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ENVIRONMENTAL JUSTICE (EJ) NEW ALBANY COMMITTEE MEETING AGENDA

Date: Tuesday, July 16
Time: 6 p.m. – 8 p.m.
Meeting: EJ Meeting #3
Location: Hope Southern Indiana (Brown Starks Neighborhood Place)

I. Welcome and Introductions

II. Project Update: What's Been Accomplished

III. Presentation:

- Existing Traffic Conditions
- Maintenance of Traffic Options
- Anticipated traffic diversions during construction
- Preliminary Environmental Justice considerations
- Public Involvement updates/Project Schedule

IV. Group discussions

V. Reporting out from each group

VI. Final questions

Environmental Justice Committee (EJ) Meeting #3
Meeting Summary
Tuesday, July 16, 2019, 6 p.m. – 8 p.m.
Hope Southern Indiana – Brown Sparks Neighborhood Place

EJ attendees
Angela Graf, Hope Southern Indiana
Mike Donahue, Clean Socks Hope
Tyler Shaheen, Hope Southern Indiana
Linda Reynolds, Hope Southern Indiana
Mike Reynolds, Hope Southern Indiana
Jerry Miles, Retired PNC Bank executive
Sue Freas, Community Representative
Jeff Minton, Clean Socks Hope

Presenters
Andrea Brady, C2 Communications
Wendy Vachet, Michael Baker International
Craig Moore, Parsons Transportation Group
Alex Lee, Parsons Transportation Group
Toby Randolph, Parsons Transportation Group

Project attendees
Ryan Holmes, EHI
Erica Tait, FHWA
Michelle Allen, FHWA
Melvin Bynes, KYTC
Mary Pusti, Michael Baker International
Ron Heustis, INDOT
Mary Jo Hamman, Michael Baker International
Aaron Stover, Michael Baker International
Lindsay Hoskins, KYTC
Brandon Miller, INDOT
Derrick Casson, INDOT
Berry Craig, C2 Strategic Communications
Hayley Robb, C2 Strategic Communications
Chad Carlton, C2 Strategic Communications

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I. Welcome and Introductions – Andrea Brady

Ron Heustis opened, discussed how design- build best value works and how that will shape project decisions. Andrea Brady welcomed the Project Team and asked CAC members to introduce themselves.

EJ Role and Benefits

The Environmental Justice Committee (EJ) is made up of two diverse groups of engaged voices. There is a Louisville EJ group and a Southern Indiana EJ group. Both groups include representatives of business, civic organizations, educational institutions, government, low-income advocates, minority organizations, faith-based organizations and neighborhood groups. The role of the committee is to provide input, share feedback and share project information with the community. The benefits include sharing project information, building understanding, the opportunity to hear differing views and the opportunity for collaborative problem solving.

Group Guidelines

Hold productive conversations, consider different perspectives, make constructive suggestions and respect all viewpoints.

II. Project Update: What's Been Accomplished – Wendy Vachet

What's Been Happening

Public announcement in mid-September 2018, first CAC and EJ meeting were held in late September 2018, environmental/permitting resource agency met in late September 2018, open houses were held in New Albany and Louisville in early October 2018.

Preliminary traffic modeling and Environmental Justice technical analysis were completed. CAC and EJ meetings held in July 2019 and open houses will be held in New Albany and Louisville in late July 2019.

III. Presentation:

Existing Traffic Conditions – Toby Randolph

Maintenance of Traffic Options – Toby Randolph

Anticipated traffic diversions during construction – Craig Moore

Q: Will the closure you mention in Option 5 be full? As in, not partial full closures on weekends / weeks at a time?

A: It will likely be a combination of the presented options. The options presented are shown individually here, in order to provide a fair comparison between each of them. This is where the design-build best value comes into play.

Q: Is option 4 (with the 2 lane in / one lane out for peak) not for semis? Or is this all traffic allowed?

A: It's (along with all presented MOTs) for all vehicles – diverting semis may be a mitigation tactic, but would be contingent on FHWA approval – that's not being discussed at this time; it may be discussed at a later date.

Q: Why does truck travel time appear to take longer?

A: Many passenger vehicles are taking shorter trips to New Albany and Portland, etc. Truck trips are usually longer routes that take more time.

Preliminary Environmental Justice considerations – Alex Lee

What We Know:

- EJ areas make up majority of study area
- Most traffic crossing Sherman Minton comes from outside EJ areas
- EJ trips are predicted to stay on the Sherman Minton, as MOT's allow, based on the traffic model

Tables summarizing traffic diversion from Sherman Minton (overall and EJ-specific) were presented.

Predicted changes in traffic flow at the local street level were presented and screen lines were analyzed along with east-west corridors in KY and IN, to include: West Louisville, New Albany (Downtown), New Albany (East) and Clarksville.

West Louisville has a robust arterial grid that operates under capacity; the arterial provides sufficient east-west travel capacity.

Tables summarizing the net change in peak-hour traffic per lane in West Louisville and the peak-hour traffic per lane in Clarksville, New Albany (downtown) and New Albany (East) were presented.

Public Involvement next steps/Project Schedule – Wendy Vachet

Over the past couple of weeks, the project team has met with key officials in Jeffersonville, Louisville, New Albany and Floyd/Harrison Counties. The team has also conducted its third round of Community Advisory Committee and Environmental Justice Committees in Louisville and Southern Indiana.

The next round of open houses will take place on July 23 and 25. Later this fall or early winter, the project team will conduct a public hearing.

IV. Group discussions – Wendy Vachet

V. Reporting out from each group – Wendy Vachet

Table 1:

Members (Tyler Shaheen, Linda Reynolds, Mike Reynolds, Jerry Miles)

Highlights

- Of the presented Maintenance of Traffic options, options 4 and 3 were highly ranked. Least preferred were the full closure (option 5) and option 6. All were opposed to a full closure unless significant reductions in overall time could be assured.
- If there are a mix of Maintenance of Traffic options used, the group requests for the amount of options to be kept low, to allow less confusion to the public.
- The group wanted to ensure that the Maintenance of Traffic options takes constituents—like those served by Hope Southern Indiana—into account; these are people who would appreciate longer chunks of consistency.
- The group requests communication updates throughout construction.
- Transit rose to the top as a primary concern

Key Questions

- How can TARC be more engaged?
- Is it possible to quantify the potential impacts to local businesses?

Table 2:

Members (Mike Donahue, Mike Reynolds, Sue Freas)

Highlights

- Consensus choice was for options that reduce impacts on motorists but require longer construction time. Options 1 and 2 were favored.
- Option 3 was considered a “nightmare” because communications would be challenging
- Some favored banning trucks and other measures to ensure safety to motorists, workers
- Donahue called for the construction of a “west bridge” prior to SMR repairs

- Traffic restrictions should be paused during major events such as Thunder, Harvest Homecoming and other local festivals.

Key Questions

- Would you consider a contraflow option for Clark Memorial Bridge to improve traffic flow during rush hour?
- Have we looked at the neighborhood streets that will have an increase in traffic?

Table 3:

Members (Angela Graf and Jeff Minton)

Highlights

- This group's consensus was that option 1 was the preference, followed by a full closure – "get it done, get it done quickly," they said.
- Add clarification on the construction duration times "snapshot" so that all durations are estimated for one continuous time period throughout construction, rather than in separate phases.
- Concern was noted about how to message the methods chosen as well as the plans/schedules.
- Members requested updates throughout construction be shared, letting the public know the project is progressing.
- The group wanted to ensure the messaging/traffic patterns were in the right spots to update with mapping programs like Google Maps and Waze.
- Mitigations for tolls were brought up.
- All traffic impacts are within existing network without mitigation, Removing trucks would be a potential mitigation.

Key Questions

- Two non-profits in the group currently give their clients TARC vouchers, is there a mechanism to be able to give out RiverLink transponders to their clients?

VI. Final questions – Wendy Vachet

- To address emergency services – Environmental Justice (EJ) meetings are important, but we're also discussing these options with emergency services,

school representatives and others to ensure we develop an effective traffic management plan.

- This project is a design-build best value contract. INDOT will issue a Request for Qualifications (RFQ) later fall/early winter. The Sherman Minton Renewal Project Team will then issue a Request forr Proposals (RFP) after determining qualified parties. Construction activity that would require significant maintenance of traffic will not occur until early 2021.

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Slides showing “+“ reflect the addition of new information (added 8.13.19)

Environmental Justice (Southern IN) Committee Meeting
July 16, 2019

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Meeting Goals

- Ensure advisory members' understanding of maintenance of traffic options, anticipated traffic diversions and early findings
- Provide opportunity for discussion
- Secure feedback from advisory group members to help inform the approach to construction

Meeting Agenda

- What’s Been Accomplished/Study Area Review
- Maintenance of Traffic Options
- Anticipated Traffic Diversion During Construction
- Preliminary Environmental Justice Considerations
- Small Group Discussions
- Reporting Out
- Next Steps/Project Schedule

Existing Conditions

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Existing Traffic Conditions

- Data presented in the following slides are based solely on existing conditions
- Assumptions:
  - Existing network is fully operational
  - No modifications have been made to the roadway network
  - The Clark Memorial Bridge is fully open to traffic
- Traffic management measures will be further studied and applied to the MOT options

Existing Traffic Conditions

- Network has far more capacity than during 2011 emergency closure
- Traffic patterns, trips have shifted with new bridges
- Recurring bottlenecks in study area
    - EB I-64/US 150 merge
    - WB I-64 at WB I-264 interchange
    - Downtown Louisville
- Clark Memorial Bridge is at capacity (AM and PM peak)

Study Area Characteristics

- Four Bridge Crossings
- Env. Justice/Historic areas
- IN and KY sides are distinct
- IN to KY travel dominates
  - 2.5:1 AM Peak Hour (EB)
- KY to IN travel dominates
  - 2:1 PM Peak Hour (WB)

Existing Bridge Volumes

BRIDGE CROSSING	2018 AADT	TRUCK %
I-64, Sherman Minton	90,000	11%
US 31, Clark	44,800	4%
I-65, Kennedy/Lincoln	64,200	24%
IN - SR 265, Lewis & Clark	21,200	17%
TOTAL	**220,200**	**14%**

Maintenance of Traffic Options

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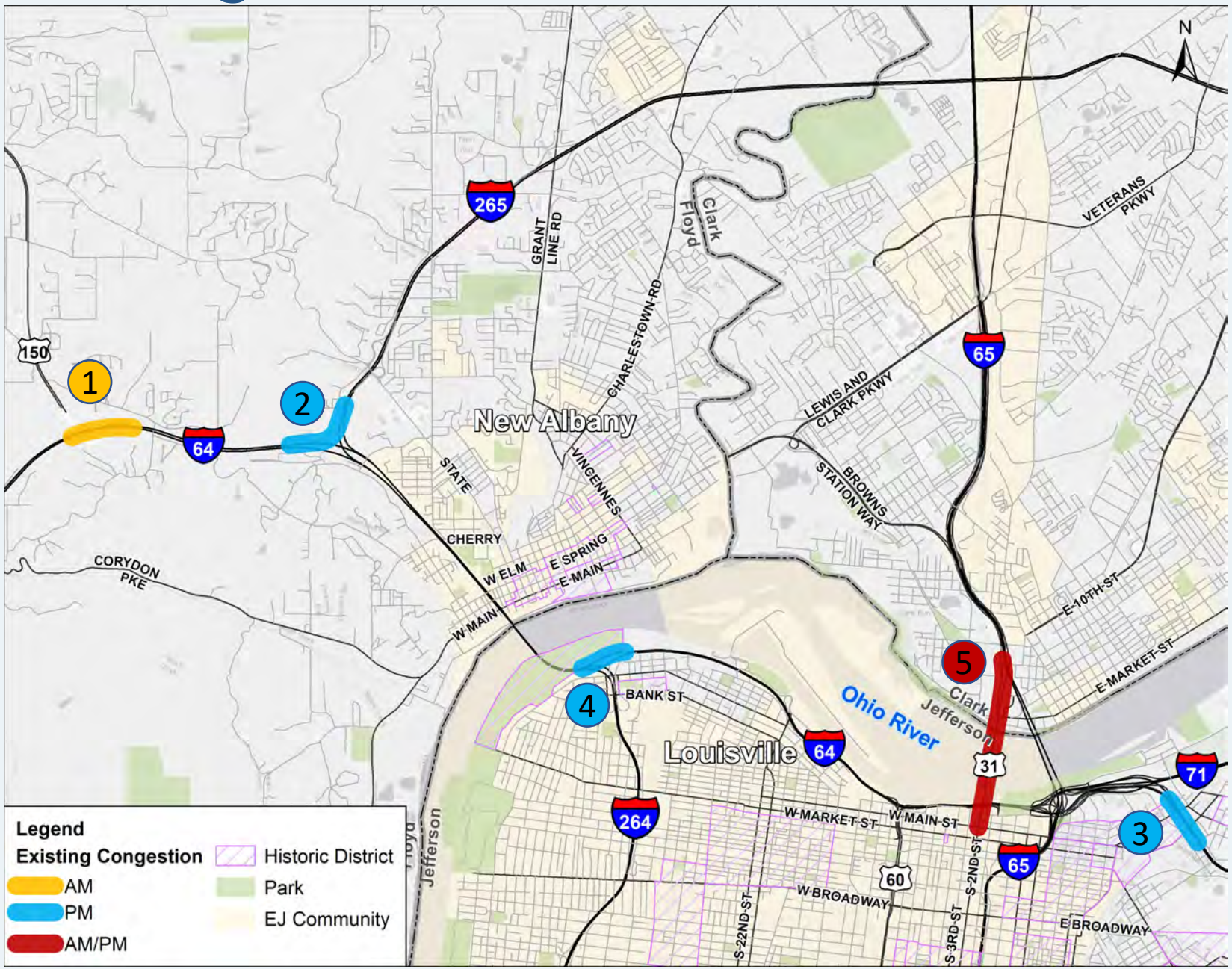
Existing Network



