

the Evansville MPO *Express*

Transportation Planning for Henderson, Vanderburgh, and Warrick counties

Metropolitan Transportation Plan 2045

The Evansville MPO is gearing up to begin updating the Metropolitan Transportation Plan for the year 2045 (MTP 2045). Currently, the MPO is following the MTP 2040 that was adopted in January 2014. Starting in early 2018, check the Evansville MPO's website – www.evansvillempo.com – for ways to get involved in the planning process, including surveys, workshops, and public meeting opportunities.

Metropolitan Planning Organizations are required to update the Metropolitan Transportation Plan every four years. The MTP provides a recommended approach for the use of federal transportation funding to improve roadway, transit, bicycle and pedestrian modes of transportation for the next 20+ years. The four year renewal cycle ensures the MTP reflects ever-changing community conditions. Basics of an MTP include:

- Establishing a vision for the region's transportation system covering a planning period of at least 20 years;
- Supporting goals outlined in local planning documents;
- Documenting community priorities for the expenditure of limited resources; and
- Demonstrating fiscal constraints (projects in the plan must be consistent with reasonable projections of available funding over the period of the plan).



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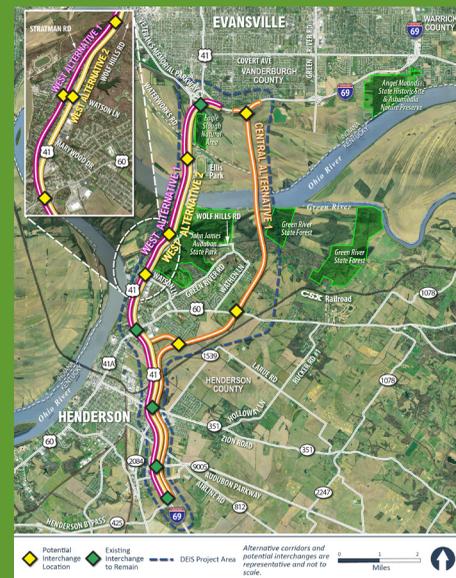
I-69 Ohio River Crossing Update

Indiana and Kentucky are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing (I-69 ORX) between Evansville and Henderson. The states have reinitiated a study of the I-69 corridor, required under the National Environmental Policy Act. It is expected to take two to three years, and will identify the route, location and financing solutions for a new bridge.

During open houses this summer, the I-69 ORX Project Team presented the short list of corridors moving forward for further study – West Corridor 1, West Corridor 2 and Central Corridor 1 – as well as a No Build Alternative. Detailed alternatives are being developed for each corridor and will include:

- Data collected through field surveys and impact assessments;
- Preliminary design, including right of way impacts, access points and interchange locations;
- Options for the future of the US 41 Twin Bridges; and
- Traffic forecasting and tolling scenarios.

A preferred alternative is expected by fall of 2018 when the Draft Environmental Impact Statement (DEIS) will be published. A public hearing for the DEIS will be held in both Evansville and Henderson, and will include the opportunity for the public to review and comment. Based on that feedback, a Final Environmental Impact Statement (FEIS) will be prepared and the Federal Highway Administration will issue a Record of Decision (ROD), anticipated in late 2019.



Evansville MPO



Henderson • Vanderburgh • Warrick

Find out more at www.I69OhioRiverCrossing.com.

Road Diets Result of Planning Effort, Past Success

In 2014, the City of Evansville and EMPO completed the Bicycle and Pedestrian Connectivity Master Plan (BPCMP). As part of the plan's implementation program, 12 corridors, totaling just over 26 miles of improvements are recommended as Road Diet candidates.

A Road Diet is generally described as “removing travel lanes from a roadway and utilizing the space for other uses and travel modes”. The most common Road Diet configuration is the conversion of an undivided four-lane roadway to a three-lane undivided roadway made up of two through lanes and a center two-way left-turn lane. The reduction of lanes allows the roadway cross section to be reallocated for other uses such as bike lanes, pedestrian refuge islands, transit uses, and/or parking. Evansville's east side Lincoln Avenue corridor, from Rotherwood Avenue to Hebron Avenue, implemented in 2009, was the first local application of Road Diet principles.

