



MINUTES

MOLINE CITY COUNCIL MEETING

City Hall, 619 16th Street
Saturday, June 29, 2019

Council Meeting: The City Council meeting came to order at 7:00 a.m. The Council met in special session in the Committee-of-the-Whole Room at City Hall.

Roll Call: Roll call was taken with Mayor Acri, Aldermen Williams, Parker, Wendt, Moyer, Schoonmaker and Waldron present. Absent: Aldermen Potter and Berg.

Agenda:

1. Strategic Planning

Mayor Acri opened the meeting with a discussion of safety protocol and diffusing conflict resolution, referencing readings provided in anticipation of the discussion. Mark Peterson, GovHR Consultant, stated that anytime you feel that a conversation is escalating to the point that you feel that your personal safety is in danger, stay calm, do not defend your situation, express empathy, get out in any means possible and call 911 if needed. There was discussion and sharing of personal experiences. Council directed that either the police chief or armed officer, preferably in uniform, be at each Council meeting, and a patrol car be parked outside. Mayor Acri asked that any conflict be reported to her. Alderman Williams suggested that we follow a sign-in procedure used by other municipalities.

Mayor explained that she received a call from Illinois Department of Transportation (IDOT) regarding partial reuse of the old I-74 bridge superstructure. The current plan is for IDOT to demolish the old bridge once the new bridge is built. Alderman Wendt echoed that City resources should not be spent on the project. He proposed that discussion of the project be deferred until after Urban Land Institute (ULI), in cooperation with Renew Moline, completes its analysis of the I-74 bridge realignment. Mayor Acri provided a hand-out from the 2002 I-74 Iowa-Illinois Corridor Study, indicating that the local municipalities had no interest in the project at that time. There was discussion. Currently, John Moore, a freelance writer and videographer, is soliciting support for the project. Mayor Acri estimated that the total cost of the project could be as much as \$70 million. Mayor Acri stated that the drain on Quad Cities resources would be too great. There was discussion. Alderman Williams moved to execute a Resolution concerning the expenditure of funds from the Moline treasury to study, acquire, improve, use, maintain and/or demolish the abandoned I-74 bridge superstructure. Seconded by Alderman Waldron. Motion passed unanimously.

City Administrator Lisa Kotter reflected on activities during the two months since joining the City on April 30, 2019, and planned initiatives. A focus on customer service was discussed.

There was discussion of prioritizing new capital needs that surface throughout the year. Mayor Acri promoted adopting a new process, and recommended drawing inspiration from the process used by Bi-State Regional Commission. Kotter suggested that staff provide a mid-summer presentation to Council to gain direction for next year's projects that need to be engineered in the fall. There was discussion of the need for out-of-box funding ideas and capital investment analyses for new projects. Kotter noted that Motor Fuel Tax to municipalities from the state is projected to double in the coming year, however those funds will be budgeted conservatively. Alderman Schoonmaker indicated that interest rates have dropped again, which could positively impact capital financing. Staff will look at bond review. Kotter requested that she be copied on questions and requests emailed to staff; as a rule, if it will take more than an hour of staff time to complete, it should instead be discussed on the Council floor. Mark Peterson suggested that discussion of capital needs prioritization may be worthy of a Council work session.

2020 Goal: Financially Strong City with Cost-Effective Services

- QComm 911 – Ongoing operational structure
- Revisit the mode for shared and professional services with neighbors. There are many ways that local governments save through shared and outsourced services.
- 5-year budgeting and improved financial reporting
- Review of Municipal Service Delivery Alternatives
- *Bond review
- Real time reporting regarding performance of development agreements – the financial auditor could be used for this task
- Review City-owned properties – possible sale

2020 Goal: Strong Local Economy – The Confidence to Invest

- Business Outreach – start with the larger businesses and work down. Directors facilitate large business partnerships and managers with smaller businesses. Updates would be provided to Council.
- Economic Development Focus on Small and Micro Business – all three tiers and start-ups. Include Renew Moline review and approval process.
- *Customer Service Culture – work with businesses to overcome obstacles.
- *Avenue of the Cities/Olde Towne/Uptown

