

Linn County Trails Association

Board Meeting

Monday November 11, 2013

The monthly meeting of the Linn County Trail Association's Board of Directors was held on Monday November 11, 2013 at the United Way of East Central Iowa A quorum was present. Those who attended the meeting were the following:

LCTA Board Members:

Steve Hershner (President), Paul Fiegen (Vice President), Keith Sutherland (Treasurer), Brad Mullin (Secretary) Dean Barnum Michelle Barker Vicky Evans Ron McGraw Dick Mundy Gary Palmer Eric Penne Mindy Sieffert Don Thomas John Wauer Mike Wilson Dick Woodward Kirshen Seah Sara Barbar Dennis Goemaat

Guests:

Larry Scott Craig Elliot

Call to Order:

President, Steve Hershner called the meeting to order at 7:00 p.m.

Approval of the Minutes:

The minutes for the October board meeting were distributed electronically. The minutes were approved unanimously. Brad moved for approval of the August and September minutes as well due to the lack of a quorum at the October meeting. The motion passed unanimously.

Treasurer's Report:

On the November treasurer's report, Keith Sutherland reported current assets of \$91,887. The report was approved unanimously. Keith moved for approval of the August and September Treasurer Reports as well because of lack of a quorum at the October meeting. The motion passed unanimously. Keith circulated a proposed budget for FY2014 for approval at the January meeting

New Business:

A. Iowa Department of Transportation Master Plan

On November 4th, the Iowa Department of Transportation held a public input sessions for its Statewide Pedestrian and Bicycle Long Range Plan. Several LCTA members attended

Long Range Project description:

Walking and biking are proven ways to improve the quality of life for all of us, providing healthy alternatives for people to get where they need to go. Many lowans have embraced bicycling and walking for both recreation and daily transportation. Iowa's extensive trails system continues to evolve and recreational events such as Iowa's RAGBRAI event each July continues to grow in popularity.

Moving forward, the Iowa DOT has made a commitment to our customers to develop a Bicycle and Pedestrian Long-Range Plan to expand opportunities and further improve conditions for bicycling and walking across the state.

This plan will build upon the Iowa DOT's long-range strategy for multimodal transportation over the next three decades, *Iowa in Motion – Planning Ahead 2040*. The Bicycle and Pedestrian Long-Range Plan has three key objectives:

- Align with national best practices, including the federal transportation funding bill called Moving Ahead for Progress in the 21st Century (MAP-21) and national guidelines for trail development.
- Develop a list of priorities to expand the trails system between and within cities.

- Help state and local agencies to put the plan in place by providing tools for funding and design.

Upon its completion, this plan will serve as the primary guide for statewide decision-making regarding bicycle and pedestrian programs and facilities, including sidewalks, trails, bike lanes, paved shoulders, and other trail elements. It will also help achieve a better level of statewide coordination and continuity for all levels of bicycle and pedestrian mobility through regional, county, and city plans and programs. This information and more can be found at <http://www.iowadot.gov/BikePedPlan/>.

B. Volunteer Opportunities:

1. Cedar River Trail Mile Markers: In response to the need for better location for emergency responders, the City of Cedar Rapids and Cedar Rapids Parks Department will paint mile markers every tenth of a mile on the Cedar River Trail. The markers will start at the Linn/Johnson County Line and end at the Cedar Valley Nature Trail. A marker with the trail name will be painted every mile on the trail. There are more volunteer opportunities when Hiawatha construction is completed and Linn County approves the LCTA to paint on the county owned section of trail next spring.

Reports for Standing Committees:

A. Public Awareness and Support (Paul Fiegen):

1. LCTA Supporter Appreciation Event:

The Linn County Trails Association would like to invite our friends to our Annual Supporter Appreciation Event. The annual event allows trail supporters to meet with some the LCTA Board of Directors and learn about trail activities that occurred over the past year. The event is Monday, December 9th in place of our regular board meeting. The venue for this year's event is the Shores Event Center located at 700 16th Street NE. It is a beautifully restored space in the heart of Cedar Rapids' Irish District and not far off of the CEMAR Trail. Food and drink will be provided. Alcoholic beverages will be made available for purchase for those 21 and over. The event will begin at 5:30pm and end at 7:30pm.

