

THE RESULTS ARE IN!

**HOUSEHOLD TRAVEL SURVEY
PROVIDES INSIGHT
INTO TRAVEL PATTERNS**

NuStats Research and Consulting Company recently completed the Year 2000 Evansville/Henderson Area Household Travel Survey. The study area included Vanderburgh, Warrick, Posey, and Gibson counties in Indiana and Henderson County in northwestern Kentucky.

A four-phase data collection procedure was used: 1) advance calls, 2) recruitment, 3) reminder calls, and 4) data retrieval. A total of 5,025 households agreed to receive a letter and a brochure about the survey; 2,486 households were recruited to participate and 1,835 households completed 24-hour place-based diaries. A completion rate of nearly 74% was achieved.

The major survey findings include:

- ↓ The average household size in the entire study area is 2.34 persons.
- ↓ Posey County households are larger on average than those located elsewhere in the study with an average size of 2.76 persons each.
- ↓ The average vehicle ownership per household for the five-county study area is 2.05. Posey County households have the highest average vehicle ownership per household at 2.46.
- ↓ Households that own no vehicles comprise 4.1% of the survey; another 70% own two or more vehicles.
- ↓ The region as a whole has a median household income of \$35,050 for 1999.

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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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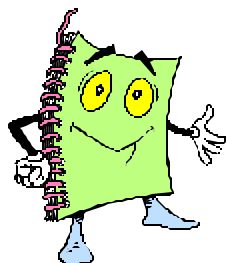
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Household Travel Survey Results

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- ↓ Persons between the ages of 35 and 44 generate an average of 4.63 daily trips each; significantly more than the average of 3.94 trips per person overall.
- ↓ Vanderburgh and Henderson Counties have a slightly larger percentage of persons aged 55 or older.
- ↓ Henderson County has a slightly larger percentage of mobility-impaired residents (7.3%) than the region as a whole (6.1%)
- ↓ Posey and Warrick County households have an average of 1.47 and 1.44 workers per household respectively, compared to the overall average of 1.24. Henderson County households have an average of 1.16 workers per household.
- ↓ Henderson County households work slightly longer hours per week (43.24) than their counterparts. The overall average number of hours worked per week is 42.54.
- ↓ Overall, 23% of respondents report being a student. Of those attending classes, approximately 20% are attending classes beyond high school.
- ↓ Eighty-five percent of respondents live in a single family home and an additional 9% live in an apartment.
- ↓ There is a statistically significant difference in the average number of trips generated between males and females. Females generate an average weekday trip rate of 4.05 and the trip rate for males is 3.83.
- ↓ Warrick County households generate a daily, weekday trip rate of 9.72 compared to the region-wide rate of 9.23 trips. Gibson County households generate an average of 8.03 trips.
- ↓ Vanderburgh County households generate the highest person trip rate at 4.23 compared to the overall study area average of 3.94. Respondents in Gibson County also produce the fewest trips per person at 3.23.
- ↓ Other than activities at home (25.8%) or work (13%), personal business activities (13.3%) and incidental shopping (9%) are the most frequent primary trip activities. Incidental trips are typically side trips to purchase gas, small-item groceries, etc.
- ↓ Nearly 74% of all trips are made by automobile drivers and 21% as passengers. Walking comprised 1.8% of all trips, while public transit pulled in a share of 0.3%.
- ↓ Trip start times peak in the late afternoon from 3:00 p.m. to 6:00 p.m. (25.7%) and between 6:00 a.m. and 9:00 a.m. (20.2%).
- ↓ Trips lasting five minutes or less in duration comprise 22.7% of all trips; another 24.5% are 6-10 minutes in length; and 20.4% are between 11 and 15 minutes. Approximately 9% of all trips are greater than 30 minutes, and the mean trip duration is 17.34 minutes.



Park-and-Ride study



What is a “Park-and-Ride”?

The intent of park-and-ride facilities is to provide a common location for individuals to transfer from a single-occupancy to a high-occupancy travel mode. Park-and-ride lots are often orientated toward providing parking spaces for vehicles connected with bus or rail stations and frequent transit services. Individuals may also access the facilities by walking, bicycling, or being dropped off. In areas where transit services are not available, park-and-pool lots may be developed to encourage the formation of carpools and vanpools. All types of park-and-ride facilities are intended to maximize the efficiency of the transportation system and to provide enhanced commute options for travelers.

What are we trying to do?

EUTS is reviewing current transportation trends within the Study Area to determine if a system of park-and-ride or park-and-pool facilities would benefit the community. Review of literature, current data and local business surveys will provide the foundation for analyzing the possible need of these type of facilities.

What information have we gathered?

The Park-and-Ride/Carpool Survey questionnaire asked for information concerning how far people drive to work, what major roads were taken, whether or not the person carpools, and what incentives might encourage alternative methods of travel.

What are the results so far?

