

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

MEETING MINUTES

February 15, 2017

Jon Fricker	JTRP
Sallie Fahey	Area Plan Commission
Jennifer Leshney	Lafayette City Engineer
Heather Kennedy	INDOT – Crawfordsville Division
Opal Kuhl	Tippecanoe County Highway Department
Ed Garrison	West Lafayette City Engineer
Jim Knapp (proxy for Adam Baxmeyer)	Purdue University Airport
John Metzinger (proxy for Marty Sennett)	GLPTC
Jason Philhower (proxy for Troy Harris)	West Lafayette Police Department

NON-VOTING MEMBERS PRESENT

John Thomas	APC
Doug Poad	APC
Tim Stroshine	APC

ALSO PRESENT

Stewart Frescas	Bicycle Lafayette
Bob Foley	Lafayette Engineer's Office
Rose Kaczmarowski	Bicycle Lafayette
Ann Bishop	INDOT Crawfordsville
Paul Branham	Reindeer Shuttle
William Glick	Tippecanoe County Council on Aging
Susan Schechter	Virtuous Cycles
Greg Jones	Battle Ground Council
Marcus Smith	West Lafayette Engineer's Office

Jon Fricker called the meeting to order at 2:00p.m.

I. APPROVAL OF MINUTES

Jenny Leshney moved to approve the minutes of the January 18, 2017 meeting as submitted. Ed Garrison seconded.

Heather Kennedy pointed out that the minutes show her proxy, Mark Albers, represents the Tippecanoe County Highway Department when they both represent INDOT.

The minutes, as amended, were approved by unanimous voice vote.

II. ACCESS PERMITS

None

III. *FY 2016-2019 TIP AMENDMENT* Seven INDOT Projects

Doug Poad said INDOT is requesting this amendment to program thin deck overlay project on SR 25 and SR 28. Three thin deck overlay projects on US 52 will also be programmed. The amendment will also program a new signal installation on US 52 at the US 231 west junction (Montmorenci) and a functional overlay project on SR 38. All projects will be Federally funded.

Opal Kuhl moved to recommend approval of *FY 2016-2019 TIP AMENDMENT* to the MPO Policy Board. Jenny Leshney seconded.

Jon Fricker asked if the need for signal at the Montmorenci intersection is based on the crash history.

Doug Poad replied that he thinks this is merely an update/modernization because the intersection is flashing right now and the signals are very old.

Heather Kennedy said INDOT's traffic department is looking at that intersection to determine if a flashing signal or full signal will be installed.

Ed Garrison recalls a traffic study was done on that intersection years ago.

Jason Philhower said there is a lot of truck traffic at that intersection.

Heather Kennedy said it costs a lot of money just to install a flashing signal but she is almost positive INDOT will install a full signal.

The motion was approved by unanimous voice vote.

IV. PRIORITIZE PROJECTS AND COMPLETE STREETS DETERMINATION FOR FY 2018-2021 TIP

Doug Poad said it has been several years since we have done this. He said a new staff report was distributed and the new report now includes a portion of the Twyckenham Trail project. Staff provides a lot of notice to the general public to make sure they are notified of meetings and generally there is no response. This year there are several concerned citizens at today's meeting and that is very heartening. Today the Committee will review the list of projects submitted by the engineers and make a recommend which INDOT projects are priorities for this community. The FAST Act requires the planning process to use a performance-based approach in the decision making process. Since neither INDOT nor the MPOs have finalized specific performance measures, staff suggests the following be used to financially constrain and prioritize:

- a) Is the project in the 2040 MTP?
- b) Is the project in the 2040 MTP financially constrained list?
- c) Was the project previously programmed and is it advancing?
- d) How far has the project advanced?
- e) Does the project include sidewalks, bike lanes or trails?
- f) Is the project complete street compliant?
- g) Will the project be designed to meet ADA standards?

- h) Does the project meet the performance measures outlined in the 2040 MTP?
- i) Need for access management?
- j) Other planning study documenting needed?

He said the estimated cost for all the requested projects is almost \$30,000,000 (\$25,000,000 in STP, \$4,000,000 is HSIP, and \$750,000 in TA).

