



## 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**

**October 1, 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, Stephanie Brinkerhoff-Riley, Todd Robertson, Barry Russell, Bill Hubiak, Buzzy Newman, Kevin McClearn

#### Members Absent (voting):

Mayor Lloyd Winnecke, Stephen Melcher, Angela Koehler Lindsey, Richard Reid, Chris Wischer, Rusty Fowler

#### 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:

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

#### Others Present:

Paul Wojciechowski

## **1. APPROVAL OF MINUTES**

This item was moved down on the agenda because at the start of the meeting, quorum was not met. This item was discussed after the FY 2016-2019 TIP Administrative Modification.

## **2. OLD BUSINESS**

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

#### **CITY OF EVANSVILLE**

SR 66/Lloyd Expressway Pedestrian Overpass: The bridge was set in place on September 23, 2015.

Pigeon Creek Greenway Passage Project (Hi Rail Corridor): A Preliminary Field Check was held on September 29, 2015.

Pigeon Creek Greenway Passage Project (Mid Levee Connection): The Request for Proposals (RFP) for project development and design has been posted by INDOT. Responses are due October 7, 2015 by 3:00 PM.

#### **VANDERBURGH COUNTY**

Burkhardt Rd/Virginia St: Project is complete.

#### **WARRICK COUNTY**

Oak Grove Rd – Phase 2: Project was let for bid on September 2, 2015 and was awarded to Ragle, Inc. for the low bid amount of \$3,123,143.57.

#### **INDOT**

US Highway 41 – Lloyd Expressway Interchange: Construction is complete.

SR 61 Connector, Boonville Bypass: Project was let for bid on September 2, 2015 and was awarded to Force Construction Co. Inc. for the low bid amount of \$17,265,996.69.

#### **CITY OF HENDERSON**

Sand Lane Safe Routes to School: The project was let September 3, 2015 with the low bid of \$169,143.20 received from Knight Construction and Excavating, Inc. The City of Henderson Board of Commissioners passed a resolution to award the bid to Knight Construction, pending approval from the KYTC Administrating Office.

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

### **3. NEW BUSINESS**

#### **A. Draft Bicycle and Pedestrian Connectivity Master Plan**

Erin Schriefer introduced Paul Wojciechowski, AICP, PE of Alta Planning + Design to present the Draft Bicycle and Pedestrian Connectivity Master Plan for the City of Evansville. The purpose of this plan is to identify a safe, comfortable, and connected network of potential bicycle and pedestrian facilities. The plan also includes policy-level recommendations.

Paul Wojciechowski, AICP, PE presented the draft plan. Highlights from his presentation include:

- The Plan's Vision and Goals
- The "Benefits of Bicycling and Walking" brochure (included as an attachment to the minutes)
- The Plan development process and timeline
- The "Five E's" of bicycle planning, as outlined by the League of American Bicyclists (Engineering, Education, Encouragement, Enforcement, Evaluation and Planning), and their role in implementing the Plan
- The recommended bicycle and pedestrian networks and intersection improvements
- Project implementation
- Priority Policy Actions
- Statewide actions

Stephanie Brinkerhoff-Riley had several questions, starting off with expressing her appreciation for the work that has gone into creating the Bicycle and Pedestrian Connectivity Master Plan. Brinkerhoff-Riley states she is a "no fear" cyclist and is comfortable riding almost anywhere, but knows that most people are more cautious, and usually accidents, in her opinion, are operator error. Brinkerhoff-Riley said she is fine with bike lanes, as long as they are taken care of and swept regularly to keep them free from debris. Her first question was regarding protected bike lanes – Brinkerhoff-Riley said the City has a proposal out now for an approximately 13-block long protected bike lane project with an estimated cost of \$13 million – and when looking at the fear-factor of bicycling on a street for most people, wanted to know if there was a point of diminishing return – do the poles and separation capture the majority of cyclists in terms of what makes them feel comfortable and safe? From a policy perspective, Brinkerhoff-Riley agrees, but from a cost perspective, wants to know what "the best bang for her buck" is. She also asked which type of facility will make the majority of people feel most comfortable and secure enough to bring their families out to ride.

Paul Wojciechowski answered that if the concern is making a facility feel safer, it is usually the protected or buffered bike lane. The buffers can be striped, but that will not keep a car out of the bike lane. Having the separation of a buffer will make the bike lane feel more comfortable than just having it next to a travel lane and bollards can be added to provide the vertical separation. St. Louis has an example of a parking protected bike lane that was just implemented, so there is no risk of doors getting into the bike lane. As far as maintenance, there are certain paving materials and markings that tend to be more durable than others, and it's the same with bollards – using more durable materials will give communities more bang for their buck.

Stephanie Brinkerhoff-Riley also commented on the proposed Walnut Street recommendation of having a buffered bike lane with bollards, and likes the idea of having bollards that can be removed for the winter to make snow plowing easier, and then be replaced in the spring. She expressed her concern about the North Main Street project and how the maintenance, in her opinion, will be an issue.

