

The
AREA PLAN COMMISSION
of Tippecanoe County

Technical Transportation Committee Meeting

Date.....July 20, 2022
Time.....2:00 PM
Place.....Tippecanoe Room
County Office Building
20 North 3rd Street
Lafayette, Indiana

Comments must be made in-person. Members of the public may watch the livestream of the meeting
at

<https://www.facebook.com/TippecanoeCountyIndiana> and
<https://www.youtube.com/c/TippecanoeCountyGovernment>

AGENDA

I. APPROVAL OF MINUTES FROM JUNE 15, 2022

Documents:

[TECH 6.15.22.pdf](#)

II. ACCESS PERMITS

A. INDOT permits

Documents:

[Lafayette-TechCmttee-July-Permits.pdf](#)

III. AMEND THE FY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A. INDOT: Update two projects, add four projects, remove one safety project.

Documents:

IV. APC PROGRESS REPORT

A. MPO Update

- i. New funds from the IJA: SS4A funds and Reconnecting Communities Pilot Program funds

B. INDOT 18-Month Letting List

Documents:

[Safe Streets and Roads for All Summary.pdf](#)
[Reconnecting Communities.pdf](#)

V. OTHER BUSINESS

VI. CITIZEN COMMENTS

VII. ADJOURNMENT

Next meeting is on August 17, 2022.

All meetings will be held in-person at 2p on the third Wednesday of the month, at the Tippecanoe County office building's Tippecanoe room, until further notice. The meeting will still be streamed live on facebook and youtube. However, those wishing to make a public comment for the record must attend in-person.

Check the APC website at <http://tippecanoe.in.gov/378/Area-Plan-Commission-APC> for updates.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Area Plan Commission of Tippecanoe County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. For more information visit www.tippecanoe.in.gov/ada

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

**MEETING MINUTES
JUNE 15, 2022**

Due to the public health emergency, the meeting was held partially virtually. Members of the public may watch the livestream of the meeting at:

<https://www.facebook.com/TippecanoeCountyIndiana> or
<https://www.youtube.com/watch?v=8ML2Ev6HmOY>

VOTING MEMBERS PRESENT

Adam Keyster (proxy for Adam Baxmeyer)	Purdue University
Jeffrey Kuhn	Interim City of West Lafayette Project Engineer
Jeromy Grenard	City of Lafayette
Randy Anderson	CityBus
Scott Anderson	Lafayette Police Department
Stewart (Stu) Kline	Tippecanoe County Highway Engineer
Jason Philhower	West Lafayette Police Department
Scott J. Chandler	INDOT
John "Woody" Ricks	Tippecanoe County Sheriff Dept.

VOTING MEMBERS ABSENT

Adam Baxmeyer	Purdue University
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NON-VOTING MEMBERS PRESENT

Michael Thompson	Area Plan Commission
Aria Staiger	Area Plan Commission
Doug Poad	Area Plan Commission
Tim Stroshine	Area Plan Commission
David Hittle	Area Plan Commission
Joshua Lee	City of West Lafayette
Ben Anderson	City of West Lafayette
David Griffee	City of Lafayette
Tom Vandenberg	Michael Baker International
Isabel Linther	City of West Lafayette
Hannah Congleton	City of West Lafayette

Tim Stroshine called the meeting to order at 2:13 PM. He said he is working on getting a new committee chair from JJRP, and they are in the process of finding someone to serve as the chair of this committee.

I. APPROVAL OF MINUTES

Tim Stroshine asked if any corrections needed to be made to the May 18, 2022 meeting minutes. There were none.

Stu Kline moved to approve the minutes from the May 18, 2022 meeting. Jeromy Grenard seconded, and the minutes, as submitted, were approved by unanimous voice vote.

II. ACCESS PERMITS

Scott Chandler said there are two applications for permits that are still ongoing.

