

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES**

DATE.....January 24, 2017
PLACE..... **Grand Prairie Room**
County Building
20 North 3rd Street
Lafayette, IN 47901

ATTENDEES NAME

Steve Clevenger
Stewart Frescas
Curt Ashendel
Lynn Nelson

ORGANIZATION

Citizen
West Lafayette Bike & Pedestrian Committee
West Lafayette Bike & Pedestrian Committee
South Oakland Neighborhood

STAFF

John Thomas
Tim Stroshine

TITLE

APC Director of Transportation Planning
APC Staff

John called the meeting to order.

1. APPROVAL OF MEETING MINUTES

The minutes from the December 6, 2016 CPC meeting were approved as submitted.

2. FEEDBACK AND DISCUSSION FROM PREVIOUS MEETING

**2045 Metropolitan Transportation Plan Update
INDOT 18-Month Letting List**

None

3. PROGRAM

Review of Projects in the 2018-2021 Transportation Improvement Program

Projects

John distributed a list of proposed projects for the *FY 2018-2021 TIP*. The projects are listed by jurisdiction and provide information about project description, phasing and funding amounts. Projects on the list come from the Metropolitan Transportation Plan or safety studies. He went on to highlight the projects.

Curt asked if the Concord Road and North River Road projects are both intersection projects.

John replied that both are intersection improvement projects. The Morehouse Road reconstruction and widening project is new to the TIP and will start at Sagamore Parkway and go north to CR 500 North.

Curt asked where the Happy Hollow Neighborhood Trail project ends.

John said the trail project will begin at the access drive and tie into the path as it crosses the access road near the first playground area in the park, as well as continue adjacent to Happy Hollow Rd and connect to the existing trail closer to N. River Road.

Curt pointed out that there will need to be a pedestrian bridge across the creek between the entrance to the park and the new parking area.

John said yes a new trail bridge will be constructed.

Curt thinks it would be a good idea because that segment would be short and inexpensive.

John said that is the goal. He added that West Lafayette has to make changes to the channelization of Happy Hollow Creek because INDOT changed the creek's alignment. The Sagamore Parkway Trail is a connection that will allow you to go from the Happy Hollow Trail across the new Wabash River Bridge to the Wabash Heritage Trail in Lafayette. The independent trail section on Concord Road will connect with the new subdivisions to WalMart. The Cherry Lane Extension and trail will be major additions to the community after being discussed for a long time. The new road will run from Cherry Lane and McCormick to US 231.

Curt asked if we know how traffic will be handled at the intersection of Cherry Lane and US 231.

John said we are trying to get INDOT to install a traffic signal but we do not know how traffic will be controlled at this point. West Lafayette is considering making McCormick from Cherry Lane to Black Bird Farms a local access only for bikes, buses, and public safety. Park East Boulevard is now a major north-south road and the scheduled project will extend from McCarty down to Haggarty and connect to SR 38. Twyckenham Boulevard, 9th Street to Poland Hill, will be reconstructed.

Steve said ROW is associated with that project so that means they will be doing something additional.

Curt agreed and added that there will also be a trail with that project.

Curt and Steve discussed sidewalk improvements.

Steve asked if they are thinking about taking out the curve on McCormick by the pond because they get slick in the winter and the drainage is not good in the area because the road is so low.

John said that improvements would be expensive which is why WL is considering restricted use of McCormick.

Curt asked if we have a vehicle count for the Cherry Lane Extension.

John replied that the vehicle numbers are only forecasts. He was out on Cherry Lane the other day and realized there was a large electrical tower in the right in the way for the Extension.

2045 METROPOLITAN TRANSPORTATION PLAN UPDATE

Performance Measures

John said the revised performance measures were included in the packet.

Curt said FHWA issued its final rule on performance measures for congestion mitigation.

John agreed and added that it was a contentious process because the design was for non-urban area with emphasis on minimizing delay and optimizing speed instead of a complete streets concept.

Curt said there was discussion about setting performance measures of non-motorized traffic but in the end that was pushed down to the state level.

John explained that the MPO will not be responsible for many of the performance measures because we are a smaller MPO. He went on to say that he incorporated notes from the Committee's December meeting into the performance measures. The Urban Forester from West Lafayette expressed appreciation for included a tree replacement program into the plan. She cautioned about fruit trees in the ROW because they can get messy. So the proposal now encourages fruit trees in areas where the ROW is adequate. He asked for feedback from the Committee.

Steve asked if A1, installing sidewalks, multi-use paths, and bus boarding areas at all transit stops is a realistic goal.

John said they are working on accomplishing that right now but there is good chance it will not be completed by 2020.

Curt said that project might be more costly than we think and suggested pushing the date out to 2020.

John concurred and said he will make the date change.

Curt suggested changing the working in A3 to read a "a minimum of 10%" to fund bicycle and pedestrian projects instead of just "10%". He also thinks the date for completion of C1 is unrealistic

John said staff thinks we should stay with the 10% allocation.

Lynn said the date for C9 should also be changed when we change the date for A1 because they are the same.

