



## MEETING NOTICE

### The Corridor Metropolitan Planning Organization (MPO) Transportation Technical Advisory Committee (TTAC)

March 5, 2020 at 2:00 p.m.

Time Check Hall – City Services Center, First Floor, West Entrance  
500 15<sup>th</sup> Avenue SW, Cedar Rapids



**Chair:** Brenna Fall – Cedar Rapids

**Vice Chair:** Tom Peffer – Linn County Trails Association

**TTAC Voting Members:** Brad Ketels – Linn County; Randy Burke – Linn County Conservation; Matt Johnson – Hiawatha; Shane Wicks – Fairfax; Keshia Billings & Mike Barkalow – Marion; Scott Pottorff – Ely; Jon Bogert – Palo; Kelli Scott – Robins; Ron Griffith, Nate Kampman, John Witt, Jennifer Selby, Doug Wilson, Matt Myers, Mary Beth Stevenson, Seth Gunnerson & Caroline Pauli – Cedar Rapids;

**TTAC Non-voting Members:** Cathy Cutler - Iowa DOT; Darla Hugaboom- FHWA; Eva Steinman - FTA

## AGENDA

### Roll Call

### Public Comment Period

### Action/Discussion Items

1. **Approve Minutes from February 6<sup>th</sup> meeting** [Pg. 2](#)

### **FFY21-24 Transportation Improvement Program (TIP) Project Review and Funding Recommendations**

2. **Transit Projects Review and Funding Recommendation (Liz Darnall)** [APPLICATIONS AND PROJECT REPORTS ATTACHED pg. 5](#)
  - *Staff Recommendation for Transit Funding:*
    - *Motion to recommend to the Policy Board MPO staff's recommendation of the FFY21-24 TIP transit projects to fund*
3. **Trail Projects Review and Funding Recommendation (Brandon Whyte)** [APPLICATIONS AND PROJECT REPORTS ATTACHED pg. 9](#)
  - *Staff Recommendation for Trails Funding:*
    - *Motion to recommend to the Policy Board MPO staff's recommendation of the FFY21-24 TIP trail projects to fund*
4. **Road Projects Review and Funding Recommendation (Hilary Hershner)** [APPLICATIONS AND PROJECT REPORTS ATTACHED pg. 19](#)
  - *Staff Recommendation for Roads Funding:*
    - *Motion to recommend to the Policy Board MPO staff's recommendation of the FFY21-24 TIP road projects to fund*

### Next Scheduled Meeting

- TTAC Meeting: 2:00 pm Thursday, April 2<sup>nd</sup>, 2020, City Hall Training Room, Cedar Rapids City Hall, 101 First Street SE

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](mailto: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 15<sup>th</sup> Ave SW, Cedar Rapids**

**Thursday, February 6, 2020 at 2:00 p.m.**

Member	Present	Absent	Alternate
Seth Gunnerson	X		
Brenna Fall	X		
John Witt	X		
Ron Griffith	X		
Steve Hershner	X		Mary Beth Stevenson
Jason Middlekauff	X		Brad DeBrower
Matt Myers	X		
Nate Kampman	X		
Doug Wilson	X		
Scott Pottorff		X	
Shane Wicks	X		
Dick Ransom	X		Matt Johnson
Randy Burke	X		
Brad Ketels	X		
Kesha Billings	X		
Mike Barkalow	X		
Jon Bogert	X		
Kelli Scott	X		
Tom Peffer	X		
Steve Krug		X	
Cathy Cutler (NV)	X		
Darla Hugaboom (NV)		X	
Eva Steinman (NV)		X	

Staff Present: Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall & Amy Cannon  
 Non-MPO Staff Present: Carrie Pauli

Chairperson Gunnerson called the meeting to order at 2:02 p.m.

**Public Comment**

There were no public comments.

**Action/Discussion Items**

**1. Approve Minutes from December 12, 2019**

Jon Witt moved to approve the minutes from December 12, 2019. Seconded by Nate Kampman.  
 The motion carried.

**2. Elect Chairperson/Vice-Chairperson**



Bill Micheel shared that at the first TTAC meeting of the year, TTAC is required to elect a Chairperson and a Vice-Chairperson. Micheel opened it up to the Committee for nominates of Chairperson. Doug Wilson nominated Brenna Fall for Chairperson. Seconded by Seth Gunnerson. The motion carried. Seth Gunnerson nominated Tom Peffer for Vice-Chairperson. Seconded by Randy Burke. The motion carried.

### **3. Travel Demand Model Overview – Guest Speaker Jeff Von Brown (Iowa DOT)**

Bill Micheel shared that MPO staff is currently working on updating the Travel Demand Model for the LRTP because the Iowa DOT wanted to standardize the models across the state. Micheel introduced the guest speaker Jeff Von Brown, Modeling, Forecasting & Telemetrics Team Leader from the Iowa DOT. Micheel also introduced Zac Bitting, MPO & Regional Planning Coordinator, who is also from the Iowa DOT.

Jeff Von Brown shared a presentation on the Travel Demand Model Update. Von Brown gave a general overview of the model. The Travel Demand Model (TDM) is a computer model used to estimate where people are going to and coming from and by what routes. A TDM meshes national best practices with local data/input to create a vision of the future. A TDM is meant to represent the local in an aggregated manner, not meant for operational analysis. He further discusses the model development process, specifics of the model, application of the model, and expectations of the model. Additionally, he answered questions related to the model.

To view the entire video presentation and meeting, please visit the Corridor Metropolitan Planning Organization Facebook and watch the [Feb Transportation Technical Advisory Committee Traffic Model Review](#) live video from February 6, 2020.

### **4. Discussion of Potential Solutions for High STBG/TAP Balances**

Brandon Whyte shared that in previous meetings the high STBG and TAP balances, the length of projects, and the vast overrun/underrun cost estimates of projects. Whyte mentioned that staff and Committee members were to come back with possible solutions to these issues. The TAP balance accrual rule is in effect; the rule is to not exceed the sum of four years of TAP funding. The Iowa DOT could apply a similar rule to STBG balances. Whyte shared the average project length for current projects. He shared that TAP projects should be two years – DOT will take action and STBG projects will be three years – DOT wants the Policy Board to defund projects if they extend. Furthermore, he share the project costs; overruns and underruns, the variance is high. Whyte shared what efforts have been made to assist with getting balances down. Additionally, Whyte share some other possible solutions; including MPO staff receiving training in project development process; require fully completed planning and engineering at the time of TIP applications; require 30% or 60% at the time of TIP application; TIP application shows the project in the Capital Improvement Program budget; replace annual TIP project solicitation with a 3-year and a 2-year, or two 2-years and a 1-year solicitation period. Staff clarified that it is possible to do a combination of the possible solutions. There was discussion among Committee regarding the TIP project solicitation process and when funding would be available. There was discussion about federal funding and how the possible solutions would work with using federal funding. Staff will further review federal funding requirements and the possible solutions. Additionally, it was asked if conversations have been had with the DOT and if they will change their process to accommodate the possible solutions Staff recommended that this topic be further discussed at a later meeting.



**Report Items/Member Updates**

**5. 2045 LRTP Update**

Due to time constraints, Doug Wilson motioned to table this item. Seconded by Tom Peffer. The motion carried.

Hilary Hershner made an announcement about a survey on Road Diets that she is currently working on. She needs assistance and will be reaching out to Committee members and to Engineers.