Klondike Middle School Permit – The plans have been reviewed, and there are no additional comments. The plans are in good shape. The latest from the Traffic Impact Study is it has been reviewed, and it is in good shape, but there are some questions that revolve around the signal warrant that we are wanting to coordinate to make sure that the next step moving forward is the right one from a safety standpoint. This is really close, and soon we should be able to get this permit granted.

Love's Truck Stop Permit – They are still waiting on the requested information showing the proof of ownership of the property. It has been said that they have that information, and they just need to send it in. Once we receive it, this permit should be granted, and we can move forward.

Scott Chandler said the ongoing permits that are active have had no change, and everything is moving forward as previously stated in other meetings.

Newman Road Roundabout – The final inspection is scheduled for next week, so we can get that finalized.

III. AMEND THE FY 2022-2026 TIP

CITYBUS: ALLOCATE \$1,005,777 IN SECTION 5339 FUNDS FOR TWO NEW BUSES

Doug Poad said this amendment is a request from CityBus to program FY 2020 and FY 2021 Section 5339 funds. These are special Federal Transit Administration funds to allow systems to purchase large capital items. These funds will be used to replace two 2011 Hybrids buses vehicle numbers 1904 and 1905, and both of the busses will be replaced by a 40-foot heavy duty transit bus powered by CNG. The total cost of the project is \$1,257,221, and the local share is \$251,444. The CityBus Board of Directors will be reviewing this request at their meeting next week. Staff is recommending approval of this amendment to the Policy Board.

Randy Anderson added this is the continued evolution to migrate from the diesel-powered busses to the CNG. They recently signed a contract for renewal of natural gas that is to be used for compressed natural gas vehicles only which allows us to get paid to consume the renewable natural gas.

Jeffrey Kuhn moved to recommend approval of this amendment to the Policy Board. Jeremy Grenard seconded, and the motion carried by unanimous voice vote.

TIPPECANOE: PROPOSAL TO ALLOCATE \$316,999 IN FY 22 FEDERAL FUNDS TO THE MOREHOUSE ROAD ROW PHASE; PROPOSAL TO ALLOCATE \$1,098,856 IN FY 23 FEDERAL FUNDS TO FOUR PROJECTS

Doug Poad said this TIP amendment has two parts, and it will need two votes. One vote for the FY 2022 funding, and the other vote for the FY 2023 funding. The FY 2022 funding in mid-April received INDOT's final FY 2022 Local Sharing Agreement, and we did receive even more additional federal funds. We need to allocate these funds to a project, and we don't have to obligate these funds until September 30th. Looking at what we can do with these funds, in the staff report we outlined five options. The APC recommends repaying the Morehouse Road Right-of-Way Phase Project; we borrowed \$262,675 from that phase, so we could fully fund the Sagamore Parkway Trail Project. APC staff is recommending that the full amount of \$316,999 we pay back for what we borrowed for the Trail Project.

Jeffrey Kuhn moved to approve Option A to reallocate some of these funds to the Morehouse Road Right-of-Way Project. Stu Kline seconded, and the motion carried by unanimous voice vote.

Doug Poad said this is the second part of the amendment, and in May we received additional information from INDOT regarding our federal funding marks for FY 2023, 2024, 2025, and 2026, and we are getting

more funds because of the Infrastructure Investment and Jobs Act, and over five-year period we will be receiving an additional 5.1 million dollars. At this time, we only want to look at FY 2023 because it begins next month, and we will be putting together a new TIP later this year. He noted we would need to borrow from another MPO 1.5 million dollars in order to fully fund the McCutcheon Pedestrian Safety, Yeager Road, South 9th Street, and Soldiers Home Road Projects. Looking at going forward, project costs do increase, and one of them is the Yeager Road Project; it had a substantial increase. Doug presented Table A Proposal that he put together. He noted South 9th Street is zeroed out because with all the additional work needing to be done the right-of-way phase has moved to FY 2024. He noted \$138,140 is still programmed for Soldiers Home Road. He noted for FY 2020 we obligated \$432,743 for preliminary engineering. He noted there are two tables; Table A Proposal was just for construction, and Table B was for construction engineering and construction, and no matter which way we decide to go, we will still need to borrow some funds.

