



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 3, 2009

ROLL CALL

Members Present (voting):

Jack Corn, Jonathan Weinzapfel, Ed Ziemer, Greg Meyer, Joe Kiefer, Russell Sights, Don Williams, Cynthia Burger, Pamela Drach, Kevin McClearn

Members Absent (voting):

Don Walker, Steve Melcher, William Hubiak

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, Janice Osadczuk

Evansville MPO Staff Present:

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

Others Present:

Ted Miller, Jim Wilsbacher, Mark Rigney, Robert Howard

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. Sights and seconded by Mr. Meyer.) SO ORDERED.

OLD BUSINESS

PROJECT UPDATE

CITY OF EVANSVILLE

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

Phase 1 (US 41 to Pigeon Creek):

Ms. Lamb: Final tracings have been submitted to INDOT and the city is anticipating the bid letting for construction to be held this fall.

Phase 2 (Pigeon Creek to Lynch Road):

Ms. Lamb: American Structure Point, Inc. has been selected as the consultant to provide right-of-way services.

Mr. Corn: Laura, do you know, I thought we had almost all the right-of-way we needed out there?

Ms. Lamb: For phase two, not the first phase, but the next phase.

Mr. Corn: We don't have right-of-way for phase two?

Ms. Lamb: I don't think so.

Lincoln Avenue Conversion (Hazard Elimination Safety funding):

Ms. Lamb: This is between Rotherwood Drive and Hebron Avenue. Construction of this project began on August 24, 2009 and is scheduled to be complete by October 7, 2009.

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

Ms. Lamb: Construction of this project is now complete.

Lincoln Avenue Reconstruction (local funded):

Ms. Lamb: This is from Martins Lane to Kirkwood Drive. Construction of the project is complete.

TOWN OF NEWBURGH

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

Ms. Lamb: Right-of-way acquisition is now complete and the consultant is preparing the final tracing documents for submittal.

KYTC PROJECTS

US Hwy. 41A/Green Street widening (STP funded):

Ms. Lamb: The MPO has submitted comments to the KYTC regarding issues of particular concern that may require special consideration and/or review. These issues include appropriate traffic sign location for advance warning; prohibiting through traffic at particularly hazardous offset intersections; closure of median openings near the US 41 interchange; relocation or removal of accident-prone private access drives; improving capacity issues at signalized intersections; improving intersection site distance; improving vertical clearance for freight trucks under the CSX overpass; and maintaining or improving bicycle and pedestrian functionality along the corridor.

I-69 CORRIDOR

I-69 Indiana: Evansville to Indianapolis

Ms. Lamb: A preliminary field check meeting for was held August 13, 2009 at the INDOT Evansville sub-district office. The field check plans, which cover the section from SR 168 to SR 64 in Gibson County, are available in the MPO office for review. Are there any questions?

Mr. Meyer: I have a question about the Ohio River crossing. I know it's not one of the highlighted items, but I'm hoping you can provide some information about the location. It says in here that alternative two was selected as a preferred alternative, and that was back in 2004. What is alternative two, which location?

Mr. Mills: Basically for that location of the bridge, it is to come off the end of the existing Green River Road right at I-164. So that is the basic location.

Mr. Meyer: And when does that become a final decision, as opposed to a preferred alternative?

Mr. Mills: What we are doing right now is waiting for Kentucky to show Federal Highway that they have the funding to construct that. So they have to prove there is a funding source to construct the project. Once that is done then I believe the record of decision can be made by Federal Highway. Then that would be the route.

Mr. Meyer: Okay, thank you.

TIP STP and CMAQ PROJECT PRIORITIZATION

Mr. Luebke: We have coming back for the final approval for TIP prioritization process for STP and CMAQ funding. The most recent Transportation Planning Certification Review affirmed the need for the EMPO to adopt a formal prioritization process for TIP project. The MPO staff has researched numerous prioritization examples across the country in an effort to develop a local process by best practices used elsewhere. The draft process expands on the informal process that has been used to successfully prioritize project in earlier MPO TIPs. Changes include a project application form and a scoring system that will serve to guide selections by the MPO Policy Committee. The prioritization process will serve the Policy Committee as a tool to guide decision making. However, the Policy Committee is not bound by the scoring process as it relates to the project selection. Documenting the project application and prioritization process will clarify a complex issue to the public, improve the project development process for local

