MPO Policy Board Meeting

Date.................................December 12, 2019
Time........................................2:00 PM
Place.................................Lafayette City Hall
                              Board of Works Room
                              20 North 6th Street
                              Lafayette, Indiana

AGENDA

I. APPROVAL OF MINUTES FROM NOVEMBER 14, 2019

   Documents:


II. QUARTERLY REPORTS

   A. Quarterly Progress Report Summary

       Documents:

           Quarterly Project Progress-Summary Report Q1.pdf

III. APC PROGRESS REPORT

   A. MPO Update
      i. Bike Crash Report (link)
      ii. FY 2020 Safety Performance Measures and Targets Agreement
      iii. MPO Funding Swaps
   B. INDOT 18-Month Letting List

       Documents:

           2019 12 Lettings Map.pdf
           2019 December Lettings.pdf

IV. OTHER BUSINESS

V. CITIZEN COMMENTS
VI. ADJOURNMENT
    Next meeting is January 9, 2020

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

I. APPROVAL OF MINUTES

John Dennis moved to approve the minutes from the October 10, 2019 meeting. Mike Gibson seconded. The minutes, as submitted, were approved by unanimous voice vote.

II. APC PROGRESS REPORT

A. Administrative Modifications

Sallie Fahey said there was an administrative modification on October 17, 2019 for INDOT. This was done for the preliminary engineering for the traffic light installation at SR 26 and 900E. The project was originally scheduled for FY 2019 however, it has been delayed which has increased the preliminary engineering costs. This was a modification to the new TIP to add the $146,260 of federal funding.
**B. MPO Update**

**State Street Pedestrian Count Update**

Tim Stroshine said he will be referring to the page of tables in the packet. This is the final piece of the before and after study that started in 2016. The goal was to see the changes after the State Street Project completion. The data shows significant changes in how pedestrians are using the intersections. The number of crossings were counted so if a person crossed two legs of the intersection, they would be counted twice. If the person crossed diagonally, they would only be counted once.

Mike Gibson asked if the person crossed at the scramble light, if they would only be counted once.

Tim Stroshine said that is correct and it is also one of the main reasons a difference has been seen in the counts at State and Grant. Now that there is the scramble movement, people are only crossing once and around the same time. There is now more pedestrian protection. People are crossing less, but it is now much safer. There was a significant reduction in midblock crossings as the data shows in the last table. The State Street Project created trails, a nice buffer-strip and moved the bus stop by State and Grant closer to the next intersection. Staff counted fewer people crossing from the bus stop to Krannert than in 2016. There are still some people crossing at this intersection; they typically wait to cross midblock rather than walk to the crosswalk.

John Dennis asked if they counted how many people were on cellphones while crossing.

Tim Stroshine said there were more people crossing wearing headphones or in groups. Counts were taken of distracted midblock crossings. Most the people crossing midblock were on their phone, had headphones in, talking to someone or eating.

Mike Gibson asked if inclement weather affected how pedestrians crossed.

Tim Stroshine said it did not rain or snow when the counts were taken but it was cold. The weather was similar when the counts were taken in 2016. Staff does not think the weather had as much of an impact as did the change in the configuration of the intersection with the scramble light. At the Northwestern intersection, the construction from the Target store could have affected the movements.

Sallie Fahey asked if Tim knew the count comparison to the Mio Vision count.

Tim Stroshine said a permanent Mio Vision camera had been installed at State and Grant. Staff wanted to see the comparison in the data from hand counting and the camera counting. The Mio Vision counted significantly lower than the hand counts. It is unclear why the counts were different. It may be that some pedestrians are being screened from view; when multiple people are crossing at once, each person may not be seen. To determine the cause, staff would have to look at what the camera recorded and see how a hand count would vary the result. Staff currently does not have access to that video, so this would have to be coordinated with the West Lafayette City Engineer.

Tony Roswarski said it is good to know that midblock crossing has decreased because that was a big safety hazard.