Existing Congestion Locations

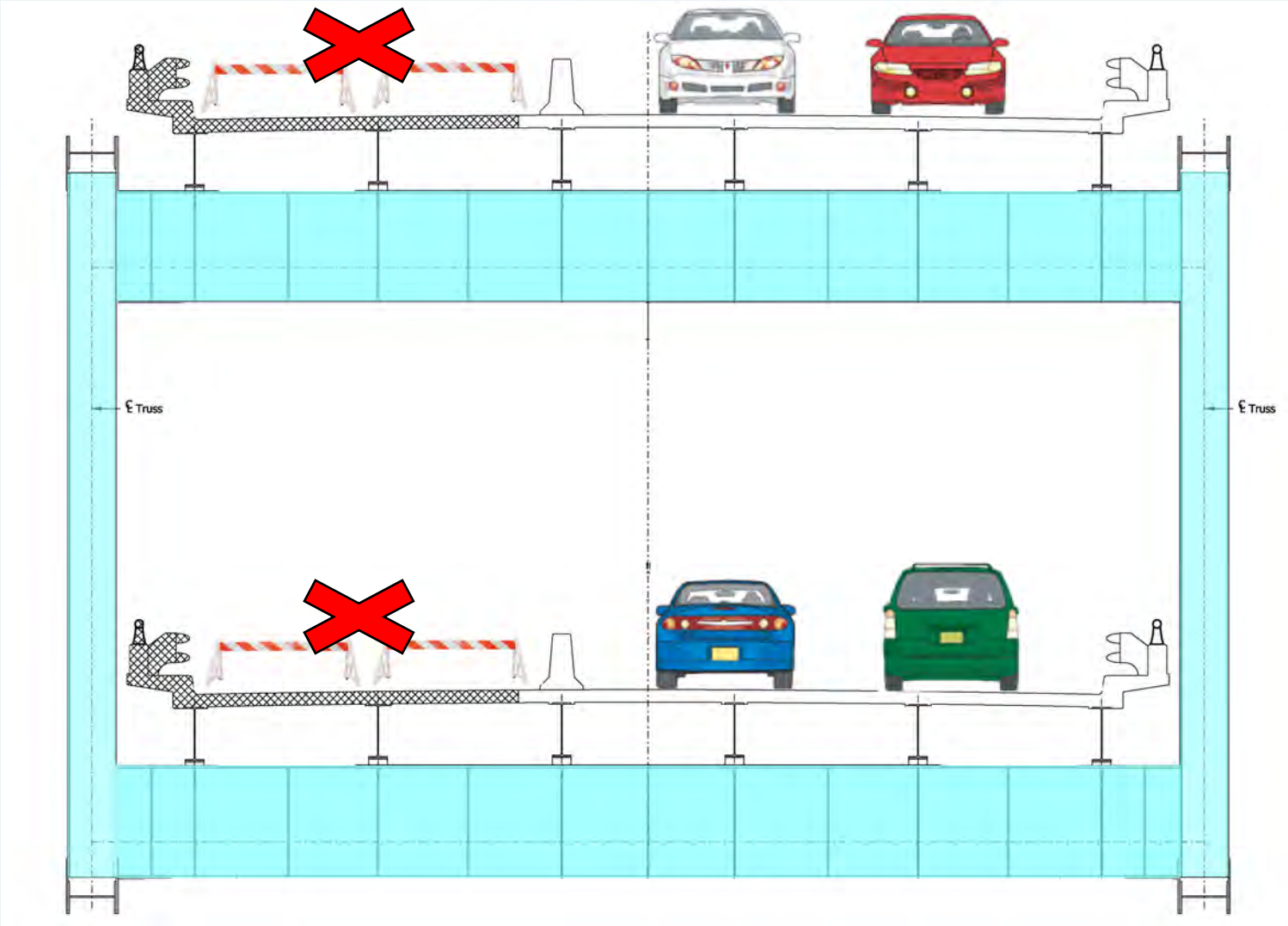
- **AM Congestion:**
  1. EB I-64 at US 150
- **PM Congestion:**
  2. WB I-265 to WB I-64 ramp
  3. EB I-64
  4. WB I-64 at WB I-264
- **AM & PM Congestion:**
  5. Clark Memorial Bridge

With no mitigative strategies considered

Maintenance of Traffic Options

- Two lanes, two decks open (Option 1)
- One lane, two decks open (Option 2)
- Full closure (Option 5)
- One deck closure
  - Alternating directions AM/PM (Option 3)
  - Reversible lanes AM/PM (Option 4)
  - One direction, two phases (Option 6)

Two Lanes, Two Decks Open – Option 1



Estimated Duration:

- 21-37 Months

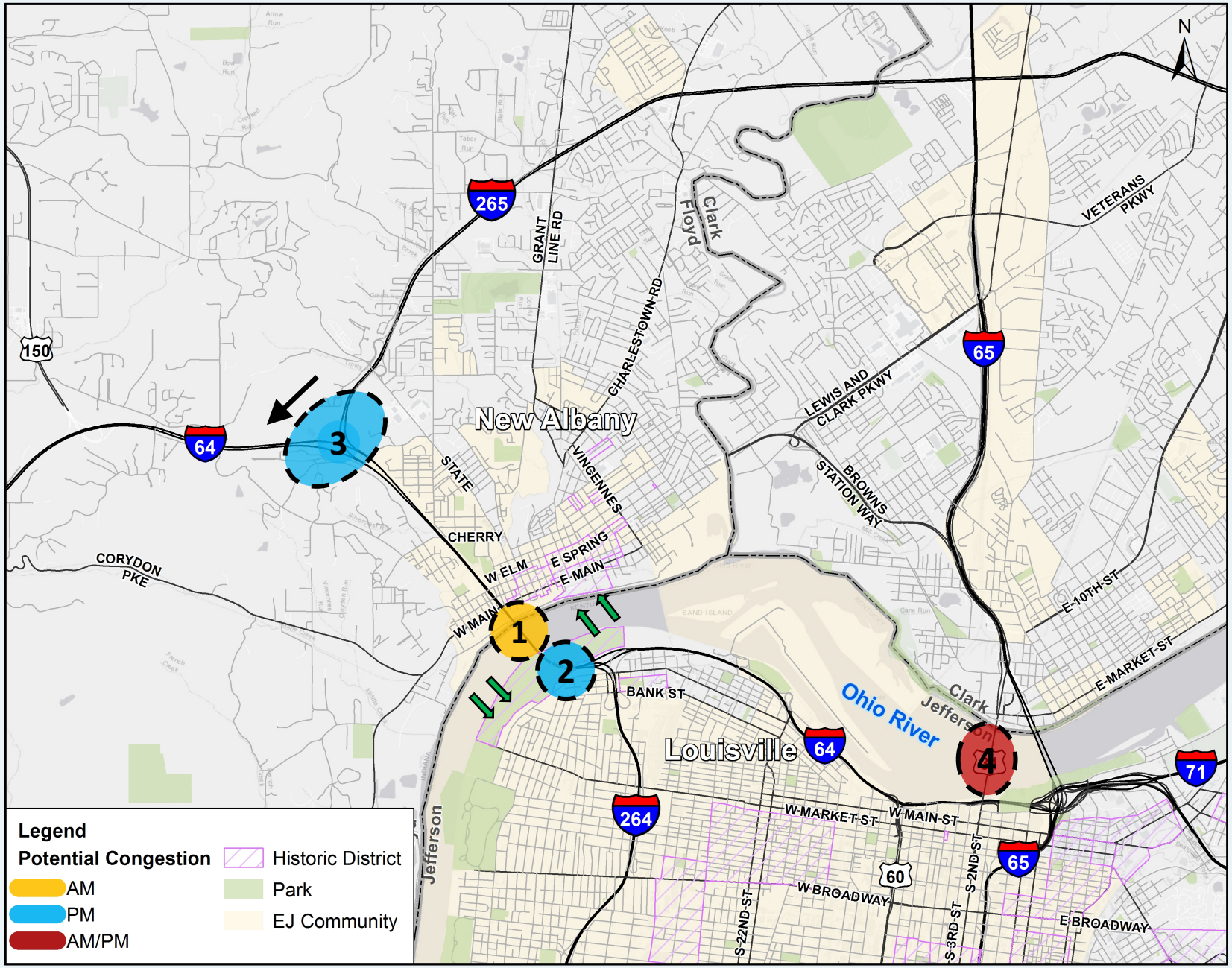
Access:

- 2 Lanes (EB & WB)
- Ramps
  - All open

Closures:

- 1 Lane (EB & WB)

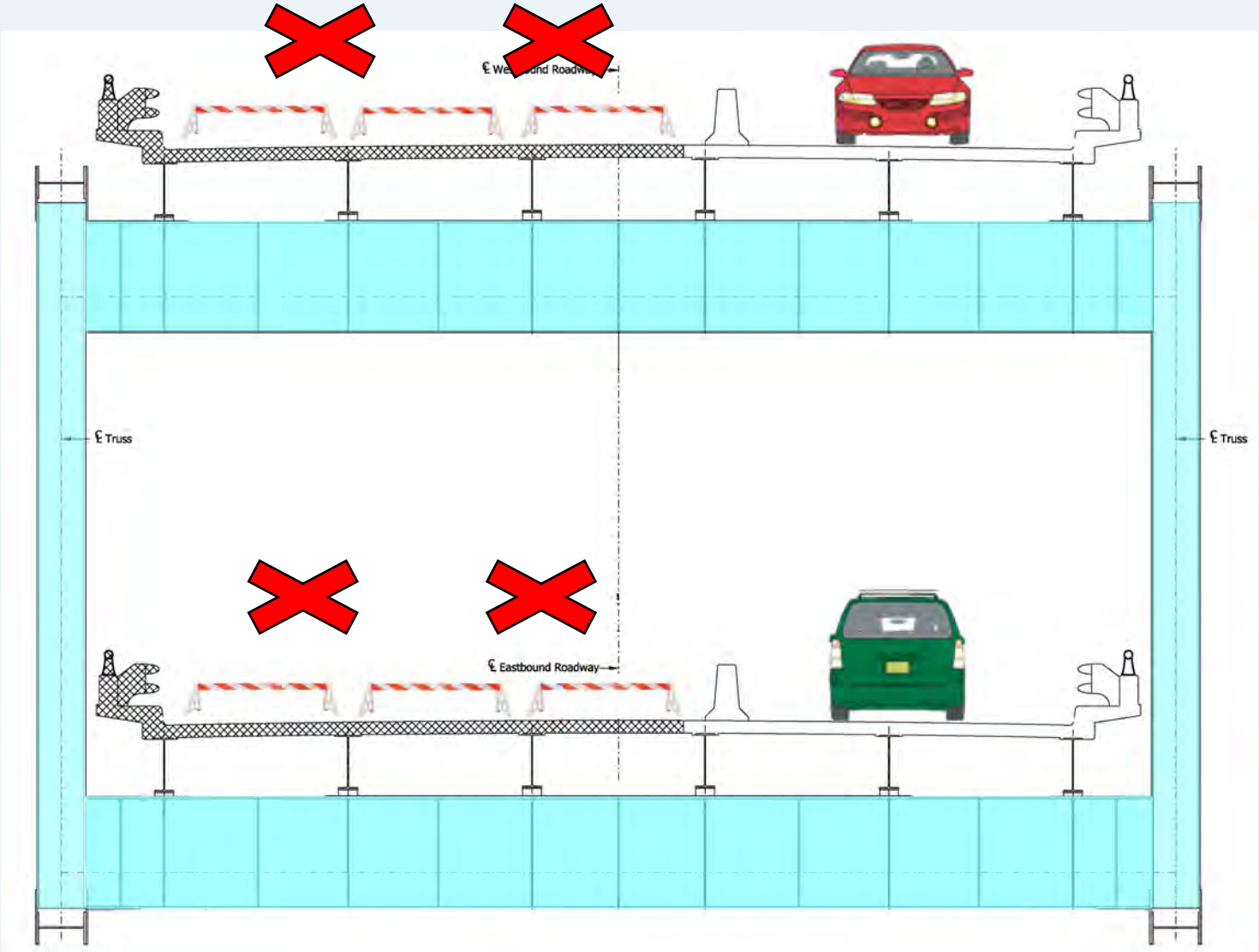
Potential Congestion Areas: Two Lanes, Two Decks Open – Option 1



- **AM Congestion:**
  1. EB I-64 (Bridge)
- **PM Congestion:**
  2. WB I-64 (Bridge)
  3. SB I-265 to WB I-64*
- **AM & PM Congestion:**
  4. Clark Memorial Bridge*

*Has Existing Congestion

One Lane, Two Decks Open – Option 2



Estimated Duration:

- 18-28 Months

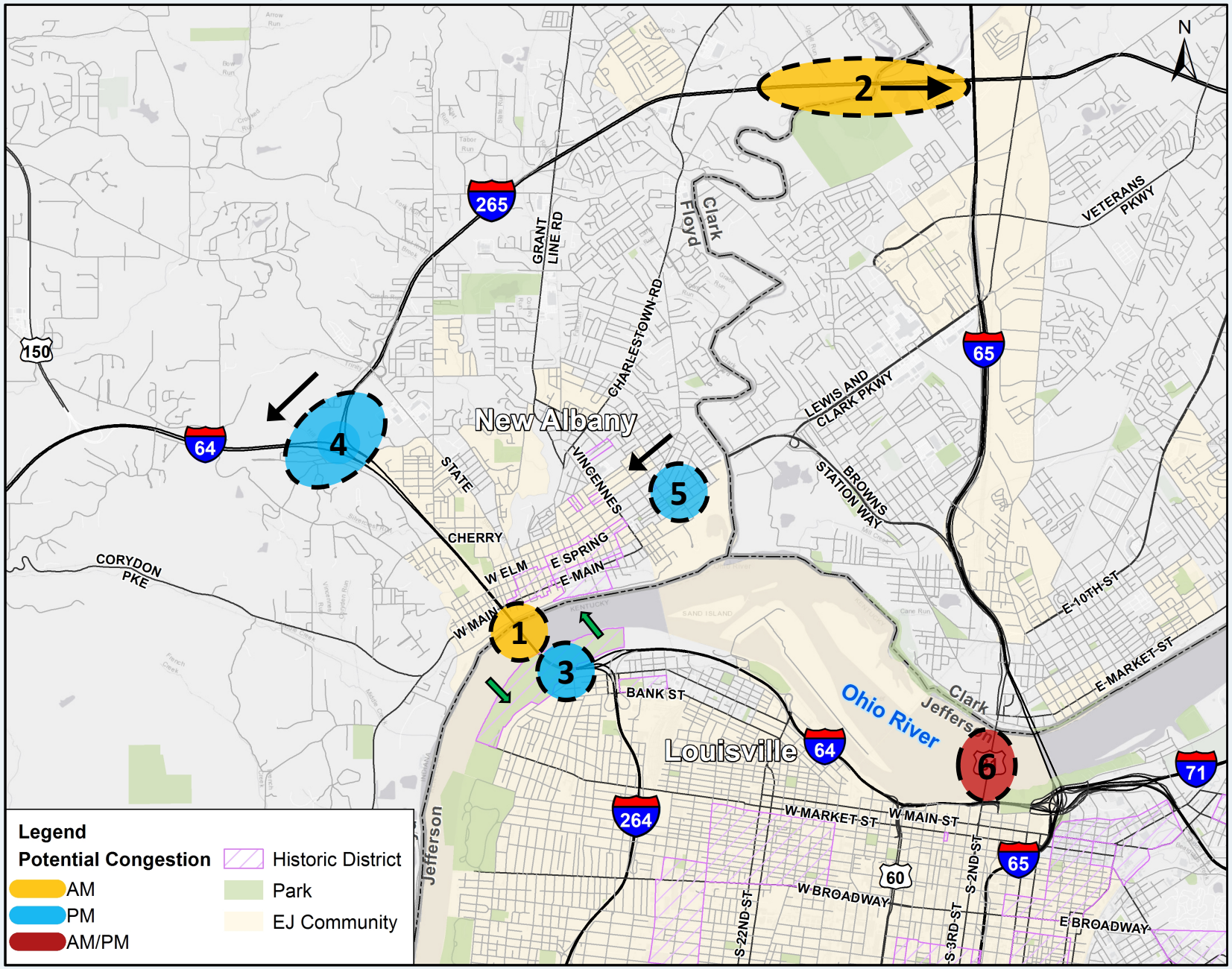
Access:

- 1 Lane (EB & WB)
- Ramps
  - All open

Closures:

- 2 Lanes (EB & WB)

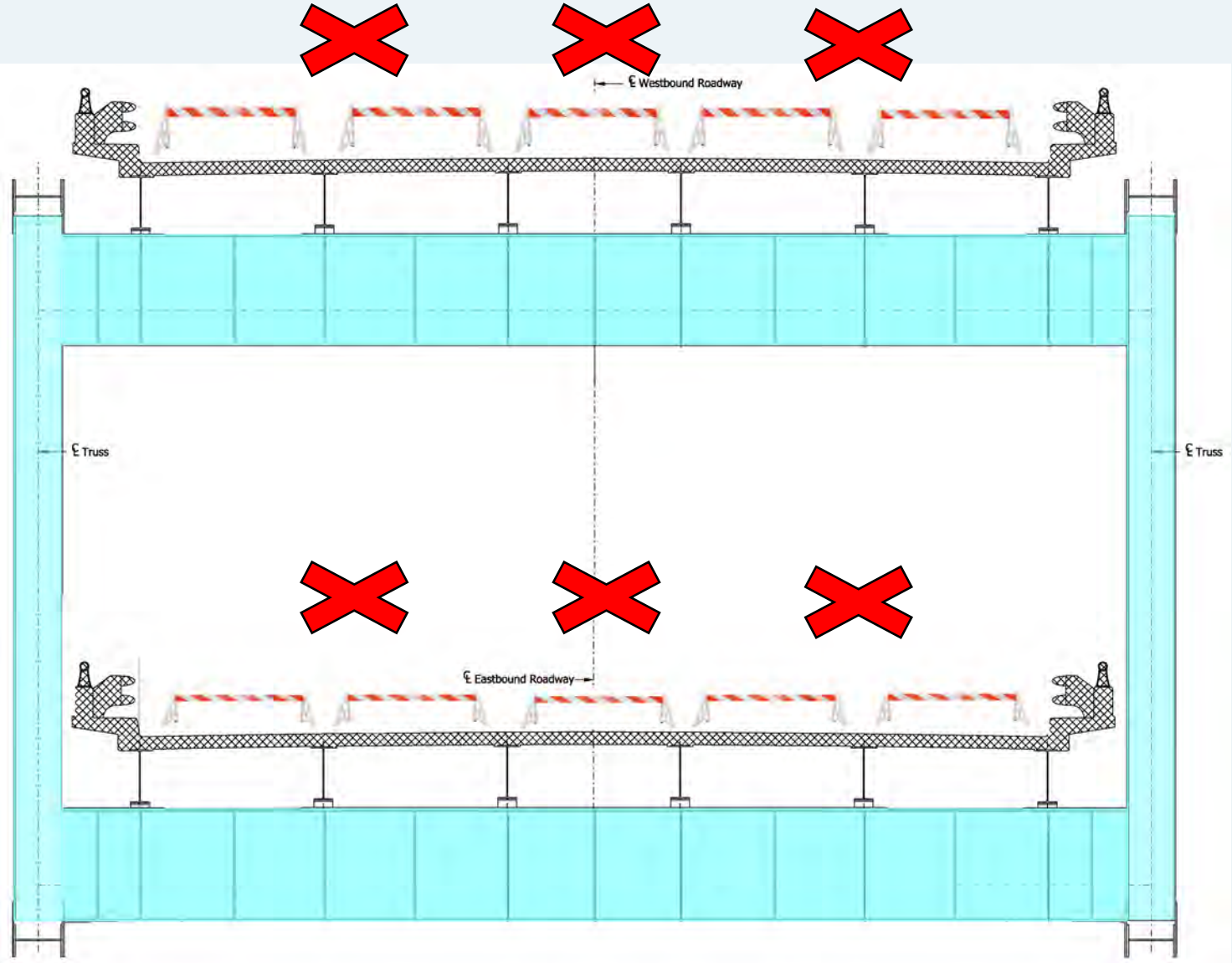
Potential Congestion Areas: One Lane, Two Decks Open – Option 2



- **AM Congestion:**
  1. EB I-64 (Bridge)
  2. I-265 EB to I-65
- **PM Congestion:**
  3. WB I-64 (Bridge)
  4. WB I-265 to WB I-64*
  5. WB Spring Street
- **AM & PM Congestion:**
  6. Clark Memorial Bridge*

*Has Existing Congestion

Full Closure – Option 5



Estimated Duration:

- 15-23 Months

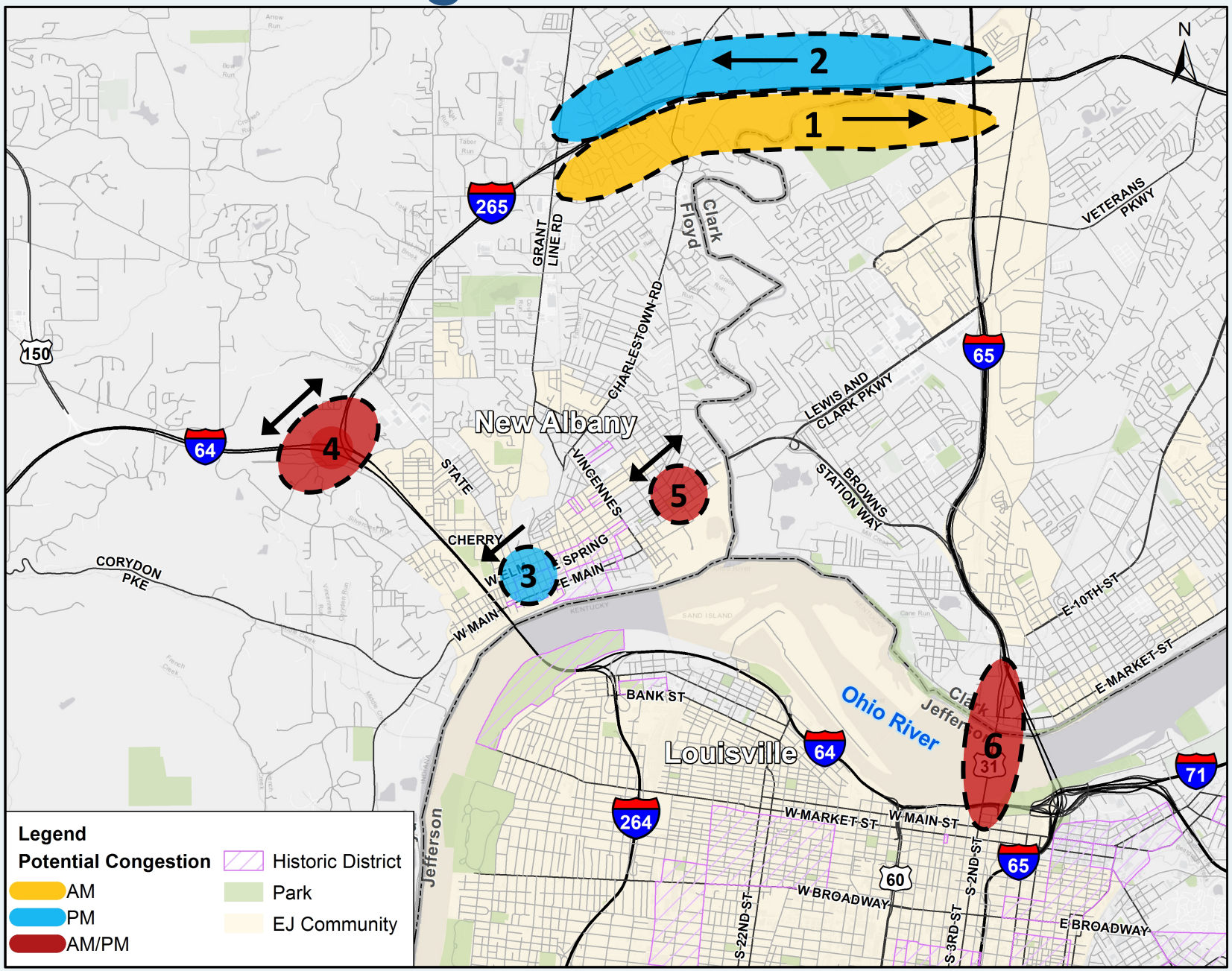
Access:

- None
- No ramps to bridge open

Closures:

- 6 lanes (Both decks)
- All ramps at bridge

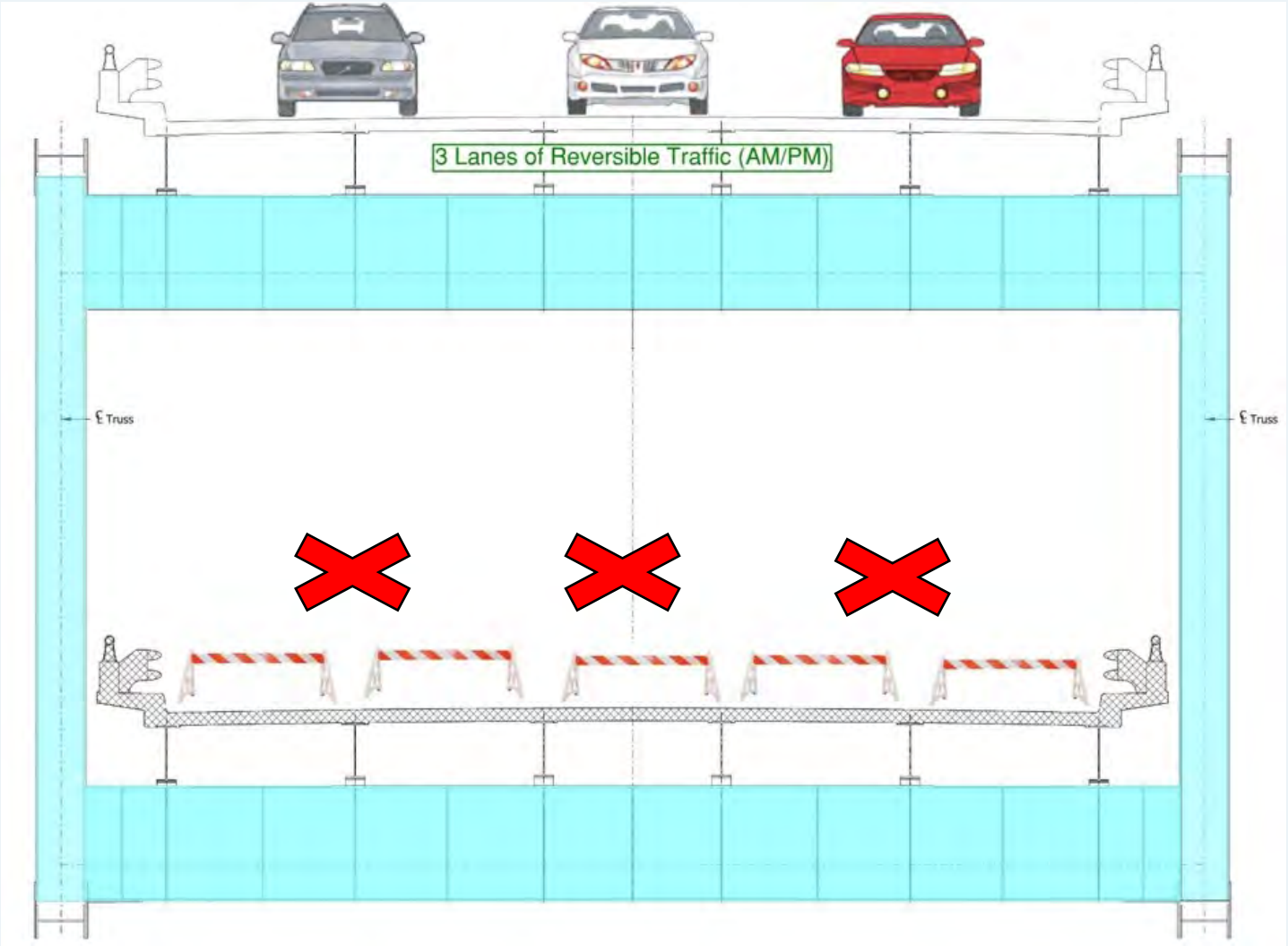
Potential Congestion Areas: Full Closure – Option 5



