

TTAC Meeting Minutes

The Transportation Technical Advisory Committee (TTAC) met on Thursday, December 20, 2007 at 2:00 P.M. in Council Chambers of Cedar Rapids City Hall.

Present: Gary Petersen, Dan Whitlow, Dave Elgin, Steve Gannon, Cathy Cutler, Tom Treharne, Dick Ransom, Richard Luther, Brad DeBrower

Absent: Darin Ligtenberg, Dan Mann

Staff: Sam Shea, Drew Westberg, Sushil Nepal, Adam Lindenlaub.

Others Present: None.

Gary Petersen called the meeting to order at 2:05 pm. Dan Whitlow moved to approve the minutes of the February 15th, 2007 meeting. Dick Ransom seconded the motion, which carried unanimously with Dave Elgin abstaining.

FY09 – FY12 TIP STP Programming Recommendation

Adam Lindenlaub explained the handout that showed a possible funding recommendation to Corridor MPO. Dick Ransom moved to make the funding recommendation for FY12 STP funding to Corridor MPO as shown below. Brad DeBrower seconded the motion, which carried unanimously.

FY09 - FY12 TIP TTAC FY12 Project Recommendations December 20, 2007				
Sponsor	Project	Project Cost	STP Request	Programmed
IDOT/ISU	Pavement Management Program (IPMP)	\$20,365	\$16,292	\$16,292
IDOT/ISU	Statewide Urban Design & Specifications Standard Manual (SUDAS)	\$17,816	\$14,254	\$14,254
FST&P	Miscellaneous Capital Equipment	\$35,513	\$28,410	\$28,410
CR/R/LC/H	Tower Terrace Rd. Construction - Robins Rd. to Council St. *	\$5,700,000	\$3,054,010	\$2,782,044
	Programming total			\$2,841,000

* This project will receive \$271,966 in FY13

PRID Study of Blairs Ferry Road Corridor

Sam Shea explained the background for the request by Cedar Rapids and Hiawatha. Sam said that the cost estimate from Anderson-Bogert for the project is on average with the other projects performed under the original PRID Study. Dick Ransom stated that Hiawatha had concerns with signal timing and access management issues along the corridor especially by Miller Road. Gary Petersen noted that the PRID Study identified some possible issues with the intersection of Blairs Ferry Road and Edgewood Road NE as well as the results of planned development such as AEGON south of Blairs Ferry Road and west of Edgewood Road. Dave Elgin asked if the proposed scope of services addresses the issues mentioned by Dick and Gary. Sam said that the access management issues were but not the signal timing issues.

There was discussion regarding the conversion of Miller Road to a cul-de-sac and if the effect of this action on the adjacent streets should be examined by the consultant.

Dan Whitlow asked if the original PRID Study would be finished before the proposed study would be performed and if this project would be going outside of the scope or goals of the original study. Steve Gannon asked if the study was needed to determine signal issues or would it be better to put up a span wire signal at Miller Road and Blairs Ferry Road. Steve thought the signal would cost \$15,000 to \$20,000, which would be about the same as the study. Dick Ransom said there is still a desire to see access management examined even if signal timing was not. Dave Elgin asked what the timeline was on Hiawatha's request to have a temporary signal at Miller Road and Blairs Ferry Road. Dick said it is more of an immediate issue. Dave Elgin asked if the proposed study is more of an access management study. Steve stated that it would be beneficial to examine access all of the way to Palo. Sam Shea suggested that the proposed study could be done separately from the PRID Study due to expanded study area. Gary Petersen noted that the proposed study should include signal locations if it is going to be a useful planning

document. Dave asked what the timeline of the PRID Study was. Sam said the study was supposed to be completed in November of 2007.

TTAC decided to table the discussion until the January 24th meeting so a new scope of services could be developed by Anderson-Bogert and staff. Cedar Rapids and Hiawatha agreed to meet separately to discuss signal installation at the intersection of Miller Road and Blairs Ferry Road.

Traffic Count Program

Sam Shea reviewed the changes made to the RFP since the last meeting and asked for comments. Gary Petersen noted that 5b of the RFP does not need to have the requirement of Professional Liability Insurance. Dick Ransom noted that the word "County" in 5d needs to be replaced by "CMPO". Gary Petersen moved to approve the draft for release. Dave Elgin seconded the motion, which carried unanimously.

Downgrade of Street Classification for 26th Street SW

Sam Shea reviewed his examination on the results of vacating 26th Street SW in the traffic model. Gary Petersen asked if the reference to 30,000 AADT is by Highway 30. Sam confirmed that it was for 26th Street SW south of Highway 30. Gary noted that the spacing between Edgewood Road SW and 6th Street SW was too far to not have a north/south connector and that 26th Street SW should still be considered a Minor Arterial in the Major Street Network. Dick Ransom stated that the road will probably be used more with the completion of the 33rd Avenue SW viaduct. Steve Gannon and Dick Ransom agreed with Gary Petersen's assessment of 26th Street SW. Dick moved to recommend to CMPO to not downgrade 26th Street SW in the Major Street Network. Brad DeBrower seconded the motion, which carried unanimously.

Cost Participation Policy for Areas Served by New Roadways

Adam Lindenlaub explained that there was desire by Cedar Rapids to discuss how and if the cost of new roadways should be assessed to adjoining developments. Gary Petersen asked what the other jurisdictions do. Dan Whitlow said that Marion assesses the cost of constructing 28 feet to adjoining property owners. Dave Elgin said Cedar Rapids assesses 28 feet plus prohibits access to the roadway. Dave wondered if it made sense to use the special assessment process to determine how much should be assessed based on distance from the roadway. Dave asked if Staff could research options for TTAC from jurisdictions within and outside of Iowa. Steve Gannon said CTRE might be a good resource to check with. Dave said the policy decision to be made is whether the burden of developing a roadway should be on the federal funds or on developers. Dick Ransom noted that Davenport has a road assessment fee. Tom Treharne noted that Coralville also has a road assessment fee. Staff said it would provide some information at the next meeting.

Tower Terrace Road Corridor Management Plan

Drew Westberg gave a brief update on activities performed so far. Dick Ransom asked if access management would be addressed in the plan. Drew stated that it would be a component of the plan.

Non-agenda item

Steve Gannon mentioned that there should be some direction or policy regarding projects that could have multiple sponsors and making sure only participating sponsors are listed on Attachment A of the STP application. Adam said that the approval of such a policy could be brought up at the next CMPO meeting.

The meeting was adjourned at 3:55 pm.