

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

Tuesday, December 13, 2011, 10:00 A.M.
Bi-State Regional Commission
Third Floor County Conference Room
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Jeff Anderson	City of Moline
Jon Burgstrum	Scott County
Gene Hellige	City of Davenport
Michelle Javornik	City of Bettendorf
Bob Jennings	City of Bettendorf
Mike Kane	City of Rock Island
Tom Kelso	Illinois Department of Transportation-Springfield
Laura Klauer	City of Rock Island
Dan Long	Illinois Department of Transportation
Sam Shea	Iowa Department of Transportation-Davenport

OTHERS PRESENT

Gena McCullough	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Becky Passman	Bi-State Regional Commission
Craig Harper	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission

1. Approval of the Minutes of the November 8, 2011 Transportation Technical Committee Meeting. Mr. Burgstrum asked the members to review the November 8, 2011 Transportation Technical Committee minutes for comments and corrections. Mr. Kane moved that the minutes be approved as written. Mr. Anderson 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 Revisions to Quad Cities MPO Planning Boundary Per 2010 Census and Traffic Analysis Zone Delineations. Ms. McCullough directed the Technical Committee to the proposed Quad Cities MPO Boundary Map. Elements of the map and methodology of its production were described to the Technical Committee by Ms. McCullough. In order to begin using 2010 Census data that is geographically referenced, staff is suggesting a few minor edits along the borders of the Illinois Quad City

boundary. Ms McCullough explained that staff anticipates the urbanized area population designated by the Census to be encompassed by this outer planning area. She pointed out minor changes that have been made to the old boundary. A motion was made to recommend the proposed Quad Cities MPO Boundary revisions to the Transportation Policy Committee by Mr. Kane. The motion was seconded by Mr. Hellige. The motion carried by consensus.

4. Continued Discussion of the Surface Transportation Program (STP) Evaluation Process Revisions. Mr. Patel presented proposed changes as described in the STP Evaluation Process handout included in the agenda packet. Changes to the submittal form included a more detailed cost estimation, defining year of submission or year of expenditure dollars for cost estimate, the source and year of AADT, and physical condition reported based on the Iowa Pavement Condition Index (PCI).

Mr. Patel described changes in the ranking criteria. It was explained that scoring for the “Level of Service” category would be based on the volume to capacity ratio (50 points), the ten-year projected volume (50 points), and traffic congestion reduction (50 points). It was proposed that the traffic congestion score be determined by a cumulative score of the following criteria: increasing capacity by adding lanes and/or increasing ROW (5 points), intersection improvements such as roundabouts, ITS, traffic synchronization, and turn lanes (10 points), bi-directional lane addition (10 points), resurfacing or reconstruction of existing roadway within ROW (10 points); adding multipurpose trails, bike lanes, and/or paved shoulders (5 points); adding sidewalks (5 points); and adding transit turnout lane on existing route within .25 miles of an existing route (5 points). The Technical Committee debated these strategies which increase capacity and whether they should be grouped together and cumulatively scored. Physical improvements could be divided into increasing capacity and resurfacing. Capacity increases should then also include the degree of alteration (e.g. 2 to 3 lanes, 3 to 4 lanes, etc.). The Technical Committee discussed the importance of prioritizing resurfacing over new construction to coincide with the Long Range Plan objective for system preservation. Another topic discussed was the possible consideration of capacity reduction. This issue is not included in the 2040 Long Range Plan. It was suggested that instead of capacity reduction, “needed capacity” might be considered which would result in a change in the volume/capacity ratio and weighting of said category. There was also some discussion on how parallel roads aid congestion reduction. It was noted that this issue is addressed with the travel model in the traffic assignment process.

Mr. Patel noted also that there is no proposed change to the safety category. He also explained that the Physical Condition of the road would now be more quantitative by the inclusion of an equation based on the PCI or CRS of a project submittal. The special considerations were outlined by Mr. Patel which included: Air Quality, Business/Truck Route, Connectivity, and Employment Center. Each category had the potential to improve the score by 1% of the total score of the previous categories. Bi-State Staff indicated that they would rework the ranking system based on input from the Technical Committee for their review at the next meeting in January.

5. Discussion of Bi-State Region Transit Development Update and Status of MYTRIP Program in Illinois Region 2. Mr. Harper prepared a short presentation outlining the regional Transit Development Plan (TDP) and the MYTRIP Program. Mr. Harper shared the vision of Bi-State Region transit service to be

convenient, adequately financed, affordable, considered with land use decisions, geographically distributed, and safe. Mr. Harper explained that the Transit Development Plan is strongly focused on improving public transportation for underserved populations (persons with disabilities, older adults, and persons with limited income). The TDP invokes actions which identify transportation needs of said underserved populations, develop strategies to meet those needs, and prioritize services. The next steps in the TDP development are to: update the regional profile with the 2010 census, review and inventory transit providers and coordination with stakeholders, evaluate needs & policy direction, and update prioritization strategy and priorities.

Mr. Harper then discussed the MYTRIP program with its focus on rural transit in rural Rock Island, Mercer, Henry and Whiteside Counties. The program was developed to meet the mobility needs of underserved populations. In the program's first year, a mobility management library was compiled through extensive research and from that research a rural travel training curriculum and the transit buddy program were created. Now in its second year, the MYTRIP program is in its implementation phase. A publication called the MYTRIP minute produced and distributed as an additional educational component of the program. The program is being replicated in regions 4, 5, and 7.

6. Status Reports. Mr. Patel reviewed Travel Model Documentation Technical Report development. The potential inclusion of Niabi Zoo as a special generator in the traffic model was brought up by Mr. Wilson in a previous meeting. It was discussed that further study must be conducted to determine if the model accurately represents the current conditions before a special generator is added. This study would include vehicle counts near the zoo. If the zoo generates less than 350 trips daily, no special rates for the zoo are necessary in the model. Staff is also waiting on input from Iowa Department of Transportation before the document is finalized.

Mr. Patel also noted an upcoming meeting to discuss diversion routes for the I-74 bridge reconstruction project. Iteris has prepared an incident response guide for the construction stages of I-74. Technical Committee members were urged to participate in the January review meeting as a local perspective is invaluable in the process. It was emphasized that the traffic diversion guide was for incident management and not planned construction.

7. Public Comments. No public comments were made.

8. Other Business. Certificates of recognition were shared with the Technical Committee for Mr. Nelson and Mr. Mook, for their long term committed service to the Technical Committee. The next Technical Committee meeting was set for January 10, 2012 at the Bi-State Regional Commission Office. Copies of the FY12 Transportation Planning Work Program and the FFY12-15 Transportation Improvement Program documents were included in Committee members' agenda packets.

9. Adjournment. Mr. Burgstrum motioned to adjourn the meeting. The meeting was adjourned by consensus at 11:15 a.m.

