Chapter 1 Thrive 2055: Envisioning Our Transportation Network by 2055

Envision the Quad Cities transportation network by 2055. What does it look like? Whom does it serve? From today forward, this network serves as a way to grow our regional economy, create wealth among citizens, and realize goals despite unforeseen circumstances. It also illustrates the vision put forward for this plan update. Thrive 2055 is about connecting residents to where they live and work, and other destinations in the metro area and beyond. It will also serve visitors and move goods/services efficiently and effectively. This chapter outlines the regional vision, area development goals, and transportation objectives for the Quad Cities transportation network. Background on the Quad Cities Iowa/Illinois Metropolitan Planning Area (MPA) provides important data needed to plan an efficient, safe, and responsive transportation network. Public input on transportation issues facing the area will be discussed in this chapter. These discussions provide a backdrop for the regional vision and the transportation goals and objectives.

Thrive Definition

To grow vigorously; to gain in wealth or possessions; and to progress toward or realize a goal despite or because of circumstances.

Merriam-Webster (2024)

The long-range transportation plan is updated every five years to address changing conditions. In five years, expectations and/or conditions can change, the cyclical update allows metro area officials the ability to address course corrections, and modify plans for these occasions. It is also a time to reaffirm long-term commitments to larger projects that span many years.

Reflecting on the last five years, there have been changes at the global and regional scale. The 2020 global pandemic impacted how we travel, move goods, and provide services. Some of these effects have continued as many interactions occur digitally rather than in person. When looking to 2055, our present reality of mobility and economy may be further shaped by technology, but there will continue to be the desire to move from place to place for various trip purposes. In the short-term, the pandemic's implications have changed how business is conducted, and how goods and services are exchanged. Today, there are more work-from-home opportunities, greater delivery services via online transactions, fewer storefronts, and more dependence on systems to address essential needs. The Quad Cities has weathered a number of economic disruptions in the last 30 years and is more economically diverse, resilient, and works together for the stability and success of the region.

Vision, General Development Goals, and Transportation Objectives

A regional vision for the greater Quad Cities Area, as outlined in the Bi-State Region Comprehensive Economic Development Strategy, is as follows:

> ***"Through the collaborative efforts of the Bi-State Region's public and private economic development leaders, the implementation of the Bi-State Region Comprehensive Economic Development Strategy has created an economically resilient region that attracts and retains both businesses and a talented workforce."***

Resilience is an important term drawn from this economic development vision. Natural disasters cost our country billions of dollars each year, including damaged infrastructure, job and housing loss, and losses in human life. Resilience is defined as "the ability to prepare and plan for, absorb, recover from, or move forward successfully to adverse events" (American Association of State Highway Transportation Officials (AASHTO). The regional vision recognizes that creating a network of connections, socially, economically, and to the environment will build a more resilient region and metropolitan area.

The *Thrive 2055: Quad Cities Long Range Transportation Plan* has been developed in concert with many stakeholders, including technical and elected officials, modal partners, resource agencies, and through a focused public involvement process. The Quad Cities transportation system provides key infrastructure to support the region's economic vision and carry it to fruition by 2055. The network of streets and highways, rail lines, transit routes, bikeways, sidewalks, runways, and riverways can allow the vision to be achieved or be a hindrance. It can either connect people and goods to/from the Quad Cities and worldwide or not. To be effective, the Quad Cities transportation system needs to be maintained and enhanced through connectivity, safety, security, efficiency, and financial and environmental sustainability. From this effort, the system can grow and attract talent, businesses, and tourism; showcase our culturally-rich community; and tap into innovation and learning opportunities.

Metropolitan Development Goals

The basis of the Quad Cities transportation system rests on goals outlined in this plan and ties back to the region's economic development strategy. These development goals are supported through project selection and programming within the Transportation Improvement Program (TIP). The Quad Cities MPA goals refine those outlined in prior long-range transportation plans.

States' Goal Review

In addition, both Iowa and Illinois statewide long-range plans were reviewed for goal alignment. Iowa Department of Transportation's (IA DOT) *Iowa in Motion* (2022) goals include: improving the transportation system and performance; improving customer service, advancing workforce for future challenges and opportunities; securing stable and sustainable funding; and grow innovation. The Illinois DOT's *Move Illinois* (2019) focused on five key areas – economy, livability, mobility, resiliency, and stewardship. One plan's goals are organizationally oriented, and the other is system oriented. The Quad Cities development goals are system oriented to guide development decisions and create a focus on strategic and sustainable development, economic diversification, social/cultural connections, development for all persons, multimodal mobility, and resilience.

2055 Quad Cities Development Goals

The *Thrive 2055: Quad Cities Long Range Transportation Plan* development goals are:

Quad Cities Metropolitan Planning Area Development Goals

Strategic Community Planning and Sustainable Development – Cultivate people-friendly, healthful, and well-placed land uses, and design the Quad Cities metropolitan area to minimize negative social and environmental outcomes and to provide quality of life benefits for all residents.
Economic Diversification – Advance and retain a commercial, industrial, tourism and governmental/institutional employment base that enhances entrepreneurship, innovation, and a capacity for renewal, redevelopment, and growth.
Social/Cultural Connection – Connect people to centers of learning, cultural attractions, recreational facilities, and open space to fulfill needs for community well-being, and engage visitors in amenities.
Benefit for All Residents – Foster development plans and processes to serve and benefit all residents in ways that reduce, mitigate, or eliminate inequity, and encourage diversity and inclusion of environmental justice-defined populations.
Multimodal Mobility Through Transportation Investment – Maintain and advance a transportation system to provide safe, efficient, and accessible movement of people and goods in and through the metropolitan area.
Resilience – Prepare for and adapt to adverse, disruptive events that impact the Bi-State Region.

Transportation Objectives

The transportation objectives further guide actions for the *Thrive 2055: Quad Cities Long Range Transportation Plan*. These transportation objectives complement the implementation of the overall Quad Cities Development Goals. They reflect the federal transportation emphasis areas in the Infrastructure Investment and Jobs Act (IIJA) and address the movement of goods and people, both residents and visitors. More importantly, they reflect the Quad Cities MPA intention for moving people and goods more efficiently and effectively in the greater Quad Cities Region.

The transportation objectives include the following priorities based on public input in order of importance:

Quad Cities Metropolitan Planning Transportation Objectives

Increase Accessibility and Mobility Options

- Maintain, improve, and expand river crossing capacity
- Support implementation of passenger rail service to/from the Quad Cities
- Design convenient transportation access to essential services and alternative transportation options for the movement of goods and people while considering types of users, surrounding context, and service levels (e.g. Complete Streets)
- Encourage land use patterns that support transportation alternatives (bus, bike, and pedestrian options)
- Provide mobility and access choices
- Consider design for all persons, including those with disabilities, impairments, limited mobility, and socio-economic barriers through ADA transition plans
- Improve connections to existing modal facilities – airports, barge, rail, and motor freight terminals – and remove or reduce impediments to the movement of goods and services
- Study the feasibility of bus rapid transit, express bus, and park-n-ride enhancements to the overall transit system

Increase Transportation System Safety

- Support Vision Zero to reduce fatal and serious injury crashes
- Utilize the Safe System Approach through engineering, enforcement, education, and emergency response to reduce traffic fatalities and severe injury crashes, as well as crash frequencies overall
- Support programs that ensure safe operation of the transportation system for motorized and nonmotorized users, including adequate safety data for problem identification and analysis

Enhance the Connectivity and Integration Among Modes

- Promote interconnections between passenger modes and encourage integrated facilities where intracity and intercity transportation facilities link to other modes, such as transit centers, bicycle facilities, sidewalks, or park-and-ride locations
- Consider surface transportation connectivity of the various transportation modes in the development of freight transportation facilities, including rail, river, and air transport
- Promote efficient system management and operation through the use of technology and innovative, context-sensitive solutions
- Encourage use of travel demand management techniques, work zone management, incident response, and Intelligent Transportation Systems (ITS) for better transportation system performance
- Coordinate management and operations strategies to reduce congestion and enhance mobility, including support of data collection, analysis, and access to traveler information
- Promote area-wide uniformity in traffic regulations, signs, and enforcement

Address System Resilience

- Protect and enhance vulnerable transportation facilities subject to recurring extreme weather events to eliminate or reduce disruptions in the system as a whole
- Assess planned and new projects for extreme weather vulnerability and evaluate mitigation strategies or actions to reduce effects
- Consider building more durable and resilient transportation facilities if damaged and rebuilt
- Support air emission reductions to lessen effects for climate resilience

Emphasize System Preservation

- Support projects that preserve and improve the condition of the existing transportation system in order to maintain a state of good repair
- Preserve planned and proposed transportation corridors whenever feasible

Engage in Efficient Operations and Management of the Transportation System

- Seek ways to reduce recurring and non-recurring congestion, and bottlenecks in the transportation network
- Utilize technology-driven strategies to enhance traffic flow, improve transit operations, and integrate applications across various modes of transportation
- Encourage roadway network improvements to support deployment of semi- and autonomous vehicles and other advances in mobility services

Support Economic Vitality

- Use transportation project programming to support desired development patterns – fill gaps, connect employment centers and attractions, and invest in planned corridors
- Consider regional travel patterns and commuting in the development of the transportation network to encourage proximity of residential areas to jobs in and around the planning area as a process to support affordable housing and healthy lifestyles
- Improve air freight, barge, rail, and truck terminals to enable competitiveness
- Address freight reliability and capacity needs for productivity and efficiency
- Improve project delivery by accelerating project completion, eliminating delays in the project development and delivery process, reducing regulatory impediments, and improving agencies' work practices

Protect and Enhance the Environment

- Consider culture, diversity, history, aesthetics, and the natural environment in the design and development of transportation facilities
- Develop a balanced multi-modal system to enhance the environment and minimize effects on the air, land, and water quality as well as effects to protected groups under Title VI requirements for improved quality of life
- Promote energy conservation and air emission reduction measures to improve air quality and reduce dependence on a single energy source
- Engage in early environmental consultation and coordination with resource agencies on planning transportation facilities to identify and develop potential mitigation strategies as part of project development

Increase Transportation System Security

- Support transportation system redundancy to provide alternatives, mobility, and connectivity during emergency situations
- Support programs that ensure secure operation of the transportation system for motorized and nonmotorized users, including having access to adequate transportation data for emergency planning, response and/or evacuations
- Encourage cooperative communications and monitoring systems to observe and react to changing conditions and transportation system hazards, natural or man-made

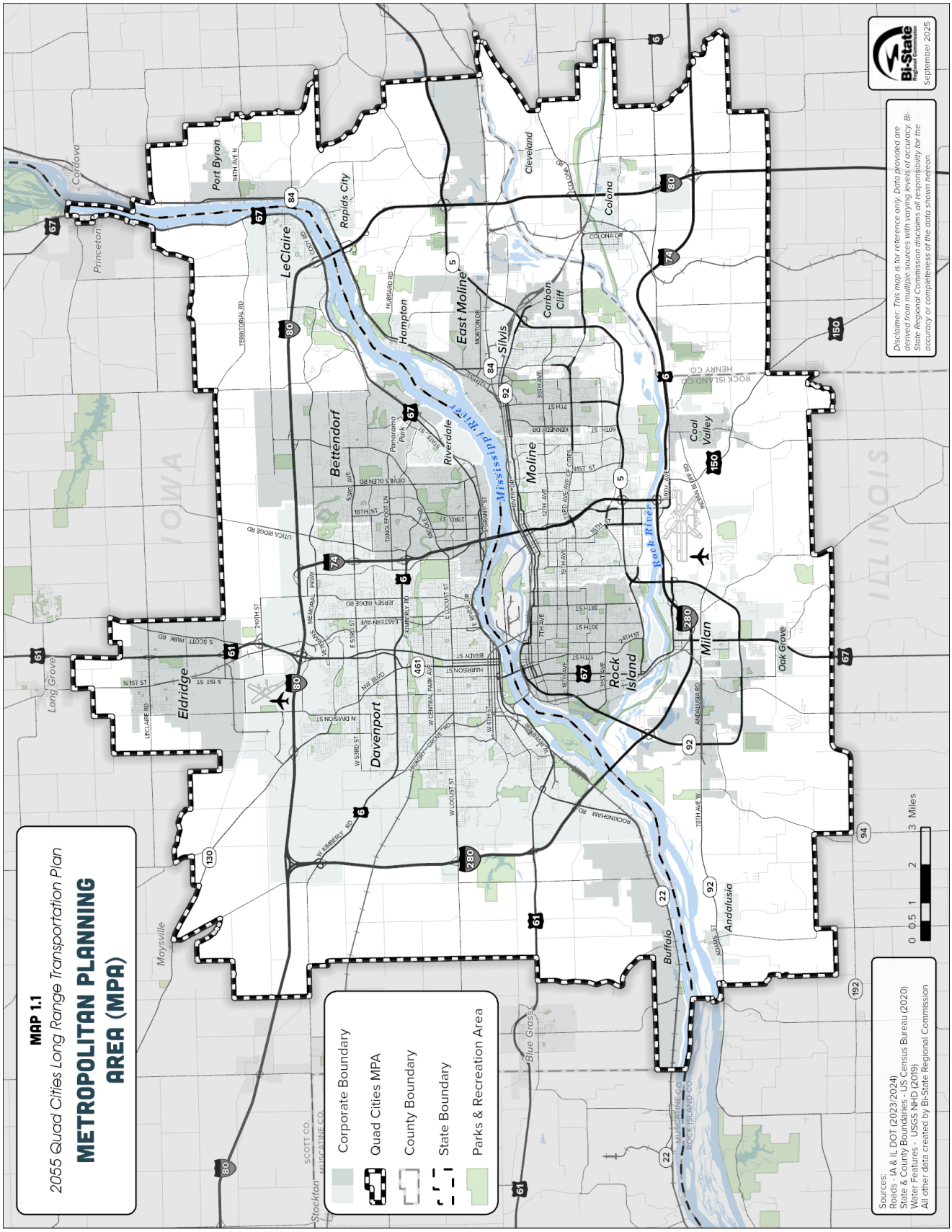
Background on the Metropolitan Planning Area

The Place

The Quad Cities, Iowa/Illinois Metropolitan Planning Area (MPA) is located along the Mississippi River at the Eastern Iowa-Western Illinois border. It covers approximately 391.12 square miles. The MPA is midway between Minneapolis to the north and St. Louis to the south. Chicago is 160 miles to the east, and Des Moines is 173 miles to the west. The MPA includes portions of Henry and Rock Island Counties, Illinois, and Scott County, Iowa. See Map 1.1 for area location map.

The MPA boundary represents the designated Census Urbanized Area and the contiguous geographic area that is likely to become urbanized during the 2055 planning horizon.

The Metropolitan Planning Organization (MPO) is located within what is known as the Bi-State Region, or service area of Bi-State Regional Commission, including Muscatine and Scott Counties, Iowa and Henry, Mercer, and Rock Island Counties, Illinois. The MPO is responsible for transportation planning for the Quad Cities MPA and is a function of Bi-State Regional Commission.