HSIP Funds

He said our annual allocation is \$695,972 (\$452,135 annual allocation and \$153,837 penalty). We also have the ability to flex up to \$271,068 to another funding category. We also have a little over \$1,000,000 in Prior Year Balance (PYB) we need to allocate over the four year period. It now looks like we can fund the entire North River Road/CR 550 North project with the balance of our 2017 funds.

Sallie Fahey added that being able to do that is dependent on the environmental being complete and the LID issue.

Opal Kuhl said she expects approval within a month and hopes that is right because she cannot start the right-of-way phase without the approval.

Jon Fricker recalls that this was the site of a Safety Audit.

By removing the North River Road/CR 500 North project we now have the funding for all three remaining FY 2018 projects on the list. He thinks the Committee should approve all the projects and prioritize Concord first and Harrison or McCutcheon either way.

Doug Poad said the balance of \$245,972 cannot be carried over to FY 2019 and he recommended that that the money be flexed to STP.

Doug Poad said the only request for funding in FY 2019 is \$967,671 for Concord/CR 430 South. He recommended using our full annual allocation for that project and PYB funds used for the balance. He suggested we fund the full amount for the North River Road/CR 500 North because it is for the construction phase and fully fund the ROW for the Harrison High School improvements. The Committee will need to decide which school project we want to fund because we do not have enough funds for the Harrison or McCutcheon Area Improvements.

Opal Kuhl thinks that by the time we get to the construction point it might be several smaller projects rather than just one large project. The County is looking at some driveways near Harrison at the intersection of CR 500 North, CR 600 North, and the trail system to link all the schools in the area. She doubts all those will be bid as one project. She believes there will be options at that point.

Doug Poad pointed out that there are no requests for Transportation Enhancement funds for FY 2018, 2020, and 2021. We could spend the annual allocation balance on the Harrison Area Improvements and program whatever balance is need with Enhancement funds.

FY 2018 HSIP Project Priorities reached by consensus:

1. Concord Road/CR 430 South RW;
2. McCutcheon Area Improvements PE; and
3. Harrison Area Improvements PE.

FY 2019 HSIP Project Priorities reached by consensus:

1. Concord Road/CR 430 South CN

FY 2020 HSIP Project Priorities reached by consensus:

1. North River Road/CR 500 North CN;
2. McCutcheon Area Improvements CN; and

3. Harrison Area Improvements RW.

FY 2021 HSIP Project Priorities reached by consensus:

1. Harrison Area Improvements PE

Doug Poad said the unfunded balance for the Harrison project is \$202,000. That balance will be programmed with our \$209,401 FY 2021 TE funds.

Sallie Fahey suggested adding "trail" to the description.

Transportation Alternative Funds

Doug Poad said we have no requests for Federal funds for FY 2018 and 2020. He suggested we reduce the funding request for the Klondike Road project and move the trail component of the project to this funding category and use our FY 2018 \$209,401 allocation.

The requests for the Cherry Lane Trail and Happy Hollow Neighborhood Trail projects exceed our allocation of \$209,401 and our \$329,487 PYB balance. He suggested programming the full amount for the Cherry Lane Trail and move the Happy Hollow Trail project to FY 2020 and fund it with our PYB balance.

Ed Garrison said moving the Happy Hollow Trail project back a year will work for West Lafayette. He thinks he may decide to do half of each project in FY 2019 and the other half of each in FY 2020.

John Thomas asked Ed Garrison if the Happy Hollow Trail project costs have changed since the scope of the project was changed.

Ed Garrison said he will refine that number. He also asked that the amount requested for the Cherry Lane Trail and Cherry Lane construction be reduced to match our annual allocation (\$209,401).

FY 2018 TA Priorities reached by consensus;

1. Klondike Road Trail CN

FY 2019 TA Priorities reached by consensus:

1. Cherry Lane Trail CN and
2. Happy Hollow Neighborhood Trail CN.

FY 2020 TA Priorities reached by consensus:

1. Cherry Lane CN and
2. Happy Hollow Neighborhood Trail CN.

FY 2021 TA Priorities reached by consensus:

1. Harrison Trail CN.

STP Funds

Doug Poad said there are three funding requests for FY 2018 funds but because we are under our 10% allocation of STP funds for pedestrian and bicycle projects so Lafayette has agreed to move forward with two phases of the Twyckenham Trail project in 2018. He suggested the full annual allocation be used for Klondike and program all the Lindberg Road safety with PYB. We should be able to fund all five projects and still have a prior year balance available.

