



Evansville Metropolitan Planning Organization

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Seyed Shokouhzadeh, Executive Director

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MINUTES

Regular meeting held at 10:00 a.m. in room 318
Civic Center Complex – Administration Building
Evansville, Indiana

February 6, 2014

ROLL CALL

Members Present:

Nick Hall, Jason Orange, Doug Boom, Gina Boaz, Joseph Waller, Angie Higgins, Steve Ross, John Stoll, Sarah Helming, Mike Feltz, Mike Vickers, Tony Kirkland, Debbie Bennett Stearsman, Pat Keepes, Dan Farvardin, Shane Spears, Ron London

Evansville MPO Staff Present:

Seyed Shokouhzadeh, Pam Drach, Craig Luebke, Kari Akin, Laura Lamb, Rob Schaefer, Erin Mattingly, Vishu Lingala

Others Present:

NONE

1. ELECTION OF 2014 EVANSVILLE MPO TECHNICAL CHAIRPERSON & VICE CHAIRPERSON

Mr. Keepes: The first item on the agenda today is election of the 2014 Chairperson and Vice Chairperson. The committee will entertain a motion for chairperson. Okay, we have a motion for John Stoll for Chairperson. (Motion was made by Mr. London and seconded by Ms. Bennett Stearsman.) Voice vote. SO ORDERED.

Mr. Keepes: Next up is Vice Chairperson. The committee will entertain a motion for that position. Ron London was nominated for Vice Chairperson. (Motion was made by Mr. Keepes and seconded by Ms. Bennett Stearsman.) Voice vote. SO ORDERED.

2. APPROVAL OF MINUTES

Mr. Stoll: The first item on the agenda is approval of minutes from the last meeting. Is there a motion for approval? (Motion was made by Mr. London and seconded by Ms. Higgins) Voice vote. SO ORDERED.

3. OLD BUSINESS

A. Project Update

CITY OF EVANSVILLE

Covert Avenue Road Diet, Weinbach Avenue Road Diet, & Washington Avenue-Second Street-Parrett Street Area:

Ms. Lamb: An RFP for preliminary engineering and right-of-way services has been posted with a response date set for February 28th.

Pigeon Creek Greenway Passage Project: Arts-Glenwood-Hi Rail Corridors

Ms. Lamb: A Preliminary Field Check meeting was held January 23rd.

Tekoppel Safe Routes to School:

Ms. Lamb: A coordination meeting with Tekoppel School and local officials was held January 29th.

VANDERBURGH COUNTY

Burkhardt Road – Virginia Street

Ms. Lamb: Right-of-way acquisition continues. The project is currently posted on INDOT's website with a September 10th letting date.

Green River Road Improvements: Millersburg Road to Kansas Road

Ms. Lamb: The bids will be open on February 11th and barring any high bids, the contract should be awarded on February 25th.

TOWN OF NEWBURGH

Newburgh Safe Routes to School:

Ms. Lamb: A notice to proceed has been issued and preliminary engineering is underway.

Newburgh Rivertown Trail: Phase 3A (B. Gene Aurand Trailhead to Pollack Av/Old SR 662 Intersection)

Ms. Lamb: Preliminary right-of-way services are underway.

Newburgh Sign Replacement

Ms. Lamb: The CEF form (cost effectiveness form) was returned to the LPA for additional revisions.

INDOT

US Highway 41-Lloyd Expressway Interchange:

Ms. Lamb: The letting date was moved to January 29th and the final results have yet to be posted.

KYTC

E T Breathitt Parkway & KY 416 Interchange:

Ms. Lamb: The project has been let for construction. Those are all the updates I have. Are there any questions about those or additions?

Mr. London: So John is Green River between Millersburg and Kansas going to be 5 lanes or 3 lanes.

Mr. Stoll: It will be 5 on the section going out for bid between Millersburg and Kansas, but the section from Kansas to Boonville New Harmony will be three. The contract was already set for this next section. The next section will be 5 lanes. If nobody has any questions for Laura, we will move on to the next item.

4. NEW BUSINESS

A. Greater Henderson Bicycle and Pedestrian Master Plan

Ms. Mattingly: The MPO has been working for the past year with the City and County of Henderson and the Bicycle Advisory Committee. We posted the plan last week on our website so I hope everyone got a chance to see it. Throughout the process, we held two public meetings. The first one was an initial visioning workshop to get the public's initial input. Then we worked with the Bicycle Advisory Committee. They worked on determining goals, objectives, alternatives, and then finalizing the proposed route network. The final proposed network in the plan includes about 140 miles of bike lanes, signed routes, shared lanes and separated paths. We are proposing to have it implemented over a five-year period. That is a brief overview. Does anybody have any questions?

