

MPO POLICY BOARD

Minutes

January 10, 2019

2:00pm

Lafayette City Hall Board of Works Room

MEMBERS PRESENT

Tony Roswarski	Mayor, City of Lafayette
John Dennis	Mayor, City of West Lafayette
Dave Byers	President, Tippecanoe County Commissioners
Tom Murtaugh	President, Area Plan Commission
Ron Campbell	President, Lafayette City Council
Peter Bunder	President, West Lafayette Council
Cindy Murray (proxy for Gary Henriott)	Lafayette Board of Works
Julie Ginn	Chair of the GLPTC
Kevin Jasinski (proxy for Shane Spears)	INDOT, Crawfordsville

Absent Voting Members

Non-Voting Members Present

Jeromy Grenard	City of Lafayette, Engineering
David Griffee	City of Lafayette, Engineering
Marty Sennett	CityBus
Mike Spencer	Tippecanoe County Highway Dept.
Stu Kline	Tippecanoe County Highway Dept.
Bob Foley	Lafayette City Engineer's Office
Cat Schoenherr	APC Staff
Doug Poad	APC Staff
Tim Stroshine	APC Staff
Aria Staiger	APC Staff
Patricia Wilder	Citizen
Steven Wilder	Citizen

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

I. APPROVAL OF MINUTES

Ron Campbell moved to approve the minutes from the December 13, 2018 meeting. John Dennis seconded.

The minutes, as submitted, were approved by unanimous voice vote.

II. AMENDMENTS TO THE FY 2018-2021 TIP

Doug Poad said that INDOT has requested amendments to the FY 2018-FY 2021 TIP. The amendments are to add five new projects and update four projects. The new projects are located on SR 26, 231, I-65 and one for various locations throughout the Crawfordsville District. On SR 26 a new traffic signal is being installed at CR 900 E. On US 231 there are two new signals, one at SR 28 and the other at 800 S. The I-65 project is an Intelligent Transportation Systems (ITS) project involving the installation of digital messaging signs similar to the one near Lebanon. The district wide project is for bridge maintenance and will take place this fiscal year. Four projects are being updated, on SR 43 a construction phase is being

added to the overlay project, and on I-65 funding is being reduced on overlay and southbound bridge work over Burnett Creek/9th St/CSX RR, while the northbound bridge work requires a funding increase.

III. APC PROGRESS REPORT **MPO Update** **TIP Update**

Doug Poad stated that the development of the TIP is proceeding on schedule. Next Wednesday is an important date when the Technical Committee will be reviewing the local project requests for federal funds and the committee will financially constrain and prioritize the list. Doug added that there has been a change in the project scope for one INDOT project. The bridge removal project on SR 225 has been changed to bridge rehabilitation or repair.

2017 Crash Report

Tim Stroshine said that APC had put together a report covering all the crashes from 2017 that happened on public streets. He noted that this excludes crashes in parking lots, parking garages, driveways, and alleys. In this report, bicycle and pedestrian crashes are counted differently than in other reports APC has done which focus specifically on bicycle and pedestrian crashes. Those reports include data for all bicycle and pedestrian crashes, but this report does not include the crashes on private property or close to private property. Because there are a significant number of pedestrian crashes in parking lots and bicycle crashes at driveways, the numbers in this report are lower than the numbers in bicycle and pedestrian crash reports that the committee may see in the future.

Tim Stroshine said that one reason this information is important is for the FHWA safety performance measures. The APC, LPAs, and law enforcement all play a role in this process.

Tony Roswarski said that the 3 most common types of crashes represent around half of all the crashes that occurred. He said that this was interesting information that he was not aware of.

Tim Stroshine said that this was a common pattern that he observed over the last several years of data he has looked at.

Tom Murtaugh noted that one of the crash primary factor categories was “ran off road right” and he asked what that meant.

Tim Stroshine said that was when a driver loses control of the vehicle, and the vehicle leaves the paved road and hits something on the side of the road, often a tree, utility pole, or mailbox. He said that many crashes like that are probably due to drivers being distracted or just driving too fast.

Tom Murtaugh said that drivers may not want to admit that they are on their phones, so that may be the true cause of the crash; however, there is no way for officers to know that, so they may be putting running off the road in the report because that is the best information that they have.

Sallie Fahey mentioned that in some cases these crashes could occur due to roadway geometry. When a horizontal curve follows a vertical curve in road design, if drivers are not familiar with the area, that may be a challenge to navigate, especially during the night or at times when there is low visibility. She recounted a conversation she had with Terry Ruley and Rob Hanjie about one such crash. She said that the Sheriff's Department used a drone to help them evaluate the crash and saw things not evident on the ground. She thinks that drones can help us identify problem areas in regards to highway geometry.

The committee asked about the LTAP crash database, how reliable it was, and if that would be a good source of data. Sallie Fahey said that this database has lesser quality information than what APC uses because APC spends more time on data quality control.

Peter Bunder asked about what would be done with e-scooter crashes. He said that although none had occurred yet, he wanted to know what would be done to evaluate those crashes. He proposed the

possibility of putting those crashes in their own separate category for evaluation. Tim Stroshine agreed that this was probably the best way to go.

Tim Stroshine mentioned that he has done crash analysis for LPAs in the past and is willing to continue to do this as the need arises. He said to contact him whenever this work is needed.

IV. OTHER BUSINESS 18-Month Letting List

Doug Poad referred to the staff report and map in the packet. There are a few changes, row 14 and 19, the SR 43 overlay has been moved up from FY 2020 to 2019. The second change is for Sagamore Pkwy Trail, which has moved from July 2019 to January 2020 letting. The list also shows two projects that will let in February Cherry Lane and the Happy Hollow Neighborhood Trail, and in March there are several projects including Concord Rd. at 430 S. and Veterens Memorial, which is a joint State and County project. There are several projects on SR 25, US 52 and US 231. Many other projects will let in April as well, so there will be a lot of projects happening this spring. The Teal Rd. project will let in April.

Tony Roswarski asked about what the timeline would be for the second bridge deck replacement for the project on Sagamore Pkwy where they just finished the first new bridge over the Wabash River.

Doug Poad said the project let last year.

Kevin Jasinski said he believed the work should be starting up this season.

Sallie Fahey said that the original plan was to open one bridge and then close the other bridge, but it got to be too close to winter so she thinks they decided to leave both bridges open through the winter.

V. CITIZEN COMMENTS

Doug Poad said he received an email from Central Office that INDOT is doing a Corridor Planning Study and they have a survey online linked from their website if anyone wants to participate. They're doing the study in conjunction with their Long Range Plan.

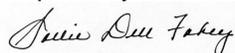
The next meeting is February 14, 2019.

IX. ADJOURNMENT

Pete Bunder moved to adjourn. John Dennis seconded.

The meeting adjourned at 2:35 pm.

Respectfully Submitted,



Sallie Dell Fahey
Secretary

SDF/lmu