

Transportation Enhancements Committee Meeting Minutes

The Transportation Enhancements Committee met on Thursday, November 13, 2003 at 2:00 P.M. in the Council Chambers of the Cedar Rapids City Hall.

Present: Tom Treharne, Dave Elgin, Randy Burke, Richard Fox, Dave Van Dee, Steve Krug, Dave Kramer

Absent: Dan Biechler, Darin Ligtenberg

Staff Present: Adam Lindenlaub

Others Present: Allen Witt, Brad Schoenfelder (Linn County Trails Association)

The meeting was called to order at 2:12 P.M. Richard Fox moved to approve the minutes of the October 7, 2003 meeting. Dave Kramer seconded the motion, which carried unanimously.

Priority Trails Segments and Trails Projects Criteria

Adam Lindenlaub explained the spreadsheet handouts and the map displayed on the wall. Randy Burke asked if shopping centers were included in the criteria spreadsheet under the column called destinations. Adam said they were not. Dave Elgin asked what constitutes a shopping center.

Tom Treharne suggested the Committee should examine each column in the criteria spreadsheet and decide if the committee approves. Cost per Mile was approved after Adam Lindenlaub explained that the cost per mile would be based on the requested funding amount. The committee approved the Connectivity criteria. Allen Witt asked if the Destinations criteria included future land use. Adam said that it was not. Dave Elgin said that the criteria could be updated as time goes on to include new destinations. Tom suggested that grocery stores be included as a destination. Dave Van Dee suggested only using grocery stores within 300 feet of trail segments. Dave said that destinations that are accessible by a trail segment by way of another trail segment should be looked at as well. Dave said that the trail segments should be looked at as a whole network, not just as individual segments in regards to destinations. The Committee decided to include grocery stores that are within 300 feet and accessible to trail segments in the Destinations criteria. There was discussion regarding including railroad owned property in the Percent Utility ROW criteria. The Committee decided that the CRANDIC should still be included in the Percent Utility ROW criteria but that the Union Pacific, Canadian Northern, and Illinois Central railroad companies should be put in a separate category due to past difficulty in acquiring ROW from them. Richard Fox suggested that population served or cost per mile is used to determine what project receives the higher ranking in situations of a tie score. Dave Elgin asked how cost was figured into the scoring. Adam Lindenlaub said one way was to give the lowest cost per mile project the best score and the highest cost per mile project the worst score. Adam said another way was to give a project a point for every so many thousands of dollars it costs. There was discussion regarding whether or not special features, such as bridges or underpasses, should be separated out from cost per mile. Richard Fox said that decisions could be made on a case-by-case basis regarding things like special features since the ranking criteria is to be a guide for project selection. There was continued discussion regarding the use of project cost in the ranking criteria. Dave Kramer suggested that the cost per mile be divided by the population served within one mile and then the resultant number be scored. The Committee agreed to score cost per mile using Dave's suggestion.

The Committee directed Staff to recheck the required ROW to determine what railroad companies were involved, to keep only the CRANDIC in the Percent Utility ROW criteria, and to include grocery stores in the Destinations criteria.

The meeting was adjourned at 3:30 p.m.