Ed Garrison asked if there is a deadline for using PYB funds.

Sallie Fahey thinks INDOT wants the PYB funds used by FY 2020 or 2021. She asked Jenny Leshney if right-of-way has to be purchased for the trail project.

Jenny Leshney replied that RW was started a while back and it was cleared before going through the PE phase. This phase should get the project through ready for letting.

Doug Poad pointed out there are a lot of requests for FY 2019 funds and the requests exceed our funding. He thinks the Cherry Lane and Sagamore Parkway Trail construction phases should be funded first.

John Thomas suggested programming the most advanced projects next.

Sallie Fahey thinks Yeager Road will need a lot of RW money.

Opal Kuhl agreed and thinks Yeager Road and Morehouse will need more money so she suggested prioritizing Park East and Twyckenham PE.

Doug Poad thinks we should add Yeager and Morehouse to FY 2020 and move Park East Boulevard to FY 2021.

Jenny Leshney would like to see Twyckenham Boulevard as the 1st priority. She suggested programming Yeager 2nd.

Opal Kuhl thinks Morehouse should be 3rd. The balance should just cover the Soldiers Home PE.

Sallie Fahey thinks it will take at least two years for Yeager and Morehouse RW so Morehouse CN should probably be taken out of FY 2021.

FY 2018 STP Priorities reached by consensus;

1. Klondike Road CN;
2. Lindberg Road CN;
3. Bike/Ped Safety Education ED
4. Twyckenham Trail PE; and
5. Twyckenham Trail CN.

FY 2019 STP Priorities reached by consensus:

1. Cherry Lane Extension CN;
2. Sagamore Parkway Trail CN ;
3. Twyckenham Boulevard RW;
4. Park East Boulevard PE;
5. Park East Boulevard RW; and
6. Yeager Road RW.

FY 2020 STP Priorities reached by consensus:

1. Twyckenham Boulevard CN;
2. Yeager Road RW;
3. Morehouse RW; and
4. Soldiers Home Road, Phase 1 PE.

FY 2021 STP Priorities reached by consensus:

1. Soldiers Home Road PE;
2. Park East Boulevard CE & CN; and
3. Yeager CE &CN;

INDOT Projects

Doug Poad said in previous *TIPs* this Committee prioritized INDOT projects. He highlighted the details of the projects.

Sallie Fahey recommended that the US 231 project from US 52 to SR 43 be split onto two projects so that it is US 231 from US 52 to I-65 and then US 231 from I-65 to SR 43. She does not think the study did the second phase. She would rather not have the US 52 to I-65 section held up.

Ed Garrison said INDOT has been putting some marking on SR 26 and asked what the survey is being done for.

Heather Kennedy said INDOT is doing all of SR 26 but she is not sure what is being done in the little section Ed Garrison is talking about.

Doug Poad thinks it is an overlay project.

Heather Kennedy agreed and added that there is reconstruction and widening throughout that area.

Doug Poad said at one time it was decided that the project would continue all the way to McCarty Lane and then from McCarty Lane to the eastern termini make it a "super two-lane" like Veterans Memorial was years ago.

Ed Garrison asked if the project would have included intersection improvements.

Doug Poad replied that intersection improvements were included.

Heather Kennedy said that will be happening in the FY 2020 program.

Sallie Fahey asked Heather Kennedy if that means some of this is already covered.

Heather Kennedy knows that the majority of SR 26 from I-65 to our district line is being touched in FY 19 or FY 20.

Sallie Fahey asked the Committee to adjust the SR 26 project based on what we learned from INDOT today by adjusting the description for the first project on the list.

Heather Kennedy said she will send the SR 26 project list to APC later today.

