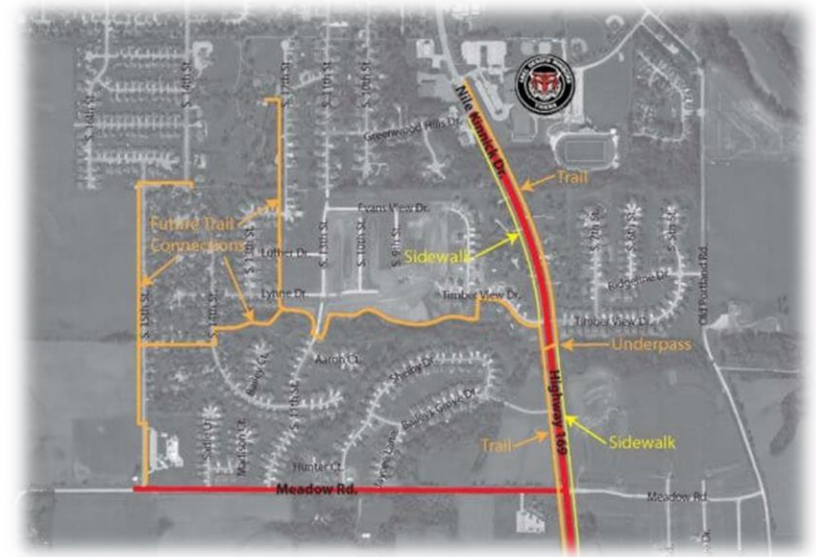


Growth & Safety Transportation Projects

Adel City Council Street Committee – Citizen Focus Group

Improving ...

- *Safety*
- *Quality of Life*
- *Property Values*
- *Traffic Flows*



Introductions

- **Introduce yourself – name, where you live in Adel.**

Focus Group Discussion Target

- **Adel Safety & Transportation Projects - Southside**
 - *Highway 169 Intersections / Improvements*
 - **Sidewalk/Trails/Underpass Improvements**
 - **Meadow Road Improvements**

Focus Group Mission

The Adel Street Committee Citizen Focus Group will use a collaborative process to provide consensus recommendations to the City Council for a safer Highway 169 southern corridor, that will also include appropriate trails and sidewalks for overall connectivity and betterment of the entire community.



Focus Group Member Commitment

- **Commit to attend every meeting**
- **Willing to share thoughts and views**
- **Willing to respect the views of others**
- **Willing to Learn - Ask lots of questions**
- **Share information with neighbors and friends**

Group Activity – Benefit of Paving Meadow Road

- **On map – individually highlight the following:**
Pink = High Benefit Yellow = Medium Benefit
Green = Low Benefit No color = No Benefit
- **Share & discuss as a table group your benefit map.**
- **On new map - as table group build consensus to highlight benefit.**

Highway 169 Improvements

- Primary concerns from public meeting – speed & safety
- Primary concern from Citizen Focus Group:

When you think of Highway 169 (south), what do is the key thing you think of or want others to think of when they come to Adel?*

<u>Sentiment</u>	<u># of Votes</u>
Welcoming	1
View of Courthouse	0
Historic	0
Thriving	0
Safety	14
Clean	0
Pride	0
Calming	0
Charm	0
Art	0
Signage	0

**Question from Meeting 1 – Mission Worksheet Results*



Highway 169 Safety – Speeds

- **State Highway – Controlled by Iowa DOT**
- **How does DOT determine speed limit**

The Iowa DOT sets regulatory speed limits on state and federal highways based on a thorough engineering and traffic investigation & speed study.

These factors are considered:

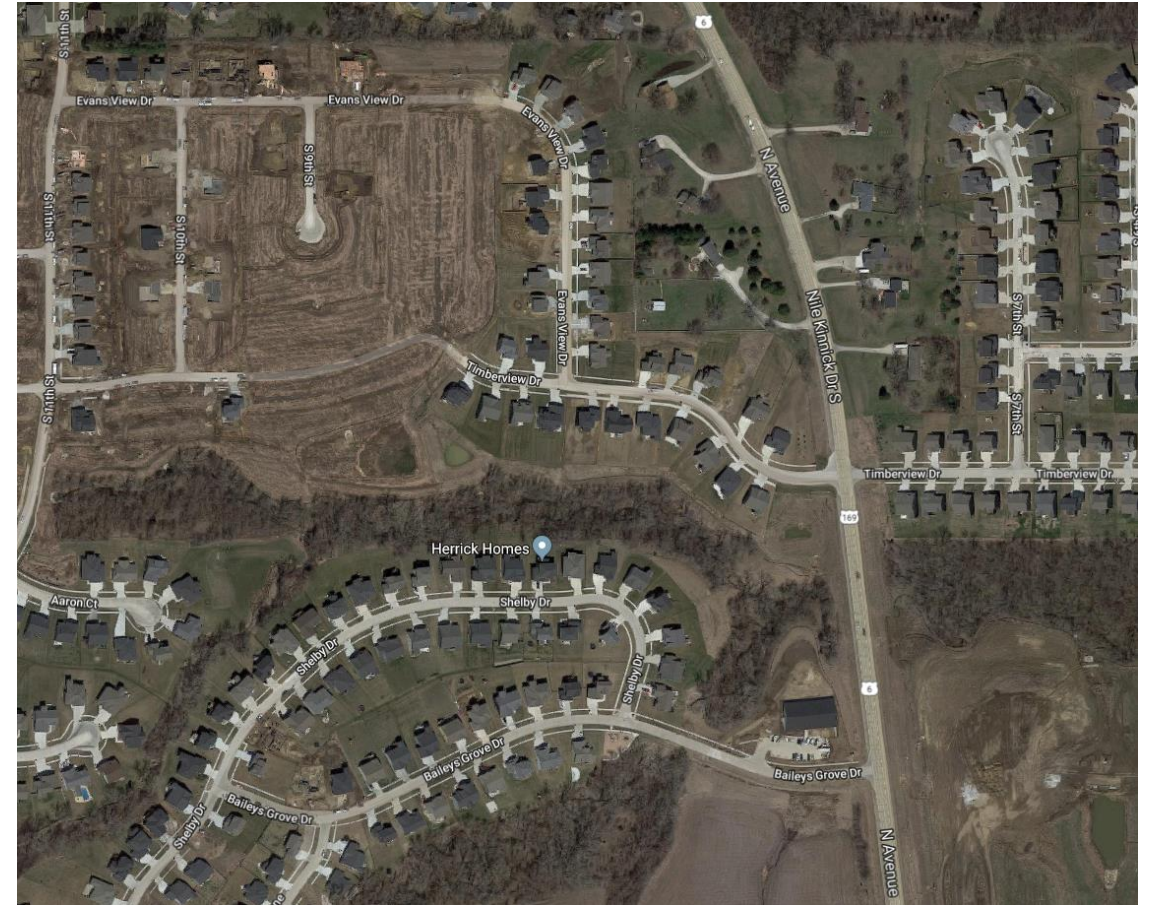
- road type and surface (curve, hill, etc.)
- location and type of access points (intersections, entrances, etc.)
- existing traffic control devices (signs, signals, etc.)
- crash history
- traffic volume
- sight distances
- pedestrian activity
- results of field review & speed study

