

Raccoon River Neighborhood Association
3530 Commerce Drive
West Des Moines, IA 50265

May 20, 2006

Plan & Zoning Commission
4200 Mills Civic Parkway
West Des Moines, IA 50265

Dear Commissioners:

We, the members of Raccoon River Neighborhood Association (RRNA), formally request that the Plan & Zoning Commission remove the proposed bridge crossing at South 35th Street from the West Des Moines comprehensive plan draft that the Commission is currently reviewing. From the extensive research the neighborhood association has done, we have come to understand that the Commission was not provided with all of the information necessary to make an educated decision about placing a bridge crossing at South 35th Street when it voted to add this crossing through a comprehensive plan amendment in March 2004. This letter discusses the history of and information about why the South 35th Street Raccoon River bridge crossing is currently on the West Des Moines comprehensive plan and discusses numerous reasons why the Commission should remove this crossing during this comprehensive plan update.

History of 50th Street River Crossing

When the 1993 comprehensive plan was ratified, a Raccoon River bridge crossing was placed at 50th Street. This river crossing was clearly in line with over a decade of the City's overall planning efforts as is evidenced by the placement of a Fire/EMS substation on the corner of 50th Street and Grand Avenue, set-backs and right-of-way designed for future road widening, and appropriate zoning. A bridge crossing the Raccoon River at 50th Street is on the current draft of the comprehensive plan ultimate circulation system map being reviewed by the Plan & Zoning Commission.

History of the South 35th Street Bridge Crossing

In addition to a river crossing at 50th Street, the current draft of the comprehensive plan also shows a river crossing at South 35th Street. As far back as 1999, there have been discussions of a river crossing at South 35th Street (April 1, 1999, Des Moines Register article). City records show that the South 35th Street crossing was first formally proposed by the Citizens Advisory

Committee (CAC), the main goal of which was to update the City's comprehensive plan, on December 20, 2001. Present at that meeting and involved with this issue today are Judy Gear, Clyde Evans, Kara Tragesser, and Naomi Larson (Hamlett). The December 21, 2001 CAC meeting minutes reflect a discussion of this bridge with positive and negative aspects being noted by those present. The CAC discussed the following reasons for adding a river crossing at South 35th Street (quoted directly from the 12/20/01 meeting minutes):

1. *South 35th Street would be more centrally located between the existing crossings at 1st Street and I-35.*
2. *The interchange at Relocated IA-5 lines up with 35th Street.*
3. *The South 35th Street bridge would be cheaper to build as the bridge could be shorter.*
4. *The WDM School District is looking at building a new elementary school south of the river along South 35th Street if the bridge is built at South 35th Street.*

The CAC also discussed the following reasons a bridge should not be placed at South 35th Street (quoted directly from the 12/20/01 meeting minutes):

The committee also discussed that a bridge at South 35th Street could be disruptive to the existing neighborhood on South 35th Street, between Fuller and Grand if traffic increased and the road needed to be widened as those homes are located relatively close to the existing street. [...]The committee also noted that South 50th Street south of EP True has wider setbacks than does South 35th Street, which might make it easier to widen the street if there was an increase in traffic there. The location of the fire station at South 50th Street also makes the South 50th Street bridge location more desirable.

City records provided by the Planning Department to the RRNA show no further discussion or action taken in regard to a bridge at South 35th Street from 2001-2004. That is, until a comprehensive plan amendment was approved in March 2004, which added a river crossing at South 35th Street. The reasons discussed at the 2001 CAC meeting were the only ones provided for placing another river crossing on the Ultimate Circulation Map and seem to be the sole justification given to the Commission for approving the Comprehensive Plan Amendment. The major focus of the March 2004 Comprehensive Plan Amendment was the zoning of the areas south of the Raccoon River. Very important information was not provided to the Commissioners when they voted to add the South 35th Street Raccoon River crossing. The following section restates the reasons the CAC gave for placing a river crossing at South 35th Street and provides additional information the Commission needs to consider:

