

**GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY
TECHNICAL TRANSPORTATION COMMITTEE**

MEETING MINUTES

January 18, 2017

Jon Fricker	JTRP
Sallie Fahey	Area Plan Commission
Jennifer Leshney	Lafayette City Engineer
Mark Albers (proxy for Heather Kennedy)	INDOT- Crawfordsville
Mike Spencer (proxy for Opal Kuhl)	Tippecanoe County Highway Engineer
Will Carpenter	Lafayette Police Department
Ed Garrison	West Lafayette City Engineer
Jim Knapp (proxy for Adam Baxmeyer)	Purdue University Airport
John Metzinger (proxy for Marty Sennett)	CityBus
Jason Philhower (proxy for Troy Harris)	West Lafayette Police Department
Brian Sterner	County Sheriff Department

NON-VOTING MEMBERS PRESENT

John Thomas	APC
Doug Poad	APC
Tim Stroshine	APC
Catherine Schoenherr	INDOT – Central Office
Robert Dirks	FHWA

ALSO PRESENT

Michael McNeil	INDOT
Adam Baxmeyer	Purdue Airport
Jarvis Jointer	Shrewsbury

Chair Jon Fricker called the meeting to order at 2:00p.m. He said there have been some additions to the agenda. Add "traffic counts" under V.

Sallie Fahey introduced Cat Schoenherr and Michael McNeil from INDOT's Central Office; they were in Lafayette today doing *STIP* and *TIP* coordination and were able to stay for today's meeting. Robert Dirks from Federal Highway is also attending the meeting today.

She went on to say that Capt. Brian Sterner has been appointed the new County Highway Maintenance supervisor beginning February 3rd. His replacement at the Sheriff's Department and on this Committee will be named by the Merit Board at its next meeting.

I. APPROVAL OF MINUTES

John Metzinger moved to approve the minutes of the December 21, 2016 meeting as submitted. Mike Spencer seconded and the minutes were approved by unanimous voice vote.

Sallie Fahey said the scrivener errors that were pointed out to her prior to the meeting will be corrected.

II. ACCESS PERMITS Sagamore Commons

Sallie Fahey said this is the project from Sagamore Parkway parallel to Cumberland in West Lafayette between Applebee's and Cook. INDOT District Office brought the access proposals to this Committee and the Committee made a recommendation. At that point it was up to the developer's engineer to file for the permits but that has not happened yet. The developer refiled the rezoning application thinking that would happen and the case was scheduled to be heard by APC tonight. The developer has used all the allowed continuances and still no final plans have been submitted for the access permit so the petitioner withdrew the rezone request. She believes the rezone request will be refiled once the driveway permit application is perfected. INDOT District staff has been very helpful and even reached out to the engineering firm a couple of times.

III. FY 2016-2019 TIP AMENDMENT Two INDOT Projects

Doug Poad said both INDOT projects are for on-call pavement design and geotechnical investigations for pavement preservation and replacement projects at various locations throughout the state. The intent is to streamline PE funding and activities. He went on to say the projects range from spot location projects to major interstate pavement rehabilitation work.

Ed Garrison joined the meeting in progress

Mark Albers moved to recommend approval of the **FY 2016-2019 TIP AMENDMENT** to the MPO Policy Board. John Metzinger seconded and the motion was approved by unanimous voice vote.

Jim Knapp joined the meeting in progress.

IV. 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE

John Thomas said we are continuing to make progress compiling data and writing the document. Recently we learned from a state tally that the County has almost 60% of all the center-lane post-relinquishment miles of road (not lane miles). Lafayette has almost 20%, West Lafayette has 7%, and the state has 11% of the road miles. We all have been involved in looking at pavement ratings. He displayed a map showing the PASER ratings for our local MPO. 5% of our roads are in the "excellent" category. LTAP has summarized the state ratings and the state average for pavements that are in "good" condition is 14%. We are significantly above that at 24%. Ours and the state average for roads that are in "fair" condition are about the same but 10% fewer of our roads are rated "poor". He then displayed a working map identifying the locations of traffic signals throughout the county. He will be working with each jurisdiction to make sure we include all the traffic signals as well as proposed signals.

Jim Knapp asked if the 2015 West Lafayette annexation is shown on the map. He then asked if Purdue is being included as part of West Lafayette.

