

**Due to the COVID-19 concerns and social distancing recommendations, a virtual meeting is being offered. Participants wishing to speak on a topic should message the meeting moderator. All participants are asked to mute their individual computers at times when they are not speaking to minimize background noise. Join: <https://us02web.zoom.us/j/82261714685>*

NOTICE OF A SPECIAL MEETING BONDURANT CITY COUNCIL JANUARY 29, 2024

NOTICE IS HEREBY GIVEN that a Special Meeting of the City Council will be held at 6:00 PM on January 29, 2024, in the Bondurant City Center, 200 Second Street, Northeast, Bondurant, Polk County, Iowa. Said meeting is open and the public is encouraged to attend.

AGENDA

1. Roll Call
2. Call to Order and Declaring a Quorum
3. Abstentions declared
4. Perfecting and Approval of the Agenda
5. Guests requesting to address the City Council
6. Consent Agenda:
All items listed below are considered routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Council Member or citizen so requests, in which event the item will be removed from the Consent Agenda and considered separately.
 - a. O-240102-200 - (Third Reading) Ordinance approving a request for rezoning from the Agricultural (A-1) District to the Planned Unit Development (R-5) District in the Morgan Estates Plat 3 Preliminary Plat area
 - b. O-240102-201 - (Third Reading) Ordinance amending the 2019-approved Harvest Meadows Planned Unit Development related to Area 'D'
 - c. O-240116-203 - (Second Reading) Ordinance amending Chapter 1.15 of the City Code of Ordinances to add an appeal section for fines and judgments
7. Action Items
 - a. - Resolution of endorsement for the City of Bondurant's pre-application to the Iowa Economic Development Authority's Community Catalyst Grant Program to be used for remediation and rehabilitation of a building in the Downtown Area
 - b. - Resolution of endorsement for the City of Bondurant's pre-application to the Iowa Economic Development Authority's Destination Iowa Program for funding to assist with implementation of the public improvements proposed as part of the Grain District Downtown Development Plan
8. Discussion Items -

The Bondurant City Council maintains the right to waive the first and second readings of ordinances presented and may pass the third and final reading of the same ordinance within the same council meeting.

Any person with a disability who requires a modification or accommodation in order to participate in the meeting, or any person with limited English proficiency (LEP) who requires language assistance to communicate with the City Council during the meeting, should contact the City Clerk, (515) 967-2418 or shagan@cityofbondurant.com, no fewer than two business days prior to the meeting to enable the City of Bondurant to make reasonable arrangements to assure accessibility or language assistance for the meeting.

**Due to the COVID-19 concerns and social distancing recommendations, a virtual meeting is being offered. Participants wishing to speak on a topic should message the meeting moderator. All participants are asked to mute their individual computers at times when they are not speaking to minimize background noise. Join: <https://us02web.zoom.us/j/82261714685>*

- a. DART Update
 - b. Zoning Code (signage)
 - c. Zoning Code: Subdivision ordinance (Pavement Management Study Discussion)
 - d. Downtown Parking Project
 - e. Bondurant Emergency Services
 - Facility
 - Contract Services
9. Adjournment

The Bondurant City Council maintains the right to waive the first and second readings of ordinances presented and may pass the third and final reading of the same ordinance within the same council meeting.

Any person with a disability who requires a modification or accommodation in order to participate in the meeting, or any person with limited English proficiency (LEP) who requires language assistance to communicate with the City Council during the meeting, should contact the City Clerk, (515) 967-2418 or shagan@cityofbondurant.com, no fewer than two business days prior to the meeting to enable the City of Bondurant to make reasonable arrangements to assure accessibility or language assistance for the meeting.



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 6.a.
For Meeting of 1/29/2024
Ordinance

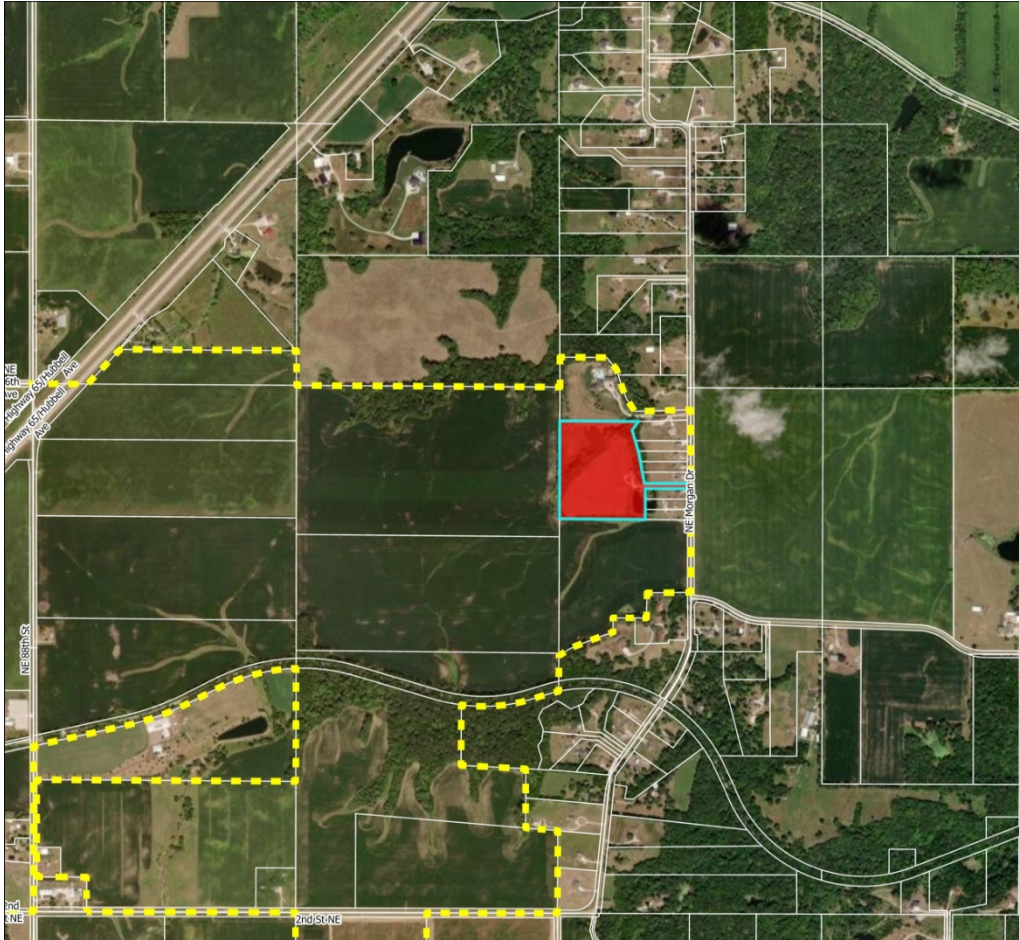
TITLE: - (Third Reading) Ordinance approving a request for rezoning from the Agricultural (A-1) District to the Planned Unit Development (R-5) District in the Morgan Estates Plat 3 Preliminary Plat area

CONTACT PERSON:

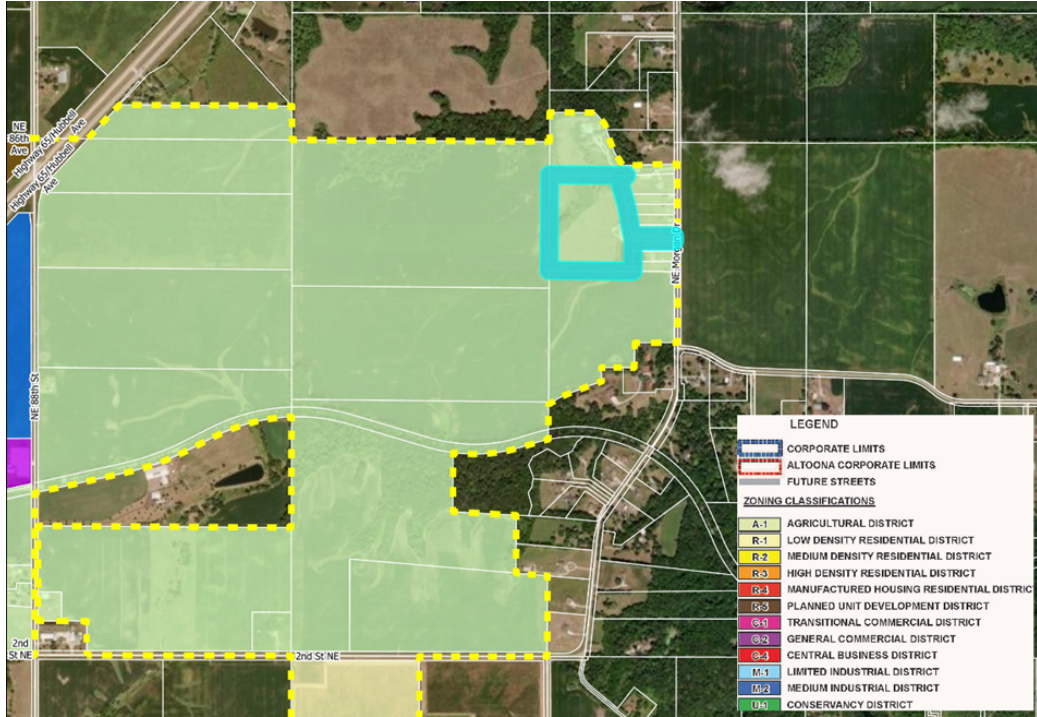
Isaac Pezley, City Planner
Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: The City is in receipt of a rezoning request for the Morgan Estates Plat 3 Preliminary Plat area. The rezoning request proposes change the zoning from the Agricultural (A-1) District to the Planned Unit Development (R-5) District. The owner of the preliminary plat area is Mary F Lohse. The preliminary plat engineer/surveyor and applicant is Vic Piagentini with Associated Engineering Company of Iowa. The Morgan Estates Plat 3 Preliminary Plat development proposes 4 lots for single-family detached development and one outlot (private street) on 18.87 acres. This preliminary plat area is located west of Morgan Estates Plat 2 and NE Morgan Drive. The Planning and Zoning Commission reviewed this Preliminary Plat at their October 12, 2023, meeting and determined the plat was not meeting the intent of the A-1 District. The applicant has submitted a rezoning request to change the zoning from the A-1 District to the R-5 District in order to include a private street which is not allowed in the traditional Low-Density Residential (R-1) District nor the Medium Density Residential (R-2) District. A private street is required, as the existing street frontage for this private street area is limited to 50' while the minimum public right-of-way width requirement is 60'.

Area Map:



Area Zoning Map:



When considering rezoning requests, the Planning & Zoning Commission and City Council should take into account the following: Comprehensive Plan/Future Land use Map, Consistency with the Zoning Code, Spot Zoning, and Public Input.

Consistency with the Comprehensive Plan/Future Land Use Map - When the City considers a rezoning ordinance, it must find the rezoning is consistent with its Future Land Use Map. The City's Future Land Use Map included as part of the 2022 Building Bondurant Comprehensive Plan guides for low-density residential development in this area. The single-family detached use is consistent with this use designation. The Morgan Estates Plat 3 Preliminary Plat is outlined below on the 2022 Future Land Use Map

Consistency with the Zoning Code – again, the purpose of the R-5 District requirement for this Morgan Estates Plat 3 Preliminary Plat area is because of the proposed private street. The R-5 District is required for this private street to ensure there are proper maintenance provisions established for long-term care of the proposed private street. If there were no private street proposed and this land could be considered for traditional zoning, the City's Low Density Residential (R-1) District could have been considered. The summary below helps summarize how the proposed Morgan Estates Plat 3 Preliminary Plat meets/exceeds R-1 District bulk regulation requirements:

- The R-1 District's minimum lot size is 20,000 SF when lots are not connected to the City's sanitary sewer system, while the minimum lot size noted on the Morgan Estates Plat 3 Preliminary Plat is 1 acre.
- The R-1 District's minimum front yard setback is 30' for dwellings, while the minimum front yard setback noted on the Morgan Estates Plat 3 Preliminary Plat is 50' adjacent to the private street.
- The R-1 District's minimum side yard setback requirement is 8' on each side yard, while the minimum side yard setback noted on the Morgan Estates Plat 3 Preliminary Plat is 10' on each side.

- The R-1 District's minimum rear yard setback requirements is 35', while the minimum rear yard setback noted on the Morgan Estates Plat 3 Preliminary Plat is 50'.
- The minimum floor areas noted on the Morgan Estates Plat 3 Preliminary Plat match the minimum floor area requirements of the R-1 District.
- The maximum building height of 35' noted on the Morgan Estates Plat 3 Preliminary Plat matches the maximum building height requirement of the R-1 District.
- The maximum number of stories of 2.5 noted on the Morgan Estates Plat 3 Preliminary Plat matches the maximum number of stories noted in the R-1 District.
- Detached accessory structures must meet bulk requirements noted in Section 177.04 of the Zoning Code.

Spot Zoning

To determine whether illegal spot zoning has occurred, the courts consider the rezoning takes into account the following:

1. The characteristics of surrounding property;
2. the community's comprehensive plan; and
3. the protection and preservation of public health, justice, morals, order, safety and security, and welfare (police power).

It does not appear that spot zoning will exist if the rezoning from A-1 to R-5 is approved, as the City's Future Land Use Map supports the rezoning. Further, uses in this general area are consistent with the use proposed.

Public Input

As required by the City's Zoning Code, letters were sent to property owners within 200' of the requested rezoning area notifying them of the proposed rezoning. Updates will be provided during the Planning & Zoning Commission if any public comment has been received.

The Planning and Zoning Commission voted 5-0, with one member absent, to recommend approval of the rezoning request at their December 14, 2023 meeting.

FUNDING SOURCE: NA

STAFF RECOMMENDATION: This is the final reading of this ordinance. The Council approved the first two readings of the ordinance at previous meetings.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. ORDINANCE NO. 240102-200

CITY OF BONDURANT
ORDINANCE NO. 240102-200

ORDINANCE REGARDING APPROVAL OF THE REQUEST FOR REZONING FROM
THE AGRICULTURAL (A-1) DISTRICT TO THE PLANNED UNIT DEVELOPMENT (R-5)
DISTRICT ON PROPERTY AT 1300 NE MORGAN DRIVE

BE IT ENACTED by the City Council of the City of Bondurant, Polk County, Iowa:

Section 1. PURPOSE. The purpose of this ordinance is to change the zoning from Agricultural (A-1) to Planned Unit Development (R-5) on the following property located in Bondurant, Polk County, Iowa as described as follows:

OUTLOT X IN MORGAN ESTATES LAT 2, AN OFFICIAL PLAT, ALL NOW INCLUDED IN AND FORMING A PART OF THE CITY OF BONDURANT, POLK COUNTY, IOWA, CONTAINING 18.87 ACRES, MORE OR LESS.

AND;

Section 2. FINDINGS. The City Council of the City of Bondurant, hereby makes the following findings:

1. That the Planning & Zoning Commission held a public hearing on December 14, 2023, and voted on recommended approval.
2. That the zoning change will create consistency between the City's Future Land Use Map and Official Zoning Map
3. That the zoning change will maintain a consistency with adjacent land uses and provide a transition for adjacent zoning.
4. That the public notice of this intended change has been published as required by law.

Section 3. HEREBY REZONED. The properties, above described, is hereby rezoned to the Planned Unit Development (R-5) District.

Section 4. REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 5. SEVERABILITY. If any section, provisions, sentence, clause, phrase, or part of this ordinance shall be adjudicated, invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any provision, section subsection, sentence clause, phrase or part thereof not adjudged invalid or unconstitutional.

Section 6. EFFECTIVE DATE. This ordinance shall be in full force and effect following its passage, adoption and publication as required by law.

Passed and approved by the City Council of the City of Bondurant, Iowa this ___ day of _____, 2024.

CITY OF BONDURANT, POLK COUNTY, IOWA

DOUG ELROD, MAYOR

ATTEST:

SHELBY HAGAN, CITY CLERK

(SEAL)

FIRST CONSIDERATION: January 2, 2024

SECOND CONSIDERATION:

THIRD CONSIDERATION:

CLERK'S CERTIFICATE

I, Shelby Hagan, hereby certify that the foregoing Ordinance No., was published as required by law on the .

Shelby Hagan
City Clerk



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 6.b.
For Meeting of 1/29/2024
Ordinance

TITLE: - (Third Reading) Ordinance amending the 2019-approved Harvest Meadows Planned Unit Development related to Area 'D'

CONTACT PERSON:

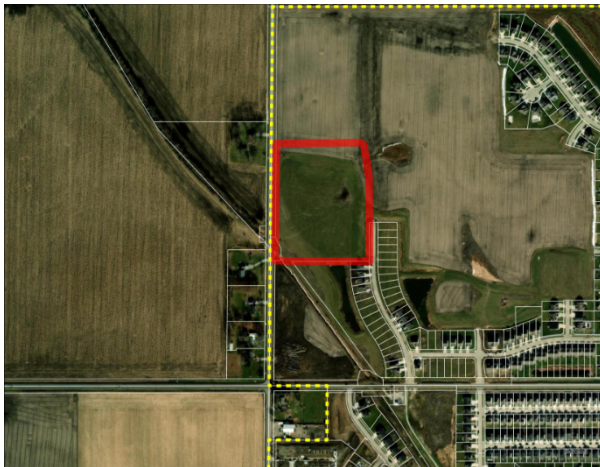
Isaac Pezley, City Planner

Maggie Murray, Planning & Community Development Director

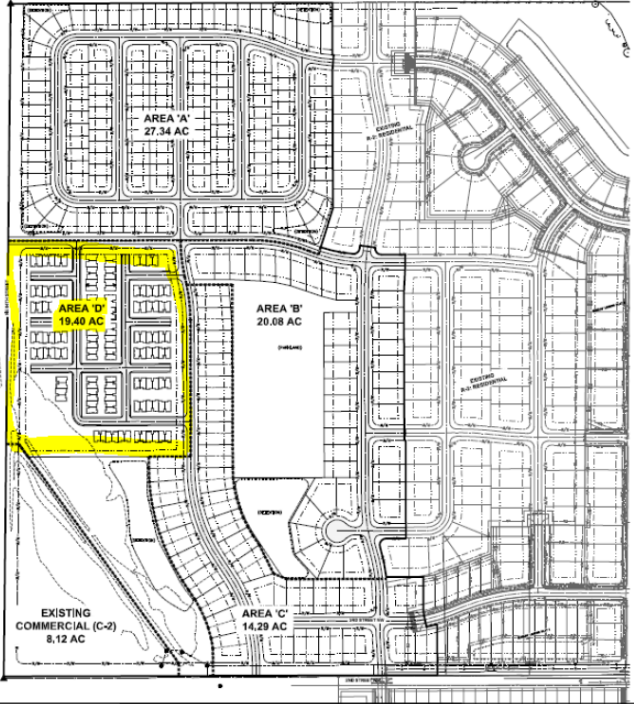
BRIEF HISTORY & ANALYSIS: If the City Council votes to approve amending the Future Land Use Map, then the Council may also move forward with this substantial modification public hearing/resolution request.

The City has received a substantial modification request to increase the number of townhome units in Area D of the 2019-approved Harvest Meadows Planned Unit Development. This substantial modification request would increase the number of townhomes from 130 to 144. This is considered a substantial modification because it increases the number of dwelling units within Area D. The Zoning Code notes that substantial modifications shall be processed in the same manner as a rezoning request whereby the Planning & Zoning Commission and City Council must both hold a public hearing prior to City Council's ordinance consideration.

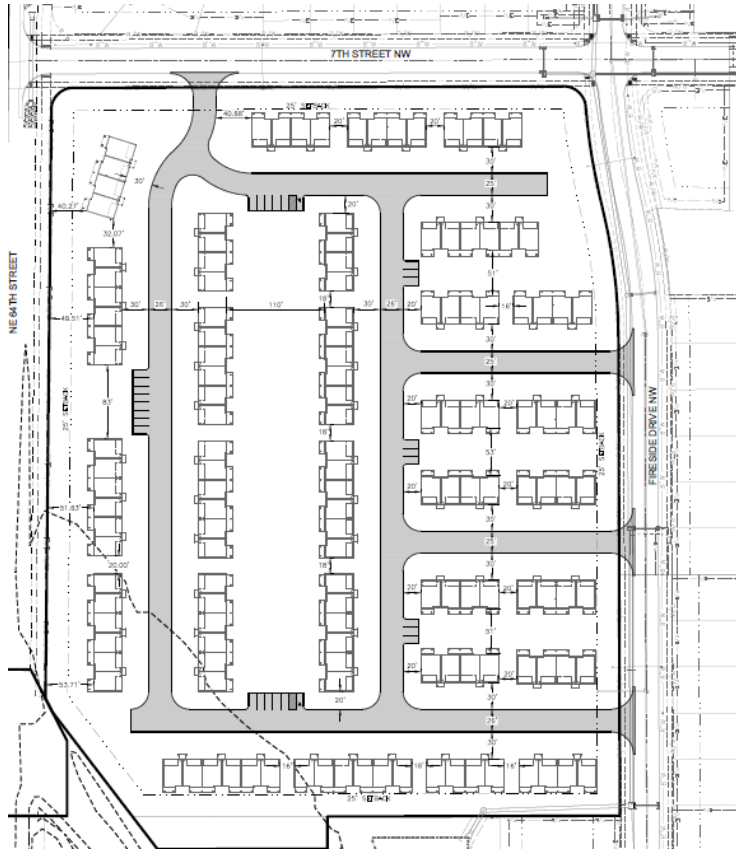
Aerial of Area D:



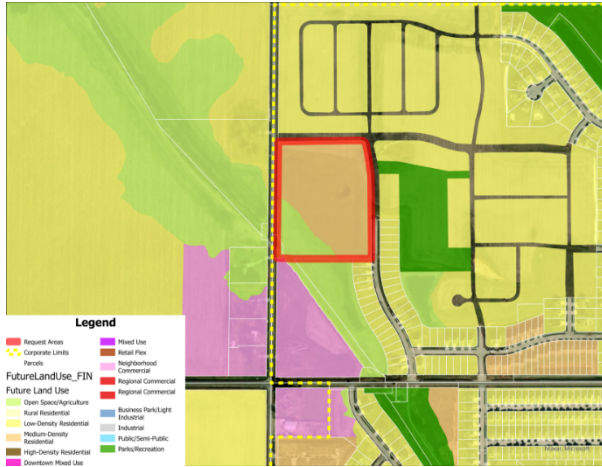
2019 Harvest Meadows Planned Unit Development Plan - shows 130 townhome units:



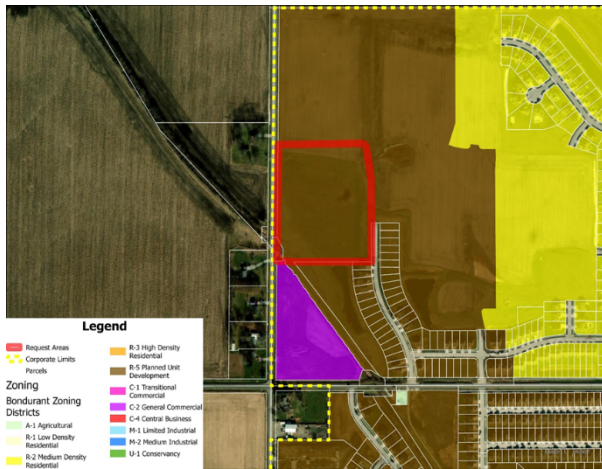
2023 Harvest Meadows Planned Unit Development Substantial Modification Request - shows 144 townhome units:



The City's Future Land Use Map, which guides potential rezoning requests but is not the regulatory tool like the Zoning Ordinance/Map, currently guides the majority of this area for Medium-Density Residential use, while a portion of this land is currently in the process of potentially being amended from the Open Space/Agricultural designation to the Medium-Density Residential designation. The properties are outlined in red below. There is Low Density Residential to the north, northwest and east of the property. Neighborhood Commercial is to the south and Open Space/Ag is to the south and west of the property. The area proposed to be amended is currently located in the Open Space/Agricultural area. An amendment to the Future Land Use Map should be completed prior to City Council approval of the PUD amendment.



The property in question is currently zoned Planned Unit Development (R-5). The requested amendment would not change the zoning of the property but would instead be a substantial modification to the existing Harvest Meadows PUD. The property is outlined in red on the City Zoning Map below:



Analysis:

Items for consideration by the Planning & Zoning Commission:

- The current substantial modification request does not result in any increase in townhome units outside of Future Land Use Map Amendment Area/Floodplain Area. The additional fourteen units will be located within the Future Land Use Map Amendment/elevated Floodplain Area only. This is consistent with the preliminary feedback relayed by the Commission during their meeting on October 12, 2023.
- The proposed density of 12 units per acre meets the description of Medium Density Residential included as part of the Building Bondurant Comprehensive Plan (7-12 units per acre).
- With this substantial modification request, the developer has proactively addressed other items noted during the Commission's October 12th discussion,

including lengthening the driveways to 30' and providing for multiple guest parking space areas.

- If this substantial modification request is ultimately approved by City Council, the developer will next need to submit the detailed preliminary plat/site plan layout document for review by the Planning & Zoning Commission and City Council.

Public Input

As is required by the City's Zoning Code, letters were sent to property owners within 200' of the requested substantial modification request area. No comment has been received by staff at the time of writing this agenda statement.

The Planning and Zoning Commission voted 5-0, with one member absent, to recommend approval of the Harvest Meadows PUD amendment at their December 14, 2023 meeting.

FUNDING SOURCE: NA

STAFF RECOMMENDATION: This is the third and final reading of the ordinance. The first two readings were approved by Council at prior meetings.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. ORDINANCE NO. 240102-201

CITY OF BONDURANT
ORDINANCE NO. 240102-201

ORDINANCE REGARDING APPROVAL OF THE REQUEST FOR MODIFICATION OF
HARVEST MEADOWS AREA D PLANNED UNIT DEVELOPMENT

BE IT ENACTED by the City Council of the City of Bondurant, Polk County, Iowa:

Section 1. PURPOSE. The purpose of this ordinance is to amend the Harvest Meadows Area 'D' Planned Unit Development area, on the following property located in Bondurant, Polk County, Iowa as described as follows:

A PART OF OUTLOT 'Z' AND STREET LOT 'C', HARVEST MEADOWS PLAT 1, AN OFFICIAL PLAT AND A PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 80 NORTH, RANGE 23 WEST OF THE FIFTH PRINCIPAL MERIDIAN, ALL IN THE CITY OF BONDURANT, POLK COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID OUTLOT 'Z'; THENCE SOUTH 89°50'11" WEST ALONG THE NORTH LINE OF SAID OUTLOT 'Z', 194.01 FEET; THENCE SOUTH 00°09'49" EAST, 36.19 FEET; THENCE SOUTH 89°50'11" WEST, 191.08 FEET TO THE WESTERLY LINE OF SAID OUTLOT 'Z'; THENCE NORTH 37°26'04" WEST ALONG SAID WESTERLY LINE AND THE NORTHWESTERLY EXTENSION THEREOF , 194.28 FEET TO THE EASTERLY RIGHT OF WAY LINE OF NE 64TH STREET; THENCE NORTH 27°07'11" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, 53.81 FEET; THENCE NORTH 89°25'05" WEST, 33.00 FEET TO THE WEST LINE OF SAID SECTION 25; THENCE NORTH 00°34'55" EAST ALONG SAID WEST LINE, 684.08 FEET; THENCE NORTH 89°50'11" EAST, 678.05 FEET; THENCE SOUTHERLY ALONG A CURVE CONCAVE EASTERLY WHOSE RADIUS IS 650.00 FEET, WHOSE ARC LENGTH IS 144.83 FEET AND WHOSE CHORD BEARS SOUTH 06°32'48" EAST, 144.53 FEET; THENCE SOUTH 12°55'47" EAST, 27.34 FEET; THENCE SOUTHERLY ALONG A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 650.00 FEET, WHOSE ARC LENGTH IS 144.83 FEET AND WHOSE CHORD BEARS SOUTH 06°32'48" EAST, 144.53 FEET; THENCE SOUTH 00°09'49" EAST, 536.90 FEET; THENCE SOUTH 89°50'11" WEST AND ALONG THE NORTHERLY LINE OF SAID HARVEST MEADOWS PLAT 1, A DISTANCE OF 165.00 FEET TO THE POINT OF BEGINNING AND CONTAINING 13.80 ACRES (601,038 SQUARE FEET).

AND;

Section 2. FINDINGS. The City Council of the City of Bondurant, hereby makes the following findings:

1. That the Planning & Zoning Commission held a public hearing on December 14, 2023, and voted on recommended approval.
2. That the zoning change will create consistency between the City's Future Land Use Map and Official Zoning Map
3. That the zoning change will maintain a consistency with adjacent land uses and provide a transition for adjacent zoning.
4. That the public notice of this intended change has been published as required

by law.

Section 3. **HEREBY AMENDED.** The properties, above described, is hereby amended to the submitted Harvest Meadows Area 'D' Planned Unit Development

Section 4. **REPEALER.** All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 5. **SEVERABILITY.** If any section, provisions, sentence, clause, phrase, or part of this ordinance shall be adjudicated, invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any provision, section subsection, sentence clause, phrase or part thereof not adjudged invalid or unconstitutional.

Section 6. **EFFECTIVE DATE.** This ordinance shall be in full force and effect following its passage, adoption and publication as required by law.

Passed and approved by the City Council of the City of Bondurant, Iowa this ___ day of _____, 2024.

CITY OF BONDURANT, POLK COUNTY, IOWA

DOUG ELROD, MAYOR

ATTEST:

SHELBY HAGAN, CITY CLERK

(SEAL)

FIRST CONSIDERATION: January 2, 2024

SECOND CONSIDERATION:

THIRD CONSIDERATION:

CLERK'S CERTIFICATE

I, Shelby Hagan, hereby certify that the foregoing Ordinance No., was published as required by law on the .

Shelby Hagan
City Clerk



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 6.c.
For Meeting of 1/29/2024
Ordinance

TITLE: - (Second Reading) Ordinance amending Chapter 1.15 of the City Code of Ordinances to add an appeal section for fines and judgments

CONTACT PERSON:

Marketa Oliver, City Administrator
Jene Jess, Finance Director

BRIEF HISTORY & ANALYSIS: The attached ordinance amends section 1.15 of the Code of Ordinances related to provisions pertaining to the payment of fines, fees, and judgments. The City needs to make ordinance adjustments to comply with the new income offset rules. The City attempts to recover delinquent ambulance bills and utility bills, among other fund owed the City through income offset.

Recently, there was a new interpretation by the Iowa Department of Revenue about income offset that makes it impossible for the City to use the program without making an ordinance adjustment. It should be noted that this is the City's attempt to comply with new requirements. The Iowa Department of Revenue still has not officially provided guidance, so we may have to tweak this language once they provide feedback; however, we wish to move forward at this point so that we can continue to use income offset. We are not able to use it at this point because of the new regulation interpretation.

FUNDING SOURCE: This is a revenue source.

STAFF RECOMMENDATION: This is the second reading of this ordinance. The first reading was approved during the January 16, 2024 council meeting.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. ORDINANCE NO. 240116-203

**CITY OF BONDURANT
ORDINANCE NO. 240116-203**

**AN ORDINANCE AMENDING SECTION 1.15 OF THE CODE OF ORDINANCES OF
THE CITY OF BONDURANT, IOWA, BY AMENDING PROVISIONS PERTAINING TO
THE PAYMENT OF FINES, FEES, AND JUDGMENTS**

WHEREAS, the City Council finds it necessary to amend the provisions of the City Code of Ordinances from time to time.