1. *South 35th Street would be more centrally located between the existing crossings at 1st Street and I-35. The South 35th Street bridge crossing on the Ultimate Circulation Map is only more centrally located between 1st Street and I-35 than the South 50th Street crossing. The map shows that there is less than one mile between South 35th Street and 50th Street at the Grand Avenue side and less than a half mile at the Army Post Road side. The disruption of residential neighborhoods and the high cost of*

taxpayer dollars to construct a bridge at South 35th Street do not justify the less than one mile the City would gain in placing its river crossing in a more central location. In fact, there are better, more central locations for a Raccoon River crossing that are not currently on the comprehensive plan. The half-way mark between 1st Street and I-35 lies in the vicinity of Raccoon River Park where there is a proposed pedestrian bridge. There are also numerous, solid arguments for moving the bridge to Jordan Creek Parkway (74th Street), which would provide better access to the new town center. We have had a federal engineer look at both the Raccoon River Park and Jordan Creek Parkway (74th Street) locations, and they were both determined to be feasible river crossing alternatives to the proposed crossings at South 35th Street and South 50th. The intent here is not to say which location is best but simply to remind the Commission that there are feasible alternatives to the South 35th Street bridge. In a March 15, 2006 meeting with City Engineer Duane Wittstock, Mr. Wittstock informed the RRNA that a bridge is only needed every 4 miles for proper traffic flow. The Ultimate Circulation Map scale shows very close to 4 miles between 1st Street and I-35. Using this criterion, a bridge is not even needed in this area. West of I-35 is a better location for the City to focus its river crossing efforts due to the area not meeting the 4 mile criteria, all of the extensive growth in that direction, and the City's ability to plan the bridge around developing neighborhoods rather than trying to force it through existing neighborhoods in a way that would adversely impact them.

2. *The interchange at Relocated IA-5 lines up with 35th Street.* In our March 15, 2006 meeting with City Engineer, Duane Wittstock, we were informed that even though the Ultimate Circulation Map shows a major arterial street at South 35th Street, the crossing would more than likely only be a 2-lane facility. Because the facility would only be 2 lanes, it is not important that it align with the interchange. Vehicles that have access to I-35 will undoubtedly use it to cross the river, resulting in reduced travel times, rather than taking a 2-lane road through a residential neighborhood at slower speeds. It is more important to supply a river crossing to other local traffic that don't have access to I-35. If it is imperative that the crossing join with the interchange at South 35th Street and relocated IA-5, there are locations other than South 35th Street where a crossing could meet up with this intersection.
3. *The South 35th Street bridge would be cheaper to build as the bridge could be shorter.* The CAC was incorrect in assuming that the South 35th Street bridge would be less expensive to build. The Raccoon River is narrower at the South 35th Street location than at the 50th Street location; however, due to the topography of the area at South 35th Street, the bridge will need to be much longer and, therefore, more expensive. City Engineer, Duane Wittstock stated, "The bridge [at South 35th Street] will need to be over ½ mile long." This statement was made because the bridge would have to be raised above the railroad tracks, floodplain, and the river. The current Ultimate Circulation Map also appears to have a bridge over Walnut Woods Drive with a short connecting access road turning back to the southeast. Mr. Wittstock commented that they cannot simply berm the road between the tracks and the river due to hydraulic issues during a flood; therefore, a bridge would have to be built over the entire span. Another factor that was not discussed by the CAC and that we will be discussed in

greater detail later in this letter is that one of West Des Moines' oldest homes and Century Farms would be destroyed if a bridge is constructed at the South 35th Street location. Due to the impact a bridge would have on this historic location, a National Historic Preservation Act, Section 106 review and mitigation process would have to be conducted, which would drastically increase the cost of a bridge at South 35th Street. Additionally, members of the RRNA will use litigation if necessary to stop this bridge, which will tax City resources.

4. *The WDM School District is looking at building a new elementary school south of the river along South 35th Street if the bridge is built at South 35th Street.* The West Des Moines School District removed its original plan for a school south of the river in 2002. Kay Rosene, School/Community Relations Coordinator, on May 20, 2006 stated the following, "We removed the school from our plan because there just won't be enough kids because of the zoning."

The refutations listed above clearly show that the Commission was not given all of the information necessary to make an informed decision about placing a bridge at South 35th Street. So many of the reasons the CAC thought were good for locating a bridge at South 35th Street were based on citizens' opinions and conjecture, not a knowledge of the location or professional analysis. Now that the Commission has more information, it has a responsibility to remove the South 35th Street river crossing from the comprehensive plan.

