



## Memorandum

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May 3, 2019

TO: John Schmitz – Parks Director  
Matt Greiner – Public Works Director

CC: File

FR: Patrick Kueter, PE, Amy Quartell, PE

RE: Pioneer Parkway Trail Concepts – Public Information Meeting No. 1

A Public Information Meeting (PIM) was attend by approximately 70 people on Wednesday, April 24, 2019 at 5:30 p.m. at the Crown Point Community Center. The purpose of the PIM was to share the initial concepts and to solicit feedback to improve pedestrian and bicyclist mobility along Pioneer Parkway from NW 62<sup>nd</sup> Avenue to Merle Hay Road. Based on the PIM sign-in sheets, approximately 88% of the attendees were from the immediate project area.

The format of the PIM included a brief presentation of alternatives and a question and answer period for purposes to understand each alternative. At the conclusion of the question and answer period, meeting attendees first discussed at their tables the pros and cons of each alternative and then shared their discussion with the overall group. Each attendee had the opportunity to document their individual thoughts on sticky notes and place them on an Alternative Board Summary so that all comments could be captured.

In summary, Alternative 1 was the most supported by the PIM attendees because they felt that it was cost effective and the safest solution since it kept pedestrian and bicycle separated from the vehicular traffic while maintaining the current parkway configuration for civic functions. Alternative 3 received limited support because it impacts the least amount of trees. Alternative 2 received support from one individual with the stipulation of a wider path.

In addition to the PIM, the City received written information from 5 individuals that represented themselves or a broader group. Included as part of this information, was a petition signed by approximately 26 individuals in support of Alternative 3 because of the least amount of tree impacts. Approximately 19% of the 26 individuals were from the immediate project area.



Based on the public feedback from the immediate project vicinity and the support of the adjacent businesses where a shared use path would be constructed, Alternative 1 is recommended for Council consideration to move forward into the detailed design and construction.

Attachments included:

1. Project Information Meeting – Feedback Summary
2. Project Information Meeting – Sign-in Sheets
3. Project Information Meeting – Presentation
4. Project Information Meeting – Alternative Summary Boards
5. Alternative Written Feedback
6. Alternative 3 - Petition



**Date:** 24-Apr-19  
**Project:** Pioneer Parkway Trail  
**Activity:** Project Information Meeting - Feedback Summary



Alternative	Category	Comment	Response Type
1	Access	Have the nice park (Terra Park) and need to create access to it	+
1	Bicyclists	Approximately 5% riders will prefer riding in the street rather than dodging dogs and strollers. This gives them no protection. This alternative doesn't seem to be a big concern to the riders I've asked, however. If it should- seem to be necessary, could a- shared lane be painted- on the street to give the "fearless and fast" riders a little safer place to ride?	+
1	Bicyclists	Crashes for cyclists occur 2-4X more on side paths than roads. (Citations in walkability study.)	-
1	Easement	Concerns with #1 (many points to consider, but the only viable alternative offered as I see it) Does the City have 20 foot easement for the trail?	+
1	Events	Road is closed for parades!	+
1	Events	We want parades and viewers and parkers to have ample space for community celebrations	+
1	General	Alternative 1 is enough	+
1	General	Table 7 attendees all agreed - a need. All agreed that Option 1 only viable alternative.	+
1	General	No action is not an alternative.	+
1	General	Doesn't like any option that goes into road access	+
1	General	Alternative 2 & 3 create significant changes to vehicle traffic patterns which seem unnecessary and don't accommodate all forms of recreational activities.	+
1	Maintenance	Maintenance of finished roadway other options - extra cost - inconvenience construction	+
1	Misc	Thank you for all you have done (Terra Park) that has enhanced - and for laying these options out for bike/walking path	+
1	Misc	Yes to Alternative 1	+
1	Misc	Our table likes Alternative 1	+
1	Pedestrian Traffic	Mostly walkers, dog walkers and children	+
1	Pedestrian Traffic	Biker, walker wants off road	+
1	Pedestrian Traffic	Craziness to go into road - traffic on both sides makes more sense	+
1	Pedestrian Traffic	If the City is going to spend over \$1M on this project, it should benefit as many people as possible including walkers, runners and bicyclists - and tricyclists (wider than bikes). Alternative 1 does this best.	+
1	Pedestrian Traffic	(1c) Please consider the pedestrian traffic, crossing Pioneer Parkway out of Green Meadows, on to the new trail.	Input
1	Residential Impact	What will happen to property values?	????
1	Safety	Prefer #1, don't mix people and cars on the same roadway	
1	Safety	I prefer this alternative - it maintains the two lane traffic and is a separate (safer) trail for pedestrians	
1	Safety	I have a separate request - add a pedestrian crossing button with flashing lights from Columbine Drive to Terra Park. This is the major crossing into the park.	Input
1	Safety	Cars and bikes and people should not share road	+
1	Safety	Alternative 1 is best safety for all	+
1	Safety	Behind curb path seems safest approach to getting to	+
1	Safety	No action is not an option. Alternative 1 - Yes! Given our new Terra Park - we need safe access for peds and bikers	+
1	Safety	I believe that the biggest concern is getting bicyclists and pedestrians to where they need to go safely. I do not want anything on the road.	+
1	Safety	We do need walkway on Pioneer - currently dangerous to pedestrians. I've had 2 close calls with drivers myself	+
1	Safety	I think it is a good idea to put something to make it easy for someone to get to where they need to go. I myself have biked on Pioneer Parkway and I feel we should make it safer.	+
1	Safety	Safe - from traffic, could it be 12 ft wide	+
1	Safety	Best good result with least effort. Agree, crosswalks non-negotiable - need to signal when pedestrian at crossing	+
1	Safety	I prefer Alternative 1 because it is a safe, simple solution. I like how cars are separate from bikes and walkers. It is also easy to maintain.	+



