



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

September 4, 2008

ROLL CALL

Members Present (voting):

Steve Melcher, Mayor Weinzapfel, Jack Corn, Bobby Howard, Lloyd Winnecke, John Stroud, Pam Drach, Ted Merryman, Greg Meyer, Ed Ziemer

Members Absent (voting):

Jeff Korb, William Hubiak, Cynthia Burger

Members Present (non-voting:)

None

Members Absent (non-voting:)

Karl B. Browning, Robert F. Tally, Scott Deloney, Marisol Simon, Andy Minyo, Jose Sepulveda, Bernadette Dupont, Bill Nighbert, Daryl Green, John Goins

Evansville MPO Staff Present:

Brad Mills, Laura Lamb, Dave Stensaas, Seyed Shokouhzadeh, Craig Luebke, Vishu Lingala, Rob Schaefer

Others Present:

Katy Nimmicht, Doug Briody

APPROVAL OF MINUTES

Mr. Corn: I would like to call to order the Evansville Metropolitan Planning Organization Policy meeting. The first item on the agenda is the approval of minutes from the previous meeting. Is there a motion for approval? (Motion was made by Mr. Winnecke seconded by Mr. Melcher.) SO ORDERED.

OLD BUSINESS

PROJECT UPDATE

CITY OF EVANSVILLE

Oak Hill Road (STP-U/local funded):

Ms. Lamb: Right-of-way acquisition is progressing with 23 out of 58 parcels currently secured.

Vann Avenue – Lincoln Avenue (CMAQ/local funded):

Ms. Lamb: According to INDOT'S website, the letting date for this project has been pushed back to September 17, 2008.

VANDERBURGH COUNTY

Green River Road (locally funded):

Ms. Lamb: Right-of-way acquisition continues. Utility relocation plans are being prepared. The County is anticipating a bid opening date of October 7, 2008 for construction of all remaining sections.

TOWN OF NEWBURGH

Main Street, Jennings Street and Plum Street (HES/local funded):

Ms. Lamb: According to INDOT's website, the proposed letting date for this project has been pushed back to February 19, 2009.

Rivertown Trail (TE/local funded):

Ms. Lamb: According to INDOT's website, the letting date for Phase 1 of this project, from Yorkshire Road and Old SR 662 to the Old Lock and Dam, has been moved up to October 1, 2008. This project includes the relocation and rehabilitation of Warrick County Bridge #264 which will be located over the ravine near the western end of the project. The letting for Phase 2, from the Old Lock and Dam to the New Lock and Dam, has been posted for April 8, 2009.

Mr. Corn: This is not the project that goes to Angel Mounds, right?

Ms. Lamb: No. It is west of there. They haven't actually proceeded with plans to Angel Mounds yet. Yorkshire Road is just west of downtown Newburgh. Part of downtown Newburgh is already complete, so they are going to go east from there, eventually, yes.

WARRICK COUNTY

Oak Grove Road (STP-R/local funded):

Ms. Lamb: We have added bridge replacements for #43 and 44. This project will replace the bridges on Seven Hill Road over Pigeon Creek and the Wabash and Erie Canal. The project includes an environmental mitigation project which will replace effected wetland acreage with a new wetland area to be constructed adjacent to Lynch Road between I-164 and Telephone Road. According to INDOT's website, this project is to be let for construction on September 4, 2008, which is today.

INDOT PROJECTS

SR 61 Connector, Boonville (STP/INDOT funded):

Ms. Lamb: A second public information meeting was held on August 26, 2008 at 5:30 p.m. in the School Corporation building, located in Boonville. As with the first public meeting held in March, 2008, this meeting was held for the public to review the possible alternatives currently being considered. That is all of the Project Update. Are there any questions or discussions?

Mr. Corn: Thank you, Laura.

NEW BUSINESS

Addition/Changes to Kentucky's Unscheduled Projects List (approval requested)

Ms. Lamb: The MPO is requesting approval for changes to Kentucky's Unscheduled Projects List for projects in the City of Henderson or Henderson County. We are requesting the addition of an intersection improvement project at US Highway 41 and Kentucky 812 (Airline Road) to improve efficiency. We are also requesting that existing reconstruction project for KY 416 from US 41-A to Kentucky 136 in Niagara be divided into four separate projects. Three of those projects entail reconstruction segments of the roadway, and one is an intersection improvement at KY 416 and US 41. These projects will be included in the next round of prioritization that is currently scheduled to begin in the spring of 2009. The UPL is used by KYTC to select currently unfunded highway projects competing for NHS, STP or State road funds to be included in Kentucky's six-year plan. Are there any questions about those projects?