Historic Property will be Destroyed by a South 35th Street Bridge Crossing

City records show that at no time when a river crossing was being discussed at South 35th Street that the historical property that would be destroyed by this bridge was mentioned. Therefore, it is important that the Commission fully understand the collective loss that would result from placing a bridge at South 35th Street. At 3530 Commerce Drive, which is the first home adjoining the Raccoon River on Commerce Drive, is the third oldest home in West Des Moines. This home was built in 1869 by Dr. Thomas Davenport Hulme, the great, great uncle of the home's current residents, Thomas Hulme Stull (the home's namesake) and Danielle Stull. Dr. Hulme mined coal on the property and was a doctor serving the local area of Commerce Mills. The home Dr. Hulme constructed in the Queen Anne Victorian style to serve as a rural hospital is still full of his original possessions, including medicine bottles, his laboratory equipment for mixing medicine, an electrical shock machine, his medical books and journals, the steamer trunks used when emigrating from England, an extensive personal book collection, and household items. Dr. Hulme lovingly named this home "The Elms" because of its large stand of elm trees when the home was built. After Dutch Elm Disease wiped out the elm trees, oak and black walnut trees thrived and now grace the property with their 100+ year statures. The trees alone are noteworthy. The Elms has always remained in the Stull family, and over the years multiple generations have lived there, renovating and restoring as the years pass.

Long ago, The Elms' property was home to Native American Indians, which is evidenced by the numerous tools and arrowheads found around the home. A further study would need to be conducted to fully ascertain the cultural and historical significance of this riverfront property as it relates to the Native American Indians who inhabited it. The property is also one of the

remaining Century Farms in West Des Moines and will soon receive official certification of this fact. The home is currently listed on the State Register of Historic Places (Building #78003546), and its application for national listing is being compiled. Also, the Elms will soon be the only home in West Des Moines to be featured on the HGTV show, "If Walls Could Talk." The show's producers were especially interested in The Elms because of its significance to the local area and the unique treasures the home contains. If The Elms was destroyed by a bridge, the loss to the local area would be quite significant. The home's current owners are active members of the West Des Moines Historical Society and hope to share the home's resources with the larger community. It is important to note that relocated homes are not eligible for listing on the state or national historic registries. Relocating this home is not an option to the Stull family.

False Traffic Flow Information

In 2004 when the South 35th Street river crossing was added to the comprehensive plan through an amendment, a TranPlan model, which is a computer generated traffic count program, was used to justify this bridge crossing. The RRNA learned from a March 15, 2006 meeting with City Engineer Duane Wittstock that the TranPlan model that was used for the 2004 Comprehensive Plan Amendment has several flaws. We were told that before this model was completed, the Public Works Department showed a maximum of 2,000 vehicles per day using a Raccoon River crossing on either a bridge on South 35th Street or a bridge on South 50th Street. This data is supported by a letter from the Community Planning Department regarding the Iowa 5 Annexation, which was sent in 2002. This letter states, "Additionally, the City has not ruled out extending either South 50th or [South] 35th across the river and railroad tracks into the area. However, initial traffic projections do not justify the very large financial expenditure that it would take to construct this bridge in respect to the number of projected vehicles that would use it." Mr. Wittstock also stated that Kara Traggesser, a City Planner, worked with the Metropolitan Planning Organization (MPO) in the fall of 2003. The TranPlan data she compiled for the 2004 comprehensive plan amendment had a computer generated constriction at the interchange of Highway 5 and I-35. This constriction was causing high numbers of vehicles to take the shortest route, which in that model was a bridge across the river at either South 50th Street or South 35th Street. The RRNA has been working with the MPO for several months now and has requested all data that generated this traffic model. We were informed that this data is unavailable because it was a special project for West Des Moines, and the staff that produced it is no longer with the MPO. The Director of the MPO is researching the information. Although it was a special project, the South 35th Street bridge crossing is the only one remaining on the MPO's 2030 Circulation Map (as of May 15, 2006).

In a 2005 CAC meeting that the RRNA attended and asked for the South 35th Street bridge to be removed from the comprehensive plan draft, traffic model numbers were discussed. Attachments A and B show the traffic count data provided with and used to justify the 2004 comprehensive plan amendment. At this 2005 CAC meeting, when City staff was asked about the discrepancy of 23,414 cars traveling eastbound on Grand Avenue east of South 35th Street yet only 2,002 cars traveling westbound on Grand Avenue west of South 35th Street, the RRNA was told by Clyde Evans that it was because of land use and the majority of cars needing to go eastbound from South 35th Street. Additionally, Mr. Evans stated that there will not be any increased traffic flow traveling north on South 35th Street from Grand Avenue.

