

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

Tuesday, October 12, 2010, 10:00 a.m.
Bi-State Regional Commission
Third Floor Conference Room 302
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

John Dowd	City of Eldridge
Tom Kelso	Illinois Department of Transportation – Springfield
Denny Snyder	City of Bettendorf
Dan Long	Illinois Department of Transportation – Dixon
Tracy Troutner	Federal Highway Administration – Iowa
Garrett Pedersen	Iowa Department of Transportation – Ames
Mike Clarke	Davenport Public Works
Gene Hellige	City of Davenport
Gary Statz	City of Davenport
Tim Kammler	City of East Moline
Scott Hinton	City of Moline
John Massa	Rock Island County Highway
Jeff Anderson	City of Moline
Alan Wilson	Village of Coal Valley

OTHERS PRESENT

Jack Franklin	City of Riverdale
Anne Turrotte	Iowa Department of Transportation
Adam Shell	Iowa Department of Transportation – Ames
Blake Mosher	Bi-State Regional Commission
Meghan Overton	Bi-State Regional Commission
Doug DeLille	Bi-State Regional Commission
Chelsey Waterman	Bi-State Regional Commission
Becky Passman	Bi-State Regional Commission
Stacy Lentsch	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission

1. Approval of the Minutes of the September 14, 2010 Transportation Technical Committee Meeting.
Mr. Kammler chaired the meeting and asked members to review the September 14, 2010 Transportation Technical Committee minutes for comments and/or corrections. Hearing none, Mr. Clarke motioned to accept the minutes as written and Mr. Statz seconded the motion. The minutes were approved as written.

2. Project Progress Report Technical Committee members were asked to provide updates to the Project Progress Report that was provided electronically prior to the meeting. Ms. Waterman noted that FY 2011 projects had been added to the October Progress Report and suggested Committee members review older projects for completion or removal from the TIP. Ms. McCullough noted that project status updates are especially important as staff develops the 2040 Long Range Transportation Plan. The updated report will be posted to the Bi-State Regional Commission website (www.bistateonline.org/ser/tra/tip.shtml).

3. Evaluation and Consideration of Iowa Quad City Transportation Enhancement Program (TEP) Project Submittals. Ms. McCullough reviewed the candidate projects and their respective costs. She noted that the Davenport Credit Island had requested more than eligibility allows, which has been corrected. It was noted the city had a federal earmark as a portion of the project. Ms. McCullough noted that projects totaled more dollars than available. There is \$2,076,682 in TEP funds available and \$2,898,755 in requests. She recommended that projects requesting less than \$50,000 not be accepted due to the federal requirements involved in administering a project. This would affect the Eldridge sidewalk project requested and ranked lowest in the ranking process.

Ms. McCullough reviewed the project rankings using a summary distributed at the meeting. Important factors are project readiness and need for gap finance. Mr. Kammler asked if engineering costs have been used instead of construction costs. Ms. McCullough indicated that historically projects applied TEP funds to construction, however in recent years there has been more blending for both purposes.

Mr. Clarke moved to recommend four of the six projects to the Policy Committee, Davenport's Credit Island and Goose Creek Projects, the Eldridge-Long Grove Scott County Trail Project, and Bettendorf's Middle Road Project, with the first three projects receiving the requested amounts \$398,858, \$70,000, \$825,682, respectively, and the Bettendorf project receiving the remaining amount available. Mr. Snyder seconded the motion. Mr. Franklin of Riverdale spoke in opposition of the motion noting the ranking of the Riverdale project ahead of Bettendorf. Technical Committee members reiterated project readiness as a factor in the discussion, and it was assessed that the Riverdale project was not as ready to go as the other projects.

4. Status of 2040 Long Range Transportation Plan Update-Presentation of the Status of Model Calibration and Forecasting, Presentation of the Roadway Chapter Development and Presentation of the Freight Transportation and Intermodal Network Chapter. Ms. McCullough commented that Bi-State staff will be working on a summary chapter with fiscal and environmental information toward the end of the calendar year.

