

Agenda

City Council Work Session Meeting
Oelwein City Hall, 20 Second Avenue SW, Oelwein, Iowa
5:30 PM

November 13, 2023
Oelwein, Iowa

Mayor: Brett DeVore

Mayor Pro Tem: Lynda Payne

Council Members: Karen Seeders, Tom Stewart, Matt Weber, Dave Garrigus, Dave Lenz

Pledge of Allegiance

Discussions

- [1.](#) Discussion on Hwy 150 & Hwy 3 Diamond Grinding.

Adjournment

In compliance with the Americans with Disabilities Act, those requiring accommodation for Council meetings should notify the City Clerk's Office at least 24 hours prior to the meeting at 319-283-5440

October 24, 2023



Honorable Mayor, City Council Members

The State plans to diamond grind Hwy 3 from 9th Ave SE to 9th Street NE on Hwy 150 in the spring of 2024. The project will necessitate the replacement of up to eight sanitary sewer manholes that would be the city's responsibility.

The question was raised during a pre-construction meeting as to whether or not the city would be interested in converting North Fredrick from four lanes to three.

The 4-3 lane road diet is widely recognized as a traffic calming measure that not only reduces crashes but makes pedestrian crossing safer. It also allows for things such as designated bike lanes and snow storage during winter months.

A 4-3 lane conversion is one of the Federal Highway Administrations (FHWA's) 20 proven safety countermeasures.

This would be an opportune time to make the transition as all of the lines will need to be painted after the grinding takes place.