NOW, THEREFORE, BE IT ORDAINED, by the City Council of Bondurant, Iowa as follows:

SECTION 1. AMEND SECTION 1.15 PAYMENT OF FEES, FINES OR UNSATISFIED JUDGMENTS AS A PREREQUISITE TO ISSUANCE BY THE CITY OF A LICENSE OR PERMIT. The Code of Ordinances of the City of Bondurant, Iowa, is amended by deleting, changing and/or adding the following text (additions in green, with deletions in red and lined through):

1.15 ~~NON-PAYMENT OF FEES, FINES OR UNSATISFIED JUDGMENTS AS A PREREQUISITE TO ISSUANCE BY THE CITY OF A LICENSE OR PERMIT.~~

1. For any outstanding amounts due the City, prior to commencing a lawsuit or sending the amounts to the State Offset Program, the City shall: (A) send a final notice stating that, unless the amounts are paid in full within thirty (30) days, or the City Clerk receives a request for hearing, a lawsuit shall be commenced or the amount will be sent to the State Offset Program; (B) if the amount is unpaid after thirty (30) days and no request for hearing is received, the City shall have the option to commence a lawsuit or send the amount to the State Offset Program; (C) if the City Clerk receives a request for hearing, a hearing will be held at a City Council meeting with the Council voting to uphold, reduce, or eliminate the amount owed; and (D) if any amounts still owing remain unpaid more than thirty (30) days after the Council's decision, the City shall have the option to commence a lawsuit or send the amounts to the State Offset Program.

2. Prior to the issuance of a license or permit by the City, the City Clerk shall make a diligent search of City records to determine if the applicant owes any fines or fees to the City or has an unsatisfied judgment in favor of the City. If there are fines or fees due and owing, such fines or fees, or both, shall be paid in full, prior to the issuance of a license or permit. If the applicant has an unsatisfied judgment in favor of the City, that judgment must be satisfied with evidence of such presented to the City Clerk, prior to the issuance of the license or permit.

SECTION 2. REPEALER. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed.

SECTION 3. SEVERABILITY CLAUSE. If any section, provision, or part of this ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of this ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

SECTION 4. WHEN EFFECTIVE. This ordinance shall be effect from and after its final passage, approval and publication as provided by law.

PASSED AND ENACTED by the City Council of Bondurant, Iowa, the _____ day of _____, 2024.

Doug Elrod, Mayor

ATTEST:

Shelby Hagan, City Clerk

(SEAL)

FIRST CONSIDERATION:
SECOND CONSIDERATION:
THIRD CONSIDERATION:



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 7.a.
For Meeting of 1/29/2024
Resolution

TITLE: - Resolution of endorsement for the City of Bondurant's pre-application to the Iowa Economic Development Authority's Community Catalyst Grant Program to be used for remediation and rehabilitation of a building in the Downtown Area

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: During the January 16, 2024 City Council meeting, a resolution of endorsement for the City of Bondurant's pre-application to the Iowa Economic Development Authority's Community Catalyst Grant Program was approved for a potential project at 10 Main Street SE. At the time of the January 16th meeting, 10 Main Street SE was the only known potential project. 10 Main Street SE is owned by Bill Elson and was placarded in December 2023 as being an unsafe building. Bill Elson is interested in pursuing grant funds to assist in rehabilitating this building so it can be occupied again. Following the January 16, 2014 meeting, new information was provided to City Staff regarding a proposed renovation project at 13 Main Street SE that will transform the space into an electronic bicycle rental, sales, and service facility. Josh and Dawn LaRue purchased 13 Main Street SE in January 2024 and are excited to begin investing into a business that will attract more visitors to downtown Bondurant. The City may only submit one grant application to this program per year.

The City of Bondurant anticipates the need to assist in preparing a pre-application due January 29, 2024 to be submitted to the Iowa Economic Development Authority's (IEDA) Community Catalyst Building Remediation Program. Cities are eligible to request up to \$100,000 in grant funding under this program. The grant funding must be used for remediation or redevelopment of an underutilized building within the community. In order for a project to qualify, the building must be considered a community catalyst. The IEDA defines community catalyst as being: a building, if remediated, that would stimulate additional economic growth or reinvestment in the community, especially private sector financial investment.

The below grant scoring criteria should be reviewed by the City Council to make a determination on which project the City of Bondurant will assist in having a pre-application prepared - either 10 Main Street SE (Bill Elson Building) or 13 Main Street SE (Josh and Dawn LaRue). Both grant applications have been drafted and the

selected one will be ready to submit prior to 11:59 a.m. on January 29th:

Scoring Criteria (100 points total)

- Existing Building (10 points total)
- Building Improvements (20 points total)
- Economic Impact (30 points total)
- Project Funding, Budget and Partnerships (30 points total)
- Impact on Area/District (10 points total)

If the City of Bondurant's pre-application is considered successful, the City will be invited to submit a full application due in mid-April 2024. Awarded grants will be announced by the IEDA in June 2024. A project may start after the award letter has been received by the City after IEDA's grant announcement. A project must be completed within 24 months after the grant award.

If Bondurant's grant application request is awarded, the IEDA will enter into an agreement with the City of Bondurant. The City would then enter into a development agreement between the City and the private developer so that these funds can be used by the developer. Funds shall be used for reimbursement costs directly related to the project.

The following information must be included as part of the City's pre-application:

- Brief description of project.
- Describe what is driving this project locally.
- How and why this building was selected.
- Describe the impact of the catalyst grant on the project.
- Total dollars applied for and estimated total project cost.
- City's financial contribution and/or in-kind contribution.
- Property owner's contribution.
- Attach a map with the project address.
- Attach photos and the building/site.
- Building ownership information.
- City Letter of Support

The Community Catalyst Building Remediation Grant Program is a competitive program. Approximately 10 projects statewide are funded each year. 40% of Community Catalyst Building Remediation Grant Funds must be reserved for communities having a population of less than 1,500 people.

FUNDING SOURCE: N/A to submit application

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240129-24

CITY OF BONDURANT
RESOLUTION NO. 240129-24

RESOLUTION OF ENDORSEMENT FOR THE CITY OF BONDURANT'S PRE-APPLICATION TO THE IOWA ECONOMIC DEVELOPMENT AUTHORITY'S COMMUNITY CATALYST GRANT PROGRAM TO BE USED FOR REMEDIATION AND REHABILITATION OF A BUILDING IN THE DOWNTOWN AREA

WHEREAS, a developer has approached the City of Bondurant regarding a proposed building rehabilitation project in downtown Bondurant; AND

WHEREAS, this site is located within the City's Central Business (C-4) District; AND

WHEREAS, this site is underutilized and in need of rehabilitation where such rehabilitation would help to ensure that one of Bondurant's downtown-area buildings remains for the decades to come; AND

WHEREAS, Chapter 7 of the Building Bondurant Comprehensive Plan is titled Community Character + Downtown and the following goals of the Comprehensive Plan support this project; AND

- Preserve and strengthen Bondurant's hometown feel as the community continues to evolve.
- Remain a strategic partner for local organizations, businesses, and residents.
- Foster a vibrant and diverse downtown so that the area serves as a unique destination for residents and visitors.

WHEREAS, renovation of the site would be considered catalytic, meaning its renovation may help drive other downtown-area redevelopment efforts, specifically the 24-acre Landus redevelopment site in downtown Bondurant also located along the Chichaqua Valley Trail; AND

WHEREAS, the City of Bondurant is appreciative of the opportunity to apply for funds through the Community Catalyst Building Remediation Grant Program to assist with renovation of this catalytic building in downtown Bondurant.

NOW, THEREFORE, BE IT RESOLVED, that the Bondurant City Council authorizes City Staff to submit the City's pre-application grant request in the amount of \$100,000 to the Community Catalyst Building Remediation Grant Program.

Passed and approved by the City Council of the City of Bondurant, Iowa, this 16th day of January 2024.

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox	X			
Driscoll	X			
McKenzie				X
Peffer				X
Sillanpaa	X			



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 7.b.
For Meeting of 1/29/2024
Resolution

TITLE: - Resolution of endorsement for the City of Bondurant's pre-application to the Iowa Economic Development Authority's Destination Iowa Program for funding to assist with implementation of the public improvements proposed as part of the Grain District Downtown Development Plan

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: The attached resolution endorses the City of Bondurant's pre-application to the Iowa Economic Development Authority's Destination Iowa Grant Program for funding to assist with implementation of the public improvements associated with the Grain District Downtown Development Plan. The Grain District Downtown Development Plan, which is currently being drafted by ISG in partnership with a prospective developer, provides a vision for how the vacant 24-acre site can be redeveloped in a way that is a cohesive extension of downtown Bondurant. The draft Grain District Downtown Development Plan envisions an arboretum trail with creative peacemaking opportunities along the corridor. Implementation of the Grain District Downtown Development Plan is consistent with Chapter 7 of the Building Bondurant Comprehensive Plan, titled Community Character + Downtown.

Destination Iowa Pre-applications are due January 31, 2024. Qualifying entities may then be invited to submit a full application, which is due March 1, 2024. The purpose of the Destination Iowa Grant Program is to invest in vertical infrastructure to create or expand existing primary destinations to increase tourism to the state. It is anticipated that projects will attract visitors and new residents to the state and bolster the quality of life in Iowa's rural communities.

Eligible projects can receive grant funds for up to 25% of eligible project costs related to the construction, development, or expansion of the destination. Applicants must have 65% of financing/fundraising secured at the time of the pre-application. Half of program funds are allocated to Rural Destinations. "Rural" is defined as a community that has a population of less than 20,000. Please note that the funding for the public improvements is development driven and the City anticipates using TIF revenues, along with prospective grant revenues to fund the \$12,041,385.50. The investment in public improvements supports the activation of an estimated additional \$45 million in private

investment in the area. The City recently invested in the first piece of property necessary for public improvements in the area with the purchase of 401 2nd Street NW.

FUNDING SOURCE: TIF/Grants

STAFF RECOMMENDATION: Approve resolution on a roll call vote.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. RESOLUTION NO. 240129-25
2. Destination Iowa Public Improvements Map

CITY OF BONDURANT
RESOLUTION NO. 240129-25

RESOLUTION OF ENDORSEMENT FOR THE CITY OF BONDURANT'S PRE-APPLICATION TO THE IOWA ECONOMIC DEVELOPMENT AUTHORITY'S DESTINATION IOWA PROGRAM FOR FUNDING TO ASSIST WITH IMPLEMENTATION OF THE PUBLIC IMPROVEMENTS PROPOSED AS PART OF THE GRAIN DISTRICT DOWNTOWN DEVELOPMENT PLAN

WHEREAS the Landus Cooperative has ceased operations in Bondurant and as a result of this decision, 24.8 acres of land in downtown Bondurant is now available for downtown redevelopment efforts; AND

WHEREAS Chapter 7 of the Building Bondurant Comprehensive Plan, titled Community Character + Downtown, provides guidance on initiatives the City should be exploring to ensure long-term economic vitality of downtown Bondurant, including the Downtown Landus Redevelopment Area; AND

WHEREAS to assist with implementation of Chapter 7 of the Comprehensive Plan, the City has partnered with a developer to have a Grain District Downtown Development Plan drafted by ISG which is slated for February 2024 plan adoption; AND

WHEREAS this redevelopment area has been rebranded to the Grain District to honor the past farmer's cooperative use that has occupied this site for decades; AND

WHEREAS the improvement projects identified in Bondurant's pre-application will strengthen the community's recreational opportunities and sense of place; AND

WHEREAS the improvement projects identified in Bondurant's pre-application will help to promote tourism; AND

WHEREAS the City of Bondurant is appreciative of the opportunity to apply for funds through the IEDA's Destination Iowa Grant Program; AND

WHEREAS, ISG has generated cost estimates for the proposed Grain District public improvements, which total \$12,041,385.50; AND

WHEREAS the City of Bondurant acknowledges eligible projects can receive grant funds up to 25% of eligible project costs related to the construction, development, or expansion of the destination; AND

WHEREAS the City of Bondurant anticipates requesting \$3,010,346.37 in grant funds, equaling 25% of eligible project costs related to the construction, development, or expansion of the destination; AND

WHEREAS the City of Bondurant acknowledges that applicants must have at least 65% of financing/fundraising secured at the time of pre-application submittal; AND

WHEREAS, if awarded the City of Bondurant understands its commitment to provide the remaining funding in the amount of \$9,031,039.13 for the Grain District public improvements, which is anticipated to activate an estimated additional \$100 million in private investment in the community, which includes:

1. Abandoned grain elevator reuse; and
2. 88,000 square feet indoor sports courts facility; and
3. Missing middle housing units; and
4. Approximately 203,000 square feet of future commercial and office space; and
5. Entertainment/tourism venue.

NOW, THEREFORE, BE IT RESOLVED, that the Bondurant City Council authorizes City Staff to submit a Destination Iowa Grant Program application for funding to assist with implementation of the public projects identified in the Grain District Downtown Development Plan.

Passed and approved by the City Council of the City of Bondurant, Iowa, this 29th day of January 2024.

Passed this 29th day of January 2024,

By: _____
Doug Elrod, Mayor

ATTEST: I, Shelby Hagan, City Clerk of Bondurant, hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

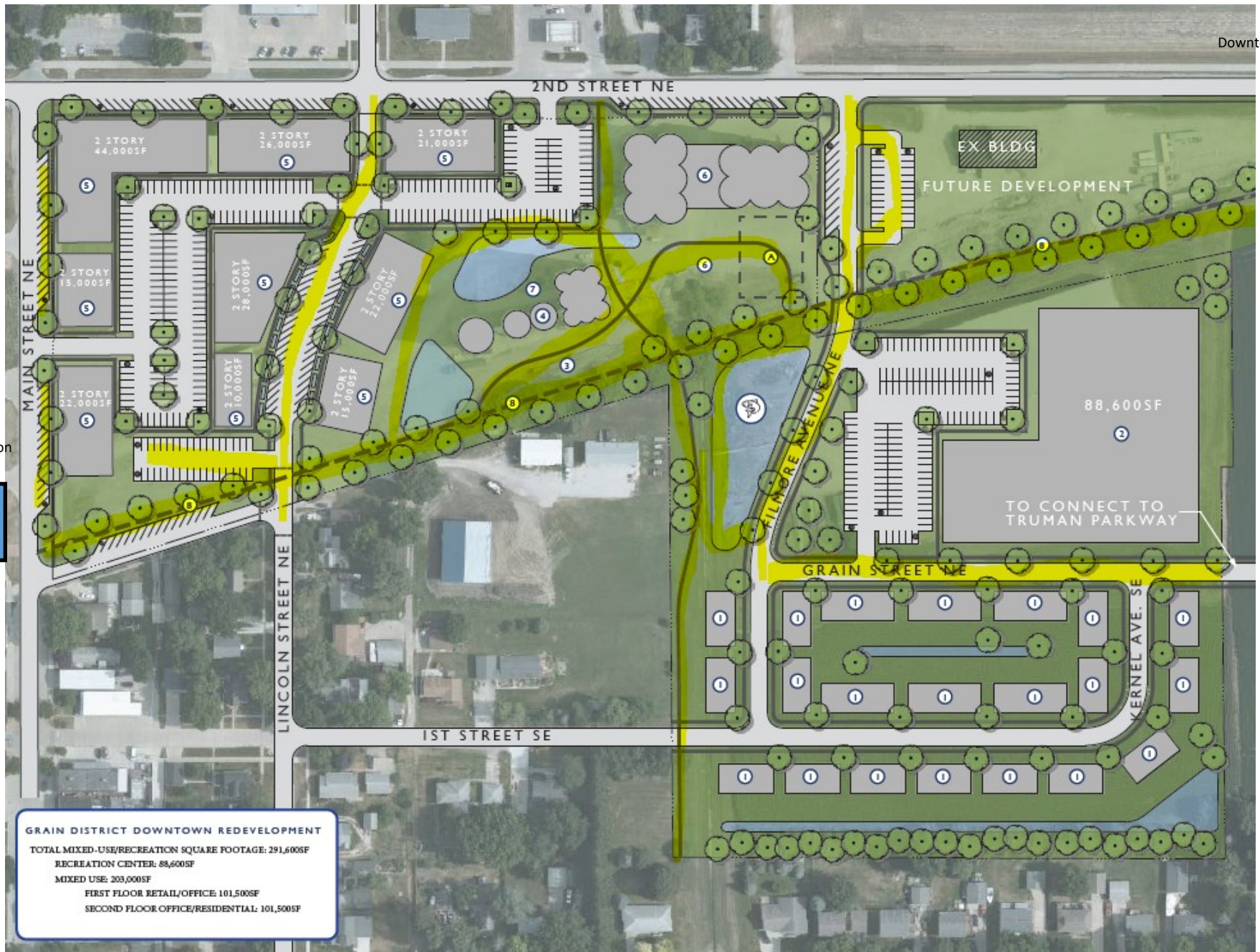
Shelby Hagan, City Clerk

Name	Yay	Nay	Abstain	Absent
Cox				
Driscoll				
McKenzie				
Peffer				
Sillanpaa				

Downtown Entryway-
Feature



Parks & Recreation
Building





**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 8.a.
For Meeting of 1/29/2024
Discussion Item

TITLE: DART Update

CONTACT PERSON:

Tara Cox

BRIEF HISTORY & ANALYSIS: Council Member Cox will provide an update at the meeting.

DART recently solicited public feedback as they look at ways to reduce spending. The feedback they received can inform decisions about funding and service levels. The level of engagement in public input has already demonstrated the importance of working together to maintain this essential service, using the funding tools available. Comments received through the survey can be found in an attached document.

The DART Commission directed staff to move forward in exploring a compromise solution the Des Moines City Council will consider (details in the attached pdf) and staff will further work on as they plan for the FY25 budget workshop. The compromise that had support from a majority of communities would give DART stability for the next few years while we reimagine public transit in our region.

The proposed solution would entail:

- DART reducing expenses by \$2-3 million, which would include service cuts beginning in November 2024. The use of \$2.6 million in one-time funds and expense cuts would help lessen the impact on property taxes.
- The City of Des Moines committing to providing additional funding equivalent to increasing the franchise fee by at least 1.5% over the next three years.
- The DART Commission extending the formula phase-in from 8 years to 12 years. This would increase most member communities' contribution to DART for a few more years to lessen the City of Des Moines' annual increases. Once fully

implemented, the City of Des Moines will still fund 49% of the total property taxes DART collects each year.

FUNDING SOURCE: NA

STAFF RECOMMENDATION: This is a discussion item.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. Public Input Report - Nov-Dec 2023 - to send 012224
2. Public Input - Nov-Dec 2023 - Survey Comments to Share 012224
3. Final Budget Compromise Presentation



FINDINGS REPORT

Public Input on Possible Bus Service Cuts

Published January 2024

From November 15-December 15, 2023, the Des Moines Area Regional Transit Authority (DART) held public input on possible bus service cuts that could occur over five years on local routes that primarily serve the City of Des Moines.

DART shared the following information:

- The City of Des Moines' contribution to DART is increasing under a new funding formula that the DART Commission adopted several years ago, intended to align cost with level of service for all member communities.
- The new formula has resulted in the city's contribution exceeding the maximum amount DART can collect in property taxes for public transit by \$7.6 million through Fiscal Year 2029.
- DART is asking the city to consider providing additional revenue to fund the contribution specified under the new formula. The Iowa Legislature gave the City of Des Moines the option of raising its franchise fee on gas and electric utilities to fund public transit.
- If DART does not receive additional revenue, the public transit agency will need to cut services by up to 40% over five years.

DART sought feedback from riders and central Iowa residents on these topics:

- Whether DART should cut services or whether the City of Des Moines should increase its franchise fee to provide additional revenue to maintain existing transit services.
- How DART should prioritize cutting services, if needed.
- How possible cuts to bus services would affect riders.

**Des Moines
Area Regional
Transit Authority**

620 Cherry Street
Des Moines, Iowa
50309-4530

515-283-8100
Fax 515-283-8135
ridedart.com

This report summarizes key findings from analyzing public input data collected via a survey and through public input meetings. The complete survey results can be found at ridedart.com/service-cuts.

This information will be shared with elected leaders who make decisions about funding DART and will inform possible paths forward, including how DART will prioritize making service cuts, if needed.

Table of Contents

Backgrounds on Potential Funding Shortfall	Page 2
Why Public Input	Page 3
Public Input Activities	Page 4
Overview of Findings, Survey	
Overall Feedback	Page 6
Non-Rider Feedback	Page 7
Fixed-Route Rider Feedback	Page 8
Transit-Dependent Rider Feedback	Page 10
Public Meetings Summary	Page 11
Conclusion	Page 12

Background on Potential Funding Shortfall

All U.S. transit systems receive public funding because public transit is a public service, just like parks, roads, libraries, and other infrastructure. Other transit systems fund 50-80% of their service (operating cost) using local taxes; DART receives 62% of its operating budget through local funding from twelve communities that receive DART services. These communities contribute local funding through a property tax levy – the funding tool set by the Iowa Legislature.

Each member community has a representative on the DART Commission that decides DART's budget and service levels. The DART Commission adopted a new funding formula that began to be phased in over eight years, starting in 2021. The new formula moves from all member communities increasing their property tax levies at the same rate to communities contributing funding based on population and the level of services received.

Des Moines' contribution to DART is increasing over the eight years the formula is being phased in. This fiscal year (July 2023-June 2024) is the third year of implementing the formula and the city is contributing \$9.8 million to DART, or 38% of the total local funding

DART receives. Over the next five years, that amount will increase to \$17.5 million, or 49% of total local funding. The City of Des Moines' contribution increases significantly because more than 70% of the services DART provides are in Des Moines.

The new formula has resulted in Des Moines' contribution exceeding the maximum amount of property taxes DART can collect to fund public transit per state statute. The city has contributed additional dollars through its Park and Ride Fund for the past three years.

DART has worked with the Iowa Legislature to secure revenue diversification in hopes of being able to provide property tax relief to all DART communities. To date, the only additional transit funding option the Legislature has authorized is allowing the City of Des Moines to increase its franchise fee, a tax on gas and electric bills, up to 2.5 percent to fund public transit.

DART is asking the City of Des Moines to consider providing an additional \$7.6 million over the next five years to fund the contribution as specified under the new funding formula. If DART does not receive additional revenue, it will need to cut services primarily in Des Moines by \$7.6 million over the next five years. That would result in up to a 40% reduction in services.

DART continues to take steps to operate as efficiently as possible with taxpayer dollars. Even with budgetary pressures that include high inflation, staffing pressures, and revenue losses due to changes in Medicaid trip reimbursement, property tax legislation changes, and committed backfill funding phasing out from the state, DART has strived to maintain between 3-5% annual budget growth for the past several years.

Why Public Input

As a public agency that receives federal funds, DART is required to seek public input when making major changes to its services. The Federal Transit Administration (FTA) requires public transit agencies to develop and follow a Public Participation Plan. DART's Public Participation Plan is designed to meaningfully engage people who use and are impacted by the public transit system.

Because DART does not know the level of funding it will receive as the new formula is implemented over the next five years, the agency presented a worst-case scenario if DART does not receive additional funding above what the City of Des Moines can collect through property taxes. Planning over five years allows DART to make strategic decisions about the level of services it offers to reduce impact on riders and to present a longer-term scenario to all member communities.

The first public input period began prior to DART's fiscal year 2025 budget planning, when initial service cuts may need to be considered. This phase of public input focused on educating the community and gathering information that can inform possible paths forward during the budget process and approach to service reductions, if needed.

Once DART finalizes its FY25 budget and can project the funding it will receive from local communities, the agency could host a second public input period in spring 2024 before specific service cuts would occur in November 2024.



Public Input Activities

DART provided the following opportunities for the public to learn and provide input:

- **6 public meetings:** One meeting was held in each of the four Des Moines wards; DART also hosted a virtual meeting and an open house at DART Central Station. Each meeting featured a 20-minute presentation from a DART Leadership Team member and participants were invited to ask questions and provide comment.
- **Survey:** All riders and residents, including meeting participants, were asked to complete a survey that could be taken online or on a printed copy. The survey contained 20 questions related to:
 - If and how respondents use DART services
 - Perspectives on funding for public transit
 - How riders believe DART should prioritize making service cuts, if needed
 - Demographic information

Surveys were brought to each public input meeting and delivered to organizations that requested copies. Surveys were translated into Spanish, Vietnamese, and Arabic.

To encourage participation in public input meetings, DART led and supported the following activities, fostering broad community awareness:

- Earned media, with coverage in seven major local media outlets that ran 34 separate stories about possible service cuts and the public meetings.
- Distribution of materials, including postcards, posters and fliers with partners.

- Information shared with riders through signage, hangtags on buses, bus audio and emails.
- Social media promotion, including boosting each public input event on Facebook to surrounding neighborhoods.



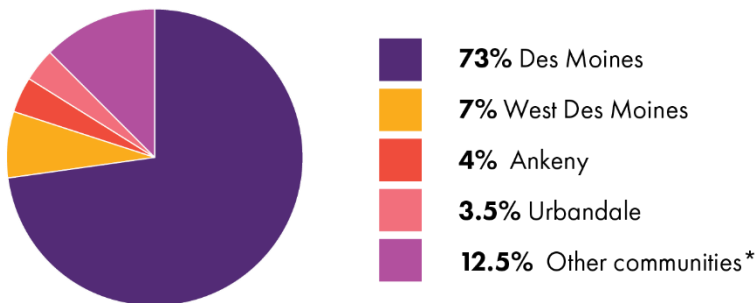
Overview of Findings

The opportunity to participate in public input reached a broad audience in central Iowa, with an emphasis on collecting input from riders. The results reflect input from riders and residents who chose to participate and are not statistically significant or a representative sample of the population.

Survey

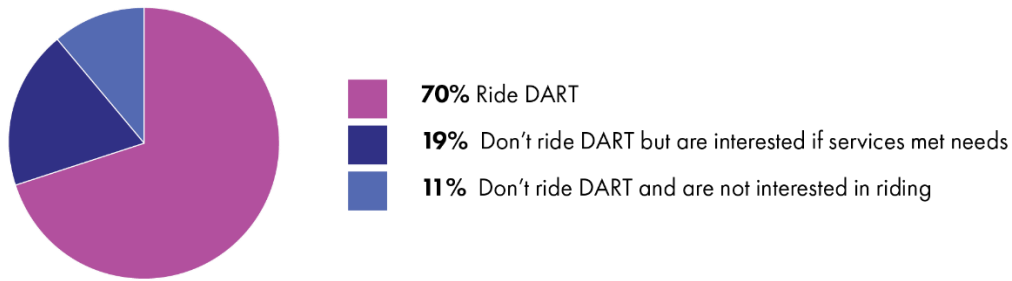
DART received **1,136 total responses** to its survey.

Participation by City



* Residents of all DART member communities participated.

Use of DART Services

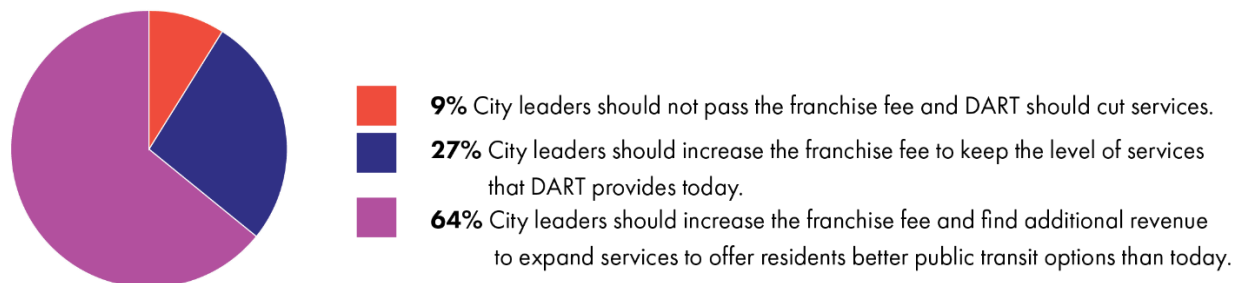


Demographics

Respondents were representative of Polk County's overall population. Compared with DART rider demographics, respondents were higher income, have higher rates of driver's licenses, and have more access to a car in their household.

Overall Feedback

Desire to Fund DART Services – All Respondents



92% of **Des Moines residents** who responded to the survey (716 total respondents) believe that city leaders should provide more funding to maintain or expand DART services.

Examples of Comments Shared

"I have ridden the bus for 40 years and continue to see it as a needed service for our city considering there is no other mass transit option and the cost of owning a personal vehicle continues to rise."

"I think DART should be in charge of finding its funding and not rely on increasing fees. Pursue more grants or diversify the service portfolio to increase funding."

“While I currently do not ride DART, bus service cuts would push me further away from riding DART. I would like to ride DART, but my route (Route 11) is already hourly service during peak hours with no non-peak service. As someone who has lived in a location with much more frequent service, the frequency of service greatly affected when I rode the bus verses walking.”

“Having robust public transit options available is an important element for a ‘big city’ to have. We need to have good transit service available in central Iowa if we want to attract new residents to town, to keep young Iowans from moving away; to staff shops, restaurants and medical / care facilities; to enable immigrants, youth, and disabled folks who don’t/can’t drive to get where they need to go. Our family is willing to pay more in property or sales taxes and franchise fees if it would ensure that we make more transit options available, at a lower cost, to everyone in the community.”

Non-Rider Feedback

About Non-Rider Respondents

- 11% of respondents (127 survey participants) were non-riders who would not ride DART today and don’t plan to ride DART in the future.
- 53% of non-rider respondents live in Des Moines (n=67), with non-riders participating from every other DART member community.

Feedback from Non-Riders:

- 55% of non-rider respondents believe that city leaders should:
 - Increase the franchise fee to keep the level of services that DART provides today (18%, n=21), or
 - Increase the franchise fee and find additional revenue to expand services (37%, n=43).
- 45% (n=53) of non-riders agree that city leaders should not pass the franchise fee and DART should cut services.
 - 40% of non-riders that **live in Des Moines** (n=25) felt that city leaders should not pass the franchise fee and DART should cut services.

Feedback from Residents Interested in Riding:

19% of survey respondents (199 individuals) said they would ride DART if services met their needs. Of this segment, 92% believe that city leaders should increase the franchise fee to maintain services (12%) or find additional funding to expand services (80%). 8% agree that city leaders should not pass the franchise fee and DART should cut services.

Examples of comments shared

"As a DSM taxpayer, I'm slightly worried about the franchise fee for DSM. At a time when people struggle to pay bills, adding any amount to it could be a stretch. Will this affect people's quality of life?"

"I provide care to many residents in the DSM area who utilize DART as a means to get to and from appointments and work. Cutting services would make it more challenging for these individuals. If anything I feel public transportation needs funding. People should not have to decline a job because they don't have transportation, or miss important appointments because there is not a bus that runs a route."

"The costs associated with the DART transportation itself is already too high and is impacting those homeowners that have to pay it in property taxes. State government officials should seek special funding in order to allow this expense at a lower cost to those individuals who need it but cannot regularly afford it, in addition to prevent further concerns to those homeowners as well."

