

**MINUTES OF THE
DAVENPORT-ROCK ISLAND-MOLINE, IOWA-ILLINOIS
URBANIZED AREA
TRANSPORTATION POLICY COMMITTEE**

Tuesday, August 24, 2010, 12:00 Noon
Third Floor Conference Room 320
Bi-State Regional Commission
1504 Third Avenue
Rock Island, Illinois

Policy Members Present

Ray Ambrose	Davenport City Council
Mike Freemire	Mayor, City of Bettendorf
Tom Kelso	Illinois Department of Transportation-Springfield
Robert Scannell	Mayor, City of LeClaire
Sam Shea	Iowa Department of Transportation - Davenport
John Thodos	Mayor, City of East Moline
Kris Tobin	Illinois Department of Transportation - Dixon
Don Welvaert	Mayor, City of Moline
Bob Wilson	President, Village of Port Bryon

Others Present

Al Ayew-ew	Iowa-Illinois Center for Independent Living
Doug DeLille	Bi-State Regional Commission
Stacy Lentsch	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Chelsey Waterman	Bi-State Regional Commission

1. Approval of the Minutes of the May 25, 2010 Transportation Policy Committee Meeting.
Mayor Welvaert asked for approval of the May 25, 2010 Transportation Policy Committee minutes. Mayor Freemire motioned to approve the minutes as written. Mr. Ambrose seconded the motion, and it carried.
2. Consideration of FFY11-14 Transportation Improvement Program (TIP) Amendments.
Amendments and revisions were enclosed in Committee members' packets. Ms. Waterman reviewed the listing. Amendments requested IA-14-09, IL-12-26, IL-13-09, IL-13-09, IL-14-11, OT-11-01, and TP-11-01. The last two referenced were related to a Safe Routes to Schools project for Pleasant Valley Schools and an ICAAP project for Bi-State Regional Commission. Ms. Waterman also noted administrative revisions. She noted the CitiBus requested to increase its planning activities in the TIP, which were also reflected in the FY2011 Transportation Planning Work Program (TPWP) as modifications. The amendments with administrative modifications are attached to the minutes for reference. Mr. Ambrose motioned to approve the amendments as presented and concur with the administrative modifications. Mayor Thodos seconded the motion, and it carried.

3. Status of Long Range Transportation Plan Update. Ms. McCullough reported briefly on the status of the Long Range Transportation Plan development. Efforts continue toward preparing the projected data sets that feed into the travel-demand model. It is anticipated that initial drafts of the nonmotorized and freight transportation network chapters will be presented at a September Policy Committee meeting.

Ms. Waterman reported on the status of the draft Passenger Transportation and Intermodal Network Chapter of the 2040 Long Range Transportation Plan. A draft copy of the chapter was included in the agenda packet. The future passenger transportation network will incorporate transit-oriented development and provide intermodal access between public transportation, intercity bus service, passenger rail, and passenger air.

Top priorities for the fixed-route transit systems include maintaining their vehicle fleets in a “State of Good Repair” and constructing maintenance and storage facilities. Based on vehicle replacement schedules provided by the systems, it is estimated that by 2040 they will collectively need \$30,511,020 for vehicles every five years. Potential areas for service expansion in Bettendorf include the 53rd Avenue and Middle Road Corridors, as well as US 67 to LeClaire. In Davenport, there is a proposed Park and Ride location on West Locust Street and a potential for service expansion on Northwest Boulevard. MetroLINK has proposed possible expansion to surrounding communities such as Andalusia, Coal Valley, Geneseo, and Cordova. Based on historical ridership data and current conditions, the projected ridership of the three fixed-route systems in 2040 is estimated to be approximately 8,000,000. The systems will monitor technology and system enhancements to provide resources for riders and promote safety and security. MetroLINK will continue efforts to establish light rail and Bus Rapid Transit (BRT) lines in the Illinois Quad Cities.

Burlington Trailways and Greyhound Bus Lines intend to continue providing access at Centre Station in Moline and the Davenport Ground Transportation Center, and will be replacing their bus fleets with ADA accessible vehicles to provide improved mobility access. There will likely need to be future investment in track improvements, land acquisition, and station construction in order to provide access from Chicago to the Quad Cities and Iowa City, and ultimately Des Moines and Omaha, via passenger rail. The Quad Cities airports will maintain their terminals and continue progress on runway and facility improvements to provide continued passenger growth.

