traffic on the corridor?



A.	Yes	➡	72	68%
B.	Neutral	➡	24	23%
C.	No, its fine as is	➡	10	9%
Total: 106				

Online Survey

What should be the priority be for University Avenue?



[Hide Table](#)

Empty Categories [Sort](#)

Answers	Count	Percentage
Improving auto and pedestrian safety while maintaining acceptable traffic flow (per Federal transportation guidelines) during peak travel times.	172	51.34%
Moving auto traffic with minimum amount of delay without improving any auto or pedestrian safety beyond what is existing.	146	43.58%
Unsure at this time.	16	4.78%

Answered: 334 Skipped: 1

What should be the priority be for University Avenue?

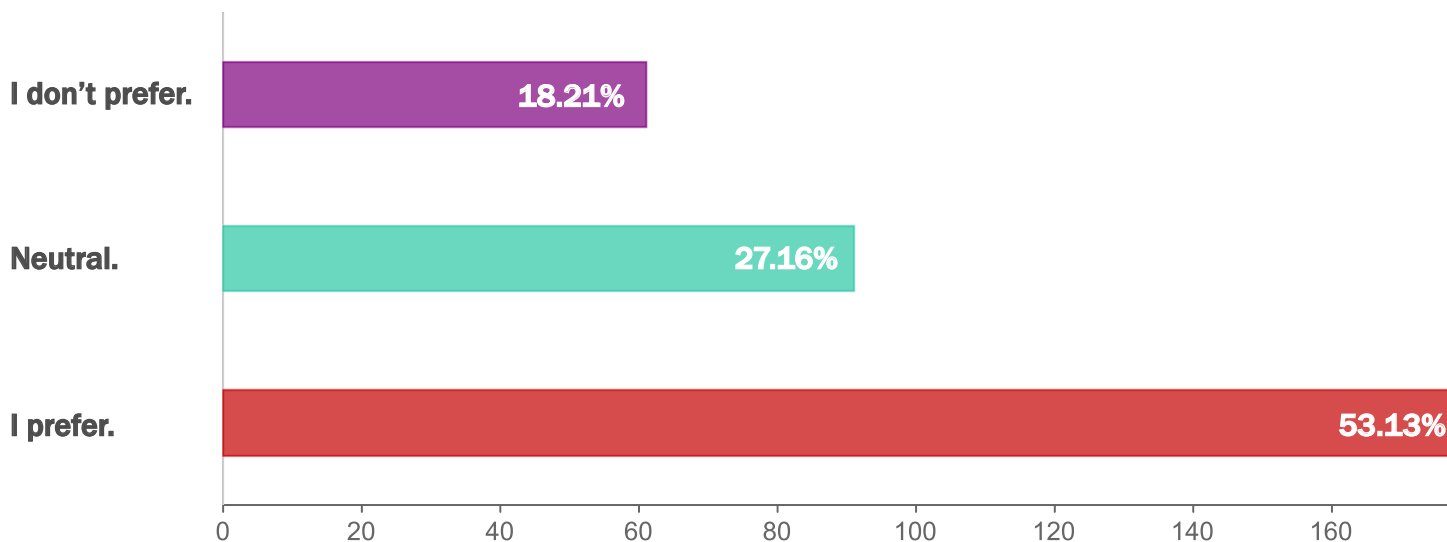
What should be the priority for University Ave?

- | | | | | |
|----|--|---|----|-----|
| A. | Improving auto and pedestrian safety while maintaining acceptable traffic flow. | ➡ | 55 | 62% |
| B. | Moving auto traffic with a minimum amount of delay without any auto or pedestrian safety improvements. | ➡ | 24 | 27% |
| C. | Unsure at this time. | ➡ | 10 | 11% |

Total: 89

Online Survey

Rank your preference for the above streetscape style (A)



[Hide Table](#)

Empty Categories

Sort

Answers	Count	Percentage
I prefer	178	53.13%
Neutral	91	27.16%
I dont prefer	61	18.21%

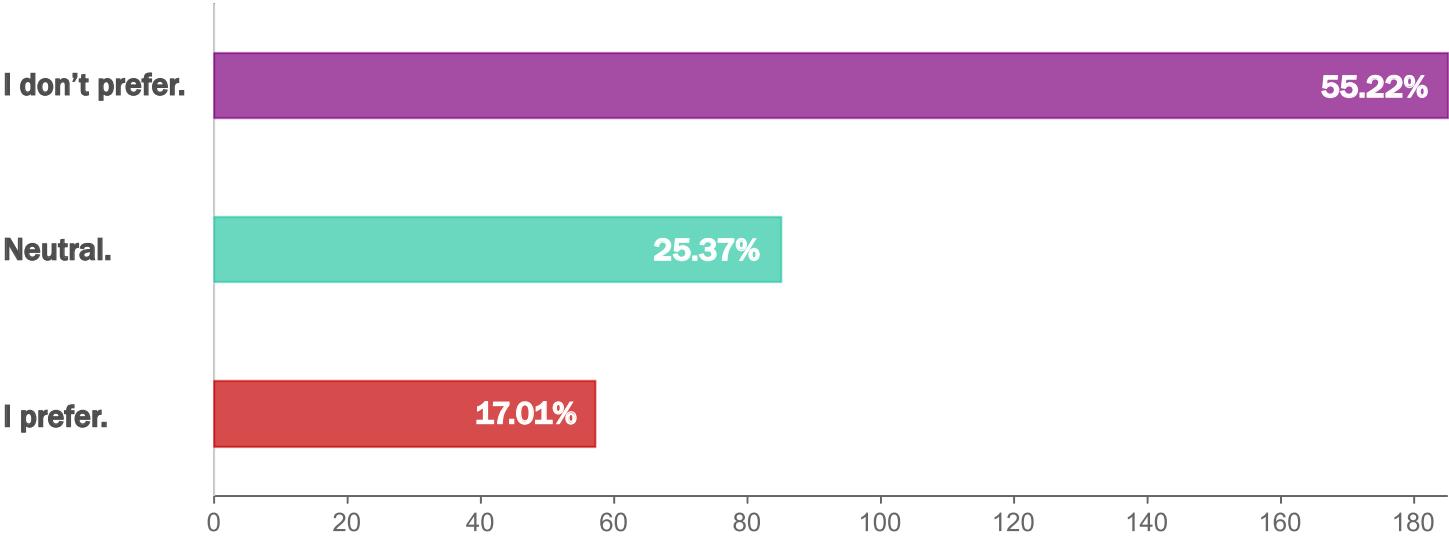
Answered: 330 Skipped: 5

A.



Online Survey

Rank your preference for the above streetscape style (B)



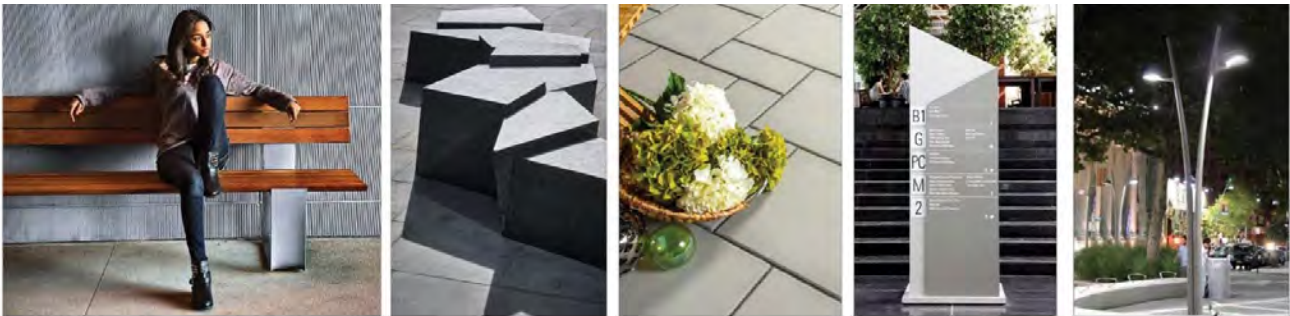
[Hide Table](#)

Empty Categories [Sort](#)

Answers	Count	Percentage
I prefer	57	17.01%
Neutral	85	25.37%
I dont prefer	185	55.22%

