

Scott County Comprehensive Plan

CHAPTER 6: TRANSPORTATION

Existing Systems

Transportation in Scott County is important for the movement of people and goods. As part of the Quad City Area, Scott County is well located geographically along the Mississippi River and Interstate 80 to take advantage of transportation from roadways, transit, rail, water, and air. Access to both federal and state routes and links to other transportation facilities makes Scott County ideal for transportation logistics businesses and are a key area identified for economic development in the region. The County has an excellent opportunity to utilize the regional transportation system for future development. The existing system is described below and is followed by a description of future plans and needs related to the transportation system.

Highways/Roads. Scott County has an abundance of roads. Total roadway mileage in Scott County is 521.17. Interstates 74, 80, and 280 frame the Iowa Quad Cities Metropolitan Area and carry some of the heaviest traffic in Scott County. Interstate 74 over the Mississippi River carries over 78,000 vehicles per day while Interstate 80 carries from 28,900 to 34,100 vehicles per day. U.S. Routes include 61 and 67. Traffic on these two federal routes ranges from 16,100 to 27,200 vehicles per day on U.S.61 and from 3,760 to 27,200 vehicles per day on U.S.67. Iowa State Route 22 connects western Davenport to Muscatine County. In addition to these arterials, there are more than a dozen county routes and numerous local roads. Refer to Table 6.1 for the range of average daily traffic on selected rural county roadway segments with greater than 1,000 vehicles per day. Map 6.1 illustrates the roadways by Federal Functional Classification and identifies current average daily traffic counts on major roads. Roads classified as collectors or higher may be eligible for federal transportation funding. Scott County is eligible to compete locally for urban and rural Surface Transportation Program (STP) funds. Map 6.2 identifies these roadways by surface type.

Table 6.1
Average Daily Traffic on Selected County Roads

Selected Rural County Roadways	Range of Traffic Greater Than 1,000 AADT
Y40/60th Avenue/70th Avenue	1020-2120
Y52/115th Avenue	1020-2160
Old Route 6/200th Street	3470-5100
F65/160th Street	1670
Y48/110th Avenue	1980-3440
Scott Park Road	2000-3960
Z16/210th Avenue/Utica Ridge Road	1470-3260
Z30/240th Avenue	1060-1900
F45/240th Street	1420-1650
F55/210th Street	1490-4500

Source: Iowa Department of Transportation 2006 Annual Avenue Daily Traffic (ADT)

In addition to traffic, safety is important factor used to examine roadway efficiency and effectiveness. From 2001-2005, there were a total of 8,840 intersection crashes with 18 fatalities

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countywide. The majority occurred within the metropolitan area. However, high accident corridors include the interstates, U.S.61, U.S.67, Y40 and Y48. The intersection of Y48 and U.S.61 is considered the worst intersection because of the number of crashes in recent years. The intersections of F45/240th Street and Z16/210th Avenue have also experienced a higher number of crashes. Outside the metropolitan area, only two fatalities occurred between 2001-2005 on these two same roadways, F45 and Z16.

Transit. Scott County is well-served by transit service. Residents are able to access two fixed-route transit systems, Davenport CitiBus and Bettendorf Transit, in the Iowa Quad City Area. River Bend Transit provides rural transit service.

Davenport CitiBus offers 13 fixed routes with weekday and weekend hours. Annual unlinked rides amount to 940,000. Bettendorf Transit offers 5 fixed routes with weekday and weekend hours. Ridership amounts to nearly 140,000 annually.

River Bend Transit is a not-for-profit corporation that has been designated as the regional transit provider for the Counties of Muscatine and Scott in Region 9, as well as Cedar and Clinton Counties in Region 8. Its service area covers 2,175 square miles and also includes trips to University Hospitals and Clinics in Iowa City. Annual ridership for River Bend Transit amounts to 220,000 rides.

River Bend Transit (RBT) utilizes a contractual relationship with counties, municipalities, social service agencies, and other organizational agencies within its service area to provide curb-to-curb paratransit service to appointments, work, school, and education trips. RBT operates 5:30 a.m. to 11:00 p.m. Monday through Friday. RBT, like all 5311 fund recipients, must provide equal access to the general public, although services can be designed around the needs of specific population subgroups. Revenue is a suggested donation based on trip mileage or fees per contract. Same-day service is possible, but RBT recommends clients schedule trips at least one day in advance. In addition to its regular hours of service, RBT has received supplemental funding to offer extended evening and Saturday service. Designed to aid the transition from welfare-to-work, the service coordinates with fixed-routes in Bettendorf and Davenport for rides to work, job training, and related activities, such as childcare. Priority for rides is given to persons referred by social service agencies that participate in the planning and implementation of this service.

