



# Evansville Metropolitan Planning Organization

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Bradley G. Mills, P.E., Executive Director

## EVANSVILLE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE MINUTES

Regular meeting held at 4:00 p.m. in Room 301  
Civic Center Complex – Administration Building  
Evansville, Indiana

November 2, 2006

### ROLL CALL

#### Members Present:

Steve Melcher, Mayor Jonathan Weinzapfel; Cheryl Musgrave, John Stroud, Ed Ziemer, Pamela Drach, Kevin McClearn, Bobby Howard, Cynthia Burger, Bill Hubiak, Lloyd Winnecke, Greg Meyer

#### Evansville MPO Staff Present:

Brad Mills, Laura Lamb, Craig Luebke, Kari Akin, Erik Llewellyn, Vishu Lingala

#### Others Present:

High School Students

### APPROVAL OF MINUTES

Mr. Melcher: I would like to call to order the Evansville MPO Policy Meeting. First item on the agenda is the approval of minutes from the October meeting. (Upon unanimous voice vote, the minutes of the October meeting were approved.)

### OLD BUSINESS

### PROJECT UPDATE

#### CITY OF EVANSVILLE

#### Surface Transportation Program (STP) Project

##### Oak Hill Road (American Consulting):

**Ms. Lamb:** Title research has begun for Phase 1, which is U.S. Highway 41 to Pigeon Creek. Currently, there are 48 parcels listed for review with no relocations expected

### **Transportation Enhancement (TE) Project**

The Greenway Passage Project – Phase 3 3C, PE, BLA; 3C-1, CN FY'06, Ragle, Inc.:

**Ms. Lamb:** Construction of this phase began in July, 2006 at the Franklin Street Bridge and will proceed to the south. A revised completion date has been issued by INDOT for October, 2007.

### **VANDERBURGH COUNTY**

#### **Local Projects from the Transportation Plan**

Green River Road – Lynch Road (PE Beam, Longest and Neff, LLC; CN FY'06):

**Ms. Lamb:** This project is complete and all lanes are open to traffic.

### **WARRICK COUNTY**

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

Epworth Road (CN FY'06, Crossroad Engineers):

**Ms. Lamb:** The right-of-way for this project is now secure, and a proposed letting in February 2007 is being projected.

### **INDOT PROJECTS**

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

US Highway 41 – Lloyd Expressway Interchange (PE FY'05, Beam, Longest, & Neff):

**Ms. Lamb:** Issues brought to light after the environmental documents were originally submitted have been addressed and the document has again been submitted to INDOT for review and approval.

US Highway 41, SR 66/Diamond Avenue to Boonville-New Harmony Road (RW FY'07, BLA):

**Ms. Lamb:** Just a little background on this project. It started out as a widening project all the way from Diamond Avenue to Boonville-New Harmony Road; and with the Major Moves, it has been divided into a widening project from Diamond to approximately Mt. Pleasant; and then a preservation project from Mt. Pleasant to Boonville-New Harmony Road. So taking that into consideration, the consultant has submitted a request for changes in the scope of this project. For the widening phase, the consultant is recommending a complete replacement of the overpass structure at SR66/Diamond Avenue in order to meet the minimum vertical clearance for traffic under the overpass. This change, along with other minor changes, will increase the cost of this segment of the project by \$2,819,200. For the preservation phase, the consultant proposes to reconstruct and elevate a 1.3 mile portion of the southbound lanes, which include the intersection at Hillsdale Road and U.S. 41. This change will improve the approach grades at the intersection

as well as the site distance at the rail crossing just west of the intersection, but will require the replacement of two bridge structures south of the intersection. The estimated cost increase for these changes is \$1,676,000. INDOT has approved the proposed changes.

SR 65 – Boonville New Harmony Road (CN FY'07, INDOT):

**Ms. Lamb:** Work at the intersection began by constructing a temporary bypass east of and parallel with SR 65 while improvements to SR 65 were made. Traffic is again running on the improved SR 65 and crews are now concentrating on improvements to the Boonville-New Harmony Road approaches. The project is on schedule to meet the contract completion date of November 30, 2006.

**Ms. Lamb:** Are there any questions about any of the projects?

**Mr. Meyer:** The Epworth Road project on page 4, does that design have any provisions for bike lanes?

**Ms. Lamb:** Maybe Bobby can answer that.

**Mr. Howard:** No it does not.

**Mr. Meyer:** It says the Consultant has received Design Approval. Does that mean it is too late to consider something like that?

