

Appendix A Public Involvement



1 Public Participation Plan for Transportation Planning	293
2 RTAG (Urban and Combined Interests) list updated through March 2026	296
3 Public Involvement Status Summary	298
4 MPO Driving Forces, Transportation Objectives, and Issues Exercise Results.....	302
5 2055 QC LRTP Citizen Survey Summary, Media Release, and Sample Social Media Graphics	307
6 Citizen Input/Comments Form	320
7 Kick-off/Open House Meeting Service Reports.....	325
8 Public Kick-Off/Open House Meetings Newsletter/Media Release, Sample Social Media Graphics, and posted video of meeting presentation: https://www.youtube.com/watch?v=wXLpz1V2Gp4	333
9 Other Public Input Opportunities	337
10 Plan Public Review Meetings Service Report.....	352
11 Plan Public Review Meetings Media Releases, Sample Social Media Graphics, and posted video of meeting presentation : https://www.youtube.com/watch?v=iqvzStQz7a0	354
12 Resource Agencies Consultation Memo	361
13 Thrive 2055 Video at https://www.youtube.com/watch?v=z4NUk2OrsZk	362
14 Quad Cities MPO Transportation Policy Committee March 24, 2026 Minutes with Public Hearing ..	363
15 BSRC March 25, 2026 Minutes	364
16 2055 Long Range Transportation Input Summary and Response (Condensed & Summarized)	365

PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING IN THE DAVENPORT, IOWA-ILLINOIS URBANIZED AREA

In compliance with the provisions of the Infrastructure Investment and Jobs Act (IIJA), the Metropolitan Planning Organization (MPO) Policy Committee for the Davenport, Iowa-Illinois Urbanized Area, locally referred to as the Quad Cities MPO, 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 notice, diverse participation and periodic review and evaluation of the participation process. This public participation plan outlines the parameters for conducting these requirements.

Public Notice

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 an intentional effort for an early and continuing public involvement process that seeks out and considers the transportation needs of a diverse public, 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 Notice" above, for the Technical and Policy Committee meetings. In addition, members will receive notice of proposed Transportation Improvement Program (TIP) amendments, Surface Transportation Block Grant (STBG) Program, Transportation Alternatives Set-Aside (TASA), and Carbon Reduction Program 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 Notice

Individual jurisdictions, members of RTAG, and the media shall be informed as to when projects are being considered 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/Notice

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, Congestion Management Process (CMP), Regional Transit Development Plan, Long Range Transportation Plan (LRTP), and the Public Involvement Plan (PPP), through the process outlined under “Public Notice” 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 for the Surface Transportation Block Grant (STBG) Program, the Transportation Alternatives Set-Aside (TASA) Program, and Carbon Reduction Program will require a minimum of a thirty (30) day comment/notice 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 (CMP), 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 annual Transportation Improvement Program (TIP) update, 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/Notice.”

Data

As part of non-discrimination requirements, Bi-State Regional Commission will maintain information on protected class (race, color, national origin, sex, age or disability) and language ability within the Metropolitan Planning Area, including demographics and identification of potential barriers (language, mobility, temporal

or other) that may prevent all interested 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 (ADA) and language ability, will be made when requested by the public. For meeting notices and agendas, requests at least 72 hours 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 ADA accommodations based on the request. Meetings will be held at convenient and accessible locations and times with emphasis to engage those

populations identified minority, low-income and individuals who need language assistance. Receipt of public input will be taken in a variety of formats - written, oral or other means- where accommodations are requested and reasonable.

Documentation of Public Participation

Public participation is documented in a number of ways depending on the transportation planning activity. Appendices of the Long Range Transportation Plan, Transportation Planning Work Program and TIP identify public input opportunities, summarize results, and demonstrate consideration and response to public input. The Bi-State Regional Commission website is another source of documentation of public participation opportunities where public notices, agendas and minutes, plan documents and TIP amendments and modifications are posted. Other releases, social media and record of public participation may be used to support outreach efforts.

Approval of Revisions/Amendments January 27, 2026

2 RTAG (Urban and Combined Interests) list updated through March 2026

REGIONAL TRANSPORTATION ADVISORY GROUP (RTAG) – Urban and Combined Area Interest March 2026

ACTIVE DAY OF MOLINE	FAMILY RESOURCES INC
ALFRED BENESCH & COMPANY	FEDERAL HIGHWAY ADMIN (FHWA) – IOWA & ILLINOIS
ALTER LOGISTICS COMPANY	FLENKER LAND ARCHITECTURE CONSULTANTS
AMALGAMATED TRANSIT UNION	FORWARD AIR INC
AMERICAN RED CROSS, QC CHAPTER	GREATER METROPOLITAN HOUSING AUTHORITY
ANCEL CLINK, P.C.	GREATER QUAD CITIES HISPANIC CHAMBER OF COMMERCE
ARA TRANSPORTATION	HAMPTON ELEMENTARY SCHOOL DISTRICT #29
BETTENDORF CITY ADMINISTRATOR	HANDICAPPED DEVELOPMENT CENTER
BETTENDORF COMMUNITY SCHOOL DISTRICT	HANSON PROFESSIONAL SERVICES
BLACK HAWK COLLEGE	HILLTOP CAMPUS VILLAGE
BURLINGTON TRAILWAYS	HDR
CARBON CLIFF-BARSTOW SCHOOL DIST #36	HOME INSTEAD SENIOR CARE
CENTER FOR AGING SERVICES INC	HR GREEN
COLONA GRADE SCHOOL DIST #100	HUTCHINSON ENGINEERING INC
COMMISSION ON VETERANS AFFAIRS	IL DEPT OF COMMERCE & ECON OPPORTUNITY
COMMUNITY CARING CONFERENCE	IL DEPT OF HUMAN SERVICES
CONTINENTAL CEMENT	IL DOT, DISTRICT #2
DAVENPORT CITY ADMINISTRATOR	ILLINOIS IOWA INDEPENDENT LIVING CENTER
DAVENPORT COMMUNITY SCHOOL DIST #1611	IMEG
DAVENPORT HOUSING COMMISSION	INDIANA, ILLINOIS AND IOWA FOUNDATION
DEERE AND COMPANY	INTERSTATE RC&D
DEVELOPMENT ASSOCIATION OF ROCK ISLAND	INTOUCH ADULT DAY SERVICE
DM&E RAILROAD	IOWA DEPARTMENT OF TRANSPORTATION
EAST CENTRAL INTERGOV ASSOCIATION	IOWA EAST CENTRAL TRAIN
EAST CENTRAL IA COUNCIL OF GOVERNMENTS	IOWA INTERSTATE RAILROAD
EAST MOLINE CITY ADMINISTRATOR	IOWA MOTOR TRUCK ASSOCIATION
EAST MOLINE ELEMENTARY SCHOOL DIST #37	JOHANNES BUS SERVICE INC
EASTERN IOWA COMMUNITY COLLEGE	KYLE DAY, LANE & WATERMAN
EICCD BUSINESS & INDUSTRY CENTER	LUCKY CAB

REGIONAL TRANSPORTATION ADVISORY GROUP (RTAG) — Cont'd

LUTHERAN SOCIAL SERVICES	ROCK ISLAND CITY MANAGER
MARTIN LUTHER KING COMMUNITY CENTER	ROCK ISLAND COUNTY ADMINISTRATOR
MAX'S CAB COMPANY	ROCK ISLAND COUNTY EXTENSION
METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY	ROCK ISLAND COUNTY SENIOR CENTER
MIDAMERICAN ENERGY COMPANY	ROCK ISLAND HOUSING AUTHORITY
MILESTONES AREA AGENCY ON AGING	ROCK ISLAND RIVER TERMINAL
MISSMAN, INC.	ROCK ISLAND TRICOUNTY CONSORTIUM
MISSISSIPPI VALLEY NEIGHBORHOOD HOUSING SERVICES	ROCK ISLAND-MILAN SCHOOL DISTRICT #41
MOLINE CITY ADMINISTRATOR	SCOTT COMMUNITY COLLEGE
MOLINE COMMUNITY DEVELOPMENT CORP	SCOTT COUNTY ADMINISTRATOR
MOLINE HOUSING AUTHORITY	SCOTT COUNTY DEPARTMENT OF HUMAN SERVICES
MOLINE TOWNSHIP	SCOTT COUNTY HISTORIC PRES SOCIETY INC
MOLINE-COAL VALLEY SCHOOL DISTRICT #40	SHERRARD COMMUNITY SCHOOL DIST #200
MSA PROFESSIONAL SERVICES, INC.	SHIVE HATTERY INC
NATURAL RESOURCE CONSERVATION SERVICE (NRCS)	SILVIS ELEMENTARY SCHOOL DISTRICT #34
NORTH SCOTT COMMUNITY SCHOOL DIST #4784	SE IOWA REGIONAL PLANNING COMMISSION
ORIGIN DESIGN	TRI STATE TRAVEL
PLEASANT VALLEY COMMUNITY SCHOOL DIST #4784	UNITED TOWNSHIP HIGH SCHOOL #30
PRAIRIE STATE LEGAL SERVICES	UNITED WAY OF THE QUAD CITIES
PROJECT NOW	U.S. FISH & WILDLIFE SERVICE
QUAD CITIES CHAMBER OF COMMERCE	USDA - NRCS
QUAD CITY CONSERVATION ALLIANCE	VARIOUS CITIZEN REPRESENTATIVES
QUAD CITY TIMES	VEENSTRA 7 KIMM INC
RAILS-TO-TRAILS CONSERVENCY	VERA FRENCH HOUSING
RIVER ACTION, INC.	VISIT QUAD CITIES
RIVER BEND TRANSIT	WESTERN ILLINOIS AGENCY ON AGING INC
RIVERDALE COMMUNITY SCHOOL DISTRICT #100	WESTERN ILLINOIS UNIVERSITY
RIVERSTONE GROUP	WORLD RELIEF
ROCK ISLAND ARSENAL	WQPT QUAD CITIES

Public Involvement Outline (9/2023 – 3/2026)

Thrive 2055: Quad Cities Long Range Transportation Plan

“Fostering a dynamic, connected, and flourishing region”

There is an expectation the Long Range Transportation Plan (LRTP) development will include opportunities for the public to be involved. 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 The metropolitan planning process for a metropolitan planning area shall provide for consideration 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, housing, 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
- (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: <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/lrtp-and-pms>. The LRTP public involvement outline further details clear, inclusive, and transparent opportunities for citizen conversations in the development of the *Thrive QC 2055 Long Range Transportation Plan* (LRTP)– “Fostering a dynamic, connected, and flourishing region.” 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 were expanded as possibilities unfolded. The proposed opportunities are followed by a summary of results of the public involvement as it unfolded and the levels of participation. Three open house kick-off meetings were held with 22 participants. Other pre-plan development input opportunities includes expos, workshops, fairs and block parties where nearly 250 people were engaged. A transportation input survey had 118 respondents. Post plan development for full draft review, saw over 40 engagements. The LRTP Facebook page had 10,295 views and 166 interactions (1/2025 – 2/2026). See below for details on each opportunity.

- **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**

2024, Winter/Spring 2025. Resource Agencies: Contacted via e-mail 41 federal and state resource agencies on February 18, 2026, using Bi-State Region Conservation Directory, about accepting comments on the draft long range plan document. Illinois State Historic Preservation Office replied and set up a meeting for March 10, 2026 to discuss the plan. Chapter 2 on Systems Planning identifies resource agency content related to the plan development and consideration of potential environmental features that could impact future projects. Human Services Organizations: Held transit summits as follows: 2/25/24 4:00 p.m. at East Moline Public Library with 12 attendees; 2/2/25 4:00 p.m. at Davenport Main Library with 7 attendees.

- **Transportation Public 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 2024.** Released survey 1/17/25 and closed 5/1/2025. Survey business cards created and distributed with QR code requesting public survey participation to be handed out to various groups – *Be Healthy Quad Cities; Bi-State Region Trails Committee. January 2024-April 2025.* Media coverage: *Quad Cities Business Journal* 4/16 & 17/25. 118 responses.
- **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. **Spring/Summer 2024.** Utilized input process from *Bi-State Region Freight Plan Addendum including stakeholder survey and stakeholder interviews (2023).* 9 engaged.
- **Transportation Public Open Houses (3):** 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. **October/November 2024.** Held one virtual and two in-person public open houses. 2/12/25 4:00-5:00 PM via Zoom, 9 attendees. 2/13/25 4:00-6:00 PM EICC Urban Campus, Davenport, IA, 4 attendees. 2/20/25 4:00-6:00 PM Centre

Station, Moline, IL. 9 attendees. Media release coverage: *QC Business Journal, Quad Cities Times, KWQC.* Interviews done by Bettendorf; Mayors Message, WQAD, & KWQC.

- **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 2024-February 2026**
 - Quad Cities Chamber Business Advocacy Council. Status on LRTP given, and received input on transportation issues. 4/4/25 3:00 p.m. 14 attendees.
- **Presentations to Transportation Technical Committee, Transportation Policy Committee, Bi-State Regional Trails Committee, and Bi-State Regional Commission:** Periodically scheduled between June 2024-March 2026
 - Transportation Policy Committee: 5/23/2023, 9/26/2023, 12/3/2024, 2/25/2025, 4/22/2025, 5/27/2025, 6/24/2025, 8/26/2025, 9/23/2025, 10/28/2025, 12/2/2025, 1/27/26, 3/24/26.
 - Transportation Technical Committee: 5/9/2023, 9/12/2023, 11/12/2024, 1/14/2025, 2/11/2025, 4/8/2025, 5/13/2025, 6/10/2025, 8/12/2025, 9/9/2025, 10/14/2025, 11/18/2025, 12/9/2025, 1/13/2026, 2/10/26, 3/10/26.
 - Bi-State Regional Trails Committee: 11/20/2025
- Bi-State Regional Commission: 11/20/2024; 10/22/2025, 1/28/2026, 2/25/2026.
- **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.** Posted to: <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/lrtp-and-pms>.

- **Draft Chapter Reviews:** Sent links to review initial draft chapters to the following groups: Transportation Technical Committee, Transportation Policy Committee, Bi-State Regional Trails Committee, Davenport Trails Committee. Full draft review sent to media, RTAG and RTIG interest groups with media release and posting to website. Draft chapters were posted on or before January 13, 2026.
- **Social Media:** Utilize social media to post newsworthy announcements and educational videos from links to the BSRC website. Promote general transportation survey, public open houses, and informational meetings. **Fall 2024-March 2026.** Used Facebook and website to post survey 1/17/25, and Public Input Open Houses 2/12, 2/13, 2/20 2025. Princeton Recreation Trails, QCTrails, Scott County Health Department, and Quad City Health Initiative shared our posts. East Moline, Bettendorf, Eldridge, Davenport Public Works, and MetroLINK posted our graphics. East Moline posted our graphic on their website. Bettendorf posted it on NextDoor. East Moline and MetroLINK had paid ads for our survey and open houses. 10,295 views and 168 interactions (1/2025 – 2/2026)
- **Community Events:** Staff informational tables at farmers markets and other neighborhood events such as the Mercado on Fifth, back-to-school events, and senior living fairs. **Fall 2024-Winter 2025/6**
 - Illinois-Iowa Center for Independent Living Senior and Disability Expo. 9:00 am-Noon. 9/13/24. Bally’s Conference Center, Rock Island. 51 participants engaged. Over 300 attendees and 40 vendors.
 - Get Out and Trail. 9:00 am – 1:00 pm. 9/21/2024. Duck Creek Trail at Eastern Avenue, Davenport. 20 participants engaged.
 - Hispanic Chamber of Commerce Block Party. 3:00 pm – 5:00 pm. October 15, 2024. Gathering QC, Moline. 25 participants engaged.
 - Quad Cities Flood Preparedness Workshop. 10:00 am – 2:00 pm. 3/1/2025. Modern

Woodman Park, Davenport. 8 participants engaged.

- Earth Day Every Day Fair. 9:00 a.m. – 1:00 p.m. 5/17/2025, Freight House Farmers Market, Davenport. 49 participants engaged.
- John Deere Health and Wellness Fair. 6:00 a.m. – 2:00 p.m., 5/29/2025, John Deere Works, Davenport. 121 participants engaged.
- Moline Comprehensive Plan Open House 5:30-7:30 p.m., 3/4/26, Mercado on Fifth, Moline, Illinois. 26 participants engaged.
- **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 2024-March 2026.** Media release 1/17/25 for survey and public input open houses.
- **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. Examples of such groups include the Hispanic Chamber, World Relief, and Tapestry Farms. Some community events served this purpose as well. **September/October 2025**
GSEIWI Troop 5149 3:00-5:00 p.m. 4/6/25, Rock Island. 4 participants engaged, including 3 girls (5th grade and high school; youth & racial minorities) and 1 leader. Bean poll: Repair Streets & Bridges (4); Be More Pedestrian Friendly (3); & Build New Streets (2). Education on transportation planning
- **Presenting the Plan–Public Informational Meetings:** Hold informational meetings on full draft plan update. **January-February 2026**
 - Five in-person public open houses, including

evening and weekend times, held between 2/12/26 and 2/26/26 in Moline, Bettendorf, Rock Island, Davenport, and East Moline. One virtual meeting held 2/19/26. 15 participants engaged.