2020 Goal: Upgrade City Infrastructure and Facilities

- Red water – September 2019 report to Council on proposed approach
- Indoor gym facility, swimming pool, common partnership with Park Board – Alderman Waldron shared the Park Board’s view that there is a need for an indoor space, but not provided by the City. The Park Board met with many community partners to discuss an indoor facility. Moline Schools are building an indoor facility, that should open up use of other facilities, like the YMCA, for public use. The Park Board has no interest in spending \$8 million to build an indoor facility. In regard to the swimming pool, the YMCA is interested in assuming ownership; it would remain a public, community amenity.
- #3 Priority: 6 miles of infrastructure improved annually
- Evaluate alternatives for swimming pool – possible lease in three years
- Incorporate bike path and sidewalk requirements into City design (new development/redevelopment) and Code.
- Sustainability Initiatives – alternate energy review
- Storm water management

2020 Goal: Moline – A Great Place to Live

- #1 Priority: Bridge Footprint – I-74 realignment. ULI wishes to shift from a 2-day to a 5-day study, increasing the cost to \$125,000. There was discussion that Renew would pay a portion and the City’s portion may come from TIF funds. Alexandra Elias, Renew Moline President, stated that there are a lot of questions that must be answered prior to the ULI study. Renew will work with Council on that within the next two weeks.
- Best Place to Raise a Child
- Closer Working Relationship with School system
- #2 Priority: Neighborhood Stabilization – Moline CDC
- South Airport Residential
- *Transparency – access to historical data. Need resolutions to be easily searchable from the website. Review of past development agreements.

- Greater communication with citizens – effective use of social media – establish/update social media policy.
 - Aesthetic standards along major traffic corridors set
 - Review and repeal outdated/unused ordinances
 - Commercial development at airport
 - Incentive for new home ownership/residency in Moline – beginning with City employees
- * Already in progress

Work Session Prioritization:

#3 July 30, 2019 - Big budget changes – provide status. What does the Council want in that document? Peterson recommended that Mayor Acri and City Administrator Lisa Kotter meet with legislators and Bi-State Regional Commission as soon as possible to obtain information for development of the Capital Improvement Plan and prioritization. There was discussion of establishment of a Quiet Zone downtown.

#4 October 29, 2019 – TIF review – Provide status after Planning and Development Director hire.

- Code review and updating (ideas from legal staff): these would be done as Informational items at regular Council meetings
- I-74 realignment: ULI (lunch) on July 25, 2019 - not a formal work session.

Mayor Acri asked for feedback from Council regarding Plan Commission appointments. There was discussion of diversity and qualities sought in new members. There was Council support for adding new perspectives to the boards that support the work of the City, without losing expertise, and replacing every other appointment as people's terms expire, with input from the City liaison on each board.

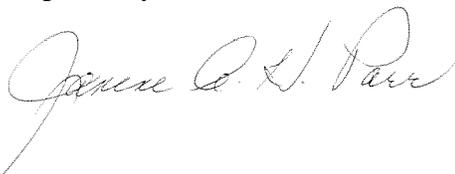
Peterson asked Council to consider the kind of City they want Moline to be. There was discussion:

- subsidize new downtown residential housing
- be the landing City for businesses/corporations
- businesses want to be where the talent is - excellent education ensures that the talent is in Moline
- corporate discussions indicate desire for lovely streetscaped neighborhoods and a cool downtown for young professionals. Focus on topography and character. Downtowns are the barometer of communities. Moline has that.
- Good retail sector, but room for growth – SouthPark. Need more staff to nurture ideas.
- Discussion of 5:00 p.m. happy hour concert series to keep/draw young professional's downtown
- Finance Director – offer higher salary to get best candidate.

The special goal setting session of Council adjourned at 11:45 p.m.

The next regularly scheduled City Council meeting is on July 2, 2019.

