

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

MEETING MINUTES

June 20, 2018

Sallie Fahey	Area Plan Commission
Bob Foley (proxy for Jeromy Grenard)	Lafayette City Engineer
Kevin Jasinski	INDOT – Crawfordsville Division
Stu Kline	Tippecanoe County Highway Engineer
Will Carpenter	Lafayette Police Department
Ed Garrison	West Lafayette City Engineer
Jim Knapp (proxy for Adam Baxmeyer)	Purdue University Airport
Capt. Terry Ruley	Tippecanoe County Sheriff's Department
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
Mark Harlow	Dayton Town Manager

ALSO PRESENT

Jan Myers	Citizen
Mike Spencer	Tippecanoe County Highway Department
Melissa Patton	INDOT
Colin Sullivan	BF&S

In Chair Jon Fricker's absence, Sallie Fahey called the meeting to order at 2:00p.m.

I. APPROVAL OF MINUTES

Ed Garrison moved to approve the minutes of the May 16, 2018 meeting as submitted. Kevin Jasinski seconded and the minutes were approved by unanimous voice vote.

II. ACCESS PERMITS

None

III. ADMINISTRATIVE MODIFICATIONS
Add Section 5310 Funds for Wabash Center's Low Floor Minivan Project

Sallie Fahey said Wabash Center's funding request for Section 5310 funds was approved by INDOT and this amendment will move Wabash Center's three, low floor minivan project from Table 5, Unfunded Local Projects, to Table 4, Funded Local Projects. Details of the project are included in the staff report.

IV. APC PROGRESS
Discussion Regarding TIP Funding Apportionment and Spending

Cat Schoenherr referred to the first page of the staff report and said it is the final, FY2018 Local Share of Federal Funding Apportionments and shows Lafayette's share as \$4,761,519. The second sheet of the report compares our final number to where we were before. We received an additional \$129,194 that will carry over to FY2019. The sheet also shows our FY 2019 total. Our FY 2019 apportionment includes the \$1,200,000 we will have to repay to NIRPC.

Sallie Fahey said that the spending authority shown on the report is the amount Congress says we can spend. She then pointed out that in November 2017 our spending authority was 96.1857% and went up to 98.5028% in May 2018. Our 2019 percentage is 98.0993%.

Cat Schoenherr went on to say the 3rd page of the staff report shows what pot of money our monies came from and where the funds were spent. The final page of the report is a state-wide, FY 2018 Funding Review Summary. Even though the report says we obligated 98.52% of our funding we actually obligated 100% of our funding because the amount we received went up right at the end.

Sallie Fahey added that we were the first MPO in the state to spend 100% of our money.

Stu Kline said we also spent part of another MPOs money. He asked if our 1.48% showing as unspent will carry over to FY 2019.

Cat Schoenherr said the \$129,194 will carry over to FY2019. Those funds can be carried over because we just found out about them last month.

Ed Garrison thinks those funds can carry over for five years.

Sallie Fahey explained that we have to spend those funds next year. We have until FY 2020 to spend our PYB funds.

Stu Kline asked if those funds will show up as PYB funds.

Doug Poad said that money is a new allocation and will roll over into next year's allocation. It is not PYB but rather is broken into STP, HSIP, and TA.

Title VI Reports

Cat Schoenherr said she has been unable to find Lafayette's and West Lafayette's Title VI Plans and she asked if they have them.

Ed Garrison and Bob Foley said they have plans.

Cat Schoenherr said she is not able to find them on the City websites and sked Ed Garrison and Bob Foley to help her find them. She wants to compare the plans and make sure we are all on the same page.

Ed Garrison said the West Lafayette Clerk's Office or Tim Clark can get the plan for her.

Bob Foley said he will make sure Cat Schoenherr gets Lafayette's plan.

V. OTHER BUSINESS ADA Perspective

Jan Myers said she is going to provide a non-legal perspective and relate to everyone what it is like out there. Ed Garrison took a round foot walk with her recently and learned how much bumpier the tooled sidewalks are. She plans to talk about the various mobility tools (canes, crutches, walkers, wheeled things). The wheelchair is used as the symbol for ADA/handicapped in the US. She has used all the mobility tools and she learned that most people would rather use two canes rather than use a more-stable walker. A vehicle door has to be swung wide open for those using mobility assistance. Wheel chair ramps can be on the right or left side as well as in the rear of vehicles and she urged everyone to allow enough space for loading and unloading when designing ADA parking spaces. Older style funnel ramps at intersections are hard to navigate. She and Ed Garrison saw continuous ramps but the curbing defining the edge of the ramp is level with the sidewalk. The ramp becomes lower than the sidewalk level when going down and often that leaves one wheel lower than the other.

