

Appendix A

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PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING IN THE DAVENPORT-MOLINE-ROCK ISLAND URBANIZED AREA

In compliance with the provisions of the Fixing America's Surface Transportation (FAST) Act, the Metropolitan Planning Organization (MPO) Policy Committee for the Davenport, Iowa-Illinois Urbanized Area has approved the following public participation plan to engage interested parties and resource agencies in the transportation planning process.

The transportation planning process takes place at local, regional, tribal, state and federal levels. It is based on comprehensive, continuing and coordinated activities that work together to identify, prioritize and meet transportation needs at these various levels. Public participation in this process begins with finding what opportunities are available and expressing interest or concern.

Bi-State Regional Commission is the Metropolitan Planning Organization (MPO) designated to cooperatively facilitate public participation in the transportation planning process with Quad Cities Metropolitan Planning Area communities and counties, and state/federal Departments of Transportation, and among the various modes of transportation. The MPO is charged with carrying out metropolitan transportation planning that provides early and on-going opportunities for involvement, timely information, reasonable access to information, adequate notification, diverse participation and periodic review and evaluation of the participation process. This public participation plan outlines the parameters for conducting these requirements.

Public Notification

All meeting announcements and agendas of the Transportation Technical Committee and Policy Committee shall be sent to local news media and the Regional Transportation Advisory Group (RTAG) prior to the actual meeting date no less than 48 hours in advance. It is common practice to send meeting announcements and agendas one week in advance of a meeting. Agendas of these committees are posted at Bi-State Regional Commission offices and on the Bi-State

Regional Commission website (www.bistateonline.org), while minutes are web-posted following approval by these committees. In addition, proposed amendments to the annual Transportation Improvement Program or Transportation Planning Work Program shall be sent to the same local media and RTAG, as well as local jurisdictions within the Davenport, Iowa-Illinois Urbanized Area, as part of the Policy Committee agenda. Other transportation related advisory committees may be posted on this website to provide added transportation related information, such as the Bi-State Regional Trails Committee and Bi-State Region Air Quality Task Force meetings. Notice of public hearings will be published in local newspapers of general circulation and posted on the Bi-State Regional Commission website per the time period noted in “Public Hearings” of this plan.

Regional Transportation Advisory Committee

The intent of the federal transportation legislation is to provide a special effort for an early and continuing public involvement process that seeks out and considers the transportation needs of a diverse public, including the traditionally underserved populations (Executive Order 12898 – Federal Action to Address Environmental Justice in Minority and Low-Income Populations, 1994) as well as providing an opportunity for consultation with resource agencies as defined in the current transportation act. The Regional Transportation Advisory Group (RTAG) will fulfill that role. Involvement in the RTAG is open to any interested party, business, organization, or interested citizen within the Davenport, Iowa-Illinois Urbanized Area wanting to be involved in the transportation planning process. RTAG serves as the diverse, multi-modal advisory committee to the Transportation Technical Committee. Members will receive all meeting notices, as noted in “Public Notices” above, for the Technical and Policy Committee meetings. In addition, members will receive notification of proposed Transportation Improvement Program (TIP) amendments, Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Set-Aside (TASA) submittal notices, and proposed changes to the Public Participation Plan, Regional Intelligent Transportation System (ITS) Architecture Plan, Regional Transit Development Plan (TDP) or the Long Range Transportation Plan (LRTP).

Annual TIP Project Request Notifications

Individual jurisdictions, members of RTAG, and the media shall be informed as to when projects are being sought for inclusion in the annual Transportation Improvement Program through an announcement requesting Transportation Improvement Program annual element additions, modifications, or deletions for the proposed fiscal years, as part of an annual document update cycle, typically thirty (30) days prior to a draft document review by the Technical Committee.

Public Comment/Notification

The general public shall be afforded the opportunity to provide comments via the Technical and Policy Committee meetings on the annual Transportation Planning Work Program (TPWP) activities, Transportation Improvement Program (TIP), Regional ITS Architecture Plan, Regional Transit Development Plan, Long Range Transportation Plan (LRTP), and the Public Involvement Plan (PPP), through the process outlined under "Public Notification" above. This process satisfies Program of Projects (POP) public participation requirements for Bettendorf Transit, Davenport CitiBus, River Bend Transit, and the Rock Island County Metropolitan Mass Transit District (MetroLINK). In the case of the Public Participation Plan, a minimum of a forty-five (45) day comment period shall be provided prior to action by the Transportation Policy Committee as required by the current transportation act. The LRTP will require a minimum of a thirty (30) day comment period prior to action by Bi-State Regional Commission. The prioritization process of both the Surface Transportation Block Grant (STBG) Program and the Transportation Alternatives Set-Aside (TASA) Program will require a minimum of a thirty (30) day comment/notification period to be provided prior to action by the Transportation Policy Committee. In matters involving adoption or amendments to the Transportation Planning Work Program, Transportation Improvement Program (TIP), Regional Transit Development Plan, Congestion Management Process, and Regional ITS Architecture Plan, a minimum of 48 hours, but typically seven (7) day comment period shall be utilized prior to approval by the Transportation Policy Committee. Additional notice may be provided through meetings of the Transportation Technical Committee in advance of action by the Policy Committee.

Publications

The MPO shall publish or otherwise make available for public review at a minimum the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) in an electronically accessible format and means (to the maximum extent practicable), such as the World Wide Web. The LRTP and TIP publications developed by the MPO will be placed on the Bi-State Regional Commission website, www.bistateonline.org. Other transportation planning publications may be posted to allow for interested parties to review and access additional MPO transportation planning information. Within these publications, the MPO shall employ visualization techniques to help clarify transportation planning issues and/or activities. At a minimum, visualization techniques shall be applied to the LRTP and TIP. Visualization techniques may include maps, graphs, charts, tables, diagrams or other methods. The LRTP will include a specific public participation outline during the update process that will be reviewed by the Technical and Policy Committees, and the results will be documented in the LRTP.

Public Hearings

Prior to approval of the final Transportation Improvement Program (TIP), the Transportation Policy Committee shall hold a public hearing on all the projects being considered for approval in the TIP. The Transportation Policy Committee shall also hold public hearings, as deemed necessary, for TIP amendments and prior to the approval of the Long Range Transportation Plan by Bi-State Regional Commission. At least fourteen (14) days prior notice will be given for all public hearings. No other documents noted will require a public hearing but shall afford public comment opportunities, as noted under "Public Comment/Notification."

Data

As part of non-discrimination requirements, Bi-State Regional Commission will maintain information on protected class (race, color, national origin, gender, age or disability) and Limited English Proficiency (LEP) populations within the Metropolitan Planning Area, including demographics and identification of potential barriers (language, mobility, temporal or other) that may prevent under-

served persons from effectively participating in the metropolitan transportation planning process. This information is contained in the Bi-State Regional Commission Title VI Program and Non-Discrimination Policy.

Accommodation

Persons requiring special material or presentation formats will be asked within a public notice for advanced request of at least one week prior to a public hearing prior to consideration of adoption or approval by the Policy Committee. Reasonable accommodations to provide documents in an accessible format, as required by the Americans with Disabilities Act and Executive Order 13166 (Improving Access for Persons with Limited English Proficiency, 2000), will be made when requested by the public. For meeting notices and agendas, requests at least one working day in advance of the meeting is requested for reasonable accommodation. Persons requesting assistance will be referred to the appropriate Bi-State Regional Commission staff who will make reasonable accommodations for translation services or other accommodations based on the request. Meetings will be held at convenient and accessible locations and times with emphasis to engage minority, low-income and LEP populations. Receipt of public input will be taken in a variety of formats - written, oral or other means- where accommodations are requested and reasonable.

Approval of Revisions/Amendments March 26, 2019

REGIONAL TRANSPORTATION ADVISORY GROUP (RTAG) – Urban and Combined Area Interest

March 2020

ALFRED BENESCH & COMPANY	FAMILY RESOURCES INC
ALTER LOGISTICS COMPANY	FEDERAL HIGHWAY ADMIN (FHWA) – IOWA & ILLINOIS
AMALGAMATED TRANSIT UNION	FLENKER LAND ARCHITECTURE CONSULTANTS
AMENT ENGINEERING ASSOCIATES	FORWARD AIR INC
AMERICAN RED CROSS, QC CHAPTER	GREATER METROPOLITAN HOUSING AUTHORITY
ARA TRANSPORTATION	GREATER QUAD CITIES HISPANIC CHAMBER OF COMMERCE
BETTENDORF CITY ADMINISTRATOR	HAMPTON ELEMENTARY SCHOOL DISTRICT #29
BETTENDORF COMMUNITY SCHOOL DISTRICT	HANDICAPPED DEVELOPMENT CENTER
BLACK HAWK COLLEGE	HANSON PROFESSIONAL SERVICES
BUDDY BOY CAB	HDR
BURLINGTON TRAILWAYS	HILLTOP CAMPUS VILLAGE
CALIFF & HARPER	HR GREEN
CARBON CLIFF-BARSTOW SCHOOL DIST #36	HUTCHINSON ENGINEERING INC
CENTER FOR AGING SERVICES INC	IL DEPT OF COMMERCE & ECON OPPORTUNITY
COLONA GRADE SCHOOL DIST #100	IL DOT, DISTRICT #2
COMMISSION ON VETERANS AFFAIRS	ILLINOIS IOWA INDEPENDENT LIVING CENTER
COMMUNITY CARING CONFERENCE	IMEG
CONTINENTAL CEMENT	INDIANA, ILLINOIS AND IOWA FOUNDATION
DAVENPORT CITY ADMINISTRATOR	INTERSTATE RC&D
DAVENPORT COMMUNITY SCHOOL DIST #1611	INTOUCH ADULT DAY SERVICE
DAVENPORT HOUSING AUTHORITY	IOWA DEPARTMENT OF TRANSPORTATION
DEERE AND COMPANY	IOWA EAST CENTRAL TRAIN
DM&E RAILROAD	IOWA INTERSTATE RAILROAD
EAST CENTRAL INTERGOV ASSOCIATION	IOWA MOTOR TRUCK ASSOCIATION
EAST CENTRAL IA COUNCIL OF GOVERNMENTS	JOHANNES BUS SERVICE INC

Appendix A

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EAST MOLINE CITY ADMINISTRATOR	KYLE DAY, LANE & WATERMAN
EAST MOLINE ELEMENTARY SCHOOL DIST #37	LUCKY CAB
EASTERN IOWA COMMUNITY COLLEGE	MARTIN LUTHER KING COMMUNITY CENTER
EICCD BUSINESS & INDUSTRY CENTER	MAX'S CAB COMPANY
METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY	ROCK ISLAND COUNTY DEPARTMENT OF HUMAN SERVICES
MIDAMERICAN ENERGY COMPANY	ROCK ISLAND COUNTY EXTENSION
MILESTONES AREA AGENCY ON AGING	ROCK ISLAND COUNTY SENIOR CENTER
MISSMAN, INC.	ROCK ISLAND HOUSING AUTHORITY
MISSISSIPPI VALLEY NEIGHBORHOOD HOUSING SERVICES	ROCK ISLAND RIVER TERMINAL
MOLINE CITY ADMINISTRATOR	ROCK ISLAND TRICOUNTY CONSORTIUM
MOLINE COMMUNITY DEVELOPMENT CORP	ROCK ISLAND-MILAN SCHOOL DISTRICT #41
MOLINE HOUSING AUTHORITY	SCOTT COMMUNITY COLLEGE
MOLINE TOWNSHIP	SCOTT COUNTY ADMINISTRATOR
MOLINE-COAL VALLEY SCHOOL DISTRICT #40	SCOTT COUNTY DEPARTMENT OF HUMAN SERVICES
MSA PROFESSIONAL SERVICES, INC.	SCOTT COUNTY HISTORIC PRES SOCIETY INC
NATURAL RESOURCE CONSERVATION SERVICE (NRCS)	SE IA REGIONAL PLANNING COMMISSION
NORTH SCOTT COMMUNITY SCHOOL DIST #4784	SHERRARD COMMUNITY SCHOOL DIST #200
PLEASANT VALLEY COMMUNITY SCHOOL DIST #4784	SHIVE HATTERY INC
PROJECT NOW	SILVIS ELEMENTARY SCHOOL DISTRICT #34
QUAD CITIES CHAMBER OF COMMERCE	TRAILS FOR ILLINIOS
QUAD CITIES CONVENTION & VISITORS BUREAU	UNITED TOWNSHIP HIGH SCHOOL #30
QUAD CITY CONSERVATION ALLIANCE	U.S. FISH & WILDLIFE SERVICE
RAILS-TO-TRAILS CONSERVENCY	USDA - NRCS
RIVER ACTION, INC.	VARIOUS CITIZEN REPRESENTATIVES
RIVER BEND TRANSIT	VEENSTRA & KIMM INC
RIVER GULF GRAIN	VERA FRENCH HOUSING

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RIVERDALE COMMUNITY SCHOOL DISTRICT #100
RIVERSTONE GROUP
ROCK ISLAND ARSENAL
ROCK ISLAND CITY MANAGER
ROCK ISLAND COUNTY ADMINISTRATOR

WESTERN IL AGENCY ON AGING
WESTERN ILLINOIS UNIVERSITY
WORLD RELIEF
WQPT QUAD CITIES

Public Involvement Outline – Update Status

2050 Quad Cities Long Range Transportation Plan

“Progress, Innovation and Connectivity”

There is an expectation the Long Range Transportation Plan (LRTP) development will include opportunities for the public to be involved. FAST federal planning regulations require consultation with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.

23 USC 134 Metropolitan Transportation Planning (h). requires the process to consider of projects and strategies that will:

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
- (B) increase the safety of the transportation system for motorized and nonmotorized users;*
- (C) increase the security of the transportation system for motorized and nonmotorized users;*
- (D) increase the accessibility and mobility of people and for freight;*
- (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
- (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
- (G) promote efficient system management and operation;*
- (H) emphasize the preservation of the existing transportation system;*
- (I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and*
- (J) enhance travel and tourism.*

The adopted Public Participation Plan for the Metropolitan Planning Organization (MPO) – Bi-State Regional Commission outlines the acceptable methods and notification requirements for such outreach. The overall Public Participation Plan can be found here: <http://bistateonline.org/transportation/public-participation>. The LRTP public involvement outline further details clear, inclusive and transparent opportunities for citizen conversations in the development of the 2050 Quad Cities Metropolitan Area Long Range Transportation Plan – “Progress, Innovation and Connectivity.” The list may be revised to add or adapt to the changing involvement needs at the plan proceeds to completion.

The following outlines proposed opportunities for public involvement in the development of the Long Range Transportation Plan. Opportunities will be expanded as possibilities unfold.

- **Transportation Consultation Contacts/Meetings – Resource Agencies:** Either contact and/or hold meeting to discuss environmental inventories and land use issues as these relate to transportation planning and project development. Either contact and/or hold meeting with human services organizations to discuss mobility issues and coordination of transit and travel. *Summer 2019, Winter/Spring 2021 Environmental inventories, data and mapping information obtained from resource organizations.*

- **Transportation Citizen Input Survey:** Update and send survey to Regional Transportation Advisory Group, Regional Transit Interest Group, metro area governments and citizens at large to solicit input on transportation planning issues in the Quad Cities, Iowa-Illinois. ~~August 2019~~ – September 6, 2019–October 25, 2019. *Media Release 9/6/19, posted to BSRC website and mailed to RTAG-Urban and Combined Interests, and RTIG Urban Interests. E-mailed to: Elected officials in Rock Island, Henry and Scott Counties, MPO Policy and Technical Committees, Air Quality Task Force, Bi-State Trails Committee, CARS group, Council on Community Services, Quad City Riverfront Council, DATC, Be Healthy Quad Cities. Requests sent to Greater Quad Cities Hispanic Chamber, LeClaire Chamber, Milan Chamber, and Quad Cities Chamber of Commerce. Spread through social media via various Facebook and Nextdoor accounts. Participants: 179.*
- **Freight Interests Survey:** ~~Update and send survey to freight transportation interests to identify transportation system strengths, weaknesses/threats and opportunities from a goods movement perspective.~~ – Fall 2019–Winter 2019 – Utilized the 2015 Bi-State Freight Plan and the Mississippi River Rail Bridges Study, and relevant data resources to update the freight chapter. Sent draft chapter to freight interests for feedback on trends and conditions.
- **Transportation Public Open Houses** – Provide opportunity to discuss transportation network strengths, weaknesses/threats and opportunities through presentation(s) on Long Range Planning and solicitation of input on plan development. Used online input form through Survey Monkey. ~~October/November 2019~~–February 12, 2020 at Centre Station, Moline 5:30-7:30 p.m. & 13, 2020 at – Media Release 1/24/20, posted to BSRC website. Mailed flyer notice to RTAG-Urban and Combined Interests, and RTIG-Urban Interests ;e-mailed to Elected officials in Rock Island, Henry and Scott Counties, MPO Policy and Technical Committees, Air Quality Task Force, Bi-State Trails Committee, CARS group, Quad City Riverfront Council. Requests sent to Greater Quad Cities Hispanic Chamber, LeClaire Chamber, Milan Chamber, and Quad Cities Chamber of Commerce, and Quad City Health Initiative, Milestones Area Agency on Aging, Girl Scouts Eastern Iowa Western Illinois SU870, River Action and Downtown Davenport Partnerships. Used Connect QC 2050 Facebook page to promote two events. *Participants: 10*
- **Stakeholder Input and Information Sessions** - Provide opportunity to various Quad Cities groups or forums to provide input and/or receive status/presentation on plan development - e.g. Chambers of Commerce, service clubs or interest groups, etc. Ensure all interested parties, including environmental justice populations and those who may be considered traditionally underserved by the transportation system be offered opportunities for input. Fall 2019-February 2021

American Society of Civil Engineers – 11/18/20

Augustana College Urban Planning Class – 3/12/20 (17 attendees)

Council on Community Services of the Quad Cities – 1/22/20

Quad City Flood Alliance – Extreme Weather Resilience – 2/18/21

Region 2 – Illinois Transit Advisory Council – 3/9/21

- **Presentations** to Transportation Technical Committee, Transportation Policy Committee & Bi-State Regional Commission. Periodically scheduled between June 2019-March 2021

Bi-State Regional Commission – 10/23/19, 11/18/20, 1/27/21, 2/24/21, 3/24/21

Quad Cities MPO Transportation Policy Committee – 6/25/19, 10/22/19, 1/28/20, 2/25/20, 5/26/20, 7/28/20, 8/25/20, 9/22/20, 10/27/20, 1/26/21, 2/23/21, 3/23/21 (Public Hearing)

Quad Cities MPO Transportation Technical Committee – 6/11/19, 8/13/19, 9/10/12, 10/22/19, 11/12/19, 1/14/20, 7/14/20, 9/8/20, 10/13/20, 11/10/20, 1/12/21, 2/9/21, 3/9/21

Bi-State Regional Trails Committee – 11/21/19, 1/23/20, 5/28/20, 7/23/20

Bi-State Region Freight Forum – 2/24/20

Bi-State Regional Commission (BSRC) website: Update and modify Quad Cities MPO Long Range Transportation Planning page on www.bistateonline.org website. Post newsworthy notices on the home page as they are needed. On-going. 7/2019, 9/2019, 1/2020, 11/18/2020, 1/5/2021, 3/5/21, 3/8/21, 3/10/21

- **Social Media:** Host a Quad Cities Long Range Transportation Plan Facebook page and You Tube channel to post newsworthy announcements and educational videos on these sites from links on the BSRC website. Promote general transportation survey, public open houses and informational meetings. Launched Facebook page September 2019 January 2020 <https://www.facebook.com/ConnectQC2050/> and promoted as part of the Transportation Public Open Houses 2/12 & 13.
- **Bi-State Regional Commission telephone:** Serve direct inquiries by Bi-State Regional Commission staff via telephone (309)793-6300 from interested parties. On-going
- **Media Outreach** – Develop media releases for milestone activities, provide meeting notices, provide interviews and information, and submit public notices. Periodically scheduled between June 2019-March 2021. *Citizen Survey Media Release 9/6/19 Kick-off Open Houses 1/24/20, Draft Plan Release 2/24/21. Public Meeting Media Release and Public Input Meeting Notice 3/5/21.*
- **Populations Under Represented in Other Outreach** – Provide targeted opportunities to discuss initial results of the Plan update to solicit input and help refine transportation improvements that serve low-income, minority and limited English proficiency (LEP) citizens. September/October 2020 *Due to COVID-19 was not able to facilitate.*

Council on Community Services of the Quad Cities 1/22/20

- **Presenting The Plan – Public Informational Meetings:** Hold informational meetings on full draft plan update. January-February 2021; *30 day review period to begin with February 23, 2021 Transportation Policy Committee; Virtual Public Meetings held on March 10, 2021 4:00 p.m. (4 participants), March 15, 2021 12:00 noon, and March 18, 2021 6:30 p.m. Notice sent to Regional Transportation Advisory Group Regional Transit Interest Group, Quad City Riverfront Council, Bi-State Region Trails Committee, Bi-State Region Air Quality Task Force, Mayors/Administrators in the MPO area, Bi-State Regional Commission, Transportation Technical and Policy Committees. Media Release and Meeting Notice 3/5/21.*
- **Online Public Input Form** – Use online survey format to collect input on draft plan. Loaded chapters to website for review. Loaded plan overview slide presentation to website for viewing to complement the chapter review. January 2021-March 2021. *Participants: 103 (3/10/21)*
- **Consideration of Adoption:** Present plan update to Bi-State Regional Commission for consideration of adoption. March 24, 2021

Other consultation opportunities between agencies and/or information from other projects include:

- **Travel Demand Model (TDM) Kick-Off and Monthly Status Telemeetings for DOT and BSRC Staff:** Hold technical workshop on aspects of travel demand modeling as part of implementation of Iowa Statewide Model Structure. Participate in monthly model status telemeetings. July 18, 2018; August 2018-March 2021. *Held TDM Kick-Off 7/18/18.*
- **Illinois 92 Corridor Study Travel Survey:** A household travel survey on current travel patterns was conducted from October 14 – December 31, 2019 as part of the Illinois 92 Corridor Study. The survey was used to help understand number of trips per person, trip purpose, time of day, and trip mode. *Sent out 10/14/19 to Steering Committee and requested it be sent through their media channel, as well as to Quad Cities Chamber, Greater Quad City Hispanic Chamber, Trails Committee, ILQC traffic safety Interests, Riverfront Council and Air Quality Task Force and MPO Technical and Policy Committees. Media release with link to survey sent. Participants: >400.*

In accordance with Federal Law and policy, Bi-State Regional Commission is prohibited from discriminating on the basis of race, color, national origin, age, disability, religion, sex, and familial status. (Not all prohibited bases apply to all programs.)

Persons requiring language or physical accommodations Bi-State Regional Commission hosted meetings should notify Bi-State staff at least 24-hours in advance of the meeting date, allowing time to address reasonable accommodation at the meeting. Please call (309)793-6300 for any language, accessibility, or other type of accommodation requests. (Las personas que requieran adaptaciones físicas o de lenguaje en la reunión deben notificar al personal de Bi-State con al menos 24 horas de anticipación a la fecha de la reunión, dándole tiempo para abordar las adaptaciones razonables en la reunión. Llame al (309)793-6300 para cualquier idioma, accesibilidad u otro tipo de solicitudes de alojamiento.)

Public Involvement Process – Initial Citizen Input Survey

Online Survey Outreach and Respondent Profile

An online survey was made available for input for the Quad Cities Long Range Transportation Plan (LRTP) update. The prior 2045 LRTP survey questions were reviewed and edited and/or revised. Question 3 on ranking the plan goals was added to the updated survey. Questions 6 and 7 were other additions to identify travel to work and average travel time weekday commutes.

The Citizen Input Survey was launched September 6, 2019 and it closed on October 25, 2019. There were 179 participants. The distribution of the survey included a media release on September 6, 2019. Distribution included the Regional Transportation Advisory Group by mail with a link to the survey. The survey link, hosted in Survey Monkey, was e-mailed to elected officials in Rock Island, Henry and Scott Counties, MPO Policy and Technical Committees, Air Quality Task Force, Bi-State Trails Committee, CARS group, Council on Community Services, Quad City Riverfront Council, DATC, Be Healthy Quad Cities. Requests to forward the survey information was sent to Greater Quad Cities Hispanic Chamber, LeClaire Chamber, Milan Chamber, and Quad Cities Chamber of Commerce. It was spread through social media via various personal Facebook and Nextdoor accounts, and posted on the Bi-State Regional Commission website.

Similar to a public meeting, this survey method was based on individual voluntary participation. The survey was not meant to be statistically valid but a collection of opinions and comments. The Respondent Profile (Questions 15-18) responses indicate there were nearly equal gender participation – Female 45.93% and Male 48.84%. Participants were 94.61% White/Caucasian followed by 2.40% Black/African American and 1.8% Hispanic or Latino. The majority (80.25%) taking the survey had a household income of \$50,000 or greater. Respondents were asked their zip code. The top three zip codes were 52722 Bettendorf (17.88%), 61265 Moline (16.76%), and 61201 Rock Island (16.2%). Davenport zip codes collectively amounted to 30.17% of the respondents. Other zip codes included 61275, 61244 and 52753.

Survey Results Summary

Including the participant profile questions, there were 17 questions on the survey and an option for comments at the end. The following provides a summary of the survey results by question. The respondent profile is summarized above.

Q1. What three things would you like to see improved for transportation in the Quad Cities Area in the next ten years?

Figure 1 shows a word cloud of the first of three answers on what citizens would like to see improved for our transportation system in the next 10 years. A full listing of the responses are at the end of this summary, and categorized by transportation mode.

Comments on general road and bridge related improvements included:

- Crossings at railroads
- Operations for better traffic flow (roundabouts, traffic circles, pavement markings, signing, work zone coordination and fewer detours, signal timing, ice/snow removal)
- Pavement condition repairs and resurfacing
- Quality streets and alleys
- Traffic enforcement related to speed and distracted driving
- North-South and east-west connectivity
- Traffic calming (roundabouts, narrower streets, signal timing)
- Elimination of one-ways
- Improve corridors capacity (signal timing, wider lanes, shoulders)
- Electric vehicle charging options

Figure 1 Desired Transportation Improvements in Next 10 Years (2019)

Q1 What three things would you like to see improved for transportation in the Quad Cities Area in the next ten years?



Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

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Specific location road/bridge improvements suggested:

- Finish I-74
- Adding lanes on I-80
- I-80 Bridge Replacement
- Centennial Bridge Replacement
- East Mississippi River Bridge
- East Rock River Bridge
- 53rd Street Extension to West Kimberly Road, Davenport
- East Locust Street and Locust Street overall, Davenport
- 18th Avenue, Rock Island – better traffic flow, faster
- 53rd Street, Davenport – fix
- Illinois 92 Corridor
- Avenue of the Cities
- John Deere Road – increase speed
- I-74 and John Deere Road interchange

Transit improvement suggestions focused on extending hours of service to 24/7, adding routes and/or coverage of the metro area, improving efficiencies and logical routes, ease for riders with disabilities, universal fare system for public transit within the Quad Cities, and more frequency of service. Greater use of electric buses was noted. More competition for school busing and more shared ride services, such as Uber. A subway system was noted, as well as to reinstate The Loop route which ran between the downtowns on both sides of the Mississippi River.

Under non-motorized transportation, citizens would like to see a mix of separated trails, bike routes and/or lanes, and greater connectivity. Safety and friendly community atmosphere for both bicycling and walking. Improving bicycle and pedestrian infrastructure and facilities. Considering a bike share rental option and a bike tax program to pay for improvements. With the idea of Complete Streets, residents expressed desire for friendly roadways for walkers and bicyclists. Intersection treatments to clearly designate crossings was noted, particularly around schools and community facilities. Maintaining the existing trail and sidewalk system was noted by respondents in the survey as a major transportation need. Also noted was closing gaps in sidewalks and trails for connectivity.

Specific corridors noted for bicycle and pedestrian access were:

- I-80 Bridge
- Support for crossing at new I-74 Bridge
- Bike lanes for 11th Street, Rock Island
- Improve North-South and East-West connectivity

Q2. What do you think are the three biggest transportation issues in the Quad Cities Area today?

Figure 2 - Biggest Transportation Issues Today (2019)

maintenance time transportation road conditions infrastructure bad limited
 Poor road conditions streets public transit public transportation Trains
 traffic bridge construction Lack enough Road river
 congestion Poor bridges hours construction quality
 bus work Bridge traffic existing many repair City Iowa Bike
 river service cities sidewalks lights bicycle access rail areas public transit train
 Connectivity roads bus routes Lack Limited traffic bike
 buses Airport enough potholes streets public transportation
 congestion bridges crossings direct pedestrians transportation options
 pedestrian lane traffic bike lanes safe mass transit options many construction
 Maintenance access rail Need bike paths bridge bus road
 Sidewalks Lack one areas streets time congestion city public transit bike
 infrastructure river routes

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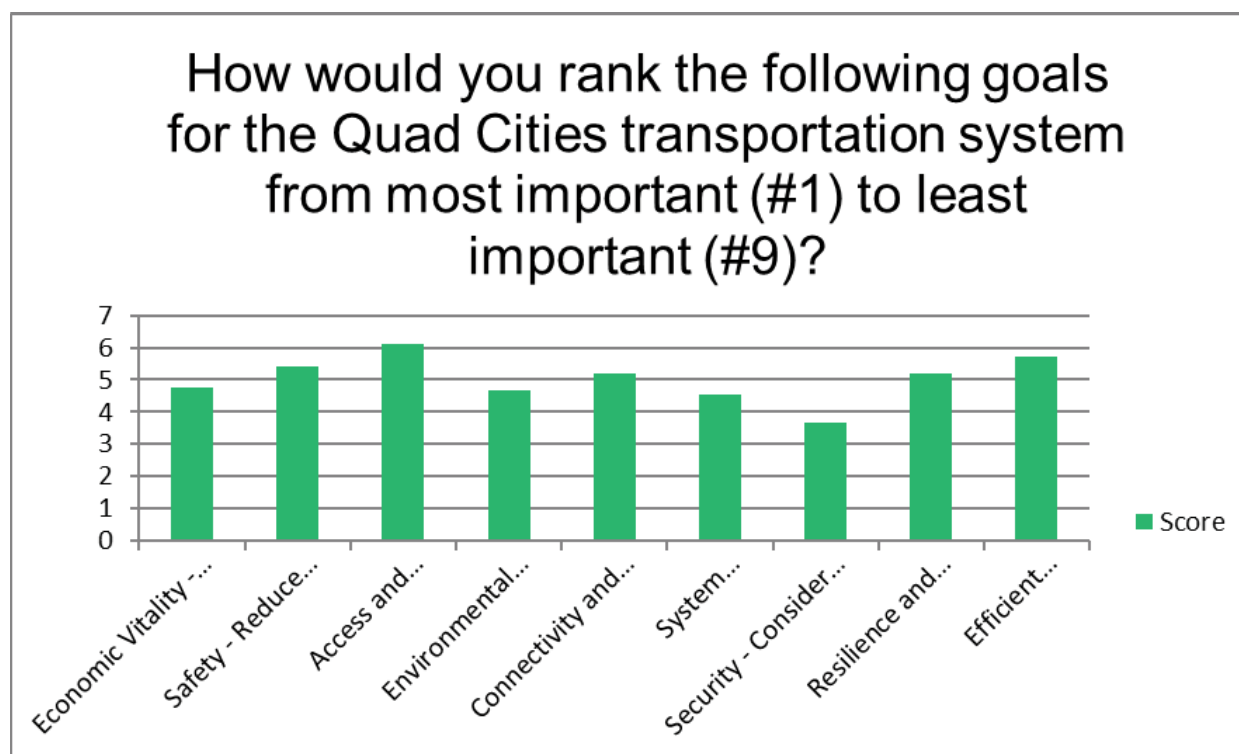
Q3. How would you rank the following goals for the Quad Cities transportation system from most important (#1) to least important (#9)?

The 2045 Long Range Transportation Plan goals were used in this survey update to get opinions on the importance of these goals currently. The goals were defined as follows:

Table 1 – Quad Cities Transportation System Goals Definitions

Economic Vitality - Support efficient movement of goods & services to serve the economy.
Safety - Reduce fatalities and serious injuries through safe transportation operations. Personal safety by travel choices, e.g. Safe Routes to Schools, and Work Zone Safety.
Access and Mobility - Ease of getting around and getting to places.
Environmental Protection and Enhancement - Minimize impacts to the environment and promote energy conservation and pollution reduction.
Connectivity and Integration - Link travel choices - e.g. bike to bus. Encourage better system performance. Expand the system where needed.
System Preservation - Maintain the existing system. Build durable facilities.
Security - Consider system redundancy for connectivity in emergency situations. Monitor critical facilities.
Resilience and Sustainability - Preserve and design transportation for future generations, lasting, durable and minimize negative consequences.
Efficient Operations - Reduce congestion. Use technologies to improve traffic flow or better serve transit riders. Examples - message signs, 511 traveler information systems, pavement sensors, etc.

Figure 3 - Ranking of Transportation Goals



Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

Figure 3 is the composite of the ranking of all nine goals. The goals with the most in importance and a rank of #1 included Access and Mobility (18.34%), Safety (16.57%), System Preservation (13.61%), and Efficient Operations (13.53%), as the top four transportation system goals.

Q4. How do you rate each of the following Quad Cities Area transportation services or issues?

Figure 4 - Rate Transportation Services or Issues

	Very Good		Good		Neither Good nor Bad		Bad		Very Bad		Don't Know/Use		Total
Ease of Travel by Car	19.55%	35	54.75%	98	16.20%	29	7.82%	14	1.68%	3	0.00%	0	179
Ease of Travel by Bus (Public Transit)	0.57%	1	11.36%	20	15.34%	27	28.41%	50	11.36%	20	32.95%	58	176
Ease of Travel by Bicycle	1.69%	3	20.34%	36	26.55%	47	24.29%	43	10.17%	18	16.95%	30	177
Ease of Travel by Walking	2.84%	5	28.41%	50	27.84%	49	25.57%	45	10.23%	18	5.11%	9	176
Ease of Travel by Air	11.43%	20	39.43%	69	21.71%	38	13.71%	24	2.29%	4	11.43%	20	175
Ease of Travel at Mississippi River Crossings	3.39%	6	25.42%	45	24.29%	43	30.51%	54	14.12%	25	2.26%	4	177
Access to schools by walking or biking	5.11%	9	25.00%	44	22.73%	40	13.64%	24	9.66%	17	23.86%	42	176
Access to services (groceries, banking, shops) on foot, bike, or t	7.30%	13	24.72%	44	25.84%	46	25.28%	45	10.11%	18	6.74%	12	178
Traffic Control (i.e. street light timing, stop/yield signage, automa	5.03%	9	25.70%	46	36.87%	66	20.11%	36	12.29%	22	0.00%	0	179
Street Repair	0.56%	1	7.30%	13	19.10%	34	33.15%	59	39.33%	70	0.56%	1	178
												Answered	179
												Skipped	0

Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

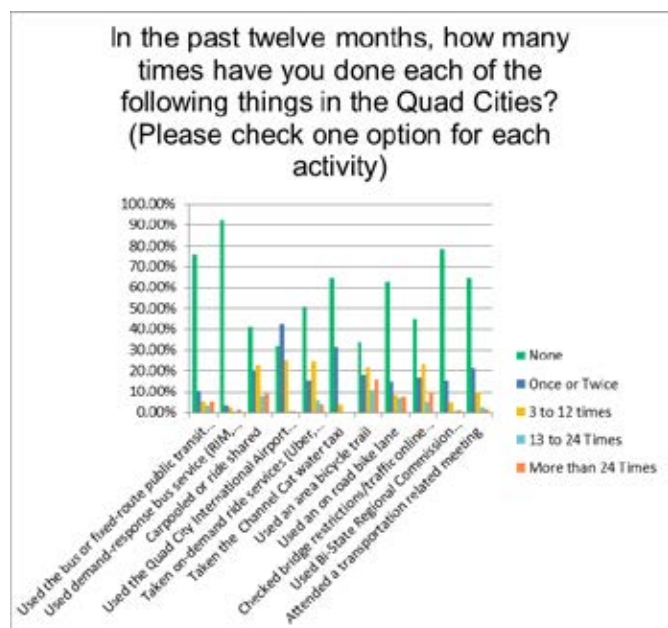
Survey respondents feel “Good” or “Very Good” about ease of travel by car (74.30%) and by air (50.85%). Opposite input was feelings about street repair which was “Bad” to “Very Bad” (72.48%) as well as ease of travel at the Mississippi River Crossings (44.63%). Considering 2019 held records for a number of extreme weather events from snow and cold to flooding, the streets have taken a beating between snow and ice removal, freeze-thaw events and stormwater overflow. Additionally related to ease of travel at the bridges, the I-74 Mississippi River Bridge was under construction and work zones have hampered ease travel during the survey timeframe. Over a third felt ease of travel by bus, bike or walking was “Bad” to “Very Bad”. Access to services on foot, bike or bus (35.39%) was also thought to be “Bad” to “Very Bad”.

Areas where education may be needed were those answering “Don’t Know” for ease of travel by bus (32.95%), access to schools by walking or biking (23.86%), and ease of bicycle travel (16.95%).

Q5. In the past twelve month, how many times have you done each of the following things in the Quad Cities?

More than 25% of the respondents has engaged in the following transportation activities, two or more times including carpooling, using the Quad City International Airport, and used on-demand ride services. Nearly 50% has used area bicycle trails two or more times. Nearly 40% had checked bridge restrictions and traffic online.

Figure 5 Engaged in Transportation Activities



Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

Q6 How do you travel to work most frequently?

More than two-thirds of the respondents drive alone to work.

Table 2 – Mode to Travel to Work

How do you travel to work most frequently?		
Answer Choices	Responses	
Drive alone	77.09%	138
Public transit	1.12%	2
Ride with others, either with family or in a carpool or vanpool	5.03%	9
Bicycle to work	2.23%	4
Walk to work	1.12%	2
Depends on the day as to what is available	2.23%	4
Work from home.	3.35%	6
Do not currently work or am retired	7.82%	14
	Answered	179
	Skipped	0

Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

Q7 How long is the average travel time for your weekday commute?

The majority of the respondents have a weekday commute of less than 30 minutes. Twenty-eight percent reported a commute between 10 and 15 minutes, the largest category.

Figure 6 Average Travel Time for Weekday Commute

Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

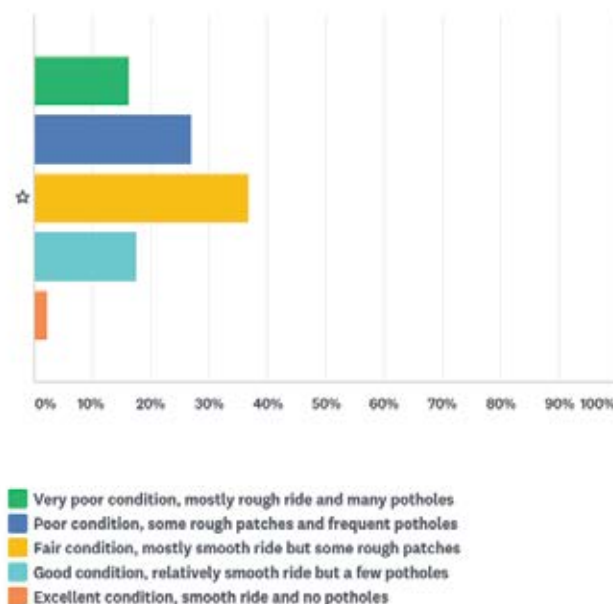
Q8 How would you rate the general condition of the streets used on your daily commute?

The average rating was 2.63. Respondents indicated the streets were poor (26.29%) to fair condition (37.14%).



Figure 7 Rate General Street Condition

Q8 How would you rate the general condition of the streets used on your daily commute?



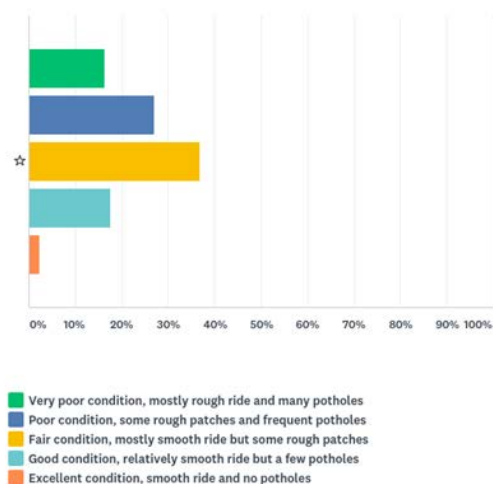
Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

Q9 Identify the top three areas of recurring congestion in the Quad Cities that affect you the most.

It is not surprising that the I-74 corridor represented 83% of the responses. In 2019, the I-74 corridor from Middle Road through the Avenue of the Cities was under construction to replace the existing bridge and reconstruct the corridor from 2-lanes to 4-lanes. I-74 was detoured to I-80 and I-280 for through traffic. Local traffic has had to navigate into downtown Moline and Bettendorf to cross at I-74. Additionally, River Drive was closed to traffic for a few months due to Mississippi River flooding from spring to early summer. Two other corridor tying for third place were 53rd Street west of U.S. 61 and Kimberly Road east of U.S. 61.

Figure 8 Most Recurring Traffic Congestion

Q8 How would you rate the general condition of the streets used on your daily commute?



Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

Other areas noted for congestions included:

- I-80 at U.S. 61, Davenport
- I-80 west of the Quad Cities
- Only the I-74 detours
- U.S. 67 Centennial Bridge, Rock Island/Davenport
- U.S. 67 River Drive/State & Grant Streets Corridor, Davenport/Bettendorf
- U.S. 67 from LeClaire to Bettendorf
- U.S. 61 (Business)/Harrison Street, Davenport
- IL92/4th Avenue, Moline
- 36th and 38th Avenues, Moline
- 38th Avenue (41st -70th Streets) e.g. John Deere service road, Moline
- 53rd Street to John Deere Road, Moline
- Locust Street, Davenport
- Elmore Avenue, Davenport
- During events in downtown Davenport
- Rock Island Arsenal – Moline and Rock Island viaducts

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Q10 If you could design an alternative means to commute, what would be the most important to you?

Time and safety were noted as most important in design more efficient commutes. The 15 responses under "Other" included comments on:

- Better sidewalks and options for those with disabilities (wheelchairs)
- Better timed traffic signals
- Creation of a bike lane on Division Street (Northwest Blvd. – 76th Street)
- Smoother roads
- Walkability in the west side of the community
- Commute isn't an issue, it is the after school family activities
- Eco-friendly, cheap and efficient
- Rental horses

Table 3 – Designing A More Efficient Commute

If you could design an alternative means to commute, what would be most important to you?				
Answer Choices	Responses			
Gets me to work or my destination faster than my current option	35.20%	63		
Costs less than my current option (including cost to drive a person)	6.15%	11		
Lets me share driving responsibilities with others	0.00%	0		
Does not require me to drive at all	8.94%	16		
Provides a safe path for me to bicycle to work or my destination	18.99%	34		
Provides a safe path for me to walk to work or my destination	4.47%	8		
Means I have to wait less than 15 minutes for a ride	4.47%	8		
Allows me to travel without any advanced notice	13.41%	24		
Other (please specify)	8.38%	15		
	Answered	179		
	Skipped	0		

Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

Q11 If you could design a transportation system to reduce congestions, which solutions would you choose for your travel?

Respondents would design a transportation system with innovative intersection configurations (42.13%), work from home (telecommuting) (35.96%), take an express bus (rapid transit) (28.65%), and work alternative or compressed hours (25.84%).

Table 4 – Solutions for Reducing Congestion

If you could design a transportation system to reduce congestion, which solutions would you choose for your travel?					
Answer Choices	Responses				
Alternative or compressed work hours	25.84%	46			
Working from home (telecommuting)	35.96%	64			
Dedicated lanes on freeways for cars with 2 or more people	16.29%	29			
Add new roads for alternate routes and/or bidirectional lanes to h	29.78%	53			
Car share program - short time period rentals	3.93%	7			
Bicycle or scooter share program	15.73%	28			
Express bus (rapid transit) in the downtowns or certain corridors	28.65%	51			
Park and ride facilities	9.55%	17			
Carpools or vanpools	8.43%	15			
Use innovative intersection configurations, such as roundabouts	42.13%	75			
Other (please specify)	17.42%	31			
	Answered	178			
	Skipped	1			

Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

Thirty-one respondents offered other solutions to reduce congestion. Some related to land use management, operations and enforcement while others suggested alternatives modes of transportation. These included:

Operations and Enforcement

- No more roundabouts, too many near misses
- Safe options for bicycles and pedestrians
- Timing of stop lights and/or traffic signals
- Enforce minimum speed limits to ease congestion on main street, so you don't have a bottleneck of cars
- Put timers on the traffic lights that lead in/out of the designated bike path areas so the light changes even for bikes & so bikes are not holding up traffic behind them because the bike doesn't trigger the light to change. This is an issue at the light entering Duck Creek Park and also at Central Park Avenue/ Washington. Also, on streets with designated bike lanes, they should be well maintained so bikes can stay right without falling into potholes, running over glass, or being impeded by snow or debris. If bikes can stay right in the bike lanes, it helps traffic flow better.
- Road Diets - change 4 lanes to 3 lane roads, they are safer and more efficient.
- Self driving vehicles
- Best practices for bicycle infrastructure should be followed. A few feet at the side of the roadway where trash collects is a death trap. Cycle ways should be well-maintained, provide ample space, and be protected from the main traffic lanes with bollards or other barriers.
- Expand the freeway
- Heavily focus on reducing, to the greatest extent possible, the one way streets.

Alternative Modes

- Bike lanes
- Provide alternatives to driving. I do bicycle and walk, but crossing Kimberly, 61 N & Harrison is bad and winter months require other alternatives
- Bus system that moves across statelines
- A bus route that would allow less wait time and less time to and from destinations
- Protected bike lanes EVERYWHERE. Normalize biking! Also, more sidewalks in good condition to encourage walking.
- Light rail, street car, subway or monorail (connect major shopping/activity centers)
- Commuter rail service
- Rideshare/carpool services for kids' activities
- Intercity passenger train, similar to Chicago's ElTrain
- Rental horses

Land Use

- Don't let all the businesses and services locate on the same routes; e.g. 53rd St., Davenport. Zoning changes.
- Frontage roads for commercial businesses on busy streets

Q12 Please indicate your opinion based on the following statements. The Quad Cities should:

Invest more funds in maintaining the existing roadway system rather than constructing new roads.

Encourage alternative modes of travel, such as public transit, bicycling, and walking.

Invest in increasing capacity by adding lanes, new roads or new road connections.

Add sidewalks along streets where none exist.

Provide designated on-street bicycle lanes. (signed, striped, etc.)

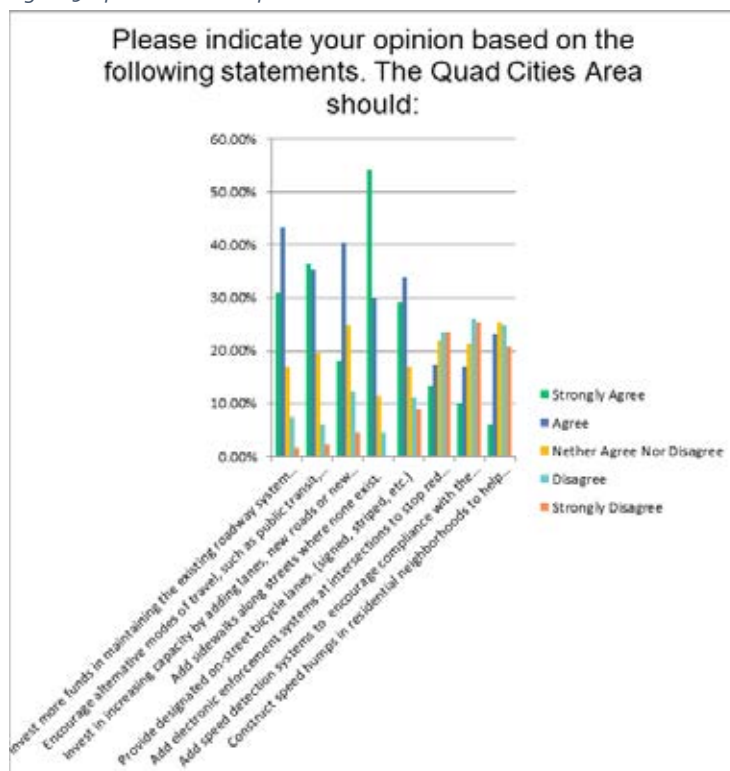
Add electronic enforcement systems at intersections to stop red light running and improve intersection safety.

Add speed detection systems to encourage compliance with the speed limits.

Construct speed humps in residential neighborhoods to help reduce speeding.

Based on Figure 9, the first four items appear to be supported. These relate to investing in the existing and expanded roadway system, encouraging alternative modes, adding sidewalks and to a lesser extent providing designated on-street bicycle lanes. Items that are not agreeable include surveillance type traffic enforcement and some forms of traffic calming.

Figure 9 Opinions on Transportation



Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

Q13 Please rank how strongly you agree with the following statements.

This question looks at access, mobility and technology. Figure 10 summarizes the results. As area residents adopt the use of technology in their daily lives, they have greater access to information and can use traffic information to make informed decisions on the route, time of day and length of time needed to get to a destination. More than half of the respondents use technology to improve their commute.

If a goal for the long range plan is to offer more mobility options by transportation mode, asking respondents if they have easy access to work or recreational activities without a personal vehicle looks to identify a gap between the goal and reality. Without a personal vehicle, nearly 60% of the respondents strongly disagree or disagree that they could easily get to work or recreational activities. Counter to that 26.4% feel they could easily get to work or recreational activities without a personal vehicle.

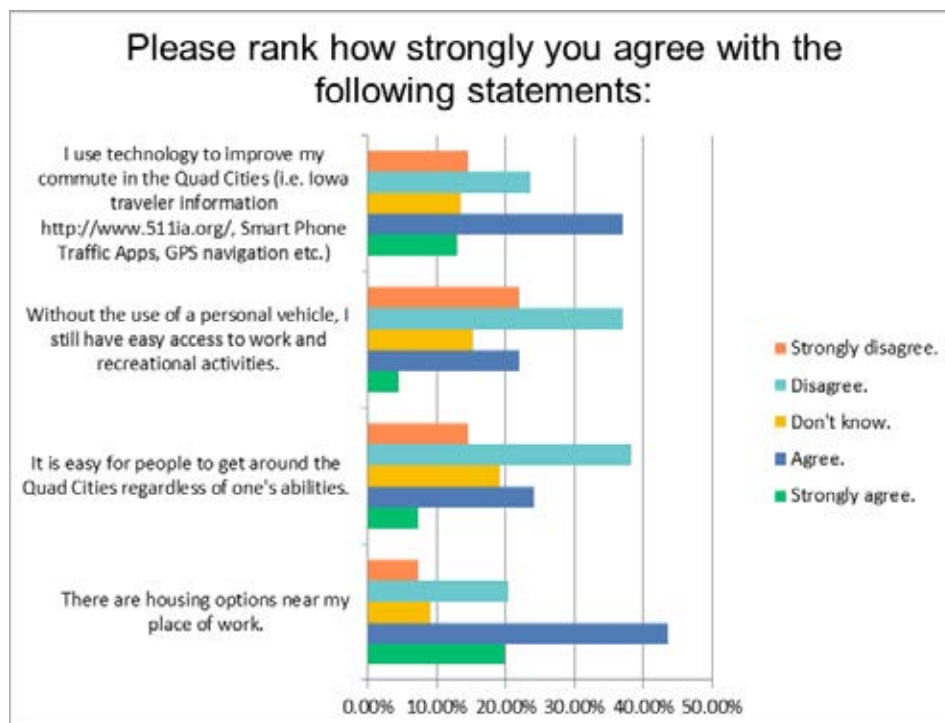
In the third statement, travel equity is examined for one's ability to travel. Over half strongly disagree or disagree that it is easy to get around the Quad Cities regardless of one's abilities. Counter to that 31.46% agreed or strongly agreed that it indeed was easy to get around regardless of one's abilities.

