

WINNECKE FOR MAYOR



MOVING EVANSVILLE FORWARD

Our community has a rich history of leveraging transportation for job growth and a better quality of life. With the river, numerous railways and a growing interstate system, Evansville has excellent transportation assets at its disposal.

As a county leader, I have contributed to that legacy through numerous projects that have dramatically improved our local transportation system. We have upgraded and improved University Parkway, expanded Green River Road, built a bridge at Baseline Road and are in the preliminary stages of widening Millersburg Road and northern portions of Green River Road.

I am prepared to bring that same level of leadership to the city of Evansville. To do this successfully, we need a comprehensive plan that looks years, and even decades, down the road in order to make the most of our transportation assets.

The positions reflected in this transportation plan reflect both short and long term goals. Some may not be completed in one administration, or even one generation, but we cannot afford to delay these solutions and we must work together to implement them over the long-term. The continuing objective is a fiscally sustainable transportation system that meshes roads, buses, rail and air into an integrated network that unites our community and region.

Best Wishes,



LLOYD WINNECKE

1. IMPROVING OUR CITY ROADS AND HIGHWAYS

Just as we have done successfully at the county level, our administration will continually seek ways to improve and bolster our local roadways. Congested, dilapidated infrastructure impacts the local quality of life by contributing to poor air quality and restricting economic development. Maintaining sound local roadways is critical to meeting the first priority of our administration: increasing employment opportunities and wages in Evansville.

In Evansville, there are 520 miles of roadway requiring maintenance by the city. To adequately understand and prioritize road projects, we will conduct annual public hearings throughout the city to solicit feedback from the community as to which roads are in need of the greatest attention.

Furthermore, our administration will stay in tune with transportation priorities through a revamped section of the city's website, which will offer easy submission of pothole and roadway concerns by any citizen. It is important that we learn about any roadway concerns immediately so that we can address them with equal speed.

Our administration will explore the use of a smart phone application that can be used by citizens to directly relay roadway issues to the proper city department. The department heads and I will meet regularly to ensure submitted citizen concerns are being properly addressed.



The Indiana Department of Transportation (INDOT) has a corridor plan to remove stoplights from the Lloyd Expressway through the city of Evansville.

As Mayor, I will continue to advocate for this plan to add grade improvements and remove stoplights at the Lloyd and St. Joseph Avenue and at the Lloyd and U.S. 41 intersections.



The city of Evansville receives almost 15 inches of snow a year. Currently, the city does not pre-treat roads for heavy snowfall and ice events. Our administration will look at methods of pre-treatment, including the use of salt brine or beet juice. The city must take a more proactive approach to clearing city streets following winter storms.

In order to pre-treat streets, the city will need to purchase additional equipment, the funding of which should be adequately covered by riverboat revenue.

2. INVESTING IN PUBLIC TRANSPORTATION

Inadequate public transportation creates hardships for our citizens and diminishes our city's ability to compete for jobs. Access to quality public transportation is imperative to keeping the cost of transportation down for all of our citizens, but especially those who face the greatest need.

A public transportation system that simply allows Evansville citizens to move within the city limits is only a start. In addition to analyzing existing routes and making efficiency modifications, we must enable access to the wider community outside of the city limits. Our administration will seek ways for the Metropolitan Evansville Transportation System (METS) to collaborate with county government to expand its service beyond the existing city limits.

Our administration will also see that route viability is assessed on an ongoing basis. The University of Southern Indiana (USI) conducted an efficiency survey in 2009, and we will continue to work with METS and USI to confirm that current routes are efficient and productive, so the thousands of daily riders are provided the best experience possible.

As Mayor, I will also work to ensure that the METS Mobility program offers the best possible service for our city's disabled.

Unfortunately, the number of potential riders for this system has risen greatly over the last two decades while the number of vehicles in the METS Mobility fleet has remained unchanged. Our administration will address this issue with the goal to improve the availability of this service, allowing for a better quality of life for the disabled and greater economic opportunities for many residents.

3. FINISHING INTERSTATE 69

In 2006, Governor Mitch Daniels championed legislation that changed the way road projects were designed and built across our state and accelerated critical projects that had been languishing for years.

Following decades of planning, studying and waiting, Interstate 69 is finally under construction. INDOT intends to have 65 of approximately 143 miles under construction by the end of this summer.

As your Mayor, I will become the chief advocate for completion of Interstate 69 from Evansville to Indianapolis. Now is the time to remain vigilant in our support at the state and federal level to make construction of the entire stretch of highway a reality. The Federal Highway Administration has identified Interstate 69 as a project of

regional and national significance that will result in tremendous economic benefits

During the next legislative session, I will work closely with legislators to develop a statutory remedy to address controversial decisions by Metropolitan Planning Organizations (MPOs) that attempt to stall key projects, such as Interstate 69. There must be a mechanism in Indiana law to reverse rogue actions that put politics over progress. Finishing Interstate 69 is about job creation and economic development for our children and grandchildren

4. STRENGTHEN OUR AIRPORT

Adequate air service is an essential element to our city's economy. Studies have shown that the average annual impact of each daily regional jet departure is approximately \$4 million. This figure breaks down into approximately \$377,000 in airport revenue, \$515,000 in visitor and corporate spending in the community and a \$3 million spin-off multiplier (corporate investment, further spending, etc.). Since Evansville Regional Airport has an average of 14 departures per day, the total economic impact to the region is \$56 million per year.

While high fares and the availability of good connections are major challenges to the Evansville Regional Airport, the introduction of more competition into the marketplace is critical to making air travel more affordable for our citizens and will provide additional options for local business travelers.

The market to attract new carriers and retain our existing tenants will grow increasingly competitive over the next few years due to higher fuel costs and airline mergers. Our administration will take a proactive role in the effort to strengthen our airport by working with local and federal

levels of government to develop competitive incentives.

In addition to improving the competitiveness of our regional airport, community engagement on expansion and facility improvements must be encouraged. As a County Commissioner, quarterly meetings with neighbors of the airport were initiated to keep residents updated on the progress of the runway relocation project. Transparency is the key to any major renovation project that affects the lives of our fellow citizens.

5. UTILIZE RAILWAYS

Passenger rail in Indiana is currently limited to the northern and middle sections of the state. INDOT released the Indiana Rail Plan in 2009. The report acknowledged the potential economic benefit an increased passenger rail system would have on Indiana. This is why it is imperative that Evansville be included in any future plans for an extended passenger rail network. Current plans for improved rail coverage in Indiana woefully omit Evansville as a stop on any potential passenger rail system. As mayor, I will insist that Evansville be placed on any map as a stop on a new Midwest rail system.

There has also been a push at the federal level to encourage the development of high speed rail in the middle region of the country. The Federal Rail Administration has identified High Speed Rail Corridors throughout the country. One of these corridors connects Chicago, IL to Louisville, KY. The latest plan also neglects Evansville as a primary or secondary hub for this system. Once again, I will fight for the people of Evansville to be certain that our city is properly connected to a Midwest High Speed Rail system and takes full advantage of any economic benefit.