



**POLICY COMMITTEE**

November 6, 2015

1:30 – 3:00 p.m.

**Policy Committee Meeting Minutes  
November 6, 2015 Council Chambers #115**

*Attendance:*

**Policy Committee:** Jim Ude, Lisa Ridge, Geoff McKim, Kent McDaniel, Iris Kiesling, Marty Spechler, Jason Banach

**Staff:** Josh Desmond, Anna Dragovich, Emily Avers

**Others:** Larry Jacobs

- I. Call to Order- Committee members introduced themselves.
- II. Approval of the Minutes
  - a. October 16, 2015.  
Jason Banach moved for approval. Geoff McKim seconded. Motion passed through unanimous voice vote.
- III. Communications from the Chair- None at this time.
- IV. Reports from Officers and/or Committees
  - a. Citizens Advisory Committee- CAC met and voted for approval of the TIP amendments.
  - b. Technical Advisory Committee- TAC met and voted for approval of the TIP amendments.
- V. Reports from the MPO Staff
  - a. 2016 Meeting Schedule- Josh Desmond said we've discussed this over the last several months. We have finalized and booked rooms for 2016. We enclosed the schedule for all three committees in the packet for future reference. Hopefully, we'll see you all back here again next year for another exciting year of Policy Committee. Let us know if you have any issues with the schedule, but that's the schedule we're going with at this point.
  - b. MPO Open House- Anna Dragovich invited everyone to the annual open house on Friday, December 11<sup>th</sup>. It will be over lunch hour in the McCloskey Rm. It's just a great thing to do at the end of the year. We get all MPO committees together for light refreshments and to talk about transportation planning. You're all invited and we look forward to seeing you.
- VI. Old Business- None at this time.
- VII. New Business
  - a. Transportation Improvement Program Amendments
    - (1) *Modify* 1296962 HMA Overlay, preventative maintenance on SR 45 from SR 46 to Unionville
    - (2) *Remove* 1401351 Concrete Pavement Restoration on SR 46 at SR 37
 Dragovich presented. We have two amendments today to the TIP. They are both INDOT amendments. The first one is to increase funding for a resurfacing project of SR 45 between SR 46 and Unionville. When this originally went into TIP there were different estimates for what the project would cost. Since time as passed, they've gotten better cost estimates and want to allocate more funding to this project. The second amendment was for another concrete repavement project on SR 46 just west of 37. They're asking it be removed from the time. It's still going to happen, they're just going to roll it into the greater I69 section 5 project. We did have a public comment period from September 22<sup>nd</sup> to October 22<sup>nd</sup> and

no public comments were received. Like Josh reported earlier, both TAC and CAC recommended approval of these amendments.

Iris Kiesling asked if they are they going to make room for a shoulder with the first project.

Jim Ude said they have been talking with INDOT's design person to accommodate some pull offs for the buses.

Kiesling said there are also lots of bicycles that go there. The second question I have has to do with the removal of the second project. Why is it being delayed?

Dragovich said it's not being delayed. It's just being rolled into the greater I69 project.

Kiesling asked who is paying for it.

Dravovich said INDOT, or the I69 Development Partners, are still doing it?

Kiesling said she has a problem with what they're doing. When are they going to be working on it?

How long are they going to delay this?

Dragovich said it's still programmed for FY 2016.

Ude said it's not delayed at all. It's just going to be done by the I69 contractor rather than INDOT.

Marty Spechler said this is my first meeting and my first time to meet the gentleman from INDOT. I want to put on the record as the representative for City Council for that particular district that the intersection between Smith Rd and 45 is one of the most dangerous and heavily travelled parts of our city. It is being built up both to the north and the south so the traffic is much increased and the neighbors almost uniformly complain about the situation. There is no sidewalk on the north side of 45 that allows people to walk safely down to the little shopping center. Most importantly for the children in the neighborhood just to the south to get to their elementary school on the north there's no safe pathway there let along a stop light or a traffic light. We should have a traffic light. We should have had a traffic light ever since that elementary school was built. When I explain to my constituents that SR 45 is a state road, they say you have to talk to your representative, which of course I've done more than once. We're waiting for INDOT to take action before some child is killed by the reckless traffic on 45 approaching an intersection which many people don't even see. Please. I've talk to Representative Mayfield whose district abuts this area. We've got to have some help here. This is a matter of safety, especially safety of children. I would hate to believe that INDOT will overlook this critical safety matter at that rather complicated curvy intersection. It has a lot of complications. This is in the area between 46 and Unionville. I've travelled that myself a number of times. This is the most complicated and the most dangerous part of that entire way. I urge our good friends from INDOT to look at this again and see what we can do about stop signs, desirably a traffic light, and a pathway for children and their parents to get to school. Thank you.