Rail. Currently, there are a total of three rail companies operating in the Quad Cities. These lines are Iowa, Chicago & Eastern (ICE) (formerly I & M Rail Link); Burlington Northern Santa Fe; and Iowa Interstate. These railroads provide connections with other regional markets. Freight traffic on all the lines has increased over time. Public railroad crossings with the greatest number of trains per day are located at Concord Street and Wapello Avenue in Davenport with 36 and 28 daily trains. (Source: Federal Railroad Database) There are a total of 80 railroad crossings in Scott County. An important project underway is extending a rail spur to the Eastern Iowa Industrial Center. This spur will create rail freight transportation opportunities in northern Davenport and provide expanded economic development opportunities within Scott County.

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There is no passenger rail service to the Quad Cities at this time. The closest passenger rail stations are located in Kewanee or Galesburg, Illinois. The two existing rail crossings over the Mississippi River are the Crescent Bridge and the Government Bridge, which are in excess of 60 and 100 years of age, respectively. The upper deck of the Government Bridge has been retrofitted for double-stacked railroad containers. A Quad City Rail Coalition has been formed to expedite the process of bringing passenger rail service to the Quad Cities and fulfilling one segment of the Midwest Rail Initiative from Chicago to the Quad Cities.

Air. There are two airports in the Quad City Area: the Quad City International Airport, for commercial aviation, and the Davenport Municipal Airport, for general aviation.

The Quad City International Airport is located in Moline, Illinois and provides full service Fixed Base Operations on the south side of the airfield and three fully instrumentized runway systems. The primary runway is 10,000 feet in length with two other runways at 7,000 feet and 4,500 feet.

The Quad Cities International Airport is the regional airport for western Illinois and eastern Iowa. It serves the area with over 60 daily flights and non-stop service to nine convenient hubs, connecting to multiple national and international destinations. Major air passenger carriers include: AirTran Airways, American Eagle, Delta Connection, Northwest Airlink, and United Express. The Quad City International Airport has reported record numbers of total passengers, over 875,000 annually since 2004. There are two air freight carriers currently at the Quad Cities International Airport handling over 4 million pounds of freight per year.

International trade services, which are provided in the Quad Cities, include an on-site U.S. Customs Port of Entry and a Foreign Trade Zone, located near the Quad City International Airport. Other amenities include Civil Air Patrol and ground transportation services including rental car, taxi, and livery services.

General aviation needs are met by the Davenport Municipal Airport in Davenport, Iowa. General aviation airports are important to businesses. They provide vital connections to their customers as well as access. The Davenport Municipal Airport provides basic transport with a full instrument landing system (ILS). The ILS runway is 6,066 feet long with 5,500 feet usable for landing. The secondary runway is 4,100 feet.

Bicycle/Pedestrian Facilities. Within the Quad City Area, there are a number of existing multi-purpose trails, including two national trails, American Discovery Trail and Mississippi River Trail. As waterfront trails are expanded, there will be a need for north-south connections in Muscatine County. Issues of signing and roadway maintenance are related to rural on-road trails. The Cody Trail is a signed on-road historical route featuring the movements of Buffalo Bill Cody through Scott County.

River Navigation. The U.S. Army Corps of Engineers completed the Upper Mississippi and Illinois Waterway System Navigation Study with a 50-year time horizon. River navigation is important to the local economy for the shipment of bulk commodities. Locally, there are two

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locks and dams within the metropolitan area. These facilities may be effected by the results of the study, and future improvements are anticipated.

Intermodal Connections. Connectivity supports travel between the different modes. Safety issues come into play when trucks, having loaded from a barge terminal along the river, must cross at an at-grade railroad crossing to enter a highway. An industry sites a facility along a railroad and requires a spur to conduct business for movement of freight. When a pedestrian or wheelchair-bound traveler must cross a four-lane arterial with no sidewalks or inconsistent accessibility, the transportation system is not meeting goals of accessibility and mobility. When a barge must queue up behind several barges to lock through a lock and dam due to limited tow lengths, the economy and the environment are effected by these time delays and idling tows. Map 6.3 highlights the non-roadway transportation facilities in Scott County.

