

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

**MEETING MINUTES
February 19, 2020**

VOTING MEMBERS PRESENT

Jon Fricker	JTRP
Mike Spencer (proxy for Stewart Kline)	Tippecanoe County Highway Engineer
Sallie Fahey	Area Plan Commission
Bill Smith	INDOT – Crawfordsville Division
Marcus Smith	West Lafayette City Engineer
Jeromy Grenard	Lafayette City Engineer
William Carpenter	Lafayette Police Department
Bryce Gibson (proxy for 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

NON-VOTING MEMBERS PRESENT

Aria Staiger	APC
Doug Poad	APC
Tim Stroshine	APC
Mark Harlow	Dayton Town Manager
Colin Sullivan	BF&S
Matt Kolis	GHD Inc.
Scott Rucker	Weihe Engineers Inc.
Mike Bergman	Speedway LLC
Ed Garrison	JQOL
Mike Peterson	VS Engineering
Mitch Lankford	VS Engineering

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

I. APPROVAL OF MINUTES

Jeromy Grenard moved to approve the minutes from the January 15, 2020 meeting as submitted. Mike Spencer seconded. The minutes were approved by unanimous voice vote.

II. ACCESS PERMITS

Bill Smith said Speedway has applied for an access permit at Veterans Memorial Parkway and US 52. The Newman Road and SR 26 roundabout permit has been issued. That has been the only commercial activity since the previous meeting.

John Ricks asked who is designing the roundabout.

Marcus Smith said American Structurepoint is designing the roundabout.

III. SPEEDWAY DRIVEWAYS LIMITED ACCESS BREAK

Matthew Kolis said for the Speedway project, there is one access on US 52 and two access points and a stub for future access on Veterans Memorial Parkway. The major item of concern is the limited access right-of-way on Veterans Memorial. He said he wanted to discuss getting the breaks for limited access right-of-way for the three drives.

Jeremy Grenard said Speedway also applied for a right-of-way permit through the city. The city has had extensive discussions and coordination with Speedway. Speedway did not initially ask for this; there have been compromises made by both the city and Speedway. They are asking to add a right turn only lane along the full length from the intersection through the second access point on Veterans Memorial. The first access point will be right-in/right-out only. They will extend the median back to the second driveway which would be a full access driveway at this point. The city has agreed with this being a full access unless there is a problem with crashes or until a traffic signal is installed. In either case, the median would be closed off. If Speedway wants full access to the site, they would need to work with their neighbors to the west to get a full access point which they have done. This is the third access point Matthew mentioned. This is over 1,000 feet from the intersection with Sagamore Parkway.

Bill Smith added that it is a right-in/right-out on Sagamore Parkway.

Matthew Kolis said the existing break in the median on Sagamore Parkway would be closed.

Jon Fricker asked if the third driveway is to the west of the property line.

Jeremy Grenard said that is correct.

Sallie Fahey asked if this is not the location that was agreed upon when Veterans Memorial was built.

Jeremy Grenard said that is correct. They are asking for a new break a couple hundred feet from the intersection. They are asking to expand the existing break at the full access point.

Sallie Fahey asked if they know how much they want to expand it.

Matthew Kolis said the commercial access drive is 50-feet.

Sallie Fahey asked if it would stay 50-feet.

Matthew Kolis said he is not sure what the existing drive is, but the proposal is for a 50-foot drive.

Jeremy Grenard asked if they are looking for the limited access right-of-way break to be widened.

Matthew Kolis said that is correct.

Doug Poad said the break is 50-feet wide.

Matthew Kolis asked if that is west of the full access drive.

Sallie Fahey said that is the potential full access drive. This is the only one that is allowed in the plans for Veterans Memorial. Doug Poad or Tim Stroshine may have additional information.

