MEETING NOTICE

The Corridor Metropolitan Planning Organization (MPO) 
Transportation Technical Advisory Committee (TTAC)
June 27, 2019 at 2:00 p.m.
Time Check Hall – City Services Center, First Floor, West Entrance
500 15th Avenue SW, Cedar Rapids

Chair: Seth Gunnerson – Cedar Rapids
Vice Chair: Brenna Fall – Cedar Rapids
TTAC Voting Members: Brad Ketels - Linn County; Randy Burke – Linn County Conservation; Dick Ransom - Hiawatha; Shane Wicks – Fairfax; Keshia Billings & Mike Barkalow - Marion; Scott Potterff - Ely; Jon Bogert – Palo; Kelli Scott - Robins; Ron Griffith, Nate Kampman, John Witt, Steve Krug, Doug Wilson, Matt Myers, Steve Hershner, & Jason Middlekauff - Cedar Rapids; Tom Peffer - Linn County Trails Association.
TTAC Non-voting Members: Cathy Cutler - Iowa DOT; Darla Hugaboom - FHWA; Daniel Nguyen - FTA

AGENDA

Roll Call

Public Comment Period

Action/Discussion Items

1. Approve Minutes from June 6, 2019 – ATTACHED

2. Road Safety Features for 2045 Long Range Transportation Plan (LRTP) – ATTACHED

Report Items/Member Updates

Next Scheduled Meeting

➢ Next TTAC meeting: 2:00pm August 1, 2019 at Cedar Rapids City Hall, Lower Level, Training Room,
101 First Street SE, Cedar Rapids

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a MPO program, service, or activity, should contact Hilary Hershner at (319) 286-5161 or email h.hershner@corridormpo.com as soon as possible, but no later than 48 hours before the event. This public announcement satisfies Section 5307 program of projects requirements for transit project public review and comment.
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)  
MEETING MINUTES  
Time Check Hall, First Floor – City Services Center  
500 15th Ave SW, Cedar Rapids  
Thursday, June 6, 2019 at 2:00 p.m.

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<th>Member</th>
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Staff Present: Bill Micheel, Brandon Whyte, Hilary Hershner & Liz Darnall

Chairperson Gunnerson called the meeting to order at 2:00 p.m.

Public Comment
There were no public comments.
Action/Discussion Items

1. Approve Minutes from May 2, 2019 & May 7, 2019
   Mr. Peffer moved and Mr. Bogert seconded to approve the minutes from May 2, 2019 & May 7, 2019. The motion carried.

2. 2045 Long Range Transportation Plan (LRTP) Scoring Criteria
   Patrick Alvord, Confluence, led the discussion about the 2045 LRTP Scoring Criteria for each mode. The goal at the meeting was to review items that were undefined at the previous meeting and discuss project-scoring totals. Mr. Alvord cautioned not to overcomplicate the scoring process, as percentages are not identical but consistent and even. Points were redistributed in each of the four project modes with modifications as they distribute down through each of the categories. With each of the criteria, will be able to get to the 100-point total that is representative in the seven project goals.

Mr. Myers asked if this is what the public requested. Mr. Alvord stated that this is what the public requested.

Mr. Ransom shared that the redistribution seems to boost compared to what the public thought. In terms of clarity, not sure that one makes more of a difference than the other does.

Mr. Alvord shared that relative to this percentage distribution, it is in line with what they will do within the region as well as negative effects of stormwater management to develop their system to promote an increase in economic vitality. Did not want to penalize knowing there is a greater good to address.

Mr. Whyte shared that CMPO staff did not feel that a change from 12% to 14.28% was significant, as five of the seven were mainly around 14.28%. Flattening them out was not much of a change, and a simplified the process. It is relevant when you begin to see scoring. Whenever possible, economic vitality and stormwater had the lower number.

TTAC Committee members discussed the weighting process, and if it overcomplicates. In addition, there was discussion regarding seeing Economic Vitality last and questioning the level of understanding from the public. CMPO staff commented that removing weighting would provide more validity.

Mr. Alvord shared that for each mode, a comparison was provided to show where everything is. Redistribution is more in line with the pie chart. Minor redistribution of points among categories and sub-categories did not change. In terms of the list of safety features, the goal is to reduce vehicle to vehicle, pedestrian, and bicycle collisions. This comes from the FHWA crash modification.

Ms. Darnall shared that using crash mitigation features allows for ten different types of factors for various types of roundabouts. CMPO staff were not going to be able to use the mitigation factors in the scoring criteria based on that, and came up with a list of safety features. Projects would get points for the number of features incorporated.
TTAC members discussed listing items that are project specific and cost systemic. In addition, it was discussed to have requirements elements that need to have particular safety features. Not weighting the individual features so much as the number. Mr. Witt posed that anything could be a safety feature, and projects should have to work for the points.

Furthermore, TTAC discussed the possibility to address injury and possible injury, and change the phrasing of “high crash location”.

CMPO staff will reach out to those on the roads sub-committee and bring back items discussed.

Mr. Griffith moved and Vice Chairperson Fall seconded to approve the scoring criteria with the caveat that TTAC will revisit road safety at the next meeting. The motion carried.

Report Items/Member Updates

Adjournment
Mr. Witt moved and Mr. Ransom seconded to adjourn the meeting. The motion carried.

Respectfully Submitted,
Jillane Gilmour
Administrative Assistant II
Item 2. Road Safety Features for 2045 Long Range Transportation Plan (LRTP)

Background

At the TTAC meeting on June 6, 2019, road safety features and accompanying scoring criteria were left to be finalized later. Based on feedback at the meeting, the list of features and scoring criteria have been revised. The TTAC roads small group reviewed the revisions, and feedback has been incorporated in the latest draft, which is attached.

Recommended Action

Approve the road safety features list and accompanying scoring criteria.
Road Safety Features for LRTP Projects
DRAFT
June 20, 2019

*This list is intended as a guide, but it remains necessary to apply engineering judgement and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions which will affect the overall safety of a countermeasure.

**TIER ONE Safety Features:**
- Installation of roundabout
- Grade-separated pedestrian crossing
- Raised pedestrian crossings
- Installation of protected bicycle lanes
- Emergency vehicle pre-emption signal systems

**TIER TWO Safety Features:**
- Two-way, center left turn lane
- Raised median islands
- Splitter islands
- Installation of unprotected bicycle lanes
- Installation of sidepaths
- Curb bump-outs
- Installation of pedestrian refuge islands
- Roadway departure improvements for resurfacing projects
  - Pavement texture/friction for motorists
    - Road striping (i.e. stop sign approach)
    - Rumble strips (parallel to roadway)
  - Guardrail
  - Concrete barrier
  - Impact attenuator
- Improvements at or to pedestrian signals
  - Addition of pedestrian countdown to traffic signal with audible beaconing
  - Leading pedestrian interval/exclusive pedestrian phasing
  - Adding pedestrian-level lighting

**REVISED SCORING CRITERIA:**

**Safety Features:**
1 pt. – Project includes one Tier Two safety feature
2 pts. – Project includes two Tier Two safety features
3 pts. – Project includes three or more Tier Two safety features, or one Tier One safety feature
4 pts. – Project includes one Tier Two safety feature and one Tier One safety feature
5 pts. – Project includes two Tier Two safety features and one Tier One safety feature
6 pts. – Project includes three or more Tier Two safety features and one Tier One safety feature, or two or more Tier One safety features

**High Crash Areas:**
0 pts. – Not located in a defined high crash area.
3 pts. – Located in a defined high crash area.