Attachment C shows data the RRNA obtained after working with the MPO. The RRNA was able to obtain a copy of the latest TranCad, a newer version of the TranPlan program, MPO's 2030 forecasted traffic projection. The Commission can clearly see that the MPO shows traffic traveling westbound on Grand Avenue from South 35th Street is reduced to 3,287 vehicles per day without any change in zoning. This model does not show South 35th Street north of Grand Avenue on the map, making the numbers inaccurate and producing higher traffic counts in certain areas. Finally, the traffic counts for westbound traffic on Grand Avenue from South 35th Street increased by almost ten-fold to 21,914 vehicles. These vast discrepancies in the traffic count numbers directly contradict the comments said by Clyde Evans and support City Engineer Duane Wittstock in regards to the interstate traffic taking the shortest distance. There is another example of this in the area where South 11th joins with Walnut Woods Drive. Much of this area is already developed with residential zoning and yet nearly 10,000 vehicles per day are shown taking a computer-based short cut from 1st street to cross the river at South 35th Street, bypassing the multi-million dollar Southwest Connector and Highway 5.

One of the City's procedural requirements to execute a Comprehensive Plan Amendment is to complete a traffic study. The TranPlan traffic study used to meet this requirement in 2004 was in error. Chapter 7 of the City's current draft of the comprehensive plan, which discusses comprehensive plan implementation, states that amendments to the comprehensive plan should only be considered if one or more of 3 factors occur. One of these factors is stated as follows in the comprehensive plan, "The data used as the basis for formulating the Comprehensive Plan are in error or need to be updated." As shown by its investigative research, the RRNA has determined that the traffic data used to justify the South 35th Street crossing in 2004 was indeed in error. It is important that the Commission know the facts surrounding this traffic data so it can act appropriately and remove this ill-justified bridge from the current comprehensive plan.

Adverse Impact to Walnut Woods State Park

When the Commission looks at the Ultimate Circulation Map in the comprehensive plan, it may not be readily apparent that the river crossing proposed at South 35th Street goes directly through Walnut Woods State Park, but it most certainly does. In fact, the bridge is drawn to go directly over the boat ramp and through the western edge of the Walnut Woods Park Wildlife Refuge. Although discussions between the Planning Department and the Department of Natural Resources (DNR) have produced comments such as "We can move the line [for the South 35th Street bridge] for you [the DNR]" (Kara Tragresser, May 2006), there are geographical constraints with road curves around the gravel pits. We would also like to point out that the land south of Walnut Woods Drive and east of the gravel pits is a long-established wildlife refuge. The signs designating a wildlife refuge are easily visible when driving through this area.

Another important point the Commission must consider is that the Ultimate Circulation Map included in the current comprehensive plan draft currently under review does not accurately show the Walnut Woods State Park boundaries. The Ultimate Circulation Map shows the park boundaries stopping west of the boat dock. However, the actual park boundaries extend approximately ½ mile further west than shown on the Ultimate Circulation Map. Please see Attachment D for confirmation of this fact.

The RRNA could wax philosophical about the importance of preserving Walnut Woods State Park, but truly it does not feel that it should have to do this. The Commissioners are intelligent people who already understand the value that this park brings to the local area. This park is home to the largest stand of black walnut trees in North America, many of which would have to be removed to accommodate a bridge going through the park. Also, this nature haven on the Raccoon River provides families access to recreation and solace much needed in our hectic suburb. How are the City's families supposed to combat Nature Deficit Disorder and rising obesity in their children when city lots continue to get smaller and state parks are destroyed so more small city lots can be built across the river? Clearly, this is a rhetorical question. However, it may be one that needs to be asked with the intention of a serious response if the Commission is actually considering impacting a state park by locating a bridge at South 35th Street.