"As a person who has used DART services, and who pays a property tax levy to subsidize DART, I believe fares should reflect what it costs to provide the service and DART should not rely on tax levies from people who don't use the service. Establish programs for bonafide low-income and disabled riders using sliding fares schedules."

"I'm actually more concerned for people who NEED a regular and reliable bus service to get to and from work and school, as I'm semi-retired with plenty of time on my hands. People on second and third shift need transport too, and first shift generally starts at 07:00. We should be EXPANDING public transport, not shrinking it!"

Fixed Route Rider Feedback

About Fixed-Route Rider Respondents

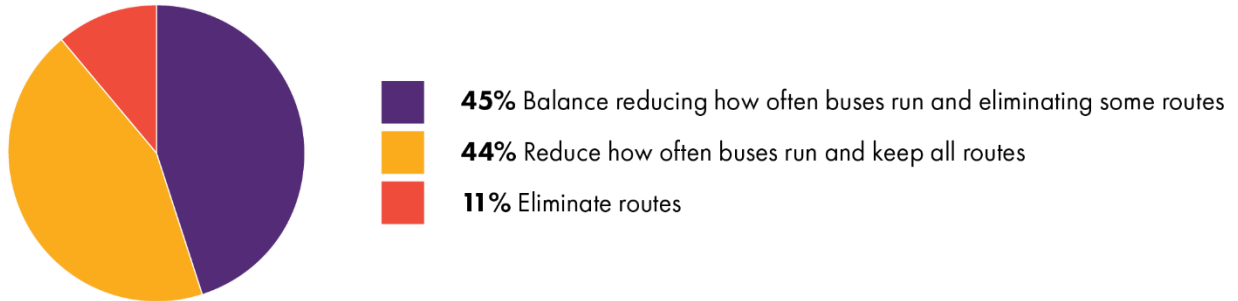
- 68% of survey respondents (n=778) ride DART's fixed route services (Local Routes, Express Routes, and/or downtown shuttles).
- 80% of respondents who ride fixed-route services live in Des Moines.
- 58% of respondents who ride fixed-route services indicate that getting to work is the top reason they ride.

Feedback from Fixed-Route Riders

- 96% agree that city leaders should:
 - Increase the franchise fee to keep the level of services that DART provides today (31%, n=231), or
 - Increase the franchise fee and find additional revenue to expand services (65%, n=479).

How DART Should Cut Services

If DART needs to reduce its services, fixed route riders shared these preferences for how DART makes service cuts:

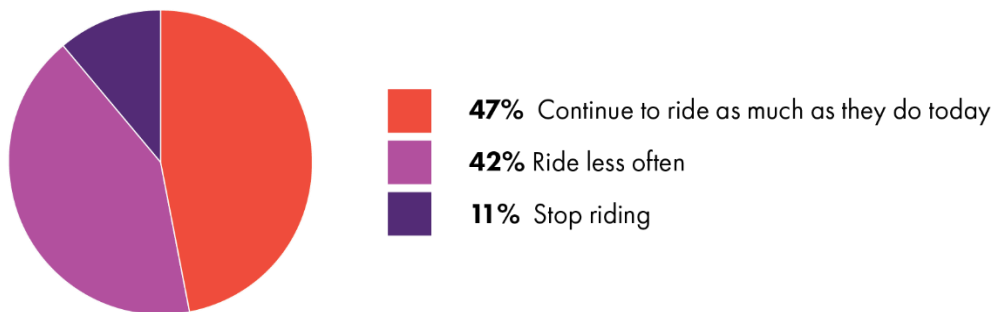


Respondents were split on whether DART should:

- Reduce frequency of service on routes in order to maintain span of services provided (51%), or
- Reduce the span of its services so frequency on routes remain higher (49%)

Impact of Service Cuts

If DART must make a significant cut to services, with a focus on reducing frequency on Local Routes, riders indicated that:



Responses were balanced as to what people would do if service cuts were enacted, with roughly equivalent numbers saying they would continue riding as much as they do today or ride less often. 11% said they would stop riding and take their own car, get a ride, etc.

Examples of comments shared

“Bus cuts would significantly affect my day to day, how I get to work, when I get to work and how often I attend events outside of work. If my bus route to work were to become

less reliable, I would have to switch from driving minimally to driving everyday which would not only affect me, but the environment. My bus in the afternoon is currently quite crowded as it is. If it were to run less often, there's a good chance it would reach capacity which could in turn double the wait again. I urge you to consider how crowded the buses are now when rescheduling the routes."

"I would need to quit my job if I could not find transportation. In addition, I would not be able to operate my business. Currently I have a business which employs at least 28 people each year. I could not operate my business if I do not have reliable and affordable transportation. This outcome would have a major impact on our community."

Transit-Dependent Rider Feedback

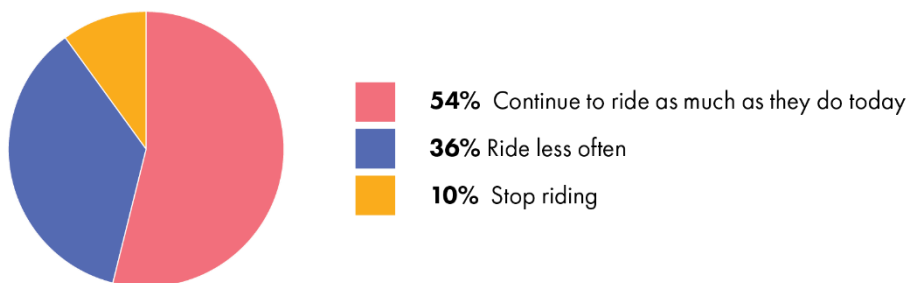
About Transit-Dependent Respondents:

- 32% of survey respondents (n=363) are transit dependent, meaning they use any DART service and have no access to a car in their household.
- 89% live in Des Moines and 6% live in West Des Moines.
- 56% indicate that getting to work is the top reason they ride.
- 54% are employed either full-time (36%) or part-time (18%). 12% indicated they are retired and 13% have a disability.
- Most are low-income, although some were moderate and high earning individuals.

Feedback from Transit-Dependent Riders:

Transit dependent respondents had split feedback about how to balance service cuts, if needed, similar to feedback from all riders.

Impact of Service Cuts on Transit-Dependent Riders



Examples of comments shared

"I am functionally blind; I do not drive nor will I ever. DART is absolutely essential in my independence, and without it at its current level of operation, I can't even fathom what life will be like."

"Kids use the dart bus for schools don't get rid of them because most parents work all day and can't pick up their kids after school. The bus should be used to help others who doesn't have a car and need a ride."

"I already have a two-hour commute to a job that is around 10 miles away. It would cost me so much in Uber, I would more than likely not be able to keep my job."

Public Meetings

253 individuals attended a public input meeting (not including DART Commissioners, Des Moines City Council members, and media). All individuals who attended a meeting were encouraged to complete the survey, in addition to having an opportunity to ask questions or provide a public comment.

Attendees asked a variety of questions related to how DART is funded and how it provides services. Public comments shared align with what is reflected in the survey.

Examples of comments shared at meetings (paraphrased in notes):

- Past few years have been horrendous with inflation. I have elderly neighbors. If we knew this was coming, how did we not prepare? I don't want to see an increase in taxes.
- We need to be expanding mass transit in Des Moines, not reducing it! How is it that college towns like Iowa City provide the service that they do without charging? I say it is a matter of priorities.
- I am the legal guardian of a boy who goes to a Des Moines public school. We live too close for the school bus. I work at a hospital and have to be at work in the morning. He's able to get a DART bus and get to school. We depend on that DART bus, and it would be detrimental to have it reduced, meaning he would walk to school. I'm single, raising this child. We don't have family in town, so he would walk. It's a safety issue. When it's too cold or icy, he would miss school and that's a concern.
- I would like to see a cut back on services and DART get more efficient. I'm not a fan of taxes. I pay enough now. It would be nice to have a bus every 15 minutes in front of my house but sometimes you have to make sacrifices.

- A staff member from STEP (Secondary Transition Employment Program) said that many of their youth and young adults rely on DART to get to their entry-level jobs and they worry that service cuts would reduce their independence
 - Nonprofit employee lives downtown and takes DART to work. Wants the city to prioritize DART. They look like drastic cuts – that will force people to make drastic decisions {of where they live / where they work}.
-

Conclusion

DART has identified the following key insights from analyzing all the data collected through public input:

- The number of people who participated in public input was high compared with previous public input opportunities, demonstrating significant engagement in the conversation among riders and some community members.
- Among all respondents, the majority believe the City of Des Moines should increase the franchise fee to provide additional funding that would maintain public transit services or find additional funding to expand services.
- Among non-riders who do not plan to use DART services, the responses were mixed, with 55% agreeing that city leaders should increase the franchise fee to maintain services or find additional funding to expand services. 45% agree that city leaders should not pass the franchise fee and DART should cut services.
- If DART needs to cut services to match the level of funding it receives from member communities, riders prefer that DART balance cutting how often buses run and eliminating some routes or reducing how often buses run and keeping all routes.
- If DART must make significant cuts to services, riders are mixed in how changes would impact their use of DART, with 47% continuing to ride as much as they do today, 42% saying they would ride less often and 11% saying they would stop riding all together.
- DART received a variety of perspectives on how a cut in services would impact riders' ability to access jobs and other services across the region.

Information collected through public input has been shared with elected leaders who make funding decisions. If service cuts are needed, DART will use public input feedback to develop proposed service changes. DART anticipates holding public input in mid-spring to get feedback on proposed changes that would begin in November 2024.

Stay informed at ridedart.com/service-cuts.

Survey on Possible Bus Service Cuts in Des Moines November-December 2023

Is there anything else that you would like to share about how possible bus service cuts would affect you?

Answered 607

Skipped 529

12

Comments removed: Reasons: off topic, personal details shared, inappropriate language

Response Date	Responses
Dec 15 2023 06:52 PM	My daughter uses DART for work. She relies on #4 to work and home. I am concerned for longer wait in extreme temperatures like -20 in the winter or heat index of 100 in summer.
Dec 15 2023 04:13 PM	Need to be sure to keep Express routes so workers can get in and out of downtown for work.
Dec 15 2023 01:22 PM	please dont i really love the bus
Dec 15 2023 12:19 PM	I mostly worry about how it will affect my patient's ability to get to their medical appointments. It really makes a huge difference when there are buses more often. I often wait or rearrange my schedule, so my bus riders can get here.
Dec 15 2023 12:15 PM	Depend on dart everyday please do not cancel anything it would cause a lot of problems for everyone
Dec 15 2023 11:58 AM	Even though the bus service may not affect me personally it will affect the community around me and many friends that I know. I hope that the city will realize the impact public transit has on the communities in the metro. It is not merely transportation but a lifeline to get to work, shop, socialize and enjoy central Iowa. Access to reliable safe public transportation is so important for those that may otherwise not be able to travel.
Dec 15 2023 11:55 AM	While it would not affect me personally, I strongly feel that having a comprehensive public transit system is necessary for Des Moines to be a thriving metro, and to attract new, younger residents.
Dec 15 2023 10:41 AM	Buses need to be reliable if they run less often. The bus I wanted to ride this morning failed to come. I waited for 45 minutes.
Dec 15 2023 06:46 AM	It's going to affect the school system that uses dart as there primarily transportation.
Dec 15 2023 03:05 AM	sad to see progress go down, if cuts are made, not fun having to wait too long

I believe the way the DART Board is thinking about this issue is all wrong. The way that DART is funded by our property taxes and the way that the City of Des Moines funds DART makes sense on how much funding they would get from it. Cutting Bus service in Des Moines is like punishing poorer americans for not paying enough in taxes. In Des Moines, the average property value is lower than in the city of Ankeny or anywhere else in the metro. Des Moines gets 70% of the service because that is where most of the jobs are even if there only paying 40% of the DART budget. If Ankeny's home value and any other suburb as higher home values than in Des Moines, OF COURSE SUBURBS WILL BE PAYING MORE THAN THE CITY OF DES MOINES INTO THE SYSTEM.

What needs to happen is a complete rethinking on why the DART Board decided to make the level of service levels more equal to the levels of funding. There also needs to be rethinking on how we provide transit to all of us. We can't be making poorer citizens pay more in there Utility bill just so DART can cut bus service to them. We need to rethink where DART can get funding from.

I would be supportive of putting a referendum to raise gas taxes by 5 cents a gallon within all of Polk County to fund DART as an option. I would also be in favor of trying to scale back some road funding to decommission some roads and making them exclusively more as Transit ways and only allowing busses or future streetcars to use just like Nicollet Mall in Minneapolis.

I don't believe that City of Des Moines citizens should be punished for being poorer than the suburbs and this plan is basically doing that. DART needs to rethink where its funding can come from and think of other revenue sources like raising gas taxes.

Dec 15 2023 12:53 AM

The way you cut, but 72 has affected me greatly already if you cut any more I don't know what I'm going to do. I now have to take two buses in order to get to Mercy One health and fitness which is ridiculous. It shouldn't be that hard.

Dec 14 2023 03:47 PM

Dec 14 2023 03:10 PM

I would ride DART if the runs for my local route started earlier.

We need to grow our public transit, not reduce it. We have to think of the impact to the climate of more cars on the roads if there are fewer buses. We have to think of lower income people and their reliance on public transportation. People want to use public transit - I think some of the reason there are fewer riders today in Ankeny than before the pandemic is because there are fewer routes. You need to advertise more to alert people the buses are clean, safe to ride on, and convenient.

Dec 14 2023 12:13 PM

Dec 14 2023 11:57 AM

This will greatly impact my older adult patients who are medically frail.

Dec 14 2023 10:43 AM

As a downtown V.A. resident, I most need as much #16 DART service as possible. VA Hospital transportation. (As well as #6 buses.)

Dec 14 2023 09:57 AM	I carpool to work. Being able to take dart when I need it means I can save precious hours of my time. If you miss a bus, you will already be an hour late. If you miss a bus and they only come once an hour. We're all going to be fired. This is terrible. Why is this happening?
Dec 14 2023 09:41 AM	My employer subsidizes the bus fare. I'm a strong proponent for DART, and try to encourage other employees to take advantage of this service. I'm not certain how many employers subsidize this for their employees, but I believe this could be another option to consider (area business could voluntarily "enroll").
Dec 14 2023 09:21 AM	While we don't regularly use DART, we frequently used bus service when living in Coralville. Certain routes ran more frequently during peak times (rush hour morning and evening), and less frequently at other times. This could be explored. We don't find DART routes go to our typical destinations, so we walk to many and drive to those outside walking distance.
Dec 14 2023 09:00 AM	If I could help fund I would help as much as I can for three years. Take the best way to keep DART.
Dec 14 2023 08:56 AM	Balance the frequency and peak times. Efficiency of operations!
Dec 14 2023 08:52 AM	As long as it goes to Walmart
Dec 14 2023 08:50 AM	It would be very tough if lines were cut. I use it everyday.
Dec 14 2023 08:26 AM	While I do not use DART today, I am a strong advocate for public transportation to service our communities. To me, it is a moral obligation to help those less privileged and to offer this vital service to our community. While not directly impacted today, I could be impacted indirectly if people cannot get to work, medical appointments, social engagements. I don't want to live in a society where those who have less have to suffer undue burden when all of us can pitch in to help. DART and its allies should do more to petition the elected officials to change Iowa's funding rules for public transportation. The current system is ridiculous and unsustainable. It puts undue burden on the communities that need public transportation the most and are least able to afford it. We must do better as a society and community.
Dec 14 2023 07:27 AM	I use DART to get to and from appointments for eyesight issues. After my appointments, I cannot see to drive. I rely on the bus. If the bus isn't available, I need to call someone to take me to and from appointments. It's not easy. If I don't get to my appointments, I could become legally blind.
Dec 14 2023 07:17 AM	The more cuts are made, the fewer riders there will be. Then opponents will point to the reduction in ridership to justify more cuts. You can't create a reliable transit system by cutting services.
Dec 14 2023 02:42 AM	I already have a two hour commute to a job that is around 10 miles away. It would cost me so much in Uber, I would more than likely not be able to keep my job.
Dec 13 2023 10:38 PM	Dart is a scam. It's not economical nor environmentally friendly. It's best to end service and send the busses to scrap.

Dec 13 2023 09:22 PM	I don't have a car. When I can't get a ride or afford an Uber I use DART. It's helpful. People use it because people need it.
Dec 13 2023 09:13 PM	Even though I do not ride I still am willing to fund the service because our city needs to be less car centric. I try to limit my use of car by walking wherever possible.
Dec 13 2023 08:37 PM	I have a new health condition that currently makes driving impossible for me. I truly DEPEND on DART, especially for my health care appointments, groceries, and life needs. I am retired; for now I can afford bus fares as currently structured. Please explore lobbying the legislature for 1-cent sales tax or gas tax increase rather than a franchise fee. Property tax increase is not affordable to many; sales tax not charged on food, medicine/medical services, and some others (less impact on lower income residents). Higher gas tax also incentivizes less gas use/pollution and perhaps more ridership (all are helpful behaviors!)
Dec 13 2023 06:16 PM	Taxes are too high already. Robbing Peter to Pay Paul is ridiculous
Dec 13 2023 03:31 PM	I provide care to many residents in the DSM area who utilize DART as a means to get to and from appointments and work. Cutting services would make it more challenging for these individuals. If anything I feel public transportation needs for funding. People should not have to decline a job because they don't have transportation, or miss important appointments because there is not a bus that runs a route.
Dec 13 2023 03:08 PM	Every dollar invested in public transportation is a dollar saved investing in road construction / maintenance
Dec 13 2023 02:25 PM	Less likely to start riding
Dec 13 2023 02:21 PM	Keep DART funded
Dec 13 2023 02:19 PM	It would not effect me but think they should quit running buses on Sunday
Dec 13 2023 02:17 PM	As a DSM taxpayer, I'm slightly worried about the franchise fee for DSM. At a time when people struggle to pay bills, adding any amount to it could be a stretch. Will this affect people's quality of life?
Dec 13 2023 02:13 PM	Keep some
Dec 13 2023 02:11 PM	Less opportunities to make appointments, work, events on time
Dec 13 2023 02:09 PM	I wouldn't be able to go to my different activities. I couldn't go to the mall and sometimes doctors appointments. I really need the bus to get around. I can't have my husband take me because he works.
Dec 13 2023 02:06 PM	It would make me a little late to work but I'm okay with it a little bit though.
Dec 13 2023 02:04 PM	I use DART as a means to commute to a transitional school where I am given the opportunity for post-high school guidance. There, I receive independent living classes, am taught important skills, and get to do some on-site job training. DART is very important to me because I benefit from using it every day as a means of getting the extra support I really need for my future.

	cut the courtesy rides out where you can only do it once a day only. I don't want no cuts on bus service I dont want it to change. I take my grandsons to school 5 days a week. I dont want it to change please I take my grandsons to dr appointments (school) this is my only way of getting to where I need to go.
Dec 13 2023 02:03 PM	
Dec 13 2023 01:58 PM	None
Dec 13 2023 01:58 PM	I use DART for shopping and running errands and doctor's appointments. I really need it!
Dec 13 2023 01:56 PM	Yes, I would be affect. The bus would take 30 minutes more for me. I think buses on Saturdays should every 15 minutes just like during the week.
Dec 13 2023 01:52 PM	Would make life more difficult
Dec 13 2023 01:52 PM	I use DART to take my 2-year-old to daycare and get to work. I don't make enough for a car.
Dec 13 2023 01:50 PM	I ride DART to get to work. I live in Beaverville but work on the southside. I work late so I cannot ride the bus home but I still use the bus 4-5 days a week just for work. Also shop and get my medication son the southside. I take the 14 or the 53 transfer to the 6 almost every day. I do not make much but like most DART riders who are low-income people, I would be willing to pay a higher fare in order to maintain the same or close to the same services. I buy the full fare tokens. Like most riders I do not own a car. I think a \$5-\$10 increase would be acceptable/affordable per ride. It would still be way cheaper than taking a cab or uber. Thank you for your consideration.
Dec 13 2023 01:47 PM	I use DART for work, to + from. If Bus 3 makes morning + night cuts i would no longer be able to use DART.
Dec 13 2023 01:46 PM	8, 10, 11, 74, 92, 93, 94, 96 and 99 - you should cut these routes. These are underperforming bus routes. 14 & 15 needs to be cut. merge with 16. We also need to merge 1 & 3 and make them go down University and not go to DART station.
Dec 13 2023 01:42 PM	We need bus transfers back.
Dec 13 2023 01:41 PM	They should use Southeast Polk on Demand covering Pleasant Hill, covering SE and NE Iowa, and some in the east side area where there is a transit desert out there. And also try Grays Lake on Demand as a test pilot to see what they think of?
Dec 13 2023 01:40 PM	We need to get our transfers back.
Dec 13 2023 01:40 PM	I don't ride bus from Ankeny because it doesn't drop me off at transfer station so I can get on another bus, I have to walk passed groups of homeless people or groups of men in darker streets to get to transfer station. Fix this and you might have more riders from Ankeny
Dec 13 2023 01:36 PM	I would have to become homeless because of no job, no rent No dart - current scheduling no job no home

Dec 13 2023 12:29 PM	I'm actually more concerned for people who NEED a regular and reliable bus service to get to and from work and school, as I'm semi-retired with plenty of time on my hands. People on second and third shift need transport too, and first shift generally starts at 07:00. We should be EXPANDING public transport, not shrinking it!
Dec 13 2023 11:59 AM	I don't personally use DART, but I hire for Des Moines Children's Museum and we have multiple employees that use DART to get to and from work. We also have multiple visitors that use DART to come play at the museum. Having a strong bus line is important to being a strong city and having ways for people to get to work.
Dec 13 2023 11:17 AM	Companies like Amazon should pay for their direct routes, or at least a percentage! Same w companies in Ankeny!
Dec 13 2023 11:02 AM	Public transportation is a vital service provided by the Des Moines Metro, and if it were to be reduced, it would be a terrible look for young adults considering moving to the metro. Each subsequent generation is expecting more from their local government, and reducing the already lackluster public transit system would tell our younger generation that we don't care about our people or the environment.
Dec 13 2023 09:51 AM	I have a realistic option for you to make more money..and I'm serious. Tell your drivers to STOP giving people free rides when they give them a sob story. At least 1-3 times per trip I see someone get on and not pay. Now multiply that by how many routes that single bus runs, now multiply that by how many other buses and then multiply that by how many days in a month then a year and you start to get the picture. there are a few drivers who are vigilant but they are few and far between. I am dead serious. Clearly you aren't a free service but there are people out there who probably think you are from all the free rides they get every week. Why should I have to pay \$48 a month when everyone else is getting a free ride? Something to think about and maybe look into.
Dec 13 2023 09:42 AM	If wait times become too long for a bus I would find alternate travel esp in extreme weather. People certainly shouldn't be expected to pay more for DART but in turn get less service. That's not right.
Dec 13 2023 09:27 AM	Kids use the dart buss for schools don't get rid of them because most parent's work all day and can't pick up their kifs after school. The buss should be used to help otherss who doesn't have a car and need a ride.
Dec 13 2023 08:54 AM	As a city, Des Moines should be embarrassed that they don't fund a solid transportation system. If other cities can do this, so can we. This impacts people's lives — getting to and from work, errands such as getting groceries, and health appointments. We are failing out communities if we reduce funding for dart.
Dec 13 2023 08:42 AM	Des Moines should NOT raise utility franchise fees! DART should reduce services. The busses are empty all the time anyway.
Dec 13 2023 08:03 AM	Dart is an important service for people to be able to get to appointments and jobs. Cutting services is a huge mistake.

Dec 13 2023 06:46 AM	Urban sprawl is the root of our problem, but it's too late to go back and fix it.
Dec 12 2023 10:59 PM	I already live on a road that is not accessible by bus. I have to walk over half a mile to my nearest bus stop as is. it's incredibly difficult just to get to work already, and cutting buses will hurt a lot of people in the city.
Dec 12 2023 10:14 PM	this does not effect me because i am fortunate enough to have a car. my concern is for the people of DSM that rely on this as their only way around town. it is hard enough to get around by the bus if that is all you have, but what if you are a single parent going and getting groceries, in a wheel chair, work on the weekends, early morning, ect. and if they did improvements to the public transportation system in DSM, not deleting it, i would absolutely consider taking it. i don't want to rely on my car all the time. i would like to contribute to a better environment, also!
Dec 12 2023 09:09 PM	Cut Low performance bus routes like 8 10 11 13 74 92 93 94 & 99 combine bus routes 1 & 3 so the rundown University instead of to Dart station combined bus routes 14 & 15 with 16 taking everybody up 6th street to Hickman road to beaver Avenue and have an on demand service for the Grayslake community, and an on demand service for SE Polk this includes altoona, Pleasant Hill, and include Des Moines East northeast southeast side east of East 14th because the lack of service in these areas and they can go to all these locations
Dec 12 2023 08:58 PM	Several students in our public rely on the buses to get to school, this is essential and should not be cut
Dec 12 2023 08:22 PM	I'm very concerned about those in Des Moines who don't have their own transportation and rely on DART. In particular, high school students going to practices or events who use public transportation. How will they be served by our community if bus service is cut?
Dec 12 2023 07:03 PM	I am a social worker who works with many clients who utilize DART. These cuts would impact the community and those without resources/supports immensely.
Dec 12 2023 05:14 PM	I am a person in recovery from addiction/homelessness and if it weren't for the bus, getting back on my feet would have been a lot harder to accomplish. I would like to see that everyone has access to the same basic opportunities that I had.
Dec 12 2023 03:38 PM	It would be a disaster for me, especially if services that include stops at hospitals were affected.
Dec 12 2023 03:37 PM	Conflicting time schedule with work, appointments, etc
Dec 12 2023 03:34 PM	It would make getting to work harder
Dec 12 2023 03:28 PM	If a city doesn't have robust public transport is it even a city or just a large town?
Dec 12 2023 03:25 PM	DART may be seeing decreased ridership because many routes already don't provide for regular peoples needs beyond work. Reducing service after 6p and cutting weekend service means I won't or can't use a bus for shopping, errands, or eating out.
Dec 12 2023 03:16 PM	I love Dart

Dec 12 2023 03:11 PM	It's nice to have Dart
Dec 12 2023 02:57 PM	I have to go from downtown Des Moines shelter to West Des Moines for work. We are already standing outside for 60 minutes in the freezing cold. My job is important. Driving is not good for some folks with PTSD. Cost of living is high in West Des Moines. We depend on this service for all aspects of our life.
Dec 12 2023 02:36 PM	I think DART should be in charge of finding it's funding and not rely on increasing fees. Pursue more grants or diversify the service portfolio to increase funding.
Dec 12 2023 02:26 PM	Omaha NE runs it's bus lines 24/7. Des Moines should do more to do this. You would have the bar crowd over nights to have less folks drinking and driving
Dec 12 2023 02:18 PM	It is the only transportation available and would very much limit the ability to make appointments, schedules, etc. Thanks for the courtesy of the survey and hope it helps to make the best decision.
Dec 12 2023 02:16 PM	Des Moines Transit WAS a private company but the franchise fees that company paid were a big reason they couldn't maintain profitability. They even tried converting away from the trolley 'curbliners' in order to more easily change routes but that too was the failure. The current system is a farce; a 'transit hub' that doesn't include cross country bus service, no passenger rail service end not even near the 'International' Airport.
Dec 12 2023 02:00 PM	Increase frequency internal to Des Moines and let the suburbs pay more if they want to keep their routes/services.
Dec 12 2023 01:55 PM	Make businesses pay more! They get too many tax breaks that the average citizen must compensate for. You are taxing citizens to death and giving businesses a free ride (pun intended).
Dec 12 2023 01:44 PM	Please do not cut D-Line services. Make it a fare if need be, as this is my main way to get around downtown and to work from where I live. It's so important that I'd be in support of a fare on the line in order to keep it in service.
Dec 12 2023 01:12 PM	I am thoroughly disgusted not only with my city council for their unimaginative. Take on this whole thing, but also the county for not looking ahead further at this issue. It's not like we just found out about this two days ago. Any decent capital in this country should have a well run and accessible public transit system. To see Des Moines go backwards and not forward. Really doesn't make me want to live here anymore.
Dec 12 2023 12:29 PM	The City of Des Moines has by far the most service and it is only right that the City pay for its share of the service. Today the suburbs are subsidizing the City.

Dec 12 2023 12:27 PM	The city needs to explore every option to fully fund the public transit service, including cutting funding from the already bloated police budget and re-evaluating large purchases that have no public oversight (like the purchase of the Nationwide building). Additionally, there's other options for taxes and fees that could be explored for car users to account for the budget needs. Cutting public transit would impact the most vulnerable members of our community and would be devastating.
Dec 12 2023 12:08 PM	My city would be harmed. Cities thrive when high volume transportation meet the needs of the most people across incomes and zip codes. I would love to stop paying a bank for my car and start spending more money at the businesses in my community
Dec 12 2023 12:05 PM	This is bullshit. How are people who depend on the bus to get to work on weekends spose to work?!? This City sucks & this state sucks. Kim Reynolds has destroyed Iowa
Dec 12 2023 12:00 PM	Stop raising taxes on the middle/low class!
Dec 12 2023 11:55 AM	Raise the fare for individuals. Everyone should pay something. No free rides!
Dec 12 2023 11:48 AM	DSM City Council members need to lead on this issue and stop pretending it is out of their hands.
Dec 12 2023 11:30 AM	Bus cuts would significantly affect my day to day, how I get to work, when I get to work and how often I attend events outside of work. If my bus route to work were to become less reliable, I would have to switch from driving minimally to driving everyday which would not only affect meme, but the environment. My bus in the afternoon is currently quite crowded as it is. If it were to run less often, there's a good chance it would reach capacity which could in turn double the wait again. I urge you to consider how crowded the buses are now when rescheduling the routes.
Dec 12 2023 10:52 AM	If not me, it'll cost lots of people access to jobs, schools and other valuable resources/services like shopping. It's hard enough for people to get jobs in Des Moines because most places only want to hire closers these days (9-11pm, when the buses stop running). There are many people who rely on the bus, especially because they rely on mobility aids (wheelchairs, walkers etc), which most likely means they aren't necessarily suited for standing for long periods of time or walking long distances.
Dec 12 2023 10:45 AM	As a social worker in the area, this would have a huge negative impact on my clients: the community. We should lower the rider cost and increase services.
Dec 12 2023 10:38 AM	I used to ride everyday before I got a car, Dart saved me. Without it I would not be who I am today. Dart is a public service and a public necessity, it NEEDS funding.