**Adjournment**

Doug Wilson moved to adjourn the meeting at 3:34pm. Seconded by Tom Peffer. The motion carried.

Respectfully Submitted,  
Amy Cannon  
Administrative Assistant II

DRAFT

## Corridor Metropolitan Planning Organization - FFY21-FFY24 Transportation Improvement Program (TIP) Funding Requests

### TRANSIT Applications Received

Requestor	Project	Project Description	Estimated Total Cost for Project	MPO Funding Previously Allocated to Project	Total Amount Requested	Funding Amount Requested FFY21	Funding Amount Requested FFY22	Funding Amount Requested FFY23	Funding Amount Requested FFY24	Project Score	Expected Construction Completion	Percentage of MPO Funding in Project (IF APPROVED)
Cedar Rapids Transit	2 Fixed-Route Replacement Buses	Purchase of two (2) heavy-duty replacement buses for fixed-route service	\$ 1,116,320	\$ -	\$ 893,000	\$ -	\$ -	\$ -	\$ 893,000	82	10/1/2024	80%
Cedar Rapids Transit	Paratransit Bus Replacement	Purchase of one (1) medium-duty replacement bus for the ADA paratransit service	\$ 215,000	\$ -	\$ 172,000	\$ -	\$ -	\$ -	\$ 172,000	82	10/1/2024	80%
City of Cedar Rapids	Edgewood Road Stops and Sidewalks (16th Ave SW to O Ave NW)	Installation of new sidewalks along the east and west sides of Edgewood Road, 4 concrete bus pads with benches, and 2 shelters. Project includes all required ADA sidewalk ramps and street crossing improvements at intersections and at existing and proposed bus stops along the route. This project will add 1 mi of new sidewalk along a key arterial road in Cedar Rapids. Project does not include repair of existing sidewalk or sidewalk ramps.	\$ 554,000	\$ 129,000	\$ 314,000	\$ 10,000	\$ -	\$ -	\$ 304,000	50	8/1/2023	80%
<b>Totals:</b>			<b>\$ 1,885,320</b>	<b>\$ 129,000</b>	<b>\$ 1,379,000</b>	<b>\$ 10,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,369,000</b>			
<i>Available Now:</i>					<i>\$ 1,261,000</i>	<i>\$ 77,000</i>	<i>\$ -</i>	<i>\$ 79,000</i>	<i>\$ 1,105,000</i>			
<i>* Difference</i>					<i>\$ (118,000)</i>	<i>\$ 67,000</i>	<i>\$ -</i>	<i>\$ 79,000</i>	<i>\$ (264,000)</i>			



**TTAC Transit Project Report for Edgewood Transit Stops and Sidewalk for City of Cedar Rapids**

**Project Description** This project would include the installation of new sidewalks on both sides of the roadway, 4 concrete bus pads with benches and 2 shelters as needed. The additional sidewalk would provide more connectivity along one of Cedar Rapids main arterial roadways which would provide more access to the new and existing bus stop locations. The project would include providing all required ADA sidewalk ramps and street crossing improvements at intersections and at existing and proposed bus stops along the route. This would add a mile of new sidewalk along a key arterial road in Cedar Rapids. This is a new route to the bus system and has continued to grow since it was added. Additional sidewalk, bus pads and shelters improve access for bus riders. This project will not include any repair of existing sidewalk or sidewalk ramps.

**Funding Requested** Additional Funding Request **Project Score** 50 **Construction** FY25  
\$10,000 FFY21  
\$304,000 FFY24

**TTAC Transit Small Group Recommendation** There were no recommended technical changes to this project.

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**Project Discussion** The project applicant noted that when the funding is allocated to this project, they would work closely with Cedar Rapids Transit so that all bus stops are still located in the appropriate spot.

**Full TTAC Recommendation on Design Changes** TBD

**Full TTAC Recommendation on TIP Funding** TBD

**Corridor MPO Staff Recommendation for Funding** TBD



**TTAC Transit Project Report for Fixed-route Replacement Buses for Cedar Rapids Transit**

**Project Description**

This project will include the purchase of two (2) heavy-duty, ADA-accessible, fixed-route buses to replace buses that exceed their 12-year useful life threshold. The purchase of these replacement buses will provide improved reliability, passenger and driver safety comfort, and operating and maintenance efficiencies.

**Funding Requested** \$893,000 FFY24

**Project Score** 82

**Construction** FY25

**TTAC Transit Small Group Recommendation**

There were no recommended technical changes to this project.

**Transit Small Group 2020**

Seth Gunnerson (Cedar Rapids), Brenna Fall (Cedar Rapids), Brad DeBrower for Jason Middlekauff (Cedar Rapids Transit), Kehsa Billings (Marion). MPO Staff present: Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall, Amy Cannon.

**Project Discussion**

No discussion on this project.

**Full TTAC Recommendation on Design Changes**

TBD

**Full TTAC Recommendation on TIP Funding**

TBD

**Corridor MPO Staff Recommendation for Funding**

TBD



**TTAC Transit Project Report for Paratransit Replacement Bus for Cedar Rapids Transit**

**Project Description** This project will include the purchase of one (1) medium-duty, ADA-accessible, paratransit bus to replace a bus that exceeds its useful life threshold. The purchase of these replacement buses will provide improved reliability, passenger and driver safety comfort, and operating and maintenance efficiencies.

**Funding Requested** \$172,000 FFY24

**Project Score** 82

**Construction** FY25

**TTAC Transit Small Group Recommendation** There were no recommended technical changes to this project.

**Transit Small Group 2020** Seth Gunnerson (Cedar Rapids), Brenna Fall (Cedar Rapids), Brad DeBrower for Jason Middlekauff (Cedar Rapids Transit), Kehsa Billings (Marion). MPO Staff present: Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall, Amy Cannon.