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Fourth statement looks at the livability and quality of life aspects of transportation. Living closer to work is associated with shorter commutes, greater productivity, less emissions, energy cost savings and potentially less stress. While not the only criteria, employment centers that are intermingled with other shopping and essential services and near schools and housing, adds to a resident's quality of life. More than half of the respondents agree or strongly agree that there are housing options near their place of work.

Figure 10 Mobility, Access and Technology Statements



Source: 2019 Citizen Input Survey for the 2050 Quad Cities Long Range Transportation Plan – Survey Monkey

Other Comments

Respondents were given the opportunity to provide additional comments. A number of additional comments were provided, and listed below as given and categorized:

Policy and Coordination Issues

- Leave Illinois out they've got no money and drag their feet constantly
- Lots of coordination between communities needed.
- The way the options were presented is very concerning. It presumes certain shared priorities and frames of approaching transportation planning that are just not good. The Quad-Cities is not congested, and to the slim extent that it is, many of the approaches presented would likely make things worse. Climate considerations aren't mentioned at all - neither mitiga-

tion (reducing emissions) nor adaptation. Adaptation is particularly important for us here, since flooding and heat/humidity issues should both be taken into account in transportation planning. But mitigation is also important, since if there's to be any Quad-Cities-as-we-know-it a century from now, it will only happen if coming decades see much less personal vehicle ownership, and much more electrified public transportation. The Bi-State Regional Commission and other local planning bodies should be leading boldly on these issues, rather than treating walking, public transportation, and bicycling as secondary modes of transportation.

- Building additional roads, or widening lanes to facilitate movement of automotive traffic is a fool's errand. It increases congestion and maintenance costs for police, public works, etc.
- Good Luck!
- Strongly recommend we review some Strong Towns type designs for our communities. Need to share funding across the border to try and repair the failing Rock Island county systems.
- Need a nice, affordable grocery store downtown
- I wish we had a stronger downtown for the non-party crowd-shops, restaurants. Love the other Mississippi River towns with Riverwalks
- If development served the west side we wouldn't all have to jam into the Bettendorf border for entertainment, dining, etc.
- Transportation is just awful, I literally hang around at work up to an hour after I'm off just to delay the inevitable misery associated with driving, walking, or biking literally anywhere.

Operations and Maintenance Issues

- Roads need to be fixed, not just patched here and there.
- I biked more frequently when I lived closer to the center of town. I now live out near Eastern Avenue Library and do not feel I have a safe route to bike to work. City of Davenport does an awesome job of timing lights to keep traffic flowing. I have tried riding the bus in the past, but the route takes 45 minutes in one direction and I can drive it in 18. If the route were 30 minutes or less, I would take the bus. I imagine this is really challenging for people who must rely on buses to get to work.
- Fix the pot holes, expand, paint, sign, improve school zones
- Speed humps and P.D. enforcement of speeding vehicles in residential areas desperately needed.
- I would use the bus, but driving, biking or walking to work is faster. It takes me 10-15 minutes by car, 20 min by bike, 30 min walking and 30-40 minutes by bus which does not include wait time. I would ride the bus if the system was more efficient.
- Sidewalks are also in bad repair, and there has been little thought in the QCA about the appearance of walking corridors. No one wants to walk where it feels unsafe, neglected, or where it is isn't beautiful
- I recently moved from the Chicago area so my opinion of congestion is different from most.
- Our community needs new roads instead of repairing the existing like a band aid.
- We have it pretty easy regarding driving times, etc.
- For non-neighborhood construction, work through the night. It's not like we don't have artificial lighting and have to live by the sun alone.
- Sidewalks, crossings & access to many buildings (including bank & public buildings) is very bad in downtown Davenport area.

Modes of Transportation Issues

- I love the bike paths, it might be helpful to have separate paths for pedestrians and cyclists or to widen the paths. There are times when the paths are quite crowded, it would be good to have more safe spaces to cycle and walk.
- My concerns are primarily focused on the public transportation system for people who do not have access or are able to utilize their own vehicle.
- Rail transit should be considered at some point!
- MetroLINK spends way too much, and no one knows how to use it... riders are treated horribly.
- I'm not joking I want a subway or train to get to major hubs in the quad cities
- Seriously guys just focus on more kinds of public transportation. More buses and look into some sort of railway through the

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cities. Please just put a metro in. It really does the most to protect the environment, improve congestion on the roads, and makes the area far easier to travel.

- Free horses would be better than rental horses.
- Bi State Rail Service could be ran for pennies on the dollar. Look into it

Mobility, Access, Equity Issues

- I work with a lot of low income clients whose work options are very limited by the bus schedules and routes, especially on the Iowa side. Getting to work is harder for some folks than getting a job!
- Like many people, I depend on my car to get around.
- Personally, I have a personal vehicle but work primarily with low income individuals with mental health issues. I also have a child with a disability and have used River Bend Transit extensively, with many issues. To such a degree, I have had to change my work schedule to get her to and from work and school myself. I see many clients unable to adequately and safely access public transportation.
- Better bus routes in EM near food pantry

Other Comments

- Thank you for the opportunity to comment!
- Thanks for doing this planning
- Question 9, give 3 answers, forces false answers to proceed on when you don't have 3 to give
- DMV should mandate periodic emissions testing, at least for older cars
- The QC area feels very car-dependent

Other Public Comments

Public Input Form

This Public Comments Input Form was released to the public in February of 2020 and was open until the public hearing in March of 2021. The 9-question survey was used to gather additional feedback from the public outside of the Citizen Survey. The questions and summarized results are outlined below. Respondents were able to answer as few as one question or as many as all nine. Four questions were open-ended and allowed for a text-based response; five multiple-choice questions gathered more information about participants' background, location, and commute.

Q1. What three things would you like to see improved for transportation in the Quad Cities Area in the next ten years? [Open-ended text response]



The above word cloud summarizes the responses from the public. A word's size is relative to the number of times it was mentioned in the data. The survey allowed each respondent to submit up to three separate ideas. 310 comments were submitted by the 114 respondents. As one can see, popular ideas allude to rail service to Chicago, public transit improvements, trail and bike lane improvements, and street improvements.

A thorough review of all responses reflects these themes. Each response was reviewed and tagged with one or more descriptive "idea codes," which allowed for a simple tabulation of specific ideas from the public. Below is a chart visualizing the distribution of ideas across several categories. A full listing of responses and a tabulation of the associated idea codes follows this summary.

Transit

Many respondents suggested that transit be generally improved over the next ten years. 27% of all suggestions related directly to transit. Some frequent suggestions included the following, the numbers with parentheses indicate number of responses:

- Make improvements in general (20)
- Increase route frequencies (headways) (4)
- Construct more shelters and stations (1)
- Create additional routes (7)
- Connect the system to rural and surrounding communities such as LeClaire, Iowa via bus or other means (5)
- Follow MetroLINK's lead in making transit more environmentally sustainable (5)
- Expand service hours (evening, overnight, and early morning) or expand service days (13)

The expansion of hours are especially seen as a need for downtown areas and those who begin and/or end work outside of current service hours. Some comments referring to adding service days refer to Bettendorf Transit and Davenport CitiBus, which currently offer no Sunday service.

Additionally, several respondents made suggestions related to administration and funding:

- Consolidate the three main transit authorities (10)
- Ensure transit access for disadvantaged communities (7)
- Increase funding for transit services (2)
- Reduce or eliminate transit fares (5)

The inconvenience and inefficiency of three separate transit authorities was frequently critiqued, and merging these systems into one regional transit authority was often suggested. As noted in Chapter 5, *Passenger Air, Rail, and Transit Systems*, system consolidation has been studied by the three systems. Issues related to governance and financial consolidation present a challenge, however, and the systems have begun to implement alternative efficiency improvements such as aligning routes, technology, and fare structures.

“Transit equity” was also a concern discussed by seven respondents, who recommend that access for disadvantaged populations and underserved areas be improved. Many suggested that this could be done through expanded routes, hours, and frequencies. Some respondents suggested reducing or eliminating fares for all or some riders, such as veterans or homeless individuals.

Expanding Transit Offerings

Several respondents suggested expanding offerings beyond the standard bus services that exist today. On-demand transit, trolleys, and expanded water taxi services were all suggested. Seven respondents would like to see bus rapid transit (BRT), light rail transit (LRT), and/or a subway system implemented within the next ten years. Several corridors identified as potential BRT/LRT throughways are discussed in Chapter 3, *The System for 2050*.

Passenger Rail and Air Travel

The survey received 54 suggestions regarding the implementation of passenger rail service in the next ten years. Given passenger rail service to the Quad Cities is not currently available in any form, this number is fairly remarkable. By comparison, this question only received 10 suggestions regarding air travel, a service that is available through the Quad Cities International Airport in Moline. Most directly mentioned the much-awaited Amtrak service to Chicago, while some suggested that service also expand to other regional destinations such as Iowa City, Des Moines, Omaha, Madison, and St. Louis soon after. A few respondents suggested that service to Chicago should be more frequent than the planned twice-daily trips, and that additional stations be added within the Quad Cities. The volume and intensity of responses regarding rail service suggests that the public would generally like service to return to the Quad Cities in short order.

Trails, Sidewalks, and Bicycle Infrastructure

- Construct more trails and sidewalks to “close the gaps” in the existing network (24) and connect to other communities in the region (2).
- Expand bicycle routes specifically (17), and focus on specific “links” that are found to be broken such as north – south routes in Davenport and the planned River to River Corridor in Moline.
- Improve poor condition of recreational trails and especially sidewalks (9).
- Make safety improvements such as upgraded signals, lighting, snow removal, physical separation, and other design features (5).
- Implement “Complete Streets” (6) or some of their components, such as on-street bike lanes (8) and enhanced walkability (6). A detailed discussion of Complete Streets can be found in Chapter 6, Non-Motorized Mobility Alternatives.

Twenty-eight (28) of the 74 suggestions regarding roads and driving alluded to poor pavement conditions. A number of such responses were simply “fix the potholes” or something similar. Several respondents suggested redesigning roads: creating “Complete Streets” that allow for easier alternative transportation (6), removing one-way streets (2), raising or lowering the capacity of certain corridors (20), and implementing roundabouts (3). East – west connectivity and river crossings were also noted as areas that could use additional reinforcement or redundancy. Environmental concerns were also raised: many identified electric vehicle (EV) charging stations as a need (4), and some noted that we should better prepare our infrastructure for increased extreme weather events such as flooding.

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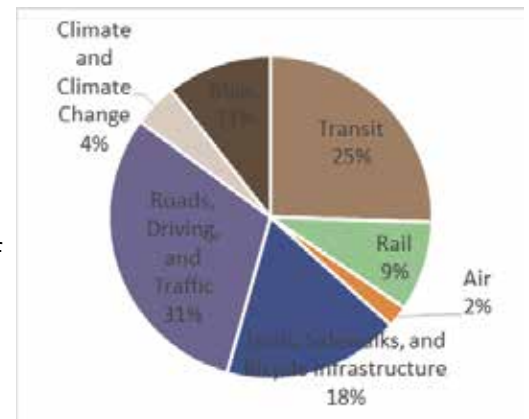
2050

Above is another word cloud illustrating the most frequent words used by respondents to describe the biggest transportation issues in the Quad Cities. A “lack” of certain infrastructure and services is widely noted, as are issues surrounding transit, paved infrastructure, and connectivity.

The same idea coding system from Question 1 was applied to the results of this question. As with the first question, respondents could add up to three separate responses. 279 comments from the 114 respondents were received. The responses and tabulations for Question 2 are also available following this summary. Below is a visualization of the proportion of suggestions related to each idea category.

Transit

A large number of respondents identify a lack of transit services as a top concern. Dissatisfaction with the separate systems (9), number of routes (5), route frequencies (7), service hours (7), and regional access (4) were again heavily noted. Some pointed to the lack of a healthy transit culture (3), and think that a combination of service improvements and cultural changes can make transit a much more popular service. The lack of bus rapid transit (BRT) and light rail transit (LRT) was seen as an inhibitor to moving the Quad Cities forward by four respondents. As noted in Chapter 3, The System for 2050, BRT and LRT are identified as needing additional study.



Passenger Rail (Non-LRT)

Twenty-eight (28) responses indicated that the lack of passenger rail service is an issue. Many people view Amtrak service to Chicago as an essential first step in overcoming this challenge.

Air

Though only mentioned by a handful of respondents, expensive flights and few destinations were seen as challenges for some.

Trails, Sidewalks, and Bicycle Infrastructure

Several respondents (19) noted the lack of sidewalks along busy streets and the lack of trails and bike lanes as key challenges. To them, the lack of these features and the poor condition of those that do exist create a car-centric environment that makes walking or cycling unsafe or unfeasible. Implementation and expansion of bike-friendly and pedestrian-friendly infrastructure is seen as key to overcoming this challenge, and is described in detail in Chapter 6, Non-Motorized Mobility Alternatives.

Roads and Driving

The condition of roads and bridges is widely seen as an issue for the Quad Cities. 35 responses again targeted potholes and deteriorating roads and bridges. Several respondents note that not only is eroding pavement

Climate and Climate Change

Equity

Q3. What would you suggest for the Quad Cities Area future transportation system, including facilities or services, to achieve progress, innovation and prosperity by 2050? [Open-ended text response]



Transit and Transit-Oriented Development

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Other ideas suggested in Question 1 were also echoed here: offering later hours (6), more frequent service (4), lower fares (3), and more routes (7). Calls to consolidate the three transit authorities were repeated (8), as were calls to make the system more environmentally sustainable (4).

Passenger Rail (Non-LRT)

Requests for passenger rail were again very common. Many see service to Chicago especially as a key to moving the Quad Cities forward.

Trails, Sidewalks, and Bicycle Infrastructure

A mix of suggestions regarding trails and sidewalks were given for 2050. Generally, people want to see a more robust regional and safe network of trails, sidewalks, and bike paths kept in good condition.

Roads and Driving

A higher proportion of respondents alluded to “Complete Streets” or similar policies for this question about 2050. Improving the condition of roads is also important for people, and many think electric vehicles must be better accommodated.

Climate and Climate Change

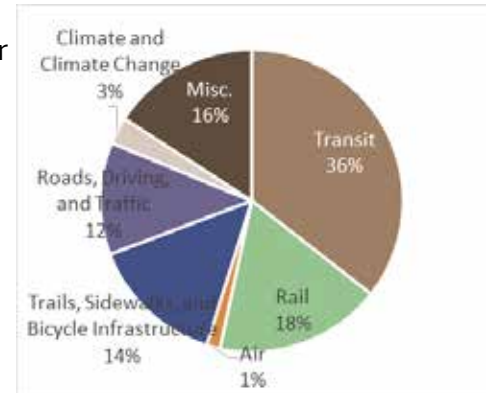
Many respondents anticipate the impacts of climate change presenting a challenge that must be addressed well before 2050. Reducing greenhouse gas emissions and improving the sustainability of the transportation system is key to mitigating its effects and adapting to them.

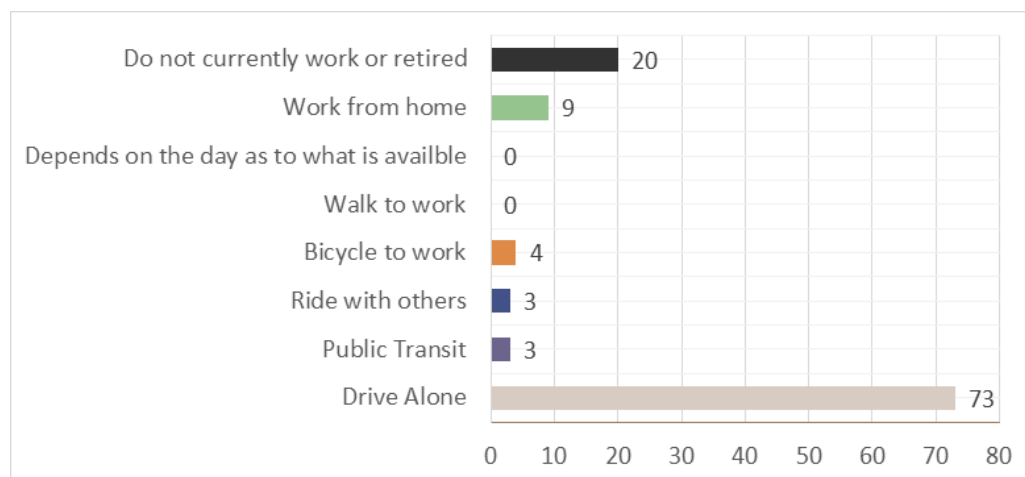
Equity

Ensuring mobility justice for all by 2050 is a key part of the vision for many people.

Q4. Other Comments: [Open-ended text response]

In the last open-ended question, respondents pointed to the need for transformational change of the Quad Cities transportation system. As one respondent sums it up: “This region has more potential than most people realize. We just need to think outside the box a lot more.” Several comments show that people are growing wary of planning processes that do not immediately result in comprehensive change. Those providing this input envision prompt action leading to a sustainable future with robust alternative transportation systems and well-maintained infrastructure.



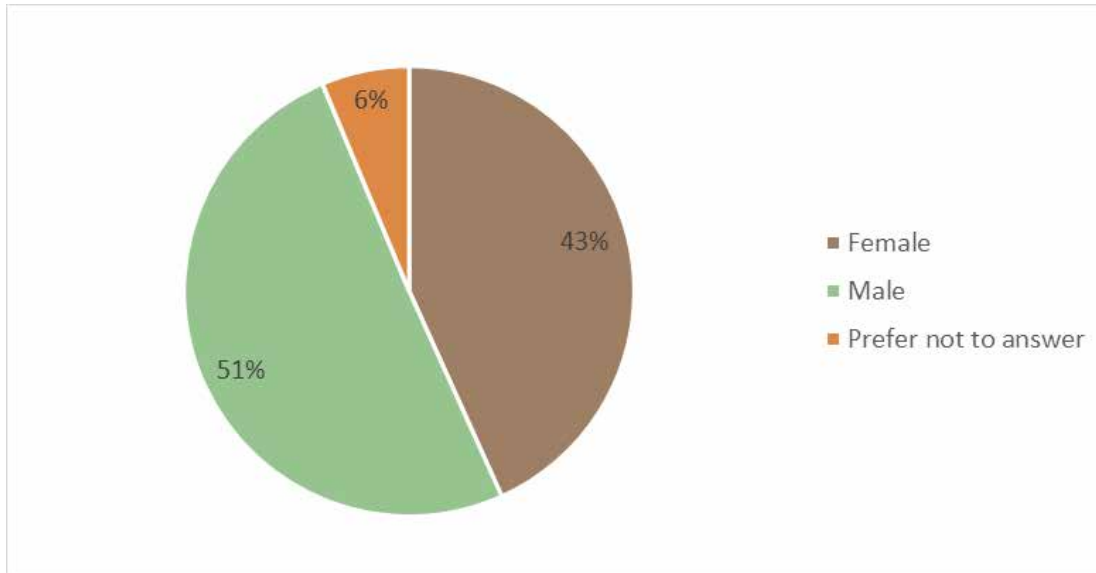
Q5. How do you travel to work most frequently? [Multiple choice]

An overwhelming majority of respondents drive alone to work. However, given the high number of responses that indicated dissatisfaction with car-dependent design and culture, demand for increased transit, and interest in pedestrian and bicycle infrastructure, this indicates that many people would be willing to change their mode of transport should enhanced options become available.

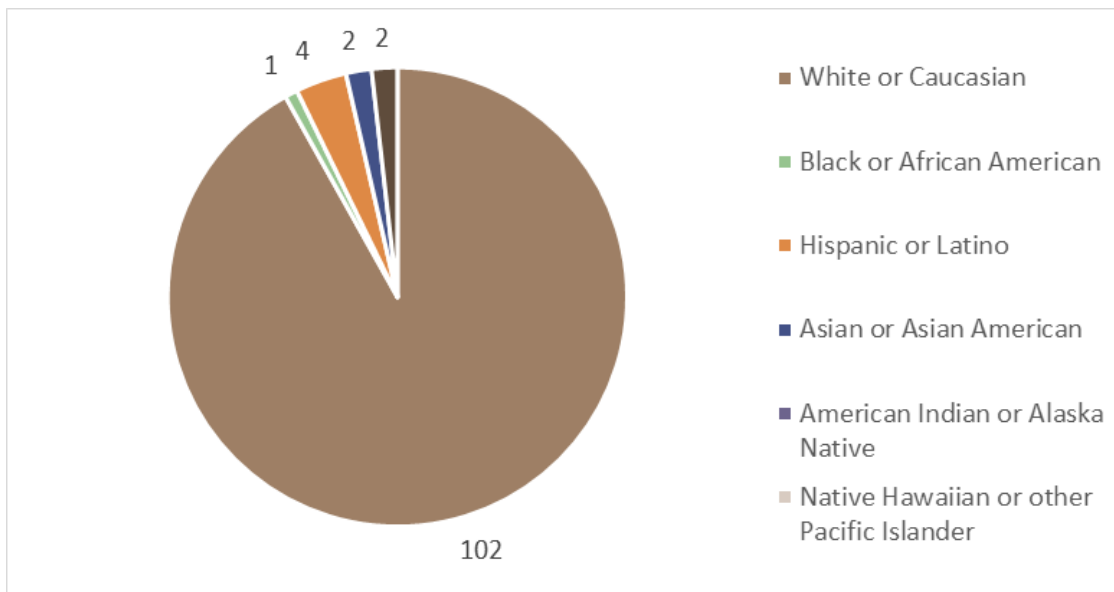
Q6. City by zip code [Multiple choice with "other" numeric input option]

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Q7. What is your gender? [Multiple choice]



Q8. What is your race or ethnicity? [Multiple choice]



Q9. What is your annual household income? [Multiple choice]



All Open-Ended Responses (Q1-Q4)

Q1: What three things would you like to see improved for transportation in the Quad Cities Area in the next ten years?

Idea Code Tabulation

Idea Code	Total	Description: These respondents would like to see the Quad Cities Area...
TRANSIT	94	
Trans-Consolidate	10	Combine IL & IA transit/bus systems.
Trans-Equity	7	Ensure transit access to disadvantaged communities.
Trans-Fares	5	Lower the cost of public transit.
Trans-Funding	2	Increase funding of public transit.
Trans-Green	5	Make transit more sustainable.
Trans-Headways	4	Improve the frequency of bus routes.
Trans-Hours	13	Expand hours (nights/weekends etc).
Trans-Improve	20	Improve bus transit in general.
Trans-OnD	1	Improve on-demand transit offerings.
Trans-Routes	7	Expand routes.
Trans-Rural	5	Service rural areas (bus/LRT).

Appendix A

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Idea Code	Total	Description: These respondents would like to see the Quad Cities Area...
Trans-Stations	1	Add more stations and shelters.
Trolley	1	Initiate a trolley or streetcar service in downtowns.
School Bus	1	Provide access to buses for all Davenport school children.
Water-Routes	5	Improve and expand water taxi routes and awareness.
BRT/LRT	7	Implement bus, light rail, or subway rapid transit within the region.
RAIL (NON-LRT)	54	
Chicago Rail	28	Implement Amtrak service to Chicago.
Iowa City Rail	3	Implement Amtrak service to Iowa City.
Rail-Other	21	Implement Amtrak service to another or unspecified location, or another suggestion regarding heavy passenger rail.
Rail-Stations	2	Expand Amtrak services within the Quad Cities past the initial Moline station to locations such as Davenport.
AIR	10	
Air-Fares	2	Work to lower fares at MLI.
Air-Routes	7	Expand flights from MLI to include new destinations.
Air-Shuttle	1	Implement (or advertise existing) non-car transportation services to MLI.
TRAILS, SIDE-WALKS, BIKE INF.	100	
Tr/S-Accessibility	1	Ensure sidewalks are sufficiently accessible, smooth, and free of obstacles so that those with disabilities, wheelchairs, or strollers can use them.
Tr/S-Condition	8	Improve the condition of trails or sidewalks.
Tr/S-Improve	14	Improve pedestrian and bicycle infrastructure in general.
Tr/S-Regional	2	Connect trails to other/rural parts of the region.
Tr/S-Routes	24	Improve routes and connectivity of trails and sidewalks.
Tr/S-Safety	2	Make trails and sidewalks safer through lighting and other design features.
Tr/S-Walkability	6	Make the/an area more walkable.
Cyc-Condition	1	Repave existing bicycle infrastructure.
Cyc-Improve	13	Improve bicycle infrastructure in general.
Cyc-On-St	8	Improve or add on-street cycle lanes.
Cyc-Regional	1	Improve regional connectivity for cyclists.
Cyc-Routes	17	Connect and/or expand bicycle routes.

Idea Code	Total	Description: These respondents would like to see the Quad Cities Area...
Cyc-Safety	3	Improve bicycle safety through design.
ROADS & DRIVING	74	
Rd-Autonomous	1	Prepare roads for self-driving cars.
Rd-Complete	6	Redesign roads to accommodate more than cars.
Rd-Condition	28	Improve condition (potholes etc).
Rd-Congestion	3	Improve congestion on roads.
Rd-More Lanes	6	Add lanes to roads.
Rd-Ped Mall	1	Close a street or area to cars.
Rd-Routes	6	Add roads in a new location - likely accompanied by a "specific location" tag.
Rd-Roundabouts	3	Make use of roundabout more in the area.
Rd-Stormwater	1	Improve the relationship between stormwater and roads.
Rd-Price-Congestion	1	Implement congestion pricing or similar urban automobile controls.
Cars vs. others	1	Create an environment in which cars are not the dominant form of transportation.
Signals	4	Improve or otherwise upgrade traffic Signals, bulbs, or sensors.
One-Way-Remove	2	Convert one-way roads to two-way traffic.
I74	3	Suggestions for I74 bridge.
I80	1	Suggestions for I80 bridge.
EV Fleets	1	Encourage municipalities to purchase EVs as fleet vehicles.
EV Stations	4	Add EV stations.
Speed	2	Address speeding.
CLIMATE & CLIMATE CHANGE	5	
Green	1	Make the transportation system in the QC more sustainable.
FloodDev	1	Stop development of the floodplain in order to combat climate change.
Snow	3	Improve the removal of snow along a sidewalk or road.
MISC. TOPICS	15	
ATV	1	Legalize ATV usage on some roads.
ConstCoord	2	Time major construction projects to minimize impacts.
Equity	2	Ensure the availability of viable transportation options for all people.
Equity-Age	1	Consider the needs of the elderly in planning transportation solutions.