Joshua Lee noted they would need an additional \$30,000 for the Soldiers Home Road Project.

Scott Chandler asked if we followed Table A, would we still need to borrow from another MPO.

Doug Poad responded yes. We will have to borrow either way.

Tim Stroshine noted there are potential trade partners available.

Doug Poad said we would be getting 2023 funds from an MPO and repaying them with 2024 funds.

Doug Poad noted a discussion between him and Stu Kline regarding Yeager Road. He said at this time going through the process of hiring a firm to do the construction engineering, it is too late, so at this time we can only use the funds for construction, and the additional funding is probably needed for right-of-way because of two parcels, and Stu will give him the two numbers, so we know what is for construction, and what is for right-of-way.

Doug Poad said we are making a modification to Table A to include the additional \$30,000 in funds needed for Soldiers Home Road, and after the meeting Stu will give me the two numbers for Yeager Road. One number is for the right-of-way, and the other number is for construction. Staff is asking for your recommendation of Table A with two modifications.

Jeffrey Kuhn moved to recommend approval of Table A with two modifications to the Policy Board. Jeromy Grenard seconded, and the motion carried by unanimous voice vote.

IV. APC PROGRESS REPORT MPO UPDATE

2050 MTP UPDATE

Tim Stroshine said we adopt something at the Policy Board earlier this month. We had to have something adopted by June 8th as that was the deadline, so we moved the Policy Board meeting a couple of days earlier to meet on June 7th. The Policy Board did adopt the version of the plan that we put out for public comment; however, in talking with INDOT and Federal Highway, there are some things that we are going to be looking at doing an amendment to make some changes.

INDOT PERMANENT TRAFFIC COUNT STATION DATA

Doug Poad said that we have traffic count data for I-65, and this is the permanent traffic count station located just to the north of Tippecanoe County. Looking at the spring months of this year, the counts have been roughly the same or greater than pre-covid. On Friday, May 27th, the count was 59,197 vehicles a

day. What we are seeing now are peaks above 50,000. Tippecanoe County has two other permanent count locations. One is on Sagamore Parkway West, and one is on US 231.

DAYTON SIDEWALK CONDITION SURVEY AND ADA MOBILITY ASSESSMENT

Doug Poad said last year we walked all of the sidewalks in the Town of Dayton and did a Sidewalk Condition Report, and we did an ADA Mobility Assessment. Overall, 45.7 percent of the sidewalks were in good condition, but there were also some poor, very poor, or failed sidewalks. We looked at 9 different factors for each section for spot issues, and we reported that information for each section of the sidewalk. For the ADA Mobility Assessment, we looked at sidewalk width, cross slope, running slope, horizontal clearance, vertical clearance, and height clearance, and then we did the 11-factor analysis for scoring. The next project we plan to do is to look at the ramps.

FEDERAL FUNDING OBLIGATION

Doug Poad said there is not much to discuss here. The report from INDOT did show that all of our funding was obligated. The only other item we will need to address is the obligation of these additional funds.

INDOT 18-MONTH LETTING LIST

Doug Poad said looking forward there are no projects on the July and August letting. Three projects letting dates were moved from a September and October letting to a November letting. Project #15, Auxiliary Turn Lanes on US 52, the letting moved from July 2025 to March of 2023. There are two new projects on SR 38.

V. OTHER BUSINESS

None.

VI. CITIZEN COMMENTS

There was a one-minute pause to allow for public comments. There were none.

VII. ADJOURNMENT

Jeffrey Kuhn moved to adjourn. Randy Anderson seconded, and the meeting was adjourned by unanimous voice vote.

The meeting was adjourned at 2:59 PM.