B. Trail Development (Steve Hershner):

1. City of Cedar Rapids:

a. Hoover Park Trail Project: The City of Cedar Rapids plans to develop a park on the Cedar River Trail within the Hoover Trail Development off of Ely Rd. SW.

2. Linn County Conservation Department

A. Dennis Goemaat reported recent County trail development:

1. Grant Wood Trail: Plans are moving forward for the Grant Wood Trail Underpass of Highway 13. A bid letting is scheduled for December 17th, 2013. Construction is scheduled for Summer 2014.

2. Cedar Valley Nature Trail:

a. The County is resurfacing several bridges around Center Point in the next few months. Sections of the trail are scheduled to close while work is completed.

b. Schultz Rd. to Center Point paving:

The County was notified that they were not awarded a grant with their recent application. As an alternative to grant funding, the County is working to identify local funding for the project. The County will continue to

apply for grants as opportunities arise. We are currently in the budgeting process for FY 2015. The project has an estimated cost of \$1.2 million dollars. Proposed budget at this time:

1. \$750,000 - Local Option Sales Tax (LOST) funds
2. \$290,000 – ITC funds
3. \$60,000 – Conservation Board Reserve Funds
- 4. \$100,000 – LCTA Contribution**

Assuming the budget is approved, the County projects the following timeline:

Fall 2014 – Develop RFP for design and engineering
Winter 2014/15 – Trail engineering and design
Spring 2015 – Bid
Summer 2015 –Construction

Again, the County thinks this is the most optimistic timeline and is subject to change. This timeline would mean that we would need LTC funds sometime in early to mid-2015. The CVNT would be paved through Center Point to the Urbana Blacktop.

3. Lindale Trail: The City of Cedar Rapids began paving its portion on October 10th. Along with the paving, the city crews are installing 2 to 3 foot rock shoulders for runners. The work is completed.

4. LAMBA: Michelle Barker reported that the CVRA will held the Fairview Farm Trail Run on Sunday, Nov. 3rd at Beverly Park

C. Government Support:

1. **Corridor Metropolitan Planning Organization (CMPO):** The CMPO approved the 5 year fiscally Constrained Plan. The 5 trail segments to receive funding are:

The Bowling Street Trail

Dry Creek Trail:

Edgewood Rd. Trail: Highway 30 Overpass

Edgewood Rd. Trail: North Phase (from Ellis Blvd. to Glass Rd.)

Edgewood Rd. Trail: South Phase (from Ellis Blvd. to O Ave.)

The Transportation Technical Advisory Committee of the CMPO has lessened the trail priority criteria from 6 categories to 4 categories.

2. Bicycle Advisory Committee:

a. Gina Weaver has developed the following draft report to be submitted to the Cedar City Rapids Council. If anyone has any corrections or additions, please contact Gina.

-----Begin Report-----

Bicycle Advisory Committee Report to City Council - outline

KEY ACCOMPLISHMENTS 2012-2013

Off-Street Trails and other facilities

- Amphitheatre to Festival Grounds trail
- Cedar River Trail mile markers project – LCTA, BAC, - PD and FD benefits
- Crandic Railroad underpass for Cedar River Trail
- Cedar Valley Nature Trail paving County Home Rd to Center Point - LCTA
- Lindale Trail advocacy and paving (grant from Rockwell Collins, LCTA leadership, City of Cedar Rapids) connects the Boyson Trail to C Avenue NE
- Miles of off-street trails since February 2012 (not including singletrack)
- Prairie Park Fishery Trail around lake
- Prairie Park Fishery connection to Sac & Fox Trail
- Sac and Fox Trail relocation away from flood zone
- Ellis Trail Extension from Ellis Harbor to Edgewood Road

