



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

May 6, 2010

ROLL CALL

Members Present (voting):

Jack Corn, Steve Melcher, Russ Lloyd, Jr., Russell Sights, Don Williams, Cynthia Burger, John Curry, Nick Hall

Members Absent (voting):

Don Walker, Mayor Jonathan Weinzapfel, Ed Ziemer, Greg Meyer, 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 Osadzuck

Evansville MPO Staff Present:

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

Others Present:

Ted Miller, Daniel Shaw, Roberta Heiman, Robert Howard, Jr.

APPROVAL OF MINUTES

Mr. Melcher: 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

A. PROJECT UPDATE

CITY OF EVANSVILLE

Pigeon Creek Greenway Passage Project: 3C-2 (Franklin to Lamasco Park at Maryland Street)

Ms. Lamb: Construction is underway and the contract completion date is currently set for June, 2011.

3C-5 (Kratzville/Fulton Bridge to Dresden Street)

Ms. Lamb: The Parks Dept. awarded their construction inspection services to United Consulting, Inc. Construction is underway for this phase also, and the contract completion date is currently set for November, 2010.

VANDERBURGH COUNTY

Burdette Park/University of Southern Indiana Trail Phase 3 (S of Broadway Av. To Nurrenbern Rd.)

Ms. Lamb: This project has been added to INDOT's website with a proposed letting date of September 1, 2010.

WARRICK COUNTY

Lincoln Avenue Phase 2 (1,000 feet E of Grimm Rd. to E of Bell Rd.)

Ms. Lamb: The consultant is working on the final design plans and anticipates an informational meeting will be scheduled this summer to reintroduce the public to this phase of the project and to discuss design details and the right-of-way acquisition process.

INDOT PROJECTS

US 41: SR 66 to Boonville-New Harmony Road Phase 1 (SR 62/Diamond Av. To St. George Rd.)

Ms. Lamb: According to INDOT, the widening phases (1 and 3) of this project have been removed from the Major Moves funding list due to declining State revenues and the construction has been deferred to years 2018 and 2019. Previously these were scheduled for 2010/2012.

Mr. Lloyd: So is that just Phase 1?

Ms. Lamb: No, that would be Phase 1 and 3. Phase 2 which is a reconstruction from Hillsdale to Boonville-New Harmony Road is to remain the same for now.

SR 61 Connector, Boonville

Ms. Lamb: According to INDOT, this project has also been removed from the Major Moves funded project list and will be required to compete for traditional funding sources. Construction of this project is not expected until 2017. Design of the project is expected to continue, though at a slower pace.

SR 66 Corridor Planning Study

Ms. Lamb: Due to lack of funding, this project was not carried over into the MPO's new 2010-2013 TIP and therefore will be removed from the Project Update list. Are there any questions about those or corrections or additions?

Mr. Corn: Was all that major moves money coming from the State?

Ms. Lamb: Yes.

Mr. Corn: It wasn't part of the economic ARRA?

Mr. Mills: That was toll road lease funds and the investments from it.

Mr. Corn: Thanks Laura.

NEW BUSINESS

A. FY 2011 Memorandum of Understanding between EMPO, INDOT, & METS

AND

B. FY 2011 Memorandum of Understanding between EMPO, KYTC, & HART

Ms. Akin: Federal regulations require a Memorandum of Understanding between the MPO, the State and the Transit Agency which outlines the transportation planning responsibilities of each organization. This is an annual agreement. There have been no changes from the previous year. Does anyone have any questions?

Mr. Lloyd: I guess the term is from July to July?

Ms. Akin: That's correct.

Mr. Lloyd: And it is a one year that we do every year? It would start July 2010.

Ms. Akin: Correct.

Mr. Corn: Any other questions? I will entertain a motion to approve. (Motion was made by Mr. Lloyd and seconded by Mr. Melcher.) SO ORDERED.

C. Agreement between EMPO and METS for the NTD Sampling Project

Ms. Akin: Evansville MPO requests approval to conduct the National Transit Database Sampling Project for METS. The data collection for the sampling project will occur May 1st 2010 through December 31, 2010. And the annual reports involved will be delivered to METS by January 31st 2011. METS will pay the EMPO in the amount of \$46,082.96 for the services performed. We did this same project about two or three years ago. It is required by the National Transit Database.

Mr. Corn: Is this collecting data from the riders?

Ms. Akin: Yes. It is basically tabulation of the amount of passengers that ride specific routes.

Mr. Corn: Any questions?

Mr. Melcher: So is METS okay with this? I don't see anyone here to speak for them.

