

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

**MEETING MINUTES
September 19, 2018**

Jon Fricker	JTRP
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
Ed Garrison	West Lafayette City Engineer
Adam Keyster (proxy for Adam Baxmeyer)	Purdue University Airport
Bryce Gibson (proxy for Marty Sennett)	CityBus
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
Jay Mitchell (by phone)	INDOT
Travis Kohl	INDOT
Melissa Patton	INDOT
Brett Crutchfield	INDOT
Mark Harlow	Dayton Town Manager
Margy Deverall	City of Lafayette
Jill Hoffman	Empower Results
Kim Irwin	Health by Design
Colin Sullivan	BF&S

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

I. APPROVAL OF MINUTES

Bob Foley moved to approve the minutes of the August 15, 2018 meeting as submitted. Kevin Jasinski seconded and the minutes were approved by unanimous voice vote.

II. ACCESS PERMITS

None

III. BIKE WALK GREATER LAFAYETTE SAFETY PLAN COMMITTEE UPDATE

Margy Deverall said this Plan was first discussed in 2015 and received support from the cycling community. An ad-hoc committee was put together with local leadership from the cities, the county and cyclists. The committee and a sub-committee met for a year and a half to discuss safety when it was suggested that the three groups get together and combine some of our Federal aid money for a bike and pedestrian safety plan. The funding was approved and a team of consultants was hired with BF&S taking the lead and the plan was completed and adopted about this time last year.

Ed Garrison joined the meeting in progress.

Margy Deverall went on to say a committee has been formed to work on a “Comfort Plan” and map with biking and walking routes. Some outreach has been done at health fairs through the use of informational rack cards. Lafayette and West Lafayette each have a “Bike/Ped Coordinator” on staff and Lafayette formed a citizen advisory committee similar to what West Lafayette has had for many years. She said Jill Hoffman and Kim Irwin will be talking about the plan and they hope to get feedback from this Committee on what the next steps should be.

Jill Hoffman, environmental and outreach consultant for the Plan based out of Indianapolis, said a lot of her work has to do with social marketing trying to get behavior change and have people adopt new things. The Plan is a how-to document, almost like a strategic plan, that identifies the partners and high, medium, and low priority actions, assigns timelines, and provide relative costs using “\$” symbols. The “Es” in the Plan refer to education, encouragement, enforcement, evaluation, and also policy & programs. The Committee has already done some branding, worked on education like the bike-friendly business outreach, encouragement activities, and involved local law enforcement. Progress will continue to be evaluated and we will be looking into what local policy and programs need to change to enhance what the Plan is doing. Work is ongoing and she presented several slides showing some of the education activities, what the cost might be, and how traffic will be moved. It is important to educate people about something that impacts traffic safety. The strategy is to implement a multi-media campaign and let people know that we have started and have a plan. We need to talk about the “hows.” Expanding the Safe Routes to School program has been discussed and some early ground work has been laid with the partners. One of the lower cost items under the encouragement category is making sure there is active transportation to and from ongoing public events. Another idea is to host walks and rides along the trails and link those activities to other parks or school programming. Enforcement is working with law enforcement agencies to improve safe biking and walking. The Plan is recommending a multi-disciplinary crash review team that will include field audits. The goal is to get this out of a planning document by advancing the work and thinking about it in a way that is important as all of the infrastructure advances are being made. The goal is to build a culture and sense of safety.

Stu Kline joined the meeting in progress.

Jill Hoffman said once we figure out the “how” we will need to look at obtaining the necessary funding. We now need to advance some of the tools, materials, and programming. We need to keep our momentum because we realize we need more local capacity, more funding, and a better understanding of the partnership. She knows the goal is to have safer, more vibrant community opportunities and this part of the transportation work is as important as the infrastructure investments that have been put on the ground. We need to figure out how we can get the Plan fully-implemented, make sure we have the resources to do it, and coordinate our efforts. We need to make a conscious effort to make things line up between the jurisdictions throughout the county. More local capacity needs to be dedicated for the work in this plan and doing that might mean shifting roles among existing staff, adding staff, and/or gearing up the communication staff. She asked this Committee to provide ideas on what should be added to our asks and how the Plan ties into work already being done before a request is made to the Policy Board. She said she really needs the MPO’s support to make the Plan come to fruition.

Kim Irwin, co-consultant for the *Bike Ped Safety Plan* said she works for Health by Design and that so far this has been an incredible process and everyone has been wonderful to work with. She thinks our Plan will be the first in the state to be done this way. Many of the groups have been involved in the planning process and we are now at the implementation stage. She knows this project requires a lot of work but we need to be focused on getting things done through group efforts. She asked for help bringing the project to the Policy Board and identifying potential partners.

