

MPO POLICY BOARD

Minutes

October 11, 2018

2:00pm

Lafayette City Hall Board of Works Room

MEMBERS PRESENT

Tony Roswarski	Mayor, City of Lafayette
John Dennis	Mayor, City of West Lafayette
John Basham	President, Tippecanoe County Council
Dave Byers (proxy for Tom Murtaugh)	President, Tippecanoe County Commissioners
Tom Murtaugh	President, Area Plan Commission
Ron Campbell	President, Lafayette City Council
Peter Bunder	President, West Lafayette Council
Cindy Murray (proxy for Gary Henriott)	Lafayette Board of Works
Mike Gibson (proxy for Julie Ginn)	Chair of the GLPTC
Shane Spears	INDOT

Absent Voting Members

Non-Voting Members Present

Sallie Fahey	APC Executive Director
Marty Sennett	CityBus
John Collier	City of Lafayette
David Henry	Bicycle Pedestrian Committee
Kim Irwin	Health by Design
Jeromy Grenard	Lafayette City Engineer
Ed Garrison	West Lafayette City Engineer
Cat Schoenherr	APC Staff
Doug Poad	APC Staff
Tim Stroshine	APC Staff
Aria Staiger	APC Staff

President Tony Roswarski called the meeting to order at 2:00pm.

I. APPROVAL OF MINUTES

Ron Campbell moved to approve the minutes from the September 13, 2018 meeting. Dave Byers seconded and the minutes were approved by unanimous voice vote.

II. BIKE WALK GREATER LAFAYETTE SAFETY PLAN UPDATE

Tony Roswarski said Margy Deverall planned to attend today's meeting but due to a death in the family, John Collier will be filling in for her.

The Policy Board members introduced themselves to Kim Irwin from Health by Design.

John Collier mentioned the plan's name suggests it is Lafayette's plan but wants everyone to know it has been a collaborative effort among both cities, the county, and the university along with other partners. Implementation of the plan depends on the continued involvement and support from all of the previously named entities. He asked everyone to make this plan a consideration when planning future budgets. He went on to say Kim Irwin is the Executive Director of Health by Design. Health by Design works to ensure Indiana communities have neighborhood public spaces and transportation infrastructure that promotes active living for all. Kim Irwin has been involved in this project almost from the beginning as part of the

consulting team focused on the project. He added that the consulting team is facilitated by BF&S Engineering and Health by Design is one of the partners.

Kim Irwin thanked the Board for allowing her to present today's plan update. The work her firm does is at the intersection of the environment and public health. The firm is focused on safety, opportunities for physical activities, environmental aspects, and access. The company's work boils down to biking, walking, transit, and land use and overlaps the work of the Policy Board. In June 2015 there was a bicycle/car crash that resulted in a fatality on Harrison Bridge. The cycling community has always been involved but since the fatality accident they have stuck with this process. The Counties-Cities-Cyclists (CCC) Committee was formed with the cities, the county, and the cyclists and led by Opal Kuhl through the Tippecanoe County Highway Department. After working together for over a year, the CCC Committee recommended developing a formalized plan through the jurisdictions to provide a coordinated safety effort. Federal funding was provided through the MPO to get the process off the ground. A team was selected to work through the process and the Plan was adopted almost a year ago by all three jurisdictions. She mentioned that her company is working on a similar project in another county and there is a possibility the plan will not be adopted, and she commended the Policy Board for adopting the Plan. Through the Plan, a brand has been developed as well as key messages and logos. A survey was taken with over 800 respondents throughout the county and the survey helped establish baselines and understand the issues and needs. Using basic outreach materials and activities, the committee has been attending community events, health fairs, public events, as well as initiating corporate outreach to establish bike friendly businesses. Compiling a list of companies and organizations to approach is ongoing. She pointed out that yesterday was International Walk to School Day and almost every school in Lafayette registered to participate and various related activities were planned. Safety audits are being planned around schools and a Comfort Map for walking and biking will be coming this fall. She then displayed a slide listing all the participating partners, agencies, schools, police departments, bike community, etc. The Plan contains dozens of recommendations with estimated costs and the Committee had to prioritize and set timelines for all the recommendations. Last winter we focused on education, encouragement, and enforcement. Evaluation is a key focus and that is built into the Plan. This presentation is being made to the Board today to provide an update because she knows we have to be intentional about how the work gets done and she also knows doing that takes a lot of time and effort. She displayed an example of an outreach education activity. Usually we talk about the "what" and "how" when talking about implementing a plan with the "what" being straightforward. We still need the partners' continued engagement regarding cost, timelines, and individuals who can manage the process throughout. Health by Design is focused on getting more transportation infrastructure in place for walking and biking but shifting the culture is equally important. People have to know how to walk and bike safely. Hosting walk events and on-trail programming for children and adults is another great encouragement act. She went on to say there has been excellent participation, the best she has seen in the state, from the law enforcement agencies and officers throughout the planning process.