**Mr. Howard:** I believe it is too late at this time. But I can check with our consultant and INDOT, but I believe it is too late.

## NEW BUSINESS

### METS 2007 Indiana Public Mass Transportation Fund Grant Application

**Ms. Akin:** The Mets 2007 Indiana Public Mass Transportation Fund Grant Application has been developed. The PMTF grant amount is the State of Indiana's matching portion of the Federal 5307 Grant, which will soon be approved. This allocation was approved back in the Spring. Public Mass Transportation Funds are based on operating and financial data from the previous three years state-wide annual report. CY 2007 granted amounts of \$1,407,813, of which \$15,165 will be used as the State's match towards the purchase of three para-transit vehicles for replacement. The remaining \$1,392,648 will go towards the State's match of operating expenditures. The completed application is available to view in the Evansville MPO and METS offices. This is for informational purposes. Are there any questions?

**Mr. Winnecke:** Thank you.

### **2006 HART On-board Passenger Survey Results**

**Mr. Llewellyn:** Included in your packets you should find an executive summary. It provides a general summation of the survey results. Also included are a series of three maps which show the three alternative route modifications that were developed for HART based on the results of the survey. Map 7-3 displays the preferred route alternative that was selected by HART. Also, there is a series of recommendations on the last page that was developed based on the results of this survey. The complete document of the survey will be posted on line at the MPO's website. A hard copy is available to you on request. I would warn you that it is fairly long. So if you have some spare time, please feel free to look at that. The survey was conducted over three days in early November, 2005. We did this survey in order to gather information on demographic and travel characteristics of HART riders. We also wanted to evaluate HART services and collect comprehensive ridership data so that comparisons with past HART surveys could be made for identifying any changes within the HART system. We wanted to carry out the federal monitoring requirements of Title VI of the Civil Rights Act of 1964 and to create a detailed data base which can be used to assist in any future modifications of the HART system. I would like to focus on Map 7-3. This was the preferred alternative that was selected by HART and, just for reference purposes, in Map 7-1, is HART's current structure, you can flip between these two maps and see what changes would be made should this alternative be implemented. Some notable changes would be the elimination of the college route and the addition of a new route which is labeled as the Wal-mart Alternative 2 route. It would provide service to the northeastern portion of the City of Henderson. This would be a brand new service area for HART. In addition, in the recommendation section, Service Improvements, I would like to focus on a recommendation that we had made, the third line, either provide or contract with a transit company or agency in order to provide transit services to Evansville. This recommendation is from our last certification review in which federal officials had recommended to us looking into the possibility of connecting the two transit providers in Henderson and Evansville. In our survey, we asked a question to HART riders whether or not they would be interested in such a service. The majority of HART riders were interested in that. If there any questions or comments about the survey, please feel free to ask me.

**Mr. Winnecke:** Are there any questions? I guess I would be a little curious if you delve into a little more detail on your last point on the possibility of a transit service between the two cities?

**Mr. Llewellyn:** In terms of how it would work?

**Mr. Winnecke:** I guess how many people actually expressed an interest in that?

**Mr. Llewellyn:** It was 85% of the total number of riders that we surveyed and there were 227 surveys; so it was 85% of that number.

**Mr. Winnecke:** So all 85% of those folks would use the service, or just think it is a good idea?

**Mr. Llewellyn:** They would take that service if it was provided. The number one reason for taking the bus to Evansville would be for shopping purposes, with Eastland Mall being the most sought after destination.

**Mr. Stroud:** I would be curious to know with the two transits, how you would leave Henderson, go into Henderson County, leave Evansville, go into Vanderburgh County, how would that work? The transit authorities leaving their areas, I don't know.

**Mr. Llewellyn:** There are several legal issues that would have to be resolved for that to happen, though it would be easier for one transit agency to provide that service as opposed to the other. It depends on federal requirements.

### **Kentucky Draft Long Range Statewide Transportation Plan**

Mr. Mills: If you go to our website, we have a copy, and I have a hard copy with me, of the Kentucky Long Range Statewide Transportation Plan. We put this on our website and it has a public comment period from October 16 through November 14. We just ask that you go online and take a look at it. Kentucky is very similar in struggles and challenges in funding. They try to address that and how they are trying to provide for economic growth and also meet their continuing and expanding needs of the public transportation and other transportation modes of travel. So please take a look at that. If you have any comments, you can send them to us, or draft them to the KYTC.

