



**TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
 MEETING MINUTES
 Time Check Hall, First Floor – City Services Center
 500 15th Ave SW, Cedar Rapids
 Thursday, March 5, 2020 at 2:00 p.m.**

Member	Present	Absent	Alternate
Brenna Fall – <i>Chairperson</i>	X		
Tom Peffer – <i>Vice Chairperson</i>	X		
Seth Gunnerson	X – Arrived 2:02		
Nate Kampman	X		
John Witt	X		
Ron Griffith	X		
Mary Beth Stevenson	X		
Carrie Pauli	X		
Matt Myers	X		
Doug Wilson	X		
Jennifer Selby	X		Gary Petersen
Scott Pottorff	X		
Shane Wicks	X		Jon Larson
Matt Johnson	X		
Randy Burke	X		
Brad Ketels		X	
Kesha Billings	X		
Mike Barkalow	X		
Jon Bogert		X	
Kelli Scott	X		Dax Suntken
Cathy Cutler (NV)	X		
Darla Hugaboom (NV)		X	
Eva Steinman (NV)		X	

Staff Present: Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall, & Amy Cannon
 Others Present: Kelli Scott on behalf of Snyder; Brad DeBower

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

Public Comment

There were 38 public comments that were received all were Trails related.

Action/Discussion Items

1. Approve Minutes from February 6th meeting

Committee member moved to approve the minutes from February 6, 2020. Seconded by Committee Member. The motion carried.



2. Transit Projects Review and Funding Recommendation

Liz Darnall shared the FFY21-24 Transportation Improvement Program (TIP) Funding Requests for Transit. She indicated that the Iowa DOT had changed the funding targets and there will be no surplus for Transit. The reason for the change; funding distribution will vary to equalize funding growth between planning agency and bridge allocations. Darnall briefly reviewed the three project requests. She stated that at the TTAC Small Group meeting there were no recommended technical changes to any of the three projects. Based on the new funding targets, Darnall shared the Staff Recommendations for the three Transit TIP requests. She mentioned that all three requests will still receive funding; however, two projects will be fully funded and one project will be partially funded. Cedar Rapids Transit's two projects (2-Fixed-Route Replacement Buses and a Paratransit Bus Replacement) will be fully-funded which brings both of those projects up to 80% funded. The City of Cedar Rapids project (Edgewood Road Stops and Sidewalks – 16th Avenue SW to O Ave NW) will receive the remaining of available funds and will bring that project up to 59% funded. Darnall asked if there were any questions concerning the Transit TIP allocations.

Seth Gunnerson motioned to recommend to the Policy Board MPO staff's recommendations of the FFY21-24 TIP Transit projects to fund. John Witt seconded the motion. The motion carried.

3. Trail Projects Review and Funding Recommendation

Brandon Whyte shared the FFY21-24 TIP Funding Requests for Trails. He reviewed the six project applications. Whyte discussed the details of the Wiley Boulevard Sidepath Phase 1 for Cedar Rapids project. He indicated that the TTAC Trails Small Group did make a recommendation for this project that the full TTAC needed to make a motion regarding their recommendation. The Trails Small Group recommendation was to allow for the bus pads to be included in the trail project with trail funds.

Kesha Billings moved to approve TTAC Trails Small Group's recommendation to allow the bus pads to be included in the trail project with trail funds. Seconded by Ron Griffith. The motion carried.

Whyte went on further to discuss the Sac & Fox Trail Extension – Segment 1 for Cedar Rapids. He mentioned that the City of Cedar Rapids had agreed prior to today's meeting to make all the changes that were discussed in the Small Group Meeting, so no motion would be required on this project. The changes that the City of Cedar Rapids made are the following: adding a spur of the trail south to the park; having a northern connection to Cottage Grove, which was extremely popular via the public comments; adding a spur of the trail to the east straight through the park to Indian Road; the pink line is a non-participatory part of the project that was added and will be completed by Paving for Progress; adding trail from 1st Avenue to the CeMar Trail, the project will be applying for funds from the State Iowa Safe Routes to School. Additional changes that were added were to grant Cedar Rapids flexibility of trail width between 10' and 12'. There were discussion regarding the Paving for Progress portion of the proposed trail. Whyte again mentioned, since the City of Cedar Rapids already changed their project there are no motions for this project.