Curt said E6 should also be changed because it is the same goal as A1 and C9. He then pointed out that E7 is the only item that refers to trees.

John referred to B3 and said access management plans are desirable but they are not a high priority in this community. The local jurisdictions usually that and best practices are well known. He is very pleased with what Lafayette did with access control on Sagamore Parkway. The right-out only is a tremendous design feature. Driveway consolidation is another way to improve efficiency. He is considering removing that goal entirely.

Curt said they did right-out only at new Pay Less gas station on Salisbury.

Steve said C3 calls for updating the *Thoroughfare Plan* by 2020. He thinks big revisions are needed so the date 2020 goal seems a bit unreasonable.

John said updating that plan is a valid concern.

Curt thinks the organization is okay and then pointed out that several performance measures were repeated several times and that seems redundant. He added that he cannot think of a better way to do it.

John stated that he struggled with that. Each of those performance measures do contribute to multiple goals. Using a measure once does not paint the right picture regarding the progress we want to make towards those goals. He went on to say A5 is an example of an ongoing, legitimate performance goal that we have done very well with.

Curt said at some point you can meet the goal and remove it from the list because increasing the density in that area will be impractical. At that point you can change the location of that focus.

John added that some performance measures will not be easy to track.

Steve mentioned that the wording regarding "housing density" performance measures in A5, C5, and E4 are not consistent.

The Committee discussed the best way to reword those three performance measures.

Curt said he appreciated the comments he received in the email. He thinks the list looks good.

High Crash Intersections

John displayed a map showing the high crash locations and noted that Creasy Lane has passed Sagamore Parkway as the highest crash corridor on an intersection by intersection basis. Traffic has not increased on Sagamore Parkway but it has on Creasy Lane. He added that the volumes reflect that Sagamore has been under construction and people are using alternate routes. He pointed out that Sagamore Parkway will continue

to be under construction for a while because the section from the railroad tracks to McCarty still needs to be completed.

Lynn said that phase will make a mess.

John said there will also improvements on South Street, west of Sagamore Parkway and that Kossuth will be improved to Farabee.

Curt asked if the Kossuth project will go all the way to Earl.

John replied that he is not sure about the extent of the project.

Steve thinks it is a shame the project is not done yet. He went on to say left turn arrows appeared on Cumberland at Sagamore Parkway and originally you had to yield to oncoming traffic. Now there is a dedicated green arrow.

Curt asked if there is a "no-turn" on red at Cumberland & Sagamore. He thinks it would be nice for pedestrian and bike traffic if that were the case.

Tim said you can turn right on red.

Steve agreed because he turns there on red all the time.

John said West Lafayette has a project to improve Cumberland west of Sagamore Parkway by widening and possibly adding a public road back to the rear of the Sagamore Commons subdivision on the Mann/Shook property just south of Cook. The intersection will be addressed as part of that improvement.

Traffic Signal Inventory

John then displayed the preliminary signal inventory maps. There is greater focus in the 2045 MTP on traffic operations and maintenance. Improving the communities' traffic signals will be an important way to shorten delay and improve safety. West Lafayette will have an integrated traffic signal management system like Lafayette where all the signals are interconnected and managed through a central location. The map shows the signals in the Advanced Traffic Management Systems (ATMS) as well as others that work independently.

Steve said the map should be updated to show the signal at 3rd and Russell because it is already up.

John acknowledged that more work will need to be done on the map and staff is working with the local engineers to update the map.

Curt said population has increased and agreed that this is a needed step. The systems need to be tweaked during construction.

John explained that construction is the bane of traffic signal coordination.

John said Happy Hollow is finally open.

Road Pavement Assessment

John displayed the road pavement/mileage chart and explained that Purdue mileage is not included because Purdue does not have good data and that they maintain their own road systems. Roads that were relinquished are reflected on the chart but he is not sure if SP 52 (Creasy Lane to the Wabash River) is included in our figures or the state's. The data shows that the county has the majority of miles of roads.

Curt asked if parks are included.

John said parks are not included and explained that the roads shown are public roads certified to INDOT for reimbursement for MVH funds. Subdivision roads are included but it does not include private drives or roads. He went on to say these are center-lane miles and not lane miles. He clarified by saying that a four-lane road

will have four road miles but only one center mile. A divided four lane highway will have two center lane miles because there is two miles of road on each side of the center medium.

Curt asked how we can quantify pavement quality or level of service mentioned in the *Long Range Plan*.

John displayed a PASER pavement graph of Tippecanoe County's roads.

Steve asked how gravel roads are rated.

Tim replied that there is a separate rating system for gravel roads.

John pointed out that overall our roads are above the average because a majority are in the "good" or "above" category. Most of our roads are also above the state's average pavement rating. He thinks that is because we are committed to pavement preservation and making sure our roads are in a state of good repair.

Steve asked if the ratings for state roads are shown on the chart.

John replied that the chart only shows the local roads that we control.

Curt believes this kind of data will allow for an objective comparison over time.