Proposed Systems

Scott County falls into two long range transportation planning areas, an urban and a rural. The metropolitan area is part of the 2035 Quad City Area Long Range Transportation Plan with a planning boundary that incorporates Bettendorf, Buffalo, Davenport, Eldridge, LeClaire, Panorama Park, Princeton, and Riverdale. The remaining areas of Scott County are covered by the Region 9 Long Range Transportation Plan. Each plan sets forth goals and addresses issues of congestion, access, safety, and mobility. The following transportation goals mirror those of the larger region and apply to Scott County:

Regional Transportation Goals

Movement. Provide for the efficient movement of people and goods by coordinating the management and operations of all modes of transportation within Region 9 and the Quad City Area.

Land Use. Develop a transportation system that considers existing and future land uses, and encourages desired development patterns.

Balance. Develop a transportation system that balances all modes of transportation, protects and enhances the environment and supports both the rural and urban economic vitality in Region 9.

Safety/Security. Enforce and enhance programs designed to ensure the safe, secure operations and utilization of all transportation facilities/systems.

Special Needs. Strive to coordinate, develop, and maintain an accessible transportation system that promotes mobility for a variety of citizens, particularly those with special needs, such as the elderly, disabled, and low income persons.

Modes. Increase connectivity, accessibility, and mobility options to encourage the multi-modal aspects of the transportation system, such as bicycle/pedestrian, transit, air, and rail facilities and their integration.

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As part of the planning process, there was a variety of input received related to roadways. Suggestions included considering an interchange at St. Ann Road and U.S. 61 and west of LeClaire on I-80 between the existing interchanges at Middle Road and the Mississippi River, pave and widen shoulders for bicycle traffic, work with Davenport on improvements to Utica Ridge Road, capitalize on the general aviation opportunities at the Davenport Municipal Airport, establish passenger rail service between Chicago and Omaha via the Quad Cities, and investigate how roads will be funded in the future. Additionally, there is long range interest in shifting the alignment of Slopertown Road to accommodate an extension of the airport runway. More detailed transportation projects are identified in the Long Range Transportation Plan noted above.

Highways/Roads. Maintaining the existing county road network will be a primary consideration for Scott County and examining areas where safety improvement may be needed. Criteria to address and prioritize future road improvements may include the following:

Accessibility. Driveway access to public roads should be carefully designed and considered for proximity to intersections and other driveways, for traffic volume, and for safety and conflicts with pedestrians or bicycles. These specifications should be reflected in subdivision ordinances or design specifications.

Safety. Number of accidents, accident severity, and accident rates may be used to evaluate the need for improvements. Separating heavy-duty truck traffic from primarily residential traffic may be accomplished using a truck route to further safety concerns.

Level of Service. Traffic volume and volume to capacity on a roadway may be used to evaluate the need for street improvements. Traffic signals may be warranted under certain traffic flow conditions.

Surface Condition. The condition of the pavement is another criterion that can be used to evaluate and prioritize street improvements. Scott County participates in the statewide pavement management system. Map 6.4 shows needs based on surface condition.

Top safety priorities identified by the Iowa Department of Transportation's 2006 Comprehensive Highway Safety Plan that apply to rural roads in Scott County include strategies to reduce lane departures, crashes at intersections, and raise awareness of the risks of driving on unpaved rural roads. To remedy lane departures, paved shoulders, rumble strips and stripes, higher reflective signage, and lighting are some of the suggested measures to improve safety. For crashes at intersections, details of the traffic patterns and crash statistics can be reviewed for potential geometric or other innovative solutions.

Unpaved roads generally perform at lower levels of service and lower volumes of traffic. They are less forgiving to less experienced drivers or those with slower reaction times. Education is an important safety measure for safe use of unpaved roads.

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Projects that residents would like to see occur in the future noted at the opening of this section. These concepts will need to be examined for their feasibility and weighed with need and funding availability. Map 6.5 outlines the five-year road improvement program of Scott County Fiscal Years 2007-2012.