Respectfully Submitted,

Jennifer Ewen
Recording Secretary

Reviewed By,

A handwritten signature in black ink, appearing to read "D. L. Hittle". The signature is written in a cursive style with a horizontal line extending to the right from the end of the name.

David L. Hittle
Executive Director

Technical Transportation Committee - Lafayette

Jul-22

Indiana DOT Permits for Tippecanoe County

Permit Applications							
Tracking Number	Development	Permit Type	Applicant	City	Road	Submit Date	Latest Update
157756	Klondike Middle School	Major Commercial	Tippecanoe School Corp	West Lafayette	US-231	01/18/2022	Nearly ready for approval. Waiting on Hydraulics Approval.
163432	Fuel/Convenience Store	Minor Commercial	Gothra Family Companies	Lafayette	SR-38	06/28/2022	Has been reviewed. Waiting on revisions showing only one Full Access drive and one Exit Only Drive.

Active Permits							
Tracking Number	Development	Permit Type	Applicant	City	Road	Issue Date	Latest Update
130570	Newman Road Roundabout	Major Road Approach	City of West Lafayette	West Lafayette	SR-26	02/04/2020	Completed - Needs Inspected/Complied with a member of the Traffic Engineering team. This has been discussed with the Assistant Traffic Engineer.
136579	Speedway	Minor Commercial	Speedway	Lafayette	US-52	08/09/2021	No work has begun as of 5/7/2022
138382	Anvil 38	Major Road Approach	Ironmen Properties	Lafayette	SR-38	06/25/2020	INDOT R/W portion is complete. Needs Inspected when time allows.
151762	Yeager Road Project	Minor Road Approach	City of West Lafayette	West Lafayette	Sagamore Pkwy	03/07/2022	Work has not begun within INDOT R/W at this time.
155575	Dominos	Minor Commercial	Civil Design, Inc	Lafayette	SR-38	10/26/2021	Work Progressing.
157379	Love's Truck Stop	Major Commercial	Love's Travel Stops	Lafayette	Schuyler Ave/I-65	01/19/2022	Approved 7/11/2022

**FY 2022-2026 TIP Amendment
Indiana Department of Transportation**

**Staff Report
July 13, 2022**

BACKGROUND AND REQUEST:

The Indiana Department of Transportation requests an amendment to update two projects that are currently programmed in the TIP, add four new projects, and eliminate one safety project.

The two projects in this request that are currently programmed in the TIP are the scour protection project on SR 38 and the project that adds auxiliary lanes on US 52 at various intersections. For the SR 38 project, federal and state funding for preliminary engineering will be added, and the year to begin the right-of-way phase will change from 2022 to 2023. For the US 52 project, the construction year is changing from 2026 to 2023. The type of federal funds being used is also changing from STBG funds to HSIP funds, which means that 90% of the construction cost will be paid for with federal funds.

The four new projects are located on SR 26, SR 28, and US 52. The SR 26 project is a thin deck overlay project, and it involves the bridge over the south fork of the Wildcat Creek. The project on SR 28 is a drainage ditch correction project and it is located 3.82 miles east of the east junction with SR 25. One project on US 52 is located from 0.8 miles north of SR 47 in Clinton County to 3.44 miles south of SR 38 in Tippecanoe County. INDOT will be doing pavement patching. Finally, an HMA overlay minor structural project will occur on US 52 from SR 352 in Benton County to the US 231 west junction at Montmorenci. Specific details of the project phases, funding, and target years can be found in the following detailed tables.

The last project in this amendment request is the removal of the I-65 plant and shrub windbreak project which is located between US 24 in Jasper County and CR 100W in Tippecanoe County. This project was amended into the FY 2020 TIP through Amendment #19 which was approved on June 11, 2020. According to the TIP amendment staff report, the intent of the project was to add plantings to reduce plowing and reduce crashes on the Interstate due to blowing and drifting snow. At the time of writing this report, the explanation given for the project elimination is that a new designation number will be created for the project. However, this has not been finalized as of the writing of this report.