The responses received from six area businesses show that nearly 89% drive alone to work. Seven percent currently carpool and nearly 2% use public transportation. Twenty-five percent of the respondents indicated that they would consider carpooling, especially if there was a guaranteed ride home available in case of an emergency. Other incentives for carpool in the order of popularity were: help finding a carpool, awards (gift certificates, etc.), flexible schedule and priority parking. Several people mentioned that it would not take an incentive to entice them to try carpooling.



INDOT ANNOUNCES MAJOR INITIATIVE TO REMOVE TRAFFIC SIGNALS FROM THE LLOYD EXPRESSWAY

On Friday, February 23, the Indiana Department of Transportation's Deputy Commissioner, Bryan Nicol, announced that the state will determine the feasibility of upgrading the western end of the Lloyd Expressway to a freeway.

INDOT will advertise for a consultant to conduct a corridor assessment of State Road 62 from Fulton Avenue to the interchange at the University of Southern Indiana. This \$200,000 corridor assessment will determine the feasibility of upgrading the highway to freeway standard and will provide the first steps toward compliance with environmental laws for projects of this type.

"Upgrading the western portion of the Lloyd Expressway to freeway standards will benefit all of Evansville," said Nicol, "INDOT will complete this work so that traffic may flow freely across the westside."

In addition, Nicol said, "INDOT will continue with improvements already scheduled, including intersection upgrades at Fulton Avenue and the Lloyd Expressway to address the short term needs of the intersection. INDOT will develop a construction plan that proceeds quickly with incentives to complete the construction work early."

INDOT's intersection improvement project for S.R. 62 and Fulton Avenue will prove effective for projected traffic volumes for more than enough time to complete the required federal environmental studies, design, land acquisition and construction on a new interchange and freeway upgrade.

2025 Transportation Plan — An Overview

The *2025 Transportation Plan* represents a strategy for improving the transportation system throughout the region and providing for the mobility of people and goods. This *Plan* is necessary to maintain and enhance the economic vitality and quality of life in the metropolitan planning area and to receive federal funds.

The recommendations presented in the *Plan* were developed after an extensive review of population, employment and other socio-economic data projections, which were used by planners to predict how much and where traffic will grow through the year 2025. The *Plan* seeks to address future transportation demands by recommending a mix of new roadway/bridge construction projects, improvements to existing roadways to more efficiently accommodate both people and freight, and public transit and bicycle/pedestrian improvements. Also recommended are several planning activities to develop and encourage alternatives to driving alone.

The *Plan* has been approved by INDOT, the Federal Highway Administration, the Environmental Protection Agency, and the Federal Transit Administration for conformity with the state Implementation Plan and meets the ambient air quality standards. Check the EUTS website (www.evansville.net/~euts) for the approved *Plan*.

The *Plan* is intended to be a "living document" — one that is reviewed and updated periodically to reflect changing conditions and transportation needs. EUTS will continue to monitor the state of the region's transportation system, and work with the public and local, state, and federal officials to ensure that the *Plan* adequately provides for the needs of the region.



Rural Transportation Planning

WHAT IS RURAL TRANSPORTATION PLANNING?

The objective of the Rural Transportation Planning Program is to assist and educate Posey and Gibson counties in the Indiana statewide transportation planning process while providing direction for present and future transportation needs.

The responsibilities of the Evansville Urban Transportation Study to Posey and Gibson counties are:

1. To continue to work with the Posey and Gibson County Transportation Advisory Committees (TAC), along with the Indiana Department of Transportation, to identify and analyze problem locations within each county. EUTS will conduct field research and coordinate with INDOT to determine the most appropriate recommendation for each area of concern.
2. To continue to hold meetings with the Posey and Gibson County Transportation Advisory Committees. The responsibility of these committees will be to provide local input into the statewide transportation planning process administered by the Indiana Department of Transportation, including identifying, evaluating, developing and prioritizing transportation needs, providing assistance and coordination in planning activities, and providing for a public involvement process.
3. To identify any changes necessary to maintain an accurate transportation GIS database. EUTS will continue to update and collect additional traffic data including, but not limited to, traffic counts, turning movements and accident history to enhance the planning efforts.
4. To identify truck movements throughout the EUTS region that will assist in determining specific needs of the freight industry. Knowledge about access and transportation linkage will be beneficial to the region's economic development potential.
5. To identify through rural planning activities, road improvements that benefit air quality and conform to the National Ambient Air Quality Standards (NAAQS).



EUTS Policy Committee

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Warrick County
Commission

Mae Mason
Newburgh Town Board

Jeffrey Broughton
Henderson City Manager

EUTS' POLICY and technical committees meeting dates and times

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

Policy Committee 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 5, 2001

May 3, 2001

June 7, 2001

July 12, 2001

August 9, 2001

September 6, 2001

October 4, 2001

November 1, 2001

December 6, 2001

Call the EUTS office at (812) 436-7833 to confirm meeting place and time.

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