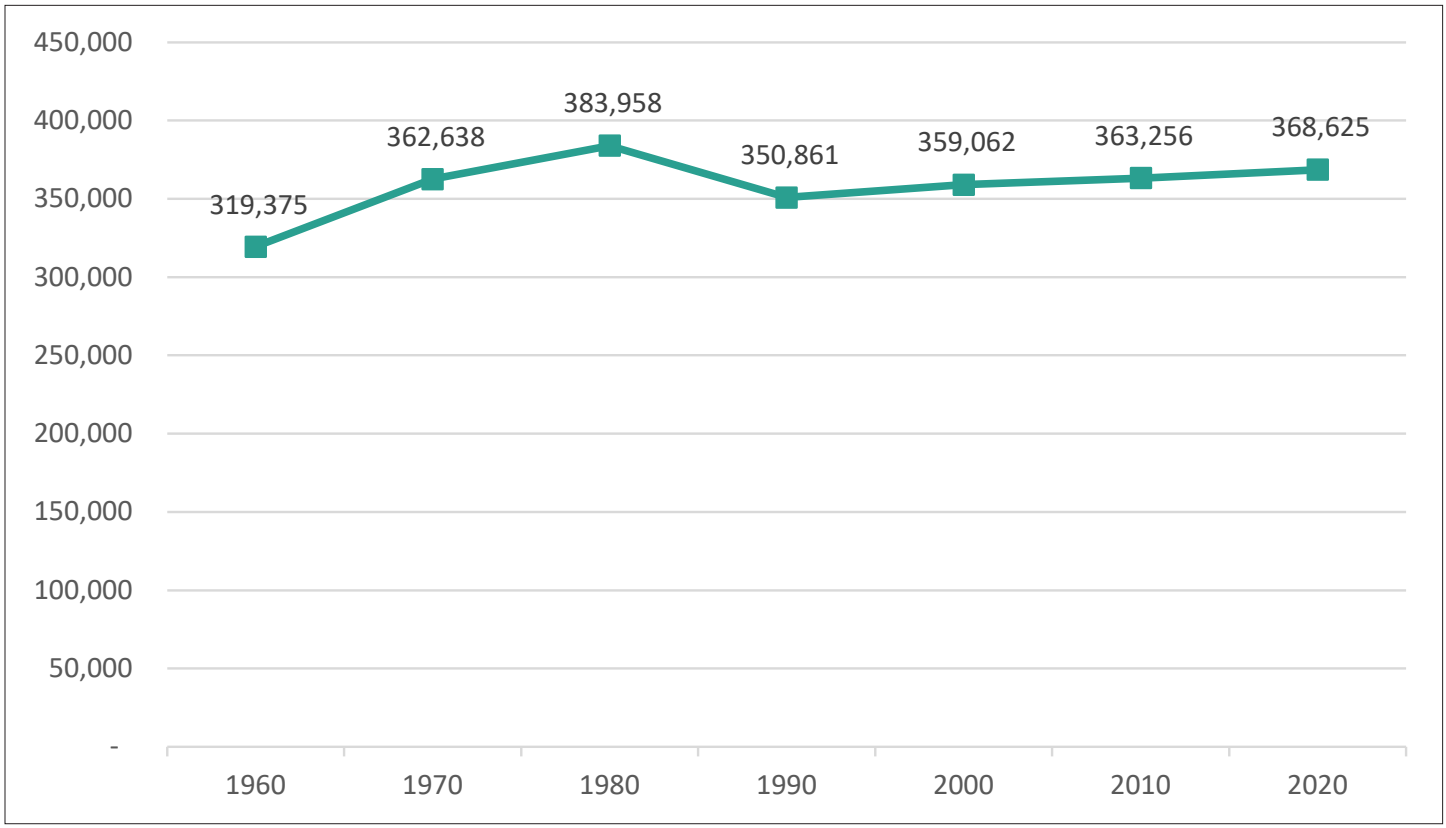

MAP 1.1
2055 Quad Cities Long Range Transportation Plan
METROPOLITAN PLANNING AREA (MPA)
Corporate Boundary
Quad Cities MPA
County Boundary
State Boundary
Parks & Recreation Area
Sources:
Roads - IA & IL DOT (2023/2024)
State & County Boundaries - US Census Bureau (2020)
Water Features - USGS NHD (2019)
All other data created by Bi-State Regional Commission
0 0.5 1 2 3 Miles
Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
September 2025
Bi-State Regional Commission
IOWA
ILLINOIS
Mississippi River
Rock River
Davenport
Bettendorf
Riverdale
LeClaire
Eldridge
Rapids City
Port Byron
Princeton
Maysville
Long Grove
Stockton
Blue Grass
Buffalo
Andalusia
Milan
Rock Island
Moline
East Moline
Silvis
Carbon Cliff
Hampton
Cleveland
Colona
Coal Valley
Oak Grove

The People

Where We've Been

Looking back at the historical growth of the MPA region (three-county area), there has been a 15.4% population increase from 1960 to 2020. In 2020, the MPA region population was 368,625, and the MPA alone was 304,907, as illustrated in Map 1.1. Figure 1.1 shows the historical population in more detail. The MPA region population historically peaked at 383,958 in 1980 and has been continuously increasing since 1990. It was in the late 1980s when the MPA experienced an economic downturn and significant job losses in the farm implement industry. People left the area for other employment opportunities as a result. Leaders in the MPA have worked to revitalize the metropolitan area, and it is reflected in current population figures.

Figure 1.1 – MPA Region (Three-County Area) Historical Population

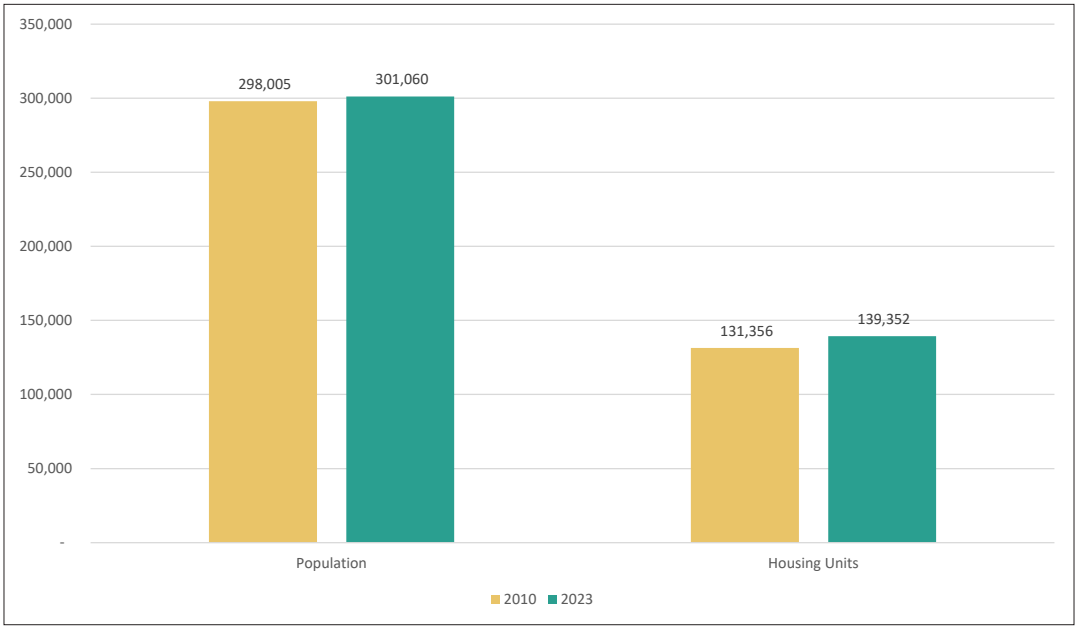


Source: U.S. Census Bureau, Decennial Census, 1960-2020.

MPA Population and Housing Units

In 2023, the population of the MPA was estimated to be 301,060, an increase of 1.0% since 2010, but a slight decrease from the 2020 Decennial Census. There are an estimated 139,352 housing units in the MPA in 2023, an increase of 6.1% since 2010. See Figure 1.2 for more details.

Figure 1.2 – MPA Population and Housing Units

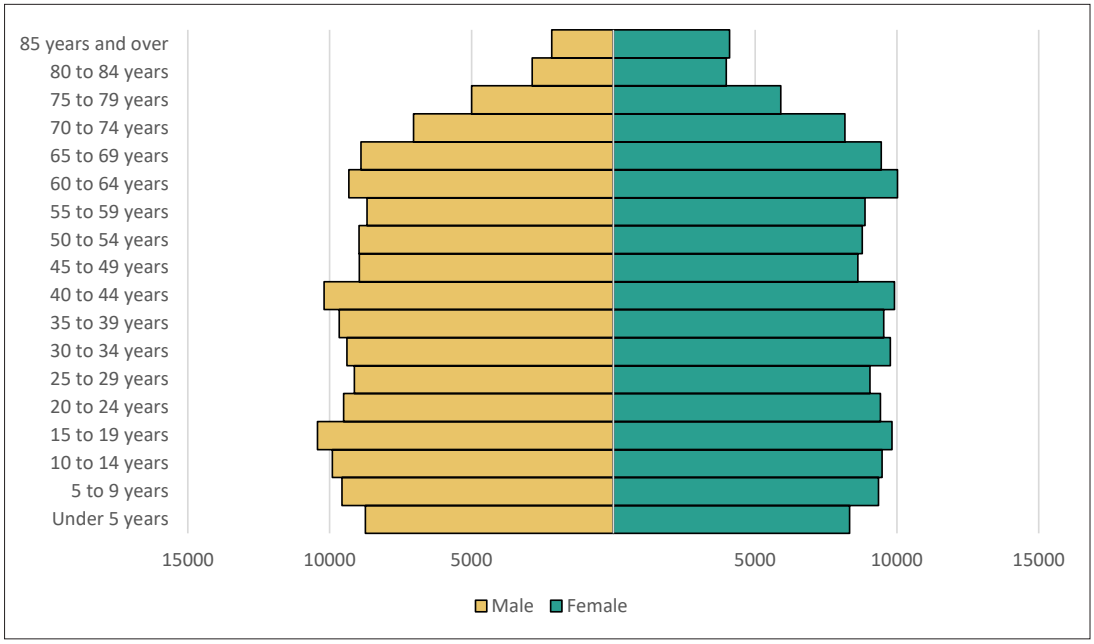


Sources: U.S. Census Bureau, Decennial Census, 2010. U.S. Census Bureau, Population Estimates Program, 2023.

Age

The median age of the MPA is 39.9, which is higher on average than the U.S. (38.7), Illinois (38.9), and Iowa (38.6). See Figure 1.3 for age detail.

Figure 1.3 – MPA Age Distribution by Sex

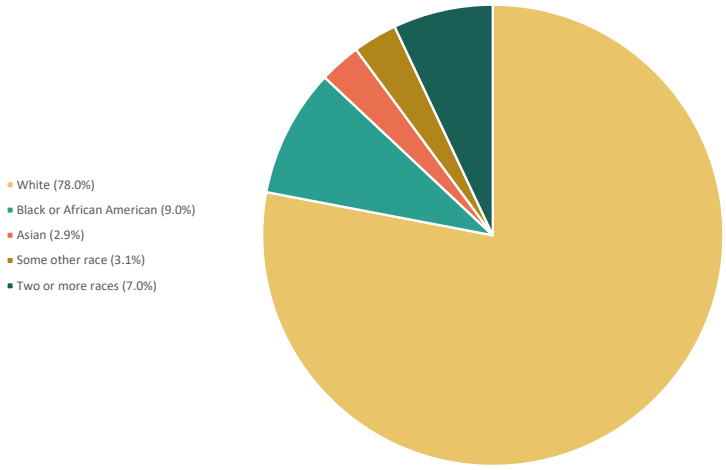


Source: U.S. Census Bureau, Population Estimates Program, 2023.

Race and Ethnicity

Overall, the MPA is more diverse than Iowa, but less than the U.S. and Illinois. The most commonly reported minority race is Black or African American alone (9.0%). See Figure 1.4 for race distribution in the MPA. Map 1.2 shows percent minority populations within the MPA. The highest concentrations of minorities are in western Rock Island and central Davenport. Chapter 2 and Appendix C address the geography of where people live and how transportation can help or limit travel.

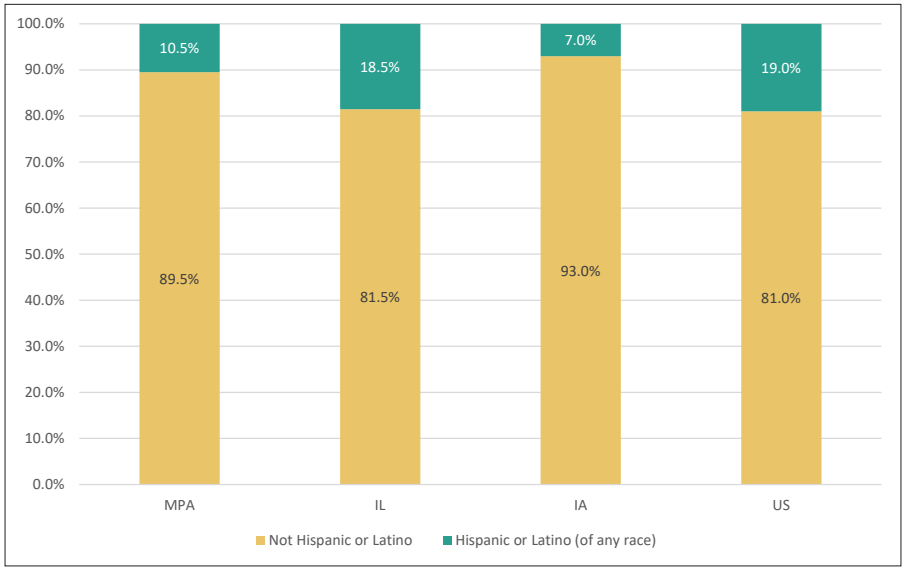
Figure 1.4 – MPA Race Distribution



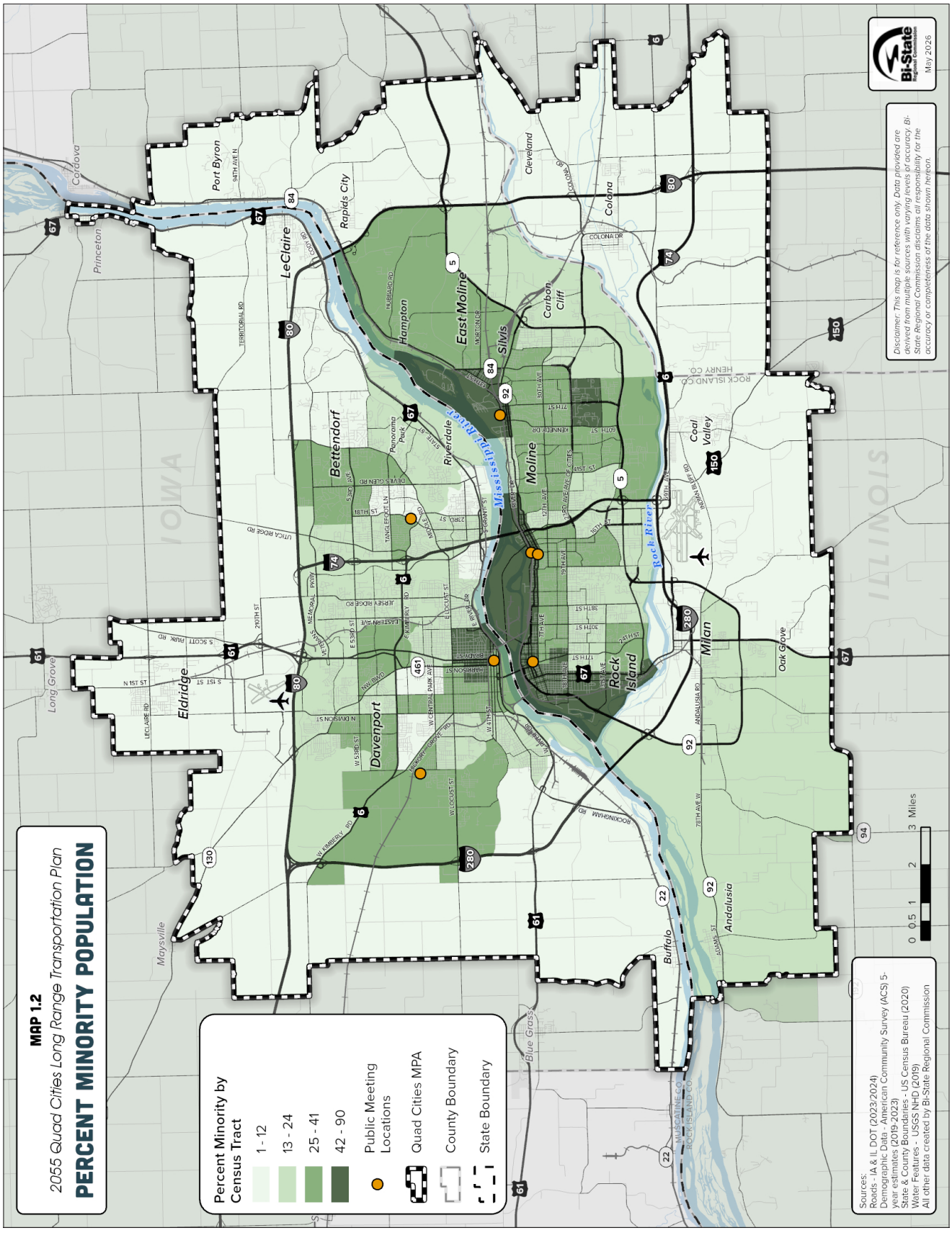
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

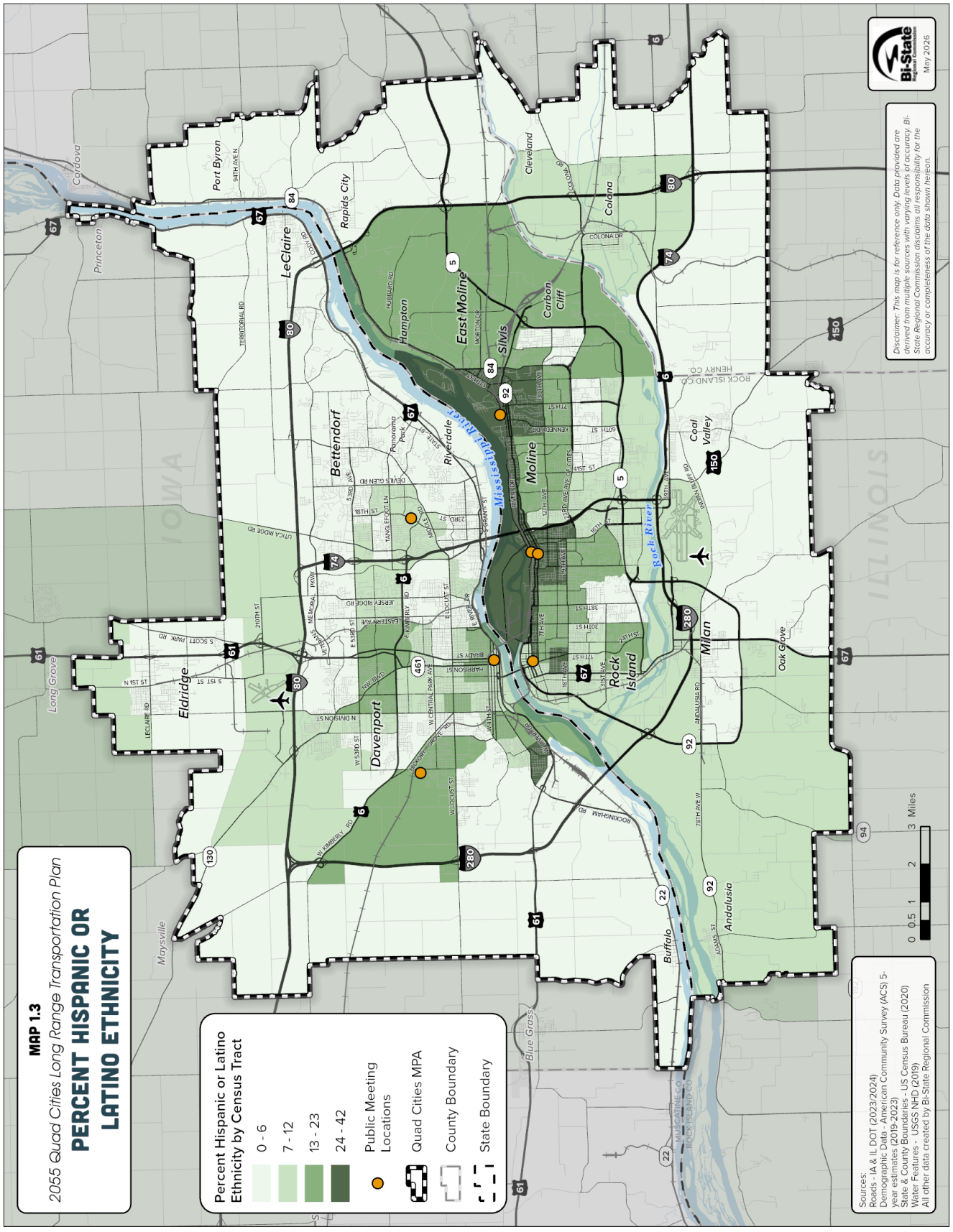
Looking at ethnicity, 89.5% of the population in the MPA report not Hispanic or Latino ethnicity. The U.S. and Illinois have higher Hispanic or Latino populations whereas Iowa has a lower percentage. See Figure 1.5 for ethnicity comparison. Map 1.3 shows percent of Hispanic or Latino ethnicity within the MPA. The highest concentration of people based on Hispanic or Latino ethnicity are along the riverfront areas of Moline and East Moline as well as in central Davenport.