Singletrack

- Miles of singletrack trails installed by LAMBA 2012-2013
- LAMBA joined the International Mountain Bicycling Association chapter program in 2013
- Squaw Creek Green Loop construction at Squaw Creek Park spring and summer of 2013
- Beverly Park trail maintenance
- Pinicon Ridge singletrack trail plans
- Bike Park plans – WALC audit project

On-Street Trails and other facilities

- CEMAR Trail Phase 1 and Phase 2, CEMAR Trail Phase 3 planned and funded, main east-west connection between Marion and Cedar Rapids
- Safe Routes to School, Engineering Division – Glenn, sidewalk projects
- Miles of on-street bike lanes and shared use lanes 2012-2013
- 3rd Street bike lanes, parklets, planters, pedestrian and bike friendly
- 4th Avenue bike lanes
- Shared use lanes installed - 7th Avenue SE, 3rd Avenue SE, 2nd Avenue SE, 10th Street SE, 33rd Ave SW
- Way finding signs installed downtown
- Urban shoulders painted, Share the Road signs and Bike Route signs installed
- Road diets to make roads safer for all users – Johnson Ave, 3rd St SE, 4th Ave SE
- Cyclists are accommodated at intersections through timed traffic signals, loop detector markings, wireless sensors and video detection.

Policies, Staff, Funding

- Bicycle Advisory Committee meets every other week
- Bike Ambassador program provides volunteers for events, distributes information to clubs and organizations
- Comprehensive Trails Plan updates
- City ordinance to allow bike parking in place of required auto parking
- City bike fleet – Public Works, Water Department, City Hall, Parks
- City fitness centers at City Hall and City Services Center equipment includes stationary bikes
- Safe Routes to School - Traffic Engineering Division , Cari & Scott
- WALC audit projects – complete streets policy
- LOST funding 1% local option sales tax 10 year extension for street maintenance, construction and reconstruction approved in November 2013 (5 year tax would have ended in 2014)
- Mayor and City Council support bike facilities
- Corridor MPO funding for bike facilities
- Corridor MPO trails coordinator hired in November 2013. Job description. A spokesperson dedicated to the issues. There is much work to be done. “If you build it they will come” was evident when CEMAR Trail Phase 1 opened, and also when the new bike lanes were painted on 3rd Street SE.
- Iowa passing law interpretation – motorists must use a full lane to pass a cyclist since they are considered a vehicle also, and the same rules apply.
- Iowa Bicycle Coalition economic impact study

Enforcement

- Police Department replaced bike patrol bike fleet, and donated some of the used bikes to other City departments

Education and Training

- NewBo Bike Collective bike maintenance classes, bike repair skills development
- Northtowne Cycling & Fitness bike maintenance classes
- Kirkwood Community College bike maintenance classes
- Isaac Newton and Metro High School have physical education classes that include riding on the trails
- LAB Smart Cycling classes offered by Recreation Department, taught by league cycling instructors
- IMBA Trail School September 2013 – singletrack trail building class – LAMBA
- Traffic Engineering Division webinars and classes, NACTO webinar, AASHTO Bike Guide webinar
- Motorist/cyclist education committee – PD, TED, transit
- Transit drivers have required training regarding new bike lanes downtown
- Meet Me at the Market bike lane tour lead by BAC, LCTA
- Motorists and bicyclists are educated on sharing the road safely through public service announcements, community newsletters, utility bill inserts, bike ambassadors program, bike page on the City website, share the road signs, share the road information in driver's education, bike tours of the new downtown bike lanes and shared use lanes.
- Bike to Work advisor facebook and email - Nikki