Ms. Akin: Yes. It is okay with them. Actually it has already been through Board of Public Works and Kerry Kamp and Ed Ziemer presented it to BPW.

Mr. Mills: This is 80/20 funds too, correct?

Ms. Akin: Yes.

Mr. Corn: (Motion was made by Mr. Melcher and seconded by Ms. Burger.) SO ORDERED.

D. FY 2011 Evansville MPO Budget

Ms. Akin: Attached is the proposed FY 2011 Evansville MPO budget. Also included are the approved budgets for 2010, 2009, 2008, and 2007. These are the same values that were approved last month for the FY 2011 UPWP, except for one addition, which is line item 09-7552 contract for the METS NTD sample which was just approved. The expenses associated with the sampling project will be drawn from that account. Then they will be using Section 5307 funds of 80% to fund this project, which is listed in the revenue account; and a 20% local match. There are no increases in local shares. This is for you to review. You have the whole month to review it. I am requesting approval for next month.

Mr. Corn: We think everything is there now?

Ms. Akin: Right.

Mr. Corn: Any questions? Thanks Kari.

E. FY 2010-2013 TIP Amendments

Mr. Luebke: We have three TIP amendments. The first actually is related to the NTD survey that Kari was just speaking about. METS requested to revise Section 5307 capital assistance program and planning assistance. They are removing shop heating equipment project totaling \$75,000; and adding software upgrades, as well as revising the planning assistance program to the database sampling project. The total budget remains the same, it is just an adjustment of individual figures. The second amendment request is transit awareness free fare program and route map improvements. They are adding this project, which will be promotion on ozone days as appropriate to the ozone seasons, and also improvements to the route maps for making it easier for people to negotiate around the system. That is going to be a FY 2011 project. The total project cost is \$105,000. That will also be an 80/20 project with federal CMAQ funds and a local match.

Mr. Luebke: The third amendment is from Evansville ARC. They requested 5310 funds from FY 2010. They been awarded to purchase a 13-passenger small transit vehicle and radio communication system for that vehicle. Total project cost is \$53,250. Are there any questions on those amendments?

Mr. Corn: I am sort of amazed that we can have items like this without numbers on them. I didn't think the government could do anything without numbers.

Mr. Luebke: There are in fact no numbers on those, no Des #.

Mr. Corn: Any questions? I would entertain a motion to approve. (Motion was made by Mr. Lloyd and seconded by Ms. Burger.) SO ORDERED.

F. FY 2010-2013 TIP Administrative Modification

Mr. Luebke: What this is, it is a US 41 pavement replacement project. It has been revised to split the project into two phases and adjust the project funding to fund both of those phases. My understanding is they are splitting that up to address some drainage issues that must be resolved in one section before they can move on with the next section of the Lloyd Expressway interchange project. This is a pavement replacement from 0.2 miles north of the south junction with SR 66 which is Diamond Avenue to 0.4 miles south of the north junction with SR 66. Again splitting that job into two phases. The total project cost of construction is \$10,000,000. That will move forward in 2011, which is the first portion for construction. The south end of the project from Eagle Creek Slough 0.2 miles south of the south junction with SR 66 is moving forward for construction in 2013. That is the most substantial portion with a project cost of \$22,800,000. That is an informational item.

Mr. Corn: Any questions? Thank you.

OTHER BUSINESS

A. CITIZEN REQUESTS

#110040101

Mr. Mills: This is in the City of Evansville at Kelsey Avenue between Bellemeade and Gum Street. They are requesting to remove all on-street parking. Our recommendation is to eliminate on-street parking on both sides of the roadway along the section of Kelsey Avenue by posting appropriate “no parking” signs to ensure traffic flow is maintained. That is a very narrow roadway there.

Mr. Corn: Is there parking on both sides now?

Mr. Mills: It is not posted one way or the other. So people are parking on both sides. I believe the roadway is only about 15 feet wide so it makes it very awkward.

#110032401

Mr. Mills: This is in the City of Evansville at Main Street and Sycamore Street. This is a request to add marked crosswalks to signalize intersections to help direct pedestrians and warn drivers. Our recommendation is to install the marked pedestrian crosswalks at the intersections after appropriate ADA ramps are installed. This intersection is part of the resignalization of the downtown project. So that would be anticipated to be done at the same time or shortly thereafter, as stated by the City Engineer.