1	Safety	There are inherent side path dangers at intersections for cyclists, especially those riding against traffic flow. Each intersection and driveway creates a conflict point and danger for cyclists. Car stopping lines need to be clearly marked and used so as not to block intersections. Bikes need to take care when biking across intersections.	+
1	Signaling	Crosswalk signage	+
1	Speed	Whatever the speed on Pioneer now - people are speeding now, we want better enforcement	+
1	Speed	No "traffic calming." Speeds are in excess of safety for curved and intersected segments. Should be 30 mph max for safety?	+
1	Traffic	Leave street alone, too much traffic on roads already	+
1	Traffic	We would like to have a ↑ lane and right turning lane at Merle Hay	+
1	Traffic	(1a) Please do not reduce any lanes of traffic, in either direction, on Pioneer Parkway	+
1	Trail	I prefer option 1, as it keeps 4 lanes separated and a trail for 60th walkers and bikers. Option 2 & 3 seem very unappealing.	+
1	Trail	A thought. Having biked thousands of miles on all trails in Central Iowa, I know that bikers and pedestrians can co-exist on 10' trails.	+
1	Trail	Shared use path 10'-12'; 12' gives more room for walkers	+
1	Trail	More conducive to biker and walker to sharing a trail than road	+
1	Trail	(Shared path, people, bikes and dogs) No path at all	???
1	Trail	(1b) A path on the south/west side is more desirable.	+
1	Trees	"Adopt a Tree" program (for larger trees - replace)	Input
1	Trees	Replace old trees, already 40 years old	+
1	Trees	Liked the adopt a tree idea. Also liked the quick right turn lane at Merle Hay/Parkway idea!	+
1	Trees	Loss of trees. The route seems to have avoided as many trees as possible. Their removal would allow more diverse (species and age) trees to be planted.	+
1	No Change	My #1 choice is to leave it. My #2 choice is separate trail built on the south side.	+
1	Trail	Still creating a trail/path behind the curb at NW 62nd & Pioneer Parkway so just continue it	+
1	Trail	Still creating a trail/path at NW 62nd & Pioneer Parkway so just continue it	+
2	Construction	Construction time frame	Input
2	Data	All of this and no traffic count?	Input
2	Maintenance	Alternative 2 does not include peds, maintenance nightmare, drainage would need work...a lot, would not pick	-
2	No Change	Not viable	-
2	Pedestrian Traffic	Plans 2 & 3 don't leave enough room for bikes and pedestrians to share	-
2	Pedestrian Traffic	(2a) Sunset Lane Monday - Friday I estimate 8-10 people cross Pioneer Parkway per hour "during business hours". (M-F 9-4.).	Input
2	Pedestrian Traffic	What about pedestrians?? The 5' lane doesn't accommodate them if there is any bicycle traffic. Doesn't meet the need.	-
2	Safety	We don't feel comfortable with narrowing the roadway	-
2	Safety	Alternative 2 is not a good option, no room for pedestrians, least safe option, hard to maintain, not enough space for multiple bicycles	-
2	Safety	(2bi) Reduced visibility due to the rightward turn of Pioneer Parkway, north/east.	Input
2	Safety	(2bii) Median crown height for south/west.	Input
2	Safety	(2c) During the hours of 2pm - 6pm, Monday - Friday, I would estimate over 30 cars per hour, turn eastbound on Sunset Lane from Pioneer Parkway, or exit out of ITS onto Sunset. Over 50% of those cars entering the block onto Sunset, do not stop at the stop sign, located at Sunset at North Winwood Drive.	Input
2	School Bus	School bus issues	-
2	Speed	(2b) I would estimate Pioneer Parkway traffic traveling north/east, approaching Sunset Lane average 40 mph	Input
2	Traffic	(2cii) . I would estimate Sunset Lane carries more traffic Monday - Friday then Hawthorn Court, a block south.	Input
2	Traffic	Turning on to Pioneer Parkway will take more time	-
2	Trail	Alternative 2, but wider path to accommodate walkers	+
3	Parking	Has curbs , no place to pull over	-
3	Parking	No parking (parade.)	-