<u>State Road</u>	<u>Location</u>	<u>Type of Project</u>
SR 26	1.12 mi. east of I-65 to county line	Various Improvements
SR 43	SR 225 to SR 18	Road Replacement
US 52 (Teal Rd)	0.4 to 3.1 mi. north US 231	HMA Overlay
US 52	Old Romney Rd to Old US 231	Road Reconstruction/Widening
Teal Extension	US 52 to SR 38	New Road
US 52	At Cumberland Avenue	Intersection Improvement
US 231	US 52 to I-65	New Road Construction
US 231	US I-65 to SR 43	New Road Construction
US 231	CR 500S south to Co. Line	Road Widening

The Committee affirmed that the list shown above represents our community priorities.

Complete Streets

Doug Poad said the *2040 Long Range Plan* had a Complete Streets Policy in it that states we look at the submitted projects to see if they are Complete Streets compliant when we develop a *TIP*. All Lafayette and West Lafayette projects requesting Federal funds have been determined to be Complete Streets compliant. With the exception of the McCutcheon Pedestrian Safety and the Harrison Safety Improvements projects, all other projects have been determined to be Complete Street compliant.

Jenny Leshney moved that **All the Proposed Projects are Complete Street Compliant**. John Metzinger seconded and the motion was approved by unanimous voice vote.

Doug Poad asked for comments or questions from anyone attending the meeting.

Rose Kaczmarowski thanked everyone for approving two years of safety education funding and she looks forward to working on the project. She also likes that 10% of our STP funds are reserved for non-motorized projects and asked if the percentage can ever be raised. She was also happy to see all the trail requests from West Lafayette and would like to see more from Lafayette. She went on to say the construction on River Road to connect the trail from Robinson to State does not really connect with safe passage for bicycles. She also wants to make sure the Harrison Bridge project contains safe passage for bicyclists.

Sallie Fahey clarified by saying the existing Complete Streets Policy was adopted as part of our Long Range Transportation Plan. The second policy in the Long Range Plan is that 10% of our STP money will be set aside for non-motorized projects. We are specifically talking about projects that retro-fit the existing street network where there are deficiencies in sidewalks, trails, bus stops, etc. We also have TAP money that all goes to sidewalks and trails. She went on to say every one of the road projects has a sidewalk and/or trail component to it to make the Complete Streets Policy living. That means everything on the list is non-motorized in some way either because it is fully funded with the 10% or with TAP funds. Many of our HSIP projects have pedestrian or bike components and every road project has a non-motorized component. She believes we are devoting way more than the 10% to non-motorized as she thinks we should be. When the Complete Streets Policy was developed five years ago, staff pulled the 10% figure out of the air. There was positive reaction but at the same time, with the Complete Streets Policy, every vehicular project got a non-vehicular component. Every other MPO in Indiana is jealous that our Policy Board approved us dedicating 10% of our STP money to non-motorized projects to retro-fit our community. Almost no other MPO has been able to get that done.

Susan Schechter has questions about the process. She asked if projects are being picked out of the *Long Range Plan* to be funded.

Sallie Fahey said we are going through this process for the *TIP* and that is a different document.

Susan Schechter asked what goes into the process of deciding what projects will be worked on/funded.

Sallie Fahey explained that the process starts with needs expressed by our local governments. They determine what projects get funded.

Susan Schechter said it seems like the 10% for non-vehicular projects should go toward projects that are separated from the road and hopefully leading to places people want to go to.

Jon Fricker said trail projects are not necessarily tied to bike lanes.

Sallie Fahey said some are and some are not.

Doug Poad pointed out that the Sagamore Parkway Trail is a key connection because Lafayette will be building the connection from the bridge down to the Wabash Heritage Trail and West Lafayette will connect the west part of the bridge to its trail system.

Ed Garrison said some of West Lafayette's trail projects are geared toward destination traffic and that is what will be accomplished with the trail connection from the Harrison Bridge. You want to get away from the road on a true trail project. Complete streets talks about modes of transportation for pedestrians and bicycles that is safe and away from vehicular traffic.

Susan Schechter said at one time Lafayette was designated a Bike Friendly City in the past but it lapsed and West Lafayette never had that designation but she thinks that it is a good goal to have.

