



## 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**

**November 5, 2015**

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 (voting):

Jack Corn, Mayor Lloyd Winnecke, Todd Robertson, Barry Russell, Chris Wischer, Rusty Fowler, Nick Hall

#### Members Absent (voting):

Stephanie Brinkerhoff-Riley, Stephen Melcher, Angela Koehler Lindsey, Bill Hubiak, Russell Sights, Richard Reid

#### Members Absent (non-voting):

Brandye Hendrickson, Rick Marquis, Scott Deloney, Marisol Simon, Tony Greep, Jose Sepulveda, Bernadette Dupont, Mike Hancock, Keith Damron, John Gowins, Michelle Allen

#### Evansville MPO Staff Present:

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

#### Others Present:

Lara Kurtz, Michael Grovak, David Goffinet, Brent Schmitt

## **1. APPROVAL OF MINUTES**

Barry Russell made a motion to approve the minutes from the previous month's meeting and Mayor Lloyd Winnecke seconded the motion; motion carried.

## **2. OLD BUSINESS**

### **A. Project Update- presented by Pam Drach**

#### **CITY OF EVANSVILLE**

Washington Avenue/2<sup>nd</sup> Street – Parrett Street Area: Alternatives analysis submitted to FHWA and SHPO for comments.

Pigeon Creek Greenway Passage Project (Hi Rail Corridor): Utility coordination is underway.

Pigeon Creek Greenway Passage Project (Mid Levee Connection): Six proposals were received and are currently under review.

Evansville-Vanderburgh Sign Inventory and Replacement: Phase 2 of the project received approval for design.

#### **VANDERBURGH COUNTY**

Green River Road/Kansas Road to Boonville New Harmony Road: Draft final CE document submitted to INDOT for review. Right-of-way engineering underway.

#### **WARRICK COUNTY**

Lincoln Avenue: Right-of-way activities continue with 25 of the estimated 99 parcels acquired. Draft pavement design is complete.

Oak Grove Road – Phase 3: Right-of-way engineering is underway.

#### **INDOT**

SR 61 Connector, Boonville Bypass: Notice to proceed has been issued and the pre-construction meeting was held on 10/15/15.

#### **CITY OF HENDERSON**

Sand Lane Safe Routes to School: KYTC approved to award the bid to Knight Construction. There was a pre-construction meeting held on October 30, 2015. Notice to proceed construction was given on November 1, 2015. There is a 90-day calendar day completion set, and construction has started.

*The Project Updates are informational and do not require a committee action.*

## **B. Draft Bicycle and Pedestrian Connectivity Master Plan – presented by Pam Drach**

The Evansville MPO sought the adoption of the City of Evansville Bicycle and Pedestrian Connectivity Master Plan. The Draft Plan was presented at the previous meeting on October 1, 2015. Highlights of the plan included:

- Nearly 170 miles of recommended bicycle and pedestrian network improvements;
- A variety of recommended treatment types that include shared use paths, sidepaths, cycle tracks, buffered bicycle lanes, standard bicycle lanes, bicycle boulevards, shared lane markings, and sidewalks, as well as traffic calming treatments at various intersections;
- A “Top 10” priority projects list that, if implemented, would have a significant impact on bicycling and walking connectivity in the community;
- Planning-level cost estimates for each recommended project on the network;
- Early action steps and policy-level recommendations; and
- Extensive public outreach throughout the entire planning process.

Barry Russell made a motion to approve the Bicycle and Pedestrian Connectivity Master Plan and Mayor Lloyd Winnecke seconded the motion; motion carried.

## **3. NEW BUSINESS**

### **A. Draft Comprehensive Operations Analysis for the Metropolitan Evansville Transit System Presented by Michael Grovak and David Goffinet**

Rob Schaefer introduced Michael Grovak and David Goffinet of the Lochmueller Group to present the Metropolitan Evansville Transit System draft Comprehensive Operations Analysis (COA). The COA is a comprehensive review of METS’ operations that began in May 2014. All existing conditions of the system, including routes, fleet, and operations were examined. Identified in the draft report are key findings, areas for savings, and challenges and opportunities for service improvements. The draft COA is available for review at [www.metstransitstudy.info](http://www.metstransitstudy.info).

Topics covered by the presentation included:

- The need to bring the METS fleet up to “a state of good repair”.
- Opportunities for significant service improvements such as Sunday service, crosstown routes, express routes, route consolidation and route straightening, but there are many challenges to getting there.
- Key findings included the age of the fleet, the complicated routes and schedules, the need for fare increases, and the high cost of METS Mobility among many others.
- The need for additional staffing and review of current job duties.
- METS becoming a Public Transportation Corporation.
- Identifying potential new added transit funding.