3	Traffic	Not built or fit for head to head traffic. Meets standards?	-
3	Traffic	Wide vehicles, eg. trucks, trailers, city equipment take more than one lane. City maintenance (for instance tree work) would block traffic.	-
3	Traffic	Business traffic at busy times would make turns in and out and out of residential areas and businesses difficult. A promenade suggested: I see that as more appropriate along a corridor with small businesses, shops, restaurants, etc. or along a beach, or view.	-
3	Trail	We support Option 3. It will not only be a bike trail for nearby Green Meadows, but this path could be a new attraction for our city. Prospective-employers and employees alike are looking for amenities that will increase outdoor and healthy lifestyles. This kind of trail is one of a kind and will be a great attraction for additional employees and potentially employers. It will lead to Terra Park, which is beginning to	+
3aR3aL	Construction	Construction time frame	????
3aR3aL	Pedestrian Traffic	Road condition for running/walking needs to be higher than for cars - something to consider for plans 2 & 3	+
3aR3aL	Safety	Mixing traffic and pedestrians/bikes will be dangerous - it's better to keep cars and bikes/pedestrians separate	-
3aR3aL	Safety	3.a. A high visibility cross walk is a minimum:	Input
3aR3aL	Safety	- Painted cross walk with white zebra style cross hatches	+
3aR3aL	Safety	- Overhead, flashing amber lights	+
3aR3aL	Safety	- Pre-warning: Crosswalk a head signage	-
3aR3aL	School Bus	School bus issues	+
3aR3aL	Speed	3 times a day it is a race track	Input
3aR3aL	Speed	Due to the high rate of speed of auto's traveling north/east on Pioneer Parkway, & the high number of out of neighborhood auto's turning on to Sunset Lane, I have a few suggestions:	-
3aR3aL	Traffic	No head to head traffic please	+
3aR3aL	Traffic	Favor 3aL, spend extra cost for intersection	-
3aR3aL	Traffic Time	turning on Pioneer Parkway will take more time	-
3aR3aL	Traffic/Safety	Head to head traffic is more dangerous, will lead to more accidents	-
3aR3aL	Traffic/Safety	Alternative 3 (all mixes) head to head traffic - bad idea; speed limit not observed most days; resident turning right will be made harder and no less dangerous (now bikers in mix); that median is too tall to see; would not pick	-
3bR3bL	Construction	Construction time frame	?????
3bR3bL	Data	If 3.b. is a tall justification, due to expense, time required, resources, I'd ask for the consideration of Traffic Counts.	
3bR3bL	No Change	Not viable	
3bR3bL	Residential Impact	More encroachment in neighborhood	
3bR3bL	Safety	Problematic mixing traffic, pedestrians & cyclists	
3bR3bL	Safety	Children on PPWY concern	
3bR3bL	School Bus	School bus issues	Input
3bR3bL	Speed	Due to the high rate of speed of auto's traveling north/east on Pioneer Parkway, & the high number of out of neighborhood auto's turning on to Sunset Lane, I have a few suggestions:	Input
3bR3bL	Speed	A round-a-bout or engineered traffic control slow down device is more desirable.	-
3bR3bL	Traffic	Turning on to Pioneer parkway will take more time	
3bR3bL	Traffic	No head to head "Alt 3"; Parkway was designed for autos not people	+
3bR3bL	Trail	Already have existing trails	+
3bR3bL	Trail	Still creating a trail/path at NW 62nd and Pioneer Parkway so just continue it.	+
3bR3bL	Trees	Loss of existing trees	+
3bR3bL	Trees	1st choice - don't do anything, we have enough trails. If it has to go in, not #1. We need to save the trees. I do not want to lose trees outside of my home. It would ruin the look of Pioneer Pkwy to lose trees. And new trees would take a long time to grow.	+
<b>Other General Comments</b>			
Misc	No Change	No sidewalk	
Misc	No Change	Waste of money! All plans.	
Misc	General	Project a want, not a need	



