

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

**MEETING MINUTES  
APRIL 18, 2018**

Jon Fricker	JTRP
Sallie Fahey	Area Plan Commission
Jeromy Grenard	Lafayette City Engineer
Kevin Jasinski	INDOT – Crawfordsville Division
Stu Kline	Tippecanoe County Highway Engineer
Capt. Terry Ruley	Tippecanoe County Sheriff's Department
Ed Garrison	West Lafayette City Engineer
Adam Keyster (proxy for Adam Baxmeyer)	Purdue University Airport
Marty Sennett	CityBus
Jason Philhower (proxy for Troy Harris)	West Lafayette Police Department

**NON-VOTING MEMBERS PRESENT**

Cat Schoenherr	APC
Doug Poad	APC
Tim Stroshine	APC
Aria Staiger	APC
Mike Spencer	Tippecanoe County Highway Department
Melissa Patton	INDOT-Crawfordsville

**ALSO PRESENT**

Tim Balensiefer	TBIRD
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Chair Jon Fricker called the meeting to order at 2:00p.m.

**I. APPROVAL OF MINUTES**

Stu Kline moved to approve the minutes of the March 21, 2018 meeting as submitted. Jeromy Grenard seconded and the minutes were approved by unanimous voice vote.

**II. ACCESS PERMITS  
Twin City Eastside Superstore, 3838 SR 38**

Kevin Jasinski said he is representing INDOT but unfortunately he is in a new position and learning as he goes. He thought we were talking about an application today and recently learned this is a request for approval.

Sallie Fahey said this Committee reviews all INDOT applications for new access and makes a recommendation to INDOT. Today the Committee will review the application and vote on a recommendation to the INDOT's Permit Department. She APC asked staff to make the presentation today.

*Ed Garrison joined the meeting in progress*

Doug Poad displayed aerial photos showing the request for a new driveway close to the western edge of the property line along with requested striping changes to the left turn lane onto Creasy Lane from SR 38.

Tim Balensiefer said the striping is not necessary but it has been included as an option.

Kevin Jasinski said it looks like the striping allows for dedicated left turns into the new drive and the southernmost drive. That will allow traffic to be a bit more segregated.

Jeromy Grenard pointed out that right now there is a two-way left turn lane there.

Kevin Jasinski said this proposal would make it into a dedicated left turn lane at the parking lot entrance to better channelize traffic turning left at the light.

Jeromy Grenard said he has concerns about doing that.

Doug Poad distributed copies of a report that summarizes the minutes from four meetings several years ago when this property was discussed in terms of access. At that time, Speedway was planning to build a service station and convenience store at the southwest corner of the SR 38 and Creasy Lane intersection. Speedway was requesting two driveways and there was discussion about the construction of a median on SR 38. The previous owners of the dealership that occupied this lot said they recently upgraded their main drive on SR 38 and they felt putting the median in would hurt their business. The length of the median barrier was discussed because of the amount of traffic turning left onto Creasy Lane.

Ed Garrison asked if the curb ramps were redone at that time.

Doug Poad said the curb ramps were done before that.

Stu Kline said he is having a hard time trying to figure out what the dealership is proposing.

Sallie Fahey referred to the proposal included in the packet and said we are talking about the drive at the west end of the property and a proposal to shorten the left turn lane with paint.

Jeromy Grenard said the number of turners from SR 38 on to Creasy increases during the holiday season (between Thanksgiving and Christmas) and traffic routinely backs up at this intersection. He thinks this proposal will push the traffic back into the through lanes if we do the striping. He is not so much against the drive approach but he is in favor of leaving the two-way left turn lane from the raised median back.

Ed Garrison said you might be able to get more queuing in the left turn lane if the double yellow is shifted over and not have the gore in between. He has seen this done several times. Right now there are hash marks but the gore will create a dead zone.

Jon Fricker asked if the old drive is staying and we are looking at adding a second entrance.