Morgan Avenue was another question that Stephanie Brinkerhoff-Riley addressed. She says the state would love to give it to us, but we won't take it because we don't want to maintain it. She noticed that Morgan Avenue was in the plan as not being seen as a candidate for a road diet. She explained that she watches people

riding bikes and walking all of the time, and north of the Lloyd Expressway, it is the only east-west corridor in Evansville. She asked what methodology was used to determine that a road diet was not suitable – was a traffic count completed?

Paul Wojciechowski explained that analysis was conducted on a 10,000 foot level. Paul used a recent St. Louis project as an example. He said that it wasn't recommended here because road diets are not just for going down in lanes – it could also be moving the curbs to provide space for a shared use path or sidewalk. He included that he wouldn't rule it out because this is just a plan – more can always be done even if it isn't included in the plan. He also recommended that everything should be documented, especially when looking at doing more or less than the plan states.

Stephanie Brinkerhoff-Riley discussed that the greenway is getting ready to be reevaluated now that it has existed for a while. She mentioned that the greenway plan referenced in the Bicycle and Pedestrian Connectivity Master Plan is 20 years old – it takes so long to implement the plan that as time goes on, there are new reasons to change the direction of the plan. Paul Wojciechowski commented that bicycle and pedestrian technology has changed a lot in the last several years, so it is important to update plans as new technologies are introduced.

Jack Corn asked about seeing 53 miles of side paths in the plan and wanted to know where they are currently. Paul Wojciechowski answered that those side paths are the future paths that are being recommended in the plan and that they are 10 feet wide (or can be wider) and a sidewalk is 8 feet wide or less. Jack Corn confirmed that we are not calling sidewalks side paths.

Jack Corn also explained that he recalled when the Lloyd Expressway was being considered for changes a few years ago, that the federal government said that bike paths would need to be planned – has that gone by the wayside? Paul Wojciechowski said that they like to include bikeways, but usually not along an expressway – maybe parallel, but not on it. Crossings are usually considered as well.

Attached to the minutes is the Benefits of Bicycling and Walking brochure. The full presentation can be heard online at [www.evansvillempo.com](http://www.evansvillempo.com).

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

## **B. FY 2016-2019 TIP Administrative Modification – presented by Craig Luebke**

- i. Des# 1382028 and Des# 1382029: Transit Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Administration: Add Des#s and revise funding amount in FY 16 and FY 17. Administration costs of \$22,000 are funded with 100% FTA Section 5310 funding.

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

## **1. APPROVAL OF MINUTES**

Barry Russell made a motion to approve the minutes and Stephanie Brinkerhoff-Riley seconded the motion; motion carried.

#### **4. OTHER BUSINESS**

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

Bill Hubiak made a motion to approve the bills and Barry Russell seconded the motion; motion carried.

#### **5. PUBLIC COMMENTS**

Kari Akin announced that the Henderson Area Rapid Transit (HART) system is hosting Try Transit Day on October 9, 2015 in Henderson, Kentucky where free bus rides, hot dogs, hamburgers, and other refreshments will be offered. The event will be headquartered at the HART bus terminal at Third and Main streets, where the refreshments will be served from 10:30 a.m. to 3 p.m. This event is offered annually to encourage citizens to try the city-owned bus system.

Meeting adjourned.

## SAFE STREETS FOR ALL USERS

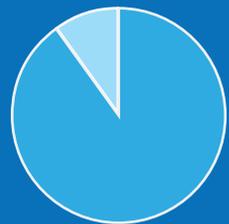
With bicycling and walking on the rise, communities across the country are rethinking the way streets are designed, built, and maintained. After decades of building roads to support more and more automobile traffic at the expense of bicyclists, pedestrians, and transit users, cities are shifting their focus to safety and comfort for all road users, especially bicyclists and pedestrians.

20TH CENTURY



21ST CENTURY

Creating safer, more comfortable streets not only reduces crashes and collisions, but encourages and increases bicycling and walking activity. A recent **Safe Routes to School survey** found that **30% of parents** consider traffic-related danger to be a barrier to allowing their children to walk or bicycle to school. Changing a city's approach to street design can make walking and biking to school and other destinations a reality. More infrastructure results in more people bicycling, leading to lower crash risk for all road users.



**Streets with protected bike lanes have up to 90% fewer injuries per mile than streets that lack bicycle facilities.**

In addition to increasing bicycling activity, bicycle infrastructure projects like bike lanes and cycle tracks can reinforce responsible and predictable bicycling behaviors. Bike lanes in New York City have slowed motor vehicle traffic, reduced conflicts between bicyclists and motorists, and even reduced sidewalk riding from 46% to 3%.

## INCREASED PURCHASING POWER

Bicycling is one of the most affordable means of transportation available to Evansville residents. Nationally, the average annual operating cost of a bicycle is \$308, compared to \$8,220 for the average car.



Replacing vehicle trips with bicycling offers immediate financial benefit for households. Providing bicycle facilities that are appropriate for people of all ages and abilities can help make that choice a reality. Creating an affordable transportation system is of the utmost importance, given the fact that 20% of Evansville households fall below the federally-defined poverty level.