#210040701

Mr. Mills: This is in Vanderburgh County on Willow Creek Drive. This is a request to reduce the statutory speed limit from 30 to 20-25 mph and post speed limit signs. Our recommendation is that no reduction in statutory speed limit is recommended at this time and to post a 30 mph speed limit sign and coordinate with local law enforcement to monitor and enforce the existing speed limit. We have a pamphlet that we put together and it is on our website. It shows what the appropriate means are for reducing speed limits or for requesting that. Typically what happens is if we reduce the speed limit down to below what is expected by people they typically just ignore it. We will do a few of these today and we will have some stop signs too. Putting in stop signs that aren't appropriate are the same type of thing. People think that there are never any cars here so instead of stop, they just roll through it.

Mr. Lloyd: That means the vehicle count can't be very high there.

Mr. Mills: No. In a situation like this, we recommend to talk to your neighbors, your neighborhood association. This is a residential street. This is the people you live next to. If somebody is going too fast, waive them down and tell them to slow down. And if you still have problems, have the police come out.

#110032401

Mr. Mills: This is in the City of Evansville at Monroe and Englewood Avenue. This is a request for the installation of a 3-way stop to deter speeding. The same thing that I read earlier, no right-

of-way control warranted at this time. A 30 mph speed limit sign can be posted and law enforcement can monitor and try to enforce the situation.

#11032402

Mr. Mills: This is in the City of Evansville at Monroe and Bennighof Avenue, which is just down the street. This is also a request for review for a 4-way stop to deter speeding. That is the same response. It is not warranted at this time.

#110033101

Mr. Mills: This is in the City of Evansville at Greenfield Road and Cherry Street. This is a request to install a 4-way stop and switch signs to stop Cherry Street traffic. Based on the traffic numbers, it was our recommendation that the stop signs should be moved to Cherry Street approach which would stop the lesser flow of traffic. An all-way stop is not warranted at this time. We spoke with Jim Cruse and they have a good method that they go through for posting signs and stopping people and taking up the signs that aren't in the appropriate location at this time.

#110042201

Mr. Mills: This is in the City of Evansville on Kelsey Avenue between Mulberry Street and Bayard Park Drive. This includes the part from Bellemeade to Gum that we talked about earlier. We did receive a different request after our first one had been done so we went ahead and reviewed that as well. Our recommendation is to remove on-street parking on both sides of Kelsey and putting the "no parking" signs all the way from Mulberry all the way down to Bayard Park Drive. That would include the other block that I mentioned earlier.

#110040601

Mr. Mills: This is in the City of Evansville on Joan Avenue from Kentucky to Harlan. This is a request to reduce speed limit from 30 to 20-25 mph and post speed limit signs. Once again, no reduction in statutory speed limit is recommended at this time. We recommend posting a 30 mph speed limit sign and coordinating with law enforcement.

#110040102

Mr. Mills: The last one is in the City of Evansville on Ohio Street at Fulton Avenue. This is a request to install additional warning signs for vehicular traffic to warn of the Greenway crossing. It is our recommendation to go ahead and install additional bicycle/pedestrian trail crossing warning signs on eastbound Ohio Street and southbound Fulton Avenue approaches; and also to mount a "turning traffic must yield to pedestrians" regulatory sign next to the northbound left turn signal head on Fulton Avenue to try to help them to know that pedestrians or bicycles are in the area.

Mr. Corn: Any questions?

B. Third Quarter Reports

Ms. Akin: In your packets, you have the third quarter reports for the period January 1, 2010 through March 31, 2010. You have an Indiana one as well as a Kentucky one. These are just summaries of the projects that we have worked on this quarter and all the different elements we have charged on.

Mr. Corn: Thank you.

C. APPROVAL OF BILLS

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

D. Walk and Roll Week May 17-23, 2010

Mr. Stensaas: Last month we introduced the Evansville Area Trails Coalition Walk and Roll event. This month we have a poster with Jeff Lyons and his family on it. We also have the Trails Coalition president here to tell you more about the Walk and Roll week, and the trails planning summit that will occur on Wednesday. We sent out an email today to our Technical and Policy Committee members with an invitation to the planning summit and a link to an online registration for this free conference. Robert Heiman will come up and talk a little bit about the trails planning.

