



# 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

June 4, 2009

### ROLL CALL

#### Members Present (voting):

Jack Corn, Mayor Jonathan Weinzapfel, Steve Melcher, Joe Kiefer, William Hubiak, Russell Sights, Don Williams, Pam Drach, Don Walker, Ed Ziemer, Cynthia Burger, J.R. Ham

#### Members Absent (voting):

Greg Meyer

#### Members Present (non-voting):

Janice Osadcuk

#### Members Absent (non-voting):

Michael Reed, Robert F. Tally, Scott Deloney, Marisol Simon, Andy Minyo, Jose Sepulveda, Bernadette Dupont, Joe Prather, Keith Damron, John Gowins

#### Evansville MPO Staff Present:

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

#### Others Present:

Ashley Burgdorf, Robert Howard, Scott Harris, Elzie McBride, Theodore Miller

### 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. Melcher and seconded by Mr. Sights.) SO ORDERED.

### OLD BUSINESS

## **PROJECT UPDATE**

### **CITY OF EVANSVILLE**

#### **Lincoln Avenue Conversion (Hazard Elimination Safety funding):**

**Ms. Lamb:** This project was let for construction on May 6, 2009 to E & B Paving, Inc. of Anderson, Indiana for a low bid of \$202,500. A construction schedule will be set after the construction inspection services agreement with Cripe Architects and Engineers is finalized.

### **WARRICK COUNTY**

#### **Epworth Road (STP-R/local funded):**

Phase 2 (south of Oak Grove Road to SR 66):

**Ms. Lamb:** Construction on this project began on May 18, 2009 and the contract completion date is currently set for September 1, 2010.

### **INDOT PROJECTS**

#### **US Highway 41, Eagle Creek Slough to SR 66/Diamond Avenue (NHS/INDOT funded):**

**Ms. Lamb:** A preliminary field check meeting was held on May 20, 2009 at the INDOT Sub District office on Boyle Lane. Issues discussed at the meeting include the elimination of specific access points; closure of Harlan Avenue from Virginia Street to Columbia Street; and pedestrian facility enhancements for existing US 41 crossings or those proposed as part of the Hi-Rail Corridor portion of the Pigeon Creek Greenway. INDOT is working with the City to accommodate the advancement of the Greenway and its connection to the pedestrian bridge which is to be constructed in conjunction with the US 41/Lloyd Expressway interchange project.

**Mr. Corn:** Laura, I thought that we were moving that bridge. I didn't know we were building a new one.

**Ms. Lamb:** No, it's a new one.

#### **SR 62 (Warrick County) (STP/INDOT funded):**

Phase IV (.25 miles west of SR 261 – Eskew Road – to SR 61):

**Ms. Lamb:** A public information meeting was held on June 2, 2009 at Boonville High School to discuss proposed details of this project including relocation of the pavement to the north of the existing roadway, widening the pavement to accommodate five lanes, realigning the SR 261/SR 62 intersection, and modernization of the at-grade rail crossing. This project has been added to INDOT's website with a proposed letting date of February 10, 2010. I would like to add that INDOT is still accepting comments through Friday, June 19<sup>th</sup>.

#### **SR 66/Diamond Avenue (STP funded):**

Section II – Pigeon Creek to US 41 interchange):

**Ms. Lamb:** According to INDOT, this project is now complete and open to traffic. That is all the updates I have. Are there any questions?