Mr. Corn: How big is the unscheduled list?

Ms. Lamb: Maybe 40 or so for Henderson/Henderson County.

Mr. Corn: Is there a motion to approve? (Motion was made by Mr. Stroud and seconded by Mr. Meyer.) Voice vote. SO ORDERED.

FY 2008-2011 TIP Amendments

Mr. Luebke: We have three TIP amendments today. The first two are essentially splitting a one phase project that is already in the TIP into two phases. They are both in Warrick County.

DES#8823155:

Mr. Luebke: This is SR 62. Added travel lanes project from 6th Street in Chandler to 0.9 miles east of the west urban area boundary of Boonville. They are revising the project cost estimates and limits reflect correct project phasing. We are adding construction in fiscal year 2009 at a cost of \$12,701,800. That is split the standard 20% INDOT funds and 80% federal funds. They are also revising the construction costs in fiscal year 2010 to \$8,000,000. The 2010 funding representing \$6.4 million in federal STP funds and \$1.6 million in INDOT funds. That is also the standard 80/20 split.

DES#0710568 (& various other numbers):

Mr. Luebke: This is also on SR 62, an added travel lanes project from 0.9 miles east of the west urban area boundary over to .15 miles east of the west urban area boundary of Boonville. They are revising the project cost estimate and limits to reflect correct project phasing. The revised construction cost in fiscal year 2010 is \$17,677,799. That would represent \$14,142,239 in federal STP funds and \$3,535,560 in INDOT funds. That is splitting a project that is already in the TIP.

DES#0810012:

Mr. Luebke: The next amendment has been requested by the City of Evansville. This is the Lincoln Avenue safety project, to reconfigure traffic lanes from four to three between Rotherwood Avenue and Hebron Avenue. This project does include pavement milling and overlay and upgraded curb ramps between Vann Avenue and Hebron Avenue. We are adding the project for fiscal year 2009 at a cost of \$264,000. That project will be funded 100% by federal Hazard Elimination Safety (HES) funds. An additional piece of information: the bid letting for that is set for this fall and construction would begin in the spring of 2009. The standard pages are the replacement pages for your packet. Are there any questions about either of those projects?

Mr. Corn: I would entertain a motion to approve those three TIP amendments. (Motion was made by Mayor Weinzapfel and seconded by Mr. Melcher.) Voice vote. SO ORDERED.

Fall 2008 New Congestion Mitigation Air Quality (CMAQ) Projects

Mr. Luebke: We would like to propose the following CMAQ projects with Policy Board approval today. The proposed projects would be submitted for review by the INDOT CMAQ Eligibility Committee. The submission deadline is September 9th, which is next Tuesday. The first program is the Rideshare Program that we are going to be looking at. I believe Dave Stensaas is going to talk about that particular project.

1. Rideshare Program

Mr. Stensaas: The Evansville MPO has been working with the City of Evansville to research, evaluate and develop an internet-based ridesharing and trip reduction program which would not just benefit the City, but the entire metropolitan area, and the rural areas surrounding the metro area. The intent of this program would be to reduce harmful mobile sources of emissions and

create another mobility option for people in the metro area, and to help commuters save money because gas prices are sure to rise again. So we are in the process of evaluating two potential providers of this service. Right now we have calculated, the table you see in the addendum handout that we gave you is based, if anybody wanted to see the math behind our projections, we would be glad to provide you with that. But we have calculated the road network work based trips in 2010, the first column. The second column shows numbers of what we anticipate or project those emissions being for all the work based trips in the metro area of 220,000+ trips per day. Then we calculated out 2009 through 2011 what the reductions will be, based on what we think participation in this program could be expected to be. The costs in the first year are going to be \$146,000, of which \$70,000 is purchase of the software and technical services; \$75,000 for marketing and promotion. Part of this program is also the guaranteed ride home program. In the first year, that would only be \$1,000. The first year of this program, there is probably only going to be April through September. This program will probably not be launched until the spring. 2010 then, we don't have those high costs of the purchase, but we have ongoing maintenance, license fee renewal, \$7,000 per year for succeeding years, and then a little increase in guaranteed ride home funds to \$2,000 and \$3,000 in 2010 and 2011 respectively. And marketing and promotion costs of \$50,000 for 2010 and 2011. We understand that, in talking to other agencies in cities that have this kind of service running, that marketing and promotions is very necessary to make this program successful. If there are any questions about this, I would be glad to try to answer them.

