

Minutes of the
QUAD CITIES, IOWA-ILLINOIS
METROPOLITAN PLANNING AREA
TRANSPORTATION TECHNICAL COMMITTEE

Tuesday, July 8, 2014, 10:00 a.m.
Bi-State Regional Commission
Conference Room 302
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Jeff Anderson	City of Moline
Jon Burgstrum	Scott County
Jim Grafton	City of Silvis
Gene Hellige	City of Davenport
Scott Hinton	City of Moline
Chelsey Hohensee	MetroLINK
Tim Kammler	City of East Moline
Mike Kane	City of Rock Island
Dan Long	Illinois Department of Transportation
Doug Roelfs	Davenport Citibus
Brian Schmidt	City of Bettendorf
Sam Shea	Iowa Department of Transportation
Gary Statz	City of Davenport
Tracy Troutner	Federal Highway Administration – Iowa Division

OTHERS PRESENT

Doug DeLille	Illinois Department of Transportation
Gena McCullough	Bi-State Regional Commission
Olin Meador	City of Buffalo
Brandon Melton	Bi-State Regional Commission
Donnie Miller	Bicycle Safety
Lisa Miller	Bi-State Regional Commission
Becky Passman	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Asadur Rahman	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Lindsay Whitson	Bi-State Regional Commission

1. Approval of the Minutes of the June 10, 2014 Transportation Technical Committee Meeting. Mr. Burgstrum called the meeting to order and requested a motion for approval of the June 10, 2014 minutes of Transportation Technical Committee. Mr. Kane motioned to approve the minutes, and Mr. Schmidt seconded it. The motion carried.
2. Project Progress Report. Mr. Melton requested that any project in the Transportation Improvement Program showing progress (pre-design, design, right-of-way acquisition or construction) be submitted to him to be included in this month's progress report. The updated progress report will be posted to the Bi-State Regional Commission website (<http://bistateonline.org/index.php/transportation/quad->

[cities-metro-planning/2012-11-13-20-10-34/quad-cities-metro-tip-transportation-improvement-program](#)) after the meeting. He noted updates from the City of Rock Island.

3. Consideration of Transportation Alternatives Program (TAP) Candidate Projects. Mr. Schmid reviewed the handout in the agenda packet outlining the projects received from the TAP solicitation. These included receipt of three projects from the Iowa Quad Cities:

- Buffalo – Mississippi River Trail (MRT) and American Discovery Trail (ADT) Extension: MRT and ADT extension along Highway 22 from Utah Avenue at Davenport-Buffalo border to County Road Y-40 (4.6 miles in total); Total project cost: \$750,000 with **\$101,529 TAP** funds requested. *Project Description: A 4.6 miles extension of the MRT and ADT to include 0.8 mile separated trail, 1 mile long bicycle lane through Buffalo, and 2.8 miles shared road markings and signage.*
- Davenport – Goose Creek Trail: Phase II of the Goose Creek Trail project to extend the existing trail 1.2 miles from its existing terminus at 53rd Street to Goose Creek Heights Park at 59th Street and Scott Street; Total project cost: \$2,100,000 with **\$1,680,000 TAP** funds requested. *Project Description: A 1.2 mile trail extension consisting of a 10' wide shared-use path to act as an active urban greenway, part of a long-range project to connect north central Davenport to the Duck Creek Trail.*
- Davenport – Locust Street Paved Shoulders: Pave shoulders along Locust Street from Buffalo Avenue to Wisconsin Avenue to provide bicycle access to West Lake Park from the Duck Creek Trail; Total project cost: \$684,187 with **\$547,350 TAP** funds requested. *Project Description: Pave 2 miles of shoulders to complete the connection to West Lake Park from Emeis Park and the Duck Creek Trail.*

The Iowa Quad Cities requests amounted to \$2,328,879 with \$1,441,870 available through FFY2017. The projects received from the Illinois Quad Cities included:

- MetroLINK – Pedestrian and Bicycle Trail: Construct pedestrian and bicycle trail adjacent to Operations and Maintenance Center to enhance safety in this corridor; Total project cost: \$125,000 with **\$100,000 TAP** funds requested. *Project Description: Create a safe and secure route (approximately 1,000 feet long) along Moline's 1st Street between 1st Avenue and River Drive for bicyclists and pedestrians to access the Great River Trail.*
- Moline – Riverfront Trail Extension: Construct an extension to the Riverfront trail in downtown Moline from 17th Street at Bass Street Landing to the west right-of-way line for the new I-74 bridge; Total project cost: \$762,990.43 with **\$581,592.34 TAP** funds requested. *Project Description: Close a gap in the Riverfront Trail through downtown Moline with 14-foot wide trail approximately 2,800 feet long to be designed to allow for a direct connection with the new I-74 bridge's bicycle and pedestrian accommodations.*
- Port Byron – Pedestrian and Sidewalk Improvements: Remove non-ADA compliant sidewalks and damaged retaining wall along IL Route 84 at Cherry Street and replace with new retaining wall and ADA-compliant sidewalks and ramps; Total project cost: \$206,500 with **\$165,200 TAP** funds requested. *Project Description: Create a safe and accessible crossing of Cherry Street along IL Route 84 and reconstruct the adjacent, failing retaining wall.*

- Silvis – Avenue of the Cities Shared Use Path: Construct a shared-use path along Avenue of the Cities from Hospital Road to 12th Street to serve an increasingly traversed bus route, Bowlesburg School and Phipp’s Park; Total project cost: \$549,611 with **\$150,000 TAP** funds requested. *Project Description: Create a safe route for bicyclists and pedestrians approximately one-half mile long along the otherwise dangerous crossing of Avenue of the Cities to access a local school, businesses and a nature park.*

The Illinois Quad Cities requests amounted to \$996,793 with \$488,539 available through FFY2017.