Misc	Back of Curb	Pioneer - Consistency: The Back of Curb trail would be more consistent with the trails in and around our campus.
Misc	Back of Curb, Appearance	Pioneer - Appearance: Although the alternative concepts may possibly serve the purpose, they feel like an afterthought. The back of curb option appears to be more intentional and designed with a purpose. Much like the new trail along Merle Hay Road near Johnson Brothers.
Misc	Back of Curb, Safety	Pioneer - Safety: We believe there could be possible confusion with employees and pedestrians when navigating in and out of the entrances on PP. Planters may not indicate a clear delineation between trail and roadway. We have recently installed some elevated crosswalks / pathways to improve pedestrian visibility and believe the back of curb option facilitates safer elevated walking surfaces. We believe head to head traffic on a two lane road is not as safe as if it were separated by a median. This in addition to the possible confusing roadways / walkways is a safety concern.
Misc	Back of Curb, Traffic	Pioneer - Traffic: Reducing the traffic lanes will be problematic during high traffic times. Example commuting to work. Today many of our campus employees use PP to gain access to the interstate. If PP and Merle Hay Road become more congested they may take 62nd West to 86th. The alternative plans appear to be a take away from the drivers perspective.
Misc	Data	Bike numbers and walker numbers are most likely skewed because of lack of safety in current configuration
Misc	Data	Traffic Counts
Misc	Data	a. Traffic counts for both of the number of cars & rate of speed on north/east Pioneer Parkway (especially AM commutes) may help illustrate the arterial use of traffic from Merle Hay Road to 62nd Ave.
Misc	Data	b. "Cut Through Traffic"- A large number of people traveling from & around 86th street, eastbound on 62nd Ave, use Sunset to travel into the businesses of: Ace Hardware, Post Office, HyVee, etc.
Misc	Data	b.i. While the number of "Cut Through" traffic has decreased since the high school moved west.
Misc	Data	b.ii. Both civilian & Commercial Truck traffic are utilizing Sunset as a cut through.
Misc	Data	- Semi style food deliver trucks are routing from retirement centers at Merle Hay Road and Winwood Drive, to business along Pioneer Parkway. Utilizing North Winwood Drive and Sunset Lane.
Misc	Data	- Employees from these centers and Corteva/Pioneer can be seen driving laps around North & South Winwood Drive taking smoke breaks.
Misc	Data	- White delivery vans from the Corteva/Pioneer center, cut down Sunset Lane, and then out to
Misc	Data	- Package Trucks: Both Fed Ex and UPS- it is not uncommon to see up to 5 different package trucks for each brand to utilize the North Winwood Drive to Sunset Lane route.
Misc	General	Pioneer - We are excited to gain more trail access along Pioneer Parkway and look forward to the improvements for our employees to access Terra Lake and the original Green Meadows including Hy-Vee.
Misc	General	My first comment is that No Action is not an acceptable alternative. We have a great park and lake at Terra, and there must be accessible, safety access for all citizens, whether driving, walking, or biking
Misc	No Change	Do nothing
Misc	Safety	Need to have safe pedestrian crossings - beacons could help
Misc	Safety	For confident biker safety, it would be appropriate to add "sharrows" to the right lanes in the roads
Misc	Safety	Crossing walk flashers at main entrance to Terra Park
Misc	Safety	While I would challenge anyone reading these statistics to find a stop sign ran more in the City of Johnston then at Sunset Lane and North Winwood Drive. I do applaud the desire to build a Pioneer Parkway Trail. This aspiration is several decades old. I would urge you to take the required steps to improve this corridor and improve the trail system, while maximizing both vehicular and pedestrian safety.
Misc	Safety	Personally, I am against any changes to Pioneer Parkway. There are certain times of the day when traffic is heavy (and cars speeding) on Pioneer Parkway, and the roadway is curving with many cut-outs for turns, which to me makes it a dangerous situation for walkers and bikers. Adding a bike lane to the street on both sides is not a solution, either. Des Moines has done this on some of their streets, and it affects traffic, parking, turning across the lane, etc. not to mention that you rarely see bicyclists on these paths.
Misc	School Buses	2 & 3 impacts to school buses
Misc	Signage	I don't believe Johnston utilizes Blue Street signs and Truck Route labeling. However, this would be a good example of the secondary impacts the 62nd Round-A-bouts have created. I am a fan of the 62nd Avenue design & Round-A-Bouts, as a side note.
Misc	Speed	Speed limits lowered and enforced



Misc	Speed	Speed limit 25 mph
Misc	Storm water Intake	Further conversation could be had of the storm water intake needs on Sunset Lane at both ends. For purposes of staying on topic we'll leave that for a future time.
Misc	Trail	Elevated trail - build over the boulevard for cyclists and walkers
Misc	Trail	Put a sidewalk on one side of Pioneer Parkway (not a bike trail); leave traffic alone
Misc	Trail	What about alternative route NW Beaver Drive to bike trail until trestle bridge rebuilt
Misc	Trail	Homestead Condo: We were open to having a walkway/bike path on our property. I'm assuming this is not being considered because of the cost? I am more concerned about safety on Pioneer Parkway.
Misc	Trail	Heartland AEA: Our senior administrative team reviewed and discussed the trail concepts. We would not be in favor of limiting vehicle traffic to one lane each direction. We would prefer to have the bike trail on the grassy area near the roadway (as originally discussed).
Misc	Trees	Adopt a tree allow residents to contribute for larger trees



# Pioneer Parkway Trail Concepts

NW 62<sup>nd</sup> Avenue to Merle Hay Road

Public Information Meeting No. 1 - April 24, 2019



## Purpose of Meeting

- ◆ Introductions
- ◆ Background
  - ▶ No Design or Field Work Completed
- ◆ Present Alternatives
  - ▶ Questions
- ◆ Small Group Discussion
- ◆ Next Steps



## Guiding Principals for Tonight

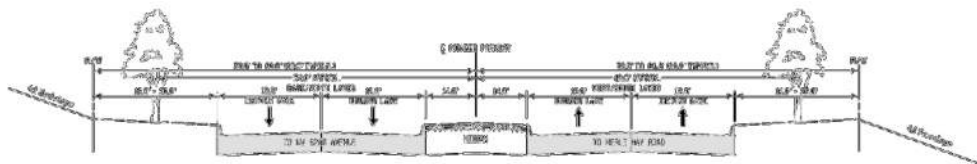
- ◆ Respect Individuals Speaking
  - ◆ No side bar conversations so others can hear
- ◆ Raise Hand, Take Your Turn
- ◆ Be Polite – Don't Talk Over Other Individuals



## 2007 Initial Concepts

### Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road

- ◆ Existing Pioneer Parkway
  - ▶ Not centered in right-of-way (r/w)
  - ▶ Distance varies between back of curb and r/w



- ◆ Alternative A and Alternative B
  - ▶ Side Path (Trail) behind the west/south back of curb
  - ▶ Sidewalk (possible) behind east/north back of curb
  - ▶ "A" side path meanders more the "B"