- **AM Congestion:**
  1. EB I-265 to SB I-65
- **PM Congestion:**
  2. WB I-265
  3. WB Spring Street – Downtown New Albany
- **AM & PM Congestion:**
  4. EB I-64 to EB I-265 / WB I-265 to WB I-64*
  5. EB and WB Spring Street
  6. Clark Memorial Bridge*

*Has Existing Congestion

One Deck Open (Alternating AM/PM) – Option 3



Estimated Duration:

- 26-38 Months

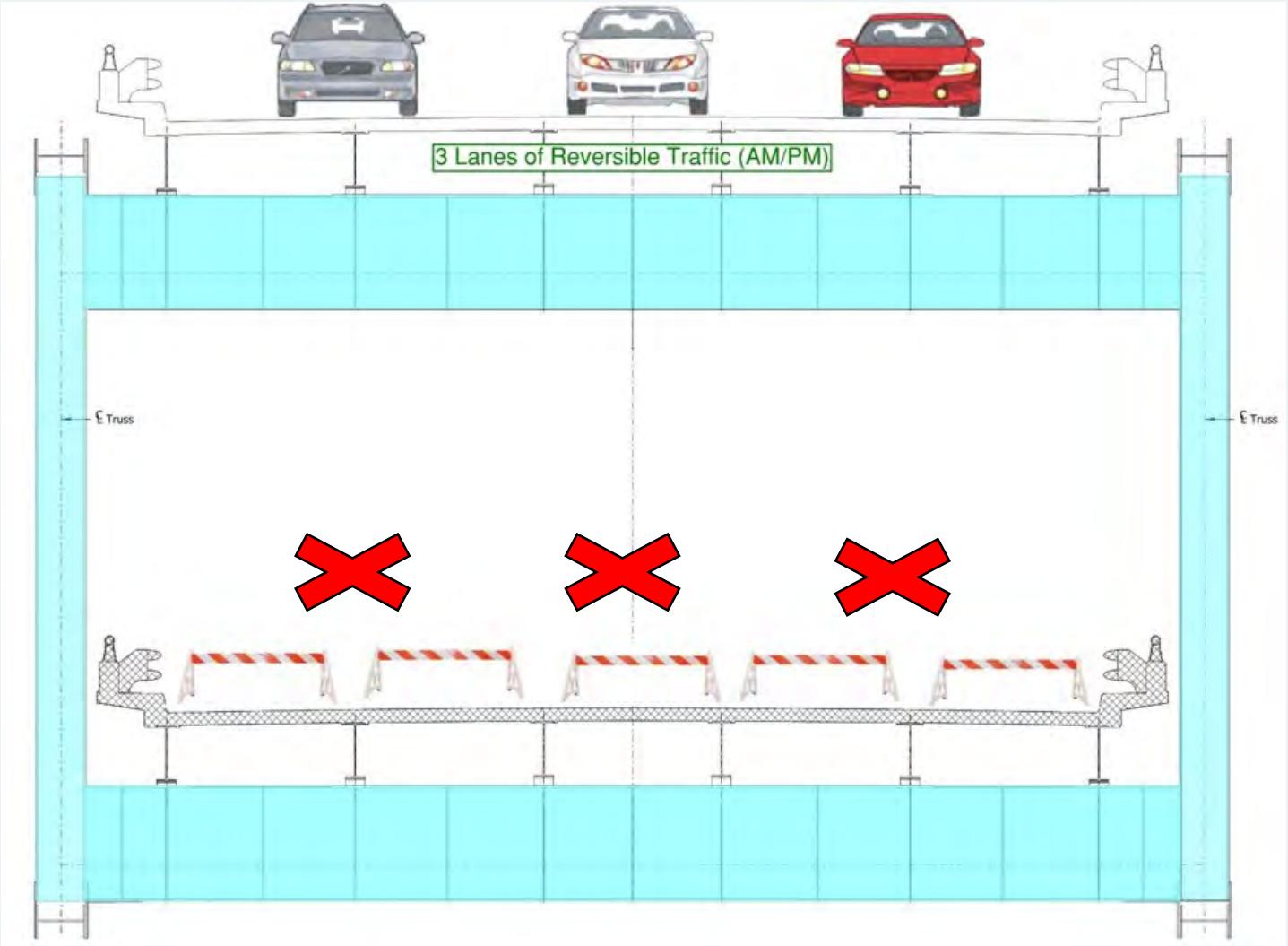
Access:

- 3 Lanes (EB) in AM
- 3 Lanes (WB) in PM
- Ramps – varies on deck & time of day

Closures:

- 3 Lanes (WB) in AM
- 3 Lanes (EB) in PM

One Deck Open (Alternating AM/PM) – Option 3*



Estimated Duration:

- 26-38 Months

Access:

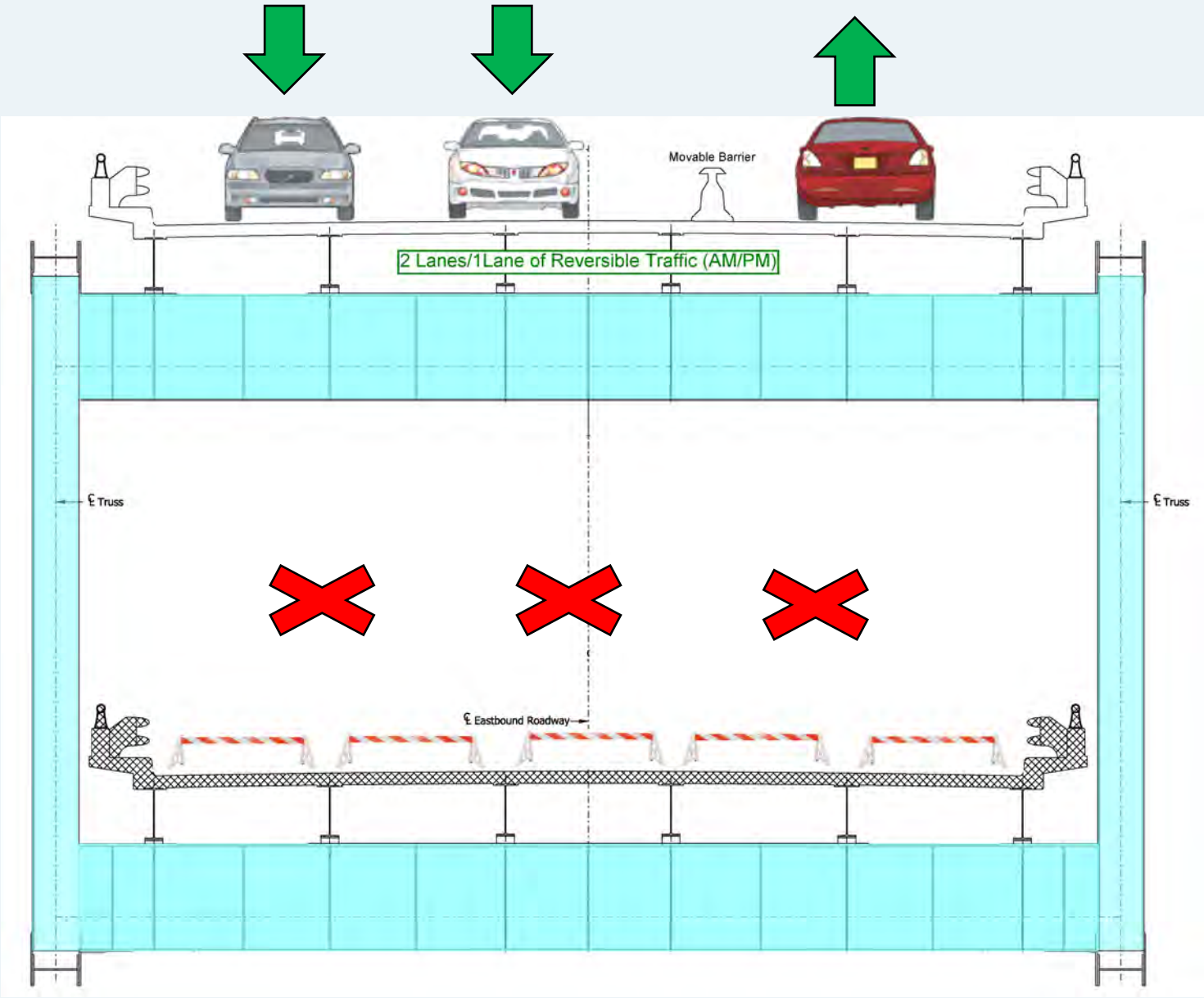
- 3 Lanes (EB) in AM
- 3 Lanes (WB) in PM
- Ramps – varies on deck & time of day

Closures:

- 3 Lanes (WB) in AM
- 3 Lanes (EB) in PM

*This option takes approximately 1.5 hours, twice per day (a 24 hr. period) and will require full closures to safely implement the reversible lanes.

One Deck Open (Reversible Lane AM/PM) – Option 4



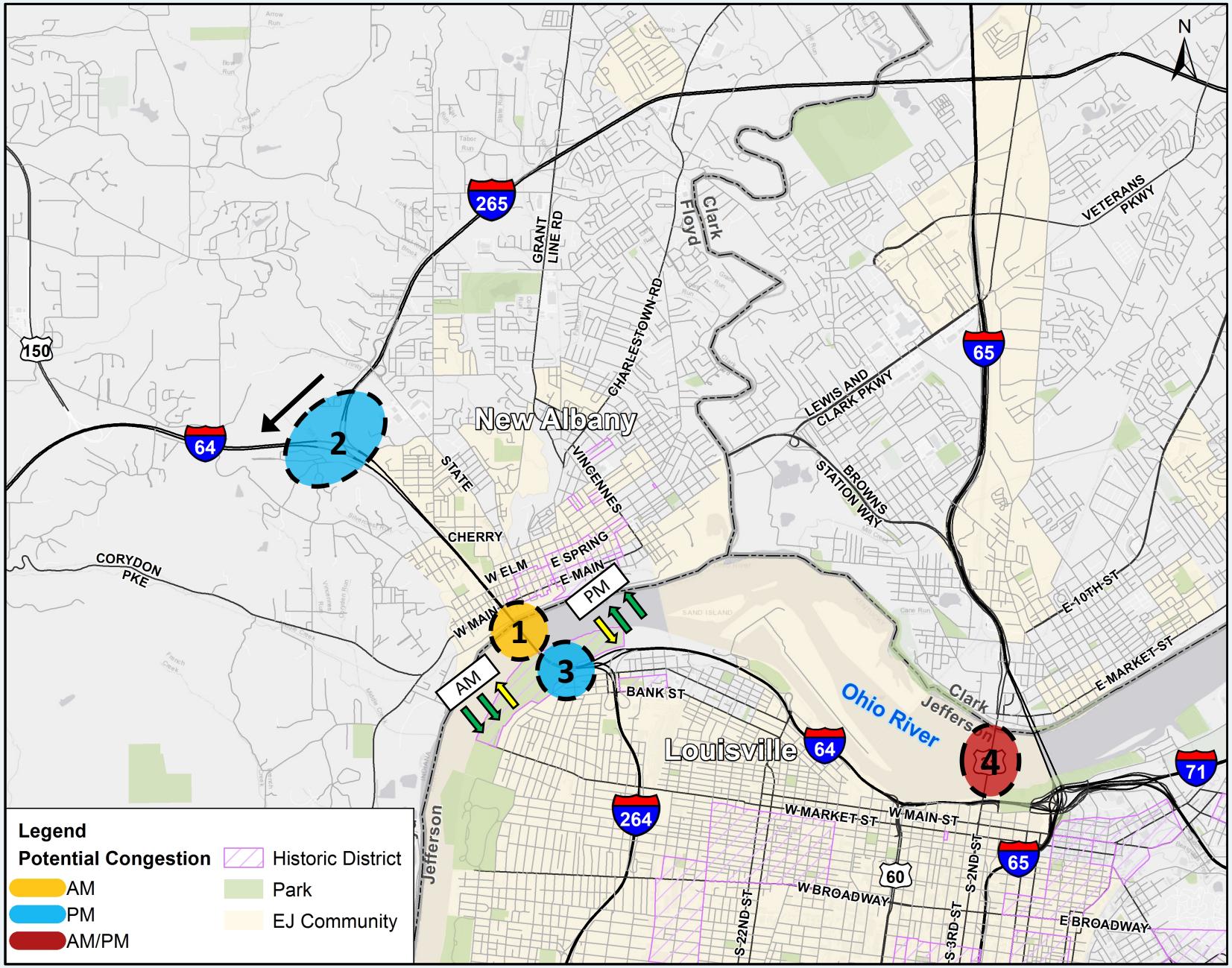
Estimated Duration:
- 26-38 Months

AM Access:
- 2 Lanes EB
- 1 Lane WB
- Ramps – varies based on deck

PM Access:
- 2 Lanes WB
- 1 Lane EB
- Ramps – varies based on deck

Closures:
- 3 Lanes (one deck)

