



## 2006-2008

# TRANSPORTATION IMPROVEMENT PROGRAM

The EUTS FY 2006-2008 Transportation Improvement Program (TIP) was approved by the EUTS Policy Committee in June 2005. The TIP, updated annually, details a three year program of federally funded transportation projects in the Evansville-Henderson area. The TIP aims to enhance the current transportation system and provide for future growth. The overall program is designed to contribute to the area-wide goal of cleaner air.

TIP projects are a subset of projects from the Transportation Plan (currently, the 2030 Plan) which are being moved towards construction/implementation. EUTS, local officials, local transit providers, the Indiana Department of Transportation and the Kentucky Transportation Cabinet all cooperate to develop the TIP and its list of projects.

The TIP program of projects is required to be fiscally constrained. This means that all projects must include an identified source of federal, state and/or local funds to support their completion. The total cost of all projects in the FY 2006-2008 TIP is \$323 million, of which, \$236 million is federally funded, \$54 million is state funded, and \$33 million will be funded locally.

The current TIP document is available on the EUTS Website at:  
[www.eutsmmpo.com](http://www.eutsmmpo.com)

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## **STAFF NEWS**

Brad Mills joined EUTS staff as Executive Director on May 2, 2005. Brad maintains his position as Executive Director of Evansville-Vanderburgh County Area Plan Commission, establishing a solid link between land use and transportation planning in Vanderburgh County. He previously worked for three national consulting firms as a transportation engineer; Harland Bartholomew and Associates in Richmond, Virginia; Kimley-Horn and Associates in Virginia Beach, Virginia; and Bernardin-Lochmeller and Associates in Evansville. Mr. Mills is a registered professional engineer in Indiana and Kentucky.

Erik Llewellyn joined the EUTS staff as a Transportation Planner on June 20, 2005. Erik received his B.A. in Urban and Regional Planning from Eastern Washington University. Erik most recently served on the Spokane Transit Citizen Advisory Committee. Erik will be involved with public transportation planning, the congestion management system, as well as numerous other projects.

Laura Lamb has joined the staff as a Transportation Planner. Laura received a B.S. in Geology from Indiana University and a B.S. in Civil Engineering Technology from the University of Southern Indiana. Laura comes to the EUTS staff from the Evansville-Vanderburgh County Area Plan Commission with 12 years of experience, where she most recently filled the position of Department Administrator. Laura will be involved with GIS applications, land use planning and citizen requests, as well as being involved in freight related issues.

Dytana Heard joined the EUTS staff as Secretary on June 1, 2005. Dytana most recently worked at the Vanderburgh County Prosecutor's Office as Secretary of Pre-Trial Diversion.

Long time employee, Pamela Drach, has left EUTS to become a Program Manager at INDOT's district office in Vincennes, IN. We wish her much success in her new position.

Senior Transportation Planner, Seyed Shokouhzadeh has been promoted to the position of Deputy Director.

## **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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**EUTS Staff:**  
*Standing From Left:*  
Bradley G. Mills, *Executive Director*  
Erik Llewellyn, *Planner*  
Seyed Shokouhzadeh, *Deputy Director*  
Craig Luebke, *Planner*  
*Seated From Left:*  
Dytana Heard, *Secretary*  
Kari Akin, *Accountant*  
Laura Lamb, *Planner*





## Congestion Mitigation and Air Quality (CMAQ) Program Update

As a non-attainment area for national ambient air quality standards, Vanderburgh County is eligible for federal Congestion Mitigation and Air Quality (CMAQ) funds. CMAQ funds are to be used for projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels. These projects may include traffic flow improvements, transit strategies and other demand management techniques. However, projects which result in expanded capacity for single-occupant vehicles (such as added travel lanes) are ineligible for CMAQ funds. The federal obligation for CMAQ projects is 80%, with the agency sponsoring the project responsible for 20%.