Kim Irwin said we have been and are still focused on the idea of building local capacity, seeking and securing funding, and building partnerships. The early implementation items and successes helped build momentum, brought in the community support, and brought partners to the table. Those successes will lead to other funding opportunities and continues to build networks and shape the culture of active transportation. We want to capture the momentum as it relates to the priorities and translate it into safer options for walking and biking and more vibrant communities. The Plan is a tool for accomplishing the bigger community goals. She asked for the Board's help because no one wants the plan to become a doorstop. Sometimes plans are adopted with the level of commitment or resources to ensure implementation. She said the committee, partners, and consultants have determined that additional support is needed in the following key areas;

- Determining local capacity by either adding staff or shifting roles among existing staff to deliver e-newsletters, post on social media, etc.
- Funding for professional services, consultants, material, programs, equipment, etc.,
- Engaging corporate, community, and business partners,
- Formal MOU between the jurisdictions and outside agencies,
- Clear level of commitment from the people doing this work.

She realizes no jurisdiction is sitting on a lot of money but it is important to be upfront to remind everyone that a significant investment has already been made in the walking and biking world but there is a lot

more to do so the Plan gets implemented. She asked the Board to think about and hopefully have some follow-up conversations about how we can ensure the elements within the Plan get implemented.

Peter Bunder said biking and walking is covered but he wonders if the Plan should include long boards and electric scooters. Both of them are relatively new modes of transportation in Tippecanoe County.

Kim Irwin said she was anticipating this question and wants everyone to know Health by Design has not taken an official position on electric scooters because of the complexities. She knows scooters are here and thinks they are probably here to stay.

John Basham heard the electric scooters have GPS on them. He added that he saw a few of the scooters in the dumpster on Harrison Street.

Kim Irwin said the technology regarding transportation options is changing rapidly and no one can predict what will be here in three years. She has heard that scooters are elevating the issue of how inadequate our bike infrastructure is. If we had bikeways, separated paths, and/or protected cycle tracks the scooters would be less of an issue because there would be less conflict with pedestrians. The scooters do not add any value from a physical activity standpoint but the scooters are upsetting car trips and that helps with circulation, number of car trips, parking demand, etc. There is some best practice guidance that has come out recently and she will make sure to forward the information on to this Board. The scooter companies are learning from the information they glean from the users.

Tony Roswarski agrees that the scooters are data collectors and the companies sell that data to marketers.

Peter Bunder concurred.

Kim Irwin thinks the jurisdictions need to get in on the data sharing and should expect access to the data to assist with transportation planning. She also thinks signage and chargers need to be associated with the scooters.

John Basham knows students use the scooters to help get to class but he thinks it is dangerous to use them around Purdue. He thinks CityBus does a good job picking the locations for the stops and he thinks the ridership is good. He added that he has also seen people on scooters racing cars and that is dangerous.

Kim Irwin said the scooter company can control the maximum speed the scooters can go.

Tony Roswarski thinks the scooters go too fast and thinks they get up to 27mph.

Kim Irwin said a jurisdiction can tell the company not to allow the scooter to go over a certain speed.

Dave Byers said he knows students at the University of Madison use mopeds all the time because that campus is so spread out.

John Dennis said there has not been an influx of mopeds yet but they are regulated like vehicles.

John Basham asked if mopeds are allowed on the sidewalks.

John Dennis said neither mopeds nor electric scooters are allowed on sidewalks. He added that the company that brought the electric scooters in did not play by the rules. The scooters were dropped off in both cities during the night. If the scooters were not parked right they were placed in the back of squad cars and taken to the dump.