Road Diets can benefit a community in many ways:

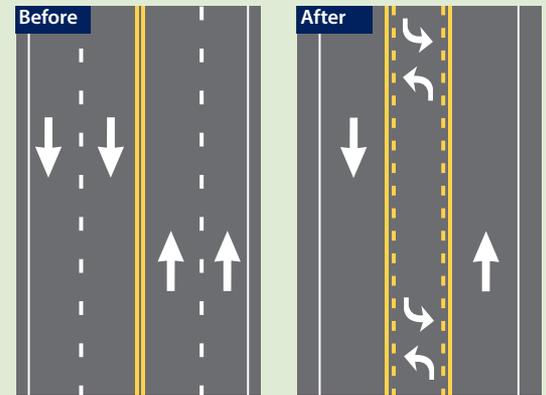
- Safety – Road Diets can make the roadway environment safer for all users. Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed*.
- Cost-efficiency – Road Diets make efficient use of a limited cross sectional area. When planned in conjunction with reconstruction or overlay projects, the safety and operational benefits of Road Diets can be achieved essentially for the cost of restriping the pavement.
- Quality of Life – Road Diets can make shared spaces more livable and contribute to a community-focused, “complete streets” environment.

Two of the proposed corridors in the BPCMP are currently being developed for construction. Both of the corridors (Covert Avenue and Weinbach Avenue) are representative of the common four-lane to three-lane concept described above.

The Weinbach Avenue project will result in two through lanes and a two-way left-turn lane from Walnut Street to Pollack Avenue. The travel lanes will be designated as shared lanes to better accommodate bicycle movement through the corridor. Non-compliant portions of existing sidewalks will be replaced with ADA compliant sidewalks five feet in width. Additionally, ADA compliant curb ramps will be installed at each intersecting street. The project also includes upgraded traffic signals, full depth asphalt patching, milling and resurfacing through the entire corridor and replacement of existing curb. Weinbach Avenue is scheduled for letting in summer 2018.

The Covert Avenue project will result in two through lanes, a two-way left-turn lane and two bicycle lanes from US 41 to I-69. The project will also install ADA compliant curb ramps at all intersections, construct and/or replace degraded sidewalks through the corridor, rehabilitate the existing roadway pavement and traffic signal upgrades. Covert Avenue is currently scheduled for letting in early 2020.

*U.S. Department of Transportation Federal Highway Administration (FHWA-FA-16-033)



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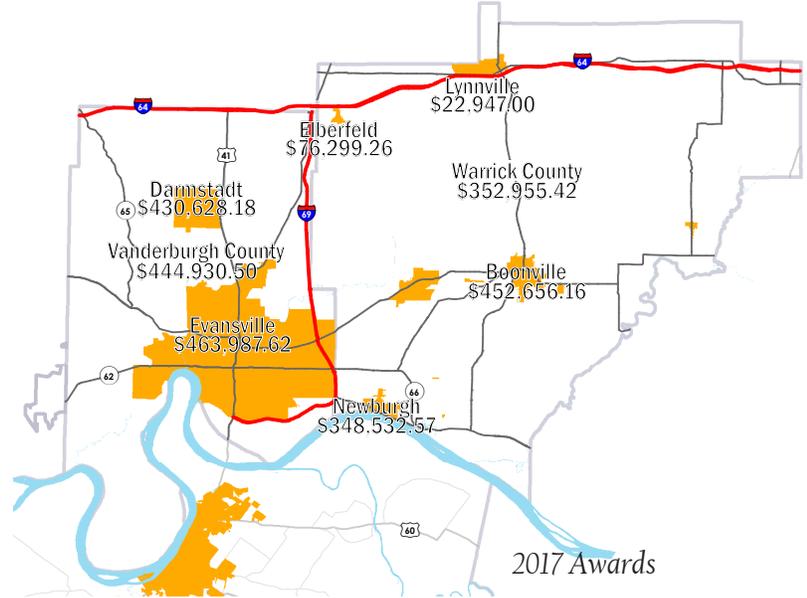


Next Level Roads: Community Crossings Initiative

On September 20, 2017, Indiana Governor Eric Holcomb, along with the Indiana Department of Transportation, announced the recipients of the 2017 Next Level Roads: Community Crossings Initiative. A combined \$150 million in state-matching funds for local road projects was awarded to 396 Indiana cities, towns and counties.

Since the 2016 grant period, the Evansville MPO worked with LPAs to update the pavement condition inventories in the Regional Pavement Management System (RPMS) to reflect work completed between 2014 and 2016. The LPAs were able to utilize the updated pavement condition reports to complete their 2017 Next Level Roads: Community Crossings Initiative applications.

In the Evansville MPO area, over \$2.6 million in state funding was awarded between eight jurisdictions/LPAs.

