



# EVANSVILLE URBAN TRANSPORTATION STUDY

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## EVANSVILLE URBAN TRANSPORTATION STUDY Technical Committee Meeting November 3, 2005

### Members Present

Kent Cutchin, METS Transit  
Nick Hall, KYTC-D2  
John Stoll, Vanderburgh County Engineer  
Ed Ziemer, BPW  
Bill Harty, WIA  
Glenn Boberg, DPR  
Patrick Keepes, Evansville City Engineer  
Kelly Barnett, ARC  
Shirley James, Pigeon Creek Greenway Passage  
Judy Weatherholt, WCED  
Emmanuel Nsonwu, INDOT  
David Franklin, FHA  
David Matthews, Evansville Chamber of Commerce

### Staff Present

Bradley Mills  
Pamela Drach  
Erik Llewellyn  
Laura Lamb  
Craig Luebke  
Dytana Heard

**These minutes are not intended to be a verbatim transcript. Audiotapes of this meeting are on file in the EUTS Office.**

Introductions were made by Technical Committee Members and EUTS staff.

Patrick Keepes called the meeting to order at 10:00 a.m. Mr. Keepes asked for a motion to approve the minutes from the October 6, 2005 meeting. On a motion and seconded, Technical Committee Minutes from last months meeting were approved. MOTION CARRIED

## OLD BUSINESS

### **PROJECT UPDATE-handout**

### CITY OF EVANSVILLE

#### **Surface Transportation Program (STP) Projects**

- St. Joseph Avenue (CN FY'06, BLA): This improvement project involves constructing a five-lane facility from Illinois Street to Maryland Street (Phase III) and a four-lane facility between Maryland Street and SR 66/Diamond Avenue (Phase IV), including the realignment of the Mesker Park Drive intersection to a 90-degree intersection. INDOT has given Design Approval. All but two parcels in Phase III are secure. The Consultant is preparing the Final Tracings and supporting documentation. All right-of-way for Phase IV is secure. *The Consultant submitted the Final Check Prints to INDOT.*

### **Transportation Enhancement (TE) Projects**

- The Greenway Passage Project - Phase 3 (Phase 3C - CN FY'06 - BLA): Phase 3 of the Greenway Passage, approximately 12 miles of the trail linking Angel Mounds State Historic Site to the animal control shelter, is divided into four sections: A, B, C, D. A Public Hearing for Phase 3C was held on October 12, 2004. *Phase 3C-1, from Casino Aztar to Franklin Street, was let for bids on October 19, 2005. None of the bids received were below the engineer's estimate, therefore, the project must be let for bid again.* Right-of-way acquisition is complete for Phase 3D, the abandoned Hi-Rail property along US Highway 41; however, two easements must be obtained.

## **TOWN OF NEWBURGH**

### **Hazard Elimination Safety (HES) Projects**

- Main Street, Jennings Street and Plum Street (CN FY'07, Commonwealth Engineers): The project includes the realignment of the intersection approaches to standardize the channelization of the traffic at this complex intersection. The Consultant is preparing the Preliminary Field Check Plans. *EUTS received approval of the Categorical Exclusion (CE).*

### **Transportation Enhancement (TE) Projects**

- Rivertown Trail (PE FY'05, American Consulting/Green 3): The Town of Newburgh and Warrick County are partners in the development of a bicycle and pedestrian facility linking Angel Mounds Historic Site to the Overlook Park at old SR 662 and SR 66. American Consulting Engineers (ACE)/Green 3 are under contract to do the design and landscape architecture work for the project. *A preliminary alignment has been identified and the Consultants are preparing the Categorical Exclusion (CE).*

## **WARRICK COUNTY**

### **Surface Transportation Program (STP) Projects**

- Oak Grove Road (RW FY'07, BLA): The 2030 Plan recommended Oak Grove Road be widened from I-164 to Libbert Road. A Scoping meeting was held on October 26, 2004. *The Consultant is preparing preliminary plans for the section from the County Line to Epworth Road.*

### **Bridge Projects**

- Warner Road Bridge (CN FY'06, R.W. Armstrong): The existing single lane iron truss bridge over Cypress Creek will be replaced with a 160-foot long concrete span bridge that will accommodate two lanes of traffic. Design Approval has been given by INDOT. *The Consultant is preparing the Final Tracings.*