Doug Poad said when 350 S, now known as Veterans Memorial Parkway, was included in the 1978 Transportation Plan as part of the Comprehensive Plan, it suggested the whole corridor be a primary arterial

to carry traffic. During the five phases of Veterans Memorial, the corridor was designed to move traffic, so the rights-of-ways were purchased. For example, US 52, now Sagamore Parkway in Lafayette has a lot of driveways. One of the main goals is to prevent that from happening to Veterans Memorial. The five phases of the project all purchased limited access right-of-way. Several places have been widened to four lanes and current traffic counts in this area are significant. In late 2007, the City of Lafayette hired BF&S to look at the corridor in terms of driveways and intersections. The study detailed where intersections should occur with signals, where driveways should be located and where driveways should be removed. The study recommended the property in question have the driveway completely removed and all access on the north side be to the west. All the rights-of-way to the property, except for the one driveway, was purchased from the property owner in support of making this a corridor to move traffic. The traffic in this area does back up significantly. The plans in the late 1970s and 1990s reaffirmed that this corridor should be one to move traffic. There are several gas stations to the west of this area. For example, Super Test has access directly on 18th Street and indirectly to Veterans Memorial through a commercial development. To the east, the new BP does not have direct access to Veterans Memorial, they have two access points on two other connecting roads. The gas station at Walmart does not have direct access to Veterans Memorial but does have access through the subdivision for Walmart. A similar situation happened a few years ago with Speedway at the intersection of SR 38 and Creasy Lane which also had a lot of discussion. The lot was so small it would have been a struggle to get trucks in and out. The compromise was for only three driveways; one on Creasy Lane that is only right-in/right-out, one on SR 38 that is only right-in/right-out and one closer to the city as a full access. There are a few gas stations along this corridor that do not need as many access points. When this corridor was being built, it was meant to control access. The goal of a primary arterial is to move traffic with access as a secondary issue.

Jon Fricker said given Doug's experience with the history of this area, he asked what his recommendation would be for this issue.

Doug Poad said based on the planning decisions that have been made over the years, this corridor is meant to move traffic. One full access and a right-in/right-out with a barrier would be enough. The person that sold the lot was paid for the rights not to access the property directly. This was not only paid with local funds, it was also paid with federal gas tax funds.

Sallie Fahey said additionally, the one that is full access needs to be in a location that can serve the rest of the property. If this does not happen, the rest of this property will ask for another drive access. The land in the Speedway drawing does not match the approved land divisions for these lots. This access is now shown inside the Speedway property. She said she is not sure how the property changed because it was an approved and recorded parcelization lot.

Jon Fricker asked if full access means there is a break in the median.

Sallie Fahey said that is correct.

Jon Fricker asked Matthew Kolis what problem he is seeking to solve with his proposed solution.

Matthew Kolis said they are looking to solve the problem with the breaks in the limited access right-of-way. The eastern most driveway as proposed is a right-in/right-out. There have been numerous measures proposed to avoid harming the flow of traffic on Veterans Memorial like a west bound right turn lane from the intersection through both drives. So as traffic comes in through the signal, this get drivers out of the through lanes to avoid slowing traffic. The right-in/right-out as well as the full access drive both serve the property. The stub, farther west, is for future access when the rest of the property is developed. As far as the full access drive, there is a proposed east bound left turn lane as an extension of the east bound left turn lane at the traffic signal, that lane is proposed to be extended through the full access drive to get traffic out of the main lane. The main goal is to make sure that traffic is as uninterrupted as possible. He said he

is asking for this to maintain the three break points but to be able to have the break in limited access at those three driveways along Veterans Memorial.

Sallie Fahey said she is concerned that if this is approved, there will be no way that access could be denied to the remainder of the property. There could potentially be three access points where only one was permitted through the construction of Veterans Memorial parkway. This committee cannot substitute for the state process to break the limited access point. That is a process that Speedway will have to go through with the documentation that Doug Poad provided.

Matthew Kolis said he spoke with INDOT and they disagreed that the process should be handled through INDOT because they did not have an interest in Veterans Memorial Parkway as it is not a state-maintained road. INDOT felt that the break in a limited access right-of-way should be handled by the county.

Bill Smith said there has been some confusion with this. That guidance came from the INDOT Central Office Real Estate department which believed that the limited access right-of-way was purchased without federal funds. A key component in this is whether federal funds were used to buy the limited access right-of-way.

Sallie Fahey said it was bought with federal funds.

Doug Poad said it was bought with STP and minimum allocation funds. He said he also knows the amounts they were bought with.

Bill Smith said that may cause a change in the answer Matthew received from INDOT Central Office.

Sallie Fahey asked who Doug Poad should work with on this issue.

Bill Smith said he should work with George to get that cleared up.

Doug Poad said the document requires a traffic impact study, a NEPA study and it must show if it will follow the Comprehensive Plan which only supports the initial access.

Sallie Fahey said that is if this is the correct process to follow.

Matthew Kolis asked if the INDOT document should be followed.

