

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....June 09, 2021

Time.....6:00 PM

**Place.....Grand Prairie Room
County Office Building
20 North 3rd Street
Lafayette, Indiana**

Due to the public health emergency, public comment on agenda items may be submitted prior to the meeting at apc@tippecanoe.in.gov. Comments must include name and address to be heard. Comments may also be made live on the streaming platforms. Members of the public may watch the livestream of the meeting at

<https://www.facebook.com/TippecanoeCountyIndiana> and
<https://www.youtube.com/channel/UCJleeA9ZQo9EIIgDZTdjurQ>

AGENDA

I. MINUTES FROM DECEMBER 09, 2020 AND MARCH 10, 2021

Documents:

[CPC Minutes 12.09.2020.pdf](#)
[CPC Minutes 03.10.2021.pdf](#)

II. PROGRAM

- A. Title VI
- B. Public Participation Plan
- C. In-Person Meetings

Documents:

[Public Participation Plan Presentation.pdf](#)

III. QUESTIONS, COMMENTS AND SUGGESTIONS

IV. ADJOURNMENT

Meeting Dates for 2021:

- September 08
- December 08

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Area Plan Commission of Tippecanoe County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. For more information visit www.tippecanoe.in.gov/ada

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

DATE..... December 09, 2020
TIME..... 6:00 PM
PLACE..... Grand Prairie Room (Virtual)
County Building
20 North 3rd Street
Lafayette, IN 47901

ATTENDEES NAME

Gene Kroeschen
Amy Krzton-Presson
Shannon Stanis
Steve Clevenger

STAFF

Tim Stroshine
Maureen McNamara
Aria Staiger
Doug Poad

Tim Stroshine called the meeting to order at 6:00pm. He asked the members to introduce themselves.

Tim Stroshine mentioned that due to another meeting being held by the county, this meeting is not being livestreamed. It is being recorded, and it will be posted on the county’s social media platforms for public comment.

I. APPROVAL OF MINUTES

Amy Krzton-Presson moved to approve the minutes from the September 30, 2020 meeting. Shannon Stanis seconded, and the motion was approved by roll call vote.

II. PROGRAM

Transportation Improvement Program Development Timeline

Doug Poad gave a presentation on the development timeline for the Transportation Improvement Program (TIP). This document covers state fiscal years 2022-2026. The TIP is a short-range document that includes all major transportation projects that use federal funding, specifically funding that comes from the gas tax. The document lists major projects from Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill, unincorporated Tippecanoe County, CityBus, Purdue University Airport, and INDOT.

Doug Poad said that the TIP is federally required by the Fixing America’s Surface Transportation Act (FAST Act), which was signed into law on December 4th, 2015. This law was set to expire in 2020, but Congress passed a continuing resolution to keep the law in effect.

Doug Poad referred to a document with information on different funding sources that are used to fund transportation projects. He explained each of these sources in more detail. The Surface Transportation Block Grant Program (STBG) can be used for many different projects, ranging from road widening to trails. Doug mentioned that there is an adopted policy that 10% of the STBG funds will be used for non-motorized projects. This funding is listed as STBG Non-motorized in the document. The Highway Safety Improvement Program (HSIP) can be used for projects that help to improve the safety of users of the transportation system. 164 Penalty Funds are funds that were originally part of the STBG funds, but because the State of Indiana does not have legislation regarding repeat offenders who operate vehicles while intoxicated, these funds must be used for safety projects. Transportation Alternative Program Funds (TAP) are primarily used on trail or sidewalk projects. Section 5307 funds are special funds for transit providers, and in Tippecanoe County, all these funds go to CityBus.

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

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

DATE..... March 10, 2021
TIME..... 6:00 PM
PLACE..... Grand Prairie Room (Virtual)
County Building
20 North 3rd Street
Lafayette, IN 47901

ATTENDEES NAME

Gene Kroeschen
Jason Casteel
Amy Krzton-Presson
Shannon Stanis
Jay Mitchell
Roy Nunnally
Steve Clevenger
Bill Arthur

STAFF

Tim Stroshine
Doug Poad
Maureen McNamara
Aria Staiger
Sallie Fahey
David Hittle

Tim Stroshine called the meeting to order at 6:00pm. He asked the members to introduce themselves.

I. APPROVAL OF MINUTES

No motion was made to approve the minutes of the December meeting, due to a technical issue with the minutes.

