



Meeting #2
January 27, 2016
North Dearborn Branch Library
6:00-8:00 p.m.

Advisory Committee Members:

Mr. Kevin Lynch, Dearborn County Commissioner/OKI Board President, Chair
Mr. Todd Listerman, Dearborn County Engineer
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. Kevin Gick, Bright Volunteer Fire Department Fire Chief
Mr. William R. Hursong, City of Harrison Fire Chief
Ms. Jennifer Hughes, Dearborn County SWCD
Mr. Harley Uhlmansiek, Farm Bureau, Inc.
Ms. Marilyn Hyland, Genesee & Wyoming Railroad
Mr. Greg Gronwall, Bright Area Business Association
Mr. Dale Lutz, Resident-at-Large
Mr. Jeff Stenger, 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. Denise Burdette, Dearborn County Register
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

Ms. Lorrie Platt, OKI Director of Communications

Mr. Dave Wormald, AECOM, Project Manager

Mr. Gary Mroczka, AECOM

Mr. Joe Vogel, AECOM

Mr. Johnny Han, The Corradino Group

Welcome and Approval of Minutes

Kevin Lynch, Chair, called the meeting to order at 6:00 p.m. He welcomed everyone to the meeting and asked attendees to introduce themselves.

Mr. Lynch asked if there were any changes to the minutes of the November 18, 2015 meeting. There being none, Greg Gronwall moved to approve the minutes as written. Harley Uhlmansiek seconded the motion; motion carried.

Study Overview

Robyn Bancroft provided an update about the Advisory Committee membership. At the last meeting, a suggestion had been made to reach out to include a representative from West Harrison. She reported that they were unable to make a time commitment to participate on the committee but asked to be kept updated about the study.

Ms. Bancroft also informed the group that due to Ms. Calvito's service to the Advisory Committee as the Bright Area Business Association's Alternate Member and her dual role as Publisher of The Beacon, Ms. Bancroft had extended an invitation to Denise Freitag Burdett Assistant Editor/Web Site Administrator for the Dearborn County Register & Journal Press and Mike Perleberg News/Sports Director, Operations Manager for Eagle 99.3 WSCH-FM to attend the Advisory Committee meetings. She shared that Advisory Committee meetings are open to the public, however, meetings are not publically advertised due to their intended purpose of focusing on concerns related to the Advisory Committee members as representatives of the larger general public. Ms. Bancroft commented that the Bright 74 Study is providing OKI with a new opportunity to partner with the media and achieve much wider, more in-depth and consistent news coverage than any previously managed study or plan. She asked if there were any questions or comments from the Advisory Team members. The committee members did not share any questions or comments.

Ms. Bancroft reminded everyone to visit the study website (<http://bright74.oki.org/>) for updates and to invite others to visit the site as well. The website will be the central place where people can go for current information about the study.

Ms. Bancroft reviewed the scope of work and timeline for the study. She reported that the study is on time and on budget.

Summary of Existing Data/Information

Follow-up

Dave Wormald provided an update regarding issues raised at the last meeting. One issue raised was trucks diverting to local streets to evade weigh stations. Mr. Wormald explained that AECOM contacted INDOT to request if data is available to correlate I-74 and US-52 traffic counts with weigh station volumes, however, there is no data readily available. He stated that ODOT count data indicates that 300 more trucks getting on the interchanges at New Haven and Dry Fork interchanges than getting off. Mr. Wormald explained that this issue would bear more investigation, but it goes beyond the current scope of work for this study.

Nicole Daily questioned whether there is a means of restricting truck access to a new roadway, should one be recommended. Todd Listerman explained that if the road is strictly a local road, then it would be locally-controlled. Robyn Bancroft pointed out that when a road is enhanced, it generally attracts usage—whether a new road or an improvement. Todd Listerman mentioned that for greater safety it is desirable for trucks to utilize roadways that meet modern, geometric and design standards and not narrow, curvy, steep country roads. Ms. Bancroft noted the issue of truck traffic to be of importance to Advisory Committee members and that the Study Team would consider its impact as potential solutions are developed.