### **Design Development Process for Federal Aid Projects**

#### Indiana

Planning

Engineers Report/Project Development

Select Design Consultant

Grade Review Plans

Preliminary Field Check Plans & Meeting

Environmental Document Approval

Public Hearing Plans & Meeting

Final Design Study Report & Hearing Plans

Design Approval

Right-of-Way Engineering/Acquisition

#### Kentucky

Planning

Intermediate or Scoping Study

Select Design Consultant

Pre-Design Meeting

Preliminary Line & Grade Inspection

Draft Environmental Document Approval

Public Hearing

Design and Environmental Approval

Drainage Inspection and Submittal

Plan Submittal for Right-of-way Funds

Final Plan Submittal  
Final Check Prints  
Final Tracings  
Bid Letting

Right-of-way Acquisition  
Final Plan Review  
Bid Letting



## NEW BUSINESS

### **Bike & Pedestrian Trail - discussion**

**Shirley James:** I distributed “Building a Better Bike Path” from the Wall Street Journal, which shows catastrophes we will face if we don’t plan appropriately. They are thinking of changing the way bike plans are being built. We should be looking at long range plans. There is a highway in Indianapolis that has bumper to bumper traffic, so they are thinking of striping it for a bike lane because the bikers are zooming right pass. We are very short sighted in not looking at building the bikeway next to highway 62 near the University. I understand from EUTS that they do not think it is necessary to stripe bike paths like along Lincoln and so forth. I have done a little survey on my own. People consider this city very unfriendly to bicyclist. Most of the people I have talked to have indicated that they very much would like to have striped lanes they know they can ride in, and have them well documented that that is what they are, so that they have some legal rights. So I am curious as to what EUTS is going to do. We are getting this especially since the gas prices are up. We are getting an awful lot of calls from people who are anxious to ride bikes to work. So I am wondering when EUTS is going to implement there bicycle plan?

**Brad Mills:** – As you know Shirley, EUTS doesn’t implement that, that’s got to be the City of Evansville that actually is going to put those improvements in on their facilities, if we are going to do that.

**Shirley James:** – How do we get them to do that?

**Patrick Keeps:** – One thing you can do is to get them to show up at the public hearings that we have on our projects. Oak Hill Road stands out in recent memory. We had numerous public meetings and public hearings and proposed bike lanes on Oak Hill Road, and we met with considerable opposition on that. And while we eventually ended up with a facility with a little bit wider traffic lanes that might accommodate individuals that want to bicycle, we do not have marked bicycle lanes there. And the big reason is because there was nobody that came out and supported it. There were plenty of people that came out, specifically that live along that route, and said we don’t want this any wider than it absolutely has to be.

**Shirley James:** – I consider that a personal failure on my part because I did not go to the public hearings. I have to confess, I didn’t even know about the public hearing, didn’t keep them in mind or put them on my calendar. If the Greenway is notified, we can bring some support to these, and would be very happy to do so. We’re preparing or looking at preparing a power point production in which Glenn, Gayle, and our educational marketing committee is putting forth a power point production that would educate people to the value of bike lanes. And, we can go and perhaps do a little positive work for you when it comes to that. I have watched cars actually force bicyclist off the side of the road - my husband was almost run over. This is not a bicycle friendly city. We are seeing out on the west side all of the side roads being used for bicycle traveling. On Middle Mount Vernon Road, in front of my house, we have constant bicycle traveling. We would be more than willing to come. But I have to tell you I only do summary looks at the newspaper and read the limited version because I’m really pretty busy. If I know that we going to have it, I’ll definitely

come or will send someone.

**Dave Franklin:** – Has your group done any counts to determine the amount of usage. One thing that might give your position more validity is if you'll would go out and do counts, and actually come in with some type of hard number to report back.

**Shirley James:** - That is a very good point. We have been looking at how to do that. We haven't had the money to do that. The Convention and Visitor's Bureau did a count for us one Sunday afternoon in the middle of the summer. During a four hour period we had anticipated that there would 500 people using the riverfront once the connector was made. In that four hour period, she had four hundred people that were coming onto the riverfront. That was late summer on a Sunday afternoon. And we know now that we actually have 500 people now on the riverfront. It was very unusual. I went out to do an early morning thing with the radio, it was 5:00 a.m. I thought they were insane. But when I went out to the Garvin Park area I could not believe the numbers of people that were out there at 5:00 a.m. in the morning using that Greenway, most of them were elderly. It was in the middle of the summer when it was hot. We had an enormous number of people out there, hand in hand, bikers, everything, most of them elderly. Those would have been numbers during an 8:00 a.m. to 5:00 p.m. we would have probably never picked up. We are going to approach the 3 fine universities here to see if they would do a usage count for us because I know you can't do anything without your facts. I'd like to start something that is a positive approach to improving the situation. Pam has been very useful being on the Technical Committee; so, we could maybe do something or get something going that would improve the situation. With the gas rates the way they are, and the oil situation, and the air pollution problem that we have, trails are going to be a real issue. This article shows that they are overpopulating on trails. There having accidents like they do with cars and deaths, and everything else because of improper planning to trails.

**Emmanuel Nsonwu:** – You might get funding from CMAQ or maybe an enhancement project program (Transportation Enhancement).