**Project Discussion** No discussion on this project.

**Full TTAC Recommendation on Design Changes** TBD

**Full TTAC Recommendation on TIP Funding** TBD

**Corridor MPO Staff Recommendation for Funding** TBD

## Corridor Metropolitan Planning Organization - FFY21-FFY24 Transportation Improvement Program (TIP) Funding Requests

### TRAIL Applications Received

Requestor	Project	Project Description	Estimated Total Cost for Project	MPO Funding Previously Allocated to Project	Total Amount Requested	Funding Amount Requested FFY21	Funding Amount Requested FFY22	Funding Amount Requested FFY23	Funding Amount Requested FFY24	Project Score	Expected Construction Completion	Percentage of MPO Funding in Project (IF APPROVED)
City of Cedar Rapids	Wiley Blvd Sidepath Phase 1	This section of trail is 0.8 miles of new paved trail along the proposed 3.9 mile long Wiley Boulevard Sidepath between Williams Blvd SW and 16th Ave SW. This section of trail will connect to the future Wilson Ave Bikeway and Williams Blvd Trail.	\$ 1,715,000	\$ 903,000	\$ 469,000	\$ 469,000	\$ -	\$ -	\$ -	162.05	10/1/2023	80%
City of Cedar Rapids	Sac & Fox Trail Extension - Segment 1	Construction of 1.4 miles of new paved trail from Cottage Grove Ave SE to East Post Rd SE, and construction of 1.15 miles of new sidepath between the CeMar Trail and Bever Park. Bever Park, Bever Park Zoo, the Bever park pool.	\$ 3,364,000	\$ -	\$ 1,824,000	\$ -	\$ -	\$ 192,000	\$ 1,632,000	133.75	10/1/2024	54%
City of Cedar Rapids	Edgewood Trail from Glass to Blairs Ferry	Construction of a multi-use separated trail on the west side of Edgewood Road NE from Glass Road NE to Blairs Ferry Road NE. The trail will be 10' paved surface with grading, drainage, erosion control, tree planting, and restoration.	\$ 2,240,000	\$ 1,686,000	\$ 106,000	\$ -	\$ 106,000	\$ -	\$ -	121.75	11/1/2023	80%
City of Fairfax	West Prairie Creek Trail - Phase 1	The project will involve constructing phase one of the West Prairie Creek Trail (formerly Fairfax - Cedar Rapids Trail Connection). Phase one will consist of 2,400 ft. of paved trail within the City of Fairfax, beginning at the existing trail located in the center of Fairfax and following East Cemetery Road to the eastern corporate limits of Fairfax. Once fully completed, the West Prairie Creek Trail will connect two existing trail systems, one in Fairfax and one along Edgewood Rd in Cedar Rapids.	\$ 1,071,000	\$ 492,000	\$ 365,000	\$ -	\$ -	\$ 365,000	\$ -	100.05	10/1/2024	80%
City of Robins	West Main Street Trail	Construction of a 10-foot wide, multi-use trail along West Main Street in Robins, from North Center Point Road to the Cedar Valley Nature Trail.	\$ 825,000	\$ -	\$ 660,000	\$ -	\$ -	\$ 12,000	\$ 648,000	76.5	11/12/2024	80%
Linn County	Highway 100 Trail	Construct 5.3 miles of 10 ft wide, hardsurfaced trail from E Ave to the west side of the Highway 100 bridge over the Cedar River. Trail will begin at E Ave in Morgan Creek Park, which connects this trail to the Cherokee Trail. The trail will generally follow along the south and east side of Highway 100.	\$ 3,047,500	\$ 709,000	\$ 721,000	\$ -	\$ -	\$ 721,000	\$ -	16.35	12/31/2022	47%
<b>Totals:</b>			<b>\$ 12,262,500</b>	<b>\$ 3,790,000</b>	<b>\$ 4,145,000</b>	<b>\$ 469,000</b>	<b>\$ 106,000</b>	<b>\$ 1,290,000</b>	<b>\$ 2,280,000</b>			
Available STBG :					\$ 1,753,000	\$ 476,000	\$ 80,000	\$ -	\$ 1,197,000			
Available TAP in any year:					\$ 719,000							
Available:					\$ 2,472,000	\$ 476,000	\$ 80,000	\$ -	\$ 1,197,000			
<b>* Difference</b>					<b>\$ (1,673,000)</b>	<b>\$ 7,000</b>	<b>\$ (26,000)</b>	<b>\$ (1,290,000)</b>	<b>\$ (1,083,000)</b>			



**TTAC Trails Small Group Project Report for Wiley Boulevard Sidepath Phase 1 for Cedar Rapids**

**Project Description**

This section of trail is 0.8 miles of new paved trail along the proposed 3.9 mile long Wiley Boulevard Sidepath between Williams Blvd SW and 16th Ave SW. This section of trail will connect to the future Wilson Ave Bikeway and Williams Blvd Trail.

**Funding Requested**

\$469,000 FFY21

**Project Score**

162.05

**Construction**

10/1/2023

**TTAC Trails Small Group Recommendation**

Billings made a motion to allow for the bus pads to be included in the trail project with trail funds and if any surplus transit funds exist those be used to build the bus shelters. Motion seconded by Griffith and approved unanimously.

At the Transit Small Group Meeting, the project applicant agreed to include transit improvements in the project based on discussion from the group.

**Trails Small Group 2020**

Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax’s project at the firm and Shane is Fairfax’s representative on TTAC).

**Project Discussion**

**Transit Accommodations:** The Transit Small Group made a recommendation to consider adding transit accommodations at each transit stop in the project area using trails money. Trails money is allowed but not required to build transit facilities. Randy Burke of Linn County Conservation asked how much that would cost. It has not been estimated but would cost between \$5,000 and \$15,000 per transit stop (there are six in the project area) depending on if a shelter would be provided. Brenna Fall of Cedar Rapids estimates that two shelters would be needed. John Bogert of Palo indicated correctly that trails money has never been used for transit before. Ron Griffith of Cedar Rapids thought the bus pads made sense in order to make an American Disability’s Act (ADA) connection but not shelters. Kesha Billings of Marion suggested if any surplus funding from Transit exists then that should pay for shelters. Billings made a motion to allow for the bus pads to be included in the trail project with trail funds and if any surplus transit funds exist those be used to build the bus shelters. The motion was seconded by Griffith and approved unanimously.

**Trees:** Billings asked if there was any bonus in the scoring system for trees at this time. Brandon Whyte of MPO staff indicated there were no additional points for trees at this time. The new scoring system next year does provide points for trees.



*Smarter Transportation, Better Community*

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**Full TTAC  
Recommendation on  
Design Changes**

TBD

**Full TTAC  
Recommendation on TIP  
Funding**

TBD

**Corridor MPO Staff  
Recommendation for  
Funding**

TBD



**TTAC Transit Project Report for Wiley Blvd Sidepath Phase 1 for City of Cedar Rapids**

**Project Description** This section of trail is 0.8 miles of new paved trail along the proposed 3.9 mile long Wiley Boulevard Sidepath between Williams Blvd SW and 16th Ave SW. This section of trail will connect to the future Wilson Ave Bikeway and Williams Blvd Trail.

**Funding Requested** Additional Funding Request \$469,000 FFY21

**Project Score** 162.05

**Construction** FFY23

**TTAC Transit Small Group Recommendation** The applicant agreed to include transit improvements in the project based on discussion from the group.

**Transit Small Group 2020** Seth Gunnerson (Cedar Rapids), Brenna Fall (Cedar Rapids), Brad DeBrower for Jason Middlekauff (Cedar Rapids Transit), Kehsa Billings (Marion). MPO Staff present: Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall, Amy Cannon.

**Project Discussion** Staff wanted to review the project in order to recommend appropriate transit stop accommodations be included in the project, as the project already includes intersections. There was discussion among Committee members regarding safe transit access and accommodations and where stops should be located at. It was requested that stops be paired up if the bus is traveling in both directions. The applicant agreed to include transit improvements in the project.

**Full TTAC Recommendation on Design Changes** TBD

**Full TTAC Recommendation on TIP Funding** TBD

**Corridor MPO Staff Recommendation for Funding** TBD



**TTAC Trails Small Group Project Report for Sac & Fox Trail Extension – Segment 1 for Cedar Rapids**

**Project Description** This project is Phase 1 of the proposed Sac & Fox Trail Extension. The trail will connect to the Cottage Grove Rd SE bikeway, the 34th St SE bikeway, and the trail along East Post Rd SE. The trail will access the Sac & Fox Greenway, Bever Park, Bever Park Zoo, the Bever Park pool.

**Funding Requested** \$1,080,000 FFY24  
\$192,000 FFY23

**Project Score** 133.75

**Construction** 10/1/2024

**TTAC Trail Small Group Recommendation** Griffith made a motion that trail width should be allowed to vary between 10 and 12 feet depending on engineering judgment; Burke seconded the motion, which passed unanimously.

Griffith made a motion to add a connection to the main portion of the park in the least impact-full manner possible. Seconded by Kirchner, motion passed unanimously.