The following tables provide detailed information for these projects:

SR 26, Bridge over S. Fork of Wildcat Creek, (des # 2200569)

Contract # R-44397

Bridge Thin Deck Overlay

Phase	Year	Federal Funds	Federal	State	Total
PE	2023	STBG	40,000	10,000	50,000
CN	2027	STBG	366,574	91,643	458,217

SR 28, 3.82 miles east of SR 25 East Junction, (des # 2101796)
 Contract # R-40239
 Drainage Ditch Correction

Phase	Year	Federal Funds	Federal	State	Total
PE	2023	STBG	80,000	20,000	100,000
RW	2026	STBG	100,000	25,000	125,000
CN	2026	STBG	20,000	5,000	25,000

SR 38, 1.70 miles east of I-65, over S. Fork of Wildcat Creek (des # 2000519)
 Contract # B-42951
 Scour Protection (Erosion)

Phase	Year	Federal Funds	Federal	State	Total
PE	2023	STBG	116,000	29,000	145,000
RW	2023	STBG	200,000	5,000	25,000

US 52, Various intersection from Lafayette to Lebanon, (des # 1902679)
 Contract # B-43828
 Auxiliary Lanes, Accel & Decel or Turn Lanes

Phase	Year	Federal Funds	Federal	State	Total
CN	2023	HSIP	2,479,442	275,493	2,754,935

US 52, from 0.8 miles north of SR 47 to 3.44 miles south of SR 38, (des # 2101208)
 Contract # R-44070
 Pavement Patching

Phase	Year	Federal Funds	Federal	State	Total
CN	2023	STBG	2,196,480	549,120	2,745,600

US 52, from SR 352 to US 231 W Junction, (des # 2200795)
 Contract # R-44382
 HMA Overlay Minor Structural

Phase	Year	Federal Funds	Federal	State	Total
PE	2023	STBG	900,000	100,000	1,000,000
RW	2026	STBG	240,000	60,000	300,000
CN	2026	STBG	12,000	3,000	15,000

I-65, From CR 100W to US 24 Interchange, (des # 1902678)
 Contact # T-43656
 Natural Wind Break
ELIMINATE PROJECT

RECOMMENDATION:

Staff recommends approval of all the projects in this amendment to the Policy Board, except for the I-65 Natural Wind Break project. The elimination of this project may be recommended for approval if it will be re-introduced in the future under a new des number.

Safe Streets and Roads for All (SS4A)

The US Department of Transportation is soliciting applications for Safe Streets and Roads for All (SS4A) grants. Funds are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding

The SS4A program provides funding for two types of grants: **Action Plan Grants** (for comprehensive safety action plans) and **Implementation Grants**. Action Plan Grants are used to develop, complete, or supplement a comprehensive safety action plan. To apply for an Implementation Grant, an eligible applicant must have a qualifying Action Plan. Implementation Grants are available to implement strategies or projects that are consistent with an existing Action Plan. Applicants for Implementation Grants can self-certify that they have in place one or more plans that together are substantially similar to and meet the eligibility requirements for an Action Plan.

Notice of Funding Opportunity Posted: May 16, 2022

Closing Date for Applications: September 15, 2022 (5:00 p.m. EDT)

Award Ceiling: \$50,000,000

Award Floor: \$200,000

Expected Number of Awards: 300

Cost Sharing or Match Required: Yes

Implementation Grant Eligibility Requirements

To apply for an Implementation Grant, the applicant must certify that they have an existing plan which is substantially similar to an Action Plan. The plan or plans should be uploaded as an attachment to your application. Use Table 2, Self-Certification Eligibility Worksheet, from the previous section to determine eligibility. The existing plan must be focused, at least in part, on the roadway network within the applicant's jurisdiction. The components required for an existing plan to be substantially similar to an Action Plan may be found in multiple plans. State-level action plans (e.g., a Strategic Highway Safety Plan required in 23 U.S.C. § 148, State Highway Safety Plans required in 23 U.S.C. § 402, Commercial Vehicle Safety Plans required in 49 U.S.C. § 31102, etc.) as well as Public Transportation Agency Safety Plans in 49 U.S.C. § 5329 cannot be used as an established plan to apply for an Implementation Grant.