### **FY 2006-2008 TIP Amendments**

**Mr. Luebke:** We have three TIP amendments today. All of these are related to the University Parkway construction, the next phase we are going to be building from the current terminus out to Diamond Avenue. There are three separate pieces, but they are all essentially the same project.

DES#8138090: University Parkway Phase I (Formerly Eickhoff-Korressel Road): New road construction from Upper Mt. Vernon Road to Marx Road. The ROW phase is being added for FY 2007 at a cost of \$570,900, funded 100% federally through FY'06 House Appropriations LY6 funds. I think those are locally referred to as earmark funds. But LY6 is actually the funding codes for those.

DES#0500143: University Parkway Phase II. This is from Marx Road to New Harmony Road. The ROW phase is being added in FY 2007 at a cost of \$852,525, funded 100% federally through FY'06 House Appropriations LY6 funds.

DES#0500144: University Parkway Phase III. This is from New Harmony Road to SR66. The ROW phase is being added in FY 2007 at a cost of \$154,800, funded 100% federally through FY'06 House Appropriations LY6 funds.

**Mr. Luebke:** You will see the spreadsheet on the second page where that is represented in the TIP.

**Mr. Winnecke:** This is an action item, so I would entertain a motion and open it up for discussion, if there is any. (No discussion.) Motion was made by Ms. Musgrave and seconded by Mr. Stroud. (Upon unanimous voice vote, MOTION CARRIED)

**Contract Out – Policy and Technical Meeting Minutes (approval requested)**

**Mr. Mills:** We had a meeting with the Salary Committee to discuss salary options and raises. That is something that we are going to revisit. However, as part of that, we presented to the Salary Committee the option of contracting out the meeting minutes to a person who would work on separate time from County or City time to transcribe those minutes for us. The Salary Committee thought that would be a good idea. Our logic behind that is that our secretary was not working at full capacity and had some down time and it was something that we had shifted some of that work to other people in the interim. But we are asking for the authority to pay an hourly rate to a contract. Basically, it would not pay any benefits or anything of that nature, to do the minutes for us. We would ask for approval.

**Mr. Winnecke:** (Motion was made by Mr. Stroud and seconded by Mayor Weinzapfel.) (Upon unanimous voice vote, the request was approved.)

**Mr. Luebke:** In regard to the minutes, we were trying to track who had the second on the TIP amendment resolution. Could we verify who that was?

**Mr. Winnecke:** Commissioner Musgrave and then John.

**Mr. Luebke:** Thank you.

**CY 2007 Holiday Schedule**

**Mr. Mills:** The next one is the holiday schedule. This mirrors what the City and County is doing. We would ask your approval on this as well.

**Mr. Ziemer:** I noticed under General Election Day, every three years there are no elections? Is there something for that? I think the City has Veteran's Day on that day maybe?

**Mr. Mills:** I don't know. This comes straight from what the City had approved for next year. This is just on an annual basis.

**Mr. Winnecke:** Is there a motion to approve? (Motion was made by ? and seconded by Mr. Ziemer.) (Upon unanimous voice vote, the holiday schedule for CY 2007 was approved.)

**Televised Policy Meetings**

**Mr. Mills:** It is becoming a popular idea to air our public meetings on Channel 12, Sigecom WNIN. There has been a request that the MPO consider that. We have put together what we see would be the cost, which is \$100 per half hour, which is typical for what the station is charging to air the meetings. We would ask your consideration if it is something this Policy Committee would like to proceed with.

**Mr. Winnecke:** I would just offer from the County Council perspective, our meetings are televised and we do get positive response. I think it is a great way to provide access to folks who

may not fully understand what goes on in city and county government. So I think it is a great idea.

**Mayor Weinzapfel?** What is the anticipated annual cost?

**Mr. Mills:** If we do an hour, that would be \$200 x 12 meetings so it looks like it would be \$2,400.

**Mr. Melcher:** It is not in the budget now is it?

**Mr. Mills:** We didn't budget it, but I think we could probably find the money to make that happen. If we go through July, it would be this current budget cycle that we are on.

**Mayor Weinzapfel:** INAUDIBLE

**Mr. Mills:** No, sir, we are not. One other thing it will help us with, if you will notice at the bottom of your agenda, we have an area for public comments. This will also help us with our public participation and getting information out to the public, which is a stress in the new transportation bill, the new SAEETEA-LU Bill.