Sallie Fahey said staff will need to check to see if this is the correct document. Bill and George from INDOT Crawfordsville believe the people that gave that advice did not have all the facts. Staff will investigate and let Matthew know what option to pursue.

Jon Fricker asked what options are available to this committee.

Sallie Fahey said this committee has the authority to make a recommendation to the state on the US 52 access and to the city which has authority on the access on Veterans Memorial.

Jon Fricker asked if the committee is ready to do that.

Matthew Kolis said he believes it is critical to provide access from US 52. On Veterans Memorial, they want to maintain the split between passenger car vehicles and commercial trucks with the two access points. There can be issues if there is only one drive with commercial trucks and passenger cars coming in and out. The stub is for a future access point. If the median is extended, access will be blocked and there will be two right-in/right-out drives on Veterans Memorial Parkway.

Doug Poad asked who would pay back the federal funds since they were involved.

Matthew Kolis asked if there is a process for determining the amount of funds that would need to be returned.

Doug Poads said the report that was given to staff had a process for determining that amount.

Matthew Kolis asked if this process would take a while.

Doug Poad said he is unsure. This process would be through INDOT Central Office.

Matthew Kolis said he believes the property owner would return the funds for the break in the access, but they would need to determine how much it would be.

Jon Fricker asked Sallie if her recommendation was to move the access point.

Sallie Fahey said her opinion is that the drive needs to be moved off the Speedway property to serve all the properties in this quadrant.

Jeromy Grenard said that was negotiated with Speedway. The city did not approve that this would always remain full access. There needs to be an access point farther to the west that would serve the properties on the north and south sides.

Sallie Fahey asked at the point where the rest of the property is developed, would this have to be closed in favor of the other drive.

Jeromy Grenard said if Speedway approves of this, it would become right-in/right-out at a minimum. It is the preference that it would close once the other is a full access point.

Bill Smith said this would be closed if a traffic signal was warranted.

Doug Poad said moving the access point now to serve the entire property and putting in a right-in/right-out would avoid all changes needed in the future.

Bill Smith asked if that would mean two access points; one full access farther west and a right-in/right-out?

Doug Poad said that is correct.

Jon Fricker asked if the right-in/right-out would be closer to the intersection than what is currently proposed.

Bill Smith said it would be whatever works best for them.

Matthew Kolis said the full access point is currently off the property.

Doug Poad said the reason limited access was purchased was to prevent multiple access points. This is going from one access point to three. Committees and staff throughout the years did not want to see multiple drives in this corridor. The main purpose of this corridor is to move traffic.

Matthew Kolis said one option would be to maintain the right-in/right-out. Once the signal is warranted at the drive farther west, the median could be extended to eliminate access and still have only two driveways.

Doug Poad said that could be a solution but requires a lot of work. In order to make sure this happens it should be done now. The full access should move to the west and the other access should be the right-in/right-out.

Sallie Fahey said she is concerned that the property owner of the larger property is not taking responsibility for development and access for the four development tracts have been created. As designed, those four tracts were all supposed to be accessed from this full access point. It is unclear how this property changed and if the owner followed the correct subdivision ordinance methods to do so.

Jon Fricker said this conversation has two directions; one is to allow the full access driveway at 50 feet to operate until the signal is warranted and the other is to consider the displaced driveway right now.

Doug Poad asked what happens if the center one never reaches the appropriate level and the person that owns the property to the west comes in for a permit.

Mike Spencer asked if they have an access point.

Sallie Fahey said they do not have an access point, nor can they be denied access. They must negotiate with Speedway and use Speedway's driveway to access the rest of the property.

Mike Spencer asked if the proposed full access was at the property line.

Sallie Fahey said as approved, the full access was to the west of the Speedway lot, but Speedway is intending to buy the lot farther to the west and the approved access would only be on their property.

Jon Fricker said the preference is to involve the other land to see what the solution would be to have a full access drive farther away to replace this access.

Sallie Fahey said it seems that we, either as a committee or individual offices, have a responsibility to make sure the entire property has a safe access and that we are not over-permitting the number of access points. Whether our actions can force this property owner to come to the table is unclear.

Jim Knapp asked if there are future bicycle or pedestrian trails in this area.

Doug Poad said there is a trail that runs on the south side all the way to the driveway on the opposite side. The 2045 Long-Range Plan does recommend the trail continue along Veterans Memorial to SR 26.

Jeromy Grenard said this is in the city master plan as well.