Emergency Response Data Related to Bridge Crossings

Throughout the discussion of placing a bridge at South 35th Street, the City has suggested that a bridge at South 35th Street is necessary to reduce emergency response times. A Des Moines Register article from February 22, 2006 states, "City officials said a bridge will likely be built because there is no other point for emergency vehicles to cross the Raccoon River to reach the area south of the river." The need for short response times for emergency services throughout the City and recently annexed areas is very important to the Raccoon River Neighborhood Association. However, our research shows that the City knows that with the amount of growth planned for the area south of the Raccoon River, the Fire, EMS, and Police stations north of the river will not be able to provide quality service or adequate staffing to cover that large area. The City in a 2002 letter to future residents concerned about annexation south of the river stated that it is planning to build a substation(s) south of the river in order to provide adequate service to the area: "As development occurs and infrastructure allows, we anticipate constructing an additional station in the vicinity of the Iowa 5 & South 74th/South 11th Street area." Also the current City's Capital Improvement Plan (CIP) indicates there are plans for an additional facility south of the river. City staff would like to keep several river crossings on the comprehensive plan for ease of planning. The City staff has stated that the South 35th Street bridge is just a line on the map and that no assessments have been done, yet in the near future CIP taxpayer dollars are going to be spent to build a sub-station with the idea that a bridge is going to be placed at the South 35th Street location. Leaving multiple bridges on the comprehensive plan will undoubtedly steer City planning efforts toward building a sub-station south of the river in a less than ideal location.

Increased Traffic Flow on South 35th Street

We urge the Commissioners to take a drive as they consider placing a bridge at South 35th Street. Take a drive on South 35th Street and notice how narrow this road is and the lack of existing set-backs. Notice the established trees, metal and wood fences, yards, and homes that would be impacted if this road were widened by even one lane. Then drive up 50th Street or Jordan Creek Parkway (74th Street) and notice the marked difference between these roads and South 35th Street. South 35th Street was intended to be a quiet residential street, and Jordan Creek Parkway and 50th Street have expanded set-backs and right-of-way planned for future expansion and connection to a river crossing. The residents in the neighborhoods adjoining South 35th Street do

not want it widened, which they fear will happen if a bridge is placed at South 35th Street. The West Des Moines EZ Board used for comprehensive plan commenting states that “South 35th Street north of Grand Avenue is not anticipated to be any wider than a two lane facility such as it is where there currently is curb and gutter.” CAC meeting notes from December 20, 2001 state that “The committee did discuss that a bridge at South 35th Street could be disruptive to the existing neighborhood on South 35th Street, between Fuller and Grand if traffic increased and the road needed to be widened as those homes are located relatively close to the existing street. There was discussion on how potential impacts to the neighborhood could be lessened, if this location were determined to be the best location for the greater good of the City. There was much discussion on whether traffic would increase very much on South 35th Street north of Grand.” Please see Attachment E, which is an MPO traffic model showing traffic counts if a bridge is located at South 35th Street and the correct road mapping of South 35th Street. Note the 30,000+ vehicles per day at the intersection of Commerce Drive and Grand Avenue, and the 7,000+ vehicles per day traveling on South 35th Street, which is nearly double the 2002 City traffic count data for select 4-lane portions of E.P. True. We estimated that these numbers will be much higher due to the fact that we already know that the TranPlan/TranCad data that has been generated is flawed. There is a plethora of commercial development on 35th Street north of George Mills Parkway, and there is no other main north/south corridor to the east until 1st Street. Both of these factors will contribute significantly to higher actual traffic count numbers than that of the computer model. It is imperative that the Commission remove the South 35th Street bridge and major arterial road from the comprehensive plan before more time and taxpayer funds are used toward an effort that will ruin the quality of life in our neighborhood and cause increased traffic by our schools on South 35th Street and Fuller Road.

High Cost of the South 35th Street Bridge

In a December 2005 CAC meeting, which members of the RRNA attended, Clyde Evans, Planning Director, discussed the cost of a bridge at the South 35th Street location. Mr. Evans acknowledged that he could only estimate the cost of the bridge but that he thought it would be in the \$25-35 million range. When Mr. Evans stated this, he was not considering the factors discussed with City Engineer, Duane Wittstock, including the topography and flood plain status of the area, the need to cross the railroad tracks, the historic property that would be destroyed by this choice of location, and the fact that Mr. Wittstock estimates this location as requiring a bridge over ½ mile long. Mr. Evans was also not considering the purchasing of right-of-way on South 35th Street. The RRNA is certain that the rest of West Des Moines’ residents would agree with its feelings that a bridge at South 35th Street would be entirely too costly for our City. We would prefer to see taxpayer dollars and grant money used more appropriately than on a bridge crossing that could be constructed for significantly less in a different location.