**Coordinated Human Services Plan**

Doug Poad said transportation issues are usually not discussed with certain groups; those who are 65 and older, those with a disability or those with low income. In 2008, staff developed a plan that looks at transportation issues for those three specific groups. Staff looked at areas where these people are concentrated as well as the challenges, barriers and gaps these people face. Strategies were developed to help address these transportation issues. The first plan was adopted in 2008 then updated in 2014. It is now time to start looking at these issues again. Maps were developed for each of the three groups. The next portion of this update is public outreach. Staff will contact stakeholders and ask them to identify
challenges, barriers and gaps of their clients. As a new part of this plan, a survey will be conducted at different locations to get firsthand knowledge from people in these three groups. Once the problems have been recognized, strategies to help will be identified and documented. This can be a long process and is expected to be finished in about a year.

Sallie Fahey said every time this plan has been done, staff has relied on transportation providers that serve these groups to provide information about their client’s challenges. This time, staff is trying to get information directly from the client through these surveys. Staff received an invitation from Food Finders Food Bank to do survey work with their clients.

Dave Byers asked if the map for 65 and older would be skewed because of multiple senior living facilities located in the same area.

Sallie Fahey said there is also the project on Morehouse that is targeted towards 55 and older that could be a majority 65 or older. What are traditionally starter homes in this area, are also attractive for retirees to downsize.

Doug Poad said one challenge in developing these maps is that staff is forced to use the American Community Survey data which is only good at the census tract level. Finer data is not available for block groups or blocks. This makes it challenging to identify specific smaller areas.

**MPO Funding Swaps**

Sallie Fahey said in the last couple of years, we have either needed more money or had extra money to swap with another MPO. So far, this has been at an informal MPO to MPO basis. This year, the MPO directors are going to file either a need for extra money or money they cannot use. The MPO directors will then decide who needs money or who has money to give. She said it is unclear if we will be right on target this year or if we will need a potential donor or recipient. This will be worked out in early December at the MPO Council meeting.

**C. INDOT 18-Month Letting List**

Doug Poad said the November 14, 2019 letting date has 10 projects that are all on the same contract. Each project is either on INDOT state routes or US routes and relate to bridge maintenance. The proposed completion date is October 31, 2020. The next four projects on the list have a letting date of December 11, 2019. The first of these projects is Twyckenham Boulevard with an estimated completion date of May 1, 2021. The following two projects on US 231 are combined with projects in Clay, Fountain and Vermillion Counties. The last project is on US 52 with an estimated completion date of July 30, 2020. Projects 15-17 are three new traffic signals that are on track for a February letting date. Projects 24, 25, and 26 on I-65 were scheduled to be let in December but have been moved to an April 1, 2020 letting date. Project 27 is a lighting update on Concord Road which has been moved up in letting date but that is not yet reflected on the letting list. There are quite a few big local projects coming up.

**III. OTHER BUSINESS**

Tom Murtaugh said the LTAP put together some information regarding MVH funding. He said he is sure the cities have noticed a drop in MVH funding because it has been noticed at the county level. LTAP was tasked with looking at the analysis of the MVH fund. He said he thought INDOT had been informed of the study. In 2017, gas taxes and registration fees were increased. There was a huge increase in MVH funding as a result. Between 2018 and 2019, there was a significant decrease for cities, towns and counties yet there was still an overall increase in MVH funding. He said these are the questions we need to be asking legislators.
Tony Roswarski said it also appears that there will be less MVH funding in 2020; funding will be at or below levels from before the gas tax.

Tom Murtaugh said the numbers the county received to budget for this year came in low. Projects will have to be cut this year. He said he wanted to bring this to the Board’s attention, so it can be discussed with our legislators.

Tony Roswarski said they did not expect to see a large increase immediately because the law only allows funding to be given over a five-year span. There should be no reason for the amount to decrease significantly.

Shane Evans asked if this is because the formula the auditor had was incorrect.

Tom Murtaugh said that was unclear.

Tony Roswarski said Indianapolis was also shorted in MVH funding.

Tom Murtaugh said that particular issue was just related to Marion county. The funding Indianapolis did not receive went to other entities in Marion County.

Sallie Fahey said that may be part of the MPO to MPO problems. Madison County MPO has now been overlapped by the Indianapolis MPO because of the Metropolitan Area of Indianapolis. This has caused some frustration.