The other issue raised at the last meeting is the geometry at the WB I-74 ramps and US-52 Brookville Harrison Rd. Mr. Wormald reported that there is an apparent insufficient site distance along US-52 west of the intersection with the westbound ramps for I-74. The site distance is slightly less than current design criteria for the posted speeds. The existing posted speed is 45 mph. The actual operating speeds along US-52 in this area may be higher than posted. He pointed out that there does not appear to be an unusually high number of accidents at the ramp intersections. In the near term, enhanced enforcement, signage and visibility improvements (removing vegetation) are potential means of addressing concerns associated with this location. He noted that if an improvement surfaced from this study that included this area, it is possible that geometric deficiencies could be addressed.

Harley Uhlmansiek asked for clarification of the statement in the minutes that “the majority of interstate traffic is traveling to and from the east—500 vehicles per day westbound and 1,600 vehicles per day eastbound”. Mark Policinski explained that each count includes the full movement to and from. It was explained that this statement means that more people are traveling toward Cincinnati than to Indianapolis.

Mr. Wormald provided a summary of the existing conditions.

Road Conditions

Mr. Wormald reported that most county/local roads do not completely meet current design criteria. The pavement is generally in good to fair condition. He reported that there are currently three projects in the study area by Dearborn County: Stateline Road south of Jamison Road; Jamison Road at Losecamp Road and US-52 at Johnsons Fork Road.

Mr. Wormald pointed out that no new field data will be collected as part of the study. All assessment is based on available data provided by the county, INDOT and OKI.

Safety

Mr. Wormald reported that the team has analyzed crash data from 2009-2013 within the study area. He pointed out that there are a few locations with multiple crashes--Jamison Road, between Kolb and N. Dearborn, has been identified by INDOT as a Five Percent Local High Crash Segment in 2012. Mr. Wormald noted that with additional information received from Mr. Listerman that many of the crashes associated with this segment of Jamison Road were attributed to driver error. Further, he explained that the team is working with Dearborn County to evaluate response times from emergency responders. They will also evaluate the impact to response times if there are any new recommendations.

Mr. Lynch pointed out that Chiefs Hursong and Gick can help provide pertinent information in regard to accident responses. Mr. Wormald explained that he is currently working with the County Administrator to coordinate a meeting with them and appreciates any and all assistance.

Crash Data

Mr. Wormald reported that there were 650 crashes in the study area between 2009 and 2013; three of which were fatal and 140 of which had injuries involved. He explained that 206 of the crashes were off-road and 25% were attributable to weather.

Mr. Wormald pointed out that there are concentrations of crashes along Jamison Road at the intersections with Kolb and North Dearborn Rd. and a few accidents at the ramps to/from I-74 at the Harrison Brookville Road Interchange.

Environmental Resources

Mr. Wormald reported that the study area includes wooded slopes and challenging topography. There are also numerous streams and small wetlands/lakes. He pointed out that if there was to be a new crossing over the Whitewater River other than the existing bridge, it would be in a flood plain, which presents design constraints that would need to be addressed. He explained that if there is a recommendation that includes a new bridge, environmental coordination would need to be conducted and a NEPA document prepared. This would be part of a future phase of project development.

Mr. Wormald displayed a map showing community resources, including churches and cemeteries.

Mr. Wormald reported that the study area is predominantly forested and agricultural. There are a number of water resources, including the Whitewater River, in addition to several streams, ponds and isolated wetlands.

Mr. Wormald asked the members if there are any known environmental resources that he had not included. The committee members did not have any additions to the data.

Travel Model

Mr. Wormald explained that the consultant team has created a study area travel model which combines data from both the OKI and INDOT travel models. The study area is divided into several traffic analysis zones. The data is used to determine how many trips are staying within the study area and how many are traveling in and out. He explained that the model has been initially run with existing roads and the data compared to existing traffic counts. The data shows that traffic is heaviest along the I-74 corridor and Stateline Road is the most heavily traveled road in the study area (9,000 vehicles/day). He displayed a map showing the traffic volumes. He pointed out that Harrison experiences the most traffic around the New Haven interchange.