**Mr. Melcher:** You know, I am not really against it. As more and more happens in this building, you would think that we would start getting some quantity breaks eventually. We are just taking their \$200 an hour thing for granted. The next thing we know, we are going to have a lot of meetings at \$200 an hour and I think we are going to be talking about this on the Council. I am not against getting on there. I think everything ought to be on there. You go to any other city, there are a lot of things that should be on there, Board of Public Works, Public Safety. I am just thinking, what about the Technical Meeting in the morning? Why don't we put that on there? So I am for it. Let's look and see if that is in our budget. It is kind of like, that is the beginning of this meeting and we are the final of the meeting. So you are only getting half the meeting if they are only going to see our part. So I am thinking that we ought to hold it. I am not against it. If we vote on it, I will probably vote for it. But I think we ought to look at the technical side of it too. If we are going to do it, then they should come on board with us. We just have to keep moving forward with this. I also, when I first got on this Board, I tried to change it from 4:00 to 5:30. It didn't happen. I don't try to sit on a board before 4:00 because we never get public comment because the public is working right now. You are not going to get any public comment when they are watching it at 11:00 at night either. But it looks good. But as long as we have these meetings prior to 4:00, the public can't make it. So I am for it, but I wish we could see how long the Technical Committee meets. Let's find out how much this is going to cost us, if we have the money to modify the budget. Let's don't just pass something until we know it's all there, instead of saying we can find it, because raises could be affected by it. There is only so much there.

**Mayor Weinzapfel:** Has there been any discussion of streaming video instead? Did you investigate that at all, Cheryl, when you investigated this?

**Ms. Musgrave:** It is a simultaneous process when these cameras are turned on, the feed is bifurcated. It goes to analog WNIN and digital over the Internet. Then you get it at the same

time. Then you can capture the Internet feed as we do, and archive it on the City/County website. Then you can bring it back when you want to. I would like to address Councilman Melcher's comments regarding the cost and having it done for more than just the groups meeting that are currently being televised. I know Computer Services has investigated the technology to do the camera manipulation in house. It has been sitting in my inbox for several days. The cost amount and what would have to be done in order to achieve that. So we are moving in that direction and this is a good time to introduce Casey Cobbler, an intern from U of E in the Commissioners' office. Casey has helped me write an intern description and distributed already to the universities looking for the potential intern to drive the little mouse, to make the cameras work. But there are two cameras. They have to be targeted. It is not automatic. A human has to be involved in it. So we are looking at doing that. I would welcome you stepping up to that. But I would rather not wait. If we want to televise this Board, let's televise this Board and then come back and approve the next one next time. I would rather move forward.

**Mr. Hubiak:** WNIN does a great job because I do watch it occasionally, some of the different meetings. With our local cable provider, we have a franchise agreement basically with them. They have to provide us with two public access channels. One of them is the City of Henderson. The other one is Henderson Community College/High School. But they broadcast at the same time now. It is live. They do not replay it. But it is part of our franchise agreement with Insight that they provide that for us. WNIN does a good job of it.

**Ms. Musgrave:** The airing of the meetings is cost-free. But our agreements with the franchise also gives that. It is the human being who is manipulating the cameras that the fee pays for. Several humans are apparently involved in this. It is more than just one.

**Mayor Weinzapfel:** I hate to belabor this issue because it is kind of in tangential to what we are talking about. So this isn't all PBS. This is the cable public service channel that is dedicating? WNIN is just providing the expertise and personnel to do it?

**Ms. Burger:** One other question about cost. The memo says \$100 per 30 minutes. After 30 minutes, does it immediately become \$200 or is there any kind of an increment?

**Ms. Musgrave:** It is \$200 an hour. Some meetings last for 15 minutes so then they changed it to half an hour.

**Mr. Winnecke:** Is it the Board's pleasure to move forward? We can entertain a motion. If not, we can ask Brad to ask information relating to the Technical Committee. If we want to take Ms. Musgrave's approach and consider this today and consider Technical next month.

**Mr. Melcher:** I would just like to see something in the budget for it, or where it is coming from in the budget.

**Ms. Musgrave:** Mr. Mills, I believe you have targeted that when...

**Mr. Melcher:** I am just used to passing stuff when we know where it is coming from.

**Ms. Akin:** We have money in our contractual budget to pay for it. We also have money by contracting out our minutes. We are not having a full time person right now. So we have money from benefits in that position to pay for it. There is also additional money we could get from INDOT for PL money that we could use for it as well.