**Mr. Corn:** Any questions? Thank you Laura.

**Certification Review Report (presented by Janice Osadczuk of FHWA)**

**Ms. Osadczuk:** Good evening everyone. I want to thank especially Brad and his staff for doing such a wonderful job at the certification review. I know it seems like a long time ago since we actually did the review. But it takes time to get everybody together and get the comments. The final date for it was May 1<sup>st</sup>. That means you are clear for another four years. Every four years Federal Highway and FTA do a certification review. This is to insure that the MPO is following all processes and federal regulations that are required for planning. This consists of a site visit. It consists of submission of documents to all the federal reviewers. It consists of making sure everything meets all the legal requirements and at the issuance of a report eventually back to the MPO. That has all been completed and you pass very well. It is the conclusion of the federal review team that the metropolitan transportation planning process for the Evansville MPO is consistent with the federal planning requirements and we certify that along with Federal Transit Administration. We had some recommendations. I had given a hint of this the last time I visited you. The MPO received a copy and if anybody else would like a copy of the review, we can send one out to you. The recommendations in the review included that we felt that some more research and training in freight related locations for your city would be a good idea; that a congestion management process become operational immediately. We recommended that the MPO have a written CMAQ selection process. We are actually requiring that for all the MPO's in the state. So you were not a unique exception. We are recommending that the MPO encourage HART and METS to consider an expanded transit network that incorporates interconnectivity. This is similar to the same recommendation we made the last time we did the certification review. We recommend that a prioritization process be developed by Evansville MPO for priority for projects in the TIP. We recommend that the MPO work with INDOT to insure that INDOT's projects are incorporated in a timely manner into the annual listing of projects. So this is something both MPO and INDOT need to work on. We recommend that maps defining specific groups such as Environmental Justice, Elderly, Disabled and Zero-Car households be developed to help you in the public participation process, as well as in the planning process. It is recommended that procedures for filing a Title VI complaint be documented. Not that you had any, but it would be good to have a documentation on hand for reference should one happen. A noteworthy practice, we were very impressed with the public participation undertaken by the MPO. The public attended and that contacted us all have big faith in your MPO. They may not always agree, but they are very open and praise the MPO and how they listen to them. Very good job. Kudos. There was one corrective action. I believe that has been taken care of or is being worked on. It will be included in the next plan. That is that you should work on performance measures for the various transportation modes we have here and identify strategies to improve selection of projects and operations. That is just a very fancy way of saying come up with better measures to pick projects for your plan. That was it. I am here for any questions you may have.

**Mr. Corn:** Janice, what is a Title VI complaint?

**Ms. Osadczuk:** That is an environmental justice type thing. We like to have some kind of written documentation on how you would handle it, should you have a complaint.

**Mr. Mills:** I would like to make a comment. I would like to thank you and your partners at FHWA, FTA, KYTC, and INDOT. It is good to have knowledgeable staff come in and look at our process to make sure we are doing everything the best that we can. We appreciate all the recommendations and we will work with you and the states to try to address those as best we can and hopefully we will have fewer items of recommendations at our next review.

**Ms. Osadcuk:** It is not negative recommendations. You are doing a pretty good job. But we have ideas on how you can do better. We always work to do better. So don't take that as a negative. Take it as a positive.

**Mr. Ham:** I appreciate being able to take part in the process. It was very professionally conducted. I have a couple questions on findings because some are different than the way we do in Kentucky. Are these sub-allocated CMAQ funds?

**Ms. Osadcuk:** In Indiana now, the MPO's are given the CMAQ funds and are to select projects. So one of the things that was developed when that was turned over to the responsibility of the MPO was we told all the MPO's we would like to see, and this is just a certification process, and Brad did not know about it before we came in. One of the things we asked all the MPO's to do was to prepare written processes on selecting CMAQ projects. So you are no different than any other MPO in the state.

**Mr. Ham:** One thing that I would offer in the sense of the MPO is that both Kentucky and Indiana were delinquent in furnishing their list of obligated projects. That is what brought us into the recommendation. I didn't see at the time there was a lot that the MPO could do in working with an agency that's much larger than them and trying to get information from them. We have tried to do better, but you are looking at things that are 90 days post of the end because of the federal year, it's tough.

**Ms. Osadcuk:** The obligation of projects, when we do a certification review, it is not just the MPO, it of the state, of the common wealth, it's with all the transportation partners. So this one recommendation about the obligated projects was also pointed out to the Cabinet and the Transportation Dept.