Respectfully submitted,



Janine A. H. Parr
City Clerk



November 26, 2002

The Honorable Ann Hutchinson
City of Bettendorf
Bettendorf City Hall
1609 State Street
Bettendorf, IA 52722

Subject: I-74 Iowa-Illinois Corridor Study (IM-74-1(122)0—13-82)

Dear Mayor Hutchinson:

This letter is in regards to the ongoing I-74 Iowa-Illinois Corridor Study. Specifically, we are writing to assess your interest and commitment to maintain the Iowa-bound I-74 bridge over the Mississippi River for future use as a pedestrian/bicycle facility.

As you are aware, the Iowa Department of Transportation and Illinois Department of Transportation are jointly conducting an engineering and environmental study of I-74 extending from 23rd Avenue in Illinois to 53rd Street in Iowa. The study is being advanced under the guidance of the I-74 Project Steering Committee. The objective of this study is to develop a recommended plan for correcting the existing capacity, operational, and safety deficiencies along I-74 and at the existing Mississippi River bridges. Roadway construction alternatives under consideration include adding lanes to I-74, constructing new wider bridge(s) for I-74 over the Mississippi River, and improving existing interchanges and connecting local roadways. Other improvement features such as transportation system management strategies, transit and bike/pedestrian trail enhancements are also being considered in conjunction with proposed roadway improvements. A recommended improvement plan for I-74 will be identified in the Final Environmental Impact Statement (Final EIS) after the Draft Environmental Impact Statement (Draft EIS) has been circulated and comments received. The I-74 improvement plan will be approved in the Record of Decision (ROD).

In conjunction with our ongoing environmental studies, we are evaluating options for avoiding or minimizing impacts to sensitive environmental resources along the corridor. One of these resources is the Iowa-bound Mississippi River Bridge, which is a historic structure eligible for the National Register of Historic Places. We have considered several options for continued use of the existing I-74 bridges for interstate traffic, and have determined that they are not reasonable alternatives since they do not address the project purpose and need, particularly relating to roadway design and safety. Project build alternatives therefore include abandonment of the existing Mississippi River bridges for I-74 interstate traffic and the construction of a new improved I-74 structure(s).

Although we have determined that the existing Iowa-bound bridge cannot be re-used for interstate traffic, we continue to evaluate the viability of retaining the existing Iowa-bound bridge for other transportation uses such as for an exclusive bicycle/pedestrian crossing. As you are aware, we are considering the provision of a new bicycle/pedestrian crossing over the Mississippi River with the I-74 improvements in response to public interest in expanding trail connections in the region. We are evaluating three options in this regard:

- Retaining and converting the existing Iowa-bound I-74 bridge to an exclusive bike/pedestrian crossing.
- Constructing a physically separated bike/pedestrian trail along the new I-74 bridge(s).
- Providing no new bike/pedestrian crossing over the Mississippi River.

Both new crossing options would include construction of trail connections to the existing riverfront trails in Iowa and Illinois. Both new crossing options would require local support and participation.

As a first step, we must confirm the viability of retaining and converting the Iowa-bound bridge to an exclusive bike/pedestrian crossing. This option is reasonable and practical only if there exists a commitment from a local agency to assume jurisdiction, future liability, and financial responsibility for the bridge. In general, local financial responsibilities would include the following:

- Cost participation for initial structural modifications, as well as costs for any required connections to adjacent bicycle/pedestrian facilities. Initial structural modifications include both structural repairs as well installation of fencing, signage, and expansion joint coverage to allow safe use by bicyclists and pedestrians. Specific local agency cost sharing responsibilities for these modifications would be negotiated at a later date.
- Long term maintenance and operating costs, including operating expenses, liability costs, and ongoing structural inspections and repairs. The local agency would be 100% responsible for long term maintenance and operating costs.
- Any resultant incremental design and construction cost increases for a new I-74 bridge, which may be required to accommodate retention of the existing bridge. Incremental costs and specific local agency cost responsibilities would be developed and negotiated at a later date.

We have prepared a preliminary cost analysis for the initial structural modifications and long term maintenance and operating costs for this option. Cost estimates are summarized on the enclosed Table 1 (Iowa-Bound Bridge Re-Use Cost Estimate).