II. PROGRAM

Transportation Improvement Program

Doug Poad gave a presentation on the draft Transportation Improvement Program (TIP). This document covers state fiscal years 2022-2026. The TIP is a short-range document that includes all major transportation projects that use federal funding. The document lists major projects from Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill, unincorporated Tippecanoe County, CityBus, Purdue University Airport, and INDOT.

Doug Poad said that the TIP is federally required by the Fixing America’s Surface Transportation Act (FAST Act), which was signed into law on December 4th, 2015. This law was set to expire in 2020, but Congress passed a continuing resolution to keep the law in effect.

Doug Poad referred to a slide with information on different funding sources that are used to fund transportation projects. He explained each of these sources in more detail. The Surface Transportation Block Grant Program (STBG) can be used for many different projects, ranging from road widening to trails. The Highway Safety Improvement Program (HSIP) can be used for projects that help to improve the safety of users of the transportation system. 164 Penalty Funds are funds that were originally part of the STBG funds, but because the State of Indiana does not have legislation regarding repeat offenders who operate vehicles while intoxicated, these funds must be used for safety projects. Transportation Alternative Program Funds (TAP) are primarily used on trail projects. Section 5307 funds are funds for transit providers, and in Tippecanoe County, all these funds go to CityBus. STIC funds are part of the Section 5307 funds. If a transit agency meets certain performance thresholds, they can get these additional funds.

Doug Poad referred to a slide with a timeline showing the TIP development process. The process started with a call for projects in October. 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. Once these projects were submitted, they were prioritized at the January 20th Technical Transportation Committee meeting. A draft TIP including this list of projects was submitted to INDOT for their review in February. The next step is a public hearing, which is this 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.

Doug Poad introduced some of the key information that is included in the document. He talked about the locations where public notices about the TIP were posted. Notices are posted in both English and Spanish. They are posted both in physical locations and on the county's social media platforms. Any comments that are received are included in an appendix in the document. He mentioned that the plan includes an ADA review to ensure that all projects in the TIP comply with ADA regulations. The document includes an environmental justice process that ensures that minorities and persons with low income are not adversely impacted by the projects in the TIP. This process has a macro review and a micro review component. Red Flag Investigations, which are a high level look at potential environmental issues for a project, are referenced in the TIP.

Doug Poad referred to a slide about financial constraint and project prioritization. The TIP includes both safety performance measures that are federally required and local performance measures. These performance measures help to gauge the effectiveness of potential projects. The county also has a policy to set aside at least 10% of the STBG funding for bicycle and pedestrian projects.

Doug Poad referred to a slide that gave detailed information about how much funding and what type of funding would be used for different projects. This slide included information about some funding trades that were executed with other MPOs. These trades are done to allow for more money to be spent on a project in a certain year at the cost of money in other years. This has to be done because funding cannot be carried over from year to year, it has to be spent or traded in the year it is distributed to the MPO.

Doug Poad referred to a slide about the Technical Transportation Committee's recommendations for INDOT projects that a priority to the community. These recommendations are for projects that are on roads that are under INDOT's control. The recommendations include projects on US 231, I 65, Sagamore Parkway (also known as Special 52), and SR 38.

Doug Poad referred to a slide with maps of local projects. This slide included a map of projects that have funding, and a map of projects that local jurisdictions would like to do, but do not have available funding to do. He mentioned that we also have CityBus projects and Purdue Airport projects, although they are a little harder to show on the map. Doug mentioned that one of the projects on the unfunded map, a project on North 9th Street, will be getting some funding. This new information was received a few days before the meeting.

Doug Poad referred to a slide with INDOT projects. He said the maps were made based on information we received from INDOT late last year. He anticipates INDOT will give us updated information soon, and when that happens, the maps will be updated. This slide also includes a map with projects that are not yet funded, but are priorities for the community. This map matches the Technical Committee's recommendations.

Tim Stroshine asked if there were any questions about Doug's presentation. Steve Clevenger asked about the safety performance measures on one of Doug's slides. Doug Poad said that the safety performance measures cover a whole year, and the numbers on that slide are for the whole state, not just Tippecanoe County. Sallie Fahey mentioned that MPOs in the state can either adopt the state's performance measures or develop their own. MPOs in Indiana have all chosen to adopt the state's performance measures. She said that the review of the 2018 numbers had just come in. The state met enough of the performance measures to ensure that funding will not be impacted. Roy Nunnally talked about the process of adjusting the performance measure targets. He said that Indiana is trending in a good direction.

