

TTAC Meeting Minutes

The Transportation Technical Advisory Committee (TTAC) met on Thursday, May 12, 2005 at 1:00 P.M. in Council Chambers of Cedar Rapids City Hall.

Present: Gary Petersen, Dick Ransom, Steve Gannon, Dan Whitlow, Brad DeBrower, Lee Benfield, Dave Elgin, Denny Clift, John Cater, Darin Ligtenberg, Tom Treharne

Absent: Larry Mullendore

Staff: Adam Lindenlaub, Sam Shea, Dean Wheatley

Others Present: Joanne Popelka, Bernita Rozinek, Dale Crosier, Eunice Richmond

Gary Petersen called the meeting to order at 1:20 pm. Steve Gannon moved to approve the minutes of the May 12th meeting. Dan Whitlow seconded the motion, which carried unanimously.

Long-Range Plan Update

Sam Shea explained the maps for Scenario A through Scenario G and for the "All or Nothing" Scenario. Dick Ransom asked if the Edgewood Road extension affects the AADT on I-380. Sam said it had only a small affect on it. Dan Whitlow informed Sam that the modeled alignment for Alburnett Road is different than what Marion has planned. Dan said it should extend to 7th Avenue and connect to 1st Street. Sam suggested examining some widening projects and making improvements at the 6th Street SW and Hwy. 30 interchange. Tom Treharne asked if correcting the modeled alignment of Alburnett Road would make an overall difference in the model. Sam said it would have a small effect on Blairs Ferry Road.

Gary Petersen asked what was the next step in the process. Sam said the next step was to work towards a recommendation to LCRPC.

Gary asked if there were any problems along 6th Street SW or Kirkwood Boulevard SW and mentioned that the 2030 Plan included an interchange at 76th Avenue SW. Sam said there were problems with both as well as 76th Avenue SW. Lee Benfield noted that an interchange must show a direct relief to the interstate and cannot just benefit the local system. There was discussion regarding interchanges. Dave asked Gary if Sam should model 66th Avenue SW from Kirkwood Boulevard SW to 6th Street SW with a grade separation over I-380. Gary asked Sam to model Dave's suggestion, an interchange at 76th Avenue SW, and both the grade separation and interchange.

Dave asked Sam if Edgewood Road SW was connected to Wright Brothers Boulevard in the model or if it followed the Airport Master Plan and if it should be incorporated into the long-range plan. Dean said the Airport Commission has approved the Airport Master Plan. Dave asked if Cedar Rapids City Council has approved it. Dean said he was not sure if they were required to. Dave said the model should reflect the Airport Master Plan.

Dan noted that 35th Street going north to Lucre Road should be modeled.

Sam said TTAC should examine where widening, turn lanes, and signal improvements might be required and drew attention to the following areas: 6th Street SW and Hwy. 30, Edgewood Road SW and Hwy. 30, North 10th Street, realigning 31st Street with Rosedale Road, C Avenue NE from Collins Road NE to 40th Street NE, Edgewood Road between Blairs Ferry Road NE and Hwy. 100, and Council Street NE from Collins Road NE to 42nd Street NE. Dean stated that staff would meet with the local jurisdictions.

Dave asked how much time would be allowed to perform cost estimates. Dean said two to three weeks. Dean asked if TTAC was happy with the scenarios. Dick asked if the SE bridge should be included in the plan and thought TTAC has consistently recommended it. Dave said if TTAC does not include it then cost estimates for improvements to the other bridges over the Cedar River would have to be done. There was discussion regarding the merits of recommending a plan with and without the SE bridge over the Cedar River. Dean noted that LCRPC removed it from the recommendation when they approved the 2030 Plan. Dave suggested recommending one plan with the SE bridge and then performing the necessary cost estimates for bridge improvements if LCRPC amends TTAC's recommendation. Dick asked if the next step after the scenario recommendation would be to put together cost estimates and then look at some of the trouble spots with the individual jurisdictions. Sam said yes. Steve

stated it would be more realistic for TTAC to look at what will probably not be built and remove those projects from the recommendation so the model will be more realistic and projects more accurate. Dean noted that there will always be opponents to projects and that it may be difficult for TTAC to determine which opponents are more likely to be successful in stopping projects.

Steve moved for TTAC to recommend Scenario E as the list of major project improvements for the plan update. Gary seconded the motion, which carried unanimously.

TTAC set meetings for May 26th at 1:30 and June 1st at 1:30.

The meeting was adjourned at 2:35 pm.