

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

Tuesday, June 8, 2010, 10:00 A.M.  
Bi-State Regional Commission  
Third Floor Conference Room 302  
1504 Third Avenue  
Rock Island, Illinois

MEMBERS PRESENT

Jeff Anderson	City of Moline
Mike Atchely	City of Davenport
Mike Kane	City of Rock Island
Dan Long	Illinois Department of Transportation - Dixon
Wally Mook	City of Bettendorf
Sam Shea	Iowa Department of Transportation-Davenport
Gary Statz	City of Davenport
Al Wilson	Village of Coal Valley

OTHERS PRESENT

Doug DeLille	Bi-State Regional Commission
Janet Freil	Illinois Department of Transportation -Dixon
Stacy Lentsch	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Reed Panther	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Daya Snapp	Bi-State Regional Commission
Kathy Starling	Iowa-Illinois Center for Independent Living (IICIL)
Chelsey Waterman	Bi-State Regional Commission

1. Approval of the Minutes of the May 11, 2010 Transportation Technical Committee Meeting. Mr. Mook asked members to review the May 11, 2010 Transportation Technical Committee minutes for comments and/or corrections. Hearing none, Mr. Wilson motioned to accept the minutes as written, and Mr. Kane seconded the motion. The minutes were approved as written.
2. Project Progress Report. Technical Committee members were asked by Ms. Waterman if there were any additions/corrections to report at the meeting that had not already been sent electronically or provided to staff in writing. Hearing none, the report will be posted to the Bi-State Regional Commission website (<http://www.bistateonline.org/ser/tra/tip.shtml>).
3. Presentation and Discussion on Federal Functional Classification System Process, Revisions, and Amendments. Mr. Long, Ms. Freil, and Mr. Shea presented information on the Federal Functional Classification (FFC) System. The federally required classification system is tied to the urbanized area

boundary to determine rural versus urban designations. The system will be re-evaluated with the next Census update as a result of changes to the urbanized area boundary. The system has standardized mapping color coding and any changes within the urban area to the system need to go through approval of the MPO, then processed through the Departments of Transportation. Mr. Long explained the rural and urban guidelines related to classifying roadways which examines level of service, roadway design, level of responsibility and affects funding based on the classification. All local roads and rural collectors under the FFC system are typically not eligible for federal funding. There are general guidelines for both rural and urban areas in developing each category of the FFC system. The following categories are represented by a percentage of roadway miles and vehicle miles traveled as part of the urban guidance:

System	VMT	Miles
Principal Arterials	40-65%	5-10%
Principal and Minor Arterials	65-80%	15-25%
Collectors	5-10%	5-10%
Locals	10-30%	65-80%

Non-existent roadways can be classified if there is an expectation for construction within a five-year period. In Iowa, Mr. Shea indicated the DOT closely follows the rural and urban guidelines related to the mileage on the classified system with roughly 37% of the rural mileage classified in the federal system and 35% in the MPO area. Ms. McCullough indicated that there may be a need to update the system as part of the Long Range Transportation Planning Process.

4. Presentation on Congestion Management Process. Ms. McCullough indicated that as part of SAFETEA-LU there is a requirement to have a Congestion Management Process (CMP) for the metropolitan area. It was also a recommendation as part of the Certification Review. There is an adopted Congestion Management Plan for the metro area, but the federal requirements envision a fuller, on-going process to examine and reduce congestion. Ms. Lentsch provided a definition of congestion and the congestion management process. The average travel time in the metro area is 18 minutes with an average speed of 34 mph. The average trip length is 10.2 miles, and 2000 Census reported that 83% of the metro area travel alone to work. She listed sources of congestion as bottlenecks, poor signal timing, traffic incidents, work zones, bad weather, and special events. The congestion management process can be summarized in eight steps: 1) Develop Regional Objectives; 2) Area of Application; 3) System Definition; 4) Performance Measures; 5) Performance Monitoring Plan; 6) Identification/Evaluation of Strategies; 7) Implementation and Management; and 8) Monitor

Strategy Effectiveness. Bi-State has identified six possible goals for the CMP and objectives to achieve these goals. Goals include: Effectively Move Traffic; Expand Public Transportation; Reduce Travel Demand; Design Safe, Efficient Streets and Highways; Accommodate Transit, Pedestrians, and Bicyclists; and Promote Land Use Patterns and Transit-Oriented Design Standards. The performance measures being considered are as follows: V/C ratio, level of service, speed, vehicle miles traveled, congestion duration, accidents, and information on non-recurring congestion. Ms. Lentsch indicated data sources that Bi-State will be using to evaluate the performance measures. Some of the corridors where Bi-State expects to find congestion were listed. A number of possible solutions to solve the congestion problems were listed. Ms. Lentsch will send the goals to the Technical Committee for final consideration and will provide a copy of her presentation. It was noted that public education will be an important component of the CMP.

5. 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 data sets that feed into the travel-demand model. It is anticipated that initial drafts of the passenger transportation and nonmotorized transportation network chapters will be presented at an August Technical Committee meeting.

Mr. Patel reported briefly on the status of the Bi-State travel time study and congestion mitigation process. He also reported on transportation system monitoring, which is an essential part of the CMP and can be used to help calibrate/validate the travel demand model. Transportation system performance can be monitored by DOT traffic counting, local traffic counting, and 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 for the following corridors in past spring, using Federal Highway Administration (FHWA) travel time collection methodology, specifically the floating car technique with GPS:

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

Results of these runs will be presented at the August Technical Committee meeting. Mr. Patel asked members if committee members would like to include any additional routes. Mr. Atchley would like to monitor Northwest Boulevard (Kimberly Road to I-80). Mr. Wilson suggested U.S. 6 in the vicinity of U.S. 150 in the Coal Valley area also be added.

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

- Division Street (Northwest Boulevard – 3<sup>rd</sup> Avenue)
- 18<sup>th</sup> Avenue/19<sup>th</sup> Avenue (16<sup>th</sup> Street – 11<sup>th</sup> Street)
- IL 92 (19<sup>th</sup> Street – 15<sup>th</sup> Street)
- 41<sup>st</sup> Street (12<sup>th</sup> Avenue/30<sup>th</sup> Avenue to John Deere Road)
- U.S. 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)

6. Public Comments. No comments from the public were received at the meeting.
7. Other Business. The next Technical Committee meeting will be scheduled for August 10, 2010 at 10:00 a.m.
8. Adjournment. Mr. Mook called for the meeting to adjourn. The meeting adjourned at 11:15 a.m. by consensus.