Ms. Heiman: Thank you Dave. Some of you heard me this morning. I am Roberta Heiman, president of the new Evansville Area Trails Coalition. We are a not-for-profit community organization. Among our members are our three universities, the hospitals, the Town of Newburgh, Henderson Tourism Commission, Convention and Visitors Bureau, city and county parks, Leadership Evansville, and all the walking groups and bicycle groups, and others. I thought it was interesting a couple weeks ago in the Courier, they had this editorial about the new US Transportation Secretary, Mr. LaHood, has told people that the days are over when all the transportation money is going to go for highways. Bicycles are going to start getting attention. He came under a lot of ridicule for that. But you know what, I remember the first story I wrote maybe 35 years ago about a local group that wanted to start bans on smoking. The guys in the office just ridiculed that group. They thought that would never happen. Well we are still working on that and nothing happens fast in Evansville, but this is a start. This Walk and Roll week is going to be our coming out event. The center of that is going to be our trails summit on May 19th and we really hope you will come. We are bringing some of the top urban trails people in the Midwest to come and talk about how these provide your community with safe places for your children and you and your elderly and everybody to walk, to ride their bikes from their homes to their schools, their parks, workplaces, to their doctor's office, to grandma's house, transforms a community. It becomes an economic development tool. It makes you healthier because you are not so sedentary. That is our goal. We want to spread the word. So come hear about it at the summit. Lori Keys from new trails in Ft. Wayne, I think they may have set a record in the Midwest for local fundraising for trails. The rest of the week, we have more than 60 events lined up, all of them free except the canoe ride. If you have never seen Evansville

from Pigeon Creek, sign up for one of the canoe rides. Canoe Evansville does them. They are more fun. It is Evansville's water trail. In some communities, they are developing their water trails as major tourism things. All the rest of them are free. We have every kind of walk, birding walks, nature walks, fitness walks. One day, we are asking people to at least think about walking to work, walk to school, or bike to work or school. Try it, you might like it. It will get your juices flowing. Become an un-driver for the day. If you want to come to the summit, it is free. Just let us know. The only cost is for the \$10 lunch because we need to make reservations. I would be glad to answer any questions. The trails we have, Pigeon Creek, Cynthia's trail over in Newburgh, the Burdette trail, they are fantastic. I think it has wetted people's appetites here for what more could be. Go down there on any nice day and people are just flocking down there. The other day my kids gave me a little flip camcorder. I am trying to make a documentary. So I go down there and video people. An 82 year old man in one of these motorized wheelchairs, he lives on Oak Street, he gets down there every day on the Greenway when it's nice. He said it is his connection to life and the community. You see everybody down there. Any questions?

Mr. Lloyd: Where are they going to start the canoes at?

Ms. Heiman: At the Heidelbach canoe launch.

Mr. Lloyd: Is that going to be offered every day?

Ms. Heiman: No. They are offering it twice. There are so many, I don't remember which day it is. I think it is the last Saturday and Sunday.

Mr. Corn: Any questions for Roberta? Thank you Roberta.

5. PUBLIC COMMENT

Mr. Corn: Any public comment?

Mr. Melcher: I just wanted to bring up something. I have sat on this committee since 1992. We were doing the Lynch Road and somehow we thought that was just a dream. We weren't going to put any lights on it unless we had to, where the cross streets are. I know a few years ago when we opened it up, someone allowed it. There is a light right past Green River Road. I probably made 20 trips up Lynch Road this week going out to Combs, and I travel that a lot. I don't see hardly any cars going in and out of that road. So I am still wondering why we have a light there. Can't we do a study on that and see if it warrants a light?

Mr. Mills: We can do a study. Initially what happened with that facility was, whenever the limited access right-of-way was purchased from the property owner, they were granted one access point. I know that John Stoll worked with the property owner and the Commissioners before you on what needed to be done and they weren't going to just allow an uncontrolled access point. So I would think that it does not meet the warrants.

Mr. Corn: Which one are we looking at?

Mr. Mills: The one that is to the Black Buggy. So we can look at it, but I would need to check with the agreements that were made when the county made an agreement with the property owner. So there might be some legal issues.

Mr. Melcher: But the county and us were all working together not to have it.

Mr. Mills: I understand that. We will be happy to take a look at it and see what we can do.

Mr. Corn: I think the property owner wasn't originally suppose to be there, it was suppose to be further down?

Mr. Mills: I am pretty sure it was close to that. It was supposed to go all the way through to the south. But they wound up not building the south leg of it. So it doesn't go through to the retirement center that is there. Another part of that, the Green River Road intersection, the section of Green River Road where the roadway comes out for that development has a raised median. That was part of the agreement. They put in the signalized access there. Then the developer wasn't going to object to the raised median on Green River Road because when you come out of that development onto Green River Road, you cannot turn left. So if you want to go south, you either have to go through the property to the south, which is private property; or, go out to the signalized intersection from that road.

Mr. Corn: Okay. Any other public comment? (None.)

Meeting adjourned.