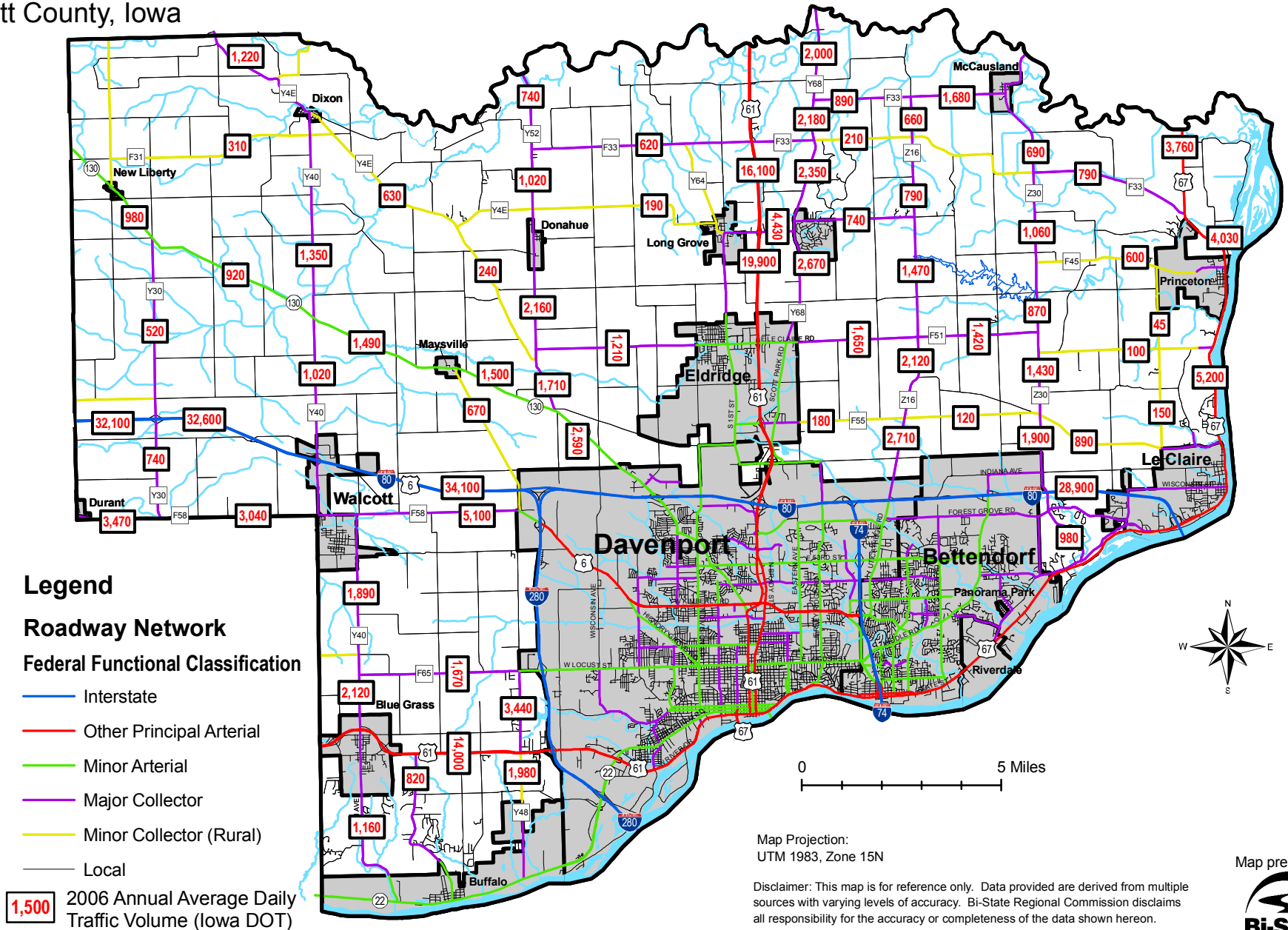
Transit. Improvements in passenger transportation mobility are outlined in the annual Bi-State Region Transit Development Plan, which includes Scott County. Transit service in the region is envisioned to be convenient, adequately financed to maximize coverage and diversity of customers, affordable, geographically distributed, considered as part of land use decisions, and safe. The policies of Scott County that encourage development to occur within corporate limits and in areas where a development supports greater transit ridership also support the region's vision for transit.