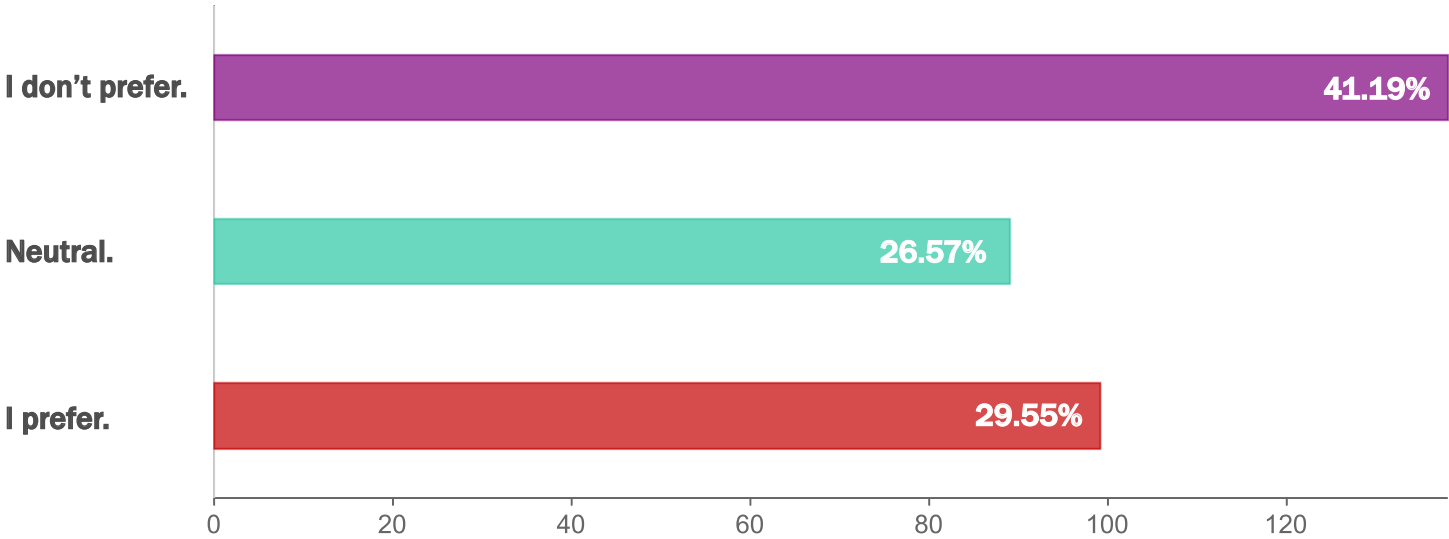
Answered: 327 Skipped: 8

B.



Online Survey

Rank your preference for the above streetscape style (C)



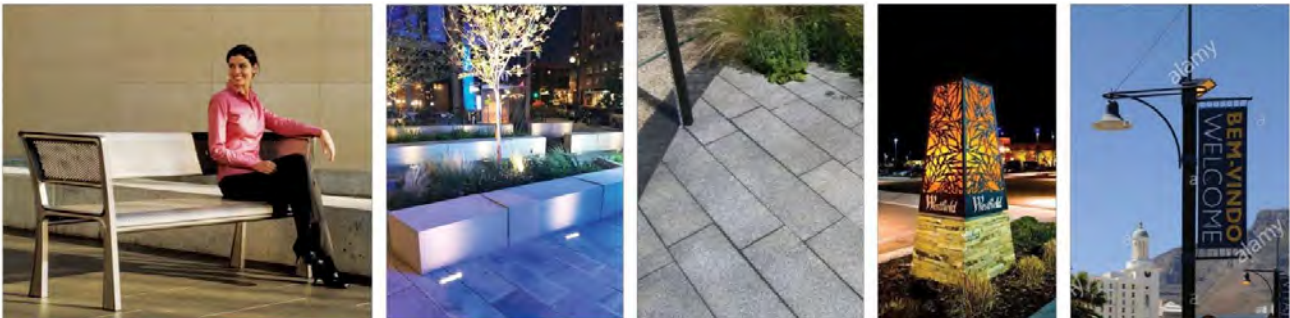
[Hide Table](#)

Empty Categories Sort

Answers	Count	Percentage
I prefer	99	29.55%
Neutral	89	26.57%
I dont prefer	138	41.19%

Answered: 326 Skipped: 9

C.



Rank your preference for the below streetscape styles

Which streetscape style do you prefer?

A.



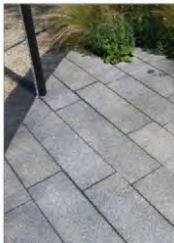
➔ 59 59%

B.



➔ 5 5%

C.



➔ 36 36%

A, B, and C Total: 100

SIGNAGE FAMILY CONCEPTS:

A.



STREETSCAPE STYLE 'A' | SIGNAGE CONCEPTS

B.



STREETSCAPE STYLE 'B' | SIGNAGE CONCEPTS

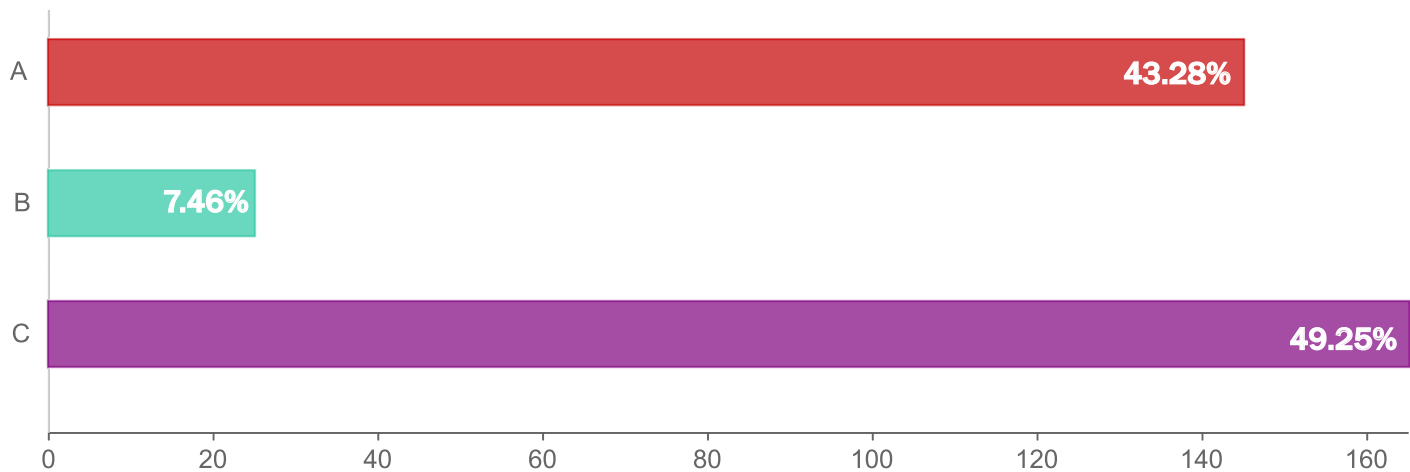
C



STREETSCAPE STYLE 'C' | SIGNAGE CONCEPTS

Online Survey

Which “family” of Signage Styles would you like to see Incorporated on University Ave?

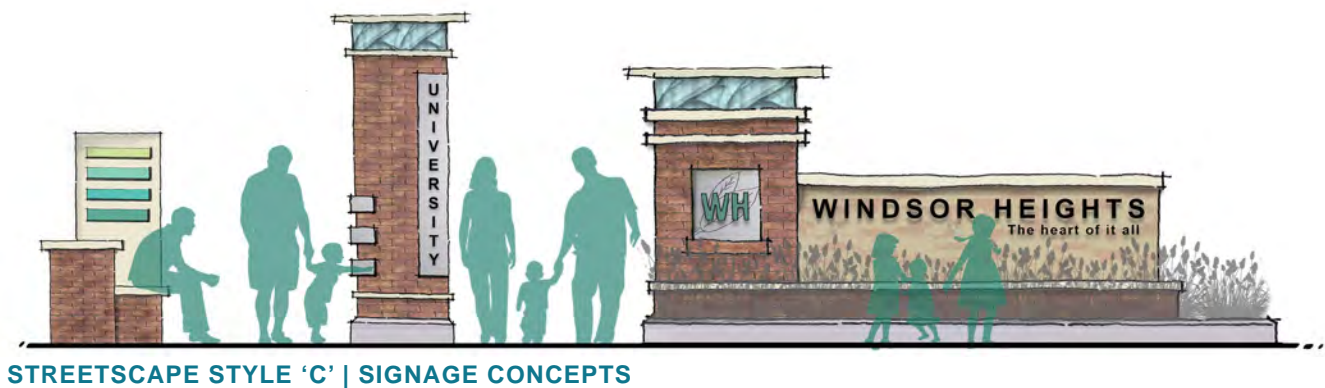


[Hide Table](#)