Appendix A

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Idea Code	Total	Description: These respondents would like to see the Quad Cities Area...
Equity-Race	1	Ensure that transportation projects serve minority communities equitably.
Parking	1	Add more parking.
ProcessSug	2	A suggestion for our planning process.
River Access	1	Improve access to rivers.
Safety	1	Make the transportation system in the QC safer.
Streetscaping	1	Improve streetscaping.
Tourism	2	Consider the ways in which transportation solutions can benefit tourism.
OTHER CODES		
Specific location	17	Annotates another code above to show that the respondent indicated a specific area or route in their input.
x	2	Could not identify what the respondent was suggesting.

Full Response List

- Better pedestrian access - sidewalks, walkways, etc. (Tr/S-Condition)
- Roads all need fixed (Rd-Condition)
- Chicago to QCA Intercity rail (stopping at both Moline & Davenport) (Chicago Rail, Rail-Stations)
- Pedestrian/bicycling bridge linking Sunset Park to the Hennepin Canal (Tr/S-Routes, Specific location)
- Local Bus service (Trans-Improve)
- Integrate ALL QC transit systems into one single system. Could improve service and potentially reduce costs. (Trans-Consolidate)
- Cycling infrastructure (Cyc-Improve)
- Affordable flights to more states (Air-Routes, Air-Fares)
- More alternative hours busing-nights and weekend routes (Trans-Hours)
- More bike/pedestrian paths (Tr/S-Routes)
- Public transit highlighting increased usage rather than focusing on it as a revenue stream (Trans-Improve)
- More accessible in all neighborhoods (Trans-Routes, Trans-Equity)
- No cost bus rides for Veterans (Trans-Fares, Trans-Equity)
- Public Transit to the rural areas (Trans-Rural)
- More outer perimeter highways with sidewalks. (Rd-Routes, Rd-Complete)
- More options for public transit, better times, more routes, etc. (Trans-Routes, Trans-Hours)
- high speed rail service to Chicago (Chicago Rail)
- The at one time proposed rail line system between the QC and Chicago metro area. (Chicago Rail)
- Commuter train to Chicago (Chicago Rail)
- Bicycle lanes (Cyc-On-St)
- A train station for the zephyr (Chicago Rail, Rail-Other)
- Train to Chicago (Chicago Rail)
- Bike/walking paths (Tr/S-Improve)
- More bike lanes (Cyc-On-St)
- Bike trails connected into LeClaire (Cyc-Regional)
- Shared use path connectivity (Tr/S-Routes)
- Bicycle bridge intersections (over, not under streets) (Cyc-Improve)
- Please think about tourism! (Tourism)
- Walkability - Without a car, a HUGE portion of the QCA is just shy of completely inaccessible. (Tr/S-Walkability)

30. Train access to Chicago/elsewhere (Chicago Rail, Rail-Other)
31. Train extension to rural areas surrounding the Quad Cities. (Trans-Rural)
32. Three lanes of traffic in each direction the full length of Kimberly Road. (Rd-More Lanes, Specific location)
33. Extensive network of protected bike lanes (Cyc-On-St, Cyc-Safety)
34. AMTRAK (Chicago Rail)
35. public transit coverage and frequency (Trans-Improve)
36. Train to Chicago (Chicago Rail)
37. Train to Chicago (Chicago Rail)
38. Better pedestrian walkability in denser areas like downtowns (Tr/S-Walkability)
39. Less congested roads. (Rd-Congestion)
40. Replacing SECTIONS of roads, instead of patching. (Rd-Condition)
41. Connected bike paths (Cyc-Routes)
42. Link trails to LeClaire (Tr/S-Regional)
43. Bike trails (Cyc-Improve)
44. Water taxi extended to LeClaire giving opportunity to use lock (Water-Routes)
45. Fix pot holes (Rd-Condition)
46. Bus (Trans-Improve)
47. Train to Chicago and Iowa City (Chicago Rail, Iowa City Rail)
48. A fast speed train from the QC to Chicago (Chicago Rail)
49. Link trails to LeClaire (Tr/S-Regional)
50. Efficient transportation solutions for low-income communities. (Equity)
51. Roads (Rd-Condition)
52. Amtrak (Rail-Other)
53. Light rail for the QC (BRT/LRT)
54. Sidewalks (Tr/S-Improve)
55. Potholes (Rd-Condition)
56. Train (Rail-Other)
57. Public Transit (Trans-Improve)
58. Late night public transportation connecting the downtowns (Trans-Hours, Specific location)
59. Bike path in LeClaire (Cyc-Routes)
60. Bike and walking trails (Tr/S-Routes)
61. Widening/added lanes to major streets (53rd, Ave Cities, etc.) (Rd-More Lanes)
62. Bicycle transit (more of it on roads and more paths) (Cyc-On-St, Cyc-Routes)
63. Rail to Chicago (Chicago Rail)
64. Add rail to Chicago and Iowa City (Chicago Rail, Iowa City Rail)
65. Bike trails that connect the cities (Cyc-Routes)
66. Access to LeClaire riverfront (River Access, Specific location)
67. More buses (Trans-Improve)
68. Trains (Rail-Other)
69. Train to Chicago, this would bring so much business. (Chicago Rail)
70. Fixing up State St/River drive/Cody Rd (Rd-Condition)
71. Walkable streets (Tr/S-Walkability)
72. More bicycle infrastructure (Cyc-Improve)
73. Smaller buses with more stops (Trans-Routes)
74. Making sure vulnerable communities have full service (Trans-Equity)
75. Bicycle and walking - sidewalks/paths that focus on people over cars (Cars vs. others, Tr/S-Improve)
76. Fix the street (Rd-Condition)
77. Add some smaller buses or other vehicles to provide more frequent service and more routes (Trans-Routes, Trans-Headways)
78. Elderly and disabled accommodation (Equity-Age)
79. Bike lanes (Cyc-Improve)
80. Public bus service @ 7 days per week in Iowa and Illinois (Trans-Hours)

81. Rail service to Chicago (Chicago Rail)
82. Energy efficient buses and planning routes to maximize efficiency. (Trans-Improve)
83. Ensure racial equity in performance objectives (Equity-Race)
84. A bridge at New Boston Illinois or Cary ferry bro Oakville Iowa (Rd-Routes, Specific location)
85. Add more roads (Rd-Routes)
86. Trails (Tr/S-Improve)
87. Bike lanes that can be used for commuting, not just recreational paths. (Long distances, across the Quad Cities, not just a fragmented network either.) (Cyc-Routes)
88. New bridge (I74)
89. Electric car stations (EV Stations)
90. Fix the streets (Rd-Condition)
91. Quad City Street maintenance and refreshed lane markings (Rd-Condition)
92. More bike trails and bicycle friendly routes (Cyc-Routes)
93. Be able to use public transit to EASILY cross between IA and IL (Trans-Consolidate)
94. Longer hours on bus routes to assist individuals with current barriers in transportation (Trans-Hours, Trans-Equity)
95. Extended hours (early morning and later in the evening) (Trans-Hours)
96. Rail - more than just twice daily to Chicago. (Chicago Rail, Rail-Other)
97. Transportation for second shift workers (Trans-Hours, Trans-Equity)
98. Street replacement to support public transportation (Rd-Complete)
99. Comprehensive segregated bicycling infrastructure. (Cyc-Improve, Cyc-Routes)
100. Completing the I-74 project. This has been such a great idea especially including bike and foot traffic (I74, Tr/S-Routes)
101. Build electric charging stations (EV Stations)
102. Expand bike paths (Cyc-Routes)
103. Passenger rail and stops in Rock Island and Davenport (Rail-Stations, Chicago Rail)
104. Improve/widen River Drive and Locust (Rd-More Lanes)
105. Amtrak line between Moline & Chicago completed. (Chicago Rail)
106. Single bus system for all cities with no more than 1 transfer required to get to major destinations (Trans-Consolidate, Trans-Improve)
107. Bridge construction completed and reasonable wait times at lights related to bridge construction (I74)
108. Airfare and service at MLI, including more non-stop destinations. (Air-Routes)
109. Public transit (Trans-Improve)
110. More complete streets (Rd-Complete)
111. Fix the street (Rd-Condition)
112. More frequent bus routes (Trans-Headways)
113. Better bike access (Cyc-Routes)
114. Fix sidewalks on the IL side particularly Moline (Tr/S-Condition)
115. Private (Rail) Car storage are & state managed Private Railcar rates on service to/from QCA (Rail-Other)
116. Link from I-74 ped/bike corridor up Kimberly to Duck Creek Path (Tr/S-Routes)
117. Additional air destinations (Air-Routes)
118. Rd-Price-Congestion or add reduced/variable speed limits (dependent on time of day) on some major arterials to "flatten the curve" of peak traffic to reduce congestion (Rd-Price-Congestion)
119. Cycling infrastructure (Cyc-Improve)
120. Sidewalk replacement (Tr/S-Condition)
121. Railroad to Chicago (Chicago Rail)
122. More designated bike lanes on roadways (Cyc-On-St)
123. Passenger rail between Omaha and Chicago (Rail-Other)
124. Better access to rural areas (Trans-Rural)
125. Additional parking (Parking)
126. Trains to Chicago and Omaha (Chicago Rail, Rail-Other)
127. Better road maintenance (Rd-Condition)
128. Significantly improved low-cost region wide mass transit (Trans-Consolidate, Trans-Improve, Trans-Fares)

129. More funding to Metrolink bus services, for new busses, expanded routes, possibly longer run times. (Trans-Funding, Trans-Routes, Trans-Hours)
130. More pedestrian walkways (Tr/S-Routes)
131. Train (Chicago Rail)
132. Train to Chicago (Chicago Rail)
133. Sidewalks (Tr/S-Improve)
134. More busses (Trans-Improve)
135. Improve the bridge on 235 street that leads to OV middle school. Make sure it is wide enough for a walking/bike trail. (Tr/S-Routes, Specific location)
136. Mass transit to surrounding metros (Rail-Other)
137. Open air trolleys (downtown) (Trolley)
138. Consider out-of-the-box suggestions. (ProcessSug)
139. Public Transit Improvements - Again, without a car, the QCA is basically inaccessible. (Trans-Improve)
140. Improved bicycle and pedestrian infrastructure, massive repairs to sidewalks and paths (Tr/S-Improve, Tr/S-Condition)
141. Bicycle paths (Cyc-Routes)
142. More roundabouts, such as at Tanglefoot and Greenbriar. (Rd-Roundabouts)
143. Metro train network (Rail-Other, BRT/LRT)
144. Cross river public transit (Trans-Consolidate)
145. Public transit sustainability (Trans-Green)
146. Riverdale bike connector (Cyc-Routes)
147. More straightforward transit options, especially between agencies (Trans-Consolidate, Trans-Improve)
148. The end of stroads. (Rd-Complete)
149. Replace traffic Signals with led. (Signals)
150. More sidewalks (Tr/S-Routes)
151. Water taxi (Water-Routes)
152. LeClaire bike path (Cyc-Routes, Specific location)
153. Fix pot holes (Rd-Condition)
154. Train (Rail-Other)
155. Repair and maintenance of sidewalks throughout the QC (Tr/S-Condition)
156. A fast speed train from the QC to Iowa City (Iowa City Rail)
157. Safe commuter bike routes. Painting a bicycle symbol on a busy street without a dedicated lane is but enough. See: Jersey Ridge. (Cyc-Safety, Cyc-Routes)
158. More roundabouts instead of lights (Rd-Roundabouts)
159. More lanes avenue if the cities (Rd-More Lanes, Specific location)
160. Close streets in downtown area and make them walkable parks, residents and tourist can park elsewhere (Rd-Ped Mall, Specific location)
161. Bike trails (Cyc-Routes)
162. Public transport (Trans-Improve)
163. Walkability (Tr/S-Walkability)
164. Train or bus connected to other major cities (Chicago, Madison, St. Louis, Des Moines, etc.) (Chicago Rail, Rail-Other)
165. Sidewalks in LeClaire (Tr/S-Improve, Specific location)
166. Bike and walking trails (Tr/S-Improve)
167. Better construction/roads resilient to weather i.e., less potholes (Rd-Condition)
168. Public transit (Trans-Improve)
169. A quad city metro train system (Fat chance, I know) (BRT/LRT)
170. Increased bus service between all cities (Trans-Consolidate)
171. Protected bike lanes (Cyc-On-St)
172. ATV usage on county roads legalized (ATV)
173. Sunday buses (Trans-Hours)
174. Bike Paths (Cyc-Improve)

Appendix A

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175. Additional time for buses would increase commuters. (Trans-Hours)
176. New I80 Bridge (I80)
177. Better Cycling infrastructure (Cyc-Improve)
178. More separated alternative transportation infrastructure (Tr/S-Improve, Cyc-Improve)
179. More benches for people that walk and need to rest (Streetscaping)
180. Safety (Safety)
181. Electric charging stations perhaps paired with parking facilities - combined with solar to provide lighted parking and add to the electric grid (EV Stations)
182. Bus system (Trans-Improve)
183. This month, side streets are not easily passable because of ice and snow; snowplows can't get clear streets because many people have nowhere else to park. (Snow)
184. On call ridership i.e., scheduled rides (Trans-OnD)
185. Improved roads (so many potholes) (Rd-Condition)
186. Amtrak Train service between Moline and Chicago (Chicago Rail)
187. More eco efficient buses (Trans-Green)
188. Making routes available to marginalized communities, particularly because they might work 2nd or 3rd shift jobs, or need to get to grocery stores during after work hours, and their communities are food deserts. (Trans-Equity)
189. Complete passenger rail services between Chicago & Moline (Chicago Rail)
190. Fix old roads (Rd-Condition)
191. public transportation between Illinois and Iowa (Trans-Consolidate)
192. Speed enforcement. People drive way too fast through some areas, making it dangerous. (Speed)
193. No bicycle on streets (Cyc-On-St)
194. energy efficient public buses (Trans-Green)
195. Change the one-way streets (One-Way-Remove)
196. Continuation of bridge traffic improvements (Rd-Congestion)
197. Improved sidewalks through neighborhoods (Tr/S-Improve)
198. Increased scheduling to serve those that don't/can't drive. (Trans-Hours, Trans-Headways)
199. Bus travel to Eldridge, Le Claire, Blue Grass, other small towns (Trans-Rural)
200. FREE for people experiencing homelessness (Trans-Fares, Trans-Equity)
201. BRT or some sort of rapid transit. (BRT/LRT)
202. More walking/bike paths throughout the cities not just by the river (Tr/S-Routes)
203. Environmentally friendly public transportation (Trans-Green)
204. Reduced speeds on city arterial routes, particularly those in the middle of communities rather than edges. (Speed)
205. Rail connection between Moline and Chicago (Chicago Rail)
206. Improved bike trails and walking communities, we can't currently bike to malls or stores, for example (Tr/S-Routes)
207. Expand bus service to rural areas (Trans-Rural)
208. More airlines, lower fares (Air-Routes, Air-Fares)
209. Improve traffic flow on Northwest Blvd north of 53rd (widen to 4 through lanes with left and right turn lanes added too!) (Rd-More Lanes)
210. Increased spending on existing roads/bridges upkeep. (Rd-Condition)
211. Remove all major highways (67,92, etc.) from floodplain so traffic can move during a disaster (FloodDev)
212. Coordination of construction projects-let's not have all the roads in one area tore up at the same time (ConstCoord)
213. I-74 and John Deere Road intersection. (Rd-Congestion, Specific location)
214. Passenger rail (Rail-Other)
215. Expanded public transit (go to more areas) (Trans-Routes)
216. Bus system (Trans-Improve)
217. Bike lanes (Cyc-On-St)
218. Increased public transportation (Trans-Improve)
219. Repave current bike paths (Cyc-Condition)
220. QCA commuter & light rail planning (Rail-Other, BRT/LRT)
221. Moline's River to River Corridor for cycling/ped from Mississippi River to Rock River (Tr/S-Routes, Specific location)
222. Rail service (Rail-Other)

- 223. For cycling and walking focus on “closing gaps” in existing networks. For new infra try to complete entire segments - avoid piecemeal approach. (Tr/S-Routes, Cyc-Routes)
- 224. Cycling infrastructure (Cyc-Improve)
- 225. All kids bused for Davenport community schools (School Bus)
- 226. Water Taxi's (Water-Routes)
- 227. Bicycle routes between SAU and Duck Creek, SAU down Main Street to riverfront (Cyc-Routes, Specific location)
- 228. Better lighting for bike paths (Cyc-Safety)
- 229. Better roads (Rd-Condition)
- 230. More lighted sidewalks (Tr/S-Safety)
- 231. better sidewalks/paths for foot and bike traffic to more places (Tr/S-Condition, Tr/S-Routes)
- 232. Significantly improved pedestrian & bicycle commuter paths thru major municipal areas (Tr/S-Routes)
- 233. Improvements to bike and walking paths. (Tr/S-Improve)
- 234. More bike paths (Cyc-Routes)
- 235. More airlines at MLI (Air-Routes)
- 236. Bike/walking paths (Tr/S-Improve)
- 237. Better street maintenance (Rd-Condition)
- 238. Traffic synchronization (Signals)
- 239. QC airport shuttle (dedicated run from major points in all parts of town to the airport) (Air-Shuttle)
- 240. Do you have any idea how many people go to Dubuque for the Fenelon Place Elevator? It has form and function! (Tourism)
- 241. Maintenance Improvements - Keep the potholes closed, make sure the roads get the maintenance they need (Rd-Condition)
- 242. Eliminate one-ways and move towards more efficient and cleaner usage of existing roadways (One-Way-Remove)
- 243. Autonomous vehicle lanes. (Rd-Autonomous)
- 244. Build an overpass over I-74 connecting Tanglefoot to Elmore. (Rd-Routes, Specific location)
- 245. Even more walking/biking paths (Tr/S-Routes)
- 246. Public transit affordability (Trans-Fares)
- 247. I-74 bridge bike lane (Tr/S-Routes)
- 248. Some form of rail/tracked transit (BRT/LRT)
- 249. Increased pedestrian friendly walks. (Tr/S-Routes)
- 250. Add more sensors to traffic lights to avoid unnecessary stops on empty roads. (Signals)
- 251. Water management/curbs on roads (Rd-Stormwater)
- 252. Amtrak (Rail-Other)
- 253. More airlines destinations out of MLI (Air-Routes)
- 254. Repair roads (Rd-Condition)
- 255. A fast speed train from the QC Des Moines (Rail-Other)
- 256. General maintenance. (Rd-Condition)
- 257. Add more lanes to major roads if able to (Rd-More Lanes)
- 258. More roundabouts (Rd-Roundabouts)
- 259. More public transportation (Trans-Improve)
- 260. Vehicle (x)
- 261. stoplight intelligence (more sensors, better timings, etc.) (Signals)
- 262. Footbridge over Mississippi (Tr/S-Routes, Specific location)
- 263. And more bike and walking trails (Tr/S-Routes)
- 264. Coordinate construction projects so multiple not ongoing at same time (ConstCoord)
- 265. Walkability to places like stores (Tr/S-Walkability)
- 266. Making commuting by bike easier (Cyc-Improve)
- 267. Sidewalks (Tr/S-Improve)
- 268. Trails in LeClaire (Tr/S-Routes, Specific location)
- 269. Bus terminal open till 6:20pm (Trans-Hours)
- 270. More Sidewalks (Tr/S-Routes)
- 271. Increased locations on passenger ferries would bring additional tourism especially during summer. (Water-Routes)

272. A railway between LeClaire and davenport (Trans-Routes, Rail-Other)
273. Train station (Rail-Other)
274. More frequent bus service that extends beyond its capabilities today (Trans-Headways)
275. More bus shelter, especially by food and retail where people have packages to carry (Trans-Stations)
276. Enhanced service hours (Trans-Hours)
277. Complete the rail to Chicago (Chicago Rail)
278. Walkways are not cleared of ice; too big a burden on people unable to pay or chip ice themselves, over the course of frequent ice storms (Snow)
279. Survey who's not able to find transportation (ProcessSug)
280. Sidewalks-particularly safe travel for wheel chairs and individuals with disabilities (Tr/S-Accessibility)
281. General Street conditions in the urban areas. (Rd-Condition)
282. More options for regional air service (Air-Routes)
283. Putting in electric charging stations, as we will be transitioning to electric vehicles in the coming decade. (EV Stations)
284. Repair existing infrastructure (Rd-Condition, Tr/S-Condition)
285. More funding (Trans-Funding)
286. Passenger ferry (Water-Routes)
287. Bus system should be unified. One interconnected system without a different agency/plan/schedule. (Trans-Consolidate)
288. Golf carts? (x)
289. Energy efficient city vehicles (EV Fleets)
290. Better markings on streets (Rd-Condition)
291. Improve street conditions in Davenport (Rd-Condition)
292. Switch to environmental options (Green)
293. More buses (Trans-Improve)
294. one system for both sides of the river (Trans-Consolidate)
295. Bicycle infrastructure, walkability, complete streets policies that are actually implemented (looking at you, RI). (Cyc-Improve, Tr/S-Walkability, Rd-Complete)
296. Better and more sidewalks (Tr/S-Condition, Tr/S-Routes)
297. Free public transportation (Trans-Fares)
298. Safe walking along arterial routes--I'm talking about you, 12th Avenue in Moline when it snows!!!! (Tr/S-Safety, Snow)
299. Consider improving mass transit to include Iowa City and maybe Des Moines (Rail-Other)
300. Move toward all electric buses and put solar on transportation centers to charge them, like Metrolink does (Trans-Green)
301. Light rail system in the Quad Cities (BRT/LRT)
302. Better roads (Rd-Condition)
303. Add one more bridge between the cities on the west end over the Mississippi (Rd-Routes, Specific location)
304. Prioritize regional infrastructure dollars in areas of high poverty, disinvestment, etc. (Equity)
305. More complete streets (Rd-Complete)
306. improved road maintenance (Rd-Condition)
307. More efficient East / West roads on both sides of the river. (Rd-Routes)
308. Trail improvements (Tr/S-Improve)
309. Expanded trail system/sidewalks (Tr/S-Routes)
310. Fix roads (Rd-Condition)

Q2: What do you think are the three biggest transportation issues in the Quad Cities Area today?

Idea Code Tabulation

Code	Total	Description: These respondents see these big issues:
TRANSIT	82	
Trans-Consolidate	9	Combine IL & IA transit/bus systems.
Trans-Culture	3	Create a culture in which more people use transit.
Trans-Equity	2	Ensure transit access to disadvantaged communities.
Trans-Green	1	Make transit more sustainable.
Trans-Headways	7	Improve the frequency of bus routes.
Trans-Hours	7	Expand hours (nights/weekends etc).
Trans-Improve	34	Improve bus transit in general.
Trans-Routes	5	Expand routes.
Trans-Rural	4	Service rural areas (bus/LRT).
Trans-Stations	2	Add more stations and shelters.
School Bus	1	Provide access to buses for all Davenport school children.
Water-Routes	3	Improve and expand water taxi routes and awareness.
BRT/LRT	4	Implement bus, light rail, or subway rapid transit within the region.
RAIL (NON-LRT)	29	
Chicago Rail	6	Implement Amtrak service to Chicago.
Iowa City Rail	3	Implement Amtrak service to Iowa City.
Rail-Crossings	1	Mitigate the inconveniences of frequent freight traffic downtown.
Rail-Other	19	Implement Amtrak service to another or unspecified location, or another suggestion regarding heavy passenger rail.
AIR	7	
Air-Fares	3	Work to lower fares at MLI.
Air-Routes	4	Expand flights from MLI to include new destinations.
TRAILS, SIDE-WALKS, BIKE INF	57	

Appendix A

2050

Code	Total	Description: These respondents see these big issues:
Tr/S-Condition	7	Improve the condition of trails or sidewalks.
Tr/S-Improve	5	Improve pedestrian and bicycle infrastructure in general.
Tr/S-Regional	1	Connect trails to other/rural parts of the region.
Tr/S-Routes	12	Improve routes and connectivity of trails and sidewalks.
Tr/S-Safety	6	Make trails and sidewalks safer through lighting and other design features.
Tr/S-Walkability	8	Make the/an area more walkable.
Cyc-Condition	2	Repave existing bicycle infrastructure.
Cyc-Improve	6	Improve bicycle infrastructure in general.
Cyc-On-St	2	Improve or add on-street cycle lanes.
Cyc-Regional	1	Improve regional connectivity for cyclists.
Cyc-Routes	5	Connect and/or expand bicycle routes.
Cyc-Safety	1	Improve bicycle safety through design.
Cyc-Share	1	Implement a bike share system similar to that in other cities.
ROADS & DRIVING	99	
Rd-Complete	6	Redesign roads to accommodate more than cars.
Rd-Condition	35	Improve condition (potholes etc).
Rd-Congestion	11	Improve congestion on roads.
Rd-More Lanes	4	Add lanes to roads.
Rd-Routes	8	Add roads in a new location - likely accompanied by a "specific location" tag.
Car Cost	1	Reduce the cost of owning and operating a vehicle.
Cars vs. others	17	Create an environment in which cars are not the dominant form of transportation.
Signals	7	Improve or otherwise upgrade traffic signals, bulbs, or sensors.
One-Way-Keep	1	Keep one-way roads.
I74	1	Suggestions for I74 bridge.
EV Fleets	1	Encourage municipalities to purchase EVs as fleet vehicles.
EV Stations	3	Add EV stations.
Speed	4	Address speeding.
CLIMATE AND CLIMATE CHANGE	14	
Climate	5	Consider and better respond to the impacts of extreme weather on the transportation system.