public agencies, and ensure the continued efficient use of federal funds to address local transportation needs by the selection of appropriate projects. We do anticipate that the scoring process will evolve as prioritization process matures. Factors may be added or removed based on federal government areas of emphasis and/or special preferences by local stakeholders and government officials. You see there are some summary items. It is required by federal regulations. It serves as guidance to the Policy Committee. It documents the process for project development in a more formal way and, at this point it will cover surface transportation programs and the air quality congestion mitigation programs. We do anticipate that it will be extended to cover other programs as we move forward. That will reflect also safety projects and transportation enhancement programs in the future. Programs will be scored independently of each other so the surface transportation program projects are scored and reviewed against other transportation programs, like same with CMAQ safety and enhancement projects. What you see there is a project application that the MPO is working with with our local partners in project development. If you go back further, you see the scoring factors that are applied to the projects, STP first, then CMAQ second. Some of you had seen this last month. We did get some comments and made some modest changes to what we saw last month. But it is a pretty substantial summary of what we had in draft form last month.

Mr. Corn: Are there any questions?

Mayor Weinzapfel: How would this process change the projects that are already in queue?

Mr. Mills: We don't anticipate going back and scoring any projects that are currently in the TIP. This would be for new projects that we would advance into the TIP.

Mr. Corn: I would entertain a motion for approval. (Motion was made by Mr. Ziemer and seconded by Mr. Meyer.) SO ORDERED.

NEW BUSINESS

FY 2008-2011 TIP AMENDMENTS

Mr. Luebke: We have one TIP amendment this month. That has been requested by INDOT.

DES #0901622

Mr. Luebke: This is a district paving project on I-164 from 4.9 miles south of SR 66 to I-64. They are adding the project for construction in FY 2010. Total project cost of \$2,000,000 will be funded with \$1,600,000 in federal STP funds and a \$400,000 INDOT match.

Mr. Corn: Any questions? I will entertain a motion for approval. (Motion was made by Mr. Williams and seconded by Mr. McClearn.) SO ORDERED.

FY 2008-2011 TIP ADMINISTRATIVE MODIFICATIONS

Mr. Luebke: We also have four administrative modifications to the TIP. These don't require action by the committee. They are informational items. The first two are City of Evansville projects.

DES # 0101271

Mr. Luebke: This is Oak Hill Road Ph. 1. This is reconstruction with added bike lanes from US 41 to Pigeon Creek. The project is being revised to reflect the updated cost estimate, FY construction and funding sources. The total FY 2010 project cost of \$8,650,587 will be split with \$2,618,496 in ARRA stimulus funds, \$4,825,673 in federal STP funds and \$1,206,418 in local funds.

DES # 0900622

Mr. Luebke: This is the downtown Evansville traffic signal modernization project and includes traffic signal upgrades, access and traffic flow revisions in the downtown area. This project is having the funding sources revised. The total cost of \$2,989,746 will now be funded with \$2,094,797 in federal STP funds and \$894,949 in local funds.

Mr. Luebke: The second two amendments are requested by the KYTC. They have required that mile point information be added to the projects as they are revised in the STIP in Kentucky. These two items need mile point information added.

ITEM #02-710.00:

Mr. Luebke: US 41: widening Watson Lane on the west leg to accommodate two approach lanes and one receiving lane.

ITEM#02-966.00:

Mr. Luebke: US 41A: widening of US 41A at KY 136 to construct two-way left turn lane, also adding mile point information. On those items, we are merely adding mile point information to the project location to their descriptions.

Mr. Corn: On item 2, we originally were going to fund that with stimulus money.

Mr. Luebke: That is correct.

Mr. Corn: So we are switching with something else now?

Mr. Luebke: You actually see the first project, Oak Hill Phase 1, that is the stimulus money that was going to be in the downtown signal project. Due to federal timeline regulations on when those projects needed to be ready and the stated readiness to that project, we swapped the funding which will allow us to not have any federal funding be in jeopardy here locally and move both projects forward quickly.

Mr. Corn: There is no problem with swapping those two?

Mr. Luebke: No.

Mr. Corn: Thank you. Any questions?

EVANSVILLE MPO FY 2009 COMPLETION REPORT

Ms. Akin: The annual unified planning work program completion report annual performance and expenditures for FY 2009 is now available on our web site and we also have limited hard copies in our office if anyone would like to look at them. Presented in this report is a description of the status related products, and expenditures for each work element contained in the FY 2009 portion of the unified planning work program. The expenditure figures represent total costs associated with completion of each of the work elements. Following the general description of the work elements are budget and expenditure summary table for each of the planning grants, the FY 2009 4th quarter project update, a listing of the 487 traffic counts and the 6 turning movement locations taken this year, as well as a table of the 56 TIP amendments and 6 TIP modifications that were processed during the year. So if you take a look at the document and you have any questions, please feel free to contact our office and we can answer the questions for you.

