

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES**

DATE March 13, 2019
PLACE **Grand Prairie Room**
County Building
20 North 3rd Street
Lafayette, IN 47901

ATTENDEES NAME

Dave Fettinger
Steve Clevenger
Curt Ashendel
Lynn Nelson
Jim Beaty
Robert Mulvey
David Meadows
Ken McCammon

ORGANIZATION

Citizen
Citizen
West Lafayette Bike & Pedestrian Committee
Oakland Neighborhood
Citizen
Citizen
Citizen/Store owner
Centennial Neighborhood

STAFF

Doug Poad
John Burns
Cat Schoenherr

TITLE

Senior Transportation Planner
Planner, APC
Assistant Director, Transportation

Cat Schoenherr called the meeting to order at 2:00 p.m.

I. APPROVAL OF MINUTES

Ken McCammon moved to approve the minutes of the December 12, 2018 meeting as submitted. Curt Ashendel seconded. The minutes, as submitted, were approved by unanimous voice vote.

II. FEEDBACK AND DISCUSSION FROM PREVIOUS MEETING

- **Wind Turbine Discussion**

Cat Schoenherr gave an update on the wind turbine discussion from the previous meeting and said that there is an APC meeting on the 17th to vote on the final ordinance for wind turbines. If anyone has questions, she will have John Burns follow up with them since he was not able to attend this meeting. Also, if anyone wants to attend the APC meeting it will begin at 6PM and information will be on the APC website.

III. PROGRAM

- **PUBLIC HEARING: FY 2020-2024 Transportation Improvement Program**

Doug Poad said that he has been working on the TIP since last October. He said that a portion of the cost of a gallon of gas goes to state and federal gas tax and asked if anyone knew how much that was. The federal amount is 18.4 cents/gallon and the last time the tax was raised was in 1993. The state amount is 28 cents and it was raised 10 cents last year. He explained that the TIP shows how that funding comes back to Tippecanoe County for transportation projects. The current transportation act is called FAST Act, however that will expire in another year. The TIP only covers 4 or 5 years and this one is for fiscal years 2020-2024. The state fiscal year begins July 1st. INDOT has a similar document called the STIP for all projects statewide. Our document includes all projects receiving transportation funds in Tippecanoe County. We create a new TIP every other year. Doug then referred

to the copies of maps, project lists and funding amounts he brought, in case anyone wanted to review them. He started the project discussion by directing meeting attendees to look at Table 4 and Figure 1 and explained that these are projects funded by cities, the county, Citybus and Purdue University Airport. For the City of Lafayette, there are five projects programmed. First is Concord Rd. Trail lighting. Currently, the trail is quite dark at night and this project was identified by the bike/ped safety committee as a priority and one of their top 10 projects.

Robert Mulvey said since it's his first time at a meeting, he would like to know how this list of projects came to be and where the projects came from.

Doug Poad said that there are several ways projects are selected. For the bigger projects such as new roads or reconstruction, the projects came out of the Long-Range Transportation Plan that looks out to 2045. That plan considers patterns of growth and other factors and identifies where the needs for road improvements will be over time. Safety projects are developed following safety studies and road safety analyses.

Robert Mulvey said, so if there was a project that he felt was needed, how would he go about suggesting that it be considered for funding.

Doug Poad asked where the project was located.

Robert Mulvey said it was at CR 975 and SR 28 in the southern part of the county.

Doug Poad said since it involves SR 28 it would be under INDOT's jurisdiction and they are also creating their STIP, which will have public comment opportunities. One will be in Lafayette on May 9th at Oakland High School from 5:00-7:00. It is also an option to make a comment on INDOT's website, as they have a link to report concerns.

Jim Beaty said you can also go to the County engineer and let them know about projects that may need to happen and they may be easier to get in touch with.

Doug Poad returned to the project list and said project #2 for Lafayette is Park East Blvd, to extend the road past where it currently stops at McCarty Lane all the way to SR 38. It gives a fourth north/south route to move traffic, parallel to Creasy Ln. Number 3 is Twyckenham Blvd. road reconstruction and then S. 9th St. from Brickenwood, near the elementary school, to Veterans Memorial.

Doug Poad went on to say the City of West Lafayette is planning to do a project on Cherry Lane to extend it from the sports complex to Northwestern Ave, and it will use only local funds.

Steve Clevenger asked why the project says 2026 when the TIP only goes to 2024.

Doug Poad said he included that just for the information since it's such a big project.

David Meadows asked why it's such a big project.

Doug Poad said that it's a total reconstruction with new sidewalks and drainage work. They are not widening to 4 lanes, however. Another project for West Lafayette is Cumberland Ave. Phase 4 by Applebee's. They are updating it to match the section that was recently built.

Jim Beaty asked if there are plans for a double left onto Cumberland.

Doug Poad said he believes they want to do something with that intersection, but he does not know what. The next project is Lindberg, from Northwestern to Salisbury, and Sagamore Parkway Trail. On the new bridge over the Wabash River there is a trail and this project will connect the trail to the West Lafayette trail system.