Code	Total	Description: These respondents see these big issues:
GHG	2	Specifically prioritize reducing greenhouse gas emissions and air pollution from transportation.
Green	5	Make the transportation system in the QC more sustainable.
Snow	2	Improve the removal of snow along a sidewalk or road.
MISC. TOPICS	35	
ATV	1	Legalize ATV usage on some roads or create new spaces for them.
ConstCoord	4	Time major construction projects to minimize impacts.
Equity	2	Ensure the availability of viable transportation options for all people.
Equity-Age	1	Consider the needs of the elderly in planning transportation solutions.
Equity-Race	2	Ensure that transportation projects serve minority communities equitably.
Funding	4	Increase the amount allocated to transportation infrastructure.
Labor-Local	1	Prioritize QCA contractors in transportation projects.
ProcessSug	2	A suggestion for our planning process.
Safety	10	Make the transportation system in the QC safer.
Streetscaping	1	Improve streetscaping.
TOD	7	Focus on transit-oriented development.
OTHER CODES		
Specific location	18	Annotates another code above to show that the respondent indicated a specific area or route in their input.

Full Response List

1. Most of the area is not walkable. Many neighborhoods have limited or no sidewalks. (Tr/S-Walkability)
2. Roads are terrible (Rd-Condition)
3. No Intercity rail services (Rail-Other)
4. Safe signed cycling/ped corridors through the QC for families, commuters, recreational riders (Tr/S-Safety)
5. Local bus service (Trans-Improve)
6. Transportation is the 2nd largest driver of GHG emissions. Make reduced emissions the 1st priority in ALL transportation related policies and decisions (GHG)
7. Cycling infrastructure (Cyc-Improve)
8. Expensive flights, lack of destination choices (Air-Fares, Air-Routes)
9. Quality of roads in general (Rd-Condition)
10. Speeding motorcycles and autos exceeding posted speed limits (Speed)
11. We have many people without their own transportation that need ways to get to school to attend their children's events it should take a fair amount of time and not hours to accomplish and conferences. It should take a fair amount of time. (Trans-Improve)

12. Bus accessibility in rural areas (Trans-Rural)
13. Roads (Rd-Condition)
14. Lack of sidewalks (Tr/S-Routes)
15. Public transit (Trans-Improve)
16. The (temporary) construction of the new i74 bridge (I74)
17. Automobile traffic congestion (Rd-Congestion)
18. Road conditions (Rd-Condition)
19. Train to Chicago (Chicago Rail)
20. LeClaire needs better sidewalks on busy roads (Tr/S-Condition, Specific location)
21. Harsh climate (Climate)
22. Cracks and pot holes in roads (Rd-Condition)
23. Interconnectivity issues related to having three different city bus systems (Trans-Consolidate)
24. potholes (Rd-Condition)
25. Lack of pedestrian support, a car is essentially a requirement to get anywhere in the QC (Cars vs. others, Tr/S-Improve)
26. Potholes, not only on roads but sidewalks as well (Rd-Condition, Tr/S-Condition)
27. Lack of trains or trolleys. (Trans-Improve, Rail-Other)
28. Colossally stupid ideas like eliminating one-way streets in Davenport, making downtown even less accessible. (One-Way-Keep, Specific location)
29. Lack of quality public transportation (Trans-Improve)
30. No AMTRAK (Rail-Other)
31. Climate change mitigation (Green)
32. Public reluctance to use transit (Trans-Culture)
33. Congested roads. (Rd-Congestion)
34. Poorly timed/no sensor traffic lights (Signals)
35. Lack of connection to outer cities (Trans-Routes)
36. Too much congestion on 53rd street (Rd-Congestion, Specific location)
37. LeClaire Bike paths (Cyc-Routes, Specific location)
38. Awful road conditions (Rd-Condition)
39. Limited bus accessibility (Trans-Improve)
40. Drunk bar hoppers at 2am. (Safety)
41. Bad drivers (Safety)
42. Lack of viable public transit, locally. (Trans-Improve)
43. Better public transportation (Trans-Improve)
44. Potholes (Rd-Condition)
45. We're all trying to build more roads or widen them. STOP. Provide public transports so we don't have to use our cars. (Cars vs. others, Trans-Improve, Rd-Complete)
46. Lack of intercity bus travel (Trans-Improve)
47. Vehicle (x)
48. Practically zero public transport (Trans-Improve)
49. Yearly flooding over major roads in and near downtown Davenport (Climate)
50. Buses only run inside the cities. (Trans-Rural)
51. Road quality (Rd-Condition)
52. Inconvenient public transit (Trans-Improve)
53. Freight trains inhibiting IL side traffic near river. (Rail-Crossings)
54. Lack of bus service (Trans-Improve)
55. Lack of sidewalks (Tr/S-Routes)
56. Lack of ATV trails (ATV)
57. Clogged 53rd street (Rd-Congestion)
58. Lack of sidewalks (Tr/S-Routes)
59. Bus times are way too long. (Trans-Headways)
60. Not well-timed lights on River Drive in Davenport (Signals, Specific location)

61. High speed STROADS (Rd-Complete)
62. auto-centric engineering design standards (Cars vs. others, Rd-Complete)
63. Need bikes to rent (Cyc-Share)
64. Equity (Equity)
65. Walkability - many area neighborhoods have no sidewalks and force people to the roadways. (Tr/S-Walkability)
66. Not pedestrian friendly (Tr/S-Walkability)
67. Dependence on cars (Cars vs. others)
68. Elderly and disabled (Equity-Age)
69. Limited busses and public transit (Trans-Improve)
70. Lack of public transportation options (Trans-Improve)
71. Infrastructure erosion (Rd-Condition, Tr/S-Condition)
72. Large buses are nearly empty. That can't be efficient. Why don't we have smaller buses? (Trans-Improve)
73. Racism (Equity-Race)
74. Put a bridge or water taxi at New Boston Illinois to Oakville Iowa (Water-Routes, Rd-Routes, Specific location)
75. Old roads, bridges need repair (Rd-Condition)
76. Lack of bike lanes (Cyc-Routes, Cyc-On-St)
77. Unrelated bus systems that don't coordinate. It's almost impossible to actually get around town. Only a few key areas are really connected. With improved transit, few would have to drive. (Trans-Consolidate)
78. ? (x)
79. Electric car stations (EV Stations)
80. High traffic rate (Rd-Congestion)
81. MetroLink has been a huge asset to our community (Trans-Improve)
82. Street & Bridge conditions (Rd-Condition)
83. Access between states/cities (Trans-Consolidate, Tr/S-Routes, Rd-Routes)
84. Biggest barrier is that the bus system shuts down at 7 - 8 pm and no Sundays, this is a barrier for individuals with no other means to get to work and back (Trans-Equity, Trans-Hours)
85. Hours of operation (Trans-Hours)
86. Infrequent and unreliable transit (15-minute frequencies and an erratic app aren't things to brag about) (Trans-Hours, Trans-Headways, Trans-Improve)
87. Running/walking and bike safety (Tr/S-Safety)
88. Inadequate neighborhood waiting areas (Trans-Stations)
89. Hyper dependence on private autos. (Cars vs. others)
90. Compared to other larger cities is pretty good. Planning to physically improve major roadways in all cities (Rd-Condition)
91. Can't bike or walk easily on bridges, through town, or to shopping areas. (Tr/S-Improve)
92. Dependence on fossil fuels leading to climate change (Green)
93. Air fares (Air-Fares)
94. Horrible roads - always repairing. Band-Aid fixes instead of fixing it right the first time (Rd-Condition)
95. Deteriorating road/bridges conditions. (Rd-Condition)
96. Lack of redundancy (one bridge goes out, system fails) (Rd-Routes)
97. Elmore Ave (Specific location)
98. Air service. (Air-Routes)
99. Rail - more than just twice daily to Chicago. (Chicago Rail, Rail-Other)
100. Not enough connectivity (sidewalks/trails/complete streets) to get safely around the area (Tr/S-Routes, Rd-Complete)
101. It is not bike friendly. (Cyc-Improve)
102. Sidewalks are heaving (Tr/S-Condition)
103. No commuter rail planning (Rail-Other)
104. More lighting on Highway 67 bridges. (Safety)
105. Air destinations (Air-Routes)
106. Urban designs / neighborhood layouts / roadway designs + zoning that heavily biases toward car dependence. (Cars vs. others, Rd-Complete)

107. No train access (Rail-Other)
108. Need more safe trails north south in Davenport (Tr/S-Routes, Specific location)
109. Rampant theft of automobiles (often with keys in ignition and valued tech equipment in car). (Safety)
110. Bridges (Rd-Routes)
111. Lack of trains (Rail-Other)
112. Road maintenance (Rd-Condition)
113. Many roads with large potholes (both sides of the river) (Rd-Condition)
114. neighborhoods not pedestrian friendly (Tr/S-Improve)
115. Train to Iowa City (Iowa City Rail)
116. Bettendorf and Davenport need turning lanes (Rd-More Lanes)
117. Bike unfriendly, poorly maintained paths (Cyc-Improve, Cyc-Condition)
118. Connected bike trails to LeClaire (Cyc-Regional, Specific location)
119. Poor coordination of major construction projects; with I74 nearing completion in Illinois and over the river, now Iowa will start a multi-year project that brings traffic to a halt in Iowa (ConstCoord)
120. Lack of bicycle infrastructure (Cyc-Improve)
121. Lack of public transit, between this and being unable to walk places, without a car you're really up the creek. (Cars vs. others, Trans-Improve, Tr/S-Walkability)
122. NO REGIONAL TRAIN CONNECTION (Rail-Other)
123. Lack of bridges over the Mississippi or Rock River. (Rd-Routes, Specific location)
124. Bad red-light timing on major roads that encourage speeding and accidents to avoid them. (Signals)
125. Lack of quality public transportation (Trans-Improve)
126. Cross river public transit (Trans-Consolidate)
127. Climate change adaptation (Climate)
128. Car-dominated transportation design from the 1950s-1980s (Cars vs. others, TOD)
129. Dangerous intersections and high speeds. (Safety)
130. Potholes need to be removed. Not patched. Sections of roads need to be torn out. (Rd-Condition)
131. Potholes (Rd-Condition)
132. Traffic cameras (Safety)
133. Nonstop airline options (Air-Routes)
134. Pot holes (Rd-Condition)
135. Limited bussing hours (Trans-Hours)
136. Disrepair of roads and sidewalks (Rd-Condition, Tr/S-Condition)
137. Bad streets (Rd-Condition)
138. Lack of regional rail. (Rail-Other)
139. Bad roads (Rd-Condition)
140. Congestion in moline (Rd-Congestion)
141. Road widenings instead of LRTs for the general public making QC just another concrete highway. (Cars vs. others, BRT/LRT)
142. Public transport (Trans-Improve)
143. Road quality (Rd-Condition)
144. Not enough lanes on major streets (Rd-More Lanes)
145. Not many places to use bikes as transportation (Cyc-Routes)
146. Major street congestion (Rd-Congestion)
147. Difficulty getting places without a car (Cars vs. others)
148. No rail service (Rail-Other)
149. Lack of complete bike trails and/lanes (Rd-Complete, Cyc-Routes)
150. Lack of bike trails out to LeClaire/Princeton (Tr/S-Regional, Specific location)
151. Poor or no snow removal on side roads (Snow)
152. No bike paths (Cyc-Routes)
153. We've been waiting for the train to come to Moline (to Chicago) that at this point we are like, "when?" (Chicago Rail)
154. Better sidewalks in LeClaire and Bettendorf (Tr/S-Improve, Specific location)

155. Speeding (Speed)
156. Lack of alternative transportation options and infrastructure (Cars vs. others)
157. Too many pot holes in roads (Rd-Condition)
158. Pollution (GHG)
159. More and better bike paths would promote this mode of transportation (Cyc-Improve)
160. Not bus friendly (have to wait an hour for each trip) (Trans-Headways)
161. Would be nice to have more affordable public boat options for river travel, for people who don't own boats. (Water-Routes)
162. Timely transport to destinations (Trans-Improve)
163. Dangerous roads (Safety)
164. Lack of train accessibility to Chicago (Chicago Rail)
165. Big, empty buses at non peak times; inefficiency (Trans-Improve)
166. Few people seem to access bus transportation because the routes are lengthy and there seem to be few stops to access routes. (Trans-Headways, Trans-Stations)
167. Insufficient funding (Funding)
168. lack of funding to add or fix roads, bridges (Funding)
169. No Amtrak (Rail-Other)
170. Roads are missing sidewalks, meaning people have to walk on grass are in the road making things very dangerous. This is particularly problematic in Moline. Pedestrians aren't considered (Tr/S-Routes, Tr/S-Safety)
171. energy efficient public transportation (Trans-Green)
172. Speed control (Speed)
173. Amtrak to Iowa City and Chicago continues to be much needed mass transit connection (Chicago Rail, Iowa City Rail)
174. Sidewalk conditions (Tr/S-Condition)
175. Service for those that don't drive (Cars vs. others)
176. No late-night bus system (Trans-Hours)
177. hours of operation (Trans-Hours)
178. Poor bike infrastructure and walkability (conditions, trip distances/land use planning, snow removal, parking enforcement) (TOD, Tr/S-Improve, Snow)
179. Cross river transportation (Trans-Consolidate)
180. Inadequate public transportation routes (Trans-Routes)
181. Streetscaping on arterial routes discourages commerce along them and makes commerce unsafe (existing businesses, e.g.) (Streetscaping)
182. Study where congestion is or might be the worst and improve it before it happens (Rd-Congestion, ProcessSug)
183. Limited public transportation options (Trans-Improve)
184. Difficulty getting across bridges between states (Rd-Routes, Specific location)
185. Both Scott and Rock Island counties should all pay taxes for the Moline airport. (Funding)
186. Lack of reasonable planning - make the main roads wider rather than starting with 2 lane and the squeezing in 4 lane roads (Rd-More Lanes)
187. Inability for Illinois local governments to afford road repairs. (Funding)
188. Limited and disconnected mass transit options (Trans-Consolidate, Trans-Improve)
189. Bridge Construction (ConstCoord)
190. Potholes. (Rd-Condition)
191. condition of streets (Rd-Condition)
192. Safety on sidewalks/trails (Safety)
193. Public transportation is too limited. Especially connecting Iowa and Illinois (Trans-Improve, Trans-Consolidate)
194. Bike paths are falling apart (Cyc-Condition)
195. No light rail/streetcar planning (BRT/LRT)
196. New Interstate 80 Mississippi crossing should have ped/bike accommodations (Tr/S-Routes, Specific location)
197. Rail service (Rail-Other)
198. Strong NIMBY opposition (+lack of political will) to key improvements such as bike lanes and other infra like bridges (e.g. 46 & Eastern in Davenport) (Equity)

199. Lack of busing for Davenport public school kids (School Bus)
200. Bridge traffic (Rd-Congestion)
201. Repair of interstate bridges (Rd-Condition, Specific location)
202. Congestion (Rd-Congestion)
203. Lack of perimeter highways (Rd-Routes)
204. accessibility without a car (Cars vs. others)
205. Not many bike/walking paths, and green areas of transportation. (Green, Tr/S-Routes)
206. Stop lights that are not intelligent stop lights (Signals)
207. EV charging stations (EV Stations)
208. Bike lanes and sidewalks on all major streets (Tr/S-Routes)
209. Lack of additional bus routes (Trans-Routes)
210. Improved bridge over Interstate 80 on 235th street (Rd-Condition, Specific location)
211. Lack of connectivity to Amtrak system (Rail-Other)
212. Crowds downtown make driving difficult (Safety)
213. Road expansion rather than road maintenance. (Rd-Condition)
214. Buses have lengthy routes, it takes far too long to get to where you are going - we need express bus lanes (BRT/LRT, Trans-Headways)
215. Choice in material when constructing or replacing roads. (Rd-Condition)
216. Strange obsession with "Your Speed" cameras that give an unfriendly "Big Brother" vibe and that no one is dumb enough to fall for. (Speed)
217. I have to own a car to get anywhere (Cars vs. others)
218. Regional Light rail (BRT/LRT)
219. Regional coordination of transit and transit-oriented development (Trans-Consolidate, TOD)
220. Pedestrian-unfriendliness (e.g., lack of sidewalks and no pedestrian signals at some traffic lights) (Tr/S-Walkability)
221. Not pedestrian friendly. (Tr/S-Walkability)
222. Old incandescent traffic signals cannot be seen in the sun. (Signals)
223. Water issues on bike paths, roads, and sidewalks (Climate)
224. I80 access exit at PV junior high and dangerous on ramp at middle road and I80 (Safety, Specific location)
225. Pot holes (Rd-Condition)
226. No train station (Rail-Other)
227. Constant Construction (ConstCoord)
228. Disproportionately low investment in communities of color. (Equity-Race)
229. Go green (Green)
230. Too many open parking lots. It makes our city centers feel empty. Build them into buildings. (TOD)
231. Train (Rail-Other)
232. weather (Climate)
233. Need improved interconnectivity between the 5 major cities (Rd-Routes, Trans-Consolidate)
234. Unsafe conditions for bicyclists on roadways (Cyc-Safety, Cyc-On-St)
235. Not bike friendly (Cyc-Improve)
236. Incomplete bus service (Trans-Improve)
237. Bus access in LeClaire (Trans-Rural)
238. Not enough buses (Trans-Improve)
239. No trains (Rail-Other)
240. I don't think a lot of information is known about the passenger ferries. (Water-Routes)
241. Public Railway (Rail-Other)
242. Lack of alternative transportation (Cars vs. others)
243. Lack of maintenance of existing alternative transportation infrastructure (Tr/S-Condition, Trans-Improve)
244. More safe, walking neighbor hoods (Tr/S-Safety)
245. Getting to the areas that most need public transportation (Trans-Equity, Trans-Routes)
246. Access to rail (Rail-Other)
247. Congestion around construction areas, many detours because of road closings, has been a problem during I 74

- construction. (ConstCoord)
248. Find out who needs a ride and where to i.e. a doctor's visit (ProcessSug)
249. Dangerous or missing sidewalks (Tr/S-Safety, Tr/S-Routes)
250. Lack of discount airline at QCA Airport (i.e., AirTran, Southwest) (Air-Fares)
251. Rider population/apathy for public transportation (Trans-Culture)
252. We need train service to Iowa City and Chicago. (Iowa City Rail, Chicago Rail)
253. Suburban/sprawl urban design must be stopped. (TOD, Cars vs. others)
254. Out of date lock and dams (Rd-Condition)
255. Riverdale ruined the safe connection between the Mississippi River Trail and Duck Creek (Tr/S-Safety, Tr/S-Routes)
256. Energy efficient city vehicles (EV Fleets)
257. Lights are not properly synced (Signals)
258. Getting stopped at every red light in Davenport (Kimberly Rd, 53rd St) (Signals)
259. Intimidating schedules (Trans-Improve)
260. Not enough River bend transit buses (Trans-Improve)
261. Hours of operation (Trans-Hours)
262. Unsustainable development patterns (e.g., Bettendorf) (TOD, Green)
263. No transportation between QCA and other communities such as DeWitt (Trans-Rural)
264. Too long of ride/transfer times (Trans-Headways, Trans-Improve)
265. Car-centric zoning that discourages bikeable and walkable commerce like restaurants and bars and so on. (TOD, Cars vs. others)
266. I have an electric vehicle, and have almost nowhere to charge it except at home. (EV Stations)
267. Limitations of public transportation (Trans-Improve)
268. Passenger rail east and west (Rail-Other)
269. Streets that are too skinny for housing neighborhoods. (Rd-More Lanes)
270. Fewer projects employing local workforce. (Labor-Local)
271. Limited walk ability/lack of planning (particularly Bettendorf area) (Tr/S-Walkability)
272. Poor road conditions (Rd-Condition)
273. Gas taxes in Illinois. (Car Cost)
274. Public transit availability (Trans-Improve)
275. The public transit system does not reach all areas of the Quad Cities (Trans-Routes)
276. Not pedestrian friendly (Tr/S-Walkability)
277. Bridge congestion (Rd-Congestion, Specific location)
278. Not bus friendly (have to wait an hour for each trip) (Trans-Headways)
279. Underutilized public transportation (Trans-Culture)

Appendix A

2050

Q3: What would you suggest for the Quad Cities Area future transportation system, including facilities or services, to achieve progress, innovation and prosperity by 2050?

Idea Code Tabulation

Code	Total	Description: These respondents suggest this for the future:
TRANSIT	74	
Trans-Consolidate	8	Combine IL & IA transit/bus systems.
Trans-Culture	6	Create a culture in which more people use transit.
Trans-Equity	8	Ensure transit access to disadvantaged communities.
Trans-Fares	3	Lower the cost of public transit.
Trans-Green	4	Make transit more sustainable.
Trans-Headways	4	Improve the frequency of bus routes.
Trans-Hours	6	Expand hours (nights/weekends etc).
Trans-Improve	5	Improve bus transit in general.
Trans-OnD	1	Improve on-demand transit offerings.
Trans-Routes	7	Expand routes.
Trans-Rural	2	Service rural areas (bus/LRT).
Trans-Stations	4	Add more stations and shelters.
Trolley	1	Initiate a trolley or streetcar service in downtowns.
Water-Routes	1	Improve and expand water taxi routes and awareness.
BRT/LRT	14	Implement bus, light rail, or subway rapid transit within the region.
RAIL (NON-LRT)	37	
Chicago Rail	18	Implement Amtrak service to Chicago.
Iowa City Rail	3	Implement Amtrak service to Iowa City.
Rail-Other	16	Implement Amtrak service to another or unspecified location, or another suggestion regarding heavy passenger rail.
AIR	3	
Air-Fares	1	Work to lower fares at MLI.
Air-Routes	2	Expand flights from MLI to include new destinations.
TRAILS, SIDEWALKS, BIKE INF	30	
Tr/S-Condition	2	Improve the condition of trails or sidewalks.

Code	Total	Description: These respondents suggest this for the future:
Tr/S-Improve	7	Improve pedestrian and bicycle infrastructure in general.
Tr/S-Regional	3	Connect trails to other/rural parts of the region.
Tr/S-Routes	4	Improve routes and connectivity of trails and sidewalks.
Tr/S-Walkability	3	Make the/an area more walkable.
Cyc-Improve	2	Improve bicycle infrastructure in general.
Cyc-On-St	1	Improve or add on-street cycle lanes.
Cyc-Regional	3	Improve regional connectivity for cyclists.
Cyc-Routes	3	Connect and/or expand bicycle routes.
Cyc-Safety	1	Improve bicycle safety through design.
Cyc-Share	1	Implement a bike share system similar to that in other cities.
ROADS & DRIVING	25	
Rd-Complete	8	Redesign roads to accommodate more than cars.
Rd-Condition	8	Improve condition (potholes etc).
EV Stations	3	Add EV stations.
One-Way-Remove	1	Convert one-way roads to two-way traffic.
Rd-Roundabouts	1	Make use of roundabout more in the area.
Cars vs. others	3	Create an environment in which cars are not the dominant form of transportation.
Speed	1	Address speeding.
CLIMATE AND CLIMATE CHANGE	6	
GHG	2	Specifically prioritize reducing greenhouse gas emissions and air pollution from transportation.
Green	3	Make the transportation system in the QC more sustainable.
Flood Dev	1	Stop development of the floodplain in order to combat climate change.
MISC. TOPICS	33	
ATV	1	Legalize ATV usage on some roads or create new spaces for them.
Equity	3	Ensure the availability of viable transportation options for all people.
Equity-Age	2	Consider the needs of the elderly in planning transportation solutions.
Equity-Race	3	Ensure that transportation projects serve minority communities equitably.
Funding	1	Increase the amount allocated to transportation infrastructure.

Appendix A

2050

Code	Total	Description: These respondents suggest this for the future:
ProcessSug	5	A suggestion for our planning process.
River Access	2	Improve access to rivers.
Safety	2	Make the transportation system in the QC safer.
School Bus	1	Provide access to buses for all Davenport school children.
Signals	1	Improve or otherwise upgrade traffic signals, bulbs, or sensors.
TOD	10	Focus on transit-oriented development.
Tourism	2	Consider the ways in which transportation solutions can benefit tourism.
OTHER CODES		
Specific location	9	Annotates another code above to show that the respondent indicated a specific area or route in their input.
x	1	Could not identify what the respondent was suggesting or the suggestion was not related to transportation planning.