- Transportation Policy Committee Public Hearing, 3/24/26 12:00 noon. Posted public notice on March 10, 2026 in the Dispatch-Argus and Quad City Times.
- **Consideration of Adoption:** Present plan update to Bi-State Regional Commission for consideration of adoption. **March 2026.** Present recommendation for approval 3/25/26.

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

- **Travel Demand Model (TDM) Kick-Off and virtual Monthly Status meetings 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 periodic virtual model status meetings. **July 2023-March 2026.** Held kick-off at 4/16/24 Transportation Technical Committee meeting.
- **Andalusia Road-Indian Bluff Road Corridor Study:** Information collected from the Andalusia Road-Indian Bluff Road Corridor Study will supplement input for the LRTP. **Summer 2024 – Spring 2025**
 - Public open house meeting. 4:30 – 6:30 p.m. November 12, 2024. Camden Centre, Milan. Approximately 20 participants engaged.
 - Public open house meeting. 4:30 – 6:30 p.m., April 9, 2025, Camden Centre, Milan. 34 participants engaged.
 - Interviews done by WQAD, KWQC, WHBF, and the Quad Cities Business Journal
- **Safe Streets and Roads for All (SS4A) Traffic Safety Action Plan:** The study will develop a comprehensive traffic safety action plan that will

prioritize safety improvements. **March 2024 - May 2025.**

- Focus Group Virtual Meetings. 11:00 a.m. – 12:30 p.m., 11/14/2024 and 1:00 – 2:00 p.m. 11/20/2024.
- Interactive Map.
- **Traffic Safety Summit.** 9:00 a.m. – 12:00 p.m. 1/29/2025, Moline Public Library.
- Virtual **Public Input Meeting.** 5:00 – 6:30 p.m., 4/30/2025.
- **Council on Community Services of the Quad Cities meeting. 9:00 a.m. – 10:00 a.m. 2/25/26.** Virtual meeting. 10 attendees.

Other plans to be consulted will include park and recreation plans, comprehensive plans, strategic goal-setting sessions, and safe routes to schools plans.

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.)

The Quad Cities MPO Transportation Technical Committee discussed driving forces that could impact transportation in the future. The committee also ranked transportation objectives, and identified potential transportation issues affecting a future transportation system in the Quad Cities. These were referenced in the development of *Thrive 2055: Quad Cities Long Range Transportation Plan*.

Social and Demographic

- Housing proximity
- Informed populace
- Military and senior housing preference
- Housing affordability
- Net population
- Homeless
- "Cool"
- Workforce
- Equity
- Differing ideologies
- Ageing users
- Millennial vs Retirees
- Hiring challenges
- Maintaining existing staff
- Aging population
- Population growth
- Alternative transportation
- Ageing population
- Housing affordability
- Housing proximity
- Waste diversion
- Senior housing
- Senior transportation
- Homelessness
- Informed populace
- Ageing Boomers
- Remote work
- Affordable housing
- Alternative transportation
- Social inequities
- Housing affordability and availability
- Proximity to essential goods and destinations
- Population loss

Technology

- Quality of internet for businesses
- Telecommuting

- Local data
- Greener tech
- Transportation network
- Big data
- Vehicle advances
- Complete streets
- Smart roads
- Changes in manufacturing
- 3D printing
- EV charging
- Data security
- Changing vehicles
- Artificial intelligence (AI)
- EV charging
- Cybersecurity
- Transportation network
- Big data and cyber
- Artificial intelligence (AI)
- Automated / autonomous vehicles (AV)
- Improved telework
- Transportation as a service
- Delivery vs. shopping
- Work from home
- EV (electric vehicle) expansion
- Self-driving cars (autonomous vehicles)
- EV technology
- Flexible working environment
- Cybersecurity

Economic

- Impact of economic Distribution
- Employee turnover
- Perceived strength of job
- Cost of oil & gas
- Cost of building
- Cost of housing
- Price of copper
- Economic opportunity
- Brick and mortar revitalization
- Infrastructure
- Workforce
- Dwindling retail
- Material costs
- Available jobs in area
- Increased material costs
- Material shortages
- Material costs
- New housing growth

- Diversifying QC job market
- Construction costs
- Employee turnover
- Reduced brick and mortar sales
- Infrastructure
- Cost of oil and gas
- Housing costs
- Inflation
- Changes in employment
- Artificial intelligence (AI)
- Brick and mortar to cyber sales
- Neighborhood retail
- Supply costs
- Employee retention
- Brick and mortar sales
- Infrastructure costs

Environment

- Natural disasters
- Storm intensity
- Access to outdoors
- Longer and more frequent droughts
- Annual CO2 emissions
- Move from fossil fuels
- Climate change
- Equity
- Safety
- Climate change
- Increased flooding
- Increased severe weather
- Storm intensity
- Transition from fossil fuels
- Alternative energy and renewable sources
- Natural disasters
- Fires
- Transition from fossil fuels

- Renewable energy sources
- Fuel efficient vehicles
- Flood frequency
- Natural disasters and flooding
- Climate change
- Renewable energy

Policy and Politics

- Municipal fiscal health
- Organizational culture and collaboration
- Staff capacity
- Grant funding
- Political will
- Lack of funds
- Differing public ideologies
- Working together
- Environmental regulation
- Available federal funding
- Iowa tax reform & effect on local budgets
- Staff capacity
- Budgeting process
- Funding
- Budgeting process
- Federal funding
- Municipal fiscal health
- Increased EVs (electric vehicles)
- Increased automated / autonomous vehicles (AVs)
- Multiuse bicycle and pedestrian
- Greenhouse gas legislation and regulation
- Engineering capacity
- Staff capacity
- Grant funding
- Municipal fiscal health

Transportation Objectives: The Quad Cities MPO Transportation Technical Committee were asked to rank the following transportation objectives from most important (1) to least important (9). Is there a need for added objectives? Add and rank the new objective if needed. No added objective was brought forward with the exercise.

Increase Accessibility and Mobility	Increase Safety	Emphasize System Preservation	Promote Efficient System Management and Operation	Enhance Connectivity and Integration between Modes	Protect and Enhance the Environment	Support Economic Vitality	Increase Security	Address System Resilience
3	4	1	2	5	8	7	9	6
1	5	7	8	2	6	3	9	4
3	8	5	1	4	7	6	9	2
5	1	2	6	4	9	7	8	3
8	1	2	3	6	9	4	7	5
7	1	3	4	5	9	2	6	8
3	1	2	7	4	8	5	9	6
5	2	1	3	6	7	4	9	8
2	1	5	6	7	4	3	8	9
3	1	6	2	7	4	5	8	9
5	1	6	7	2	3	8	9	4
4	2	1	3	7	6	5	9	8
2			3	1	4			
8	6	5	1	2	4	3	7	9
4.21	2.62	3.54	4.00	4.43	6.29	4.77	8.23	6.23

TRANSPORTATION ISSUES
5/9/23
TTC

I-80 Bridge, 6-laning ✓✓✓

ITS - Education esp. for multimodal

Safety - Intersections esp. ✓✓
- Efficient corridor
- Flood resilience

AV & accommodations - Train traffic - Freight move.
- EV Train service to Chi ✓

I-74 North section - Middle to 53rd ✓

Centennial - System expansion (transit) & connection

US 61 capacity north of 80 to Long Grove ✓

Ped. + Bicycle connectivity ✓✓✓
- Update to modern Comp. St. config
- Traffic jams

Maintaining existing facilities ✓✓✓✓✓

Funding for → EVs ✓✓
- Equity
- More direct flights + charters

East Kimberly expansion - West realignment - Lock + Dam investments
- Turning lanes w.b.

EV charging for fleets + vehicles

Public Involvement Process – 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 2050 LRTP survey questions were reviewed and edited and/or revised. Wording was edited for certain questions to improve clarity, and a new question was introduced: “What does a thriving community mean to you?”

The Citizen Input Survey was launched in January 2025 and it closed on April 30, 2025. There were 118 participants. The distribution of the survey included a media release on January 17, 2025. 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 Regional Trails Committee, CARS group, Council on Community Services of the Quad Cities, Quad City Riverfront Council, the Drug and Alcohol Testing Consortium, Be Healthy Quad Cities. Requests to forward the survey information were sent to the Greater Quad Cities Hispanic 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 17-20) responses indicate there were nearly equal gender participation – Female 49.11% and Male 47.32%. Participants were 84.4% White followed by 5.5% Black/African American. Ten percent selected “Prefer not to answer.” 5.6% of respondents noted they were Hispanic or Latino. Nearly half (48%) of respondents had a household income of \$75,000 or greater.

Survey Results Summary

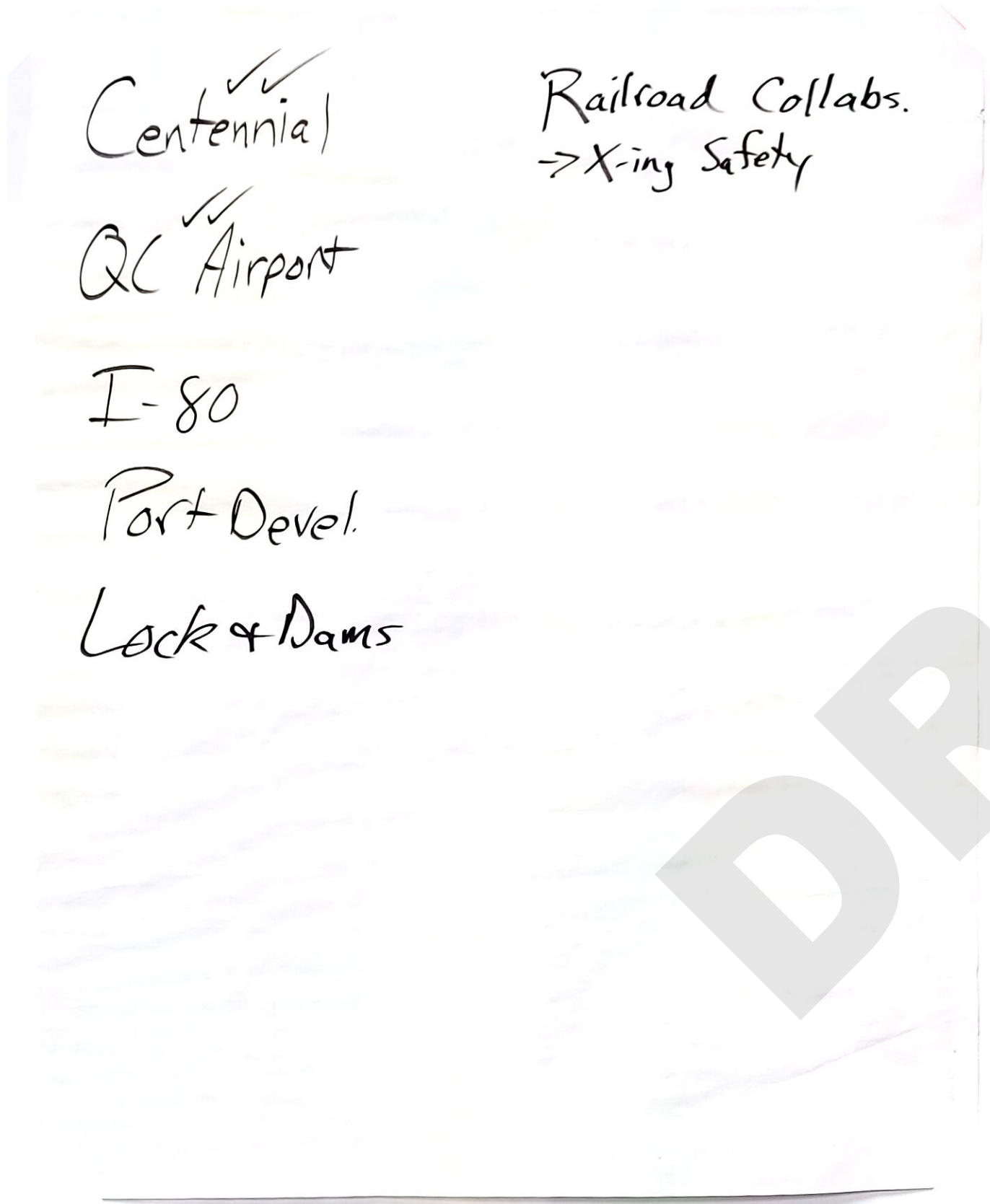
Including the participant profile questions, there were 20 questions on the survey and an option for comments at the end. The following provides a summary of the survey results by question. The respondent profile is summarized above.

Q.1 What three things would you like to see improved for transportation in the Quad Cities Area in the next ten years?

Responses to Question 1 are depicted as 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 listing of the responses is at the end of this summary and categorized by transportation mode.

Stand out comments:

- Improve roadway maintenance
- Centennial Bridge Replacement
- More comprehensive bus network across state line and to industrial areas.
- More/connected bicycle trails and dedicated lanes
- More walkable pathways
- Passenger train to Chicago
- Regional passenger train
- More dense development
- Fix potholes
- More roundabouts



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

wait public transportation Davenport connection areas connected service bicycle
 Amtrak cities Streets roadways lanes Train bus Rail
 trails Improved roads Eldridge Better PATHS Bike Fix
 Chicago etc Passenger rail Bus service routes Bike paths
 street bus routes downtown crossings pedestrians lanes St Chicago
 train walk bus Adding road trails hour transportation
 Bicycle bridge Safer bike lanes traffic bike paths better service
 go bike lanes areas Improved Chicago lanes stops light Better cities
 road public bus times options Safer sidewalks cost
 Bike system Train High transportation rail traffic

Specific locations road/bridges improvements suggest:

- Widen Andalusia road through Milan
- Fix Centennial bridge
- Fix Milan Beltway bridge
- Fix East Rock river bridge
- More lanes on interstate I-80 and I-74
- 53rd St Davenport reduced traffic congestion
- Replace the brick streets in Rock Island and Moline
- Add shoulder passing lanes to IL 78 and US 34 in Henry County
- US 67 repair and maintenance in Rock Island and Milan
- Add lanes on 74 in Scott
- East-West road connection south of I-80
- Replace Centennial bridge

Transit suggestions focused on longer hours, especially on the weekends, adding more regional routes to places like Eldridge, and bringing back the Loop route that would connect all downtowns. Another suggestion was better headways to improve connectivity and usability. Places people want to see have better connectivity are the airports, the industrial working factories, downtowns at night for entertainment.

Under non-motorized transportation, respondents requested more aggressive efforts to create a safe complete protect bike network. Many express explicit fear and disaffection in the lack of and general apathy towards the bike and walking facilities. They mentioned lack of education on how vehicles interact with bikes and generally best practices for those who are cycling. They mentioned lack of protective barriers, connections, high speeds as reasons for being afraid to cycle. When it came to sidewalks and walking, the respondents mentioned incon-

sistent sidewalk presence, difficulty walking to areas that are walkable like downtowns, and a lack of amenities that go beyond sidewalks that make areas more walkable, such as crosswalks and other traffic calming infrastructure. A lack of walkable city plans was also mentioned.

Specific corridors noted for bicycle and pedestrian access were:

- Bike path connection between Davenport and Eldridge
- Mixed use path along the Rock Island Milan bridges.
- North and South connections to the river trails
- Bettendorf to LeClaire

Regional transit to Chicago and other metro areas was frequently mentioned, in addition to more direct connections coming in and out of the Quad City International Airport. Multiple respondents noted a desire to see the start of a light rail or tram system in the Quad Cities.

Q.2 What do you think are the three biggest transportation issues in the Quad Cities Area today?

Survey participants identify road conditions as the region’s most pressing transportation issue. Comments repeatedly mention potholes, rough pavement, fading lane markings, poor construction quality, and long-delayed maintenance. Congestion and traffic flow challenges, especially on Kimberly Road, 53rd Street, and major interchanges like I-80/U.S. 61, appear frequently, along with concerns about bridge conditions and safety issues such as distracted driving, speeding, and inadequate traffic signal timing.

The second major theme centers on limited mobility options. Respondents describe public transit as infrequent, hard to navigate, poorly coordinated across jurisdictions, and lacking coverage to key destinations. Many also highlight gaps in walkability and bikeability, citing missing sidewalks, unsafe bike routes, and disconnected trail networks. A strong desire for passenger rail service to Chicago and other cities appears throughout the responses. Additional concerns include accessibility barriers for seniors and people with disabilities, transportation challenges for low-income residents, airport limitations, and the broader effects of car dependency and regional sprawl.

Q.3 How would you rank the following goals for the Quad Cities transportation system from most important (#1) to least important (#9)?

The *Thrive 2055 Quad Cities Long Range Transportation Plan* goals were used in this survey update to get opinions on the importance of these goals currently. The goals are defined as follows:

Efficient Operation: Reduce congestion. Use technologies to improve traffic flow or better serve transit riders. Examples: message signs, 511 traveler information systems, pavement sensors, etc.

Resilience and Sustainability: Preserve and design transportation for future generations – lasting, durable, and minimize negative consequence.

Security: Consider system redundancy for connectivity in emergency situations. Monitor critical facilities.

System Preservation: Maintain the existing system. Build durable facilities.

Connectivity and integration: Link travel choices – e.g. bike to bus. Encourage better system performance. Expand the system where needed.

Environmental Protection and Enhancement: Minimize impacts to the environment and promote energy conservation and pollution reduction

Access and Mobility: Ease of getting around and getting to places.

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

Economic Vitality: Support efficient movement of goods & services to serve the economy.

Q.4 How do you rate each of the following Quad Cities Area transportation services or issues?