Steve Clevenger said that he is glad that the US 231 extension north of US 52 is still on the table. Doug Poad said that he expects to hear more information about that project in the next couple of months. He said that the study for this project is in the early stages. Roy Nunnally said that this project will be a Planning and Environmental Linkages (PEL) study. This type of study helps to avoid repetitive work and ensure that early planning work for the project is done correctly the first time. Tim Stroshine said that the PEL process is very helpful for projects that take a long time to develop.

Aria Staiger said that there were some public comments on the stream. One of the comments asked if CityBus was considering a route to transport people to and from the Community Corrections facility. This will help individuals who are getting out of the justice system to be able to gain employment. Doug Poad said that the TIP includes information about this route. CityBus will be starting a route that serves both the Community Corrections facility and the Wabash Avenue area. It is uncertain when that service will start and how frequent it will be, but it is planned.

Aria Staiger said that there was a public comment asking if COVID has had any impacts on the money available for projects now or in the future. Doug Poad said that at present, the plan is to keep the current federal funding levels for upcoming years, so there are currently no reductions planned. If new financial information is received, the document will be updated as needed.

State Transportation Improvement Program

Tim Stroshine introduced Roy Nunnally from INDOT.

Roy Nunnally gave a presentation about the State Transportation Improvement Program (STIP). He said that the focus of his presentation would be on how the STIP fits with the TIP. The STIP is developed in cooperation with MPOs, RPOs, and public transit providers. Like the TIP, it lists all projects within the next five years that will be using federal funds. The STIP is programming document, not a financial document. So, there may be some instances when the numbers in the TIP and the STIP do not match up exactly, but as long as INDOT stays within in their budget, this is not a problem.

Roy Nunnally referred to a slide with information about the types of projects that are included in the STIP. The STIP includes operational improvements, safety improvements, transit operations, new bridges, bridge improvements, and various maintenance activities.

Roy Nunnally said that INDOT has both a decentralized and centralized programming process. The state is divided into 6 districts that work directly with MPOs in those districts. Projects are submitted by the six districts to a central office. The projects are filtered into different asset types, and there is a team for each asset type. Before a project makes it into the STIP, these asset teams work with MPOs, RPOs, and INDOT to ensure that projects meet INDOT's goals. Throughout the process, there is a lot of coordination between the state and the MPOs.

Roy Nunnally referred to a slide with information about the STIP fits in with other INDOT planning efforts. Multimodal freight plans, the 20-year Long Range Transportation Plan, the Next Level Indiana Plan, Transportation Asset Management Plan, and the Strategic Asset Management Plan all go into the development of the STIP. The slide included a screenshot of a map from INDOT's Next Level Roads website. Roy said that the best way to find information about projects at the statewide level was to go to this website, which can be found by searching "Next Level Roads" in a search engine. There are several different ways for users to filter what information is displayed on the map.

Roy Nunnally referred to a slide with a summary of financial information in the STIP. This slide includes information about the funding from different sources. Roy explained how the different funding sources combined to create INDOT's budget.

Roy Nunnally referred to a slide about the opportunities for the public to be involved in the planning process. Roy said that the MPOs and INDOT meet in May-July of each year, as well as coordinating through routine MPO Technical Committee meetings. The slide contained a link to documents and

comment forms. The slide also contained a list of dates for virtual meetings where the public can give further comments on the STIP. He mentioned that any comments that are received are addressed in an appendix to the STIP.

Amy Krzton-Presson asked how much the public input meetings influenced priority rankings for the projects. Roy Nunnally said that a lot of the changes come through the MPOs and the work that they do. He said that INDOT uses a scoring system to prioritize their projects, which is available online. Jay Mitchell said that public comment matters. When public comments are received, they are logged and stored. When INDOT is getting ready to start a project, they look back at what kind of comments they received on that project, and that can impact how a project is approached.

Sallie Fahey asked if projects generated at the district level can be more easily influenced by public comment than the projects on the governor's Next Level Project list. Jay Mitchell said that the governor's list is influenced heavily by INDOT. When INDOT works with the governor to develop that list, they factor public comments into that work.