Full Response List

1. Focus on implementing the QCA to Chicago State corridor intercity passenger rail service. Start working and supporting efforts for new long-distance intercity rail routes to travel through (and stop/service) the QCA (i.e., a Chicago to Denver dedicated train via the QCA, Des Moines, & Omaha). We also need to be looking at the potential for cross river commuter services and light rail. The 74 Bridge will help to ease traffic congestion for only a few months before people and cars begin to inundate the bridge again the only way to truly reduce traffic congestion in the long term is to offer alternative, non-road reliant transportation services. (Chicago Rail, Rail-Other, BRT/LRT)
2. Provide trail links to outlying communities on the MRT Provide trail along 67 corridor over Rock River to safer passage both sides if possible Trail connection from Carbon Cliff/Silvis to Colona (Tr/S-Regional)
3. Consolidate bus service into one intergovernmental entity. Work with airlines to provide larger planes to additional locations. Work to get rail service to Chicago. (Trans-Consolidate, Air-Routes, Chicago Rail)
4. Better data can inform better decisions. We need to spend the \$\$ to get better data such as real-time traffic monitoring (e.g., using Bluetooth technology). For example, use real-time volume/speed data to alter signal timings and modify speed limits to improve traffic flows. Also need more extensive data on walking, cycling, and transit ridership. Incentivize businesses to use staggered starts/ends to 1st shift (as has been done to combat COVID) to mitigate traffic congestion. Pave more gravel shoulders in outlying areas for cyclists and pedestrians - e.g., where sidewalks are lacking. ROBUST complete streets policies must be a mandatory precondition for ALL communities getting Federal transportation funds. Introduce at least 2 major innovations such as Buss Rapid Transit along major routes and pedestrian oriented mixed-use retail/residential zones similar to those in Cedar Falls IA [<https://bit.ly/3thy1Od>], Geneva IL [<https://bit.ly/3bLASZV>], and Ft. Collins CO [<https://www.visitftcollins.com/maps-info/neighborhoods/old-town/>]. (ProcessSug, Tr/S-Improve, Rd-Complete, BRT/LRT, TOD)
5. Improved cycling infrastructure! (Cyc-Improve)
6. Busing for all Davenport community school kids. Sidewalks replaced, more crosswalks with better painted areas and signage. Push to lower fares at local airport and attract more destination options. Train access would be wonderful. (Rail-Other, Air-Fares, Tr/S-Improve, School Bus, Air-Routes)
7. Definitely access so busing routes and services expanded night and weekend routes. (Trans-Hours)
8. rail service, improved trails for recreation, reducing construction of new roadways to stimulate urban sprawl. (Cars vs. others, Rail-Other, TOD, Tr/S-Improve)
9. Come to an agreement for no cost bus fares for Veterans with Service Connection Disabilities. Most of missed

- appointments are due to no transportation. (Trans-Fares, Trans-Equity)
10. Try to bring the rural counties surrounding the QCA to the modern era. (Trans-Rural)
 11. With today is technology, a low people to email pdf maps with their ideas. (ProcessSug)
 12. high speed rail service to Chicago. local & state incentives for fewer automobiles on road ways. more accessible local & regional mass transit of varied types. remove stigma of mass transit being something the poor use. Transit equity might be the term. (Chicago Rail, Trans-Improve, Trans-Equity, Trans-Culture)
 13. Again, the proposed rail line between the QC and Chicago. (Chicago Rail)
 14. rail center with trains to Chicago and Des Moines (Chicago Rail, Rail-Other)
 15. Increased Bicycle lanes/accessibility. Addition of train. (Cyc-Improve)
 16. Finish the train to Chicago (Chicago Rail)
 17. Children that live close enough to the Junior should be able to ride bikes or walk. The bridge over I-80 is very precarious and unsafe for pedestrians and bikers. (Tr/S-Improve, Tr/S-Routes, Specific location)
 18. Add painted bike lanes to downtowns. Add more bus routes that stop in each downtown. Budget more for smoothing recreational trails and roads. (Cyc-On-St, Trans-Routes, Tr/S-Condition, Rd-Condition)
 19. Charging stations for electric car. More and connected bike/walking paths. (EV Stations, Tr/S-Routes)
 20. Modern, eco, clean and well-ventilated mass transport is a good step. Something that wouldn't be hindered by a lot of traffic (pedestrian or vehicle) is another. Having almost no emissions downtown would be *fabulous*. (Trans-Green, BRT/LRT)
 21. I would love to see a couple of trams over the river. One from Bettendorf to Moline, and one from Davenport to Rock Island. It would make easier access to neighboring downtowns and an interesting tourist destination; how cool would that be!? I'm a local Airbnb host in Central Davenport, I would love to recommend more attractions in the downtown area. Other than good restaurants and bars, not much else. What about a trolley or a modified old train car that runs up and down main street from the river to Vander Veer Park, like up and down the hills of San Francisco. Consider a light rail system that runs from the downtown to Northpark. This could be used as extra parking for downtown events. (We really should have more outdoor events Just hop the light rail to see a show without the stress of finding parking. Just a few thoughts. (BRT/LRT, Tourism, Trolley)
 22. First off, get things changed to improve pedestrian access. More sidewalks, more convenient pedestrian crossings, I've had to dodge pedestrians crossing random chunks of road while driving incredibly often and it drives me NUTS, let alone the cases where I don't have access to my car and basically can't get more than one or two businesses away. Secondly, expand the bus routes, there's a very narrow slice of town accessible via that public transit and with route timings that are, frankly, a joke. Also, what ever happened to that Amtrak line to Chicago, huh? Would make it a lot easier to head to concerts by bands that don't know the QCA exists! (Tr/S-Walkability, Trans-Routes, Trans-Headways, Chicago Rail, Tourism)
 23. We HAVE to lobby for train access to Chicago, this has been a promise a decade in the making and it is wildly disappointing that we still do not have it! We also need to end the horrible one-ways that make so many neighborhoods and downtown areas loud, dangerous and not pedestrian/bicyclist-friendly. (Chicago Rail, One-Way-Remove, Rd-Complete)
 24. If QC were to build an autonomous train system within the metro area and extend out to rural area hubs they could approach the situation strictly underground usage. Using surfaces of the land through a 3-dimensional lens as opposed to only looking at the situation as a 2-dimensional problem. (BRT/LRT)
 25. Use existing railroad tracks for light rail to connect Quad Cities. (BRT/LRT)
 26. Light rail, extensive protected bike lanes, redesigned neighborhoods. I don't want to have to own a car to get anywhere. (BRT/LRT, Cyc-Safety, Cyc-Routes, TOD, Cars vs. others)
 27. Amtrak (Chicago Rail)
 28. Realistically, a prosperous future can only happen if we've met net zero carbon emissions. That means fewer vehicles, and those that remain will be electric. Most trips will be via public transportation, walking, or bicycle. That means we need: In the Quad-Cities: a metro-spanning streetcar/light rail system, trolleybus routes powered through overhead wires In medium-sized and larger communities: comprehensive battery-electric bus service In all communities: a dense network of protected cycle tracks and pedestrian walkways Connecting communities: passenger rail service using existing capacity-enhanced rail corridors, shuttle buses, and cycle/pedestrian paths Connecting the bi-state region to the rest of the country: a high speed rail station integrated into the transit system. Right-of-way for most but not all of this can be gleaned from existing space currently dedicated to vehi-

- cle traffic. (GHG, BRT/LRT, Tr/S-Improve, Rail-Other)
29. Ideally, by 2050, we should have at least some form of tracked transit (streetcar or light rail). Not anything as extensive as a larger city, but there are some corridors where it would make sense, for example, between downtown Rock Island and the WIU campus, passing through Augustana and downtown Moline. (BRT/LRT, Specific location)
30. A comprehensive mass transit operation would be great. Make sure it is present at n both sides. (Trans-Consolidate)
31. Expand public rail options, i.e., Amtrak to Chicago, Minneapolis, Iowa City, St Louis. MORE ROUNDABOUTS. Please, for the love of whatever deity you hold dear, dearest intern reading this. People are too stupid to effectively use 4 way stops, and 4 way traffic lights just cause traffic issues. Look at Kimberly Road. It's a freaking nightmare. I'd rather drive down side streets than deal with that monstrosity. (Chicago Rail, Iowa City Rail, Rail-Other, Rd-Roundabouts)
32. Public transport that reaches outer cities...buses/trains and or connected bike paths that are safe for travel for all ages of people. (Trans-Rural, Equity-Age, Cyc-Regional)
33. Link the trails to LeClaire (Tr/S-Regional, Specific location)
34. Closer water taxi stops like moline is to businesses. Be nice if it could get up to LeClaire. Bike paths in LeClaire (Water-Routes, Cyc-Regional, Specific location)
35. Fix the roads especially in West Davenport. (Rd-Condition, Specific location)
36. Widely accessible bussing system that runs 24 hours a day to provide transportation for those who don't have an alternative form of transportation. Lack of transportation directly limits job opportunities and income disadvantaged people. When these people can't make ends meet they are forced to rely on public assistance and charity. Giving people access to reliable transportation can help lift them out of poverty. (Trans-Hours, Trans-Equity)
37. A high-speed train going to a metro area. (Rail-Other)
38. Link trails to LeClaire (Tr/S-Regional, Specific location)
39. Integrated public transit that links cities on both sides of the river. High speed commuter rail between here, Chicago, Des Moines, and Saint Louis. (Trans-Consolidate, Chicago Rail, Rail-Other)
40. Light rail (BRT/LRT)
41. Amtrak (Rail-Other)
42. 1. LRT. 2. MRT to neighboring cities i.e. Chicago 3. Reclaim streets for pedestrians 4. Reduce R1 zones 5. Better public transportation 6. Make use of the river. (BRT/LRT, Rail-Other, Rd-Complete, TOD, Trans-Improve, River Access)
43. I don't know if it's possible or may already be in place, but I'd like to see public busses travel between the cities. If not that, then a train leading to Chicago is also another thing I'd like. (Trans-Consolidate, Chicago Rail)
44. Train service to and from Chicago would greatly benefit the area and I believe would be heavily used. (Chicago Rail)
45. It will never happen because the fools in charge don't understand what an investment is, but free public transportation connecting the various commercial and transportation hubs. When people move here because it's convenient to get from their inexpensive home to their workplace or the airport without owning a car, you'll know you did your job. Don't give us another service only poor people use and then charge for it. (Trans-Fares, Trans-Equity, Trans-Culture)
46. I like the idea of trains. Either high-speed connecting the QC to Chicago or Iowa City/Cedar Rapids. Or more "L" style connecting the Quad Cities to each other. Or both. (Chicago Rail, Iowa City Rail, BRT/LRT)
47. Bike bath in LeClaire (Cyc-Routes, Specific location)
48. I would like to see bus or some other means of transportation going out and into the cities. I would like to see more bike trials like the one along the Mississippi, north of the QC on the Illinois side. (Trans-Improve, Tr/S-Routes)
49. People are looking for communities to be walkable, bike-able, and for there to be good public transit. For me, if I can't get somewhere without using my car, I'm much less likely to go there. Areas like Davenport/Bettendorf's 53rd street areas where there are no sidewalks and you can't bike around are traffic nightmares and I hate shopping there because of the inaccessibility. Downtown has become a wonderful place to hang out, shop, and eat because it's easy to walk around and easy to get there by bike. The best ways to make the Quad Cities a better place to live is to make it more pedestrian friendly and stop building developments like the 53rd street area that

are only meant for cars (and all's extremely dangerous). Continue to develop bike paths and safe roadway bike lanes so that people can get from place to place without using a car. Sidewalks should be a given everywhere, building a neighborhood or shopping area without a sidewalk is ridiculous, please incorporate sidewalks in all new development and think about pedestrian traffic in addition to vehicle traffic. Increase availability of public transit and encourage that over private vehicle usage. (Tr/S-Walkability, Rd-Complete, TOD, Cars vs. others, Trans-Improve)

50. More emphasis on using public transportation as a way for all to commute. Also adding rail service to Chicago, Iowa City and Des Moines (Trans-Culture, Chicago Rail, Iowa City Rail, Rail-Other)
51. Most importantly, allow AVTV's on rural roads (ATV)
52. More buses and more bus routes. An inviting terminal. (Trans-Improve, Trans-Stations)
53. FIX THE POTHOLE! We wasted money on spray painting bike lanes in truth. (Rd-Condition)
54. Adding Rail to public transport. Adding a full bike path from LeClaire to Davenport. (Rail-Other, Cyc-Regional, Specific location)
55. Road diets, lower limits, strong speedlight enforcement, timed lights, pedestrian preference crosswalks, segregated MUP's that actually go to businesses and a commitment to keeping them clear year-round. (Rd-Complete, Speed, Tr/S-Walkability)
56. full build-out of separated alternative transportation infrastructure; extended (surface area and times) service for the bus system (BRT/LRT, Trans-Hours, Trans-Headways)
57. smaller electric buses. more cameras. more inviting bus huts. Center turn lane on all major streets (love what Moline did on 19th Ave!!) refresh paint lines on streets. Have street light sensors improved so time is not wasted when there is any traffic in opposite direction. Policing is the same in all neighborhoods, crime is not just in poor neighborhoods. (Safety, Trans-Stations, Rd-Complete, Signals, Equity)
58. make sure you tailor services to meet the needs of the most vulnerable who count on public transportation for their livelihood and basic needs. (Trans-Equity)
59. I read Dylan Parker's op-ed in today's paper and agree wholeheartedly that we need to focus on improving roads, facilities and services to black neighborhoods. I participated in the United Way 21 Day Challenge and it opened my eyes to this country's systemic racism which continues today under Governor Reynolds and her administration. I was shocked and saddened that the Davenport city council voted not to hire a person to help with the back log of Civil Rights cases. This country needs to heal and the only way to do that is to address systemic racism. (Equity-Race, Trans-Equity)
60. Prioritize racial equity. (Equity-Race)
61. PLANNING...suggest sitting down with Davenport and Bettendorf transportation include a non-profit organization such RIVERBEND TRANSIT. (ProcessSug)
62. Make transportation fair to all its citizens in all areas of the community, not just where the homes of wealthier community members. There's a very real disparity in this community when it comes to transit and upkeep, especially in the more economically disadvantaged areas. (Trans-Equity)
63. 1. Amtrak service 2. 7 days per week busses in all cities 3. Heightened street repair in Davenport (Rail-Other, Trans-Hours, Rd-Condition)
64. Smaller, more efficient vehicles with smaller eco footprint. Offer QC area as beta testing for larger scale projects in big cities. IE: UBER type bus service for schools and colleges as classes dismiss. Smaller shuttles from housing areas direct to grocery store at same time and day each week. (Trans-Green, ProcessSug)
65. Go solar, like Metrolink has initiated. (Green)
66. Add racial equity as a performance objective. (Equity-Race)
67. Push for Federal Highway bills, State Highway bills ! With Roads and Bridges they will come. (Funding)
68. Finally establishing the Amtrak service, interconnecting downtown Davenport, Rock Island, and Moline with public transportation, and creating and promoting more sustainable modes of transportation. (Chicago Rail, Trans-Consolidate, Green)
69. A general plan needs to be implemented. For example, rather than ad-hoc deciding whether or not to put in bike lanes for future road improvements, just make a standard that says for [x] width of road with [y] traffic, bike lanes and sidewalks will be added (or at least considered). Then when it comes time to paint lines, the plan will have already existed. More efficient and easier. When considering something out to 2050, I think the Quad Cities would be ripe for replacing some bus routes with self-driving vans. The buses are infrequent and inconvenient. If

main routes were still done by bus, but spoke routes were done by vans, this might be cheaper. Perhaps then, it would be possible to get picked up most anywhere, and the main routes could run more regularly. This would increase the usage of public transit. Finally, ensure Amtrak gets here! (Tr/S-Routes, ProcessSug, Trans-Routes, Trans-Headways, Chicago Rail)

70. Trains (high speed) (Rail-Other)
71. same as above. The public will more likely purchase electric vehicles if there are convenient stations. We need more study of public transportation so the public is aware of the convenience of vehicles such as buses, etc., perhaps a campaign for the public to use public transportation as well as sharing private vehicles. (EV Stations, Trans-Culture)
72. Get the train to run here. (Rail-Other)
73. Let's fix what we have and invest in our older neighborhoods before focusing on new development. (Rd-Condition, Equity)
74. Use transit BETWEEN states. Environmentally friendly. Easy understanding of schedules for those who don't read well or for whom English isn't their first language. You need to up the reputation of traveling by bus, to reduce the stigma of not having your own car. You need to send message, "It's hip to ride the bus." But even before folks will ride the bus, you need to make schedules that work with folks—AND CROSS STATE LINES!!! (Trans-Consolidate, Trans-Equity, Trans-Culture, Trans-Hours)
75. Increase the hours of operation (Trans-Hours)
76. Transit-oriented development. One regional transit authority. Parking meters. Downtown development. Ban sales of internal combustion engine automobiles. Kill building setbacks and parking minimums. Return streets to the people. (TOD, Trans-Consolidate, TOD, Trans-Green, Rd-Complete)
77. I heard of a U.S. community that has on demand public transportation. Cannot remember which but they seemed to feel it is cost effective so I wish you would look into this (Trans-OnD)
78. Repair/replace streets to accommodate heavy vehicles, Free public transportation, park&ride areas, climate controlled wait areas, increased number of direct routes. (Rd-Condition, Trans-Fares, Trans-Stations, Trans-Routes)
79. Finish the signaling and switch at Wyanet so we can get passenger rail here!!!! (Chicago Rail)
80. Electrical outlets for more electric vehicles. (EV Stations)
81. Set a priority to reduce green house gas emissions to net zero by 2050 in the transportation arena. Get all the cities on board for this critical issue, and make the QC region more appealing to the younger generation and business ventures. They are looking at this issue when they consider moving to a region. (GHG)
82. Amtrack station in the Quad Cities; develop light rail system within the QC (Rail-Other, BRT/LRT)
83. not sure (x)
84. Keep utilizing newer energy efficient busses. Split the cost with the train company to fix the truck eating bridge in Davenport to allow trucks under it!! Stop building along the rivers (Trans-Green, Flood Dev, Rd-Condition, Specific location)
85. Stop building suburban wastelands and focus more on transit oriented development as we continue to grow. Basically, do everything that Bettendorf doesn't do. (TOD)
86. Improved bus routes (Trans-Routes)
87. More efficient East / West roads on both sides of the river. (TOD)
88. Expand the availability and frequency of public transit (bus), making it easier for an aging population to access service. Also curtail expanded land use (urban sprawl) and encourage creative in-fill for commerce and residential use. (Trans-Headways, Trans-Routes, Equity-Age, TOD)
89. I would suggest an expansion of the public transit system to reach all areas of the Quad Cities to provide people safe transportation to their home, school, work, grocery store, medical office, and other places they frequently visit. I would also suggest the adoption of complete street policies/ordinances for our cities. Expand sidewalks in new developments, improve current sidewalks, trail systems, provide proper lighting for safety reasons, etc. Add bike racks. (Trans-Consolidate, Trans-Routes, Rd-Complete, Tr/S-Improve, Safety)
90. Cities should invest in public walkways, sidewalks, and bike paths/lanes. More thought should go into how to get people across the river without having to use a car. The Quad Cities are not friendly to people who do not own cars and it is both discrimination against low-income people and bad for the environment. (Tr/S-Improve, River Access, Equity, Green)

91. fix the roads and sidewalks all over and create more bike trails that aren't on the street (Tr/S-Condition, Rd-Condition, Cyc-Routes)
92. Bike sharing. More inviting bus stops/destigmatization of public transportation (Cyc-Share, Trans-Stations, Trans-Culture)

Q4: Other Comments:

Idea Code Tabulation

TRANSIT	4	
Trans-Headways	1	Improve the frequency of bus routes.
Trans-Routes	1	Expand routes.
Trans-Rural	1	Service rural areas (bus/LRT).
BRT/LRT	1	Implement bus, light rail, or subway rapid transit within the region.
RAIL (NON-LRT)	3	
Chicago Rail	2	Implement Amtrak service to Chicago.
Rail-Other	1	Implement Amtrak service to another location, or another suggestion regarding heavy passenger rail.
AIR	2	
Air-Less	2	Deprioritize airport/airline expansions and focus on other greener and more efficient modes of transportation.
TRAILS, SIDEWALKS, BIKE INF	2	
Tr/S-Walkability	2	Make the/an area more walkable.
ROADS & DRIVING	2	
Rd-Condition	1	Improve condition (potholes etc).
Cars vs. others	1	Create an environment in which cars are not the dominant form of transportation.
MISC. TOPICS	9	
Equity	1	Ensure the availability of viable transportation options for all people.
Funding	1	Increase the amount allocated to transportation infrastructure.
Green	1	Make the transportation system in the QC more sustainable.
ProcessSug	4	A suggestion for our planning process.

Appendix A

2050

Snow	1	Improve the removal of snow along a sidewalk or road.
TOD	1	Focus on transit-oriented development.
OTHER CODES		
x	2	Could not identify what the respondent was suggesting or the suggestion was not related to transportation planning.

Full Response List

1. The Quad Cities need to invest in a sustainable future. (Green)
2. Please consider adding Private railcar storage for the service to and from Chicago. These cars can allow for special events and trips as well as add to revenue for our train. We need more and better passenger rail services, I only drive because I have to around here. If we had commuter rail and/or light rail, I would use that regularly. (Rail-Other, Chicago Rail, BRT/LRT)
3. Bi-State could provide assistance to local communities in setting up private funding for cycling/ped initiatives... Thanks Bi-State (Funding)
4. This region has more potential than most people realize. We just need to think outside the box a lot more. (ProcessSug)
5. Air service is important, but practically speaking, there isn't too much to be done to secure more slots to other destinations. In addition the increasing importance of carbon foot prints will work against it. (Air-Less)
6. The outlying areas need access as well. (Trans-Rural)
7. Thank you (x)
8. Have an online submittal forum (ProcessSug)
9. Rail station to Chicago would be great! Plus bus routes that reach the train station. (Chicago Rail, Trans-Routes)
10. stop ignoring W End Davenport; it's going to fester to death at this rate (Equity)
11. I might write out an in-depth comment to send in separately in addition to this one, but I'll say this for now. The nature of these kinds of processes isn't really conducive to what needs to be planned for at this stage. Half measures, compromises, and modest incremental changes will not suffice in the face of what climate change is poised to bring us, and what must be done to prevent it from getting worse. Please take that into consideration. (Process-Sug)
12. Fix pot holes (Rd-Condition)
13. If walking/biking is safe and available, it's always my first choice for transport. Public transport is great too, but most of the it's too inconvenient for me to use because of wait times. (Trans-Headways, Tr/S-Walkability)
14. N/A (x)
15. Really growing weary of doing such surveys and going to meetings where public comment is ignored. (Process-Sug)
16. as a recent transplant to Scott County, it's a shame there isn't more alternative transportation (particularly bicycle) infrastructure in this climate where one can easily use a bicycle as primary means of transportation; on the Illinois side, it's a sadistic story to see the infrastructure there, but not maintained in winter months to be utilized - they wouldn't do that with roads, right? (Snow, Tr/S-Walkability)
17. tighter upkeep requirements on landlords (TOD)
18. Too much reliance on cars (Cars vs. others)
19. Air service is important, but practically speaking, there isn't too much to be done to secure more slots to other destinations. In addition the increasing importance of carbon foot prints will work against it. (Air-Less)



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SERVICE REPORT

COUNTY/COMMUNITY: QUAD CITIES MPA
DATE: February 12 and 13, 2020
FILED BY: Brad Lathrop
MEETING: 2050 LONG RANGE TRANSPORTATION PLAN OPEN HOUSE
PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
10 Citizens	Brad Lathrop Bryan Schmid Chong Qing Wu Gena McCullough Rachel Hansen Tara Cullison	See Sign-in sheet	File

Two open house meetings were held to collect public input from individuals in the Quad Cities Area related to the 2050 Long Range Transportation Plan update. Both urban and rural areas within the metropolitan area were considered for common themes, problems, and potential solutions to meet transportation goals for progress, innovation, and connectivity. The meetings were held from 5:30 to 7:30 on Wednesday February 12th, 2020 and 3:30 to 5:30 on Thursday February 13th. The Wednesday meeting was located at Center Station in Moline (1200 River Drive). On Thursday, the meeting was held at Eastern Iowa Community College at the downtown Davenport location (101 W 3rd St). These locations were chosen because of their accessibility by public transportation.

Ten participants communicated their thoughts on local transportation systems, alternative transportation, roadways, and priorities for the future. Feedback from these meetings will be considered in the public input aspect of the 2050 Long Range Transportation Plan. Both meetings were held in an open house style format, with a brief introductory presentation of the 2050 Long Range Transportation Plan and its objectives provided by Ms. McCullough. Visitors were initially greeted by Bi-State staff and were asked to sign-in. In addition, visitors were asked how they travelled to the meeting and were given a public outreach form to fill out.

There were three stations for the public to provide feedback in different ways. The first station was structured as a public opinions focus group. At this station, Mr. Schmid facilitated conversations with participants who were asked to discuss their priorities for the 2050 LRTP. Feedback was recorded on a large poster board and discussed in small groups.

Results for how residents travelled to the meeting

Mode of transportation	Open house 2/12/2020	Open House 2/13/2020
Car	4	4
Bus	0	2
Taxi/Ride on Demand	0	0
Bike	0	0
Walk	0	0

Focus Group: The following information was recorded as part of the focus group discussion:

- Can get places quickly but focus is on cars
- Difficult to cross bridges by bike
- Difficulty biking, especially in Rock Island – Must repaint bike lanes and include signage
- Sidewalks to destinations
- Electric buses, vehicle charging stations
- Air quality issues involving freight
- Bus routes to new industries
- Alternative transportation – quality of life benefits
- Twin Cities bike infrastructure to suburbs – greenway access
- Appeal to younger generation with alternative transportation options
- Build better alternative transportation infrastructure and then advertise where to go.
- Open up new green space to alleviate flooding
- Kids need safe routes to school
- Snow clearance on certain routes
- Reduce speeds, traffic calming chicanes
- Automated vehicles are scary – Automated transit system?

Bettendorf Transit: (2/13)

- TransLoc app off for Saturday service
- Drivers going off route – Punctuality needs improvement
- Missing time points – too early or connector runs behind
- Needs streamlined connections
- Better communication between busses

Davenport CitiBus: (2/13)

- Stretch service is great – Continue!
- Communication regarding route changes
- Good bus system but could use some improvements
- Better connections between systems
- River Bend busses too bumpy, especially on rough roads – Makes riding unpleasant
- More pedestrian ways for safety
- Heaters at bus stops
- Bus drivers should wait for people to sit before moving.

The next station was an idea mapping station where participants were asked to mark specific points of interest on large maps of the metropolitan planning area (MPA). Stickers were placed on the maps and Mr. Wu took notes on what the participants would like to see at that point. The maps helped participants visualize the transportation network and identify specific points of interest to them.

Idea Mapping Station: The following information was recorded as part of the idea mapping exercise:

2/12/20

- Kimberly and Eastern – high pedestrian crossing without crosswalks or a pedestrian signal
- 53rd and Brady High pedestrian crossing without sidewalks or crosswalks
- US 67 northbound Part I-80 northbound two lanes merge to one and go right then left. It is confusing and unsafe
- Bike path: Only on one side of Centennial bridge
- #10 Bus route:
- Tyson Foods: Carpool/shuttle bus better than parking.
- More river crossing for bike accessibility
- 11th Street (US-67), Rock Island: lots/mixes of traffic, dangerous for pedestrians and bikers, needs more planning to make it safe and efficient
- East Moline: Frontage road is unnecessary, is causing traffic operations difficult, make improvements for safety and efficiency.

2/13/20

- Utica ridge – needs paved shoulders
- Bike path from Princeton to LeClaire connections, as well as Riverdale to LeClaire connections
- Jersey Ridge not as safe as other smaller streets
- In Davenport, narrow lanes and lighting is an safety issue, Marquette Street is dark

Appendix A

2050

- Bike sharing program for the QC
- Marked bike routes need to be safer
- Marlo-Locust push button to cross Kimberly road – speed limit. Biking along Kimberly is unsafe
- Better connectivity between riverfront paths and Milan bike paths in Rock Island
- Jersey Ridge Road difficult to cross on the Duck Creek bike path
- Unused rail road tracks in Eldridge should be converted into a bike path and connecting with Davenport's existing trails.

At the bean poll station, participants were given four beans. These beans were to be distributed among six jars representing different transportation priorities in the region. Rachel Hansen instructed the participants to put beans in each jar based on how they would prioritize each transportation project. The beans represented the MPA's budget for transportation projects. After each participant had placed their beans in the jars, the total for each jar was recorded.