Eligible Activities and Costs

i. Eligible Activities

Broadly, eligible activity costs must comply with the cost principles set forth in with 2 CFR, Subpart E (i.e., 2 CFR § 200.403 and § 200.405). DOT reserves the right to make cost eligibility determinations on a case-by-case basis. Eligible activities for grant funding include the following three elements:

- (A) developing a comprehensive safety action plan or Action Plan (i.e., the activities outlined in Section A.2.i in Table 1 and the list of supplemental Action Plan activities);
- (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan; and
- (C) carrying out projects and strategies identified in an Action Plan.

For Action Plan Grants, eligible activities and costs only include those that directly assist in the development of the Action Plan, element (A), and/or supplemental action plan activities in support of an existing Action Plan or plans.

For Implementation Grants, activities *must* include element (C) “carrying out projects and strategies identified in an Action Plan,” and *may* include element (B) “conducting planning, design, and development activities for projects and strategies identified in an Action Plan” and/or element (A) “supplemental action plan activities in support of an existing Action Plan.” Projects and strategies identified in element (C) must be either infrastructure, behavioral, or operational activities identified in the Action Plan, and must be directly related to addressing the safety problem(s) identified in the application and Action Plan. Examples of eligible Implementation Grant activities are listed on the SS4A website located at www.transportation.gov/SS4A. The following activities are **not** eligible for element (C) “projects and strategies” funding:

- Projects and strategies whose primary purpose is not roadway safety.
- Projects and strategies exclusively focused on non-roadway modes of transportation, including air, rail, marine, and pipeline. Roadway intersections with other modes of transportation (e.g., at-grade highway rail crossings, etc.) are eligible activities.
- Capital projects to construct new roadways used for motor vehicles. New roadways exclusively for non-motorists is an eligible activity if the primary purpose is safety-related.
- Infrastructure projects primarily intended to expand capacity to improve Levels of Service for motorists on an existing roadway, such as the creation of additional lanes.
- Maintenance activities for an existing roadway primarily to maintain a state of good repair. However, roadway modifications on an existing roadway in support of specific safety-related projects identified in an Action Plan are eligible activities.
- Development or implementation of a public transportation agency safety plan (PTASP) required by 49 U.S.C. § 5329. However, a PTASP that identifies and addresses risks to pedestrians, bicyclists, personal conveyance and micromobility users, transit riders, and others may inform Action Plan development.

All projects and strategies must have equity—the consistent, fair, just, and impartial treatment of all people—at their foundation. This includes traffic enforcement strategies. As part of the Safe System Approach adopted in the USDOT’s National Roadway Safety Strategy, any activities related to compliance or enforcement efforts to make our roads safer should affirmatively improve equity outcomes as part of a comprehensive approach to achieve zero roadway fatalities and serious injuries. The SS4A program can be used to support safety projects and strategies that address serious safety violations of drivers (e.g., speeding, alcohol and drug-impaired driving, etc.), so long as the proposed

strategies are data-driven and demonstrate a process in alignment with goals around community policing and in accordance with Federal civil rights laws and regulations.

Funds may not be used, either directly or indirectly, to support or oppose union organizing.

ii. Project and Strategy Location

For Implementation Grants, applications must identify the problems to be addressed, the relevant geographic locations, and the projects and strategies they plan to implement, based on their Action Plan or established plan. This should include specific intervention types to the extent practicable. To provide flexibility in the implementation of projects and strategies that involve systemic safety strategies or bundling of similar countermeasures, an applicant may wait to specify specific site locations and designs for the projects and strategies as part of executing the grant agreement, if necessary, upon approval of the Department and so long as the identified site locations and designs remain consistent with the intent of the award.