Consistency with Comprehensive Plan Goals and Policies

Chapter 3 of the current draft of the comprehensive plan discusses goals and policies that were established to be used as a framework for the future decisions of the City. As Chapter 3 states, “the policies will be implemented by the Planning [sic] and Zoning Commission, the Board of Adjustment, City Council, and City staff, through their decision making process.” The Plan and Zoning Commission has a responsibility to remember the goals and policies it has reviewed and approved during its review of Chapter 3 of the comprehensive plan and to make decisions that

are consistent with these goals and policies. Placing a bridge at South 35th Street would be in direct opposition with the 3 following policies listed in Chapter 3:

- *Policy 1.4: The City shall encourage the preservation of significant historical, natural, and cultural sites and other unique landmarks.* As previously discussed, a river crossing at South 35th Street would destroy the historic home at 3530 Commerce Drive, which has significant historical, natural, and cultural significance to West Des Moines. Also, a bridge at this location would severely impact Walnut Woods State Park, one of the state's most valuable natural resources. When there are feasible alternatives to a bridge at South 35th Street, there is no reason for the City to act in a manner contradictory to its policy regarding historical, natural, and cultural preservation.
- *Policy 1.9: The City shall seek to limit the impact of nuisance noise sources upon residential and noise sensitive areas through project design review.* This policy shows the value the City places on keeping residential neighborhoods quiet. However, a 4-6 lane bridge will bring a great deal of noise pollution, especially for the neighborhood across the street from where a bridge on South 35th Street would be located, Hidden Creek. This neighborhood, which contains beautiful, stately homes with wide open views of woods and a pond, would have their surroundings transformed into one of a condo complex next to the Interstate. The residents of this area are very concerned about how their neighborhood would be affected by a bridge placed at South 35th Street.
- *Policy 5.3: The City shall be cognizant of existing residential neighborhoods when making land use and zoning decisions that could affect the quality and character of a neighborhood.* As previously mentioned, a bridge at South 35th Street would adversely impact the established neighborhood of Hidden Creek as well as the surrounding neighborhoods adjoining South 35th Street. We encourage the Commissioners to drive through these areas and note the serenity that they currently exude. Then, imagine the Queen Anne Victorian at 3530 Commerce Drive demolished and replaced with a 4-6 lane bridge across the river. Drive through Hidden Creek and imagine how the quality and character of that neighborhood would change. There is no doubt that the property values and quality of life will decline there. The residents in that neighborhood decided to make an investment in West Des Moines. Now the City is in relationship with those residents and has a responsibility to not place a bridge at South 35th Street that will diminish the quality of their neighborhood.

Need for a Solid Comprehensive Plan

During several discussions with City staff, the neighborhood association has been told to not worry about the bridge crossings on the comprehensive plan. We've been told that a bridge will not be constructed for 20-30 years; therefore, there's no need to be concerned today. However, the introduction to the comprehensive plan states that the plan "will have a useful life up to twenty-five years" and that the plan is a "well thought-out vision for the West Des Moines of tomorrow and a record of the policies and strategies needed to achieve that vision." The plan will be used for "guiding short-term and long term growth." The members of the neighborhood association would like a bridge at South 35th Street to not be a part of the City's long-term plan. If the City truly isn't planning to build a crossing in the next 20-30 years, then there doesn't need to be one on the comprehensive plan. The residents of this area would like to plan their lives in West Des Moines around a quality future.

In summary, the members of the RRNA want the South 35th Street bridge removed from the current draft of the comprehensive plan. This letter clearly shows that there are an abundance of reasons to do so. The Department of Community Development states it will be extremely unlikely that a bridge will be built in the next 20 to 30 years. Since it has been stated that the comprehensive plan will be updated approximately every 7 years, there will be approximately 3-4 comprehensive plan updates before a bridge is built. The Planning Department also has the right, at any time, to propose a comprehensive plan amendment. Going through this process in the future will allow the residents of the area, who both oppose and support a bridge in this location, to have their input heard. Many areas of the comprehensive plan use the words “quality of life.” The majority of the RRNA members, all of who oppose this bridge, moved to West Des Moines for the “quality of life” they found here. We urge the Commission to do the right thing under these circumstances and remove the South 35th Street bridge from the comprehensive plan. The Commission will be putting its elected officials on the City Council in a sticky situation if it does not.

Sincerely,

Thomas H. Stull
Co-Chair
Raccoon River Neighborhood Association

Attachments