An example CMAQ project is the programmed intersection improvement at Millersburg Road and Green River Road. The project consists of the construction of northbound and southbound left-turn lanes on Green River Road, a northbound right-turn lane on Green River Road, an eastbound right-turn lane on Millersburg Road, eastbound and westbound bound left-turn lanes on Millersburg Road and the installation of a traffic signal. The project will facilitate traffic flow and reduce excessive vehicular emissions by addressing capacity deficiencies at the intersection. The EUTS staff identified and analyzed the project for CMAQ eligibility and developed the project environmental documentation, which has been approved. The anticipated construction period is during FY 2007.

Other CMAQ projects on the horizon include the following:

### **Local:**

#### **Intersection Projects-**

- Boeke Road and Walnut Street – Traffic control signal installation and dedicated left-turn lanes on Walnut Street. *Estimated cost = \$100,000*
- Green River Road and Lincoln Avenue – Left and right-turn lanes on westbound Lincoln Avenue right-turn lanes on north and southbound Green River Road. *Estimated cost = \$1,200,000*
- Maxx Road and Lynch Road – Left and right-turn lanes on Maxx Road and eastbound right-turn lane on Lynch Road. *Estimated cost = \$500,000*
- Vann Avenue and Lincoln Avenue – North and southbound left-turn lanes on Vann Avenue and a westbound right-turn lane on Lincoln Avenue. *Estimated cost = \$1,000,000*
- Burkhardt Road and Virginia Street – East and westbound double left-turn lanes on Virginia Street and extended turn lanes on the northbound Burkhardt Road approach. *Estimated cost = \$1,000,000*
- Green River Road and Heckel Road – North and southbound left-turn lanes on Green River Road and an eastbound right-turn lane on Heckel Road. *Estimated cost = \$1,000,000*
- Green River Road and Lynch Road – North and southbound double left-turn lanes on Green River Road and an eastbound right-turn lane on Lynch Road. *Estimated cost = \$500,000*
- Oak Hill Road and Bergdolt Road – North and southbound left-turn lanes on Oak Hill Road and the installation of a traffic control signal. *Estimated cost = \$1,000,000*

#### **Other Projects-**

- Ohio Street ITS System - Advanced warning system to inform motorists when a train is utilizing the Ohio Street crossing, allowing them to choose another route and avoid delays. *Estimated cost = \$50,000*

**Continued on Page 4...**



Continued from Page 3 - Congestion Mitigation and Air Quality (CMAQ) Program Update

**INDOT:**

**Intersection Projects-**

- SR 62 (Morgan Avenue) and Green River Road - Dual left-turn lanes on all approaches and an eastbound right-turn lane on SR 62.  
*Expected construction during fiscal year 06' Estimated cost = \$1,494,000*
- SR 66 (Lloyd Expressway) and Stockwell Road - Additional eastbound left-turn lane on SR 66 and intersection geometric improvements on Stockwell Road.  
*Expected construction during fiscal year 07' Estimated cost = \$1,058,000*

**Other Projects-**

- SR 66 (Lloyd Expressway) at Wesselman Park - Pedestrian overpass connecting Wesselman Park and the proposed park at the previous state hospital grounds on the south side of SR 66.  
*Expected construction during fiscal year 08' Estimated cost = \$1,000,000*

## **OUR FUTURE WITH GIS**



Wow! The possibilities are endless. GIS, geographic information system, is the best way to communicate ideas, present data, and analyze data with a real world prospective. And, thanks to some forward thinking individuals in the area, the data being created seems to be growing by leaps and bounds.

The GIS system itself has undergone grand changes just within the last few years. The old way included editing what is called coverages in what feels like a DOS command line environment. The new way is editing a shapefile or a geodatabase in a much more user friendly windows environment. Unfortunately, that means we are playing the conversion game. Not all of the old projects are being converted to the new format, but any new projects are being done in the new environment.

We are currently working on an updated traffic volume map. The data used for the volumes are actually AADT traffic counts taken by a number of agencies including EUTS over a number of years from 1998 to the present. To try something new for EUTS, we are going to use an interactive website similar to the other websites provided by the local Evansville GIS Department. This website will incorporate volume data for all of our metropolitan planning area counties including Gibson, Henderson, Posey, Vanderburgh and Warrick.