Implementation Grant example activities

Below are illustrative examples of activities that could be conducted as part of an Implementation Grant. This list is not intended to be exhaustive in nature and could include infrastructure, behavioral, and operational safety activities identified in an Action Plan:

- **Applying low-cost roadway safety treatments** system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors.
- **Identifying and correcting common risks** across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
- **Transforming a roadway corridor** on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users.
- **Installing pedestrian safety enhancements and closing network gaps** with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices.
- **Working with community members in an identified problem area** to carry out quick-build street design changes informed by outreach and user input.
- **Supporting the development of bikeway networks** with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- **Carrying out speed management strategies** such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, conducting education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras.
- **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.
- **Promoting the adoption of innovative technologies or strategies to promote safety** and protect vulnerable road users in high-traffic areas where commercial motor vehicles (CMVs), pedestrians, bicyclists, motorcyclists, etc. interact.
- **Conducting education campaigns to accompany new or innovative infrastructure**, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones.

- **Implementing standard and novel data collection and analysis technologies and strategies** to better understand vulnerable road user (pedestrian/bicycle/transit rider) network gaps and to collect exposure data.
- **Deploying advanced transportation technologies**, such as the installation of connected intersection-based safety solutions and vehicle-to-infrastructure (V2I) advisory speed limit systems (e.g., Intelligent Speed Assistance [ISA]).
- **Combating roadway departure crashes** through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements.
- **Evaluating and improving the safety of intersections** by considering innovative design changes, improved delineation, and advanced warning.
- **Improving first responder services** with improved crash data collection, formalizing street names and addressing, and enhancing emergency vehicle warning systems.
- **Unifying and integrating safety data across jurisdictions** where local agencies share their crash, roadway inventory, and traffic volume data to create an analytic data resource.

Self-Certification Work Sheet

(Determine if existing plan(s) is substantially similar to an Action Plan)

APC documents reviewed:

- Bike Walk Greater Lafayette Safety Plan,*
- Pedestrian Crash Analysis, 2013-2017,*
- Bicycle Crash Analysis, 2013-2017,*
- Fatal Crash Summary, 2012-2017*

Eligible Implementation Projects:

From Bike Walk Greater Lafayette Safety Plan:

- Develop and implement a multimedia education and outreach campaign,*
- Develop and expand Safe Routes to (SRTS) programs,*
- Provide community-based safety education and training,*
- Create walking and biking street teams,*
- Promote active transportation to and from community events, festivals, street fairs, etc.*
- Host walks, rides, events and on-trail programming,*
- Engage the business community in safe walking and biking,*
- Encourage placemaking activities that promote active transportation,*
- Partner with law enforcement agencies and officers to improve safe biking and walking,*
- Ensure law enforcement officer (LEO) participation on Bicycle-Pedestrian Advisory Committee(s),*
- Train law enforcement officers on bicycle and pedestrian traffic law and related topics,*
- Establish a multidisciplinary crash review team,*
- Evaluate all programs, outreach activities, campaigns, projects, etc.*
- Establish bike and pedestrian count locations and systems,*
- Repeat community social indicator survey in 2019 to gauge changes in knowledge and attitudes,*
- Review and monitor crash, injury, and fatality data annually,*
- Establish an ongoing system for collecting public input related to walking and biking,*
- Review and update zoning ordinances and planning documents, including the thoroughfare plan, to support walking and biking,*
- Adopt a Vulnerable Road User (VRU) law in each jurisdiction,*
- Adopt and/or implement a Complete Streets policy in each jurisdiction,*

- u) Establish dedicated funding for bicycle and pedestrian infrastructure projects and non-infrastructure activities,*
- v) Establish a Bicycle-Pedestrian Coordination position within both cities,*
- w) Establish a county-wide Bicycle-Pedestrian Advisory Committee,*
- x) Complete and submit Bicycle and Walk Friendly community, business, and university application and renewals, and*
- y) Support statewide efforts to incorporate bicycle and pedestrian safety information and education into Indiana Bureau of Motor Vehicles manuals, guides and trainings,*

Reconnecting Communities Pilot (RCP) Program

Overview

The primary goal of the RCP Program is to reconnect communities harmed by transportation infrastructure, through community-supported planning activities and capital construction projects that are championed by those communities. In pursuit of this goal, the program will support and engage economically disadvantaged communities to increase affordable, accessible, and multimodal access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, and park space.