Jim Knapp said it was worth asking if this would have any impact on the other side of the street.

Jon Fricker said the owner to the west would be invited to use this full access driveway as access to these points.

Sallie Fahey said she thinks we should leave the meeting today with some direction for Speedway because if they are going to go through a process to break the limited access right-of-way and pay back the federal funds, they need to know what they are asking for. She said she is unsure whether she is opposed to Jeromy's solution. But at what point can this be enforced. Doug has raised a good question that if a signal has not happened here and these people are ready to develop, how do we enforce what we have decided is the best access scheme for the whole property.

Jeromy Grenard said one way to do that would be to say if this warrants a signal or this develops to the west, that's when that full access point is ready to be put in.

Bill Smith said with the full access, the other becomes right-in/right-out.

Doug Poad said that could also be when it disappears.

Sallie Fahey said there are multiple options.

Bill Smith said in all options, the full access point would be to the west.

Sallie Fahey said that is correct.

Mike Spencer said we need to see if this is doable if federal funds are involved. These property owners may need to come back once this is figured out.

Sallie Fahey asked Bill Smith and Doug Poad if Speedway would need to know specifically what they are asking for in terms of breaks before it can be pursued.

Bill Smith said the short answer is yes, they would need to know specifics.

Sallie Fahey said the committee needs to provide them with some direction.

Doug Poad said possibly instead of the third break farther to the west, a stub could be built on the Speedway driveway farther back so when the property to the west is developed, it would have to access the main drive. If there is a problem in the future, the main drive could be developed farther to the west.

Jon Fricker asked if that had been done before. Would the stub have enough influence?

Sallie Fahey said it is probable, but it means that Speedway will have to share its full access drive with other users. She asked Matthew if there is an underground tank or if this is something over which a drive could be built.

Jon Fricker said he was concerned that later on when the full access could be taken away, that it could be a messy transition.

Sallie Fahey said if that is the case, that would mitigate in favor of this. It would be the only full access they get because this is the only one approved.

Jeremy Grenard said the city did not want another signal this close to Sagamore Parkway. There is currently queuing that occurs almost back to this point.

John Ricks said the right-in/right-out that is on Veterans Memorial is so close to US 52 that it is likely to be susceptible to crashes. It is too close to US 52.

Mike Spencer said the tanks are underground storm retention. The fuel tanks are closer to the building.

Bill Smith asked Matthew Kolis what would be involved in an option where the full access is built now at the third location and the other is a right-in/right-out. He asked if Speedway controlled the property already.

Matthew Kolis said there is no access to the property from the third location.

Mike Bergman said the third western most drive is intended to have shared access with the neighboring property. It could be proposed that this could be a perimeter drive that will provide access to the adjacent lots.

Bill Smith said the two stubs are shown as future access points.

Jon Fricker asked if there is a connection between Speedway's property and the adjacent property.

Mike Bergman said Speedway is looking to buy that property.

Sallie Fahey asked if they intend to buy the business corner and the four parcelization lots.

Mike Bergman said they only want to buy a portion of that area.

Sallie Fahey said the lot lines and driveways that were approved are different from what is in the packet. It is unclear how that legal description will be created.

Mike Bergman said they plan on buying property farther north and west.

Sallie Fahey said this will square off the property up to the edge of the pond.

Mike Bergman said these are first phase development plans.

Sallie Fahey recommended that they come speak with staff subdivision planners at the APC to discuss how this can be done properly.

Mike Bergman said they plan on buying the separate lot and then subdividing.

Sallie Fahey said there is a subdivision process to create the desired lot size and whatever remains of the Speedway purchase and the other property owner's purchase.

Bill Smith summarized that the preference would be that the full access to the west be built now and the other drive be a right-in/right-out. He is concerned that the left turn lane will queue back to the full access. The alternative to this would be right-in/right-out access points on US 52 and Veterans Memorial. There is the opportunity to build a full access driveway to the west now which would make everyone happy. He asked Jeromy Grenard for his input.

Jeromy Grenard said that is why he started the conversation with what had been discussed with Speedway. They came into this meeting having discussed options with the city as it is the owner of the road. If a full access point can be created from the start, that is preferable. However, that is not what the city has agreed to with Speedway. The city did ask for a traffic study.

Doug Poad asked if discussion could be held off until the study was complete.

Matthew Kolis said the study has been submitted to the city. It was just forwarded to INDOT, so they may not have seen it yet.