Dec 12 2023 10:31 AM	<p>I won't be affected by any of this, as I don't ride DART. However, I'll take the opportunity to share my anecdotal evidence that DART buses are almost always empty every time I see one.</p> <p>I feel like the best solution for everyone involved may be to invite the invisible hand of capitalism to solve this problem. With self driving technology advancing at fast pace (and likely accelerating), I feel like Des Moines and neighboring cities could invite tech companies to invest in self-driving bus infrastructure, set the prices according to market, and make a profit by servicing people's needs. Of course, legislation would need to change for this, and it won't be a quick solution. But my gut feeling tells me this could be a long-term sustainable solution.</p> <p>While I don't ride DART anymore, I did for nearly 5 years. As an immigrant, I came to the U.S. with no car, and no self transportation to go where I needed. At that time, DART was not serving me. I was often asking friends for rides to go where I needed, and was pushed to purchase a bicycle to get around town. As time went by and my economic situation improved, I purchased my own car, and I have not ridden DART since then.</p>
Dec 12 2023 10:23 AM	<p>Where are the questions of how too become more efficient? Why offer high cost low rider routes? No discussion of transportation vouchers, micro transit, scooters, or bikes. Very biased wording in the survey. Do better-</p>
Dec 12 2023 10:20 AM	<p>I would see more automobiles on the roads and few pedestrians, increasing noise, pollution, crime and the danger to me as a pedestrian and cyclist.</p>
Dec 12 2023 10:15 AM	<p>I am glad Route 60 isn't set to be eliminated. I need this route to remain available so my work opportunities are not reduced.</p>
	<p>As a person who has used DART services, and who pays a property tax levy to subsidize DART, I believe fares should reflect what it costs to provide the service and DART should not rely on tax levies from people who don't use the service.</p>
	<p>Establish programs for bonafide low-income and disabled riders using sliding fares schedules.</p>
Dec 12 2023 10:14 AM	<p>Radical, I know.</p>
Dec 12 2023 10:13 AM	<p>The D-Line allows my family to have 1 car instead of 2. I hope the service continues. I also think our community needs to use the service more and cars less. Uber and Lyft are no longer reliable services, nor is the cab company. Having reliable bus service is vital in growing DSM. Bus service to the airport would be great...maybe charge for that to increase income.</p>
Dec 12 2023 10:12 AM	<p>No car available</p>
Dec 12 2023 10:10 AM	<p>Please don't cut the 17 bus line I need it for work</p>

Dec 12 2023 09:49 AM	Need incentives to get people who want to ride (not need to ride) to ride the bus and boost ridership.
Dec 12 2023 09:40 AM	Leave the D-Line running. It's essential.
Dec 12 2023 09:32 AM	Autonomous fleet! This money issue is the same song DART has been singing for years and the same uncreative solutions listed in this survey. I support DART, and we need DART, but you can't fix a problem using the same logic that got you into this predicament in the first place. DART leaders need to QUICKLY and seriously pivot to running a mostly autonomous fleet. Call Google, call Waymo, call anyone with the technology and pioneer the way DART! You have an opportunity to show the nation how forward thinking you are. These autonomous conversations should have been happening years ago. We want you, we need you!
Dec 12 2023 08:53 AM	keep services for people who cannot afford or are able to drive
Dec 12 2023 08:30 AM	There are students and workers in Des Moines who need DART to get to school and work. Visitors love being able to drink and not drive. Please think long term about how less DART service will affect these things as well as increasingly bad traffic. Once you cut it's more expensive to restore. Are the routes currently meeting where the most needs are? I would ride it more often if I didn't live so far from a stop.
Dec 12 2023 08:27 AM	The State of Iowa should pay more toward public transit
Dec 12 2023 08:23 AM	A thriving metro area needs good public transportation. People with fewer means count on public transport, and Des Moines and its suburbs need this service so it can continue to be seen as a good place to live for everyone. Services cost money, and those who have more should pay more, even if they aren't directly served. It's the right thing to do.
Dec 12 2023 08:19 AM	I hope that bus shuttles to the IA State Fair would continue running. That is the one time of year I consistently use bus service.
Dec 12 2023 08:12 AM	In a city that proposes to be accessible to all, bus service cuts are antithetical to our values.
Dec 12 2023 08:00 AM	Do not raise taxes, figure it out with the budget you have!
Dec 12 2023 07:47 AM	I'm disabled and dependent on DART for work. Our needs are not being addressed.
Dec 12 2023 07:35 AM	I don't ride dart because the frequency and routes are already useless. They only run in rush hours by my house and it takes hours to get anywhere. If services are cut it would just make it even more useless. Dart should be getting funding from the DOT and they should stop building additional interstate lanes. We need a light rail
Dec 12 2023 07:23 AM	You need to diversify your funding structure. Or cut service
Dec 12 2023 07:19 AM	These cuts will severely impact those who need jobs and can not drive. To keep people employed and independent I hope Dart can continue to serve as many communities as possible.

Dec 12 2023 07:07 AM	It would affect my son more, because he uses Dart to get to and from work. But it also affects me, because we don't have a car right now. It's our only transportation. So we need Dart to keep the routes the same. Especially the #11 route in and out of Deer Ridge Apartments. Thank you!
Dec 12 2023 07:05 AM	This survey is built around fixed bus service and impacts. I'd like to see DART evaluate shifting transportation away from mostly empty buses to demand driven vans or mini buses. TY
Dec 12 2023 07:04 AM	Though I am not a rider, it is important to have the public transit system to keep DSM comparable to other larger cities. All the best cities have hood public transport
Dec 12 2023 06:51 AM	To many times I see empty buses on the streets. DART needs to do what every one else does, tighten your spending. Do it need to run buses on Sunday and late at night. Increase fares, they seem very low.
Dec 12 2023 06:51 AM	As a senior citizen Dart is Very important to me. I don't own a car. Taxi or Uber are not good for me because of cost. I'm 77 on Route 5. Very important to keep my access to doctors and shopping.
Dec 12 2023 06:46 AM	I understand DART is not forthcoming in information the city of Des Moines needs to help DART funding. Why aren't you more transparent to the city on your service?
Dec 12 2023 06:40 AM	Public transportation is needed in the Des Moines area. We lived downtown for many years and I saw the people who used the service. These people typically don't have a lot of money or are immigrants or are so on and so on. Redistribute your budget, charge a little more and keep DART viable.
Dec 12 2023 06:16 AM	Not related to bus service cuts, but I would love to see Dart on Demand services increased, especially in north Ankeny.
Dec 12 2023 06:15 AM	Charge the people that use dart to cover expenses. Citizens that dont use dart shoukd not have to pay for the service. Principal pays so employees can ride for free. Increase Principals fees for that and any other employer downtown. Discontinue sevice to grimes and ankeny
Dec 11 2023 07:19 PM	Some of my family members use DART and I used to ride DART multiple times a day for many years. The buses already don't run late enough for those who work late shifts and they do not care cover enough areas of town. The number 8 bus for Fluer is pitiful and it's really sad that it was taken down to only running a couple times a day. If you had run it in the evening and earlier in the morning, you would have had more riders as there are now more businesses out on Fleur and in the area and I see people walking on the side of the highway to get to these businesses all the time in the dark and in the snow.

Dec 11 2023 05:39 PM	Having robust public transit options available is an important element for a "big city" to have. We need to have good transit service available in central Iowa if we want to attract new residents to town, to keep young lowans from moving away; to staff shops, restaurants and medical / care facilities; to enable immigrants, youth, and disabled folks who don't/can't drive to get where they need to go. Our family is willing to pay more in property or sales taxes and franchise fees if it would ensure that we make more transit options available, at a lower cost, to everyone in the community.
Dec 11 2023 04:26 PM	They would not affect me as much as they would affect others who do not have transportation to work or doctors' appointments or shopping because they do not have a car or alternative transportation.
Dec 11 2023 03:41 PM	Most jobs are outside of Des Moines (Altoona, Ankeny, Bondurant). So less services there would not help people who need to get to work in these areas.
Dec 11 2023 03:28 PM	It would effect me getting to doctor's office and stores
Dec 11 2023 02:52 PM	I am very concerned about our community members who do have private transportation. If there were more routes in the community, folks like myself would be more interested in using DART
Dec 11 2023 02:30 PM	Cutting bus routes would affect the poorest of the poor who are all already struggling to make ends meet.
Dec 11 2023 02:11 PM	stop raising taxes on the middle/low class!
Dec 11 2023 01:35 PM	I am dependent on DART for work and shopping. Limiting times or eliminating days like Sundays would be a challenge for me the only real thing i use dart for is events, ie state fair. The time to ride dart for me for anything else is far greater than the cost savings for using dart (and that includes me not having to pay for dart because of my employer.)
Dec 11 2023 01:31 PM	I also am in support of Grimes (my city) for pulling out of DART. the cost to the city is way to grate for the few services provided to the city.
Dec 11 2023 01:30 PM	The D-line is a major reason to live downtown. If it can't be free, I hope it can still run
Dec 11 2023 01:15 PM	We love Dart. We use Dart every time. Please do not eliminate it. We depend on your services.
Dec 11 2023 01:11 PM	Don't make cuts I use dart daily to get to work and run my errands if anything you need more buses on route 8 by the airport on weekends and weekdays
Dec 11 2023 12:54 PM	The Dart service cuts will affect me greatly, but I will still use the service because I need the service.

Dec 11 2023 12:44 PM	Although I do not ride DART, I am very concerned for those who do. I currently provide frequent transportation for someone who cannot drive. As a suburban resident, I'm also aware that many people live in Des Moines (in more affordable housing), yet depend on public transit to get to their jobs in the suburbs. So I hope that current service levels can be maintained and that suburbs can continue to do their part. I'm also concerned about DMPS students who depend on Dart to get to school. training, jobs, etc. I am a volunteer in DMPS.
Dec 11 2023 12:19 PM	I rely very heavily on public transportation, I cannot afford a car and I do not have a license currently. I may possibly have to look for another job, closer to home. This would affect me greatly.
Dec 11 2023 12:16 PM	My mental health and safety would be at risk
Dec 11 2023 12:00 PM	Am okay with the way it is
Dec 11 2023 11:48 AM	My survey answers reflect my use of the #92 Express Route M-F to commute from Urbandale to downtown DSM. I'm not in a situation where reduced DART services would have a big impact for me personally, but know impact could be significant for others. As long as I have access to an Express Route approx. 5 minutes from my Urbandale home (#92 or #93) I'll use DART instead of driving downtown.
Dec 11 2023 11:09 AM	It would greatly affect people like me who solely rely on DART to get me to work every evening, and it's unfortunate it doesn't run on the weekends, but I understand if there is a dire need to cut some bus routes.
Dec 11 2023 10:48 AM	I feel like buses don't run enough. I walk 2 miles from Easter Lake to a bus stop.
Dec 11 2023 10:25 AM	I am blind and the buses are my lifeline.
	I would lose my job for the reason I don't and can't drive.
Dec 11 2023 10:24 AM	Don't do this! The city needs to focus more on our public transprotation than building more downtown housing. Its crazy how our city wastes money on a concrete jungle downtown that we can't afford and wasteland and lost build more wiht so many buildings that can be redone. Wasted down town Des Moines. I grew up here.
Dec 11 2023 10:22 AM	people of color have taken over bus system so that they can bus their kids to more favorable school districts. i do not like the fact that i should pay for that. it's wrong. cut bus services pronto please.....
Dec 11 2023 10:16 AM	I am on a limited income and this would really affect me immensely. We have to deal with high prices of all around, having to find additional transportation is awful. I don't drive for health reasons, and I would not drive if the bus is available.
Dec 11 2023 10:14 AM	I'm planning on moving to Missouri to be a budtender at there legal rec dispensaries. They don't have these problems because there taxes more than pay for everything in fact legal rec states usually have extra tax money
Dec 11 2023 10:11 AM	It won't affect me, but would my homeless clients.

Dec 11 2023 10:04 AM	I work at an agency providing services to homeless and the poor. I am hopeful transportation to services with all routes
Dec 11 2023 10:00 AM	Bus service cuts would greatly affect people from low socioeconomic status. The city should find a way to provide costs.
Dec 11 2023 09:57 AM	The people I work with can't afford to ride the DART bus.
Dec 11 2023 09:53 AM	The reduction of bus services would be a great negative impact on the folks I serve both at the homeless shelter and camps. The DART bus provides them a way to connect with the outside community.
Dec 11 2023 09:50 AM	It would negatively impact the travel of a ton of people that live in Des Moines.
Dec 11 2023 08:52 AM	If funding was increased and Route 8 became all day, I would use it every day.
Dec 11 2023 08:35 AM	It hurts people in community's that can't afford alternative options. I love Dart and I want it to run even more than it does now, people are moving from all over the country and world to Des Moines are use to larger scale public transportation we have to continue to provide that as a city even if that mean charging the suburban car commuter a fee for living in the suburbs and working in Des Moines or a fee on all entertainment tickets on events in Des Moines if your address is in the suburbs.
Dec 11 2023 07:43 AM	As an Ankeny rider, most of these "cuts" already apply. No weekends, routes only during busy times, etc. But with more offices requiring employees to come into the office more, I've seen an increase in ridership even on our Ankeny bus. Perhaps look at where those who are riding are going. It used to be SRO for our Ankeny busses when it came down 7th Street, but lowered considerably when the move was made to come down 3rd. On the route I take, generally the first person off is at 5th and Grand. I know Principal people have said if it went by the campus, they would ride as the 6:40 would get them here for their 7:00 am start.
Dec 11 2023 01:31 AM	I'm not sure whether or not I'll have a situation where it would be helpful to use DART in the future. In the past, I've used DART to get to an internship in the morning and come back later.

better in the face of reduced funding. Please consider taking unprecedented action, as service at current spending levels leaves much to be desired. If funding cannot increase, tactics must be changed.

Reorganize routes- Consolidate routes that are close together to increase frequency. ie 1 and 10, 15 and 16. Give up on the old streetcar routes and consider what routes would be useful to more people. Complaints will be made with any change- use professional judgement to make the best service.

Eliminate central hub- Riders trying to get somewhere are not impressed with a place one has to sit and wait 15 mins to transfer. The hub and spoke system doesn't meet 21st century needs. Make lines that go all the way across town instead of terminate downtown. Make transfer points where lines cross with shelters, benches, warming lamp. Even better- sync route schedules so busses meet at transfer points at the same time so one wouldn't have to wait. Transit agencies in peer communities have done this. ie Omaha, Milwaukee, Ames

Operate smaller busses- One can assume DART buys such big, expensive busses because we get federal grants to do so. But how much would be saved in operation, maintenance, and repairs if smaller shuttle busses were used on many routes? Many routes/times could be comfortably accommodated with smaller busses.

Utilize on-demand services- to cover areas far from regular service, riders with unique mobility needs, or if there is a issue such as a disabled bus with passengers. These needs should be combined to run one on-demand service and could be made to connect riders with regular route services.

Dec 10 2023 05:29 PM

Could be an existing, private ride-share service or shuttle busses with

I have family in Des Moines, and when I come to visit I usually don't have a car. I would love being able to get around more without having to borrow someone's car. Especially since where I'd want to go is usually served well by busses, but the current frequency of busses makes the trip be double or triple the time that it'd take by car.

Dec 10 2023 05:02 PM

I have a driver's license, but my husband is blind and uses DART regularly to get to work, run errands and do social things. If DART services were cut, this would significantly impact my husband's independence and therefore, would impact our relationship. We moved to Des Moines from a small town and the public transit system was a major reason for our move so that he could be independent and get around town as he needs.

Dec 09 2023 07:19 PM

is hard to use, it becomes unusable. Meaning that if you want to increase ridership, if you want to make it worth the investment AT ALL, you have to actually INVEST in it, fully. When you start cutting services, you make it so impractical to use, people literally can't use it. DART already suffers from this with their current frequency and routes. A few years ago, my partner attempted to get from the fairgrounds area to their downtown job on DART once. Because he needed to make at least one transfer, the infrequency of service really impacted the time he spent navigating the route. What would have been a 15 minute drive took him well over 2 hours. Needless to say, he never tried that again.

As for myself, I have desired to rely more on DART, but every time I have tried, there are no routes that are practical - seeing the same problems my partner had, where there's just no reasonable way for me to get where I need to be on time with the routes and frequency offered. So I generally never ride at all. However, just today, I found myself on the west side of downtown with an extra hour before I could go anywhere. I decided to hop on the D-line and go to the East Village and do some Christmas shopping. I supported our local downtown businesses when I normally would not have been able to, specifically and ONLY because of the downtown D-line shuttle. I can't imagine getting rid of this shuttle. It is the nicest service that DART offers (and kind of the only usable one at this point in time, for our household, despite our neighborhood having plenty of bus stops). It's easy, I don't have to worry about having fare ready if I'm unexpectedly needing the service. I don't have to spend a half hour before going out figuring out what routes I need and when I'll need to leave, and I don't have to worry too much about missing the bus, because another one will be by fairly shortly (relatively). I would gladly have my tax dollars going to this kind of service. I truly do love DART, and I hate that I can't use it more/really at all right now, with the occasional exception of the D-line, because the schedules are just not workable for anyone on any sort of timeline.

Dec 09 2023 06:14 PM

This change would put a burden on my wife and I. I would lose independence and would not have as much flexibility in job choices.

Dec 09 2023 03:35 PM

I would need to quit my job if I could not find transportation. In addition, I would not be able to operate my business. Currently I have a business which employs at least 28 people each year. I could not operate my business if I do not have reliable and affordable transportation. This outcome would have a major impact on our community. Call me for details.

Dec 09 2023 09:34 AM

Dec 08 2023 11:50 PM	I do not ride DART and I am fortunate not to have to use public transportation. However, I teach adult students who depend on DART for travel to school, work, etc. According to the recent US Census Data, 33% of Iowa is comprised of the working poor, with many of them being in the Des Moines Metro. Cutting services is discriminate as it will primarily impact the poor, elderly, minorities, and those with disabilities. What has happened to the surplus money equaling \$1 billion dollars that Iowa has accumulated over the last three years? How is this money being used to support ALL people of this state? Public transportation is a worthy place to allocate this excess funding.
Dec 08 2023 02:48 PM	It is our moral imperative to invest in public transportation in DSM and surrounding areas to increase mobility for underprivileged communities and mitigate negative environmental impact. Our city planning must orient itself around improving walkability and access to basic necessities. Anything less is frankly irresponsible.
Dec 08 2023 01:29 PM	I don't use it today due to the stage in life my family is in (little kids). Once my kids are older I might consider using it, unfortunately Altoona has few locations located near where I live for me to ride it downtown, so I currently never think to ride the bus.
Dec 08 2023 12:15 PM	I use dart almost every day of the week. I use it to go to classes, shopping, Doctor's appointments, church and other aronds. My family and I don't have a car, and furthermore, my husband I are blind. So we don't have a choice. My son uses your services just to get to work and school! So please don't cut services. Infact, we're not the only ones who use your services. And you will hear the same thing from them as well. One other thing, I moved here from a town where buses are are very limitedboth time and service wise and I got tired of it. Asking for rides from others is like pulling teeth.
Dec 08 2023 10:45 AM	I need early morning bus rides to commute to my job all the way in Johnston. If early rides were taken away I would have no way to get to work because I can't afford a taxi or ride-share service.
Dec 08 2023 10:11 AM	I'm not a current rider, but I used DART as my primary mode of transportation to work for many years. This is a critical service to keep people employed, educated, and housed. We cannot cut this funding.
Dec 08 2023 09:04 AM	It is hard to afford The bud especially when you have to pay for every connecting ride.
Dec 08 2023 08:20 AM	I live in Ankeny and I ride the Ankeny Express. This is the ONLY bus that I am aware of that I can ride to and from downtown Des Moines. If this bus/route is cut or the number of trips during the weekday morning and/or afternoon are cut, I will be forced to drive my car to and from work. That means more expense for me - gas, insurance, maintenance, etc. - as well as one more car on the road adding to pollution, wear and tear on the roads, adding to traffic congestion, etc. The minor increase in property taxes far outweigh the negative affects of reducing or eliminating DART busses and/or routs.

Dec 07 2023 03:16 PM	I don't use DART but I recognize how vital it is to our community.
	I am a college student enrolled in teacher education. The state of Iowa requires that teacher education students complete 80 hours of field experience in local schools. My school is far from my hometown which makes it difficult for me to have a car with me on campus. For my field experience requirements, I have been assigned to schools that are not within walking distance of my place of residence, and therefore I rely on the DART bus to get to my assigned school. If the DART budget is cut, it will affect the many teacher education students like myself who rely on DART to fulfill the state-mandated requirements that allow for us to obtain a teaching license. I don't know how I would be able to become a teacher and serve my future students if I was not able to have field experiences in classrooms, and that is only possible because of the flexibility that the current DART route provides.
Dec 07 2023 02:57 PM	While I personally don't use the DART bus often, I know many people rely on public transit on a daily basis! The more accessible public transit will be,
Dec 07 2023 01:23 PM	the better we can eliminate various issues within the community.
	The services don't affect me but they do affect those who do not have personal vehicles and can't afford an uber/lift. We want people to work or be healthy/go to appointments. It's already challenging enough to make sure you take a bus that will get you to a place on time but then if you raise prices or cut services you are putting those who rely on DART for transportation in tricky situations whether it be they have to wait extra long outside or they are arriving to appointments extremely early or late or they don't have a way to get home if they work outside of hours of operation. This city does not serve those who are don't have or can't afford very well and taking away a service that is necessary for them is disrespectful and shows them that their needs don't matter. Let's do better for our community and provide them with transportation consistently and frequently.
Dec 07 2023 01:17 PM	While I'm not a DART rider, I still feel that affordable, reliable public transportation is crucial to a city's wellbeing, and is an invaluable resource to disadvantaged individuals.
Dec 07 2023 12:51 PM	I have never learned to drive. I rely on Dart to get to work. I live fairly close to where I work, but it would be too far to walk. I have physical disabilities and have always meant to look into paratransit services.
Dec 07 2023 12:32 PM	A lot of clients that I serve use DART services. The cuts would affect them tremendously by affecting their jobs, them getting jobs, and their school age children. It would affect them being able to get to places that provide services for them such as ELL courses, food, clothing, job help and a lot of other services.
Dec 07 2023 10:59 AM	

Dec 07 2023 10:56 AM	I'm responding mostly from my work with clients. The clients I'm working with depend on DART services and also can't use this survey with language and digital literacy barriers. Services are the only way they are able to travel as they can't afford, achieve driving on their own or disabilities. They need to have access to the public transportation for work, English class and medical appointments, as well as social activities and running errands.
Dec 07 2023 10:53 AM	Well, I don't personally use the service often I do come from a city where the transit system was much more accessible and well used and I miss that. Adjusting to a city that doesn't have that is hard. I also work with populations that need the service, and without the service even at the level that it runs today it was severely impact their ability to survive, which would then impact other services in the state negatively.
Dec 07 2023 09:41 AM	There are already so few routes that go to the surrounding suburbs of Des Moines. For Des Moines to continue growing as a major city in the Midwest, we need to invest more, not less, in infrastructure and transportation. A small tax increase is worth the investment in the future of our community as long as the use of those dollars is transparent.
Dec 07 2023 09:29 AM	Recently my employer locked our parking ramp with no warning, trapping my car inside for a night. I was forced to either take an uber or the bus, and the bus felt safer to me. I don't ride the bus often but appreciate that it is an option on short notice or in emergency situations.
Dec 07 2023 09:07 AM	We need the bus service on merle hay road in johnston to continue as it services a lot of people and helps me to get to work.
Dec 07 2023 08:57 AM	I'm a victim of living in an area of DM that doesn't have close bus service. The service that is available is quite a distance from my house and would mean what normally would take 20 minutes to drive from a Des Moines location to a Des Moines location takes more than twice that amount of time (including a bus change).
Dec 06 2023 10:00 PM	Hello. Thank you for reading this. I am functionally blind; I do not drive nor will I ever. DART is absolutely essential in my independence, and without it at its current level of operation, I can't even fathom what life will be like. I trust you will make the choices that will best serve the highest good.
Dec 06 2023 09:43 PM	I NEED BUS FOR WORK!!!!!!!
Dec 06 2023 07:43 PM	I am a single mother of four kids. There's work there's daycare there's school I mean I could go could with a list of how important this public transportation is too all of us who don't have money for a taxi or uber. Even if you think you won't need the public transportation in the future you'll never know where you might end up. I know the dart system is a logical system and it's for the people. That's what you need to keep in mind. Instead of talking about cutting the dart system, start taking in consideration of making it where on the weekends it runs the same amount of time like the week days. In conclusion, the dart bus is for the people which means anyone anywhere there's always places to go people to meet. Thank you

Dec 06 2023 04:03 PM	I am transit dependent and have limited money for rideshare services. DART service cuts would make it more difficult, or possibly impossible for me to get to work, stores, and recreational activities. DART is my way to independently travel.
Dec 06 2023 03:26 PM	It would make the lives of clients and families I serve more difficult if they had even less access to public transportation than the little they have now.
Dec 06 2023 01:43 PM	I understand why this survey focused on riders, but I wish there was a way for non-riders to show strong support for public transit. It's critically important and I am happy to support just as I do other essential services in our community. I have neighbors who feel the same. Our businesses need workers and every citizen should be able to travel around our region - seniors, those without cars, those with disabilities and again, everyone who needs to get to and from work.
Dec 06 2023 12:15 PM	Less bus services means less job opportunities. DART's service area and times affects many people's access to potential and current employers.
Dec 06 2023 12:06 PM	I ride the 96 Express back and forth from West Des Moines to downtown Des Moines in order to work downtown. If the 96 Express is cut or the remaining routes won't work for my work schedule (roughly 6:45am to 3:30pm) then I would be forced to purchase a vehicle and drive myself. Not good for the environment and added parking space needed in downtown Des Moines. And more traffic on I-235. I am lucky because my employer (Principal) covers the cost of the bus fare. Thanks to DART for the service they provide. I have ridden DART for over 25 years and hope to continue to do so.
Dec 06 2023 11:24 AM	I used to ride an Express bus a few times a week to work. Since COVID, I don't have to be in the office as much and the financial benefit to riding has lessened so I haven't ridden since COVID.
Dec 06 2023 08:14 AM	Please retain the current services and routes. I guess if rates need to increase, I'd rather deal with that than reduce services. Are there any electric or hybrid bus options that may help to reduce costs?
Dec 06 2023 06:29 AM	I only ride to work and back during normal business hours. Less frequent buses would mean I would have to adjust my schedule to catch an earlier/later bus. I would not anticipate this to affect me much.
Dec 05 2023 09:59 PM	I think dart serves an important role in getting citizens to and from work, school, the grocery store, etc. I worry that any cuts will reduce the overall quality of life in Des Moines for folks without cars.
Dec 05 2023 08:23 PM	I would love to ride Dart but it doesn't meet my service needs. If there were more routes that didn't require changing buses in a manner that takes me incredibly far out of my way I would use it for work. I am grateful for the service DART provides the area and would be willing to pay more.
Dec 05 2023 05:57 PM	Are smaller buses an option to lower cost?
Dec 05 2023 04:26 PM	No. Thank you.
Dec 05 2023 02:08 PM	It would drastically effect my employment, health, ability to get to AA and all other activities that I depend on DART to get me to.

Dec 05 2023 02:05 PM	I'm not a rider as often as I was before, but it is completely unfair that it is expected to cut public transportation services. There should be more advocacy to find better solutions.
Dec 05 2023 01:56 PM	If a city is to remain vibrant, there needs to be ample public transportation. Seems very short-sighted for the city not to fund DART.
Dec 05 2023 01:55 PM	My husband and child go to school and cuts would drastically reduce their options to go to school. If there were more services our family would use it way more frequently
Dec 05 2023 01:52 PM	Those on a fixed income or experiencing homelessness etc. already struggle with fares and transfers
Dec 05 2023 01:39 PM	I do not think this survey is helpful. It gives little choices, keeps asking the same choices. Look at the people served! Cuts to suburbs we need better public transportation. This is what we NEED for our community.
Dec 05 2023 01:36 PM	BAD
Dec 05 2023 01:33 PM	Students need these buses and not longer bus rides
Dec 05 2023 01:29 PM	I hope that the residents served by DART can start to take advantage of it even more so that ridership can increase and public transit in Des Moines can be viewed more positively by most people
Dec 05 2023 01:23 PM	I'd be limited on where I could go
Dec 05 2023 01:19 PM	I think DART is great and helps the homeless and people who just down right now. I hope the people of Des Moines should pay a little added tax on their gas and electric is what we in Des Moines do
Dec 05 2023 01:09 PM	Funding should be kept the same. If it isn't broken then why fix it
Dec 05 2023 01:07 PM	Keep all the bus routes the same but have buses come every 20 minutes instead of an hour
Dec 05 2023 12:52 PM	Run a little later like till 1:00am
Dec 05 2023 12:42 PM	I really need a bus pass cause I don't have an income
Dec 05 2023 10:48 AM	I especially value the early morning bus, since I start work early in the morning.
Dec 05 2023 10:44 AM	Des Moines needs more public transportation. Please take this step to help residents all over the metro.
Dec 05 2023 10:11 AM	I am mostly concerned about the Hickman Express route. I don't want this eliminated. I am concerned about the lack of times available to take this bus to / from downtown DSM.
Dec 05 2023 09:58 AM	I have ridden the bus for 40 years and continue to see it as a needed service for our city considering there is no other mass transit option and the cost of owning a personal vehicle continues to rise.
Dec 05 2023 09:21 AM	They would not personally affect me, but I fear that this would dramatically impact low income earners in Des Moines. It would be very cringe
Dec 05 2023 07:54 AM	I use DART to commute to work because I prefer it to driving, not because I need to. The less frequent the service, the more likely driving myself becomes the more logical choice. Suburbs thrive around healthy cities and they should contribute generously towards these kinds of amenities.

Dec 05 2023 06:26 AM	I quit riding Dart when you did away with the Route 8 bus that went down South Union. the nearest bus stop is uphill and 3-4 blocks away from me which, I can't do in the winter due to a medical condition.
Dec 04 2023 09:29 PM	I am retired now, so I do not depend as much on the bus but when I was working, I needed it to get to and from work and there was times where I had to use Uber and it was a stretch and a hardship on my budget to have to use Uber
Dec 04 2023 08:02 PM	Bus service as it is, is already a huge time suck for riders who have to get across town. Eliminating service options will only make this worse. THERE SHOULD BE MORE BUS SERVICE, NOT LESS!
Dec 04 2023 07:15 PM	These cuts will affect all of the kids who use DART to get to school every day - the kids that don't have a parent with a flexible enough schedule to drop them off and pick them up, or that don't have a family vehicle at all. This is denying access to education to a large portion of our (mostly) black and brown kids - refugees and immigrants, whose parents don't speak English, and who won't be taking this survey. Who is going to stand up for education in this state? And make sure that everyone can access it???
Dec 04 2023 06:44 PM	It would cost me more to drive (price of gas, wear on car) and also pollutes the enviornment to have everyone drive their own car.
Dec 04 2023 04:59 PM	I love DART and hope ridership can be increased to raise awareness of it's value to the community.
Dec 04 2023 04:32 PM	Wouldn't like it. DART has helped me really good to this day
Dec 04 2023 04:10 PM	It would make my life harder
Dec 04 2023 04:01 PM	It would impact people that are homeless, no licence on parole
Dec 04 2023 03:37 PM	You should come up with innovative ways to raise money. Like a holiday lights bus tour around Sherman Hills. Maybe make money by allowing adults to drink
Dec 04 2023 03:37 PM	I would love to see the city find a way to make DART even more affordable, or free, to users. We should be encouraging use of public transportation & less driving of individual cars and ride sharing.
Dec 04 2023 03:17 PM	I work in the 4+ program with DMPS. We work every day with students who rely on the bus to get to and from work and school. I'm new with this program, but a significant part of our job is training our students on how to use the bus. As these students graduate, many of them will get jobs that require them to work nights/weekends, and a large percentage of our students would not be able to get a driver's license or a car for any number of reasons. Any cuts to DART services would severely impact their ability to get or keep a job at which they can be successful.
Dec 04 2023 03:17 PM	I ride the bus occasionally on my own time, and I appreciate all the routes and times that DART currently runs.

