



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

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.

ROLL CALL

Members Present:

Beth Jones, John Petkovsek, Kimberly Woerz, Jason Orange, Nick Hall, Doug Boom, Lora Lewis, Brandi Mischler, Denise Johnson, Mike O'Daniel, Dona Bergman, John Stoll, Ron London, Brent Schmitt

Evansville MPO Staff Present:

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

Others Present: Paul Wojciechowski

INTRODUCTIONS OF ATTENDEES

1. APPROVAL OF MINUTES

Chairman Ron London directed the meeting. Brent Schmitt made a motion to approve the minutes and John Petkovsek seconded the motion; motion carried.

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

Mike O'Daniel was interested in seeing the video that St. Louis Police Officers use for educating bike patrol officers that Paul Wojciechowski referenced in his presentation. Mike O'Daniel also commented that he believes 25% of adults in Evansville cannot afford a car, so it is important to include the choice of safe walking and bicycling for all people.

Seyed Shokouhzadeh thanked Denise Johnson, the Department of Parks and Recreation Director, for initiating the Plan.

Attached to the minutes is the Benefits of Bicycling and Walking brochure. The full presentation can be heard online at 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.

4. PUBLIC COMMENTS

Seyed Shokouhzadeh announced that the MPO has updated their logo. The new logo better incorporates the communities served by the MPO and represents the modes of transportation included in the MPO planning.

Kari Akin announced that October 9, 2015 is Try Transit Day 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.

Beth Jones announced that Kentucky's quarterly statewide meeting for KYTC will be held on October 28, 2015.

John Petkovsek asked if the Draft Bicycle and Pedestrian Connectivity Master Plan was available online to review. Seyed Shokouhzadeh confirmed that it was, but can only be viewed with the direct link that was provided to the Technical Committee members in the meeting packets that were sent out the week before the meeting.

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.

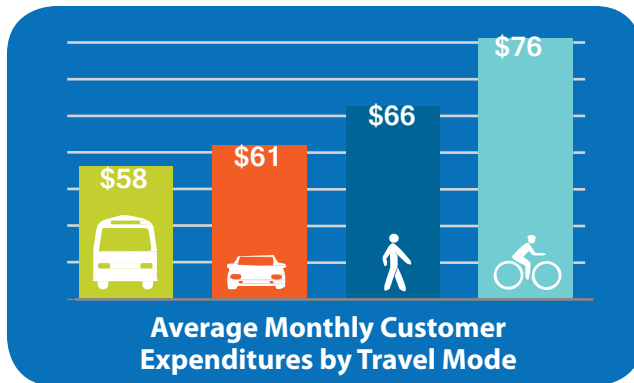
ECONOMIC BENEFITS

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.