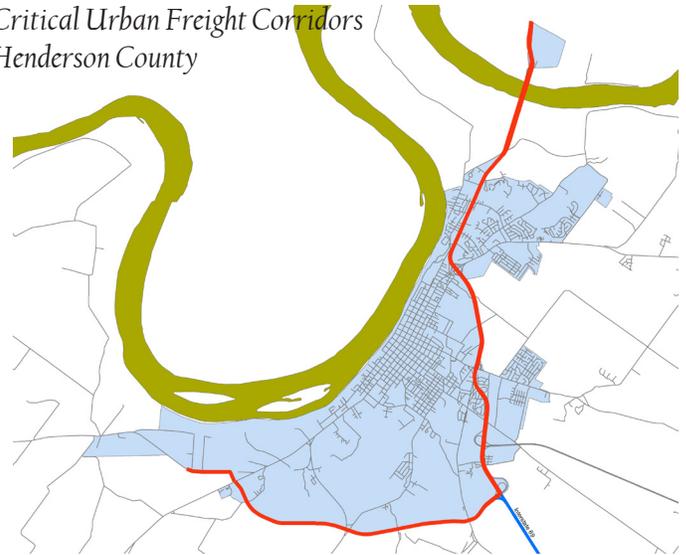


Henderson Critical Urban Freight Corridors

On September 5, 2017, FHWA Division Administrator, Thomas L. Nelson, Jr, approved Kentucky's proposed list of Critical Urban Freight Corridors (CUFCs). The approval adds 75 miles to the Kentucky portion of the National Highway Freight Network (NHFN). The CUFC designation allows states to strategically direct resources toward improved system performance and efficient movement of freight on the NHFN through FASTLANE grants. The EMPO, in coordination with the City of Henderson and KYTC District 2, submitted 15.872 miles of roadways to that total. Those include:

- US 41 from the Indiana/Kentucky state line to I-69/KY 425 interchange;
- KY 425 from the I-69/US 41 interchange to the KY 136/US 60 (Green St) intersection; and
- KY 136 to Industrial Drive (this includes the Henderson County Riverport entrance).

Critical Urban Freight Corridors
Henderson County



Congratulations!

The Evansville MPO extends a congratulations to two of our staff members!

Jeff Okes, our traffic count technician, is retiring after 10 years with the MPO. He won't be gone long, though. After taking a small break to spend time with his wife, Mary, and four grandchildren, he will be assisting the MPO on a part-time basis to ensure the traffic count program continues to operate smoothly.

Vishu Lingala, our transportation planner and modeler, has accepted a transportation planning position at the Houston-Galveston Area Council in Houston, Texas. He and his wife, Swaroopa, are excited about starting a new life in a new city.

We wish them both the best!



University Parkway Corridor Study

The EMPO has partnered with the Evansville-Vanderburgh County Area Plan Commission and the Vanderburgh County Commissioners to complete a study of University Parkway and the surrounding area from SR 62 (Lloyd Expressway) to SR 66 (Diamond Avenue).

The parkway serves as an important transportation thoroughfare in western Vanderburgh County. The goal of the University Parkway Corridor Plan is to coordinate transportation investments with planned future development. The project area includes approximately 6,000 acres on either side of the parkway. Multiple land use scenarios and transportation system improvements will be evaluated. A preferred land use and transportation scenario will be recommended along with access management strategies and bicycle and pedestrian facilities to ensure safety and maintain the integrity of the corridor.

The County Commissioners have hired Rundell Ernstberger Associates as the lead firm to manage the process, lead the land use planning efforts, develop an aesthetic framework and create an overlay zoning district. Lochmueller Group will oversee transportation planning and Powers Engineering will oversee infrastructure planning. The planning services contract is for \$280,000, and the project is anticipated to be complete by Summer 2018.

The first public meeting was held on September 18, 2017 on the University of Southern Indiana campus and was attended by nearly 200 individuals. Follow this project online at www.universityparkwayplan.com where you can find upcoming public involvement opportunities, leave comments or participate in public surveys.