Empty Categories Sort

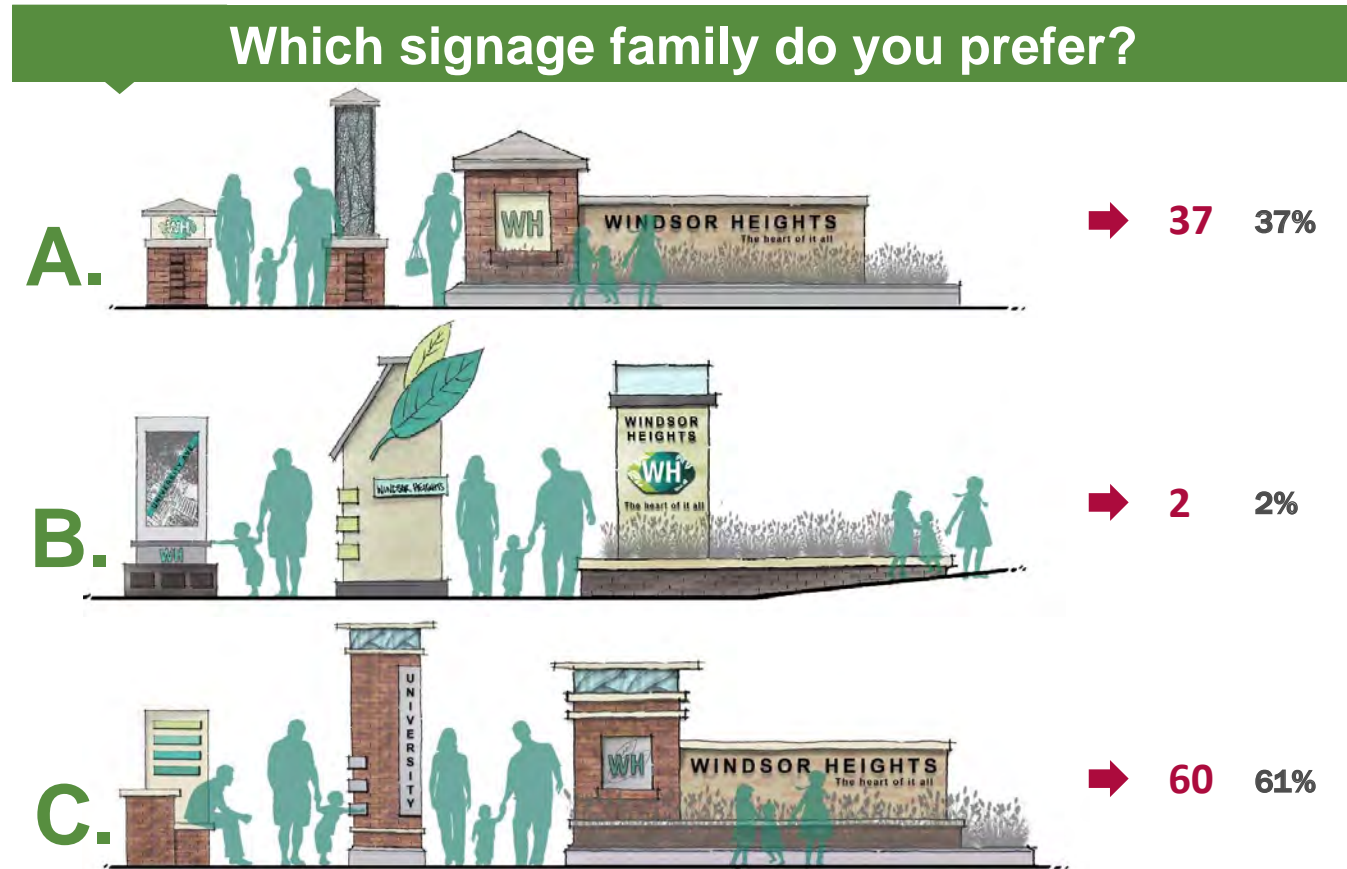
Answers	Count	Percentage
A	145	43.28%
B	25	7.46%
C	165	49.25%

Answered: 335 Skipped: 0



Public Open House

Which “family” of Signage Styles would you like to see Incorporated on University Ave?



A, B, and C Total: 99

Online Survey Comments

Do not want any bike lanes.

30,000 vehicles a day use University Avenue versus how many bicycles? I can go for months without seeing a single bicycle. This whole redesign project is a gigantic waste of taxpayer money. It is a solution looking for a problem which does not exist. There is no need for signage. Proposed signage is just another waste of money.

The whole area is just fine as is and my taxes are already too high. NO MORE SPENDING MONEYU!!!

I am a bike rider, but I do not think bike lanes on this portion of University Avenue is a good idea. First of all, there are steep hills within the city boundaries and to the east in Des Moines which would discourage bike riding. Second, there is a bike path within a quarter mile of this stretch of University. Third, I would prefer trails be developed away from auto traffic similar to the ones already in use.

3 lane conversion is a MUST and will speak volumes to visits, potential businesses that would consider locating in

WH and vitality of our City. An absolute MUST!

This community needs to implement the 3 lane concept and do what it can to improve safety and spur economic growth. We are a residential community and need to make it a walkable community.

Keep the four way traffic on University, whatever you end up doing

Keep University a four lane street

Upgrades and signage should be practical and used. Something fancy that takes extra maintenance and is not well used is a waste of money.

If the city is interested in building business in the city, then they should work on improving our image in the metro area. We might as well have "ENTER AT YOUR OWN RISK...WE WILL PICK YOUR POCKET!" signs in place of the proposed monument signs at the entrances to the city. University Avenue looks fine. We don't need lipstick, our streets are terrible and other infrastructure is crumbling. We have had FIVE water main breaks within a block of our house in the past year. Get serious, if it isn't broken don't fix it, we have too many broken things that need to be fixed. Make Windsor Heights better at what it is, a good place to live, not a shopping destination. If you want more people on University, dump the speed cameras, promote "Windsor Heights is open for business!" (And remind our Police Department about this promotion.) Why isn't there a "none of the above" on your signage question?

There is no point in spending tax dollars on a project that can not make a "silk dress out of a sow's ear". That Hy-vee brick wall and the parking lots to the East and West of that brick wall can not be enhanced.

This should continue to be a 4 lane street. We do not need a bike lane as there is the trail along the creek. The surface of the street should be improved as it is a bumpy, pot hole mess as well as many other streets such as 70th and 73rd. There are not enough businesses located on university that face directly on to the street to be concerned about a walking corridor.

This survey's questions are biased to a 3 lane configuration and does not allow me to prefer the current 4 lane facility without improvements. Our side streets need to be improved before improving aesthetics on University.

Looking over the three lane plan. Why not have the bus stops closer to sidewalk/trail path to reduce traffic impediment in each direction of street flow? Seems to me that this makes it easier for vehicles to not have to stop behind busses/ or try to go around. I would think this will help with bus passenger movement after buses leave bus stop area for better visibility of traffic!

Online Survey Comments (Continued)

Great work so far. Keep going. You should include a memorial to Chenita Smiley who was killed in the crosswalk near Hy-Vee to remind people why traffic safety is so important.

Windsor Heights homeowners and businesses will greatly benefit from a redesign of University. It has the potential to be a centerpiece of our community. Its current state is a hodge-podge of new buildings and eye sores. It is not the type of brand I want for my community.

Fixing existing streets such as College Dr. and 73rd St. should be priority prior to enhancing University Ave. I don't think that making these improvements to University Ave. is going to increase business because people already avoid traveling on University Ave. as much as possible due to speed cameras, etc. Personally, these suggested improvements look to almost mirror Ingersoll Ave. which I avoid whenever possible.

Living on University has its benefits. It also has its flaws. The amount of traffic (both speed and noise) make it hard to be outside and enjoying our yard. It also makes it hard to get out of our drive safely. We would prefer university not to be a pass through for commuters trying to avoid 235. We ride bikes regularly so anything you can do to improve access to the trails would be a huge plus. I ride to work multiple times a week (downtown) and getting across university can be very sketchy during the morning and evening commutes. We are sad to have missed the public forum. We are sad to have missed the public forum.

It is not obvious that the current ped crossing is unsafe. We walk university regularly, and the 5 foot sidewalks are adequate, but not if you include bicycles. There is parking on the south side off street, which should be adequate if you don't have a problem walking a short distance. Yes parking directly in front of the business is convenient, but currently the business owner is using what parking there is in front of their business for their own parking, not the customers.