Bike Parking

- Portable bike rack equipment loan program for community events, Bike to the Ballpark events – New Belgium. Blue Zones events, increase in Farmers Market bike corral parking – LCTA, Brad Mullins statistics
- Increase in bike racks at businesses and destinations – NewBo City Market, new library, 3rd Street renovation, restaurants, Intermec indoor bike parking and locker room, City Hall indoor and outdoor bike parking, City Services Center outdoor bike parking, Rockwell Collins Green Communities grant downtown bike racks at destinations
- Bike rack locations and other bike amenities Google map updates

Encouragement and Publicity

- NewBo Bike Collective sells bikes that they refurbish at low cost, rents bikes to members, rents bikes to non-members during special events
- LCTA at the Farmers Market provides information on LCTA, trail and cycling activities
- Facebook – BAC, LCTA, LAMBA, Bike to Work CR, Northtowne Cycling & Fitness, NewBo Bike Collective, Bike to Work advisor
- Bikeiowa.com events calendar, news, etc
- Publicity and media coverage for biking events – Gazette, news stations
- BAC trail notices, events calendar, newsletter, planning meeting notices for IDOT, Linn County, City
- BAC webpage on City website
- Shower facilities provided at City Hall and City Services Center
- Community rides, mayor-led rides, parades, and trail construction/maintenance/clean up days.

Bicycle Friendly Community and Bicycle Friendly Business

- City of Cedar Rapids applied for LAB recognition and was awarded honorable mention in 2009, and awarded bronze status in 2012. The City will submit a 2014 application for silver status.
- Rockwell Collins applied for LAB recognition in 2012 and was awarded bronze status.

Events

- NewBo Bike Collective events – swap meets in March, April, May, June, ArtBikes Show, parade entries
- LAMBA hosts films related to mountain biking at Collins Road Theatre – Reveal the Path, Ride the Divide
- LAMBA annual Take A Kid Mountain Biking Day
- LAMBA annual trip to Ray's Indoor Bike Park in Milwaukee
- Wednesday Night dirt rides at Beverly Park
- Linn County SafeKids helmet fitting and giveaways – FD and PD at Farmers Market, underprivileged elementary schools, bike ride, mini golf benefit
- Tanager Summerfest – helmet fitting and giveaway, bike rodeo
- Meet Me at the Market Thursdays May through October walk/run/bike/yoga, walk with the Mayor, other activities such as jazzercise, Rx for Fitness walking program, line dancing, flash mob
- LCTA annual Mayors' Bike Ride
- LCTA National Trails Day Progressive Breakfast
- Bike Day at the Farmers Market

- City's Fire and Ice Holiday Delight Parade awards for the Bike Ambassadors lighted bikes entries: 2009 First Place Best Decorated Vehicles, 2010 First Place Best Use of Light , 2011 Second Place Best "Walking" Unit, 2012 First Place Best Use of Light
- Bike to Work Month activities and events – Kathy & Tony, Nikki, BAC
- Bike to School Day – bike trains and bike rodeos, helmet fitting and giveaways, PD bike safety presentation
- Annual Ride of Silence increased participation
- Ride with the Mayor downtown
- Restaurant discounts during Bike to Work Week
- Bike to Work Week wrap up picture at NewBo City Market

Active Healthy Lifestyle

- Cedar Rapids ranked by Liveability.com as 1st of Iowa cities and 29th in the U.S. for "Top 100 Best Places to Live"
- Cedar Rapids Blue Zones community certification
- Lynn Stansberry video – 105 pound weight loss journey and how Blue Zones has empowered her life

-----End Report-----

b. In addition, Dick Mundy submitted the following report/observations on area development:

-----Begin Report-----

C.R. BIKE LANES **– STATUS & ISSUES**

>B.A.C. '13.10.16, Dick Mundy

1. Cedar River Trail (CRT) crossing of 1st Av. – Nothing done

- a. The 1st Ave crossing has always been difficult because bikes must make a 90-degree right turn on the sidewalk, immediately cross the tracks, and immediately again make a 90-degree left turn to the cross walk – and then see if cars will let them cross.
- b. After crossing, the bike would proceed south on the trail along the west side of the tracks.
- c. Now the trail on the west side is completely blocked by construction of a new parking ramp. Hence, once across 1st Ave, the bike must do the reverse of the above, i.e. make a 90-degree left turn, cross the tracks, and then make a 90-degree right turn to be on the east side trail.