**Mr. Melcher:** When somebody tells us on the City Council contractual, we usually get scared. That is usually why when we have our budget hearings, we have the department head bring us their whole contractual list. Because it is easy to say you are going to take it out of contractual, but what part of contractual? So we kind of quit that a long time ago. So when you say contractual, it is a little different for me. But you think we can get something from the State? Is that possible?

**Ms. Drach:** I would have to look into that.

**Mr. Melcher:** I am just used to knowing where the money is coming from when we do something.

**Ms. Musgrave:** I would like to make the motion to begin televising the meetings using the contractual services, the funds she has identified to require further research into whether there is State money or transfers that are needed and also to ask the staff to investigate the cost of the Technical Meetings and bring that back at a later date.

**Mr. Winnecke:** (Motion was made and seconded.) Voice vote. Upon unanimous voiced vote, the MOTION CARRIES.

**Mr. Winnecke:** So you will make arrangement with WNIN?

**Mr. Mills:** Yes.

## **OTHER BUSINESS**

### **CITIZEN REQUESTS**

#### **Complaint #106082401**

**Mr. Mills:** In your packets, we have a request for review of Oak Hill Road/Maxwell Avenue intersection. We looked at that at the right-of-way control. We took a look at the traffic counts. Based on the information that we have collected and reviewed, it is appropriate that a traffic signal be considered at that intersection and we recommend that, when funding becomes available, that a signalized intersection be installed.

#### **Complaint #106092201**

**Mr. Mills:** The next one is at Red Bank Road and Arlington Avenue. That was checked to see if it should be considered as a four-way stop. We took a look at the traffic counts for that area as

well. It does not meet the requirements. We recommend that it not be considered for an all way stop. It is not appropriate at this time.

Complaint #106071401

**Mr. Mills:** The third complaint was to review North Court and Lake Drive intersection. We reviewed the "T" intersection to see if it is appropriate for an all way stop. We took a look at the traffic numbers for that area as well. It also did not meet the requirements for an all way stop. We recommend that the stop condition remain as it is today.

Complaint #106083101

Mr. Mills: The fourth complaint is at the intersection of Helfrich Lane and Iowa Street. This is a similar request. We took a look at the traffic numbers and, as well, it is not appropriate at this time that it be an all way stop.

**REZONINGS**

Docket No: R-2006-22 Petitioner: Kim Rocca

Address: 2801, 2805 Covert Avenue

Request: Change from a C-1 zone to a C-4 zone.

**Mr. Mills:** In your packet, there is a rezoning at 2801 and 2805 Covert Avenue. This is a request to rezone from C-1 to C-4. There is a proposed plumbing shop wanting to go in there, a contractor shop. We recommend that the access be off of Hawthorne Avenue, which is the lesser of the two roads of Hawthorne and Covert Avenue. We don't see that it would have any significant impact on the transportation network, but it should be installed in accordance with the Access Management Manual.

**SUBDIVISION**

Docket No: 18-S-2006 Mystic Bridge Owner: Mystic Creek, LLC

**Mr. Mills:** We have one subdivision. That is on N. Green River Road. This is behind a new Huddle House, near the Timbers Apartments. This is a PUD zoning request. It is basically going to be duplexes that will be at the back portion of the property you see on the back of your letter. The front portion has already been rezoned and is all being constructed as commercial. This will be a high density residential project. We would request that it be installed per the Access Management Manual.

**Mr. Winnecke:** So where is the access off Green River?

**Mr. Mills:** The access will be, if you are looking at the drawing, where the words "Mystic Creek" is, there is a drive that comes through and goes back into this larger parcel. Then it goes off to the right to access the duplexes and to the left it sort of "Y's" in that area. So access will

be off the west side of Green River Road, south of the existing apartments that are there, the Timbers.

### **QUARTERLY REPORT**

**Ms. Akin:** In your packets, you will find two quarterly reports. One is for Indiana and one is for the State of Kentucky. This lists what the staff has done for the quarter July through September including traffic counts. You can read through it if you want. If you have any questions, I would be happy to answer them.

### **APPROVAL OF BILLS**

Motion was made and seconded for Approval of Bills. MOTION CARRIED.

### **CY 2007 Meeting Schedule**

**Mr. Mills:** You have this in you packets as well. It is first Thursday, as we have been doing in the past. I would recommend that we go with that same schedule.

**Mr. Winnecke:** Are there any public comments to come before this body? (None.) We welcomed all the high school students for fulfilling their Government class obligations. Thank you for coming out this afternoon's

Meeting adjourned.