

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

Tuesday, September 11, 2012, 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
Jon Burgstrum	Scott County
Tim Kammler	City of East Moline
John Massa	Rock Island County
Sam Shea	Iowa Department of Transportation – Davenport
Gary Statz	City of Davenport
Kris Tobin	Illinois Department of Transportation – Dixon
Betsy Tracy	Federal Highway Administration
Alan Wilson	City of Coal Valley

OTHERS PRESENT

Jon Estrem	HR Green
Jim Grafton	City of Silvis
Craig Harper	Bi-State Regional Commission
Tom Kelso	Illinois Department of Transportation – Springfield
Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Becky Passman	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Eric Wilke	Bi-State Regional Commission

1. Approval of the Minutes of the August 14, 2012 Transportation Technical Committee Meeting. Hearing no comments and/or corrections Mr. Kammler motioned to approve the minutes as written, and Mr. Wilson seconded the motion. The minutes were approved as written.
2. Project Progress Report and Consideration FFY2013-2016 Transportation Improvement Program (TIP) Revisions. Mr. Melton reported that the Coal Valley Safe Routes to Schools project was nearing completion. Valley Dr. E. of the 249th Avenue project was 95% complete. Davenport Pine Street construction project has started. Davenport's Credit Island bridge project was 99% completed. Mr. Melton also presented to the committee proposed revisions to the Transportation Improvement Program (TIP). Project amendments requiring committee action include the following projects. New projects were:

- IL-13-16 – U.S. 6 Green River Road to southeast of Edwards Road for tree removal with total estimated cost of \$29,000, with a federal share of \$26,000. Federal source of project funding is the Highway Safety and Improvement Plan.
- IL-13-17 – I-74/U.S. 6 Mississippi River corridor land acquisition with a total estimated cost of \$4,115,000, with a federal share of \$3,292,000. Federal source of funding is High Priority Project.
- Riverdale new project: RD-13-01 – Mississippi River Trail mixed development project adjacent to highway 67 from S. Bellingham Street to Fenno Road with a total estimated cost of \$706,792 and federal share of \$494,956.

Administrative modifications that require committee action were:

- IL-12-24 – U.S. 6, 0.1, 0.2, & 0.5 mi. east of Green River Road & E/W of 720 east of Colona culvert replacement project with a total estimated cost of \$600,000 and Federal share of \$480,000. Federal source of funding is Surface Transportation Program and project was moved to FFY2013, change in Federal funds >30%.
- IL-12-25 – U.S. Mineral Creek 1.2 mile east of Osco Road bridge replacement project with total estimated cost of \$700,000 and federal share of \$560,000. Federal source of funding is Surface Transportation Program and project was moved to FFY2013, change in federal funds >30%.

Administrative modifications that require no committee action were:

- TP-12-05 – Urban QC House Hold Travel Survey with total estimated cost of \$300,000 with federal share of \$240,000. Federal funding source is Iowa Clean Air Attainment Program (ICAAP).
- IL-15-05 – U.S. 6 0.1 mi and 0.2 northwest and southeast of Potters Bridge Road and southeast of Edwards Road; Culvert replacement with total estimated project cost of \$1,600,000 with federal share of \$1,280,000. Federal funding source is Surface Transportation Program (STP).

Mr. Kammler motioned to recommend the approval of the revisions. Mr. Wilson seconded. The revisions were recommended to the Transportation Policy Committee for final approval.

3. Status of the Bi-State Regional Intelligent Transportation System (ITS) Architecture Update. Mr. Patel outlined progress on Bi-State Regional ITS Architecture to the Technical Committee. He reviewed the process of creating and updating a regional ITS architecture, emphasizing the use of the National ITS Architecture. Mr. Patel's overview included a slide on defining the National ITS Architecture and how it is used as a "blueprint" to help guide ITS deployment and transportation planning based on 33 transportation-related ITS User Services. Mr. Patel presented a slide on why continuing a Regional ITS Architecture would assist in the communication between agencies within the Bi-state area using technology.

Mr. Patel added that the plan would assist in identifying integration opportunities among regional transportation systems. It would also allow the deployment of projects consistent with the plan/regional architecture. Regional ITS Architecture would assist in identifying gaps in existing services and Architectures and Standard Rules and Policy requires development of a Regional ITS Architecture. Mr. Patel proposed potential questions to stakeholder(s). What are

the current existing ITS technologies that are being used in their city/county/state? How would ITS technologies play a role in your city/county/state? Do you have any planned ITS projects for the next 10 years? A slide on project priorities and ITS Architecture Schedule was presented to committee members. Ms. McCullough inquired whether the possibility of having a Traffic Management Center, similar to that of Chicago, would be a future need. The data gained from ITS deployment could be managed to assist with the reduction of traffic congestion per incident. Mr. Kammler suggested the possibility that Bi-State Regional Commission staff present on “best practices” or “model” ITS systems.

4. Status on Travel Demand Model Enhancements. Ms. McCullough provided an overview of the Request for Qualifications (RFQ) process for the Household Travel Survey & Model Enhancements project. Mr. Patel illustrated the TAZ restructuring task using mapped examples. The number of internal TAZs would increase from 382 to 548, while the external TAZ would stay the same at 44. There would be a total increase in total internal and external TAZs from 426 to 592. The average population per TAZ would decrease from 772 to 538. The current average population goal per TAZ is currently 700-800 and would decrease to 500-600, which would allow for a more accurate account of traffic distribution. It was also noted with the split of traffic data, there would also be a split in populations employment assist with traffic assignment.
5. Presentation on 2012 Certification Review Report. Ms. McCullough presented on the results of the Bi-State Regional Commission 2012 Certification Review. She noted that Bi-State had a good review and that there were no corrective actions required by Bi-State Regional Commission. She touched on the major transportation issues reported in FY2013 TPWP and reviewed commendations as follows:
 - Transit Marketing – Iowa Quad Cities 2011 Riders Guide
 - Transit Trainings Outreach – Innovative Location, e.g. supermarket(s) venue
 - Bi-State Region Air Quality Task Force and proactive education/outreach efforts
 - Greener Transit Fleets/Facilities – MetroLINK. Certification review Response & Presentation Overview

There were 14 recommendations that Bi-State staff is currently working on as a result of the certification review.

6. Public Comments. No comments from the public were received at the meeting.
7. Other Business. Mr. Wilson noted that his alternate, Dawn Tubbs, will be replaced by Jim Grafton as a result of Ms. Tubbs' retirement from Carbon Cliff. Mr. Patel presented a slide presentation on Bi-State Regional Travel Time Survey. He noted that the survey serves as a method to monitor and evaluate the operational performance of the street system. The survey will be performed in A.M. Peak, Midday Peak, and P.M. Peak Hours. Route selection is on principal and minor arterial streets defined by Federal Functional Classification (FFC). Mr. Patel noted that travel time surveys are done twice a year, once in the fall and once in the spring, to support the MPO's Congestion Management Process. Mr. Anderson suggested that the IL 92 (I-74 to IL 5) section be added to the Travel Time Survey. Bi-State staff made note of the request. The next Transportation Technical Policy Committee meeting will be October 9, 2012 at 10:00 a.m.

8. Adjournment. Mr. Anderson motioned for the meeting to adjourn. Mr. Kammler seconded to adjourn, and the committee meeting concluded at 11:20 a.m.