Whyte reviewed the details of the Edgewood Road Trail – Glass Road to Blairs Ferry Road for Cedar Rapids. He mentioned that TTAC Trails Small Group had no recommendations for this project.

Whyte reviewed the details of the West Prairie Creek Trail Phase One for Fairfax. He stated that the TTAC Trails Small Group had no recommendations for this project as well. However he did mention that the City of Fairfax is coming back for an additional funding request because they found forested wetlands that



greatly increased their litigation costs. Ultimately the change of the project due to the findings has made it cheaper to use an alternative route along East Cemetery Road.

Whyte reviewed the details of the West Main Street Trail project for the City of Robins. He stated that the TTAC Trails Small group had no recommendations for this project. He also reviewed the details of the Highway 100 Trail Segment 4 Phase 2 for Linn County. Again, TTAC Trails Small group had no recommendations for this project.

Whyte shared the public comment that was received by Linn County Trails Association; which recommends approval of funding for the following projects:

- \$469,000 towards the Wiley Blvd. Sidepath Phase 1 Project
- \$1,272,000 towards the Sac & Fox Trail Extension – Segment 1
- \$721,000 towards the Highway 100 Trail

Whyte stated that Staff's recommendation is to fund the projects based off of the scoring, which means that the projects submitted by Robins and Linn County do not get funded. He also mentions that Trails has the ability to allocate funds for TAP and STBG.

Doug Wilson motioned to recommend to the Policy Board MPO staff's recommendation of the FFY21-24 TIP trail projects to fund. Seconded by Ron Griffith.

Brenna Fall asked if there was any discussion. Dax Suntken wanted to comment on the Robins project. He wanted to add that the City of Robins is allocating funding to a Capital Improvement planning budget to improve the road and the main purpose of pushing to get the trail funded and constructed is to get cyclists off the road due to unsafe road conditions. Randy Burke wanted to make some comments regarding the Highway 100 Trail. He stated that this trail is a major component of the Highway 100 Development and this trail is a primary trail connection for the SW side of town to get over to Edgewood Road and ultimately to the Cedar Valley Nature Trail (CVNT). The trail makes a loop and connects downtown and goes out to Morgan Creek Park and through and back over to the CVNT. It is also a primary project for the Conservation Boards Program; bidding phase 1 will begin in June 22, 2020 and began construction right after that. Phase 2 will come in the next couple of years and they'd like to get the funding for phase 3 out of the 25 allocation. It is important to get through property prior to it being developed. Whyte mentioned that the Grant Wood Trails Association also supported the Linn Count Trails Association suggestion of funding allocation. Kesha Billings asked if the Highway 100 Land Use Plan consider trail connections. Seth Gunnerson replied that yes it did; Gunnerson did mention that they will need to know exactly where the trail is going to go. Griffith mentioned that the Highway 100 trail is in fact in the Comprehensive Trail Plan and that they did work with adjacent cities within the county when developing their plan. Gunnerson asked about the funding and discussed his concerns. Burke replied that the extra monies is to get the project to 65% funded. Burke also wanted to point out that the project scores are 7 years old and that this trail is the most connective trail on this side of the town. Whyte mentioned that the County will start construction prior to 80%. Burke stated that the goal is 65% funding and that they have hired an engineer and will know exact cost estimates soon. Mike Barkalow asked how the project scored on the new scoring system. Whyte replied that it got a 22 out of 100. Suntken asked if they have current scores for the rest of the projects; Whyte replied that no because some of them did not request them. Billings asked about the original request for Sac & Fox; Whyte replied that the original request was for 1.272 million.



Falls mentioned that there is a motion on the floor; a 1st and a 2nd to approve the recommendation of staff's suggestions of funding allocations; she asked if there was any additional discussion.

Billings had a question regarding additional funding request for the Sac & Fox project, would the project still be put through or would it be cut back; Falls replied that the project would come back in FFY25 for additional funding. Billings also asked the same question for Fairfax and Linn County; if the funding isn't allocated to the project, is it still a go. The representatives for each project replied. Gunnerson had concerns about outstanding project requests with projects coming back for additional funding requests or having one project being fully funded to be completed sooner. Matt Johnson had a question about the funding for the Edgewood Trail project; if the request was due to a shortfall; Falls replied, yes.

Falls stated that the Committee can either vote or amend the motion if anyone suggestions changes. No changes to amend the motion. The Committee votes. Burke opposed the motion. The motion carried.