Mr. Meyer: This would be a web-based program online for commuters?

Mr. Stensaas: Right. It will be available to the community and corporations would also be involved with this in having portals in the system where their employees can choose to either just seek ride matches with other employees, or go out to the broader community. So Vectren employees, Old National employees, etc., can just look within their own employment base. Or, they can go out to the larger community to look for matches. Then a second component of this that we are evaluating is in the future, adding a van pool to this program.

Mr. Meyer: One more question. How does the guaranteed ride home work?

Mr. Stensaas: When we have a ridership established with somebody, we haven't developed the criteria yet, but somebody who is participating at least three days a week, and they have a problem with their carpool or their van pool not being able to get home with who they came with, they would be able to take a taxi home and that would be paid for with those funds. That is another integral part of making this program successful is having that guarantee that you won't be stranded.

Mayor Weinzapfel: I would like to add, and I think you kind of mentioned it. Old National and Vectren both have been significant promoters of this. They are interested in encouraging their employees to use this service and have helped kind of bring all this together in coming forth with this proposal. I think there are some potential strong benefits here with reducing the number of commuting trips which saves fuel and reduces area emissions, as we continue to combat our ozone and PM 2.5 compliance. I would appreciate all your assistance with this.

Mr. Corn: We are not penalizing any other projects to pay for this?

Mr. Stensaas: We are comparing similar service providers. There are a few companies out there who create this kind of service for MPO's or cities, metro areas.

Mr. Luebke: I think your question was directed to financing. After we go over the second one, I do have the CMAQ funding update that I was going to talk about, as far as the balances.

Mr. Corn: Okay. Do we have any ongoing project to encourage people to ride the METS?

Mr. Stensaas: That would be a question for somebody in the METS management. I am not sure.

Mayor Weinzapfel: We have kept fares to \$1. They are still at \$1, and with rising fuel costs, we are expending an extra million dollars this year to cover fuel costs.

Mr. Stensaas: Fixed route transit certainly has its limitations. It is absolutely necessary, but it has its limitations. We have compared what a city of almost exactly the same size, Ft. Collins, Colorado, the city size and metro size is almost exactly the same size as Evansville. Their metro area right now has a similar rideshare program that has 7,500 users. They are gaining about 150 a week and they have 90 vans in their van pool. So this could really be a significant way to reduce our emissions and offer another mobility option. This is Katy from the Mayor's office.

Ms. Nimmicht: I just wanted to mention it is a GIS-based system. So in addition to, on the street maps that are on the base layers, we will also have to build each overlay for bus routes, bike routes, walking routes, so people can really look at this as a multi-modal solution to looking at alternate transportation.

Mr. Stroud: What type of thoughts have been given to the rideshare locations, like parking lots where people would go and join and leave together from?

Mr. Stensaas: That is a distinct possibility. In 2002, the MPO did a study of feasibility of establishing park and ride. But that is something that we need to re-evaluate. One thing that I have seen in looking at those, a lot of cases, a State Department of Transportation will establish lots in a metro area, a dedicated lot for that with security, lighting, all that kind of stuff. What we can do here is using existing parking lots and making arrangements with private land owners to use their lots. So that has a lot of potential.

Mr. Winnecke: How do other successful programs, what kinds of marketing strategies do they utilize to promote it?

Mr. Stensaas: That is a good questions that I can't fully answer, to be honest with you. But what we have seen from the suppliers of these services is, they recommend a full scale kind of marketing approach that you would take to sell any kind of a product – radio, television, newspaper, billboards, print advertising. Internet advertising, the more of that we can do, the better, the most cost savings allowed. So the City did get some estimates from a local advertising agency for the cost of this. It is significantly higher than what we are asking for here because we think we can be very effective with considerably less funds to spend.