Shane Spears said this is what was in the bill but now we are starting to realize the implications on the funding levels two or three years later.

Tom Murtaugh said from his understanding of the legislation, the actual formula was not outlined and needs to be analyzed.

Tony Roswarski said the intent of the bill was over a five-year period, communities would get their full portion of the new gas tax. 2020 will have lower funding than 2017 before the gas tax.

Tom Murtaugh said that INDOT’s funding is going up significantly.

Sallie Fahey asked the Policy Board if it would like for her to put this on the agenda for the MPO Director’s meeting in December.

Tom Murtaugh said that was a great idea.

Cindy Murray asked if legislators are aware of this issue.

Tom Murtaugh said this report just came out two weeks ago. It is unclear if legislators have seen it. However, this board should be talking to the legislators about this issue.

Tony Roswarski said he spoke with a few people from different state agencies about this issue. He said it is so complicated that no one was able to explain the calculations.

Shane spears said this is the first time he has seen the numbers. He thought this was just from the mix up; he did not realize it was a larger situation.

IV. CITIZEN COMMENTS

None.
V. ADJOURNMENT

Ron Campbell moved to adjourn. Dave Byers seconded.

The meeting adjourned at 2:25 pm.

Respectfully Submitted,

Chyna R. Lynch
Recording Secretary

Reviewed By,

Sallie Fahey
Executive Director
Quarterly Project Progress Summary Report, FY 2020 First Quarter

Tippecanoe County

- The Klondike Road project should have enough funding to cover change orders and the railroad cost overrun.
- The Lindberg Road project should be cleared for a Fall 2020 letting, with construction likely to start in Spring 2021. West Lafayette promised to fulfill their previous agreement to pay for a portion of this project.
- North River Road has reopened, and is waiting on an INDOT final audit.
- Concord Road at CR 430S has reopened.
- The River Road at CR 500 N project has 2 parcels in condemnation, once those parcels are purchased, the right-of-way will be cleared.
- The Morehouse Road project will have its letting date changed to match the FY 2020 TIP.
- The Yeager Road project should have a draft environmental report by Thanksgiving. This report is holding up right-of-way acquisition, so options may need to be explored to move the process along.
- The McCutcheon Pedestrian Safety project should have an environmental report completed by the end of 2019.
- No comments for the Bridge #64 and #65 projects.
- No comments for the County Bridge Inspections.

Lafayette

- The Twyckenham Boulevard project got a CE contract awarded.
- The Twyckenham Trail project should have all the final invoices submitted. (Lafayette will double-check this.)
- The Bicycle/Pedestrian Safety Awareness project should have the final purchase orders closed. (Lafayette will double-check this.)
- The Park East Boulevard Project should have the environmental report finished this month. (Lafayette will double-check this.)
- The Concord Road Trail Lighting project still has a high cost listed, Lafayette will check to see if this cost can be reduced.
- No comments for the South 9th Street project.

West Lafayette

- The Happy Hollow Neighborhood Trail project is substantially complete, the consultant is working on final punchlist items.
- The Cherry Lane Extension project still has some change orders that West Lafayette has not received bills for yet, they hope they can finalize those soon.
- The Soldiers Home Road Phase 1 project has an estimated preliminary engineering cost of $846,200, but that may change if this project requires phasing changes.
- The Sagamore Parkway Trail project has its alignment set, which should allow for progress on the environmental report.