Dec 04 2023 03:02 PM	I work for Des Moines Public Schools, so I don't have to pay bus fare while I'm working with students. Our students rely heavily on the Dart buses to get to school and work.
Dec 04 2023 02:09 PM	Route 93 (Express downtown from urbandale) was already cut about 2 years ago. If i ride it to work I am either downtown way too early (before 7AM) or too late (after 8:30). Bring back the 7:30 departure so I can go back to riding the bus
Dec 04 2023 12:55 PM	Completely dependent upon Dart for work -- don't have a car as my DL is suspended for a year.
Dec 04 2023 12:18 PM	This is a community issue that will impact many individuals, especially individuals with disabilities and low-income families. I hope that the consideration of the use of services are including ALL demographics and not just looking at how to cut the most money.
Dec 04 2023 11:55 AM	It would impact all working force bus riders
Dec 04 2023 11:53 AM	It would affect me getting to work and important appointments
Dec 04 2023 11:51 AM	If cuts are made, termination of employment might take place
Dec 04 2023 11:48 AM	DART representative at public events have said to me multiple time when asked for longer route times like 3AM to 12AM services for all routes, 'We cannot provide service without riders.' However, how do you know if you will have riders if you do not have service? The busses also need to come to all communities. Bondurant pays for DART but, you only go to Amazon and don't even have a bus come into town. Perhaps, if you had a pick-up at City Hall for three times in the morning hours and drop off three times in the afternoon you would have service. If not, please reduce that amount that Bondurant pays towards DART. Why are we, Bondurant Citizens, paying for a service we cannot even access?
Dec 04 2023 11:45 AM	It would greatly affect how I get to and from employment opportunities. It would decrease my expectations of success
Dec 04 2023 11:40 AM	There are a lot of people that do not have a car as though myself. With out the transportation that DART offers as is, this would effect me having and keeping a job, taking my kids to school, the grocery store, downtown, getting home, getting across town in general. Have you met people... oh my God. Please don't cut this program we need it.
Dec 04 2023 11:35 AM	Waiting longer in winter - getting sick or too hot or bus missed. 2 hours is a long time to wait for anyone
Dec 04 2023 11:32 AM	This would be dramatic to our economy as people use the transit to go to work to make money and also to spend money. This would effect everyone
Dec 04 2023 11:27 AM	This would dramatically affect the economy as I ride DART for work, school, and many other ways of commuting around. Cutting routes will only affect the economy negatively for myself and many people of Iowa
Dec 04 2023 11:24 AM	Should stay like it is and extend Sunday hours
Dec 04 2023 11:19 AM	If cutting service, job options would be limited and I could also lose a job as a result
Dec 04 2023 11:13 AM	I will have to deal with a lot of grumpy folks

Dec 04 2023 11:07 AM Just keep us all equal

I may ride less or not at all if the time I need to ride (to get to work) is cut. You didn't mention anything about the companies that provide funding. I work for Principal so I don't have to pay to ride. Could you get more money from Principal, Wells, and others?

Dec 04 2023 10:47 AM What about more advertising to get more people to ride?

I use DART because I can and it saves me money. A question that has been missed in this survey (at least so far) is whether DART is the respondent's only means of Transportation, or just an option. If the express route I take is eliminated, I'd just start driving.

Dec 04 2023 10:43 AM

Dec 04 2023 10:34 AM This negatively affects where and when I can work.

No one should pay to ride DART. Take people where they need to go. Provide a SERVICE to your citizens. Iowa City figured it out - so can you! Absolutely refuse to accept a cut in bus services. It's NOT acceptable. I do not concede to you framing. Question 12: Refuse to answer. Ridiculous! 61% of riders don't have cars!

This is really not about me. I would survive. Serve your community. EXPAND services don't reduce them.

Dec 04 2023 10:18 AM FIGURE IT OUT!

I rarely ride DART because I'm not able to get my young kids to school and myself to work in a reasonable amount of time. I also have the privilege to be able to drive my car instead. I primarily ride the D Line, and cuts will ensure that I don't take extra trips around downtown Des Moines. This will unfortunately impact the local business that I can no longer access.

Cuts to DART will mainly impact people who have no other transportation options. People will struggle to get to their jobs, struggle to access food or services, and will be limited on the ability to recreate in the city. Cities whose residents benefit from DART need to step up and help to secure funding for their residents, too.

Dec 04 2023 10:09 AM

My employer (Nationwide) provides my DART pass. When I began I worked late enough into the evening and on Saturday that there was no practical bus for me. Now that I work "normal" hours the weekday bus is great. Weekend service enables me to get downtown to church. I can still drive, but looking ahead to a time when I may not be able to drive, and knowing many folks who don't drive, I appreciate a public transit system that is as frequent as possible. Plus, it's greener than single-person cars!

Dec 04 2023 10:06 AM Thanks for all you do :)

Dec 04 2023 10:00 AM	It would cause me to ride my bike more often thus causing a barrier on extreme winter days. I would have to change my schedule a bit and plan more carefully
Dec 04 2023 09:56 AM	I believe public transportation and accessibility to the city is fundamentally important to the success of our city. While it doesn't impact me directly, I understand and highly value the importance of DART and want to have a robust system for those who rely on it greatly.
Dec 04 2023 09:17 AM	Cutting public transit options is not a valid way to create a thriving city.
Dec 04 2023 08:54 AM	This is a sad possibility for the Des Moines metro area. There are people who don't have access to safe reliable transportation, and it is important criteria for quality of life and choosing where to live. We loved riding the bus early in our careers and now with kids off to college and required return to office for work, would like to resume riding DART.
Dec 03 2023 08:50 PM	Public transportation is important! We commute to Ames, so DART is mostly irrelevant to us, but we could cut back to only having one car (instead of two) if our public transit infrastructure was more robust.
Dec 03 2023 08:11 PM	Ukrainian refugees need the bus to get places outside walking distance.
Dec 03 2023 08:12 AM	If dart cuts services, it would make getting to work even harder than it already is for me. I already have difficulty relying on dart for Sunday service and no bus service on holidays means I can't work those days or have to pay for a ride. I don't make very much per hour, so having to pay more bus fare would also mean I would have to cut something else in my small budget like food.
Dec 02 2023 09:09 PM	Public transportation is an essential service. It should be made a priority, expanded, and free.
Dec 02 2023 07:41 PM	If DART cuts services it might effect on how I get around because I don't have a car to get around to go places dart is the only way I get around.
Dec 02 2023 05:50 PM	I base my work hours on the early morning bus route to get me to work at Iowa Methodist hospital.
Dec 02 2023 05:28 PM	Please don't cut bus services in metro area. We need all the buses. Cut dline service to 9 to 5. Keep buses running 7 days a week. Increase times on the buses mostly used. Expand Sunday service. Keep highly used local routes the same but less used routes use at peak times only. Use the 50 route everyone to make transfers and add route that will connect to 6 going down SE 14th to the Capitol. Ask the federal government for help. The government infraction bill or something like that. Just don't cut the buses please. I was riding since I was a kid when you could the bus for a 1.00 and it was called the MTA. And it when the buses was walnut. Aka bus row.
Dec 02 2023 01:48 PM	Vulnerable kids need dart for school and work. Please care for them by ensuring services are extensive. Also I would use public transport if it was more like other cities easily usable and affordable
Dec 02 2023 11:02 AM	Based on the metrics it could save \$5 million per year to switch to Uber and close DART completly based on average Uber rates. That is without negotiating a special rate.

Dec 02 2023 10:33 AM	When I start working again it could be a hinder to my shifts. I don't want to rely on Uber or friends because \$\$\$/anxiety. there are def routes that need "cut" or new routes thought of.
Dec 02 2023 08:14 AM	I can not drive due to severe anxiety and rely heavily on DART to get everywhere.
Dec 01 2023 02:58 PM	Lack of homeless access to obtain items to survive I believe your minds are already made up to stop running in DSM entirely and this is just protocol! This is another way to weed out the homeless
Dec 01 2023 02:55 PM	From riding DART in the past, it seems to me that most riders are intellectually disabled, homeless and allowed by drivers to ride free, or extremely low income/welfare. Perhaps rather than a general bus service most residents don't use, something else could be tailored to this specific population of riders.
Dec 01 2023 02:52 PM	I use DART to get to medical appointments, volunteer in my community and get to the store
Dec 01 2023 02:46 PM	I would like to see more contribution from the suburbs. We need the suburbs to take on more of the burden of affordable housing. That would result in an increase demand for public transportation in those areas. Thank you for allowing our input
Dec 01 2023 02:42 PM	While I currently do not ride DART, bus service cuts would push me further away from riding DART. I would like to ride DART, but my route(Route 11) is already hourly service during peak hours with no non-peak service. As someone who has lived in a location with much more frequent service, the frequency of service greatly affected when I rode the bus verses walking.
Dec 01 2023 02:38 PM	Question 7: should be free. Charge street tolls Question 8: systemic problem. When you charge tolls talk to us about bus fees Question 9: Pretty non-viable - Already a bare bones service
Dec 01 2023 02:31 PM	I hope that On Demand and uber like service is discontinued
Dec 01 2023 02:27 PM	I couldn't go anywhere. I think routes to Johnston should be cut
Dec 01 2023 02:23 PM	There should be at least a morning and evening bus to the Ankeny area and back just in case riders (customers)need or want to take a trip during the weekend. Of course, if it is feasible.
Dec 01 2023 02:18 PM	Increase the tax and prepare the community for the upcoming increases over the next ten years.
Dec 01 2023 02:10 PM	Getting to appointments
Dec 01 2023 02:05 PM	I wouldn't be able to work the same hours or location/job. I really appreciate the frequency and duration of the bus schedule to get me around safely at "awake" hours.

I don't ride DART. I live in Pleasant Hill and work in Des Moines so the routes there are not compatible with my work schedule. However, I work for the STEP program with Des Moines Public Schools. We work with students ages 18-21 with special needs. The goal of our program is to teach students skills to help them be successful workers in our community. A large part of our curriculum is to teach these young adults to ride DART to access work, appointments, recreational activities, etc. Most of our students will not drive as adults and will depend on public transportation to get around. Our students also ride DART to get to and from our classroom at Central Campus. Students also ride DART to get to internship sites around the community so they can explore jobs and improve job skills. Cutting routes would have a large impact on the services we can provide individuals in our program.

We are so grateful to DART and are very concerned about what cuts in routes would do to our program. I am not sure the general public realizes the domino effect these proposed changes would have to our program and many other public services so many people depend on to live and work. Please let us know what we can do to help!

Dec 01 2023 01:52 PM

Jami

Dec 01 2023 01:47 PM

not at this time

Dec 01 2023 01:28 PM

While I don't currently use DART, I am concerned about those who do require its services to meet their daily needs (whether that's getting to work or school or access to health care, etc.). It's evident that the state legislature is not interested in helping those in-need. For those of us that do care, let's help, in the short-term, by increasing the Franchise Fee, and in the long-term by making some changes at the state level.

Dec 01 2023 01:00 PM

Worries about students who ride this service having to arrive to school earlier and have to wait outside until doors open. Which is usually only 30min before school starts.

Dec 01 2023 12:36 PM

This IS scary! My highschooler rides the bus after school and has to get to work. So now, he will most likely have to wait for over an hour to catch the bus and risk the chance of being late to work.

Dec 01 2023 12:25 PM

I take 2 buses to get to work and get home from work I take the #6 Going down Se5th and then either the #3 or 60 to work and the same to get home.If you cut the #6 Se 5th then I would have to walk in the winter time to catch the #6 going down Se14 !! love the convience of the morning #6 going down SE5TH at gets me down to dart around 6:04 to catch the #60 leaving at 6:10 and getting home I catch the 60 to get me down to dart before the 4:50 pm #6 going down SE5TH. If you cut this route I am out of luck cause I don't drive! The bus is a way for us to get where needed if we don't have a car or drive. It's our livelihood! City leaders take that from us we might gave to quit working and I'm sure the City leader and government don't want to fork out money for welfare if we can't work!

Dec 01 2023 11:57 AM

You get less time in the day when you have to dedicate a couple hours to get somewhere. It's especially frustrating when it would only take 25 minutes driving. It affects your quality of life. You have to leave earlier, you get home later, and you have less time to do things.

Dec 01 2023 10:25 AM

The current system is already somewhat of a joke and leaves people in the lurch with busses always being late and affecting people's schedules. We are not on par with bigger metro areas in providing a trusted resource to the public that many people rely on. The bus/public transit system should be much better, more efficient, and reliable than it currently is. We are going the absolute wrong direction. Sounds like there is plenty of money going into the DART system, especially since the funding is going up. I am skeptical about the need to reduce services and place blame for funding. But, regardless, if DART needs that much more money, they need to be seeking diversified funding sources. The price increase shouldn't totally fall on the shoulders of the people who rely on this service. And some can't afford for it to fall on them.

Dec 01 2023 10:07 AM

I have been riding the Dart buses for over 25 years. This is my how I get to both of my jobs. I am medically not able to drive so the bus service is my first option then I would have to take a taxi or uber which is more of an expense than riding the bus.

I current ride the 52 every day. I work downtown and currently have to leave a hour early from my full-time job just to get to my part-time job in West Des Moines, because the route change in June 2023, putting the 52 bus on University in West Des Moines it is never on time. The only time it is on time is the early AM. I uber home or walk from my part-time job (2 miles) because you took away one of the 72 buses .. which is more expense than the bus.

I would not be opposed to the bus running every hour but if they still can't run on time, that would mean I would have to give up my part-time job or leave even earlier from my full-time job.

Dec 01 2023 09:33 AM

While the possible bus service cuts will not drastically change to how I get around Des Moines, I believe that public transportation is a necessity to obtaining sustainable employment, health care services, an education, and nutritious food. Cutting bus services will only harm our community especially those that are most vulnerable and rely on it to access community resources and services.

DART service is already too less and has kept reducing the route/frequency almost every few months! It is impossible to go to get groceries/doctors visit and back in the afternoon/ evening after work because there is only 1 bus making a 3 hour round trip.. Goin to downtown from West Des Moines takes 2.5 hours because the drivers won't stop for connecting transfers! Its as if drivers are trained to not allow people to take transfers! When they see the connecting bus pulling in, they leave. What about people who are on that bus who need to catch this bus! Transfers should have a common time of atleast 5 min at the transfer point and if any bus is late, the driver should wait, as otherwise the next bus is only after 1+ hours! And then they say riders have reduced! Well, previously it used to take 20 mins to get to work in downtown from WDM, now it takes 2+ hours! Everybody on the deciding council for the routes should take the route atleast twice before they decide, so they know how impractical the route changes are! It is not possible to stand out for 45 min in IOWA cold, waiting for the transfer. Better planning, practical planning, atleast 50% members on the deciding committee should be the ones who actually solely rely on DART, not who have a backup option of using a car when weather is bad, or who can drive till the far away bus stop.

Dec 01 2023 02:16 AM

Public transportation is vital for both now and even more so in the future. Making it more convenient will mean more riders, less traffic congestion, less pollution

Nov 30 2023 10:35 PM

If Dart cuts routes and times in my area there would possible be no bus which means a greater risk of homeliness as I would have no way to work and that is what many people would face the bus system is the only public transportation we have in the Des Moines area so many lowans rely on Dart for everything from getting self and children to appointment's work errands visiting friends limiting or eliminating services or increasing prices could be devastating for already struggling people I remember gathering pennies together to get on the bus just to get to work I feel it is unfair to consider any fair increase or ride limits ppl cant get to work now with the limited trip areas and where some jobs are located its time to start thinking about the struggling lowans and stop taking from us I will pay 2% increase or even 2.5% increase in my rental payment to keep DART the way it is in hopes that DART will become better and less expressive with more trips find anointer way to fund DART do not cut trips or increase fairs

Nov 30 2023 09:50 PM

On almost every bus I see there are fewer than 3 riders - sometimes none at all. I think we could adjust things to eliminate the huge offensive buses and instead provide vouchers for taxis or Uber/Lift and save money. We might even employ more people with less expenses. DART obviously isn't working the way it is structured. We don't need to eliminate DART - just adjust it to better serve it's users.

Nov 30 2023 08:09 PM

Nov 30 2023 07:28 PM	I teach those with visual disabilities to travel and access transportation options. DART is the cheapest and most accessible option. These proposed changes will impact job access, inclusive activities, and deter independence for an entire community.
Nov 30 2023 06:59 PM	<p>services as they are presently. A tax increase would fall mostly or totally on the shoulders of property owners who have their own cars to drive and do not need Dart. Therefore why would a car owner want to pay for a service they do not use. That certainly makes sense. I am sure that some Dart customers are property owners and they would be in favor of paying more in property taxes to fund a service they use. And then you have bus riders who do not own properties as they rent. Will landlords be in favor of increased taxes on their properties in order to help renters who depend on bus services? When all is said and done, if a tax increase is the only solution to fund the Dart budget and it is not approved, the people who will be hurt the most by a reduction or elimination in Dart services are poor people, the sick and the elderly who desperately depend on Dart in order to live. This hurting group of people will be forced to travel less and or spend more on cab or Uber transportation. Some of this group might be forced to become shut ins and isolated as they may not be able to afford third party transportation. And if you decrease bus availability from every 20 or 30 minutes to once every hour, most seniors, handicapped people, people who must rely on scooters, walkers or walking canes for assistance may be forced to wait outside curbside for 60 minutes for the next bus or abandon bus riding entirely because of a cut back in scheduled bus availability. I am a handicapped senior who does not drive and rents. I use bus #3 & #60 & #52. They are my lifeline for transportation to shop for food and a lot of medical appointments. A reduction in Dart service would severely diminish my independence and ability to function positively on my own. My only suggestion to fix your Dart budget shortage would be: to eliminate entirely Saturday & Sunday service, eliminate very early & late weekday service and finally maybe a very small fare increase of 25 - 50 cents per ride. Absolutely no 60 minute bus cycles. As for eliminating routes that have very few riders for either express or regular routes, that makes sense to end those services in order to save the popular busy routes such as the #3.</p>
Nov 30 2023 06:35 PM	<p>My employer uses DART to get our students & staff to get to & from work.. I work for Iowa Department For The Blind</p>
Nov 30 2023 06:30 PM	<p>On the Urbandale route Every 1/2 hours between 6 - 9am and 2- 6 pm Mon-Fri for Hoover high school and downtown office workers Every hour in between these times stopping at 10pm Every hour on Saturday no service on Sunday</p>
Nov 30 2023 06:23 PM	<p>I would like to see action taken about buses running late or certain routes not running at all.</p>
Nov 30 2023 06:23 PM	<p>I really don't like a crowded bus, but it is what it is. I will no matter what still use the bus, just like I do now. Riders will have to do more planning on their own (like I do now) to figure out what bus time will fit their schedule for what they need to do that day.</p>

Nov 30 2023 06:23 PM	Cutting bus service is a terrible idea. Bus service should be increased. There should be a bus at least every 10 minutes on major routes. DART has the most service of any city in Iowa, but has far less than the big cities in surrounding states.
Nov 30 2023 05:55 PM	I might not be able to make it in to work, and without work, I have no money to spend, even on taxes
Nov 30 2023 05:33 PM	It is ridiculous that DART does not make regular trips to the airport.
Nov 30 2023 05:27 PM	My 11 year old takes DART to middle school everyday. This is his only way to school.If DART reduces or stops this service route I would most likely have to quit my job to take him to school. This would cause a great financial hardship for us.
Nov 30 2023 04:03 PM	I have ideas for solutions but this survey is not geared towards getting suggestions. Because people don't ride the bus doesn't mean they don't care about the folks that do.
Nov 30 2023 03:58 PM	I am a mental health provider in the community and serve many many clients who are reliant on bus services. Reduction in routes, offerings, and times would greatly impact my client's ability to get their physical, mental, and overall basic wellness needs met as this would cut into even more time navigating transportation to their respective services, jobs, and homes overall. This could lead to devastating affects on marginalized communities as it would be easier to lean into complacency vs. navigate an already challenging and barrier filled system.
Nov 30 2023 03:38 PM	We NEED robust public transport in Des Moines so no one is left behind
Nov 30 2023 03:09 PM	I work with young adults to gain employment skills. Many of our participants need the bus service as it is their only form of transportation.
Nov 30 2023 03:02 PM	I think the bus system is antiquated in Des Moines. For the price we spend per rider, we could buy them all cars. They are also annoying in downtown traffic with VERY few riders for the size of bus.
Nov 30 2023 02:43 PM	my family and I use the bus often and It would make it difficult for us to get to work/school. With the current prices that dart service offers is affordable but if the reduce in service goes through we would have to find alternatives to go to our destinations, which means spending more money on a taxi or Uber.
Nov 30 2023 12:27 PM	The cuts would not impact me - however - they will drastically impact the people I serve. I work in social services and SO MANY of my clients rely on DART for work and getting to and from medical appointments. If DART services are cut, my clients may be out of work because they would no longer be able to get to/ from their jobs. My clients are also not in a financial position to purchase cars. These cuts would be detrimental to low-income families in the metro.

I am a teacher with impaired vision that does not allow me to drive. I was born three months early, and as a result, I do not have one of my eyes, and the other is severely impaired by glaucoma. I moved to Des Moines specifically for the public transportation that the city provides me. I use DART to get to the school I work at, the grocery store I use, and the church I attend with my family. I use DART to run errands and to go to social events where I work to make new friends in a new city. It is invaluable, especially in the winter when walking from place to place is harder. Having the freedom to leave my home and travel around the city is the reason I worked so hard to get into the Des Moines school system. I am shocked that such an essential system might be debilitated and I challenge every person on the committee making this decision to ride the buses for a week without other transportation options and tell me that it should have service cuts. DART is essential to my professional, personal, and familial well-being. Thank you for providing such a needed service to a disabled, 26-year-old music teacher. My family, friends, and students would be out of reach to me without the bus system. Please keep the current level of service. I would pay \$200 a month or more in fares to keep DART running the way it should.

Nov 30 2023 11:44 AM

I live in Altoona. The express route (99) has seen a sever decrease in ridership. I am glad that route 17 was extended to Altoona. This gives me two ways to travel to work during the weekdays. If the express route (99) is dropped I would plan to catch route 17 providing it would still get me to work by 8am. I have always learned to adapt to the buses schedule and both routes 99 and 17 have served me well when emergencies and weather are a factor. I hope considerations are kept in mind for those that live in the suburbs of Des Moines.

Nov 30 2023 11:25 AM

Please keep in mind the folks who have to work early in the morning, at night, and who work on Sundays. If you cut services to the point where I can't use it to get anywhere on time or anywhere on the weekends, I would not use the bus often, as it would be unreliable and not useful. I don't mind paying an extra \$30 a year on my electric bill to continue bus services. If you do cut services by 40% you need to cut the bus fare down by 40% to \$1.05. It doesn't make sense to charge a rider a full bus fee when you're only providing a 40% service. Thank you.

Nov 30 2023 07:22 AM

If the EP Tru Express is eliminated I would quit taking the bus and would drive by myself since there are no carpool options.

Nov 29 2023 09:29 PM

This shameful and un just for struggling families. I have the privilege to use dart as an emergency ride. But most people that use it daily as a means to their only transportation! Find the money to keep buses running for people and for jobs. Figure it out.

Nov 29 2023 08:25 PM

Why is everywhere else public transportation is a non issue but in Iowa it is. People have jobs and can barely afford rent and gas and y'all want to cut services.....

Nov 29 2023 02:00 PM

Nov 29 2023 01:16 PM	While I personally am not dependent on DART, I am concerned about the impact cuts would have on community members. I work in refugee services, and many clients are dependent on public transit until they are able to learn enough English to get a license and save enough money to buy a car. Public transit makes our community stronger and better both for those who need it and those who do not.
Nov 29 2023 01:15 PM	These bus services are extremely important to the residents of the city of Des Moines. Cutting these services will be detrimental to the progress of lower income residents and those that do not have vehicles.
Nov 29 2023 11:26 AM	Public transportation may be the only means of transportation for people who cannot afford a vehicle and/or on are on a fixed income. Furthermore, public transportation greatly reduces the potential pollution and thereby, could prevent some of the negative outcomes of climate change.
Nov 29 2023 11:09 AM	I am the food service director at Grand View University, and many of the staff in my kitchen use DART busses to get to work every day. It is already over an hour for many of them to get to work, once they transfer between busses. The bus that picks them up only comes every hour. If anything, DART services need to be expanded, improved, and funded.
Nov 29 2023 09:55 AM	The costs associated with the DART transportation itself is already too high and is impacting those homeowners that have to pay it in property taxes. State government officials should seek special funding in order to allow this expense at a lower cost to those individuals who need it but cannot regularly afford it, in addition to prevent further concerns to those homeowners as well. I do not currently use, nor have in the past used the DART busing systems as I do not currently understand the bussing process itself. Having additional instructional needs to people who don't currently utilize the DART busing system would be helpful to those to further easily understand it too if needed.
Nov 29 2023 09:50 AM	I work with adults with intellectual disabilities that need DART services provided through regular DART routes and Paratransit. Cutting funding means that these individuals will not be able to come to community engagement activities as often as they are due to different schedule times, increased cost, or a mix of both. This means that these individuals are penalized for not having a reliable means of transportation outside of DART services. It would increase their social isolation and put more financial strain on them. It also would effect staff members because if routes are less often, then that means that staff is then required to wait with them for longer periods of time until the bus arrives.

Nov 29 2023 09:15 AM	Please run routes on main roads, north/south, east/west all the way into the suburbs. If you make the routes more efficient, more people would use DART. Example....like the 50, have a bus run down 2nd Ave that goes all the way from Ankeny to the south side, a bus on 14th that does the same, university ave has 3 busses (inefficient) but not one that just goes out to the way west, except jordan creek. Many people work places other than the malls. There are a lot of Des Moines residents that don't own a car or have a valid licence that rely on DART to go to work, our lives are hard enough, please dont make it worse.
Nov 29 2023 09:10 AM	Depending on the job I may have to leave my house 2-3 hours before my shift. The change in bus services would also have to change my availabilities at a job making me less likely to get hired. I also use the bus to get to school(college) and the bus schedule may affect what classes I register for because of when they are.
Nov 29 2023 08:45 AM	I personally know that the cuts and the price increase will greatly affect every DART Bus rider. In times like these we need more buses and the routes are limited as is. Waiting for an hour for a bus out in the elements will be a long wait in cold temperatures and wet weather occasions. I would reluctantly have to pay the higher cost to keep the bus routes the same
Nov 28 2023 11:06 PM	Make it harder to get to and from work/school.
Nov 28 2023 10:19 PM	I think Dart is great and absolutely needs to be funded. How do you think jobs will be filled and more money will be spent without this service? Dart creates jobs, gets people to their jobs, and helps people get to places where they spend money. That money that is spent goes to the economy. Dart is so important.
Nov 28 2023 09:31 PM	I have no other means of affordable transportation. I use Dart to get to and from my college classes
Nov 28 2023 08:41 PM	I work in human services & with inflation & WAGES NOT INCREASING, this would be grossly detrimental to the people that need DART. Furthermore, please look at expanding services in the western suburbs & for those who are not able bodies. Lastly, can someone PLEASE put a shelter around the bus stop at 22nd & Buffalo Road in WDM?
Nov 28 2023 06:18 PM	Are the Des Moines raiders actually from Des Moines? Given that Des Moines has more employment and entertainment is it true that the users are from Des Moines and not just users from the other Metro areas. How is this tested\verified?
Nov 28 2023 05:57 PM	We need a viable transportation system. We should be figuring out ways to increase services and make it a viable choice.

Nov 28 2023 05:52 PM	<p>There is a real struggle in the dual purposes that DART could serve. One is for those that don't have another fiscally reasonable option. Two is for those that could take a bus if it was a similar option to other rideshare services. The issue is that those in option 1 can't afford to pay the real cost and those in option 2 can become frustrated when they pay and have no services they want. We need a balance or we need to get out of the public bus service.</p>
Nov 28 2023 05:46 PM	<p>Bicycling is my main form of transportation. I ride DART if my destination is very far and/or I need to arrive relatively "clean". Cutting DART services will result in an increase of cars on the road, whether that be by former riders now driving or by using Uber/Lyft services. The increase of cars on the road will increase the risk of being on the road as a cyclist.</p>
Nov 28 2023 04:56 PM	<p>Dart provides a critical service to many Des Moines residents who have no other options of transportation. I would be devastated if this service was no longer available.</p>
Nov 28 2023 03:08 PM	<p>Although I have the privilege to have a vehicle and don't need to use public transportation, I am worried that by reducing routes or increasing bus fare, our community who is impacted most by not having transportation privilege will be hurt the most. If we want community members to flourish and thrive, we can't propose solutions that make it impossible. A large majority of community members I work with who use DART do not speak english and cannot participate in surveys or public input meetings OR they are young people who use DART to get to our programs after school and might not know this is happening. Since Des Moines isn't building affordable housing in the city, more and more low-income families have to move out of the city into the suburbs. They need DART and they use DART to get to work on a daily basis. It is their only form of transportation. I am sure there are other funds city council can dip into without needing to cut services or raise fares.</p>
Nov 28 2023 02:37 PM	<p>I personally don't use DART because there aren't enough services and convenient bus routes in my area and the time it would take to get and ride a bus does not make sense for me. I'd like to see DART expanded. In the past, I have used dart as transportation during my lunch hour to the gym and back and if I were to return to work downtown I would continue use</p>
Nov 28 2023 11:17 AM	<p>I think many of questions presented here provide really extreme solutions to the issue of public transportation in our area. I think there should be more balanced approaches to how we combat this issue from the city securing more funding to support the expansion of the routes and allow for this service to be available to all citizens. From working refugee resettlement and having clients utilize DART to get to work, the hospital, and even the grocery store, to working with youth and seeing how they utilize DART to get to and from school as well as their own jobs, I think it's imperative we keep DART in operation and optimally funded.</p>

Nov 28 2023 11:13 AM	I yearn to use the bus more since I live and work on one of the local lines, but the already too infrequent service is prohibitive based on schedule needs for my work and family schedules. Which is nuts because I live at a nexus of transit lines!
Nov 28 2023 11:07 AM	I have lived in big cities and enjoyed the public transportation. While living in Iowa, I don't enjoy driving a car, and I do enjoy taking DART. If it were cheaper, or even possibly free, it would build a stronger community and reduce the need for a car. While cutting services doesn't affect me at the moment, I know people who require them daily for a means of transportation. It's a privilege to be able to drive to work, by cutting routes, you create a bigger gap within different communities.
Nov 28 2023 11:03 AM	My grandma lived on E24th for 30 years and rode with DART everyday to work at Burlington on Merle Hay. When the bus route was eliminated, it was hard for her to find transportation to and from work, having to rely more on taxi's or calling in due to not being able to find a ride. I can only imagine how stressful it would be if DART lost funding and the impact on families that rely on DART.
Nov 28 2023 10:49 AM	I work on the East Side. I RELY on the 17 every day and this could really effect my already stretched thin bank account. Please don't do this.
Nov 28 2023 10:02 AM	Some rely on buses to get them to work, school, doctors appointments, and to the grocery store. Please increase funding for DART and do not cut routes.
Nov 28 2023 09:59 AM	People use Dart to get to work. Cutting service could make some people lose there jobs. This is suppose to be public service transportation. How do other cities get there funding? I would have to Uber to work sometimes I really can't afford to do that. I also can't afford for my electric bill or any bill to go up.
Nov 28 2023 09:56 AM	I use the Dart Express Ankeny route from Des Moines to Ankeny and Dart on Demand in Ankeny every day to get between jobs. Decreasing or stopping these services would mean I had to quit one of my jobs. Using Uber or Lyft every day would be too expensive. Also, parking is an issue at my work place so I prefer not to drive.
Nov 28 2023 09:36 AM	I'm gonna level: I'm deeply and irrevocably in love with someone who depends on DART to get places, including to see me. Cuts to DART service will make my love life measurably worse and I may end up having to skip town so that she and I can live somewhere with decent mass transit

Nov 28 2023 08:55 AM	I am already struggling to get where I need to go on the bus. I am extremely limited in my scope and can only really make it to work and school, and a single grocery trip can rearrange my schedule for days as I try to accommodate it. I am unable to go anywhere on the weekends or past 6pm. have friends at school that would have to drop out if their busses were cut because they would no longer have any means of getting to class. I most likely would not be able to keep my job if my services are cut due to not having another way of getting there. The bus service is essential to us.
Nov 28 2023 08:52 AM	Yes, this will affect how I go to work and also how my children go to school, DART is improving students attendance in schools, the cuts will affect student's attendance.
Nov 28 2023 08:46 AM	I work with those who are less privileged and rely on DART to get places to meet their needs. If routes are cut, this would add yet another barrier for people who are already struggling. Also, riding the bus is better for the environment! I would pay higher taxes if it was easier for others to ride the bus.
Nov 28 2023 08:00 AM	Fund more public transit. Make it easier. It's ridiculous that similar size populations have more bus route options and cost less. Do better for your people DSM
Nov 28 2023 07:07 AM	I am privileged to have my own transportation, however I recognize public transportation is a critical responsibility of a community as a whole. Reducing services impacts those who need it the most.
Nov 28 2023 12:24 AM	I live in DT DSM and use the D-Line am/pm to get to work at the State Capitol campus. I do not own a car so I would be forced to increase remote work hours which I do not want to do and employer may not agree to. I moved to DT DSM to avoid commute. I do everything DT. Also, Sky Walk System is closing some sections due to increased crime. DT DSM will begin to lose DT residents like me and success of DT businesses will suffer. Have you been in the Skywalk recently? Shops and businesses have never re-opened after COVID which is one reason crime has increased in Skywalk. I stopped using Skywalk 2 years ago because of personal safety. It's a shame.
Nov 27 2023 08:53 PM	I have only started riding DART in the last 7 weeks and love it, this news is devastating - I already have to wait hourly for many of my rides, I would hate to see it cut further
Nov 27 2023 08:11 PM	This sucks. DART needs more investment, not cuts. DART is currently in an awkward place where people don't ride it because it needs more routes and more frequent schedules, but it can't get those because people don't ride it. I would take DART every day if it didn't take an extra two and a half hours to get to work. It's a real "build it and they will come" situation.
Nov 27 2023 07:08 PM	I rely on DART to commute to my job as a special education paraprofessional for Des Moines Public Schools. I can't afford a car. If service on my route is cut, I don't know how I will get to work each day.