Jay Mitchell joined the meeting in progress by phone.

Jon Fricker asked if West Lafayette has a counterpart for Margy Deverall.

Ed Garrison said Marcus Smith is on the committee and he added that Marcus has been more of an avid biker since joining the committee.

Jon Fricker said he drove across Harrison Bridge last week and noticed the bridge is marked differently for bicycles. He asked if that was done as an improvement and if there is more that can be done. He said he is not sure who should answer the question.

Marcy Deverall replied that West Lafayette put markings on its end of the bridge. Salem Street was recently repaved and the bike markings will be going in soon.

Ed Garrison asked if Lafayette is going to be able to do the approach when they do the connection to the Harrison Bridge.

Margy Deverall thinks once they get to Fannon the bike lanes will go into sharrows in the curb lane because it will be tight. There was no way to get the full bike lane in.

Jon Fricker asked Tim Stroshine if he has observed cyclists in the area. He specifically asked if there are still people on the sidewalk as well on the bridge deck itself.

Tim Stroshine said occasionally you see someone there and when you do they are almost always on the sidewalk. Some of the cyclists will transition from the street to the sidewalk but most will stay on the sidewalk. Drivers have to be alert.

Jill Hoffman said social indicator surveys are done to try to get a sense of people's knowledge and value systems to communicate with them better. Basic knowledge questions were asked. Her company then builds the messaging and the programs around either the lack of knowledge or the improvements that need to be made.

Jon Fricker said he was running on the sidewalk on Northwestern heading northbound past the practice football field and all the cyclists were on the sidewalk because there is no safe and sensible way to ride on Northwestern. In that instance we are forcing cyclists on the sidewalks. He added that a sharrow would not help in that location.

Ed Garrison said Northwestern will get a "road diet" eventually but he wants to make sure the traffic is getting off Northwestern that we want to get off Northwestern.

Jon Fricker suggested using the network approach with the Policy Board by explaining the concept, identifying the missing pieces, and asking for the Board's help on how to fill in the gaps. The other way is by looking at this from a recreational view by pointing out an attractive amenity that could be added when talking to the Board.

Jill Hoffman said she is looking for advice on how to frame this. Some discussions about amenities are fun but dedicated resources are needed. We also need staff capacity to build the culture and awareness that creates safety and that is not as tangible as promoting a project. She did agree that both things are

important. We now need acknowledgements and supportive resources from the highest levels to build and add on to this culture/momentum we are trying to build.

Jon Fricker asked if there are any existing funds available we might be eligible for to support this project.

Margy Deverall said lately the health community has had a greater presence at the bike/ped conferences she has attended. The health community also has a large stake in this so they are also talking about making changes and adopting/improving a healthy life style.

Stu Kline asked if shared-use trails are the way to go. He asked because he received an article from a cyclist saying shared-use trails are a waste of money because bikers do not want to be on trails with joggers, walkers, and strollers.

Ed Garrison pointed out that all bikers have a right to be in the road.

Sallie Fahey added that schools are finally encouraging kids to bike to school.

Kim Irwin replied that separated facilities are considered the safest because they are the most accessible and draw the most users.

Stu Kline thinks he would not want to put sharrows on Klondike Road when he already has a multi-use trail because that will be sending a mixed message.

Ed Garrison does not think putting in sharrows sends a mixed message but feels it would not raise awareness that bikers are allowed to use the road.

Margy Deverall pointed out that interstates are the safest and quickest way to travel but you cannot get everywhere you want to go on an interstate. That is why we have networks for different kinds of drivers and skill levels of people on bikes. A separated trail with no vehicles near gives the cyclists confidence in their skills.

Stu Kline asked what person we are targeting with the Plan.

Kim Irwin said we are trying to build a culture around families and youths.

Ed Garrison thinks we should be targeting the majority of people and not the professional cyclist.

Jason Philhower agreed and said die-hard cyclists go 20 -30 miles at a time.

Jill Hoffman thinks the Comfort Map they are working on will direct people to what kinds of facilities are where. That should give people an idea of where they want to go based on their skill level. The idea Doug Poad and Margy Deverall came up with was to find extra INDOT money from older projects that needed to be spent. We need to figure out how to keep going forward.

Margy Deverall said you have to go cross-jurisdictional. In Lafayette the Parks Department, the Streets Department, and the Engineer's Office can all be working on the Plan. We need support from the Mayor to make that happen and he needs to make it a priority. She knows we cannot do everything that needs to be done by using INDOT funds or Federal aid money. We need partners.

