

**Minutes
DMATS Policy Board
Committee Meeting**

Date: Thursday, February 11, 2010
Time: 12:00 p.m.
Place: ECIA, 7600 Commerce Park

DMATS Policy members present:

Roy Buol
Mayor, City of DBQ

Karla Braig
DBQ City Council

Joyce Connors
DBQ City Council

Kevin Lynch
DBQ City Council

Ric Jones
DBQ City Council

David Resnick
DBQ City Council

Dirk Voetberg
DBQ City Council

Jim Adams
Mayor, City of Asbury

Mike Van Milligen
*(proxy for DBQ)
City Council*

Dave Heiar**
*(proxy-DBQ
City Council)*

Geoff Barklow
*Mayor, City of East DBQ
(proxy Al Griffiths)*

Faber Runde
*Jamestown Township
(proxy Amy Seeboth)*

Dick Avenarius
Small Cities Rep.

Coletta Wegmann
SWWRPC

Joel Lightcap
Keyline Transit

Eric Manternach
*Regional Transit
Authority (RTA)*

Allan Jansen
Grant County Supervisor

Marge Montelius
Jo Daviess County Supervisor

Donna Smith
DBQ County Supervisor

Milt Kramer**
*ECIA
(proxy Kelley Deutmeyer)*

Sam Shea*
*Iowa DOT
(non-voting member)*

Tom Kelso
*Illinois DOT
(proxy Kris Tobin)
(proxy Dan Long)*

John Vesperman**
*Wisconsin DOT
(proxy Franco Marcos)*

Others Present:

Don Recker, Mayor of Sageville, Laura Carstens, City of Dubuque

Staff Present:

Chandra Ravada
 Bridget Bartlett

Gail Kuhle

Jake Ironside

*Non Voting Member

**Voting member by Proxy

***Attendance by phone

A quorum was present

Call to Order

The DMATS Policy Board meeting was called to order at 12:06 p.m. by Chair, Roy Buol. Introductions were made at this time.

Approval of the Agenda

Motion by Connors, second by Resnick to approve the agenda for the February 11, 2010 DMATS Policy Board meeting. Motion passed unanimously.

Review and approve the minutes from the Thursday January 14, 2010 DMATS Policy Committee

Motion by Manternach, second by Wegmann to approve the minutes for the Thursday, January 14, 2010 DMATS Policy Board Committee meeting. The motion passed unanimously.

Review and approve amendments to the Final FY 2010-2013 Transportation Improvement Plan (TIP)

Motion by Smith, second by Connors to open the public hearing. The motion passed unanimously. The public hearing was opened at 12:07 p.m. Kuhle noted there was no public in attendance or public comments received.

Ravada referred to the FY 2010-2013 Transit TIP to review the Transit amendments. He stated that at the request of Keyline Transit the following Stimulus I (ARRA) projects were added:

- Line item #23- Mobile Data Terminals
- Line item # 24-138" light duty buses
- Line item #25-(7) MD electric hybrid buses
- Line item #26-(2) 30" HD Trolley Replica buses

Ravada continued with reviewing the following amendments to the FY 2010-2013 Road Element TIP:

- Line item #6-SW Arterial received \$389,000 through the Omnibus Bill, with the funding being added to FY 2012. Ravada stated that at the previous meeting the City was waiting for clarification from the IA DOT on whether the funding required a match. The IA DOT indicated that it did not require a match therefore the funding was moved FY 2010.
- Line item #7-English Mill Road–Ravada stated at the recommendation of the IA DOT the English Mill Road project was added as an earmark project.

- Line item #22-North Cascade Road-Ravada explained that at the discretion of the IA DOT the North Cascade Road project at the intersection of the proposed SW Arterial was added as a Stimulus II (JOBS) project. The total cost of the project will be \$3.3 million dollars with \$2.9 million funded through Stimulus I funds, \$320,000 funded through earmarks and \$80,000 funded through local match.

Discussion followed.

Motion by Lynch, second by Connors to close the public hearing. The motion passed unanimously. The public hearing was closed at 12:10 p.m.

Motion by Smith, second by Voetberg to approve the amendments to the Final FY 2010-2013 Transportation Improvement Plan (TIP). The motion passed unanimously.

Presentation on Complete Streets

Connors gave a power point presentation on Complete Streets highlighting numerous cities/MPOs that have a Complete Streets Policy. She explained that Complete Streets are designed and operated to enable safe access for all users and provides the ability for all modes of transportation and pedestrians to move safely along and across a street.

Discussion followed.