Highway 169 Safety – Speeds

- Adel has requested several speed studies for parts of Hwy 169 over the last several years.
- One with the results returned to the city in September 2018 from Iowa DOT indicated speeds should be *increased* from Greene street to Timberview by 5 mph in each of the previous sections before turning to 55 mph.

Highway 169 Safety – Intersections

- Due to traffic level concerns, DOT requiring turn lanes to be implemented to open development streets, such as Timberview West – thus causing other traffic patterns through neighborhoods and preventing completion of developments (potentially lowering future property values if not completed.)
- Safety for turning traffic both on and off of Highway 169.



Highway 169 Current Intersections

- School to 302nd Place



Highway 169 – Traditional Turn Lanes Concept

- **Right and left turn lanes at each side road location**
 - **Painted Medians – ease of plowing but less constrictive to vehicles when we're trying to lower speeds**
 - **Raised medians (grass or paved) – should lower travel speeds as drivers will feel restricted**
- **Pedestrian crossings at locations which provide best visibility to motorists**

Remember! These are designs are conceptual and can change based upon city desire and IDOT requirements/approval.

Highway 169 – Roundabout Concept

- Single lane roundabouts at following intersections (keeping 1000' spacing minimum (per Iowa DOT and FHWA between roundabouts))
 - 302nd Place
 - Meadow Road
 - Timberview Drive
 - ADM School Entrance
 - The existing school/Fareway intersection wouldn't work well with roundabout as we would be connecting roundabout directly to the middle of Fareway building and parking lot. Additionally, the vertical difference
 - Conceptual location would require some reconfiguring of both the school parking lot and connecting existing parking lots for strip mall and Fareway

Remember! These are designs are conceptual and can change based upon city desire and IDOT requirements/approval.

Adel City Council Street Committee – Citizen Focus Group

Highway 169 – Roundabout Concept

- Traffic leaving Baileys Grove & Greenwood Hills would need to utilize the roundabouts as means of making left turns in and out.
 - An additional roundabouts at Baileys Grove would be less than the minimum spacing from Meadow Rd and Timberview, as would the Greenwood Hills and intersection at the ADM MS & HS/Fareway.
- Roundabouts would reduce speed and provide a safer location for pedestrians to cross Hwy 169.
- Possibility of additional funding through traffic and safety at Iowa DOT for roundabouts in series.

Remember! These are designs are conceptual and can change based upon city desire and IDOT requirements/approval.

Highway 169 – Roundabout Concept

- Iowa Department of Transportation site describing roundabouts in Iowa (<https://iowadot.gov/traffic/roundabouts/roundabout-home>)
 - In recent years, roundabouts have been used in the United States to reduce crashes, traffic delays, fuel consumption, air pollution, and construction and maintenance costs.
 - Roundabouts often move more traffic and enhance intersection beauty. They have also been used to control speed in residential neighborhoods and are accepted as one of the safest types of intersection designs.
 - Over 61 entries of documented Iowa DOT roundabouts
 - Myths about roundabouts (<https://iowadot.gov/traffic/roundabouts/myths-and-facts>):
 - Cause Longer Commutes
 - Cause More Accidents
 - Are Difficult to Maneuver
 - Cost More
 - Not Safe for Pedestrians
 - Difficult for Large Vehicles

Highway 169 – Costs & Funding

- **Traditional Turn Lanes Concept = ~\$3.4 million (original estimate)**
- **Roundabout Concept = no engineering time committed to provide estimate as of this date**
- **Potential Funding:**
 - **IDOT = ~\$1.5 million committed to date**
 - **Developers Escrow = ~\$408,000**
 - **IDOT Traffic & Safety Funding for “Roundabouts in Series”**
 - **City Debt Service**
 - **Special Assessments**

Group Activity – Hwy 169 Intersection Improvements

- **On map – individually highlight the following:**
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- **Share & discuss as a table group your benefit map.**
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Future Agendas

- **Th., Nov. 8 -- Review Financing Options:** Bring in legal/financial/bond consul discuss funding options, special assessments and the law. Review known costs & funding – breakout of costs & benefit.
- **Th., Nov. 29 -- Provide Consensus Input:** Develop general focus group consensus on improvements and where to go from here.

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