

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

MEETING MINUTES

July 18, 2018

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

NON-VOTING MEMBERS PRESENT

Cat Schoenherr	APC
Doug Poad	APC
Tim Stroshine	APC
Aria Staiger	APC
Bob Foley	Lafayette Engineer's Office
Mark Harlow	Town of Dayton

ALSO PRESENT

Amanda Rice	FHWA Intern
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Chair Jon Fricker called the meeting to order at 2:00p.m.

Sallie Fahey introduced Amanda Rice, one of Indiana FHWA's summer interns. Amanda is starting the last of year of her master's degree in urban planning at Alabama A&M. Federal Highway folks thought it would be interesting for her to see an MPO who also does local planning and comprehensive and current planning. She spent two days with staff last week as well as today. While here she saw BZA case reviews and will attend the APC meeting this evening among other activities.

Jon Fricker welcomed Amanda Rice and asked her where she is from.

Amanda Rice replied that she is from Columbia, South Carolina.

I. APPROVAL OF MINUTES

Travis Kohl said an INDOT meeting attendee is listed as Melissa Dalton when her name is Melissa Patton. He asked that that be corrected.

Ed Garrison moved to approve the minutes of the June 20, 2018 meeting as submitted. Travis Kohl seconded and the minutes, as amended, were approved by unanimous voice vote.

**II. FY 2018-2021 TIP AMENDMENT
Add Six New Bridge Projects and Update Sixteen Existing Bridge Projects**

Doug Poad said INDOT has requested this amendment to add six new bridge projects and to update sixteen existing bridge projects. Three of the new bridge projects will involve removing debris. The SR 28 bridge over the Haywood Ditch will receive an overlay and a bridge on the Hoosier Heartland will receive a thin deck overlay. Also, the eastbound Sagamore Parkway bridge at the Northwestern junction will be repaired. The construction phase for pipe lining a small structure under I-65 will be added to FY 2020 and all other projects being updated are thin deck overlay projects. The staff report included in the packet provides detailed information on each project. It appears we will have a lot of work on state roads in FY 2020 and 2021.

Stu Kline moved to recommend approval of **FY 2018-2021 TIP AMENDMENT** to the Policy Board. Ed Garrison seconded and the motion was approved by unanimous voice vote.

**III. APC PROGRESS
Bicycle Count Data Collection**

Tim Stroshine said the map distributed prior to the meeting contains some of the 2018 bicycle counts taken by the Bicycle Lafayette volunteers. The map includes the 2017 counts that were taken at the same locations. He pointed out that the 2018 counts were generally lower than the 2017 counts and thinks some of the lower counts in the campus area were due to the unseasonably cold spring we experienced. Even the volunteers mentioned that they had to bundle-up to be out taking the counts for a couple of hours.

Ed Garrison recalled that this year we went right from winter weather to summer weather. We did not have a spring this year.

Sallie Fahey asked if the counts shown on the map are the 2017 and 2018 counts combined.

Tim Stroshine explained that the 2017 counts are shaded gray and the 2018 counts are black.

Ed Garrison clarified by saying the bottom number for each location is the 2017 count and the top number is the 2018 count.

Tim Stroshine said the second handout he distributed prior to the meeting is a table with more specific, intersection-focused counts that were taken at State and Northwestern. The aerial photo shows the ongoing construction and staff feels the construction may have affected some of the movements. The data includes information on how the cyclists navigated the intersection. He pointed out that a very low number of cyclists were wearing helmets and that a majority of cyclists were riding on the sidewalks. The diamonds on the aerial show the direction the cyclists were coming from. The circles on the aerial are where the cyclist would stop and choose the path they would take to continue their trip. In this area, we are seeing cyclists as pedestrians and he believes that is the case because that is how the cyclists feel the safest. He would like to take the same counts again in the fall.

Ed Garrison believes the red diamond is in a shared use path designated for bikes.

Jon Fricker said that is not the case. He is riding his bicycle on the sidewalk coming from Civil Engineering because that is the only way to get to the intersection. Otherwise he would have to go around the fence.