Mr. Meyer: Would the software that you would purchase, would it actually track the usage and the numbers?

Mr. Stensaas: Yes. It will give us a lot of information. And on our emissions reduction, which we can use in our traffic modeling, and our reporting for air quality reporting. If there are no further questions, Craig will speak about the next plan.

Mr. Corn: Thanks, Dave.

2. Traffic Count Vehicle Replacement

Mr. Luebke: The current uncommitted CMAQ balance through fiscal 2009, which is when these projects would be implemented, is \$841,564. The cost of these two projects combined would reduce that balance to \$665,564. So that would be the uncommitted balance with consideration to other CMAQ projects that are involved through fiscal 2009. The second project we have is the MPO's traffic count vehicle replacement. The MPO's 1996 Ford van is currently used for traffic count data collections. It has exceeded its useful life. The MPO wishes to use some of that CMAQ funding to purchase a small, hybrid SUV replacement vehicle. The change to a more fuel efficient vehicle, approximately 166% more, would produce less polluting emission, and also reduce the fuel budget for the MPO. The approximate project cost of \$30,000 would also include retrofitting the new vehicle with the safety light system currently in use on the traffic count van that we use. This project also would be paid entirely by CMAQ funds with no required local match in fiscal 2009. With the projected usage of 30 miles per day, which is what our traffic count vehicle gets, there is an estimate of the vehicle emissions reductions on the second page. On a final note, on public involvement standing, upon Policy Committee approval of these, our office would institute a 15 day public comment period undertaking any feedback on these proposed projects, as they are being submitted to INDOT for review. The INDOT review again, is strictly for eligibility.

Mr. Corn: Any idea what you are looking at, Craig?

Mr. Luebke: On a small hybrid SUV, really we have two options. That would be the Saturn Vue and the Ford Escape. Those are the two vehicles we are looking at. Ideally, if they are a hybrid minivan that would probably be best suited to the use. But there is no such product.

Mr. Corn: Any questions? Is there a motion to approve? (Motion was made by Winnecke and seconded by Mayor Weinzapfel.) Voice vote. SO ORDERED.

Mr. Corn: Thanks, Craig.

OTHER BUSINESS

Rezoning:

Docket No: R-2008-16 114 E. Louisiana Street Ralph & Judith Koressel, Owners

Mr. Mills: This is a request to rezone from C-1 to C-4 to expand an existing business. Our comments were that no additional access points should be added. Full access onto Louisiana with a one-way exit on Heidelbach. It is recommended to remove the parking that backs out into the street. On the monitor, you can see the white truck on the bottom of the screen that would have to back out onto the street to leave.

Mr. Corn: What is this business?

Mr. Mills: It is a contractor shop.

Docket No: R-2008-17 2813 & 2909 Covert Avenue E. Eugene & Beverly Purdue, Owners

Mr. Mills: This is a request to rezone from R-1 to C-4 with a use and development commitment for unspecified commercial. Our comment was that access should be limited to one full access point and shared between the two lots. I believe that is McDonald's across the street.

Docket No: VC-8-2008 508 Kimber Lane Virginia Development Group, Owners

Mr. Mills: This is a request to rezone from agricultural to C-4 with a use and development commitment. Our comments were that access on Virginia Street should be as far from the intersection as possible, and to align with any interior north-south aisle.

Mr. Corn: Any questions?

Subdivisions

Docket No: 19-MS-2008 Westside Manor Casey & Holly Hudson, Owners

Mr. Mills: This is at the northeast corner of Posey County Line Road and Broadway Avenue. Our recommendation was to install access as far from the intersection as practical. That is in regard to Lot 1.

Docket No: 22-MS-2008 Cullen Virginia The Referral Company, Owners

Mr. Mills: This is at the southeast corner of Cullen Avenue and Virginia Street. Our comment was that access should be limited to Cullen Avenue, and located as far from the intersection as possible.

Docket No: 30-MS-2008 Cedar Trace Ritzert Co., Inc., Owner

Mr. Mills: This is on the west side of 7th Avenue just north of Keller Street. This is proposed residential apartment complex buildings. Our comment was to improve 7th Avenue to the standard 24 foot wide road width.

