

Doug Poad said that when you purchase gas, 18.4 cents per gallon goes into the highway trust fund, which is where this money comes from before it is split into the different funding types. This amount has not changed since 1993.

Doug Poad referred to a document with a timeline showing the TIP development process. The process started with a call for projects on October 21st. Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill, unincorporated Tippecanoe County, CityBus, Purdue University Airport can all submit requests to use federal funding for their projects. Representatives from all these agencies were asked to fill out project sheets. These project sheets contain information about how much funding is being requested and in what year the funding is being requested for different projects. (The TIP will also include projects that only use local funding, although those projects are tracked a little differently.) These project lists were all received by December 4th. They were compiled into one list, which will be presented at this meeting. Doug said that there is also a list of projects that INDOT puts together. These projects only use state funding, but are included in the TIP for informational purposes. Red Flag Analysis for these projects will be completed by December 23rd. Red Flag Analysis provides a high level look at potential environmental issues that a project may face during planning and construction. These project requests will be reviewed at the January 20th Technical Transportation Committee meeting. A draft TIP including this list of projects will be submitted to INDOT for their review by February 15th. The next step is a public hearing, which will be at the March 10th meeting. After this meeting, there is an open comment period. The formal adoption process will begin at the April 19th Technical Committee meeting, with adoption anticipated at the May 13th Policy Board meeting. This creates a pretty tight timeline, but it allows for INDOT and FHWA to have enough time to comment on the draft document before it is adopted.

Local and INDOT Project Lists

Doug Poad referred to a document with a list of proposed local projects. He explained that there were three phases of projects, Preliminary Engineering (PE), Right-of-Way (RW), and Construction (CN). Doug went over the proposed projects in more detail. The first set of projects will be in Lafayette. There is a project to widen South 9th Street, which will include sidewalks and a trail. There is also a project to extend Park East Boulevard from McCarty Lane to Haggerty Lane. This will allow Park East to connect South Street to State Road 38. Construction will start next year, and should be complete by 2024. There will be a project on South Street that will convert the road to an urban style cross-section. This project will not start until 2026.

Doug Poad referred to a list with proposed projects for West Lafayette. Doug said that the Cherry Lane extension will continue, extending Cherry Lane from US 231 to Northwestern. This project will not start until 2026. Cumberland Avenue will be improved and widened between US 52 and Sagamore Parkway. Lindberg Road will be reconstructed starting in 2022. A trail on Sagamore Parkway will connect a trail in West Lafayette to a trail in Lafayette. Soldiers Home Road will be reconstructed from Sagamore Parkway to Kalberer Road.

Doug Poad referred to a list with proposed projects for Tippecanoe County. There is a bridge inspection program that ensures that the bridges are safe for the traveling public. A North 9th Street Trail project will apply for some special federal funds called Group IV funds. There are several smaller projects included in this project, which Doug referenced. A project to improve pedestrian safety near McCutcheon High School will be constructed. This project will include trails, sidewalks, and a signal to help students safely cross the street near the high school. There is a project that will widen Morehouse Road between Sagamore Parkway and CR 500 N. Yeager Road will be paved and re-aligned north of West Lafayette. There are several bridge projects that will improve the condition of bridges at various locations in the county.

Doug Poad said that no requests for projects were received from Dayton, Battle Ground, or Clarks Hill. However, CityBus did request some projects, which Doug covered in more detail. Many of these projects can be categorized as operating assistance, which allows them to replace buses, repair buses, and provide equipment for buses. CityBus also has a travel training program, which helps individuals learn how the bus system works. CityBus will be expanding their service to the North End Community Center, the Community Corrections facility, and the Wabash Avenue area. CityBus will also be improving their bus stops in various locations.

Doug Poad referred to a list of projects for the Purdue Airport. Several of their projects will rehabilitate the runways at the airport. They will also replace their aircraft rescue/firefighting vehicle.

