

TTAC Meeting Minutes

The Transportation Technical Advisory Committee (TTAC) met on Thursday, May 5, 2005 at 2:00 P.M. in Council Chambers of Cedar Rapids City Hall.

Present: Gary Petersen, Dick Ransom, Steve Gannon, Maryann Shinrock (for Dan Whitlow), Brad DeBrower, Lee Benfield, Dave Elgin, Denny Clift, John Cater

Absent: Larry Mullendore, Darin Ligtenberg, Tom Treharne

Staff: Adam Lindenlaub, Sam Shea, Dean Wheatley

Others Present: Joanne Popelka, Elwood Garlock,

Gary Petersen called the meeting to order at 2:10 pm. Dave Elgin moved to approve the minutes of the March 23rd meeting. Brad DeBrower seconded the motion, which carried unanimously.

Long-Range Plan Update

Sam Shea explained the five displayed maps (Major Street Network, 2000 Base Map, 2040 Data on 2000 Network, 2040 E & C Network, and 2040 Scenario A). Dick Ransom asked if the 2000 Base Map matched current traffic counts. Gary Petersen said that with two exceptions it did match current counts. Blairs Ferry Road NE west of Edgewood Road NE showed a couple thousand less than actual counts and Boyson Road west of Robins Road has a current count of 12,000 not 9,700 as shown on the map. Gary asked why the model showed a lot of traffic on 1st Avenue E and if it was related to the capacity issues on I-380.

Sam explained that 2040 Scenario A included the following improvements: the Highway 100 Extension, improvements Collins Road NE, and paving Rosedale Road. Steve Gannon said he would like to see Bever Avenue extended Rosedale Road for the next scenario. Dick Ransom said he would like to see the following added to the next scenario: Tower Terrace Road complete from I-380 to Highway 13, extend Edgewood Road to Tower Terrace Road, and extend Tower Terrace Road west to Blairs Ferry Road. Dave Elgin asked Dick if he was assuming the construction of an interchange at Tower Terrace Road and I-380. Dick said he was. Dean Wheatley asked TTAC if the loop ramp at Boyson Road and I-380 should also be included. Dick said he would like to see it. Denny Clift asked about the conceptual plans for converting 2nd and 3rd Avenues SE to two-way and said that a conversion would have an affect on the network. Gary said that conceptual plans were still being looked at. Gary said that any suggestions would be brought before TTAC and RPC.

Dean asked if Highway 30 operated fine with the current at-grade intersections in the 2040 model. Sam said it did. Steve asked if Sam could remove the constraints on I-380 to see how wide it would need to be to accommodate all of the desired trips. Sam said he could. Steve asked why the section of Highway 151 just south of Highway 30 was at maximum capacity. Lee Benfield said that was the section that transitions from four lanes to two lanes.

Sam said a possible scenario would be to extend 34th Street SE in order to relieve congestion on 1st Avenue E and East Post Road. Sam said a problem area is the area south of the Highway 100 intersection with 1st Avenue E due to the drop in speed approaching the intersection from the east.

Steve asked if Tower Terrace Road could be shown becoming Blairs Ferry Road instead of intersecting it due west of its current alignment. Dean asked if Artesian Road should be modeled and Maryann Shinrock said it probably should be. Gary said a southeast bridge crossing should be modeled. Dick said it should be modeled after the alignment identified from the additional analysis performed by Cedar Rapids' Engineering and Traffic Engineering Departments.

Steve asked if a western bypass could be modeled. The bypass would intersect Highway 30, F Avenue, and then hook up to I-380 at County Home Road. Sam said such a bypass would not carry much traffic due to the small number of vehicles entering the southern metro area and traveling straight through out the northern end of the metro area. There are only 11,000 through trips taking this route.

The meeting was adjourned at 3:15 pm.