

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

MEETING MINUTES

August 21, 2019

VOTING MEMBERS PRESENT

Jeromy Grenard	Lafayette City Engineer
Bill Smith	INDOT – Crawfordsville Division
Mike Spencer (proxy for Stewart Kline)	Tippecanoe County Highway Engineer
John Ricks (proxy for Terry Ruley)	Tippecanoe County Sheriff's Department
Jim Knapp (proxy for Adam Baxmeyer)	Purdue University Airport
Marcus Slifer (proxy for Troy Harris)	West Lafayette Police Department
Jon Fricker	JTRP
Marty Sennett	CityBus

VOTING MEMBERS ABSENT

William Carpenter	Lafayette Police Department
Ed Garrison	West Lafayette City Engineer
Sallie Fahey	Area Plan Commission

NON-VOTING MEMBERS PRESENT

Doug Poad	APC
Chyna Lynch	APC
Tim Stroshine	APC
Aria Staiger	APC
Mike Spencer	Tippecanoe County Highway Dept.
David Griffiee	City of Lafayette
Mark Harlow	Dayton Town Manager
Colin Sullivan	BF&S
Dave Buck	BF&S
John Ricks	Tippecanoe County Sheriff's Dept.
Marcus Smith	West Lafayette City Engineer
Robert Holub	INDOT

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

I. APPROVAL OF MINUTES

Jeromy Grenard moved to approve the minutes of the June 19, 2019 meeting as submitted. Mike Spencer seconded. The minutes, as submitted, were approved by unanimous voice vote.

II. ACCESS PERMITS – none

Bill Smith said he was new to this process and introduced Robert Holub as Permits Manager for INDOT. He asked what the expectations are from these meetings and what they need to bring.

Jon Fricker said from his understanding, if the state has an access permit situation or permit application, they come to the Committee for guidance especially as it may affect local jurisdictions.

Bill Smith said there are two steps in the process. The first step is when a person comes to discuss the permit and begin the application. The second step is issuing the permit. He said they came prepared to speak on some that had been issued.

Jon Fricker said that it was too late to speak on permits that had been granted. The consultant, on behalf of the developer, requests where they need the access to be placed. The committee then discusses where to put the access. The Committee investigates the possibility of future developments to see where the access may go.

Bill Smith said anytime there is a commercial access permit, the committee would like to be approached.

Jon Fricker said the Committee does not plan to be a road block rather give insight for improvement. The latest trick was near Applebee's to figure out what to do with the space between Cumberland Avenue and Win Hentschel Boulevard.

Bill Smith said that is a permit that was issued in the last two months. He said they came prepared to answer any question regarding that access permit. Newman Road, State Road 26 and US 231 are still in the application stage. He said from his understanding, the Committee wants to discuss all access permits in the future.

Jon Fricker said that is correct. One instance is Fifth-Third Bank on South; the committee spent significant time on that project which resulted in a change of site plan due to the Committee's suggestion. All they can do is recommend approval or denial which is non-binding.

Bill Smith said he will be more prepared next meeting. 52 and Veteran's Memorial in the northwest quadrant that has been discussed for development.

Jeromy Grenard said there have been several meetings where they have been asked to do certain things and they did not respond.

Bill Smith said they are looking at access off both 52 and Veteran's Memorial.

Jon Fricker said he is glad Bill is asking because he thinks this can avoid some less than ideal design plans.

III. ADMINISTRATIVE MODIFICATIONS TO THE FY 2020-2024 TIP

A. June 18, 2019 - transfer \$290,266 in STBG funds for Citybus ADA improvements

Doug Poad said just over \$290,000 of federal funds were used in transit and the last of the FY 2019 funds were moved to City Bus for bus stop, bus shelter and sidewalk ADA improvements.

B. July 11, 2019 - adding \$10,000 each in NHPP funds to three I-65 INDOT projects for construction phase

Doug Poad said this had been requested by INDOT's district office regarding three projects on I-65. These projects are already programmed in the TIP for the construction phase. The request is to add funds to preliminary engineering. The request is rather small with \$9,000 in federal funds and \$1,000 in state funds for each project. Since then, there have been no modifications to the TIP nor have there been amendments.

Marty Sennett asked if the projects were bridge overlays.

Doug Poad said he believes they were bridge overlays.

IV. QUARTERLY REPORTS

A. Quarterly Progress Report Summary

Doug Poad introduced Chyna Lynch as the new Recording Secretary for Area Plan Commission. Regarding the Progress Report, Klondike Road had issues with utilities delaying construction in the past. He asked Mike Spencer if that was still an issue.