**After the presentation, Mayor Winnecke made the following comments:**

For the record, I certainly don't agree with every recommendation, and given the latest round of budget cuts by the Council, it puts everything in a different perspective. Needless to say, Kerry under Todd's direction and Rick under Kerry's direction, are continuing to look at these recommendations and we'll be meeting, once we understand the full ramifications of the recent budget cuts, to discuss which of these recommendations we can actually take forward and implement. Some may become longer term goals, and certainly one of my number one commitments is to provide Sunday service. We previously said that we would like to do this in 2016, and we still would like to do that in some fashion again depending on the full ramifications of the budget cuts. This was an analysis that was long past due and Michael and David and their team did a phenomenal job. They can do a longer version of this presentation, believe it or not. It is complex and it's a big system and it's been many years. It is good feedback and we are looking at which of these recommendations we can truly implement and see how quickly we can.

**Other questions and comments (with responses from Michael Grovak and David Goffinet of Lochmueller Group) included:**

**Jack Corn:** How do our fares compare to other cities in Indiana? Are we higher or lower or in the middle?

**Michael Grovak:** Typical but on the low side, especially when you consider the free transfer policy. I will forward a chart to Seyed that will show fares for other systems in comparison to METS. They haven't been raised since 1999.

**Jack Corn:** The Public Transportation Corporation. How do we do that? And doesn't that go against our property tax freeze?

**Michael Grovak:** In terms of how it is enacted, state statute allows the local city council to enact a PTC. The legal folks with the City would have to examine how that figures against the current property taxes. That's a level of detail we didn't get in to. Mr. Grovak then talked in general about the benefits of a PTC.

**Jack Corn:** On the Mobility costs, are we talking about raising that price?

**Michael Grovak:** If the base fixed rate fare is raised, then the Mobility fare would be raised too. You are permitted to having no more than double the regular cash fare. Right now, the Mobility is \$2 because fixed route is \$1. If the fixed route fare is raised to \$1.25 then the Mobility would be raised to \$2.50.

**Jack Corn:** But I don't see that fare increase driving people to the free fixed route.

**Michael Grovak:** A few similar systems have found that they were pleased with the number of people who did divert to the fixed route (when Mobility riders were offered free fixed route rides)

**David Goffinet:** The City of Grand Rapids were very pleased with the results of this policy.

**Jack Corn:** How are we going to get the Mobility costs down?

**Michael Grovak:** Offering free fixed route to Mobility riders could lower the cost of Mobility by 25% to 30% by using less buses and fewer drivers. You might have 4 or 5 buses at one time instead of 6 which would lower your cost factors.

*The Draft Comprehensive Operations Analysis for the Metropolitan Evansville Transit System was informational and did not require a committee action. The COA will be an action item in December 2015.*

## **B. FY 2016-2019 TIP Amendments – presented by Laura Lamb**

- i. No Item#: Wathen Lane: Upgrade from US 60 to city limits. Add project for Preliminary Engineering (PE) in fiscal year (FY) 2016. PE costs of \$380,000 will be funded with 80% federal Surface Transportation Program (STP) funds and a 20% local match.
- ii. Item# 02-711.00: US 41: Intersection with KY 812: Upgrade to add dedicated right and left turn lanes and signal updates. Revise FY 2017 construction (CN) estimate from \$550,000 to \$950,000. Construction costs will be funded with 100% federal STP funds utilizing Kentucky Toll Credits as match.
- iii. Item# 02-715.00: US 41: Intersection with Wolf Hills Road: Intersection project to improve safety. Revise construction schedule from FY 2016 to FY 2019. Construction costs of \$500,000 will be funded with 100% federal STP funds utilizing Kentucky Toll Credits as match.
- iv. Des# 1401384: Bell Road: From High Point Drive to Telephone Road: Road widening, added travel lanes, shoulders, bike and pedestrian accommodations, curb and gutters and drainage improvements. Add project for PE in FY 16 at a cost of \$450,000. PE costs will be funded locally.

Barry Russell made a motion to approve the TIP Amendments and Todd Robertson seconded the motion; motion carried.

## **B. FY 2016-2019 TIP Administrative Modification – presented by Laura Lamb**

- i. Des# 1400549: Green River Road: Road construction from Kansas Road to Boonville-New Harmony Road. Revise right-of-way funding source from federal and local to 100% local in FY 16. Right-of-way costs are estimated at \$1,500,000.

*This item was informational and did not require a committee action.*

## **4. PUBLIC COMMENTS**

### **A. Approval of Bills**

Todd Robertson made a motion to approve the bills and Barry Russell seconded the motion; motion carried.

## **5. PUBLIC COMMENTS**

Jack Corn made mention that the 2016 meeting schedule was included in packets, as well as the Live Stream Meeting Etiquette for Civic Center Room 301.

Meeting adjourned.