West Franklin Street Corridor Study

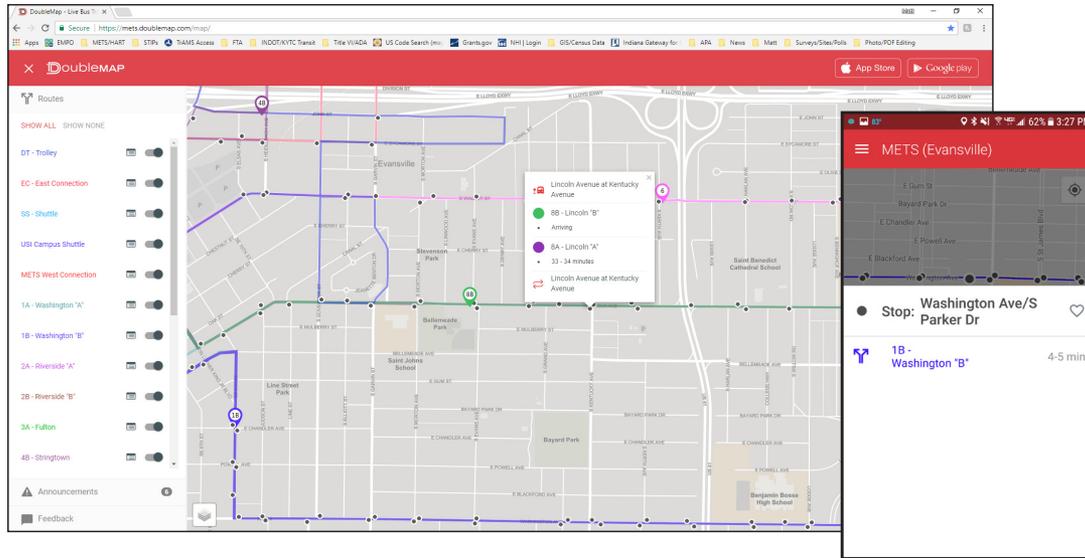
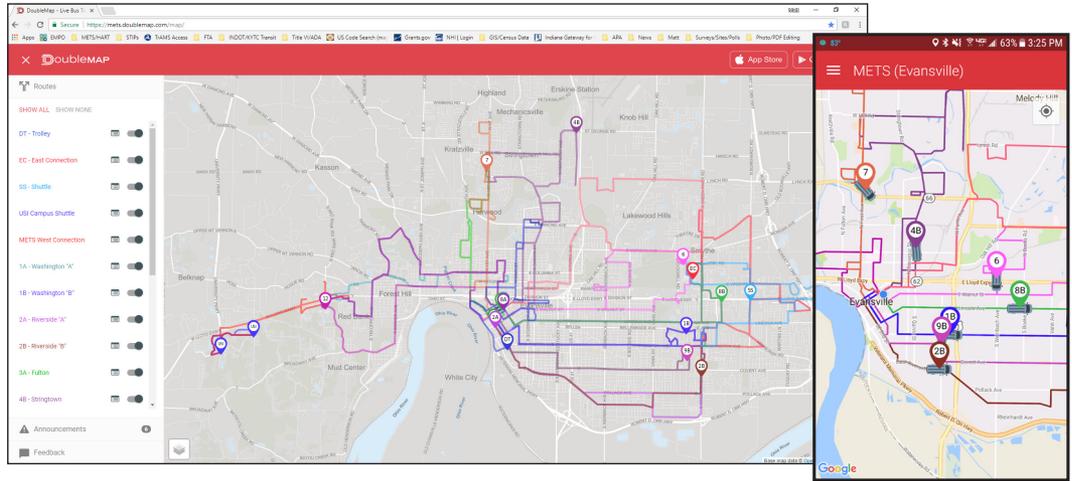
As a continuation to Evansville's Bicycle and Pedestrian Connectivity Master Plan, the contract with Alta Planning + Design was amended to include a detailed look at the West Franklin Street Corridor between St. Joseph Avenue and Fulton Avenue. The Corridor Study includes a review of the bicycle and pedestrian amenities along Franklin Street, as well as a review of the parking requirements, parking supply and parking demand. Stakeholder meetings that included area non-profits, local businesses, neighborhood organizations and residents were also held to gather feedback and perceptions to help guide the study.

The final study was completed in October 2017 and includes recommendations for how to best integrate vehicle parking, bicycle parking, bicycle routes, and pedestrian movement throughout the corridor, while maintaining the corridor's attractiveness and anticipated continued growth. The final study can be found online at <http://dev.evansvilleapc.com/franklin-parking-study.html>.

A draft overlay zone for the corridor has been developed based on recommendations from the study. The next step is approval of the overlay zone, followed by implementation by the Area Plan Commission.

Locate Your METS Bus with DoubleMap

DoubleMap is a real time GPS tracking system used by bus systems across the country. METS riders can use the DoubleMap website or the app for Android and iPhone to locate fixed route buses in real time. All of the routes can be viewed at once or individual routes can be turned off and on.



As you zoom in on the map, bus stop locations appear. By clicking on a bus stop, a pop-up window shows the estimated time the next bus will show up at that location. If multiple buses use the same bus stop, an estimated time for all of the routes will be displayed.

DoubleMap also allows METS an opportunity to provide announcements to riders. Detours, special routes and other announcements can all be included in the Announcements section. The Feedback section allows riders to report problems with the website/app directly to DoubleMap.

DoubleMap for METS can be found online at <https://mets.doublemap.com/map>. The app can be found on Google Play for Android phones or App Store for iPhones.