Bicycle/Pedestrian Facilities. The 2005 Quad City Area Greenway Plan and the 2035 Quad City Area Long Range Transportation Plan outline existing and proposed trails within Scott County, primarily in the metropolitan area. Scott County residents expressed interest in the development of a countywide trail plan to expand urban connections to the rural areas. Residents also noted pedestrian usage of county roads and concerns for safety of pedestrians on rural roads. Identifying high use corridors, developing a trail plan, and examining paved shoulder priorities may be ways to address these suggestions. In 2007, Scott County developed a policy to work cooperative on the development of trails and pledge a portion of the cost to match state or federal grants to construct trails in Scott County.

Other Transportation Modes. By maintaining its roads and access to other transportation modes, Scott County can strengthen the overall transportation system. Continued focus on the farm-to-market system will support the agricultural nature of the county. Safety will be an ongoing factor in weighing where improvements and/or enforcement are needed. Additionally, looking at railroad crossing safety will be important as rail traffic is growing, particularly north of Princeton and south of U.S.6. Ethanol production is expected to increase local roadway traffic as trucks transport grain directly to these industries or to rail or barge terminals. Input from County residents supported capitalizing on the general aviation airport in Davenport and looking at shared responsibility for the facility.

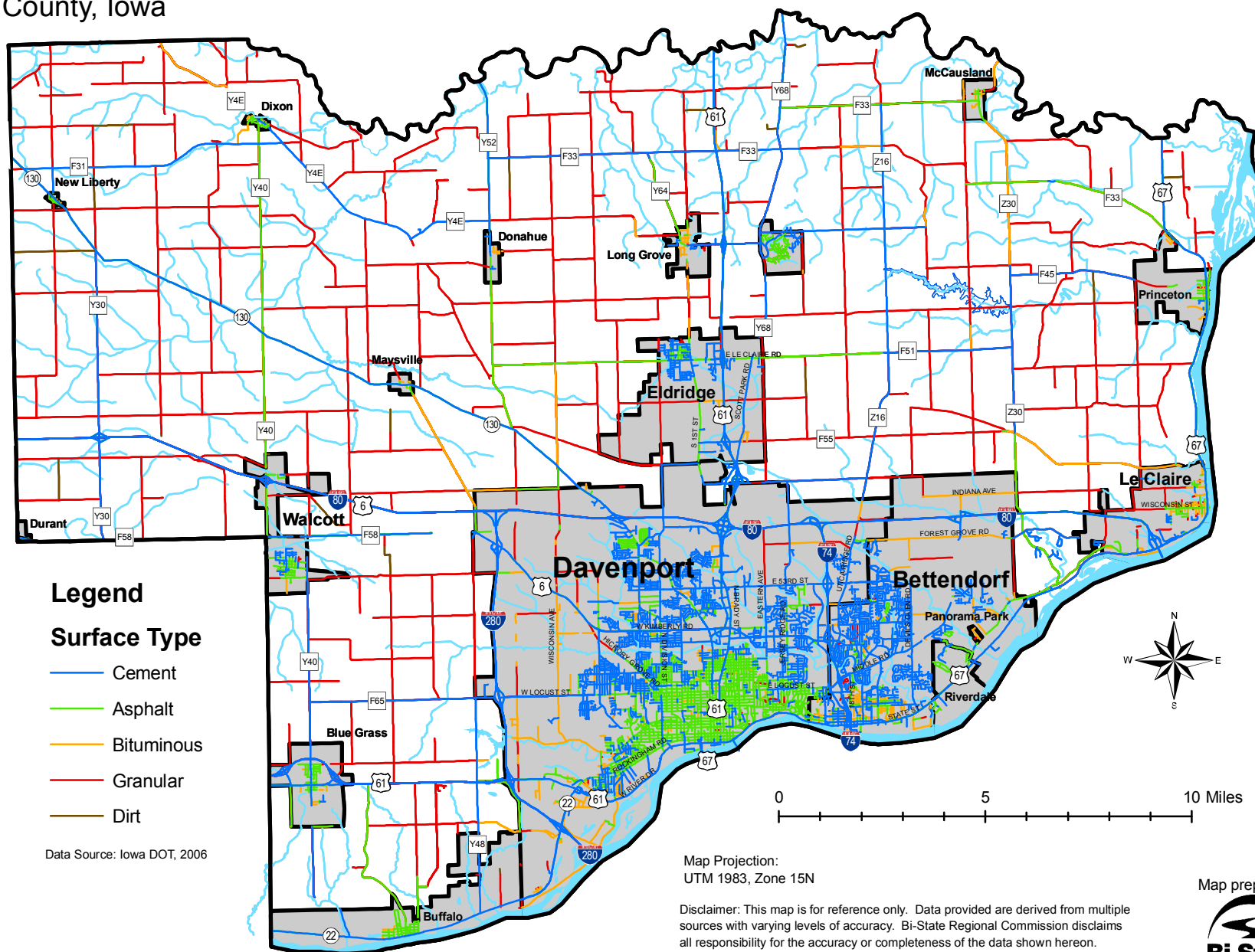
Map 6.1 - Roadway Network

Scott County, Iowa



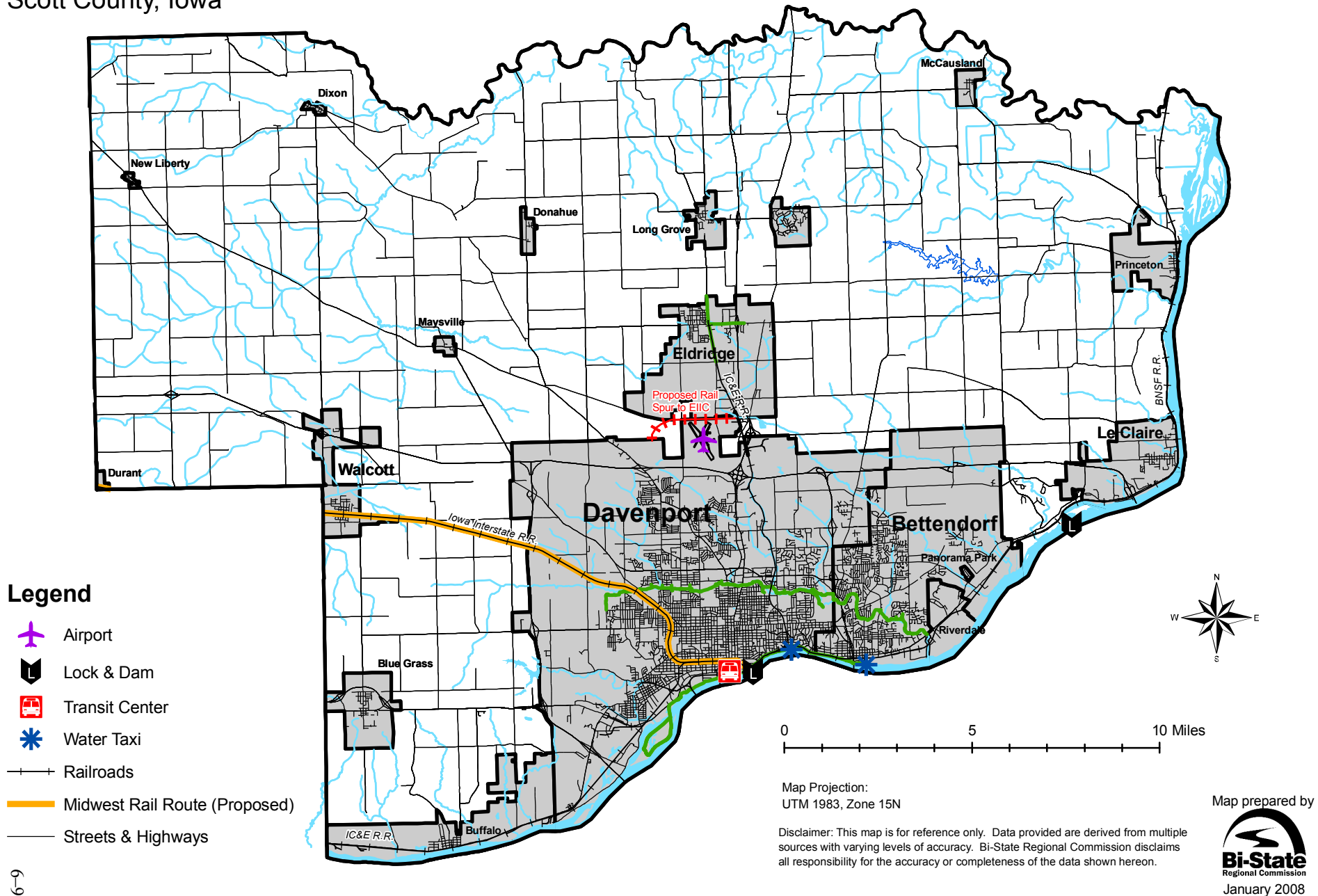
Map 6.2 - Road Surface Type

Scott County, Iowa



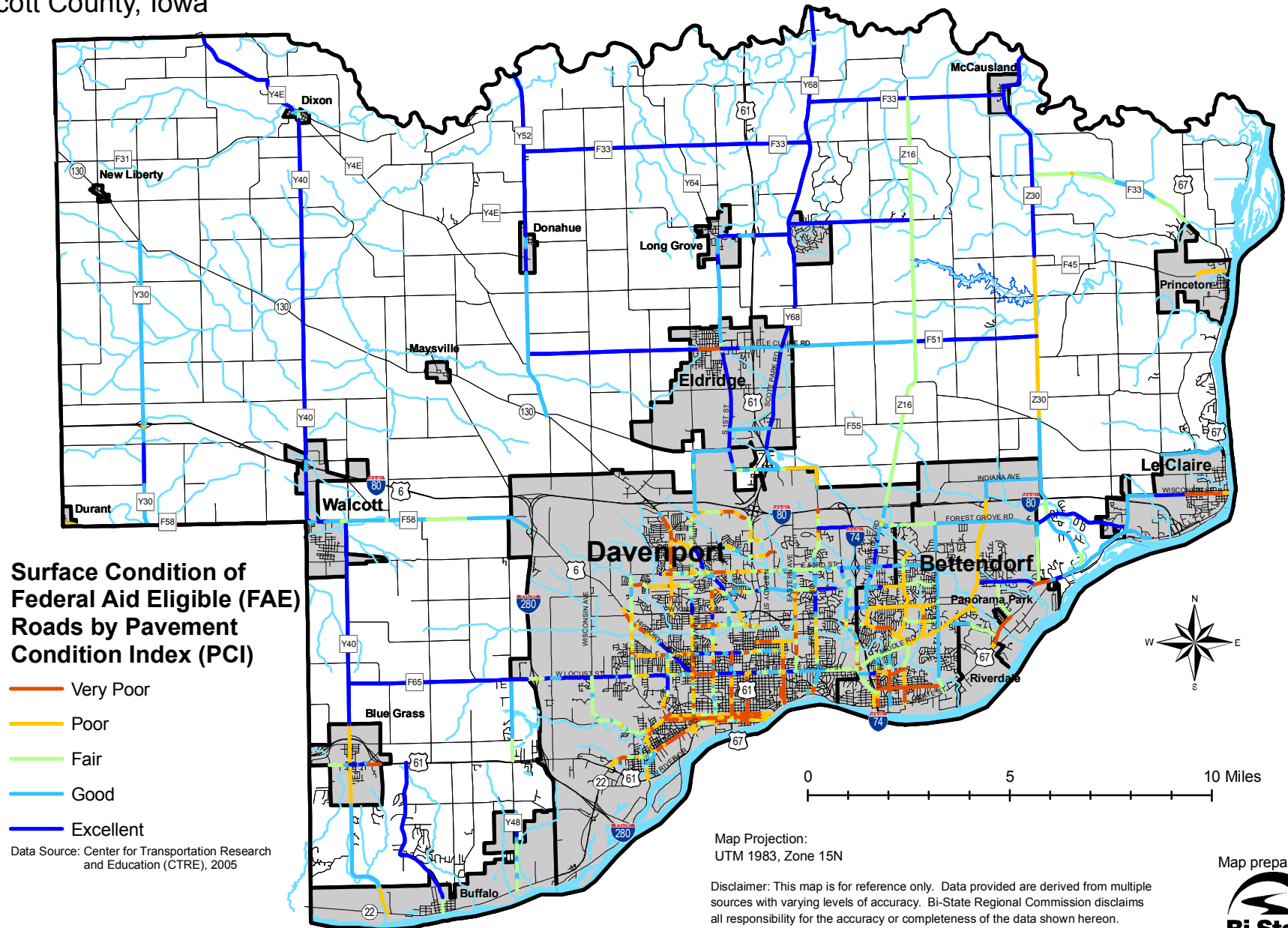
Map 6.3 - Other Transportation Facilities

Scott County, Iowa



Map 6.4 - Surface Conditions By Pavement Management System

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Map 6.5 - Proposed Roadway Improvements (FY 2008 - 2013)

Scott County, Iowa

