



Date: October 2, 2006

To: JCCOG Transportation Technical Advisory Committee

From: Jeff Davidson

Re: Agenda Item #6: Update on JCCOG Urbanized Area Policy Board decision on how to proceed regarding the proposed JCCOG Arterial Street Plan amendment to add the extension of Forevergreen Road between 12th Avenue and County Road W66 (Dubuque Street)

At the August 30 JCCOG Urbanized Area Policy Board meeting, the Board unanimously defeated the proposed JCCOG Arterial Street Plan amendment to add the extension of Forevergreen Road between 12th Avenue and County Road W66 (Dubuque Street). The Board had two principle concerns. First, they wished to have a more inclusive public input process during the development of the proposed alignment. I emphasized to them that the alignment identified for the purposes of the Arterial Street Plan amendment is a rough "planning level" design, and not an engineered alignment. The second concern expressed by the Board were the many public comments they received regarding the inadequacies in the existing arterial street system in this area. Specifically, North Liberty Road and Dubuque Street were cited as having numerous existing traffic problems.

The Board instructed JCCOG staff to make this project a priority in our FY07 work program. I indicated to them that there are projects in the work program which cannot be pushed back, particularly, the update of the JCCOG Long-Range Multi-Modal Transportation Plan. For this reason the JCCOG Board indicated they would support a consultant-assisted process for reconsideration of this issue. I was instructed to bring information back to them for consideration at the October JCCOG Urbanized Area Policy Board meeting.

It appears to me that there are two reasonable ways to proceed regarding this matter, although variations on both of these ideas could also be explored. It is certainly possible to go back to square one and send out an RFP for proposals to conduct the requested alignment study and investigation of traffic issues. Given the expense of the consultant study which has been conducted so far, I estimate we would be in the ballpark of \$100,000 for such a project.

A second possibility is to take the existing engineering study which has been completed by Earth Tech, and continue working with Earth Tech to address the questions which have been raised. The majority of citizen comments at the last JCCOG Board meeting seem to fall into the following areas:

- The half-mile wide study corridor is too narrow and other alignments for the Forevergreen Road extension should be examined
- Public input was lacking early in the study
- Traffic and safety concerns on Dubuque Street and North Liberty Road
- Opposition to annexation and development of the Scanlon Farm by Coralville
- Impacts to private property owned by persons who do not want to redevelop

JCCOG would work with Earth Tech on the investigation of these issues. This would obviously be a much less expensive way to proceed, although I do not have an estimated expense at this time.

It may be that the JCCOG Board will not consider the latter alternative to be politically viable because of some of the comments which have been made about the Earth Tech study being biased. However, it is my observation that the primary concerns expressed by the public have pertained to the planning process not being inclusive enough, as well as with the proposed annexation and development of the Scanlon Farm. Earth Tech is willing to continue working with us if that is the direction we decide to go.

Bring any comments or suggestions to the October 10 Technical Advisory Committee meeting.