Griffith made a motion to expand the project limits to the CeMar Trail but without increasing the funding request to the MPO. The additional costs for this change would be covered by a grant from the Iowa DOT Safe Routes to School funding - not MPO SRTS funding. Motion was seconded by Billings and passed unanimously.

Burke made a motion to add a small connection on the western side of the park to add park connectivity. Seconded by Griffith and motion passed unanimously.

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax’s project at the firm and Shane is Fairfax’s representative on TTAC).

**Project Discussion** **Project Contingency:** Kesha Billings inquired upon why a 25 percent contingency was used rather than a more standard contingency between zero and 20 percent. Brenna Fall indicated that due to the routing through the park there are a lot of unknowns of the exact trail path and what drainage structures might be needed.

**Trail Width:** Jon Bogert asked why a 10’ trail was used instead of a 12’ or 11’ trail. Brandon Whyte indicated that 10’ is the minimum width and 11’ is the preferred width from the AASHTO trail design guidelines. Bogert indicated that he likes 12’ of width to better accommodate bikes and pedestrians in what could be a busy park. Ron Griffith supports an 11’ width due to potentially heavy use. Griffith indicated that in other trails inside of a city park they went to 12’. Fall questioned the impact of a wider trail on a heavily wooded park like Bever. Griffith noted that extra feet could be costly due to changes in grading and increased tree removal. Bogert mentioned that a wider trail will better serve maintenance and emergency vehicles. Griffith made a motion to change the trail width to 11’. Billings asked if the intention of this trail was to be a major regional trail. It is intended long-term to connect Mt. Vernon and Lisbon to the Cedar Rapids metro. Randy Burke seconded the motion. Fall asked to have the motion allow for flexibility between 10’ and 12’ across the project boundary. The motion was changed to include this and passed unanimously.

**Trail Connectivity:** Billings asked what trail connections would this make - would it make a loop? Whyte indicated that it would connect to the new CeMar Trail, the existing Sac and Fox and from there the future Sinclair Trail along Otis Road to the Sinclair Levee Trail and then to the Cedar Valley Nature Trail which connects to the CeMar making a loop.

Griffith would like to see a spur connecting to the pool and farm in the Park. Steve Krug is concerned by how many trees might have to be cut to make that happen. Griffith believes there is a path that minimizes this but it is hard to know for sure at this point in the design process. Krug supports another route long the lower side to connect to the pool area.



Griffith made a motion to connect to the main lower portion of the park in the least impact-full manner possible. Kevin Kirchner seconded the motion and the motion was passed unanimously.

Krug and Griffith support maintaining a connection to the north to the neighborhood and Washington High School. Shane Wicks is concerned by how much earthwork and tree removal may be needed to make this connection - he did not want to see the natural character of the park affected. Griffith agrees that this is important but as noted by the many public comments making this northern connection is very important. A robust crossing to the High School will be provided by the City of Cedar Rapids with another non-federal project.

Griffith would like to expand the project boundaries all the way to the CeMar Trail. He would like to see this connection, from Washington High School to Franklin Elementary and then the CeMar, made with DOT Safe Routes to School Funds (SRTS). Whyte inquired about the availability of these funds from the DOT and the response from the DOT was "basically guaranteed". But you have to have at least 50 percent MPO funds in order to receive this funding. Along with some data collection that is already underway across the metro. Griffith made a motion to expand the project limits to the CeMar Trail but would not be increasing the funding request to the MPO. Fall wanted to clarify that the spur south to the main park would increase the funding request to the MPO but not these SRTS requests. The motion was seconded by Billings. The motion was passed unanimously.

It was then discussed whether a trail connection should be made from the current trail alignment on 34th St north to Cottage Grove along 34th Street. Burke, was concerned about the cost and amount of earth work required to make that happen. Griffith is not sure about this connection - indicating maybe it should be made if we can't make the primary connection north. This connection would be an alternate route.

Finally, it was discussed that a small straight connection should be made through to the western-side of the park. Burke thinks you should take the trail to the end of Indian Road and then just let people take the local streets to reach the park - this would increase park access. Whyte mentioned that the Grant Wood Trails group wanted as many accesses to the park as possible. Burke mentioned that this section is already heavily used. Burke also mentioned that any additional trail west past the park boundary would probably be better considered as an alternate route if the primary connection could not be made. Burke made a motion to add a small connection on the western side of the park to add park connectivity. The motion was seconded by Griffith and passed unanimously.

**Full TTAC Recommendation on Design Changes** TBD

**Full TTAC Recommendation on TIP Funding** TBD

**Corridor MPO Staff Recommendation for Funding** TBD



**TTAC Trails Small Grp Project Report for Edgewood Rd Trail – Glass Road to Blairs Ferry Road for Cedar Rapids**

**Project Description** Construction of a multi-use separated trail on the west side of Edgewood Road NE from Glass Road NE to Blairs Ferry Road NE. The trail will be 10’ paved surface with grading, drainage, erosion control, tree planting, and restoration.

**Funding Requested** \$106,000 FFY22

**Project Score** 121.75

**Construction** 11/1/2023

**TTAC Trails Small Group Recommendation** None

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax’s project at the firm and Shane is Fairfax’s representative on TTAC).

**Project Discussion** **Funding:** Kesha Billings asked if this was an additional funding request - it is. The project does have funding already allocated in FFY21. If FFY21 funding was available the City of Cedar Rapids would prefer that.

**Full TTAC Recommendation on Design Changes** TBD

**Full TTAC Recommendation on TIP Funding** TBD

**Corridor MPO Staff Recommendation for Funding** TBD



**TTAC Trails Small Group Project Report for West Prairie Creek Trail Phase One for Fairfax**

**Project Description** The project will involve constructing phase one of the West Prairie Creek Trail (formerly Fairfax - Cedar Rapids Trail Connection). Phase one will consist of 3,500 ft. of paved trail along East Cemetery Road in the City of Fairfax, beginning at Driftwood Lane and following East Cemetery Road to near the eastern corporate limits of Fairfax.

**Funding Requested** \$365,000 FFY23      **Project Score** 100.05      **Construction** 10/1/2024

**TTAC Trails Small Group Recommendation** None

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Pepper (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax’s project at the firm and Shane is Fairfax’s representative on TTAC).

**Project Discussion** **East Cemetery Road Design:** Brenna Fall asked what the speed limit is right now - it is 35 MPH. Ron Griffith asked if there were plans to urbanize (install curb and gutter) the roadway. Shane Wicks indicated not at this time. The east end the road becomes gravel. Griffith asked if there has been any issues with this type of trail with a buffer strip and rumble strips rather than a green planted buffer. Wicks indicated there have no issues and that this design minimizes right-of-way costs and utility relocation.

**Cost changes:** Fall asked why did the cost increase? Wicks stated that the forested wetlands discovered increased cost quite a bit more so, even though this alignment is longer than what was originally planned for. The increased length is the reason for the overall increased cost. Staying at the original alignment would have resulted in an even bigger cost increase than this.

**Full TTAC Recommendation on Design Changes** TBD

**Full TTAC Recommendation on TIP Funding** TBD

**Corridor MPO Staff Recommendation for Funding** TBD



**TTAC Trails Small Group Project Report for West Main Street Trail for Robins**

**Project Description** Construction of a 10-foot wide, multi-use trail along West Main Street in Robins, from North Center Point Road to the Cedar Valley Nature Trail.

