Complete Streets Meeting Notes
8/1/2017

Biggest Issue

- Speed limit – Design speed vs posted/intended speed
- Auto centric – Designed for cars/vehicles
- Commercial vs. Residential issue – Mixing
- No character
- Conflicting messages – Commuter & Main street
- No reason to stop other than Hy-Vee
- Aurora Design – 4 Lane – 25 MPH
- 63rd & University – Kids scared & the resident’s safety
- Have to cross University to get to the one Park in the City
- 4 to 3 lane conversion for Des Moines – In process
- Sidewalk schedule vs. Road construction schedule do not work together
- University Ave disconnects 2 distinct areas
- Cannot seem to embrace the Commercial district
- South side not as high value as North side – University is a divider
- Bus bumpouts hinders bus run times

Side note: Dart to Remain in traffic – Not merge

What Do You Like

- Trail system outside of commercial area
- Great housing stock
- Park
- Demographics
- Redevelopment opportunities being land locked
- Small town connectivity w/officials & Council
- Connected community (but University cuts it in half)
- Mainstream feel would be welcomed
- Unique Spanish Architecture
  - Colby Ranches
  - Can be an attraction to Beaverdale Brick buyer
- Density – High
- School district options – all distinct (4 options) – Walkability needed
- Only public Montessori school – Walkability needed
- Hook shaped lights – Uniform look
- Large flower planters

Dislike
• Great divide of University
• Lack of retail space (Hard to shop local)
• Resiliency of Corridor (Walmart is #1 in state – Hard to compete with)
  o Larger lots and strip malls are harder to retro fit
• East West connection
• Built environment. Meld w/technology

**Historical Elements**
• Lack of identity
• Spanish style housing
• Timeframe of style
  o Small area with range of 30’s to 70’s style
• Boutique community
• Close knit, small town, family friendly (Example: Pella)
• Community centered design
  o Colby Park Architecture
• Multiple Architectural styles
• Coal mining area

**Community Events**
• Missed opportunities using University
• Cannot close street (DART)
• Winter festival – Rotation – Keep University Open
  o Too hard & stopped doing festival

**Missing**
• Trail connection – Wayfinding – Road & Trail
• Gateways
• Pedestrian facilities
• Sound buffer
• Buffer space
• Rhythm to corridor
• DART shelters for riders – DART will partner
• Bike racks
• Missing trees & Landscape

**Gateway**
• Missing arrival – What Style? Embrace these:
- Unique to Corridor
- Pull off Colby style
- Trail
- Dog Park
- Umbrella Shelter

- DART shelter design – Standard vs Custom
  - Etch w/glass
  - 42nd
  - Drake
  - Cowells Commons

- Or Keep Colby Park unique
  - Develop University as its own identity

- Historic bricks can’t take salt

**Elements of Corridor**
- Durability
- Availability
- Affordability
- Bike signal location in Des Moines
- Kingman & 42nd bike trigger

**Bike Lanes**
- Trail connections
- -10 block space of bike lane leads nowhere
- Des Moines plans – Leads design for Windsor Heights
- Protected vs. painted – Still needs connection benefit
- Allow for multi-modal trail like Clive
- Wide sidewalks
- Cycle track
- South side
- North to South signal adjustments

**How Green?**
- Sustainable community
- Embrace as theme – Stormwater

**What is a safer street?**
- 20 Second crossing is too fast
- Ped refuge
• Pedestrians are not visible to Hy-Vee traffic
• Inviting
• Comfortable – lighting, landscape, hidden spots, blind spots
• Maintenance view – More trees = more hidden spots – Design it correctly

Success
• Community support
• Technical support
• Economic development
• Commercial flow not restricted
  o Fluer drive medians killed businesses. Cannot slow
• Hy-Vee Parking lot – Can this be safer?