**Mr. Ham:** On the finalization of prioritization process for TIP projects, in Kentucky at least, the six year plan is the determination most of the time for projects and those projects are sent from the legislature. I don't know that the MPO has a lot of choice with that. Then in my comments, I have something that I think would be a big help to everybody. But I don't know if you have time. But when you are talking about performance standards for lots of different things, we have struggled as MPO's in Kentucky to find performance standards that adequately satisfy the federal TIF. So I wondered whether or not there were sources of ...

**Ms. Osadcuk:** ....volumes that have been recently published and disseminated. I think you guys have it now. If you don't, let me know and I can get them for you. Federal Highway put these out about a year ago.

## **NEW BUSINESS**

### **KYTC/Henderson Unscheduled Needs List Prioritization**

**Ms. Lamb:** We have included in your packet for review and approval the 2009 regional prioritization of the Kentucky Transportation Cabinet's Unscheduled Projects List (UPL) for the City of Henderson and Henderson County. The projects presented for review during this round of prioritization are only those that were designated as "high" priority by both the KYTC District and the MPO in the 2007 round of prioritizations. To meet the prioritization criteria, the projects were divided into three groups based on overall cost. Each cost tier was ranked separately with "1" being the highest priority. The prioritizations as shown were approved locally by the Henderson City Commission on April 21, 2009 and by the Henderson County Fiscal Court on May 19, 2009. This biennial process results in a statewide prioritization of currently unfunded projects from which Kentucky's Six-Year Highway Plan is formulated. There was discussion this morning in the Technical meeting that the first project, which is the only one in cost tier 1, that has already been moved on to the six year plan.

But elimination of that project is not going to result in a difference in ranking because it is the only one in the cost tier. Are there any questions about this project?

**Mr. Corn:** Which intersection is Watson Lane?

**Mr. Sights:** At the first signal on US 41 take a right and it goes past the park.

**Mr. Corn:** Any other questions? I would entertain a motion for approval. (Motion was made by Mr. Hubiak and seconded by Mr. Melcher.) Voice vote. SO ORDERED.

### **FY 2008-2011 TIP Amendments**

**Mr. Luebke:** We have several TIP amendments today. I will preface this a little by saying that I am going to give you the total project dollars and point out a few highlights and not go into the specifics of each one. We have some projects that have four sources of funding. You have the information in front of you and if you want to ask me any questions, I would be more than happy to answer them.

The first amendment was requested from Warrick County Council on Aging. They requested that we add their Section 5310 Specialized Transportation Capital Assistance Grant. They are purchasing a 12-passenger van for a total cost of \$45,000 and a 12-passenger medium transit vehicle with lift for a total cost of \$50,000. The total project cost is \$95,500. It will be funded by \$76,400 in FTA 5310 funds and their local match is \$19,100.

#### **DES #0710983**

**Mr. Luebke:** Vanderburgh County requested that we add the Burdette USI pedestrian trail, Phase II trail construction from 1,600 feet south of Broadway Avenue to the USI campus. They are adding the project for construction in FY 2010. The total cost on that is \$1,100,000. This is a transportation enhancement project matched by Vanderburgh County funds.

#### **DES #0901281 & 0710849**

**Mr. Luebke:** The Town of Newburgh requested that we add the Rivertown Trail Phase 2A and 2B. This is one that has multiple funding sources. The first is trail construction from the old lock and dam to the new lock and dam in Newburgh. They are adding the project for construction and right-of-way acquisition in FY 2010. Right-of-way costs for Phase II will be \$69,090. That is going to use STP funds and local funds. Phase 2A construction is \$1,350,000 and will be funded with \$1,000,000 in federal AARA funds, \$280,000 in TE funds as well as the local fund match. Phase 2B construction from Belle Rive Drive to the new lock and dam. That project cost is \$3,375,000. That will have TE funds, STP urban funds, as well as local match funds..

#### **DES # 0710494**

**Mr. Luebke:** We also have a request from the City of Evansville. This is Oak Hill Road Phase II reconstruction to add a bike lane from Pigeon Creek to Lynch Road. They are going to be purchasing some right-of-way. This is from Pigeon Creek to Lynch Road. They are adding right-of-way acquisition funding in FY 2010. That is a total of \$500,000 funded by federal STP urban funds and a local match funds.