Ed Garrison said that program was discussed but West Lafayette is just not ready yet.

Jim Knapp said Purdue is in the right spot and should get that designation. It would be good PR for the public. He noted that this Committee has not talked about trains lately.

Doug Poad said the information for the *TIP* was sent out to CSX and Norfolk Southern Railroads.

Sallie Fahey said there is no money for trains but we do discuss rail in the *Long Range Plan*. We could use some of our CMAQ money to pay for promotion for the Hoosier State if we were not Air Quality Attainment and some of our STP was moved to CMAQ money (congestion, mitigation, air quality). She tried to get the Indianapolis MPO do that as part of their share of promoting the Hoosier State, but was unsuccessful.

V. QUARTERLY PROJECT TRACKING

John Thomas referred to the tracking staff report that was included in the packet and said

Tippecanoe County

Klondike Road

RW is being purchased and John Thomas asked if permits have been applied for.

Opal Kuhl said permit information was included in the last quarterly report and all have been applied for.

Lindberg Road

Same as Klondike

North River Road at River Bend Hospital

John Thomas asked if we have permit information.

Opal Kuhl replied that permits have not been applied for because INDOT wants the county to go back and look at the river bank and do some repairs. She thinks repairs are way outside the scope of the project. The project is small and the repairs would run in the millions.

Ann Bishop asked if this is the project using Group 4 funds.

Opal Kuhl replied that this is part of the relinquishment agreement for US 231. The county agreed to take it and was promised the money free and clear without having to go through this process.

Ann Bishop said the April 2018 is the expected letting date and anything in late 2018 may be moved out to 2019.

John Thomas asked Ann Bishop if she thinks it is better to set a letting date after April 2018.

Concord Road at CR 430 South Intersection

Environmental is scheduled to be completed by June.

River Road at CR 500 North

John Thomas said he will work with Opal Kuhl to get the right-of-way clear and letting dates filled in. He asked when she would like the project let.

Opal Kuhl said she did not put letting dates on projects that are not in the 5-Year Plan. She will go back and look at her sheets.

Doug Poad said we just programmed FY 2020 funds for this project.

Morehouse Road Reconstruction

FMIS request made for PE.

Opal Kuhl said she did not update anything on this project because she is having the kick-off meeting for this project on the 28th and the schedule may change.

Sallie Fahey said as a Morehouse property owner she received a letter saying they will be out surveying soon.

Yeager Road Reconstruction

FMIS request for PE has been submitted with Stage 1 design completed by April.

Opal Kuhl said this started as a local project and most of the survey and design work came from that so the design phase should go quickly.

Lafayette

Meyers & Riehle Plaza Bridges

Sagamore Parkway, Phase 1

South 18th Street

Projects are wrapping up.

South Street & Scott/Park Streets

Project recently let on January 19th.

Twyckenham Boulevard Reconstruction

FMIS request for PE has been submitted. John Thomas asked if there are completion dates for Stage 1 and Stage 2.

Bicycle/Pedestrian Safety Awareness

John Thomas asked if Lafayette has received Notice to Proceed.

Jenny Leshney replied that she is not sure.

West Lafayette

Happy Hollow Road

It is critical that the change orders are finalized before the end of the fiscal year.

Ed Garrison said he may need to ask for a supplement for the inspection but we can talk about that later.

Perimeter Parkway, Phase 1-A

Project will be removed from the list.

Kingston Drive Trail Connection

Project let.

Happy Hollow Neighborhood Trail

There are concerns that the Stage 1 design can be completed by May.

Ed Garrison said the dates will be adjusted after the changes in the project scope. Everything will be pushed down. We planned to use FY 2019 funds but that will have to change.

Cherry Lane Extension

PE needs to be obligated so we can start the design.

Ed Garrison said all the PE proposals have been opened at the Redevelopment Commission meeting earlier today. Plans are to review the submittals and make a recommendation before the March RDC meeting.

Sallie Fahey pointed out that if this goes out past April there will not be enough time to get a contract.

Ed Garrison replied that once he has the approval recommendation he submits the request to INDOT. The plan is to do that in March so the funds can be obligated.