John Thomas said we are including the relinquishments and annexations. Purdue is included with West Lafayette.

Ed Garrison clarified by saying not all of Purdue is included with West Lafayette. Purdue and West Lafayette have a lot of shared streets.

John Thomas asked if those roads will be part of West Lafayette's submittal to INDOT for certified road miles.

Ed Garrison explained that Purdue-owned miles are not included with West Lafayette. Purdue submits its own reports to LTAP.

Jim Knapp said he is not familiar with the LTAP reports but he will find out what needs to be done and who will complete the report and submit it. He is glad staff picked up the post-annexation changes.

John Thomas asked Jim Knapp if he has an inventory of Purdue roads.

Jim Knapp said he has that information and will forward it to John Thomas.

Mark Albers asked if the traffic signal map includes all traffic control locations.

John Thomas replied that the map currently shows the traffic signal locations and added that pedestrian beacons and flashers are not included at this point.

Sallie Fahey explained that we are trying to learn how we can improve our Automated Traffic Management System (ATMS) through operations rather than by adding lane miles. Knowing where the signals are located, whether or not they are on the traffic management system, and potential new locations will help us with efficiency when determining how to improve our system.

Mark Albers asked if roundabouts become part of that conversation at some point. He is talking about operational service and system compatibility.

Sallie Fahey said staff tends to look at roundabouts from a safety point of view but she agrees roundabouts probably do have an operational benefit.

Ed Garrison thinks APC staff is trying to figure out where the locations are where we can optimize the level of service through signals talking to each other. He thinks roundabouts are at their maximum level of service.

Mark Albers thinks the signal mapping is a great effort. He went on to say roundabouts can be problematic on corridors. Roundabouts function well for intersections but not always for the corridor. He suggested adding roundabout locations on the map.

Sallie Fahey does not think we have any roundabouts on corridors.

Jenny Leshney said there will be a roundabout on a corridor when Tapawingo is completed.

Ed Garrison added that there is a roundabout at Northwestern and Yeager and there are signals on both sides of the roundabout. He added that you can clearly see oncoming cars when the signal on Northwestern turns. There is not much queueing up because first one direction goes and then the other direction goes.

Mike Spencer can tell when the light changes on State Street when you are at South River Road at Tapawingo because of the big flood of cars coming.

Jon Fricker asked if a roundabout has less of an impact than a 4-way stop because a roundabout allows continuous flow of traffic.

Ed Garrison said that is hard to answer and can only be determined by trial and error. It would be hard to use that to figure the timing for the downstream signal.

Jon Fricker thinks that it will be easier to figure out the timing for the downstream signal from a roundabout than it would be from a 4-way stop.

Ed Garrison thinks Jon Fricker is saying it will be hard to time the signals to maximize traffic flow for a roundabout that has signals on all four sides.

John Thomas said we hope to be able to put greater focus on our traffic signal coordination and connection with ATMS. He thinks we will include a policy to adopt a two or three year cycle of reevaluation of all the signals on the ATM in the plan.

V. APC PROGRESS Status of Obligated Funds

Doug Poad referred to the monthly updated report, distributed in the packet, that we have been reviewing the past several months, and said we have had obligated the Morehouse Road, North Street, Lindberg Road, the bike/ped safety education, and Railroad Street lighting projects since last month. North Street/Railroad Street in Battle Ground, South Street pedestrian crossing in Lafayette, and Kingston Trail are the projects to be let in January or February. The balances are highlighted in yellow and we will need to look at those in the next couple of months to make sure we obligate those funds. The orange highlighted projects have been put on a "watch table" to start a discussion on whether or not we can obligate those projects in March or April. He said it looks like we are on track and doing well.

Sallie Fahey asked if we have any updates on the projects highlighted in gold that are not on the "watch list".

Doug Poad thinks the Sagamore Trail funds will get obligated and the project might need additional funds.

Ed Garrison said the Redevelopment Commission (RDC) will approve the Sagamore Trail project today so he will be able to move forward with that project. The state has already given final approval and the project will be going to Susie Kemp today.

John Thomas asked Ed Garrison if he has the final figures for that project.

Ed Garrison replied that project came in above the original projection. He said he has the information with him and we can talk about the project after the meeting.

Sallie Fahey added that several times we have heard that the remnants for the Happy Hollow construction balance are coming but we still have not heard anything.