At this time, please advise us of your interest in potential bicycle/pedestrian accommodations at the I-74 Mississippi River crossing, as well as your interest and

commitment to maintaining the existing Iowa-bound I-74 Mississippi River bridge for continued use as a bicycle/pedestrian facility. Note that although both DOT's and the Federal Highway Administration have come to agreement in principal that a physically separated trail crossing could be constructed (with appropriate design provisions) along the new I-74 bridge, no decisions or commitments have been made in this regard. Therefore, all three bicycle/pedestrian crossing options remain under consideration. In order to avoid a possible need to revisit this issue in the future, we request your input on the continued use option on the premise that other bike/pedestrian options (i.e. construction of a trail along the new I-74 bridge(s)) prove to be unachievable. Under these circumstances:

- 1) Are you willing or able to assume jurisdiction and future liability for the Iowa-bound bridge and to operate the bridge as a bike/pedestrian facility? If your answer is no, skip to question #2.
 - 1a) Are you willing to assume all future maintenance and operating costs?
 - 2a) Are you willing to participate in the costs of the initial modifications and trail connections?
- 2) If the Iowa-bound bridge was removed, what measures do you think are appropriate to retain a historical record of the bridge?

We would appreciate your advisement of interest in bicycle/pedestrian accommodations at the I-74 Mississippi River crossing and your response to the above questions by December 27, 2002. If you have any questions or would like to discuss this matter further, please contact Tamara Nicholson of the Iowa Department of Transportation at 515/239-1797.

Sincerely,

Tamara Nicholson

Tamara Nicholson, P.E.
Project Manager
Iowa Department of Transportation

Roger E. Rocke

Roger Rocke, P.E.
District Engineer
Illinois Department of Transportation

Cc: Becky Hiatt/Federal Highway Administration
Mr. Decker Ploehn/City of Bettendorf

TABLE 1: IOWA-BOUND MISSISSIPPI RIVER BRIDGE RE-USE PRELIMINARY COST ESTIMATE (1)

| | 2002 \$ | Estimated Costs | | Estimated Schedule |
|--|----------------|-----------------------|-----------------------|------------------------------|
| | | 2% Inflation Rate (2) | 4% Inflation Rate (2) | |
| Initial Construction & Structural Repairs | | | | |
| Trail Connection Construction (3) | \$2.1M | \$2.4M | \$2.9M | 2010 |
| Structure Improvements & Modifications (4) | \$5.2M | \$6.1M | \$7.1M | 2010 |
| Structure Inspection & Repairs (5) | <u>\$8.9M</u> | <u>\$10.4M</u> | <u>\$12.1M</u> | 2003, 2010 |
| Subtotal | \$16.2M | \$18.9M | \$22.1M | |
| Cumulative Maintenance & Operating Costs | | | | |
| Maintenance and Operations (6) | \$5.1M | \$12.0M | \$27.7M | 2011-2075 (annually) |
| Structural Inspections & Repairs (7) | <u>\$8.8M</u> | <u>\$20.8M</u> | <u>\$52.5M</u> | 2011-2075 (varying schedule) |
| Subtotal | \$13.9M | \$32.8M | \$80.2M | |
| Total Estimated Cost | \$30.1M | \$51.7M | \$102.3M | |

- (1) Estimated life-cycle costs for conversion of Iowa-bound I-74 bridge to exclusive bike/pedestrian facility. Analysis assumes opening of bike/pedestrian facility in 2011 and continued operation through 2075.
- (2) Assumes constant 2% and 4% inflationary rates from 2002 through 2075.
- (3) Construction costs only; assumes new trail connections would be constructed within existing public right-of-way.
- (4) Includes installation of fencing, signage, and expansion joint coverage to allow use by bicyclists and pedestrians.
- (5) Includes in depth main cable and remaining life study and miscellaneous structural repairs. Remaining cable life study (\$300,000) would be completed in 2003 if decision is made to retain existing bridge.
- (6) Includes operating expenses, routine maintenance, labor costs, and insurance costs.
- (7) Includes regular structural and main cable inspections, structural repairs, and bridge washing and painting.