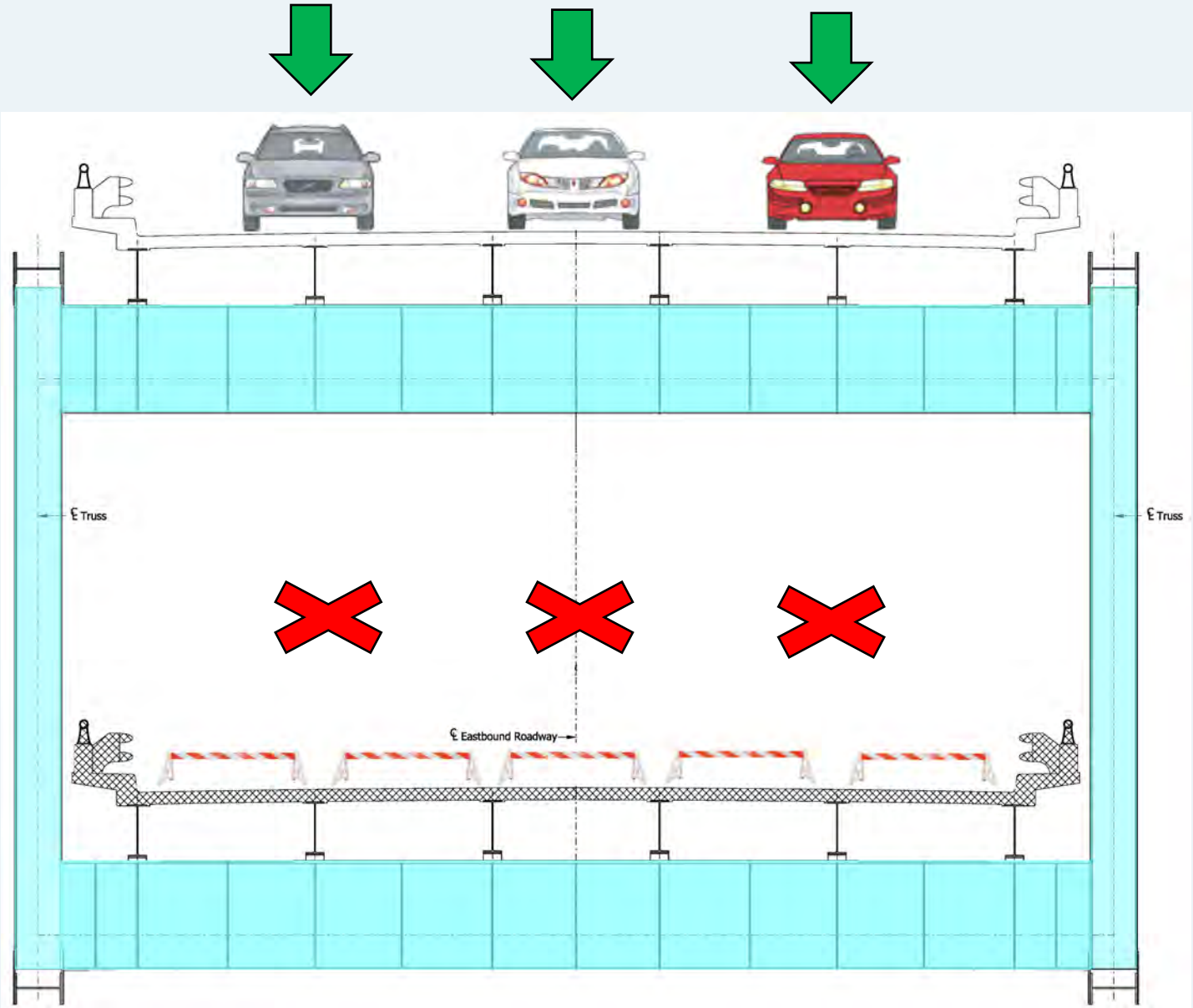
Potential Congestion Areas: One-Deck Open (Reversible Lane) - Option 4



- **AM Congestion:**
  1. EB I-64 (Bridge)
- **PM Congestion:**
  2. WB I-265 to WB I-64*
  3. WB I-64 (Bridge)
- **AM & PM Congestion:**
  4. Clark Memorial Bridge*

*Has Existing Congestion

One Deck Open (One Direction) – Option 6 (Phase 1 shown)



Estimated Duration:

- 26-38 Months

Access:

- Phase 1 Access: 3 Lanes WB
- Phase 2 Access: 3 Lanes EB
- Ramps – varies based on deck (phase)

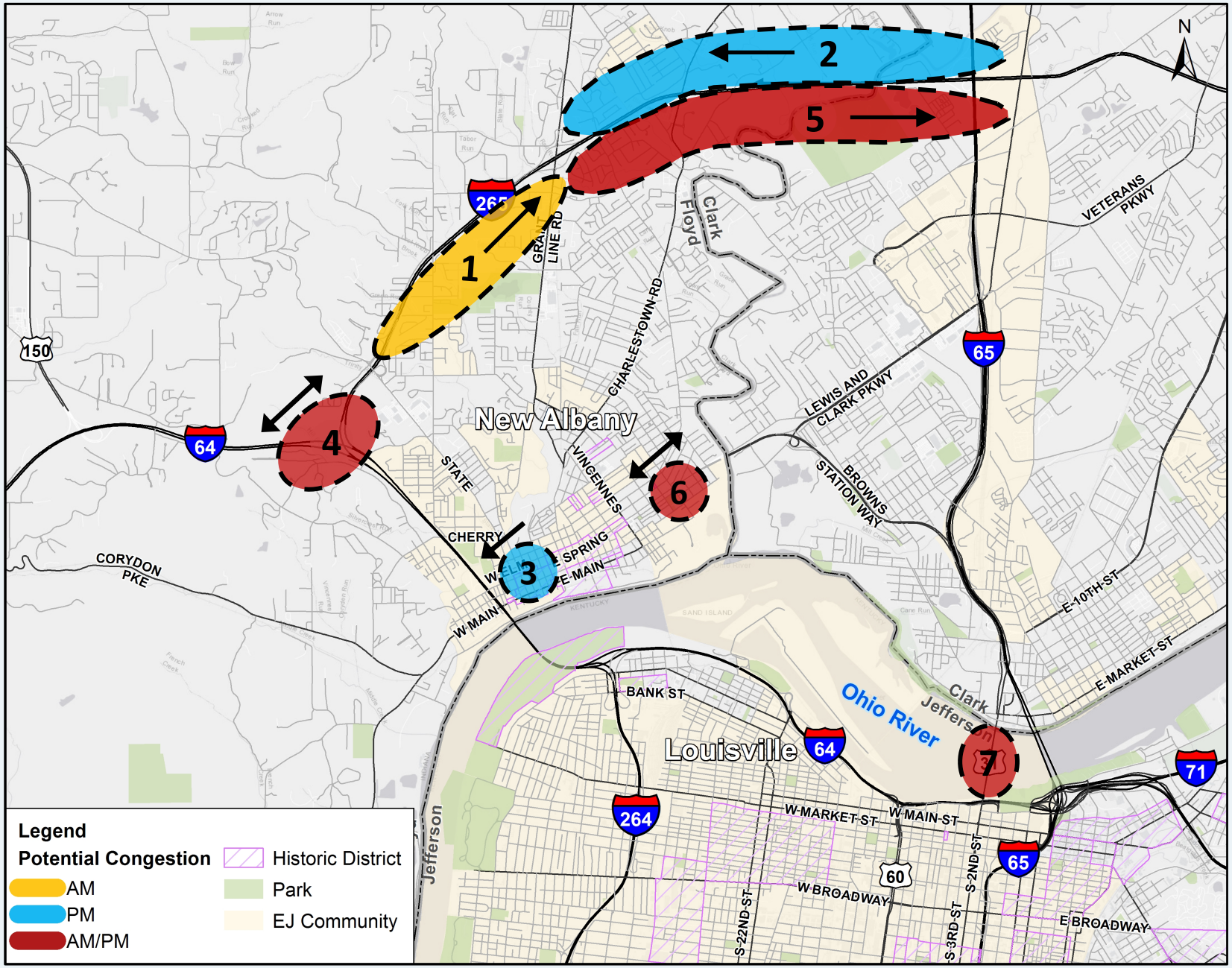
Closures:

- 3 Lanes (one deck, two phases)

Phase 1 Closure: 3 Lanes EB

Phase 2 Closure: 3 Lanes

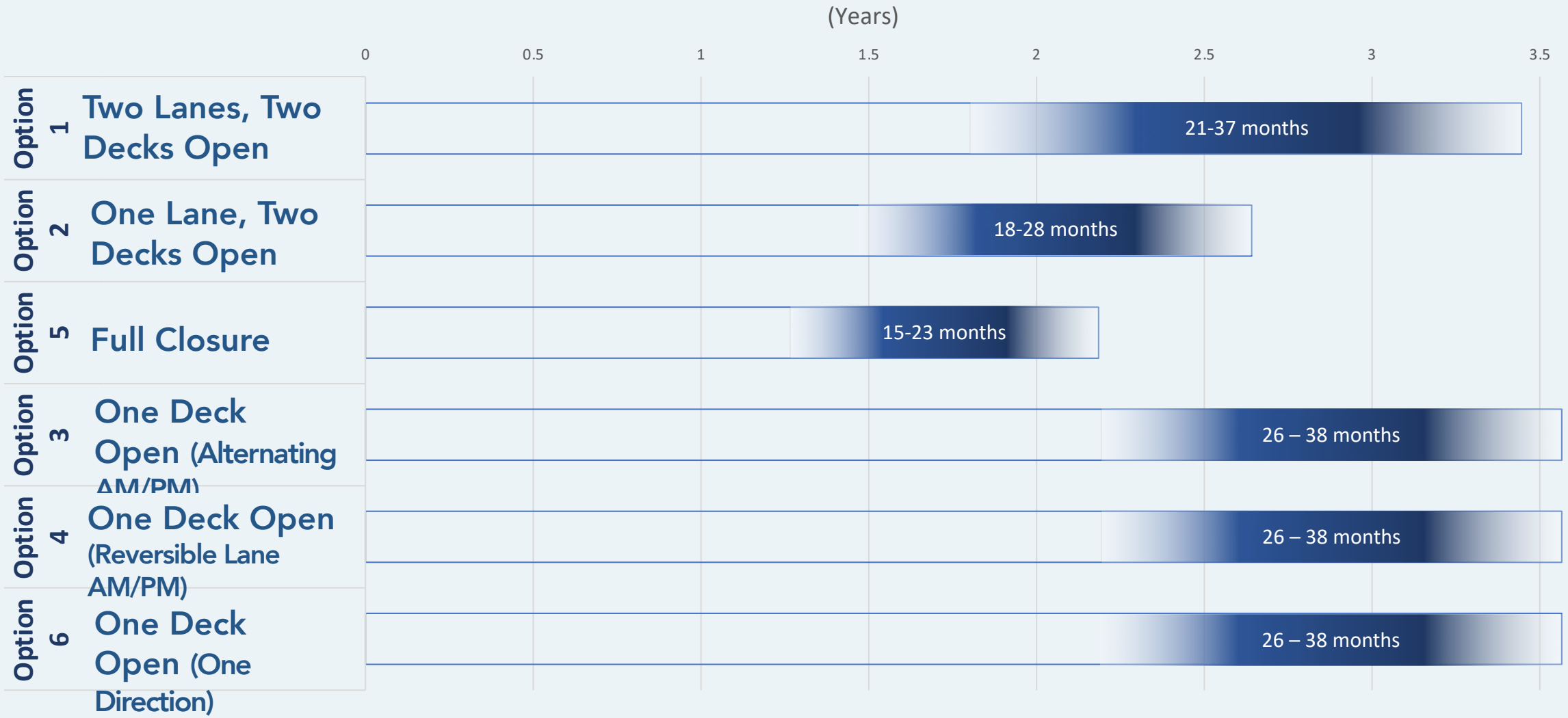
Potential Congestion Areas: One Deck Open (One-Direction) – Option 6



- **AM Congestion:**
  1. EB I-265 *(Ph1)*
- **PM Congestion:**
  2. NB I-65 to WB I-265 *(Ph2)*
  3. WB Spring Street – Downtown New Albany *(Ph2)*
- **AM & PM Congestion:**
  4. EB I-64 to EB I-265 *(Ph1)* / WB I-265 to WB I-64* *(Ph1 & Ph2)*
  5. EB I-265 to SB I-65 *(Ph1)*
  6. EB Spring St. *(Ph1)* / WB Spring St. *(Ph2)*
  7. Clark Memorial Bridge*

*Has Existing Congestion

Construction Duration



The durations shown above are schedule approximations, based on performing only the MOT Scenario depicted for the full duration of the project. The contractor team will be encouraged to minimize impacts to the public, and may utilize more combinations of these MOT options to reduce the overall impact or construction duration.