How much will this cost? How long will it take? Fix streets first then after paying for side walks. Then look at working on this project!

How Much does all this cost!!!!

Businesses for people to actually drive and walk to would also be a great addition.

Fix the streets! Des Moines area residents & surrounding suburbs residents already avoid University. Slowing the traffic pattern even more will only see less use of University and visitors to Windsor Heights! My family and I have lived over 20 years in Windsor Heights, College Drive and 73rd street are an embarrassment. Covered wagons had better roads to travel! Ridiculous that we as a city are wasting tax payer money to even consider this corridor project and pay for useless surveys! FIX THE STREETS!

Get rid of the dog park.

Let's fix our street that are in poor condition.

I appreciate that ongoing request for feedback from residents. Thank you!

Online Survey Comments (Continued)

I don't see any benefit to having bike lanes on University. I think it would cause more traffic problems than it would create any benefit to the community. Traffic can be pretty heavy on University now and adding bike lanes will make it worse and could lead to more accidents that what now occurs on that stretch of road.

Must maintain a 4 lane road with turn lanes to allow for appropriate traffic flow- reduced flow will cause adverse reactions to commute and push people away from WH. There is not enough local business with shops and food to justify a large scale pedestrian project on both sides of the road. Develop the south side of University Ave in Apple valley to look and feel more like Court Ave district.

Thank you for asking.

leave it the way it is spend money on other things

I do not think it is a safety issue to have vehicles stop in the flow of traffic in order to turn left across on coming traffic. I would keep the 4 lane of university ave. re pave it and re pave the side walks. A wider sidewalk would be nice for a bicycle but is not critical as people don't really bike through Windsor Heights as it is a steep hill, nor would they if we had both our strip malls fully occupied by businesses. I feel the best way to increase our businesses in Windsor Heights would be to clean up University (re pave street and sidewalks) and make it customer friendly (keep the speed limit 25mph but get rid of the Gestapo speed cameras).

I have heard word about a bike lane down University Ave in the flow of auto traffic. As an avid cyclist I would not like to see this happen. It would decrease customers going to our businesses, be a huge safety issue (I don't want my kids cycling on a main street) and no one bikes through Windsor Heights, it is a steep hill.

The road needs to stay the way it is at 4 lanes it is a major road people already avoid it because of the speed limit don't make it narrower and drive away more people. so many businesses are losing out on customers because people go around Windsor Heights, I understand that we want to keep the small town feel but if people don't come here to spend their money and shop what is the point. The speed limit needs to be raised to match the surrounding cities at 35. Mostly the road needs to be left the way it is and not waste money on unnecessary changes and additions in front of stores that are not desirable to go in or are totally empty. Just resurface the road like it has needed for years.

3 traffic lanes preferred

I would much prefer the existing streets were fixed so there are no longer massive potholes throughout the entire city. I'd also prefer to see University Ave to be business friendly where we are welcoming to car traffic for non-residents instead of redesigning our busiest street for a non-tax paying, small population of bike riders.

Online Survey Comments (Continued)

The council should be cautioned against using the results of this survey as any meaningful indicator of public sentiment toward this project. It is obvious that the survey questions have been crafted to lead the respondent into the preferred answer.

As a long-time Windsor Heights resident, I strongly object to the entire project. I do not agree with any of the reasons given for the redesign.

Rebuilding the entire corridor for the construction of an unnecessary bike lane is a waste of public resources and will negatively impact our existing businesses.

Trying to incentivize people to park a car then walk up and down the street to different shops is absurd.

Please stop spending our tax dollars on these kinds of projects and focus on more important infrastructure needs.

This survey is really well-done, thank you! The photos are a big help.

Include large beds of annual flowers as an attraction for residents and visitors.

I would like to see the speed limits increased to 35 MPH. As a business owner it is disheartening to hear citizens say that they intentionally drive around Windsor Heights so that they won't have to deal with being hassled by the police. There need to be a 35mph speed limit on both 70th street and University so people will be willing to drive to businesses and not have the worry about getting a ticket. Cars are over 1000 pounds lighter than they were when speeds limits were first put in place and cars are now equipped with 4 wheel anti lock disc brakes instead of old drum brakes. Cars from the 21st century can stop in half the distance than a car from the 1950's I my opinion the only reason that the city refuses to get with the times is because they pray on the unwitting that happen to make the mistake of driving through our town. How unfortunate!

I am disappointed in the subjective questions and "options" presented within this survey. There are no questions asking about other challenges with University Ave. I have lived in Windsor Heights for almost a decade and there are more empty storefronts now than there were during the recession. This is not due to the "street scape" or design of university but perhaps the overall anti-economic development policies of the council and city administration.

I hope you will consider spending our property tax dollars on repairing and replacing our existing, aging infrastructure instead of starting yet another project that will put more burden on the residents.

This concept is a waste of money where ther are more important issue we are facing.

STOP THE SPEED CAMERAS AND UNMANNED SPEED TRAPS. "Radar Heights" continues to live up to its reputation. They are NOT about safety - they are about revenue. Please work on growing the revenue in the city by consumers actually wanting to visit our local businesses, NOT avoiding them b/c of speed traps. Increase Univ Ave speed limit to 30 mph - it is only reasonable. There is a reason why the people of WH voted for a massive overhaul in city govt in this past election. But if the new leaders do not listen to the people (like the last leaders failed to), they will be voted out, too.

Online Survey Comments (Continued)

Where's the question about 'Do we want to do ANYTHING about University Avenue', other than repairing it!!!! Are you going to push this down our throats as you did the sidewalks????? Where's D for signage (Don't want any of them).

Increase speed to 30 or 35 mph

The corridor is fine as it is.

I don't understand how to answer 3 of these ?'s about rankings when there is no way for me to correctly answer those questions. But I think it's a great idea.

We cannot bring new business into our City (which would lower our property taxes) without making our City Center more attractive! By slowing the traffic down and having more events in the center of town, you would also be bringing more people in to enjoy our City! Slower traffic, walkability and more businesses , and events , would make so much since and lower our property taxes!

I think choosing a style that can withstand trends is most cost effective. I like the new, modern looks, but it's so trendy. Example, the black iron benches never seem to go out of style. Spend \$\$\$ wisely.

I think the current signage style has represented Windsor Heights well. Changing the signage is costly and does nothing to improve the City's image - it would only confuse passersby as to the waste and expense the City has spent on a project that serves no purpose to bettering the lives of the people who live here.

To help improve our image, good, meaningful businesses need to be brought into the business district. Health, fitness, and restaurants that support both would be a wonderful draw.

Be sure the new lighting is "Sky Friendly".

Why can't you just widen the sidewalks on University to allow for bike traffic? We have lived in WH for over 15 years (our children have walked to school along University)...never once have we had any issues with the current design, nor have we seen an excess amount of accidents or felt unsafe. How about instead of re-creating the wheel, we add what just needs to be added without an all or nothing approach as this survey would suggest. Also, before you adjust for future planning of businesses, how about we get some businesses in here first. There are an awful lot of empty retail spaces sitting along University Ave...no sense planning for something that won't even come. When we moved in over 15 years ago, the "town center" was just completed. We have seen businesses come and go even though we shop local. So, let's try to sustain what we have first before sinking in a bunch of money that could be used elsewhere...including fixing out deteriorating infrastructure.

Why Change anything?? No matter how you polish it it will not become Jordan Creek town center or Ingersol ave.

Why not make it as natural as possible, wood, natural large stones not paving , brick, etc. not hardscape but like you would see in perhaps the mountains, etc. a place where people would like to sit on a bench. We are not New York or Chicago or California, We are a small town in Iowa. Please do not use harsh linescape. Use, wood, boulders, natural elements, make the city into a park!. We don't have any stores that people would stop at so make it for the residents or get in here a two story apartment complex with stores at the bottom. Put back the trees, stop with the concrete, brick and pavers. You are a landscape company show us the landscape! WH council bring in the young people, celebrate the old, make it a community instead of a city.

Online Survey Comments (Continued)

A very biased and unprofessional survey designed to support a preexisting concept for the WH University Ave corridor. I cannot believe that we are actually paying for this rudimentary, unprofessional, unscientific, and biased survey. Going back to some three lane mess with one lane earmarked as multimodal (aka bike lane) will be a disaster. Just fix the current potholes and stick with the current design as was done 20 years ago. Why do we keep spending money on these wasteful studies. Study a 30 mph speed limit instead. Some of us need to get to work and loitering the streets is not a priority. Signage style is so important it is a required question? Seriously then, give me a "none of the above" option...BAD, SAD. Write the contractors check, then move on and throw this survey away...