Herb Doudney
Public Works Director

Herb Doudney





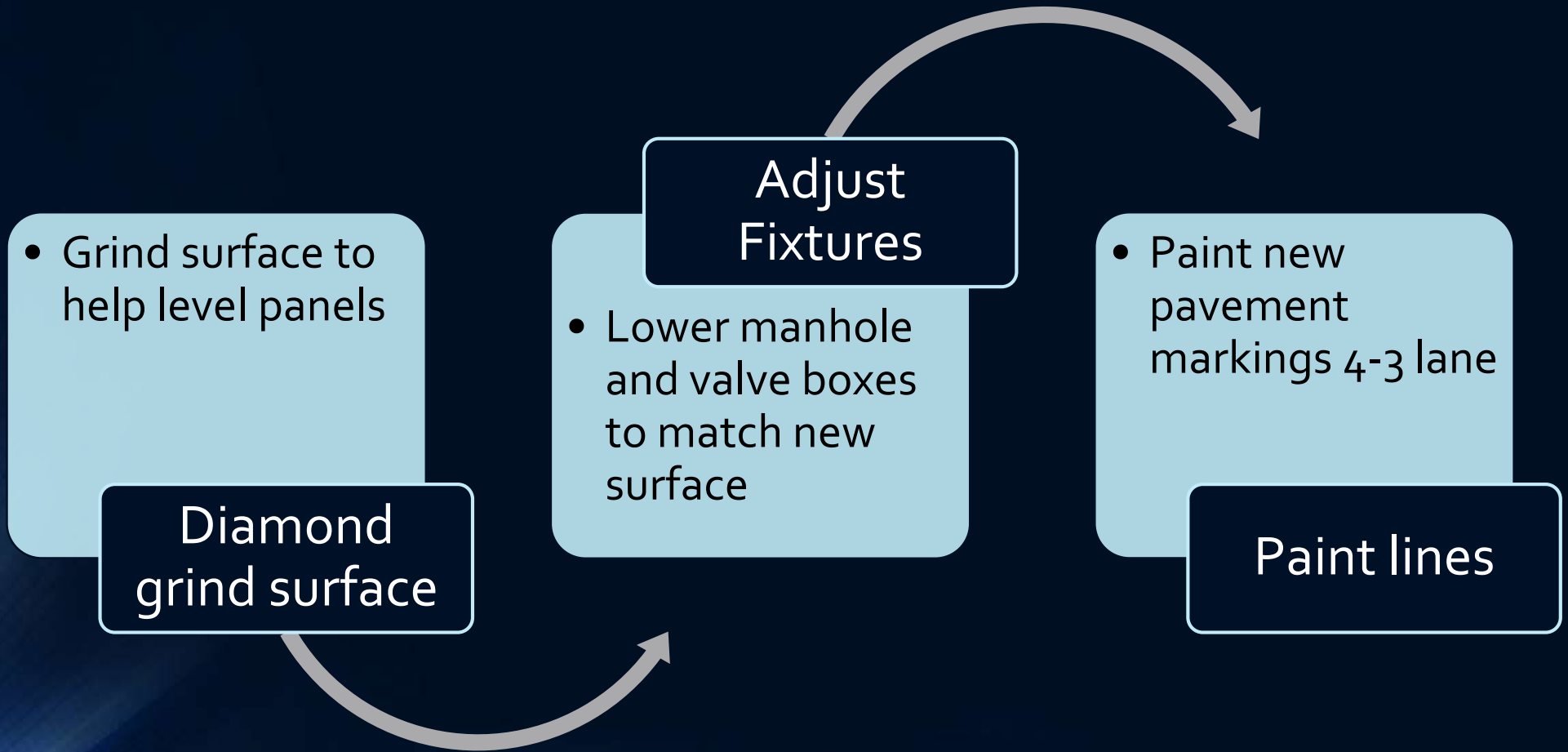
Hwy 150 & Hwy 3 Diamond Grinding

PROPOSED DIAMOND GRINDING AND RE-STRIPING SPRING
2024

State/City funded work

- Diamond grind the surface
- Adjust fixture heights
- Striping
- Replace deteriorated manholes that cannot support new risers

Title and Content Layout with SmartArt



Typical 4-3 lane conversion

The primary benefits of a Road Diet include enhanced safety, mobility and access for all road users and a "complete streets" environment.



Road Before





- Drivers will be diverted from the area
- Economic development will be stifled
- Traffic will back up
- Large vehicles such as farm equipment cannot be accommodated
- Emergency response time will increase

Myths

4-3 Lane conversion myths

MYTH: DRIVERS WILL BE DIVERTED FROM THE AREA

False. For the majority of 4- to 3-lane conversions, traffic volumes remain about the same through the corridor. In addition, 3-lane roads are generally more efficient than 4-lane roads because vehicles no longer need to stop in the thru lane to make left turns.

MYTH: ECONOMIC DEVELOPMENT WILL BE STIFLED

False. Converting to a 3-lane road can positively impact property values and businesses. When converting a 4-lane road to a 3-lane road, additional features can be added in the unused space, such as parking and/or bicycle lanes. These features can improve livability and transform the corridor into one people want to drive on versus drive through. Additional parking can provide a benefit to businesses and the center left turn lane improves access.

MYTH: TRAFFIC WILL BACK UP

False. Studies have consistently shown that, for roads with less than 20,000 vehicles per day, 4- to 3-lane conversions will not worsen congestion. In fact, operations and safety improve on a 3-lane road because left turns are shifted into the center turn lane, allowing traffic to flow more freely in the thru lanes.

MYTH: LARGE VEHICLES LIKE FARM EQUIPMENT CANNOT BE ACCOMMODATED

False. Impacts to large vehicles such as farm equipment are minimal. Because the width of the pavement does not change, large vehicles can continue to use the road as they have in the past. Tractors and combines that are wider than one lane can extend into the center lane, as needed, for travel through town.

MYTH:EMERGENCY RESPONSE TIMES WILL INCREASE

False. Contrary to beliefs, a 4- to 3-lane conversion does not increase emergency response times. In fact, response times usually improve because emergency vehicles can utilize the center turn lane when responding to an incident. This avoids bottlenecks that can occur on 4-lane roads when drivers in the middle lanes try to move over for the emergency vehicle, but can't.

Benefits

Benefits of Road Diet installations may include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.