	Very Good	Good	Neither Good nor Bad	Bad	Very Bad	Don't Know/Use	Total							
Ease of Travel by Car	35.34%	41	43.10%	50	18.10%	21	0.86%	1	0.86%	1	1.72%	2	116	
Ease of Travel by Bus (Public Transit)	4.24%	5	7.63%	9	13.56%	16	27.97%	33	9.32%	11	37.29%	44	118	
Ease of Travel by Bicycle	2.54%	3	18.64%	22	22.03%	26	20.34%	24	11.86%	14	24.58%	29	118	
Ease of Travel by Walking	5.13%	6	23.08%	27	23.93%	28	25.64%	30	15.38%	18	6.84%	8	117	
Ease of Travel by Air	16.95%	20	37.29%	44	16.95%	20	11.86%	14	2.54%	3	14.41%	17	118	
Ease of Travel at Mississippi River Crossings	15.25%	18	47.46%	56	23.73%	28	6.78%	8	0.85%	1	5.93%	7	118	
Access to schools by walking or biking	3.39%	4	29.66%	35	19.49%	23	15.25%	18	7.63%	9	24.58%	29	118	
Access to services (groceries, banking, shops) on foot, bike, or t	5.08%	6	22.88%	27	21.19%	25	30.51%	36	9.32%	11	11.02%	13	118	
Traffic Control (i.e. roundabouts, street light timing, stop/yield sign	5.08%	6	28.81%	34	33.90%	40	22.88%	27	7.63%	9	1.69%	2	118	
Street Repair	0.85%	1	5.93%	7	20.34%	24	37.29%	44	33.90%	40	1.69%	2	118	
													Answered	118
													Skipped	0

Survey respondents feel “Good” or “Very Good” about ease of travel by car (78.44%) and by air (54.24%). On the opposite end of the spectrum, input about street repair was “Bad” to “Very Bad” at 71.19%. However, since this survey was last filled out there has been an improvement on “Ease of Travel at Mississippi River Crossings” with a survey rating “Good” or “Very Good” at 62.71% which is a big improvement. The other areas that did not fair to well is ease of travel by bicycle, walking, and public transit, which is also reflected in question 1 where people wanted to see improvement in those areas. “Traffic Control” perception has a generally neutral opinion with people not feeling to strongly either way.

Areas where education may be needed were those answering “Don’t Know” for ease of travel by bus (37.29%) and bicycles (24.58%). Also access to schools by walking or biking is another area where respondents (24.58%) lack the knowledge to answer.

Q.5 In the past twelve months, how many times have you done each of the following things in the Quad Cities

Q.6 How do you travel to work most frequently?

More than two-thirds of the respondents arrive alone to work. There was an increase of public transit users

Answer Choices	Responses
Drive alone	72.03% 85
Public transit	4.24% 5
Ride with others, either with family or in a carpool or vanpool	4.24% 5
Bicycle	1.69% 2
Walk	1.69% 2
Depends on the day as to what is available	1.69% 2
Work from home	5.08% 6
Do not currently work or am retired	9.32% 11
Answered	118
Skipped	0

Q.7 How long is the average travel time for your weekday commute?

The majority of respondents have a weekday commute of less than 16 minutes. Of the categories available, 10-15 minutes is the most common time for a weekday commute.

Q.8 How would you rate the general condition of the streets used on your daily commute?

Q.9 Identify the top three areas of recurring congestion in the Quad Cities Area that affect you the most.

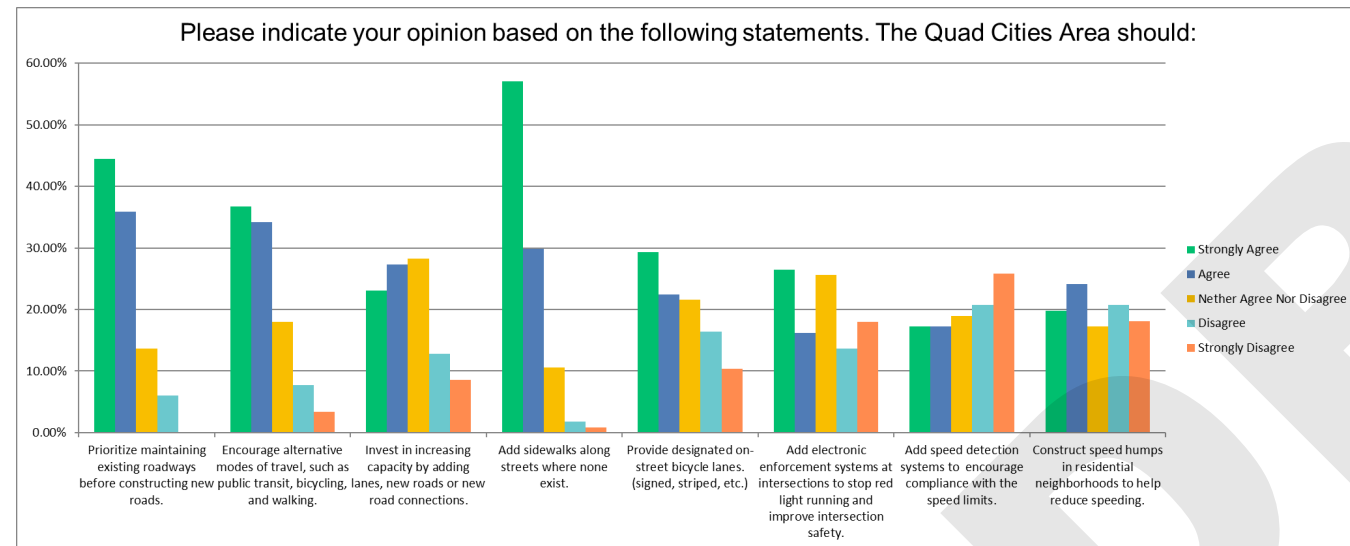
Q.10 If you could design an alternative means to commute, what would be most important to you?

Answer Choices	Responses
Gets me to work or my destination faster than my current option	26.27% 31
Costs less than my current option (including cost to drive a person	13.56% 16
Lets me share driving responsibilities with others	2.54% 3
Does not require me to drive at all	9.32% 11
Provides a safe path for me to bicycle to work or my destination	20.34% 24
Provides a safe path for me to walk to work or my destination	5.08% 6
Means I have to wait less than 15 minutes for a ride	4.24% 5
Allows me to travel without any advanced notice	8.47% 10
Other (please specify)	10.17% 12
Answered	118
Skipped	0

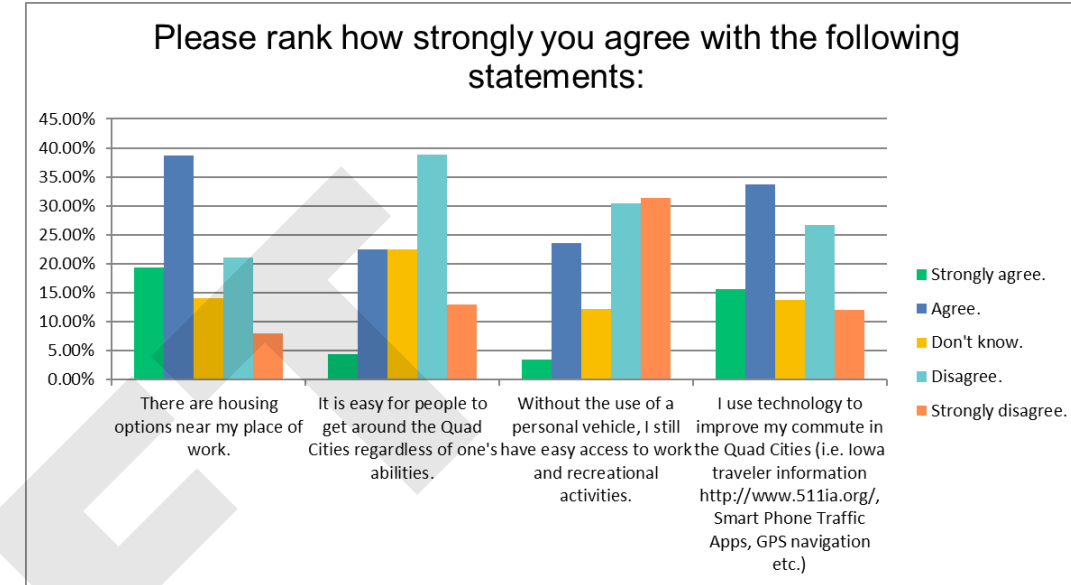
Q.11 If you could design a transportation system to reduce congestion, which solutions would you choose for your travel?

Answer Choices	Responses	
Alternative or compressed work hours	20.00%	23
Working from home (telecommuting)	36.52%	42
Dedicated lanes on freeways for cars with 2 or more people	9.57%	11
Add new roads for alternate routes and/or bidirectional lanes to h	23.48%	27
Car share program - short time period rentals	8.70%	10
Bicycle or scooter share program	19.13%	22
Express bus (rapid transit) in the downtowns or certain corridors	32.17%	37
Park and ride facilities	17.39%	20
Carpools or vanpools	7.83%	9
Use innovative intersection configurations, such as roundabouts	33.91%	39
Other (please specify)	15.65%	18
	Answered	115
	Skipped	3

Q.12 Please indicate your opinion based on the following statements. The Quad Cities Area should:



Q.13 Please rank how strongly you agree with the following statements:



Q.14 What does a thriving community mean to you?

A thriving community, according to respondents, is one where everyone can live safely, move easily, and access opportunities regardless of income, ability, or neighborhood. This is reflected in statements like wanting “ALL Quad Citizens [to] live healthy, happy and safe lives regardless of abilities, the neighborhood they live in, and [socioeconomic] status.” People emphasized clean, safe neighborhoods; good schools; wellmaintained streets; and affordable, reliable transportation that doesn’t always require a car. They also described thriving places as connected and walkable, with strong public transit, bike and pedestrian networks, green space, and vibrant local businesses: communities where residents feel engaged, supported, and able to enjoy daily life.

Q.15 Other Comments

- Thank you for your hard work! Looking forward to the Channel Cat this year
- Developers should be paying for infrastructure; abolish TIFs for residential projects. Traffic congestion is directly related to thousands of new homes on 50-year-old streets.
- My husband did some research on successful bus systems and the communities that have them. A community must have bus station wait times of 15 minutes or less for the system to be convenient and make sense for people to ride it. That’s what we’d really like to see. My husband rode his bike to work for a long time. It’s 7 miles. When he couldn’t ride his bike to work (it took him 45 minutes), he looked into riding the bus. Riding the bus would have taken three hours. So he walked instead and got there faster. This is why we need shorter wait times at the bus stations and more frequent routes—to make public transportation more convenient for people.
- Please prioritize trails. Spend some time in Des Moines on their trail system to see what can be. They get it done.
- PLEASE PLEASE REMOVE THE KENSINGTON ST RIVERFRONT TRAIL GATE.
- This is a beautiful area with so much going for it and I would love to see it become a more interconnected, thriving community.
- Does the Bi-State Regional Commission network with similar groups in other metropolitan areas to share ideas, brainstorm, and explore solutions?
- Need balanced growth and that also means balanced infrastructure build
- Good survey, better than most. Control speeds on Harrison and Brady Streets south of Central Park in Dav-

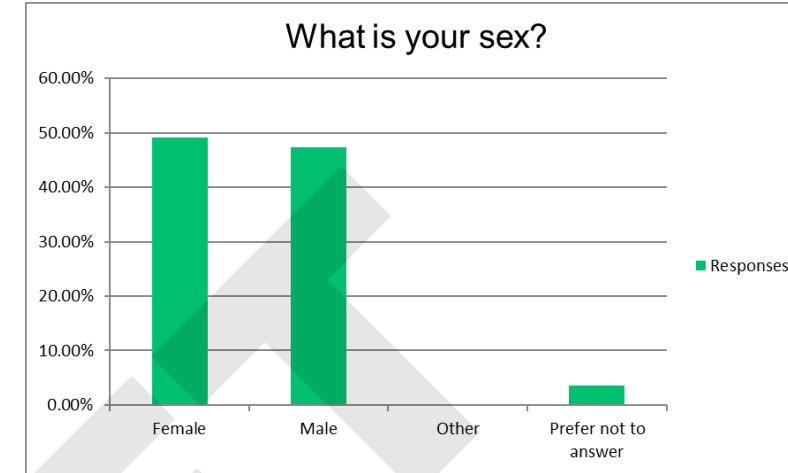
- enport. One ways inhibit neighborhood redevelopment and pedestrian safety. Convince the Iowa DOT to allow for speed bumps on these state highways.
10. Thank you for leading this effort. Transportation in our area can be greatly improved.
 11. Stop designing and promoting areas like the Bett Plex where transportation infrastructure design, development and construction are prioritized first not after the fact which is disappointing and disastrous.
 12. Trainnnnnnn
 13. Busing should be provided for the kids across the Quad Cities. Rock Island does not have sidewalks for the kids to walk on, the ones they do have are not shoveled when it snows. It is not right making kids walk in unsafe conditions. I live off Turkey Hollow Rd. When this is a trailer court, 2 large ballparks, a putting facility, a campground facility, casino, etc., why is the no bike path connecting say Sunset Marina to this area of Rock Island/ Milan?
 14. See comments on roads reaching Quad Cities in this case, U.S. 67 . You want people to come right?
 15. We all know that the Bi-State Regional Commission just wants to “manage” our feedback and doesn’t care to dig into it. The processes you put in place now do not enable the best ideas from our community to raise up.
 16. Why is there not a bus service to the outer Quad City areas from the inner cities? Eldridge, LeClaire, Buffalo, Milan, outer parts of Scott and Rock Island Counties.
 17. What happened to the Transloc app?
 18. Like your “Thrive 2055” initiative. Make a commitment that any bridge built in the future will have bicycle/ ped accommodations so we can get more people outdoors. Also need connectivity to parks. Promote bicycling to school, at all levels. Think complete streets with all new and reconstruction projects.
 19. The bus system seems inefficient -- big empty buses and a lot of waiting for people.
 20. Everyone needs quality transportation
 21. Roundabouts are not the answer. People don’t know how to use them.
 22. We need to increase options across the river for employees who rely on these systems- Amazon-Do we have a bus for IL residents that goes to important and large scale businesses like Amazon which is in the middle of nowhere. Moline needs bussing for their school district! The congestion on Avenue of Cities by 3pm is dangerous for the students and drivers.
 23. Tear down the Riverdale fence blocking connection of the Mississippi River and Duck Creek Trail systems
 24. More and more often I experience drivers in the left lane of interstates that are not using it for passing. They need education on using a passing lane. It causes danger to other drives. We need at least 3 lanes on every interstate as well as increased education along the interstate of using left passing lanes for passing which means you must be going faster than the vehicle in the right lane.
 25. I would really like to have Amtrak service to the Quad Cities from Chicago.
 26. Bus system needs to be added to reach outlying cities Eldridge etc. So people can get to work at Amazon, Kraft, Sterlite etc.
 27. Bring passenger rail to the QC!
 28. Improve air links and better road improvements on interstate highways and overused in town roads.
 29. I’m retiring at the end of the year and going to be an advocate for better trail systems !! Lol

Q.16 Zip Codes

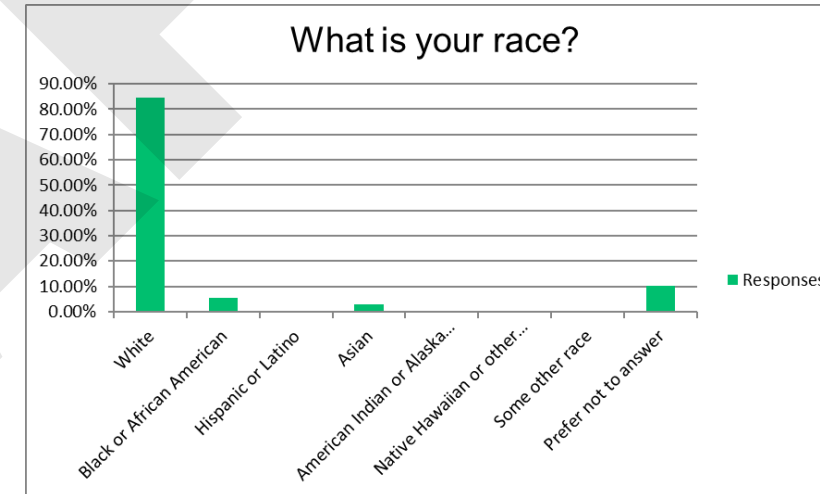
Q16 Zip code

52803 52806 **61201** 52804 **61265** 52748 52722 61264
61244

Q.17 What is your sex?