Soldiers Home Road, Phase 1

No comment

Sagamore Parkway Trail

FMIS for PE has been submitted and now the Stage 1 and Stage 2 completion dates need to be updated.

Ed Garrison asked if anyone knows where the Notice to Proceed is for this project.

Ann Bishop said he should be getting that any day because she thought she saw the notice come through.

Ed Garrison said he will have this project all updated and ready to go before the next quarterly.

John Thomas asked Ann Bishop to check if the FMIS was approved.

Ann Bishop replied that she would check.

Ed Garrison went on to say he made letting date adjustments based on the *TIP* and he has not had a change to make the updates.

Battle Ground**Street Lighting****North Street Reconstruction**

Both projects were let and we have supplemented the *TIP* to meet the letting needs.

Greg Jones said Battle Ground has allocated the funds for the match.

IDNR**Prophetstown State Park Trail**

Contract has been awarded and a request for additional time to complete the project is pending.

VI. APC PROGRESS Status of Federal Funds

Doug Poad referred to the color-coded status report that was distributed prior to the meeting and said we are keeping track of our Federal funds to make sure we obligate all our funds. He thinks we are in good shape but INDOT's official list does not show that. Numbers highlighted in yellow are balances we need to address. Pink highlighted numbers are projects where the FMIS obligations have been submitted. Green highlights are projects that were on the February letting. The February letting was good from a cost perspective so that means we have some balances we have to take care of. Numbers highlighted in orange are the ones we need to look at. We have a couple plans in place to obligate most of the funds but we will have a small balance to look at in a couple weeks.

2045 Metropolitan Transportation Plan Update

John Thomas said staff is finalizing the list of projects for the 2015 Plan. He displayed a map showing the 2040 highway projects for Tippecanoe County. Our needs are well identified and the community has been very successful in building projects the projects. The projects in the *2045 Plan* will be similar to the projects in the *2040 Plan*. A lot of our roads that have been reconstructed are shown in purple but there are roads that need reconstruction and made complete streets with curb, gutter, sidewalk, and trail configurations. He pointed out the roads that need four lane and six lane improvements. We still have needs for intersection improvements but the Sagamore Parkway intersections will be taken out. A new interchange will still be shown at I-65 and the planned US 231 extension. New maps with greater detail will be presented at the March meeting.

Ed Garrison asked if there have been any thoughts to go to CR 500 South or CR 800 South to build a true limited access highway to complete the southern loop of the city.

John Thomas said most of our roads are local access roads that provide good connections between the interstate and US 52 and CR 800 South and SR 28 further south. The connections we are talking about at this time are less through roads and more local access roads. We have been very successful in creating our outer belts with Teal Road, US 52, Twyckenham, Creasy, and Veterans Memorial. It is more problematic when we take loops farther out because we have new crossings at the interstate we would have to deal with. We will need to address that issue at some point but the traffic forecasting model does not show a need for a southern loop at this time.

Administrative TIP Modification

Sallie Fahey said on January 27th she administratively modified the *TIP* to add \$26,880 in excess Federal funds from the balance in Happy Hollow to make Battle Ground's North Street project whole because the bids for that project came in over the engineer's estimate.

She said she sent an email to FHWA and INDOT about that issue. A lot of bids have come in favorable and we have had to scurry to find places to spend excess money in 2017 but Battle Ground's small project got unfavorable letting amounts. She thinks it might be the time of the year or the fact the companies do not really want to bid on the small jobs. The communities that have the least ability to do projects are the ones that get hurt in the process. She is hoping the email and these conversations will open a dialog about coming up with a way to solve this problem for the small jurisdictions in the state.

Jon Fricker said he recently did a study for INDOT about something related to this and how the scale kicks in. A project can get too big for some firms but seasonality did not come up in the database. He agrees that games are played with small projects.

Sallie Fahey said the other administrative modification was to move \$18,037 from the balance in Happy Hollow to West Lafayette's Sagamore Parkway Trail project for preliminary engineering because that bid also came in higher than the engineer's estimate.