Nov 27 2023 07:03 PM	Current bus service is not enough. Maintaining the status quo will not be sufficient. Busses need to be moving more often and cover more hours. Anything less than what is currently happening will result in the public transit being next to worthless. It is hardly sufficient as is. The fact that this is being considered at all is highly alarming and is a strong indication that the future of Des Moines is bleak. Without public transit I will have to make the hard decision to leave the city. There is no future without proper transit.
Nov 27 2023 06:59 PM	I don't have a vehicle and the cost of ride share & taxi options are always rising. If anything, the city of Des Moines is in serious need of more routes because the current lines do not allow for efficient or far-reaching access to the Des Moines metro. If the lines do not at the very least remain as they are, I'll be rendered pretty immobilized.
Nov 27 2023 06:53 PM	Reduce express routes and tax non profitable entities
Nov 27 2023 06:42 PM	We should be thinking of ways to make sure there is a route and time for everyone who needs it.
Nov 27 2023 06:42 PM	Bus service cuts would not affect me directly but would have a negative impact on the community members who rely on those services.
Nov 27 2023 06:19 PM	I currently do not ride dart, but work at DMACC, and the MAJORITY of my students use DART in some capacity or another, and this would severely limit their ability to attend school.
Nov 27 2023 06:11 PM	Reducing service so drastically to people who are already grossly underserved (not only by dart) will make it more difficult for us to get to vital medical appointments, grocery stores, work, job interviews, and more. Cutting transit is NOT the answer. We desperately need a more reliable and robust public transit system, not one that is gutted like a fish and barely operating at all.
Nov 27 2023 05:22 PM	Have a lot of employees who DART to get to work and it's already hard - sometimes they have to leave an hr and a half to get to work on time - already hard to keep ppl, this will make it harder
Nov 27 2023 05:05 PM	I am a regular bike commuter for short trips and car driver for longer ones. I rarely use DART. I still strongly believe the City and region should pay even more into it than it currently does. A well-functioning and accessible public transportation system is a collective investment in the community's well-being, environmental sustainability, and economic efficiency.
Nov 27 2023 05:04 PM	I don't personally use DART but know it's a valuable resource for people without access to transportation! Transportation is a huge barrier in people getting and keeping jobs and removing these services would be detrimental to the city of Des Moines.
Nov 27 2023 04:50 PM	Please do not cut DART services. We need more mass transit options, not fewer. DART is essential for many residents of Des Moines and surrounding areas and service should not be cut.

Nov 27 2023 04:49 PM	I want public transit to be a more feasible option for everyone. Although I do not currently use the services, I am willing to pay more to have the service available and expanded in my community.
Nov 27 2023 04:16 PM	Cuts to services for DART would impact friends and family who use the bus. And would impact many low-income families in DSM. Do not cut services!
Nov 27 2023 04:10 PM	Please don't hurt us by taking away the bus system or cutting back. I have problems with vision otherwise I would provide my own transportation.
Nov 27 2023 04:02 PM	As a city home To many immigrants, public transportation is a vital element to supporting economic prosperity and community growth within these populations. As they work, they are able to save money to allow them the opportunity to look into purchasing a car and empowers their autonomy. With these cuts, this will negatively impact several businesses as it will determine if normally reliable employees can make it to work or not on time.
Nov 27 2023 03:59 PM	Just because people don't ride DART doesn't mean that bus service cuts don't impact them. Currently businesses have a hard time finding reliable workers – reducing or eliminating bus service will impact workforce levels at restaurants, hospitals, retailers, etc. and impact all of us!
Nov 27 2023 03:36 PM	Please don't cut bus services. This is an embarrassment to our city.
Nov 27 2023 03:35 PM	Rarely do I see with more than five passengers on a bus . Ridership, routes and size of bus seem mismatched
Nov 27 2023 03:35 PM	Even though I am not a consistent bus rider, I feel it is important to the community and like everything else, find it disturbing that social services are being eliminated.
Nov 27 2023 03:27 PM	This would most definitely affect me and my kids my children use the dart to get back and forth to school if they cut this I'm not sure if my kids would be able to go to the school they have been at for a few years now they are open enrolled to a different school out of our school zone and if cut they would have to go to the school they don't want to go to
Nov 27 2023 03:27 PM	I personally do not use DART services, but have co-workers and patients who do utilize these services daily. These services are intended for low income individuals with no other means of transportation. Des Moines has limited options for public transportation. Increasing the fees and decreasing the times available to take the bus will significantly impact those who depend on it. It will limit their work hours and the ability to go to appointments, purchase groceries, and pickup medications. The current state of our economy has made it difficult to purchase basic needs such as groceries, medications, and hygiene products while sustaining housing. The cost of a monthly ticket is unattainable for many people at the current price.
Nov 27 2023 03:21 PM	Public transit is a vital resource for lots of des moines residents who cannot afford a vehicle and cannot walk long distances. des moines needs to increase and improve public transit, not cut it.

Nov 27 2023 03:19 PM	Larger cities have mass transit that connects to sporting venues & the airport. People use the mass transit to get to/from job interviews & work. College students ride free by showing their university ID. Pollution is real...DSM needs to wake up, expand services & stop talking about reducing the routes. Time for Des Moines to grow up!
Nov 27 2023 03:16 PM	We need more access to transit in our city. We have so many people who struggle to maintain housing, food, employment, and other aspects of their life due to the high cost of owning reliable transportation and inaccessibility of public transit. Especially with how many people are impacted by housing instability and our extreme winters and summers, we need to have reliable transportation that serve as warming and cooling centers for those among our community that are at risk of exposure to the elements. I would much prefer to pay more in taxes for public services rather than law enforcement, and funding proxy wars and genocide.
Nov 27 2023 03:05 PM	I urge you to not cut funding for dart and keep services as frequently, if not more, than now. I require the bus for MAJOR aspects of my life and would be seriously impaired in my ability to go to work and doctors appointments without DART
Nov 27 2023 02:56 PM	We need to be expanding our public infrastructure
Nov 27 2023 02:55 PM	Bus service cuts would affect me when I'm in Des Moines by severely limiting where I can go without a car. I am disabled so sometimes I cannot drive, as well as struggling to walk long distances, and DART offers me the freedom to still be able to make it around the city on my own.
Nov 27 2023 02:50 PM	The city needs to subsidize this important service with taxpayer money for those who cannot afford a personal vehicle or expensive ride sharing services. Dart is critical for the most vulnerable populations who are already struggling. It is a lifeline for families who otherwise would have no other way of traveling to and from school, the doctor, the grocery store and other appointments for vital services.
Nov 27 2023 02:11 PM	I would not be able to make all my needed stops or errands every day DART service was already bad, all of these cuts only make things worse. I would love to ride the bus again, but it's just not a good option and hasn't been for years.
Nov 27 2023 01:31 PM	Please, just tax me more! I'll gladly pay to keep public transportation free and as an alternative to driving my car.
Nov 27 2023 01:03 PM	I am disabled and unable to drive. I rely on DART services for the majority of my transportation needs.
Nov 27 2023 09:35 AM	I work in social services. Many of my clients utilize the bus to meet basic needs, like going to the store, doctors appointments and my services. Cutting funding for DART services would impact the most vulnerable population in Des Moines.
Nov 26 2023 04:37 PM	Busses should at least run 6 am-8 pm. Once an hour weekdays in unacceptable. 30 minutes is tolerable.

Nov 26 2023 01:25 PM	I use DART to get to medical appointments, the store, & to do community volunteer service. With a cut in DART services, all of these vital functions would be made more difficult.
Nov 26 2023 10:04 AM	While I used DART very often when I was in school, late night routes and frequent pick-up times are a life saver, as often the bus can run before or behind schedule by a couple minutes, and can feel okay by catching the next one that usually comes 20 minutes after. This change in timing and route times would affect all people who rely on DART for their work commute that get in early and off late at night. Especially in the winter season where people rely on this mode of transportation.
Nov 26 2023 06:52 AM	Please keep bus services!
Nov 25 2023 09:48 PM	DART is an important community service and it should be funded to the greatest extent possible with tax dollars
Nov 24 2023 10:38 AM	The shopping I do is for groceries. I have no car so if there are the cutbacks your talking about I would st be forced to bus. But it would not be as often because if the buses didn't run as often, if I missed a bus coming home I would have to walk about a mile and a half from where the last bus drops me ; if that bus is still running. I am 70 yrs old a d this is hard. The buses to my neighborhood don't runs past six o'clock and there are very few of them. All the people I see on the buses need the buses to continue : to get to work, to get groc , to get to see family. How else would we do these things? Many don't have cars.
Nov 24 2023 02:01 AM	Just seems fitting that ppl that don't ride Dart are deciding how elderly disabled and poor ppl should ride a [deleted word] bus I mean the system already sucks so let's make it harder for ppl do better Dart
Nov 23 2023 04:49 PM	I have been emailing the city council to make sure they fund DART. Many people rely upon Dart for many things.
Nov 23 2023 03:59 PM	DART bus services has been improving throughout the years. However, cutting on frequency and cropping areas covered, would gravely impact those who have no choice. DART services are vital for work/errands around town. It's a lifeline to maintain financial freedom and a sense of dignity. The council in question must find other sources of funding to maintain service as it is. There's always a way.
Nov 23 2023 07:43 AM	If you were to cut bus service for the 94 bus route I would not longer be able to get to work. Please keep this in mind when deciding on this. I am sure I am not the only one l'm that situation.

I visit family in Des Moines and sometimes take the bus when I visit. I currently live in Iowa City and just started a new job as the Americans with Disabilities Act Coordinator at Iowa HHS. I am seriously considering a move to Des Moines, and was disheartened to read of the possible drastic cuts to the bus system. I often take transit in Iowa City and love that the City made it fare-free for a 2 year pilot as a way to eliminate inequities and encourage more people to take transit - thereby reducing congestion on the roads and reducing our carbon footprint. It has been very effective so far! Making such drastic cuts is going in the wrong direction and will only force people to drive more and create more congestion on already too crowded roads. It is also discriminatory toward people with disabilities (who don't need paratransit) and people who are low income or who have no other means of transportation. Remember that we will all have a disability someday, or a close family member that does. Our quality of life will depend on the system and the decision that we are making now - like whether to invest in public transit a public transit system that meets the needs of everyone, or not.

Nov 22 2023 02:33 PM

Cutting bus service will only result in more frustration from riders and also result in less revenue from fares. When bus routes don't go places that people want to go and when they want to go, they will look to other forms of transportation. Des Moines should look into promoting bus routes to popular places that parking is difficult or is becoming increasingly expensive, such as shopping malls or sports venues/events. Even working to have an off-site parking lot with a smaller lot fee and a portion of the parking fee going towards a "free" shuttle to the event and getting dropped off at the door. Advertising taking the bus to relieve stress of sitting in traffic and avoiding spending time parking will encourage people to ride more often. If a bus only comes once an hour and doesn't exactly align with my schedule, it can cause me to have to arrive to my things an hour ahead of time, or cause me to wait at the bus stop for an hour if I can't get there in time when going back home. Both of these could increase my transit time by up to 2 hours total, which personally I value my time more and would be extremely frustrated spending two hours just sitting and waiting.

Nov 22 2023 12:56 PM

Nov 22 2023 12:37 PM

Please don't reduce services. Bus service is critical for so many

I think the option to run busses once every hour should be off the table. That would make any rides that require transfers impractical, since if a rider can't make a transfer due to bus scheduling or delayed service, then walking becomes a faster option, at which point, the buses become largely irrelevant. They would only be useful for trips that don't require transfers.

Nov 22 2023 11:53 AM

It would affect me being able to get to work, especially when the weather isn't ideal for walking or biking.

Nov 22 2023 11:36 AM

Nov 22 2023 10:28 AM	Des Moines is already struggling to provide quality public transportation and it doesn't even go to many of the suburbs. We need more DART routes, not less. The public and DART employees would be greatly and negatively effected by cuts to their services. We should be helping our city improve and taking care of our citizens
Nov 22 2023 09:26 AM	I am a homeowner...many citizens complain about the rise in property taxes, but I would be for paying more property taxes if it meant keeping current DART bus services, and with that, I would like to see an increase on Route 8 to include non peak service times to the airport, as well as extended late hours on Sunday until at least 8PM.
Nov 22 2023 09:22 AM	DART is very important! We need to avoid these cuts.
Nov 22 2023 06:47 AM	If you get ride of dart you are making it harder for blind citizens to get to and from work meetings appointments and to trainings so they can be a citizen just like everyone else.
Nov 21 2023 10:23 PM	As an ER nurse, the dart bus is an essential resource for our patients where many can't afford cab rides home and would otherwise be stuck in the hospital or on the streets until the buses started running again. More people than we think are dependent on this mode of transportation not only from the hospital but also to and from work
Nov 21 2023 09:44 PM	It would impact where I buy my house
Nov 21 2023 07:11 PM	I would not be able to have reliable transportation, therefore, leading me to changing jobs
Nov 21 2023 06:18 PM	I depend on Dart to get to work downtown from Altoona. I prefer route 99, but can adjust to 17 if need be.
Nov 21 2023 06:17 PM	I believe public transportation systems are an important public service and should be invested in for the benefit of the community
Nov 21 2023 03:41 PM	I would really be reconsidering if Des Moines will continue to be where I choose to live if service is cut and the City doesn't identify a sustainable vision for public transit. Having access to transit and investing in technologies to reduce carbon emissions are critical for having a city worth investing in a home here. The city has made strides in creating an attractive place to move to and create community. It would be such a bummer give up how far we've come and lose out to cities like Omaha, Iowa City and Kansas City on attracting new residents, shops and attractions.
Nov 21 2023 01:44 PM	I can't afford Uber. That's my only option when there is no bus service. I've had to give up jobs because there's no transportation available to get there and back. Taking Uber costs more than I get paid.

<p>Nov 21 2023 10:38 AM</p>	<p>Even though I do not use DART I do have opinions. I do not use DART because I live in Altoona and the options that are present do not allow me to use DART. I might choose that option if the scheduling would allow me to do so. I do see that many people depend on DART and the area by the Altoona Walmart appear to have people waiting most times of day. By the way-it would be nice to have a shelter across from the Walmart so that people would not be flipping over the carts and sitting on them. I work for unity point, Lutheran and I know that the residents in that area depend on the bus for all their needs. If this was reduced or eliminated it would create a hardship. Many people do not have the option of using a car. I know there are staff for Unity Point that depend on the bus. Also, the VA at the South Side clinic have many patients that are dependent on the services offered. This would create hardships for the veterans that are served. On a side note, I was told that there was seating behind the building prior to the remodeling to make it a VA clinic and that it was never replaced. It would make it better for the patients if seating was returned due to their many handicaps. If this was a bigger city with other options for travel cutting services would be fine, but there are not other services. Rideshare, uber and lyft are almost non existent compared to other cities. Maybe in Des Moines proper they are there, but the surrounding areas it is difficult to find service. Cabs are expensive for daily use and the majority of the people that DART serves cannot afford using this option. I am originally from Chicago and traveled by train, bus and uber. They too had sparse services in the suburbs outside of the city. The services we have here in Des Moines are severely lacking and I fear would cause an detrimental impact to the people DART serves.</p>
<p>Nov 21 2023 10:25 AM</p>	<p>I work in Healthcare. Dart is a service we desperately need. Cutting this or reducing this would be truly unfortunate for our low income citizens that rely heavily on this service. In my opinion we need to have a 24 hour service, like bigger cities do.</p>
<p>Nov 21 2023 09:01 AM</p>	<p>The cute would make it very hard for me to get around because I don't own a car .</p>
<p>Nov 21 2023 08:42 AM</p>	<p>I am visually impaired and unable to drive. I have depended on DART for the last 23 years to get me to and from work. Reduced services could negatively impact my ability to work, as it will for many other people with disabilities. I believe that there are many riders like myself, and it could have a very negative impact to our ability to work and access services in Des Moines and the surrounding area.</p>
<p>Nov 21 2023 07:45 AM</p>	<p>No rate increases. Busses run empty all over town. Cuts would be well warranted</p>

	It would have a negative impact on my ability to attend my children's activities and my visitation schedule. So far my ex husband has been willing to pick up the slack where Dart cannot provide service but if that were to increase much more, my ex husband would be less likely to help me as much and become resentful of my inability to provide transportation to and from meeting him with the kids
Nov 21 2023 01:15 AM	
Nov 20 2023 07:43 PM	I am 100% in favor of any measure to reduce DART costs to non-riders
Nov 20 2023 06:40 PM	It's absurd that my tax dollars pay for any of this even if it's, what you call, minimal.
Nov 20 2023 05:51 PM	Des Moines should be focusing on mass transit, not reducing it. All the best cities also have good mass transit. Also eliminating bus service disproportionately affects and impacts the lower income.
Nov 20 2023 11:32 AM	Des Moines should not be cutting critical bus services at this time. It will only cause more disruption in the workforce and housing challenges that already exist.
Nov 20 2023 08:47 AM	I use DART infrequently because the bus that drops me off at work doesn't run when I get off work. I wish it was more reliable because I dislike driving. Also, I do work with a large unhoused and low income population and this would devastate and disrupt their lives.
Nov 20 2023 08:13 AM	While I am fortunate to have my own transportation, I believe that it is essential for public transportation to be well funded and accessible for those in our community who rely on public transportation to be able to access it at a reasonable cost.
Nov 20 2023 07:49 AM	I use Dart to get to work, I already ride more than an hour some days to make it to work. Riding the bus makes it possible for me to make it to a job that I love.
Nov 20 2023 07:17 AM	I suggest DART and other municipal transit agencies lobby the Iowa legislature to enact a higher sales tax (however, this is regressive), increase or authorize dedicated transportation taxes and fees (gasoline and diesel, rental cars, license, registration or title fees, tires, vehicle batteries, etc), and increase or authorize jurisdictions to increase development and real estate taxes and fees (development impact fees, storm water runoff, real estate transfer tax, parking taxes, etc).
Nov 19 2023 08:43 PM	This service needs to be cut. I don't support any more fees for me to pay since i don't use the service. It's time for other communities to pay their fare share and if not we should not be in their community
Nov 19 2023 03:15 PM	The reality is that the thing is not to invest further in car infrastructure but in public transportation and alternative forms of transportation. The main reason that I don't use DART as much as I could is that there aren't enough direct routes from where I live to shopping and entertainment areas. It seems that an overhaul of the routes that focus on creating routes that connect densely populated areas to shopping, entertainment, employment areas, and other densely populated areas would not only make it more efficient but more desirable as an alternative to driving.
Nov 19 2023 02:24 PM	I can cope but am more concerned about those who can't.

Nov 19 2023 07:54 AM	I have already been affected by service cuts. The bus route I took to work was eliminated and I had to find other options. I now take a bus that takes me directly to work and if any service gets cut making it back and forth would be very difficult
Nov 19 2023 07:22 AM	If less services are a thing it will affect my ability to get to work and other important things. As the bus is my only way around.
Nov 18 2023 06:57 PM	Some stops need more accessibility... reevaluate stops exact locations by maybe even just a few feet in a direction...
Nov 18 2023 02:32 PM	Yes, I use bus on weekends to get to church any cuts would impact my ability to get to and from Church on Sunday and Saturday this saddens me being the bus is for sure and my car not so reliable.
Nov 18 2023 02:31 PM	I think the city is getting bigger and I think DART should anticipate building partnerships with other transit providers for suburbs, Greyhound, Amtrak, and the airport. There has to be a cost-effective way to manage the funding so there is plenty of service to anticipate this growth and demand. The culture of cars, one person per vehicle, has to be challenged so that we are proud of DART's services and reach. Marketing and enforcing expectations of how to behave and groom on and off the bus are part of the way of reforming and improving DART's abilities. Consider higher level staff and management income cuts too. The drivers work really hard and they need to be compensated fairly as well. Please fix the Merle Hay Mall stop - there is no room for wheelchairs and elderly who cannot stand on the street when the snow and ice come. We need sidewalks and the eyes of city planners and mall management.
Nov 18 2023 09:59 AM	I take the bus three times a week at 5am, so that my husband and children do not have to be dragged out of bed to take me to work. I also ride an evening bus 2days a week to get home in order save on gas since my husband is an Uber driver.
Nov 17 2023 09:30 PM	It may not affect my own personal commute to work, but it would negatively affect that of my coworkers and fellow community members
Nov 17 2023 09:15 PM	It could affect me by, being too late or way to early and result in me standing outside alone. Personally as a female, it's scary. The weather can also make things terrible and since I don't have a car, me and my kids will be majorly affected. I have to get to work, take my two children 8 and 6 to doctors appointments and school. And my daughter uses the bus to get to her activities for school, and work. We use the bus everyday, during different times as well. These buses are very important to us getting to places we need. Without the busses and how often and where they run, I wouldn't know what to do.

Nov 17 2023 08:40 PM	<p>I ride the #13 in the morning to get to my job downtown. Whenever things like this come up, I am always concerned the #13 will be eliminated. I live over a mile from where I transfer to the #6. I could walk that far, but as a blind person there's no way I can safely cross SE 14th. If the #13 goes away, I suppose I'd have to use Bus Plus. It's not that convenient, sometimes the ride takes a long time, and most of the taxi drivers are lazy and inconsiderate. I've been left off at the incorrect address. And a taxi had to come back to my house because he was in my driveway and I had no idea he was there and he just left rather than ringing my doorbell or calling me. Like I said, lazy. For me, using a taxi for Bus Plus is a downgrade in service, not an upgrade.</p>
Nov 17 2023 08:21 PM	<p>Why don't the suburbs that aren't at the max levy increase to make up some of the difference? Through an equity lens, the rich suburban families pay less as a percentage of their taxes compared to lower income households in Des Moines. More services are in Des Moines, but it's also more expensive to provide services to communities further out from the core of the city. Basing costs only on amount of service is an inequitable and non regional way of operating this system.</p>
Nov 17 2023 06:41 PM	<p>We need to at least keep DART at current levels. There are many provisions of our city's zoning code and built environment (in addition to social and economic needs) that rely on a functioning DART. It will be a huge hit to development if DART service is reduced significantly</p>
Nov 17 2023 04:34 PM	<p>DART needs to find alternative funding sources that does not include property taxes as any other entity would.</p>
Nov 17 2023 03:03 PM	<p>Transit is vital to our community. It's shameful that we're even discussing potential cuts. The entire Des Moines area needs to invest in a robust transit system to keep our region growing and going strong.</p>
Nov 17 2023 01:59 PM	<p>As a college student, using DART, is critical for getting around the greater Des Moines area.</p>
Nov 17 2023 01:46 PM	<p>It may not affect me, but it is important to me that my neighbors have affordable, frequent, convenient options to get to the resources they need.</p>
Nov 17 2023 01:41 PM	<p>I didn't see another place to leave this feedback, so I'll put it here. I ride the bus for free through my employer and I love it. From my experience though, it seems DART has for some reason been unable to attract the middle class and therein I believe is the problem. Expecting to make up a budget deficit by expanding services in areas where people already can't afford it, I believe is erroneous. The poor already know about public transit, it is the affluent that need to be courted and services made more appealing for in order to revitalize a waning service and grow community economies.</p> <p>I know it would be a risk, but I would advise investing in PR and marketing campaigns aimed at those who think DART can't fill their needs (young professionals for example) and providing the services and flexibility they tell you they need.</p>

Nov 17 2023 01:21 PM	Current bus service does not allow me to use DART. If service were cut it would mean that I would not even have the option if my circumstances changed.
Nov 17 2023 01:12 PM	If bus service in Ankeny was cut, I would have to rely on Paratransit more. That would make it more expensive for me (since fixed route/On Demand is a lot cheaper than Paratransit), but I would do what I have to do.
Nov 17 2023 12:56 PM	I work with low income and disadvantage populations in Des Moines, this will impact people Financially that depend off the bus system to get to work, create health disparities , because people cant get to the doctor and impact access to food , for people who need to go grocery shopping to get food. This will hurt Des Moines Families , especially the low resourced ones.
Nov 17 2023 12:51 PM	I'm trying to ride Dart and am just getting used to the area, if you cut services I won't be able to use the services in the future. The whole country is trying to move towards more sustainable transportation, it seems incredibly backwards to reduce DART services.
Nov 17 2023 12:16 PM	I work in the healthcare field and a majority of the patients we see use DART services for their appointments. If there is a cut in services, our patients could suffer with receiving proper medical care. Some of our staff also use DART services to get to work and to get home, so this could impact them as well regarding their job.
Nov 17 2023 12:10 PM	if certain routes that service areas like Johnston and Windsor heights are cut in the early morning it may make it harder for first shift employees to get to work on time at places like well mark and methodist hospital in downtown des moines.
Nov 17 2023 11:30 AM	I answered these questions from the perspective of our patients, many of whom are dependent on DART services. The biggest obstacle they face is ride availability in the form of both frequency and routes. In its current form DART is not practical for use by those who have any other alternative. If the times and routes are reduced further, then those who depend on the service will face difficulties receiving medical care for their children or themselves. If we as a community want to encourage greater use of mass transit, then rather than reducing services they need to be expanded.
Nov 17 2023 11:26 AM	If dart stops using my route or coming as often as they do. I would lose my job and my family and i would be homeless. i also think we should focus on the des moines areas vs johnston, west des moines, ankeny , and altoona.
Nov 17 2023 11:18 AM	Public transportation is so important and Iowa is so under-served in this area - please do not make cuts! This is a valuable service for the community and making cuts will only make it more challenging for lower-income people to get where they need to go, including their workplace. I don't currently use the bus system but I will still advocate for my neighbors & community members who rely on it to get where they need to go.

Nov 17 2023 11:16 AM	It does not show support for lower income communities within DSM. DSM should look into expanding public transit options outside of busses to engage more users (trollies, light rail lines, subway, etc.)
Nov 17 2023 09:57 AM	If services are cut to much I will simply move to minisota there services and systems are better
Nov 17 2023 09:26 AM	If DART served more areas more frequently than it does now (ie if it had more funding) I would use it. I used DART but stopped in 2014 as I needed a car to get to work (and I was able to buy one).
Nov 17 2023 09:13 AM	I'm a social worker and mental health therapist in the area that works with a lot of individuals with lower income, mental health diagnoses, experiences of addiction, and transportation issues. Some of these individuals grew up in the system/foster care and never received opportunities to get their license. They utilize the public transport system and struggle to maintain work and get to appointments with the current system as it stands. Sometimes, due to limited services, they have to utilize Uber or other services and essentially lower their wage/lose money just having to go to work. I think rather than lower services, we need to increase them.
Nov 17 2023 08:08 AM	The services would make it hard for people that are elderly and blind and have to be in a wheelchair and so it would affect me from seeing my favorite bus drivers
Nov 17 2023 07:45 AM	Public transit should be a given in a city our size. It shouldn't operate to be profitable. It should be considered a necessary service. We need fewer cars on the road and better public transit.
Nov 17 2023 07:39 AM	Plentiful frequent Transit options are important and should be maintained or increased.
Nov 17 2023 06:26 AM	It would be great for the suburbs to pitch in more. But Des Moines cannot wait around for them to go first.
Nov 17 2023 05:30 AM	It's amazing to me that in 2023 a city bus line is facing these types of cuts. I have had no car in the 5 years I've lived here so Dart is my only mode of transportation. I hope foe everyone concerned that a positive outcome prevails.
Nov 16 2023 08:27 PM	While I personally don't use DART, I would hate to see the services decrease and am absolutely willing to pay more to help others.
Nov 16 2023 07:29 PM	Kids in ankney are using this service as the only way to get to school safely. Without this service my son would have to walk 2 miles on the busiest road in town.
Nov 16 2023 07:16 PM	There are many people in this city who depend on the DART for their everyday transit services who do not own cars and rely on the DART to be affordable and reliable. Eliminating or reducing the funding to the DART will be doing a disservice to the many residents of the Des Moines Metro Area who rely on the service to make a living. Additionally, I have serious concerns that the proposed cuts to the DART will result in a transit death spiral in the city.