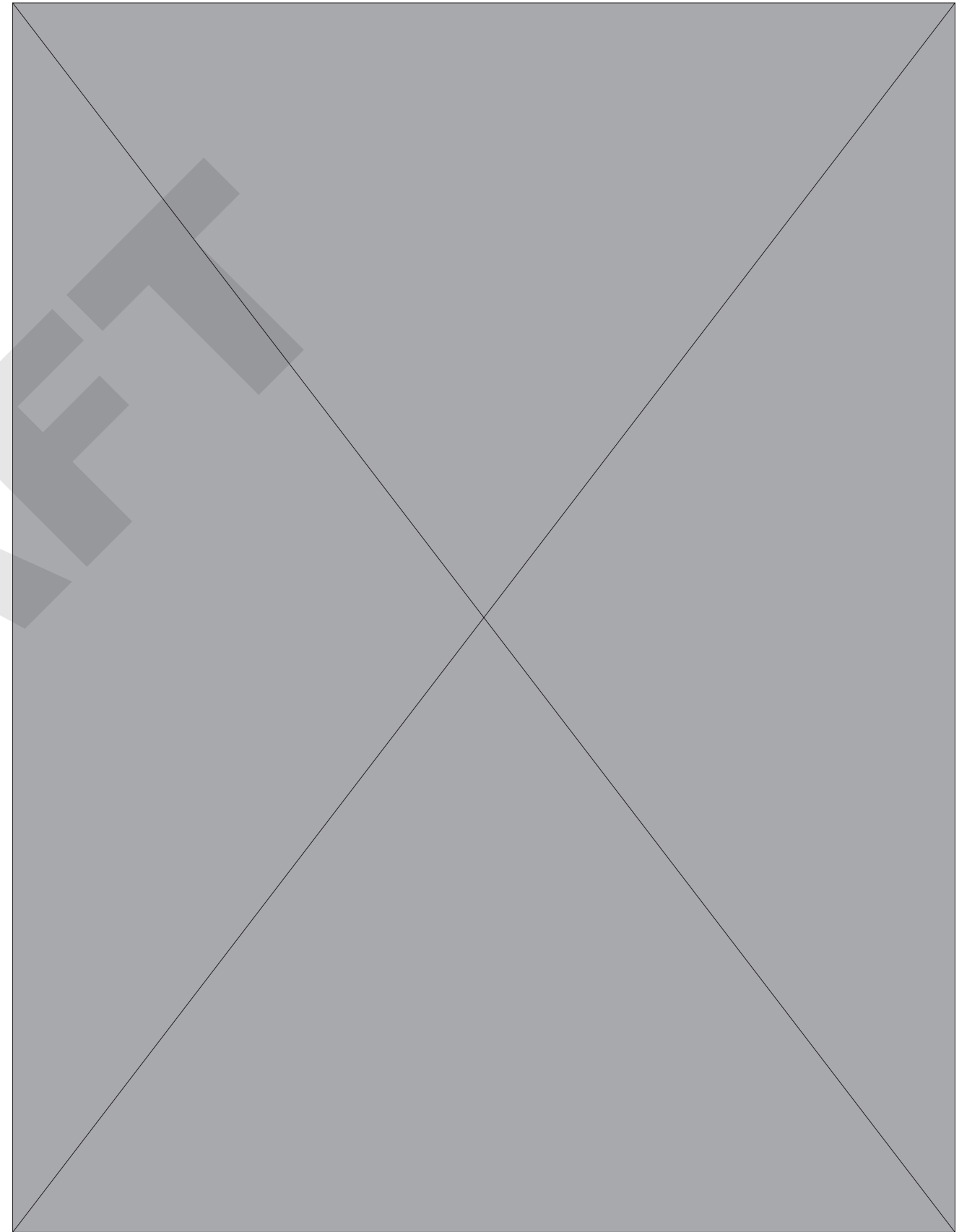


Q.18 What is your race?



Q.19 Area you Hispanic or Latino

Q. 20 What is your annual household income





We want to hear from YOU!

Thrive 2055
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Give feedback on transportation planning in the Quad Cities!

Take our survey here:
www.surveymonkey.com/r/KZ6Z862
Or check out the description box above

WE WANT TO HEAR FROM YOU!

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Thrive 2055
🚲 🚶 🚗 🚌 🚊

2055 QUAD CITIES, IA/IL METRO
LONG RANGE TRANSPORTATION PLAN

Public Input Form

Your input is important to us. Please use this form to provide or add any additional information that you would like noted for the 2055 Long Range Transportation Plan update.

1. Comments on Existing Transportation Issues – Roadway conditions and congestion or bottlenecks; availability of transit services; bicycle and pedestrian facilities; motorist and transit traveler information; preservation of facilities vs. new facilities/capacity; etc.: There are a couple of issues with the roads as far as potholes. Getting those fixed would really be beneficial.

2. Issues, Concerns and/or Recommendations for the future development of Quad City Area transportation network, facilities, or transportation services through 2055:

No issues, I look forward to the future

To evaluate the effectiveness of our outreach to a variety of people in our metro area, please provide the following information:

Gender: Male Female

Age: <18, 18-25, 26-35, 36-45, 46-55, 55-65, >65

Race: White, Black/African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Other (Specify)

Ethnic Status: Hispanic or Latino, Not Hispanic or Latino, Other (Specify)

You may return this form to Bi-State Regional Commission, 1504 Third Avenue, Third Floor, Rock Island, Illinois 61201 or e-mail to bschmid@bistateonline.org. **Transportation planning comments and issues will be accepted through April 2025.** Opportunities to comment on a Long Range Plan Update will be available in early 2026 when a full draft of the plan is available. Thank you for your time and interest in this project.

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.)

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MAKE QCC MORE RIVER PEDESTRIAN FRIENDLY

FINALLY GET PASSENGER RAIL TO CHICAGO!

2. Issues, Concerns and/or Recommendations for the future development of Quad City Area transportation network, facilities, or transportation services through 2055:

SEE ABOVE - MORE IMPORTANT TO FIX EXISTING

ROADS + BRIDGE THAN TO BUILD NEW ONES

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Connection from I-74 Bridge to Duck Creek Park

2. Issues, Concerns and/or Recommendations for the future development of Quad City Area transportation network, facilities, or transportation services through 2055:

*All bridges in the QC should include an ADA access for ped/bike
Bridge adaptation for I-90 over Rock River from Sunset to Hennepin*

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Public Input Form

Your input is important to us. Please use this form to provide or add any additional information that you would like noted for the 2055 Long Range Transportation Plan update.

1. Comments on Existing Transportation Issues – Roadway conditions and congestion or bottlenecks; availability of transit services; bicycle and pedestrian facilities; motorist and transit traveler information; preservation of facilities vs. new facilities/capacity; etc.:

Road surfaces are bad & need program to repair/replace for long term.

2. Issues, Concerns and/or Recommendations for the future development of Quad City Area transportation network, facilities, or transportation services through 2055:

*Consider complete streets with all new construction & rehab.
Safe biking/ped passage through neighborhoods
to all schools, parks, north/south corridors - urban to rural areas
I do not use the micro transit but live south of Milan
& see it used frequently. Would be a fantastic in west RI!*

To evaluate the effectiveness of our outreach to a variety of people in our metro area, please provide the following information:

Gender: Male Female

Age: <18, 18-25, 26-35, 36-45, 46-55, 55-65, >65

Race: White, Black/African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Other (Specify)

Ethnic Status: Hispanic or Latino, Not Hispanic or Latino, Other (Specify)

You may return this form to Bi-State Regional Commission, 1504 Third Avenue, Third Floor, Rock Island, Illinois 61201 or e-mail to bschmid@bistateonline.org. **Transportation planning comments and issues will be accepted through April 2025.** Opportunities to comment on a Long Range Plan Update will be available in early 2026 when a full draft of the plan is available. Thank you for your time and interest in this project.

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.)



SERVICE REPORT

COUNTY/COMMUNITY:

DATE: FEBRUARY 12, 2025

FILED BY: SARAH BAMBAS, NITHIN KALAKUNTLA, GENA MCCULLOUGH, BRYAN SCHMID

MEETING: THRIVE 2055: QUAD CITIES LONG RANGE TRANSPORTATION PLAN KICK-OFF VIRTUAL OPEN HOUSE

PRESENT:

COUNTY/COMMUNITY	BI-STATE	OTHERS	COPIES TO:
Nicole Carkner, Quad City Health Initiative	Noted above		File
Cassidy Darin, Visit Quad Cities	Dave Kovarik		
Scott Lohman			
Dean Mathias			
Christina McDonough, Scott County Health Department			
Brian Stineman, City of Muscatine			
Cheryl True			
Hector Torres-Cacho, Iowa Department of Transportation			
Sharon Wren, WHBF			

BRYAN SCHMID PROVIDED AN INTRODUCTION TO THE KICK-OFF OPEN HOUSE HELD FEBRUARY 12, 2025 4:00-5:30 P.M. AS A VIRTUAL MEETING. A PUBLIC NOTICE WAS SENT TO THE MEDIA AND INTERESTED PARTIES ON JANUARY 17, 2025. [MR. SCHMID OPENED WITH PUBLIC MEETING WITH INTRODUCTIONS AND PROVIDED AN OVERVIEW OF THE PLANNING REQUIREMENTS FOR A METROPOLITAN TRANSPORTATION PLAN. THE PLAN IS UPDATED EVERY FIVE YEARS TO LOOK AT EXISTING CONDITIONS AND PLAN FOR

A FUTURE TRANSPORTATION SYSTEM THROUGH 2055. HE OUTLINED OTHER PUBLIC INVOLVEMENT OPPORTUNITIES IN FEBRUARY AND MARCH. THE PLAN UPDATE IS INTENDED TO COVER THE QUAD CITIES METROPOLITAN AREA (MPA). DEVELOPMENT GOALS OF THE PLAN FOCUS ON STRATEGIC COMMUNITY PLANNING AND SUSTAINABLE DEVELOPMENT, ECONOMIC DIVERSIFICATION, SOCIAL/CULTURAL CONNECTION, TRANSPORTATION FOR ALL, MULTIMODAL MOBILITY THROUGH TRANSPORTATION INVESTMENT AND RESILIENCE. AS PART OF THE MEETING ENGAGEMENT, PARTICIPANTS WERE ASKED:

- What is working well?
- What could be improved?
- What are potential opportunities?
- What could pose a threat to the transportation network?

As part of the public input, participants engaged in a Menti.com poll. The results included: [Insert Results]

The public meeting concluded with breaking participants into two groups to discuss strengths, weaknesses, opportunities and threats.

Breakout Group #1 discussed the following:

- It is a challenge with two states, multiple counties, and multiple cities working together
- Wayfinding signs are very important
- Bridge safety is a priority
- Develop a unified trail system
- There are good efforts in the public health field, including those from Quad City Health initiative, QC Trails, and Quad City residents.
- The expansions and rehabilitation efforts in Bettendorf and East Moline create greater access to amenities and healthy foods. However, there are still food deserts in the region that need to be addressed.
- There is a need for more bus wayfinding signs. Having bus stops be noticeable to any member of the public rather than just local residents who use the app.
- There is a need for public signage
- There is a need for transit connections
- Would like to see more safe passageways. There is a lack of sidewalks in some locations (Eastern Ave, Kimberly, Jersey Ridge).
- Need to plan for inclement weather
- Need to plan for extreme weather
- Our river access is essential. Floods, low water levels, and safety of bridge access are big concerns.
- There is a need for fresh eyes when planning for resilience.
- There is a high percentage of single drivers and people that are car dependent. People's behavior is changing though. Taxi, Lyft, and Uber are more attractive to the younger demographic. The aging population does not have that attraction as much though.
- Discussion of train access and CPKC merging
- There is a challenge for smaller cities to provide local participation on projects. Funding is also an issue in smaller cities. Generating revenue to support their projects is necessary.
- There is a need to maintain the older roads rather than the newer roads.

Breakout Group #2 discussed the following:

- Need for bicycle/pedestrian accommodations on future bridge facilities, such as the Centennial Bridge reconstruction and an East Rock River Bridge
- Desire for an East Rock River Bridge with a footprint such that it will not cause or create future ice jams on the river; and it should have an interchange with I-280

- Complete the Mississippi River Trail
- Look at a trail connection between Eldridge and Parkview and/or Long Grove and Parkview
- Look at a high water trail connection from the West Rock River Bridge trail from Milan to the Moline/Rock Island segments, suggested flooding disrupts trail use particularly in/around Ben Williamson Park
- Safety concerns expressed at the growing number of on-road bicycle lanes as the road markings narrow vehicle travel lanes and cause driver confusion. Strongly disliked this type of bicycle accommodation and suggested separated trails.
- Inquiry about the longevity of the U.S. 67 bridges over the Rock River between Rock Island and Milan. Would like to see better bicycle and pedestrian accommodations along this segment. Was discussed that the City of Rock Island is slated to receive a RAISE grant for improvements on U.S. 67/11th Street south to IL5/46th Avenue. This would set up the type of pedestrian and bicycle accommodations that could then carry further south to these bridges from Rock Island to Milan.
- Support for separated trails from a health and safety perspective. Bicycle and pedestrian education could be aided through the county health departments.
- Trail comments noted from the Menti polling.
- Would like to see point-to-point on-demand transit service improved. Discussed Milan micromobility model.
- Improve/reconstruct Mississippi River Locks in the area to support system resiliency and mitigate system failure or unexpected closures and freight disruptions; consider 1,200 foot locks.
- Would like to see a regional transit system in lieu of the three-fixed route and two regional transit systems.
- Inquiry about the status of passenger rail. Shared \$250 million shortfall, and agreements between railroad, Department of Transportation and Federal Railroad Administration on scope of work progressing.



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SERVICE REPORT

COUNTY/COMMUNITY:

DATE: FEBRUARY 13, 2025 AND FEBRUARY 20, 2025

FILED BY: BRYAN SCHMID, PRINCIPAL PLANNER

MEETING: *THRIVE 2055: QUAD CITIES LONG RANGE TRANSPORTATION PLAN* KICK-OFF OPEN HOUSE

PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
See attached sign-in sheets	Gena McCullough Bryan Schmid Nithin Kalakuntla Ricky Newcomb Sarah Bambas Carter Thompson Zach Sutton Dave Kovarik		File

TWO OPEN HOUSE MEETINGS WERE HELD ON BACK-TO-BACK WEEKS TO COLLECT PUBLIC INPUT FROM INDIVIDUALS IN THE QUAD CITIES AREA RELATED TO THE *THRIVE 2055: QUAD CITIES LONG RANGE TRANSPORTATION PLAN*. THE MEETINGS WERE HELD FROM 4:00 TO 6:00 P.M. ON THURSDAY, FEBRUARY 13 AND THURSDAY, FEBRUARY 20. THE FIRST MEETING WAS HELD AT EASTERN IOWA COMMUNITY COLLEGE URBAN CAMPUS IN DAVENPORT (101 W. 3RD STREET), WHILE THE SECOND MEETING WAS HELD AT CENTRE STATION IN MOLINE (1200 RIVER DRIVE). BOTH LOCATIONS WERE CONSIDERED FOR THEIR ACCESS BY PUBLIC TRANSPORTATION. THESE MEETINGS WERE HELD IN ADDITION TO A VIRTUAL EVENT HELD THE EVENING OF FEBRUARY 12, 2025. TWENTY-TWO PARTICIPANTS ATTENDED THE TWO OPEN HOUSE EVENTS. ATTENDEES WERE GREETED, ASKED TO SIGN IN, AND GIVEN A QUICK EXPLANATION OF THE LAYOUT OF THE MEETING.

THERE WERE FOUR STATIONS FOR THE PUBLIC TO PROVIDE THEIR FEEDBACK THAT ATTENDEES COULD VISIT IN ANY ORDER THEY CHOSE. ONE STATION CONSISTED OF A POWERPOINT PRESENTATION THAT AUTOMATICALLY CYCLED THROUGH SLIDES. THE CONTENT OF THE PRESENTATION INCLUDED AN EXPLANATION FOR WHY BI-STATE IS DEVELOPING A TRANSPORTATION PLAN; A SUMMARY OF PUBLIC OUTREACH EFFORTS TO DATE; DATA ON REGIONAL DEMOGRAPHICS AND COMMUTING PATTERNS; AND SIX DEVELOPMENT GOALS LISTED IN THE PLAN. FOUR MAPS ON TWO POSTERS UNDER THE HEADING "WHAT WILL TRANSPORTATION LOOK LIKE IN 2055" WERE ALSO LOCATED NEAR THE PRESENTATION FOR BACKGROUND INFORMATION. THE MAPS INCLUDED STATE AND LOCAL PROJECTS INCLUDED IN THE 2050 LRTP, THE EXISTING TRANSIT NETWORK, THE SIDEWALK NETWORK, AND THE EXISTING AND PROPOSED NON-MOTORIZED FACILITIES IN THE URBAN AREA.

THE SECOND STATION FEATURED THE BEAN POLL AND PLACEMATS LABELED:

- Be More Pedestrian Friendly
- Build New Streets
- Establish Passenger Rail Service
- Expand Bike Lanes & Trails
- Improve Transit Service
- Repair Streets & Bridges

Participants were given three beans. These beans were to be distributed among six jars representing different transportation priorities listed above. Sarah Bambas and Dave Kovarik 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.

Combined results from both nights were:

The following comments were written on the placemats:

Be More Pedestrian Friendly (4)

- ADA is the only way

Build New Streets (1)

- Based on my time in the Quad Cities, the roads have a multitude of potholes. If possible, perhaps we could divert funds to ensure the roads are better in the winter months.

Establish Passenger Rail Service (8)

- Train to Chicago please!

Expand Bike Lanes and Trails (16)

- Develop a pedestrian route from the new I-80 pedestrian path into LeClaire – Wisconsin Ave and connect with Middle Rd (After new I-80/Middle Rd interchange is complete)
- All students should be able to safely bike/walk to school at all levels
- Expand and connect trails!
- The Quad Cities has amazing bike lanes and trails!!! It is extremely great and efficient!