**David Franklin:** – The state has their own enhancement type program that they award, not just to MPO. It might be worthwhile to apply for that, and not only that, but CMAQ as well. The state has CMAQ funds that they reserve for statewide projects. The MPO gets CMAQ funds because they're an air quality area but there is also a portion of that money that the state reserves for their own usage, and you can apply directly to the state to do that. I would involve your local elected officials and local representatives. It would probably be the best avenue to pass this influence.

**Shirley James:** - We did do a kind of minnie conference the other day on the regional aspect of Southwestern Indiana Trail, and we had a very positive response from DNR and from the people that came. Dr. Rice who is doing a trail along the Wabash river area is doing his trail in chat because it is less expensive. You can move a wheelchair so it is still ADA accessible, but a cheaper approach. Posey County has a twenty two mile trail going up to Grayville and they have three miles of that. It is a very rustic trail. There is a possibility that that could be taken over and reverted back to rail because of the Ethanol Plant that's being considered. The Mt. Vernon area is planning a riverfront walk and they're priced for TE grants. Newburgh is of special interest to us because we have about \$400,000 into the design, an agreement with the Federal and the State authorities which it took us seven years to get. We had to do enough preliminary design to get that agreement to take us to Angel Mounds. The only reason we got the agreement was because they had built I-164 on what was designated as Greenway route. That is the only reason we got that. They said they would never do that again in the state. We were concerned because we heard recently through some e-mails that a 15 mile trail to 25 miles are large tourist drawn. If we are going to be

constructed from west Franklin, where the American Discovery Trail will come in at west Franklin, and then go all of the way to Angel Mounds and then Angel Mounds picks it up and takes it all of the way past the Dam, we've got a pretty large tourist attraction. That was a very interesting meeting and we got a positive response.

### Rosenberg & Lloyd discussion

**Bill Hart:** – Our board is writing a letter to the state and to this committee. The number of accidents on the Lloyd should be considered. The area from Carpenter Creek to Rosenberger is the most dangerous area on the Lloyd. Something needs to be done about moving that intersection up in it's ranking by the state. The westward expansion of the Lloyd has that number three.

## OTHER BUSINESS

### Proposed Time Change-Technical Meeting discussion

**Brad Mills:** – We had discussions with our Kentucky counterparts that travel to our meeting that starts here at 10:00. As you know, with travel time, it takes time to get here if you have to be here all day and you want to be here for our Policy Committee Meeting that starts at 4:00 in the afternoon, you've wasted an entire day trying to come down. We are trying to get more people from Indianapolis to be able to come down and stay for both meetings if they would like to. What we are asking the committee to consider would be to revise our time to be on the same day but to be at 2:00 in the afternoon. With that, that would give us an hour for a meeting and an hour break in between for my staff and I to get ready for a Policy Committee Meeting. But then it would give individuals who work in the mornings an opportunity to spend their travel time coming down midday and then attend both meetings if they like.

**Patrick Keeps:** – I know we have got at least one potential conflict there. Board of Public Works meets at 1:30 every Thursday afternoon.

**Dave Franklin:** – This has been an issue that has kind of surfaced before the certification review. I think it is a real source of contention with the Kentucky Division Federal Highways. I don't think it is that big of an issue with my division or with me. It would be far more convenient to do what you are saying. I think for the record, as the lead division of federal highways, we stand behind whatever the technical board and policy board decide to do at the time. It needs to be a time that is convenient for your membership and not for federal highways. We stand ready to serve you at whatever time, not a time that we dictate this.

**Emmanuel Nsonwu:** – I'd like to mention something about that too. We come from Indianapolis, but like he said, again we want to do what is convenient for you guys. Sometimes we come the previous day just to stay the rest of the day so that we are able to attend the meeting. So either way you do it, you maybe doing it in the afternoon and then go for the policy meeting, you are still going to end up spending the night in Evansville. So I think it is going to be more of what is convenient for locals rather than might I have stayed, or federal or what is driving what time you leave.

**Dave Franklin:** – I hate to see you change it to find out that the feds only show up 3 times a year. Wouldn't that look bad?

**Patrick Keeps:** – If we did want to move the technical committee to 2:30, I think that would probably give us enough time to finish most of our board meetings. There might be an occasion, here and there, where we were not able to make it or be late. If we are entertaining a time change to late Thursday afternoon, 2:30 would probably work better for us.

**Brad Mills:** – We can send an e-mail out to the rest of the Technical Committee members, because obviously everyone is not present, and get their thoughts on it and see if 2:30 would work. I would be willing to do that. I think we can get that to work within our schedules. And then see what we have, and then we can vote on the other next week.

**David Matthews:** – What is the latest on I-69 and funding the bridge? Who knows what is going on?

**Dave Franklin:** – I think it made the ten year list for INDOT, however, it has not been approved by legislature. I think they (INDOT) have to get legislature approval to do some of the things they are planning to do such as ..... As far as I understand, it is on hold until the legislature gets a chance to look at.

