

**Minutes of the**  
**DAVENPORT-ROCK ISLAND-MOLINE, IOWA-ILLINOIS**  
**URBANIZED AREA**  
**TRANSPORTATION TECHNICAL COMMITTEE**

Thursday, September 15, 10:00 A.M.  
Bi-State Regional Commission  
Third Floor County Conference Room  
1504 Third Avenue  
Rock Island, Illinois

**MEMBERS PRESENT**

Jeff Nelson, Chair	MetroLINK
Jeff Anderson	City of Moline
Mike Atchley	City of Davenport
Fred Dean	Iowa Department of Transportation-Davenport
Sharon Durbin	Illinois Department of Transportation-Springfield
Rick Gualandi	Illinois Department of Transportation-Dixon
Charlie Heston	City of Davenport
Scott Hinton	City of Moline
Mike Kane	City of Rock Island
Bill Lauper	City of East Moline
Denny Snyder	City of Bettendorf

**OTHERS PRESENT**

Doug DeLille	Bi-State Regional Commission
Marianne Doonan	Bi-State Regional Commission
John Hoffstatter	Howard R. Green
Mark Hunt	Bi-State Regional Commission
Mike Jackson	Iowa Department of Transportation
Gena McCullough	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Ed Tibbets	Quad City Times

1. Approval of the Minutes of the May 11, 2005 Transportation Technical Committee Meeting. Mr. Nelson asked the members to review the May 11, 2005 Transportation Technical Committee minutes for comments and corrections. Mr. Hinton moved that the minutes be approved as written. Mr. Dean seconded the motion and the minutes were approved as written.
2. Project Progress Report. Representatives from jurisdictions present at the meeting provided either electronic and/or written progress reports to Bi-State Regional Commission staff of street/highway, enhancement and/or transit projects to record for the next meeting.

3. Consideration of Amendments/Revisions to FFY06-08 Transportation Improvement Program. Mr. Hunt directed the Committee to a listing of various amendments/revisions to the FFY06-08 Transportation Improvement Program (TIP) distributed at the meeting. He noted that these changes followed the adoption of the MPO TIP but were prior to the adoption of the statewide TIPs. The modifications are attached to the minutes with corrections to the handout provided by the Illinois Department of Transportation, noted by Mr. Gualandi. Mr. Hinton motioned to recommend the amendments/revisions to the Policy Committee for approval with the changes noted by Mr. Gualandi. Mr. Gualandi seconded the motion and the motion carried.
  
4. Status of 2035 Quad City Area Long Range Transportation Plan and Presentation of Chapter IV Intermodal Network. Ms. McCullough directed the Technical Committee to their agenda packet for a copy of the draft Chapter IV and map on the intermodal transportation network, freight movement and accessibility as part of the 2035 Quad City Area Long Range Transportation Plan. With reauthorization of the transportation act, Ms. McCullough noted that the transportation goals were consistent with the SAFETEA-LU. She reviewed the upcoming timeline, distributed a detailed project development timeline and noted the need for monthly Technical Committee meetings:
  - September 2005 – Intermodal Network
  - October 2005 – Trail/Pedestrian Network, Socio-Economic Data Review and Transit Projections
  - November 2005 – Transit Network
  - December 2005 – Roadway Network and Full Draft
  - January 2006 – Public Meetings and Final Draft
  - February 2006 – Presentation to Bi-State Regional Commission
  - March 2006 – Consideration of Adoption by Bi-State Regional Commission

The Quad City Area intermodal network includes a discussion of all transportation modes from highway, rail, air transit to water. The intermodal network plays an important role in the movement of goods and services. Motor freight is served by four interstate and five federal highways as well as ten state highways. There are 60 truck terminals in the planning area and 15 ground couriers. Seventy-two motor freight carriers operate within the Quad City Area. For rail transportation, there is a single Class I railroad, the Burlington Northern Santa Fe (BNSF) and two Class II railroads, Iowa Interstate Railroad and Iowa Chicago & Eastern (ICE), formerly I&M Rail Link. Related to safety, there has been one fatality at a railroad crossing in the last five years with a total of 35 accidents. There is no passenger rail service within the Quad City Area with the nearest located in Kewanee or Galesburg. The plan notes that currently there are no container transfer facilities in the Area. Ms. McCullough reviewed air service and river navigation facilities and freight movement trends. Air freight is down from five years ago while water freight is relatively stable.

