



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

## **Downtown Streetscape Master Plan Indianola, Iowa**

### **Open House Meeting #1**

**DATE: May 15, 2019**

**TIME: 7 – 8:30 pm**

The comments that were received at the public open house have been categorized by subject matter and summarized in the document that follows.

### **Parking Availability**

Many comments were received regarding parking. The areas of identified concern regarding parking included: loss in the number of parking spaces, the use of parallel parking spaces, the availability of ADA compliant parking and the need to use parking that was located ‘away’ from the square. The concerns relative to the loss of parking mostly came from the business owners who believe they will lose business if their customers can’t park directly in front of their establishment. The overall concern of parking challenges on the square because of the loss of parking stalls was a concern for most everyone in attendance at the open house.

The concept of modifying existing angled parking to utilizing some parallel parking on the business side of the square resulted in two main concerns. The first concern was the loss of the number of parking stalls and the other was the opinion that many people don’t have the skill to parallel park. Comments were received that the number of ADA compliant parking spaces would be reduced, because the overall number of spaces would be reduced. The response to the availability of public parking located ‘off’ the square was met with criticism, stating that having to park further away would lower the number of people willing to shop in the square. Concern was expressed about the impact that employees of the Warren County Justice Center may have to parking on the square.

### **Traffic Pattern**

The consideration of changing the traffic pattern around the square from one-way to two-way traffic brought differing opinions. The most predominant opinion was to leave the square as a one-way street all the way around the square as it is currently configured. It was the opinion of many attendees that one-way traffic provided less impact to the number of parking spaces. It should be noted that although this was a frequent opinion, that when asked many said that a two-way concept could be an “OK” decision. The overall preference was for the square to remain one-way because there was not a reason and/or need to change it.

### **Sidewalk Width**

The expansion of the sidewalk was considered by some business owners as unnecessary and perceived as possibly damaging to the buildings around the square. Some attendees stated that the increase of the sidewalk width was expensive and was going to cause more problems than it was going to solve. Others

indicated that the wider sidewalk would only benefit certain types of businesses, but that all adjacent property owners would have more seasonal maintenance responsibilities.

### **Trees and Green Space**

Green space and the trees that will be added to the square came with a variety of input from the public. The input ranged from individuals wanting as much green space as possible, to some not wanting any trees at all to be placed near the buildings. People in opposition to the trees being placed indicated concerns about tree roots damaging building foundations and the attraction of birds that would litter the sidewalk. Concerns were raised about the ability to appropriately maintain vegetation. There is a wide range of what people want in the square relative to vegetation.

### **Biking Ability and Bike Lanes**

Bike access and ability to use bikes in/along the square was very polarizing regarding the comments received. Individuals that provided an opinion about bike amenities were divided in their opinions. Some dislike a dedicated bike lane of any kind around the square for safety reasons and parking space reasons, while others desired a dedicated bike lane by any means necessary. Many that supported bike lanes cited the improved access that it could provide.

### **Wayfinding**

A significant amount of input was not received on the subject. However, those that commented noted the need for better directional signage to public parking and added that a wayfinding system could create a unique feel to the square.

### **General Negative Feedback**

The cause of the negative feedback was not specific, but most of the comments targeted the project as a whole and considered it to be too expensive, time consuming, and that it had no overall benefits. Many of the general negative comments indicated that there were no problems with the square today and that it did not need to be modified. Some comments received were outside the scope of the project work or were directed at the City in general.

### **General Positive Feedback**

General comments were received supporting the project and expressing excitement for the changes that could be made in the future.