Town of Dayton

- The Yost Road project has gotten notice to proceed. Butler, Fairman, and Seufert has been selected as the consultant.
<table>
<thead>
<tr>
<th>Letting Date</th>
<th>Road</th>
<th>Type of Work</th>
<th>Location</th>
<th>Des &amp; Contract Number</th>
<th>Previous Letting Date</th>
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<tbody>
<tr>
<td>11/14/2019</td>
<td>US 52</td>
<td>Bridge Thin Deck Overlay</td>
<td>Bridge over Lauramie Creek, 2.33 mi W or SR 28</td>
<td>1601992 40267</td>
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<td>Bridge over Wea Creek, 0.13 mi W of US 231</td>
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<td>US 231</td>
<td>Bridge Thin Deck Overlay</td>
<td>Elston Road over US 231</td>
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<tr>
<td>11/14/2019</td>
<td>SR 28</td>
<td>Bridge Deck Overlay</td>
<td>over Haywood Ditch; 01.79 W US 231</td>
<td>1801298 40267</td>
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<tr>
<td>11/14/2019</td>
<td>US 52</td>
<td>Bridge Maintenance And Repair</td>
<td>over Sagamore Pkwy EB(OLD 52), 0.31 S E JCT US 52</td>
<td>1801299 40267</td>
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<tr>
<td>12/11/2019</td>
<td>Twyckenham Boulevard</td>
<td>From Poland Hill road to South 9th street</td>
<td>Road Reconstruction (3R/4R Standards)</td>
<td>1401285 R-37906</td>
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<tr>
<td>12/11/2019</td>
<td>US 231</td>
<td>Debris Removal From Channel</td>
<td>over Big Wea Cr; Elliott Dt, 01.28 mi S of SR 25</td>
<td>1801344 41411</td>
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<td>1801338 41411</td>
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<tr>
<td>12/11/2019</td>
<td>US 52</td>
<td>Asphalt Patching</td>
<td>Various Terminal Joints throughout Tippecanoe County (TCAPC)</td>
<td>1901663 42126</td>
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<tr>
<td>2/5/2020</td>
<td>US 231</td>
<td>New Signal Installation</td>
<td>at CR-800 S intersection; 2.95 mi N of SR-28</td>
<td>1802809 41836</td>
<td></td>
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<tr>
<td>2/5/2020</td>
<td>SR 26</td>
<td>New Signal Installation</td>
<td>at CR-900 E intersection, 4.71 mi E of I-65</td>
<td>1802820 41836</td>
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<td>3/4/2020</td>
<td>I-65</td>
<td>ITS Traffic Management Systems</td>
<td>CCTV/DMS from 1.5 miles south of SR 47 to US 24/231 (Exit 201)</td>
<td>1800572 41233</td>
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<td>3/4/2020</td>
<td>SR 38</td>
<td>Debris Removal From Channel</td>
<td>over S Fork Wildcat Creek; 01.70 mi E of I-65</td>
<td>1801353 41400</td>
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<td>3/4/2020</td>
<td>Concord Road</td>
<td>Lighting</td>
<td>from Maple Point Drive Extension to Veterans Memorial</td>
<td>1900477 41911</td>
<td>5/7/2020</td>
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<td>Letting Date</td>
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<tr>
<td>22 S</td>
<td>SR 225</td>
<td>Bridge Deck Overlay</td>
<td>over Burnett Creek; 1.24mi S of SR 43</td>
<td>1702137 40523</td>
<td>1701548 40523</td>
</tr>
<tr>
<td>23 S</td>
<td>SR 225</td>
<td>Bridge Deck Overlay</td>
<td>over Burnett Creek; 1.95mi S of SR 43</td>
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<td>24 S</td>
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<td>1901578 42092</td>
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<td>26 S</td>
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<td>Bridge Deck Patching</td>
<td>0.58 mi S of SR 43</td>
<td>1901585 42095</td>
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<td>27 S</td>
<td>I-65</td>
<td>Small Structure Pipe Lining</td>
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<tr>
<td>28 S</td>
<td>Lindberg Road</td>
<td>Road Reconstruction (3R/4R Standards)</td>
<td>Lindberg road from Klondike to McCormick</td>
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<td>29 S</td>
<td>N. River Road</td>
<td>Intersect. Improv. W/ Added Turn Lanes</td>
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<td>30 N</td>
<td>Park East Boulevard</td>
<td>New Road Construction</td>
<td>New Road between Haggerty Lane and SR 38</td>
<td>1700405 40125</td>
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</table>

Same, New, Change, Not Listed, Relisted

**Bid Letting Results**

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Project Awarded to HIS Constructors for $1,525,411.49
Engineer's Estimate: $1,779,182.00
Two bids submitted
Estimated completion date: October 31, 2020