Review and approve Complete Streets Policy Resolution

Carstens stated that she and Ravada have been working on developing a Complete Streets Policy with input from the public and DMATS Technical Advisory Board. Carstens stated the goal of the Completes Streets Policy is to make streets safer for all users by adopting a resolution which considers the needs of all users upfront. This would eliminate the potential need to make changes to a project, such as adding a bike lane at a later date, which would cause an increase in cost to the project.

Carstens stated the Policy was developed to be a general policy. This would allow other cities/counties to develop a policy more fitting for their city or county. Carstens continued with reviewing the proposed Complete Streets Policy. She noted that the highlighted text of the proposed Policy is the recommended changes from the Technical Advisory Board and the general public. Carstens said the Policy would apply to the DMATS area and all federally funded projects. She said that not every road project can implement the Complete Streets Policy and exemptions can be made. The Policy is design so that when a city or county is working on developing a federally funded road project that during the design aspect the Complete Street Policy is review and implemented if possible.

Ravada indicated the STP projects are already ranked under this process.

Discussion followed.

Smith question if all federal funds come through the MPO. Shea clarified that all federal funds, including bridge funds, come through the MPO.

Smith question whether Transit would be part of the Complete Streets Policy. Carstens noted that the Complete Streets Policy would be limited to streets project only and would not include transit.

Resnick said that he thought the City of Dubuque had already implemented this process. Carstens stated that the City does follow this process but has not officially adopted or implemented a Complete Streets Policy to ensure that this process continues for all future projects.

Tobin stated that in Illinois if the state has a project within an urbanized area the State is obligated to follow the Complete Streets Policy.

Buol asked if there would be any ramification for funding if DMATS does not adopt the Policy. Carstens stated at this time there would not be any ramifications for funding but Senator Harkin has introduced the Complete Streets Policy as a bill and at this time it has not been adopted at the federal level.

Smith asked whether IA DOT has adopted a Policy. Shea indicated the IA DOT has not adopted a Policy but they consider all pedestrians where pedestrians are allowed. He also stated that on other states routes if a local community requested a trail the state would obtain the right-of way and grade for the trail.

Ravada stated that the Complete Streets Policy is asking for all the Complete Streets factors to be taken into consideration when developing or designing a road project. It doesn't mean that every project will be able to implement or accommodate the Complete Streets Policy.

Ravada suggested that a timeframe be given to the smaller communities to review the Complete Streets Policy and draft one for their community.

Discussion continued with numerous questions regarding the process, jurisdiction concerns, the language and process for exemptions.

Lynch suggested that the Complete Streets Policy be tabled for staff to revisit and further review the Policy.

Ravada suggested that three or four DMATS Policy members meet to further review and make clarifications or revisions to the Complete Streets Policy before the next DMATS meeting. Buol asked for volunteers. Lynch, Adams, Smith, Connors, Carstens, Jones and Marcos agreed to be on the committee. Ravada stated that he would also ask Marco Giannakourous to be part of the discussion. Ravada indicated that the committee would meet in the next week to review the current Complete Streets Policy.

Motion by Voetberg, second by Smith to table the Complete Streets Policy resolution for further discussion and review by the appointed committee and place the revised Policy on the March agenda for review and approval. The motion passed unanimously.

Comments from public on an item that did not appear on the agenda

There were no comments from the public.

Other Business

Update on Passenger Rail service from Dubuque to Chicago

Ravada informed the Board that Governor Quinn from Illinois announced that there will \$60 million in the Capital Bill for the Passenger Rail service from Dubuque to Chicago. Governor Quinn indicated that the funds will be obtained through the sell of exception bonds. Ravada stated that it has not been clarified on the actual start date for the when the upgrades to the track for passenger rail service will begin. He stated that after the upgrades are completed the traveling speed should be approximately 79 mph, with an estimated one-way trip taking approximately three hours and fifteen minutes.

Motion by Smith, second by Lynch to have the Chair of DMATS send a letter of appreciation to Governor Quinn for his support of the Passenger Rail service from Dubuque to Chicago. The motion passed unanimously.

IA DOT Commissioners Tour

Shea indicated that the IA DOT Commissioners will be on their Annual Commissioner Tour in October and they will be in Dubuque on October 11 and 12, 2010. The will tour and workshop will be held on October 11, with the public meeting on October 12.

March DMATS meeting date

Ravada stated that the next DMATS Policy Board meeting will be held on Thursday, March 11, 2010 at 12:00 p.m.

Adjournment

Motion by Connors, second by Smith to adjourn the DMATS Policy Board meeting. The motion passed unanimously. The DMATS Policy Board meeting adjourned at 1:15 p.m.

Respectfully submitted,

Chandra Ravada
ECIA Director of Transportation and Planning