Figure 1.5 – Hispanic or Latino Ethnicity Percent of Population



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.


MAP 1.2
2055 Quad Cities Long Range Transportation Plan
PERCENT MINORITY POPULATION
Percent Minority by Census Tract
1 - 12
13 - 24
25 - 41
42 - 90
Public Meeting Locations
Quad Cities MPA
County Boundary
State Boundary
Sources:
Roads - IA & IL DOT (2023/2024)
Demographic Data - American Community Survey (ACS) 5-year estimates (2019-2023)
State & County Boundaries - US Census Bureau (2020)
Water Features - USGS NHD (2019)
All other data created by Bi-State Regional Commission
0 0.5 1 2 3 Miles
Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
May 2026
Bi-State Regional Commission
IOWA
ILLINOIS
Mississippi River
Rock River
Davenport
Bettendorf
Eldridge
LeClaire
Rapids City
Port Byron
Princeton
Maysville
Long Grove
Buffalo
Blue Grass
Andalusia
Rock Island
Milan
Moline
East Moline
Silvis
Carbon Cliff
Hampton
Riverdale
Cleveland
Colona
Coal Valley
Oak Grove
Hillsdale
Cordova


MAP 1.3
2055 Quad Cities Long Range Transportation Plan
PERCENT HISPANIC OR LATINO ETHNICITY
Percent Hispanic or Latino Ethnicity by Census Tract
0 - 6
7 - 12
13 - 23
24 - 42
Public Meeting Locations
Quad Cities MPA
County Boundary
State Boundary
Sources:
Roads - IA & IL DOT (2023/2024)
Demographic Data - American Community Survey (ACS) 5-year estimates (2019-2023)
State & County Boundaries - US Census Bureau (2020)
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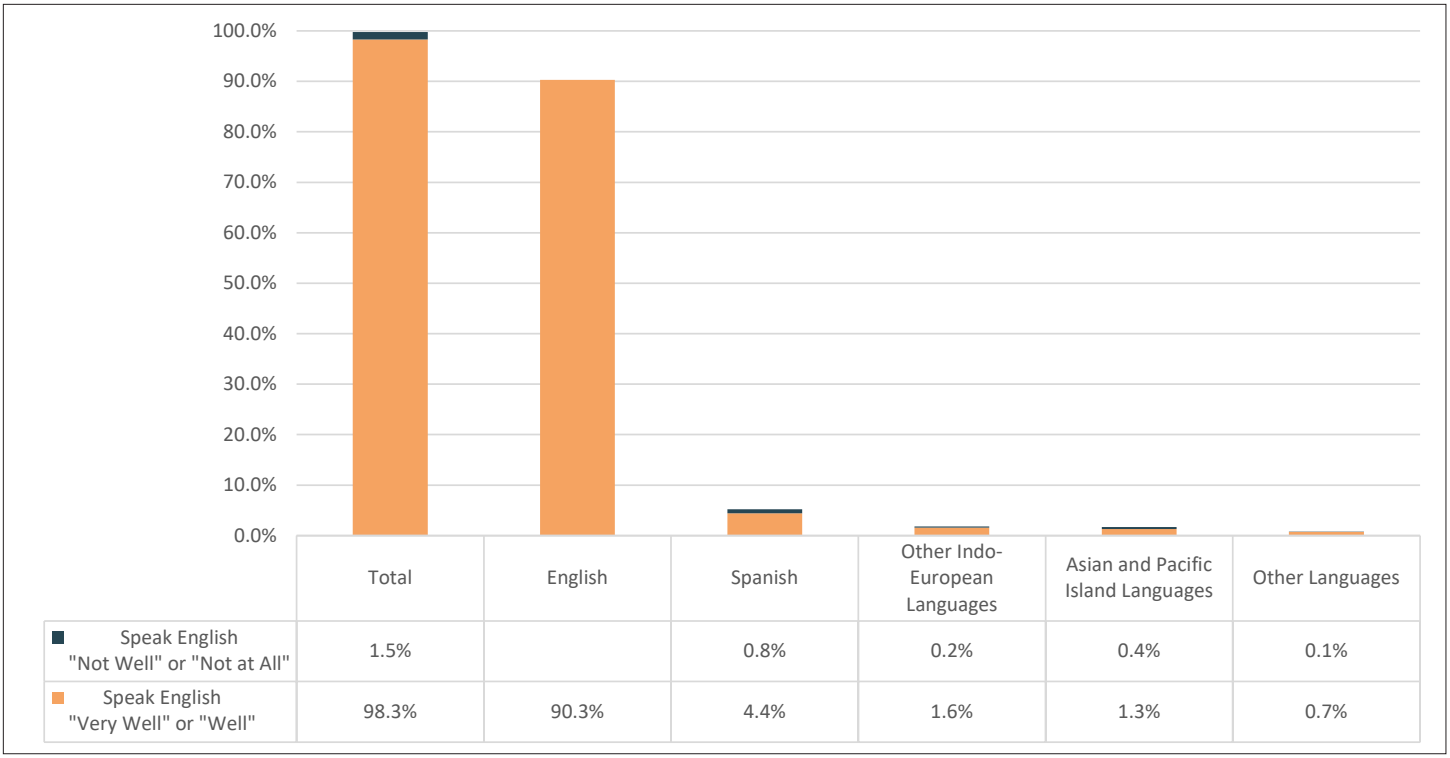
Bi-State Regional Commission
May 2026
0 0.5 1 2 3 Miles
Mississippi River
Rock River
Blue Grass
Maysville
Long Grove
Princeton
Cordova
Port Byron
Rapids City
LeClaire
Eldridge
Bettendorf
Davenport
Riverdale
Hampton
East Moline
Silvis
Carbon Cliff
Cleveland
Colona
Moline
Coal Valley
Rock Island
Milan
Oak Grove
Buffalo
Andalusia
IOWA
ILLINOIS

Language

Language proficiency is an important factor in determining the needs of a community. Limited English proficiency can create barriers to services and limit usage of facilities and resources. In the MPA, for the population 5 years and over, 90.3% of the population speaks English only. Spanish is the most commonly spoken other language with 5.2%. See Figures 1.6 and 1.7 for more details. Chapter 2 discusses potential effects that proposed facilities may have by race and limited English proficiency. Appendix C provides maps on social equity of proposed roads, transit routes, trails, and sidewalks.

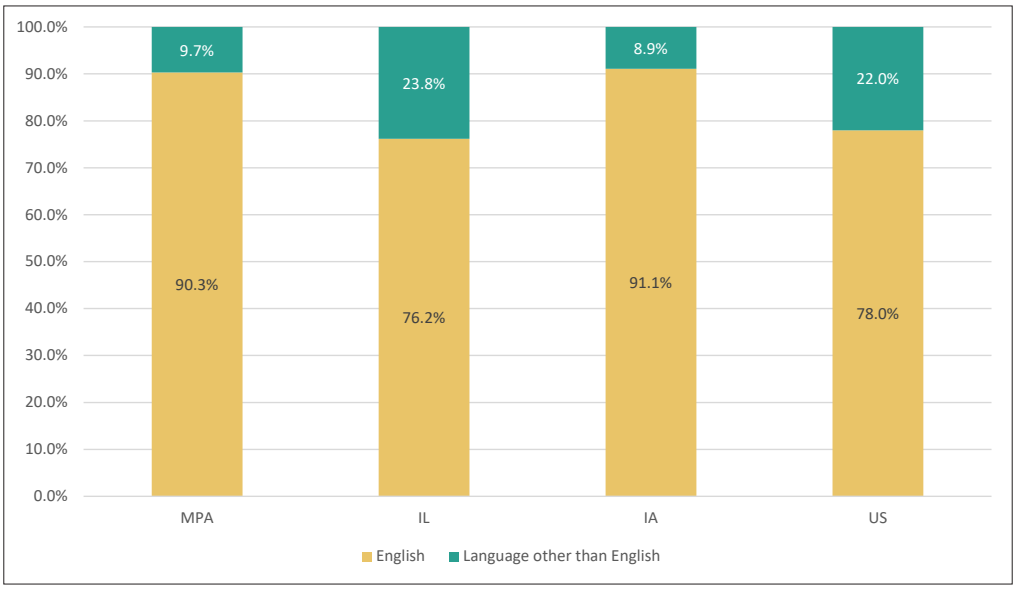
Figure 1.6 – Language Proficiency for the MPA Population (5 Years and Older)



	Total	English	Spanish	Other Indo-European Languages	Asian and Pacific Island Languages	Other Languages
Speak English "Not Well" or "Not at All"	1.5%		0.8%	0.2%	0.4%	0.1%
Speak English "Very Well" or "Well"	98.3%	90.3%	4.4%	1.6%	1.3%	0.7%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.7 – Language Proficiency Comparison

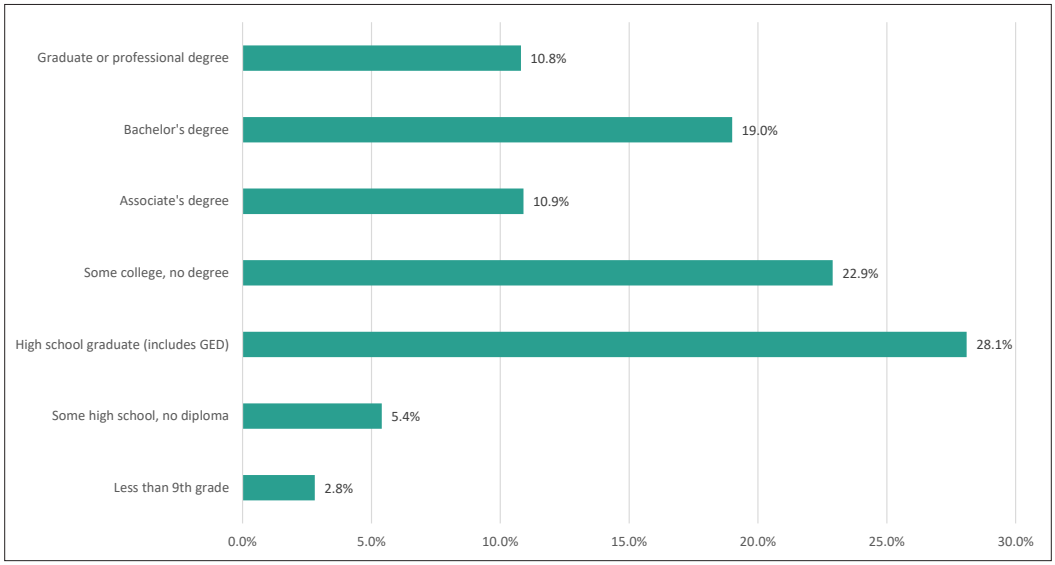


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Education

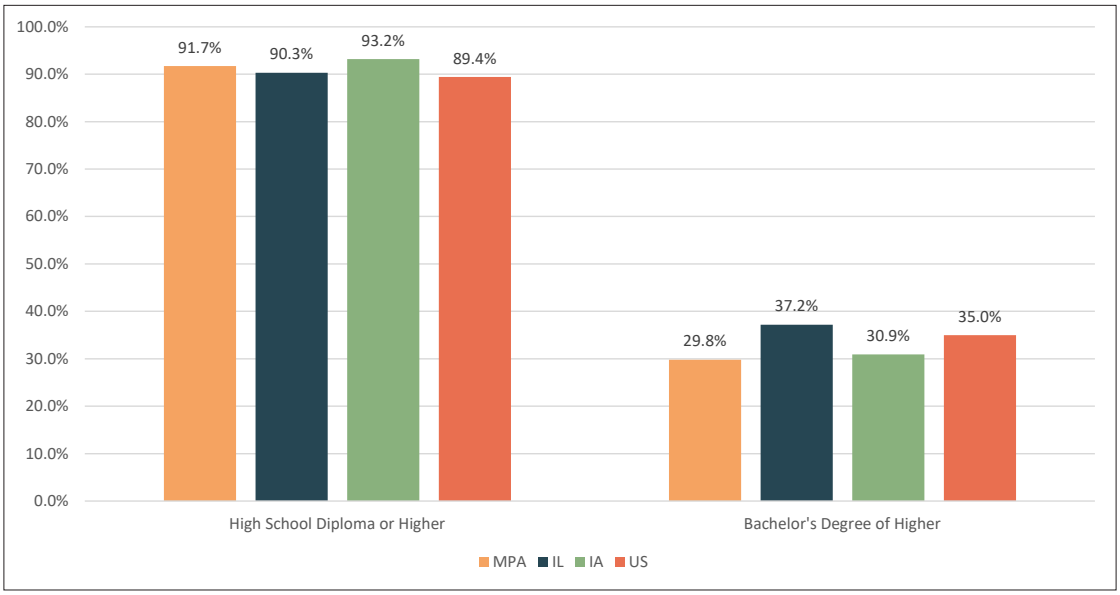
Educational attainment figures prominently in a community's vitality and ability to meet workforce needs. Approximately 91.7% of the MPA population age 25 years and over has a high school degree or higher, and 29.8% has a bachelor's degree or higher. The MPA population surpasses Illinois, Iowa, and the United States in having a high school diploma or higher, but has comparatively less population with a bachelor's degree or higher. However, the MPA has a greater percentage of population than the national average with either some college or associate's degrees. See Figures 1.8 and 1.9 for more details on educational attainment.

Figure 1.8 – Educational Attainment for the MPA Population age 25 and over



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.9 – Educational Attainment Comparison



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Peer Communities Comparison

As part of the area profile, a peer comparison was done to examine the Quad Cities to urbanized areas similarly sized and greater than 200,000 in population. According to the U.S. Census Bureau's 2023 ACS 5-year estimates, these areas ranged in population size from 201,110 (Huntington) to 550,488 (Des Moines). Locations for peer comparison included the urbanized areas of Corpus Christi, Texas; Des Moines, Iowa; Fayetteville-Springdale-Rogers bordering Arkansas and Missouri; Fort Wayne, Indiana; Huntington-Ashland bordering West Virginia, Kentucky, and Ohio; and Peoria and Rockford, Illinois. Table 1.1 illustrates these comparisons. This benchmarking helps in understanding our local conditions in contrast to other areas of our size.

The Davenport, IA-IL Urbanized area has the shared-shortest mean travel time to work at 19.3 minutes. The area has the second highest percentage of people who drive alone at 79.5%, exceeded only by Corpus Christi with 81.1%. The Davenport urbanized area has the third-highest percentage of households with no vehicle available at 8.1%; ranking first is Rockford at 9.1%. As a more car-dependent community and short travel times, there would appear to be less incentive to try alternatives such as public transit, biking, or walking from a demographic perspective. To make the shift to encourage these alternatives, land use decisions would need to support higher density housing areas and concentrations of employment as well as providing the infrastructure or transit routes to allow these choices.