# 2019 Public Outreach and Input

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road

## ◆ Committee and Input Meetings

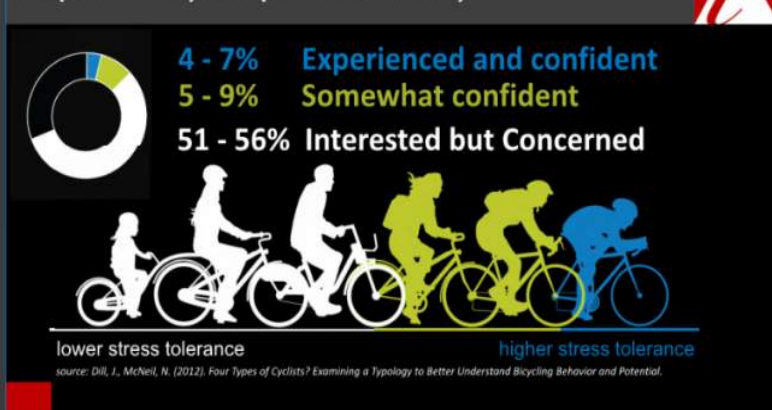
- ▶ September 6, 2018 - Trail Committee Meeting
- ▶ January 2019 – South Side Property Owner Meetings
- ▶ March 8, 2019 - Council Public Works Committee
- ▶ March 26, 2019 - Park Board/Trail Committee
- ▶ April 1, 2019 - Council Work Session
- ▶ **April 24, 2019 – Public Information Meeting**
- ▶ May 2019 – Council Work Session



# 2019 AASHTO Design Guide Updates

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road

## Chapter 2 - Bicycle Operation & Safety





## 2019 Alternatives Overview

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road

- ◆ Alternative 1 – Shared Use Side Path
- ◆ Alternative 2 – Separated Bicycle Lane, On Street Bike Lane in each direction
- ◆ Alternative 3aR/3aL– Convert Lanes Two Lanes, Pedestrian/Bicyclist Separated from Vehicular Traffic
  - ▶ Alternative 3bR/3bL – Complete Removal of Lanes/Create Pedestrian and Bicyclist Greenbelt
- ◆ Pedestrian Crossings of Pioneer Parkway Included with each Alternative



## 2019 Alternatives Overview

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road



Corteva South Drive



Greenbelt Crossing



Greendale Road





# 2019 Alternatives Overview

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road



Sunset Lane



Hawthorne Ct.



Columbine Dr.

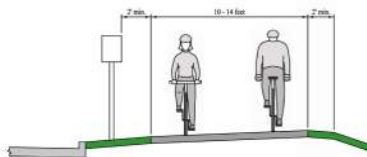


Corporate Dr.



## Alternative 1 – Shared Use Side Path

Behind the Southside Back of Curb



Source: Adapted from AASHTO Bike Guide Exhibit 5.1

- ◆ West/South side of Pioneer Parkway
- ◆ 30-35 of 310 Total Corridor Trees (120, 25, 165)
- ◆ Potential Private Utility Impacts
- ◆ Estimated Costs: \$1,106,000