Doug Poad asked for questions. Shannon Stanis asked for an example of a safety project. Doug mentioned a project that was recently completed on Concord Road. At CR 430 S, there is a narrow T-intersection. A new lane was added for vehicles waiting to turn left. It also helps to separate vehicles that want to turn right and those that want to turn left. A left turn is a more difficult maneuver to execute because you have to cross the path of oncoming traffic, so it often takes longer, and this new lane configuration allows traffic to flow more smoothly.

Shannon Stanis said that they are happy to hear about the pedestrian improvements along South Street. Tim Stroshine mentioned that many of the projects in the list include improvements for all modes of travel. Doug Poad said that this is a general philosophy about transportation in this area. It really helps people that are walking and cycling.

Steve Clevenger said that he saw "security cambers" listed in the CityBus projects. He asked what that meant. Doug Poad said that this was a typo, it should be "security cameras." CityBus uses nine cameras on each bus. This helps keep riders safer, and provides a video recording of any crashes that buses are involved in, which can be used if legal action is taken.

Doug Poad said he had a list of INDOT projects to go over. Doug said that over half of the projects were maintenance projects. This helps to keep roads and bridges in good repair. For the last 3 to 5 years, INDOT has worked hard to bring their bridges up to better standards. Doug said that he was going to discuss some of the highlights from the list, but not cover every project on the list. Doug said that there were three projects on SR 25, five projects on SR 26, one on SR 28, seven on SR 38, four on SR 43, nine on US 52, four on US 231, two on SR 225, 18 on I 65, and a couple that are catch-all projects for the state or district with a component in Tippecanoe County. Doug said project 5, on SR 26, will be a major structural overlay, which will help with the condition of the road. Project 8 will replace an old bridge on SR 26 over Goose Creek. Project 10 is on SR 38, it will replace a long stretch of pavement east of Dayton. Project 18 will replace a bridge over the Wallace Ditch. Project 20 will replace a bridge over Indian Creek. Project 22 will add auxiliary lanes (left turn lanes or right turn lanes) at various intersections along US 52. Project 28 will also add some auxiliary lanes. Project 29 will add passing lanes at various locations along US 231 in southern Tippecanoe County. Project 34 will repair a bridge over the Wabash River on SR 225. Projects 35 to 39 are all on I 65. Project 39 will widen I 65 to six lanes in northern Tippecanoe County. The other projects in that list are related to this effort. Doug mentioned that project 38 will help with safety during the winter months by preventing snow build up on the road. Project 50 will widen a bridge on I 65 over the CSX railroad. Doug said that the full list of projects is on the APC website, but it can also be e-mailed to meeting participants.

Doug Poad asked if there were any questions or comments. Tim Stroshine said that there was a comment about Yeager Road. At the first 90-degree turn, there is a historic Osage orange tree, which represents the legacy of pioneers in the area. At the second 90-degree turn, there is a historic area with daffodils planted. Doug Poad said that this information would be passed on to the project team. When projects are developed, there is a team that evaluates the historical and environmental aspects of the project. This is called the NEPA process.

Amy Krzton-Presson asked if INDOT will prioritize native plants for the interstate windbreak project. Doug Poad said that this is a good question. In the past INDOT had a program to plant native vegetation along the interstate. Although this program has been discontinued, he assumes that INDOT would want to plant vegetation that can survive in the local climate.

Thoroughfare Plan Update

Tim Stroshine said that at the last meeting, there was a big question and answer session about the Thoroughfare Plan. One question was about bus stops and bus shelter improvements. We met with CityBus to discuss this. We found that the city of Bloomington has an ordinance that requires bus stop improvements

under certain situations. We are going to see if we can work that into our local ordinances. CityBus is also working on retrofitting some bus stops with shelters, as Doug highlighted in the TIP presentation. Another item was about street trees and vegetation. We have been working with the local jurisdictions on that issue. The relevant local ordinances are now referenced in the Thoroughfare Plan. When those ordinances are updated, the plan will not have to be amended, because it refers to the latest version of the ordinances. We are looking at getting street trees in subdivisions in the county.

Tim Stroshine asked if there were any questions about this. There were none.