Mr. Corn: Thank you.

LONG RANGE TRANSPORTATION PLAN AMENDMENT

Mr. Stensaas: Last month we announced that we would present a Draft Amended Transportation Plan at this meeting. We have been working on amending the Long Range Transportation Plan and you have an executive summary of the amendments we made to the Plan in your packet. I am just going to go through quickly the key changes or amendments to the Plan. The first thing is our federal certification review team recommended we have a vision statement to accompany the goals, objectives and policies that were planned. This is the vision statement we have on the screen. This what our staff has developed. The vision of the Evansville Metropolitan Planning Organization is to conduct a regional transportation planning process that creates active public participation and helps to achieve development and maintenance of a continuously improving, multi-modal transportation network that effectively and efficiently serves people of all ages and abilities. The second item to discuss is the long range plan projects. We have two projects that have been added to the plan since it was adopted two years ago. Recently we got these two projects from our Kentucky/Henderson/Henderson County partners, and aside from those two projects, obviously some projects have been completed, they have been taken out of their tables for all these projects in your packet. The 2010 year has obviously seen a lot of projects completed. Those have been moved out to our project completion list. We have some changes in some of those projects that have not been completed, some of them have split, and you will the differences in looking at the 2015 time horizon and I think there was one project that was moved to the 2025 horizon. Number three is the transportation survey update. During the winter of 2009, we added to our transportation opinion survey by collecting 125 more surveys and those were combined with the surveys we had taken in 2006 and 2007. The results of those opinion surveys of our transportation network are combined now in the plan and you can see the tables for those following the tables of

projects. The fourth major change is congestion management. This is an area that we were recommended by the quality certification review team that we enhance what we had in our congestion management process. So we have added an element to some of the travel delay time studies and we modified the list of turning movements and traffic count locations that will help us to identify our travel time studies should be done. Finally, there is an item number five that just documents other areas of the plan that have been changed. These are mostly minor changes that include items like changes to the bikeway network in Evansville, Greenway progress, updates to other projects for funding numbers, that kind of thing. So next month we will be coming back and asking for approval of the draft amended 2035 Transportation Plan. Beginning tomorrow, the public comment period will open and anyone can submit comments on the draft through September 18th. The plan is available online. We can print copies upon request. People can make comments at our office, on the phone or online. Any questions?

Mr. Kiefer: On page C-3 and C-4 where it looks like you had some kind of public participation details, what does that 3.6 represent?

Mr. Stensaas: The number to the right of that is the total number of responses that were received for that particular question. This is not a long survey but there were several questions and not everybody answers every question. So that was just the mean of the average of all those 224 responses to that question. That is what the 3.6 represents.

Mr. Mills: So the range was 1-5; one being least important and five being the most important or significant.

Mr. Kiefer: Then on page C-4 where it says questionnaire results, the top three transportation priorities, that number one ranking is transit service or system improvements, that was by far the top priority.

Mr. Stensaas: By adding all of those, we had three lines there on the survey to give us your number 1, 2, and 3 top priorities for improving our local transit network. So collecting all the answers from those and adding all three columns together, transit was number one.

Mr. Kiefer: Does that give any detail of what that means? Does it mean extending service or leaving it the way it is today but improving the network?

Mr. Stensaas: It could be a variety of those kinds of things. The way it is worded was exactly what it says here: improve transit service or system improvements. On those questions, people could write a specific idea. That is what a lot of people did. Say, add Sunday service or extend night time service for METS. Those were added to that column.

Mr. Kiefer: Thank you.

Mr. Corn: Thanks Dave.

