



# 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

November 6, 2014

The foregoing are minutes and not intended to be a verbatim transcript. An audio version of the proceedings can be heard or viewed on our website at [www.evansvillempo.com](http://www.evansvillempo.com).

### ROLL CALL

#### Members Present:

Melissa Voegel, Nick Hall, Brent Schmitt, Thomas Witt, Tracee Matthews, Shawn Will, John Stoll, William Harty, Angie Higgins, Jason Orange, Ron London, John Petkovsek, Shane Spears (via teleconference)

#### Evansville MPO Staff Present:

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

#### Others Present:

None

### 1. 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. Schmitt and seconded by Mr. London.) Voice vote.  
SO ORDERED.

### 2. OLD BUSINESS

#### A. Project Update

##### VANDERBURGH COUNTY

Green River Road Widening: Millersburg Road to Kansas Road

**Ms. Lamb:** This project is 40% complete. Paving work has begun.

Maryland Street Bridge Over Pigeon Creek

**Ms. Lamb:** All bids came in over the engineer's estimate. Options for funding are being evaluated.

Green River Road: Kansas Road to Boonville-New Harmony Road

**Ms. Lamb:** A preliminary field check meeting was held yesterday.

TOWN OF NEWBURGH

Newburgh Safe Routes to School

**Ms. Lamb:** Construction is underway and the current contract completion date is set for December 1<sup>st</sup>.

Newburgh Sign Replacement

**Ms. Lamb:** A proposal has been made to incorporate data collected by TransMap for the pavement management project into a sign inventory for this project.

CITY OF HENDERSON

Green River Road: Osage Drive to Woodspoint Drive

**Ms. Lamb:** Construction is complete and the roadway is open to traffic.

Sand Lane Safe Routes to School

**Ms. Lamb:** They are preparing the bid package proposal and the project development checklist which will be sent to KYTC for review and approval.

KYTC

KY 351/Zion Road

**Ms. Lamb:** According to KYTC, the letting date has been moved up from December of this year to this month.

E T Breathitt Parkway and KY 416

**Ms. Lamb:** Construction is now complete and the roadway was opened to traffic on October 28<sup>th</sup>. That's all the updates that I have. Are there any questions or comments?

**Mr. Stoll:** (None.) Thanks Laura.

### **3. NEW BUSINESS**

#### **A. Transit Oriented Development Presentation by Thomas Witt (KYTC)**

**Mr. Witt:** Earlier this year, I had the good fortune to be able to attend a peer exchange on transit-oriented development. Seyed had asked me to give a presentation on this topic to the MPO. Before I start, I just wanted to say that some of the ideas behind transit-oriented development that I'm going to talk about are more applicable to major metropolitan areas like New York and San Francisco that have a high population density and very well established transit systems. With that being said, a lot of the principles behind TOD I think are related to the objectives in your Millennial Plan. As part of this presentation, I'm going to discuss ways that TOD can be applied to smaller metropolitan areas.

First of all, how is transportation transit-oriented development defined? I paraphrased a definition from the Florida DOT which defines it as moderate to high density mixed use areas within one-half miles that corresponds to a five to ten minute walk from a transit stop. These developments are designed to maximize walking trips and access to transit. The map on this slide is a pretty simplistic diagram of what transit-oriented development might look like with the transit core at the center and very intense mixed use development within about a quarter to a half mile of that transit center. Then less intense development as you get further away from the transit center. Let me also say that this is not really a new concept. In this slide, I've got a picture of what might be considered an early transit-oriented development in the Cincinnati area. This neighborhood actually developed around the transit route which is why we call it a transit-oriented development. It meets many of the same definitions I talked about earlier. You can see the aerial photo that there is pretty dense area at the center of the development. You can see that this is a mixture of uses such as stores, apartment buildings above the stores and then single family housing as you get further from the center.