I would like the speed of University to increase to 35 mph. Many friends do not go through WH because of the decrease in speed even though it is a 4 lane road.

The three lane concept doesn't make any sense, All the existing traffic will be funneled into three lanes. Any time a bus stops that whole lane of traffic will be stopped. With three lanes and on street parking - anytime someone parallel parks - all traffic will stop. When Ingersoll went to three lanes it became very difficult to pull back on to Ingersoll because the three lanes created very few openings. I honestly avoid Ingersoll during busy times. Most of the WH businesses have parking lots so on street parking isn't necessary except for east of 66th street - and I suspect those buildings will be replaced sometime soon.

Also I feel that these questions are phrased with a bias toward the three lane concept. The question about improving safety is biased. Who wouldn't be in favor of improving safety. The question is really "Is there a safety issue that needs to be improved". I would willing to wager that more pedestrians have been injured in the parking lot at HyVee than on University

Increase speed limit beyond 25, please.
Remove traffic cameras.

We are in great need of a bike lane in Windsor Heights as our community is close to many of the trail entrances and the drivers do not see us. I know many of us ride on sidewalks but that is illegal and inconveniences those on sidewalks.

Your questions are skewed to changes to University. The only improvement needed for University is resurfacing from 69th-73rd Street. Our tax dollars need to go to resurfacing/rebuilding streets, not adding streetscape. University is fine as it is. We have few tax dollar resources. This is too costly.

I walk in WH nearly daily March-Nov/Dec. I do not feel safety is a huge concern, nor do I feel as if huge sums of funds need to be spent to encourage businesses. The city has businesses and it is not difficult for myself or my family older and younger generations to get to the locations in which we wish to shop. WH does not need a bike lane/trail on University Ave, nor do we need to slow traffic down even more to cater to the local business owners.

repair and maintain what we have.

"What type of corridor should University Avenue be?" A place through traffic avoids

Cut off all funding for this "pipe dream" plan. Use the planned expenditures to repair existing infrastructure, e.g. THE RESIDENTIALSTREETS.

Increase the speed limit to 30 mph along University and get rid of speed cameras. They give Windsor Heights a bad reputation. Don't think it is positive to be known as 'Radar Heights', one big speed trap.

Online Survey Comments (Continued)

We have more important things to pay for before we update University Ave. ... like our water system.

Do not put money into updating University Ave. Put money into updating current water system and pipes.

I have a lot of concerns with narrowing the street. I think there are a lot of options and I think that city council is doing this with the intention of "increasing" business' to the area but there is nothing they have provided to support that economic growth and business' will come if they do this. It's an awfully expensive project to not have any guarantee's on what this will do for the local economy. I don't see a problem with the current cross walks (I feel safe using them) and do not feel there is a shortage of parking- there aren't that many places to go.... we need to get business' in here before worrying about where people will park.

I would not mind bringing more foot traffic but University is a major artery through Des Moines with commuters going to and from work I am concerned about the frustration level and backed up traffic during peak hours.

I am not sure why any of this was deemed necessary. Does Windsor Heights have the funding for this, without having to put our taxes up even more? I tell you what I would like to see happen first: Repair/replace ALL the roads in Windsor Heights, including University which is an absolute embarrassment. Update the street lighting throughout ALL Windsor Heights so that it is modern, efficient, uniform and less gloomy. The existing sidewalks on University are antiquated, in poor shape and not wide enough in places. This should have been looked at before adding new sidewalks especially as they are actually used. I like the idea of a bike lane as I ride my bike on the road but University is very busy with many residential homes and I don't think the three lane concept is going to work very well and bike lanes themselves only work if people respect them, which they don't. People park in them, people drive in them. The speed cameras need to go. They achieve nothing.

On street bicycle parking on University, similar to what is being done on Ingersoll, would be pretty cool.

Please enhance the DART stops! Current conditions make taking transit in the winter time difficult.

The questions seem too slanted to be valid. I believe that the options/answers offered were too limited.

In regard to the question about improving walkability to encourage people to park once and walk around :Right now it doesn't seem like there's a lot of different places for people to walk through to! Kidney dialysis, Pizza, Chinese food? Highlighting the International Grocery Stores would be great. Encouraging more International Grocery Stores, eateries, whatever, to turn it into an International District would be super cool! Kicking out the kidney dialysis place is first and foremost I think the only way to get anyone interesting to rent a place in that building! If the community Center / City Hall / public space or whatever it is on the corner of 66th and University ever happens (still says lot for sale?!) Then it might be nice to have parking over there on that side of the street, but for the moment there's just office space, so no need for parking..

No bike lanes

Online Survey Comments (Continued)

I can't believe you had over 100 attendees @ the meeting & this is what you showcased? This is all about landscaping & aesthetics. Let's discuss important issues. Two traffic studies were done by different engineering companies. What did they show? What happens to traffic when a bus stops to load/unload a passenger w a bike? When accident occurs on 235 & traffic exits at 63 or 73? That will REALLY snarl & delay traffic on a 3 lane corridor. Why spend more money when Apple Valley has many vacancies now with parking outside the doors? The money spent on this survey could have been far better spent. Resurface University from 70-73 & wait for corridor redesign when more businesses are present.

Why are we spending money on this when higher priority items are needed, ie. street repair/maintenance, sewer updates. Why would anyone think WH will ever be a 'destination city'? Most people I know avoid it at all costs because of the speed limit and the police enforcement. Take down the 'photo enforced' threat signs 'welcoming' people to WH and put up a nice, welcome sign instead. The warnings simply continue to reinforce the notion that WH is 'mean', 'unfair', 'to be avoided no matter what'. Need to repair and improve the perception before spending money on things not needed at this point. It would be like me buying a super nice speedboat even though I never use it and my house desperately needs updates. Just sayin'....

First of all, why are you tracking my responses with a code number? I just about didn't respond because no where am I reassured that my responses are anonymous.

Why are we spending money on this when higher priority items are needed, ie. street repair/maintenance, sewer updates. Why would anyone think WH will ever be a 'destination city'? Most people I know avoid it at all costs because of the speed limit and the police enforcement. Take down the 'photo enforced' threat signs 'welcoming' people to WH and put up a nice, welcome sign instead. The warnings simply continue to reinforce the notion that WH is 'mean', 'unfair', 'to be avoided no matter what'. Need to repair and improve the perception before spending money on things not needed at this point. It would be like me buying a super nice speedboat even though I never use it and my house desperately needs updates. Just sayin'....

The question referring to, the priority on University Ave, is very much a leasing question.

No one wants to come to or pass through WH because of the speed traps.

This is a total waste of time, energy, and taxpayer expense. Toss it out the window! Paving, sewers, and infrastructure is where the effort should focus, NOT building jokes!

We lived in Windsor Heights for 15 years (moved out of the city in 2017). As a former resident, I would strongly suggest the following: SIDEWALKS (omg, can this not be an issue?) - I used to take the bus to work each day. There were times when I would be walking south on 66th where I'd be concerned for my safety. I was almost hit at least 3 times in the course of 2 years. Community needs to be more pedestrian and bike friendly. The sidewalks that do exist are in disrepair.

There are many more critical needs for this city than the proposed redesign. It is time to focus existing tax dollars on basic infrastructure needs that have been ignored at the expense of grandiose schemes that do not improve the quality of life for the residents. I doubt that the majority of Windsor Heights residents will support this proposal once the facts are clear.

Our family is in favor of improving the look of the University Ave Corridor. Also, anything that will bring businesses or help current ones. We are strongly against a bike lane and reducing the number of lanes for vehicles. Some in the family are bike riders and will not use a main street for biking. You

Online Survey Comments (Continued)

also have many high school students travel through this area. Recipe for disaster to cut down on lanes for cars and danger to bike riders.

Raise University Avenue speed limit to 30 mph.

I would like to know the cost of all of the above. Also, raise the speed limit to 30 mph.

Fix and maintain what we have.

We don't need this. We have so many empty, existing store fronts now that need to be filled first. There is no where to go in WH. Lower taxes, getting rid of the speed cameras, raising the speed limit and fixing our streets should be the first priority. WH does not have the money to do this. Look at Clive and see what they are doing right.

I believe we need to maintain 4 lane traffic flow. Reducing to 3 lanes would only cause congestion and drivers to find alternate route via Hickman or Grand.

For too long we have abdicated our right to have a Main Street in our community. A redesign/development will allow us to increase our commercial footprint and create a destination.