Sallie Fahey thinks that the private sector (industry, hospitals, clinics, etc.) should be tapped for a lot of things that are non-infrastructure. She said most of the discussion today has been about biking and she asked if everyone is satisfied that enough attention has been paid to walking. She went on to say the INDOT ADA Division is working diligently with MPOs and transit corporations to make sure that there are safe routes to where the bus stops and shelters are located. She knows there will be a lot of competing interest and resources to take care of the safe pedestrian access transit facilities. She said there is a lot of interest in the limited resources that are available.

Jill Hoffman said the committee hosted a business event and they are targeting employers to become bike-friendly. Lunch & Learn, where we introduce ourselves to strategically-targeted large employers are also planned.

Kim Irwin acknowledged that “walking” is a key piece of the Plan. Everything that is happening with transit and ADA is also important. We did not really drill down into that because it is not infrastructure-focused. Every aspect of the Plan needs to layer together and she thinks a more walkable community will be created when some of the infrastructure aspects are put in place.

Sallie Fahey thinks it would be helpful for the elected officials on the Policy Board if the committee/consultants put together a list of the people on the multi-jurisdictional task force so the Board can see who is already involved. She then suggested the consultants put together a list of the implementation activities that have been done or are on-going (presentations to industry where they can get a designation). She would also make sure the Policy Board understands that. The Board will want to hear what industries have been approached and what ones are on the list to be approached. It will be a plus for the Board to see what has been done and what is being done with very little resources to keep this project going.

Bob Foley asked if we still have the Safe Routes to School program funds.

Sallie Fahey replied that it is part of TA now. We can still do Safe Routes to School projects but they fall under our allocation of TA money. She added that INDOT does not like to fund sidewalks with safety money.

Ed Garrison said he has stayed involved with this project and one of the key aspects that has been apparent is that no one really knows what the rules are and what is expected of them. Somewhere along the way they did not receive the proper education on road usage for pedestrian, bicyclists, and motorists. He thinks the education outreach part of the Plan should be a key focus. He knows it will take 20 to 30 years to actually see the results. He thinks the map will give us a better idea of where to provide connectivity.

Sallie Fahey said we have to keep in mind that 47% of Purdue’s student population are either international or from out-of-state where the rules of the road may be and are likely to be very different than ours. That is a large population in West Lafayette that will need education.

Ed Garrison said that has been discussed and he spoke with Aaron Madrid to get that message out because there is a lot of conflicting information floating around.

Sallie Fahey added that roughly a quarter of Purdue’s population turns over every year.

Kim Irwin said those are great examples of what we are trying to do, and she wants to reinforce that those things do not magically happen. The “what” is very clear and limitless and we need to continue to generate ideas but we need to figure out who can take on the tasks.

Sallie Fahey said APC staff, as the Plan Commission’s staff, have worked very hard to make connections in the Hispanic community. She offered to help the bike/ped committee with reaching that community and offered the service of the county’s translator. APC may also reach out to Chinese speakers, even though they do not quite meet the threshold for Limited English Proficiency.

Jill Hoffman said she hopes to get support from this Committee to push the project to the next level.

Kim Irwin understands there are limitations on resources but one of the leading bike/walk advocates in North America has said, “A city’s values are not founded in vision statements; they are found in budgets”. She realizes there is not enough money to go around so things must be prioritized. She feels they have

made their case and the direction has been given that these things are a priority. She wants to be sure we keep our focus and make this one of the top choices.

Sallie Fahey asked for a copy of the presentation so it can be attached to the meeting minutes.

Jill Hoffman thanked the Committee members for their time and support. She hopes to be able to make a presentation to the Policy Board in October.

IV. APC PROGRESS Annual Listing of Projects (ALOP)

Doug Poad said he brought copies of the report to the meeting and added that the report is on the APC website. Staff has been putting together this Federally mandated report since 2006 and the report shows how much and where our Federal funds were spent. Most MPOs in Indiana produce just a list summarizing the information INDOT sent us. Several years ago, we decided to go into more detail by showing different ways to look at how we spent our Federal funds. We also include projects with local funding as well as INDOT projects in our report. We do a separate sheet for each project that includes the title of the project, location, phase, the amount of Federal funding, type of funding, letting date, award information, estimated completion date, bike/ped elements within the projects, and a project timeline. We also include an aerial photo for each project along with CityBus projects in the report. We are the only MPO in the state to include a list of projects completed in the fiscal year with detailed information on the project with before and after photos of each project.