Nov 16 2023 06:53 PM	It's important to remember that we ride because we HAVE to. Yes, some enjoy riding the bus. Many others however, use it simply because they cannot afford costs associated with Lyft, Uber, etc.
Nov 16 2023 06:52 PM	In general, our communities need to provide and have access to public transportation so access to employment is available for all people.
Nov 16 2023 06:04 PM	Reducing DART funding would only exacerbate those who are struggling and may even end up more dependent on the city to meet their needs. DART is something we should be proud of. It's remarkable for a city our size to have such flexible frequent options. Unfortunately I don't think we'll get any federal funding, but we cannot increase poverty or the severity of those who live on the edge.
Nov 16 2023 04:51 PM	DART impacts more people than you'd think. Cities are only as strong as their ability to service all populations. More people than you'd think are one car problem away from relying on public transportation.
Nov 16 2023 03:19 PM	I worry about the burden that cutting services would put on school children and their families. This service is SO necessary for them and needs to remain robust and affordable.
Nov 16 2023 03:16 PM	I believe that cutting bus services would be an extreme detriment to members of our community who may not have other reliable means of transportation. While I largely use DART for convenience, I know that is not the case for many riders.
Nov 16 2023 03:09 PM	DART is already just barely serving the needs of public transportation in this city. I want to see it funding increased, not cut. I would ride DART more if it ran more frequently and served more areas. Stuff like the Ingersoll urban recreation initiative will only work if we increase bus service and non-car transportation options. Really offended that cuts are even being considered.
Nov 16 2023 02:38 PM	My wife and I are able to have one car due to the fact that I can ride DART downtown to work when the weather does not allow me to ride my bike. Service cuts would be inconvenient for me, but I know there are lots of people in this city without access to/who are unable to drive a car who would be hurt by service cuts.
Nov 16 2023 02:20 PM	DART is an EXTREMELY important service to the city of Des Moines! It should not be cut at all but instead the city should invest A LOT MORE into it, especially as it is the only public transportation option for so many in the city, and oftentimes services like Uber & Lyft don't offer rides outside of the city center. I don't have a license and even if I did would have no means to buy a car, without DART I couldn't make it into work.
Nov 16 2023 02:11 PM	I am a victim of a hit and run accident on the south side of Des Moines back in 2021. I suffer from PTSD after my accident, where both myself and my rider received concussions and the car was totaled upon impact. Due to this, I cannot drive and rely primarily on DART and the kindness of others to get around. This would severely reduce the amount of travel I am able to do and would impact my bus to work in the morning. I urge the city of Des Moines and outlying cities to reconsider cuts.

Nov 16 2023 02:09 PM	The reason why I usually don't ride DART is because of how currently inconvenient it is. It should have more routes, more stops, and more funding/incentives for people to ride, not less. Every time I have to go downtown, it's a hassle because events are so packed and there is never any parking. Yet, taking a bus from West Des Moines to downtown takes up to 2 hours and I have to walk 20-25 min just to get to a bus stop. These bus cuts are ridiculous.
Nov 16 2023 02:05 PM	I will send further thoughts via "snail mail". I WILL say NOW-though-that because of the current rate of inflation-fares for ALL DART bus services-Local, Express, On Demand, and Para Transit-along with monthly local and local express bus passes-will need to be increased. Thank you.
Nov 16 2023 01:51 PM	It would affect the waiting time. I do not want to wait a whole hour for a bus
Nov 16 2023 01:30 PM	Medical insurance has transportation avenues for riders who have medicaid and there are other services to help alleviate deficit issue.
Nov 16 2023 12:31 PM	My main problem is that I work in Norwalk which isn't served by DART. We need to invest more in public transit all across the board, not just contemplate service cuts. It's soul crushing that we seem to do ANYTHING but fund transit in the United States. I empathize significantly with people who need the service and I am happy to pay into the system to fund it even I rarely use it. People really need to learn to appreciate things that do not directly benefit them.
Nov 16 2023 12:29 PM	I never see more than 2-3 people on Dart buses. Is it possible to use smaller, less expensive vans or other vehicles to save money but still maintain service?
Nov 16 2023 12:22 PM	We need more public transportation options not less!!
Nov 16 2023 11:52 AM	I am a senior citizen and I use DART occasionally to get to VA medical appointments when my car is in the shop. If DART were to cut service to my area, it would be prohibitively expensive to take a taxi and I would simply not be able to get to some of my appointments. The last time I rode the bus, I saw several people who probably didn't have cars or were unable to drive and most likely didn't have internet access or time to receive and respond to surveys such as this. It is an inverse correlation, the people most in need of DART's services are the least likely to let you know how much they need them. I hope the city council is able to work out some way to maintain or increase funding for this essential public service.
Nov 16 2023 11:50 AM	DART seems inefficient and why aren't the suburbs contributing more?
Nov 16 2023 11:32 AM	One of the most frustrating things about dart is the length of time to get anywhere of you have to transfer.
Nov 16 2023 10:56 AM	Timing is terrible as my company just returned people to work downtown 3 days per week. I was a very regular rider pre-pandemic (at least 3 days/week, usually 5) and with returning to downtown, I expect to get back to riding once I get into my new routine. I suspect others are in the same boat as I am.

Nov 16 2023 10:48 AM	<p>DART is greatly impactful for people that I serve in my job. Many of the people I work with or serve utilize DART every single day. It's already challenging for bus riders to get to where they need to go in a timely manner and still often have to walk or bike to get to their exact location. If bus routes were more limited or they had less options to get on the bus that will impact their ability to go to work, earn income, and meet their basic needs. Workforce is already experiencing a huge challenge with transportation as it currently is. If it were to be reduced further there will be less people working and more open jobs than there currently are. Perhaps it is time to ask businesses and employers to contribute more to help DART expand services to accommodate transportation needs.</p>
Nov 16 2023 10:28 AM	<p>My concern is more for the future of our community's transit options and not my individual usage. A reduction in bus service seems like it will further exacerbate the metro's dependence on cars and make it even more difficult for public transit to make a comeback.</p>
Nov 16 2023 10:10 AM	<p>I am a case manager for clients who primarily utilize DART services to get to their intended destinations. Cutting back on public transportation would significantly impact the daily life of the women we serve. Our clients utilize the bus service daily and they use it primarily to get to work and medical appointments. Without these services, it would make traveling even more difficult. DART provides invaluable services to the residents of Polk County and cutting back on funding would have huge impacts across several fields including the workforce and increased medical issue complications due to lack of transportation.</p>
Nov 16 2023 09:56 AM	<p>I am not a current user of the DART bus system, but many of my client's rely on this bus system to get to their jobs, to their kids, to medical appointments, etc. There are many underserved communities in Des Moines, please do not make the cuts that are being considered. There are many people to rely on this bus system to move throughout their day to day lives and without it, many would struggle.</p>
Nov 16 2023 09:53 AM	<p>My company's badge allows me to ride the DART for free. I'm not familiar with how this partnership works. Is there a way to partner with more companies/groups in Des Moines to get funding?</p>
Nov 16 2023 09:33 AM	<p>SUGGESTION: The ticks are aimed improperly. May I suggest that instead of thinking about "cutting" services, INCREASE services; late hours, picking up people from casinos, hospitals, work, bars, etc. Increase fares by \$1.50. Reference others cities like San Francisco, or Las Vegas as guidelines for best bus driver services. Start plans for trolley system; train system; new tech, etc. The way to better service is not to reduce but to increase service. Or just do fare hike...simple as that.</p>
Nov 16 2023 09:31 AM	<p>Many people I work with already spend an hour on buses to get to Drake. Fewer services will mean it will take them even longer to get to and from work. Some people may not even be able to work with these cuts.</p>

Nov 16 2023 09:05 AM	I work in the field of refugee resettlement and my clients rely on DART services to get to work, grocery stores, and medical appointments. It would be a huge barrier to self-sufficiency and success in their new community should cuts to DART happen in Central Iowa.
Nov 16 2023 08:56 AM	I am not thinking so much for me, but way too many people really rely on this service. Cutting or eliminating more services would be a tragedy! Des Moines is better than this.
Nov 16 2023 08:49 AM	While I am not a DART rider, I'm very concerned about the potential bus service cuts and how that would impact our community. With our current population and its anticipated growth, our community needs to have a public transportation system that serves the needs of ALL community members so we can maintain and support our workforce, students, elderly and many others who do need this service.
Nov 16 2023 08:40 AM	Why isn't DART appealing to other communities such as Urbandale or Altoona to increase their share of the budget? Perhaps some funds could come from Prairie Meadows? Also, what about getting Waukee or Norwalk to become full-paying members of DART--along with service extension to those communities?
Nov 16 2023 08:37 AM	I think public transportation benefits everyone in a community, regardless if they use it or not. It's more sustainable and equitable and should be a priority for Des Moines if they wish to remain competitive.
Nov 16 2023 08:32 AM	Public transportation is vital for blind people
Nov 16 2023 08:23 AM	If access to DART decreases in anyway, I will not be able to get to work, I will not be able to get to my appointments which I need to attend on a weekly basis for my mental and physical health. You are impacting people's lives if this happens.
Nov 16 2023 08:20 AM	This is such an important necessity for our city. Please do not cut any funding for DART. I have an old car, and I depend on riding the bus into work to help keep it running longer.
Nov 16 2023 07:56 AM	It would make getting to medical appointments more difficult. People really need DART to get to work, school and medical facilities.
Nov 16 2023 07:51 AM	They wouldn't affect me but it's important for many people who can't afford other means of transportation. Dart service should be looking at expanding, rather than cutting services. EVERYONE should be paying property taxes!
Nov 16 2023 06:59 AM	I don't ride dart but would if it was timely and had routes that could get me to where I need to go and back home in a timely manner. When I have tried to ride I had to wait and wait and ultimately had to walk to work. So many people need dart to get to their jobs. If we want to help people who want don't have cars, who need to get to work, or simply want to reduce car usage for the sake of the environment, we need to improve dart service, not cut it.
Nov 16 2023 06:48 AM	It would be really hard to get around because I do not drive.

Nov 16 2023 06:02 AM	I am not able to drive due to medical reasons. I rely on dart to get to medical appointments. Please do not cut services to west des moines to des moines.
Nov 15 2023 10:38 PM	I think a fare increase should be explored before increasing taxes. Users should pay for the services to ensure costs are covered. Franchise fee is a short term fix not the solution.
Nov 15 2023 09:19 PM	I don't ride DART personally today but my I work with recovering addicts and the bus is so important for low income people or families. DART makes it possible for people to work to be able to make it in this world. It is hard enough as it is with inflation. I find it awful for us to cut any DART funding. If we must, I rather pay more for less fortunate to be able to ride the bus. I want the low income to succeed.
Nov 15 2023 09:17 PM	I would rather see an increase in public transit options in the Des Moines area, and I think reducing public transit funding is a mistake. The metro already doesn't support public transit enough, and cutting it further will be a critical loss to low income people who already suffer from rising costs.
Nov 15 2023 09:05 PM	My daughter is a blind young adult who relies on DART to get to her training programs and work. Please keep this service.
Nov 15 2023 08:44 PM	The city of DSM needs to INCREASE public transportation. I don't ride the bus AT ALL, but if DART were to increase areas serviced, frequency and days and hours of operation, I would absolutely use the system. It's better for the environment and my pocketbook.
Nov 15 2023 08:26 PM	I work to 10pm I wouldn't be able to get home. Please don't make cuts to seevices
Nov 15 2023 07:12 PM	I might just have to retire. Post COVID I don't want to deal with traffic and parking fees. The Altoona Express is outstanding service.
Nov 15 2023 06:28 PM	Yes, I would be embarrassed for my community to treat its citizens with fewer resources who need the bus and our support so shabbily.
Nov 15 2023 05:57 PM	I do not feel that cutting the DART service will make the Des Moines area an attractive place to live and work.
Nov 15 2023 05:01 PM	I NEED THIS SERVICE PLEASE DO NOT CHANGE IT. FIND THE FUNDS PLEASE
Nov 15 2023 03:39 PM	Being able to get to a job or school means independence for so many. Taking away or reducing public transportation will only hurt the most vulnerable in our society.
Nov 15 2023 03:17 PM	Express Routes have already been cut in number of lines per day. Need to have at least 2 lines per day to serve the suburbs for those who work downtown. If can't maintain current 3 lines (i.e., for 96) then need to make sure have times that can work with arriving at 7 and 7:30 start times and 4 and 5 o'clock departures from downtown. May need to improve options for missed or late/broken down buses.
Nov 15 2023 02:50 PM	We need more bus hutches at some bus stops or benches. Lots of people need a place to sit while waiting for buses. I am one of them. I am 76 and need to sit down. If you could manage this I would appreciate it. Thank you.

Nov 15 2023 02:02 PM	You need to eliminate the D-Line except for special events, like Yankee Doodle Pops. Nobody uses it. Those buses are running through downtown empty. I'd also recommend putting on hold your new bus facility. I would NOT recommend cutting any of your Iowa State Fair service. And, in fact, I'd be willing to pay \$2 instead of \$1 for those rides.
Nov 15 2023 01:43 PM	Since I lost my vision & can't drive any more, I depend on DART to go to the doctor, go to the pharmacy & get groceries. Having less bus service would greatly affect my ability to get around town. Taxis & rideshares are just too expensive.
Nov 15 2023 01:39 PM	DSM needs more public transit options, not less! Though I am fortunate to have a car now, when I was sharing with my partner I used DART frequently to get to work and around the metro. Let's do what we can to keep these services!
Nov 15 2023 12:10 PM	I choose to live without a car in Des Moines because it is much cheaper and better for the environment. I take the bus every morning to work downtown and back again in the evening. I don't want to lose the option to take the bus and be forced to buy a car. Currently, DART is not an adequate service, but it is better than nothing.
Nov 15 2023 12:06 PM	Already DART services are not frequent enough and don't serve during times I need them, and that is the main reason I don't ride DART more than I do. I would absolutely love to use DART to get to the airport from downtown, but there are no services available during times I am likely to schedule flights. If you have to increase fares, I would prefer to see them on specialty routes/off-peak hours, keeping the current fare schedule for regular routes/hours.
Nov 15 2023 12:03 PM	Depending on which times get cut, it could greatly affect my work schedule and if inconvenient enough, whether I use DART at all. My work reimburses for bus fare, but not parking, so not being able to ride the bus everyday would cause significant financial strain
Nov 15 2023 11:53 AM	It would impact my ability to get to work and various appts. I am a wheelchair user and don't drive. I use the bus to get to work, appts, church,.
Nov 15 2023 11:48 AM	It's a city. Fund the buses.
Nov 15 2023 11:46 AM	I have been looking into riding the bus more, but in my area a 10 minute car ride turns into an hour plus bus ride. It's just not feasible for me at the moment. But I would like to see services expanded so I can start riding and current riders to have a better experience.
Nov 15 2023 11:46 AM	DART is the most affordable way to get to work, medical appointments, stores, and social activities. Des Moines would be so much harder to live in if bus service is cut.
Nov 15 2023 11:38 AM	I think the city needs to fund dart better for those of us who don't have cars and are totally dependant on Dart for transportation.
Nov 15 2023 11:35 AM	From getting to work, school, and being able to participate in our local economy at bars, restaurants, and shopping districts, public transportation is essential to navigating this city without a car

You state that an increase in the fee could mean to a decrease in property taxes, however, would that actually happen? Yes, those that do not pay property taxes would be included in this fee, however, if in fact property taxes are decreased and this fee increased those those that rent would be highly effected.

Additionally, your paratransit fees while understandable, are a huge barrier to low income individuals who are unable to utilize regular busses, and this impacts their ability to complete daily tasks many take for granted like picking up groceries.

Nov 15 2023 11:29 AM	While I think it is smart to reduce or eliminate routes that are less utilized, I have concern that it would lead to even more issues for those in that area.
Nov 15 2023 11:19 AM	I will spend less money shopping locally. That money will be spent on large chain stores that deliver.
Nov 15 2023 11:18 AM	Many people use the services to get to work. It's important we keep the services available to those who need it.

Evening buses on weekends are very important to connect neighborhoods in Des Moines with downtown. The only other "affordable" option is to drive drunk, which endangers everyone. Please consider maintaining or expanding services from neighborhoods like Beaverdale and Drake to downtown on weekend evenings so that everyone can get home safely.

Nov 15 2023 11:14 AM	The bus to the airport is ridiculous because all of the flights from Des Moines leave before the route even starts. A regular service to the airport (even every half hour) that runs like 4am-midnight would GREATLY expand dart use. Everyone hates driving to the airport, but we can't bike with luggage
Nov 15 2023 10:50 AM	Let's focus on routes in the city limits and not on suburbs that don't pay into the system. Let's get more crosstown routes rather than routing through a central hub.

Please please please advocate in anyway you guys can to NOT reduce service. I LOVE DART, and want it to thrive, so I can continue to live my mostly car free lifestyle downtown. Right now DART service is very okay honestly, but i know it has the potential to be great if funded fully. If we don't fund it fully I really worry we'll go down a transit death spiral. Throw on a hotel/motel tax. See if we can provide a better route to the airport and get some money from that. See if we can partner with the colleges more for some dedicated funding and market it as a perk for their students to enjoy the city. See if we can market the connection of routes between neighborhoods to get more buy in from the neighborhoods. At least round up the fare to 2 bucks. The no change/quarters is a pain for folks im sure. I'd love for someone to speak at the Downtown Neighborhood Association soon, as I'm tentatively joining the board in January.

Nov 15 2023 10:43 AM

I work with disabled low income individuals. Most of them access DART as their main mode of transportation. Many of them utilize DART to get to work. Should services get cut, these people will struggle with getting to school, work, and medical appointments. Public transportation is a huge need in Des Moines as not everyone has access to a car or can pay for an Uber. DART is a lifeline for these people.

Nov 15 2023 10:40 AM

I am someone who would like to ride the bus to reduce my driving my car around town and to work. However, I do not have the time in my day to increase my commute time from 15-20 minutes via car to 55 minutes via bus. I recognize there would be an increase in time but that is too significant for me to try to ride the bus to and from work even intermittently. Additionally, I work in social services and any cuts will impede my clients' abilities to get out into the community, get to appointments and grocery stores. This will increase reliance on other services which are cost prohibitive or have more variable wait times for pickup/dropoff.

Nov 15 2023 10:23 AM

Even though I do not currently use DART, I believe having public transportation is very important. There are many people who do need it for work, safety, health, and we need to provide that for ALL people. I would like to see free bus service for students, elderly, and those in need.

Nov 15 2023 10:08 AM

Des Moines is fortunate to have a thriving infrastructure that includes DART. It would be a shame for its services to be reduced or cut secondarily, property taxes. Here are so high, I don't understand why more cannot be redirected to dart. This points to larger systemic issues that dart is bearing the brunt of.

Nov 15 2023 09:11 AM

Instead of cutting service, has DART considered cutting non-driver staff positions, as we all know salaries and benefits are one of the most expensive aspects of running a business. Looking at other ways to manage expenses without fully placing that burden on the riders would be appreciated.

Nov 15 2023 09:01 AM

Nov 15 2023 09:01 AM	I use the D-Line and want to keep it. I live in downtown and work at the Capitol. I would be ok paying for the D-line, but please do not eliminate it. Also, this survey should be available on buses so riders are aware and provide feedback. It is not acceptable that this is barely being announced and definitely not to riders.
Nov 15 2023 09:00 AM	I have ridden the bus for many years and prefer to ride the bus, when possible, over driving, including to events on weekends and in the evenings (such as too the Civic Center). Having buses run once an hour would be very inconvenient, especially if I missed a bus or if those buses run at times that do not work for me. And I would be less likely to attend evening or weekend events in the downtown area. In recent years, the City of Des Moines has been spending a lot of money to make the city more attractive to bicycle riders (and making the city more of a mess for vehicle, including bus, commuters); it's time for the city to think about people whose only form of transportation (other than on foot) is the bus system.
Nov 15 2023 08:56 AM	You should cut management and office roles to save money too.
Nov 15 2023 08:46 AM	As a single mother of 4, I lost my vehicle after an accident and have used dart services multiple times since. Previously, I relied on DART in 2015 working 3 jobs solely on the bus- from the view of retail workers struggling to make ends meet, DART was my only way to provide for my family. I feel strongly for those Solely reliant on DART services to get to work, childcare, appointments, job interviews, etc. I was that person. Please imagine what life would be like if a major life event hairiness and took away your means to a reliable vehicle, and limited funds dictate the availability of using taxi / Lyft / Uber services.
Nov 15 2023 08:29 AM	I cant even get my four children to school@ we walk 8 miles a day to.and from and then to.work. this would make it worse for us!
Nov 15 2023 08:13 AM	You need to charge users more. We already pay far to much in property taxes for a service almost no one uses.
Nov 15 2023 07:52 AM	There are certain routes, for example the 3, that I think should be not only maintained as is, but could be expanded. Some routes, like the 52, are just very important to people who work, like me. Please don't limit that one.
Nov 15 2023 07:33 AM	Stop using public tax dollars for your expenses. FUND YOURSELF
Nov 15 2023 07:13 AM	We train students with special needs, who will never drive, to get to work by bus. This enables them to work. Without dart services, or less services, these people would sit at home and not work.
Nov 15 2023 07:03 AM	Maybe instead f making cuts, the bus drivers actually care about punctuality. I talk to many people, they don't ride bus as it's NEVER on time. Perfect weather still run late. Only 1 bus driver I have had that is ON TIME. I have to ride 2nd bus route in morning as 3rd should get ne to work on time but does not. Routes with few people smaller buses. Don't run as often outside peak hours.

Nov 15 2023 06:56 AM	I rely on bus service for about 95 percent of my needs. In case of urgency or emergency I would like to know if buses could be used.
Nov 15 2023 06:54 AM	I am not a rider, but I know plenty of people that Dart is there only way of transportation. The City of Des Moines should do EVERYTHING possible to keep this service in tack, with existing routes, possibly increasing fees, charge more for express rides and express bus passes. We pay higher taxes when we shop in the other cities and they should do the same. If they were riding their car back and forth gas and maintenance would be higher so WHY NOT THE BUS FARES AND PASSES.
Nov 15 2023 06:02 AM	I depend on DART for work, shopping and going to the gym. I worry about individuals with disabilities who don't drive and how this will affect their access to jobs, healthcare, shopping and the community. I would think when the city has lofty carbon neutral goals they would be investing in public transportation. I would think if the city is trying to attract people to live downtown, keep young people in the city, attract businesses and have a high quality of living that the city would invest in DART.
Nov 15 2023 05:16 AM	Perhaps showing the public how many cars Dart keeps off the roads during commute times and the effect that would cause to those who drive to work would help non Dart user to have more interest in funding Dart. Des Moines is a fast growing city with limited infrastructure and public transportation helps cut down on expensive road expansion projects
Nov 15 2023 01:39 AM	It is important to have bus service on weekends and at night as I work in retail and need to have this available when the weather is bad and I don't want to drive. Also I will be retiring in the next 2 years and will need to depend more on the bus if I sell my car after I retire.
Nov 15 2023 01:23 AM	Quit letting people ride for free. Make them pay or make them walk.
Nov 14 2023 11:53 PM	If you can't operate in your all ready over funded by taxpayers budget, shut down!!!!

Nov 14 2023 11:42 PM	I am disappointed hearing about this but I'm not surprised. Bus service cuts would not be needed if there was a willingness for decision makers to do the right thing. The city's residents frankly just get what they deserve. If the city's residents continue not taking action against the spending decisions of policy makers, politicians, and others in power, then they should just pay the consequences which include loss of services and higher costs of living. The city's residents need to start taking action against the decision makers who put the interests and needs of them and other Americans last. You can easily obtain more funding by stopping the sending of billions of dollars to Israel and the Ukraine. It really is that simple, but the problem we have in our country (yes, that includes the city of Des Moines) are politicians that are paid for, compromised, with no morals, cowards, and most of all unwilling to do anything different. Maybe it's not until this city and country are burning to the ground would then residents start taking action, but in the meantime, they just get what they deserve.
Nov 14 2023 10:26 PM	I think it would be a hardship for low income and elderly riders that don't have other options.
Nov 14 2023 09:12 PM	I'm disabled so if you cut the services it will make it harder for me to get around the Des Moines metro. I think reducing the trips to like Ankeny, Johnston and other less used routes will be beneficial for us disabled riders and help with the budget.
Nov 14 2023 08:04 PM	I watch DART busses all day go by my house on NW 70th Ave in Johnston. I would be curious what the average rider numbers are as I rarely see anyone on the bus. I would say that 90% of the time, the bus going by my house is empty. By understanding your service areas and ridership, you should be able to easily adjust service and reduce or eliminate routes - like in Johnston - that are rarely used while providing an increase of service to areas who do use it. Please do not increase my taxes so I can watch more empty busses go by.
Nov 14 2023 08:03 PM	My grandson would have to wait at school longer, because the bus that gets him home usually leaves his school a minute before he gets to the stop. He would have to decrease his extra-curricular activities.
Nov 14 2023 07:20 PM	Dart is my only way of going anywhere. More cuts made to less used routes, such as to Ankeny would leave me going nowhere. More you cut, less I can go. Thanks for that.
Nov 14 2023 06:34 PM	The city bus is my only transportation to wherever I go!!
Nov 14 2023 06:20 PM	keep the altoona route as is
Nov 14 2023 06:07 PM	For me and many other people that depend on Dart getting to appointments or grocery shopping would be very hard if not impossible
Nov 14 2023 06:01 PM	Des Moines struggles to be transportation friendly for low-income and immigrants/refugees who often live furthest from where they work. Some have just gotten DART service recently. Cutting back service needs to avoid punishing these boulders le populations.

Nov 14 2023 05:13 PM	People also use DART to get to their usual houses of worship -- I go to my mosque at least twice a week
Nov 14 2023 04:02 PM	I ride Route 8, the only route along Fleur Drive & to the airport. Yet we were always the first to get cuts. I've ridden on routes that travel frequently, with only a few riders onboard, and I think what a waste of money to be running these frequent trips with empty seats. Other routes should experience the chaos of cuts like that of Route 8, seems only fair. There's a stigma attached to being a bus rider so I highly doubt that the city will fund public transportation more, and people who own homes & drive everywhere don't give a hoot about us riders. Good luck in your endeavors for more funding, I expect Route 8 will be eliminated soon.
Nov 14 2023 03:52 PM	While I do not ride DART, many clients of the Evelyn K. Davis Center ride DART because it is their only mode of transportation to/from work or to/from appointments, school, organizations providing assistance, etc. Reduced bus service will greatly impact those most in need who have no other transportation options and will suffer negative consequences, such as not being able to get to work, doctor's appointments, school, etc.
Nov 14 2023 03:44 PM	I usually take DART to work on the weekdays and to go grocery shopping/shopping on the weekends. Having reduced DART service would make it difficult to get to work on time and difficult to get groceries.
Nov 14 2023 02:50 PM	I don't currently use DART services, but I did pre-pandemic and really liked it. The main reasons I no longer use DART services are I don't go into the office as many days as I did pre-pandemic and the times at the end of the day are not as frequent/convenient as they were pre-pandemic. If buses ran more frequently as night, I would likely ride again.
Nov 14 2023 02:05 PM	Making cuts would most definitely affect your ridership numbers. And make it very difficult for us who don't have vehicles because of low income, health issues, etc. If other communities want bus service, then they need to contribute more to the tax base, or lose their routes.
Nov 14 2023 02:03 PM	I think the monthly bus pass cost could be raised. At \$1.75 a trip, the monthly fee of \$48 is a bargain for unlimited use. At \$2 express trip, 20 daily of \$4, the monthly fee of \$58 is cheap. Eliminate one direction of the 60 route.
Nov 14 2023 02:00 PM	Cutting bus service would make it incredibly hard for me to get to work, medical appointments, and other essential destinations. I do not have a car, I do not always have the option to get a ride, and most of the places I go to are too far to walk.
Nov 14 2023 01:52 PM	There are many people who depend on the bus, including my daughter. I used to ride to work every day but scheduling was cut on my route (11) so I can no longer depend on it. I have a car and free parking at work but would like to take the bus. The city should do more to encourage ridership.
Nov 14 2023 01:52 PM	In an era of "climate change", "green initiatives", surely DART is looking at grants. Less routes will increase single passenger cars on the road, increase in pollution and all that nefarious stuff.

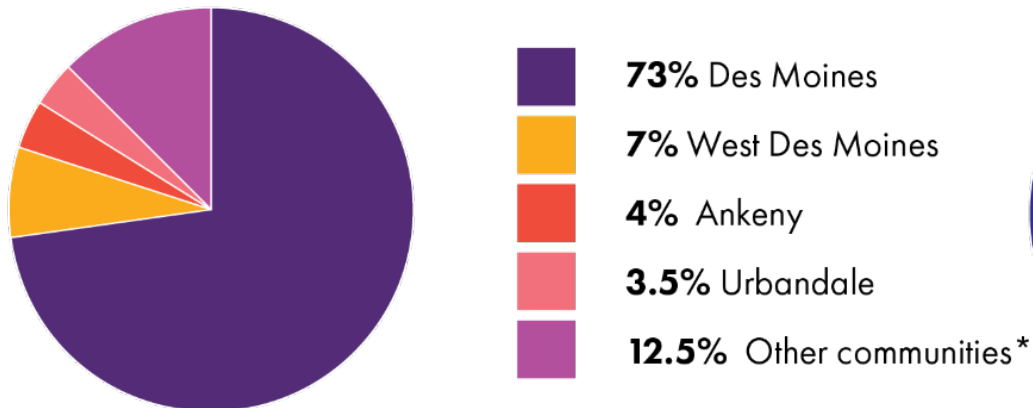
Public Input Results

Survey Responses

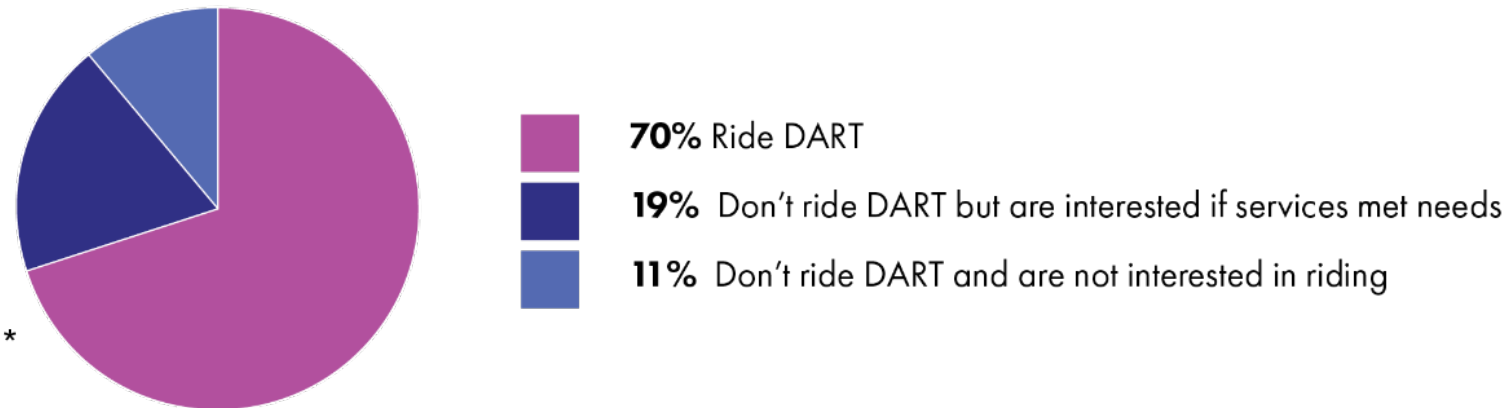
Participation was high compared to previous public input opportunities

1,136 survey responses and 253 people attended a public meeting

Participation by City



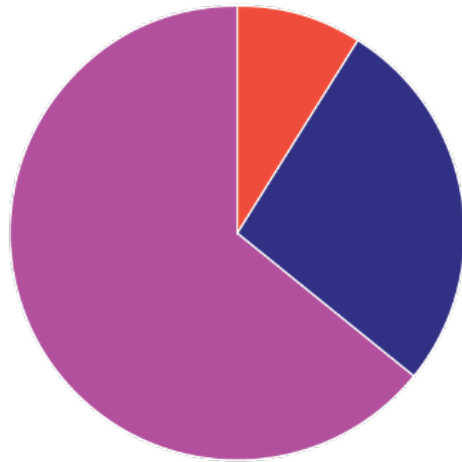
Use of DART Services



* Residents of all DART member communities participated.