John said a summary of this data was given to the state legislators to provide data on the community needs. If we do not do something to a road in "fair" condition in five years it will become a "poor" road.

Steve asked if this data will go into the *TIP*.

John said the data will be part of the *Long Range Plan*. He went on to say the Pavement Rating System is a 1-10 scale and was done on all the community's streets except in Shadeland because we do not do transportation planning for Shadeland. Communities who did the rating were able to get state Community Crossings Funds.

John said he is considering monthly CPC meeting for the next three months because of the need for more community input on the plan. Next month we will have a list of 2045 MTP projects and the month after staff will have a draft of the plan. The *TIP* will also be presented next meeting.

Lynn said the fourth Tuesday for the next meeting is February 28th.

John said that is correct and the third meeting will be the regularly scheduled meeting on March 28th.

4. INDOT 18-MONTH LETTING LIST

John said both the SR 26 bridge replacement project over the South Fork of the Wildcat Creek and the SP 52 Sagamore Bridge over North 9th Street straightening project were recently let for less than the engineer's estimate. Lafayette's Bike/Ped project on South Street at Scott & Parks Street (#4) along with Battle Ground's North Street road reconstruction project (#5) and Railroad Street lighting projects (#6) were recently let. The Kingston Drive Trail project (#7) is scheduled to be let next month. The I-65 bridge projects over the Lauramie Creek are no longer appearing on the list because the projects may be combined with road work. The I-65 NB & SB bridge over the Wabash widening projects (#14 & #15) will accommodate future widening of I-65. INDOT is considering expanding the I-65 bridge projects, over Swisher Road projects and over CR 900 East (#10) from overlay and replacement projects to widening projects. The Klondike & Lindberg projects are scheduled to be let in fall of 2017. The Teal Road projects (#22, 23, # 24) is scheduled to be let a year from now. The SP 52 bridge deck replacement project (#27) may be delayed because they do not want to start that project until the new bridge over the Wabash is completed and open to traffic. A trail will be included with the SP 443 bridge over Sagamore Parkway project (#28).

5. QUESTIONS, COMMENTS AND SUGGESTIONS:

Stewart said autonomous vehicles were discussed at the December meeting and they have been in the news a lot recently. Right now there is a lot of discussion about the ethics of programming these vehicles. Uber vehicles are no longer licensed in San Francisco because the cycling community is against these vehicles.

There is a conflict between Uber and the vehicle manufacturers because both groups have a different vision of how the vehicles should work. When Uber was run out of San Francisco they went to Pittsburgh and he does not know the reason for that but he suspects it has to do with Carnegie Mellon and vehicle experimentation. It seems like it might be a long time before autonomous vehicles are running around here but he can see Purdue wanting do research on these vehicles. Safety for vulnerable road users has to be considered and needs to be included in how the vehicles are programmed. Channelizing roads is being discussed and that means regular streets will have to have limited access. This issue is now front and center and we need to take a stance on this.

John said right now there are a lot of issues out there and agreed the technology is moving forward quickly. They are also testing vehicles communicating with one another. Shared economy is something that is driving this. Parking requirements will also be affected.

Curt does not think there are enough of these vehicles out there yet.

Lynn said no one can know what the next five years will bring.

Curt pointed out that there are "backdoor" mechanisms like Tesla's auto-drive feature. More cars will have features like that the owner can turn on and that turns it into an automated vehicle. He suggested adding another column to the crash data we are collecting that shows whether the vehicle was operated in an autonomous mode.

Stewart said people did not ask many question when cars first appeared in the 19th Century. This time it needs to be different.

Lynn said her son was in an auto accident and the other driver was at fault but ran and just left the vehicle in the road. That means there is no way to prove who the driver was so they had to file a claim under their uninsured motorist insurance. There will be liability issues with autonomous vehicles because there is no way to determine who the driver is yet.

Curt thinks the owner will have to purchase liability insurance for his autonomous vehicle. He went on to say it will be dangerous for pedestrians and police at crashes involving autonomous vehicles. He can see the potential for saving tremendous amounts of money with autonomous trucks on the interstate but there will be problem when the autonomous trucks leave the interstate.

Lynn thinks it will be dangerous for construction workers in construction zones on the interstates if there are autonomous trucks.

The Committee discussed several circumstances, like weather and road conditions, that it will be difficult to program autonomous vehicles for.

Stewart said Uber was the only company that went to-toe with the municipalities. The manufacturers are not being as aggressive with how they are testing their vehicles. Uber wants to roll out the technology immediately.

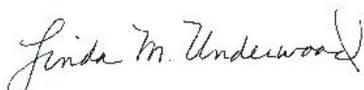
6. ADJOURNMENT:

John thanked everyone for coming.

The next meeting is Tuesday, February 28, 2017.

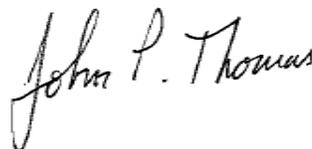
The meeting adjourned at pm.

Respectfully submitted,



Linda Underwood
Recording Secretary

Reviewed by,



John Thomas
Assistant Director