Mike Spencer said that is still an issue. He said they recently stopped work on the project to wait for the boring contractor to come on site to extend the storm drain to the Cumberland roundabout.

Doug Poad said there were two comments regarding Lindberg Road. The Stage 3 design had a completion date of 10/17 but was at 75% complete. He asked if the date could be updated for the next quarterly report. The total cost for the project did increase by \$400,000. He asked if that was an accurate number.

Mike Spencer said he was unsure as he was unfamiliar with the increases. He said that most projects were trending upward.

Doug Poad said the North River Road at River Bend Hospital project and Concord at CR 430S project had reopened. He had no further comments.

Mike Spencer said there were minor punch list items to be completed but, otherwise both roads are open.

Doug Poad said as for River Road at CR 500N, the only note he had was for the cause of the \$300,000 cost increase.

Mike Spencer said that was caused by the relocation of a 24" water main.

Doug Poad asked if they would need to look for additional federal funds.

Mike Spencer said he believes they will need to look for additional funds.

Doug Poad said the Morehouse Road Reconstruction letting date will need to be adjusted because the federal funds are allocated in FY 2024 so the earliest could be 7/2023. He said both the Yeager Road Reconstruction and McCutcheon Pedestrian Safety projects have federal funding for construction in FY 2023. The letting dates needed to be adjusted. He said there were no comments on Bridge #64, Bridge #65, or County Bridge Inspection.

Doug Poad said the Twyckenham Boulevard Reconstruction is moving forward; right-of-way is clear, Stage 3 Design, and Ready for Contract are at or near 100%. The only thing noted were the right-of-way costs went down.

Jeromy Grenard said those were their accepted offers for right-of-way, but right-of-way services need to be added back in to get the accurate amount.

Doug Poad said the Twyckenham Trail final invoices need to be submitted to close out the project.

Jeromy Grenard said he needed to verify that the final invoices have been submitted.

Doug Poad said the Bicycle/Pedestrian Safety Awareness Program has been requested to be finalized and finished. Park East Boulevard Extension had a possible need of \$170,555 in additional federal funds. He said there was no comment on the Concord Road Trail Lighting project as the project appears to be moving forward. South 9th Street could not be found in SPMS, so he needed to ask INDOT Central Office why.

Doug Poad said in West Lafayette, the Happy Hollow Neighborhood Trail and the Cherry Lane Extension are under construction. Soldiers Home Road Phase 1 project needs the estimated total cost for PE added to the next quarter report. The Sagamore Parkway Trail has had the same percentages of work completed since the third quarter of 2018.

Doug Poad said the last project in the report is from the Town of Dayton; the Yost Road project is moving forward in the early stages.

V. APC PROGRESS REPORT

A. MPO Update

i. Next Level Trails

Doug Poad said there was a request for projects from DNR regarding the Next Level Trails Fund. In approximately six weeks, the application process will open. For this round, they are looking at having up to \$25 million available for regionally significant projects and up to \$5 million available for locally significant projects. He said they wanted to update the committee that the application process was going to start October 1st, 2019.

Jim Knapp asked if there were any projects ready for the application.

Doug Poad said there was a joint project that is a combination of smaller projects from both cities and the county that was not funded.

Jeromy Grenard said they would update the project and resubmit it. He thought they needed to take design further to be more competitive. He said they both need to connect to the ends of the Sagamore Parkway bridge and down to the Wabash Heritage Trail on the Lafayette side. West Lafayette wanted to put a trail head on their side then connect the Sagamore Parkway Trail. Lafayette wanted to continue from the Sagamore Bridge to 9th Street and T into the existing trail all the way to city limits. That would eventually be continued to the state park.

ii. APC bike and ped webpage update

Doug Poad said they are tasked with updating the bicycle and pedestrian plan. The plan is moving forward at a slow pace. The communities have put together many documents and maps regarding bicycling and walking. There has not been a specific location where all the information could be accessed. He said on the Area Plan Commission webpage under the transportation page, he added a bicycle and walking page. Bike Walk Greater Lafayette plan, safety plan and the bicycle and pedestrian comfort maps are located on this page as a quick reference. This page has lists from individual jurisdictions and information from the Area Plan Commission, City of Lafayette, City of West Lafayette, and Purdue. At the bottom of the page, City of West Lafayette has a concern form. There is a similar form for all other jurisdictions on the page as well. These forms will come directly to APC to be passed on to the corresponding jurisdiction.

iii. Thoroughfare Plan revisions update

Tim Stroshine said the current Thoroughfare Plan is outdated and in need of revision. The planned revision has a three-part process. When someone needs to consult the Thoroughfare Plan to design a project, it will go through the three-step process. The first step is development intensity; this will look at the density of the area currently and how it may develop in the future. The second step is land use; this will consider the function of land and nearby developed land. The third step is street design; this will determine how the right-of-way will be designed by asking what needs to go in the right-of-way and how much flexibility should be allowed. The current Thoroughfare Plan does not allow for appropriate

sidewalks, trails, or bus facilities. The new plan would look to improve these features. There has been a preliminary meeting with engineers and Tippecanoe County Highway Department.