Robert Mulvey said Channel 18 did a story about that the other day and said there will be state trail funding available. He asked if that was accurate.

Doug Poad said yes, there was an increase in tax on trucks using the toll road and a portion of funds from that, \$90 million, will be dedicated for trail funding throughout the state, although most of the money will go to funding the rest of I-69. The City wants to build the berm and continue the Sagamore Parkway Trail to 9th St. and clean up the connection to the trail that follows 9th St. all the way to Battleground and the State Park.

Lynn Nelson clarified that the State Park was Prophetstown.

Robert Mulvey stated that the trail ends under the bridge now and is sand all the way to Davis Ferry.

Lynn Nelson said you cannot bike on the trail and everyone agreed.

Doug Poad said that trail is best for hiking. Since bicycles can't use the Wabash Heritage Trail, the idea is to provide a facility for bicycles on 9th St.

Ken McKammon asked if there is a piece of this that would go from Davis Ferry to Prophetstown? That would be valuable.

Doug Poad said it does exist, but it can only be walked. He directed the meeting back to the project list and said the City of West Lafayette has plans to reconstruct Soldiers Home Rd. and a portion of Yeager Rd. from the end of the pavement to the City Limits.

Doug Poad said there are several projects planned for Tippecanoe County. The first, County Farm Rd and 500 N, is a two-lane stop from 500 N and there will be a traffic signal installed using local funds. There will be left turn lanes added as well. The County will also be using federal funds to inspect bridges on a rotating scale. Lindberg Rd. was going to be let in conjunction with Klondike, but the cost of Klondike prevented that. The project is for the improvement of a portion of Lindberg between Klondike and into West Lafayette. The McCutcheon Pedestrian safety project is located around McCutcheon and Mayflower Elementary, as there have been several students hit in that area. The project will add trails and sidewalks, along with a HAWK signal and lighting along the street. Morehouse Rd. is a project for widening and reconstruction from Sagamore Pkwy to the subdivision. It likely will not go to 500 N due to cost. Yeager Rd. north of West Lafayette is gravel with two 90-degree curves, with this project, the road will be paved and straightened. North River Rd. and 500 N intersection improvement also improves the curvy area going up the hill. This is a safety project identified by County Engineer in the past after a safety audit and it's targeted for 2021. The county will improve many their larger bridges. The year of the work will depend on when they have the bridge funds available.

Doug Poad said the next projects are for CityBus. The transit system uses a lot of funds for their projects. The City is pretty good sized, but it should be noted that the transit system carries more riders than Ft. Wayne, South Bend and Evansville at 5 million riders per year. Indianapolis carries 11 million. The transit system here is used extensively. Moving to the next page, the Town of Dayton is going to be starting a project to construct a new road, extending Yost Dr.

Ken McCammon asked if this was where the new hotel is going.

Doug Poad said it is near there, when you leave the interstate and head towards the town, the road is at the BP gas station where you can turn left. Currently that road stops, but this project will extend it to Haggarty Ln., creating a connection between SR 38 and a major county road. Other projects are for Purdue University airport. We also show some projects listed that are only under consideration at this point and one of those is 36th St. In Lafayette, also Beck Lane, Poland Hill Rd. and the Star City Trail. Tippecanoe County is considering improvements at Clegg Garden where the parking is across the street from the Garden. They would like to add pedestrian crossing upgrades. That concludes the major projects for the cities and Tippecanoe County.

Doug Poad continued to Table 6, Figure 3 which shows INDOT projects. For a few years INDOT has been spending a lot of funding on road and bridge maintenance. Many of these projects are for maintenance and he will discuss the major ones. SR 26 and CR 900 E will receive a traffic signal with lane improvements. On SR 28, from SR 25 to US 231 will receive a functional overlay. The section from SR 231 to US 52 will be a road reconstruction project as that section is in worse shape. SR 38 in Dayton will be reconstructed on the eastern part to match what has been done up to that point. SR 43 at I-65, both intersections will be improved. US 231 heading south to Crawfordsville will have a passing lane installed at various locations. US 231 at SR 28 and 800 S will receive new traffic signals as traffic has increased enough to warrant the signals. SR 225 bridge over Wabash River was originally submitted to APC as a bridge removal project. That has now been changed to a rehabilitation. The APC will keep a close eye on what this project becomes. On I-65 there are several projects and one is at SR 43 over Burnett Creek. It is a bridge replacement and widening, which shows the intention of INDOT to make I-65 six lanes in the future. That is a summary of all projects in the document which intend to use federal funds over the next four years. To give an idea of the funding types these projects receive, the biggest funding allocation comes from Surface Transportation Block Grant (STBG) funds and we receive 4.5 mil each year. We receive two different types of safety funds, one is related to lack of open container laws in Indiana and are considered penalty funds.