VII. OTHER BUSINESS

2017 Draft INDOT Sharing Agreement and MPO Account

Sallie Fahey referred to the report that was emailed with the packet that represents what all the MPOs are likely to be getting in the various types of project funding in 2017. We do not get the CMAQ funds because we are air quality attainment. She explained that Congress only lets us spend 97.6233% of our allocation so our total 2017 spending authority is \$4,621,111. The report on the back page breaks that

spending authority down by funding category. We are in Group II with other MPOs that have an urban population greater than 50,000 and less than 250,000 but we are the largest of the small MPOs in the state. She added that the numbers on the back page are the same numbers we were using today when we prioritized our list of projects for the *TIP*.

Jon Fricker said he does not remember seeing this report before and asked if this is a new report.

Sallie Fahey replied that she has shown this list to the Policy Board for the last couple of years but she is not sure she brought it to the Tech meeting. There is also a sheet that shows the 75-25% split at the state level but we did not receive that report this year. There is also money that comes off the top like the PL money we use in the APC office for planning.

INDOT 18-Month Letting List

Doug Poad said not much has changed since last month. The two US 231 bridges over the Wabash River scour projects (8 & #9) are no longer showing up on the list but still moving forward. The award is pending for Battle Ground's North Street and Railroad Street projects because both bids came in over the engineer's estimate. Lafayette's South Street at Scott and Park Streets bike/ped facility project was awarded to Milestone for over \$100,000 less than the engineer's estimate. The I-65 bridge over the Wabash River road maintenance and tree project was awarded to Morphe Construction for slightly over the engineer's estimate. He concluded by saying the Kingston project was let for construction on February 8th.

Heather Kennedy said the I-65 bridge over the Wabash River replacement and widening projects (#10 & #11) will not let in March because INDOT is trying to obtain a couple of permits so the project does not have to be let "with exception". She thinks those projects will let in April or May.

VIII. CITIZEN COMMENTS

William Glick said he is the Executive Director of the Tippecanoe County Council on Aging (Center at Jenks Rest). He appreciates the opportunity to make a couple of comments and ask a few questions. He appreciated receiving the letter inviting him to the today's meeting but he was unable to find information about the plans and progress on the website. The office staff was unable to provide him with the information and advised him to try to get the information sooner than one hour prior to the meeting. He thinks we will get more public participation if the website is friendlier. He suggested developing a glossary. He also suggested putting directions where to find particular items on the website that the public might be interested in. He represents the interest of seniors and those with disabilities and he was unable to find a plan for the \$30,000 allocated to the Bike/Ped Safety Program. He would like to know how that education will proceed and would like to have one of those presentations at Jenks Rest because there are issues of education that particularly involve our seniors. Seniors especially need education on how to use a roundabout and will often drive out of their way to avoid them. He wants to know what bicycle education means. Seniors are telling him it is very difficult to see on Sagamore Parkway north of South Street with the new lighting.

Sallie Fahey said all the Lafayette representatives had to leave but she will make sure they are aware of the William Glick's comments.

William Glick said he has an issue with trail architecture for seniors and persons with disabilities. He would like the opportunity to attend during the architectural planning process. New Architectural ideas to better navigate a trail were presented at the National Senior Center conference. He spoke to The Lafayette Parks Department about handicapped restrooms on trails but the Parks Department was unreceptive. He referred to the third paragraph of Doug Poad's invitation letter where it mentions that CityBus is seeking Federal assistance and is disappointed that was not been on the agenda today. He said he has several comments from his constituents about CityBus schedules and locations.

John Metzinger said he is the best person to contact regarding CityBus and he will provide William Glick his contact information after the meeting.

William Glick said seniors have continuing concerns about night schedules. He knows there are many seniors who should no longer be driving but in many instances there is no way to get to a location by bus. There was one instance where seniors could get a ride on the bus to an event but the bus quit running before the event ended so they could not get back home. He thanked everyone for the opportunity to participate and voice his concerns.

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

IX. ADJOURNMENT

Opal Kuhl moved to adjourn the meeting. John Metzinger seconded.

The meeting adjourned at 3:45p.m.



Sallie Dell Fahey
Secretary