

TTAC Meeting Minutes

The Transportation Technical Advisory Committee (TTAC) met on Thursday, March 2, 2006 at 2:30 P.M. in Council Chambers of Cedar Rapids City Hall.

Present: Gary Petersen, Dan Whitlow, Dave Elgin, Denny Clift, Steve Gannon, Darin Ligtenberg, Dan Mann
Tom Treharne, Dick Ransom, Brad DeBrower, Adam Shell and Varsha Sehgal (for Lee Benfield)

Absent: None

Staff: Sam Shea, Adam Lindenlaub.

Others Present: Joanne Popelka and unknown citizen

Gary Petersen called the meeting to order at 2:35 pm. Denny Clift moved to approve the minutes of the February 14th, 2006 meeting. Steve Gannon seconded the motion, which carried unanimously.

Amendment to the Major Street Network of the 2040 Transportation Plan

Adam Lindenlaub explained that the 2040 Transportation Plan needed to be amended to show the extension of 60th Avenue SW to 66th Avenue SW on the Major Street Network map included in the plan. This extension was included in the traffic model and on the list of proposed improvement projects but was inadvertently excluded from the map in the appendix. Dave Elgin moved to recommend LCRPC amend the 2040 Transportation Plan to include the extension of 60th Avenue SW to 66th Avenue SW in the Major Street Network Map. Tom Treharne seconded the motion, which carried unanimously.

Safety Assessment for the 2040 Transportation Plan

Adam Lindenlaub explained two handouts (one a map and one a spreadsheet) showing the crash data within LCRPC's planning boundary from 2000 to 2004. Adam stated that this was initiated by past discussions with TTAC regarding the whether the long-range plan addresses safety issues. Darin Ligtenberg asked if the effect of completed 2030 plan improvements on crash numbers had been analyzed. Adam said he would do so. Sam Shea mentioned that Staff has been discussing safety forecasting. Dan Mann asked if other MPO's look at safety in the long-range plan. Sam said that other MPO's are starting to, including Dubuque and Bi-State. Gary Petersen mentioned that IDOT publishes crash rate averages that can be utilized by jurisdictions.

Darin asked if Staff can compare crash data on roadways by mile or smaller segments. Adam said that could be done. Dick Ransom asked if Staff can compare crash data before and after completed improvement projects. Dave Elgin noted that Cedar Rapids performed a crash comparison study of the Mt. Vernon Road SE project that showed a reduction of approximately 60%. Dave stated the safety analysis should examine the effect of completed plan improvements on crash rates and if there are any gaps in the new plan where there are crashes.

There was discussion regarding fatalities at railroad crossings and how safety analysis can be performed on new roadways. Dick Ransom suggested TTAC figure out a way to rank safety for new roads and if successful determine if they should be in the 2040 Transportation Plan.

TTAC agreed to table this issue until the following is performed by Staff:

1. Crash analysis of railroad crossings
2. Crash analysis of bike/pedestrian crossings
3. Effect of completed 2030 Transportation Plan projects on crash rates
4. Crash analysis of 2040 Transportation Plan proposed projects

Review of STP Corridors Policy

Adam Lindenlaub explained that the STP Corridors policy needed to be revised and or amended to bring it into compliance with the 2040 Transportation Plan, which was approved after the policy. Steve Gannon asked if the plan

could be amended to include the corridors in the policy. Dave Elgin moved to recommend that LCRPC amend the 2040 Transportation Plan to include the corridors in the STP Corridors policy in the list of roadways identified for further study and, if deemed necessary by that further study, amend the plan to include the recommended improvements in the list of recommended roadway improvements. Brad DeBrower seconded the motion, which carried unanimously.

Non-agenda item

Adam Lindenlaub asked if TTAC would need to use the CSD/CSS consultant within the next six to nine months. Adam explained that LCRPC had approved some funding for jurisdictions to use a consultant for Context Sensitive Design (CSD) or Context Sensitive Solutions (CSS) planning on road improvement projects. Dave Elgin and Dan Whitlow said they could use the consultant.

The meeting was adjourned at 3:55 pm.