**Funding Requested** \$660,000 FFY24

**Project Score** 76.5

**Construction** 11/1/2024

**TTAC Trails Small Group Recommendation** None

**Trails Small Group 2020** Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax’s project at the firm and Shane is Fairfax’s representative on TTAC).

**Project Discussion** **Contingency Cost:** This project has a 25 percent contingency. This is higher than the accepted range for Transportation Improvement Program (TIP) projects of zero to 20 percent.

**Trail Connections:** Kesha Billings of Marion asked what is on North Center Point Road - a planned future trail not yet funded. Ron Griffith of Cedar Rapids also noted that this would connect the neighborhood to the Cedar Valley Nature Trail, he also noted that most of the neighborhood already has a connection to the Cedar Valley Nature Trail. Randy Burke of Linn County Conservation agreed.

**Full TTAC Recommendation on Design Changes** TBD

**Full TTAC Recommendation on TIP Funding** TBD

**Corridor MPO Staff Recommendation for Funding** TBD



**TTAC Trails Small Group Project Report for Hwy 100 Trail Segment 4 Phase 2 for Linn County**

**Project Description**

Construct 5.3 miles of 10 ft wide, hard-surfaced trail from E Ave to the west side of the Highway 100 bridge over the Cedar River. Trail will begin at E Ave in Morgan Creek Park, which connects this trail to the Cherokee Trail. The trail will generally follow along the south and east side of Highway 100.

**Funding Requested** \$721,000 FFY23

**Project Score** 16.35

**Construction** 12/31/2023

**TTAC Trails Small Group Recommendation**

None

**Trails Small Group 2020**

Kesha Billings (Marion); Ron Griffith, Brenna Fall for Steve Hershner, Steve Krug (City of Cedar Rapids); John Bogert (Palo); Randy Burke (Linn County Conservation); Kevin Kirchner for Tom Peffer (Linn County Trails Association); Hilary Hershner, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Shane Wicks and Jon Larson from Hall & Hall Engineering (they are the engineers assigned to Fairfax’s project at the firm and Shane is Fairfax’s representative on TTAC).

**Project Discussion**

**Alternate Trail Options:** Kesha Billings asked to have the difference between the primary and alternate routes discussed. Randy Burke stated that the primary route is the most direct and along the fence line of Highway 100. The alternate route is also direct and the landowner would like to work with the County. This route is more scenic. Since the County last spoke with the landowner he as sold some of the property for development. This alternate route is the straightest route and utilizes what the City of Cedar Rapids already owns on an abandoned right-of-way.

**Design:** Burke indicated design has already begun and outside of the federal process.

**Full TTAC Recommendation on Design Changes**

TBD

**Full TTAC Recommendation on TIP Funding**

TBD

**Corridor MPO Staff Recommendation for Funding**

TBD

## Corridor Metropolitan Planning Organization - FFY21-FFY24 Transportation Improvement Program (TIP) Funding Requests

### All TIP Roadway Project Applications Received

Requestor	Project	Project Description	Estimated Total Cost for Project	MPO Funding Previously Allocated to Project	Total Amount Requested	Funding Amount Requested FFY21	Funding Amount Requested FFY22	Funding Amount Requested FFY23	Funding Amount Requested FFY24	Project Score	Expected Construction Completion	Percentage of MPO Funding in Project (IF APPROVED)
City of Hiawatha	Tower Terrace Road east from I-380 to 700 ft. east of N Center Point Road	<b>Reconstruct existing 2-lane rural pavement to an urban 4-lane divided roadway section.</b> It includes PCC pavement, medians, storm sewers, water main relocation, a 5' wide sidewalk, a 10' wide trail, and a roundabout at the intersection of Tower Terrace Road with N. Center Point Road.	\$ 5,099,000	\$ 388,000	\$ 2,954,000	\$ -	\$ -	\$ 2,954,000	\$ -	218.85	9/1/2022	66%
City of Cedar Rapids	Tower Terrace Road west of I-380	<b>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.</b> The project will require new right-of-way, pavement, storm sewer improvements, grading, trail and sidewalk along Tower Terrace Road and Edgewood Road, street lighting, and other miscellaneous improvements.	\$ 1,893,150	\$ 388,000	\$ 1,126,500	\$ -	\$ -	\$ -	\$ 1,126,500	191.27	11/1/2022	80%
City of Marion	7th Avenue from 12th Street to 22nd Street	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. Includes additional infrastructure improvements: storm sewer, sanitary sewer, watermain, sidewalk, lighting, and other improvements	\$ 5,480,580	\$ -	\$ 3,173,000	\$ 184,000	\$ -	\$ 213,000	\$ 2,776,000	242.15	12/1/2024	58%
<b>Totals:</b>			<b>\$ 12,472,730</b>		<b>\$ 7,253,500</b>	<b>\$ 184,000</b>	<b>\$ -</b>	<b>\$ 3,167,000</b>	<b>\$ 3,902,500</b>			
<i>Available Now:</i>					<i>\$ 3,155,000</i>	<i>\$ 193,000</i>	<i>\$ -</i>	<i>\$ 199,000</i>	<i>\$ 2,763,000</i>			
<i>* Difference</i>					<i>\$ (4,098,500)</i>	<i>\$ 9,000</i>	<i>\$ -</i>	<i>\$ (2,968,000)</i>	<i>\$ (1,139,500)</i>			



**TTAC Roads Project Report for Tower Terrace Road West of I-380 to Miller Road (City of Cedar Rapids)**

**Project Description** Construct Tower Terrace Road NE from the proposed I-380 interchange, to a tie in point approximately 1,000 feet west of Miller Road. The project will require new right-of-way, pavement, storm sewer improvements, grading, trail and sidewalk along Tower Terrace Road and Edgewood Road, street lighting, and other miscellaneous improvements.

**Funding Requested** \$1,126,500 in FFY24      **Project Score** 191.27      **Construction** 11/1/2022

**TTAC Roads Small Group Recommendation** No motions were made on design changes by the Roads TTAC Small Group. Mr. Witt made a motion to move forward, to the full TTAC, with the project as-is; Mr. Hahn seconded the motion. The motion passed unanimously.

**Roads Small Group 2020** Brad Ketels (Linn County); Matt Myers, Nate Kampman, Brenna Fall, John Witt (Cedar Rapids); Dax Suntken (Robins); Darin Andresen, Jacob Hahn (Marion); Matt Johnson (Hiawatha); Scott Pottorff (Ely); Hilary Hershner, Liz Darnall, Bill Micheel, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Rich Volker & Wade Greiman from Snyder & Associates (the company that did the traffic study).

**Project Discussion** **Alignment of Edgewood Road/Miller Road:** Mr. Andresen asked about the alignment of Miller Road (will be renamed Edgewood in the future), which is currently south of Tower Terrace Road. He wondered whether Edgewood Road (north of Tower Terrace Road) would eventually shift over to the west to line up with Miller Road (therefore, make the intersection of Tower Terrace Road and Edgewood a four-way intersection). Cedar Rapids staff in the meeting stated that is where they are heading. Mr. Witt noted that where Edgewood currently is (north of Tower Terrace), that will become a right-in/right-out with the reconstruction of this facility; eventually, Edgewood Road will shift west and line up with Miller Road and become a roundabout.