I would encourage a pilot of the three lane configuration before committing to it. We may find it is a problem and we don't like it. If a pilot it is easy to go back to 4 lanes,

I feel that University should be 4 lanes and have the same speed limit as Des Moines and Clive and doing so people would not avoid WH as they will with a 3 lane 25mph University.

The Speed limit should be the same as Des Moines and Clive. Windsor Heights should not be known as the Speed Trap city of the Greater Des Moines area.

Windsor Heights is such a great community and has HUGE potential!! We have all the ingredients to become a destination, rather than just a 'drive through' place. With changes to University to make it a safe place for ALL types of transportation (Walking, cycling, bus, cars, etc), and by continuing to add new businesses and restaurants, we can certainly achieve that goal!

Let's get this done. It will be such a huge improvement and upgrade for Windsor Heights!

All Three Signage Options are Good.

Keep up your future planning. We must transform to walkability not drivability

fix the streets south of University and now we will be needing University repaved too due to pot holes and asphalt 'fixes' last year

This survey is very slanted toward a 3-lane facility and the questions asked are worded such that you are attempting to make us feel guilty about being in favor of moving traffic (4-lane) versus pedestrians, aesthetics, and bicycles which are promoted as 3-lane. The question about pedestrian crossing length is an example, and you only need to look to West Des Moines to see that their crossing lengths are much longer because they have many more lanes around their malls. I was disappointed in the presentation in that there was not any discussion about the 3-lane or 4-lane concepts. No mention was made that the buses would be stopping in the one thru lane on the 3-lane concept or that the traffic study estimated there would be a 10% traffic diversion to other routes if the 3-lane concept was approved. The citizens of WH care about more than the color and shape of bricks and furniture! They care about HOW University will operate, How will the citizens living on University be impacted.

Online Survey Comments (Continued)

I would like the blight on 63rd, 64, 65 and Hickman to be addressed for improvements as well.

No bike path. Basically I am for leaving things as they are. Just re-surface it. We have lived in Windsor Heights for over 50 years. Safety has not been an issue. Speeding has been and I'd to see that taken care of. But, that can be done by enforcement. Let's spend our money on sewers, Street resurfacing, etc, not sidewalks. Not having sidewalks has never been an issue. Quit catering to the few complainers. That goes for bike lanes on University as well. We don't need them on University. We already have them elsewhere.

In my opinion resurfacing, repairing and maintaining the roads similar to Urbandale's standard (73rd, 70th, University and side streets) is as least as important if not more important than University Corridor redesign. The current condition of the main streets are fair to poor at best.

University 63-73rd feels like an autobahn. Slow things down, pretty it up and better businesses will come.

I would like to see both a to and through Something very basic and practical. i do not want to a big expensive project that tries to force residents to do one thing or the other. i don't want us to try to be someone we are not. i do not like that mess on Ingersol pr the east village. Too difficult to get around. Bike lanes are dangerous. I am a biker and have been for many years. i owned and operated a business downtown for many years and biked that area often and still do not feel bike lanes are a good idea.

I think the whole concept is crazy. University Ave. was repaved and updated a few years back and there are streets in the city in need of repair before we tear up the newest street in the city!

University does not need to be changed now. We have crumbling streets and sewers that should be fixed before another dollar is spent on the redesign of University.

Would not recommend making this like Ingersoll Avenue. I drive through there nearly every day and it's a major headache at peak times. Very slow and potentially dangerous with people always trying to cross the street and vehicles not using the turn lane properly. I avoid stopping anywhere along there because of this. I think people will avoid going to businesses here if you mirror Ingersoll.

We're so excited to see this project taking form! Walkability and pedestrian access to local businesses have been extremely important to us since we moved to the area.

I do not want a 3 lane street. It will slow down traffic in a way that if you are behind a bus or car that is turning right you can not go around them. Also it's a busy street and if WH wants to bring people to a destination, my thoughts are it will make people avoid WH all together. And the landscape designs, it doesn't mater which one is selected but putting them near the corners make it difficult to see around them if they are to close while sitting in your car. A sample of difficulty 70th and Douglas you almost have to pull out into intersection to see if cars are coming. I think taking care of the main streets is more important than worrying about cosmetic looks (bumping pot hole roads).

Original drawings did not show any pull-off lane for buses to load and unload. Do not reduce movement in either direction to one lane as busses would severely restrict traffic flow. A real need for bus stop enclosures. Keep on-street parking to that which already exists.

Thank you for this process. Survey is well done.

Street design needs to reflect posted speed limit. Narrow lanes will slow traffic; 12-foot-wide lanes are too wide.

Online Survey Comments (Continued)

keep the 4 lanes!

keep 4 lanes!

I am strongly against bike lanes on University. I hope the newly elected council as well as the remaining council realizes the people of Windsor Heights do not want things shoved down our throats. Especially when so many voiced our opinions and they did not listen. The old council better be aware that their jobs could be in jeopardy if they continue to vote as the former mayor. She is not liked! Don't be spending money we don't have. Fix the potholes and sewer.

I would love to see Windsor Heights incorporate Dark Sky compliant lighting into University Avenue, and eventually beyond as replacements are necessary.

I like your design ideas for improving University Ave in Windsor Heights. Keep up the good work.

It has been 25 years since recommendation to put signage at 63rd and University. What is different now than then?

I feel it is very important to improve the safety of the bike trail crossing at the University Ave and 73rd Street intersection. I worry every time my children ride their bikes from Clive Learning Academy to Colby Park as we have to go through that intersection. The walk sign timing is not long enough for a child to cross. The right turning traffic often does not even look for bikes or pedestrians before inching into their turns. This is a very dangerous intersection on a very highly trafficked portion of the trail system.

Would love to see more food places in the redone strip mall area. Marco's is fine but having a few more fast food options would be great. Pancheros? Chipotle? Just something to consider.

It is my firm belief that Windsor Heights should minimize adding debt load for making things pretty. We need to see that the streets are maintained in all neighborhoods and concentrate on essential city services only. We simply cannot take on more debt load for the sake of dubious improvements.

People outside of Windsor Heights don't seem to like Windsor Heights. I am concerned about that.

University Ave should be clean and aesthetically appealing (not overly expensive), but made as a traffic thoroughfare. It is the responsibility of businesses to draw the business in. Parking should be available in lots and minimally on the street.

I attended the meeting in January and was so embarrassed by the behavior of my fellow residents. They do not represent all of Windsor Heights! Young families are moving in and unfortunately, family responsibilities discourage participation in such community meetings. I encourage you to choose a design that is for our future - not the status quo! We need to be forward-thinking and creating a unique experience if we are to encourage people to come to Windsor Heights for business and pleasure. As you may have seen with the recent results of our City Council elections, our community is split in terms of staying in the past or moving forward into the future. I encourage you to seek out the views of ALL residents, especially those who might be difficult to reach because of their work and family obligations. We want Windsor Heights to be a hip and happenin' place!

I appreciate the proactive and progressive approach to improving our city. We should consider the future and the draw for young families and young local professionals to live here and run our businesses. Thank you.

1. we prefer the 4 lane approach to the redesign since the 3 lane option actually stops traffic at the bus stops. 2. Buffered bike trail acceptable - separated bike trail not acceptable. the feeling of

Online Survey Comments (Continued)

these on Ingersol and Beaver increase stress for car traffic. bike traffic may be comfortable bit the vigilance to maintain safety seems dangerous when mixing the two modes of transportation.

It's very important that we bring more businesses to Windsor Heights. There are two bike trails that go through Windsor Heights, but do not connect to the University Ave corridor. We would love to see improved connection via the trail system.

Please demonstrate more fiscal responsibility

In my opinion, the survey is worthless because it does not provide cost information, both initial and maintenance costs. Question 1 "Both A&B" should have been an option. Pedestrian safety is more important than auto safety (crash rates already below norm).

I am concerned about the speed camera usage. I know a number of people in the Des Moines area that avoid driving through Windsor Heights. The perception of Windsor Heights is very negative from that stand point, which is very unfortunate.

I feel we should stop wasting copious amounts of money for bicyclist and joggers. There is a YMCA right at the edge of Windsor Heights if people want to exercise. If you have money to throw away perhaps you should give it back to the taxpayers. We have one of the highest tax rates in the metro and you are busy looking to spend more money!?!?!?! RIDICULOUS!

If you are going to do this, make the most forward looking choices.

The changes to Ingersoll in Des Moines worked great. I think the University project could learn a lot from that project. Bike lanes won't be much use without a strong connection to the trail infrastructure. I think the path is not a bad idea.