4. Road Projects Review and Funding Recommendation

Hilary Hershner shared the FFY21-24 TIP Funding Requests for Roads. She reviewed the three project applications. Hershner discussed the project from the City of Hiawatha. That project is located on Tower Terrace Road east from I-380 to 700 ft. east of N. Center Point Road. This project is to reconstruct an existing 2-lane rural pavement to an urban 4-lane divided roadway section. The project is requesting \$2,954,000 for FFY23; if approved this project would be 66% funded with construction expected to be completed by September 2022. Hershner stated that the TTAC Roads Small Group did have some recommendations to the project which were to approve the design variance for 6 ft. public frontage instead of 8ft.; consider installing 5 ft. sidewalk on the north side of Tower Terrace Road and a mid-block crossing; and to install a single-lane roundabout that can be expanded in the future. Hershner opened up the discussion to the Committee. Kelli Scott wanted to make note that the Right of Way (ROW) on the north side of Tower Terrace Road (TTR) is an issue due to the fact that the trailers in the mobile home park are right there and would require them to be relocated in order to comply with the 5ft sidewalk request. Hershner reminded the Committee that the Roads Small Group recommendation was to consider the 5ft. sidewalk. There was discussion of the ROW and its exact location on the diagrams. Scott also mentioned that they would also have to get temporary easement to sections of the mobile home park. There was discussion regarding wheelchair access from the mobile home park to the roundabout and how there is no access. John Witt suggested that the project be built as a single lane roundabout which the forecasted volumes can easily be handled by a single lane roundabout. There was discussion on where the placement of the midblock crossing would be and discussion of the corridor management plan in relation to the project. Griffith asked about possibly shifting the project more to the south to accommodate some concerns. Johnson and Scott mentioned that the project has already been shifted to the south and that there are existing features that will require relocation. Scott also discussed future sidewalk placement. There was concerns regarding the lack of sidewalk access with relation to the current sizable population; Scott mentioned that the City anticipates that the mobile home park may be redeveloped. Hershner stated that the City of Hiawatha has the mobile home park in their current future land use plan; Scott and Johnson stated that the City is hesitant suggest any redevelopment of the mobile home park. There was discussion of what the roads will look like to the east and west of the project and where the DOT project ends and the City of Hiawatha project starts. There was further discussion on what size the roundabout should be built; two lane verse a one lane. Hershner clarified that the 2045 predications are from the new model. She also explained why certain sections of Tower Terrace were 'turned off' in the data that was given because one section is the most expensive to build and is planned at a later date, past 2045. There was discussion regarding funding sources. Scott indicated that they are looking at other possible funding sources for this project. Witt again mentioned that



the roundabout be built as a single-lane based on the data forecasting model. It was asked what the other roundabouts on Tower Terrace are built as or going to be built as a single lane. Burke asked what data would Hershner provide if asked for data for outside funding for this project. Hershner replied that she would give them the 2045 data as the socioeconomic data is more realistic. Burke also mentioned that currently 3 out of 4 corners of the interchange are not developed and that it should be built as a single lane. Fall had a question regarding connecting the sidewalk from the dead end to the roundabout so people can at least walk to the roundabout. Scott replied that they could probably accomplish that. Gary Peterson had a concern about the 6ft public frontage and why can't it be 14ft like the Corridor Management Plan states. Scott replied that it is due to power poles and power lines placement. There was further discussion of sidewalk place and if it would be possible. Falls calls for a motion.

Witt motioned that the intersection of Tower Terrace and N. Center Point Rd be built as a single lane and shall be built as a single lane roundabout about with no right turn lanes on any approaches. Single lane approaches with single circulatory lane. Tower Terrace Rd from the DOT interchange project eastern limit to Center Point Rd shall be built with one lane in each direction to match the rest of the Corridor that is being built everywhere else. The intersection of Tower Terrace and Morningdove lane shall be built as a ¾ intersection with no lefts off of Morningdove or whatever would get built to the south of that area to be in align with the Corridor Management Plan. The sidewalk on the north side should be extended to get to a midblock crossing near Morningdove which should be an enhanced crossing with a RRFB or a pedestrian beacon.

Wilson would like to amend the motion and add the design variance of 6ft public frontage instead of 8ft.