ACTION: Make a direct north-south crossing so that southbound bikes can go straight across 1st Av to the existing trail along the east side of the railroad tracks, and vice versa.

- Make the trail go straight across 1st Av to the trail on the east side of the street – eliminate making four 90-degree turns.
- **CIP project done; consultant design: Traffic signal and crossing to be moved to east(E) side of RR tracks. (CRT will go straight, no jogs)**

2. CRT from 1st Av to 7th Av. SE

- a. Paths on both sides of RR tracks from 1st Ave to 4th Ave

- b. Path on only west side of tracks from 4th Ave to 5th Ave
 - 1) New library on east side
 - 2) There is room for path on east side, in line with paths to north and south
 - 3) At 5th Ave path makes double turn to cross tracks – potential hazard
- c. Path on only east side of tracks from 5th Ave to 7th Ave

ACTION: Create new path on east side of tracks from 4th to 5th Avs next to library >CRT would run only on E side of tracks 1st to 7th Avs

- **No project or plans now re trail on E side from 4th to 5th Avs**
- **Paved sections on both sides of tracks are rough and need work.**
- **One idea: Have bikes on one side [E?] and pedestrians on other.**

3. CRT underpass of CRANDIC R.R. – Under construction (still)

- a. South of 8th Ave SE
- b. Excavation about same as two months ago (!)
- c. Support beams for retaining walls being installed
 - Difficult and slow; must go down ~ 20 ft.
- d. Couple project workers say completion by Nov. 1

ACTION: Wait & see

(11.11, Still not done, or close – Work being done on steel support for retaining wall. Then concrete needs to be poured for retaining wall, final grading done for trail, and concrete poured for trail.)

4. 10th St. SE – New sharrows on both sides from 1st Ave. to 5th Ave

5. 2nd Ave SE & SW [one-way westbound] – Two new segments

- a. **New sharrow** on 2nd Ave SE from 10th St. to 7th St.
- b. **New bike lane** on 2nd Ave. SW from 1st St. to 6th St
- c. Getting through downtown is a difficult process because of the amount and speed of traffic. Something for bikes is needed.
- d. 2nd Ave is a better route for bikes than 1st Ave is or would be.
- e. Why was the lane from 1st St. to 6th St. SW created since it connects to nothing?

ACTION: Extend 2nd Ave SE bike lane through downtown and across the bridge to 1st St. SW

- **No plans for trail along 2nd Av. – 2nd may become 2-way; angle parking planned.**
- **Some talk about creating bike lanes on both sides of 1st Av. from 7th St to 1st St SE [!]**

6. 3rd Ave SE [one-way eastbound]- Bike lane from 3rd St. to 10th St. SE

- a. Width is size of car lane for 2-3 blocks (!?)
 - 1) Confusing for both cars and bikes and most dangerous for bikes.

- 2) This seems to be the most controversial, illogical, and confusing feature of all the downtown bike lanes.

b. This issue is under consideration by city

ACTION: Change width of entire lane to regular width

- c. As with 2nd Ave, the bike lane should run all the way through downtown and, better, from 6th St. SW.

ACTION: Create bike lane from 6th St. SW to 3rd St. SE

- **Work order is in to narrow bike lane from 10 feet to 7 feet from 3rd St to 6th St**
- **3rd Av may become 2-way**

7. 4th Ave SE [one-way westbound]– New bike lane from 7th St. to 3rd St.

- a. Good width and position
- b. Connects to 3rd St lanes.

ACTION: Extend from 7th St. to 10th St. SE

- Connect to the sharrows on 10th St.

8. 5th Ave SE – No lane or sharrow

ACTION: Create bike lane from 1st St. to 10th St SE

- Connect to the sharrows on 10th St.