I appreciate two aspects of the Modern Traditional redesign. That brand really gets to the vibe of the city-friendly and low key. Slows traffic down in a pleasing way while increasing safety.

A bike path should never use the material of bricks, stones, or stamped concrete (see and go ride state street in Ankeny that street had zero though for cyclist) none of the city street scapes showed a bike friendly bike path. An enforcement effort and larger sight triangles are needed to be established to ensure vehicles exiting private drive (commercial or residential) never block the bike path while they wait to turn. Consideration should be given for a bike cycle phase to allow for diagonal crossing at 73rd and university.

Do not remove 4 lanes and convert to 3 lanes as that would cause a great deal of traffic congestion. If that takes place, I will avoid University and drive on Colby. Colby needs sidewalks no mater what option is chosen for University.

University should remain 'as is'. Bicycles do NOT need another designated lane. They can travel on street & sidewalk. I see no pedestrian issues. Walmart and HyVee will draw them in no matter what. Very few people from W. H. ride the bus, it should be of secondary concern. New landscaping is OK.

No bicycles areas! No bicycle lanes! No additional on street parking. We prefer 4 lanes, 2 West bound and 2 East bound. Do like the street capes. Keep 25 mph speed limit. Keep cameras! Wish we could have speed cams on 73rd street.

There is no reason to reduce traffic flow on one of the main thoroughfares in Windsor Heights. People already avoid Windsor Heights due to it's reputation as a speed trap. If you slow traffic even more on University, they will never travel to or through our city.

Online Survey Comments (Continued)

Need to trial the three lane concept before anything goes any further. Use of barriers/temporary striping would give residents and drivers a much better idea of traffic flow concerns. Des Moines trialed locations before any implementation.

Do not take street space for bicycle lanes on University.

Do not take street space for little "parks" or sitting areas or for additional parking on University.

Do not take street space for bike lanes on university.

Do not take street space for sitting areas or for additional parking on university.

change the speed limit to 30mph as in other congested areas of Univerisity Ave

I believe that at this point Windsor Heights should leave well enough alone. There are plenty of other ways to spend money (i.e. FIX THE STREETS for one) . Too much money has already been wasted on side walks and we don't need to waste any more on changing University.

No one is going to come to WH until the speed cameras are removed and the empty store fronts filled with businesses that people will want. The taxes are so high, businesses can't afford to move into WH. Ask what Clive is doing right. Don't spend the money we don't have on a project that is not needed. Work on filling the store fronts, fix the streets, lower taxes, get rid of the cameras. WH is looking shabby. Hickman Road is an eye sore. WH can't be Ingersoll Ave until we get businesses to move here.

I don't see the need to make WH something it is not and hasn't been since incorporation. We need to improve our infrastructure before we look to spend lots of unavailable money on things that most of our residents don't really want. Let's face it, we are not an Urbandale, Clive or West Des Moines and don't strive to be. We are a nice quiet, green, welcoming, friendly community with a lot of pride.

I thought that these were leading questions. The questions should have been neutral questions. Please provide the data to show that University is so dangerous that we need to reduce collision points. I do not believe that this redesign is needed and is total fiscal irresponsibility.

There should have been a "none of the above" answer for the design. Several other problems with the format of the questions since they are worded to encourage answers that are pre-determined. That skews any results.

There should have been a "none of the above" answer for the design. Several other problems with the format of the questions since they are worded to encourage answers that are pre-determined. That skews any results.

We are pleased you are proceeding with the vision for a "complete street".

Please bring in more pedestrian traffic and bike trails. Hope to see the bike hub completed soon.

We like the 3 lane concept.

Seems like a very expensive project when there are a lot of infrastructure issues that need to be addressed in our suburb

Online Survey Comments (Continued)

I understand and appreciate the need to bring more commerce, beautification, and infrastructure repair to Windsor Heights. However, I don't see how University Ave. can be the place to address the need for commerce as in this proposal. Because the existing buildings and houses were built where they are - so close to the street, this proposal is like fitting a square peg into a circle hole. It just won't fit - the situation won't work comfortably. Either the 4 lane will be too close to the buildings - as it is now, and a 3 lane will constrict automobile flow frustrating commuters wanting to passing through. It is an unfortunate situation. My opinion comes from my experience of anxiety when traveling through the Ingersoll neighborhood and shopping district - the model of which Windsor Heights is trying to emulate? I actually avoid the Ingersoll neighborhood as it makes me nervous for I am always looking everywhere at once fearing something is going to jump out at me. From people getting out of and walking around parked cars, people randomly crossing the street, bicycles whizzing by just inches from my car door, and cars jockeying in and out of the center turning lane, it feels too

'closed in', confusing and chaotic as a commuter and/or visitor. The current 4 lane in Windsor Heights is best for traffic flow. I think the 3 lane would be frustrating to all and a deterrent to visitors to the community. It may not be possible - thus me saying 'it is an unfortunate situation', but if there could be expansion of parking lots in back of the businesses who are along University Ave., that would negate the need to have parking on the street to then be able to expand the side walk corridor between the buildings and the existing 4 lane - solving both walkability and beautification. Not having cars parked along there would increase the view of the buildings and landscaping too. This concept would perhaps intrude on residents property who live in back of the businesses though. As for the conflict points and walking distance across University Ave., I am not aware of the data that points out the incidences of conflict. I have never experienced this myself nor heard of it being an issue therefor do not see that as an excuse to convert to a 3 lane system. For bringing more commerce to Windsor Heights I would prefer that busy business stay in the corners of the city not in the heart of the neighborhoods like that from 63rd to 70th st. The Wal-mart to Hy-vee area and the 63rd and Hickman area should be of focus as it seems the 'Apple Valley' renovation has much to be desired to attain tenants and 63rd and Hickman is waiting for... ____?! I don't understand why those projects are not complete as you now want to start some new infrastructure improvement.

I feel that some choices in the survey were leading. I also feel that this project is trying to make Windsor Heights into something that it is not,,,a shopping destination. WH has always been a bedroom community that had some shopping NOT a shopping destination that also is a residential community. WH is unique, however, it seems as some want to make it like every other expansion around surrounding communities and ruin what is and always has been the character and draw of WH,

This is a BAD idea. I do not think it is needed on a street where traffic cameras are on both end of the street section. This survey is VERY slanted! The Survey is design to give answers that are going in one direction. Would University lose its designation as I235 alternate route? How badly will this hurt the business on University? This would be a change to nowhere! I think you need to think about all the impacts this would have. This is a joke right?

I am surprised there was not a question asking a preference for 3 lane traffic corridor or 4 lane traffic corridor. I prefer the 4 lane traffic corridor. I believe Windsor Heights can be a place people "drive to" with a comfortable walkable corridor, encouraging visitors to park once and walk between destinations, with a 4 lane traffic corridor.

I prefer the 4 lane traffic corridor. Why wasn't that a question on this survey? Speed limit enforcement should be a priority of our police officers if the Traffic enforcement cameras are banned by the Iowa legislature.

Resident of Jefferson Avenue who does not have card in hand.

Prefer classic/timeless/low maintenance/energy efficient/safe. Short term vs long term cost MUST be considered.

Need to address the trail crossing at 73rd and University. The intersection is not safe for cyclist, walkers, runners, and other means of use. It is important to have an established connection point to the trail.

I will send a 2 pp document to WH mayor, city council, city staff and Justin Ernst c/o Madison with comments on the survey, concept presentation and a positive alternative. Thanks. David Furneaux

It is important that trees and the proper amount of soil volume for them to be mature be included in design. The city has relied on cameras and tickets for slowing traffic rather than making it inviting to drive through. Trees, walking and biking areas and possibly a road diet are the best ways to keep the area and speed work. When I tell people I live in Windsor Heights they tell me how they go out of their way to avoid the slow speed. And a ticket. What they should be saying is I drove over there and walked to a few shops and had something to eat! Young people will not move here without this change in mindset.

Would like to see a trial of three lane before anything is determined

I think the shops on University Avenue should primarily focus on the citizens of Windsor Heights

No need for signage. People know where they are. Signage is a waste of taxpayer money.

There is no need for bikes lanes on University AVE, there are more than sufficient bike trails and accessibility. Bike lanes in the winter time are foolish in Iowa weather.