ITEM # 02-966

**Mr. Luebke:** KYTC has requested that we add US 41A widening at KY 136 to construct a two-way left turn lane. This is also going to be an ARRA project. The total construction cost of \$1,110,000 will have statewide federal ARRA funding as well as local ARRA funding, and local STP urban funds as well, the a match by Kentucky toll credits.

**Mr. Luebke:** Henderson Area Rapid Transit also requested that we address their 5307 FY 2010 program of projects revising the program for operating, capital and planning assistance. Total program funding will be \$1,252,080. That is funded by FTA funds 5307 funds, state funds and a local match. Does anyone have any questions about the specific funding sources?

**Ms. Burger:** I have one comment. I know you were busy with numbers. In the TIP amendment, the numbers are correct for the trail. But in your narrative, the local match is 70 for the 280 for Phase 2A. Then 2B, the bottom line should read \$675,000 in local funds. The 745 is both the 675 and the 70 combined. It is right in the amendment; it is just your narrative.

**Mr. Luebke:** I apologize.

**Mr. Corn:** On the Oak Hill project, we had the bike lanes added from Highway 41 to the creek right? That did not have it designed in there?

**Mr. Luebke:** The description is, we are not adding bike lanes. We are purchasing right-of-way which is part of the project. We are adding some STP funds for acquisition of right-of-way for the project. But the design of the project is not being modified.

**Mr. Corn:** Thank you. Any other questions? Is there a motion for approval of the six TIP amendments? (Motion was made by Ms. Burger and seconded by Mr. Sights.) Voice vote. SO ORDERED.

**FY 2008-2011 TIP Administrative Modifications**

**Mr. Luebke:** We also have three administrative modifications to the TIP. They do not require your approval. They are for information purposes only. The first two are related to the Newburgh Rivertown Trail that we just amended. Des # 0401025 & Des# 0501256: The TIP prior had all the funding applied to Rivertown Trail on Phase 1 and the Warner Road Bridge that is being fitted into the trail. And what we are going here is revising the funding back to reflect the limits for that. That project has already been let for bidding. Phase 1 construction cost of the trail portion is \$856,600. That is TE and local funding. The bridge project cost is being revised to \$1,188,000 and that is TE funding as well as local funding. Before I move on, are there any questions about that one?

**Mr. Luebke:** The second one is the interlake multi-use recreational area project. This is a DNR project. We saw this a couple months ago. We were adding into the funding for developing a recreational park near Lynnville in Warrick County. There were some additional funds that were not included in the original amendment and we are revising the construction total as TE to show \$21,250 in TE funding and \$390,341 in construction for this project.

**Mr. Corn:** Are there any questions? Thank you Craig.

## **OTHER BUSINESS**

### **Rezoning:**

Docket No: R-2009-5 1706 Pollack Avenue. James A. Haynes, Petitioner

**Mr. Mills:** This is a request to change the zoning from C-1 to C-4 for a storage building. Our recommendation was that one 24-foot driveway with adequate turn around to discourage any backing into or out from the property into the street.

Docket No: R-2009-7 3410 W. Virginia Street Ruth E. McCullough, Petitioner/Owner

**Mr. Mills:** This is a downzoning from C-4 to R-2 for a single family residence. There will be no significant impact for this change in zoning.

Docket No: VC-6-2009 1000 Beacon Hill Elite Management Group, LLC, Owner

**Mr. Mills:** This is a request at the Cambridge Golf Course area and residential development to rezone from R-3 to PUD. They want to modify the development from condos to single family development where the properties will be owned by the house owners. There would be no significant impact due to the fact that the roadway network is already in place for the current development.