Congestion

Mr. Wormald reported that the consultant team reviewed the level of service for all major roadways in the study area based on the model and there is currently sufficient capacity under normal operating conditions. He pointed out that the model indicates that there is congestion on some roads leading to the I-74 New Haven Rd. interchange in Harrison.

Chief Gick asked how the model is operated around school times. He explained that the high school students are trying to beat the buses and using smaller, local roads to do so. Mr. Wormald stated that this is something they would be interested in knowing more about. He thanked the Chief for this information. The model does not specifically isolate school related trips.

Mr. Wormald explained that the consultant team modeled the traffic volumes to and from I-74 to determine how many vehicles travel to and from the four adjacent interchanges:

Dry Fork Interchange	1,500/day
New Haven Interchange	1,000/day
Harrison/Brookville Interchange	700/day
SR 1	100/day

Mr. Wormald reported that the majority of commuters are headed to and from Cincinnati.

Nicole Daily questioned whether it makes sense to also look at the two southern ramps (I-275 in Lawrenceburg and Kilby Road). There was lengthy discussion as to how commuters in the study area access the interstate—it is believed that most commuters in the northern portion drive north to Harrison Brookville Road interchange or to Harrison to access I-74 there while commuters in the southern portion travel south to Kilby Rd or US 50 to access I-74 via I-275.. Mr. Wormald explained that one of the questions that will be asked at the public open house will be which interchange the public uses to access I-74 to assist the team in confirming the model data.

Zone Flow

Mr. Wormald explained that they looked at each travel zone to try to get a feel for how people are getting to the interchange. He showed a map displaying the travel flow by zones for trips to/from the Harrison/Brookville interchange. He explained that the majority of people are coming from zones located to the north, close to the interchange.

Ms. Bancroft pointed out that they are only showing one interchange to provide a sample of the data collected. Information for the other interchanges will be provided at the open house and on the study website.

Travel Time

Mr. Wormald reported that the majority of the study area is located 5 to 15 minutes from the Harrison/Brookville Road Interchange. He displayed a map outlining the travel times to the interchange from within the study area. He explained that they have created maps for each of the interchanges. He stated that they are trying to determine how to save travel time. He pointed out that the model is based on pure data and explained that they are trying to determine if the data coming out of the model is an accurate reflection of realistic travel.

Open House

Robyn Bancroft provided an overview of the information that will be presented at the public open house on February 17. She explained that the exhibits on display will provide an overview of the existing conditions. She stated that she would like to get feedback from the Advisory Committee as to what will be presented and whether there is any additional information they feel should be exhibited.

Ms. Bancroft explained that a survey poll will be conducted at the open house. It will be conducted in small groups and polling results will be displayed electronically to the groups. She reviewed each of the questions.

There was discussion about question #7, “If you are traveling I-74, which interchange do you use most frequently”. Nicole Daily suggested adding “none” as an option. Jeff Stenger suggested the need to add in interchanges to the south, including the I-275 interchange in Greendale and the

Kilby Road interchange. Chief Gick commented that 50% of the density lives below Sand Run and no one who lives in the southern portion will travel north to go south.

A question was raised by Jennifer Hughes as to whether paper copies of the survey will be available. Ms. Bancroft explained that there will be printed copies of the survey available and it will be posted on the study website for 30 days following the open house. She pointed out that all forms of the survey will include the same questions.

Ms. Bancroft stated that a “Keep Me Updated” card will be available so that attendees can provide their contact information to receive future notification about the study. Liz Morris suggested adding a note on the cards that the survey is available on the study website.

Ms. Bancroft discussed the outreach being conducted in order to get the word out about the open house including emails, social media, the study website and other websites, media, a press release, a direct postcard mailing to every resident in the study area (almost 2,300) and an event flyer. She reported that 500 copies of the flyer were dropped off for Superintendent Jackson and they will be included in every teacher’s mailbox and will be available at each school office.

Ms. Bancroft reported that the survey will be available on the study website for 30 days following the open house (ending at midnight on March 17). The results of the survey will be used to develop a draft purpose and need for potential improvements and to develop conceptual solutions to address the purpose and need. She stated that a third Advisory Committee meeting is anticipated for late spring followed by the second public open house two to three weeks after that.