Mr. London: So it looks like the majority of this is going to be resignage?

Ms. Mattingly: Yes.

Mr. Stoll: Any other questions for Erin? If not, we need a motion to approve the plan. (Motion was made by Mr. Boom and seconded by Ms. Boaz.) Voice vote. SO ORDERED.

B. Urban Area Boundary Review-Henderson, KY

Mr. Ross: I'm Steve Ross with the Transportation Cabinet in Frankfort. We have recently sent out, the State of Kentucky has sent out some guidance and maps showing the urban boundaries for the 2010 Census and we are in the process of making adjustments to those boundaries so we are going to have the highway district offices working with local officials from small urban areas throughout Kentucky. For larger areas, the MPO areas, we are leaving the work to the MPOs. So I just wanted to give you all an idea about when we are expecting suggested or recommended adjustments from you all and we are looking at March 31st. That's a soft date we need adjustments. The match that we shared with everybody shows the boundaries for the 2010 Census. It also includes the urban area boundaries that we submitted back in 2000 when we had that Census update. So I don't think everybody has copies of those maps but they are available. We will ask the MPO to make sure they are distributed to you all. They also show the corporate boundaries. It's important to point out that the boundaries that we are talking about right now that we are updating have nothing to do with the incorporated or urban boundaries or any political boundaries. They are just for transportation purposes. So that could affect functional classification and the statistical reporting that we do. It also affects outdoor advertising, whether or not it is in an urban or rural area. So we've got guidelines out there. We've got some maps. On Friday, we are having a webinar for our highway district offices so they can call in and get a little better educated on what is expected. In a week or two, we plan to have a similar webinar for the MPO. Are there any questions right now about this process? There are several ways to get your recommendations to us. The preferred way is with a GIS shape file or you can just draw on a map where the adjusted boundaries should go. Finally, the least desirable, if you just want to use a text description. If you do make adjustments on a map, if you could just state the reason for the adjustment that would be helpful. We will be working on the adjustments but what you are

submitting may not be final. We will continue to make adjustments and we will look at any recommendations made and then we will submit that to Federal Highway and they will also have the last say. Any questions?

Mr. London: It looks like it got smaller from 2000 to 2010?

Mr. Lingala: INAUDIBLE It depends on what they choose. Minimum geography has to...continuously..goes outward from the city core and the last Census.....where they have more than 500 people per square mile. So that's the process..... The Census came up with a green boundary but we are allowed to adjust it because we know the local conditions there. If we think there is going to be more people move into the outer edges of the census boundary then we can adjust it to make it our adjusted urbanized area. We went through this process for Indiana last year and we submitted using GIS and a hard copy so we will probably do the same process.

Ms. Drach: And we will be in contact with the locals to talk about it and get their input.

Mr. Lingala: Last time we met with Pat and John and Bobby Howard from Warrick County.

Mr. Shokouhzadeh: There are some advantages and disadvantages to being inside the urbanized area boundary...for funding.

Mr. Keepes: Am I looking at this correctly? The Census urban area boundary...does that not have to be contiguous?

Mr. Lingala: There is a leap and jump rule...do you know about that rule Steve?

Mr. Ross: What I have read in the guidance is that it does have to be contiguous. There is a jump rule. It has to be a certain distance.

Mr. Lingala: ...it has to be less than a half mile or one mile or something like that. There is different rules for that. I don't remember them right now.

Mr. Keepes: I was just curious. I just noticed that little gap there.

Mr. Ross: That was a good catch. I had not noticed that that was not contiguous. But, back in 2000 when we went through the process, you can see that the boundary was expanded out to these fringe areas Vishu mentioned. The only other hard fast rule that they are giving is that you can't contract the area. It can only expand. We have to keep at least the urbanized area that has been provided. No pockets either.

Mr. Lingala: One of the other things is, actually Indiana and Kentucky urbanized areas are considered one which is called the Evansville, Indiana-Henderson, Kentucky Urbanized Area. Even though there is a gap at the Ohio River they are still considered a contiguous area. INAUDIBLE

4. PUBLIC COMMENTS

Mr. Shokouhzadeh: INAUDIBLE discussion about Mr. Keepes' resignation from the City of Evansville.

Meeting adjourned.