Bean Poll Station: The following information was recorded as part of the bean poll station.

2/12/20

Transportation Priority	Total Votes
Pedestrian-Friendly Improvements	5
Establish Passenger Rail Service	3
Improve Bike Infrastructure	2
Improve Transit Service	4
Repair Streets and Bridges	1
Other	1

2/13

Transportation Priority	Total Votes
Pedestrian-Friendly Improvements	7
Establish Passenger Rail Service	2
Improve Bike Infrastructure	4
Improve Transit Service	4
Repair Streets and Bridges	3
Other	0



Gena McCullough gives the opening presentation at the open house meeting (2/13)



Bryan Schmid preparing the focus group station

2050



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SERVICE REPORT

County/Community: Quad Cities Urbanized Area

Date: January 22, 2020

Filed By: Mr. Bryan Schmid

Meeting: Council on Community Services of the Quad Cities

Present:

County/Community

See attached sign in
sheet

Bi-State

Tara Cullison

Bryan Schmid

Others

Refer to sign in
sheet

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File

Mr. Schmid attended a regularly scheduled meeting of the Council on Community Services of the Quad Cities. The meeting was held at Centre Station in Moline, Illinois. The location was accessible by public transportation and ADA compliant. The council provides a “forum through which human service advocates in the Bi-State Quad City Area can exchange information, examine issues, and bring awareness to the public in order to build resourceful networks.”

Mr. Schmid presented to the Council about the history and mission of Bi-State Regional Commission, the 2050 *Quad Cities Long Range Transportation Plan*, and transit issues in the Quad Cities Region. He mentioned two upcoming public open house meetings for the Long Range Transportation Plan in February. Existing conditions relating to roadway surface conditions and crashes were noted. He also discussed the results from the online citizen survey taken in Fall 2019 that received 179 responses. The survey was not a representative sample of the population of the Quad Cities, but rather acted as a virtual town hall where volunteers presented their own opinions. Environmental Justice was discussed as it pertained to transpor-

tation planning. Bi-State created a composite score for census tracts in the region that weighted rates of the following populations: Limited English Proficiency (LEP) groups, minority groups, and low income populations. Common transit issues and barriers described in past input opportunities include:

- Extended hours and days of service
- Availability of funding
- Affordability for the customers
- More informative education and marketing
- Fragmented systems
- Issues of complexity and lack of convenience
- Disconnections between destinations
- Non-standard work hours

Updates to the transit system in recent years include more alternative transportation options, such as Megabus and Uber, discontinued Loop service and service to Iowa City, more alternative fuel vehicles, and transit facility upgrades. A question was asked regarding Amtrak service to the Quad Cities. There have been complaint that Amtrak was overcharging passengers with disabilities for traveling with mobility devices. The issue was being taken up on a national level across the Amtrak system. Mr. Schmid would send the written input form out to the group following the meeting.

The council also heard from Sunday Saunders and Heather Long from the U.S. Census, who noted that the Census was still hiring in Rock Island and Scott Counties. Information gathered by the Census can only be released after 72 years. There will only be eight questions on the 2020 census, which will mostly be done via the internet, but paper and telephone options will be available for those not able to complete the form online.

Appendix A

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MEETING ATTENDANCE

CCSQC Sign-In: January 22, 2020

Present	Name	Organization
SA	Amidon, Jeanette	MetroLINK
	Andybur, Katrina	United Way
	Behr DeVrieze, Sherri	Unity Point Health
	Berberich, Ellen	Alternatives
	Bird, Tricia	SEAP
	Bock, Wendy	BHC
	Bogdonas, Kristin	University of IL Extension
	Burnett, Trish	Red Cross
	Calvert, Heather	QC Community Foundation
NOV	Cantu Reed, Marisa	IICIL
	Carizey, George	United Way
	Chambers, Brittany	Familia Dental
Re	Childs, Rosemary	Safer Foundation
	Cooper, Annetta	Pregnancy Resources
	Cummings, Emily	Child Abuse Council

Present	Name	Organization
	Dean, Meg	Trinity
	Dixon, Loredia	Opportunities/Open Door
	Dixon, Ramona	Rock Island Milan SD
	Dudgeon, Connie	American Red Cross
	Duex, Tania	Beacon of Hope Hospice
	Ecker, Mary	RI Co HCE
✓	Edlund, Nancy	RI Co HCE
	Elliott, Maggie	Head Start Rock Island
	Estes, April	Rosecrance
	Gadient, Sue	The Arc of the QC
	Gastmann, Mark	IDES
✓	Gibson, Mikael	Black Hawk College
✓	Gottcent, Steve	Christian Care
	Grage, Keith	IL Dept of Employment Security
	Granja, Carolina	Unity Point

Present	Name	Organization	Present	Name	Organization
	Graupmann, John	Iowa Legal Aid Help Regional Ofc		LaRoque, Mark	CA Indian Manpower Consortium
	Gross, Austin	Rosecrance		Ludwig, Nita	RICHD
	Gueert, Linda	Unity Point		Luna, Lori	YSB
	Hardaway, Desmond	UAW Local 865		Lund, Ron	Project Now
	Hayes, Dan	American Red Cross		Mahan, Hope	ROE
	Helm, Savanna	Goodwill of the Heartland		Marme-Lowery, Jennifer	American Job Center
	Hendricks, Rich	One Human Family		McCoy, Jozett	Riverside UMC
	Hildebrand, Jennifer	Our Lady of the River Church		McKinnis, Brittany	RI Cty ROE
	Hill, Janet	RICHD		Melin, Mindie	Equip for Equality
	Holldorf, Jen	Black Hawk College		Minor, Judi	Compassus
	Holmes, Tami	Community Action Eastern Iowa		Mojica, Margarita	EMSD37
	Howard-Polanchek, Jen	Project Now		Nelson, Angie	Epliepsy Foundation
	Jackson, Larry	Scott Comm. College		Newbanks, Shane	Familia Dental
	Kaha, Shayna			Niemeier, Marlena	YSB
	Kitchen, Chris	RI Cty ROE		Nixon, Krista	UPH Trinity NHG

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Present	Name	Organization
	Oaklander, Katrina	Proteus, Inc
	Osmun, Bill	RI Housing Authority
	Patton, Leah	Iowa Legal Aid Help Regional Ofc
	Phillis, Marcie	Well Care/Harmony Health Plans
	Query, Andrea	Parent Pals
	Quinteiro, Cloey	Family Resources
	Ratliff, Amanda	
	Rice, Paulette	Goodwill of the Heartland
	Richardson, Angela	Safer Foundation
	Saelens, Diana	Rock Island Preschool Program
<i>JS</i>	Sanders, Laticia	Family Resources
	Sargent, Lynda	Hearth of Hope
	Schaefer, Kim	Mercer Cty Sr Center
	Schmid, Bryan	Bi-State Regional Commission
	Schuchhardt, Ashley	ROE

Present	Name	Organization
	Sedlacek, Marie	The Project of the QC
	Sharp, Michele	Rock Island Preschool Program
	Sheybani, Shayan	Palmer Chiropractic Clinics
	Siwajek, Kristi	Unity Point
	Smith, Tiffany	Heritage Woods
	Spencer, Dallas	LSI
	Spencer, Jeffrey	Safer Foundation
	Stachula, Lisa	QC Community Foundation
<i>TS</i>	Stimpson, Terry	IDRS
	Stevens, Sarah	LeadHer
	Stewart, David	IICIL
	Stock, Jodi	Friendly House
	Sullivan, Carla	Palmer Chiropractic Clinics
	Swanson, Kelsey	CCRSR
	Thomas, Jessica	DSCC

Present	Name	Organization
	Thompson, Susan	Addus Home Care
	Torres, Janet	Familia Dental
	Turner, Lanette	EICC
	Urquiza, Rosalina	The Project of the QC
	Vandervelde, Paula	Child Abuse Council
	Van Speybroeck	Children's Therapy Ctr
	Ward, Janice	AFLAC
	Weeks, Rachel	BHC
	Wheatley, Tayler	U of I Ext
	Wildermuth, Abbey	ROE
pon	Willems, Becky	Coverntry Apts
	Woodson, Corneilia	Addus Home Care
	Wright, Sarah	The Arc of the QC
	Zandros, L. Zenaida	GQCHCC

Present	Name	Organization
✓	Bryan Schmid	Bi-State Regional Commission
✓	Tara Cullison	Bi-State Regional Com.
✓	Sarah Carleton	RIRDE
✓	Annette Clevenger	Narratives
	Cecilia Ann	QCON
	Sunday Saunders	Census
	Heather Long	Census
	Armstrong-Gordon	DCRC

Appendix A

2050



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SERVICE REPORT

COUNTY/COMMUNITY: Quad Cities Urbanized Area
DATE: March 12, 2020
FILED BY: Mr. Bryan Schmid
MEETING: Augustana College Urban and Regional Planning Class
PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
	Bryan Schmid	Dr. Chris Strunk 16 students	File

Mr. Schmid was guest presenter to the Urban and Regional Planning course at Augustana College. His presentation to the undergraduate-level class detailed his work as a planner and the work of Bi-State Regional Commission in the Bi-State Region as it pertained to transportation planning. He noted the interdependency among different modes of transportation, and that none of the modes operate in a vacuum. Bi-State's involvement in transportation planning includes traffic modeling, rural transit coordination, corridor planning, nonmotorized transportation planning, among other areas. He discussed long range efforts, such as the reconstruction of the I-74 bridge, as well as short range projects such as the QCTrails.org website.

Mr. Schmid then introduced the *2050 Quad Cities Long Range Transportation Plan* update to the class. Demographic and economic data from the region were shared. He noted the existing transportation infrastructure in the region, such as the five Mississippi River bridges, interstate highways, railroads, barge terminals, transit systems, etc. Mr. Schmid shared initial results from the online survey conducted in Fall 2019, which included requests for better street repair, bridge replacements, passenger rail, and improved pedestrian and bicycle facilities.

Following the introduction, Mr. Schmid led a discussion with the group to solicit input on the transportation system in the Quad Cities. The group discussed the strengths and weaknesses of the urban transit system and the transportation environment as a whole. The following is a summary of their input.

Strength

- Multifaceted transportation system
- Lots of opportunities to get around
- Buses are accessible for students – Buses free for students
- Trails on both sides of the river
- Buses are ever present
- Bus quality is good and aesthetics are nice

Weaknesses

- Bike lanes disjointed; Seem to only be for recreation purposes
- Lack of promotion of transit – Talk to high schoolers
- Bus frequency
- Look into heated bus shelters with doors
- More residential areas closer to commercial
- Better bus stop visibility
- Bike share?
- Green boulevards and street trees
 - Missed opportunity on Avenue of the Cities in Moline
- Wider sidewalks, especially in East Moline and Silvis

Technology

- TransLoc app for transit is very nice
- Destigmatize transit
- More amenities in bus shelters
- Timely updates for Government Bridge draw span

Appendix A

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SERVICE REPORT

COUNTY/COMMUNITY: QUAD CITIES MPA
DATE: December 14, 2020
FILED BY: Bryan Schmid, Senior Planner
MEETING: Quad Cities Transit Managers Teleconference
PRESENT:

COUNTY/COMMUNITY

Mark Garrow, Bettendorf
Chelsey Hohensee, MetroLINK
Jeff Nelson, MetroLINK
John Powell, Davenport
Randy Zobrist, River Bend Transit

BI-STATE

Bryan Schmid

OTHERS

COPIES TO:

File

Bi-State Regional Commission organized a conference call among local transit agencies to provide the opportunity to share updates and status reports in their response to the COVID-19 pandemic. Mr. Schmid welcomed those on the call. He shared the status of Bi-State Regional Commission's *2050 Quad Cities Long Range Transportation Plan*. The draft chapter covering passenger transportation, for which the transit systems provided data, information, and input, could be downloaded from Bi-State's website. A full draft of the plan will be available for public review by the end of February, with plan adoption scheduled for March, 2021.

Among the fixed-route transit systems, ridership is still approximately 60% of pre-COVID levels. The systems have installed numerous protective safety measures to curb the spread of the virus. The measures include plastic barriers between drivers and boarding passengers, air filtration systems, and electrostatic sprayers to disinfect airborne particles. The systems have largely been spared extensive disruptions due to driver quarantines or infections. River Bend Transit has yet to reach 50% ridership compared to pre-pandemic levels. Services in the county remain low and people are generally staying close to home. The systems reported that personal protective equipment (PPE) stocks are adequate.

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The transit managers discussed the eligibility of their drivers to receive COVID vaccines in Group 1B, following medical workers and residents in congregate housing. The Iowa Public Transit Association (IPTA) was requesting the State of Iowa for doses of vaccines to administer to transit drivers. The systems advocated for drivers as essential employees who interact with the public. Bi-State would contact local health departments to convey the opinion of transit officials.



Connect QC 2050

Progress, Innovation, and Connectivity

(Rock Island, March 5, 2021) — Bi-State Regional Commission Seeks Input for 2050 Quad Cities Transportation Plan

Local officials worked with Bi-State Regional Commission staff to prepare an update of the *Quad Cities Long Range Transportation Plan*. It includes \$5 billion in proposed transportation investments for roads, transit, and trails. Projects identified in the plan are eligible for federal and state transportation funds. An overview presentation on the plan results and the draft are posted for review. Go to the link at <http://www.bistateonline.org/>.

Online Public Input Option

Additionally, residents can provide online comments if not able to attend these input meetings. Go to the link on Bi-State Regional Commission's website at <https://www.surveymonkey.com/r/QCMPO2050>, to give transportation feedback. A public hearing will be held as part of the Quad Cities MPO Transportation Policy Committee March 23, 2021 at noon. Details will be available one week prior to the meeting. The plan is expected to be considered for adoption by the Bi-State Regional Commission on March 24, 2021 at 3:30 p.m.

Plan Review Public Input Meetings

Bi-State Regional Commission is conducting 3 public input meetings to take comments on the draft plan. Short presentations will begin each meeting to outline the planning process. Bi-State staff will be available answer questions and discuss the plan.

Date	Wednesday, March 10, 2021	Monday, March 15, 2021	Thursday, February 18, 2021
Time	4:00 – 5:00 p.m.	12:00 – 1:00 p.m.	6:30 – 7:30 p.m.
ID and Passcode	Meeting ID: 893 1317 5950 Passcode: 759937	Meeting ID: 844 1952 2247 Passcode: 131140	Meeting ID: 824 7254 7694 Passcode: 893078
Zoom Link or Phone Number	http://bit.ly/3o8hNun +1 312 626 6799	http://bit.ly/3891fHc +1 312 626 6799	http://bit.ly/3sKlaDZ +1 312 626 6799

Note: If you require special accommodations for these meetings, please notify Bryan Schmid, (309) 793-6300, Ext. 1123 or bschmid@bistateonline.org at least 2 business days ahead of the meeting.

For more information, contact Bi-State Regional Commission at (309) 793-6300.



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Serving local governments in Muscatine and Scott Counties, Iowa;
Henry, Mercer and Rock Island Counties, Illinois



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SERVICE REPORT

COUNTY/COMMUNITY: Quad Cities MPO
DATE: March 10, 2021
FILED BY: Katelyn Miner
MEETING: Long Range Transportation Plan Public Input Meetings
PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
Andrea Perteet (3/10)	Gena McCullough	Jennifer (Translator)	File
Kippy Breeden (3/10)	Chong Qing Wu		
James Peterson (3/10)	Katelyn Miner		
Scott Lohman (3/10)	Bryan Schmid		
Dean Mathias (3/15)			
Rock Schloemer (3/15)			
Jake Gregerson (3/15)			
Tom Donahoe (3/15)			
Christina McDonough (3/15)			
Jason Manfull (3/15)			
Brian Baxter (3/15)			
Hershel Jackson (3/18)			

There were three public input meetings held on March 10th, 15th, and 18th. Ms. McCullough started each meeting by welcoming everyone to the virtual public input meeting. Ms. McCullough introduced herself, Ms. Miner, Mr. Wu, and Mr. Schmid. All Bi-State staff then gave a presentation to the group, outlining the *Connect 2050: Quad Cities Long Range Transportation Plan* draft chapters. Ms. McCullough began by giving an overview and talking about Chapters 1 and 2, which included background information, demographics, and other considerations. Ms. Miner discussed Chapter 3, which included fiscal constraints, revenues, and expenses. Mr. Wu outlined Chapter 4, which was about the roadway network. Mr. Schmid talked about Chapters 5, 6, and 7, which included passenger systems, non-motorized transportation, and freight. Mr. Schmid also mentioned

the appendices. Ms. McCullough concluded by opening up the floor and asking for questions or comments from the public.

In the first public input meeting on March 10th, Mr. Lohman asked about the East Rock River Bridge interchange and what kind of study it would need to get started. Ms. McCullough replied, stating that a preliminary planning and engineering study would need to take place and gave an estimate of how much that could cost. Mr. Peterson asked about the location of the new port after a recent port study was completed. Ms. McCullough said the study was done in Muscatine and a new port was deemed feasible in the southern industrial part of town near Kent. Ms. Breeden commented on the lack of projects in Henry County. Ms. McCullough outlined various potential projects going through Henry County, such as the IL 84 project, but also reminded Ms. Breeden of the functional classification of roads in order to be federally eligible for projects. Ms. Preteen asked about research being done as to how often future bus routes would through smaller towns within the MPO region. Ms. McCullough mentioned a few that already do go through smaller towns, but most towns need to become part of the taxing district in order to receive more bus routes. Routes and frequency of transit also depends on ridership, but the micro-transit project in Milan with on-demand bus service was mentioned as a potential option for smaller communities.

In the second public input meeting on March 15th, Mr. Mathias asked if there were any equity studies being done about access to trails from low-income neighborhoods and if a map could be created to show how far away low-income neighborhood are to trails, noting the Floriente access to MRT and hoping to bring everyone within 0.5 or 1 mile of a recreational trail. Ms. McCullough stated that the QC trails are fairly equitable, but access to a select few is still limited to some minority groups. It was also noted that a student from the University of Southern Illinois also did a study on equity for the Quad Cities that will be presented at the next Trails Committee meeting. Mr. Donahoe asked about new alternatives to traffic congestion mitigation planning. Ms. McCullough noted how Davenport was doing signal synchronization and speed-related implementations to reduced traffic congestion. A section in the LRTP on new technologies and the Traffic Demand Model were also mentioned. Mr. Mathias commented on how it would be nice to have bicycle and pedestrian access on the I-280 Bridge during high water time. Ms. McCullough stated that the current project on the I-280 Bridge is only for maintenance, but that such a project to implement bicycle and pedestrian access could be considered for when the bridge needs to be replaced. Mr. Baxter mentioned how valuable a passenger rail system would be for the Quad Cities and asked about how the public can advocate for this. Ms. McCullough mentioned that advocacy and negotiations for passenger rail is ongoing, with two-thirds of the project already completed and said to continue expressing interest in having passenger rail within the Quad Cities. Mr. Donahoe asked about the new I-74 bicycle and pedestrian access and how it worked. Ms. McCullough explained that the Iowa side of the bridge will have a 'ride up' option and also an elevator option, while the Illinois side will only have a 'ride up' option.

In the third public meeting, there was only one attendee. Mr. Jackson commented on the need for more and better accessibility as improvements are made, specifically for the vision and hearing impaired. He also mentioned needing more ramps at train stations, along roadways, and at airports. Accessibility in all aspects is expected. Mr. Jackson went on to mention potholes and the conditions of the roads in the QC, stating that he wanted to see different materials being used to make roads so that they aren't breaking all the time. Ms. McCullough addressed this by pointing out how hard it is to keep up with road conditions due to the long list of road constantly needing fixed. Lastly, Mr. Jackson asked when there will be passenger trains in the QC. Ms. McCullough stated that no date has been set to complete the passenger rail system from Chicago, but that negotiations to reach an agreement are ongoing.

Once there were no more questions or comments from the public, the meetings concluded, thanking the attendees for their time and input.

Minutes of the

QUAD CITIES, IOWA-ILLINOIS METROPOLITAN PLANNING AREA TRANSPORTATION POLICY COMMITTEE

Tuesday, March 23, 2021 – 12:00 Noon
WEBINAR-TELECONFERENCE
Mayor Mike Matson, MPO Chair

Due to on-going COVID-19 meeting directives by state and federal officials, the Policy Committee was held by webinar-teleconference to limit personal contact. Sign-in information was provided to Policy Committee members, general public, and media with the agenda.

MEMBERS PRESENT

Ray Ambrose	Alderman, City of Davenport
Bob Baecke	Chair, MetroLINK Board
Richard "Quijas" Brunk	Chair, Rock Island County
Ken Croken	Scott County Board of Supervisors
Gerri Doyle	FTA Region VII
Rick Dunn	Alderman, City of Davenport
Reggie Freeman	Mayor, City of East Moline
Becky Marruffo	Illinois Department of Transportation – District 2
Mike Matson	Mayor, City of Davenport
Sam Moyer	Alderman, City of Moline
Marty O'Boyle	Mayor, City of Eldridge
Sam Shea	Iowa DOT District 6
Mike Thoms	Mayor, City of Rock Island
Betsy Tracy	FHWA, Illinois

OTHERS PRESENT

Doug DeLille	Illinois Department of Transportation – Springfield
Gena McCullough	Bi-State Regional Commission
George Ryan	Wood Environment and Infrastructure Solutions, Inc.
Bryan Schmid	Bi-State Regional Commission
Cathy Starling	Iowa Illinois Center for Independent Living
Chong Qing Wu	Bi-State Regional Commission

1. Public Hearing on *Connect QC 2050: Quad Cities Long Range Transportation Plan* A public notice was published on March 9, 2021 in the Quad City Times and Dispatch/Argus newspapers announcing the three public informational meetings and March 23 Transportation Policy Committee public hearing. A public notice and media release on the virtual informational meetings and public hearing was distributed March 5, 2021. The February 23 Policy Committee agenda provided the 30-day notice of the public hearing and included the Regional Transportation Advisory and Transit Interest Groups. Chapters are provided on the plan website of Bi-State.

Mayor Matson opened the public hearing. Ms. McCullough provided an overview of the process this plan has gone through. She noted nearly 115 public comments since January 2021 were received and addressed in the plan. Other staff reviewed the key elements of the plan in summary. Hearing no further public comments, Mr. Ambrose moved to close the public hearing. Mr. Croken seconded the motion, and it carried without any objection.
2. Approval of Minutes of the February 23, 2021 Quad Cities MPO Transportation Policy Committee Meeting. Ms. McCullough indicated a missing attendee of Mr. Brunk from the last meeting minutes. She requested the approval of amending that minutes with the additional attendee. Mayor Matson requested a motion to approve the minutes with amendment from the February 23, 2021 meeting. Mr. Ambrose motioned for approval of the minutes as amended. Mr. Croken seconded the motion, which carried unanimously.
3. I-74 Mississippi River Construction Update. Mr. Ryan with the I-74 project team provided the status report of the I-74 Bridge construction project. He indicated a lot of progress has been made on the project. Currently, 22 out of 30 sections of the Illinois-bound arch are installed. The deconstruction of old on-ramp at Grant Street is underway and will be completed around April 1, 2021. This involves night-time work. The ramp for the first exit eastbound in Illinois is almost done. The eastbound bridge is anticipated to open by the end of this year.
4. Consideration of Revisions to the Quad Cities MPO FFY 2021-2024 Transportation Improvement Program (TIP). Ms. McCullough indicated that many amendments/adjustments were made to transit projects utilizing the Federal COVID relief funds. Mayor O'Boyle motioned to approve the amendments, and Mr. Ambrose seconded the motion. The motion carried, and the TIP revisions are documented at the end of these minutes.
5. Consideration of *Connect QC 2050: Quad Cities Long Range Transportation Plan*. Ms. McCullough stated that the plan addressed our area needs and meets federal requirements. Ms. McCullough noted that the remaining chapters had been uploaded to the Bi-State website prior to the public meetings, and staff will be completing the appendices. The Technical Committee recommended approval of the plan. The Policy Committee would need to make a recommendation to approve the plan to the Bi-State Regional Commission for final approval. Hearing no further question or comments, Mr. Baecke moved to recommend approval of the plan. Mr. Ambrose seconded the motion with no objections. The motion carried.
6. Public Comments. There were no public comments.

7. Other Business. Ms. McCullough commented on the reauthorization of a transportation bill. The Highway Trust Fund will be insolvent by 2022 according federal policy experts. Staff will continue to monitor reauthorization. Senator Dick Durbin' staff worked with MPOs across the state to solicit high priority infrastructure projects in the state. As a federal initiative, the large member governments in the MPO were contacted for priority projects to be submitted for consideration of the congressionally designated proposed funding. Ms. McCullough also mentioned the Corn Belt Ports Resolution to be taken to the by Bi-State Regional Commission in March to formally recognized the establishment of this port statistical area designation, and specifically recognizing the Mississippi River Ports of Eastern Iowa and Western Illinois.

Mr. Shea announced the Iowa Department of Transportation (DOT) Commission traveling public input meeting coming up on April 13 in Dubuque, Iowa.

8. Adjournment. Mr. Ambrose motioned to adjourn the meeting. Mr. Croken seconded, and the meeting adjourned at 12:40 p.m.