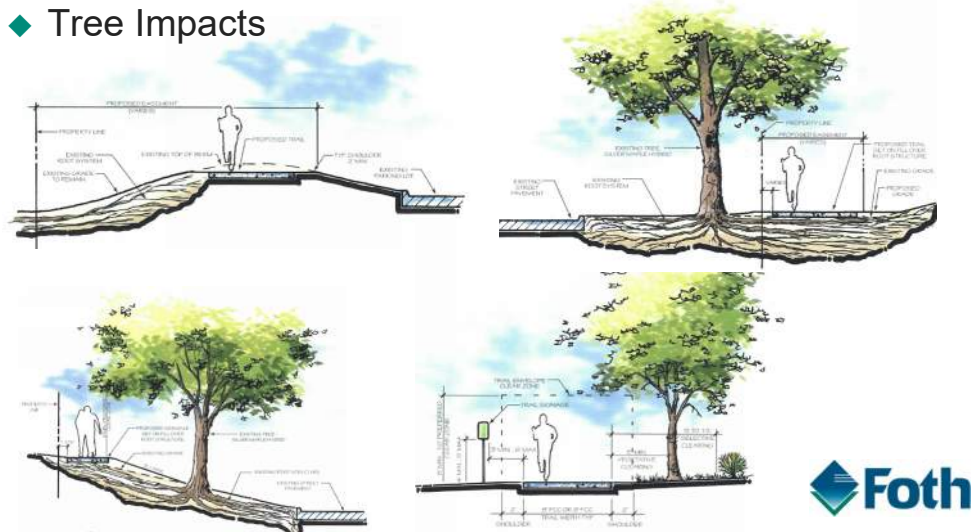




# Alternative 1 – Shared Use Side Path

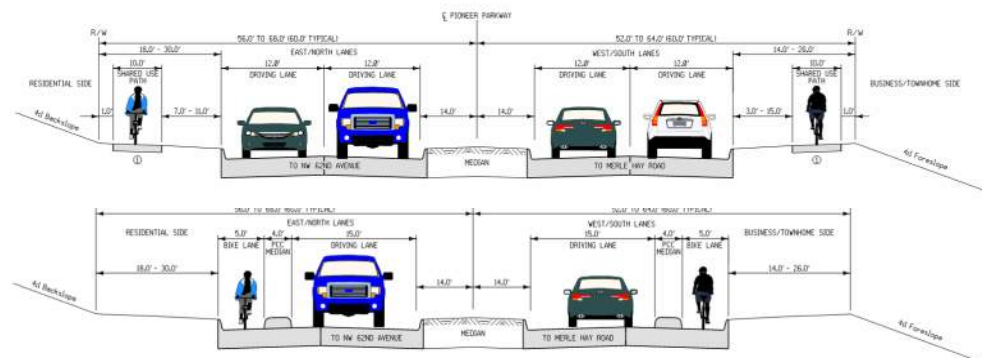
## Behind the Southside Back of Curb

### ◆ Tree Impacts



# Alternative 2 – Separated Bicycle Lane

## On Street Bike Lane in Each Direction

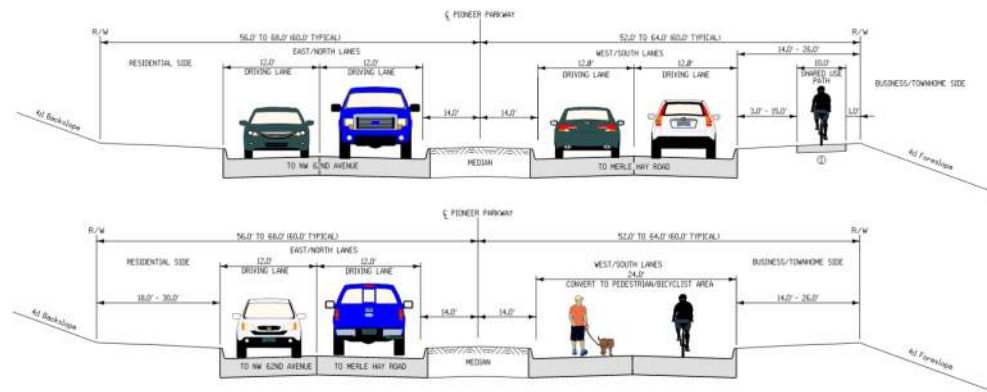


- ◆ 1-Lane each Direction w/ Transitions at NW 62<sup>nd</sup> Avenue and MHR
- ◆ Tree Removal, 35 MPH
- ◆ Estimated Costs: \$1,750,000



## Alternative 3aR – Convert Lanes, Pedestrian/Bicyclist Separated from Vehicular Traffic

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road

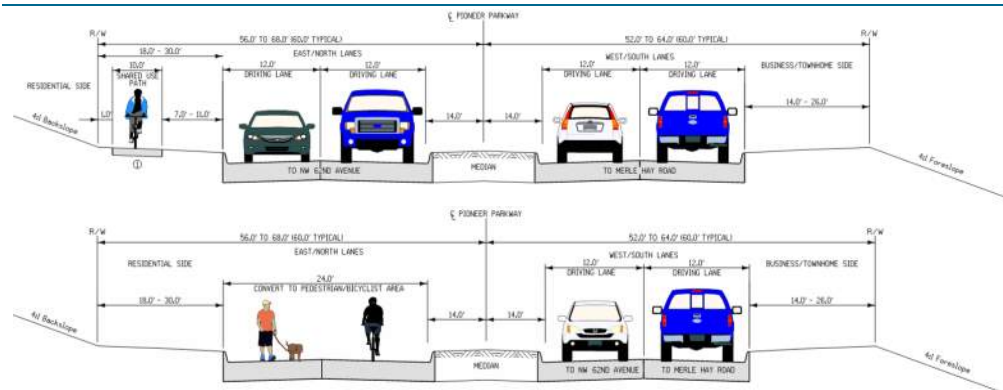


- ◆ Convert East/North Lanes to Head to Head Traffic w/ Transitions
- ◆ Tree Removal, Long Term/Annual Maintenance, 25 MPH, Crossing Setback
- ◆ Estimated Costs: \$1,162,000



## Alternative 3aL – Convert Lanes, Pedestrian/Bicyclist Separated from Vehicular Traffic

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road



- ◆ Convert West/South Lanes to Head to Head Traffic w/ Transitions
- ◆ Tree Removal, Long Term/Annual Maintenance, 25 MPH, Crossing Setback
- ◆ Estimated Costs: \$1,162,000





## Alternative 3aR or 3aL – NW 62<sup>nd</sup> Avenue Vehicle Transition

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road



Johnston  
PUBLIC WORKS

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## Alternative 3aR or 3aL – Merle Hay Road Vehicle Transition

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road



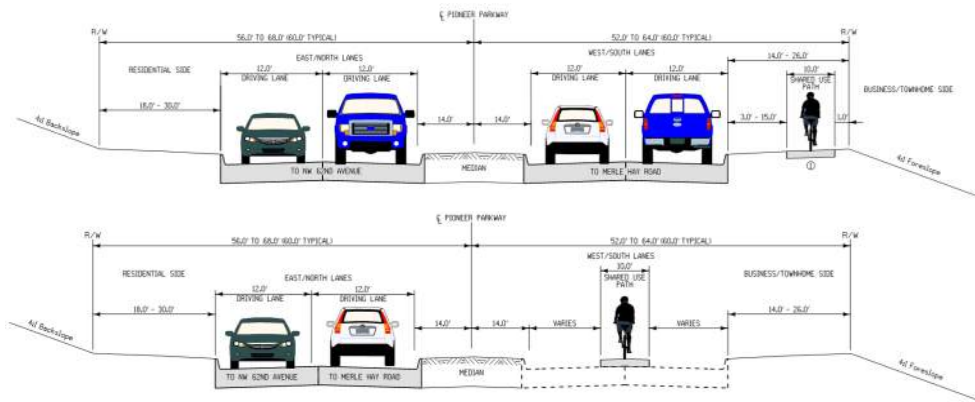
Johnston  
PUBLIC WORKS

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## Alternative 3bR – Remove Lanes/Create Pedestrian and Bicyclist Greenbelt