Table 1.1 – Peer Comparison of Urbanized Areas

Urban Area	Population	Median Age	Age 65+	Household Median Income	Minority Race	Latino	ESL	Mean Travel Time to Work (minutes)
Davenport, IA-IL	284,216	38.7	18.0%	$69,998	24.7%	11.2%	10.4%	19.3
Corpus Christi, TX	339,512	36.2	14.8%	$67,157	43.8%	60.2%	31.1%	20.9
Des Moines, IA	550,488	35.6	13.2%	$83,070	22.0%	9.6%	14.7%	19.7
Fayetteville, AR-MO	384,576	32.5	11.2%	$77,790	36.2%	21.2%	19.6%	19.3
Fort Wayne, IN	337,097	35.8	15.1%	$66,002	30.2%	9.3%	13.0%	21.5
Huntington, WV-KY-OH	201,110	40.7	20.1%	$58,831	9.3%	1.7%	2.2%	21.4
Peoria, IL	258,174	39.0	18.1%	$65,358	23.8%	5.0%	7.0%	18.8
Rockford, IL	275,802	38.8	17.6%	$62,383	34.1%	18.4%	17.6%	23.0

Urban Area	Drove Alone	Housing Units	Vehicles per Housing Unit	Average Household Size	Owner-Occupied Units	Vehicles per Owner-Occupied Unit	Vehicles per Renter Unit	Households with No Vehicle Available
Davenport, IA-IL	79.5%	130,646	1.8	2.29	67.1%	2.0	1.2	8.1%
Corpus Christi, TX	81.1%	143,810	1.8	2.63	58.4%	2.1	1.4	6.6%
Des Moines, IA	73.5%	238,739	1.9	2.41	66.1%	2.1	1.5	5.4%
Fayetteville, AR-MO	74.5%	155,796	2.0	2.60	54.1%	2.3	1.8	3.7%
Fort Wayne, IN	79.3%	145,939	1.8	2.43	66.2%	2.1	1.4	6.2%
Huntington, WV-KY-OH	79.2%	95,233	1.7	2.32	65.4%	2.0	1.2	8.8%
Peoria, IL	78.7%	121,500	1.7	2.26	68.7%	2.0	1.1	8.1%
Rockford, IL	78.4%	120,648	1.7	2.44	64.3%	2.0	1.2	9.1%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

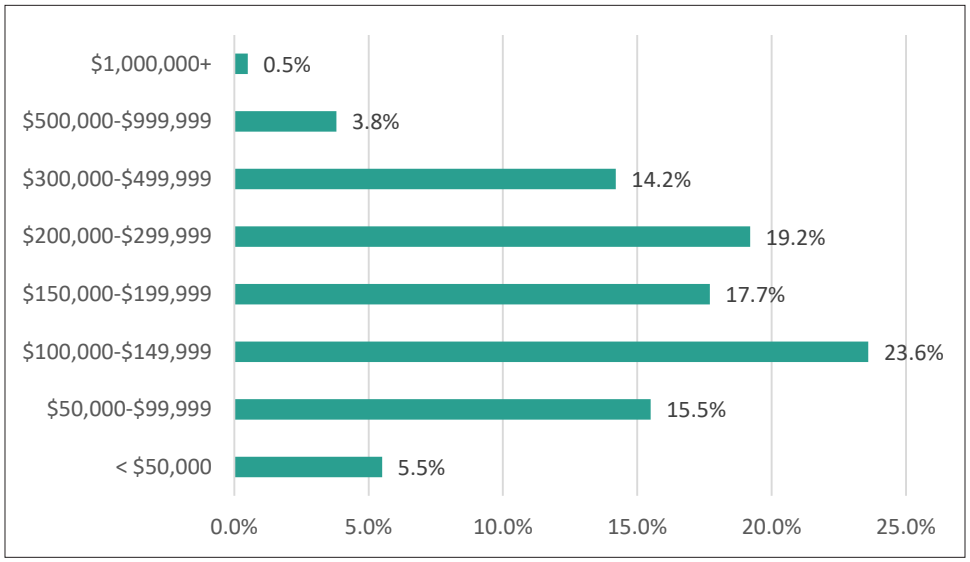
Where We Live

Approximately 82.7% of the region (three-county area) lives within the MPA. There are 21 cities within the MPA boundary that range in size from 141 to 100,354 in population.

Housing Value

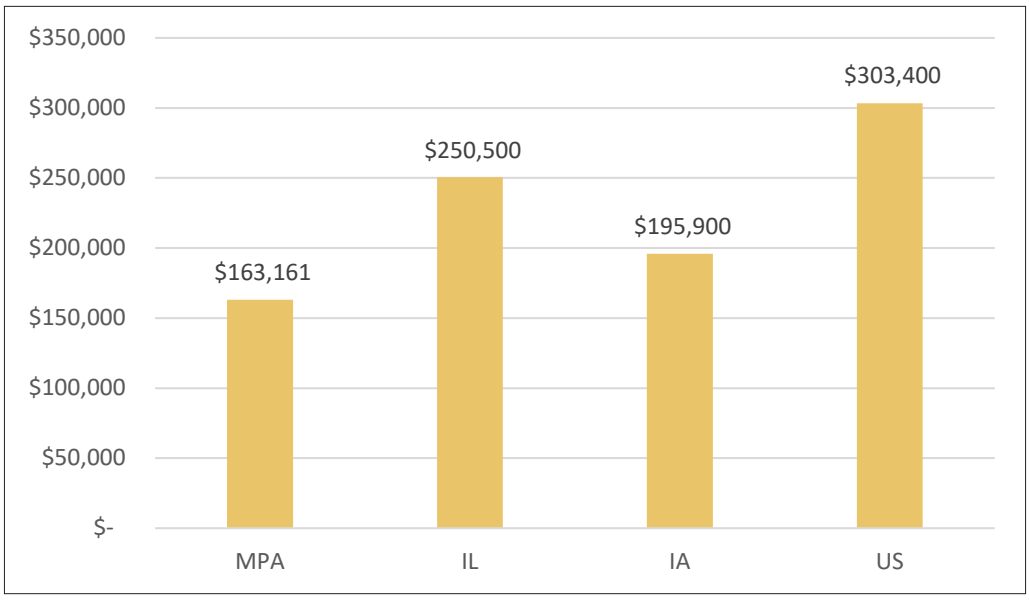
Within the MPA, the median home value is $163,161 and was built in 1967. Comparatively, the MPA has a lower median housing value than the U.S., Illinois, and Iowa. The MPA has a 62.5% owner occupancy (29.2% renter) and an 8.3% vacancy rate. See Figures 1.10 and 1.11 for more details.

Figure 1.10 – MPA Owner-Occupied Housing Unit Value Distribution



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.11 – Median Housing Unit Value Comparison



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Where We Work

Employment and Sectors

According to the Census Bureau's 2023 ACS 5-Year Estimates, the total employment in the MPA for civilians 16 and older was 150,131. Employees work in a variety of industries with the top industries being educational services, and health care and social assistance (23.0%), manufacturing (16.2%), and retail trade (11.8%). Table 1.2 shows the top employers in the MPA region that coincide with the top employed industries.

Table 1.2 – Top Employers in the MPA (2024)

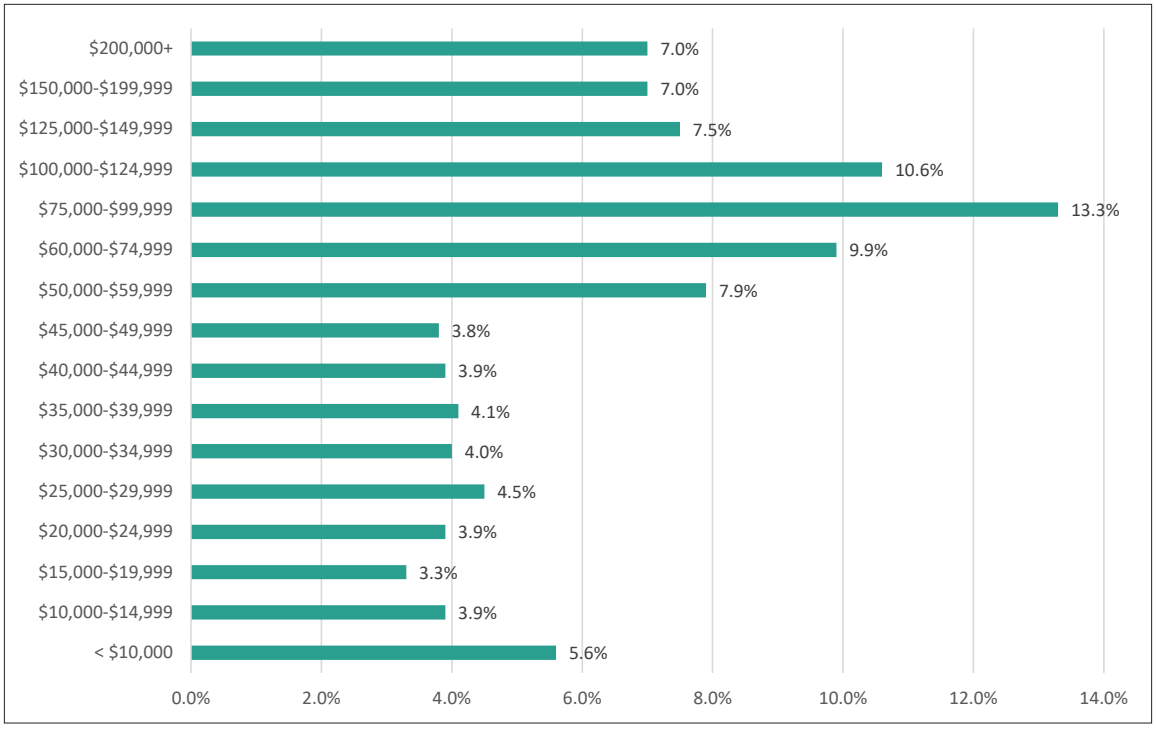
Employer	Total Employed
Deere & Company (All metro locations)	6,700
Rock Island Arsenal	6,300
UnityPoint Health - Trinity (All metro locations)	6,100
MercyOne Genesis (All metro locations)	4,700
Arconic	3,100
Tyson Fresh Meats	2,400
Amazon	1,500
Tri-City Electric Co.	1,200
XPAC	1,000
Isle Casino Hotel	900

Source: Data Axle Reference Solutions, 2024 and individual employers.

Household Income

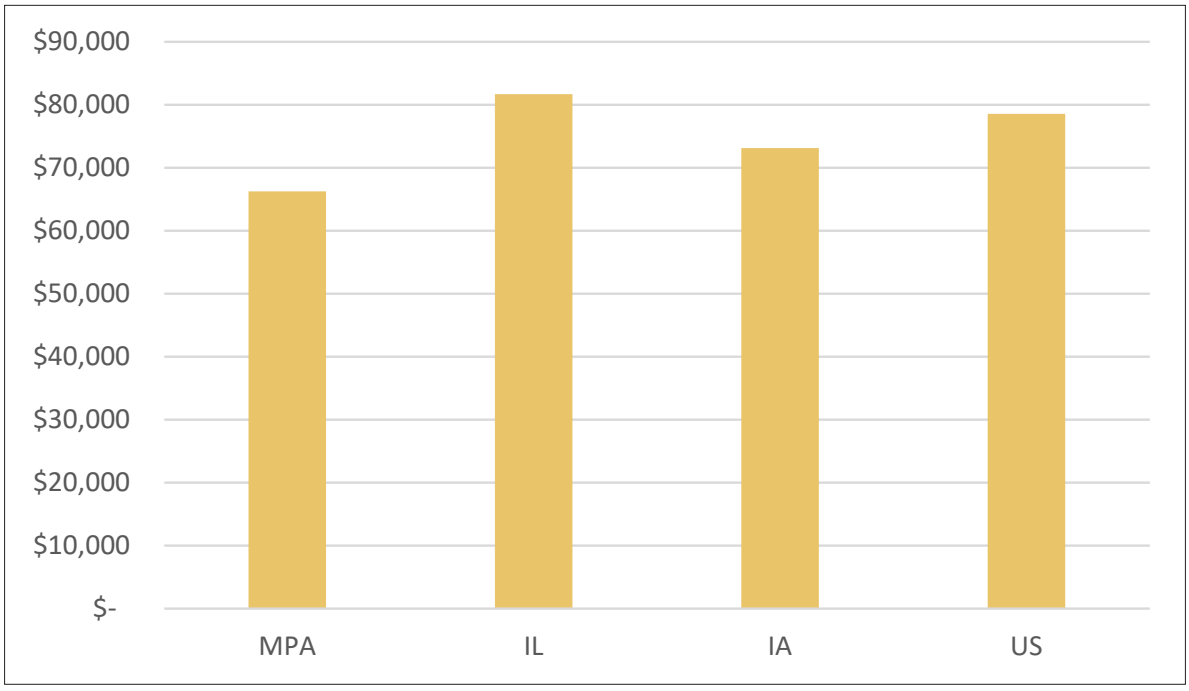
The median household income in the MPA is $66,245. This is lower than the U.S., Illinois, and Iowa. The average household income is $90,442. The per capita income is $38,027. Figures 1.12 and 1.13 show household income distribution for the MPA in more detail. The percent of population under the poverty threshold is 13.6%. Comparatively, the MPA is just slightly higher than the U.S., Illinois, and Iowa. See Figure 1.14 for more details. Map 1.4 displays the median household income within the MPA. Concentrations of lower income households are along the Mississippi River and near the downtowns of the various communities. Typically, these are areas where there are moderately priced and older housing. Chapter 2 discusses potential effects that proposed facilities may have by household income. Appendix C provides maps on potential impacts of proposed roads, transit routes, trails, and sidewalks with numerous variables.

Figure 1.12 – MPA Household Income Distribution



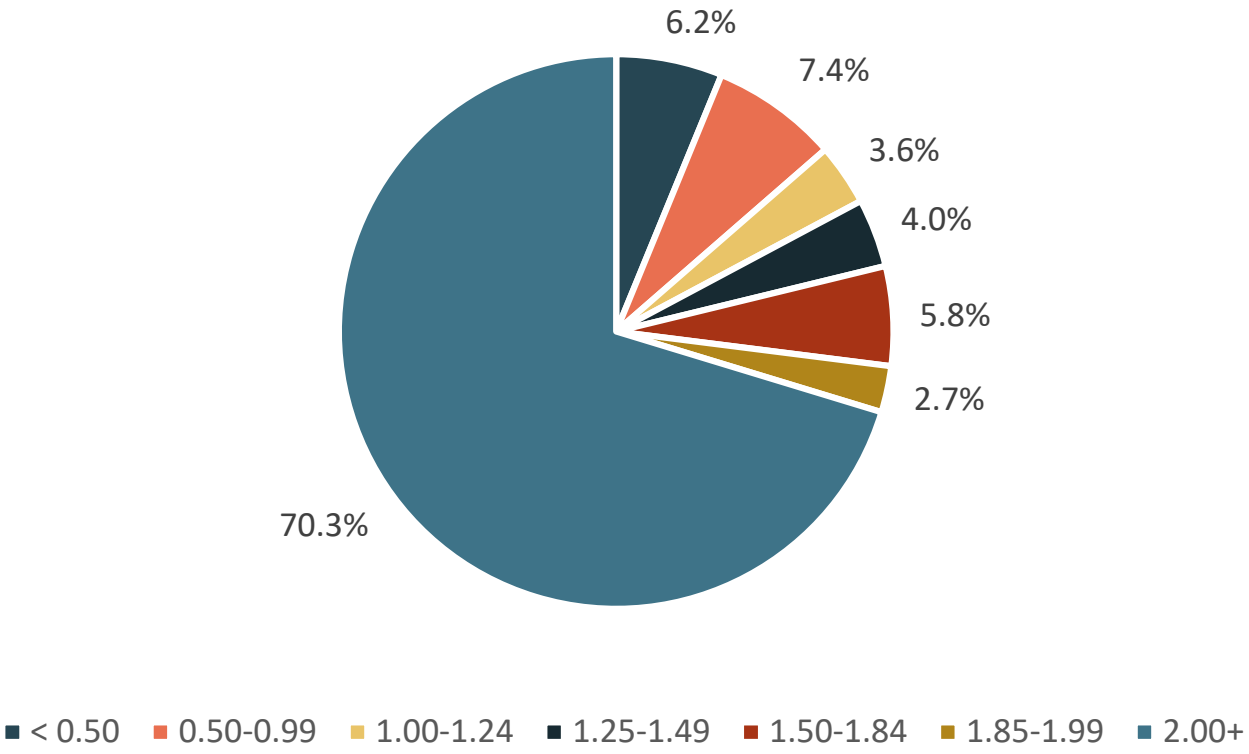
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.13 – Median Household Income Comparison