Improve Transit Service (1)

- Merge QC Area Mass Transit Systems

Repair Streets and Bridges (6)

- Long term program for repair/replacement while considering complete streets
- In reference to bridges, the Centennial Bridge is not entirely safe to travel on, I would like to see a detailed plan on the plan to get it fixed.

- It would be extremely beneficial to repair streets because some have a lot of potholes.

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) depicting the roadway network, transit routes, and bicycle/trail facilities. Stickers were placed on the maps and Mr. Kalakuntla, Mr. Newcomb, and Mr. Sutton 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.

The following information, compiled from both meetings, was recorded as part of the idea mapping exercise.

Roads Map

- Mississippi River bridge between I-74 and I-80 – Tanglefoot Lane to IL-84
- Road is too narrow (Andalusia Road in Milan)
- Pedestrian bridge on I-80 Mississippi River bridge
- Middle Road entry to I-74, ramp is congested
- Utilize the median on John Deer Road to lengthen the westbound left turn lane onto 7th Street in Moline to reduce congestion and back-ups on the left through lane
- I-74 entry ramp congestion during peak hour (downtown Moline)

Trails Map

- I-80-Middle Road bike access
- Sunset Park to Hennepin connection
- U.S. 67 bridges: Milan to Rock Island safety 40mph – 4 lane road surface poor for bikes – need separated path for accommodations when bridge is redone
- I-280 bridge needs bike/pedestrian accommodation when rebuilt
- Connection on 7th and 8th Streets in Moline near John Deere Road
- Connection between I-74 trail and Duck Creek
 - IL N-S Connector/ Loop
- Great River Trail north of Hampton and Port Byron in poor condition
- Improvements needed going to Colona
- Off-road trail gap connecting to the Rock River
- Connect Rock River Trail with 24th Avenue (Blackhawk Road), minimum add a sidewalk
- Connect Buffalo trail to Wildcat Den to subsequently go to Muscatine and connect with city trail system
- Reconnect Duck Creek Trail to the Mississippi River Trail in Riverdale and remove the fence
- Blackhawk Road – Big Island Road separated bike path (path of some kind) before and after the bridge

Transit Map

- Passenger rail

The final station was a facilitated discussion about opportunities and improvements/threats. This station was lightly attended, due to the robust conversations taking place at the Bean Poll and Mapping stations.

**MEETING ATTENDANCE RECORD
MEMBERS, GUESTS & STAFF**

Meeting of: Thrive 2055: Quad Cities Long Range Transportation Plan Public Open House

Date: February 20, 2025 Time: 4:00 p.m. To 6:00 Service Report: Yes X No

Place of Meeting: Centre Station, Moline, IL

Name:	Title/Representing:	Contact # or Email:
1. <u>NORA DWYER</u>	<u>Muscatine Co. Ext</u>	<u>nrdwyer@iastate.edu</u>
2. <u>PAUL LEVESQUE</u>	<u>QCBC NEWSLETTER</u>	<u>levesque5562@att.net</u> - <u>Follow</u>
3. <u>ALEX CARMEN</u>	<u>-</u>	<u>ABCARMEN@MCHSI.COM</u>
4. <u>Dalton DePaepe</u>		<u>ddepaepe@yahoo.com</u>
5. <u>Peter Ruckler</u>	<u>undependent Rock Island</u>	<u>undependentrockisland@gmail.com</u>
6. <u>Kate Jennings</u>	<u>CMT Engineering</u>	<u>kjennings@cmtengr.com</u>
7. <u>Jennifer Hirsch</u>	<u>Metro LINK</u>	<u>jhirsch@qcmetroink.com</u>
8. <u>DAVID KROUTH</u>	<u>METRO LINK</u>	<u>DEUCES2@MCHSI.ORG</u>
9. <u>De'Angelo Wiggins</u>	<u>Army</u>	<u>wigginsdeangelo@gmail.com</u>
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**MEETING ATTENDANCE RECORD
MEMBERS, GUESTS & STAFF**

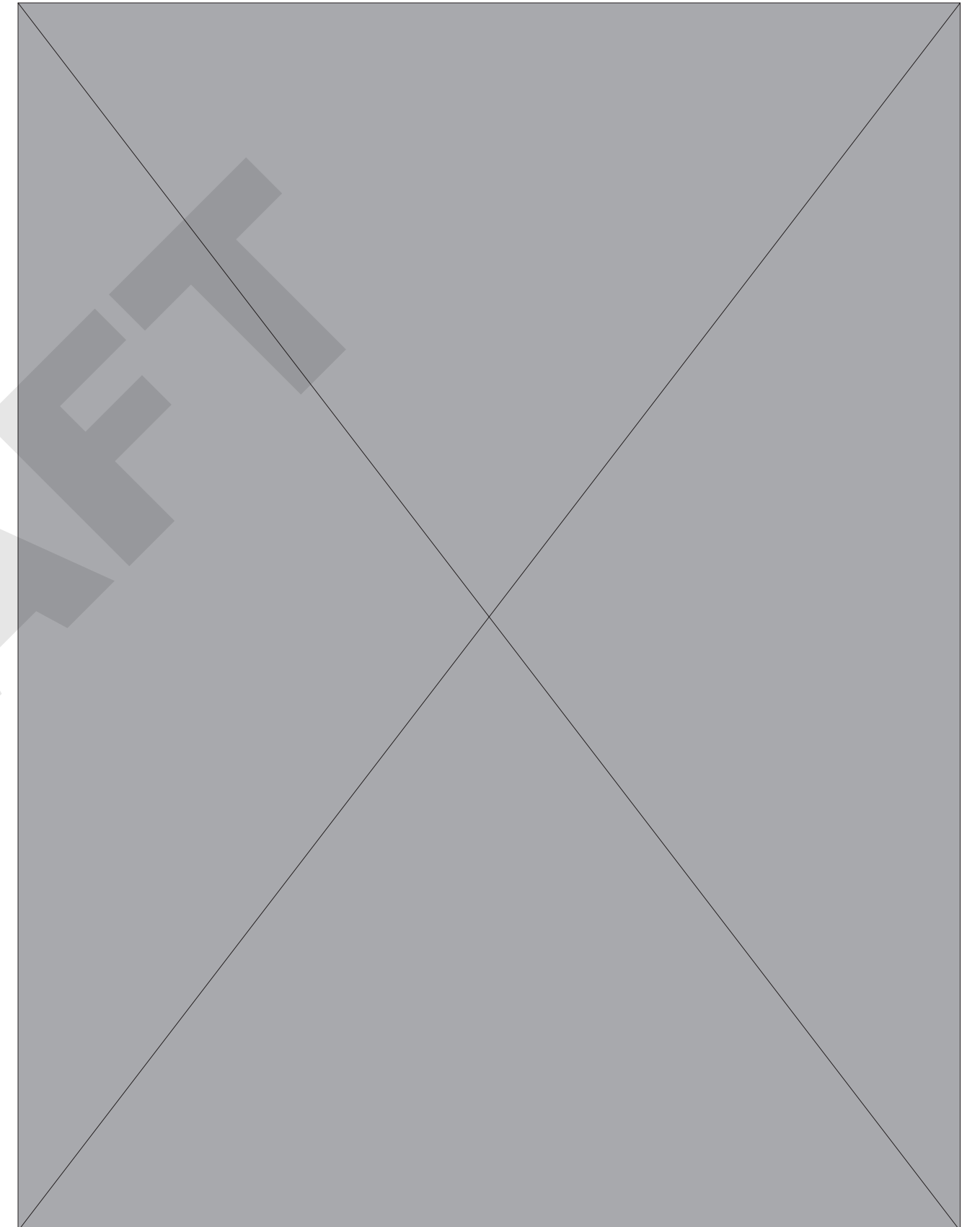
Meeting of: Thrive 2055: Quad Cities Long Range Transportation Plan Public Open House

Date: February 13, 2025 Time: 4:00 p.m. To 6:00 Service Report: Yes X No

Place of Meeting: Eastern Iowa Community College, Downtown Campus, Davenport, Iowa

Name:	Title/Representing:	Contact # or Email:
1. <u>Phil Schubbe</u>	<u>Cycling community</u>	<u>phil.schubbe@uscloud.com</u>
2. <u>Deb + Dean Mathias</u>	<u>QCRC</u>	<u>mathiasdebdean@peoplepc.com</u>
3. <u>Hector Tomo-Cacho</u>	<u>Iowa DOT - D6</u>	<u>[Signature]</u>
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8 Public Kick-Off/Open House Meetings Newsletter/Media Release, Sample Social Media Graphics, and posted video of meeting presentation: <https://www.youtube.com/watch?v=wXLpz1V2Gp4>





PUBLIC INPUT SESSION!


Wednesday, February 12, 2025

4:00 - 5:30 p.m
Virtual meeting on Zoom


Link below & in description
<http://bit.ly/3E4fEXI>

Or call:
309-205-3325
Meeting ID: 824 4693 8604
Passcode: 943697

We want to hear from YOU!



Thrive 2055





UPCOMING PUBLIC INPUT SESSIONS!

Wednesday, February 12
4:00 - 5:30 p.m.
Virtual meeting on Zoom

Thursday, February 13
4:00 - 6:00 p.m.
EICC Urban Campus, Davenport, IA

Thursday, February 20
4:00 - 6:00 p.m.
Centre Station, Moline, IL







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SERVICE REPORT

COUNTY/COMMUNITY:

DATE: **SEPTEMBER 13, 2024**

FILED BY: GENA McCULLOUGH, DEPUTY DIRECTOR

MEETING: **ILLINOIS-IOWA CENTER FOR INDEPENDENT LIVING SENIOR AND DISABILITY EXPO AT BALLY'S**
CONFERENCE CENTER, ROCK ISLAND

PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
	Gena McCullough Bryan Schmid		

HOSTED A VENDOR TABLE AT THE EXPO. THE EXPO WAS SPONSORED BY THE ILLINOIS-IOWA CENTER FOR INDEPENDENT LIVING. THE BI-STATE REGIONAL COMMISSION VENDOR TABLE INCLUDED FOUR MAPS FROM THE CONNECT 2050: QUAD CITIES LONG RANGE TRANSPORTATION PLAN WITH A QUESTION OF "WHAT DOES THE 2055 TRANSPORTATION SYSTEM LOOK LIKE?". FOUR SHEETS WITH TRANSPORTATION IMPROVEMENTS WERE PLACED ON THE TABLE AND ATTENDEES WERE POLLED ON THEIR TOP THREE PRIORITIES. PARTICIPANTS WERE ALLOWED TO ADD PRIORITIES IF THEY WERE NOT REPRESENTED. BOTH SENIORS AND THOSE WITH DISABILITIES TOOK PART IN THIS ACTIVITY.

TRANSPORTATION ISSUES WERE DISCUSSED WITH 51 PARTICIPANTS. MANY OF THESE EXPO ATTENDEES PARTICIPATED IN THE PRIORITY ACTIVITY POLL. ATTENDEES WERE ASKED TO PUT THEIR TOP THREE TRANSPORTATION PRIORITIES THAT THEY WOULD LIKE TO SEE AS PART OF THE LONG RANGE TRANSPORTATION UPDATE. THE FOLLOWING ARE THE "VOTES" PER ITEM AND ADDITIONAL COMMENTS. THE TOP THREE VOTES UNDER EACH MODAL CATEGORY ARE BOLDED. TOP THREE IMPROVEMENTS OVERALL WERE: IMPROVE EXISTING ROADS; IMPROVE EXISTING SIDEWALKS; AND EXPAND HOURS OF TRANSIT SERVICE.

IMPROVE STREETS/BRIDGES (1)

- Add New Roads Where None Exist (3)
- Improve road connectivity (1)
- **Improve Existing Roads (24)**
- **Repair/Replace bridges (6)**
- **Improve traffic safety (7)**; included comments on need for improving visibility of pavement markings, and on concerns related to speed on the new I-74 Mississippi River bridge and aggressive driver behavior as well as speeding on local arterial streets well beyond the speed limit.
- Other [Add Below]

- Concern expressed for road and bridge repair at 35th Avenue (7th – 16th Streets), Moline
- Noted concern for readiness for autonomous vehicles in the Quad Cities.

Improve Transit/Passenger Transportation (1)

- Increase Bus Frequency (4)
- **Expand hours of operation (8)**
- **Add new routes/destinations (5)**; included comment on adding more residential routes and Bi-State staff noted paratransit as an option if qualifications were met
- **Establish Passenger Rail (5)**
- Other [Add below]
 - Would like transit connection to Andalusia; Bi-State staff noted RIM Rural Transit as an option
 - Transit connections/transfers between Iowa and Illinois Quad Cities take too long for cross state line travel
 - Comment that the individual has the ability to rideshare with family and friends and is fortunate to have these connections
 - Why isn't there 24/7 service? was one comment

Improve Bike Infrastructure (1)

- **More separated trails (3)**
- **On-street protected bike lanes (3)**
- **Better connectivity of trail system (3)**
- Trail Signage/Wayfinding (2)
- Other [Add Below]
 - On-road bicycle safety concerns with distracted drivers, won't ride on city streets (2)
 - Preference for separated paths
 - Questioned on-road bicycle lanes on 12th Avenue, Moline

Pedestrian-Friendly Improvements (1)

- **Add sidewalk where none exist (7)**
- **Improve existing sidewalks (13)**
- **Improve intersection crossings (4)**
- Other [Add Below]
 - Concern along Avenue of The Cities related to winter snow removal and walkers having to walk in the busy street
 - Comment on wanting improvements for ADA access

Figure 1: Bi-State Staff at the Senior-Disability Expo, 9/13/24.



Figure 2: Table Display with Maps and Poll.





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SERVICE REPORT

COUNTY/COMMUNITY:

DATE: SEPTEMBER 21, 2024

FILED BY: SARAH BAMBAS, PLANNER

MEETING: GOAT (GET OUT AND TRAIL), EASTERN AVENUE PARK, DAVENPORT

PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
	Sarah Bambas Nithin Kalakuntla		

BI-STATE REGIONAL COMMISSION HOSTED A VENDOR TABLE AT EASTERN AVENUE PARK IN DAVENPORT ALONG DUCK CREEK TRAIL. MANY CITY GOVERNMENTS HOSTED THEIR VENDOR TABLES ALONG THE DUCK CREEK TRAIL AS WELL. THE BI-STATE REGIONAL COMMISSION VENDOR TABLE INCLUDED FOUR MAPS FROM THE *CONNECT QC 2050: QUAD CITIES LONG RANGE TRANSPORTATION PLAN* WITH A QUESTION OF "WHAT DOES THE 2055 TRANSPORTATION SYSTEM LOOK LIKE?". FOUR SHEETS WITH TRANSPORTATION IMPROVEMENTS WERE PLACED ON THE TABLE, AND ATTENDEES WERE POLLED ON THEIR TOP FOUR PRIORITIES. PARTICIPANTS WERE ALLOWED TO ADD PRIORITIES IF THEY WERE NOT REPRESENTED. PARTICIPANTS WERE ALSO ALLOWED TO GIVE FEEDBACK ON INDIVIDUAL POST-IT NOTES.

THERE WERE 4 CITIZENS WHO TOOK A PHYSICAL COPY OF THE LONG RANGE TRANSPORTATION PLAN SURVEY, AND THERE WERE 8 CITIZENS WHO PROVIDED FEEDBACK ON POST-IT NOTES. TRANSPORTATION ISSUES WERE DISCUSSED WITH 20 CITIZENS. ALL CITIZENS PARTICIPATED IN THE PRIORITY ACTIVITY POLL. ATTENDEES WERE ASKED TO PUT THEIR TOP FOUR TRANSPORTATION PRIORITIES THAT THEY WOULD LIKE TO SEE AS PART OF THE LONG RANGE TRANSPORTATION UPDATE. THE FOLLOWING ARE THE "VOTES" PER ITEM AND ADDITIONAL COMMENTS. THE POPULAR CATEGORIES ARE BOLDED, AND THE TOP THREE POPULAR CATEGORIES INCLUDE: BETTER CONNECTIVITY OF TRAIL SYSTEM, MORE SEPARATED TRAILS, AND ON-STREET PROTECTED LANES.

IMPROVE BIKE INFRASTRUCTURE (1)

- **More separated trails (7)**
- **On-street protected bike lanes (7)**
- **Better connectivity of trail system (10)**
- Trail Signage/Wayfinding (5)

- Other [Add Below]
 - Fix bumps, cracks, tree roots, and holes on the trails (11)

Pedestrian-Friendly Improvements (1)

- **Add sidewalk where none exist (4)**
- **Improve existing sidewalks (4)**; included comment on adding more shared-use paths
- **Improve intersection crossings (5)**
- Other [Add Below]
 - Comment on the need for legislation to prohibit distracted driving

Improve Streets/Bridges (1)

- Add New Roads Where None Exist (0)
- Improve road connectivity (1)
- **Improve Existing Roads (3)**
- **Repair/Replace bridges (2)**
- **Improve traffic safety (2)**
- Other [Add Below]
 - Concern expressed for roads in Davenport to be improved

Improve Transit/Passenger Transportation (1)

- Increase Bus Frequency (1)
- Expand hours of operation (1)
- **Add new routes/destinations (2)**
- **Establish Passenger Rail (4)**
- Other [Add Below]

Feedback Post-It Notes (8)

- Illinois bike path needs a lot of work
- Bike path connection in Riverdale needs to be addressed. Bike riders are in danger when having to use the street
- More commuter trails. Fix the bike path to Vander Veer. Fix the bike path from Main Street at Central High School to downtown Davenport
- Have restrooms be open for a longer time (More months). Really like the connections from one trail to another. There should be trail rules that include items like bike speeds. Really like the I-74 bike path
- Electric bikes should not be on the bike trail
- Bike path connection in Riverdale should be open
- Congested areas include: I-80, 53rd (Pine St. to Brady St.), Kimberly Road (Pine St. to Brady St.), Locust St./Middle Road (Fairmount to Tanglewood)
- Leave bathrooms open until the end of October. Moline puts out port-a-potties, and they are useful

Figure 1: Bi-State Staff at GOAT, 9/21/24.