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road

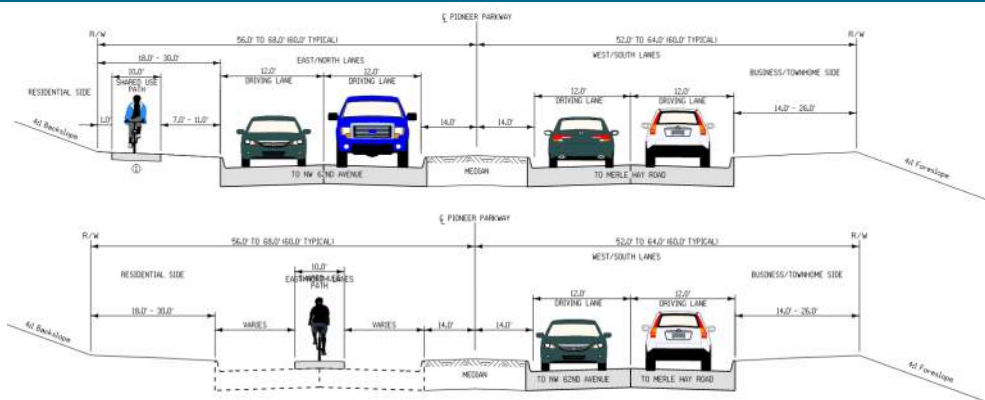


- ◆ Convert East/North Lanes to Head to Head Traffic w/ Transitions
- ◆ Tree Removal, 25 MPH, Crossing Setback
- ◆ Estimated Costs: \$2,595,000



## Alternative 3bL – Remove Lanes/Create Pedestrian and Bicyclist Greenbelt

Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road



- ◆ Convert West/South Lanes to Head to Head Traffic w/ Transitions
- ◆ Tree Removal, 25 MPH, Crossing Setback
- ◆ Estimated Costs: \$2,595,000





## Small Group Discussion

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- ◆ Questions
- ◆ Small Group Discussion
  - ▶ Feedback (20 Minutes)
    - ◆ Posted Notes
    - ◆ Comments Card
    - ◆ On-Line Comments [Comment Map](http://foth.maps.arcgis.com/apps/CrowdsourcingPolling/index.html?appid=122ce8a9286c4265ba0349f48af88eb5)  
<http://foth.maps.arcgis.com/apps/CrowdsourcingPolling/index.html?appid=122ce8a9286c4265ba0349f48af88eb5>
  - ▶ Group Report Out (2-5 Minutes per group)



## Next Steps

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- ◆ Combine Feedback
- ◆ Recommend Take Forward Alternative









# Alternative 2 – Separated Bicycle Lane

## On Street Bike Lane in Each Direction

1) no sidewalk  
2)

My #1  
choice is to  
leave  
My #2  
choice  
Separate trail  
but it on the  
South side.

turning onto  
Pioneer Parkway  
will take more  
time

Still creating a  
trail path behind  
the cuts at Pioneer  
Parkway so just  
continue it

-School bus  
issues

all of these  
and no  
Traffic Control?

Construction  
timeframe

ALTERNATIVE 2  
• does not include  
peds...  
• maintenance  
• drainage  
• would not pick  
... a lot

Alternative 2 is  
the only not a good  
option  
• No room for  
pedestrians.  
• Least safe option  
• Hard to maintain  
• Not enough space  
for multiple bicycles

Not viable.  
(1)

Waste of  
money!  
all plans.

Plans 2 & 3  
don't leave for  
enough room for  
bikes & pedestrians  
to share.

We don't feel  
comfortable  
with narrowing  
the roadway.

Alternative 2  
But widen path  
to accommodate  
walkers



# Alternative 1 - Shared Use Side

## Behind the Southside Back of Curl

Prefer #1  
Don't mix  
people and cars  
on same roadway

Thanks for  
all the  
input - that's  
what we  
need -  
input - that's  
what we  
need -

Alt #1 - Don't build  
the road  
middle of the  
road

I prefer this  
all the way  
from the  
park to the  
park - that's  
what we  
need -

I have to separate  
cyclists - all  
the way  
from the  
park to the  
park - that's  
what we  
need -

I prefer option 1  
as it keeps 4 lanes  
open for cars  
and bikes - that's  
what we  
need -

A thought having  
biked thousands  
of miles on 20' trails  
in Central Iowa, I  
know that bikers  
and pedestrians can  
co-exist on 10' trails

Option One  
Cars & bikes  
should  
not share  
road

These are  
the  
#1  
#2  
#3  
#4  
#5

Road is closed  
for  
Prizes!