**Sidewalks:** Mr. Suntken asked what was in southeast quadrant of the intersection, where Edgewood Road comes in; he noticed there was a sidewalk that “didn’t go to anything”. Ms. Fall stated that they [the City of Cedar Rapids] have gone back-and-forth on the sidewalk all the way. Mr. Volker noted that the sidewalk and trail will taper back into the roadway; perhaps there could be bike lanes continuing west. Ms. Fall clarified that Mr. Suntken was discussing the sidewalk on the south side of Tower Terrace and how it goes away before reaching the interchange at I-380. Mr. Volker noted that the Iowa DOT currently owns that section and is unsure when they will give it up.

**Trail leading into paved shoulder:** Just before the Roads Small Group attendees were going to vote on their recommendation for this project, Mr. Suntken stated that he had some concerns about the western edge of the project. He was concerned about the trail leading into the paved shoulder and the fact that further east it becomes 55 mph. Ms. Hershner clarified that Tower Terrace Road to the west of Miller Road is 55 mph [however, when typing this project report, Ms. Hershner looked at Google Maps and the intersection of Tower Terrace and Hunt Road had a sign, just southeast of the intersection on the south side of Tower Terrace, stating the posted speed was 45 mph (the date of the image on Google Maps was from 2016)]. Ms. Hershner asked Mr. Whyte whether there is trail planned this far west on Tower Terrace. Mr. Whyte stated that, yes, a trail is planned there, however the planned trail in that location is not funded. Ms. Hershner asked if the planned trail along this part of Tower Terrace was a part of the Wickiup Hill connection; Mr. Whyte stated it is. Mr. Whyte noted that this section of roadway is currently used by cyclists now and that Mr. Suntken’s safety concerns are valid. Mr. Witt asked Mr. Whyte if the Trails Small Group had a recommendation for this; Mr. Whyte stated that the Trails Small Group did not review this project, as we [MPO Staff] did not feel there were any trail-related items that the Trails Small Group needed to review. Mr. Whyte noted this concern could be raised to the full TTAC. Ms. Hershner stated to the group that a recommendation on this project could be “baked” into the recommendation [the recommendation being move forward as is]. Ms. Hershner asked the group whether they would prefer two recommendations (one on moving forward, one noting safety concerns of the west side of the project, where trail merges into the paved shoulder). Mr. Suntken stated that he is fine moving forward with Mr. Witt’s recommendation, he just wanted this safety concern noted.



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**Full TTAC  
Recommendation on  
Design Changes**

TBD

**Full TTAC  
Recommendation on TIP  
Funding**

TBD

**Corridor MPO Staff  
Recommendation for  
Funding**

TBD



**TTAC Roads Project Report for Tower Terrace Road from I-380 to N. Center Point Road**

**Project Description** Reconstruct existing 2-lane rural pavement to an urban 4-lane divided roadway section. It includes PCC pavement, medians, storm sewers, water main relocation, a 5 ft. wide sidewalk, a 10 ft. trail, and a roundabout at the intersection of Tower Terrace Road and North Center Point Road.

**Funding Requested** \$2,954,000 in FFY23      **Project Score** 218.85      **Construction** 9/1/2022

**TTAC Roads Small Group Recommendation** For design changes, the Roads TTAC Small Group made the following recommendations: approve the design variance for 6 ft. public frontage instead of 8 ft. (motion by Mr. Johnson, seconded by Mr. Hahn; motion carried); consider installing 5 ft. sidewalk on the north side of TTR and a mid-block crossing (motion by Mr. Suntken, seconded by Mr. Hahn; motion carried); install a single-lane roundabout that can be expanded in the future (motion by Mr. Witt, seconded by Mr. Ketels; motion carried with one opposed, Mr. Johnson).

**Roads Small Group 2020** Brad Ketels (Linn County); Matt Myers, Nate Kampman, Brenna Fall, John Witt (Cedar Rapids); Dax Suntken (Robins); Darin Andresen, Jacob Hahn (Marion); Matt Johnson (Hiawatha); Scott Pottorff (Ely); Hilary Hershner, Liz Darnall, Bill Micheel, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Rich Volker & Wade Greiman from Snyder & Associates (the company that did the traffic study).

**Project Discussion** **Traffic Volumes and Full vs. Initial Build of Roadway and Roundabout:** Ms. Hershner provided traffic volumes in 2040 and 2045 from the old model and new model, respectively. The 2040 volumes provided had the model run Tower Terrace Rd. (TTR) at initial build; the new model, which provided 2045 volumes, had the road at initial build, as well. The old model also included the Fiscally Constrained Projects (FCP) from the current LRTP whereas the new model was run with the network only containing committed projects (those who have funding committed in the TIP). Mr. Witt questioned whether the numbers from the old model were the same ones used for the Tower Terrace/Center Point Road intersection traffic study. Ms. Hershner said she was unsure. Mr. Suntken asked why wouldn't we project future year traffic volumes with TTR at full build and the entire corridor connected? Ms. Hershner stated that the TTR project between Robins Rd and Council St is by far the most expensive section of the corridor and it is unlikely to be constructed by 2040 or 2045; she was trying to model what "for sure" was going to be there in the future and the TTR plan stated that this project would not be constructed by then.

Mr. Witt asked if the projected volume is 17,000, why would we construct this section of TTR at full build? Mr. Johnson stated that 17,000 would be "pushing it" at initial build and that by the time you "taper" the lanes back down from four to two, moving east, and then widen out for the roundabout, all they have done is build a bunch of "throwaway concrete" for when they do widen it.

Mr. Volker showed images of the TTR project and stated that the Iowa DOT is constructing the interchange at four lanes. Mr. Volker also stated that although it appears the designers did "not take into account TTAC's recommendations" from last year, they actually did but this is what was developed even considering that. The decision was made to go four lane because of the "throwaway concrete".

Mr. Volker stated that the roundabout is a single lane but turn lanes need to be added; when looking at growth [Snyder use opening day traffic plus 10 years of growth], it is showing higher growth factor. Mr. Volker continued saying that the DOT is doing the Tower Terrace interchange first and then Boyson Rd, so we need to keep that in mind in terms of design, as well, because more people will use the Tower Terrace interchange once Boyson is closed. Mr. Witt said most people will likely use Blairs Ferry interchange instead of Tower Terrace; Mr. Volker said traffic would "scatter".

Mr. Myers said that when people are driving east bound on TTR, after the roundabout when one of the lanes drops off, he believes most people in Iowa will drive that approach as a single-lane approach and will not pick a lane. Mr. Witt questioned whether this is overbuilt; he stated that based on the numbers given, this roundabout would operate at level of service (LOS) B [considered to be "reasonably free flow"] in its opening year at peak hours; these are all based on growth rates of 5% or 6% per year, which does not seem feasible. Mr. Myers also mentioned that there are three lane approaches [through, left turn, right turn] to north bound traffic on N. Center Point Rd. Mr. Volker noted that there are



two lane approaches on the NW side of the roundabout because the projected traffic is expected to have many left turns there; another lane would be added in the full-build. Mr. Volker also said they spoke with trucking outfits to the south and that those companies want the roundabout to be large enough for trucks. There is “quite a bit of” truck traffic that will use TTR and turn south. Ms. Fall noted that the taper to the east side of the roundabout reminds her of the roundabout in Mt. Vernon because in both you will have to “taper so fast” and “you’re not quite sure if the guy next to you will turn or go straight”; she noted you just need to be careful because it gets to be a little bit awkward if you show two people can go through the roundabout but tapering so fast causes this to be a tricky spot. Mr. Volker later noted that shorter tapers would help save money on the project. There was discussion about the truck apron and its size in full versus initial build, and Mr. Volker noted that the full build truck apron would not be built right away because some of the original truck apron will need to be removed to eventually to add in a left turn lane. Mr. Suntken asked whether there was a left turn lane for southbound traffic to turn into CBB packaging; Mr. Volker said there was a turn lane to get to their parking lot. Ms. Hershner asked Mr. Volker whether the existing bus stop at CBB packaging would be affected and Mr. Volker said it would not; Ms. Hershner stated she asked this because if this project was impacting the bus stop, we should put it back in place during construction.