Figure 2: Table Display with Map and Poll.




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SERVICE REPORT

COUNTY/COMMUNITY:

DATE: OCTOBER 15, 2024

FILED BY: SARAH BAMBAS, PLANNER

MEETING: HISPANIC CHAMBER OF COMMERCE AND PROJECT NOW BLOCK PARTY,
 MOLINE

PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
	Sarah Bambas		
	Dave Kovarik		
	Bryan Schmid		

BI-STATE REGIONAL COMMISSION HOSTED A VENDOR TABLE AT THE HISPANIC CHAMBER OF COMMERCE AND PROJECT NOW BLOCK PARTY IN MOLINE AT THE QC GATHERING. THE BI-STATE REGIONAL COMMISSION VENDOR TABLE INCLUDED FOUR MAPS FROM THE *CONNECT QC 2050: QUAD CITIES LONG RANGE TRANSPORTATION PLAN* WITH A QUESTION OF "WHAT DOES THE 2055 TRANSPORTATION SYSTEM LOOK LIKE?". FOUR SHEETS WITH TRANSPORTATION IMPROVEMENTS WERE PLACED ON THE TABLE, AND ATTENDEES WERE POLLED ON THEIR TOP PRIORITIES. PARTICIPANTS WERE ALLOWED TO ADD PRIORITIES IF THEY WERE NOT REPRESENTED. THE SHEETS HAD THE PRIORITIES IN ENGLISH AND SPANISH.

TRANSPORTATION ISSUES WERE DISCUSSED WITH 25 CITIZENS, AND ALL OF THOSE CITIZENS PARTICIPATED IN THE PRIORITY ACTIVITY POLL. THERE WERE 2 CITIZENS WHO MENTIONED A PRIORITY THAT WAS NOT REPRESENTED. ATTENDEES WERE ASKED TO PUT THEIR TOP TRANSPORTATION PRIORITIES THAT THEY WOULD LIKE TO SEE AS PART OF THE LONG RANGE TRANSPORTATION UPDATE. THE FOLLOWING ARE THE "VOTES" PER ITEM AND ADDITIONAL COMMENTS. THE TOP TWO IMPROVEMENTS UNDER EACH MODAL CATEGORY ARE BOLDED. THE TOP THREE IMPROVEMENTS OVERALL WERE: BETTER CONNECTIVITY OF TRAIL SYSTEM, MORE SEPARATED TRAILS, AND ON-STREET PROTECTED LANES.

PEDESTRIAN-FRIENDLY IMPROVEMENTS / MEJORAS PARA PEATONES (1)

- **Add sidewalk where none exist / Construir aceras nuevas donde no existen (9)**
- **Improve existing sidewalks / Mejorar aceras existentes (10)**
- Improve intersection crossings / Mejorar pasos de peatones en intersecciones (4)
- Other [Add Below] / Otros (escribe abajo)

Improve Transit/Passenger Transportation / Mejorar el transporte público (1)

- Increase Bus Frequency / Aumentar frecuencia del bus (3)
- Expand hours of operation / Aumentar horas de funcionamiento (2)
- **Add new routes/destinations / Añadir nuevas rutas o paradas del bus (5)**
- **Establish Passenger Rail / Establecer sistema de tran de pasajeros (7)**
- Other [Add Below] / Otros (escribe abajo)

Improve Bike Infrastructure / Mejorar infraestructura de bicicletas (1)

- More separated trails / Senderos más separados (3)
- On-street protected bike lanes / Carril de bicicleta sin zona de amortiguación (3)
- **Better connectivity of trail system / Sistema de senderos más conectados (4)**
- **Trail Signage/Wayfinding / Mejorar señales de orientación (4)**
- Other [Add Below] / Otros (escribe abajo)
 - Add trail signs in Spanish (2)

Improve Streets/Bridges / Mejorar Carreteras & Puentes (1)

- Add New Roads Where None Exist / Construir carreteras nuevas donde no existen (0)
- Improve road connectivity / Mejorar las redes de carreteras (3)
- **Improve Existing Roads / Mejorar carreteras existentes (9)**
- Repair/Replace bridges / Reparar o reemplazar puentes (1)
- **Improve traffic safety / Mejorar la seguridad del sistema de transporte (7)**
- Other [Add Below] / Otros (escribe abajo)

Figure 1: Table Display with Map and Poll.




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SERVICE REPORT

COUNTY/COMMUNITY: QUAD CITIES MPA
DATE: MARCH 4, 2025
FILED BY: GENA MCCULLOUGH, DEPUTY DIRECTOR
MEETING: QUAD CITIES CHAMBER OF COMMERCE – BUSINESS ADVOCACY COUNCIL

PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
14 Council Members	Gena McCullough		File

PRESENTED INFORMATION ON BI-STATE REGIONAL COMMISSION AND THE QUAD CITIES MPO RELATED TO THE *THRIVE 2055: QUAD CITIES LONG RANGE TRANSPORTATION PLAN UPDATE*. AFTER OUTLINE THE PURPOSE OF THE PLAN, DEMOGRAPHICS AND PUBLIC INVOLVEMENT INCLUDING A REQUEST TO PARTICIPATE IN THE PUBLIC INPUT SURVEY, MS. MCCULLOUGH ASKED FOR FEEDBACK ON TRANSPORTATION STRENGTHS, WEAKNESSES OR IMPROVEMENTS NEEDED AND ANY OTHER FEEDBACK.

TRANSPORTATION STRENGTHS:

- 15 minute travel by vehicle anywhere in the Quad Cities
- Bicycle Trails
- Channel Cat
- I-74 and John Deere Road corridors working well

Needs Improvement:

- Availability of flights, due to the loss of Delta service which is a high concern from a competitiveness perspective between Chicago and Cedar Rapids
- See Brady – Harrison Streets couple could be more accessible if two-way instead of one-way
- Centennial Bridge deficiencies and increasing maintenance
- More cohesive transit system between states and within the Iowa Quad Cities, noted length of time to travel short distances, and gaps for transferring riders between cities, need for more coordination and linkages at transfer areas
- Link Channel Cat to transit services in the Iowa Quad Cities
- Complete passenger rail service between Chicago and Quad Cities

Comments also made on level of Good Repair for pavement. Which is in better shape – local roads or federally eligible routes? What does the data tell us about desired travel to Chicago? Has a travel survey been done?

As part of meeting follow-up, sent Jacob Foote with QC Chamber a link to the survey and the input form that included

top issues and ranking the transportation objectives. The following is a summary of the input forms returned:

Feedback from Input Form

- Travel Issues
 - Centennial and I80 Bridge
 - Need for passenger rail and more flights from QC Airport
 - Reduce speeds on interstates
 - Stop clover interchanges
- Transportation System Performance Objectives
 - "Support Economic Vitality" ranked 1st in two input forms
 - "Protect and Enhance The Environment" ranked last in two input forms
 - "Increase Safety" ranked in the top three in all input forms
 - "Emphasize System Preservation" ranked 7th in three input forms

Sum Total Rank

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

Rank

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



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SERVICE REPORT

COUNTY/COMMUNITY:
DATE: MAY 17, 2025
FILED BY: BRYAN SCHMID, PRINCIPAL PLANNER
MEETING: EARTH DAY FAIR AT THE FREIGHT HOUSE FARMERS MARKET, DAVENPORT
PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
	Sarah Bambas		
	Bryan Schmid		

BI-STATE REGIONAL COMMISSION HOSTED A VENDOR TABLE AT THE EARTH DAY FAIR IN DAVENPORT AT THE FREIGHT HOUSE FARMERS MARKET. THE BI-STATE REGIONAL COMMISSION VENDOR TABLE INCLUDED FOUR MAPS FROM THE *CONNECT QC 2050: QUAD CITIES LONG RANGE TRANSPORTATION PLAN WITH A QUESTION OF "WHAT DOES THE 2055 TRANSPORTATION SYSTEM LOOK LIKE?"* THERE WERE TWO ACTIVITIES AT THE TABLE. TRANSPORTATION ISSUES WERE DISCUSSED WITH 49 CITIZENS.

THE FIRST ACTIVITY INCLUDED FOUR SHEETS WITH TRANSPORTATION IMPROVEMENTS PLACED ON THE TABLE, AND ATTENDEES WERE POLLED ON THEIR TOP PRIORITIES. PARTICIPANTS WERE ALLOWED TO ADD PRIORITIES IF THEY WERE NOT REPRESENTED. ATTENDEES WERE ASKED TO PUT THEIR TOP TRANSPORTATION PRIORITIES THAT THEY WOULD LIKE TO SEE AS PART OF THE LONG-RANGE TRANSPORTATION UPDATE. THE FOLLOWING ARE THE "VOTES" PER ITEM AND ADDITIONAL COMMENTS.

PEDESTRIAN-FRIENDLY IMPROVEMENTS

- Add sidewalk where none exist (1)
- Improve existing sidewalks (0)
- Improve intersection crossings (0)
- Other [Add Below]

Improve Transit/Passenger Transportation

- Increase Bus Frequency (1)
- Expand hours of operation (0)
- Add new routes/destinations (1)
- Establish Passenger Rail (1)
- Other [Add Below]

Improve Bike Infrastructure

- More separated trails (0)
- On-street protected bike lanes (0)
- Better connectivity of trail system (0)
- Trail Signage/Wayfinding (0)
- Other [Add Below]

Improve Streets/Bridges

- Add New Roads Where None Exist (0)
- Improve road connectivity (0)
- Improve Existing Roads (1)
- Repair/Replace bridges (0)
- Improve traffic safety (0)
- Other [Add Below]

The second activity featured a Bean Poll and placemats labeled:

- Be More Pedestrian Friendly
- Build New Streets
- Establish Passenger Rail Service
- Expand Bike Lanes & Trails
- Improve Transit Service
- Repair Streets & Bridges

The bean poll included six jars representing different transportation priorities. Participants were given three beans. Sarah Bambas and Bryan Schmid 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. The top three priorities were: establish passenger rail service, repair streets and bridges, and expand bike lanes and trails.

Bean Poll Results:

Comments from participants were also taken into consideration. One attendee wrote the following in response to a discussion on bicycle infrastructure:

“Separate bike trails from hikers, either by enforced solid, upkeep lines/meridian or just plain separate lanes. (Some people plug up their ears. Some people ride their bikes SO fast, accidents happen)



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SERVICE REPORT

COUNTY/COMMUNITY:

DATE: MAY 29, 2025

FILED BY: SARAH BAMBAS, PLANNER

MEETING: JOHN DEERE HEALTH FAIR, DAVENPORT

PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>BI-STATE</u>	<u>OTHERS</u>	<u>COPIES TO:</u>
	Sarah Bambas		
	Bryan Schmid		

Bi-State Regional Commission hosted a vendor table at the John Deere Health Fair in Davenport at the John Deere Davenport Works. The Bi-State Regional Commission vendor table included four maps from the Connect QC 2050: Quad Cities Long Range Transportation Plan with a question of “What does the 2055 transportation system look like?” There were two activities at the table. Transportation issues were discussed with 121 citizens, and most citizens participated in both activities.

The first activity included four sheets with transportation improvements placed on the table, and attendees were polled on their top priorities. Participants were allowed to add priorities if they were not represented. Attendees were asked to put their top transportation priorities that they would like to see as part of the long range transportation update. The following are the “votes” per item and additional comments. The top improvements under each modal category are bolded. The top three improvements overall were: improve existing roads, establish passenger rail, and repair/replace bridges.

PEDESTRIAN-FRIENDLY IMPROVEMENTS (1)

- **Add sidewalk where none exist (6)**
- **Improve existing sidewalks (9)**
- Improve intersection crossings (2)
- Other [Add Below]

Improve Transit/Passenger Transportation (1)

- Increase Bus Frequency (4)
- Expand hours of operation (3)
- Add new routes/destinations (1)
- **Establish Passenger Rail (25)**
- Other [Add Below]

Improve Bike Infrastructure (1)

- **More separated trails (7)**
- On-street protected bike lanes (4)
- Better connectivity of trail system (4)
- Trail Signage/Wayfinding (3)
- Other [Add Below]

Improve Streets/Bridges (1)

- Add New Roads Where None Exist (0)
- Improve road connectivity (1)
- **Improve Existing Roads (33)**
- **Repair/Replace bridges (11)**
- Improve traffic safety (3)
- Other [Add Below]

The second activity featured a Bean Poll and placemats labeled:

- Be More Pedestrian Friendly
- Build New Streets
- Establish Passenger Rail Service
- Expand Bike Lanes & Trails
- Improve Transit Service
- Repair Streets & Bridges

The bean poll included six jars representing different transportation priorities. Participants were given three beans. Sarah Bambas and Bryan Schmid 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. The top three priorities were: repair streets and bridges, expand bike lanes and trails, and establish passenger rail service.

Bean Poll Results:

Comments from participants were also taken into consideration. Below is a list of all comments received and the number associated with a comment that was brought up more than once. Bolded comments are items that Bi-State staff heard multiple times.

Passenger Rail (10)

Repair Streets (9)

Separated bike lanes (5)

Trail connection from Eldridge to Davenport (4)

Riverdale Duck Creek connection (4)

Bike lanes (3)

Brady/Veterans/Goose Creek Trail connection (3)

ATV Trails (3)

Trails (2)

Mountain Biking (2)

I-80/Middle Road Interchange (2)

Bike Safety

Duck Creek Trail connection to the Mississippi River

Sidewalks

Pedestrian Safety

QC Trails Website

I-80 Bridge

Trail connections

Gravel roads upgrade to paved roads

Equestrian trails

Trolley system

Road connections (IL to IA & IA to IL)

Less light pollution



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SERVICE REPORT

COUNTY/COMMUNITY: QUAD CITIES MPA
DATES: FEBRUARY 12, 17, 18, 19, 21 AND 26, 2026
FILED BY: BRYAN SCHMID, AICP
MEETING: LONG RANGE TRANSPORTATION PLAN PUBLIC REVIEW MEETINGS

PRESENT:

<u>County/Community</u>	<u>Bi-State</u>	<u>Others</u>	<u>Copies to:</u>
Refer to attached sign-in sheets	Bryan Schmid		File
	Gena McCullough		
	Sarah Bambas		
	Zach Sutton		
	Nithin Kalakuntla		
	Oakley Thompson		

Five public informational meetings were held to solicit input on the draft *Thrive 2055: Quad Cities Long Range Transportation Plan*. The meetings were as follows:

Date/Time	Location	Number of Participants
Thursday, February 12 4:30-6:30 PM	Boys and Girls Club, 1122 5 th Avenue, Moline, Illinois	0
Tuesday, February 17 12:00-2:00 PM	Bettendorf Public Library, 2950 Learning Campus Drive, Bettendorf, Iowa	8
Wednesday, February 18 9:00-11:00 AM	YWCA Rock Island, 513 17 th Street, Rock Island, Illinois	2
Thursday, February 19 10:00 AM-12:00 Noon	Virtual meeting on Zoom	0

Date/Time	Location	Number of Participants
Saturday, February 21 12:00-2:00 PM	Davenport Fairmount Library, 3000 N. Fairmount Street, Davenport, Iowa	1
Thursday, February 26 2:00-4:00 PM	The Rust Belt, 533 12 th Avenue, East Moline, IL	4

Accessibility by public transit was a strong consideration for the physical locations of the meetings. The Rust Belt location, while not directly on a transit route, was located approximately 0.2 miles from the nearest route. Media releases were sent February 5 and 20, 2026. Flyers were sent to the Regional Transportation Advisory Group and Regional Transit Advisory and Interest Group with a request for posting. The draft plan was posted to the Bi-State website. Copies were also made available at the Bi-State Regional Commission offices.

The purpose of these meetings was to solicit input from residents of the Quad Cities on draft plan in an open house style format. Visitors were initially asked to sign in and given a handout with select details and data from the plan.

The five in-person meetings were held in the same format. There were stations covering different topics and transportation modes where participants could give their input in various ways. One station centered around maps and information on the proposed roadway network and overall vision of the region in 2055. Another station provided maps of existing transit routes and the proposed trail network. A slide presentation was available to provide insight into the plan background and the proposed system. Draft copies of the L RTP were available for viewing in another location. An input form was available for comments, and staff took comments on notepads.

The following feedback was received from the meetings through discussions with attendees:

- Improve pedestrian visibility at roundabouts
- Add additional safety components to the proposed I-80 trail crossing of U.S. 67
- Include Bettendorf's new annexation area east of Criswell Street to Wells Ferry Road as within corporate limits on regional maps
- Include a trail along Indian Bluff Road in Milan/Rock Island County
- Improve connections to established trail corridors
- Highlight the proposed trail connection between Colona and Silvis
- Consider extending the proposed trail along 78th Avenue south of the airport into Coal Valley
- Encourage consistency along corridors where jurisdictions change
- Golf carts are increasingly popular on public streets, and should start to be considered in the planning process
- There are sidewalks on the east side of Archer Drive
- More regional intercity buses
- Explore a unified transit payment system
- Improve trail signage
- Expand support infrastructure along trails, such as restrooms, water, trash cans, doggy bags, etc.