In reviewing future needs, staff relied on a variety of public input from focus group meetings, the Regional Transportation Advisory Group survey and a survey of freight interests. Needs derived from input and research indicate the following intermodal network improvements:

- Development of intermodal container transfer facility
- Construction of rail overpass at IL94/Colona Road/BNSF crossing to relieve congestion and improvement safety

- Implement improvements identified for Locks 14 & 15 per the Corps of Engineers river navigation study
- Examine the feasibility of increased traffic capacity in the Interstate 80 corridor
- Examine recurring conflicts at low clearance bridges in the Quad City Area
- Integrate Intelligent Transportation System (ITS) technologies into the intermodal network to improve efficiencies
- Facilitate rail extensions to industrial sites and continue to improve rail river crossing ability
- Implement improvements noted in the Quad City International Airport and Davenport Municipal Airport master plans
- Monitor status and support efforts toward Midwest Rail Initiative for passenger rail service

Following the presentation, Ms. McCullough asked if there were any questions or comments on the intermodal network chapter. Mr. Nelson requested a summary of the input to date for the next meeting. He also noted that Trailways transit has freight shipments. Staff will follow-up on this information. No other comments were noted. The Technical Committee also received a handout on the status of roadway projects to review and make comments. Its next iteration will be the listing of short term and long term roadway projects for the 2035 Long Range Plan.

5. Report on I-74 Incident Management & Response System (BIMRS) and Update on Bi-State Regional ITS Architecture Planning. Ms. McCullough introduced Mike Jackson, special projects manager for Intelligent Transportation Systems (ITS) from the Iowa Department of Transportation (DOT). Mr. Jackson reported on status of the I-74 Bridge Incident Management & Response System (BIMRS). The feasibility study was completed by ITERIS and recommendations are planned to be implemented. The study area included from Avenue of the Cities to Spruce Hills Drive. There may be some deployments of technologies in the Centennial Bridge and Government Bridge area for traffic detouring, if incidents occur on I-74. The recommendations include the addition of cameras in the I-74 corridor, communications improvements (fiber optics & wireless), deployment of dynamic message signs (DMSs), media coordination, roadway weather information system, highway advisory radio, access control related to incident management, accident investigation sites, plus educational component of “Steer It, Clear It” and a public website with real-time information. Approval has been received to move forward with the recommendations. The next step is to develop final design and specifications and initiate deployment. There is \$3 million to develop, deploy and manage the effort. Both Iowa and Illinois Departments of Transportation are sharing the cost of the project. The project is being paired with a similar effort in Iowa City along the Interstate 80 corridor. The projects have a shared timeline but one will not hold up another if delays occur. From September 1-December 1, 2005, a Request for Proposal process will occur. Jacobs Engineering is working on this segment of the project under the direction of the DOTs. By summer 2006, initial deployment will begin. Final deployment and initiation of operations will occur by summer of 2007.

Mr. Patel briefly noted that both the Iowa Department of Transportation and the Federal Highway Administration have reviewed the Bi-State Regional ITS Architecture Plan. With the various project level ITS Architectures for I-74 complete, they have suggested revisions to the

Regional Architecture to incorporate revisions and enhance the management section of the regional plan. Completion of these revisions by Bi-State with assistance from Iowa Department of Transportation and Jacobs Engineering will coincide with the time schedule of the I-74 Incident Management project set for early December 2005. Ms. McCullough directed the Technical Committee to a handout of an article “New Study Shows That ITS Benefits Outweigh Costs” published in Federal Highway Administration’s *Transporter* newsletter, August 2005. It was provided for reference.

6. Public Comments. No public comments were made.
7. Other Business. Mr. Nelson directed those in attendance to a schedule of the upcoming Technical Committee meetings: October 11, 2005, November 8, 2005, December 13, 2005, January 10, 2006 and February 7, 2006. Ms. McCullough directed the Technical Committee to a reauthorization summary by the Association of Metropolitan Planning Organizations (AMPO) with a side by side comparison of the new transportation act and the prior one. Mr. Nelson noted that there will be a call for projects for the Surface Transportation Program in the Iowa Quad Cities. Ms. McCullough anticipated notification of this request going out next week. Timing will be concurrent with the development of the Long Range Plan. The evaluation process may take a little longer to conduct. Ms. McCullough noted seven area Illinois Transportation Enhancement Program (ITEP) projects were submitted in August 2005 to the Illinois Department of Transportation, including Great River Road Kiosk Face Lift, U.S.150 Streetscape in Coal Valley, West Rock River Bridge-North Trail Connect, Grand Illinois Trail-American Discovery Trail connection, Rock Island Cross Town Bike Trail Connection and WIU/River Tech Streetscape in Moline.
8. Adjournment. Mr. Hinton motioned to adjourn the meeting. The meeting was adjourned by consensus at 10:50 a.m.