



Meeting #1
November 18, 2015
North Dearborn Branch Library
6:00-7:00 p.m.

Advisory Committee Members:

Mr. Kevin Lynch, Dearborn County Commissioner/OKI Board President, Chair
Mr. Todd Listerman, Dearborn County Engineer
Mr. James Ude, INDOT-Seymour District
Ms. Liz Morris, Dearborn County Councilmember
Ms. Nicole Daily, alternate for Mark McCormack, Dearborn County Plan Commission
Mr. Eric Kranz, Dearborn County Chamber of Commerce
Mr. William R. Hursong, City of Harrison Fire Chief
Dr. Andrew Jackson, Sunman-Dearborn School District
Ms. Jennifer Hughes, Dearborn County SWCD
Mr. Harley Uhlmansiek, Farm Bureau, Inc.
Mr. Greg Gronwall, Bright Area Business Association
Mr. Dale Lutz, Resident-at-Large
Mr. Jeff Stenger, Resident-at-Large
Mr. Randy Maxwell, Resident-at-Large
Mr. John Stenger, Resident-at-Large
Ms. Cari Vuko, Southeast Indiana Workforce Investment Board/WorkOne

Guests:

Ms. Jan Uhlmansiek, Farm Bureau, Inc.
Ms. Celeste Calvitto, Beacon Newspaper

Project Team:

Mr. Mark Policinski, OKI, CEO/Executive Director
Mr. Bob Koehler, OKI Deputy Executive Director
Ms. Robyn Bancroft, OKI Project Manager
Ms. Karen Whitaker, OKI Project Administrator

Project Team *continued*

Ms. Ashley Patrick, OKI Communications Specialist

Mr. Dave Wormald, AECOM, Project Manager

Mr. Gary Mroczka, AECOM

Mr. Joe Vogel, AECOM

Ms. Margaret Yocom, AECOM

Mr. Hakan Gungor, AECOM

Kevin Lynch, Chair, called the meeting to order at 6:00 p.m. He thanked everyone for being part of the Advisory Community. He stressed that it is the members' community and their help is needed. He encouraged the members to speak up and be active. He thanked them for their time and commitment and asked everyone to introduce themselves.

Mark Policinski welcomed everyone and thanked them for agreeing to participate on the Advisory Committee. He explained the role of OKI as the metropolitan planning organization for the tri-state.

Robyn Bancroft stated that she met many of the members over the summer through one-on-one conversations and looks forward to talking with those whom she has not yet met. Ms. Bancroft provided an overview of the study. She pointed out that this study is the first step in the INDOT project development process and that no funding has been identified for any of the subsequent phases at this time. This study's intent is to provide recommendation for improvements to address transportation issues in the study area so that funding can be pursued and secured for possible future phases of design and construction. She stressed that this is a macro-planning level study and will not include a parcel-by-parcel examination and review. The purpose is to identify the needs, evaluate options and provide a recommendation or set of recommendations for what transportation improvements are needed in the study area.

Ms. Bancroft explained that she is the project manager for the study and that OKI has hired a consultant team led by Dave Wormald with AECOM along with the subconsultant firms Shrewsberry, Vox Populi and The Corradino Group. OKI and the consultants form the "Study Team." The study will be overseen by the Advisory Committee which is composed of 21 diverse and well-established governmental agencies, local businesses, emergency providers and civic-based organizations in the area. It is planned that the Advisory Committee will meet five times throughout the course of the study. In addition, three public meetings are planned. The assistance of the Advisory Committee members will be needed to help convey the study information to the public and ensure the study is serving the needs of all members of the community. The second meeting of the Advisory Committee is anticipated to take place in late January/early February 2016, prior to the first public meeting.

Ms. Bancroft reported that information is now available on the study website at <https://Bright74.oki.org>. She asked for members' help in spreading the word by posting a link on their websites or sending it out via their email lists. She asked that they let OKI know about these postings for record keeping.

Harley Uhlmansiek asked whether the website should be shared with people who live outside the area and don't travel the roadways. Ms. Bancroft encouraged all the members to share information with anyone and everyone saying, "You don't know, maybe people have family, friends, co-workers who live in the area or attend church, or some other tie with the area that you are not aware."

Dave Wormald reported that the study is now in the data collection phase and the project team would like members' input on any specific transportation issues of which they are aware. He explained that the Study Team will come back at the next meeting with more detailed information. Data currently being collected includes: roadway conditions, traffic volumes, crash data, land use, utilities, community resources and environmental resources. Mr. Wormald provided an overview of what they have determined to date about the existing conditions.