Ed Garrison knows there is a cycle track as part of the new MSEE renovation and that it is supposed to continue on but the operation design has not been completed.

Jon Fricker said the track is in front of the Physics building but is not in the part we are talking about now.

Ed Garrison agreed and knows the sidewalk is wide enough to handle cyclists and pedestrians but he is not sure Purdue has not done any messaging/markings with sharrows.

Sallie Fahey added if a cyclist wants to be considered a pedestrian they have to get off their bike and walk it. She does not believe any of the cyclists were walking their bikes.

Ed Garrison said that is right. The State Street Project was designed through the Purdue campus corridor where the cyclist on separate tracks meet the pedestrians at the crosswalk and cross at the same time with the signalized intersection. That theme was continued without mixing them through the Chauncey Hill area because there is signage that say bicyclists cross with the pedestrian signal.

Tim Stroshine said not many people were observed walking their bikes.

Jon Fricker said that will happen anyway.

Ed Garrison said that provides a protected crossing where the cyclist does not have to worry because traffic is already looking for pedestrians.

Jon Fricker asked if the counts were separated by movements (blue versus red).

Tim Stroshine said the counts were not separated and the blue/red arrows are just a visual depiction of what he observed.

Jon Fricker then asked when the counts were taken at this intersection.

Tim Stroshine replied that the counts used for this table were taken in late June. He went on to say he has had conversations with the Bicycle Lafayette volunteers and they have offered to help out by taking counts this fall when the student population is greater.

Jon Fricker said he may have some students who might volunteer to take some counts.

Tim Stroshine said he will never turn down a volunteer.

Bridge and Pavement Performance Targets

Sallie Fahey said last fall we did Safety Performance Measures and at that time the MPOs had the option of helping their states meet their targets or developing their own target measures. We opted to follow the state's performance measures. The next performance measure coming up is the bridge and pavement performance measure and INDOT created and adopted its targets in May. MPOs now have 120 days to decide if we are going to adopt the state's targets or develop our own. At the last MPO Director's meeting she learned there is not one MPO in the state that is going to develop its own bridge and pavement performance measures. We have until November 16th to have the Policy Board adopt a resolution to support the state's bridge and pavement performance measures. She went on to say this will be based on percent good and percent poor and all the pavement data will show up in square meters. She hopes Travis Kohl can explain why. We will be showing our support for the state's performance measures through local projects which support their targets for pavement and bridge reliability. We might put projects in the *TIP* that show that support and that we are putting our money where our mouth is. The County has tight control on bridge maintenance so she thinks we can easily demonstrate our support there. She said we will start developing a new *TIP* late fall. We will get projects from INDOT and make a call for local projects and the *TIP* will be adopted into the State *TIP*. She asked everyone to be thinking about projects that support the state's safety targets, how we are using our HSIP money to do that, and what projects we will have in the *TIP* that help meet the state's targets for paving and bridge reliability.

Stu Kline asked how many years we will be programming.

Sallie Fahey replied that INDOT will have a 5-Year Plan of projects and suggested they do a 5-Year *TIP*. She added that the last year will not have official funding.

New 5-Year Plan and *TIP/STIP*

Sallie Fahey said INDOT would like all MPOs to do another 5-Year Plan and we are in good shape because Doug Poad has kept our plan rolling forward and it is up-to-date. We will probably take another look at it before submitting it to INDOT. The Plan helps INDOT because INDOT Administration will be able to show all the MPOs have projects in the pipeline through 2023. It will also afford Kathy Eaton-McKallip and our colleagues around the state some flexibility on whether we need to save money for a couple of years to do a big project. For many years we had more money than we knew how to spend but now we are going to the other extreme where we do not have enough money to do projects. We will be working with Susie Kemp in Crawfordsville to make sure all the projects in our 5-Year Plan are in the state's program management system.