Jim Knapp asked if was compared to the BF&S study that was conducted a few years ago.

Jon Fricker said Bill Smith summarized the options well. The committee does not need to take a formal vote; it could be done in consensus. He asked if there is any alternative to the option of one right-in/right-out where the full access currently is and go west to a new full access.

Mike Spencer asked how this fit into the purchase of the right-of-way with federal funds.

Doug Poad said it is going to have to go through the process. Since there is already an access in place, it will have to move to a right-in/right-out and paid back.

Bill Smith said that is a break.

Doug Poad said there would be two breaks.

Sallie Fahey asked if one would be a relocation.

Bill Smith said it would be relatively easy if it does not get larger.

Mike Spencer said he is unsure how long that process will take.

Matthew Kolis said a concern with the full access to the west and a right-in/right-out would be if someone does not realize that is the access for the gas station, there would not be another way for them to enter the site.

Sallie Fahey said that can be discussed with staff during the subdividing process. If this lot takes a 20-foot strip of land parallel to the frontage as part of the lot, there can still be an on-premise entrance sign. If it was truly off-site and off the lot, it would be a billboard and it would not be permitted. That is another reason to have the discussion about the land division. She asked if anyone wanted to propose an alternative to the preferred points of access.

Bill Smith moved that the full access point be at the furthest west location, the middle location be right-in/right-out and no point of access where access is currently shown. Mike Spencer seconded and the motion passed by unanimous voice vote.

IV. ADMINISTRATIVE MODIFICATIONS TO FY 2020-2024 TIP

January 10, 2020 – reallocate \$108,000 in FY 2020 STBG PYB funds from Park East ROW and \$138,600 in STBG funds from the Twyckenham project to CE and construction of the Concord Trail Lighting project.

Sallie Fahey said this is an administrative modification for projects in Lafayette. They needed additional construction funds for the Concord Trail Lighting project. It was recommended that \$108,000 be taken out of the right-of-way phase of the Park East project and \$138,600 from the Twyckenham project. The city believes this an adequate amount to finish construction on the Concord Trail Lighting project.

V. QUARTERLY REPORTS Quarterly Progress Report Summary

Tippecanoe County Klondike Road

Tim Stroshine asked if there were any remaining issues that would hinder the project from being completed on time. He asked if the project manger had submitted a request for change orders.

Mike Spencer said as of today, he does not know of any remaining issues. He did not have an answer for the change orders. He said he knows that there are change orders but does not know where they are in the process.

Tim Stroshine asked how he can follow up on the change orders.

Mike Spencer said he needs to speak with INDOT to see where they are.

Doug Poad asked if he is working with Erik Seef from INDOT. If so, he will send Erik Seef an email.

Mike Spencer said he is not sure where they are because he is not out there everyday like the inspectors are.

Doug Poad said there are federal funds sitting there for that.

Sallie Fahey asked if the funds need to be spent by June 30, 2020.

Doug Poad said the standard deadline for the funds to be obligated is mid-April. \$100,000 is available for this project.

Lindberg Road

Tim Stroshine said the construction cost was reduced. He asked if that was a correct reduction and not a typo.

Mike Spencer said that is a correct reduction from the engineer. The clearing has been completed and the engineer has been notified to get utility relocation started. The letting date has been moved from July to November.

North River Road at River Bend Hospital

Tim Stroshine said this road has been reopened. He asked if it were close to final closeout.

Mike Spencer said construction records were submitted and signed off by INDOT last week.

Concord at CR 430S Intersection

Tim Stroshine said there was a small change in construction funding. He asked if the difference between the awarded federal funds, \$832,732, and the TIP amount, \$758,751, is local funding.

Mike Spencer said he was certain it was change orders, but he knew there were punch list items that still needed to be done.

River Road at CR 500N

Tim Stroshine asked if June 2020 is an accurate estimate for completing stage 3 design because that is close to the right-of-way clear.

Mike Spencer said that is correct.

Mike Peterson said the stage 3 date looks correct. For right-of-way clearing, there are two parcels that are being resolved.

Sallie Fahey said right-of-way clear says 93% but buying right-of-way is almost done. She asked if that must be done before buying right-of-way.

Tim Stroshine said it should be fine the way they have it now.

Morehouse Road Reconstruction

Tim Stroshine said Stewart Kline informed him that more parcels needed to be purchased which is the reason for the increase in right-of-way costs. The consultant also updated the construction cost.