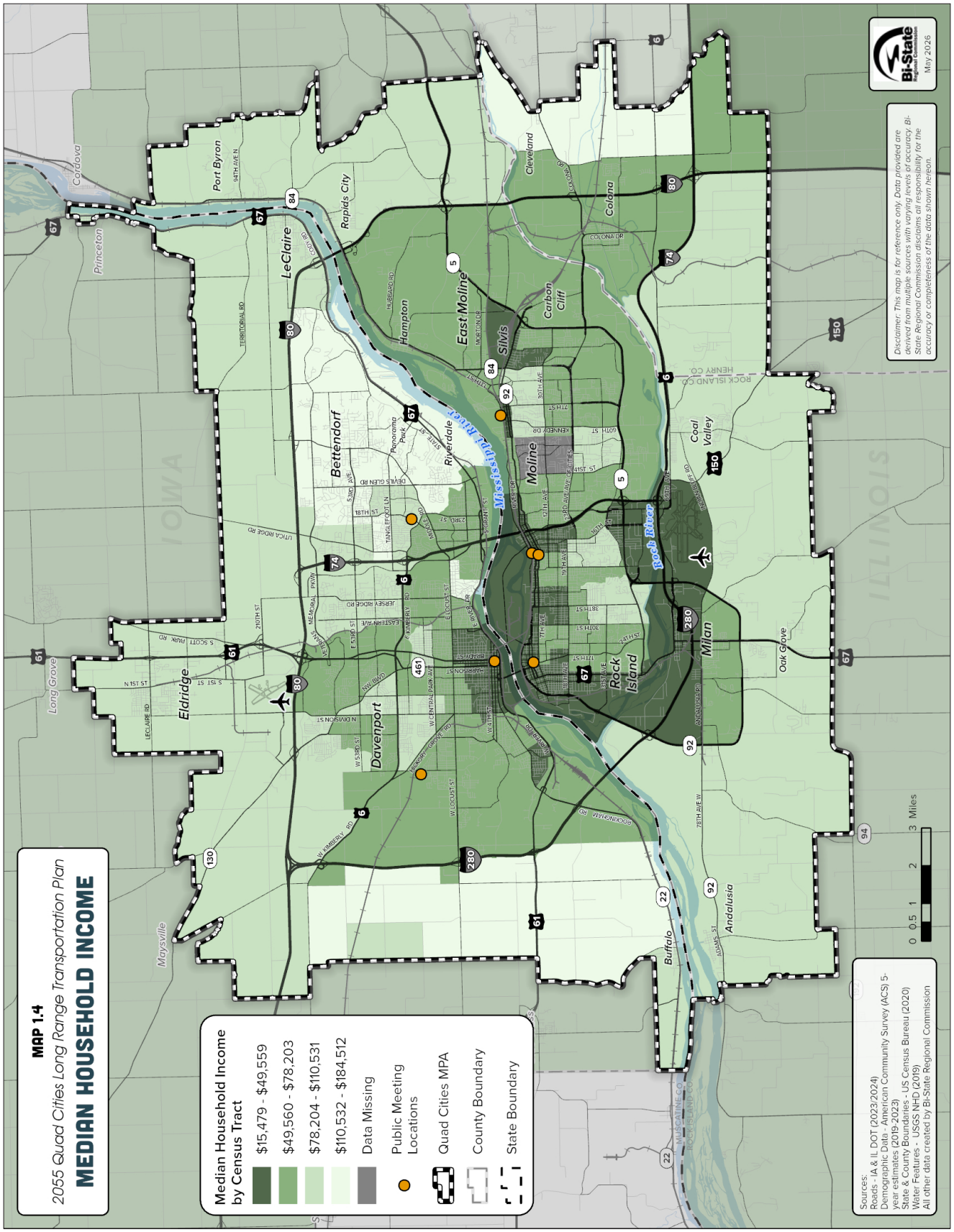


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.14 – Population by Ratio of Income to Poverty Level



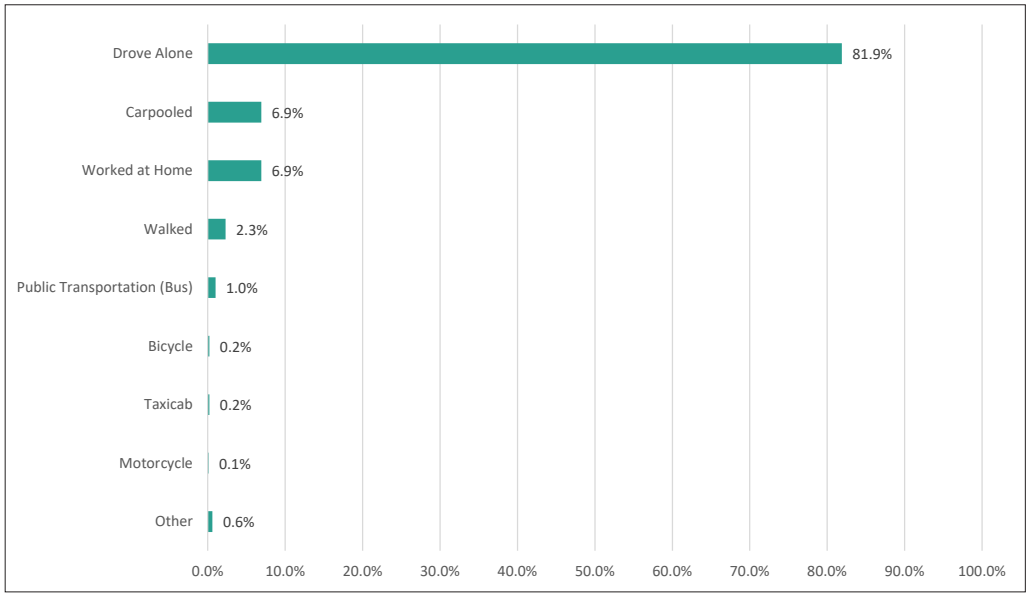
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.


MAP 1.4
2055 Quad Cities Long Range Transportation Plan
MEDIAN HOUSEHOLD INCOME
Median Household Income by Census Tract
$15,479 - $49,559
$49,560 - $78,203
$78,204 - $110,531
$110,532 - $184,512
Data Missing
Public Meeting Locations
Quad Cities MPA
County Boundary
State Boundary
Sources:
Roads - IA & IL DOT (2023/2024)
Demographic Data - American Community Survey (ACS) 5-year estimates (2019-2023)
State & County Boundaries - US Census Bureau (2020)
Water Features - USGS NHD (2019)
All other data created by Bi-State Regional Commission
0 0.5 1 2 3 Miles
Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
Bi-State Regional Commission
May 2026
IOWA
ILLINOIS
Davenport
Bettendorf
LeClaire
Eldridge
Rock Island
Moline
East Moline
Silvis
Hampton
Rapids City
Port Byron
Cordova
Princeton
Maysville
Long Grove
Buffalo
Andalusia
Milan
Oak Grove
Coal Valley
Colona
Cleveland
Carbon Cliff
Riverdale
Mississippi River
Rock River

How We Get to Work

The majority of workers within the MPA drive alone to work (81.9%), followed by carpooling as the most common other means of transportation (6.9%). See Figure 1.15 for more details on transportation to work.

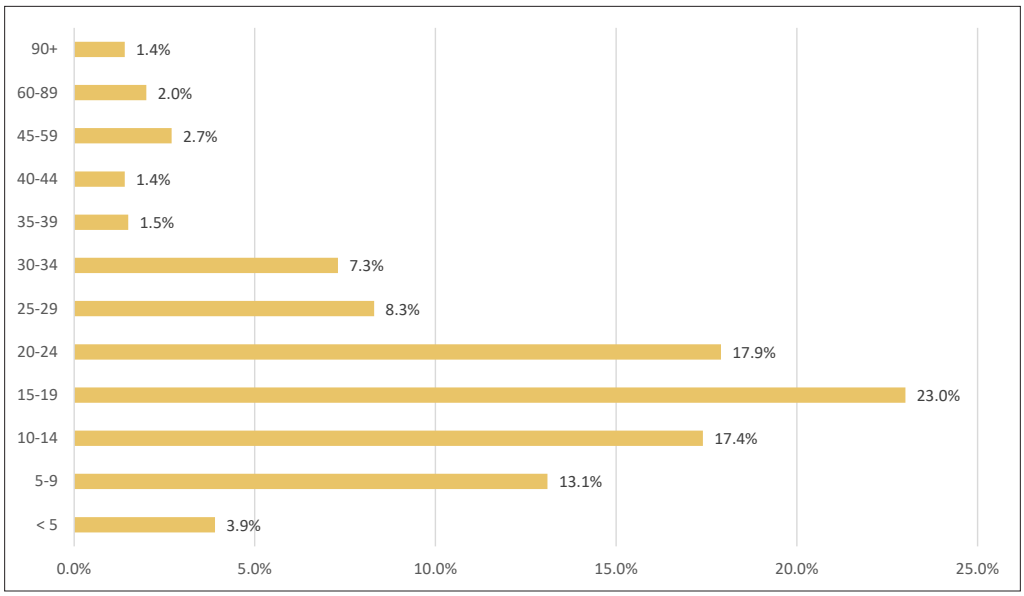
Figure 1.15 – Means of transportation to work in the MPA



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2018-2022.

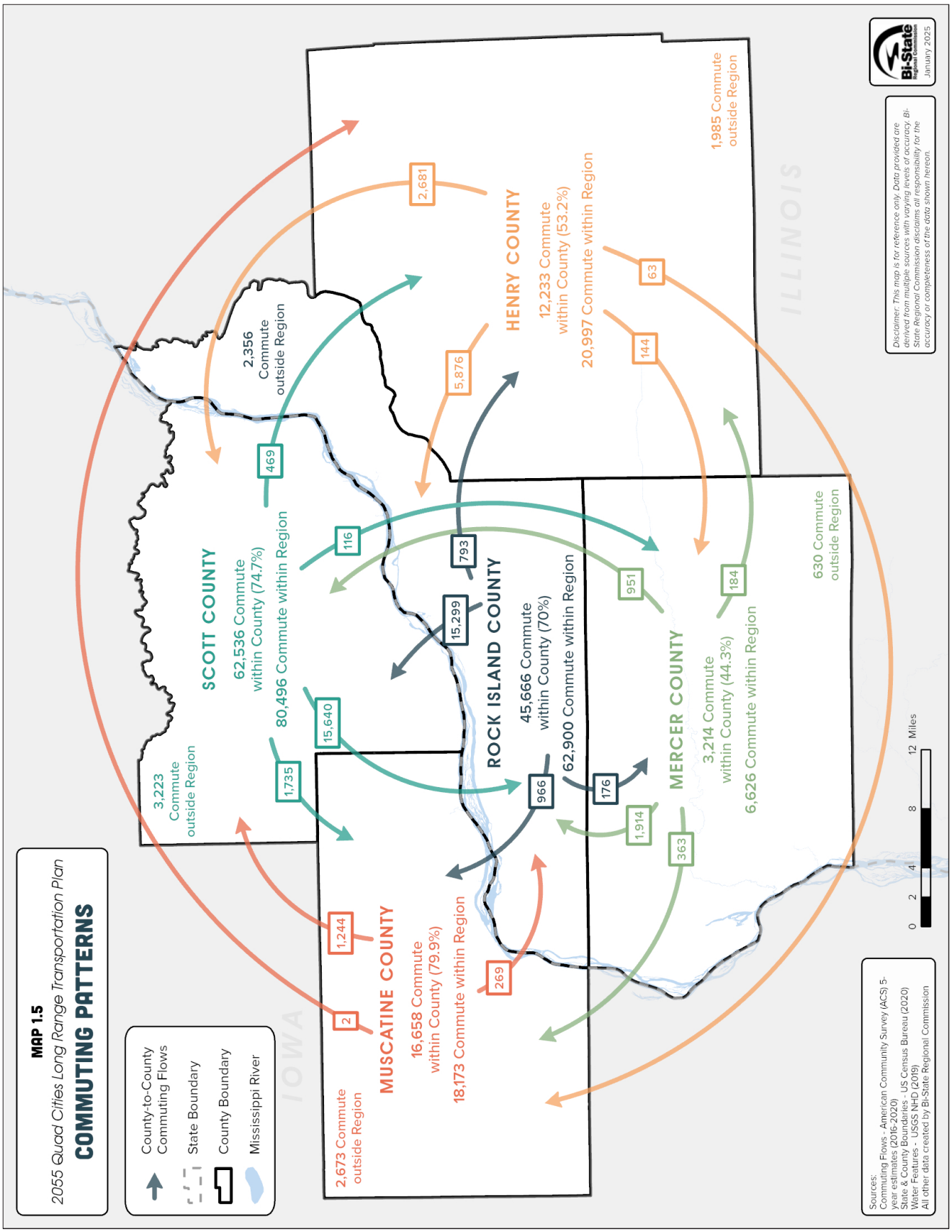
Commute times in the MPA are less than 30 minutes for 83.6% of workers. Figure 1.16 shows travel times in more detail. The Census data is supported by the results of the public input, which showed 74% of the respondents drive alone to work. (See Appendix A for survey details.)

Figure 1.16 – Travel Time to Work (minutes)



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Map 1.5 shows county-to-county commuting flows around the region. There is a strong attraction for workers to commute to Rock Island County and slightly less to Scott County. This reinforces the strong desire in our MPA for cross-river travel for work. The Census data aligns with the results of the *Quad Cities Household Travel Survey* (2014). A total of 1,043 households (58%) reported regularly traveling across the Mississippi River at least once per week. Twenty-eight percent (507) of households reported at least one bridge crossing trip on their reported travel day.


MAP 1.5
2055 Quad Cities Long Range Transportation Plan
COMMUTING PATTERNS
County-to-County Commuting Flows
State Boundary
County Boundary
Mississippi River
IOWA
ILLINOIS
SCOTT COUNTY
62,536 Commute within County (74.7%)
80,496 Commute within Region
3,223 Commute outside Region
2,356 Commute outside Region
HENRY COUNTY
12,233 Commute within County (53.2%)
20,997 Commute within Region
1,985 Commute outside Region
ROCK ISLAND COUNTY
45,666 Commute within County (70%)
62,900 Commute within Region
630 Commute outside Region
MUSCATINE COUNTY
16,658 Commute within County (79.9%)
18,173 Commute within Region
2,673 Commute outside Region
MERCER COUNTY
3,214 Commute within County (44.3%)
6,626 Commute within Region
2
1,244
469
1,735
15,640
116
2,681
5,876
793
15,299
951
144
63
184
966
176
1,914
363
269
0 2 4 8 12 Miles
Sources:
Commuting Flows - American Community Survey (ACS) 5-year estimates (2016-2020)
State & County Boundaries - US Census Bureau (2020)
Water Features - USGS NHD (2019)
All other data created by Bi-State Regional Commission
Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
Bi-State Regional Commission
January 2025

How We Get Around

The *Quad Cities Household Travel Survey* (HHTS) was completed in 2014. A study of this type had not been conducted for the metro area since the 1960s. It provided a clear picture and baseline for the area's current travel behavior. The survey delivered a snapshot in time of daily travel and characteristics of nearly 1,800 households. The results indicated the average number of person trips per household was 7.74, and there was an average of 5.58 vehicle trips per household. Interestingly, bridge-crossing households made 11.24 trips per household. This was greater than the overall trip rates.

Automobile travel (93%) dominates the type of mode used for all trip purposes. Less than one percent of the trips use transit buses (0.88%) or bikes (.09%), based on the local travel survey data as compared to the Census data noted above. Transit trips in the survey were for shopping and errands while biking trips were mostly for getting to school, shopping, or other types of trips from home. Walking represented 2.8% of the trips by mode, and walking trips were for social/recreation purposes, school, and shopping.

These statistics and those described by Census data are important for discussions on travel choice, reducing environmental effects, and providing an interconnected transportation system. They can also be used to benchmark the metropolitan area and set transportation alternatives goals in the future, such as increasing transit ridership by a percentage by a given time. The HHTS was used in the travel demand model calibration process to benchmark results predicted by the model. The MPO is investigating an opportunity to partner with the Illinois Department of Transportation to participate in an update of the household travel survey, which is anticipated to begin after this plan update. The results are anticipated to be used for the 2060 long range transportation plan.