The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including to mobility, access, or economic development.

The RCP Program provides funding for two types of grants. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; to conduct public engagement; and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities.

Eligible Facilities, Activities, and Costs

The proposed project must address an “eligible facility,” which is defined as a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. Eligible facilities include: limited access highways, viaducts, any other principal arterial facilities, and other facilities such as transit lines, rail lines, gas pipelines, and airports.

i. Eligible Planning Grant Activities and Costs:

- a) Public engagement activities, including community visioning or other place-based strategies for public input into project plans.
- b) Planning studies to assess the feasibility of removing, retrofitting, or mitigating an existing eligible facility to reconnect communities, including assessments of:
 - Current traffic patterns on the facility and the surrounding street network.
 - Capacity of existing transportation networks to maintain mobility needs.
 - Alternative roadway designs or other uses for the right-of-way.
 - The project’s impact on mobility of freight and people.
 - The project’s impact on safety.
 - The estimated cost to restore community connectivity and to convert the facility to a different design or use, compared to any expected maintenance or reconstruction costs.
 - The project’s anticipated economic impact and development opportunities.
 - The project’s environmental, public health, and community impacts.
- c) Other planning activities in advance of the project, such as:
 - Conceptual and preliminary engineering, or design and planning studies that support the environmental review for a construction project.
 - Associated needs such as locally-driven land use and zoning reform, transit-oriented development, housing supply, in particular location-efficient affordable housing, managing gentrification and neighborhood change, proposed project impact mitigation, green and open

space, local history and culture, access and mobility barriers, jobs and workforce, or other necessary planning activities as put forth by the applicant that do not result in construction.

ii. Eligible Capital Construction Grant Projects and Costs:

Eligible projects include those for which all necessary feasibility studies and other planning activities have been completed. Projects must be consistent with the Long-Range Statewide Transportation Plan, included in the Metropolitan Long-Range Plan (if applicable), and in the Metropolitan Transportation Improvement Program (TIP) and / or Statewide Transportation Improvement Program (STIP), Tribal Transportation Improvement Program (TTIP) or equivalent, as applicable, prior to the obligation of the award. Transit projects must be included in the investment prioritization of the relevant Transit Asset Management (TAM) Plan by the time of the obligation of the award.

Eligible construction grant activities include: preliminary and detailed design activities and associated environmental studies; predevelopment / preconstruction; permitting activities including the completion of the National Environmental Policy Act (NEPA) process; the removal, retrofit, or mitigation of an eligible facility; the replacement of an eligible facility with a new facility that restores community connectivity; delivering community benefits and the mitigation of impacts identified through the NEPA process or other planning and project development for the capital construction project.

Definition of Economically Disadvantaged Community

For the purposes of the RCP NOFO, applicants may demonstrate the “economic disadvantage” of the project area according to ONE of the following tools:

- 1) EPA Environmental Justice Screening and Mapping tool (EJSCREEN), Socio-economic indicator for low income, block groups in the 80th percentile or above, compared to the State.
- 2) Areas of Persistent Poverty table for the County or Census tract level.
- 3) DOT’s mapping tool for Historically Disadvantaged Communities, See Transportation Disadvantaged Census Tracts in ArcGIS Dashboards.
- 4) Other Federally designated community development zones (for example: Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods).

Award Size:

Planning Grant: Range between \$100,000 to \$2,000,000

Capital Construction Grants: \$5,000,000 to \$100,000,000