Anticipated Traffic Patterns During Construction

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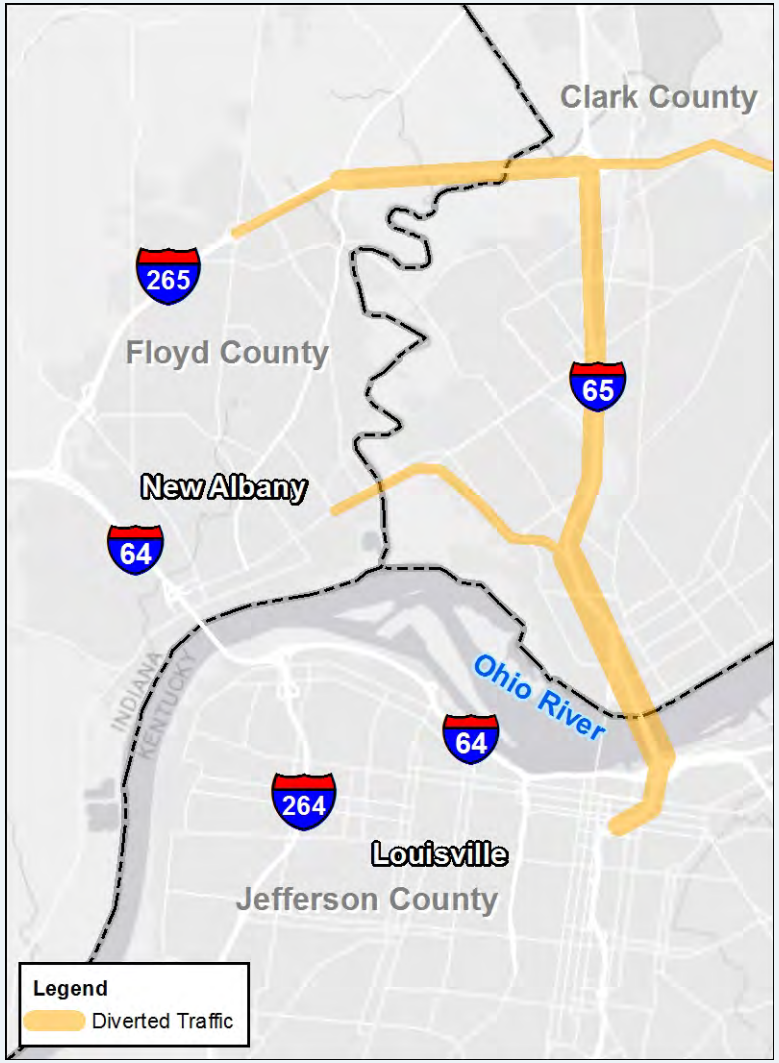
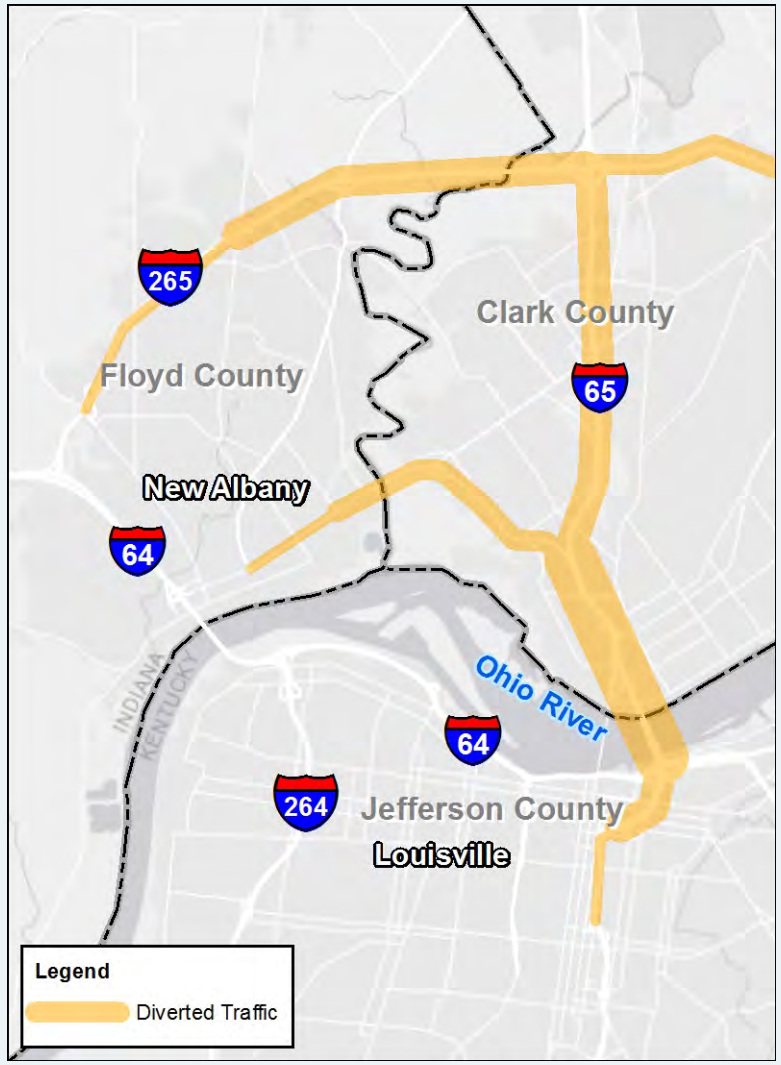
General Diversion Patterns



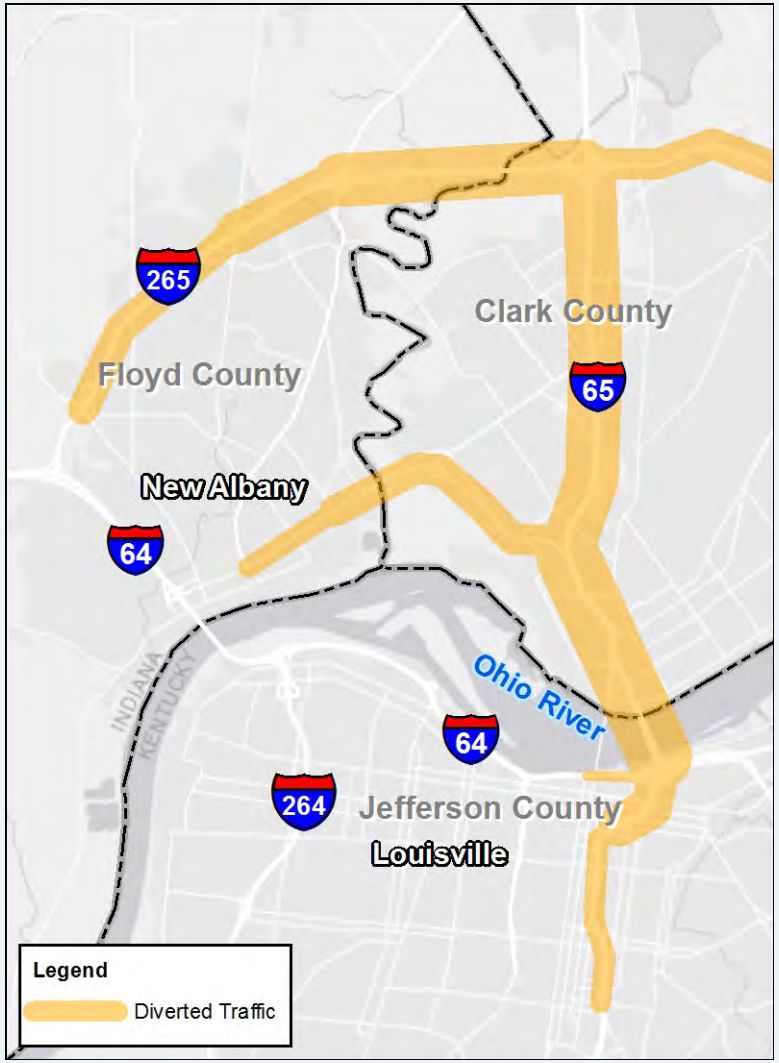
2 Lanes Open

7,400 vehicles (8%)



1 Lane Open

33,400 vehicles (37%)



Full-Closure

90,000 vehicle(100%)

Traffic Diverted from Sherman Minton
Daily Volumes

	Base	Option 1	Option 2	Option 5	Option 3	Option 4	Option 6
Sherman Minton Bridge	90,000	82,600	56,600	0	49,400	70,300	43,400
Diverted Traffic	0	7,400	33,400	90,000	40,600	19,700	46,600
Clark Memorial*		9%	13%	13%	18%	17%	14%
Kennedy/Lincoln		77%	71%	72%	68%	69%	72%
Lewis & Clark		14%	17%	15%	14%	14%	14%

* Because Clark Memorial Bridge is at capacity, a nearly equivalent amount of traffic also shifts from Clark Memorial Bridge to Kennedy/Lincoln bridges

Average Travel Time
All Cross-River Trips (AM & PM periods)

MOT OPTION	CARS		TRUCKS	
	MINUTES	CHANGE	MINUTES	CHANGE
Base	33.0		46.3	
Option 1	34.0	3%	46.7	1%
Option 2	35.3	7%	47.3	2%
Option 5	37.0	12%	48.3	4%
Option 3	33.9	3%	46.9	1%
Option 4	34.4	4%	46.9	1%
Option 6	35.1	6%	47.3	2%

Per Trip User Costs = Time($) + Distance($) + Tolls
All Cross-River Trips (AM & PM periods)

MOT OPTION	CARS		TRUCKS	
	COST	CHANGE	COST	CHANGE
Base	$ 17.49		$ 79.36	
Option 1	$ 18.01	3%	$ 80.06	1%
Option 2	$ 18.91	8%	$ 81.62	3%
Option 5	$ 20.40	17%	$ 84.89	7%
Option 3	$ 18.30	5%	$ 81.77	3%
Option 4	$ 18.30	5%	$ 80.68	2%
Option 6	$ 19.00	9%	$ 82.22	4%

Note: Toll cost based on average toll of $2.74 / Car Crossing and $8.03 / Truck Crossing (July 2019)

Per Trip User Cost Calculation

- Average All Cross-River Trips ***Example*** (AM & PM periods)
  - User Cost = (Travel Time x Value of Time) + (Distance x Operating Cost) + Toll Paid
  - User Cost = (32.94 min x $0.3771/min) + (18.64 miles x $0.22/mile) + $0.97
  - User Cost = $12.42 + $4.10 + $0.97 = $17.49 *(Base Case)*

- Source of Data
  - **Value of Time** *($/min)* - based on a % of regional median income *(US Census)*
  - **Operating Cost** *($/mile)* - includes fuel, maintenance, repair and tires

    (American Automobile Association 2018)
  - **Toll Paid** ($) - is based on current toll rates

    (Provided by Riverlink for vehicle type/transponder/account type)