### **Subdivision**

Docket No: 1-S-2009 Deerfield Section 4 Calvin & Mary Jo Dentino, Owners

**Mr. Mills:** This is in Vanderburgh County at Deerfield Section 4. This is east of Old State Road and north of Eissler Road. This subdivision came to Area Plan Commission last year and was approved with a connection to Eissler Road. The developer has come back with a new plan that removes the connection to Eissler Road, which is at the bottom of the page. It is the MPO's recommendation that the subdivision should keep access to Eissler Road. It is a very large development. Our handbook says that anything over 50 lots should have at least two access points. At the top of the screen at Mt. Pleasant, that would be their only access, and if that were to be blocked or cut off for any type of maintenance, there would be no other access in or out of the development.

**Mr. Corn:** That is the one all the neighbors were opposed to the access.

**Mr. Mills:** That is correct.

### **Citizen Requests:**

Request #109050101

**Mr. Mills:** This is in the City of Evansville at Fickas Road between Belief Street and Green River Road. This is a Habitat for Humanity development. This is a request to do a speed study to determine if a speed lower than 30 mph would be appropriate on Fickas Road and if the posting of a school bus stop ahead sign would be appropriate. Based on the speed study, there is no recommendation that the speed be modified at this time. Also we recommended that the school bus stop ahead sign be placed for westbound traffic in advance of Promise Street.

Request #109040601

**Mr. Mills:** This is in the City of Evansville on John Street between Morton and Denby, particularly on the far right side of the screen where you can see the stop sign. This was a request for lower speed limit and designates turn lanes on Denby. We did our speed studies and we recommend that the speed limit be posted which is supposed to be 30 MPH and not lowering the speed limit. Then we recommend that we designate a left and right turn lane at Denby. One of the concerns was at Denby. That is a two lane road headed east when got down to the stop sign and the people in the far left lane would want to turn right. So hopefully, we will discourage that with the striping of the lanes.

Request #109051101

**Mr. Mills:** This is in the City of Evansville at Audubon Drive and Taylor Avenue. This is a request to review the intersection for a four-way stop to help reduce speed. Our recommendation based on the speed study was that there not be a four-way stop at this time. However, we did recommend that we change the yield signs to a stop sign. And also to help with the speeding issue, we would post a 30 MPH and coordinate with the City of Evansville Police Dept. for enforcement.

Request #109050701

**Mr. Mills:** This is in the City of Evansville at Second Avenue and Oregon Street. This again was a request for a four-way stop to reduce speeding. The recommendation was for no change in the control at this time, and to post a speed limit of 30 MPH and coordinate with law enforcement.

Mr. Corn: Any questions? (None.)

**APPROVAL OF BILLS**

**Mr. Corn:** I will entertain a motion to approve bills. (Motion was made by Ms. Burger and seconded by Mr. Hubiak.) SO ORDERED.

**PUBLIC COMMENTS**

**Mr. Harris:** My name is Scott Harris. I am the co-chair of the transportation research committee for CAJE. For the last seven months, CAJE has worked in conjunction with the staff at the MPO to survey Vanderburgh County employers north of the City limits. Our interest has been to determine and document their level of interest in implementing public transportation to and from their locations. When we spoke with the management teams of several employers such as Ameriquil, Shoe Carnival, Buy Low and others, they responded that they would benefit from bus service. In recent months, we turned our attention to surveying the current employees of these same northern Vanderburgh County businesses and we have not finished tallying all the results. But I would like to share one statistic that we have collated. It would be question #2 from the survey: If METS bus service was available at your place of employment, what is the likelihood that you would take the bus to work? With slightly over 100 responses so far, 54% have responded they would be very likely or somewhat likely to use the bus service if it were available. The split between those two answers is almost even. So please keep in mind that this survey was filled out by people who are already employed at those locations and not served by the bus system. So we are talking about a population that has already found a way to get to their place of employment, but they would prefer to use public transportation. We hope that you will agree that this is yet another source of strong evidence for the expansion of the METS system, and we look

forward to sharing further information, both statistical and in the form of testimonials in the near future. Thank you.

**Mr. Corn:** When we did the survey, did we ask how they get there now?

**Mr. Harris:** Yes. That was the first question. There were a lot more results from the survey. That was just a specific one I was referring to.

**Mr. Corn:** Any other questions? Thank you Scott. Any other public comment? (None.)

Meeting adjourned.