

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

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

MEMBERS PRESENT

Jon Burgstrum	Scott County
Tim Kammler	City of East Moline
Mike Kane	City of Rock Island
Dan Long	Illinois Department of Transportation – Dixon
Wally Mook	City of Bettendorf
Jeff Nelson	MetroLINK
Sam Shea	Iowa Department of Transportation – Davenport
Betsy Tracy	Federal Highway Administration – Illinois Division

OTHERS PRESENT

Doug DeLille	Bi-State Regional Commission
Tom Kelso	Illinois Department of Transportation – Springfield
Stacy Lentsch	Bi-State Regional Commission
Jacob Matsen	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Becky Passman	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Chelsey Waterman	Bi-State Regional Commission

1. Approval of the Minutes of the June 8, 2010 Transportation Technical Committee Meeting.
Mr. Nelson asked members to review the June 8, 2010 Transportation Technical Committee minutes for comments and/or corrections. Hearing none, Mr. Mook motioned to accept the minutes as written and Mr. Burgstrum 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. Consideration of Amendments and Revisions to FY11-14 Transportation Improvement Program.
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. These are attached to the minutes for reference. Mr. Kammler motioned to recommend approval of the amendments as presented to the Policy Committee and concurrence with the administrative modifications. Mr. Mook seconded the motion and it carried.

4. Consideration of Amendment to the Public Participation Plan. Ms. Waterman noted the proposed amendment to the Public Participation Plan was included in Committee members' packets. It was also sent to the Regional Transportation Advisory Group. Amendments to the Public Participation Plan require 30 days notice prior to action by the Policy Committee and would be considered at the September 21, 2010 Transportation Policy Committee on recommendation by the Technical Committee. The amendments are posted at <http://www.bistateonline.org/ser/tra/tip.shtml>). The request for a revision was derived from suggestions by the Federal Transit Administration during the Iowa Quad Cities transit systems' certification review process. Under "Public Comment/Notification" it was suggested that the following text be added: This process satisfies Program of Projects (POP) public participation requirements for Bettendorf Transit, Davenport CitiBus, River Bend Transit and the Rock Island County Metropolitan Mass Transit District (MetroLINK). Mr. Mook motioned to recommend approval of the addition to the Policy Committee and Mr. Kane seconded the motion. The motion carried. The amendment would be taken to the September 21st Transportation Policy Committee meeting for consideration. Mr. Nelson inquired about when the published notice requirement would be triggered. Typically, staff publishes a public notice in a newspaper of general circulation with consideration of the annual Transportation Improvement Program update where a public hearing is required. Staff would review the plan in light of this suggestion.
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 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 Technical Committee meeting.

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 Street)
- 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 were presented based on travel time run averages. Travel time data was collected for AM peak, mid-day peak and PM peak hours. Bi-State staff drove the study corridor 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.

Mr. Mook asked if the average speed from study results should be considered for posted speed. Mr. Patel explained these study results are based on only nine trips. A city may request a speed study to further analyze posted speed limits. The corridor may need to be monitored for a few days with traffic counters. Mr. Shea commented that these results would be used in the process of calibrating the travel demand model. Mr. Nelson also offered that the MetroLINK buses use GPS technology and data from these trips can be used to compare average speed as another source of information.

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 Avenue/30th Avenue 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)

Ms. Waterman reported on the status of the draft Passenger Transportation and Intermodal Network Chapter of the 2040 Long Range Transportation Plan. 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.

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.

6. Public Comments. No comments from the public were received at the meeting.
7. Other Business. It was noted that a call for Iowa Quad Cities Transportation Enhancement Program (TEP) projects was sent out and applications will be due September 10, 2010 to Bi-State Regional Commission. Bi-State staff is also working with five to six communities on submission of Illinois TEP online applications due August 31, 2010. There is \$70-80 million available in the State of Illinois, half for Chicago area and half for downstate.

Ms. McCullough noted there have been no exceedances of ozone in our area. USEPA has delayed the release of the proposed revised ozone standards until October. Mr. Mook shared information on a joint effort between Davenport and Bettendorf related to fugitive dust at construction sites. They are testing equipment that would vacuum dust created in the sawing and sealing of joints on road projects. They may be looking to do a joint purchase and require fugitive dust capture in their project bids.

Mr. Long invited the Technical Committee to an open house for the state's multi-year program set for August 18th 4:00-6:00 p.m. Ms. McCullough noted the next Technical Committee meeting will be scheduled for September 14, 2010 at 10:00 a.m. Policy Committee will be held on August 24th at noon and Technical Committee members are welcome to attend. The September Policy Committee will be moved a week ahead to avoid staff conflict with the ILDOT/MPO Fall Planning Conference, set for September 21st.

8. Adjournment. Mr. Nelson called for the meeting to adjourn. Mr. Mook motioned to adjourn and it was seconded by Mr. Kammler. The meeting adjourned around 11:00 a.m.