Preliminary Environmental Justice Considerations

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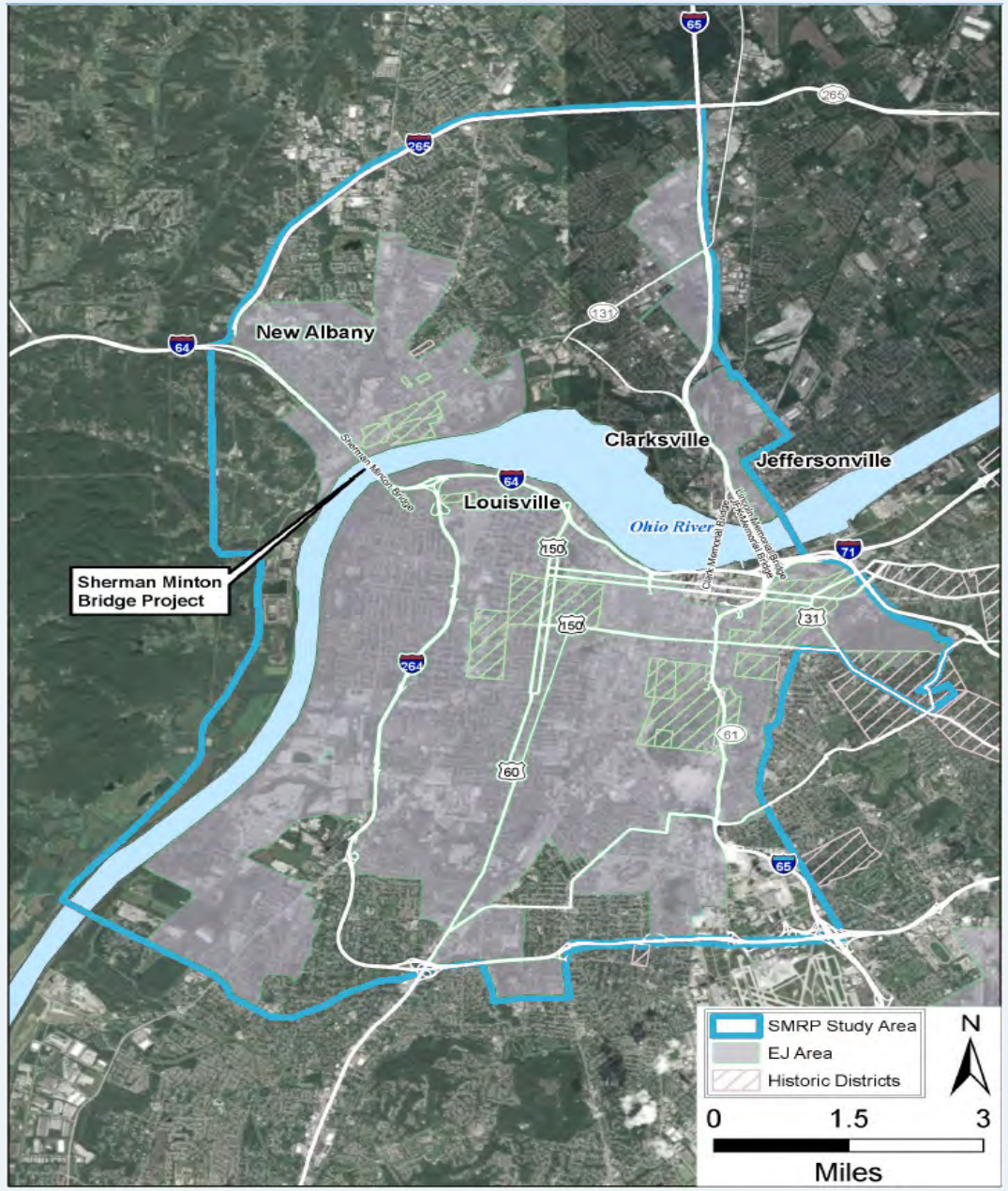
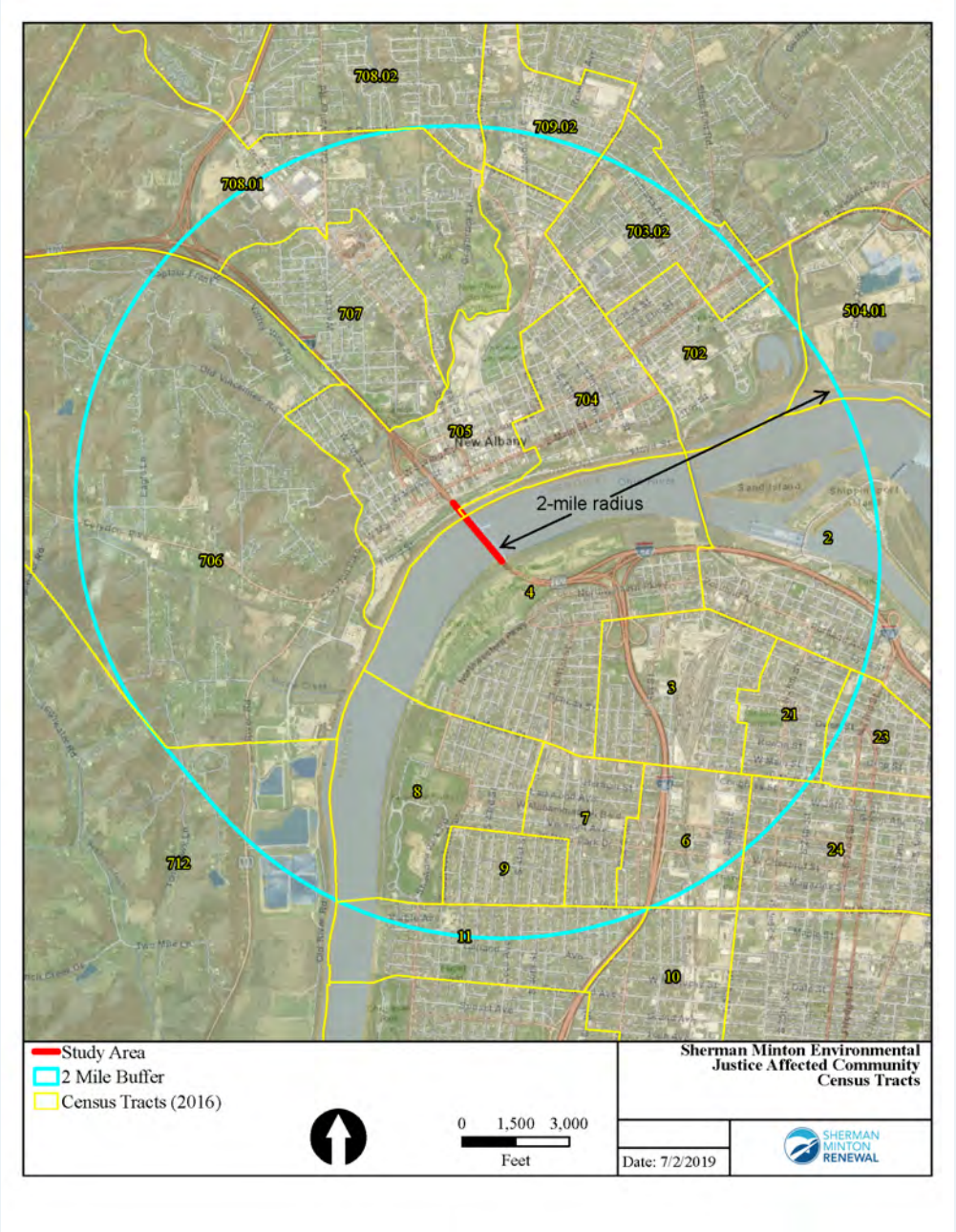
Environmental Justice Areas and Affected Community Census Tracts

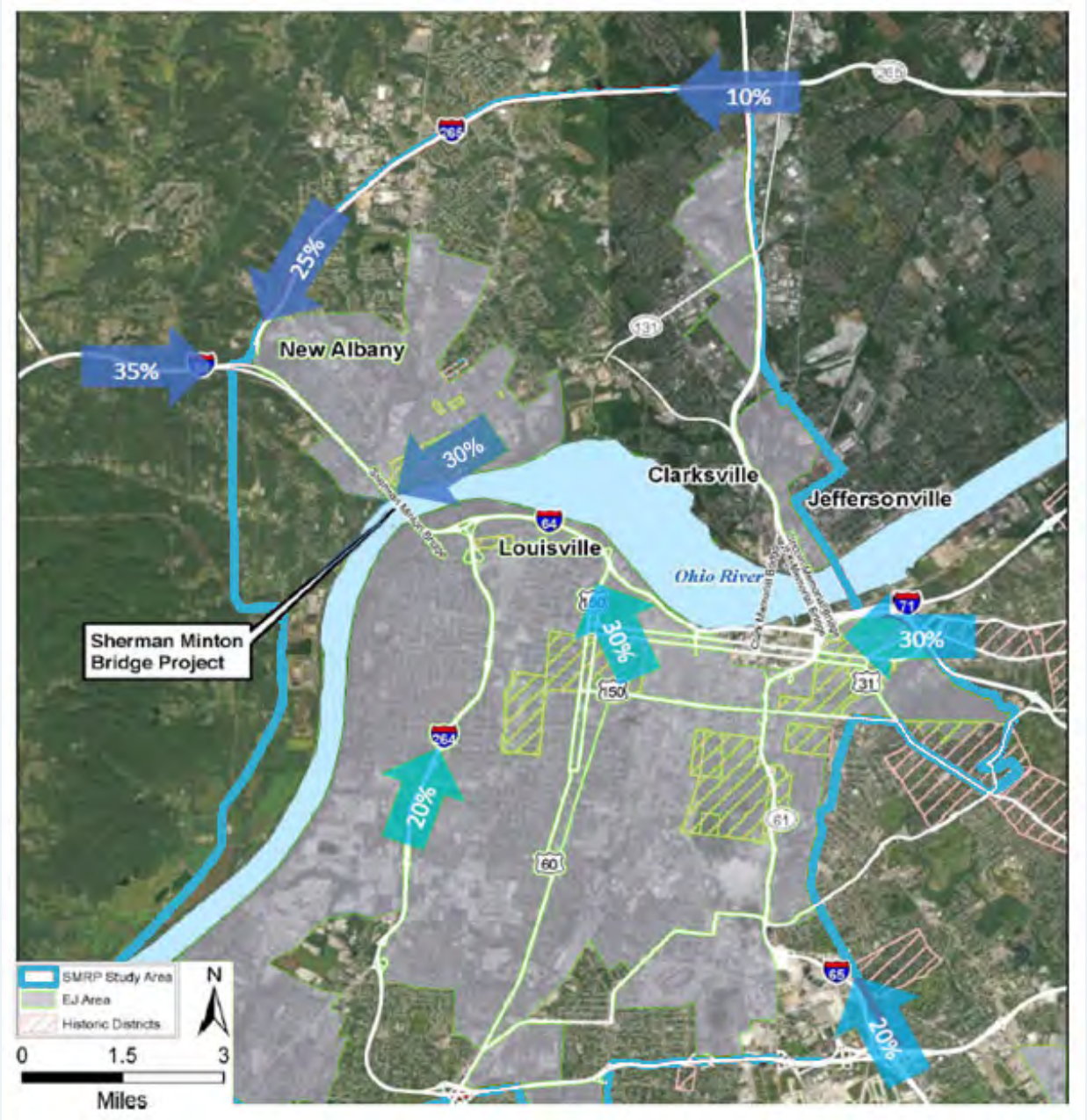




What We Know:

- **EJ areas make up the majority of the project study area**
- **Most of the traffic crossing Sherman Minton comes from outside the EJ areas**
  - **25% of daily trips originate in EJ areas**
- **The model predicts that EJ trips tend to stay on the Sherman Minton, as maintenance of traffic options allow**

Where does Sherman Minton Bridge Traffic Come From?



Traffic Diverted from Sherman Minton
Daily Volumes

	Base	Option 1	Option 2	Option 5	Option 3	Option 4	Option 6
Sherman Minton Bridge	90,000	82,600	56,600	0	49,400	70,300	43,400
Diverted Traffic	0	7,400	33,400	90,000	40,600	19,700	46,600
Clark Memorial*		9%	13%	13%	18%	17%	14%
Kennedy/Lincoln		77%	71%	72%	68%	69%	72%
Lewis & Clark		14%	17%	15%	14%	14%	14%

* Because Clark Bridge is at capacity, a nearly equivalent amount of traffic also shifts from Clark Bridge to Kennedy/Lincoln bridges

EJ Trips Diverted from Sherman Minton
AM Period Volumes

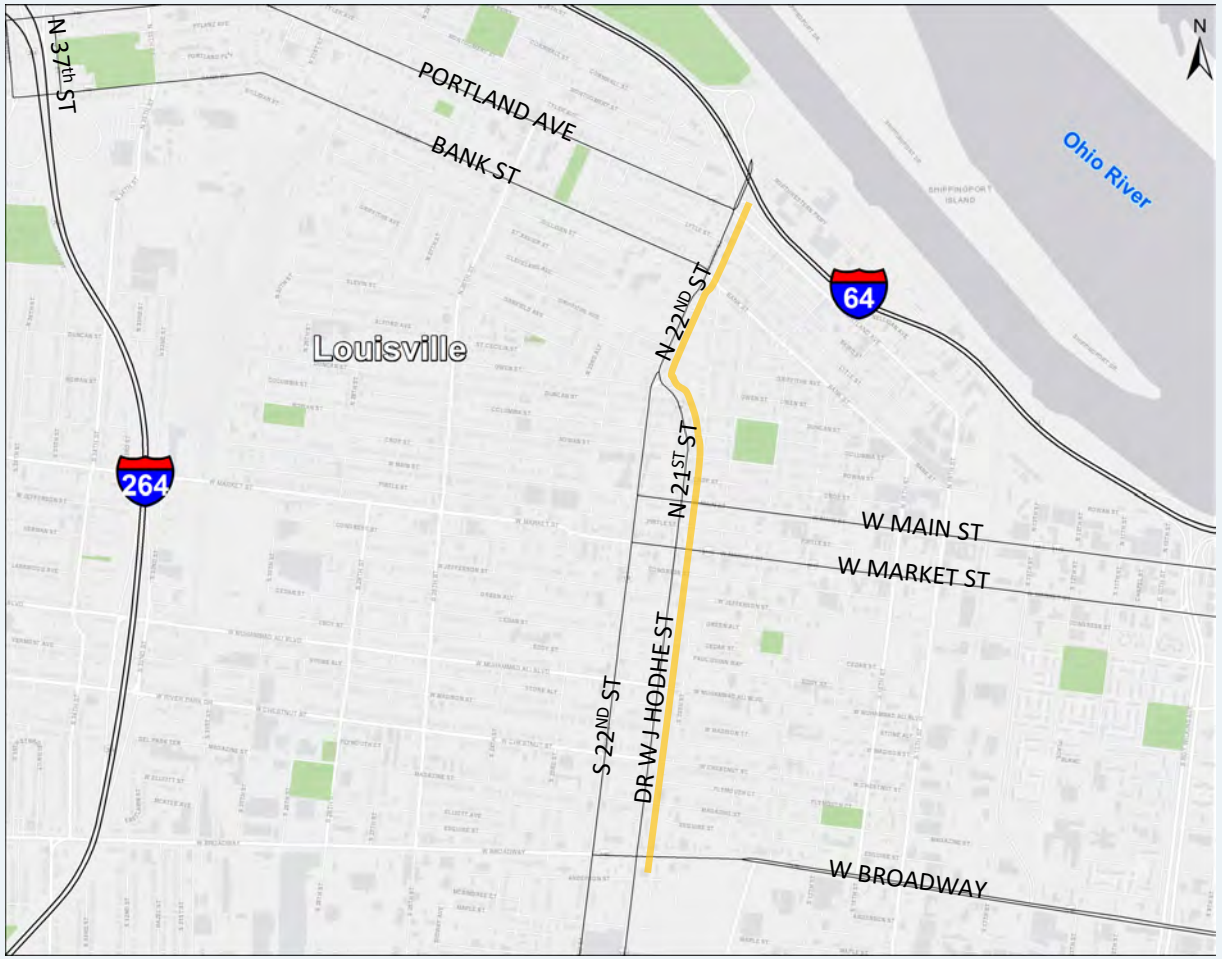
	Base	Option 1	Option 2	Option 5	Option 3	Option 4	Option 6
Sherman Minton Bridge	3,200	2,600	1,400	0	1,700	2,100	1,500
Diverted Traffic	0	600	1,800	3,200	1,500	1,100	1,700
Clark Memorial*		53%	62%	57%	91%	66%	58%
Kennedy/Lincoln		37%	28%	34%	8%	26%	33%
Lewis & Clark		10%	10%	10%	1%	8%	9%