Dale Lutz questioned where the proposed new roadway would be located—whether the assumption of it being along Stateline Road to US 52 is correct. Ms. Bancroft explained that four years ago when interest was expressed in the study of a possible new connection to I-74, OKI needed to include consideration of this need in the Region’s Long Range Transportation Plan Update (2040 Plan, 2012 Update). In order to do this, a line was drawn on the map to serve as a placeholder and, since the Long Range Plan is fiscally constrained, a cost estimate was drafted. She explained that the 2040 Plan is currently in the process of being updated. Ms. Bancroft stressed that they do not know where a new roadway would go, this study is being conducted to answer that very question.

Mr. Lutz commented that he believes that people who live south of Jamison Road go south to Sand Run and on to Miamitown, they are not heading north to enter on to the interstate. He reported that there are two new developments planned in the study area—one being on the southern end of Bright. He stated that commuters go down Whites Hill to get to the interstate, but point out that this could just be old habit.

Ms. Daily stated that if they see high concentrations going to the south, she would like to see that looked at. Ms. Bancroft stated that the scope of the study is to review access from the study area to I-74 to determine what improvements should be recommended. She said that this [the

discussion and information-sharing] is where the Advisory Committee is an extension of the study team—they know the roads. She stated that if members have any insight, she appreciates their input.

Mr. Jeff Stenger asked if current traffic counts could be shown. Mr. Wormald went back to the traffic volume map which shows this information. Mr. Wormald explained that the map is based on model data. An Advisory Committee member shared that they thought the range of 500-3,000 vehicles is too large. Mr. Wormald shared that the current map used INDOT measurements and that the team would take a look at editing the legend in order that the volumes are more informative to this study's purpose.

Liz Morris and Kevin Lynch both shared that the study is not only looking at existing travel conditions, but also future travel demands. Ms. Morris mentioned a number of people she had heard from who desire greater access to I-74 for traveling west towards Indianapolis.

Mr. Lynch reported that the Honda has announced that the facility in Greensburg will add production of the CR-V. He stated that there is increased interest in development opportunities in the northern part of the county. He stated that the County is looking at the future. The growth area is in northern Dearborn County because that is where land is available. Right now County staff are talking with four different companies about development in the West Harrison Tax Improvement Finance (TIF) area. Consideration needs to be given as to where the employees of these developments will live and whether the facilities themselves will need interstate access. He pointed out that it will take time to build new access, even if the study shows the need to build it. He stressed the need to keep the future in mind.

Mr. Eric Kranz questioned whether there are plans to model potential development to the north. Ms. Bancroft stated that the OKI Travel Demand Model with its population and employment projections as directed by the State Departments of transportation was being applied and would not be modified. She deferred further to Mr. Wormald. Mr. Wormald explained that, his team will be examining the population and employment projections used in the model and sharing that information with the Advisory Committee and public in map form.

Ms. Daily asked whether they are looking at the topography as well—if there is a new road, whether there is the means of being able to create economic development because of the steep topography. Mr. Wormald agreed that topography is a challenge in the area. He commented that as a transportation engineer, they try to put a road in the path of least resistance. As the study moves forward in the next phase and possible improvement solutions are presented, each will be evaluated to determine the level of impact from a variety of different criteria. Topography, economic impact, safety, travel time, and many other factors can be used to evaluate different options.

Mr. Lutz commented that four out of five schools in the district are in this area—people drive their kids to school, drop them off and hop on I-74 at SR-1. Ms. Morris pointed out that they hope people will get a job in Dearborn County.

Mr. Harley Uhlmansiek stated that he has been sharing public comments he receives with Ms. Bancroft and will continue to do so.

Mr. Lynch thanked everyone for their time and interest and encouraged anyone with questions or concerns to send them to Robyn Bancroft. He asked for everyone to assist in getting the word out for the public open house by telling friends and neighbors. He added that if someone can't attend the open house, they should still let their feelings be known.

The meeting concluded at 7:35 p.m.

klw