Where We Are Going in 2055

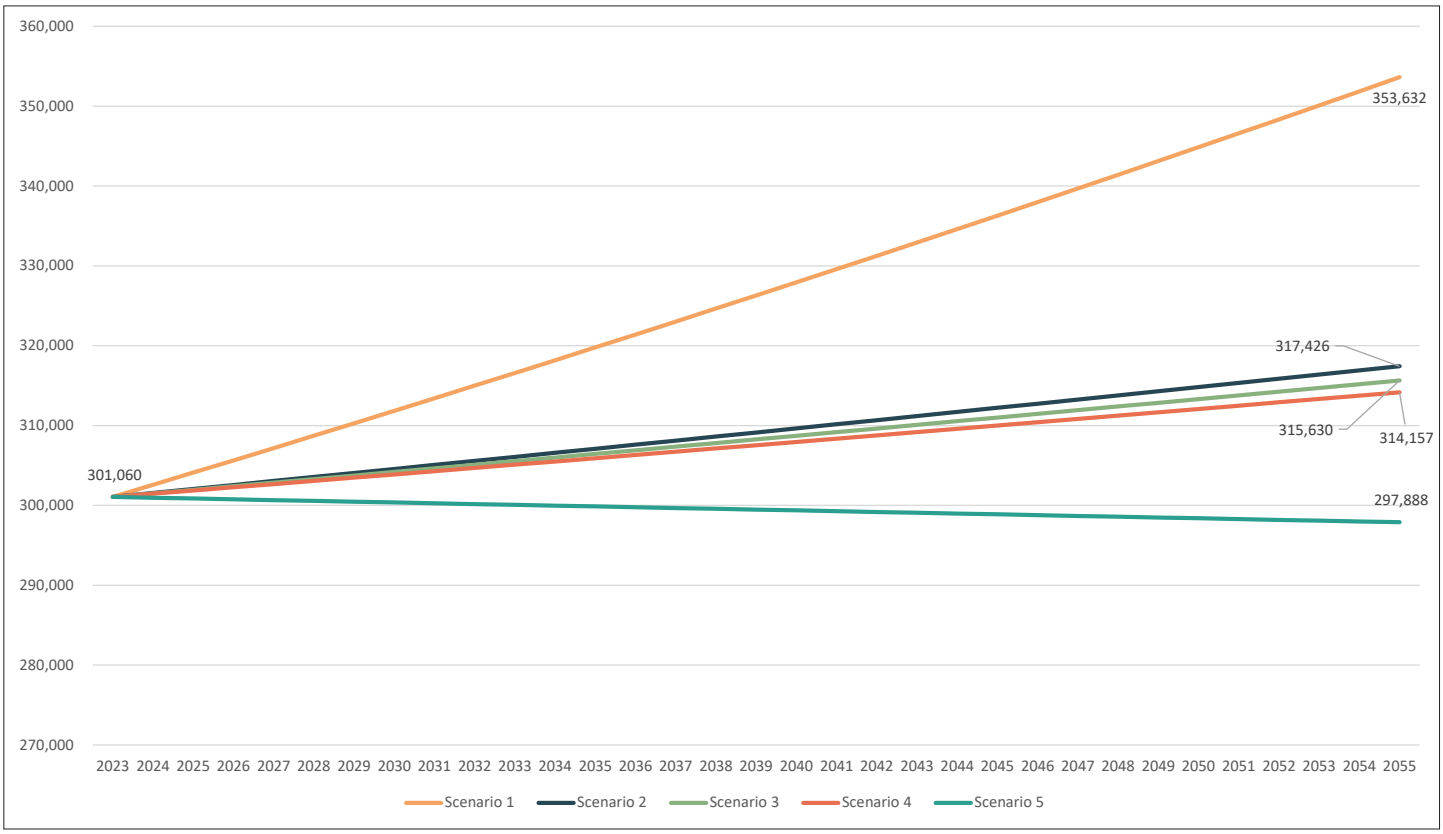
While the future is often hard to predict, there are typically three scenarios used to explore reasonable courses of change – no change or status quo, growth, or decline. Historical trends from the past have shown growth in the MPA area over time with varying rates of change between decades. It is projected that the MPA population will change from 301,060 (2023) to between 297,888 and 353,632 by 2055. Similarly, jobs are projected to change from 155,771 (2023) to between 154,130 and 182,972. Projections were developed to frame the local community land development projections used in the travel demand model. The results of the land use population and employment changes in the final modeling scenario are discussed in Chapter 4.

Population projections were based on five hypothetical scenarios shown in Figure 1.17. In scenario 1, the greatest population growth is expressed with an additional 52,572 people in the MPA by 2055. In scenarios 2-4, more modest growth in population is shown. Scenario 5 shows slight population decline.

Similarly, jobs projections were created based on six hypothetical scenarios shown in Figure 1.18. These were all linear models based on growth rates for various years from multiple sources on local employment figures. Scenarios 1, 5, and 6 were "hybrid models" that looked at the last plan drafted in 2020 and found a 51.74% ratio to population count and job count. This 51.74% ratio was then applied to the population projection scenarios 1, 3, and 5, as they each respectively represented a slow historical growth, fast historical growth, and decline.

The parcel-based projections found in Chapter 4 were derived from local community officials/staff input on future development of housing areas and business development in their respective communities or in the unincorporated areas. This input included the consideration of each community's comprehensive land use plan and relevant developments underway. Full details are part of a separate technical report documenting the travel demand model development.

Figure 1.17 – Population Projections



Source: Bi-State Regional Commission, 2025.

Potential Population Scenarios

Figure 1.17 illustrates potential population scenarios based on different annual rates of change.

Scenario 1: 0.50% annual growth rate based on 2000-2020 Decennial Census rate of fastest growing county (Scott).

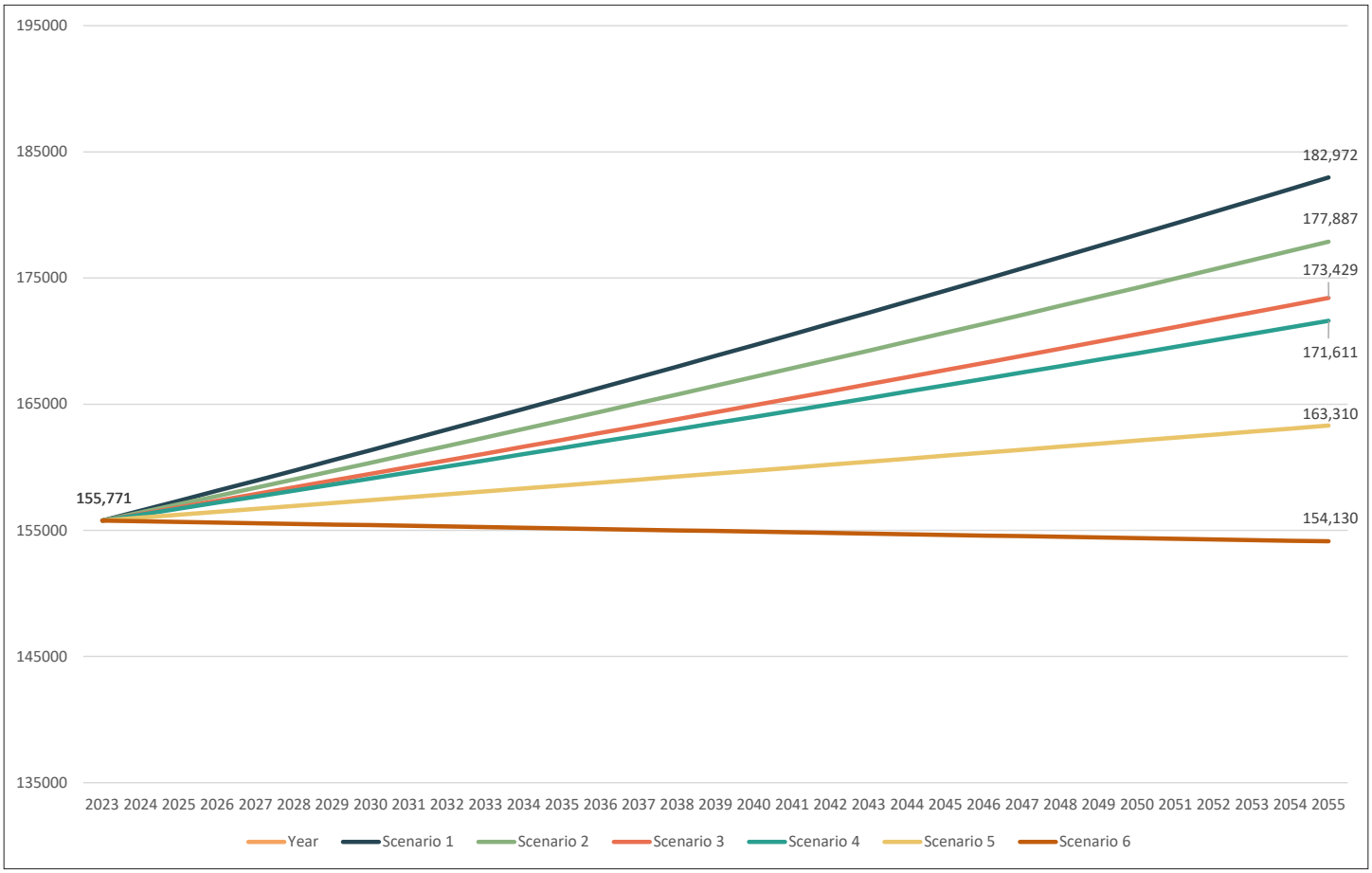
Scenario 2: 0.17% annual growth rate based on Woods & Poole, Inc. historic (2010-2019) rate for three-county region.

Scenario 3: 0.15% annual growth rate based on 2010-2020 Decennial Census rate for three-county region.

Scenario 4: 0.13% annual growth rate based on 2000-2020 Decennial Census rate for three-county region.

Scenario 5: -0.03% annual growth rate based on Woods & Poole, Inc. projections (2023-2055) for three-county region.

Figure 1.18 – Jobs Projections



Source: Bi-State Regional Commission, 2025.

Potential Job Scenarios

Figure 1.18 illustrates potential Jobs scenarios based on different annual rates of change.

Scenario 1: 0.55% annual growth rate based on applying the 2023 jobs to population ratio to Population Scenario 1.

Scenario 2: 0.42% annual growth rate based on Woods & Poole, Inc. projections (2023-2055) for three-county region.

Scenario 3: 0.34% annual growth rate based on the 2010-2019 Census Longitudinal Employer-Household Dynamics rate.

Scenario 4: 0.30% annual growth rate based on Woods & Poole, Inc. historic (2010-2019) rate for three county region.

Scenario 5: 0.15% annual growth rate based on applying the 2023 jobs to population ratio to Population Scenario 3.

Scenario 6: -0.03% annual growth rate based on applying the 2023 jobs to population ratio to Population Scenario 5.

The Activities

Urban activity is tied to locations where people work, live, play, and conduct other activities. Land use can be described by type, intensity, and location. Urban activity and land use are key factors used to determine travel demand based on where trips start and end.

Land Use

Map 1.6 shows the existing land uses based on actual parcel records for a base year of 2023. Map 1.7 identifies the future land uses in the Quad Cities expected by 2055. It was compiled from community and county comprehensive land use plans, and discussions with local officials and staff on development projects/plans. Some locations represent areas with greater concentrations of current and future activity, such as homes, businesses, institutions, or recreation. Other areas represent less activity, such as agriculture, open space, or natural conservation areas.

In reviewing the development goals at the beginning of this chapter, future land use in Map 1.7 should coincide with these overreaching metropolitan goals. Each community's comprehensive plan and planning process will guide development within their jurisdiction, and would complement the regional vision and development goals set out in this plan.

For clarity, future land uses were categorized to align with the Iowa Standardized Model Structure (ISMS). The version being applied is 2.0 (2023). Table 1.3 shows the grouped land use types and the urban activity description used to categorize the metropolitan area land uses. Following this table, there are highlights as part of the MPA profile on types of culture and entertainment, centers for learning, and economic and service centers with an overview of accessibility to populations most in need of proximity to employers and services.

Table 1.3 – Urban Activity Description by Land Uses Type

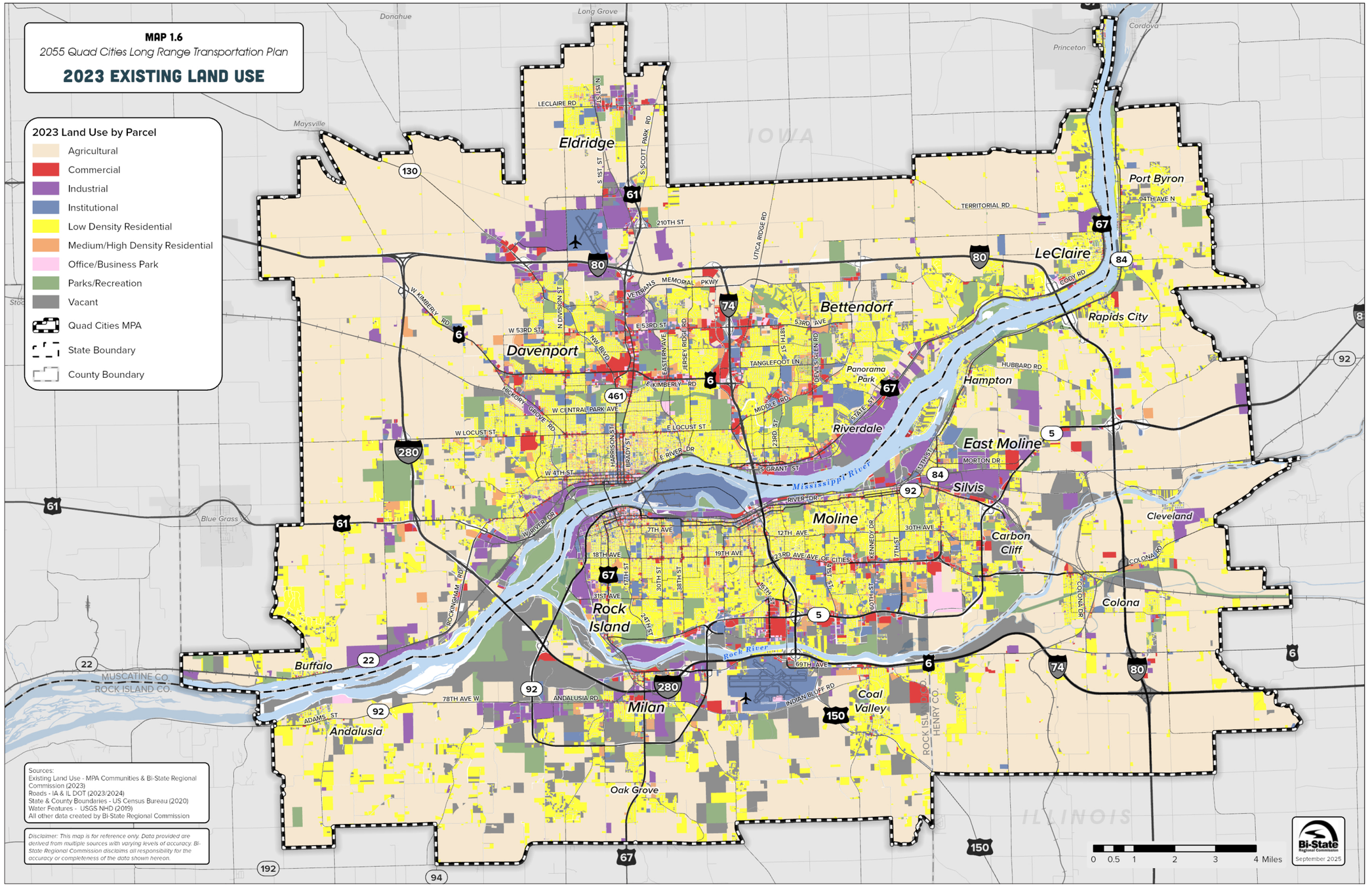
Land Use Type	Urban Activity Description
Agricultural	Intensive Agriculture – Nurseries and Seed Farms, Agriculture
Commercial	Hotel/Motel, Tourism Attraction, Convention Center, Casino, Street Front Commercial, Neighborhood Shopping Center, Community Shopping Center/Big Box, Regional Shopping Center, Auto Dealership, Service Station, Fast Food, Sit-Down Restaurant, Other Commercial
Industrial	Manufacturing, Industrial Park/Light Industry, Warehousing, Freight Terminal, Public Storage, Extractive Industry, Junkyard/Dump/Landfill, Communications/Utility
Institutional	Commercial Airport, Municipal Airport, Passenger Terminal, Government Office, Library, Post Office/Shipping Office, Fire/Police Station, Religious Facility, Other Public Service, Hospital, Other Health Care, Public Assembly, Military, Prisons/Jails, Day Care/Preschool, Elementary School, Junior High/Middle Schools, Senior High, Post-Secondary, Major University, Other School, Cemetery
Low-Density Residential	Residential, Single-Family Detached
Medium/High-Density Residential	Mobile Home Park, Single Family Attached, Apartment Building, Dormitory, Student Housing, Retirement Community, Skilled Nursing Facility/Assisted Living, Group Quarters/Residence Hotel, Fraternity/Sorority
Mixed Use	Combination of Low-Density Residential, Medium/High-Density Residential and Commercial
Office/Business Park	General Office, High-Rise Office
Parks/Recreation/Conservation/Preservation	Stadium/Arena, Golf Course, Active Park, Passive Park, Recreational Use
Low-Intensity	Parking, Right-of-Way, Vacant

Source: Iowa Standardized Model Structure Land Use Urban Activity Descriptions (2020)