Mr. Myers asked whether it has been considered to build a simpler roundabout because it seemed this was only viewed with a “heavy traffic centric viewpoint”. Mr. Myers was curious to know would happen if you constructed a roundabout with fewer lanes initially [given that it is unknown how the area will develop] and then come back and add more later; think of construction in stages rather than constructing all of this right away. Mr. Witt noted this was the recommendation that came out of TTAC last year. Mr. Volker said that they had considered that, but they “don’t want to spend millions to construct a roundabout that doesn’t work.” Mr. Myers clarified and asked whether this had been analyzed; Mr. Volker said they had because he was discussing this with his project engineer, but “opening year plus ten, we need them” [the extra lanes in roundabout]. Mr. Witt questioned whether a 6% growth rate is correct because what evidence do we have to suggest we are going to get close to the volumes projected. Mr. Myer stated he would support a simpler roundabout and that this group needs to make sure this fits the context of this corridor. Mr. Myer stated that “tier-ing” the construction can be considered; Mr. Witt noted that if this is overbuilt, crashes will happen. Mr. Johnson noted that if this is ultimately what we need, given the intersection’s “funky geometry” it wouldn’t be as easy as “tacking on another lane”; adding on is a little more challenging. Mr. Witt said “this happens all the time” and added that experts say to not overbuild roundabouts. He also noted that if this were to go through the DOT’s roundabout review, they would say “don’t built it like that”. Mr. Johnson clarified he was not necessarily arguing in favor of overbuilding but that if a simpler roundabout were to be constructed first, he does not want that to create additional obstacles to building out the roundabout. Mr. Johnson stated that with the construction of the Boyson interchange, many more cars will come up to Tower Terrace interchange; Mr. Witt disagreed. Mr. Johnson stated that the interchanges to the south [Blairs Ferry and Collins Rd/Hwy 100] are already congested and Mr. Witt noted that “most people” would not drive several miles out of their way to avoid congestion. Mr. Whyte asked Ms. Hershner if this is something we could model [where traffic disperses when Boyson is closed], but Mr. Witt noted that this was analyzed in the Tower Terrace interchange justification report (IJR) and that the volumes “do not warrant” a multi-lane roundabout. Mr. Myer noted that these volume discussions are circular and later Mr. Volker noted that the volumes are the “kicker” in this discussion that no one can seem to agree upon. Mr. Volker suggested Cedar Rapids engineers could meet with his project engineer, Tony, to discuss their concerns and show them the math on the lanes. Mr. Whyte noted that some of the disagreement on the volumes could be solved by using volumes projected from the new model, because the IJR used volumes from the old model, which was arguably too aggressive with its growth.

Mr. Witt noted that it was interesting that the new model showed higher traffic volumes on N. Center Point than TTR. Mr. Witt questioned why that was the case when there is “nothing” out there but yet the model output shows 20,000 cars between TTR and County Home Rd on N. Center Point. Mr. Volker noted this roadway is similar to Delaware Road in Ankeny: both are parallel roadways to the interstate and both have interchanges at either end, and every “big box store you could imagine” went in there and they are continually widening Delaware Road. There was then some discussion whether the new model and the old model volumes are an “apples to apples” comparison; Ms. Hershner said



it was not for a variety of reasons, primarily that the two models calculate/determine socioeconomic data differently. Mr. Myer stated that it is “inconceivable” that once the Tower Terrace interchange goes in that the quadrants surrounding the roundabout would not be developed, and that is something to keep in mind; developers are not going to be sitting on this property for very long after TTR interchange goes in. After the first motion to approve the public frontage design variance, Mr. Witt questioned whether 20,000 cars on Center Point Rd would actually come to fruition and whether big box stores would go along Center Point Rd, due to the fact single-family home developments are in the area and those residents could be opposed. Mr. Suntken stated that he has heard a school may be put into this location. There was more discussion about traffic volumes in this area.

Mr. Micheel posed the question to the group whether they would like more information. More discussion occurred and then Mr. Suntken wondered whether a new traffic study should, or could, be done using the numbers Ms. Hershner provided from the new model, because they [Snyder] used volumes provided to them and did not do the projections themselves. Mr. Volker noted the IJR numbers were used to be in line with the Iowa DOT projections. Mr. Suntken posed the question whether this group would be more comfortable with different numbers; however, no motion was made.

### **Mid-Block Crossing:**

Mr. Volker stated that the Iowa DOT is gaining access control to the intersection of TTR and Morningdove Ln, so that will become the main entrance into the mobile home park, and a left turn lane is being accommodated in that spot [east bound]. The tower will not be in that location; there is talk of that site redeveloping and a left turn lane can be installed then [for west bound traffic turning south into future development]. Mr. Volker stated it “did not seem quite right to put something in and take it away later”, referring to the mid-block crossing and the west bound left turn lane that will be added in the future. But they [Snyder] are open to the idea.

Later in the discussion, after Mr. Myers noted that the land around this project is prime for development, Mr. Andresen wondered whether there was an option for mid-block crossing to go further west, closer to the interchange and away from the Morningdove Ln/TTR intersection [keeping in mind the left north bound and future south bound left turn lanes at that intersection] and connecting the 5 ft. sidewalk to that. Mr. Andresen stated anything further west will “encourage people to cross there” and we need to give them the space to do it. Mr. Andresen and Mr. Volker further discussed the location of the mid-block crossing on either side of the left-turn lanes. Mr. Volker noted that per roundabout guidelines that he does not suggest removing the sidewalk on the west side of the roundabout. Mr. Volker also noted that moving the mid-block crossing closer to the interchange would result in pedestrians interacting with high-speed cars.

Mr. Witt asked what the access space was in the TTR corridor management plan [Ms. Hershner looked this up with completing these notes and the plan calls for full access every 1,320 ft. and partial access (right-in/out and left-in) every 600 ft] and then asked what the spacing was from the Morningdove Ln/TTR intersection; Mr. Volker looked that up and stated it was 1,500 ft.

Toward the end of the discussion on this project, Mr. Johnson provided his opinion on the mid-block crossing: he would prefer to see the sidewalk installed on the north side which would connect to the roundabout, where people could cross to the south. Mr. Johnson stated he does not think the mid-block crossing will you somewhere the extending sidewalk couldn't get you to; maybe the mid-block crossing would make sense if the tower area is redeveloped into a pedestrian-friendly destination. Mr. Myers stated that in his career, where there is a mobile home park to the north, even with a fence people will “burrow” underneath to cross the street to the gas station, a pedestrian “attractor”.

Mr. Suntken asked what the speed limit was there. Ms. Hershner stated it was 45 mph from west of Miller Road across I-380 to N. Center Point, but a short while after TTR crosses N. Center Point it goes down to 35 mph, and the project's application states it will be 35 mph. Mr. Johnson asked Mr. Volker if the “design speed” was 40 mph and he said yes.



