



MEETING NOTICE

**The Corridor MPO (Metropolitan Planning Organization)
Transportation Technical Advisory Committee (TTAC)
will meet
April 29th, 2010 at 2:00 p.m. in
Marion City Hall's Training Room (second floor)
1225 6th Avenue**

TTAC Members: Steve Gannon - Linn County; Dick Ransom - Hiawatha; Dan Whitlow & Tom Treharne - Marion; Darin Ligtenberg - Robins; Dave Elgin, Gary Petersen, Brad Larson, Brad DeBrower & Dan Mann - Cedar Rapids; Cathy Cutler - IDOT

Agenda

1. Approve minutes from October 14th, 2009 meeting (attached).

Action Requested: Approve minutes from October 14th, 2009 meeting.

2. Review of Connections 2040 projects (attached).

Review of the projects submitted for Connections 2040 to see if there are any projects missing and review the prioritization of the projects.

Action Requested: Provide feedback consultant and staff.

3. Preliminary Roadway Intersection Design Study Final Presentation.

Presentation by Anderson-Bogert on the final two projects from the Preliminary Roadway Intersection Design (PRID) Study and make recommendation to the Policy Board to adopt the study. Those projects are the Edgewood Road Extension and the Blairs Ferry Road Corridor.

Action Requested: Recommend adoption of the study by the Policy Board.

TTAC Meeting Minutes

The Transportation Technical Advisory Committee (TTAC) met on Wednesday, October 14, 2009 at 2:00 P.M. in the Multipurpose Room of Hiawatha's City Hall.

Present: Gary Petersen, Dan Whitlow, Dave Elgin, Steve Gannon, Brad DeBrower, Tom Treharne, Dick Ransom, Darin Ligtenberg

Absent: Cathy Cutler, Dan Mann, Richard Luther

Staff: Adam Lindenlaub

Others Present: None

Gary Petersen called the meeting to order at 2:07 pm. Tom Treharne moved to approve the minutes from the June 4th meeting. Darin Ligtenberg seconded the motion, which was unanimously approved.

Review of Additional Criteria for the STP Application

Adam Lindenlaub reviewed the criteria and explained that these were recommended by the Metro-area Advisory Committee (MAC) to the Corridor MPO Policy Board to be included in the STP process. The Policy Board likes the idea of having additional information on the projects and wanted TTAC's feedback on how much time would be required to address these criteria. Petersen noted that some of the criteria are subjective. Also the environmental is required under the NEPA process that must be followed for all projects. Ligtenberg asked if these criteria will replace the safety and congestion criteria. Lindenlaub stated that the safety and congestion criteria would not be replaced but that the Policy Board could add these criteria. Dave Elgin stated that the criteria need to be clearer in what is asked and these criteria should be used to develop the long-range plan. There was discussion regarding the reason for the MAC and the new criteria. Elgin asked about the level of accuracy requested for the criteria. Dick Ransom stated that the current criteria are objective and that some of the MAC criteria are subjective, which may lead to funding projects that do not address congestion and safety as well as other projects might. Dan Whitlow said there needs to be a joint meeting with the MAC, which Ransom agreed would be a good idea. Treharne stated that TTAC needs to meet with the Policy Board to determine what they want from these criteria.

There was discussion on submitting projects now when a new long-range plan is being developed. It was noted that the long-range plan should include all of the criteria that will be used in selecting projects. It was noted that addressing these criteria will be time consuming. Treharne noted that most of these criteria are information criteria. There was agreement that there should be a joint meeting with the Policy Board, TTAC, and MAC to discuss the criteria that will be part of the project selection process. Elgin stated that the long-range plan should look at determining the distribution of funds towards different elements of projects such as pedestrian and bicycle elements. Elgin also asked if the limited federal funds should be used on things like sidewalks, which the jurisdictions should have developers pay like Cedar Rapids does. Lindenlaub asked TTAC if it makes sense to go through the STP process with a new plan under development. Ransom said he could not answer that now. Elgin stated it is important to have clear criteria because it takes a lot of staff time to develop projects and then not know what exactly the criteria are or mean. Lindenlaub summarized the TTAC comments (attached after the minutes).

Update of Long-Range Plan Development

Lindenlaub gave an update on the long-range plan development process. Lindenlaub stated that MPO staff and the consultants had a kick-off meeting on October 5th that included a tour of the metro area to show the consultants the transportation system and land use. Lindenlaub explained the purpose of the Long-range Transportation Plan Development Committee or LDC and that the consultant would like to meet with TTAC on October 29th at 2 pm. Petersen asked about the validation techniques for the travel demand model. Lindenlaub stated he would provide that after the meeting.

The meeting was adjourned at 3:45 pm.