Mr. Wormald reported that based on demographic information provided by the 2009-2013 U.S. Census American Community Survey, the population of the study area is approximately 5,600 and has been slowly growing. There are approximately 2,800 daily commuters residing in the study area:

- 40% commute to Ohio
- 40% commute within Dearborn County
- 10% commute to Northern Kentucky
- 7% commute to southeast Indiana

He also reported that the average daily commute time is approximately 30 minutes and there is a low percentage of minority populations in the study area.

Liz Morris questioned whether Hidden Valley Lake is included in the study area data. Mr. Wormald explained that it is outside of the study area but asked members to let him know if there are any specific areas where they feel the actual conditions are different from what the data is showing.

Mr. Wormald reported that most county/local roads do not completely meet current roadway design criteria or standards. The pavement is generally in good to fair condition. He reported that there are currently three projects underway or planned by Dearborn County within the study area:

- Stateline Road south of Jamison Road
- Jamison Road at Losecamp Road
- US 52 at Johnsons Fork Road

Mr. Wormald discussed traffic volumes. He reported that based on current INDOT traffic volumes, there are not significant areas of daily congestion. State Line Road is the most heavily traveled road in the immediate area. The majority of interstate traffic is traveling to and from the

east—500 vehicles per day westbound and 1,600 vehicles per day eastbound. He explained that the project team will be using INDOT and OKI's travel demand models to evaluate how various roadway improvements or a new route will affect people's travel behavior. He urged members to let the project team know if there are areas where they regularly experience congestion or delays.

Nicole Daily asked whether the traffic volume for Whites Hill Road is shown on the map. Mr. Wormald stated that he believes the count is 1,800 but that he would have to confirm that number.

The project team will also analyze crash data from 2009-2013 and was received from the state. This will help identify high crash locations that may be due to road conditions. There were approximately 650 crashes in the study area, of which 206 were off road and approximately 25% were partially attributable to weather. The study team may also evaluate emergency response times within the study area.

Mr. Wormald reported that current and future land uses are expected to remain consistent. Industrial/commercial growth is envisioned along Old US 52. The majority of the study area is expected to remain agricultural or residential. Commercial and mixed uses will remain concentrated along State Line Road in Bright. He reported that notable community facilities include Bright Meadows Park, the library, and several churches and cemeteries.

Mr. Wormald reviewed the environmental resources. The study area includes wooded slopes and challenging topography. There are numerous streams and small wetlands/ponds/lakes. He pointed out that if there is a proposal for a new connection to I-74, it would include a bridge over the Whitewater River which is in the floodplain; therefore, FEMA would need to be involved. He reported that there is limited likelihood of hazardous materials. Mr. Wormald pointed out that the study team will not directly engage environmental resource agencies during this phase of work.

Mr. Wormald stressed that the maps presented are in the draft stages. The study team will come back at the next Advisory Committee meeting with more complete and formal data. He explained that they brought along three large-scale maps and invited members to mark them up with any specific locations of concern to them. He pointed out that he will also reach out to some members directly for input.

Chief Hursong asked how the crash data was developed because he feels the weather-related crash numbers seem low. Mr. Wormald explained that the information came from the state area database. Chief Hursong suggested that overweight trucks are avoiding the existing I-74 weigh stations and diverting to roadways within the study area. He questioned whether those numbers have been identified. He pointed out that the trucks have a major impact on the infrastructure. He commented that better enforcement is needed for the trucks that by-pass the scales. Mr. Wormald shared that a truck study was not in the scope of the study, but that available truck count data will be collected and analyzed.

Mr. Lynch encouraged everyone to look at the maps and provide comments. He stressed that the Advisory Committee's help is needed in order to have a positive impact on the community.

Ms. Bancroft provided the next steps in the study. She reported that the second meeting of the Advisory Committee is tentatively planned for late January/early February. It was agreed that the current location, day and time work for everyone. As requested by the committee members, Ms. Bancroft stated that she would provide members with a sample text that they could use when forwarding study information to their mailing lists and post on websites/newsletters.

Mr. Stenger asked how long it takes for a project to be implemented. Mr. Koehler explained that it depends on the complexity of the project and whether there are significant impacts, in which case the environmental agencies will need to be contacted. However, if there is public support and funding, a project can move much more quickly.

Mr. Uhlmansiek questioned whether INDOT is open to suggested projects. Mr. Ude explained that INDOT is open to all suggestions. He stated that INDOT wants to be part of the solution and will advocate for whatever the group comes up with. He explained that he also is sitting on the committee to ensure the correct process is followed. Mr. Policinski pointed out that this is why OKI wanted Mr. Ude involved on the front end of the study. He stated that it is critical to have INDOT's support.

Ms. Daily asked whether there are any representatives included from the town of West Harrison. It was agreed that Ms. Bancroft would extend an invitation to them.

The meeting concluded at 7:00 p.m.

klw