

TTAC Meeting Minutes

The Transportation Technical Advisory Committee (TTAC) met on Tuesday, September 29, 2004 at 2:00 P.M. in Council Chambers of Cedar Rapids City Hall.

Present: Gary Petersen, Dick Ransom, Dave Elgin, Steve Gannon, Dave Hockett (for Tom Treharne), Larry Mullendore, Dan Whitlow, Brad DeBrower, Darin Ligtenberg

Absent: Lee Benfield, Greg Parker

Staff: Dean Wheatley, Adam Lindenlaub, Sam Shea, Ken Dekeyser, Ron Griffith

Others Present: Bernita Rozinek, Joanne Popelka, Commissioner Thomas, Elwood Garlock, Paul Morf

Gary Petersen called the meeting to order at 2:09 pm. Dan Whitlow moved to approve the minutes of the September 7th meeting. Steve Gannon seconded the motion, which carried unanimously.

Cedar River Bridge Location Study Evaluation Update

Gary Petersen explained the purpose of the presentation was to give TTAC an update on the engineering and traffic analysis that has been completed to date and let TTAC review that information and respond before the next meeting.

Ken Dekeyser presented the engineering analysis of various alignments, using maps, including the DILN alignment from the Snyder report, three alignments based on the Snyder report, and improving Mt. Vernon Road SE with a raised median. Issues such as property impacts, drainage, and sewer were examined in the analysis. Ken said cost of improving Mt. Vernon Road SE would be approximately \$17 million, which includes realigning 19th Street SE but does not include improvements that already planned. Ken said approximately 55 to 60 properties would be affected by this project. Ken said that the range of project costs, based on the alignments, would be \$25 to \$34 million. Ken said that the alignments would be three-lane roadways that are graded and have ROW for five lanes. Ken said that overall there would be more improvements required for Mt. Vernon Road SE than for 8th Avenue SE.

Ron Griffith presented the traffic analysis. Ron distributed two handouts that explained the additional traffic analysis that he performed based on Snyder & Associates Cedar River Bridge Location Study.

Dave Elgin said that handouts summarizing the engineering analysis would be distributed to TTAC members later.

STP Programming Process

Dick Ransom asked if there was a better way to plan the use of STP funds instead of having the jurisdictions bring a long list of projects for consideration. Dave Elgin said that the real question is whether or not the projects programmed are really regional. Steve Gannon said the question during the last STP process was not how many projects were submitted but if the individual projects were regional. Dean Wheatley asked TTAC what factors should determine a regional project. Dick Ransom stated that road classifications and traffic volumes should be examined. Gary Petersen said roads with 2030 AADTs of 30,000 should be called regional because that would be the upper end capacity level for a five-lane roadway. Dave Elgin said that an idea would be to only fund capacity improvements above two lanes, which would be about 10,000 AADT. Dick Ransom said it would be useful to see a map with roadways highlighted that have 10,000 to 20,000 AADT; 20,000 to 30,000 AADT; and 30,000 and greater AADT. Steve Gannon added that it would be good to see one map with 2010 AADT and 2030 AADT. Staff agreed to provide TTAC with those maps for the next meeting.

Priority Transportation Corridors Policy (tabled from last meeting)

It was agreed this item should be tabled until TTAC finishes its discussion regarding the STP programming process.

TTAC agreed to meet again on October 12th, 13th or 14th at 2pm.

The meeting was adjourned at 4:05 pm.