Geoff McKim said you'll remember when that intersection was being reconstructed there was a temporary 3-way stop there and every resident I can think of loved it when there was that 3-way stop. I thought it worked out well and made it much easier. My child goes to University Elementary. It made it much easier for kids to get to school, it made it safer for motorists and pedestrians. I don't know what the standards are that would warrant a 3-way stop there, but I would urge INDOT to reconsider and possibly add that stop sign back. The other question is this simply a repaving project or is there any thought to widening or reconstructing any of the road from the bypass over to the Smith Road intersection?

Ude said this is simply a repaving project.

McKim said I have some grave concerns about the intersection of Range Rd. and 10<sup>th</sup> St and Pete Ellis also.

McDaniel said as someone who lives in that area just a few hundred yards from that intersection I can attest to the fact that it is a dangerous intersection.

McKim said just think about when the hospital comes. Can you imagine an ambulance trying to make that turn into Range Rd? My Honda Civic can barely make that turn.

Kiesling said there's a dotted line in the image for the repaving project that's not necessarily where the road is. What's that for?

Desmond said it's illustrative.

\*\*Kiesling made a motion to approve the TIP amendments. McKim seconded.

Floor was opened for public comment. There was none.

\*\*Motion approved through unanimous voice vote.

VIII. Communications from Committee Members (*non-agenda items*)

a. Topic Suggestions for Future Agendas-

McKim asked if staff had any comments about the meeting with FHWA on the National Highway System.

Desmond said it was a good meeting. We had a lot of good discussion between the LPAs and Federal Highway in terms of getting everyone on the same page in terms of what the terminology means, what the context of our decisions are in terms of will it impact funding, will it impact eligibility for funding, those kind of things. I think it was a good thing for us to get together on and I think it was really positive. What we're going to bring forward now is sort of split. We had a group of 3 different maps we needed to modify. We're going to take care of the National Highway System and the National Truck Network first because they're the simplest ones and they're the ones where we have the most agreement. We're going to go back to the drawing board a little bit more with the Functional Class portion of it after we've had more meetings among staff and the LPAs.

Spechler said we've had a long term problem on 10<sup>th</sup> St where the street goes under the railroad. Because the underpass isn't high enough the buses we'd like to have, which are electric buses, cannot be purchased because they will not clear. It seems to me the cheapest solution is to lower the road by a couple feet to allow modern buses to pass through on their way east and west. I don't know whether this is an MPO thing. I don't think it would be terribly expensive, but it would allow a major change in the kinds of buses we can have in the BT system which my colleagues universally want because of their preferred effect on the environment. I don't know that I'll ever have a chance to be in this meeting again, but this is something we need to do so we can go to the better type of bus.

McDaniel said the problem with electric hybrid buses is the battery pack goes on top of the bus and it's too tall to get through the underpass. The two routes that go through there are the most heavily travelled routes and you can by articulated buses which have a greater capacity but they can't get through because the air conditioner goes on top. I know people have been looking at this. I have a report in my office from 1964 that talked about that, not the same problem but getting a bypass around the bridge. Years ago there was a 10<sup>th</sup> St corridor study and I believe there they had a cost estimate of replacing the bridge. I'm thinking it was 15 million, but I'm not positive.

Desmond said I know our friends at the railroad would love for us to pay for it.

McDaniel said thanks for bringing it up. It is a problem.

IX. Upcoming Meetings

- a. Technical Advisory Committee – November 18, 2015 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – November 18, 2015 at 6:30 p.m. (McCloskey Room)
- c. Policy Committee – January 8, 2016 at 1:30 p.m. (Council Chambers)

Adjournment

*\*Action Requested / Public comment prior to vote (limited to five minutes per speaker)*