Mike Spencer said the cemetery plans had been updated too.

Yeager Road Reconstruction

Tim Stroshine asked if the environmental report was complete or if it was still at 85% complete.

Mike Spencer said as of today, the report is complete and has been advertised. There is a copy at the office and at the West Lafayette Public Library.

Tim Stroshine said the report states that stage 3 design is at 100%. It looks like that project is moving along well.

Doug Poad asked if Mike Spencer knew the date the environmental report was advertised.

Mike Spencer said he believes it was advertised last Friday.

Doug Poad said if no one requests one, 15 days after that date the county can ask for approval. If approved, FMIS can be submitted for right-of-way.

McCutcheon Pedestrian Safety

Tim Stroshine said the environmental report has been finished and the project appears to be on schedule.

Doug Poad asked if there is a LID for that project as well.

Mike Spencer said he did not know.

Doug Poad said once we get one, we can request right-of-way funding for the project. There is \$400,000 available in federal funds.

Bridge #64

Tim Stroshine said the estimates changed as expected but otherwise there were no other comments.

Bridge #65

Tim Stroshine said PE estimates were changed to match the FMIS request.

County Bridge Inspections

Tim Stroshine said this project had no comments.

Lafayette Twyckenham Boulevard Reconstruction

Tim Stroshine said the construction cost was updated to reflect the winning bid which showed the cost decreasing.

Twyckenham Trail

Tim Stroshine said there were no comments on this project as it is complete and pending final invoices for closeout.

Jeromy Grenard said he thought those had been closed out.

Tim Stroshine said they may have been closed out after the report was submitted.

Park East Boulevard Extension

Tim Stroshine said the environmental report was delayed; last quarter it was anticipated to be done in November and has now been bumped to June 2020. He asked if this is going to impact the stage 3 design date which is set for March.

Jeromy Grenard said the stage 3 design date has been pushed to August. This still allows us to hit our letting date.

Concord Road Trail Lighting

Tim Stroshine said many of the numbers on this project has changed because of the TIP administrative modification that was noted earlier in the meeting.

South 9th Street

Tim Stroshine said staff will continue to track some of the cost estimates. He asked if the city was in process of selecting a consultant for PE. The TIP PE currently shows FY 2020 funds and the deadline is in April.

Jeromy Grenard said it is going to be tight at this point.

West Lafayette Happy Hollow Neighborhood Trail

Tim Stroshine said there are no additional comments on this project because it is about to be closed out.

Marcus Smith said it has not officially closed out as we are waiting on documentation.

Cherry Lane Extension

Tim Stroshine said this project is nearly complete and about to be closed out.

Soldiers Home Road Phase 1

Tim Stroshine asked when the PE cost estimate would be available. Staff has requested this be included in the quarterly report.

Marcus Smith said they have been working on it.

Sagamore Parkway Trail

Tim Stroshine said this project has not had much movement in the last several quarters. Staff is concerned that this project still needs to progress. There was a FMIS extension date filed with INDOT which is a good step. He asked where they are in this process and if the September 2020 dates for stage 1 and the environmental report are still accurate.

Marcus Smith said this project is on track to hit these dates. When they updated the cost estimate with funds from FY 2022, that pushed back the project a little. It is now on track to hit the November 2021 letting date.

Sallie Fahey asked if they would get to see a new design.

Marcus Smith said there was a meeting last week to go over bridge options. He said they are looking over cost and VS Engineering is working on the different options.

Mike Peterson said he does not see any issue with the later dates.

Tim Stroshine said the issue was just getting started and now that the project is started it is moving along well.

Town of Dayton Yost Road

Tim Stroshine said the PE estimate was changed to match the FMIS request and there also some dates added to the report. This project is progressing as it should.

VI. APC Progress

MPO Update

Monthly Funding Report

Doug Poad said this report will be recurring until mid-April when federal funds will need to be obligated. At this point, there is not a specific date available for the deadline. The handout has the official list of INDOT projects that have obligated federal funds. There have been more projects that have been obligated that are not listed. They are not listed because of paperwork issues at INDOT Central office. There are a few outstanding balances.

2020 and 2021 Traffic Count Locations

Aria Staiger said traffic counts are taken each year and the stations are based on a three-year rolling cycle. In 2020, staff will be using 2017 stations as a base. This year things will be changing; instead of just doing one year, two years will be done to help calculate vehicle miles traveled data. The count locations have been decided based on needs for vehicle miles traveled. The county locations have been coordinated with INDOT locations to obtain more data.

