

Present: Ron Adam, Daryn Hamilton, Michael Halley, Jeff Clawson, Frank Redeker, Gary Coffee

Points of discussion

The traffic lights at the intersection of HWY South and Burlington Avenue were discussed with Frank Redeker from the Iowa Department of Transportation. Redeker reviewed traffic data before and after the change of Burlington from four lanes to three lanes. In the period from October 08 to April 2009 (before the switch to three lanes) there were 29 traffic accidents. During the same period one year later (after the change to three lanes) there were 12 accidents for a total accident reduction of about 60%. Before making a recommendation to change the synchronization of the traffic lights Redeker would like to conduct an in-depth traffic study at no cost to the city. City Administrator Jeff Clawson will work with Public Works director Daryl Bisgard, city engineer Jerry Long, and the DOT to facilitate this study.

Redeker then reviewed the committee's request to reduce the speed limit on HWY 1 South within city limits. The proposal is to have north-bound traffic slow to 45 mph at the intersection of HWY 1 and 227th St. South-bound traffic would wait to increase to 55 mph until after the intersection of HWY I and 227th St. The other signs between the HWY 34 by-pass and Filmore Ave still need to be reviewed by the DOT, but the idea is to have them transition from 35 mph at Filmore to 55 mph past the intersection with 227th St. City Administrator Clawson will officially request that the DOT change the speed limit signs and work with them to facilitate the change.

Halley presented the final quiet zone report from SRF Consulting. If the city were to follow their recommendations and construct safety medians on the north and south sides of five of the eight railroad crossings, construct a median on the north side of 4th, and close the 3rd St. crossing then the railroad crossing Risk Index would drop from the current 31,321 to 17,336, a 45% reduction in risk. This risk reduction would be more than sufficient to obtain quiet zone designation with the Federal Railroad Administration (FRA). The committee voted unanimously to move ahead with pursuing quiet zone status with the FRA under the following condition:

- No city tax funds will be spent on the project
- All money for the project (plus a contingency fund) must be in the bank before construction can begin
- The decision whether or not to allocate funds from the closure of 3rd will be made later

Recommendations/Actions

- Committee asked City Administrator Clawson to work with Daryl Bisgard, Jerry Long, and the DOT on the traffic study.
- Committee asked City Administrator Clawson to work with the DOT on the proposed speed limit changes.
- Committee will recommend that the council move to pursue quiet zone status with the FRA according to the aforementioned conditions.

Signature of Chairperson _____