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FOR RELEASE THURSDAY, FEBRUARY 5, 2026

FOR MORE INFORMATION CONTACT:

Bryan Schmid
(309) 793-6300, Ext. 1123
bschmid@bistateonline.org

Thrive 2055 Quad Cities Long-Range Transportation Plan
Public Review & Input Opportunities

(Rock Island, February 5, 2026) — Transportation is how we connect with neighbors, businesses, and our community. It gets us to where we want and need to go. A reliable and efficient transportation network supports a dynamic, connected, and flourishing region and will allow the Quad Cities Region to *Thrive*. *Regional transportation priorities are established every five years in the Quad Cities Long-Range Transportation Plan (LRTP). The process examines regional economic and population changes. Trends provide insights into the needs within our region and allow communities to plan for future growth.*

Transportation in 2055 is set to bring some exciting changes to our roads, bridges, bus routes, trails, sidewalks, and freight systems. We may enjoy new travel options, like passenger rail connections east and west and more efficient bus services for our daily commutes. With over 2,000 miles of roadways and nearly 100 transit vehicles to maintain, we also need to consider how to do this efficiently and effectively. As we look ahead, it's essential to consider whether our local economy will keep focusing on logistics, food production, manufacturing, and healthcare. Together, we can plan for sustainable transportation systems that benefit our community for years to come!

The Bi-State Regional Commission is excited to announce that the full draft of the Thrive 2055 Long Range Transportation Plan is open for public review. Residents are encouraged to provide input by February 28, 2026.

There are 5 in-person open houses and 1 online meeting where residents can join Bi-State staff and give their feedback on the draft plan. Public meetings are at the following locations and times:

Date	Time	Location
Thursday, February 12, 2026	4:30-6:30 p.m.	Boys and Girls Club 1122 5 th Ave Moline, IL 61265
Tuesday, February 17, 2026	12:00-2:00 p.m.	Bettendorf Library 2950 Learning Campus Drive Bettendorf, IA 52722
Wednesday, February 18, 2026	9:00-11:00 a.m.	YWCA Rock Island 513 17 th Street Rock Island, IL 61201
Thursday, February 19, 2026	12:00-1:00 p.m.	Virtual Meeting on Zoom https://shorturl.at/Talu8 Click or copy the link above, or call: 309-205-3325 Meeting ID: 897 6424 7638 Passcode: 343474
Saturday, February 21, 2026	12:00-2:00 p.m.	Davenport Fairmount Library 3000 N. Fairmount Street Davenport, IA 52804
Thursday, February 26, 2026	2:00-4:00 p.m.	The Rust Belt 533 12 th Ave East Moline, IL 61244

Note: The meeting room is accessible for people with disabilities. If you require special accommodations for these meetings, please notify Bryan Schmid, 309-793-6300, Ext. 1123 or bschmid@bistateonline.org.

Additionally, you can provide feedback online, particularly if you are not able to attend these input sessions. Go to this link <https://www.surveymonkey.com/r/Q26NL76> to provide feedback through February 28, 2026. The completed draft plan is available at <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/lrtp-and-pms>

The Thrive 2055 Long Range Transportation Plan will be considered for recommended adoption at a public hearing during the Quad Cities MPO Transportation Policy Committee at their noon meeting on March 24, 2026. The Bi-State Regional Commission will consider adoption on March 25, 2026.

To review the existing *Connect QC 2050: Quad Cities Long-Range Transportation Plan and the Bi-State Region Comprehensive Economic Development Strategy*, visit <http://www.bistateonline.org/>. Or, find us on Facebook at <https://www.facebook.com/QCLRTP>.

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

* * END * *



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FOR RELEASE FRIDAY, FEBRUARY 20, 2026

FOR MORE INFORMATION CONTACT:

Bryan Schmid
(309) 793-6300, Ext. 1123
bschmid@bistateonline.org

***Thrive 2055 Quad Cities Long-Range Transportation Plan
 Public Review & Input Opportunities***

(Rock Island, February 20, 2026) — Transportation is how we connect with neighbors, businesses, and our community. It gets us to where we want and need to go. A reliable and efficient transportation network supports a dynamic, connected, and flourishing region and will allow the Quad Cities Region to *Thrive*. *Regional transportation priorities are established every five years in the Quad Cities Long-Range Transportation Plan (LRTP). The process examines regional economic and population changes. Trends provide insights into the needs within our region and allow communities to plan for future growth.*

Transportation in 2055 is set to bring some exciting changes to our roads, bridges, bus routes, trails, sidewalks, and freight systems. We may enjoy new travel options, like passenger rail connections east and west and more efficient bus services for our daily commutes. With over 2,000 miles of roadways and nearly 100 transit vehicles to maintain, we also need to consider how to do this efficiently and effectively. As we look ahead, it's essential to consider whether our local economy will keep focusing on logistics, food production, manufacturing, and healthcare. Together, we can plan for sustainable transportation systems that benefit our community for years to come!

The Bi-State Regional Commission is excited to announce that the full draft of the Thrive 2055 Long Range Transportation Plan is open for public review. Residents are encouraged to provide input by February 28, 2026. There are

two open house opportunities where residents can join Bi-State staff and give their feedback on the draft plan. Public meetings are at the following locations and times:

Date	Time	Location
Saturday, February 21, 2026	12:00-2:00 p.m.	Davenport Fairmount Library 3000 N. Fairmount Street Davenport, IA 52804
Thursday, February 26, 2026	2:00-4:00 p.m.	The Rust Belt 533 12 th Ave East Moline, IL 61244

Note: The meeting rooms are accessible for people with disabilities. If you require special accommodations for these meetings, please notify Bryan Schmid, 309-793-6300, Ext. 1123 or bschmid@bistateonline.org.

Additionally, you can provide feedback online, particularly if you are not able to attend these input sessions. Go to this link <https://www.surveymonkey.com/r/Q26NL76> to provide feedback through February 28, 2026. The completed draft plan is available at <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/lrtp-and-pms>

The Thrive 2055 Long Range Transportation Plan will be considered for recommended adoption at a public hearing during the Quad Cities MPO Transportation Policy Committee at their noon meeting on March 24, 2026. The Bi-State Regional Commission will consider adoption on March 25, 2026.

To review the existing *Connect QC 2050: Quad Cities Long-Range Transportation Plan and the Bi-State Region Comprehensive Economic Development Strategy*, visit <http://www.bistateonline.org/>. Or, find us on Facebook at <https://www.facebook.com/QCLRTP>.

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

* * END * *

Thrive 2055
QUAD CITIES LONG RANGE TRANSPORTATION PLAN

**FULL DRAFT
NOW OPEN
FOR PUBLIC
REVIEW**

ATTEND A PUBLIC MEETING!

Thursday, February 12

4:30 - 6:30 p.m.
Boys and Girls Club, Moline, IL

Tuesday, February 17

12:00 - 2:00 p.m.
Bettendorf Library, Bettendorf, IA

Wednesday, February 18

9:00 - 11:00 a.m.
YWCA, Rock Island, IL



Thursday, February 19

12:00 - 1:00 p.m.
Virtual Meeting on Zoom

Saturday, February 21

12:00 - 2:00 p.m.
Davenport Fairmount Library,
Davenport, IA

Thursday, February 26

2:00 - 4:00 p.m.
The Rust Belt, East Moline, IL





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

MEMORANDUM

To: Resource Agencies in the Quad Cities
 From: Bryan Schmid, Project Manager
 Bi-State Regional Commission
 Date: February 19, 2026
 RE: Review of *Thrive 2055: Quad Cities Long Range Transportation Plan*

Bi-State Regional Commission invites your review and comment on the draft *Thrive 2055: Quad Cities Long Range Transportation Plan*. Draft chapters are available on the Bi-State Regional Commission website at: <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/lrtp-and-pms>.

As resource agencies serving the Quad Cities Region, your insight is vital to shaping a comprehensive long-range plan. Your expertise in environmental stewardship, cultural and historic preservation, and natural resource management helps ensure the final document reflects a balanced, well-informed approach to regional transportation planning. We understand that there may be mitigation measures needed and highlight this in Chapter 2. Chapter 3 outlines our fiscally-constrained future road projects where you may have comments related to your area of expertise to limit fatal flaws as we move projects from concept to programming and finally to construction.

Transportation connects neighbors, businesses, and entire communities. It enables people to reach the places they want and need to go, and it supports a dynamic, resilient, and flourishing region. Every five years, the Long-Range Transportation Plan (LRTP) establishes regional priorities by examining economic and population trends, evaluating system performance, and identifying emerging needs. These insights help communities plan for future growth and ensure that transportation investments align with long-term regional goals.

Looking ahead to 2055, the Quad Cities Region has the opportunity to shape a transportation system that enhances mobility across roads, bridges, transit routes, trails, sidewalks, and freight corridors. Future improvements may include expanded travel options, such as passenger rail connections and more robust, well-used transit services. With nearly 5,000 lane miles of roadway and five Mississippi River bridges to maintain, the region must balance system preservation with strategic expansion. As we consider how our economy may evolve, whether continuing to emphasize logistics, food production, manufacturing, and healthcare or shifting toward new sectors, planning today will help ensure a sustainable, adaptable transportation network for decades to come.

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

BS/sdg
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13 Thrive 2055 Video at <https://www.youtube.com/watch?v=z4NUk2OrsZk>

14 Quad Cities MPO Transportation Policy Committee March 24, 2026 Minutes with Public Hearing

DRAFT

15 BSRC March 25, 2026 Minutes

2055 Long Range Transportation Plan Input
Summary and Response Record

Date Received	Last Name	Jurisdiction, Organization, or Place of Residence	Summary Comment and Response (Blue Type)
9/12/2025	Pearson	Public	<p>Future Land Use map shows future residential areas near Pinnacle Country Club on parcels owned by the club. The club is larger than what's shown on the map. [The land use data is based on trips. It's possible Pinnacle owns more parcels, but no trips are generated by them or there is nothing happening there, so it is considered vacant.]</p> <p>Two nature preserves are not shown on the Future Land Use map: Beling Ecological Preserve and Collinson Ecological Preserve [There is no apparent public access to the preserves, so they do not generate trips. The coding, however, was changed to "Passive Park."]</p>
1/16/2026	Wolf	Davenport CitiBus	<p>Page 190 and 197 says Davenport has 10 routes and that needs to be 15. [Will adjust text to 15 routes instead of 10]</p>
2/10/2026	DeLille	Illinois DOT	<p>Asked about "not specified" projects in the table of funding sources. [The \$18,750 in federal funds that did not specify a federal source were associated with the Extreme Weather Resiliency planning project from FY20. We will check on how to identify that in the list.]</p>
2/9/2026	Survey	Survey Respondent	<p>Elaborate on the benefits of bike/ped infrastructure such as economic, environmental, health, and equity benefits. [Sample benefits added on p. 173 under "Trails and Bikeways."]</p>
2/10/2026	Survey	Survey Respondent	<p>I did not see any proposed plans for multi used paths to connect the southeast part of the Bi State region? Priority should be to install bike paths along the Indian Bluff Road/ Andalusia Road from Andalusia to Route 150 and the connecting from 150 back to Route 6 going east through Coal Valley to the east most border of Colona. Route 6 in Coal Valley is going to start development along the corridor and this is one piece that could enhance the area and connect them to other communities. [A facility is proposed along the Andalusia Road corridor from Turkey Hollow Road to U.S. 150. Staff will contact Coal Valley to see if there would be interest in further extending this facility.]</p>
2/9/2026	Survey	Survey Respondent	<p>Quad Cities Bike Club should be revised to Quad Cities Bicycle Club [Paragraph removed from Chapter 6.]</p>

Date Received	Last Name	Jurisdiction, Organization, or Place of Residence	Summary Comment and Response (Blue Type)
2/5/2026	Halm	Iowa DOT	<p>Policy Board is recommended to approve the forecast control totals for employment and population, as well as the calibrated model. Do be done prior to the final document approval</p> <p>a. I do not see this in the chapter [Discussed with Iowa DOT and indicated the Policy Committee received a report and provided a general consensus]</p> <p>Articulate how the model is utilized in project prioritization and selection.</p> <p>a. Around page 57 the network scenarios are documented, it appears that different groups of projects are analyzed, but prioritization and/or selection is not clear. It is possible that all capacity enhancing projects would be built in the TIP or near term. []</p> <p>Comments on Chapter 4.</p> <ul style="list-style-type: none"> - Page 5/84, for the reference of the continuous count stations, there are roughly 170 managed by the Iowa DOT [Text updated.] - Page 50/84, <ul style="list-style-type: none"> o There is mention of the TAZs in the new model. 2070 is listed several times, but the version that I have, show 2071 [2,071 is the correct number of TAZs. Text updated.] o The calibration year is listed as 2022, but page 5/84 references that 2023 data was used for calibration/counts. The Iowa DOT counts for the Bi-State area was 2022. [Text updated to reflect that AADT counts were from 2022.] - Page 57/84, the first sentence references Table 4.14, the table immediately after this section is mislabeled as Table 4.1 [Text updated.]

Date Received	Last Name	Jurisdiction, Organization, or Place of Residence	Summary Comment and Response (Blue Type)
2/18/2026	Torres-Cacho	Iowa DOT	<ul style="list-style-type: none"> • Chapter 1, page 3, Table: Quad Cities Metro. Plan. Transportation Objective, is it meant to represent the 10 Planning Factors? If yes, should a row be provided for factor 10 - "Enhance travel and tourism"? [Included under Development Goals] • Chapter 1, page 15, second paragraph: travel time to work (18.6 minutes) and drive alone (85.5%) don't appear to match with table 1.1 on page 16. [Data updated in version 1/14/26 for consistency.] • Chapter 3, page 75, there is a space between "u" and "s" in the heading titled Available Revenues. [Text appears correct in the PDF (version 1/22/26).] • Chapter 3, page 76, 1st paragraph 2nd sentence, there appears to be a typo - "sco e". [Third line, text appears correct (version 1/22/26).] • Chapter 3, page 82, 1st paragraph under the heading "Projected Future Transportation Expenses" there is a typo - "ate" instead of rate. [About line 10, text appears correct (version 1/22/26).] • Chapter 3, page 83, 4th paragraph last sentence states \$451 M investment per Table 3.3. Page 90 of Table 3.3 has a grand total of \$441.5 M. Also, I noticed the two columns used to calculate the Project Cost grand total for the 2055 LRTP priorities is off by \$1. [Updated text with \$441.6 million. The difference in the sum of the two columns is a result of rounding.] • Chapter 3, page 95, change heading "US 67/Centennial Bridge Corridor reconstruction" to "US 67/Centennial Bridge Corridor Improvements". Also remove reconstruction reference on page 96, last paragraph. We should not be calling it a reconstruction or replacement until a preferred alternative is selected...raises concern by the historical folks. Also, on it's own the bridge is not a nationally registered historic structure. Rather the bridge is considered a contributing structure within the Downtown Rock Island Historic District which is on the NRHP. Contributing structures/properties are considered listed and are treated the same as individually listed properties. Illinois SHPO has the bridge listed as contributing structure #113. [Text updated.] • Chapter 3, page 98, Scott County - 210th/Jersey \$1M is not included in the IA QC total, should it be? [Project not found in Table 3.6 in the PDF (version 1/22/26)] • Chapter 4, page 105, 2nd paragraph, include state highway 461. [Text updated.] • Chapter 4, Table 4.3, page 110, the ADT does not appear to reflect what is on the related maps. It is interesting to compare to the last table from the 2021 LRTP. [AADT data in the table updated for consistency. Counts were taken in 2022, reported and downloaded in 2023.]

Date Received	Last Name	Jurisdiction, Organization, or Place of Residence	Summary Comment and Response (Blue Type)
			RBT info is not accurate. elders without disabilities can ride in Scott County but not in Davenport. filling out the strict ADA guidelines Citi Bus required was disconcerting since i have utilized RBT for many years. i am 78 and have mobility problems as well as problems orienting myself if dropped off in a huge parking lot not near the door or at stop on the other side of a busy street. i also no longer drive. i want to feel safe...not be run over by a car or truck. the long ADA application with separate boxes for text using Adobe was frustrating and i printed what i had and filled in the rest by hand. instead of outfitting large city buses with lifts and etc. that money needs to be put into the door to door transportation RBT provides. elders are subliminally accused by the requirements of strict ADA of wanting the convenience of door to door service...that is a myth. so as elders we are told if we are determined by Citi Bus to be able to hobble to a stop several blocks away...stand out in the cold, wind, rain, heat and then make 2 or 3 transfers one being the Dav/Bett transfer stop (old Duck Creek) for a medical appt. on 53rd (depending on which side of the road) i need to catch Citi Bus at 8 a.m. to make my appt. on the Bett. side of 53rd at 11 a.m. if elders with or without disabilities are expected to ride mass transit point to point, then door to door service needs to be reconsidered as an option for anyone over 65. fortunately i had enough residual disability from hip and knee surgeries and a stroke to remain eligible. walking is important exercise for elders but where i walk around my block and the nearby school should not disqualify me from door to door service. as i said i feel unsafe dealing with traffic outside my neighborhood. and if starting at age 65 the medical community asks if i am a fall risk....then the mass transit community needs to use the same guidelines for elder riders. [Forwarded comment to the transit agencies that handle these programs to evaluate the comments for consideration]
2/22/2026	Survey	Survey Respondent	
2/22/2026	Survey	Survey Respondent	Cost of ticket/ride is not accurate [Forwarded comment to the transit agency and determined ticket prices are accurate]
2/21/2026	Campagna	Facebook Comment	The bus does not go to the Rust Belt [The Route 50 is located approximately 0.2 miles away.]