Docket No: 11-S-2008 Hirsch Estates Michael & Vickie Hirsch, Owners

Mr. Mills: This is on the north side of Baseline Road just west of Petersburg Road. It is recommended that they follow the Access Management standards. Basically, they are going to do a gravel road for three residential lots. The northern lot you see on the screen is non-buildable. It is all in the floodway.

Mr. Corn: Go back to that one on 7th Avenue and Keller. Is that along the Greenway?

Mr. Mills: Yes.

Citizen Requests

Request #108042401

Mr. Mills: This is in the City of Evansville. It is at Columbia Avenue at Fares Avenue. The nature of the request was to change the westbound outside lane designation to right turn only. We reviewed that intersection and it is our recommendation that no lane changes be made on the east side of the intersection. Our recommendation was to install pavement markings to the west side of the intersection to carry the two 10 foot lanes as receiving lanes to the mid-block for westbound traffic. As you can see on the monitor, there is a note that states existing merge sign. That is typically how that area functions. But that would make it more clear for those who aren't familiar with the two lanes of traffic merging into one as you head west.

Request #208072501

Mr. Mills: This in Vanderburgh County. Volkman and Seven Hills Roads. This is a request to reduce the speed limit. This is in the northern part of Vanderburgh County, east-west facility near Cambridge Subdivision. We studied that and it was recommended that no change to the posted 45 MPH speed limit be warranted at this time. It is requested to ask law enforcement to enforce the existing speed limit.

Request #208072901

Mr. Mills: This is in Vanderburgh County. Orchard Road and Schenk Road. This is a request to review changes in right-of-way control. That would be with stop signs. It was studied and no changes were warranted at this time.

Request #108062401

Mr. Mills: This is in the City of Evansville at Cross Gate Drive. It is a request to remove all on-street parking. There is concern of vehicles parking on both sides of the street blocking access. It is our recommendation to post "no parking" signs on the south side of the roadway so that you can park up against the existing lots where the homes are, but the southern side of it would allow for vehicles to travel on the roadway.

Mr. Corn: You could be opening up a can of worms there because they all park along both sides of that subdivision on Berry Lane. We have a terrible time of getting through there most of the time, especially during soccer season.

Mr. Mills: Yes.

Request #108080601

Mr. Mills: This is in the City of Evansville at Governor Street and Bellemeade Avenue. This is a request to review for all-way stop control. Our recommendation is to post an all-way stop that includes putting stop signs, stop ahead signs, and changing the existing yellow-red flashing to all red on all sides.

Mr. Corn: Any questions?

FY 2008 Evansville MPO Completion Report

Ms. Lamb: For informational purposes, we have included with your packets a copy of the FY 2008 Unified Planning Work Program Completion Report which summarizes the activities and products completed by the Evansville MPO during the last fiscal year. If you have any questions, I would suggest that you contact Kari in our office.

Mr. Corn: Any questions? Thanks.

APPROVAL OF BILLS

Mr. Corn: I will entertain a motion to approve the bills. (Motion was made by Mr. Stroud and seconded by Mr. Melcher) SO ORDERED.

PUBLIC COMMENTS

Mr. Briody: My name is Doug Briody. I am a resident of the City of Evansville, a local practicing attorney and president of a non-profit group called Miles Ahead Coalition which is a regional bicycling and alternative transportation advocacy group. With the TIP amendment Lincoln Avenue safety proposal on the agenda today, I felt this was an appropriate time to express a brief public word of gratitude and support for Mayor Weinzapfel's leadership, the City Council's involvement, and the MPO's work on improving Lincoln Avenue for cyclists, pedestrians, children that attend schools along that route. I think it is a necessary improvement and one that is welcome. And it is very forward thinking. I would like to also express our support for the Mayor's vision to put more cycling lanes on the roads within the next couple of years. Anything that we can do to reduce single occupancy vehicle travel, and encourage people to get out and engage in more healthful and environmental appropriate forms of transportation, are things that our community should be engaged with. So I just wanted to comment on that and thank this group and the city for its leadership in that respect.

Mr. Corn: Thank you. We rarely get comments of those kind.

Meeting adjourned.