Ed Garrison said he will check on that again and try to get a final number. He thinks we are far enough along that he can get a good estimate.

Sallie Fahey asked if there is any more information on the River Road at CR 500 North right-of-way.

Mike Spencer replied that he does not have an update today but will look into it.

Ed Garrison pointed out that the Cherry Lane Extension PE is not on the list.

Doug Poad said that project is listed under the High Priority Project fund. This report only addresses our STP, Safety, and Transportation Enhancement funds.

Ed Garrison said the Cherry Lane Extension project went out for RFPs yesterday.

Crash Data Quality

Sallie Fahey said this Committee had a discussion in November and she learned a lot from the police department representatives at that meeting. She then attended the monthly chief's meeting in January. They were very supportive about helping us obtain our data needs. The percentage of reports that need correcting was discussed. All the departments file about 6,000 crash reports each year with about 1,000 of them discounted because they occurred on private property. About 2,000 of the remaining reports have to be hand-corrected and that is a lot of work. Most of the problems are incorrect latitude and longitude. She understands the computers in the vehicles record where the police vehicle is located when the report is written. Often an officer is in the middle of filling out the report but gets called away to something more critical. It will show the crash in the wrong location if the crash report is filled out at a different location from where the crash occurred. There are locations where entire fields are not filled and on rare occasions there is only a crash report without an officer's report. Another big issue is one of the programs (Sun Guard or ARIES) defaults from the Hoosier Heartland or New SR 25 to Old SR 25. Everything defaults to Old US 231 even when the crash occurred at New US 231. Officer Dave Payne said he will work with the State Police if the problem is at the ARIES end and with Sun Guard if it is at the Sun Guard end. The chiefs asked APC staff to take a full year of crash reports and pull out every report that had to be hand-corrected. We plan to use 2015 data because Tim Stroshine has corrected everything in that year. Once they have the data, the chiefs will probably start working with their officers to see whether there are issues in the department or not. If there are departmental issues the chiefs will look at what can be done to fix the issues. She said it was a positive meeting and thanked the law enforcement representatives for their help.

Brian Sterner said the officer that fills out the narrative does not think about any of these issues. They merely use the data their car gives them. The officer pulls off the road to a safe spot to fill out the report and never gives a thought that the data might get skewed. He feels it is a matter of importance or lack of knowledge.

Sallie Fahey said there was some talk at the Chief's meeting about eliminating the need to do crash reports on private property.

Jason Philhower said it is West Lafayette Department policy to take crash reports on private property so he does not think that will happen.

Road Safety Audit Update

Tim Stroshine said this Friday APC will be conducting a Road Safety Audit at the intersection of SR 43 and Northgate Drive, close to Battle Ground. Currently there is a Speedway at that location with an EconoLodge right behind it. Speedway plans to purchase the EconoLodge, raze the motel, and expand the Speedway station to accommodate semi fueling. There will be an increase in truck traffic and a lot of the trucks will be exiting the Speedway on Northgate Drive and turning left at SR 43 to get back to I-65. Speedway hired a consulting firm to do a traffic signal warrant analysis but it did not meet the volume warrant for a traffic signal. We will go out there to see what is going on in that area and identify safety concerns in the area to establish a report and make some recommendations to INDOT for some short and long-term solutions as the area develops more. We want to make sure the area is safe. The team will include representatives from County Highway, Sheriff's Department, State Police, INDOT, FHWA, LTAP, Battle Ground, Speedway, and Weihe Engineering. He will provide the Committee with the report and publish it online when it is completed.

FY 2018-2021 TIP

Doug Poad said staff has already started working on the new *TIP*. All the LPAs have submitted their lists and next month we will be looking at all the requests to best determine where we should use our Federal funds. We will be programming a little over \$3,700,000 in STP funds each year, a little over \$542,000 in

HSIP funds, a little over \$153,000 in Section 164 Penalty funds, and a little over \$209,000 in TA funds each year over the four year period. Staff plans to do a Red Flag Analysis and environmental justice review for all new projects.

Sallie Fahey thinks we will begin the prioritization process at the Tech meeting next month.

Jon Fricker thinks that means the Committee will be looking at the big spreadsheet next month.