Sallie Fahey said that she had an example of where local comment stopped a project. INDOT had a project to improve Teal Road, which was State Road 25 at the time, but there was heavy opposition about the work near the western end of the project (near the fairgrounds). This caused INDOT to cancel the project. Because no projects were done on Teal Road, it deteriorated. Eventually, there was public support for something to be done there. This led to the current project, which has public support, that will probably start some time this summer.

Tim Stroshine thanked Roy Nunnally and Jay Mitchell for their presentation. Tim said that he appreciates the opportunity to partner with INDOT, it benefits both organizations. Roy Nunnally mentioned that the Lafayette MPO was the first one in the state to request a STIP presentation from INDOT. He said other MPOs have since asked INDOT to give presentations in their areas.

New Director Hire

Tim Stroshine said that Sallie Fahey has been with the Area Plan Commission in various capacities for more than 47 years, and that we have been very fortunate to have her as our executive director. However, she is now retiring. Her replacement, David Hittle, started at the beginning of March, and there is an overlap period where Sallie is training David. He asked David if there was anything that he would like to say to the committee.

David Hittle said that he was honored to be here, and that the staff had been very welcoming. He also said he had an example to follow up on Amy's earlier question. He said that INDOT had a project in Indianapolis where Interstate 65 and Interstate 70 meet. The initial proposal from INDOT was met with significant public pushback. There was a group formed called "Rethink 65" that was a grassroots effort to help voice citizen concerns. This group met regularly with INDOT, and helped to get changes made to the project plans.

III. QUESTIONS, COMMENTS AND SUGGESTIONS

Tim Stroshine asked if there were any public comments.

Aria Staiger said that due to some technical issues, minutes were not available from the December meeting. We hope to have the minutes available for the next meeting.

Steve Clevenger thanked Sallie Fahey for her work, and welcomed David Hittle. Roy Nunnally echoed this sentiment. Steve also thanked INDOT for their presentation.

Tim Stroshine said we will meet again on June 9th, September 8th, and December 8th. All the meetings will be at 6:00 P.M.

IV. ADJOURNMENT

Tim Stroshine adjourned the meeting at 7:25 pm.