TOD has advantages for several groups of people. First of all, the residents that live in these developments and for the developers that develop them, reduced auto dependency can be very beneficial for residents. There is improved access and mobility for those that don't drive. As far as the developers go, they get the advantage of more productive land use patterns including more units per acre and reduced parking requirements. For transit agencies and transit riders, you get higher population in employment densities within walking distance of the transit stop which can improve transit ridership and a higher fare box recovery rates. Finally, improved access and mobility for transit riders. This slide shows a comparison between a conventional development and a transit-oriented development. In the conventional development on the left, you can see in the background, there are people waiting at a bus stop. From the aerial photo of that conventional style development, you can see to get to that bus stop from the place where they work, they have to cross the parking lot and a pretty busy highway. Pedestrian facilities are pretty limited. So it is somewhat of a deterrent to riding transit. Whereas, with the transit-oriented development, the transit route is just steps from the businesses where people might be going to catch the transit.

Finally, transit-oriented development has some advantages for highway agencies and MPOs. This illustration shows how in a conventional development, you might have a person that drops their kids off at school, then drives to the place of employment and drives and does the shopping on their lunch break, goes back to the office, then drives to pick the kids up. When you have that kind of trip making, you get a lot of turning movements, a lot of idle trips. With the transit-oriented development, by contrast, you can actually take transit to the development, then walk pretty much anywhere that you need to go. So the

advantage for highway agencies and MPOs is this can help them meet transportation performance targets and motor vehicle emissions budgets and air quality nonattainment areas.

This slide show an example of the transit-oriented development in Walnut Creek, California which is actually where we have the pier exchange. This is actually the area before the transit-oriented development when there used to be a park and ride. It still has a park and ride lot but a portion of that has been turned into a transit-oriented development. This is the after picture that shows what it looks like after they redeveloped the parking lot. The new development includes a mixture of retail establishments, apartments, all within a very quick walk of the transit station. You can see in the picture on the right, it actually included amenities such as bike lockers for people that live a little further away that want to ride their bikes to the transit station.

So what do you need to have transit-oriented development? You need to have transit. You need a high level of transit to be able to attract riders from their cars to the transit service to realize all the benefits of transit-oriented development. So generally this means a fixed guide way system or a bus rapid transit in certain cases where the bus goes in its own right-of-way. It doesn't have to compete with the automobile traffic. You also need compatible planning and zoning laws such as form based codes to allow a mixture of land uses and reasonable parking requirements. Finally, you need to have pedestrian design policies recognizing that the auto trip generation can be significantly lower in the transit-oriented development than the conventional development. So you may not have to design to accommodate as much traffic.

So as far as opportunities for TOD in smaller cities, they are not quite the same as opportunities in areas that have very high population densities with well-developed transit systems and park and ride lots that could be converted to transit-oriented development. With that being said, I think that areas that are designed to be transit friendly even in smaller cities can offer benefits even with limited service. So if you have a transit-oriented development and you take out the transit, what you get is a mixed use park once district which basically means that it is a more compact style of development where you can park your car once and walk to pretty much everything in the development. This has a similar benefit to transit-oriented development such as more productive land use and better accessibility and mobility for non-drivers. Even if you don't have transit initially, if transit does become viable or needed in the future, it can be provided much more effectively in this type of development than it can in conventional developments. Just as an example of that that is relatively local to Evansville, it is actually in Louisville, not too far from here, this is a new development called Martin Commons. You can see from the aerial photos, it follows a lot of the same principles of transit-oriented development with the very high density type of development with a mixture of shopping, offices, and residential uses in a very compact area. This slide shows pictures taken after the development where you can see what it looks like from the ground. This has actually been a very successful development even though it doesn't have transit yet, if the transit in Louisville extended their transit lane to this development, it would have many of the characteristics of a transit-oriented development. It has been very successful from the developer's point of view too. It is very successful in attracting people and businesses to the neighborhood.

So that concludes my presentation. If anybody has any questions, I will be glad to attempt to answer them.

#### **4. PUBLIC COMMENTS**

None.

Meeting adjourned.