Marty Sennett asked at what density per square mile or acre will bus pull offs be incorporated in planning. Uber drivers, delivery drivers, and UPS drivers also need places to safely pull out of the way.

Tim Stroshine said they hope to incorporate that in the Thoroughfare Plan. He said they hope to get deliveries done in an alley or loading dock type of scenario, but they understand that is not always possible. In more dense areas, it is more difficult to retrofit for these situations.

iv. West Lafayette VMT project

Tim Stroshine said the City of West Lafayette asked APC to track the emission of greenhouse gas to see what they can do to improve it. This is done by giving an estimate of how many vehicles travel and how many miles the vehicles travel on West Lafayette streets. 2018 data was used because INDOT took coverage counts which are taken every 3 years. If these types of counts are desired yearly, there would be a need to develop a way to get more traffic count data.

Jeromy Grenard asked if this data can be used to get crash rates opposed to the number of crashes. He said Lafayette may be more interested in that to find the intersections that have higher crash rates. He said he would like to talk about what additional data APC needs from the city to get this started.

Jon Fricker asked how the counts were made on all the streets and roads.

Tim Stroshine said spot counts are done because this is an estimate not an exact. INDOT takes more counts on major roads so APC is able to supplement with what West Lafayette interns count.

Jon Fricker asked if they ran the model.

Doug Poad said they sorted the traffic counts by functional class. There is a mileage for each functional class. The average traffic count for each functional class is multiplied by miles driven.

Tim Stroshine said they could have run the model, but it is very time consuming.

B. INDOT 18-Month Letting List

Doug Poad said there were only a few projects to comment on. First, the patch and rehabilitation project on State Road 28 was let in July. The project was awarded to Rieth Riley for just over \$3 million. The estimated completion date is May 2, 2020. He said projects two, three and four are the more popular ones on Teal Road /US 52. It is currently on the September Letting List. The estimated completion date is shown as September 20, 2024. He said he is unsure how they will complete this project. Project six through fifteen are all bridge deck projects and all on one contract. Projects nineteen, twenty and twenty-one are new traffic signal installations. The last three projects are local projects with lighting on Concord Road, Lindberg Road and River Road.

John Ricks asked if traffic signals on US 231 and CR 800 S will be real traffic signals.

Doug Poad said yes, they will be full traffic signals not flashing lights.

Jeromy Grenard said Twyckenham Boulevard will have a revised letting date in December.

C. State Bike Trails Task Force Report

Doug Poad said the Indiana State Legislature created this task force that began in July of 2017 and concluded a few months ago. It was tasked with developing concepts to connect existing bike trails throughout Indiana. They investigated the feasibility of connecting the trails, cost estimates and presenting six innovative funding sources in a timeline for completion. He said the task force has placed two Visionary Trails in Tippecanoe County, according to the map given in the final report. The trail to the

southeast in Colfax, formerly the Heritage Trail, has been awarded \$1.6 million to extend the trail 4.7 miles. He said that he believes in the next five to six years there could be a complete trail system. The Task Force came up with seven alternative funding sources that include increased tipping fees, public-private partnerships, waste tire fee reallocation, sales tax on sporting goods, reallocation of some state gas tax, appropriate general funds, and create a real estate transfer tax. The real estate transfer tax is used in eight other states that improve quality of life. He said it is another tax so it is unsure how well liked it would be.

Jon Fricker asked who created the report.

Doug Poad said the Task Force creates the report.

Jon Fricker asked if the Task Force is created at state level.

Doug Poad said the state legislature created this Task Force. There is a website dedicated to the Task Force as well. There is cross-representation from people all over the state.

VI. OTHER BUSINESS

None

VII. CITIZEN COMMENTS

None

The next Technical Transportation Committee meeting is September 18, 2019.

VIII. ADJOURNMENT

Jon Fricker moved to adjourn the meeting at 2:37 pm.

Respectfully Submitted,

Chyna Lynch
Recording Secretary

Reviewed By,



Sallie Fahey
Executive Director