Ed Garrison agrees that you can be on two different elevations in transition areas. Often the curb edge is put in in what is the 5' walkway and you end up with the curb in a 4' walkway. He agrees it is a trip hazard.

Bob Foley asked if the ramp needs to be outside the sidewalk.

Jan Myers said that is what needs to be done. Driveways become sidewalk ramps because of T-intersections. The water company put 1/2" or greater clips on all the driveways in her neighborhood and most power chairs have only a 1/2" clearance.

Sallie Fahey does not think driveways are supposed to be part of the ADA system.

Jan Myers said that is interesting because often there is a sidewalk running alongside mid-block. There has to be somewhere to do the transitions or you end up going down a ramp and into the street. There has to be a way to connect by a true sidewalk ramp and that is not being done.

Ed Garrison knows you have to be able to walk on both sides.

Sallie Fahey said that is because there is no sidewalk ramp. She thinks Jan Myers is saying she is using a driveway because there is no sidewalk ramp. She believes in those cases the driveway has been built to a driveway spec and the real problem is that there is no sidewalk ramp.

Jan Myers thinks some of the driveways have a clip greater than what she thinks driveways have to meet. A lot of cars in her neighborhood are bottoming out when they come off the driveway.

Ed Garrison does not know if there is a vertical phase spec for driveways but he knows there is for changes in vertical curve and other things like that. You cannot go from a steep grade one way to a steep grade another way. He agrees one is easier to travel over than another but he is not sure the City can enforce building those to the standard 3/8" ADA requirement.

Jan Myers said you have to go over stepping stones to get into Greek or Roman ruins and we seem to have stayed with the idea that sidewalks needs to be above the curb but there is no real need to do that. Drainage does not go to the sidewalk.

Sallie Fahey said it is not safe to have sidewalks and curbs at the same level unless you use ballards.

Jan Myers said the Meyers Bridge has been improved recently but the curbs are still there from the street/sidewalk stage. There should be white paint on the curb so it is known as a height difference for those with visibility issues. She has almost run into the new benches that run perpendicular with the river when traveling west into the sunset.

Ed Garrison agreed and added that lighting is a problem because there are no distinguishable curb heights.

Jan Myers said those benches need to be painted a different color or have flashers on them. She got caught in one of the elevators, which is probably the reason emergency phone numbers are listed. There is a curb down to the street level on the bridge that has no markings when you exit the elevator and head west on the bridge. You have to be almost in the middle of the bridge at the old street level where the curbing disappears and come back again if you want to use the elevator. There is a sign telling bicycles to take the new ramp but that would also be useful for anyone with luggage, wheelchairs, and so forth.

Ed Garrison thinks a lot of those problems can be taken care of with universal accessibility signage. Purdue has been implementing a lot of that signage on campus, but he has not seen it all. A lot of times accessible routes are available but often it is a matter of finding those routes.

Jan Myers said the old curbing shows up all through the bridge. There are white edging lines for automobiles on the Harrison Bridge but no marking to indicate where the edge of the walk is. The sidewalk edge should have marking on the curbing. It also amazed her how often sod is laid below the sidewalk grade in residential areas. Once you fall off the sidewalk in those areas you cannot get back on. Per ADA, all sod is to be at grade with the sidewalk so that does not happen.

Sallie Fahey asked if that is a requirement in the tree line, the property side, or both sides of the sidewalk.

Jan Myers said the problem seems to be universal because most contractors think it is okay if the top of the grass is even with the sidewalk but that is not the case.

Ed Garrison said a lot of that has to do undercutting behind it when they build the curb and gutter system. Even if the sod is at-grade when it is laid, the sod ends up settling and you end up with big gaps. He agrees that is an issue across the board with any construction project you have to decide if you are going to compact everything down or purposely leave it up to let it settle into place.

Stu Kline said that after five or six years the sod thatches up and it is above the sidewalk.

Jan Myers said she has never seen a spot where that has happened, and she does a lot of walking around here.