Respectfully submitted,

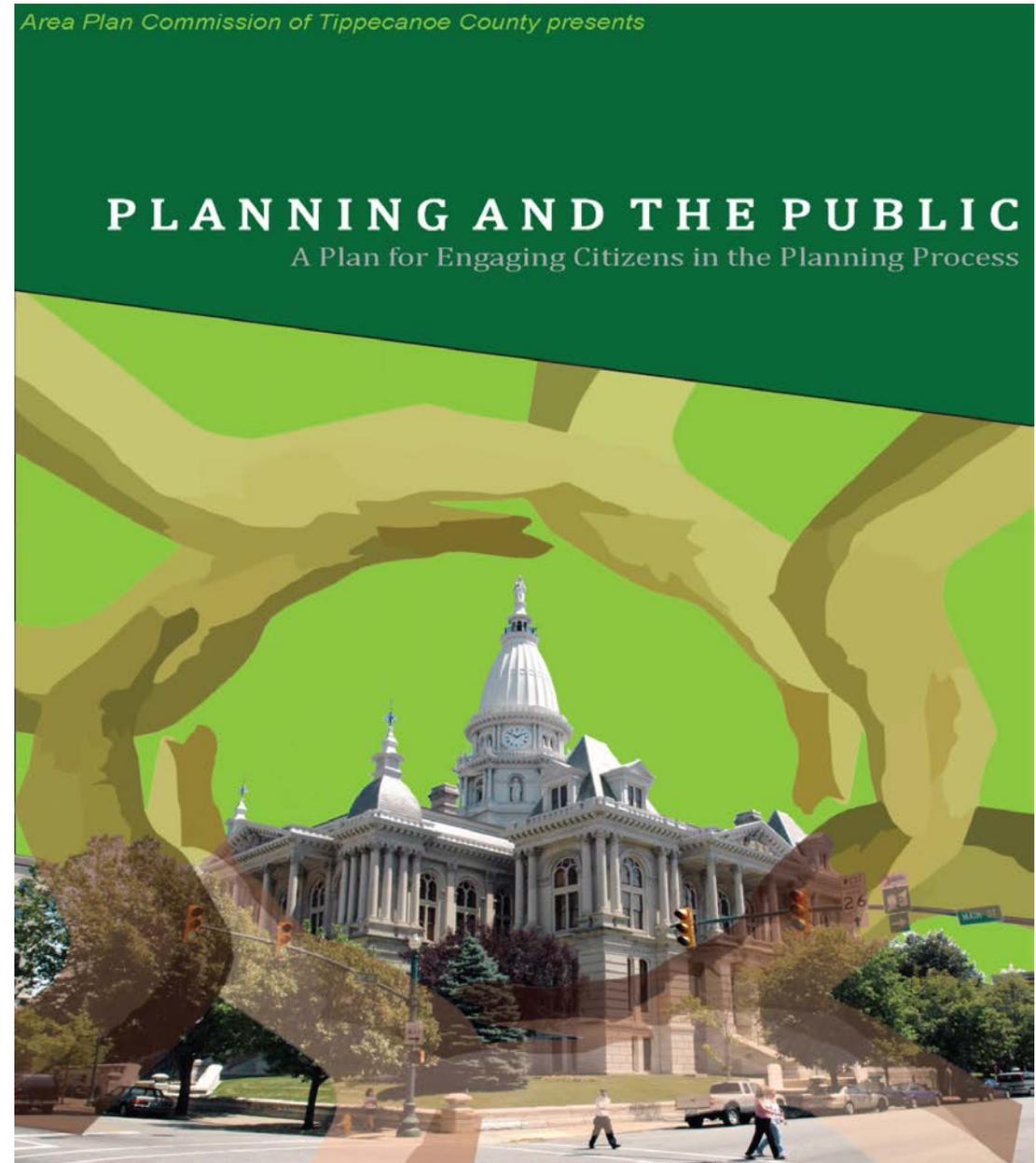
Tim Stroshine
Assistant Director

Public Participation Plan

Tim Stroshine, APC

Public Participation Plan

- Previous plan adopted in 2007
- Adoption anticipated in July/Aug
- Ties in with other plans

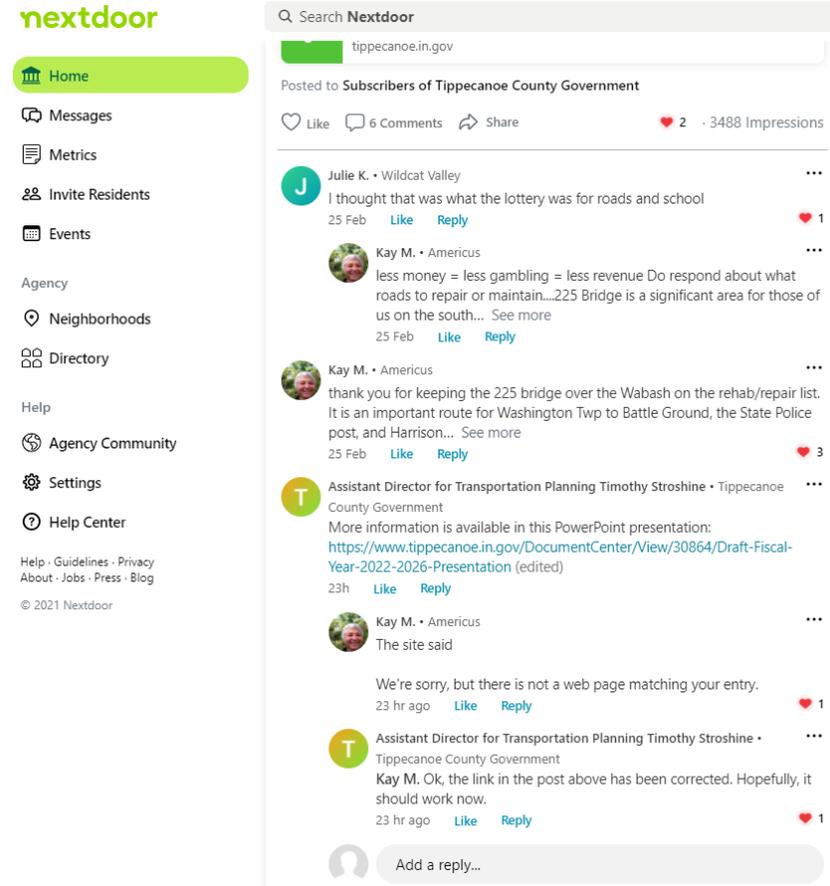


Public Participation Plan

- Social Media Outreach
- Limited English Proficiency Outreach
- Outreach to Other Underserved Populations