Alternative #1  
is best option  
for safety  
for all

No action is not  
an option  
either - we  
need to  
take action  
now -

Alternative 1  
Behind Curl  
path seems  
safest approach  
to getting to  
park (Terra Park)

Have the nice  
park (Terra Park)  
I need to create  
access to it.

Option One  
We do need walking  
on flower - currently  
challenges to  
pedestrians. I've had  
bicycle calls =  
drivers misgosh

Option One  
Maintenance of  
finished roadway  
Other options -  
extra cost -  
inconvenience  
construction

Option One  
Mostly walkers,  
dog walkers &  
children

Option One  
replace old trees  
already  
old.

Option One  
like to have a  
little bit of  
something  
to make it  
easier for  
someone to get  
to where they  
need to go.

Alternative  
#1  
is enough

I believe that  
the biggest  
concept is getting  
bicyclists and  
pedestrians to  
where they need  
to go safely -  
I'm going on the  
road.

Our table likes  
alternative  
#1

Table - I think  
all agreed that  
Option 1 is the  
safest alternative

What will  
happen to  
property values?

Alternative  
Safe - from traffic  
could be  
12 ft wide

More confidence  
to sharing  
road with  
bikes

We want  
people to have  
confidence to  
share the  
road with  
bikes

Option One  
We want  
people to have  
confidence to  
share the  
road with  
bikes

Option One  
We want  
people to have  
confidence to  
share the  
road with  
bikes

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Option One  
We want  
people to have  
confidence to  
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road with  
bikes

Alternative 2 & 3  
Create separate ways  
to share traffic between  
bikes and cars -  
and don't mix them  
on same roadway

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Create separate ways  
to share traffic between  
bikes and cars -  
and don't mix them  
on same roadway

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# Alternative 3aR/3aL - Convert Lanes, Pedestrian/Bicyclist Separated from Vehicular Traffic Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road

turning on to  
pioneer parkway  
will take more

Construction  
time frame  
Still creating a  
trail/parkway  
along Pioneer  
parkway so just  
continue it

school bus  
issues

Favor  
3 a L  
space for  
intersections

3 times  
a day it  
is a better use

Mixing traffic of  
pedestrians/bikes  
will be dangerous -  
it's better to  
keep cars and  
bikes/pedestrians  
separate.

Head-to-head  
traffic is more  
dangerous, will  
lead to more  
accidents.

Road conditions for  
running/walking  
need to be  
higher than for  
cars - something  
to consider for  
plans 2 & 3

NO  
HEAD TO  
HEAD  
TRAFFIC  
Please

Alt 3 (all mixed)  
• Head to head when  
traffic not in  
• speed limit not  
observed most  
days  
• resident turning  
right will be made  
• that makes  
us to talk to see.  
• would not put



**Pioneer Parkway Trail Concepts - NW 62nd Avenue and Merle Hay Road**

Not viable



With Plants Inc.  
Des Moines - 515-264-1065  
West Des Moines - 515-225-2579  
Iowa Falls - 641-753-8518  
Marshalltown - 641-332-3015  
Hartsville - 515-332-6157  
Hawthorne - 515-264-5550  
Hawthorne - 515-264-5550  
Hawthorne - 515-264-5550

**2017**  
JANUARY  
1 2 3 4 5 6 7  
8 9 10 11 12 13 14  
15 16 17 18 19 20 21  
22 23 24 25 26 27 28  
29 30 31  
FEBRUARY  
1 2 3 4 5 6 7  
8 9 10 11 12 13 14  
15 16 17 18 19 20 21  
22 23 24 25 26 27 28  
29 30

**FORTErra**  
State Office 524 S. 11th St. West Des Moines, IA 50265  
515-222-8731 Fax 515-264-5550  
PROJECT: **OTHER COMMENTS**

Crossing walk  
flashers  
@ main entrance  
to Tena Park.

Adopt a tree  
allow residents  
to contribute  
for larger  
trees

2+3  
impacts to  
school buses

24	25	26	27	28	29	30
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

NOVEMBER  
1 2 3 4  
5 6 7 8 9 10 11  
12 13 14 15 16 17 18  
19 20 21 22 23 24 25  
26 27 28 29 30

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31					

DECEMBER

**2017**  
JANUARY  
1 2 3 4 5 6 7  
8 9 10 11 12 13 14  
15 16 17 18 19 20 21  
22 23 24 25 26 27 28  
29 30 31  
FEBRUARY  
1 2 3 4 5 6 7  
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**FORTErra**  
State Office 524 S. 11th St. West Des Moines, IA 50265  
515-222-8731 Fax 515-264-5550  
PROJECT: **COMMENTS**

? What about  
alternative route  
NW Beaver Dr to  
bike trail until  
trestle bridge  
rebuilt.

Alt. 4 for consideration  
- Elevated trail build  
over the boulevard.  
for cyclists & walkers.

speed  
limit 25mph  
DO  
NOTHING

put a sidewalk  
on one side of  
Pioneer parking  
(not a bike trail)  
leave traffic  
alone.

Speed limits.  
lowered &  
enforced.

Need to have  
safe pedestrian  
crossings -  
beacons could  
help.

For confident.  
biker safety, it  
would be appropriate  
to add "sharrows"  
to the right lane  
in the road.

Bike #s  
& Walker #s  
are most likely  
stowed b/c  
lack of safety  
in current config.