Sallie Fahey summarized by saying this whole process and initiative was really a bottom up initiative. The bottom up initiative got the Plan done and adopted and is now part of our *Metropolitan Transportation Plan* and also part of the *Comprehensive Plan*. Kim Irwin has explained what implementation has been done with the money that has been available to date. She thinks help is needed from the highest levels

down by having the highest level officials authorize their staff to spend some time working on these issues and/or make sure staff spends some time working on these issues. She knows money is always short so if we are going to do this at the government staff level, we must seek other financial support from hospitals or industry.

Peter Bunder asked if this has been framed as an economic development issue to get funding.

Kim Irwin replied that the Plan did not get into specifics around that and she thinks her team can identify some of those available funds and avenues. She said she can send some evidence about how walking and biking improves communities from an economic development standpoint.

Sallie Fahey thinks the background data needs to go to the City Councils or Redevelopment Commissions to justify their potential expenditure.

Cat Schoenherr said the state-wide bike/ped plan says the average trail user spends approximately \$3,500 on average along trails in a year.

Ed Garrison said up to this point West Lafayette has been paying its portion of the bill through the Engineering Department but in 2020 he will no longer have the funds to cover the cost. He is hoping the Redevelopment Commission can take over.

Kim Irwin said there have been several meetings since the Plan was adopted and there are a lot of city staffers sitting around the table already working their hearts out and they just don't have the time available to take on any more. She would like to see some specific tasks added to job descriptions.

III. ADOPTION OF PERFORMANCE MEASURES AND TARGETS

- A. Policy Board Adoption of statewide 2019 and 2021 Pavement Condition performance measures and targets**
- B. Policy Board Adoption of statewide 2019 and 2021 Bridge Condition performance measures and targets**
- C. Policy Board Adoption of statewide 2019 and 2021 NHS Travel Time Reliability performance measures and targets**
- D. Policy Board Adoption of statewide 2019 and 2021 Interstate Freight Reliability performance measures and targets**
- E. Policy Board Adoption of statewide 2019 and 2021 On-road Mobile Source Emission performance measures and targets**
- F. Policy Board Adoption of statewide 2019 and 2021 Safety performance measures and targets**

Sallie Fahey said we adopted the state's 2018 Safety Performance Measures and Targets about a year ago rather than developing our own, and supported them by using our HSIP money to do projects that would help reduce fatalities and bike/ped serious injuries, etc. Now we have a bunch of other performance measures that came out of the new Federal transportation bill, Map21. Congress wanted data that shows the money it is spending on transportation is making some difference. Congress asked FHWA to create performance measures, but the states will have to create their own targets. The first four performance measures and targets measures listed above all relate to the National Highway System. After working on the Federal Classification Map, the National Freight Map, and the National Highway System map after the last census, we decided to remove the state routes from the National Highway System (NHS) that were relinquished to local jurisdiction now that we were responsible for them. There is a separate pot of money for the NHS. However, all goes to the state, not locals. If we still had local NHS roads, like SR 26 through the middle of town, we would get extra requirements on the road but not get any money to do maintenance on the road. We now do not have any non-interstate highway system roads under local jurisdictions. We had to make a decision about the first four performance measures, but we had no money and no projects we can contribute to pavement conditions, bridges, NHS travel time, nor non-interstate freight reliability. All MPO Directors agreed to use the same letters to support the state's targets but she felt the letter did not apply to us, so she talked with our FHWA Indiana Division people and she then rewrote our letters of support to be specific to our situation. She explained how our

first four letters differ from the letters from other MPOs because all our interstate and non-interstate roads and bridges in our Metropolitan Planning Area are under INDOT's jurisdiction. That means there are no local projects. The letters go on to say we support the state's performance measures and targets to include our MPO in early coordination and scoping of any NHS road and bridge projects. The same applies to travel time reliability and interstate freight reliability for the same reasons. Map 21 requires each state to prepare 2-year and 4-year targets. The emission performance measures and targets have to do with air pollution and we are one of the few attainment communities in the state. We have no required air pollution reduction and no air quality or CMAQ money to put to those projects. That is a good thing because it gives us more surface transportation money we can use anywhere. Even though this performance measure does not apply to us, we do projects to improve our air quality (roundabouts, bike trails, CityBus activities). The letter states that we are supporting the state's performance measures and targets to maintain our attainment status through various projects. The safety measure letter has to be done every year so staff decided to do all the letters at once rather than wait until February to do the Safety letter because the state has already come up with its 2019 targets. We are looking at HSIP projects to reduce motorized and non-motorized fatality and serious injury crashes. She asked the Board to support the state's performance measures and targets and authorize her to sign the six letters on behalf of the Board expressing that support.