Mr. Patel gave overview of the transportation modeling process. Mr. Patel explained three step modeling (Trip Generation, Trip Distribution and Trip Assignment) process. The presentation was a briefing on the steps and sources of the data used for all three steps. The transportation network contains links as roadway segments and nodes as intersections. Calibration and validation are important in modeling process. Calibration is accomplished by modifying model parameters until the model replicates the travel patterns. Validation consists of running the calibrated model with current socioeconomic data and comparing the simulated link volumes to ground counts. K factors or time penalties are used to correct deviations in model. Mr. Patel mentioned that the interstate traffic volumes from the model are 16% higher than the ground counts. Mr. Patel noted that the next key steps are calibration and validation. Bi-State will use DOT ground traffic counts to validate the forecasts for the base year.

Ms. Lentsch presented on the existing Roadway Network chapter for the 2040 Long Range Transportation Plan. She presented a chart displaying the Federal Functional Classification in the Quad City Area and noted that only FFC roads, not local roads, were eligible to receive federal funds. Next she talked about the bridges in the Quad City Area, namely the Mississippi River crossings. The highest Average Daily Traffic (ADT) count in the area is the I-74 bridge with 70,800 in 2008. She noted that the three centrally located bridges were a source of congestion. Connectivity is not only important for the roadways, but also for alternative modes of transportation. Ms. Lentsch provided a definition for congestion and displayed eight corridors that are likely to show up on Mr. Patel's model as congested. She then went on to differentiate between recurring congestion and non-recurring congestion and stated that she is currently working on a Congestion Management Process that will appear in the index of the LRTP. Operations and Management, as well as Signage and Wayfinding, are important to help travelers get around the Quad City area more efficiently and to reduce delay. Iowa and Illinois use different systems to rate their pavement conditions. They also have differing levels of reporting, on the map the Iowa side has many more roads identified. Ms. Lentsch will work with the Illinois cities to gather more road condition data. The last section was on crashes/safety. Ms. Lentsch stated that rear-end crashes are the number one crash type with 2,342 incidents in 2008. There were 3,900 intersection crashes in 2008. Iowa's Comprehensive Highway Safety Plan's vision is "One Death is Too Many" with Illinois having a similar vision of "Zero Fatalities." Ms. Lentsch listed the 4 E's: Engineering, Education, Enforcement and Emergency Services, and listed possible agencies to help fulfill these safety objectives.

Mr. Kammler asked if it is possible to add more pavement conditions information to the maps and look at those that are below standard and eligible for funding. Ms. McCullough indicated that Bi-State staff will work with cities and counties to get the conditions of roads. Mr. Kammler was also curious about the source of Illinois' information. He also mentioned that by next year data will be required nationally to be in GIS. Ms. McCullough explained the Iowa pavement management system is facilitated through Iowa DOT and I-Trans, a research arm of Iowa State University. Mr. Kammler stated that East Moline would be willing to pay for their share of the data if something could be arranged with the Illinois Quad Cities. Bi-State staff will check costs.

Mr. Mosher presented on four modes of freight cargo shipping: motor, rail, marine, and air transportation. The presentation touched on components such as the ease of freight movement, infrastructure, safety, facility security and cargo trends of the QC Area freight intermodal network. A variety of qualitative and quantitative data was presented including low clearance crashes, injury and capacity of facilities data. The presentation detailed the existing network and proposed enhancement projects for each mode. Enhancement strategies include runway upgrades, transfer facilities, security fencing and route designations.

No questions, comments, suggestions or concerns were expressed following the presentation.

5. Public Comments. No comments from the public were received.
6. Other Business. There were no additional comments.
7. Adjournment. Mr. Clarke motioned to adjourn the meeting, and Mr. Statz seconded the motion. The meeting adjourned at 11:15 a.m.