Metropolitan Transportation Plan Survey Update

Tim Stroshine said that we asked members of the public to take a couple of surveys that will help guide us in the development of our Metropolitan Transportation Plan (MTP). Tim said that we had previously finished a survey about the goals for the plan, and now we created a survey about objectives to help us achieve those goals. Tim explained the survey, and the ranking process that the survey asked people to do.

Tim Stroshine said that there were 223 responses for this survey, which is fewer than the 591 responses received from the previous survey. He said that the increased complexity of this survey as compared to the last one and the fact that this survey was distributed over the holiday season may have led to the decreased number of responses.

Tim Stroshine referred to some slides that detailed the results of the survey. He said that many of the objectives scored similarly for each goal, so it was difficult to pick out which objectives were the most important to the community in those cases. Tim said that the results show that people really want a connected network of sidewalks that is well-maintained. He said that this issue was brought up in our discussion of the Thoroughfare Plan at the previous CPC meeting. This demonstrates that it is important for all of APC's planning efforts to consider this issue. Tim said that the survey also showed that people want roads that are well-maintained. Tim said that the survey shows that people want to be multi-modal, they want to have choices in how they travel. One objective that highlights this is "Add Passenger Rail Service to Major Cities (Chicago, Indianapolis, Cincinnati). People ranked this objective as either the most important or least important objective for its category. This seems to indicate that there is a market for this sort of service, even if not everyone is interested in it. Tim said that the survey shows that reconstructing existing roads to improve traffic flow was more important than constructing new connecting roads. This indicates that there is a desire to maintain what we have.

Tim Stroshine asked if there were any questions about this survey. Steve Clevenger asked how we get pedestrians from the main road into the businesses. Steve said he thinks Menards and Meijer in West Lafayette are an example. You have to walk down the drive once you get into the parking lot. Tim Stroshine said that we are trying to address this through the Thoroughfare Plan. The design standards in the Thoroughfare Plan will be part of the Subdivision Ordinance.

Amy Krzton-Presson said this survey addressed a lot of maintenance issues. At the last meeting, we talked a lot about development and the Thoroughfare Plan. She wanted to know how much this survey related to the Thoroughfare Plan.

Tim Stroshine said that this survey was mainly related to the MTP. The plan attempts to ensure that the transportation network will continue to develop. The MTP is a document with a lot of breadth. Some of the other planning documents produced by APC help to get into specific details about how to meet those goals set out in the MTP.

Amy Krzton-Presson asked about planning for autonomous vehicles, and how important that was to people in the industry.

Tim Stroshine said that it will still be a while before they are integrated into the transportation fleet. There are a lot of unknowns when trying to plan for autonomous vehicles. Some of those unknowns relate to the technology. What happens if vehicles need to send and receive data from traffic signals? That may require

new types of signals to be installed. Another unknown is related to the laws that govern the operation of vehicles. Current laws require operators of vehicles to be licensed. But, if a vehicle drives itself, will the operator need to be licensed? This could be a great benefit to seniors who cannot currently operate a vehicle, but could still use a vehicle if the vehicle drove itself. This will be addressed in the MTP, although not too extensively because of these unknowns.

Steve Clevenger said that the technology for autonomous vehicles is rapidly changing, so that creates additional planning challenges.

Gene Kroeschen asked if it was harder to get funds for maintenance or new construction.

Tim Stroshine said it isn't necessarily easier to get funds for one or the other. It is mostly a matter of prioritization. Projects are divided up by the different funding types. There are many different types of projects that can fall under each funding type, some can be maintenance and some can be new construction.

III. QUESTIONS, COMMENTS AND SUGGESTIONS

Tim Stroshine said that he hoped that people could attend the next meeting in March. That meeting will have a lot more information about the TIP. Tim said that if people want updates about transportation projects, the monthly Policy Board and Technical Committee meetings are a great source for information. The Policy Board meets on the second Thursday of the month, and the Technical Committee meets on the third Wednesday of the month.

IV. ADJOURNMENT

Tim Stroshine adjourned the meeting at 7:23 P.M.

Respectfully submitted,

Tim Stroshine
Assistant Director