Social Media

- Social Media Accounts
 - Facebook
 - Nextdoor
 - Twitter (Coming Soon)
- Used to distribute announcements, surveys, and meeting notices
- Reply to citizen comments



Limited English Proficiency

Table 24: Language Spoken at Home for Population Five Years & Over, Carroll County

Language	Number of Persons	%
Spanish	651	3.4
Arabic	109	0.6
German	37	0.2
Japanese	22	0.1
French	20	0.1
Italian	17	0.1
Other Indic	13	0.1
Other German	11	0.1
Other Slavic	8	0.0
Russian	2	0.0

2011-2015 American Survey, 5-Year Estimate, Table B16001

Language Assistance Plan (LAP)

Located in the Draft Title VI Policy and Limited English Proficiency Language Assistance Plan

- Identifying LEP Individuals,
- Language Assistance and Outreach,
- Staff Training,
- Monitoring, Evaluating, and Updating,
- Submission of Questions, Comments or Requests

Other Underserved Populations

Title VI Plan

DRAFT

Table 8, Minority Populations by Census Block Group

Block Group	Total Pop.	White	Black/African	% Black /African	Indian and Alaska Native	% Indian & Alaska Native	Asian	% Asian	Native Hawaiian and Other Pacific Islander	% Hawaiian & Other Pacific Islander	Some Other Race	% Other Race	Two or more	% Two or More
1.01	959	925	27	2.8	0	0.0	0	0.0	0	0.0	7	0.7	0	0.0
1.02	1,850	1,383	401	21.7	18	1.0	0	0.0	0	0.0	6	0.3	42	2.3
2.01	896	779	117	13.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2.02	925	830	63	6.7	0	0.0	0	0.0	0	0.0	0	0.0	33	3.6
3.01	1,629	1,368	218	13.4	0	0.0	0	0.0	0	0.0	13	0.8	30	1.8
3.02	1,491	1,430	21	1.4	0	0.0	24	1.6	0	0.0	0	0.0	16	1.1
4.01	1,796	1,247	425	23.7	0	0.0	97	5.4	0	0.0	0	0.0	27	1.5
4.02	1,227	563	436	35.5	0	0.0	128	10.4	0	0.0	0	0.0	0	0.0
4.03	1,067	861	176	16.5	0	0.0	30	2.8	0	0.0	0	0.0	0	0.0
4.04	569	516	0	0.0	0	0.0	21	3.7	0	0.0	17	3.0	15	2.6
7.01	1,030	931	89	8.6	0	0.0	0	0.0	0	0.0	10	1.0	0	0.0
7.02	806	561	104	12.9	0	0.0	25	3.1	0	0.0	97	12.0	19	2.4
7.03	1,008	694	275	27.3	0	0.0	0	0.0	0	0.0	0	0.0	39	3.9
7.04	561	548	8	1.4	0	0.0	0	0.0	0	0.0	0	0.0	5	0.9
8.01	1,320	1,220	34	2.6	7	0.5	0	0.0	0	0.0	11	0.8	48	3.6
8.02	560	517	31	5.5	8	1.4	0	0.0	0	0.0	0	0.0	4	0.7
10.01	1,430	1,313	7	0.5	0	0.0	23	1.6	0	0.0	41	2.9	46	3.2
11.01	1,072	1,022	25	2.3	0	0.0	17	1.6	0	0.0	0	0.0	8	0.8
11.02	587	546	0	0.0	0	0.0	0	0.0	0	0.0	6	1.0	35	6.0
11.03	1,261	1,255	5	0.4	0	0.0	0	0.0	0	0.0	0	0.0	1	0.1
12.01	1,467	1,329	18	1.2	0	0.0	0	0.0	0	0.0	47	3.2	73	5.0
12.02	839	706	104	12.4	0	0.0	0	0.0	0	0.0	11	1.3	18	2.2
12.03	821	691	106	12.9	0	0.0	13	1.6	0	0.0	0	0.0	11	1.3
13.01	2,455	2,196	62	2.5	3	0.1	0	0.0	0	0.0	110	4.5	84	3.4
13.02	1,331	1,224	59	4.4	18	1.4	19	1.4	0	0.0	11	0.8	0	0.0
13.03	747	718	11	1.5	8	1.1	10	1.3	0	0.0	0	0.0	0	0.0
14.01	3,126	2,569	264	8.4	0	0.0	10	0.3	0	0.0	139	4.5	44	1.4
14.02	792	613	45	5.7	0	0.0	0	0.0	0	0.0	88	11.1	46	5.8
15.11	2,322	1,534	733	31.6	0	0.0	40	1.7	0	0.0	0	0.0	15	0.7
15.12	2,212	2,150	0	0.0	0	0.0	12	0.5	0	0.0	44	2.0	6	0.3
15.21	2,478	2,346	0	0.0	0	0.0	50	2.0	0	0.0	0	0.0	82	3.3
15.22	2,502	2,168	221	8.8	0	0.0	0	0.0	0	0.0	0	0.0	113	4.5
15.23	1,418	1,291	118	8.3	0	0.0	9	0.6	0	0.0	0	0.0	0	0.0
16.01	1,998	1,885	74	3.7	0	0.0	0	0.0	0	0.0	39	1.95	0	0.0
16.02	2,189	2,001	44	2.0	0	0.0	11	0.5	0	0.0	0	0.0	133	6.1
16.03	4,027	3,947	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	80	2.0