Mayor Thodos asked about the mapped boundaries as it didn't appear recent annexations were reflected for East Moline. Ms. McCullough indicated the map may be reflecting the 2000 Census urbanized area rather than corporate limits but would check with mapping staff on this issue. Mayor Welvaert inquired on the status of the Wyanet connection necessary for passenger rail service from Chicago to Quad Cities/Iowa City. Ms. McCullough indicated that staff would check and report back on this item. Mayor Freemire suggested that riders to cost as a percentage per ride or some other indicator be discussed related to transit as part of transportation system investments. Ms. McCullough indicated that the last chapter of the document will address costs and revenues with the subject of transit investment to be discussed. The chapter will look at system sustainability.

Mr. Patel reported travel time runs. Bi-State staff prepared a list of corridors to monitor for

congestion in consultation with the Technical Committee. Travel time data was collected for selected corridors this spring while others will be collected in the fall. Bi-State staff used Global Positioning System (GPS) technology to collect travel time data. Bi-State staff performed travel time runs using Federal Highway Administration (FHWA) travel time collection methodology, specifically the floating car technique with GPS:

- I 74 (53rd Street – Airport Road)
- 53rd Street (Devils Glenn Road to Pine Street)
- Kimberly Road (Utica Ridge Road to Pine Street)
- Locust Street/Middle Road (Tanglewood Road to Fairmont St)
- US 61(IA) (65th Street to River Drive)
- 18th Street (53rd Street to State Street)
- Avenue of Cities (Archer Drive to 16th Street)
- John Deere Road (70th Street – 7th Street)
- 7th Street/70th Street (17th Ave – John Deere Road)

Results of these runs was presented based on travel time run averages. Travel time data was collected for a.m. peak, mid-day peak, and p.m. peak hours. Bi-State staff drove study corridors three times for each study period. The average speed for a corridor is average of approximately nine runs. Average speed for each corridor is well within 10% of the posted speed limit. All study corridors showed minimal congestion.

Bi-State staff will monitor the following corridors this fall, generally after school begins and construction projects have been completed:

- Division Street (Northwest Boulevard – 3rd Avenue)
- 18th Avenue/19th Avenue (16th Street – 11th Street)
- IL 92 (19th Street – 15th Street)
- 41st Street (12th Ave/30th Ave to John Deere Road)
- US 67 corridor (Devils Glenn to Centennial Bridge)
- Northwest Boulevard (Kimberly Road to I-80)
- U.S. 6 (I-74/QC International Airport to Niabi Zoo Road)

Mr. DeLille reported on meetings with communities for input on trails and sidewalks. He has been waiting for finalizing of the Davenport in Motion report to discuss system needs for the city. The chapter is under development and will be presented at the September meeting. It will include a discussion of livability, connections with other modes, such as transit and passenger rail, ADA and new signing requirements, and complete streets guidance.

4. Other Status Reports. Ms. McCullough quickly briefed Policy Committee members on a few items. A passenger rail “At a Glance” handout was distributed that was prepared by the Iowa Department of Transportation. It noted overall costs to implement passenger rail service from Chicago to Iowa City of \$310 million with an annual estimated ridership of 246,800 for 2015. Iowa DOT took the lead in submitting a High Speed Intercity Passenger Rail application in early August 2010.

The U.S. Environmental Protection Agency is reviewing the ozone standard and has changed its release of a new threshold to October from August. There have been no exceedances of ozone in 2010 with monitors being activated April 1st.

The I-80 Bridge at the Mississippi River is open to head-to-head traffic with one lane in each direction for the remainder of the project. It is expected to be completed earlier than expected by at least one month. Work continues south of the I-74 Mississippi River bridge to complete the resurfacing project as part of ARRA funding. Progress continues on the Arsenal Viaduct Bridge, which is on schedule.

5. Public Comments. Mr. Ayew-ew with Iowa-Illinois Center for Independent Living, asked for consideration of solutions to help visually impaired students at the Western Illinois campus with evening classes to access transit. He has been working with MetroLINK, and hoped service hours could be extended to accommodate classes that go until 7:00 p.m. The current route stops service at 6:00 p.m. Ms. Waterman will follow-up with MetroLINK on the issue to convey the concern and desired service.
6. Other Business. The next meeting will be shifted one week ahead to accommodate staff for an Illinois Department of Transportation/Metropolitan Planning Organization Fall Planning Conference. Mayor Thodos asked if an electronic appointment could be sent. Staff will send an electronic appointment that can be utilized by users of Outlook software.
7. Adjournment. Mayor Welvaert called for a motion to adjourn the meeting. Mayor Thodos motioned to adjourn. The motion was seconded by Mayor Freemire. The meeting adjourned at 12:55 p.m.