Survey Responses

Desire to Fund DART Services – All Respondents



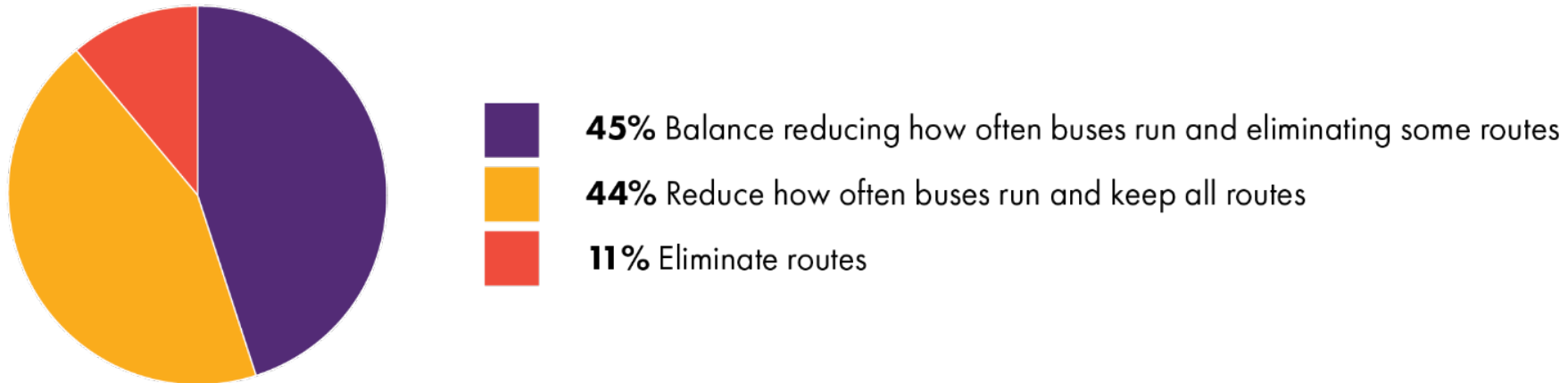
- 9%** City leaders should not pass the franchise fee and DART should cut services.
- 27%** City leaders should increase the franchise fee to keep the level of services that DART provides today.
- 64%** City leaders should increase the franchise fee and find additional revenue to expand services to offer residents better public transit options than today.

- ▶ 92% of Des Moines residents who responded to the survey (716 total respondents) believe that city leaders should provide more funding to maintain or expand DART services.
- ▶ 55% of non-rider respondents (64) believe city leaders should increase or expand funding for DART while 45% (53) believe city leaders should not pass the franchise fee and DART should cut services

Survey Responses

How DART Should Cut Services

If DART needs to reduce its services, fixed route riders shared these preferences for how DART make service cuts:



Impact of Service Cuts:

- ▶ 47% of riders indicated they will continue riding as much as they do today
- ▶ 42% of riders indicated they will ride less often
- ▶ 11% of riders indicated they will stop riding

Reduced Frequency Impacts



“I am the food service director at Grand View University, and many of the staff in my kitchen use DART busses to get to work every day. It is already over an hour for many of them to get to work, once they transfer between busses. The bus that picks them up only comes every hour. If anything, DART services need to be expanded, improved, and funded.”

“Depending on the job I may have to leave my house 2-3 hours before my shift. The change in bus services would also have to change my availabilities at a job making me less likely to get hired. I also use the bus to get to school(college) and the bus schedule may affect what classes I register for because of when they are.”

“Yes, this will affect how I go to work and also how my children go to school, DART is improving students attendance in schools, the cuts will affect student's attendance.”



Feedback from some Des Moines City Council members

- ▶ *We need sustainability*
- ▶ *We need to look at other service delivery options, other funding options, and much more*
- ▶ *We need to think about this service as a region and not community-by-community*
- ▶ *Hesitancy to increase taxes*

Potential Paths Forward



Potential Paths Forward

- ▶ **No Additional Funding:** City of Des Moines contribution is limited to 95-cent property tax levy, DART plans for 40% service cut (\$7.6M) over 5 years
- ▶ **Compromise Solution:** Maintain as much service as possible while we work to re-imagine DART in FY25-FY26

No Additional Funding

City of Des Moines' Contribution Funding Gap

(Uses \$2.25M one-time funds in FY25 & \$250,000 in FY26,
 *Uses updated Des Moines valuation estimates)

	FY24	FY25	FY26	FY27	FY28	FY29
Des Moines Estimated Property Tax Contribution to DART (at .95)	\$8,408,803	\$8,730,972	\$8,975,439	\$9,226,751	\$9,485,101	\$9,750,683
Des Moines' Total Contribution Per Property Tax Formula	\$9,846,235	\$11,176,738	\$12,844,576	\$13,948,668	\$15,614,531	\$17,356,186
Gap	\$1,437,432	\$2,445,766	\$3,869,137	\$4,721,917	\$6,129,430	\$7,605,503



Scenario A: No additional funding

- ▶ If the City of Des Moines does not provide any funding beyond what can be collected through the \$0.95 property tax levy, DART will face a \$7.6M budget gap once the new formula is fully phased-in in FY 29.
- ▶ DART estimates it will need to reduce expenses by \$10.4M to account for expected loss of revenue in fares, contracts and federal formula funding
- ▶ Addressing that budget gap would require a 40% service reduction, including:
 - ▶ Eliminating the D-Line Downtown Shuttle and Route 50- Euclid/Douglas Crosstown
 - ▶ Reducing frequency on all local routes to hourly, or only offered during limited times of the day
 - ▶ Discontinuing Saturday service on four routes and discontinuing Sunday service on six routes
 - ▶ Ending service earlier in the evenings



Compromise Solution: Short-term stability plan and Long- term Reimagine DART

Goals of this plan

- ▶ Address the need for a regional vision and sustainable funding and service model for DART through Reimagine DART project
- ▶ DART Commission approves funding the COVID gap and agrees to fund DART for FY25-27 with the following changes in the budget:
 - ▶ \$2-3 million reduction in expenses and services
 - ▶ Use of \$2.6M in one-time funds to reduce property tax increases
 - ▶ After cuts, DART's growth that is dependent on property taxes will stay at 3% overall expense increase through FY27
 - ▶ Extension of the property tax formula implementation from eight years to 12 years
- ▶ Des Moines commits to contributing equivalent of 1.5% franchise fee in FY25-FY27
 - ▶ 1.5% franchise fee increase on a \$100 utility bill is \$1.50 more/month or \$18 more / year

Reimagine DART

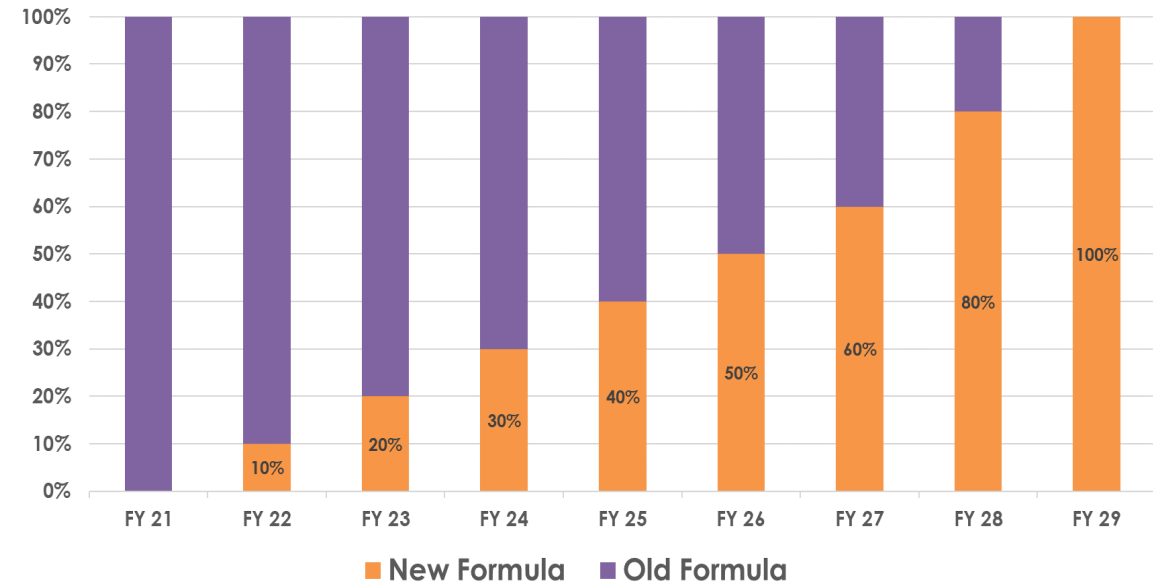
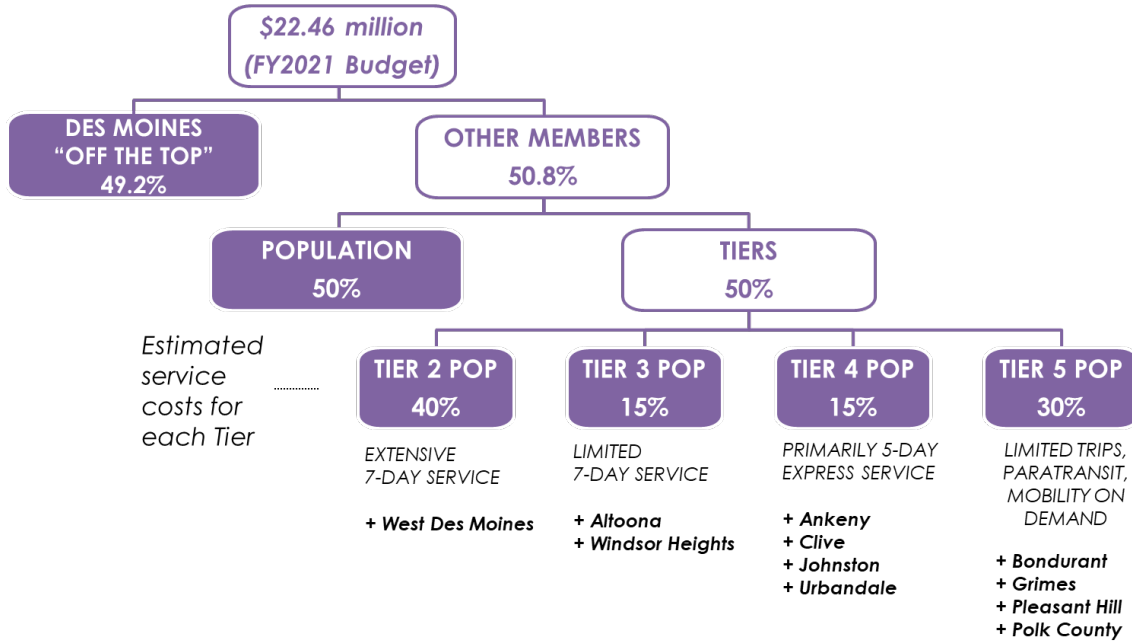
- ▶ **Scope:** Create a sustainable 10-year vision, service delivery and funding plan for DART. Must include:
 - ▶ Consensus on the vision, goals and scalable priorities for a regional public transit system
 - ▶ Modeling three scenarios (no-additional funding, moderate additional planning, and a more robust system)
 - ▶ Must be creative, innovative and include new service delivery models
 - ▶ Uses previous work and public input to inform process and not reinvent the wheel but gathers enough input to ensure the plan is reflective of what the community wants
 - ▶ Gather a “kitchen sink” of local, state and federal funding options and rank them from most easy to implement to most difficult to implement
 - ▶ Use this as an opportunity to help the broader community understand the value, costs and benefits of public transit and various service delivery models
- ▶ **Optional tasks to get estimates on:** Economic impact study, Fare policy, Management study, Paratransit changes
- ▶ **Task Force:** Overseen by a task force of 9-12 that includes elected officials, business and community leaders, and transit users
- ▶ **Cost and Funding:** TBD, likely \$400K-600K; DART will seek foundation, member city, and business community support for the remaining amount.

FY 2025 Property Tax Estimates Updates 1/5/24

	FY 2024 Non-TIF Valuation	FY 2025 Non-TIF Valuation	FY 2024 Growth	FY 2025 Growth	FY 2024 Levy Rate	Original FY25 Levy Estimates (Sept '23)	FY25 New Estimated Levy Rates
Altoona	1,245,269,746	1,332,971,965	6.36%	7.04%	.73	.77	.75
Ankeny	4,688,211,333	5,424,162,899	4.63%	15.70%	.63	.66	.61
Bondurant	416,908,682	508,947,036	13.11%	22.08%	.60	.64	.59
Clive	1,777,094,217	1,895,872,951	3.36%	6.68%	.58	.59	.57
Des Moines*	8,851,371,180	9,213,545,592	-1.02%	4.09%	.95 (+\$1,441,031)	.95 (+\$2,698,763)	.95 (+\$2,472,822)
Grimes	1,164,471,413	1,278,558,089	8.52%	9.80%	.55	.59	.55
Johnston	1,617,919,523	1,696,580,847	3.04%	4.86%	.62	.66	.63
Pleasant Hill	738,896,318	754,581,823	18.54%	2.12%	.59	.60	.59
Rural Polk County	2,622,334,962	2,900,856,654	1.26%	10.62%	.47	.50	.45
Urbandale	3,722,076,741	3,959,049,402	5.67%	6.37%	.63	.64	.62
West Des Moines*	6,054,028,610	6,517,655,592	2.85%	7.66%	.86	.93	.90
Windsor Heights	252,327,870	260,457,448	-0.94%	3.22%	.94	.95	.95 (+5,719)
Total	\$33,150,900,000	\$35,743,240,298	2.95%	7.82%			

Formula Implementation

Des Moines, Population, and Service Tiers Formula



Compromise Solution: Extend Formula Implementation to 12 years, 1.5% Franchise Fee, \$2-3M in expense reductions in FY25

Member Community	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Altoona	\$907,363	\$991,091	\$1,124,831	\$1,199,523	\$1,295,108	\$1,317,270	\$1,328,630	\$1,335,430	\$1,335,633	\$1,328,413
Ankeny	\$2,936,525	\$3,404,550	\$3,689,709	\$3,853,653	\$4,008,952	\$3,970,292	\$3,932,132	\$3,876,986	\$3,815,497	\$3,747,201
Bondurant	\$250,798	\$304,028	\$336,504	\$358,152	\$380,629	\$386,139	\$392,635	\$396,603	\$400,415	\$404,040
Clive	\$1,031,656	\$1,107,358	\$1,179,601	\$1,208,462	\$1,229,092	\$1,170,920	\$1,108,120	\$1,043,048	\$973,091	\$897,976
Des Moines	\$9,846,252	\$10,972,513	\$11,984,144	\$12,924,511	\$13,771,128	\$14,165,243	\$14,570,649	\$14,987,669	\$15,416,637	\$15,857,896
Grimes	\$645,920	\$728,342	-	-	-	-	-	-	-	-
Johnston	\$1,002,634	\$1,088,440	\$1,204,647	\$1,248,291	\$1,370,674	\$1,375,493	\$1,371,506	\$1,357,091	\$1,340,843	\$1,322,621
Pleasant Hill	\$432,536	\$445,801	\$473,049	\$482,077	\$488,691	\$474,812	\$463,104	\$451,902	\$442,407	\$434,723
Urbandale	\$2,350,040	\$2,520,146	\$2,685,685	\$2,757,723	\$2,813,576	\$2,707,849	\$2,593,556	\$2,475,913	\$2,349,393	\$2,213,493
West Des Moines	\$5,216,984	\$5,821,496	\$6,220,660	\$6,606,932	\$6,995,327	\$7,266,504	\$7,546,636	\$7,846,811	\$8,157,969	\$8,480,191
Windsor Heights	\$236,908	\$254,866	\$275,294	\$280,705	\$294,450	\$292,465	\$294,287	\$298,134	\$302,876	\$308,519
Polk County	\$1,223,523	\$1,411,974	\$1,519,735	\$1,560,710	\$1,587,968	\$1,503,921	\$1,411,769	\$1,314,815	\$1,209,052	\$1,093,958
Total	\$26,081,140	\$29,050,605	\$30,693,860	\$32,480,737	\$34,235,595	\$34,630,907	\$35,013,023	\$35,384,402	\$35,743,813	\$36,089,031
Funding Gap	\$0	\$0	\$0	\$0	\$141,745	\$766,772	\$1,436,776	\$2,150,383	\$2,909,948	\$3,717,067

Compromise Solution: Extend Formula Implementation to 12 years, 1.5% Franchise Fee, \$2-3M in expense reductions in FY25

	Levy Rate / Contribution Type	FY 2024 Levy Rate	FY 2025 Levy Rate (Year 4)	FY 2026 Levy Rate (Year 5)	FY 2027 Levy Rate (Year 6)	FY 2028 Levy Rate (Year 7)	FY 2029 Levy Rate (Year 8)	FY 2030 Levy Rate (Year 9)	FY 2031 Levy Rate (Year 10)	FY 2032 Levy Rate (Year 11)	FY 2033 Levy Rate (Year 12)
Altoona	Levy Rate	0.73	0.74	0.77	0.78	0.77	0.74	0.71	0.68	0.65	0.61
Ankeny	Levy Rate	0.63	0.63	0.66	0.67	0.68	0.65	0.63	0.60	0.57	0.55
Bondurant	Levy Rate	0.60	0.60	0.64	0.66	0.68	0.67	0.67	0.65	0.64	0.63
Clive	Levy Rate	0.58	0.58	0.60	0.60	0.59	0.55	0.50	0.46	0.42	0.37
Des Moines	Levy Rate	0.95	0.77	0.84	0.90	0.95	0.95	0.95	0.95	0.95	0.95
	Franchise Fee Contribution	\$0	\$3,900,000	\$4,017,000	\$4,137,510	\$4,261,635	\$4,389,484	\$4,521,169	\$4,656,804	\$4,796,508	\$4,940,403
	Additional Contribution	\$1,437,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grimes	Levy Rate	0.55	0.57	-	-	-	-	-	-	-	-
Johnston	Levy Rate	0.62	0.64	0.67	0.69	0.68	0.65	0.63	0.60	0.58	0.56
Pleasant Hill	Levy Rate	0.59	0.59	0.62	0.63	0.63	0.60	0.58	0.56	0.55	0.53
Urbandale	Levy Rate	0.63	0.64	0.66	0.66	0.65	0.61	0.57	0.52	0.48	0.44
West Des Moines	Levy Rate	0.86	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
	Additional Contribution	\$0	\$0	\$25,806	\$226,231	\$423,205	\$497,219	\$574,273	\$665,276	\$760,989	\$861,301
Windsor Heights	Levy Rate	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
	Additional Contribution	\$0	\$7,431	\$20,051	\$30,743	\$36,635	\$40,315	\$42,137	\$45,985	\$50,726	\$56,369
Polk County	Levy Rate	0.47	0.49	0.51	0.51	0.50	0.46	0.42	0.38	0.34	0.30

Next Steps

- ▶ Commission discussion and general direction to staff
- ▶ News release announcing the public input and Commission's proposed compromise plans/next steps
- ▶ Staff prepare an FY25 budget and specific service reduction plans
- ▶ Des Moines City Council would need to act by early February or we will need to prepare worst-case scenario
- ▶ Feb. 23 budget workshop
- ▶ Feb-March: Staff and exec committee work on scope and task force for Reimagine DART, along with looking for grant funding for the project
- ▶ March Commission meeting: Set public hearing
- ▶ April Commission meeting: Public hearing and budget approval
- ▶ April: Second round of public input on proposed steps
- ▶ June: Presentation of Title VI Analysis
- ▶ August: Commission vote on service reductions
- ▶ November: Implementation of service reductions

Thank you



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 8.b.
For Meeting of 1/29/2024
Discussion Item

TITLE: Zoning Code (signage)

CONTACT PERSON:

Maggie Murray, Planning & Community Development Director
Isaac Pezley, City Planner

BRIEF HISTORY & ANALYSIS: Section 181.13 of the City's Sign Code has the following requirements for electric changeable copy signs:

Electric changeable copy shall be allowed on monument signs for events centers, convenience stores, schools, churches and other public uses. A maximum of 32 square feet or 50% of the maximum sign area, whichever is less, may be dedicated to electric changeable copy, provided the following conditions are met:

- 1. Electric changeable message copy may change no more than seven times in a 24-hour period and shall not include any flashing, flowing, alternating or blinking lights.*
- 2. Electric changeable message copy shall be integral to and a part of an approved monument sign.*
- 3. Electric changeable message copy shall be limited to one color.*
- 4. Sign copy shall not include any use of logos or symbols and message shall be limited to advertisement of events.*
- 5. In the case of convenience stores, electric changeable message copy shall be limited only to advertise the price of automotive fuels*

Bondurant's Sign Code is outdated in that it does not take into account the United States Supreme Court findings of the 2015 Reed v. Town of Gilbert case. The findings of this case invalidated an ordinance that treated signs differently based on their content. Section 181.13 of Bondurant's Sign Code currently includes several sections regulated by content and should be updated to remove these content-related requirements. Examples of content requirements currently listed in the code include: that these types of signs are only allowed for event centers, convenience stores,

schools, churches, and other public uses (Code should instead regulate by Zoning District); that the copy area shall not include any use of logos or symbols and message shall be limited to the advertisement of events; and that convenience stores may only advertise the price of automotive fuels.

When making updates to Section 181.13 of the Sign Code to adhere to the findings of the Reed v. Town of Gilbert case, the City should also consider the following requirement currently listed in the code, as the way it currently reads defeats the purpose of having such type of changeable sign:

Electric changeable message copy may change no more than seven times in a 24-hour period.

Attached is some research on what other Des Moines-area communities allow for these types of signs as it relates to # of messages allowed/message length. Having an 8 second minimum and keeping our language as it relates to prohibiting flashing, flowing, alternating, or blinking could be an option.

FUNDING SOURCE: N/A for text amendment

STAFF RECOMMENDATION: This is a discussion item. Recommendations would then be taken to the Planning and Zoning Commission and returned to the Council with their recommendation.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. Electronic Changeable Signs Research

Electronic Changeable Signs

Adel – Does not address.

Altoona – considered animated sign not changeable sign; allow to scroll or change every 8 seconds; cannot continuously scroll. Regulations on brightness.

Ankeny – are reader boards if single message is displayed for not less than 7 second; changeable does not have restrictions; do have restrictions on how bright said signs can be.

Clive – one time in 5-minute period;

Des Moines- cannot be full-motion video or rapid change in pictures to give the appearance of a video.

Grinnell – restrictions on when they can be turned on; nothing about frequency.

Indianola – 10-seconds and must be instant; no animations or scrolling.

Johnston – Once per 30 seconds; no flowing, flashing alternating, etc.

Newton – Prohibited.

Norwalk – fixed position for at least 8 seconds;

Urbandale – differentiate between manual and automatic changeable signs; electronic message centers require SUP and be on interstate. No scrolling, animation, etc. minimum of 5 seconds.

Waukee – one time in 5-minute period;

West Des Moines – time and temp allowed – once every 8 seconds; digital readerboards and animation signs not allowed.

Not being called changeable signs; most cities are calling them electronic message displays or electronic messages centers or something of that nature.



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 8.c.
For Meeting of 1/29/2024
Discussion Item

TITLE: Zoning Code: Subdivision ordinance (Pavement Management Study Discussion)

CONTACT PERSON:

Marketa Oliver, City Administrator
John Horton, Public Works Director

BRIEF HISTORY & ANALYSIS: Information will be presented at the meeting on Monday.

FUNDING SOURCE: NA

STAFF RECOMMENDATION: This is a discussion item.

APPROVED FOR SUBMITTAL:

ATTACHMENTS: None



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 8.d.
For Meeting of 1/29/2024
Discussion Item

TITLE: Downtown Parking Project

CONTACT PERSON:

Marketa Oliver, City Administrator

Maggie Murray, Planning & Community Development Director

BRIEF HISTORY & ANALYSIS: The City has been working to expand parking options in the downtown area. To that end, staff asked engineers to develop downtown parking concepts in the area of 98 Grant Street S. Three different parking layouts were developed. The first option involves angled, on-street parking, while options 2 and 3 present variations of a traditional parking lot adjacent to the trail. In addition to the attached exhibits, additional details about each option, such as pavement quantities and a brief overview of their respective pros and cons are included.

Pavement Quantity of Scale:

Option 1 – 2434 SF paving, 1775 SF sidewalk

Option 2 – 5766 SF paving, 1068 SF sidewalk

Option 3 – 5642 SF paving, 1029 SF sidewalk

Pros/Cons:

All three options effectively provide additional parking and facilitate convenient access to the bike trail and downtown area. Additionally, all options contain 14 parking stalls each, so no one layout rises above the others in that regard.

Option 1:

Pros: Minimal paving; easy access to 1st St and downtown; limited impact on surrounding green spaces and existing trees; requires least grading; easy to remove snow with traditional plowing equipment.

Cons: Slightly longer distance to the trail; loading and unloading of bikes from the back of a vehicle may require people to stand in the street. This could be corrected however by making the stalls extra deep and there is space to be able to accommodate that.

Option 2:

Pros: Close to trail; combination of parallel and perpendicular parking; two access points for circulation.

Cons: Substantially more paving; close proximity to building; more grading and tree removals; reduced green space.

Option 3:

Pros: Close to trail; less paving than Option 2; better trail distance from building; two access points for circulation.

Cons: Highest paving amount; significant grading, tree removals, and green space reduction; geometry may prove challenging for snow removal.

Considering the impacts on the existing site, ease of use and maintenance, and anticipated project costs, engineers recommend Option 1 as the preferable choice, followed by Options 2 and 3, respectively.

FUNDING SOURCE: Grant/TIF

STAFF RECOMMENDATION: This is a discussion item.

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. EX-1 ANGLED PARKING
2. EX-2 PARKING LOT
3. EX-3 PARKING LOT ANGLED

A

B

C

D

E

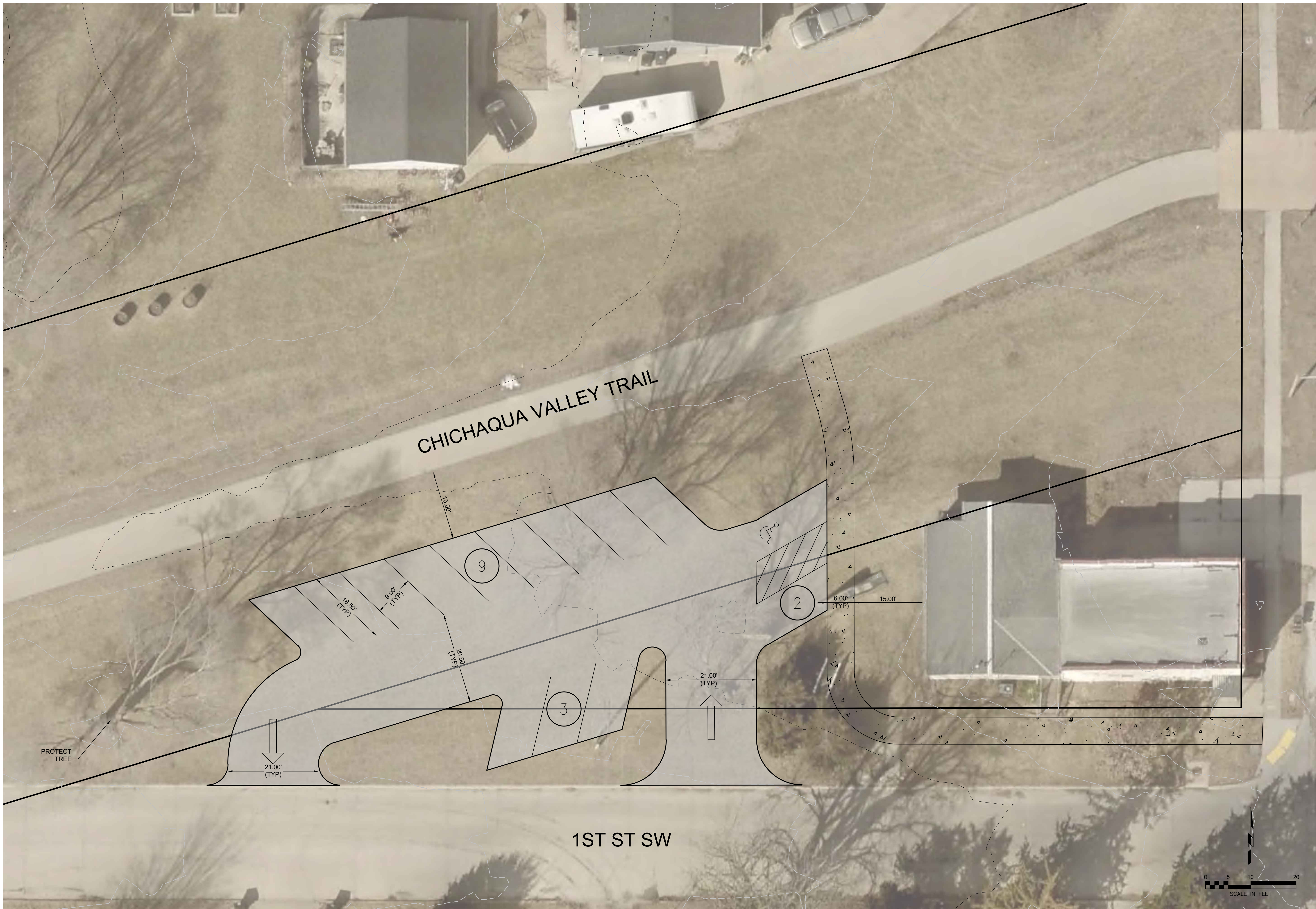
F

1

2

3

4



A

B

C

D

E

F

B:\Projects\2024\202400001\Drawings\DWG\CHICHAQUA VALLEY TRAIL LOT IMPROV.DWG
Printed: 1/19/2024 11:36:11 AM

DRAWN BY	KAL
APPROVED BY	KAL
ISSUED FOR	REVIEW
ISSUE DATE	01/19/2024
PROJECT NUMBER	224000091
FIELD BOOK



**BUSINESS OF THE CITY COUNCIL
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 8.e.
For Meeting of 1/29/2024
Discussion Item

TITLE: Bondurant Emergency Services
- Facility
- Contract Services

CONTACT PERSON:

BRIEF HISTORY & ANALYSIS: This is a discussion item and information will be presented at the meeting.

FUNDING SOURCE: Bonds/TIF/GO

STAFF RECOMMENDATION: This is a discussion item.

APPROVED FOR SUBMITTAL:

ATTACHMENTS: None