

**Minutes of the**  
**QUAD CITIES, IOWA-ILLINOIS**  
**URBANIZED AREA**  
**TRANSPORTATION TECHNICAL COMMITTEE**

Tuesday, April 14, 2015, 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
Matt Flynn	City of Davenport
Jim Grafton	City of Silvis
Tim Kammler	City of East Moline
Mike Kane	City of Rock Island
Dan Long	Illinois Department of Transportation – Dixon

**OTHERS PRESENT**

Taylor Beswick	Bi-State Regional Commission
Doug DeLille	Illinois Department of Transportation – Springfield
Brandy Howe	City of Rock Island
Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission

1. Approval of the Minutes of the March 10, 2015 Transportation Technical Committee Meeting. Mr. Kammler requested a motion for approval of the March 10, 2015 minutes of Transportation Technical Committee. Mr. Burgstrum motioned to approve the minutes as written. Mr. Long seconded the motion, and it carried. It was noted that there was not a quorum and actions would be ratified at the next meeting.
2. Project Progress Report and FFY2015-18 Transportation Improvement Program (TIP) Revisions. Mr. Melton informed the Committee of updates to the progress report. Updated progress reports are posted following the Technical Committee meetings at: <http://bistateonline.org/index.php/transportation/quad-cities-metro-planning/2012-11-13-20-10-34/quad-cities-metro-tip-transportation-improvement-program>. Mr. Melton presented one revision to the FFY 2015–18 TIP, namely an amendment to RC-15-01, a traffic sign upgrade program in Rock Island County. Mr. Burgstrum motioned to recommend approval of the revisions to the Policy Committee. Mr. Long seconded the motion, which carried.
3. Presentation on Traffic Analysis Zone (TAZ) Projections and Model Development for Quad Cities Long Range Transportation Plan Update and Other Plan Elements. Ms. McCullough shared that the IADOT has provided initial comments on the travel demand model calibration status. Those comments were being incorporated into the current calibration and validation process. Mr. Patel provided an overview of TAZ projections and an update on the status of the transportation model. He stated that Bi-State staff met with planners and engineers from the counties and communities in the metropolitan area. The meetings sought input on the future residential, commercial, and industrial development that local officials anticipate over the next 30 years for each TAZ. This information is very important for the model, as these development types affect traffic and transportation in different ways.

The results of the TAZ meetings yielded projected population and employment growth consistent with the “guard rail” limits set by the Transportation Policy Committee. Growth was not uniform across the region, as some communities anticipated zero growth with others forecasting steady growth. Similarly, the projected employment to population ratio fell within a range consistent to existing conditions. The employment to population ratio was approximately 62% (2025) and 63% (2045) and consistent with the range of 60-70%. These conditions lead to a confidence in the projections. The 2045 total population projection was 328,542 while the total employment projection was 209,285. Mr. Patel outlined that at the next meeting he would provide detail on where growth was projected geographically in the metro area. Related to the travel demand model, he is working on growth rates for the external stations, updating the GISDK script that runs the model, and moving ahead on calibration and validation.

4. Presentation on National Performance Management Measures. Ms. McCullough provided a presentation on the current status of the National Performance Measures related to the implementation of the federal transportation bill, MAP-21. MAP-21 focused on performance-based decision making; however the rollout of the performance measures to date has been slow. Two of the seven performance areas have been outlined, namely safety and infrastructure condition. Four data metrics have been proposed for safety: serious injuries per vehicle mile traveled (VMT), fatalities per VMT, total number of serious injuries, and total number of fatalities. For infrastructure condition, performance will be measured on four proposed data metrics on the Interstate and National Highway System (NHS) roadways calculated every tenth of a mile for pavement condition. They include International Roughness Index, rutting, faulting, and cracking. Bridge data will be related to deck, superstructure, substructure, and culvert based on the national bridge inventory for the NHS system bridges.
5. Status Reports. Ms. McCullough detailed the most current information related to bridge restrictions and closures in the Quad Cities area for the 2015 construction season. Fort Armstrong Avenue on Arsenal Island has already been closed to traffic, cutting off cross-river access via the Rock Island Viaduct and Government Bridge. The bridge is still open to traffic for access to the Davenport Gate on the island. The ILDOT is coordinating with the Arsenal to avoid lane reductions on the Centennial Bridge while work is being done on Fort Armstrong Avenue. The Rock Island Viaduct will also be closed to pedestrians and bicyclists until further notice, but the American Discovery Trail will remain open to allow access across the Island. Work on Centennial Bridge will begin once work on Fort Armstrong Avenue is complete. After work on the Centennial Bridge is complete, work on the I-74 bridge resulting in daytime lane closures will begin.

Ms. McCullough also provided an update on the Freight Commodity Study currently underway. A meeting with stakeholders took place on April 8. The consultant drafted a regional freight profile and was developing a freight commodity analysis tool. The study noted that rail limitations were associated with the river crossings at Government Bridge and Crescent Bridge. The former requires low speeds, while the latter has a low sufficiency rating. Additionally, there are few intermodal facilities nearby, and shippers must travel quite a distance to access them at places such as Chicago and Rochelle, Illinois. The Transportation Technical Committee will be invited to a demonstration of the analysis tool set for April 23.

6. Public Comments. No public comments were provided.
7. Other Business. Mr. Kammler noted that East Moline received its April motor fuel tax disbursement from ILDOT. It ran approximately 55% of their normal disbursement and wanted to alert
8. Adjournment. Mr. Flynn motioned to adjourn the meeting. Mr. Burgstrum seconded, and the meeting was adjourned at approximately 10:45 a.m.