Sallie Fahey said part of this includes making sure staff gets all four legs on an intersection. If INDOT is counting one or two legs of an intersection, the local count program will count the other two.

Aria Staiger said for each year, there are 90 counts in Lafayette and 40 counts in West Lafayette. The two-year approach has allowed for added stations. They will not be able to be held against historical data, but it will help for vehicle miles traveled.

Pedestrian Crash Report

Doug Poad said this is the companion report to the bicycle report. This report looks at pedestrian and motor vehicle crashes from 2013 through 2017 by year, month, day, time, environmental conditions and location. Additionally, this report includes information that other MPOs do not include like safety measure requirements, a detailed analysis of injuries and fatalities and a comparison of state data for pedestrians that are 22 years or younger. This report looks at crashes that occur in the roadway, intersection or crosswalk. There is also a comparison of information from sidewalk and trail inventory. Age and gender of the pedestrian and motorist are also included. Of the 198 injury crashes, 213 persons were injured and there were 11 fatalities. There was a crash on I65 with two fatalities; drivers of two trucks were pulled over and out of the vehicles when a semitruck struck them. Crashes were more prevalent September through January on Thursdays between 7am – 8am and 4pm – 5pm. Roughly 46% of the crashes involved pedestrians between the ages of 16 and 24 and 58% of the crashes involved males. 60% of the crashes occurred at an intersection. This report is full of information and analyses. Staff hopes this will become part of a bicycle and pedestrian plan to see where proceed safety areas are.

Sallie Fahey asked Tim or Doug to explain the expected update to ARIES.

Tim Stroshine said when this update is officially rolled out, it will not have the same compatibility it has now with different types of software. This is an issue for staff because the local police jurisdictions do not use ARIES directly. They transfer their data into ARIES from a different program. Some of the issues in geo location of the data seem to be lost in the conversion process. It is unclear how this will be resolved. In 2018, ARIES removed data on whether people involved in crashes were operating while intoxicated. Previously, this information was included in reports. This information may be available once again after the updates are completed. However, it is unclear when this data will become available. It is unfortunate that there will be a gap in this information, but this information does tend to vary. Staff hopes this update will make it easier to obtain quality data. The Indiana State Police have communicated with MPOs about the update and issues, so they are working to correct these issues. There is not an official start date.

Sallie Fahey asked John Ricks if he had heard any information on this.

John Ricks said they are not currently happy with their current records management system. He said they have been seeking a new vendor and looking at different demos to narrow down which vendor to go with. They will upload crash report data directly into ARIES to solve the problem.

Sallie Fahey said if Tippecanoe Sheriff Department uses that system, then the jurisdictions will too.

John Ricks said it is the plan that Purdue, Lafayette and West Lafayette will all use the same records management system with the update.

18-Month Letting List

Doug Poad said Projects 1, 2 and 3 are new traffic signals with a letting date of February 5, 2020. These will be located at CR 800 S and SR 28, US 231 at the SR 28 intersection and CR 900 at SR 26. The project was awarded to Midwest Electric Co for \$588,151.25. This also includes a traffic signal in Hendricks County. The engineer's estimate was a little over \$750,000 with an estimated completion date of October 3, 2020. Project 4 is on the letting list for next month with a small structure replacement on SR 25. The SR 38 debris removal still cannot be found. Project 6 is also up for letting next month with the Concord Road lighting project along the trail. Project 7 was moved to an April letting date. In April there are quite a few projects on bid letting as well. After that, there are only 3 projects left on Lindberg, North River Road and Park East Boulevard.

Sallie Fahey said Project 7 is for the installation of permanent dynamic message boards on I65 with cameras.

John Ricks said he believes those will be installed at each interchange.

Bill Smith said boards are being put on I65 at every interchange. There are a lot of them coming.

VII. OTHER BUSINESS

None.

VIII. CITIZEN COMMENTS

None.

IX. ADJOURNMENT

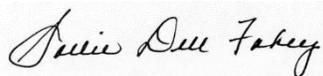
Next meeting is March 18, 2020.

The meeting adjourned at 3:30 pm.

Respectfully Submitted,

Chyna Lynch
Recording Secretary

Reviewed By,

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

Sallie Fahey
Executive Director