Date Received	Last Name	Jurisdiction, Organization, or Place of Residence	Summary Comment and Response (Blue Type)
			i live on 7th Ave 2100 block and there is about 12 kids aging from 7-14 yrs old that have to cross all these streets in the snow and ice and make it over to 6th Ave and stand and wait for the city bus when the bus can come up 7th Ave and go around to 6th that way all these kids don't have to try to cross 3 streets I have suggested this to one of the city bus driver and he said it would make sense and that he would say something about it. I'm scared one of the kids are going to get hit. Instead of going on 6th Ave it needs to be 7th Ave they come up and go around pass river church onto 6th Ave it makes more sense for the kids sake. And I have two kids in that mix that walk over there as well. around 7am (school hours) you will see about 12 or a little more kids coming out this building including my kids and my son is the oldest when he is about to be 15 next month and I watch them cross these streets and I be scared for these little ones cause while they trying or about to run across the street alot of times they can't see because the school bus that pulls up around the same time they all are leaving out to get over to 6th Ave the bus is blocking there view from the traffic. [Forwarded to MetroLINK staff and the suggestion was for students to walk to 25th Street (which has a shelter) and catch the bus as it heads up the hill. This adjustment would prevent them from needing to cross those streets. MetroLINK is reaching out directly to the commenter on this response]
2/20/2026	Peake	Facebook Comment	
2/21/2026	Survey	Survey Respondent	North south connections are still limited [Multiple north-south routes have been proposed in Map 6.2.]
2/25/2026	Survey	Survey Respondent	(need more clarification on) How the connection with the Eldridge trail to the Quad Cities trail network [A route connecting Eldridge and the urban trail network has not yet been decided.]
2/25/2026	Survey	Survey Respondent	The timeline for connecting the Eldridge trail to the Quad Cities trail network (is missing) [A timeline for completing this segment has not yet been established.]
2/25/2026	Survey	Survey Respondent	How to start service from the quad cities to chicago by rail (is missing) [Negotiations between IL DOT and Iowa Interstate Railroad are ongoing as of February 2026.]

Bi-State MPO LRTP Review

Preliminarily Approved: Feb 13, 2026*

*Contingent upon completion of public involvement processes currently underway and final review by DOT staff members.

CFR Language	Items to include (items only required for MPOs or TMAs are noted)
450.324 (a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in § 450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.	<input checked="" type="checkbox"/> Ensure planning horizon is at least 20 years (from end of document's life) <input checked="" type="checkbox"/> 10 planning factors must be considered in the planning process
450.324 (b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	<input checked="" type="checkbox"/> Goals and objectives <input checked="" type="checkbox"/> Long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system
450.324 (c) The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.	<input checked="" type="checkbox"/> Ensure plan is updated at least every five years <input checked="" type="checkbox"/> Ensure plan outlines revision/amendment process <input checked="" type="checkbox"/> Provide copies of LRTPs and any amendments to Iowa DOT, FHWA, and FTA as prescribed in Section 2
450.324 (d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).	<input type="checkbox"/> Non-attainment areas only—currently not applicable
450.324 (e) The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.	<input checked="" type="checkbox"/> Use a travel demand model or other technical analysis in the development of the plan (MPOs) <input type="checkbox"/> It is recommended that the Policy Board approves forecast control totals for population and employment, as well as a calibrated model, when these items are determined/completed (prior to draft or final document approval) (MPOs) <input checked="" type="checkbox"/> Clearly articulate how the model is utilized in project prioritization and selection (MPOs)

450.324 (f)	The metropolitan transportation plan shall, at a minimum, include:
450.324 (f)(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.	<input checked="" type="checkbox"/> Current data and trends or projections for person movements. Modes can include vehicular, transit, bicycle, pedestrian, air, and rail. <input checked="" type="checkbox"/> Current data and trends or projections for freight movements. Modes can include truck, rail, water, air, and pipeline.
450.324 (f)(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.	<input checked="" type="checkbox"/> Inventory and current conditions of infrastructure/facilities <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Highways <input checked="" type="checkbox"/> Bridges <input checked="" type="checkbox"/> Bicycle facilities <input checked="" type="checkbox"/> Pedestrian facilities <input checked="" type="checkbox"/> Public transportation facilities <input checked="" type="checkbox"/> Intercity bus facilities <input checked="" type="checkbox"/> Rail <input checked="" type="checkbox"/> Aviation <input checked="" type="checkbox"/> Pipeline <input checked="" type="checkbox"/> Waterways <input checked="" type="checkbox"/> Multimodal and intermodal facilities and connectors <input checked="" type="checkbox"/> Future transportation infrastructure/facilities for regionally significant projects – major surface transportation projects that support or otherwise impact the operation of the federally-supported transportation system, including, but not limited to, capacity changes, new accesses, and new roadways
450.324 (f)(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).	<input checked="" type="checkbox"/> Current and forecasted land use <input checked="" type="checkbox"/> Freight data and trends <input checked="" type="checkbox"/> Current socioeconomic conditions (to understand system use) <input checked="" type="checkbox"/> Projected transportation demand of persons and goods over the horizon of the LRTP <input checked="" type="checkbox"/> Projections of population and employment growth/decline <input checked="" type="checkbox"/> Provide performance measures and current targets (MPOs) (See list of required performance measures at the end of this document)
450.324 (f)(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including—	<input checked="" type="checkbox"/> System performance report evaluating the condition and performance of the transportation system with respect to targets described

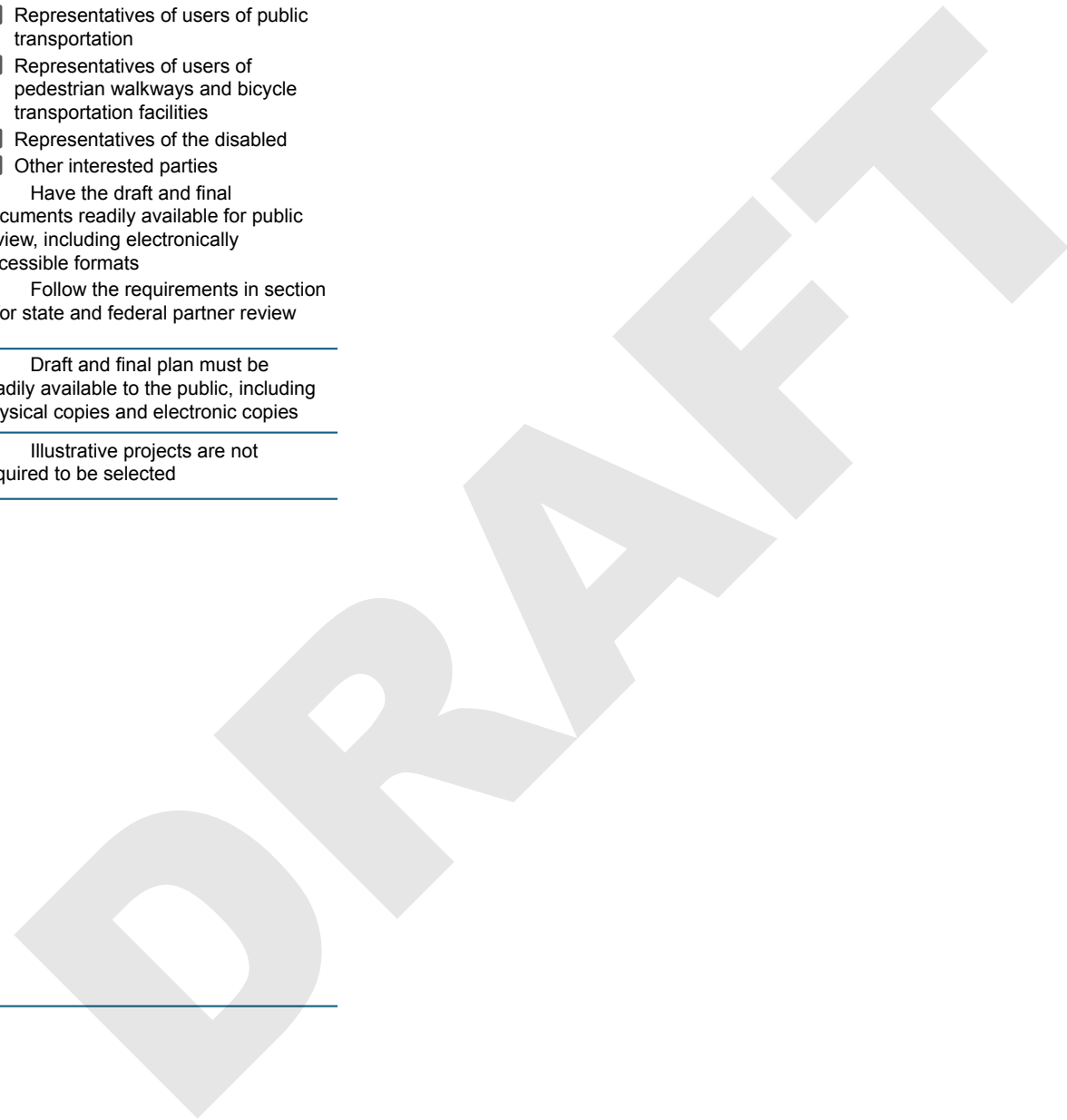
	<p>- Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and</p> <p>- For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.</p>	<p>in the LRTP, including progress towards meeting targets in comparison to baseline or prior data (MPOs)</p> <p><i>Note: additional guidance is anticipated from FHWA on what needs to be included in the system performance report and differences in required items between MPOs that support the State's targets vs. MPOs that set their own targets</i></p> <p><input type="checkbox"/> If scenario planning is used (see 450.324(i)), a preferred scenario must be selected and its impacts on condition and performance of the transportation system need to be described (MPOs)</p>
450.324 (f)(5)	Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.	<input checked="" type="checkbox"/> Non-capacity related strategies related to improving performance of the transportation system, such as ITS, incident management, etc. (MPOs)
450.324 (f)(6)	Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	<input checked="" type="checkbox"/> Results of the congestion management process, which should guide the region and the direction of the plan (TMAs)
450.324 (f)(7)	Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.	<input checked="" type="checkbox"/> Discussion of project evaluation criteria and selection process <input checked="" type="checkbox"/> Discussion of financial strategies <i>(see also 450.324 (f)(11))</i> <input checked="" type="checkbox"/> Discussion of strategies to reduce the vulnerability of transportation infrastructure to natural disasters
450.324 (f)(8)	Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.	<input checked="" type="checkbox"/> Discussion of transportation enhancement activities, including those related to transit and intercity buses
450.324 (f)(9)	Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.	<input checked="" type="checkbox"/> Proposed projects should have enough detail to result in a planning-level cost estimate (MPOs)
450.324 (f)(10)	A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to	<input checked="" type="checkbox"/> Program-level discussion of potential environmental mitigation activities (provide examples of activities)

	<p>restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;</p>	<input checked="" type="checkbox"/> Description of how consultation with resource agencies was carried out and any input received <input checked="" type="checkbox"/> Describe and map environmentally sensitive areas that should be avoided <i>(See also 450.324 (g))</i>
450.324 (f)(11)	A financial plan that demonstrates how the adopted transportation plan can be implemented.	<input checked="" type="checkbox"/> MPO fiscal constraint requirements are outlined in the next eight sections (450.324 (f)(11)(i)-(viii))
450.324 (f)(11)(i)	For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).	<input checked="" type="checkbox"/> System-level estimates of costs and revenue sources anticipated to be available for the federal aid system and public transportation; comparison of costs versus revenues (MPOs) <input checked="" type="checkbox"/> Operations and maintenance costs history and projections (MPOs)
450.324 (f)(11)(ii)	For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.	<input checked="" type="checkbox"/> Estimates of funds reasonably expected to be available, based on historical funding levels (MPOs) <ul style="list-style-type: none"> <input checked="" type="checkbox"/> STP/STBG <input checked="" type="checkbox"/> TE/TAP <input checked="" type="checkbox"/> Other federal sources (such as CMAQ/ICAAP, STBG-HBP, NHPP, NHFP, etc.) <input checked="" type="checkbox"/> State funding sources (road use tax fund, etc.) <input checked="" type="checkbox"/> Local funding available for transportation (local option sales tax, etc.)
450.324 (f)(11)(iii)	The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.	<input checked="" type="checkbox"/> Recommendations for other funding sources or financing strategies, such as new local option sales tax or bonding. Must provide reasonable basis for any new sources of funding considered in fiscal constraint analysis. (MPOs)
450.324 (f)(11)(iv)	In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	<input checked="" type="checkbox"/> Projects must be inflated to year of expenditure dollars (MPOs) <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Inflation rates must be based on documented information, such as construction cost index. A rate of 4% can be used if applicable data is not available. <input checked="" type="checkbox"/> For projects in cost bands or time ranges, inflate costs to the middle year of the timeframe (MPOs)

450.324 (f)(11)(v)	For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	<input checked="" type="checkbox"/> Outside of initial years of the plan, projects can be grouped into timeframes. For example, projects can be listed in five or ten-year periods. (MPOs)
450.324 (f)(11)(vi)	For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	
450.324 (f)(11)(vii)	For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	<input checked="" type="checkbox"/> Illustrative projects can be included in the LRTP. They should be shown separately from the fiscally constrained plan and are not part of it, but can be amended into the fiscally-constrained plan if additional funding is identified or priorities change. (MPOs)
450.324 (f)(11)(viii)	In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.	<input checked="" type="checkbox"/> Fiscal constraint does not need to be redemonstrated unless a plan is amended (MPOs)
450.324 (f)(12)	Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	<input checked="" type="checkbox"/> Current status and potential projects/challenges related to pedestrian and bicycle facilities <input checked="" type="checkbox"/> Per 23 USC 217g, bicyclists and pedestrians shall be given due consideration, including with regard to safety and contiguous routes, in transportation plans; bicycle and pedestrian facilities shall be considered where appropriate
450.324 (g)	The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: - Comparison of transportation plans with State conservation plans or maps, if available; or - Comparison of transportation plans to inventories of natural or historic resources, if available.	<input checked="" type="checkbox"/> Resource agency consultation (see also 450.324 (f)(10)) <input checked="" type="checkbox"/> Consideration of environmental resources during project selection and review of potential environmental impacts due to proposed projects <input checked="" type="checkbox"/> Obtain maps/inventories for consideration/analysis in the planning process and document <input checked="" type="checkbox"/> Outreach to and coordination with resource agencies
450.324 (h)	The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public	<input checked="" type="checkbox"/> Reference the State Strategic Highway Safety Plan and any public transportation agency safety plans

	Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.	<input checked="" type="checkbox"/> Provide area crash background and analysis <input checked="" type="checkbox"/> Potential for Crash Reduction rankings and Iowa Crash Analysis Tool <input checked="" type="checkbox"/> Other safety/security elements <input checked="" type="checkbox"/> Multi-disciplinary safety team activities <input checked="" type="checkbox"/> Emergency preparedness/evacuation plans
450.324 (i)	An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan. (1) An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider: (i) Potential regional investment strategies for the planning horizon; (ii) Assumed distribution of population and employment; (iii) A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in §450.306(d) and measures established under 23 CFR part 490; (iv) A scenario that improves the baseline conditions for as many of the performance measures identified in §450.306(d) as possible; (v) Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and (vi) Estimated costs and potential revenues available to support each scenario. (2) In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures.	<input type="checkbox"/> (Optional) Consider multiple scenarios in plan development in areas such as: <input type="checkbox"/> Funding availability <input type="checkbox"/> Population and employment growth/decline <input type="checkbox"/> Land use <input type="checkbox"/> Modal use <input type="checkbox"/> Technology adoption <input type="checkbox"/> Outcomes for performance measures
450.324 (j)	The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316(a).	<input checked="" type="checkbox"/> Follow the participation process outlined in agency's Public Participation Plan <input checked="" type="checkbox"/> Provide interested parties with a reasonable opportunity to comment on the plan, including, but not limited to: <input type="checkbox"/> Individuals <input type="checkbox"/> Affected public agencies <input type="checkbox"/> Representatives of public transportation employees <input type="checkbox"/> Public ports <input type="checkbox"/> Freight shippers <input type="checkbox"/> Providers of freight transportation services <input type="checkbox"/> Private providers of transportation, including intercity bus operators and

	<p>employer-based commuting programs</p> <ul style="list-style-type: none"> <input type="checkbox"/> Representatives of users of public transportation <input type="checkbox"/> Representatives of users of pedestrian walkways and bicycle transportation facilities <input type="checkbox"/> Representatives of the disabled <input type="checkbox"/> Other interested parties <input checked="" type="checkbox"/> Have the draft and final documents readily available for public review, including electronically accessible formats <input checked="" type="checkbox"/> Follow the requirements in section 2 for state and federal partner review
<p>450.324 (k) The MPO shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Draft and final plan must be readily available to the public, including physical copies and electronic copies
<p>450.324 (l) A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Illustrative projects are not required to be selected
<p>450.324 (m) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.</p>	



DRAFT