



NOTICE OF PUBLIC MEETING – Street Committee

The City of Adel Street will meet in the council chambers at Adel City Hall, 301 S. 10th Street, Adel, Iowa, on **Tuesday, February 5, 2019** at **6:00 p.m.**

AGENDA

1. Call to Order
2. Approval of January 3, 2019 Minutes
3. Cost of Flashing Sign at Top of Hill on South 11th Street North of Evans View Drive
4. Snow Emergency Ordinance
5. Any Other Business
6. Adjournment

2/4/2019 4:39:31 PM

Please Note: Members or a quorum of members of other City Boards, Commissions, Committees, and / or the Council may be in attendance. Only items on the agenda may be acted upon and / or discussed.



January 3, 2019 Street Committee – Minutes

The City of Adel’s Street Committee met at Adel City Hall, 301 S. 10th Street, Adel, Iowa, in the Council Chambers on January 3, 2019 at 6:00 p.m.

The Street Committee meeting was called to order at 6:00 p.m. by Chair Rob Christensen. Members present: Christensen, Miller, and Selby. Others in attendance: Council members McAdon and Ockerman, City Administrator Brown, Public Works Director Overton, Chief of Police Shepherd, PFM rep. Burmeister, and McClure rep. Schug.

Miller motioned, seconded by Selby, to approve the following 2018 minutes: September 17, October 2, October 11, October 25, November 8 (first), November 8 (second), and November 29. Motion carried unanimously.

Discussion began on a stop sign request at the top of the hill on South 11th Street north of Evans View Drive. Resident Kevin Custer asked the committee to consider a stop sign due to dangerous driving situations. Shepherd stated that he had reviewed this area as well as numbers from the Police Department’s speed trailer. Shepherd noted that targeted enforcement may benefit, but different signage could also be explored. Overton noted that this area could be evaluated later once Timberview West opens to HWY 169. Overton will research the cost of a flashing sign.

Discussion moved to this spring’s street overlays. Christensen stated that a press release would be beneficial.

Discussion moved to the recommendations from the overall HWY 169 Focus Group. Christensen noted that the purpose of this agenda item would be to receive and review the recommendations. Christensen provided a history of what led to the Focus Group. In 2017, the City asked the DOT to conduct a Traffic Engineering Assistance Program (TEAP) study to review the speed, safety, and trails issues along HWY 169. The study was limited in scope.

In early 2018, the Adel City Council identified widening HWY 169 and paving gravel roads like Meadow Road as top priorities. That June, a public input meeting was held. The main concerns at that meeting were speed, safety, and financing. The City then met with the DOT to discuss turn lanes, traffic signals, a speed study, and possible roundabouts. In August, the committee formed a Focus Group to discuss and determine priorities, design, and financing of a possible HWY 169 project. The Focus Group met in September, October, and November 2018.

The Focus Group’s recommendations were on: HWY 169, trails/underpass, and paving Meadow Road. More public input is needed before the council takes action, but, ultimately, the DOT will have the final say on any HWY 169 improvements.

A public meeting is being targeted for February 2019. Selby noted that the DOT should also look at HWY 169 north of HWY 6. Schug noted that if the City wanted to target 2020 for construction, the council would need to take action by late February 2019. The committee asked for traffic counts and asked Brown to work with ADM on a public meeting.

Discussion moved to a review of potential financing for the overall HWY 169 project. Burmeister stated that the HWY 169 improvements are estimated to cost \$5.2 million with the DOT possibly contributing \$1.5 million and local developers \$400,000 in lieu of other improvements. The trails and underpass \$1 million; paving Meadow Road is \$600,000.

Burmeister stated that the City’s financing sources are its debt service levy, special assessments, and tax increment financing (TIF). Burmeister noted that, pending a legal review, the City’s TIF could be the most advantageous. Burmeister reviewed a model of potential financing and noted that the further the project is into the future, the better the financing situation looks. Christensen asked whether the DOT would “carry” the project for a period of time like the Grand Prairie Parkway project. The committee discussed other scenarios, though no decisions were made.

With no other business, the meeting was adjourned at approximately 7:12 p.m.

Respectfully submitted,
Anthony Brown, City Administrator