Ms. McCullough indicated that the Technical Committee had been sent information to rank projects at the end of June. However, there were questions by the Committee members that required clarification prior to project ranking. As a result, sufficient rankings were not received and the ranking process would need to be tabled for clarification by the Technical Committee. A question was raised whether Technical Committee members should rank only projects from their respective state. Opinions were shared via e-mail and further discussed at the meeting. Iowa Department of Transportation and Federal Highway Administration advocated for ranking projects collectively by all Technical Committee members. The communities shared that they had a vested interest and more knowledge of projects within their respective states. Ms. McCullough indicated that in the past when only the Iowa Quad Cities ranked Transportation Enhancement Projects, only Iowa Quad Cities Technical Committee members ranked the Iowa projects. However, voting on the recommendations was conducted as a whole. Typically, Illinois Quad Cities Technical Committee members deferred to the recommendations of the Iowa Quad Cities members when the vote was taken. Mr. Hinton motioned to recommend that rankings occur respective to the state in which the projects were received. Iowa members are to rank Iowa projects and Illinois members are to rank Illinois projects. Voting would occur by the Technical Committee as a whole. Mr. Burgstrum seconded the motion. The motion carried with one vote opposed.

Bi-State staff would resend the request for rankings with this clarification. Committee members would be given a month to return rankings. Ms. McCullough indicated that staff would work to make sure a majority of each state's rankings were returned. Depending on the status of actionable items, the rankings would be presented in August or September.

4. Update on Employment Projections Range Determination and Traffic Analysis Zone (TAZ) Projected Data Collection Process. Ms. McCullough indicated that the Policy Committee directed staff to conduct further analysis of the employment projections. A handout in the Technical Committee agenda packet outlined what was presented. Ms. Miller went through concerns expressed by the Policy Committee. At the Policy Committee meeting, there was discussion on the use of historical employment data and Ms. Miller noted that historical employment data used in past Plans has not been consistent, or without some error due to reporting/data collection methods, so determining historic trends is challenging. The Policy Committee asked to see more information and data regarding the Employment Projections, including past trends and the average growth rate over the past few decades. Clarification on the handout would be made, as well as looking at the past trends. Staff would bring this back to the Technical Committee at their next meeting. Additionally, staff would be moving forward to collect Traffic Analysis Zone land use based housing and employment data by local jurisdiction. Meetings would be scheduled for August and September at the Bi-State office to allow for multi-media projections of the maps and layers to be used and discussed. Once the data was collected, the totals were to be determined from the TAZ analysis level and cross-referenced with the population and employment projection caps or thresholds.

5. Report on "Make Air Quality Visible" Strategic Plan Update. Mr. Melton provided an overview of the initial Make Air Quality Visible Strategic Plan. He outlined the key components of the plan which included a Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis, a cumulative impact assessment, various special analyses, a list of strategies, and a media campaign. The update included: SWOT analysis update, regional commuting pattern analysis, strategies progress assessment, strategy prioritization, and a freight stakeholder survey. Mr. Melton described some of the prioritized strategies which included Branding of the Bi-State Clean Air Partnership and Incentivizing Clean Air Partnership membership. The structure and results of the freight survey were reviewed. There was very little response but two surveys were completed. Mr. Melton conveyed that a news tab had been included in the Quad City Times, Dispatch-Argus, and Muscatine Journal promoting alternative transportation, energy conservation, and education on Ozone. He also highlighted an ad placed in the GoGreen section of the Quad City Times promoting alternative transportation.

Mr. Melton went on to outline future tasks for the remainder of the grant. These included: surveying the Clean Air Partners for pledge updates, creating a newsletter to celebrate successes and announce the strategic plan update, providing educational information and offering to present information regarding air quality to area schools, and purchasing promotional items and other paid advertisement to continue to promote air quality awareness.

6. Public Comments. A webinar related to clean air and congestion was noted.
7. Other Business. Mr. Melton provided revisions for the FFY 2015 Transportation Improvement Program to the committee. A request for an amendment to EM-15-01 13th Street (IL84-13th Avenue), East Moline was requested to reduce the project length from Archer Drive to 13th Avenue due to increased requirements to comply with ADA from the original design. This would be a change in scope for a locally approved Surface Transportation Program (STP) project. Mr. Hinton motioned to approve the amendment as provided. Mr. Kane seconded the motion, and it carried. Mr. Melton noted other administrative modifications.

The solvency of the Highway Trust Fund was also noted. Both Departments of Transportation were monitoring the situation. If a resolution doesn't occur to restore funding, then delays in project lettings may occur. With the closure of the Centennial Bridge anticipated in early August, staff was looking to cancel the August meeting unless there would be a need for an actionable agenda item. A question on the feasibility of a call-in or webinar option was discussed. At the Technical Committee level, teleconferencing has been made available to federal partners who are non-voting. As an advisory group, it would likely be allowable. It wasn't clear and would require some research as to whether this could apply to the Policy Committee. Staff would look into this issue.

8. Adjournment. A motion to adjourn the meeting was made by Mr. Schmidt. Mr. Hinton seconded the motion and the meeting was adjourned at 11:13 a.m.