John Dennis moved that the Policy Board of the Lafayette MPO supports the state's performance measure and targets for:

2019 and 2021 PAVEMENT CONDITION,
2019 and 2021 BRIDGE CONDITION,
2019 and 2021 NHS TRAVEL TIME RELIABILITY,
2019 and 2021 INTERSTATE FREIGHT RELIABILITY,
2019 and 2021 ON-ROAD MOBILE SOURCE EMISSION, and
2019 SAFETY

and authorize the Executive Director to sign the letters expressing that support.

John Basham seconded and the motion was approved by unanimous voice vote.

IV. APC Progress Report Funding Report

Sallie Fahey said we did not write a new report for this month because there have been no additional local expenditures of Federal funds. The North River Road at River Bend Hospital letting was scheduled for today and we have lettings coming up in November, December, and January where we will be spending our allocation of Federal funds.

MPO Conference Staff Highlights

Cat Schoenherr said she attended a session about public involvement that was very interesting. We all strive to have public involvement but sometimes it is difficult to get the public involved. The presentation was made by MACOG about projects that MPO did in South Bend and Winona Lake. MACOG had some interesting ways to get everyone involved. The MPO created a huge Polaroid frame for an event in the park and asked "What would you like to see in the park" with a dry-erase board underneath. They encouraged the attendees to take their selfies in the frame with their wish on the bottom and spread it on social media MACOG with the hashtag. Social media is being utilized more and more to get the public involved. Using creativity to make it fun to get the public involved was the theme of the whole presentation. MACOG also suggested asking questions, taking polls, and doing "fill in the blanks" kinds of things on Facebook or other social media. NIRPC also did a mass mailing in a utility bill to invite people to an event, where they served food. They had members of the public lead steering committees, thus inviting members of the public to educate their peers at open house events to give people ownership of what is happening in their neighborhood and community. A lot of on-line mapping was done to create interactive sites and pop-up events were held to engage the public. The bottom line is to be out in the public rather than having the public come to you. She hopes we can use some of their strategies.

Tim Stroshine attended an interesting session about what is going on in Warrick County. Warrick County is very rural and had been trying for years to get a trail system for the bicycling community and kids riding their bikes to school. Funding was tight so the county was unable to get the needed funds into the budget

so they had a local businessman start a volunteer committee that did a lot of the work getting qualified people to design the trail system and made a partnership with the city engineer to review the designs. The volunteer committee then arranged for all the funding from local businesses with agreements as to how those contributors would be recognized on the trail network. The whole project was a great example of how passionate people in a community can get things done for the betterment of the community. They also talked about how the committee set up the first INDOT agreement with their district to get a bike lane on the state road. He is not sure that is appropriate for our area but he thought it was interesting, nonetheless, how the county could partner with INDOT to take care of their specific need.

Sallie Fahey said that is a very good example of these target and performance measures that we are supporting. She is glad INDOT will be bringing us to the table for NHS non-interstate pavement condition because we may know where connections may need to be made. It will be good to be able to add our local expertise into state projects.

Aria Staiger said she enjoyed both the Cultural Districts tour and the presentation on the US 41 corridor. The guides on the Culture Districts tour discussed community outreach and how the community advisors helped guide development, especially with redevelopment efforts. The red-flag investigation (RFI) for the US 41 corridor study only looked at current conditions and not future planning/development/reconstruction. She would like to see future plans considered during corridor studies.

IV. OTHER BUSINESS 18-Month Letting List

Cat Schoenherr said surprisingly all 26 projects on the list have stayed the same and there are no bid results to report.

V. CITIZEN COMMENTS

Shane Spears thanked staff for its perspective on the MPO conference because he was deeply involved in the Warrick County trail project and the US 41 corridor study. He has been talking about a similar trail project with the Terre Haute MPO and projects like that make sense for INDOT. He said looks for to working with staff on INDOT's urban coordination process.

He went on to say someone asked about signage for the Montmorenci signal project last month. He said INDOT has installed "Signal Ahead" signage and he hopes it helps.

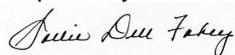
The next meeting is November 8, 2018.

IX. ADJOURNMENT

John Dennis moved to adjourn.

The meeting adjourned at 3:00pm.

Respectfully Submitted,



Sallie Dell Fahey
Secretary

SDF/lmu