Sallie Fahey explained that right now you cannot turn left out of the dealership onto SR 38 because there is a median.

Stu Kline said the new entrance will also create an access from SR 38. He asked if allowing a left turn out of the new access will affect the left turn lane. Some drivers will "honor the paint" and others will not.

Kevin Jasinski explained that Jeromy Grenard was saying if you do this where there are dedicated areas that allow people to make the left turn into the dealership you will limit the amount of left turn traffic that will be able to go to Creasy Lane. If the proposal is approved, those wanting to turn left onto Creasy Lane will back up into the travel lanes during the holiday season.

Stu Kline asked if there is a gore out there now or is the gore being proposed today.

Ed Garrison said right now it is a two-way left turn lane (TWLTL).

Stu Kline asked if the gore is needed because of the new drive.

Kevin Jasinski replied that right now there is an island and the gore is being proposed to allow for channelization during normal times. People who follow the rules will queue in the travel lanes.

Stu Kline thinks it will not hurt to have the turn lanes without the gore. The left turn lane basically goes from the new driveway all the way to the intersection of Creasy and SR 38.

Ed Garrison thinks the same pattern that is out there now will be followed even if there is a gore there. He thinks there is room to extend the turn lane to Creasy and it is probably warranted during certain times of the year. This proposal will not affect the length of the turn lane but it makes sense to extend it out based on queues we have seen in the past.

Jeromy Grenard sees that the transition from the two-way left turn lane right now occurs at the raised median.

Ed Garrison asked if the drawing submitted matches the existing condition from where transition from the turn lane ends.

Tim Balensiefer said it pretty much matches and added that the dedicated turn lane into the dealership could be taken out and not have a dedicated turn lane.

The Committee and Tim Balensiefer discussed options and possibilities.

Sallie Fahey summarized by saying Tim Balensiefer feels the dealership can live without the dedicated left turn lane.

Tim Balensiefer agreed and said it can remain a suicide lane/dual turn lane/TWLTL, leave the stripe the way it is, and add a new intersection that will allow a center turn lane. He added that INDOT staff feels the same way.

Doug Poad said pedestrian, cyclist and ADA issues (sidewalks and ramps) have not been considered. The sidewalks need to remain level instead of coming down on the driveway and going back up. The sidewalk and driveway need to remain at the same level.

Tim Balensiefer said those issues have been considered but the sidewalks and drive may not be level. There will not be much of a transition down from the sidewalk and that is because of drainage and access issues.

Sallie Fahey said giving preference to the sidewalk geometrics is something this Committee has been trying to promote for a long time. The driveway will have to take the angles.

Jason Philhower asked how the sidewalk will work for the car carriers/semis entering and exiting the site because the car lot is lower than the sidewalk. The carriers do not have a lot of clearance.

Tim Balensiefer said that situation will create a speed table/car bump.

Sallie Fahey explained that because of ADA requirements we end up with sidewalks that ramp down to the driveway and walk up and that can be tough for a pedestrian with challenges.

Stu Kline said ADA limits to a 2% cross slope and the delta is limited to 15%. If the entrance is built to standard it should be traversable.

Ed Garrison explained that the cross slope is the angle of the drive between the road and the drive and the delta is the slope between the sidewalk and the drive. A 15% cross slope going both ways creates an island the car carriers/semis will be hanging up.

Stu Kline added that that will be a 30% delta.

Tim Balensiefer said we are talking about using the sidewalk as part of the flat area and going back down. That is the problem we are having with this particular case because the driveway itself is going to have to be extended into the property so trucks do not hang-up and that will be internal to this site. The new drive will meet standard specifications.

Kevin Jasinski said the table-top should be balanceable and then go down.

Sallie Fahey feels the motions should read as follows:

*to recommend approval of the new entrance at the west end of the property with the striped gore eliminated and a suicide lane without a dedicated turn lane remaining for the new/existing entrance.*

Ed Garrison said that is what he remembers.

Ed Garrison asked if we know what the use will be.