Gunnerson would like to further amend the motion to include that if there's any other thing that has be done with adjusting things to avoid purchasing or relocating homes. We want the sidewalk in there and it still needs to be designed which might require further accommodation.

Hershner recapped and combined everyone's motion; you shall install a single lane roundabout with no right turns, one lane in each direction, the intersection of Tower Terrace and Morningdove shall not be full access it shall be ¾ access, lefts in with no rights out; sidewalks to a midblock crossing with an enhances crossing; and we also approve the 6ft instead of 8ft public frontage, and it should also built in a way that it be accommodating to the existing things that are already there.

Scott asked why are we considering the reduction of the 4 lane to a single lane that was not a consideration of the small groups meeting. Witt responded that with the further information that was provided with the forecasts it is necessary. There was further discussion on if the reduction is pushing the limits with the single lane. There was discussion if the project costs would need to be updated. Scott replied that the project is estimated at the high end.

Fall states that there is a motion on the floor and asks if there is a second. Carrie Pauli seconded the motion. Fall asks for a Roll Call Vote.

Voting Member	Vote
Key: Y: Yea (in favor of motion); N: Nay (not in favor of motion); A: Absent (member absent)	
Brenna Fall	Y
Tom Peffer	Y
Seth Gunnerson	Y



Nate Kampman	Y
John Witt	Y
Ron Griffith	Y
Mary Beth Stevenson	Y
Carrie Pauli	Y
Matt Myers	Y
Doug Wilson	Y
Jennifer Selby – <i>Alternate: Gary Peterson</i>	Y
Scott Pottorff	Y
Shane Wicks – <i>Alternate: Jon Larson</i>	Y
Matt Johnson	N
Randy Burke	Y
Brad Ketels	A
Kesha Billings	Y
Mike Barkalow	Y
Jon Bogert	A
Kelli Scott – <i>Alternate: Dax Sunken</i>	Y
Totals:	Y (yea) 16
	N (nay) 2
	A (absent) 2

The motion carried.

Hershner reviewed the City of Cedar Rapids project. The project is to construct Tower Terrace Road NE from the proposed I-380 interchange (approximately 300 ft. E of Edgewood Rd), to a tie in point approximately 1,000 feet west of Miller Road. The project is requesting \$1,126,500 for FFY24. It received \$388,000 in last year’s TIP process. If the project gets funded it will be funded at 80%. The project is expected to be completed in November of 2022. Hershner stated that there were no design changes and that the motion made at the Small Groups meeting to move forward with the way it is designed. Hershner opened it up for discussion. There were no comments from the Committee.

Hershner reviewed the City of Marion’s project. The project is a reconstruction of 7th Avenue between 12th Street and 22nd Street from a 4-lane cross section to a 3-lane cross section with a center dual left turn lane. This project includes additional infrastructure improvements: storm sewer, sanitary sewer, water main, sidewalk, lighting, and other improvements. The project is requesting \$3,173,000 total; \$184,000 for FFY21, \$213,000 for FFY23, and \$2,776,000 for FFY24. If funded, it will be 58% funded. The project is expected to be completed in December 2024. This project did have a design change at the Small Group; which was to move forward with the project and to take out the ineligible items (sanitary sewer).

Hershner stated that the Staff recommendation is to fund projects based on scoring which would give the Marion project the money. Hershner noted that Staff has a suggested for funding; which is to fund the City of Cedar Rapids’ project to 80%, and then fund the City of Hiawatha’s project to 30%, and then the City of Marion to 15%. Whyte explained why the Staff Suggestion funding is the way it is and some projects had to be reprioritized. All of Cedar Rapids’ projects had to be reprioritized. Whyte explained the allocation for the three projects. There was a lengthy discussion about the left over funding that would be available if the Committee was to fully fund the City of Cedar Rapids’ project. After allocating monies to projects there was a remaining \$80,000 that needed to be allocated.



Wilson motioned to allocate the remaining \$80,000 to the City of Marion's project. Seconded by Barkalow. The motion carried.

Whyte mentioned his concerns regarding the possibility of not getting enough money in the correct year. Whyte will further check the numbers to ensure that everything is correct.

Report Items/Member Updates

There were no items to report or member updates.

Adjournment

Wilson moved to adjourn the meeting at 4:01 p.m. Seconded by Gunnerson. The motion carried.

Respectfully Submitted,
Amy Cannon
Administrative Assistant

DRAFT