

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

Tuesday, November 8, 2005, 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
John Donovan	Federal Highway Administration-Illinois
Sharon Durbin	Illinois Department of Transportation-Springfield
Bill Lauper	City of East Moline
Mike Kane	City of Rock Island
John Massa	Rock Island County
Pat McGrath	City of Davenport
Wally Mook	City of Bettendorf
Gary Statz	City of Davenport
Kris Tobin	Illinois Department of Transportation-Dixon

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
Gena McCullough	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission

1. Approval of the October 11, 2005 Transportation Technical Committee Meeting Minutes. Mr. Nelson asked for introductions. Following introductions, he asked members to review the October 11, 2005 Transportation Technical Committee minutes for comments and corrections. Hearing none, Mr. Mook motioned to accept the minutes as written and Mr. Lauper seconded the motion. The minutes were approved as written.
2. Project Progress Report. Representatives from jurisdictions present at the meeting provided electronic, verbal 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. Status of 2035 Quad City Area Long Range Transportation Plan. Ms. McCullough outlined the subject of the status report, including: discussion of the socio-economic data for the modeling traffic generation process; the roadway priorities and roadway network for the modeling trip distribution process; other modeling components; and an update on the transit section of the Long Range Plan. She distributed an updated list of roadway network priorities and asked the Technical Committee for any revisions by Monday, November 14, 2005.

Mr. Patel reviewed the modeling process through a computer projected presentation. A flow chart reiterated the three-step process of trip generation, trip distribution and trip assignment. After working with the communities to adjust the socio-economic data by Traffic Analysis Zone (TAZ), the totals now more closely conform to the caps for population and employment. The population cap was exceeded by 600 and the employment cap was exceeded by 900, within a five percent level of error. A map was used to illustrate the TAZ boundary changes. Mr. Patel discussed calibration and validation of the model. Validation is the ability to match most closely the base year average daily traffic counts within an acceptable level of error. At the next Technical Committee meeting, Mr. Patel will provide information on the trip assignments and areas of the roadway network where capacity improvements may be needed.

Ms. Doonan reported on the status of the transit chapter. She and Mr. Hunt shared information on the transit projections. Three methodologies were used to estimate future transit ridership. The method selected used an average annual growth rate of 2.2% based on ridership data between 1995 and 2004. It was noted that MetroLINK represents 72% of the total transit ridership in the Quad Cities. There have been activities within the last year - such as coordinated marketing, universal PassPort and rising fuel costs - that have influenced short-term ridership. These trends will be better reflected in a subsequent plan update because changes are only now being recorded. Staff made inquiries to other similar in sized MPOs in Iowa and Illinois and they are using similar methods for projecting transit ridership. Other items that have occurred since the 2025 plan update include: the 2001 Quad City Balanced Growth Study; 2003 Interfaith Task Force promoting seamless service; initiation of the universal monthly pass; development of joint 53rd Street/Avenue transit route to serve the new hospital; the 2004-2005 Iowa Quad Cities Transit Alternatives Analysis Study; and implementation of Iowa Quad Cities Transit Coordinator. An initial draft chapter will be provided for the next meeting.

Mr. Mook noted that with a recent implementation and removal of a transit route on a residential street, the City has implemented an ordinance requiring transit routes only on major collectors or arterials. Ms. McCullough noted that Bi-State had recently hosted an audio-conference on transit-oriented development. There was emphasis on creating planned densities in numbers of units per acre. In transit-oriented development, densities of residential development at 12 to 14 units per acre or greater was needed to generate users. This paired with other land development efforts helps create more activity in a concentrated area. It was noted that an employees per acre map is proposed for the Long Range Plan, but consideration of dwelling units per acre may be another aspect to review.

4. Status of Iowa Quad Cities Surface Transportation Program (STP) Submittal Process.

Ms. McCullough noted that 18 projects were received for ranking, 14 from Davenport and 4 from Bettendorf. There is estimated to be \$17.3 million in the Iowa Quad Cities Surface Transportation Program (STP) through 2009, depending on the actual appropriations in the coming years. It has been suggested that 2035 projections be used in the evaluation process. This data will not be available until late December. It is estimated that project submittal response forms will be developed and shared with each jurisdiction in January 2006 and brought to the Technical Committee in February for the evaluation and ranking process.

Ms. McCullough distributed a handout outlining the ranking criteria and weighting of factors. A discussion ensued about meaning of some factors, such as congestion reduction. In the mid-1990's, level of service, safety and surface condition were revised to be equally weighted in the evaluation process. This revision has allowed a greater number of projects that emphasize system preservation, in keeping with ISTEA, and TEA-21. There was consensus that the evaluation process should be revised some time after the current ranking underway. It was noted that this could occur either prior or following a ranking by the Illinois Quad Cities. Some items discussed for review include: weighting of categories (e.g. more weight toward safety with SAFETEA-LU), clarifying congestion reduction factor, clarifying whether or not the funds can be used for construction only or as needed by the project, such as engineering and right-of-way. At other times, transit and pedestrian accommodations have also been mentioned.

5. Public Comments. No public comments were made.

6. Other Business. Mr. Dean noted that the Iowa Department of Transportation Commission adopted a five year program (2006-2010) which is available on the DOT's website at the following location: http://www.dot.state.ia.us/five_year/2006_highway_plan.htm. The program emphasizes system preservation and completing projects already in the pipeline. Mr. Dean also noted that DOT staff is waiting on guidance related to the federal earmarks.

7. Adjournment. Mr. Mook motioned to adjourn the meeting. The meeting was adjourned by consensus at 11:00 a.m.