

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

**MEETING MINUTES  
January 15, 2020**

VOTING MEMBERS PRESENT

Mike Spencer (proxy for Stewart Kline)	Tippecanoe County Highway Engineer
Sallie Fahey	Area Plan Commission
Bill Smith	INDOT – Crawfordsville Division
Ed Garrison	West Lafayette City Engineer
Jeromy Grenard	Lafayette City Engineer
William Carpenter	Lafayette Police Department
Marty Sennett	CityBus
Jason Philhower (proxy for Troy Harris)	West Lafayette Police Department
Jim Knapp (proxy for Adam Baxmeyer)	Purdue University Airport
John Ricks (proxy for Rob Hainje)	Tippecanoe County Sheriff's Department

VOTING MEMBERS ABSENT

Jon Fricker	JTRP
-------------	------

NON-VOTING MEMBERS PRESENT

Aria Staiger	APC
Doug Poad	APC
Tim Stroshine	APC
David Griffiee	Lafayette
Mark Harlow	Dayton Town Manager
Colin Sullivan	BF&S
Melissa Patton	INDOT

In the absence of Jon Fricker, Sallie Fahey called the meeting to order at 2:00 p.m.

**I. APPROVAL OF MINUTES**

Ed Garrison moved to approve the minutes from the December 18, 2019 meeting as submitted. Mike Spencer seconded. The minutes were approved by unanimous voice vote.

**II. ACCESS PERMITS**

Bill Smith said there are no new applications since the last meeting. The Newman Road and SR 26 project permit has not been issued but is close to being done. There is some paperwork that has not been finalized yet. The Otterbein Dollar General is an older application where the permit has not been issued yet. It is in an odd spot; access is not off US 52.

Ed Garrison asked if they had to request a variance for the permit.

Bill Smith said he believes they requested a variance. There has not been much activity on this permit, but he will update the Committee when there is more information.

**III. ADMINISTRATIVE MODIFICATIONS TO THE FY 2020-2024 TIP**

Sallie Fahey said this modification shuffled money between two phases within the Yeager Road project; \$15,607 needed to be taken from the right-of-way phase to be placed into preliminary engineering for compensatory mitigation.

#### **IV. APC PROGRESS REPORT MPO Update Monthly Funding Report**

Doug Poad said it's that time of year to look at funding so when the April deadline comes around, all federal funds have been obligated. The report currently shows only two obligations, both on Yost Drive. Since the report was run, there were additional obligations that will show in next month's report. The information in the table is organized by federal funding type and by project. All Transportation alternative funds have all been obligated. Some STBG and HSIP funds still need to be obligated to ensure that no federal funds are lost.

#### **2020 and 2021 Traffic Count Locations**

Tim Stroshine said the traffic count program will be changing. INDOT takes counts on a three-year cycle; 2021 is the next year these counts will be taken. Staff compared where INDOT will be taking counts in 2021 to where staff will take counts in 2021 to get complete counts on all intersection approaches. This is being done to get crash rate data. Staff is now planning the locations for traffic counts in 2020 to fill in the gaps. There are still a few sites missing for 2020; he asked that the city engineers send him an email if they have any suggestions on sites. He thanked the engineers for partnering with staff during this shift in the traffic count program.

Bill Smith asked if gathering more pedestrian count information is part of the plan.

Tim Stroshine said that is separate from the traffic count program because of the methods used to collect the pedestrian data. Pedestrian counts are taken through the Mio Vision camera system or hand counting. These are programmed separately because they use different devices.

Bill Smith asked if there is previously gathered information posted anywhere online.

Tim Stroshine said it is not online yet as staff has been restructuring the website to make navigating it easier for the public.

Bill Smith said no other MPO in this district has gathered this type of data so having it accessible would be helpful.

Ed Garrison said West Lafayette is working on setting up several Mio Vision detection systems for the signals downtown. If the opportunity becomes available, West Lafayette is looking to implement these city-wide. This would help with gathering traffic information. Mio Vision is beta testing the pedestrian counting. The issue with the all pedestrian phase signal is when someone crosses diagonally, Mio Vision is not accurately collecting the data.

Bill Smith asked how many all pedestrian phase signals there are in West Lafayette.

Ed Garrison said they are at Stadium and Northwestern, Grant and State, Marstellar and Sheetz, and Northwestern and Chauncey.

Jason Philhower said there are also a few on Stadium at University and Russell.

Marty Sennett asked if the Mio Vision counts people twice.