Traffic Counts

Tim Stroshine gave Jenny Leshney and Ed Garrison several copies of a list of locations where traffic counts need to be taken for this year. He knows each of them have to distribute the locations list to appropriate staff in their office. He said this is the first cut for count locations and he knows unexpected things happen like road closures. Some of the count location sites might not be viable and the lists might change. He wants to be sure we get the process started so everyone is aware of what is needed. These counts are part of APC's ongoing effort to improve public awareness. We used to have a traffic counting map on the old Tippecanoe County APC Transportation website but unfortunately we lost some of that information when the county changed website vendors. We are in the process of rebuilding the information from the ground up to implement a better system for inputting count data in.

Jenny Leshney asked if there are any criteria for the counts like classification, volume, speed, etc.

Tim Stroshine said he would prefer classification counts if we can get them because we are placing an emphasis on freight planning. He knows there are times where a counter can be set to get volume data but not class data. Class data is preferred but we will take volume data if that is all that is available. At this time we are not as concerned about speed because we only use speed data when the engineers have specific concerns.

Ed Garrison said speed is the thing most brought up in his office when doing an internal review. He would like to have that information available. He does not foresee any problems taking counts at the West Lafayette locations because they are all north of campus.

Jenny Leshney asked if 11 day counts are needed and if they should be taken on weekdays or weekends.

Tim Stroshine replied that we only need 48-hour counts. He added that we prefer weekday counts and the standard we use is 48 continuous hours between Tuesday and Thursday. We generally use weekend counts for special event venues or to track volume increases at certain locations. Right now we are primarily concerned with daily operations and average daily traffic.

VI. OTHER BUSINESS

HB 1002 Exchanged Funds

Sallie Fahey said she sent out an email to most of the Committee after the Policy Board meeting. She said the bill is for transportation funding because we need funds to keep our system well-maintained and working well. The bill has provisions for an increase in the state gas tax and tolling but some on the Committee will be interested in "exchanged funds", where Federal money can be exchanged for state money. She is not sure it will be very helpful the way the bill is written because you have to go through engineering design, right-of-way acquisition, and utility relocation before you can determine whether you will get exchanged funds for construction. The way the bill is currently written you can go back to ask for engineering design and right-of-way money but INDOT is managing and absorbing all the administrative costs for those phases on all Federal aid projects. If it is done this way the jurisdiction will have to take

care of the administrative costs locally. The MPO Directors held a conference call last Friday to talk about questions they still have. The remaining questions are:

- If trail and other projects are eligible;
- If the exchange is voluntary will all Group 1 and 2 money be converted;
- If voluntary for part of our Federal aid allocation on a project-to-project basis; and
- Will all phases have to meet all Federal aid or just state and local requirements.

Jon Fricker said he looked for transit consideration in the bill and did not see any.

John Metzinger thinks that is part of the question the MPO Directors are asking.

INDOT 18-Month Letting List

Doug Poad referred to the list that was distributed in the packet and said projects #4, 5, 6, and 7 will be let this month or next month. The I-65 maintenance and tree project (#3) was scheduled for a December letting but now will be let in January. The I-65 bridge deck replacement and widening projects (#8 & 9) have been moved out to a future year and are no longer on the list. The North River Road at River Bend Hospital road reconstruction project has been moved from an October to a December letting date. The SR 26 bridge over the South Fork of the Wildcat Creek replacement project and the SP 52 Sagamore Parkway North westbound bridge over 9th Street, CSX RR, and ramp beam project were let. Both projects were let for under the engineer's estimate. He thinks Heather Kennedy told the Policy Board that the second lowest bidders would be awarded those contracts.

Mike Spencer asked if anyone knows why Superior's bid was not accepted.

Doug Poad said no explanation was given to the Policy Board last week.

Sallie Fahey said Heather Kennedy was not very forthcoming about details for good reason but there was something that was not up to par.

Ed Garrison thinks Superior might have a cap on their prequalification and having those contracts going at the same time might cause a problem.

VII. CITIZEN COMMENTS

Jarvis Jinter informed the Committee that Shrewsberry & Associates will be opening an office in the Purdue Research Park.

Jon Fricker said that the next Technical Transportation Committee meeting will be February 15, 2017.

VIII. ADJOURNMENT

John Metzinger moved to adjourn the meeting. Mike Spencer seconded.
The meeting adjourned at 2:45p.m.



Sallie Dell Fahey
 Secretary