Ed Garrison said he knows it takes a lot of work to put the document together and he thanked Doug Poad for his efforts.

Jon Fricker asked Doug Poad if he took all the photos. He said the ALOP is an impressive piece of work.

Doug Poad replied that he takes most of the photos but this year he had some help.

Monthly Funding Report

Doug Poad referred to the funding status report that was distributed prior to the meeting and said the report gives a breakdown of each fund (STBG, HSIP, TE) along with a list of the FY 2019 projects, allocated funds, and the balance. He said FMIS was requested for Twyckenham Boulevard, but it has not shown up yet. We still need to obligate/allocate \$180,000 in safety funds along with the \$230,703 in bonus funds. We will create a new report every month after we receive INDOT's monthly report.

Sallie Fahey said the STBG repayment shows up on the bottom of the list as a \$1,200,000 deduction. She reminded the Committee that we borrowed the money so we could get Klondike Road let.

MPO Conference

Sallie Fahey said next week, she, Cat Schoenherr, Doug Poad, Tim Stroshine, and Aria Staiger will be attending the statewide MPO transportation conference in Evansville. Staff will arrive Monday night and the conference will run Tuesday, Wednesday, and most of Thursday. Staff will report on things of particular interest next month.

Jon Fricker said those are good meetings.

V. OTHER BUSINESS INDOT 18-Month Letting List

Doug Poad referred to the report that was included in the packet and said most of the projects stayed the same. He said the Cherry Lane road construction project (#13) was moved from a December 2018 to a January 2019 letting. The two I-65 bridge replacement and widening projects over the Lauramie Creek (#25 & 26) are now scheduled for a May 2019 letting. The only new project on the list, the North River Road at CR 500 North project (#29) is scheduled for a January 2020 letting.

Jon Fricker said the list he was sent does not match up with what is being discussed.

Doug Poad apologized and said the wrong list was included in the packet.

Bob Foley asked if the new list can be sent out.

Staff said it will be sent.

INDOT TEAL ROAD PROJECT UPDATE

Kevin Jasinski introduced Brett Crutchfield, project manager for the US 52/Teal Road project.

Brett Crutchfield displayed a map of the project said this project will be a large undertaking. The project begins right between US 231 and Romney Road and goes almost three miles to the east and ends just west of 30th Street. The project is scheduled to be let in January 2019 and will be broken into two construction phases that will run two construction seasons. The plans are about 75% complete and right now the project is on schedule. The project is expected to cost \$7,700,000 but that number may go up. The east end of the project will begin in spring 2019. The project will begin at the top of the hill before the Poland Hill intersection, just west of Birch Lane and will move east. The treatment will be a two lift overlay that is 4" thick but there will be some deep patch work in some of the highly-stressed areas. Traffic will be maintained throughout construction. Sidewalks will be installed/repaired/replaced throughout the corridor and ADA ramps will be installed in all the required areas and all intersections will be brought up to current standards. Driveways will be replaced to the back of the curb in most instances and some driveways will be eliminated. He said one of the Amoco station drives will be closed because right now there are two drives off Teal Road. Curb and gutter will be installed to channelize the stormwater. There are three bus pull-outs planned for the east end of the project and two of them will be right in front of the fairgrounds. The off-road pull-outs should help to keep traffic from backing up. The other bus stop will be located by the old Marsh Supermarket. The traffic signals at 9th, 18th, 26th, and 30th will all be modernized and brought up to ADA standards. A median will be installed on Teal Road at Summerfield Drive making that intersection right turn only. INDOT realizes there are a lot of activities going on at the fairgrounds and there are plans to rehabilitate the fairgrounds so the plans are to use the back entrance to the fairgrounds off 18th Street. The first half of the 2020 construction season will be the west end of the project and run between Old Romney Road and US 231 to where the median area starts going down the hill at the Poland Hill intersection. The treatment will be the same with less deep patching. Sidewalks will be installed in a lot of areas and ADA ramps will be installed and upgraded to current standards. Driveways will be replaced. There will be bus pull-outs in front of Midwest Rentals at the intersection of US 231 and Teal and the other one will be just east of Elston Road in front of Outpost catering. This area has been a bigger challenge trying to channelize the stormwater because the area is almost completely flat. Just east of Elston Road they will tie into a city trunk line to get rid of some of the standing water on the road and in the parking lots of some of the businesses. INDOT is working with Lafayette on that outlet and 25% of the unfinished plans are about the pipe, the work, the installation, and the design. Right now, there is nowhere for the water to go and INDOT hopes to make the situation better. Right now, there is a median at Windy Hill Drive and that will be coming out to allow for left turns to make the traffic flow better in that area. Signals will be modernized at the two intersections. The second half of the 2020 construction season will be the Poland Hill intersection improvements and the intersection will look a lot different once the project is completed. The median and curb islands will be taken out and the whole intersection will be shifted to the northwest to improve the flow up the hill and off 4th Street. The elevation of the intersection will be raised up to the wall in front of the auto repair business. Three-phase signals will be installed so