BS/CQW/sdg

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March 23, 2021 - Transportation Policy Committee - FFY2021-2024
Transportation Improvement Program

ROADWAY/TRAIL/OTHER											
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	LOCAL SHARE	NOTES
STATE OF ILLINOIS - IL											
IL-22-09	2022	I-80	0.8 mi N to 1 mi. S of the Interchange	Crack & Joint Sealing	MAINT	\$250,000	\$225,000	NHPP	\$25,000	STA	New Project
IL-21-19		I-80	Rock River	Bridge Deck Replacement (PE)		\$400,000	\$360,000	NHPP	\$40,000	STA	Decrease in Federal share from \$1.98 million
TRANSIT											
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	STATE # (IA TPMs #)	NOTES
METROLINK (ML) and CTA Bus (CB)											
CB-20-02	2020	ADA Paratransit	O	\$604,713	\$115,000	SEC 5310	\$0		\$489,713	LOC	Change in funding source from 5307
CB-20-03	2020	JARC Projects	O	\$148,526	\$0	SEC 5310	\$0		\$148,526	LOC	Change in funding source from 5307
ML-20-03	2020	Preventive Maintenance	C	\$478,637	\$478,637	5307	\$0		\$0		Funding decrease from \$1,475,000 in Federal Share
ML-20-04	2020	Transit Enhancements	C	\$200,000	\$200,000	5307	\$0		\$0		Funding increase from \$100,000
ML-20-05	2020	MLSE	C	\$500,000	\$400,000	5307	\$0	-	\$40,000	LOC	Delete
ML-20-07	2020	ADP Software	C	\$366,363	\$366,363	5307	\$0		\$0		Funding increase from \$150,000 in Federal Share
ML-20-14	2020	Hardware	C	\$500,000	\$500,000	5307	\$0		\$0		Funding increase from \$100,000 in Federal Share
ML-20-18	2020	CTA Expansion 22-Buses (CB)	C	\$0	\$0	0	-		\$0		Delete
ML-20-22	2020	Professional Services	C	\$425,000	\$396,000	5307	\$0		\$29,000	LOC	Funding increase from \$116,000 in Federal Share
ML-20-23	2020	Architectural & Engineering	C	\$128,765	\$103,012	5307	\$0		\$25,753	LOC	Funding increase from \$40,000 in Federal Share

CB-21-02	2021	ADA Paratransit	O	\$622,854	\$115,000	SEC 5310	\$0		\$507,854	LOC	981	Change in funding source from 5307
CB-21-03	2021	JARC Projects	O	\$152,982	\$0	SEC 5310	\$0		\$152,982	LOC	3022	Change in funding source from 5307
ML-19-09	2021	Replace (10) 30'-40' Buses	C	\$7,740,000	\$4,114,751	5339 & DERA	\$3,238,213	REBUILD	\$0	LOC		Scope change - 1 bus added; Less than 30% change in funding
ML-21-01	2021	Transit Operations Shelters & Related MSE	O	\$25,799,322	\$6,105,000	CARES ACT & CRRSAA	\$16,769,566	STA	\$2,924,756	LOC		Added New Funding Source, Increase from \$2,000,000 in Federal Share
ML-21-04	2021	ADP Hardware	C	\$150,000	\$150,000	CRRSAA	\$0		\$0	LOC		Switched from 5307 to CRRSAA. New Funding Source, Increase from \$40,000 in Federal Share
ML-21-05	2021	ADP Software	C	\$100,000	\$100,000	CRRSAA	\$0		\$0	LOC		Switched from 5307 to CRRSAA. New Funding Source, No change in Federal Share
ML-21-06	2021		C	\$150,000	\$150,000	CRRSAA	\$0		\$0	LOC		Switched from 5307 to CRRSAA. New Funding Source, No change in Federal Share
ML-21-11	2021	Electric Bus Battery Leases	C	\$321,982	\$257,593	5307/CRRSAA	\$0		\$66,675	LOC		Switched from 5307 to CRRSAA. New Funding Source, from \$133,350 in Federal Share
ML-21-13	2021	Equipment	C	\$300,000	\$300,000	CRRSAA	\$0		\$0	LOC		Switched from 5307 to CRRSAA. New Funding Source, from \$100,000 in Federal Share
ML-21-14	2021	Engineering	C	\$15,706	\$15,706	CRRSAA	\$0		\$0	LOC		Switched from 5307 to CRRSAA. New Funding Source, from \$100,000 in Federal Share
ML-21-15	2021	Coulters/ Streetscapes Ferryboat	C	\$200,000	\$200,000	CRRSAA	\$0		\$0	LOC		Switched from 5307 to CRRSAA. New Funding Source, No change in Federal Share
ML-21-16	2021	Preventive Maintenance	C	\$36,854	\$29,483	5307	\$0		\$ 7,371	LOC		New Project
ML-21-17	2021	Facility Maintenance	C	\$200,000	\$200,000	CRRSAA	\$0		\$0	LOC		New Project
ML-21-18	2021	Planning	C	\$120,000	\$120,000	CRRSAA	\$0		\$0	LOC		New Project

2050

CB-22-02	2022	ADA Paratransit	O	\$622,854	\$115,000	SEC 5310	\$0			LOC	981	Change in funding source from 5307
CB-22-03	2022	JARC Projects	O	\$152,982	\$0	SEC 5310	\$0			LOC	3022	Change in funding source from 5307
ML-22-08	2022	Replace (7) 30-40' Buses	C	\$4,512,000	\$0	5339/Low-No/Bus & Bus 865/5307	\$1,318,000	REBUILD		LOC		Scope change-reduced # of buses by 1; moved to ML-19-09
ML-22-10	2022	Electric Bus Battery Leases	C	\$155,304	\$124,243	CRRSAA	\$0			LOC		Switched from 5307 to CRRSAA. New Funding Source, No change in Federal Share
ML-22-11	2022	Ferryboat Preventive Maintenance	C	\$37,500	\$30,000	5307	\$0			LOC		New Project
CB-23-02	2023	ADA Paratransit	O	\$622,854	\$115,000	SEC 5310	\$0			LOC	981	Change in funding source from 5307
CB-23-03	2023	JARC Projects	O	\$152,982	\$0	SEC 5310	\$0			LOC	3022	Change in funding source from 5307
ML-23-10	2023	Ferryboat Preventive Maintenance	C	\$37,500	\$30,000	5307	\$0			LOC		New Project
CB-24-02	2024	ADA Paratransit	O	\$622,854	\$115,000	SEC 5310	\$0			LOC	981	Change in funding source from 5307
CB-24-03	2024	JARC Projects	O	\$152,982	\$0	SEC 5310	\$0			LOC	3022	Change in funding source from 5307
ML-24-10	2024	Ferryboat Preventive Maintenance	C	\$37,500	\$30,000	5307	\$0			LOC		New Project
ADMINISTRATIVE MODIFICATIONS - NO COMMITTEE ACTION REQUIRED												
TRANSIT												
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
MetroLINK												
ML-18-10	2021	Replace 10 Commons Landing, Repower 3 boats and add capacity, and provide mobile ticketing app	C	\$1,986,500	\$1,986,500	5307	\$0		\$0			Moved to FFY21 for construction portion (pending environmental)
ML-20-08	2021	Replace (1) 40' Bus	C	\$860,000	\$593,170	Low-No	\$266,830	REBUILD	\$0	LOC		Moved to FFY21
ML-20-17	2021	Replace Village of East	C	\$1,500,000	\$1,200,000	5307 Ferry			\$300,000	City of Davis		Moved to FFY21
Davenport												
ML-20-24	2021	Ferryboat Landing OMC Expansion	C	\$5,000,000			\$5,000,000	TBD				Moved to FFY21
ML-20-24	2021	Centre Station Renovations	C	\$2,000,000			\$2,000,000	TBD				Moved to FFY21

**MINUTES OF THE
BI-STATE REGIONAL COMMISSION
Wednesday, March 24, 2021, 3:30 p.m.
Teleconference**

MEMBERS PRESENT: Gallagher – Chair, Acri, Beck, Breeden, Broderson, Brunk, Dawson, Deppe, Dunn, Freeman, Heninger, Kinzer, Lack, Lawrence, Limberg, Maranda, Maxwell, Newton, O’Boyle, Parker, Peacock, Roethler, Saucedo, Sauer, Schloemer, Sherwin, Stoermer, Thompson, Thoms

MEMBERS ABSENT: Holmes, Kendall, Matson, Mendenhall, G. Moore, R. Moore, Waldron

OTHERS PRESENT: Colonel Todd Allison, Garrison Commander, Rock Island Arsenal

STAFF PRESENT: Bulat, Grabowski, McCullough

Chair Maranda called the meeting to order at 3:30 p.m.

1. **Approval of the February 24, 2021 Minutes.** Mayor Dawson moved to approve the minutes of the February 24, 2021 meeting as presented. Mr. Kinzer seconded the motion, and it passed unanimously.
2. **Treasurer’s Report.** Mr. Brunk presented the Treasurer’s Report for the month ending February 28, 2021, noting an ending total bank and book balance of \$505,023.84. Mr. Brunk moved the report be accepted as written and mailed. Mr. Beck seconded the motion, and it passed unanimously.
3. **Finance and Personnel Committee.**
 - a. **Bills.** Mayor O’Boyle presented the bills totaling \$25,648.47, as listed on the following bills listing:

Bills List

The Roosevelt Group LLC, February 2021 Legislative Technical Services	20,000.00
(cost reimbursed by participating member governments)	

Addendum

Rock Island County Treasurer		5,648.47
04/2021	Rent	4,689.58
04/2021	Internet Access	88.00
03/2021	Managed Print Services	333.50
02/2021	Postage	438.36
02/2021	Supplies	73.00
02/2021	Cell Phone	26.03

Mayor O’Boyle moved approval of the bills totaling \$25,648.47 as presented above. Mr. Brunk seconded the motion, and it passed unanimously.

- b. Report on Progress on Commission's FY 2020-21 Program Budget as of February 28, 2021. Ms. Bulat explained the Program Budget Status Report was sent to prior to the meeting. The Commission is 66.7% through the fiscal year with 56.1% expended and within budget.
- c. Contracts/Grants for Consideration. Ms. Bulat presented the following contract for consideration.
 - Contract with Shovel Ready Rebuild Illinois Grant Administration to administer a Shovel Ready Rebuild Illinois Grant for the YWCA and the City of Rock Island for up to \$20,000.

Mayor O'Boyle moved approval of grant application. Mayor Broderson seconded the motion, and it passed unanimously.

4. Consideration of Resolution to Recognize the Significance of the Corn Belt Ports Statistical Area Designations, and Specifically Recognize the Importance of the Mississippi River Ports of Eastern Iowa and Western Illinois to the Bi-State Region. Ms. Bulat presented a resolution to recognize the significance of the Corn Belt Ports Statistical Area Designations.

Mr. Beck moved approval of the resolution. Mayor Dawson seconded the motion, and it passed unanimously.

5. Consideration of Adoption of *Connect QC 2050: Quad Cities Long Range Transportation Plan*. Ms. McCullough provided an update on the status of *Connect QC 2050: Quad Cities Long Range Transportation Plan* (LRTP) before consideration of adoption of the plan by the Bi-State Regional Commission. The plan fulfills federal requirements to examine development and its transportation impacts on future travel demand in the Quad Cities. The plan provides a pathway for identifying transportation needs and desires to move goods and people safely, efficiently, and in ways that minimize environmental and social impacts, and translate these into projects for the future. The plan is updated every five years to address changing conditions and course corrections. As an example, COVID has impacted passenger transportation, but has had less impact on movement of freight. Some travel is beginning to rebound and will continue to be monitored for its longer term impacts on the transportation system.

Multimodal System. The plan addresses multiple modes of transportation, including:

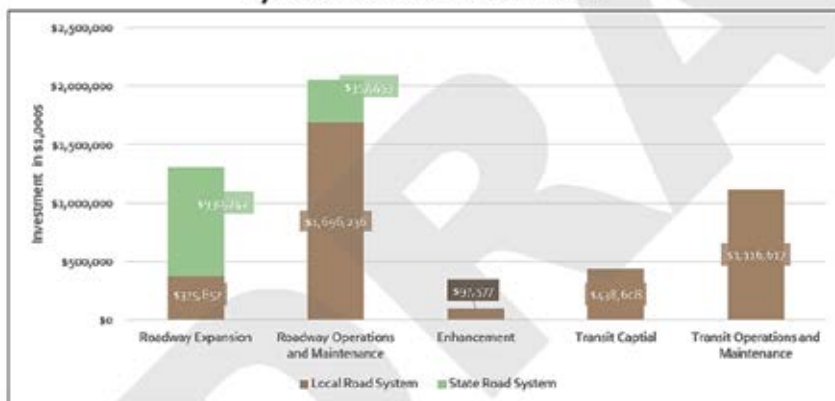
- 800 miles of federally eligible roads of 2,000 miles total
- 214 miles of bikeways & 19 *Complete Streets* corridors
- 25 fixed routes – 3 public transit systems
- 2 regional transit systems
- 104 transit vehicles + 3 vessels
- 11 transit priority corridors
- ~30% streets w/ sidewalks one or both sides (excludes local roads)
- 9 *Safe Routes to Schools* plans
- QC-Chicago Passenger Rail Service Preliminary Engineering + Moline Q Station
- Airport improvements
- MRPEIWI Ports Statistical Area designation

Multimodal Investment

The plan represents a total investment of \$5 billion dollars by the year 2050. Operations and maintenance represents 73% of this investment to preserve the existing system and its assets. Capital projects that will enhance the system by adding capacity, connectivity, and accessibility accounts for 27% of the investment. By mode, roads account for 54% of the future investment, transit 41%, and other enhancements at 5%.

2050

Figure 3.4 – Total Transportation Investment for State and Local Systems Network 2021-2050



Source: Bi-State Regional Commission, 2021

Public Involvement. A media release notifying the public of the availability of the plan was sent 2/24/21. The draft plan was available on the Bi-State website, and virtual public input meetings were held in March. The original citizen survey secured 179 responses, and subsequent input since January 2021 totaled 114 responses. A public hearing was part of the March 23 Transportation Policy Committee meeting. No public comments were received, and the Policy Committee recommended approval of the plan. Following adoption, staff will prepare the final plan for publication and it will be available at www.bistateonline.org

Serving Local Governments in Muscatine and Scott Counties, Iowa; Henry, Meriame and Rock Island Counties, Illinois

Mayor Freeman moved approval to adopt the *Connect QC 2050: Quad Cities Long Range Transportation Plan*. Mayor Thoms seconded the motion, and it passed unanimously.

6. Status of the Comprehensive Economic Development Strategy Updates. – Ms. Bulat presented a full draft of the CEDS Update, highlighting economic trends in the Quad Cities. Besides the Bi-State Regions Goals and Strategies, which were presented previously, components of the CEDS include a detailed demographic overview of the people, economy, and place of the Bi-State Region; a description of the strengths, challenges, opportunities, and threats; and a list of performance measures to access the progress toward the region's goals.

In the summary of regional data and demographics, Ms. Bulat noted most data lags and is 2019 information that won't fully reflect the pandemic. There is a projected steady slow population growth aligning to the recently completed long range transportation plan population projections. Median age for the region increased from 39.2 to 40.5 and is projected to continue to increase. The cost of living is lower than the national average and compares favorably to regional counterparts. After spring 2020 unemployment increases due to the pandemic, fall unemployment numbers recovered to near 2019 levels. However, lower income, Hispanic people, and African Americans experienced higher levels of job loss. There has been a stable slightly increasing Gross Regional Product. Major industries in the region include defense, food processing, agriculture, logistics, and animal production. Industries hit hardest by the pandemic were travel, entertainment, personal services, and transportation.

Strengths and opportunities in the Bi-State Region include access to multiple modes of transportation including the creation of the port statistical area; the Rock Island Arsenal and its global reach; numerous economic tools such as tax credits, enterprise zones, and revolving loan funds; the I-74 Corridor Project, the largest infrastructure project in regional history; a trained educated labor force; multiple economic development partners; multiple mental health services; multi-season outdoor recreation opportunities; and major redevelopment activities.

The themes related to threats include protecting the Rock Island Arsenal from job losses; the need for improvements and completion of numerous infrastructure projects; various issues that affect fiscal matters and funding, including taxes, tariffs, and wages; the need for diverse housing throughout the region; workforce attraction and retention; the need for large scale site ready industrial parks; flooding impacts and extreme weather; and funding for commercial district/downtown revitalization. The economic development projects listed in the plan were collected from partners and member governments and are used to report progress toward goals.

7. Questions or Comments by Commissioners. None
8. Other Business. None
9. Adjournment. The meeting adjourned at 4:26 p.m.

Respectfully submitted,



Diana Broderson

Secretary

2050

Move QC

2050 Long Range Transportation Plan

Planning for Progress, Innovation and Connectivity

(Quad Cities, April 10, 2018) — Transportation Technical Committee Issues Discussion

Public Involvement

Bi-State Regional Commission staff is beginning to prepare the 2050 Quad Cities Long Range Transportation Plan (LRTP) by early 2021. This update will include transportation and economic goals, and collection of existing and proposed transportation system and other infrastructure/ development strategies. Additional public input is planned prior to the adoption of the plans in 2021. To examine the existing 2045 long range transportation plan and economic development strategy, go to the link at <http://www.bistateonline.org>. As part of the plan update process, the Technical Committee is asked to provide input for the 2050 LRTP top focus issues.

Quad Cities Transportation Issues

List 3 – 5 travel issues that the Quad Cities should address in the next 30 years:

1. _____
2. _____
3. _____
4. _____
5. _____



1504 Third Avenue, P.O. Box 3368
Rock Island, IL 61204-3368
Phone: (309) 793-6300 • Fax: (309) 793-6305
Website: <http://www.bistateonline.org>

Serving local governments in Muscatine and Scott Counties, Iowa; Henry, Mercer and Rock Island Counties, Illinois

Transportation System Performance Objectives

Rank the following transportation system performance objectives from most important (1) to least important (7). Is there a need for added objectives? Add and rank the new objective if needed.

Rank

- _____ Support Economic Vitality
- _____ Increase Safety
- _____ Increase Security
- _____ Increase Accessibility and Mobility
- Options
- _____ Protect and Enhance the Environment
- _____ Enhance Connectivity and Integration between Modes
- _____ Promote Efficient System Management and Operation
- _____ Emphasize System Preservation
- _____ Other: _____

What would you like to see more of? Less of?

Use the back of this page to share what you'd like to see improved, developed, created or enhanced for our Quad Cities transportation system. →

Thanks for your input!

For more information on our planning efforts, contact Bi-State Regional Commission at (309) 793-6300.

Move QC

2050 Long Range Transportation Plan

Planning for Progress, Innovation and Connectivity

(Quad Cities, April 24, 2018) — Transportation Policy Committee Issues Discussion

Public Involvement

Bi-State Regional Commission staff is beginning to prepare the 2050 Quad Cities Long Range Transportation Plan (LRTP) by early 2021. This update will include transportation and economic goals, and collection of existing and proposed transportation system and other infrastructure/ development strategies. Additional public input is planned prior to the adoption of the plans in 2021. To examine the existing 2045 long range transportation plan and economic development strategy, go to the link at <http://www.bistateonline.org>. As part of the plan update process, the Technical Committee is asked to provide input for the 2050 LRTP top focus issues.

Quad Cities Transportation Issues

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Transportation System Performance Objectives

Rank the following transportation system performance objectives from most important (1) to least important (8 or 9 if "Other" added). Is there a need for added objectives? Add and rank the new objective if needed.

Rank

- _____ Support Economic Vitality
- _____ Increase Safety
- _____ Increase Security
- _____ Increase Accessibility and Mobility
- Options
- _____ Protect and Enhance the Environment
- _____ Enhance Connectivity and Integration between Modes
- _____ Promote Efficient System Management and Operation
- _____ Emphasize System Preservation
- _____ Other: _____

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2050 LONG RANGE TRANSPORTATION PLAN INPUT SUMMARY AND RESPONSE RECORD

Chapter	Input
One	<ul style="list-style-type: none"> Remove where it says “New” for system reliance. Figure 1.1 and 1.2 seem to be in disagreement on population numbers for the same area. Bullet statements instead of just text in paragraph form for forecast and employment scenarios.
Two	<ul style="list-style-type: none"> Consider discussing how the MPO consulted and coordinated with environmental, regulatory, and resource agencies early in the development process of the LRTP. Consider discussing transit strategies as potential environmental activities. Include a discussion on how the MPO met with and built relationships with environmental groups and community stakeholders.
Three	<ul style="list-style-type: none"> Updates to I-74 table. Linear instead of compounded growth.
Four	<ul style="list-style-type: none"> Update maps Discuss any specific safety projects that have recently been completed in the region. Please review and update/modify to refer to FAST Act.
Five	<ul style="list-style-type: none"> Edits to text about MetroLINK routes and updates. Stretch ridership updates. Review and discuss area strategies and investments that preserve and enhance inter-city bus systems, including systems that are privately owned and operated.
Six	<ul style="list-style-type: none"> A non-motorized link on the I-80 bridge would provide benefits for people using the Mississippi River Trail segments on either side of the river and provide better access for LeClaire and Illinois riverfront communities. Add information about the connection between transportation and public health, as indicated by our partnership with QCHI on QCTrails.org and other active transportation initiatives. Map should show a bike/ped. accommodation on the Interstate 80 bridge on both sides. Tie Environmental Justice statement to one of the LRTP goals or echo it in some way.
Seven	<ul style="list-style-type: none"> Updated pieces of data and clarification on future airport projects.

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

Tuesday, February 22, 2022 – 12:00 p.m.
Rock Island County Board Chambers
1504 Third Avenue
Rock Island, Illinois
Mayor Mike Matson, MPO Chair

MEMBERS PRESENT

Ken Croken	Scott County Board
Rick Dunn	Alderman, City of Davenport
Reggie Freeman	Mayor, City of East Moline
Dennis Gerard	Mayor, City of LeClaire
Becky Marruffo	Illinois Department of Transportation (DOT) – District 2
Mike Matson	Mayor, City of Davenport
Mike Thoms	Mayor, City of Rock Island
Berlinda Tyler-Jamison	MetroLINK
Bryan Vyncke	Rock Island County Board

OTHERS PRESENT

Doug DeLille	Illinois DOT – Springfield
Gena McCullough	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Joe Wick	Hutchinson Engineering
Chong Qing Wu	Bi-State Regional Commission

1. Public Hearing on Connect QC 2050: Quad Cities Long Range Transportation Plan. Mayor Matson opened the public hearing to receive comments on the *Connect QC 2050: Quad Cities Long Range Transportation Plan*. No comments were received.
2. Approval of Minutes of the January 25, 2022 Quad Cities MPO Transportation Policy Committee Meeting. Mayor Matson requested a motion to approve the minutes. Mayor Thoms motioned for approval of the minutes as written. Mayor Freeman seconded the motion, which carried unanimously.
3. I-74 Mississippi River Reconstruction Update. Mr. Wick with the I-74 project team provided the status report of the I-74 Bridge construction project. He indicated that contractors are working between weather

systems at the moment, which is slowing progress somewhat. Work on the multipurpose trail continues as the contractors wait for the glass oculus to be delivered. The cities of Bettendorf and Moline are finalizing an intergovernmental agreement for the maintenance of the path. Landscaping and demolition of the old bridge will be let in the late spring or early summer, while the trail elevator in Bettendorf will be let in the fall.

4. Confirmation of Iowa Quad Cities Small Community Representative. Mr. Croken motioned to appoint Mayor Gerard of LeClaire the small community representative for the Iowa Quad Cities. Mayor Thoms seconded the motion, which carried unanimously.
5. Consideration of Revisions to the Quad Cities MPO FFY 2022-2025 Transportation Improvement Program (TIP). Ms. McCullough explained two amendments were requested this month in addition to one administrative modification. The first amendment concerns the Forest Grove Drive project in Bettendorf. The city was awarded a \$500,000 ICAAP grant through the IA DOT. The second amendment is a new project from the IA DOT for the reconstruction of ramps on U.S. 61 at the Mt. Joy and Long Grove interchanges. The administrative modification increases the federal share of an IL DOT project along Andalusia Road. The TIP revisions are documented at the end of these minutes. Mr. Croken moved to approve the TIP amendments as presented. Mr. Dunn seconded, and the motion carried.
6. Consideration of Technical Revisions to the *Connect QC 2050: Quad Cities Long Range Transportation Plan* Chapters 3 and 4. Ms. McCullough discussed the various technical corrections to the LRTP document. A public notice was sent to the media and advisory and interest groups on January 26 announcing the technical corrections for consideration. She first noted Table 3.3 in Chapter 3 of the locally adopted fiscally constrained projects was used to benchmark the table with the respective maps. In Chapter 4, Map 4.17 unconstrained full build for 2030 and 2050 had fewer mapped projects than the fiscally constrained maps, and was renumbered to Map 4.18. It was found that while projects were noted in Table 3.4 state roadway network, some were not mapped, while others were not in the table. No new local projects were a part of the technical corrections process, as this was defined throughout this process. Ms. McCullough displayed a series of maps illustrating these technical corrections. The final document will be prepared this spring. Mr. Croken moved to recommend approval of the *Connect QC 2050: Quad Cities Long Range Transportation Plan* technical corrections to the Bi-State Regional Commission. Ms. Tyler-Jamison seconded the motion, and it carried.
7. Public Comments. There were no public comments.
8. Other Business. Ms. McCullough discussed the federal RAISE Transportation Discretionary Grant program. The deadline to apply is April 14, and notifications have been sent to Technical and Policy Committee members. A new focus of the program is on resiliency in the nationally competitive program. She also mentioned the IA DOT has requested input on its Long Range Transportation Plan. Three Quad Cities bridges were included as priority projects in the draft plan.
9. Adjournment. Mayor Thoms motioned to adjourn the meeting. Mayor Freeman seconded, and the meeting adjourned at 12:15 p.m.

February 22, 2022 - Transportation Policy Committee - FFY2022-2025
Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED										
ROADWAY/TRAIL/OTHER										
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	NOTES
City of Bettendorf - BE										
BE-21-01	2022	Forest Grove Dr. & Middle Rd	International Dr to east of Middle Rd on Forest Grove Dr and north of Competition Dr to south of Forest Grove Dr on Middle Rd	Reconstruction	L RTP45	\$10,500,000	\$5,181,000	STBG	\$4,819,000	Bettendorf was awarded an ICAAP grant through the Iowa DOT worth \$500,000.
State of Iowa - IA										
IA-22-15	2022	US 61	Ramps at Mt. Joy and Long Grove Interchanges	Pavement Rehab	MAINT	\$2,000,000	\$1,600,000	NHPP	\$400,000	New project.
TRANSIT										
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATE D COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	NOTES
ADMINISTRATIVE MODIFICATIONS - NO COMMITTEE ACTION REQUIRED										
ROADWAY/TRAIL/OTHER										
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	NOTES
State of Illinois - IL										
IL-18-22	2022	Andalusia Rd	IL 92 & Ridgewood Rd in Rock Island	Traffic Signal	CMP	\$500,000	\$400,000	STP LRD, > 200k	\$100,000	Increase of federal share from \$340,000, and state share from \$85,000