Between the two safety funds, we receive about \$700,000 to use for safety targeted projects such as River Rd. and 500N and McCutcheon Pedestrian Safety. Also, Concord Rd. at 430 S which is a narrow "T" intersection, which was recently let for construction. Additionally, we receive Transportation Alternative (TA) funds, which are for bike and pedestrian projects, in the amount of \$250,000 per year. In total, we receive about \$5 mil. per year. We have a lot of requests for funds from the jurisdictions, so we have to choose what projects will be funded. That process began in January with the Technical Transportation Committee when we sat down and discussed projects and their strengths and weaknesses. APC staff put together a list ahead of time based on funding amounts and years in which projects would be ready for specific phases of work. The Technical Transportation Committee accepted the APCs proposal. We will have to review the proposal at the next meeting however, as we were informed recently by INDOT that we will be receiving an additional \$100,000 per year. That is a public meeting. Not only does the document contain projects, it also contains a summary of the public participation process, which explains how APC shares information with the general public and targeted groups like transit companies of trucking firms. The TIP also contains an explanation of how the APC conducts environmental justice reviews by looking at projects in low income neighborhoods, as well as reviews for compliance with the American's with Disabilities Act (ADA). There are Red Flag Analyses done for each new project in the TIP, which look at different environmental issues, such as wellfields, gas lines, etc., that might affect a project. A financial plan lays out how local jurisdictions will pay for the projects and shows all the funding received by the jurisdictions, both federal and local. Other sections of the TIP provide information about CityBus and review project progress from previous TIPs. The document is available on the web. It has been submitted to INDOT and we are waiting for comments from their review. The next step for APC is to take the final document before the Technical Transportation Committee and the Policy Board in May, and the Policy Board will vote to adopt the TIP. We posted many notices in English and Spanish throughout Tippecanoe County and sent out over 85 letters announcing the public hearing taking place at this CPC meeting to make the public aware of the process.

Robert Mulvey had a question about what Doug said about making a decision based on economic items regarding neighborhoods. He owns a small business and helps small communities in southern Tippecanoe County where communities are in bad shape and houses are in deteriorating condition by renovating homes. He asked what Doug was referring to when he used the term "neighborhoods" because he associates that with the small groups of homes that he works with in rural Tippecanoe County.

Doug Poad said for environmental justice reviews we rely on census information and what the census classifies as areas of concentrated low income and minority residents. We take at the number of people in each census block group and the number considered low income or minority and calculate the average. If the for the block group is average is higher than the census average, we consider that projects in the area may have an impact on a low income or minority community. We then consider additional factors, such as whether a project may cause additional traffic congestion, noise, air pollution or barriers for residents in their neighborhood. Generally, we see the neighborhoods located in Lafayette and West Lafayette. Many County projects are on the suburban fringe where there is a lot of growth and there is a need for major reconstruction and widening. County roads tend to be maintained with local funds. We also do not conduct these reviews for state projects, only our local projects.

Doug Poad asked if there were any other questions. He then shared that there has been interest since December in developing a US Bicycle Route (USBR) that would go through Lafayette. It is a new project but gaining traction. USBRs were established many years ago, but there was not much movement on identifying them until the 1980-1990s when Adventure Cycling Association (ACA) became involved. They help agencies and states put together applications for National Bicycle Routes. They put together a map of the United States showing all the routes laid out similar to what an Interstate map would look like. In APC's last Long-Range Plan, routes that connected with existing or planned USBRs were identified. We were contacted by ACA in December and they pointed out that Route 37 runs along the western part of Lake Michigan and suggested that route be extended through Lafayette to Indianapolis. We are now pursuing that effort as well as the identification of a connector route through Delphi, Logansport and Peru to Route 35. We are currently putting together maps, and once we have established the route, we will work with other agencies in the state to get more support for the routes. Once everyone is on board, APC will contact all jurisdictions the route goes through for their approval. We will then send the plans to INDOT for review and they will send to AASHTO for final approval.

Robert Mulvey asked what "bike route" means and if it's a facility for only bicycles.

Doug Poad explained that a bike route follows roads that are in good shape and meet criteria such as low traffic volume, wide shoulders, places to stop to eat or shop every 60 miles and roads that are long and straight with few turns. Indiana currently has three routes. One by Lake Michigan, Route 35 that runs north and south through Indianapolis and Route 50 which follows the Old National Road/US 40. Bloomington is currently working on a spur as well.

Curt Ashendel said about financing, that if he buys a car, he gets a \$4-wheel tax and asked where that money goes.

Doug Poad said that the part of the wheel tax that goes to the state gets distributed to jurisdictions. The County also has a wheel tax that goes to road improvements. He referred to page 40 on Table 5 where the sources of local funds are listed and there is one that is identified as coming from the wheel tax and other various sources.

IV. QUESTIONS, COMMENTS AND SUGGESTIONS

V. ADJOURNMENT

Cat Schoenherr said that the next Citizens Participation Committee meeting will be June 12, 2019.

Cat Schoenherr adjourned the meeting at 6:46PM.

A handwritten signature in cursive script that reads "Sallie Dell Fahey". The signature is written in black ink on a light-colored background.

Sallie Dell Fahey
Secretary