DRAFT TRANSPORTATION CONFORMITY ANALYSIS FOR THE OZONE AND PM2.5 AIR QUALITY STANDARDS

Mr. Shokouhzadeh: In your packet, you have a copy of the Draft Transportation Conformity Analysis for the Ozone and PM2.5 Air Quality Standards. In order to approve the plan, it is a requirement of the Federal Highway to come up with this documentation. We added all the regionally significant projects regardless of the funding. There are two sections in this study. One is for ozone and the other is PM2.5. The ozone part is only for Vanderburgh and Warrick counties. The PM2.5 is for the six county area. This report basically comes down to two sets of tables. If you turn to page 9, you see Table 1 is the 8-hour ozone emission test for Vanderburgh and Warrick counties. As you see, there is an emission budget that is 4.2 for VOC and 5.4 for NOx. You can see the analysis years are below the budget for both. So we are in compliance for ozone. On page 10 is the PM2.5. There are three tables. The first one is for Vanderburgh, Warrick and Gibson. The second one is for Dubois, Pike and Spencer counties. The third table aggregates all the tables. Since we don't have any budget for PM2.5, we have to run a test which is called the interim test, we compare all the analysis with the year 2002 and as you see all the numbers are below that and therefore for PM2.5 we are in compliance also. If you want to know how we came up with the numbers in this document the file is online with over 4,100 pages. There is a comment period required for this document that is going to start on September 8th and run through the 22nd. If you would give us your comments on or before that date, we would appreciate it. We anticipate bringing the final document for approval next month.

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

OTHER BUSINESS

Rezoning:

Docket No: VC-8-2009 11900 Old State Road Evansville Rescue Mission, owner

Mr. Mills: This is a request to rezone from agricultural to C-4 for a proposed car wash. Our recommendation was that access should be restricted to Old State Road only and to locate the access to maximize site distance limitations near the curve and a shared access with the commercial development to the north is preferred. It is my understanding that the developer is going to be reworking that property to the north of this and there will be interconnect between the southern triangular piece with the northern property that is currently developed.

Mr. Corn: What was there?

Mr. Mills: Just a sign. This is the Rescue Mission's property.

Docket No: VC-10-2009 Eickhoff Road Gene Pfeiffer, owner

Mr. Mills: This is in Vanderburgh County on Eickhoff Road north of SR 62 and the Lloyd Expressway. This is a proposed subdivision property that we heard some months back. They re-filed and this is a request to rezone from agricultural to R-2, R-3, R-4, C-2 and C-4 with a use

and development commitment. Our recommendation is very similar to what we recommended in the past and that is that a traffic impact study should be required. That if the study cannot be completed before the rezoning is heard the scope of the traffic impact study should be laid out and agreed upon by the County prior to the rezoning being finalized. And the use and development commitment should be modified to include the parties responsible for the costs associated with implementing the necessary improvements that result from the traffic impact study.

Mayor Weinzapfel: Is this being negotiated between the neighboring property owners?

Mr. Mills: We had asked them to speak with them, the Area Plan Commission members, and I believe that is correct, but I haven't talked with them personally so I don't know that to be a fact.

Subdivision

Docket No: 4-S-2009 The Villas at Cambridge PUD Elite Development Group, owners

Mr. Mills: This was a condo association and they want to do a PUD so they can sell off individual homes and lots. This is north of Volkman and east of Highway 41. There should be no significant impact to the transportation network.

Mr. Corn: Any questions?

Citizens Requests

Request #309073101

Mr. Mills: This is in Warrick County at Trinity Drive and Rabbit Run. This is a request for review of necessary changes in right-of-way control. There are existing stop signs on Trinity now. Based on traffic counts, it was recommended that no change in intersection right of way traffic control is warranted at this time.

Request #108091601

Mr. Mills: This is in Evansville on Virginia Street between St. Joe Avenue to Mt. Vernon Avenue. This is a request to install centerline pavement markings. Due to the narrow streets it was not recommended that centerline pavement markings be installed. So it was not warranted at this time.

Complaint #109071601

Mr. Mills: This is in Evansville on 7th Avenue between Mill Road and Christ Road. This is a review for a reduction of speed. It was our recommendation that no reduction in the statutory speed limit is warranted at this time; and post a 30 mph speed limit sign and coordinate with law enforcement for monitoring.

Request #109072401

Mr. Mills: The next item is at the intersection of Cottage Drive and South Court Drive in the City of Evansville. This is a request for appropriate right-of-way control. It is my understanding that there was no right-of-way control at all at this location. We recommended that a stop sign be posted on South Court Drive.

Request #108112501

Mr. Mills: This is in the City of Evansville. It is First Avenue and Oregon Street. This is a request to review for pedestrian crossing safety improvements such as a cross walk and caution lights. It was determined that a marked cross walk was not warranted at this time. But we did recommend installing advanced pedestrian warning signs on First Avenue.

Request #209080401

Mr. Mills: This is in Vanderburgh County on Happe Road from New Harmony Road to the dead end. This was two sections and it was a request to review for a reduction in speed limit. It was our recommendation to reduce the section north of Mill Road to 40 mph, and that the area to the south of that remain at the posted speed limit of 45 mph.