EFFECT ON COMMUNITIES - LOCAL STREETS

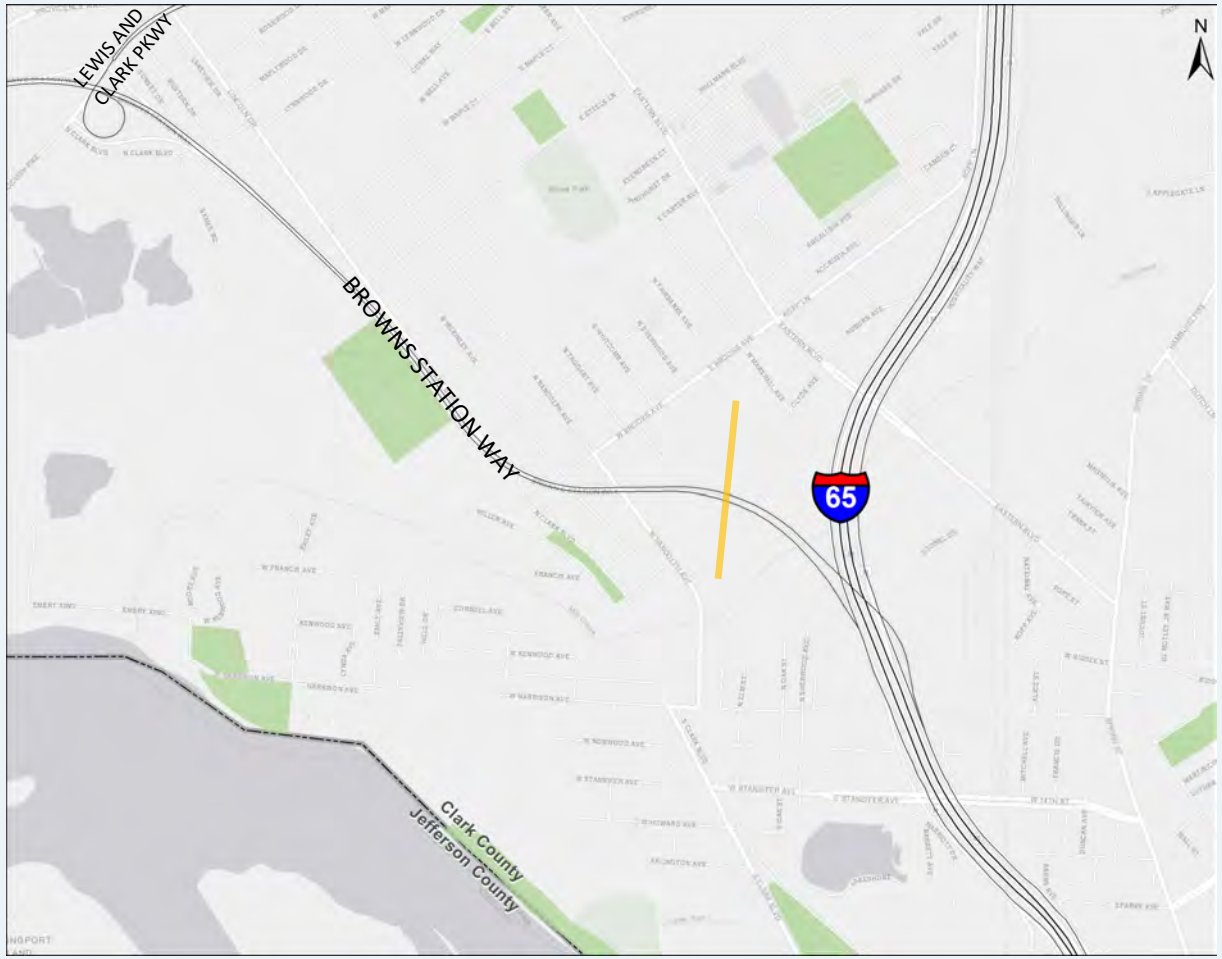
- Travel Demand Model was used to predict changes in traffic flow
- Screenline analyses were used to pick up east-west diversion between the bridges
- Analyzed screenlines along the east-west corridors in KY and IN:
  - West Louisville
  - New Albany (Downtown)
  - New Albany (East)
  - Clarksville

Traffic Patterns: West Louisville (EJ), Clarksville

West Louisville



Clarksville



West Louisville
Net Change in Peak-Hour Traffic Per Lane

MOT OPTION	WESTBOUND		EASTBOUND	
	AM	PM	AM	PM
Option 1	10	30	-10	20
Option 2	20	10	-20	10
Option 5	30	20	-10	0
Option 3	30	40	20	10
Option 4	40	70	10	50
Option 6	20	40	20	10

* Multiple east-west arterials available.

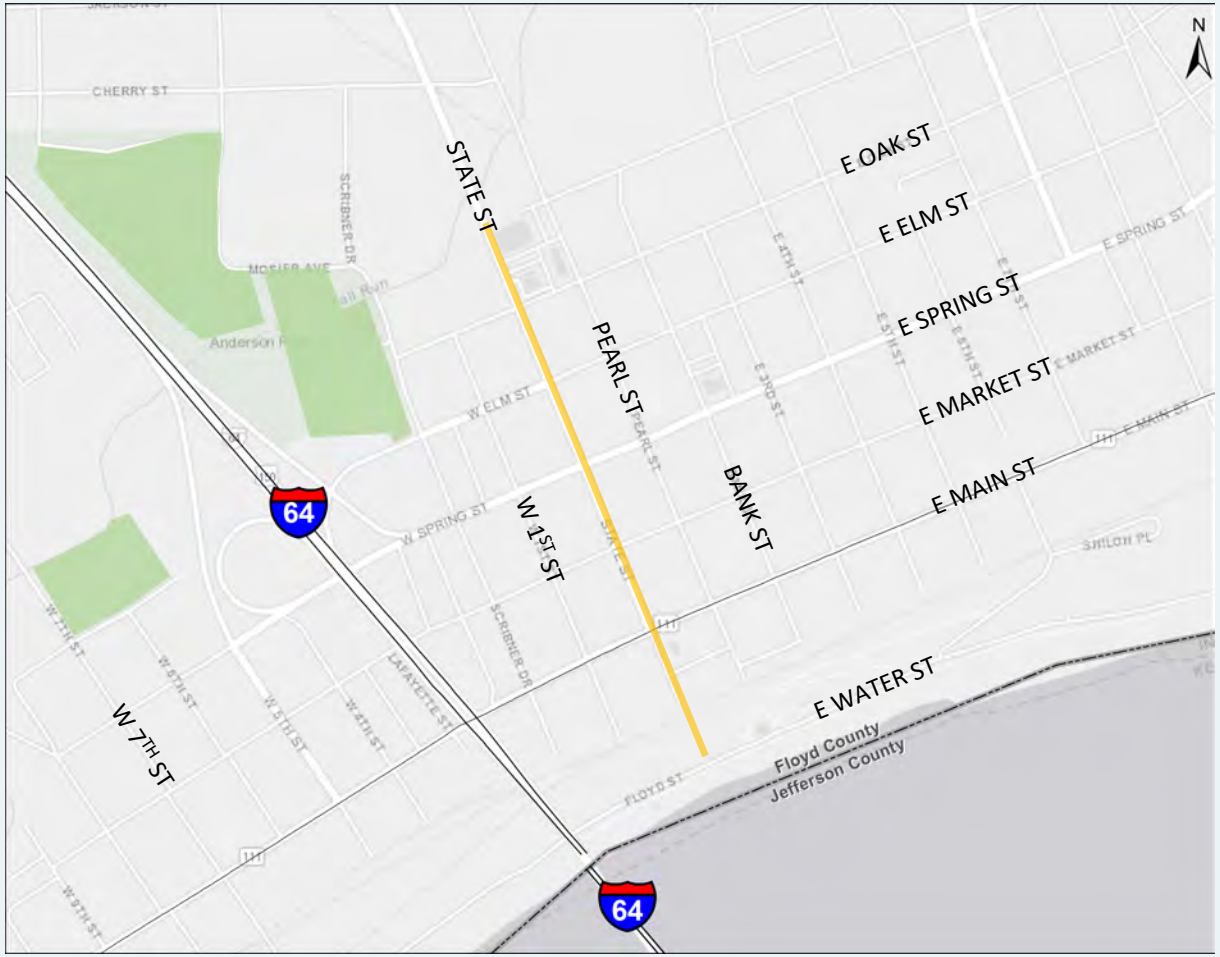
Clarksville
Peak-Hour Traffic Per Lane

MOT OPTION	WESTBOUND		EASTBOUND	
	AM	PM	AM	PM
Base	190	420	340	210
Option 1	190	540	440	200
Option 2	190	760	680	250
Option 5	460	900	880	540
Option 3	450	580	480	560
Option 4	230	640	560	330
Option 6	450	900	880	550

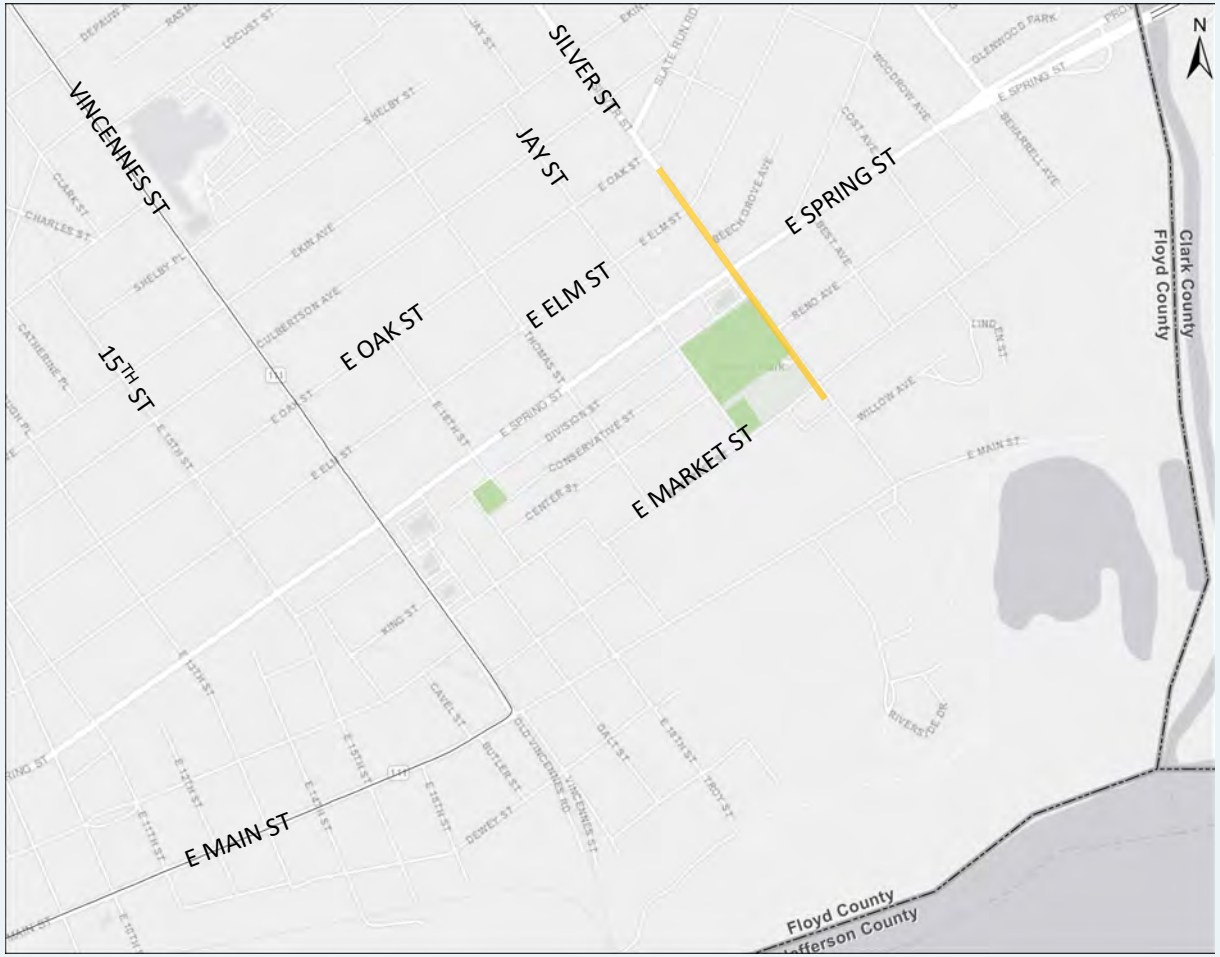
* Brown Station Way has two lanes in each direction.

Traffic Patterns: New Albany (EJ)

New Albany-Downtown



New Albany-East



New Albany – Downtown
Peak-Hour Traffic Per Lane

MOT OPTION	WESTBOUND (Spring St.)		EASTBOUND (Elm St.)	
	AM	PM	AM	PM
Base	650	730	270	490
Option 1	550	740	280	380
Option 2	410	740	330	200
Option 5	450	950	500	250
Option 3	740	470	170	560
Option 4	540	650	280	400
Option 6	740	1100	570	560

* Spring Street (WB) & Elm Street (EB) are constrained by one lane sections within the corridor.

New Albany – East
Peak-Hour Traffic Per Lane

MOT OPTION	WESTBOUND (Spring St.)		EASTBOUND (Spring St.)	
	AM	PM	AM	PM
Base	540	710	430	580
Option 1	470	750	470	470
Option 2	450	930	720	420
Option 5	740	1210	1080	710
Option 3	810	710	480	850
Option 4	520	780	580	540
Option 6	810	1240	1100	850

* Spring Street has one lane in each direction.

Public Involvement: What's Next?

SHERMAN
MINTON
RENEWAL

Public Involvement Schedule 2019

Summer 2019

- Key officials briefings
- CAC and EJ meetings
- Open houses: July 23 (KY) & July 25 (IN)

Fall/Winter 2019

- Public hearing

Thank You

SHERMAN
MINTON
RENEWAL

What We Need to Know From You:

- **What are your impressions about what you've heard today?**
- **What is happening in your neighborhood (regarding mobility and access to roads/ramps)?**
- **What is important for us to consider as we continue to study impacts?**