

Spring 2000

Evansville  
Urban Transportation  
Study

# the Metropolitan

## IT'S YOUR FUTURE — DON'T LEAVE IT BLANK!

*CENSUS 2000 DAY IS APRIL 1ST*

Every ten years, the United States Census Bureau conducts a complete count of all United States residents. The short form will be sent to most households and asks seven simple questions.

The long form will be sent to one in six households and asks additional questions about social, economic, travel, and housing characteristics.

Fill out the form and mail it back on April 1st and you are done.



***The Census population data is critical to road improvements.*** All of the federal funding is based on the number of people that reside in the urbanized area. Funding of \$18,000,000 for road improvements from the current bill doesn't go very far when you consider that the cost of the Lynch Road interchange is \$15,000,000.

***Participation is a civic duty!*** The success of achieving a complete population count for our area depends heavily upon voluntary public cooperation and civic pride. The financial consequences of losing federal and state dollars for every census form not returned impacts our area for the next ten years for community programs and services that affect: businesses, disaster relief, education, health care, housing, job training, public safety, public transportation, road construction, senior citizens and veterans.

### ***Your answers work for you:***

- ✓ The federal government uses census numbers to allocate over \$100 billion in federal funds annually for community programs and services including education programs, housing and community development, healthcare services for the elderly, job training, transportation, and many more.
- ✓ State, local, and tribal governments use census information for planning and allocating funds for new school construction, public buildings such as libraries, highway safety and public transportation systems, new roads and bridges, location of police and fire departments and many other projects.
- ✓ Community organizations use census information for developing social service programs, community action projects, senior lunch programs and child-care centers.
- ✓ Businesses use the numbers to decide where to locate factories, shopping centers, movie theaters, banks and offices — leading to the creation of jobs.
- ✓ The US Congress uses the census totals to determine how many seats Indiana will have in the US House of Representatives. States also use the numbers to allocate seats in their legislatures.



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## the Metropolitan

The Evansville Urban Transportation Study (EUTS) is the designated Metropolitan Planning Organization for the Evansville-Henderson urbanized area, and is the regional forum for cooperative decision-making regarding transportation and related issues. The EUTS Policy and Technical Committees meet on the first Thursday of each month. Meetings are open to the public. Call EUTS to confirm meeting times and locations.

The Metropolitan is published by EUTS three times a year. To receive the Metropolitan, write, call, fax, or email EUTS at:

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### *Transportation and Census 2000*

#### *Transportation Uses for Census 2000 Data:*

- Decision-making at all levels of government.
- Budget planning for government at all levels.
- The distribution of over \$100 billion in federal funds and even more in state funds.
- Forecasting future transportation needs for all segments of the population.
- Planning for public transportation services.
- Designing public safety strategies
- Urban planning
- Analyzing local trends
- Setting community goals
- Developing "intelligent" maps for government and business

### *The Law Protects Your Answers*

By law, the Census Bureau cannot share your answers with others, including welfare agencies, the Immigration and Naturalization Service, the Internal Revenue Service, courts, police and the military. Anyone who breaks this law can receive up to five years in prison and \$5,000 in fines. The law works — millions of questionnaires were processed during the 1990s without any breach of trust.

## Speeding in a School Zone? Fine: \$1,000!

House Bill 1131, co-authored by Representative Vaneta Becker and Representative Brian Hasler, will double the maximum fines for speeding in a School Zone to \$1,000. The bill was co-sponsored by Senator Greg Server and Senator Larry Lutz. The new law goes into effect on July 1, 2000.

The "When Children Present" tag on speed limit signs applies both to when students are attending classes during the regular school year and when programs involving students are being held at the school. The intent of this law is to slow motorists down in School Zones and make them more aware of the presence of children. After all, making the community safe for our children is one of our community's priorities.





## HOUSEHOLD TRAVEL SURVEY



EUTS recently requested proposals from consultants to conduct a household activity and travel behavior study during the Fall of 2000. The overall objective of the study is to obtain accurate information on household activity and person travel behavior in the study areas. This information will then be used to develop and calibrate travel demand models for use in travel forecasting and air quality planning.