The proposed website needs to go through an internal testing and audit period before being released to the public, so it will probably be at least March before you see a link to it from our website at [www.eutsmo.com](http://www.eutsmo.com). Go to [www.evansvillegis.com](http://www.evansvillegis.com) to access the GIS system.



## NEIGHBORHOOD TRAFFIC SAFETY

### IT'S A SOCIAL THING!

Do you live in a neighborhood plagued with traffic problems? Here are some hints on what you can do as a neighborhood to promote traffic calming.

- Plant trees! Trees actually create a cozy feel with an “outdoor room” attraction. It helps to lower a driver’s blood pressure which should result in slower speeds. Comparisons show that traffic speeds on many tree-lined streets are 10-15 mph lower than those on non-tree-lined streets.
- Be social! Get to know your neighbors. Make eye contact. Introduce yourself. Wave and smile. People are sometimes inconsiderate to strangers, so don’t be a stranger.
- If your neighborhood has a neighborhood association, join it! If not, think about organizing one. It helps for people to have a place to discuss their concerns with others that may be thinking the same thing! And, don’t forget to include the kids. Young people, especially of driving age, need to hear the concerns of the neighborhood.
- Make yourself visible! Everybody can use the exercise, but even if you are just sitting on your front porch you can be visible to passing traffic. If people are watching, especially if they are recognized as a neighbor, drivers are not as likely to violate the speed limit or the posted traffic signs.
- Light up your neighborhood at night, gently. If you have an option, choose shorter more closely spaced lights that are closer to the street as opposed to the larger, more widely spaced, high-intensity lights. These allow the light to be concentrated at the sidewalk, under the tree canopy where it is needed without casting a glare into the residences.
- Be a good model. Studies show that most traffic law violators are residents of the neighborhood.
- Be an advocate. Speak up at public meetings to encourage developers of new subdivisions in your area to design with safety in mind. Some things are just easier to do from the start! Traffic calming features like gently winding streets, unique intersections such as traffic circles, integrated bike and pedestrian paths, as well as the type of street lighting is harder to retrofit to a neighborhood without major reconstruction.

In summary, don’t just be part of a community, participate in the community. It all boils down to respect for others that live in the neighborhood.

A brochure on the topic of neighborhood traffic safety is available at the EUTS office. Feel free to stop in and pick one up, or contact us to request copies.

## Congestion Management System (CMS)

*As the Evansville metropolitan area continues to grow, it is important to ensure that we are adequately addressing the transportation needs of our region. One such measure is a Congestion Management System (CMS). The purpose of a CMS is to identify and monitor congestion on the transportation system in order to develop a plan for implementing appropriate strategies that can alleviate congestion and improve the performance of the transportation system.*

*Currently, we are preparing to collect CMS data for our study area. Our study area includes Vanderburgh County and Warrick County in Indiana and Henderson County, Kentucky. All roadways that are classified as arterial or above will be examined in the CMS Study. Drivers are recruited to place a Global Positioning System (GPS) receiver in their vehicle so they can collect data during the morning and evening peak travel times. A minimum of 10 days worth of data is collected to make certain that an adequate sample of driving conditions is represented in the data collected. Once we have collected sufficient data we will begin to prepare the CMS document. Volunteers are needed and are always welcome!*

# the Metropolitan

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*Chairperson*  
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Vanderburgh County  
Commissioner

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Warrick County Commission

**Cynthia Burger**  
Newburgh Town Board

**John Stroud**  
Henderson City Manager  
Appointment

## EUTS POLICY AND TECHNICAL COMMITTEE 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.

January 5, 2006	May 4, 2006	September 7, 2006
February 2, 2006	June 1, 2006	October 5, 2006,
March 2, 2006	July 6, 2006	November 2, 2006
April 6, 2006	August 3, 2006	December 7, 2006