MAP 1.6

2055 Quad Cities Long Range Transportation Plan

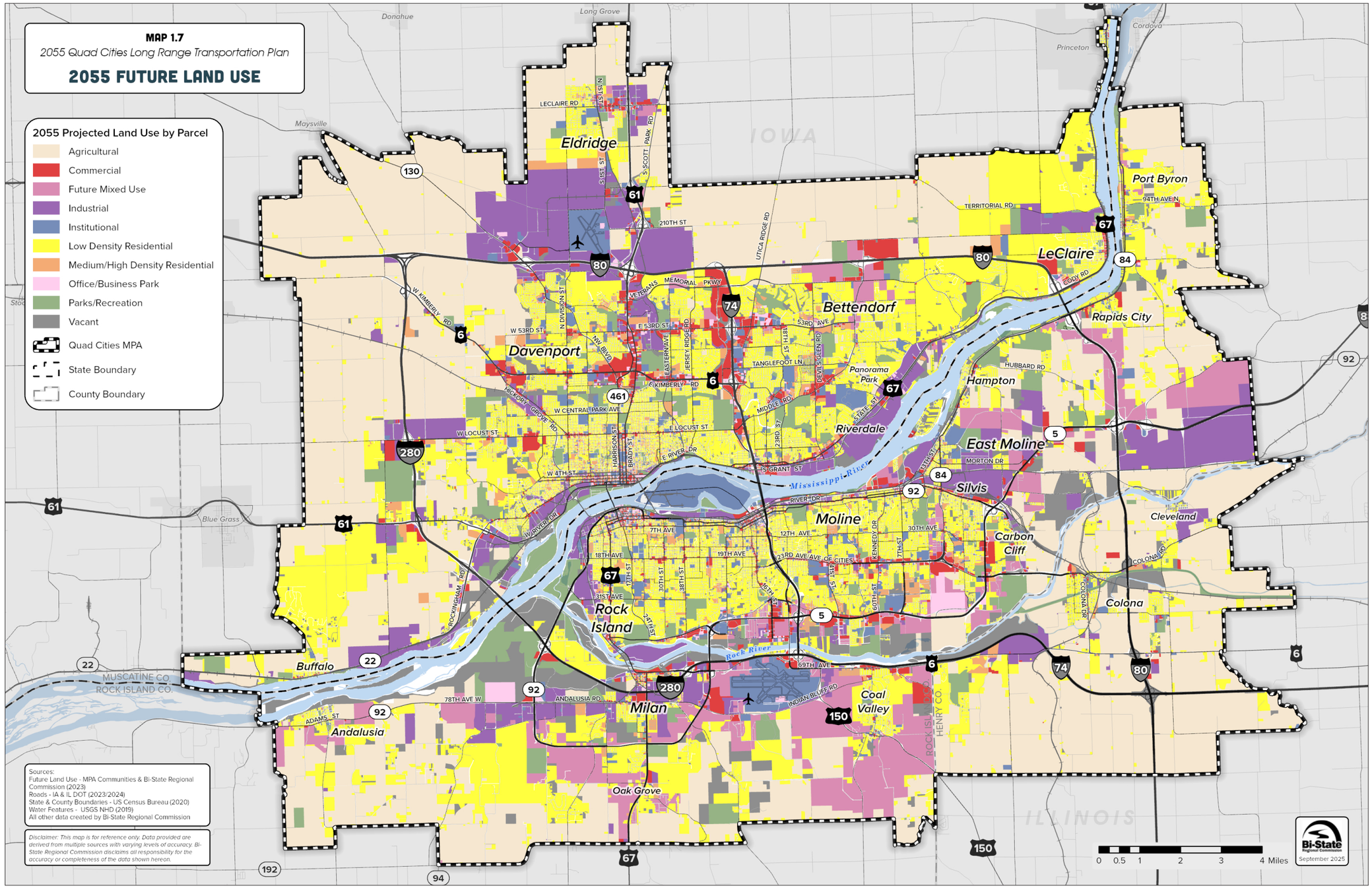
2023 EXISTING LAND USE



MAP 1.7

2055 Quad Cities Long Range Transportation Plan

2055 FUTURE LAND USE



Culture/Entertainment

The Quad Cities offers a variety of cultural, historical, and entertainment choices for residents and visitors. Regional attractions include a 12,000-seat civic center; regional conference centers; three casinos; art, science, and children's museums; theaters; botanical centers/conservatories; and galleries. The Quad Cities is also home to the Niabi Zoo, one of the top area tourist destinations.

With its location on the Mississippi River, river boat cruises, water taxis, and marinas allow residents and visitors to experience the river in a variety of ways. There are several sports venues from minor league baseball and hockey to a TPC golf course, which hosts an annual national tournament. Local pools, golf courses, fitness facilities, multi-plex sports center, and an indoor ice rink provide diverse recreational opportunities. The Quad Cities is also a crossroad to three transcontinental trails – American Discovery Trail (ADT), Mississippi River Trail (MRT), and Great American Rail-Trail (GART).

Centers for Learning

There are many centers for learning in the Quad Cities, including public and private K-12 schools, colleges, universities, technical schools and training centers, libraries, and other facilities. Map 1.8 illustrates these locations. For post-secondary education, there are two community colleges, a technical/trade college, a four-year college, two universities, a chiropractic college, and a graduate center.

Centers for Learning Definition

Places where education and learning occur. Examples include: elementary schools, universities, technical schools, and libraries.

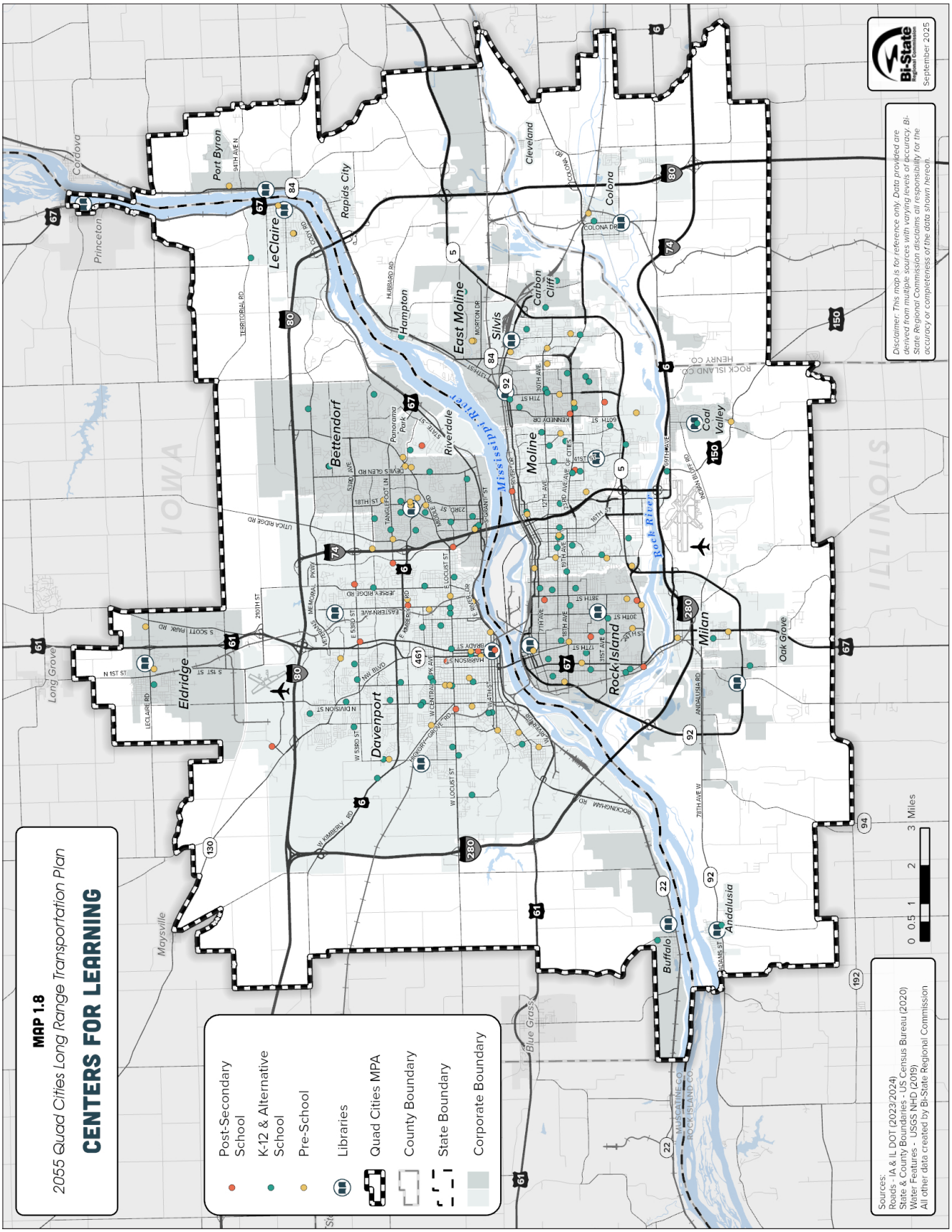
Typically, these centers contribute to travel demand. As a result of the COVID-19 pandemic, travel patterns have changed to these centers as online learning opportunities have continued on after return to campuses resumed. It has been recognized that methods of learning and accessing information is moving to more digital transfer of knowledge, and is not always necessary be in person.

High Density Residential Land Use, Moline

Source: Patty Pearson

Low to Medium Density Residential Land Use, Bettendorf

Source: Patty Pearson


MAP 1.8
2055 Quad Cities Long Range Transportation Plan
CENTERS FOR LEARNING
Post-Secondary School
K-12 & Alternative School
Pre-School
Libraries
Quad Cities MPA
County Boundary
State Boundary
Corporate Boundary
Sources:
Roads - IA & IL DOT (2023/2024)
State & County Boundaries - US Census Bureau (2020)
Water Features - USGS NHD (2019)
All other data created by Bi-State Regional Commission
0 0.5 1 2 3 Miles
Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
Bi-State Regional Commission
September 2025
Davenport
Bettendorf
Moline
Rock Island
East Moline
Silvis
Carbon Cliff
Hampton
Rapids City
Port Byron
LeClaire
Riverdale
Eldridge
Milan
Oak Grove
Coal Valley
Colona
Cleveland
Buffalo
Andalusia
Blue Grass
Maysville
Long Grove
Princeton
Cordova
Mississippi River
Rock River
IOWA
ILLINOIS

Economic and Service Centers

Major employers were noted above. These large employers concentrate travel to key locations in the community. However, employment is dispersed throughout the MPA. Maps 1.9 and 1.10 show major employers and economic service centers in the MPA in relation to opportunities for job access and services access.

Service centers in Map 1.10 are noted for medical, social, and regional service centers. Medical service centers include such facilities as hospitals, medical or dental offices or clinics, nursing care, and other health care facilities. Social service centers include child daycare, individual and family services, job training sites, residential care, and social service agencies. Regional service centers are identified as banks or financial institutions, grocery and food markets, drug stores, and libraries.

The darkest areas on the employer map show the greatest concentration of residents who may need transportation the most to get to a job, such as those with no vehicle, low income, and age by workforce. Those areas also show the greatest concentration of residents who may need transportation to get to social services assistance, such as those with no vehicle, disabilities, and over 65 years old.

These types of maps help determine if our transportation system is meeting the needs of these populations. Appendix C takes this further by overlaying the modal transportation networks with demographic information. Chapter 2 provides a summary of this analysis.

Service Centers Definition

Medical Providers and Services –Facilities serving patients or clients related to healthcare needs, such as hospitals, medical or dental offices/clinics, nursing care, and other health care facilities

Social Service Centers – Facilities serving clients to help with basic needs or support, such as child daycare, individual and family services, job training sites, residential care, and other social services agencies

Regional Service Centers – Facilities providing essential services to live and work, such as banks or financial institutions, groceries or food markets, drug stores, and libraries

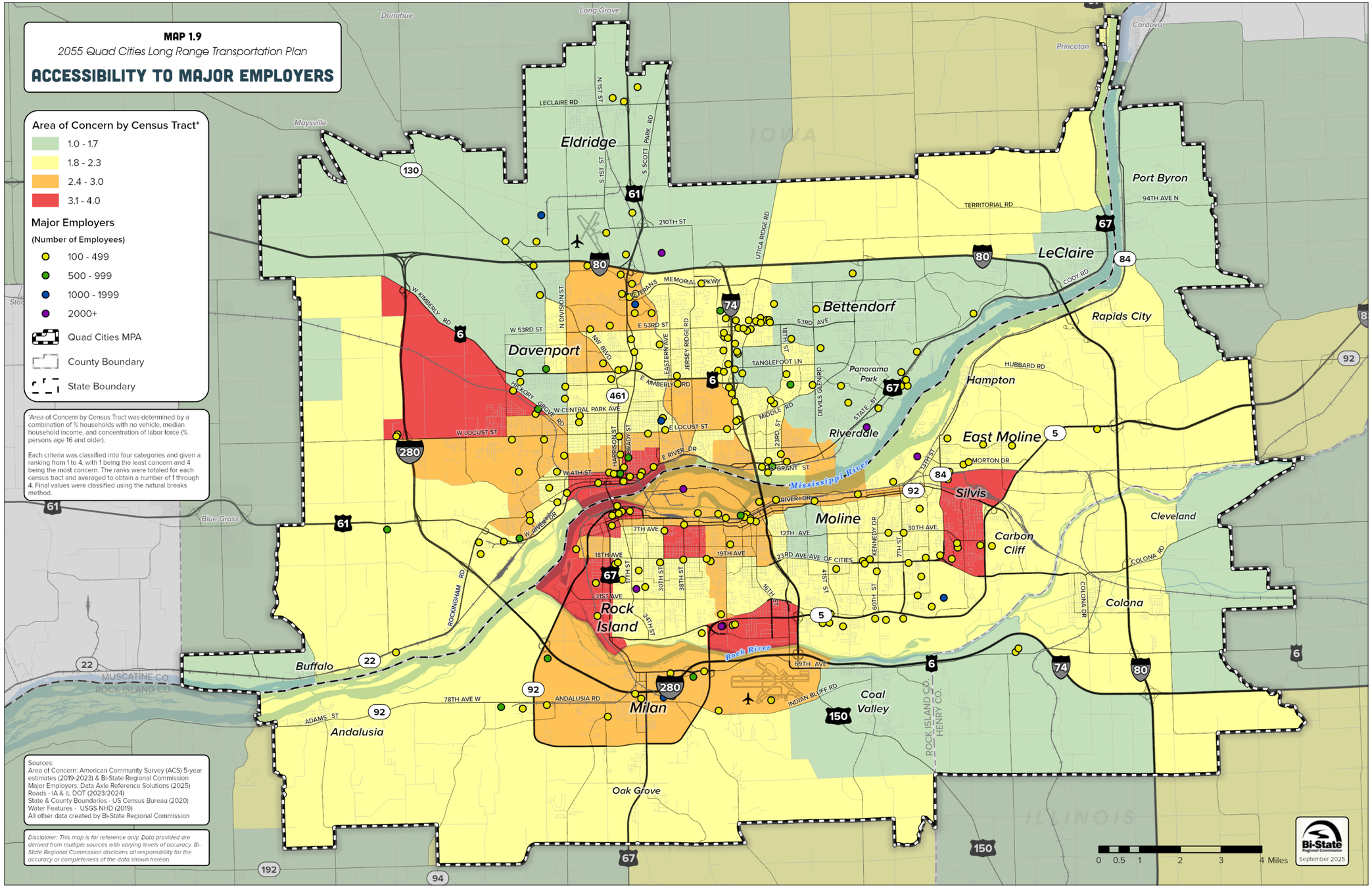
Recreational Land Use, Rock Island

Source: Bi-State Regional Commission

MAP 1.9

2055 Quad Cities Long Range Transportation Plan

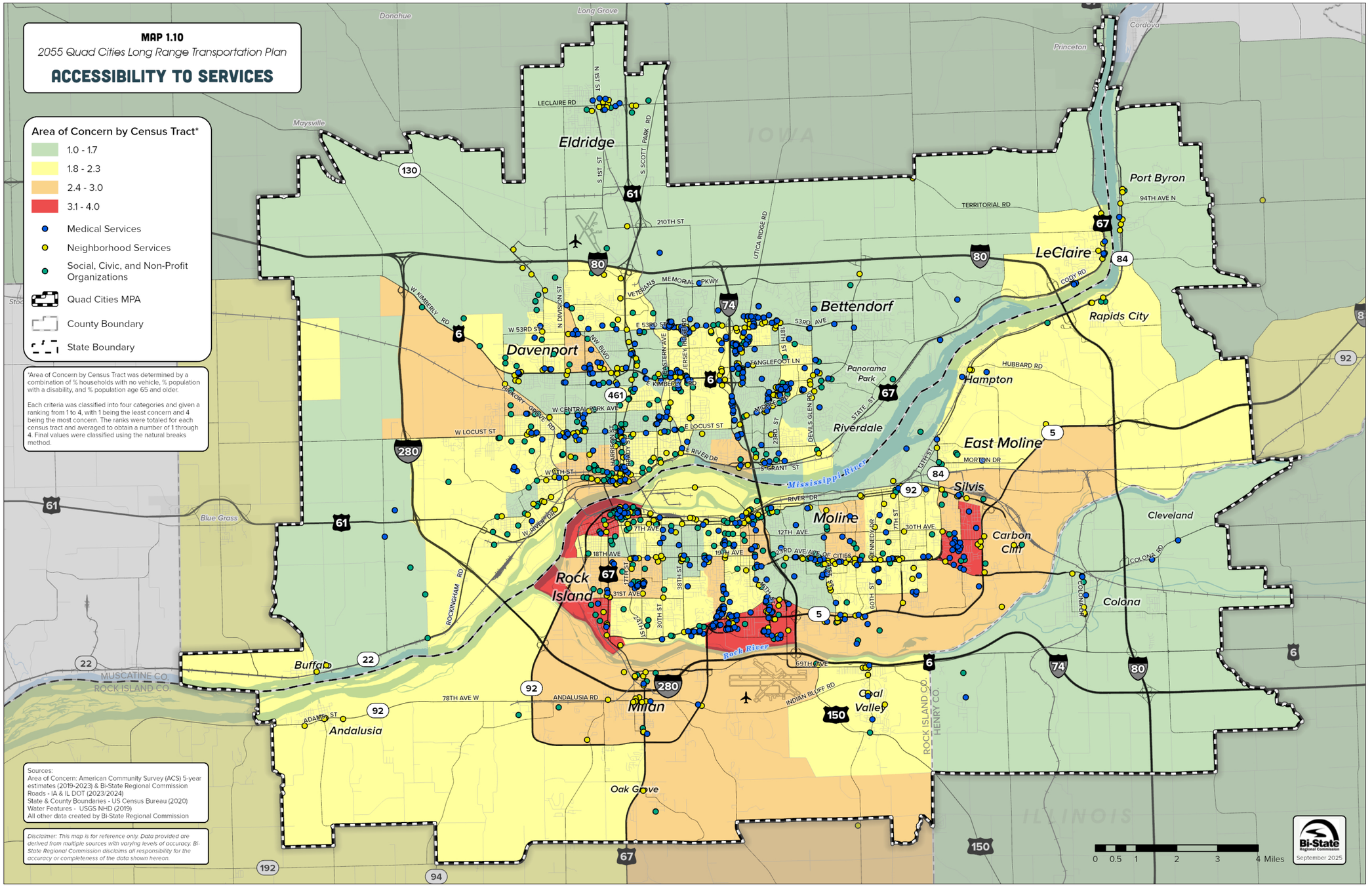
ACCESSIBILITY TO MAJOR EMPLOYERS



MAP 1.10

2055 Quad Cities Long Range Transportation Plan

ACCESSIBILITY TO SERVICES



Land, Water, and Air Resources

Another component in the Quad Cities Area profile is the environment. It will be important to examine the effects of the transportation system on the physical and social environment. Projects receiving federal funding are required to comply with the National Environmental Policy Act (NEPA) and follow a set process for assessing environmental effects. There are a number of physical and social aspects to consider in the environment when planning and constructing transportation projects. These impact considerations are detailed in Chapter 2. Project-specific discussions of preliminary environmental effects are noted in Chapter 2 also.