Mr. Whyte noted the Trails Small Group recommended the 5 ft. sidewalk to the north and a mid-block crossing; Mr. Witt asked whether the Trails Small Group made any recommendations on the design of the mid-block crossing, and Mr. Whyte stated he could not recall any specific design recommendations from the group.

**5 ft sidewalk north side of TTR:**

Mr. Micheel stated that in last year’s conversation about this project, mobile home residents will need a way to get to the roundabout via a 5 ft. sidewalk to the mid-block crossing. Ms. Hershner noted that in the future land use map, the mobile home development is still shown and that land use in this area is primarily highway commercial and industrial; therefore, a Casey’s or KwikStar could go in [at the site where the tower is currently] and she does not think mobile home residents will walk to the roundabout to cross the street - residents will cut across TTR to get to the south side. A safe path should be made for that trip.

Mr. Whyte stated that in either case [whether people are crossing at a mid-block crossing or walking to the roundabout] there is no connection [no pedestrian facilities] to the mobile home park. Mr. Whyte continued saying that the amount of illegal crossings would decrease dramatically with the sidewalk on the north side, regardless of how people cross TTR [at a mid-block crossing or at the roundabout]. Mr. Whyte also said that there is no connection to the mobile home park. Mr. Volker spoke “at length” with some of the mobile home residents at the open house; they thought we would be taking the first two rows of homes out, and they were happy to learn they were not. There can be a mid-block crossing, but there is “not much of a pedestrian refuge [median] out there when the left turn lanes are in.”

Mr. Whyte stated that he does not think anyone would expect mobile home residents to walk to the roundabout to get south. He continued saying that a mid-block crossing was desired by the Trails Small Group but at the least there needs to be sidewalk on the north side of TTR that connects to the “main” part of the mobile home development to the roundabout. Mr. Suntken asked Mr. Volker how wide the median is at the mid-block crossing/intersection of Morningdove Ln and TTR; Mr. Volker said 6 ft., which “isn’t much of a pedestrian refuge”. Mr. Volker stated that in terms of fitting in a sidewalk [on the north side] is do-able, but the project would need more right of way (ROW) on the NW side of the roundabout. If the mobile home park ever redevelops, Hiawatha plans to obtain a wider ROW in this section, but the whole idea of the design is to have few impacts on the mobile home park. Mr. Suntken asked what the timeline for redevelopment of the tower would be; Mr. Volker was unsure.

**Wayfinding Signage for Trail Users:** During the discussion of the mid-block crossing, Mr. Volker stated that on the NE side of the roundabout “signage” could be placed there to let west bound trail users know to cross to the left side (if they plan to cross I-380).

**Full TTAC Recommendation on Design Changes** TBD

**Full TTAC Recommendation on TIP Funding** TBD

**Corridor MPO Staff Recommendation for Funding** TBD



**TTAC Transit Project Report for Tower Terrace Rd from I-380 to N Center Pt Rd for City of Hiawatha**

**Project Description** Reconstruct existing 2-lane rural pavement to an urban 4-lane divided roadway section. It includes PCC pavement, medians, storm sewers, water main relocation, a 5’ wide sidewalk, a 10’ wide trail, and a roundabout at the intersection of Tower Terrace Road with N. Center Point Road.

**Funding Requested** Additional Funding Request  
\$2,954,000 FFY23

**Project Score** 218.85

**Construction** FFY22

**TTAC Transit Small Group Recommendation** Fall motioned to have the project applicant coordinate the proper stop location with Transit. DeBrower seconded the motion. The motion carried.

**Transit Small Group 2020** Seth Gunnerson (Cedar Rapids), Brenna Fall (Cedar Rapids), Brad DeBrower for Jason Middlekauff (Cedar Rapids Transit), Kehsa Billings (Marion). MPO Staff present: Bill Micheel, Brandon Whyte, Hilary Hershner, Liz Darnall, Amy Cannon.

**Project Discussion** Staff wanted to review the project in order to recommend that applicant keep current amenities (pad and shelter) at the location and to ensure it is returned after construction. There was discussion as to if this pad and shelter location needs to be moved either north or south to ensure that the bus does not block traffic. Fall motioned to have the project applicant coordinate the proper stop location with Transit. DeBrower seconded the motion. The motion carried.

**Full TTAC Recommendation on Design Changes** TBD

**Full TTAC Recommendation on TIP Funding** TBD

**Corridor MPO Staff Recommendation for Funding** TBD



**TTAC Roads Project Report for 7th Avenue from 12th to 22nd Street (City of Marion)**

**Project Description** Reconstruction of 7th Avenue between 12th Street and 22th Street from a 4-lane cross section to a 3-lane cross section with a center dual left turn lane. Including additional infrastructure improvements including storm sewer, sanitary sewer, watermain, sidewalk, lighting and other improvements.

**Funding Requested** \$184,000 in FFY21  
\$213,000 in FFY23  
\$2,776,000 in FFY23

**Project Score** 242.15

**Construction** 2024

**TTAC Roads Small Group Recommendation** Mr. Witt made a motion to move forward with the project as designed; Mr. Johnson seconded. Mr. Whyte noted that the cost of ineligible items [sanitary sewer] in this project would be removed. Mr. Micheel noted that is included in the motion. The motion passed unanimously.

**Roads Small Group 2020** Brad Ketels (Linn County); Matt Myers, Nate Kampman, Brenna Fall, John Witt (Cedar Rapids); Dax Suntken (Robins); Darin Andresen, Jacob Hahn (Marion); Matt Johnson (Hiawatha); Scott Pottorff (Ely); Hilary Hershner, Liz Darnall, Bill Micheel, Brandon Whyte, Amy Cannon (MPO Staff). Also present were Rich Volker & Wade Greiman from Snyder & Associates (the company that did the traffic study).

**Project Discussion** **Sanitary Sewer and Water Main:** Mr. Johnson questioned if the watermain and sanitary sewer work related to the street project, or if it was infrastructure improvements of the water main and sanitary sewer. Mr. Johnson stated he does not think the Roads funding covers improvements to water main and sanitary sewers, unless it is for their relocation. Mr. Andresen stated he would have to take a look at the project to see how the water main is affected. Ms. Hershner reviewed the cost estimate provided in the project application and found several line items related to sanitary sewer. It was decided by the group that because Road funding does not cover these expenses, that those line items would be removed from the cost estimate. Mr. Johnson posed a question to the group, asking if the sanitary sewer line items should be eligible for the roadway funds; Mr. Whyte stated that he is correct, they [sanitary sewer] are not eligible [for MPO (STBG) funds]. *Once I receive the answer from Marion, whether line items related to sanitary sewer and water main are for relocation or initial construction, I will paste the information in here showing the total amount of funding removed (if those items are for initial construction) from the total project cost. This text here serves as a reminder.*

**Parkway Width:** Mr. Suntken wondered about the parkway width, and asked if the roadway was narrowing. Mr. Andresen stated yes. Mr. Suntken then asked whether the sidewalk is being constructed and moving in closer to the street. Mr. Andresen stated that the edge of the sidewalk is currently at the edge of the right-of-way. Mr. Andresen continued, saying that some parts of the roadway would have sidewalk right next to the roadway, [whereas further east along 7th Ave] there would be room for green space between the sidewalk and roadway. Ms. Fall asked whether the bike route is located on 6th Avenue; Mr. Andresen said yes.