Request #108091602

Mr. Mills: This is in the City of Evansville at the intersection of Mt. Vernon Avenue and Virginia Street. This is a request for review of additional on-street parking restrictions to keep vehicles from blocking visibility. It was our recommendation that no additional restrictions were warranted at this time.

Request #109022502

Mr. Mills: This is in the City of Evansville at Burkhardt Road and Newburgh Road. This is a request to review for a traffic signal or other measures to improve safety. It was our recommendation to install an all-way stop control; change signs on Newburgh Road caution lights to indicate a "stop ahead". We have been working with Mr. Ziemer and his staff to make sure we can do enough posting and signage. We didn't want to overload them, but we know this is going to be a change in travel patterns so we want to make sure we limit accidents as much as possible by the new stop condition.

Mr. Kiefer: I am very familiar with this because I drive it all the time. The problem is Burkhardt Road vehicles have to pull up way beyond that stop sign in order to see beyond the big hill on the picture at the top right corner. You cannot see if you stop before the stop sign. So most people are in the middle of the intersection which causes ongoing traffic to tend to swerve into the other lane. So to me, the best solution is to take that hill down.

Mr. Mills: I'm sure that would be the best solution. But I don't know that we have the resources to do that at this time. I believe you are talking to the hill that is on the right side of the

screen. I believe most of that is private property. With this, we are recommending a stop condition on Newburgh Road, so those people on Newburgh Road will have to stop now.

Mr. Kiefer: That is not the best solution in my mind at all. I speak from experience traveling that road day in and day out. I would object whole-heartedly putting a stop sign on Newburgh Road when it would be much better to do a different solution. I think that is a horrible solution in my mind. That is my opinion.

Mr. Mills: If you look at the document that we sent, it also tells all the vehicle traffic count and it is basically related to that format for limited sight distance which I agree there is limited sight distance there.

Mr. Kiefer: It is just a real bummer because now every day when I travel Newburgh Road knowing that you have a stop sign there really stinks.

Mr. Mills: I understand.

Ms. Burger: The traffic volumes on Burkhardt have increased so is that why, because before it was never warranted because the traffic counts on Burkhardt was not...

Mr. Mills: Correct.

Mr. Kiefer: I would like to know when the traffic count was done because we had Lincoln Avenue shut down and people were forced to go up Burkhardt Road. I believe now that that road is now open again the traffic count will now not be as bad.

Mr. Ziemer: I inquired about that to the MPO and that traffic count was done when Lincoln Avenue was open.

Ms. Lamb: It was done in March before the Lincoln Avenue closure. You can see, I did a review of the accidents and it is increasing year by year. I went back to 2003. The last two years we had nine and eight accidents and they were all right angle accidents. The City did have a Burkhardt Road corridor study done there. They did recommend some improvements like cutting down that hill, but we are talking 10 years in advance. Can we wait 10 years before we do anything? I don't think we can.

Mr. Ziemer: We are quite concerned about the traffic speed limit and the fact that the sign has not been there for quite some time. The flashing lights currently out there that warn you of an upcoming dangerous intersection have become such common place that I don't think people see them anymore. We are going to take numerous precautions when we erect this stop sign. It has been approved by the Safety Board already and we will put some rumble strips down. We will hang "stop sign ahead" on the flashing light. We are currently cutting the trees away from around the flashing light signs. We are going to put advanced warnings of the stop sign. All I can do is try to warn people that that stop sign is there.

Request #109060101

Mr. Mills: This is in the City of Evansville at Maxwell Avenue and Morgan Center Drive. This is a request to review for additional on-street parking restrictions to keep vehicles from blocking visibility. If you look at the photo on the back of that memo, it shows where we have recommended posting the northwest corner for no parking within 40 feet to the intersection.

Request #109060102

Mr. Mills: This is in the City of Evansville at Season's Pointe. This is a request to remove existing on-street parking restrictions. It was our recommendation that the removal of on-street parking was not recommended. If you had off-street parking, it would make it virtually impossible for people at the end of those lanes to get to their driveways.

4th QUARTERLY REPORTS

Ms. Akin: In your packets you have the fourth Quarterly Report for both Indiana and Kentucky. This covers April 1, 2009 to June 30, 2009. Throughout the quarterly reports you can view the different projects we worked on during the fourth quarter.

APPROVAL OF BILLS

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

PUBLIC COMMENTS

None.

Meeting adjourned.