2011-2015 American Survey, 5-Year Estimate, Table B02001

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Table 9, Hispanic Populations by Census Block Group

Block Group	Total Population	Hispanic	% Hispanic
1.01	959	159	16.6
1.02	1,850	111	6.0
2.01	896	49	5.5
2.02	925	140	15.1
3.01	1,629	275	16.9
3.02	1,491	13	0.9
4.01	1,796	0	0.0
4.02	1,227	121	9.9
4.03	1,067	140	13.1
4.04	569	22	3.9
7.01	1,030	96	9.3
7.02	806	319	39.6
7.03	1,008	2	0.2
7.04	561	96	17.1
8.01	1,320	115	8.7
8.02	560	109	19.5
10.01	1,430	60	4.2
11.01	1,072	108	10.1
11.02	587	48	8.2
11.03	1,261	13	1.0
12.01	1,467	548	37.0
12.02	839	19	2.3
12.03	821	15	1.8
13.01	2,455	195	7.9
13.02	1,331	161	12.1
13.03	747	51	6.8
14.01	3,126	634	20.3
14.02	792	244	30.8
15.11	2,322	192	8.3
15.12	2,212	283	12.8
15.21	2,478	112	4.5
15.22	2,502	78	3.1
15.23	1,418	99	7.0
16.01	1,998	39	2.0
16.02	2,189	0	0.0
16.03	4,027	1019	25.3

Note: Denotes Census Block Containing a Higher than Average Minority Population

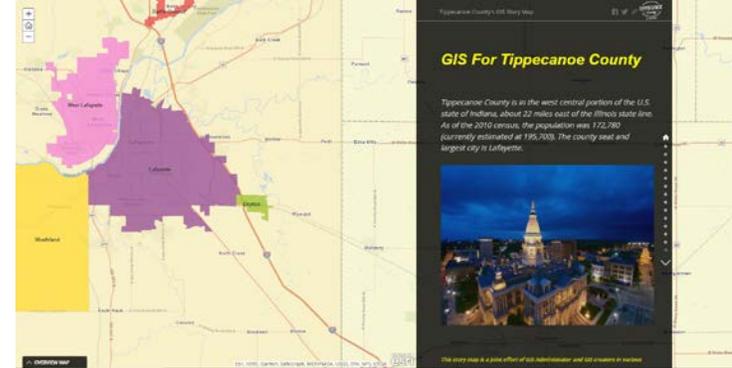
2011-2015 American Survey, 5-Year Estimate, Table B03002

Coordinated Human Services Transportation Plan

Elderly,
Disabled,
Low Income,
Vehicles Available,
Occupied Housing,
Veterans, and
Employment

Example Public Involvement Efforts

- Virtual Public Meetings
 - All public comments compiled and documented
- GIS Day
 - GIS Story Map
 - Web tutorial of County's GIS tools
- Leadership Lafayette Event
- Latinx Community Outreach
- Community Center Outreach Efforts (pre-COVID19)



How to Comment on the Plan

- We want your comments!
- <https://www.tippecanoe.in.gov/DocumentCenter/View/35282/Public-Participation-Plan---2021-Update>
- Send comments to apc@tippecanoe.in.gov