Natural and Historical Resources

Land, water, and air resources play an important role in how the area was settled and where environmental problems may arise. The Mississippi River and the neighboring agricultural land are the MPA's greatest natural resources. Geological uplift and erosion created the river valley through four major glacial events. Present day lowlands are remnants of ancient riverways, now occupied by smaller rivers and streams. These lowlands are very level and poorly drained. Bluffs flank the river corridor from 100-200 feet (30-60 meters) in height. The bluffs are capped by unconsolidated sand and gravel, forming alluvial terraces that rest on sedimentary bedrock, including sandstone, limestone, shale, and dolomite. Many underground aquifers produce high-quality groundwater yields. The area was once heavily mined for coal and continues to be quarried for sand and limestone. Gravel represents the second largest commodity by tonnage (16%) in 2022[1].

Natural physical constraints of the river, such as water level, currents, ice floes, and sedimentation, may dictate transportation project design. There are areas of the metropolitan area that are subject to flooding, while other areas are protected by levees.

The Quad Cities Area contains floodplains and a variety of high-quality wetlands. With the area bluffs, slope and soil erosion are a consideration. Soils also influence development or preservation issues for prime farmland. Map 2.1 in Chapter 2 shows water resources in the MPA.

Consideration of the built environment is important. Historically, the MPA was home to a variety of indigenous people; therefore, archeologically-significant sites may affect transportation developments and other land uses. The Rock Island Arsenal, located at the center of the Quad Cities, is host to two national cemeteries, a history museum, the former Fort Armstrong, and the Colonel Davenport home, an area historic site. As noted in the regional vision, emphasis on recognizing our culturally-rich history plays an important backdrop to how the area was developed and how it evolves in the future. The first bridge crossing the Mississippi River was constructed between Davenport and Rock Island near the current Government Bridge, which is the fourth structure in that vicinity.

The riverfront was host to many existing and former industries. Among the more mature developed areas of the Quad Cities, there remains existing industry that operates with older technology and/or coal-fired electric generation stations that produce air emissions. Combined with vehicle emissions, these pollutant contributors play a role in meeting air quality standards. Although the Quad Cities Area meets the current National Ambient Air Quality Standards (NAAQS), local officials have proactively sought ways to reduce emissions to maintain good air quality. Chapter 2 highlights these efforts toward better air quality.

Critical Resources

The river setting provides critical resources for both humans and wildlife. The Mississippi River is a major water supply for many communities in the Quad Cities. It is also a major transportation artery for conveying goods and services. From a wildlife perspective, the Mississippi River is recognized as a "Nationally Significant Ecological Resource" by Congress. Area wetlands offer fish and wildlife habitats. The area is part of the Mississippi Flyway for migratory birds. A significant population of eagles can be found wintering in the Quad Cities Area.

1 *FHWA Freight Analysis Framework (FAF5) data from the* Bi-State Region Freight Plan *Addendum (2024)*

The river is also home to a tremendous variety of aquatic organisms. Extensive sport and commercial fishing activities occur in the Quad Cities Area. The river contains many species of freshwater mussels, including federally listed endangered species. Other federally listed endangered species in the Quad Cities Area include plants, fish, mammals, insects, reptiles, and birds.

Transportation System Threats and Opportunities

Present Day Issues

Issues facing the Quad Cities MPA as outlined for the short-term through public input include:

- Improving roadway maintenance
- Repairing and/or replacing bridges
- Implementing bike lanes and trails
- Improving transit service
- Becoming more pedestrian friendly
- Establishing passenger rail service from Chicago to the Quad Cities

Residents indicated that the three biggest issues for transportation in the Quad Cities are mobility/access, operations, and maintenance. The top three goal priorities included mobility/access, safety, and system preservation.

Bi-State Regional Commission as the Metropolitan Planning Organization (MPO) has worked with local jurisdictions to enhance the Quad Cities transportation system. The MPA's first priority in the previous 2050 LRTP was to complete the reconstruction of the I-74 Mississippi River Corridor from 67th Street/Veterans Memorial Parkway in Davenport to Avenue of the Cities, Moline. In December 2021, the mainline bridge structure was completed, and bridge reconstruction priorities shifted toward I-80 and U.S. 67/Centennial Bridge. Initial engineering for the replacement of I-80 began in early 2021, and the project has funding programmed for construction by the Illinois Department of Transportation (DOT), with shared costs with Iowa DOT. The Planning and Environmental Linkages (PEL) study was completed in 2022, and Phase I Preliminary Engineering and Environmental Studies were completed in early 2025, moving the project into Phase II: Final Design and Contract Preparation. The U.S. 67/Centennial Bridge Corridor Study began with a preliminary engineering study in early 2025 led by Illinois DOT.

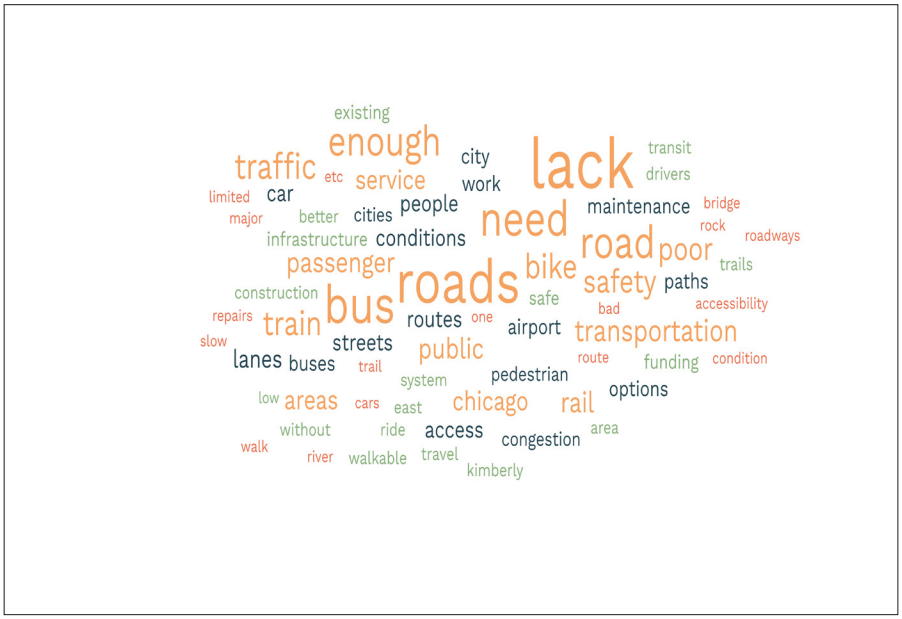
While the MPO has been working on the issues noted above, there continues to be new and additional transportation improvements needed. As part of the plan development, a variety of public input opportunities were launched to get feedback on community ideas on what is needed. Details can be found in Appendix A.

Participants in an online survey offered 317 responses on things they would like to see improved for transportation in the Quad Cities Area in the next ten years. A word cloud summarizes the words used most often in the responses. For responses concerning roads, improvements included enhanced maintenance, expanded capacity on the interstates, and improved safety measures. For public transportation, survey participants requested passenger rail to Chicago and Iowa City, more frequent bus service, and longer service hours. Many responses about nonmotorized transportation expressed support for separated trails, bike paths and safe sidewalks.

Figure 1.19 – Online Survey Responses: What three things would you like to see improved for transportation in the Quad Cities Area in the next ten years?

The 306 responses related to the biggest transportation issues in the Quad Cities are visualized as a word cloud shown the Figure 1.20. Issues include congestion, desire for improved mobility and access for transit and non-motorized transportation, improved pavement conditions, better traffic flow, incomplete passenger rail service to Chicago, insufficient trail and bicycling infrastructure, traffic safety related to speeding, and pedestrian and bike safety. Appendix A details public involvement results from a variety of input including the online survey.

Figure 1.20 – Online Survey Responses: Biggest Transportation Issues



Future Issues

Transportation issues facing the Quad Cities are based on problems seen in the system today, as well as changing trends and land use patterns. The needs will outpace our ability to afford all the improvements desired. Transportation funding at the federal and state level have been infused with funding through the Infrastructure Investment and Jobs Act (IIJA), but these transportation funded programs are only authorized into FFY2026. There is uncertainty as to whether the bill will be extended or replaced. In the MPA, one-third of the roadway system is eligible for federal funding, and the other two-thirds rely on state and local funds for maintenance, reconstruction, and new construction. The online survey prioritized access and mobility, safety, and connectivity and integration as priorities. Decision-making on project selection will require hard decisions that address the vision, goals, and objectives for the Quad Cities transportation system within the constraints of funding availability, or innovations in alternative revenue sources.

Maintenance of the existing system by repairing or replacing aging facilities or equipment will continue to be needed. Technology and system asset management will help time these improvements for optimal repair or replacement to reduce costs and lessen the effects of disruptions, such as extended work zone periods, pavement failure, or buses in a state of disrepair. But there is uncertainty on whether planned maintenance schedules will coincide with funding cycles and availability.

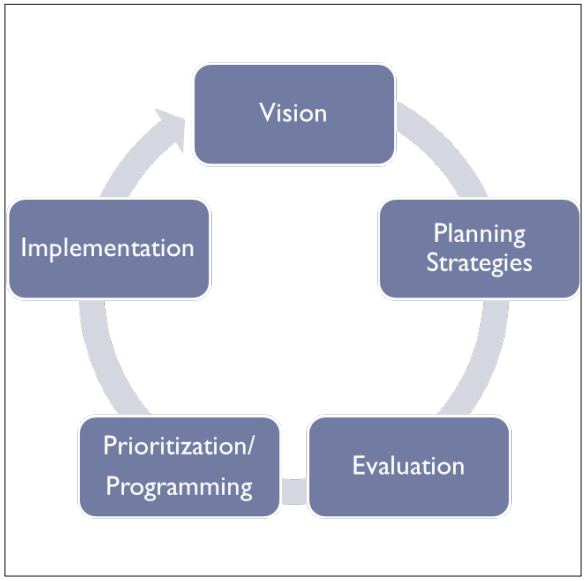
There will be continued interest in having modal choices and people-friendly transportation. The Quad Cities will use its transportation system to inspire innovation, attract and retain business, and connect people to the area's rich cultural attractions and history. Building streets, where appropriate, that will accommodate cars, buses, bikes, and pedestrians and allow for the movement of goods and delivery of services is desired, based on the community input. Residents want greater access to the riverfront trails, optimizing traffic patterns in shopping and retail areas, and better traffic circulation along east-west corridors of the Quad Cities, such as U.S. 6/Kimberly Road, 53rd Street, Avenue of the Cities, Illinois 92 Corridor, and John Deere Road.

There is interest in a sustainable transportation system where economics, social equity, and the environment are considered in the planning process. Future transportation acknowledges that the Quad Cities is part of a greater region and global economy. Passenger transportation to larger metro areas through intercity transit, passenger rail, and air service remain important to connectivity. Supporting the inland river navigation system will be important to connect the Quad Cities to the world by transporting bulk goods like grain and raw materials for construction.

Implementing the Vision

The *Thrive 2055: Quad Cities Long Range Transportation Plan* is a federally-required document as part of the metropolitan planning process. A comprehensive, coordinated, and continuing planning process is followed. Figure 1.21 shows this comprehensive, coordinated, and continuing "3-C" process that cycles from vision to implementation.

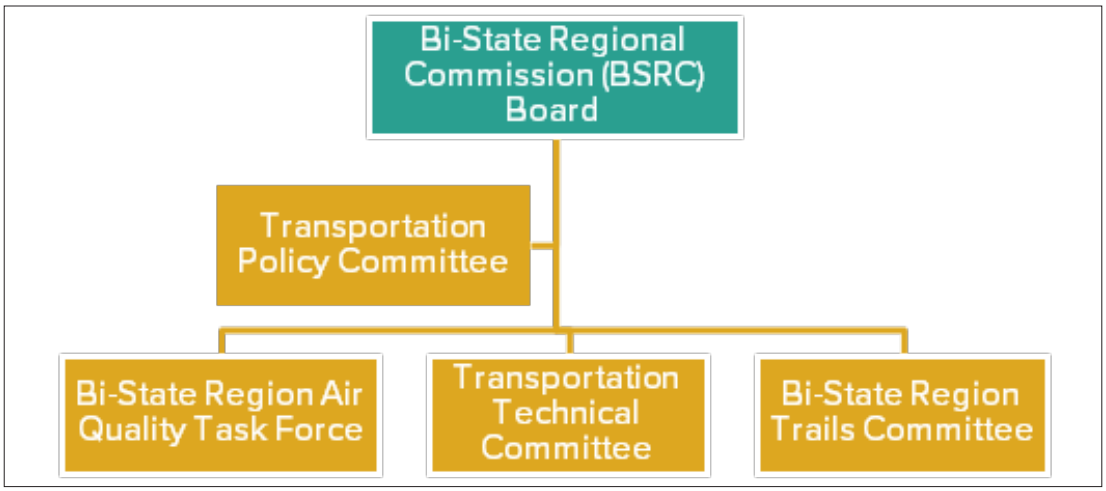
Figure 1.21 – Federal Transportation Planning Process



Roles and Responsibilities

The Bi-State Regional Commission board and its delegated authorities will be responsible for maintaining and updating the *Thrive 2055: Quad Cities Long Range Transportation Plan*. The plan will be reviewed and updated every five years, or if transportation conditions change substantially that will alter the goals and objectives of this plan. Figure 1.22 illustrates the organizational hierarchy of the Metropolitan Planning Organization (MPO).

Figure 1.22 – Bi-State Regional Commission MPO Organizational Hierarchy



The Quad Cities MPO Transportation Policy Committee, made up of elected officials, a transit authority board member, and state and federal officials, receives recommendations from the Quad Cities MPO Transportation Technical Committee on plan development and progress. Input is also received from the Bi-State Regional Air Quality Task Force on clean air issues and the Bi-State Region Trails Committee on multi-purpose trails, among many other organizations and citizens. The Policy Committee is responsible for reviewing and recommending the plan to the Bi-State Regional Commission board.

Bi-State Regional Commission and its delegated authorities work to further the plan vision, goals, and objectives. As part of their work, coordination with a variety of public levels of government, private sector partners, and other organizations, as well as citizens, is undertaken to realize projects contained in this plan within the resources available to accomplish them.

Plan Progress

Long range transportation plan progress is tracked using a number of methods. As projects move from long-range concepts to preliminary designs and/or to construction, many receive federal surface transportation funds. These projects are tracked in the Quad Cities Transportation Improvement Program (TIP), a four-year capital plan. The MPO also tracks the status of projects as they move through design stages to construction or implementation, known as the Technical Committee Project Progress Report.

Transportation progress reports are also suggested to be used to summarize activities or recognize successes. These reports are envisioned to be tied to the federal performance measures and can be placed with the existing documents, such as the Technical Committee Transportation Progress Report, Transportation Improvement Program, and Transportation Planning Work Program, and referenced when the plan is updated. Procedures for collecting and reporting performance will also be needed, tracking measures of success.

Plan Revisions Process

Substantial changes to the plan goals and objectives, in addition to new projects or shifting projects identified as needing additional study or unmet needs, will require an amendment to this document and appropriate public review outlined in the MPO Public Participation Plan. Projects identified in the unmet needs portion of this plan (Chapter 3) will not require additional travel modeling review, but new projects not introduced in this plan will require travel demand model analysis as part of the amendment process. Amendments will be required to be approved by the Bi-State Regional Commission based on the recommendation from the Quad Cities MPO Transportation Policy Committee.

Administrative modifications include revisions to factual technical data/documentation or shifting identified *Thrive 2055: Quad Cities Long Range Transportation Plan* projects between long and short-term timeframes when funding is demonstrated to be available through the transportation improvement programming and project selection process. Administrative modifications will not require action by the Bi-State Regional Commission, but will be presented for information to the Quad Cities MPO Transportation Policy Committee for review and reference. Interim changes, amendments, and administrative revisions should be annotated in the electronic document with the date and reference to the revision.