Community Crossings

Sallie Fahey said August 6th will start the next call for Community Crossing projects but we have been told that all 2016 projects have to be closed out before LPAs are eligible to apply for the new money. Everyone is eligible to apply after the August 6th call but it will be the last call to fund retro-active projects. Going forward the calls will all be in January and July. From then on, the tax money that funds the Community Crossings grants will be collected for six months followed by a call the next month. That way INDOT will know how much money it has available to distribute. There will only be one award per calendar year per LPA starting with the January call. The engineers will need to decide which call they want to use and what project it will be.

Ed Garrison said Susie Kemp told him that an LPA can submit for the first call and if you are not awarded you can resubmit the same project for the second call.

Stu Kline heard that if you did not hit your maximum with the first call you could hit the second draw but he talked to someone who said that was not the case. If an LPA receives anything they cannot apply again.

Jeremy Grenard agreed, Kathy Eaton-McKallip told him at a meeting that an LPA can apply at the second call if you did not hit your maximum.

Sallie Fahey said Kathy Eaton-McKallip told her the opposite. She said the MPO Directors meet next week and she will get a definitive answer on whether or not you can apply at both calls. She added that it is possible that Kathy meant if you ask for \$800,000 in January and don't get it, you can ask for more money for the same project in July if you can justify it.

Stu Kline said she was talking about partial funding. You could apply for the other three roads in the same project in July call if you have a package/project of five roads but you got partial funding for two of the roads in January.

Jeremy Grenard said he heard that too but that is going against what he previously heard. He heard you would be eligible for one award annually with no supplementation up to a dollar cap.

Ed Garrison asked if the August 6th call is for FY 2019 funds and if that is the only call in CY 2018.

Sallie Fahey said the August call is for 2019 projects using taxes already collected in 2018.

Doug Poad added that starting in 2019, there will be a call in January and a call in July making two calls per year going forward.

Sallie Fahey said she was also told that the legislature is requiring that the adjacent road project be at least a 1.5" mill and overlay for sidewalks to be eligible.

Ed Garrison thinks that includes curb ramps as well and that means you would have to redo curb ramps if you are doing a resurface but you do not if you are doing crack sealing.

Travis Kohl said there are some variable pavement treatments that are thinner than 1.5" and he is not sure if those are eligible or likely. He is not sure the variable treatments have been considered.

Ed Garrison said West Lafayette is doing a 1" resurface that was approved but no sidewalks are being done.

Sallie Fahey said Doug Poad attended additional INDOT training this past Monday and asked if there is anything he would like to share with the Committee.

Doug Poad said INDOT is still working out the bugs for the program that will be used to submit the application. INDOT is asking for a lot of information like ADA, Title VI, traffic counts, truck percentages, crash information, etc. The application seems simple and easy to fill out. Project locations will be shown on a map and when that is done some of the required fields are populated. You can do up to ten roads at a time but bridges have to be done individually.

IV. OTHER BUSINESS INDOT 18-Month Letting List

Doug Poad said the SR 28 overlay and preventive maintenance project was scheduled to be let in July but was moved and scheduled to be let today. He has no further information at this time.

Travis Kohl said there were questions from contractors regarding that project and INDOT wanted to provide clarification to give the bidders the opportunity to put together a good package. The project was let today and appears to be awardable with significant savings.

Doug Poad said the first new project on the list is a US 52 pavement patch and rehab project (#2) from 4th Street to 30th Street. The second new project is also a patch and rehab project on SR 38 (#3). The 3rd new project is also a patch and rehab project on SR 28 (#4) from SR 25 to US 231. Two bridge scour protection projects (#5 & #6) on US 231 have been moved from an August to a September letting. He went on to say the local projects coming up are the North River Road at River Bend Hospital (#7) in October, Cherry Lane new construction (#14) in December, Happy Hollow Neighborhood Trail (#15) in January, Concord Road at CR 430 S intersection (#19) also in January, Sagamore Parkway Trail (#23) in July, and Twyckenham Boulevard (#24) in October.

V. CITIZEN COMMENTS

None

Jon Fricker said that the next Technical Transportation Committee meeting will be August 15, 2018.

VI. ADJOURNMENT

Stu Kline moved to adjourn the meeting. seconded. Ed Garrison seconded.

The meeting adjourned at 2:35p.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