Tim Balensiefer said there will be a car dealership on site.

Jeromy Grenard moved to **Recommend Approval of the New Entrance at the West End of the Property Eliminating the Striped Gore and Leaving the Existing Turn Lane as it is for the New/Existing Entrance to INDOT.** Ed Garrison seconded and the motion was approved by unanimous voice vote.

### **III. ADMINISTRATIVE TIP MODIFICATIONS**

Sallie Fahey said a day or so prior to March 28<sup>th</sup> we did a big *TIP* modification to take care of moving money around to make Klondike Road go forward after its letting. She made an administrative modification on March 28<sup>th</sup> to correct a typo in one of the des #s. INDOT's monthly obligation report showed we have an additional \$40,913 in PYB for FY 2018 so she administratively modified the *TIP* to move those funds into Klondike Road because the county still has to pay a lot more than 20% for the project.

She went on to say that next month she will do another administrative modification to move the last bit of HSIP money to the North River Road and CR 500 project. Once that is done we will have obligated all our FY 2018 money.

### **IV. APC PROGRESS Bicycle Counting Program**

Tim Stroshine said we started the bicycle counting program last year in partnership with Bicycle Lafayette. Bicycle Lafayette enlisted volunteers to take counts of cyclists at various locations throughout the community. Some of the counts were taken yesterday with more being taken today and tomorrow, along with Tuesday, Wednesday, and Thursday next week. All the counts are being taken while Purdue is still in session and that is important because several count locations are in the campus area. Once all the

counts have been taken he will prepare a report and compare this year's data to last year's. He is grateful for the volunteer help Bicycle Lafayette is providing because that means we do not have to use staff time to take the counts.

Sallie Fahey said APC purchased reflective vests for the volunteers to use when taking the counts for safety reasons and to make the volunteers look a little more professional.

### **Traffic Counter Update**

Tim Stroshine said an interlocal agreement was signed authorizing APC to purchase traffic counting equipment for each of the three jurisdictions to use. The equipment has been received and paid for and he distributed the counter to the County Highway Department and the West Lafayette Engineer's Office. He has tried to contact Fred Koning a couple of times about Lafayette's counters but he has been unable to reach him.

Jeromy Grenard said he will make sure someone from Lafayette picks up the counters from APC.

### **FY 2019-2020 UPWP**

Sallie Fahey said the UPWP is a yearly program where we allocate staff time and money to do all transportation planning activities. INDOT's Central Office has not requested any changes other than asking us to beef-up one of our financial charts to make it easier for INDOT to see each federal money fund amount. Once that is done we will be able to provide INDOT with the final document so INDOT can ask that the Federal money be transferred. We should be ready to go on July 1<sup>st</sup>. She added that when the UPWP is final we will put it up on the APC website.

## **V. OTHER BUSINESS INDOT 18-Month Letting List**

Doug Poad referred to the report and said all the projects have stayed the same and are on target. The Klondike Road project (#1) was let on March 14<sup>th</sup> and awarded to Gradex INC. The US 52 signal installation project (#2) was also let on March 14<sup>th</sup> and awarded to Hoosier Company Inc. The Cherry Lane new road construction project from relocated US 231 to McCormick Road (#3) and the SR 28 overlay, preventative maintenance project (#4) are scheduled to be let in July. The Teal Road projects (#14, 15, & 16) are still scheduled for a January 2019 letting.

Ed Garrison said the Cherry Lane project (#3) will not be ready for letting in July and will have to be moved back to probably a December letting.

## **VI. CITIZEN COMMENTS**

None

Jon Fricker said that the next Technical Transportation Committee meeting will be May 16, 2018.

**VII. ADJOURNMENT**

Stu Kline moved to adjourn the meeting.

The meeting adjourned at 2:30p.m.

A handwritten signature in cursive script that reads "Sallie Dell Fahey". The signature is written in black ink on a light-colored background.

Sallie Dell Fahey  
Secretary