traffic will be a lot smoother in that area. Sidewalk will be installed from the gas station, up around the curve and all the way up to Windy Hill. Right now pedestrians are hard to see in that area and sidewalks should help with that. INDOT is aware of structural issues causing the sinkhole right past the curve from Teal to 4th Street and is working on a temporary fix. The structure replacement to permanently fix the problem will be included in the Teal Road/US 231 project. The intersection will be closed with a detour for about 60 days during reconstruction. The truck detour has to be on a state road and the closest is SR 28. He knows that is pretty far out of the way, but it is the only option available. The local detour will be Beck Lane to 9th Street and INDOT has been communicating with the City Engineer's Office to stay updated on any planned adjacent construction that could cause an issue with the detour. Adjustments will be made if needed. There will be a pedestrian MOT and it is a pretty important part of the project. A pedestrian island will be put in that will allow people to cross over 4th Street. He wants everyone to be aware how important INDOT thinks it is to keep the public informed. Updates, changes, and alerts will be released quickly through social and news medias. The contractors are being tasked with holding pre-phase, invitational meetings for elected officials and affected property and business owners. He said he is also the project manager for the winter repair project that is scheduled to begin next month to get Teal Road through the winter. He has been in contact with and will continue to keep in contact with Lafayette Jeff, Central Catholic, and Tecumseh principals because he knows there are a lot of activities going on at the schools throughout the year.

Bob Foley asked what the construction year is for the 4th Street intersection.

Brett Crutchfield said that phase will be the second half of the 2020 construction season.

Sallie Fahey asked if INDOT thinks this will be let as one contract.

Brett Crutchfield said this project will be let as one contract as it stands now.

Sallie Fahey then asked if the contractor will be completely done with the east end before beginning on the west end.

Brett Crutchfield said the east end will be completed before work starts on the west end portion.

Ed Garrison wants to be sure the east end is completed before work at the west end is started.

Brett Crutchfield said that will be part of the contract.

Ed Garrison asked if anyone looked at preventing left turn movements out of the signalized intersection at 22nd Street. He thinks that intersection could become right-in, right-out.

Brett Crutchfield said that option has not been discussed since he has had the project.

Kevin Jasinski asked Ed Garrison if he is concerned about accidents at that intersection.

Ed Garrison said he is not sure because Summerfield is the same kind of intersection. He believes the accident history is somewhat high at those intersections. He thinks that is a good relief outlet when school is getting out because the parking lot is back there.

Tim Stroshine said he does not have the exact crash numbers for the 22nd Street/Teal intersection with him but that intersection shows up in crash reports frequently enough that it warrants looking at changing things around at the intersection.

Ed Garrison said the plans show Teal Road three lanes in this section. He asked if the current four lane areas will also go down to three lanes.

Brett Crutchfield thinks it will be better going down to three lanes in that area as long as the left turn movement counts are not too high.

VI. CITIZEN COMMENTS

None

Bob Foley said it was announced at the MPO Policy Board meeting last week that Rieth-Riley was going to get back to work on US 52 and that happened this week.

Kevin Jasinski was glad to hear the asphalt issue was solved and that the contractor was ready to get back to work on the project and did right away. Rieth-Riley is working hard to catch up to get the project completed before the end of the season.

Ed Garrison asked if they still plan to do the white paving on the other side of the road as discussed.

Cat Schoenherr said the asphalt is happening but she has not seen any concrete being laid on the other side yet.

Bob Foley said the concrete equipment was being put into place this morning and it looks like they are ready to start.

Ed Garrison thinks they will do a dry run first to make sure there are no issues.


Cat Schoenherr said she will keep the Committee updated on the progress as she drives that way every day.

Jon Fricker said that the next Technical Transportation Committee meeting will be October 17, 2018.

VII. ADJOURNMENT

Stu Kline moved to adjourn the meeting. Bob Foley seconded.

The meeting adjourned at 3:20p.m.



Sallie Dell Fahey
Secretary