The study will involve a one-day (24-hour) activity daily travel survey of all members of a random sample of households in two states (Indiana and Kentucky) and five counties (Vanderburgh, Warrick, Henderson, Posey, and Gibson).

Objectives for the household survey include the following:

- To obtain data needed for developing a new travel demand forecasting model or recalibrating the existing trip generation, trip distribution and assignment models, and the addition of a mode choice model.
- To better understand household travel behavior and its relationship with local social and economic development.
- To collect private vehicles' static and dynamic information for determining the parameters required by the EPA's designated emission factor model.
- To document local travel trends and compare survey results with the Year 2000 Decennial census, travel surveys conducted in other regions, and the 2000 Nationwide Personal Transportation Survey.

The consultant for the survey, NuStats, has vast experience in conducting Household Travel Surveys. Nine of the ten members of their Project Team have significant survey experience. Over the fifteen years of corporate history, the firm has conducted over 40 household travel surveys in more than 25 states and virtually every major metropolitan area of the United States. In addition, NuStats is a certified Disadvantaged Business Enterprise in the 8(a) program of the US Small Business Administration.

The Household Travel Survey will be conducted using a travel diary concept. The survey is scheduled to be de-

signed in April and May 2000 and tested and finalized during the summer. The household interviews will be conducted during September through November 2000 with a final report expected by March 2001.

Watch future *Metropolitans* for more information on this valu-



### Public Hearings Scheduled

The Indiana Department of Transportation has scheduled two area public hearings on I-69:

**Thursday, April 6, 2000**

4:00 p.m. & 7:00 p.m.

Unitarian Universalist Church  
2120 North Fee Lane  
Bloomington, Indiana 47408

**Thursday, April 13, 2000**

4:00 p.m. & 7:00 p.m.

Central High School  
5400 First Avenue  
Evansville, Indiana 47710

### Staff News

EUTS bids farewell to Maura Carriel, Transportation Planner. Ms. Carriel took a position in New Hampshire with the Seacoast Metropolitan Planning Organization, Rockingham Planning Commission. We wish her all the best in her new position!



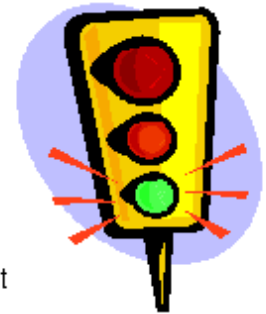
## Traffic Signals 101, Part 2



Part 2 of Traffic Signals, as promised in the Fall/Winter 2000 issue, continues to address the traffic signalization in Vanderburgh County.....

### *How many traffic signals really are operational in Vanderburgh County?*

There are currently 218 traffic signals in Vanderburgh County. Based on data provided by the National Safety Council (U.S.) by the Department of Roads and Traffic, the number of signals for Vanderburgh County is comparable to other cities of the same size (by population).



### *If we have so many traffic signals, why are we installing more?*

Few people like to see a new traffic signal. Municipalities don't like them because they cost money to design, install and maintain. Drivers don't like them because they mean another red light at which to get caught. Regardless, EUTS receives a steady stream of requests from citizens and developers for new traffic signals. Over the past seven years, EUTS has received citizen requests for 46 new traffic signals and developer requests for another eleven. This includes requests for three new signals on US 41 and four on the Lloyd Expressway.

Once a request has been received, EUTS is required to review the request. The established review procedure is to conduct an engineering study of the location in accordance with the *Indiana Manual on Uniform Traffic Control Devices* (IMUTCD). The IMUTCD, published by the Indiana Department of Transportation, establishes regulations for the use of traffic control devices, including Stop signs, Yield signs, multiway Stop signs and traffic control signals. Indiana State Code requires conformity with the manual.

The engineering study EUTS performs determines whether the location in question meets the warrants set forth by the IMUTCD. If an intersection meets the warrants for a signal, the next step is to look for options other than a traffic signal, such as closing a median break, restricting turns, etc., that will eliminate the need for the signal. A new signal is installed only if alternative solutions aren't acceptable to the public.