Online Survey Comments (Continued)

Fix the streets before worrying about new signs and making University AVE "pretty". Do NOT add bike lanes. I am an avid biker and see NO reason for this whatsoever. The bikers are going to "stop and shop" Windsor Heights and why make it more dangerous, especially when the speed limit is only 25. Why should we change the traffic pattern for what would be less than 5% (if not less) for bikers that won't be putting money into Windsor Heights, they would be just passing through.

University paving needs to be replaced and not reduced lanes of traffic.

The only thing that is going to draw more people to Windsor Heights is to change the speed limit on University Ave to 30 mph. That is the most common comment I get from people when I tell them I live in Windsor Heights.

Fix the streets and clean up the properties before you worry about decorating. It's nice to worry about the business area but you need to worry first about the properties that pile up the junk, store RV's and boats. The streets are horrible!!!!!!!!!!!!!! Nobody will come to our community unless you fix these awful streets and clean up WH. People will leave WH if you don't take time to take care of us. Why don't you regulate the rental prices of those new stores across from Hy-Vee. We, who live in WH, hear about how expensive the rent is there and that doesn't invite any business to set up shop. The businesses we have will leave; take care of us before you decorate. Streets, reasonable rent for current businesses, and clean up the properties with standards for all should be first before you spend on decorating.

i am entirely in favor of retaining four traffic lanes plus a turn lane. Why is there no question about that specifically? You can characterize either design as safer for different reasons. Please do not make WH even less desirable to visitors by closing it down to three lanes.

Speed limit should be 30. No bike lanes

Please increase speed limit to 30 mph. 4 lanes.

Very good presentation January 8th. Too bad the remote voting thingys weren't working.

The above questions in the survey regarding traffic flow are leading questions that do not explain the consequences of addressing these issues. For example for each question asked, an explanation of the changes required to achieve the results need to be presented. The existing width of University Avenue is sufficient. The road should not be widened to achieve any of the above goals. All the elements of small town should be preserved.

University Avenue Corridor Redesign

January 8th Meeting – Comments/Questions

How much higher will our taxes go with this project?

Please council our City Council that we will never be a Beaverville or Valley Junction in that we have a Hy-Vee, a Sam's Club, and a Walmart. People come to Windsor Heights to go to those places. They go to Valley Junction & Beaverville to shop and walk around.

Points voted were worded to achieve desired responses. Meeting was a farce.

I'm "all in" for the redesign. A four-lane arrangement will not achieve the desired results, go 3 lane. Please consider a parking on the north side of University. Also, look for pocket park opportunities.

We need to resurface 73rd & 70th & College west of 73rd before we need to redesign University

Your plans I doubt will help with economic development. Colby rebuilt that 1 office complex with parking but very few businesses have lived up to fill the space. As long as Windsor Heights is a joke in the City for speed cameras and police force, we have a problem. A number of our friends in Des Moines and suburbs refuse to come shop here. Also doubt folks will put up with traffic congestion on 1 lane streets. We avoid Ingersoll for the very reason.

3 lane - Concern of bus stopping for rider with or without a bike will stall traffic behind the bus. The survey and other web addresses should be on a printed document

Distance is not a safety problem for crossing, the light changes too fast. A lot of the survey questions were "loaded." Of course more businesses would be good but there is currently sufficient parking. The problem is a lack of businesses that attract people outside of Walmart & Hy-Vee.

This was poorly presented. The questions were clearly skewed towards one outcome. I thought the second hour was for question and answer. Questions like the on-street parking infers if you're not for economic development if you don't support on street parking.

I voted for option C on the design questions, but I like the wooden bench from B the best. With 3 lane concept, what happens when busses are stopped at bus stops? Won't traffic be backed up badly behind all the bus stops?

Would like to leave it like it is. As far as design fix cracks and potholes and do cosmetic but leave design alone. Do not want to spend millions and millions of dollars trying to be someone we are not. Bike lanes are dangerous – The South side of University, the street trail with bikes and pedestrians is dangerous. Bikes are much too fast. Changing University and spending money in personal agenda of our former Mayor. Notice I said former.

Solar powered street lamps. Perannual plans – Replace some multiple times now rainscape with natural drainage – lots of water for irrigation right now – water trucks needed & wasted water running down streets with in ground grass irrigation – needs to be more efficient. Pollinators –Diversity of plan populations. Green construction practices. Sustainable best management processes over conventional BMPS.

I was unhappy with the meeting. There was no discussion of the speed limit. It is key to marketing and perception. I do not drive the corridor because of the speed trap. Also the current structures are not marketable. I am also concerned that the new structures have not made it.

We are not East Des Moines, Beaverdale, West Des Moines, or Ingersoll and never will be. Walmart, Sam's and Hy-Vee preclude Windsor Heights ever being a "walk around community." As a long time Ragbrai rider, bicycles and pedestrians don't mix. See Lake Calhoun in Minneapolis.

I like the 3 lane concept. Drive through because I don't stop to shop typically.

Open House Concept Theme Dot Voting Results



Open House Monumentation Dot Voting Results





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www.dmampo.org

February 9, 2018

Complete Streets Committee
City of Windsor Heights

SUBJECT: INPUT ON UNIVERSITY AVENUE CORRIDOR REDESIGN CONCEPTS

The Des Moines Area Metropolitan Planning Organization (MPO) staff has reviewed the University Avenue Corridor Redesign Project concepts and planning documents.

Based on this review, the MPO offers the following comments. The project supports several key objectives of the region's long range transportation plan, *Mobilizing Tomorrow*, and will provide safer, more multimodal transportation options along a regional corridor. The project's integration with DART and the trail system increase its value and provide greater connectivity and access to Windsor Heights. The redesign exemplifies the intent of the City's adopted Complete Streets Policy and commitment to provide safe and accessible transportation options for residents and visitors to Windsor Heights.

Based on existing research, data, and best practices, MPO staff would recommend the three lane configuration as a safer, more efficient design than a four lane undivided roadway. Either design will be an improvement for the corridor, but the three lane configuration will provide safer crossings and fewer conflict points for road users during turning movements. The traffic data collected indicate that this would be an appropriate design.

This project supports the four goals of the MPO's *Mobilizing Tomorrow*: (1) enhance multimodal options, (2) optimize transportation infrastructure and services, (3) improve the region's environmental health, and (4) further the health, safety, and well-being of all residents.

Respectfully,

R. Todd Ashby
Executive Director

Altoona • Ankeny • Bondurant • Carlisle • Clive • Dallas County • Des Moines • DART
Grimes • Johnston • Mitchellville • Norwalk • Pleasant Hill • Polk City • Polk County
Urbandale • Warren County • Waukee • West Des Moines • Windsor Heights



February 9, 2018

Elizabeth Hansen, City Administrator
City of Windsor Heights
1145 66th Street Suite 1
Windsor Heights, Iowa 50324

RE: University Avenue Recommendation

Dear Ms. Hansen,

The Board of Directors of the Windsor Heights Chamber of Commerce has been involved in discussions regarding University Avenue for the past six months. Several members of our Board have been involved in the public forums and stakeholder meetings. With regularity they report back to the Board with information gleaned from those events.

On 1 February 2018 the Board discussed the options presented with regard to the potential redesign of University Avenue and we, on behalf of our membership, recommend the two/three lane redesign for the following reasons:

- **Economic Development** – The Board believes this “traffic calming” will play a major role in allowing Windsor Heights to reclaim a “Main Street” that will then boost commercial activity and investment and be a major assistance to our current and future members;
- **Commercial Taxes** – Increased commercial activity and investment, we believe, will allow the city to become more fiscally secure;
- **Destination vs. Pass Through** – The Board believes this redesign will create a more welcoming environment and provide a wide range of mobility options for citizens and those who visit Windsor Heights and allow us to become more of a destination than a “pass through”;
- **Safety Issues** – The Board feels that this option provides a safer environment for pedestrians, cyclists and motor vehicle operators;
- **Public Relations** – We believe this option will allow Windsor Heights to justify the current speed limit and, when accomplished, will diminish the necessity of the Automated Traffic Cameras which has caused an alarming reduction in commercial activity among the majority of our members.

Should you have questions or comment, please feel free to contact me or the President of the Board of Directors, Jonathan Koester.

Mission: The Windsor Heights Chamber of Commerce is here to support our members, local businesses and organizations thorough advocacy, publicity, education and economic development.

Thank you for asking for our opinion on the issue.

Sincerely,

Michael P. Libbie, Executive Director
515-331-3207 - Direct

Mission: The Windsor Heights Chamber of Commerce is here to support our members, local businesses and organizations thorough advocacy, publicity, education and economic development.

UNIVERSITY AVENUE | **CORRIDOR REDESIGN**