Ed Garrison said it tracks people all the way across the intersection.

Marty Sennett asked if a person turns around to meet a friend, will it count the person again.

Ed Garrison said the person would have to cross all the way and then walk back to be counted twice. Mio Vision uses an advanced detection technology where it can track people versus just detecting movement. It can notice features like glasses, shapes and figures to track people individually. This is still a work in progress; it is working on detecting bicycles separately from pedestrians.

Marty Stennett asked if the Mio Vision needed to be calibrated often.

Ed Garrison said these have not needed to be calibrated. There are three of the Mio Vision cameras, soon to be a fourth. There is a different camera that uses a fisheye lens, so it is one location that goes out in every direction. There is another one that is not Mio Vision at Salisbury and Lindberg which has its drawbacks in that it is not as intuitive as Mio Vision.

Marty Sennett said on the buses, the passenger counters have to be calibrated often.

Ed Garrison said it adapts to other technology West Lafayette is looking to use as well. This is all being developed for highways to track starting, stopping and gas mileage. That does not translate well to our dense environment, but it does have benefits with bicycles and pedestrians. People could connect the apps on their phones to it to get rid of blind spots because then the vehicle knows places that cannot be seen.

Sallie Fahey asked if there was any testing with the Mio Vision technology to analyze the camera data and the hand counted data for accuracy. There was some significance in the difference.

Tim Stroshine said it depends. For the counter APC staff has, which is the portable counter that is mounted on a pole, there were favorable results. Compared to what the camera software counted to what a human can count, those were also favorable. But the permanent counter stations are where some discrepancies came about.

Ed Garrison said the discrepancies were found at State at Grant. He asked if staff compared the counts on Chauncey.

Tim Stroshine said staff did not count on Chauncey so there would not have been any data to compare.

Ed Garrison said the discrepancies came from the all pedestrian movement and people not being counted accurately.

Sallie Fahey told Bill Smith that APC could give him the hand counts taken before the State Street Project and after the State Street Project.

Ed Garrison said those findings were presented at a meeting a few months ago and would be in the minutes from that meeting.

Tim Stroshine told Bill Smith to email him, so he could find out what data INDOT would be interested in.

Bill Smith said we build path ways and multi-use trails, if we do not follow up to get data after, we drive around to see if people are using them. He is curious to see what the usage data is starting to show. When putting trails in, what are the destinations and who are the users are questions that should be asked early on but are not always asked.

Ed Garrison said how people will be accessing it is was a key component with the trails along US 231. People were given a trail along US 231 that they want to use but have no way to easily access it.

Sallie Fahey said it is surprising how many people are always on that trail.

Ed Garrison said there is some connectivity that gets to the trail from Cumberland and along Lindberg.

Sallie Fahey said Cherry Lane helps with some connectivity.

Ed Garrison said he would like to find a way to incorporate trail heads to give four or five parking spots to allow for people that don't live in town to access the facilities.

Sallie Fahey said the trail head on Kalberer Road is nice and has parking.

Ed Garrison agreed. He would like to see four or five asphalt parking spots connect to the trail.

#### **INDOT 18-Month Letting List**

Doug Poad said Project 1 on Twyckenham Boulevard was awarded to Milestone for \$3.5 million with an estimated completion date of May 2021. The award for Project 2 and 3 on US 231 is still pending. Project 4 on US 52 was awarded to Reith Riley for \$794,070 with an estimated completion date of July 2020. All four projects had a December 2019 letting date. Projects 5, 6 and 7 are on a February 2020 letting and are new traffic signals on US 231 at the CR 800S intersection and at the SR 28 intersection as well as on SR 26 at the CR 900E intersection. There are three projects with a March letting date and six with an April letting date. Project 10 on SR 38 is no longer listed.

#### **V. OTHER BUSINESS**

Ed Garrison said this is his last meeting in this position. He has taken a job in the private sector at the end of the month. Marcus Smith, the Assistant City Engineer, will be the interim City Engineer to handle the daily responsibilities. Ed said he has enjoyed every bit of this job but feels it is time to move on to a new challenge. He thanked everyone for all their help along the way.

#### **VI. CITIZEN COMMENTS**

None.

#### **VII. ADJOURNMENT**

Next meeting is February 19, 2020.

Marty Sennett moved to adjourn. Ed Garrison seconded.

The meeting adjourned at 2:20 pm.

Respectfully Submitted,

Chyna Lynch  
Recording Secretary

Reviewed By,



Sallie Fahey  
Executive Director