## ENVIRONMENTAL BENEFITS

Transportation is a significant source of air, water, and carbon pollution. Reducing vehicle miles travelled (VMT) in fossil fuel burning vehicles and reducing greenhouse gas (GHG) emissions intensity per mile travelled, will improve and protect Evansville's natural environment while reducing carbon emissions.

Even small gains in an area's level of walk- and bike-friendliness can result in environmental benefits. For instance, increasing a neighborhood's walkability by five percent can result in fewer grams of greenhouse gases emitted: 5.6% fewer grams of NOx and 5.5% fewer grams of emitted volatile organic compounds (VOCs).



## PLAN OVERVIEW

Recognizing the importance of safe, comfortable, and connected facilities for walking and bicycling as keys to a healthy, active and vibrant community, the City of Evansville initiated a planning study to guide future investments in pedestrian and bicycle infrastructure and programs. The Evansville Bicycle and Pedestrian Connectivity Master Plan lays out an ambitious vision in which **the City's roadway and trail network will comfortably, safely, and efficiently facilitate bicycle and pedestrian transportation for users of all ages and abilities.**



Creating an environment that supports bicycling and walking is about more than just health and exercise. Bicycle and pedestrian facilities like bike lanes, trails and sidewalks also stimulate economic activity, increase transportation choices, reduce transportation costs, lower healthcare costs, support the environment, and increase property values. These benefits will enhance the quality of life for Evansville residents, attract new residents and visitors to the community, and solidify Evansville's position as the social and economic hub of the region.

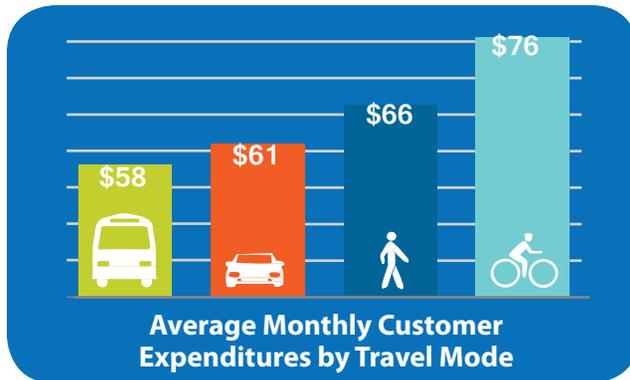
## ECONOMIC BENEFITS

Bicycle and pedestrian infrastructure is a great capital investment for communities large and small. The returns on investments in trail, sidewalk and bikeway projects extend to residents, property owners, businesses, cities, and even the state. Projects like the Indianapolis Cultural Trail, a \$62.5M share-use pathway winding through downtown Indianapolis and nearby neighborhoods, has generated more than \$10 in private investment for every \$1 spent in capital improvements.



### Increased Spending

More foot and bike traffic means more revenue for local businesses. Although car drivers may haul more goods at once, intercept surveys in Portland, Oregon found that people arriving to retail stores on foot or by bicycle visit more frequently and spend more money than those who drive.



In New York City, bicycle facilities have given a significant boost to the local economy. The New York City Department of Transportation reported a 49% increase in retail sales at neighborhood stores along streets with bike lanes compared to streets without bike lanes.

## Property Values

Homebuyers place a premium on parks, greenways, and walkable neighborhoods. Realtors in a number of cities report that good walking and bicycling facilities, including access to neighborhood destinations, are important home selection criteria. On average, houses in areas with above-average levels of walk-and-bicycle-friendliness are worth up to \$34,000 more than similar properties in areas that do not offer high walkability and bikeability. In Indianapolis, home values increase by 11% just for being a half mile closer to the Monon Trail.



## Job Creation, Attraction and Retention

Investments in bicycling and walking improvements put people to work. For each \$1 million invested in infrastructure projects, roadway projects create 7.8 jobs, pedestrian projects create 9.6 jobs, and cycling projects create 11.4 jobs. Once the construction is complete, trails, greenways and bikeways continue to attract jobs to the region. Families, college graduates, and even major employers are searching for communities that can offer cultural and recreational amenities like vibrant and walkable commercial districts, dedicated bicycle facilities, and regional trail systems. The Indianapolis Cultural Trail has been a major catalyst for economic activity and job creating, adding more than 11,000 jobs to the area as a result of public and private investment. Similar investments in creating a walkable and bikeable environment in Evansville can build on the region's diverse amenities and position the City as a healthy, vibrant, and attractive community.



## HEALTH BENEFITS

Obesity, high blood pressure, type 2 diabetes, heart disease, and other health problems associated with a sedentary lifestyle and lack of physical activity are growing at unprecedented levels across the United States.



The United States Center for Disease Control and Prevention endorses the construction of bicycling and walking infrastructure as an effective strategy to increase physical activity and reduce obesity and its many associated health risks. Bicycling and walking promote physical activity, physical and mental wellness, healthy weight, and lower stress levels.



More and more US citizens of all ages are realizing the health benefits of bicycling and walking. With the Bicycle and Pedestrian Connectivity Master Plan to guide future investments in walking and bicycling, Evansville and its community partners have a long-range strategy to invest in bicycle and pedestrian improvements and help people of all ages and abilities to choose walking and bicycling as healthy and sustainable transportation and recreation choices.