### *So why don't we remove some of the traffic signals?*

In 1988 and again in 1997, studies were conducted to determine if any traffic signals no longer met the IMUTCD warrants and could be recommended for removal. The study identified intersection candidates for traffic signal removal and calculated various impacts of replacing the signals with two-way Stop signs. The study also analyzed the economical and environmental impacts of the change in intersection right-of-way control to the community. The results were as follows:

	1988 Study	1997 Study	Total
Recommended for Removal	8	3	11
Removed	5	2	7
Not Removed due to Public Opposition	3	1	4



Citizen opposition is one of the greatest obstacles in the removal of traffic signals. Even after signals are removed, citizens continue to request their reinstatement. For example, of the five signals removed after the 1988 study, citizens continue to request the reinstatement of three signals. Although most motorists are frustrated by the numerous traffic signals throughout the city and county, there is an overall objection when it comes to removing "my stoplight".

If a particular signalized intersection is "driving you crazy", please contact David or Jason at 436-4987 to report the problem. Be prepared to provide the intersection, direction of travel, time of day, and the problem.



## Transportation Improvement Program Update

According to federal law, metropolitan planning organizations such as EUTS are required to develop and adopt a Transportation Improvement Program, or TIP. The TIP is the means for moving planned transportation projects from the 20-year Transportation Plan to a three-year funding and implementation schedule based upon local priorities and the expected available federal funds. EUTS, local officials, local transit providers, INDOT and the Kentucky Transportation Cabinet have worked together to develop the TIP with its list of projects to use those funds. Following is a summary of some of the projects for which funding has been requested. At the time this newsletter went to press, no final information was available from INDOT on proposed state projects.



### Proposed projects on local roads:

- Widen Burkhardt Rd. to 4 Lanes (SR 62 to Lynch) Construction \$ for FY 2000 (100% local funds)
- Improve Telephone Road Construction \$ for FY 2003
- Extend Lynch Road from I-164 to SR 62 Construction \$ for FY 2002 & 2003
- Construct Lynch Rd. Interchange with I-164 Construction \$ for FY 2000 & 2001

### Proposed projects on state roads (Kentucky):

- Reconstruct US 60 at Wathen Lane Construction \$ for FY 2001

### Other projects:

- Construct Phase III Section A of Pigeon Creek Greenway Trail Construction \$ for FY 2001
- Weinbach Avenue Intersection Improvements Construction \$ for FY 2003
- Green River Rd. & Millersburg Rd. Intersection Improvements Construction \$ for FY 2002
- Transit Bus Bike Racks Construction \$ for FY 2001

The EUTS Technical and Policy Committees will review the draft TIP once the INDOT projects are incorporated. Copies of the program of projects are expected to be available for review in April at the EUTS office and on the EUTS web page at [www.evansville.net/~euts](http://www.evansville.net/~euts). Contact staff with any comments or questions.

EUTS Policy Committee  
Members include:

**Stephen Melcher, Chairman**  
*Evansville City Council*

**Betty Lou Jerrel**  
*Vanderburgh County  
Commission*

**Jack Corn, Jr.**  
*Evansville City Council Rep.*

**Chris Schmidt**  
*City of Evansville Representative*

**Mae Mason**  
*Newburgh Town Board*

**Lloyd Winnecke**  
*Vanderburgh County Council*

**Jeffrey Broughton**  
*Henderson City Manager*

**David Rector**  
*Warrick County Commission*

## MEETING DATES AND TIMES EUTS' TECHNICAL AND POLICY COMMITTEES



Technical Meetings are held at 10:00 a.m. in Room 318 at the Civic Center Complex in Evansville, Indiana.

Policy Meetings are held at 4:00 p.m. in Room 301 at the Civic Center Complex in Evansville, Indiana

All meetings are held on Thursdays and are open to the public.

April 6, 2000

May 4, 2000    September 7, 2000

June 1, 2000    October 5, 2000

July 6, 2000    November 2, 2000

August 3, 2000    December 7, 2000

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