- **Both 4th and 5th Aves will become 2-way in next 3 years.**
- **Due to low traffic volume on both, there are no current plans for more lanes**

9. 3rd St. SE – 8th Av to 14th Av SE

- a. New bike lanes on both sides from 1st Av. to 8th Av. SE
 - May be the best lanes downtown, though there are some public concerns
- b. Nothing from 8th Ave to 14th Ave
 - Street is narrower than north of 8th Ave.

ACTION: Create sharrows on both sides of 3rd St SE from 8th Ave. to 14th Ave.

- **No current plans. – But, BAC will list this as a priority in upcoming report to City Council**

10. 1st Av to 3rd Av SE along river

- a. Unnamed paved trail exists from 3rd Av, behind Smulekoffs, to 7th Av, where it joins CRT, in front of new U.S. Courthouse
- b. Paved walkway exists along river from 3rd Av to 1st Av
- c. But, curbs along 3rd and 2nd Aves are not cut out to allow crossings

Action: Cut curbs and create crossings on 2nd and 3rd Aves.

- > **No plans. Crossing would be too close to 1st St intersection, traffic light.**
- > **This could be changed if/after 3rd Av becomes 2-way**

11. Amphitheater – Trail from 3rd Av part way to 8th Av SW

- a. Paved as part of amphitheater and new 'park' along 8th Av
- b. Undone/under construction: Between amp. and park – behind two old buildings/warehouses
- c. What is schedule on this?

Action: Complete

(Almost complete; only short section to be paved from pavilion to new park and circular trail at 8th Av and H Av SW. – It appears that this is intended for now to be walkway from parking lot to pavilion.)

12. 8th Av to 16th Av SW – Nothing

Action: Is there going to be a trail along west side of river, behind Penford, from 8th Av to Czech & Slovak Museum and 16th?

> YES. Proposed drawing has been done as part of deal between City and Penford: Penford gets the skate park for expansion south, and City gets access between Penford and river for trail to Czech & Slovak Museum/16th Av.

13. CRT crossing 16th Av SW [14th Av SE] bridge – South side sidewalk used as trail to Sokol Park

- a. Sidewalk is rather narrow; curb is high (big drop-off); and there is often congestion with walkers and bikes going both directions
- b. Could route westbound bikes along north side sidewalk to 1st St SW and make crosswalk at 1st to connect with trail/sidewalk from corner diagonally to CRT along river

Action: ?

> ?

14. Cemar Trail – New bike lanes on both sides of H Av NE from Shaver Road to Oakland Road

- a. That part of H was 4 lanes; outside lanes were converted to bike lanes with buffers (Lot of controversy about these lanes!)
- b. But bike lanes were not extended from Oakland to 16th St NE
- c. H is very wide and only two lanes from Oakland to 16th – Bike lanes easy to create with no effect on cars.

Action: Make bike lanes on both sides on H from Oakland to 16th

- > Plan is for paved trail from Oakland to K Av thru Daniels Park and old Terex property, which Mount Mercy now owns
- > (Bike lanes could still be done along H Av from Oakland to 16th St.)

-----End Report-----

D. Trail Operations and Safety (Jeff Keiser):

1. No Report

New Business:

1. 2014 Board Elections: Eric Penne, Gary Palmer and John Wauer agreed to serve on the nominating committee. The committee nominated Larry Scott, Rex McCright and Craig Elliot to the board. Paul Fiegen was nominated as Vice President. Dick Mundy moved for approved of the new roster for 2014, The motion passed unanimously.

Adjournment: The meeting was adjourned at 8:10pm



Linn County Trails Association
CALENDAR OF EVENTS



December/January 2013

LCTA Annual Supporter Appreciation Event

Monday, December 9, 5:30pm
Location: Shores Event Center
700 16th St. NE

LCTA Board Meeting

Monday, January 13, 7:00pm
Location: United Way of East Central Iowa
317 7th Avenue SE