**Emmanuel Nsonwu:** – I think it is going to happen. It depends on some of the ideas being presented by the state as to how they are going to fund it. There is some additional money that is being put in circular for some earmarked money that we got from Washington, D.C. for I-69. It is going to happen, it is just that some portions is still looking that they want to get some approval on.....

**Dave Franklin:** - If the legislature approves the tolling or the leasing you'll probably see it sped up and you'll probably see it actually start turning dirt, I guess, by the end of the decade. If it doesn't happen, and you have the traditional funding, it will probably take a longer time to do. You'll probably see 2020.

**Dave Matthews:** – Are there any updates on the bridge project?.....inaudible

**Dave Franklin:** - That is a Kentucky issue not an Indiana issue. The bridge....I think that was one of the issues with the certification review is that there really weren't any dedicated funds to do that. Until Kentucky actually puts it back into the plan, that's on hold as well. Bottom line is there is just not enough money.

## TE Grant Application discussion

**Glenn Boberg:** – The TE Grant applicaton, EUTS wanted a draft copy for your policy for December, is that correct?

**Pamela Drach:** – No, I believe the draft we are going to review in house and finalize it with those who are applying to take it for approval in January.

**Glenn Boberg:** – So you need a draft just for staff purposes in December.

## SR 66 - Country Place/Rabbit Run discussion

**Ed Ziemer:** – SR 66 - Is there anything that we need to know that the paper is not reporting right?

**Brad Mills:** – We've had meetings with INDOT and State Senators, State Legislator, Becker and Crouch discussing the opportunities for access for Country Place subdivision. There was a meeting that we had the morning after the newspaper thing. The discussion was the possibility of connecting an existing frontage road that was constructed off of Grimm Road into where Rabbit Run Drive terminates, which is parallel to the Lloyd Expressway. The main problem, as Dave mentioned, there is no money. Sam Sarvis, with the district, is trying to look at opportunities to come up with some funding that could be applied toward that potential frontage road. Another item of discussion at that meeting was the possibility of putting a time limit on the no left turns and restricts it only to no left turns during the morning and p.m. peak periods to

reduce the potential for accidents. It is my understanding that he and his staff are looking into that alternative and we are hoping to hear something next week from what he had said on their decision.

**Bill Harty:** – It is my understanding that two large residential developers bought land across the street. What does that mean?.....inaudible

**Brad Mills:** – From what discussions that were related to that, there is from my understanding, the southwest corner of the Lloyd Expressway and Grimm Road has been sold off, and it is going to be individual condos or apartments. Just across the street from that, from where Grimm Road extended to the north would be, which would be the west property limit of a large track of ground where development is proposed, from what I understand, discussion was at that meeting that it would make sense to have access coming in across from Grimm Road and that there could be a potential for a future traffic light at that location.

**Pamela Drach:** – I think the state is looking at the Grimm Road Intersection anyway because previously the Newburgh by-pass was going to come out at the Grimm Road location on 66 anyway. So it is something that they had taken into consideration when they were looking at the 66 corridor except now we don't have the Newburgh by-pass we just have residential developments.

**Bill Harty:** - inaudible

**Brad Mills:** – We have a lot at Frame Rd already.

**Bill Harty:** - Is there another intersection?....

**Brad Mills:** - County Place is one place, and they don't plan on putting a signal there, from my understanding. They cut off Trinity Drive which was the entrance into Rabbit Run, that's just a right in/right out. Your next one is going to be Grimm Road and they're looking at a light at that location, from my understanding.

### SR 66/Lloyd Expressway discussion

**Bill Harty:** – And finally, Robby Kent of Kenny Kent and Village Commons, they are cutting off all of the access there. What's the latest on that?

**Brad Mills:** – There is a meeting with INDOT and some of those business owners this afternoon to discuss options, and from my understanding it supposed to go to a public hearing in November. So we still have not been given a time.

**Bill Harty:** - inaudible

**Brad Mills** - All access was removed between Green River and Cross Point except for the Interchange and a right in - right out at the high school. Everything else would have been removed as they had gone. Politicians, business owners and my staff have been talking with INDOT and trying to come up with alternatives to provide access for the businesses and homes in those areas.

### Farewell to Pamela Drach

**Patrick Keepes:** – I have one item under other business that I need to discuss. Most of you have probably heard that this is Pam's last meeting with the Technical Committee. I just wanted to thank her. It's been a

pleasure working with her. Her knowledge and experience are going to be tough to replace and we are going to miss her.

**Pamela Drach:** – I am still going to be very interested and very involved in what is happening in this area, particularly from the states perspective.

The meeting was adjourned at 10:30 a.m.