Jim Knapp said Purdue has that issue on campus because of drainage issues where the grass is growing up and as the soil goes up it traps the water on the sidewalk. That causes ice issues. He feels you are damned if you do and damned if you don't.

Ed Garrison said you have to walk with the contractors and make sure they are packing everything down.

Stu Kline said you still have a berm situation after 10 years or so when the thatch grows leaving the sidewalks wet all the time.

Jan Myers said INDOT promised her a signal that counts down the seconds at Nighthawk and Sagamore to assist people with hearing difficulties. Signals needs the count down, the flashing human figure, and also the oral announcement that tells you it is okay to cross.

Kevin Jasinski asked Jan Myers for the location she is talking about.

Jan Myers said she is referring to Nighthawk and Sagamore Parkway in West Lafayette.

Kevin Jasinski asked if the signals are the same for the other intersections in that row (Salisbury and Yeager).

Ed Garrison said if it is like that at one intersection it is the same for the other intersections in that row.

Jan Myers said the pedestrian crossing was lowered at Sagamore and Salisbury within the last two years and now the crossings are puddled. She is also concerned about allowing right turn on red because people do not watch for pedestrians. Drivers tend to only look left for traffic.

Sallie Fahey agreed and added that it is hard downtown, especially on the one-way streets. It is especially dangerous if you are a pedestrian going with the traffic and you are crossing when someone is turning. She thinks the right turn on red going from a one-way to a one-way are even worse than the two-way.

Jan Myers said her mother had hearing loss and she tutored blind students. She barely touched on those ADA issues and stuck to transportation issues. She is happy to answer any questions.

Sallie Fahey said she commented to the County Commissioners' assistant about the braille signs in the county building. Paula Bennett is aware the braille signs are wrong and assured her they will be changed in the near future.

Jan Myers said she has not seen any braille signs or larger print signs at bus stops for the visually impaired.

Ed Garrison said Jan Myers has visited five more continents than he has but he enjoyed his walk on round feet with her. He thinks it was educational on both ends and they managed to have fun on one of the hottest days. He could not imagine making that walk in a manual wheelchair because a lot of things would have been much more complicated. He said he did not realize he had gotten out of the habit of pushing the buttons to cross at intersections.

Jan Myers would like to have the shiny buttons to push at intersections because she can only push with her elbows. She also likes the flat buttons with the arrows for mobility reasons and because they are very helpful to those with limited vision because the arrows indicate which way you are crossing. She also wishes the signal buttons were uniformly placed on the poles.

Ed Garrison said his office recently received a couple of complaints about those buttons because they can't feel the button push in when they hit it. People are not sure if they are making contact. The other buttons have a little click.

Jan Myers said all the flat buttons will say "wait" when pressed and she does not get that with the other buttons. She again invited anyone who is interested to take a round foot walk with her.

Ed Garrison explained that the photo of Jan Myers and him out on their round foot walk in the Village was not planned or rehearsed.

Cat Schoenherr said she had just finished lunch when she saw them and knew she had to take the picture.

Jan Myers said some of the sidewalks on Main Street got elevated but they do not go all the way up to the store fronts. She can access some businesses but not others. She does not see why the sidewalks were not made to line up with the store front elevations.

INDOT 18-Month Letting List

Doug Poad referred to the report that was distributed in the packet and said we have some changes this month. No projects were recently let. Three SR 25 and two SR 26 bridge projects (#5, 6, 7, 8, & 9) have been moved for a September 2018 to a November 2018 letting. The Cherry Lane new road construction project (#11) has been moved from a July 2018 to a December 2018 letting. Three new projects on the list are SR 25, US 52, and US 231 patching projects (#17, 18 & 19) and scheduled for a March 2019 letting. The final new project on the list is the Twyckenham Boulevard road reconstruction project from Poland Hill to South 9th Street (#21) and it is scheduled for an October 2019 letting.

VI. CITIZEN COMMENTS

Jan Myers said our taxpayer dollars have already paid for the Disabilities Statistics Compendium. The study is done by the University of New Hampshire. The website for the Institute on Disability is www.iod.unh.edu.

Sallie Fahey said that the next Technical Transportation Committee meeting will be July 18, 2018.

VII. ADJOURNMENT

Bob Foley moved to adjourn the meeting. Ed Garrison seconded.

The meeting adjourned at 2:45p.m.



Sallie Dell Fahey
Secretary