

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....December 09, 2020

Time.....6:00 PM

**Place.....Tippecanoe 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. APPROVAL OF MINUTES FROM SEPTEMBER 30, 2020

Documents:

[CPC Minutes 09.30.2020.pdf](#)

II. PROGRAM

- A. Transportation Improvement Program development timeline
- B. Local and INDOT project lists
- C. Thoroughfare Plan Update
- D. Metropolitan Transportation Plan Survey Update
 - 1. [English Survey](#)
 - 2. [Spanish Survey](#)

Documents:

[TIP Adoption Schedule 2022 TIP.pdf](#)
[Transportation Objectives Survey Results.pdf](#)

III. QUESTIONS, COMMENTS AND SUGGESTIONS

IV. ADJOURNMENT

Meeting Dates for 2021:

- March 10
- June 09
- September 08
- December 08

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

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

DATE..... September 30, 2020
TIME..... 6:00 PM
PLACE..... Grand Prairie Room
County Building
20 North 3rd Street
Lafayette, IN 47901

ATTENDEES NAME

Gene Kroeschen
Amy Krzton-Presson
Shannon Stanis
Lynn Nelson

STAFF

Tim Stroshine
Maureen McNamara
Aria Staiger

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

I. APPROVAL OF MINUTES

Amy Krzton-Presson moved to approve the minutes from the June 10, 2020 meeting. Lynn Nelson seconded and the motion was approved by unanimous voice vote.

II. PROGRAM

Metropolitan Transportation Plan Survey Update

Tim Stroshine said staff wanted to reach out to the community with a survey to get feedback. This was distributed through this Committee and some social media outlets. Staff was pleased with the almost 600 responses we received. He thanked everyone that was able to participate in the survey. Some people on this Committee took the survey and some were able to distribute the survey. The survey is still open and will close tomorrow at noon. Staff will run a formal analysis on the results and share the results on the same social media outlets the survey was distributed. This will lead into phase two which involves diving deeper and getting more feedback on some of these individual items. Because there is an ongoing pandemic, this will also be done using an online survey and will be posted in the same places as before. This will be distributed once the first phase has been completed. The feedback given from both surveys will be incorporated into the transportation plan which will come out in 2022. He said he appreciates the feedback and asked for questions. He presented the survey and discussed the format of the survey. Survey participants were asked to rank the importance of each category.

Meredith Ilene asked what was found to be most important to people who took the survey.

Tim Stroshine said we do not have the results. There were a few that scored highly like “Enhancing Transportation Options and Accessibility for All Users” and “Improving Safety for All Users”. “Improving, Expanding, and Connecting Sidewalks, Trails, and Bike Lanes” also scored highly. The final results will be posted after they are analyzed by staff. All of the categories are important, so even the categories with lower scores will still be included in the plan. These results will be used to prioritize choices with funding. The second survey will discuss implementation strategies for these goals.

Thoroughfare Plan Update

Tim Stroshine said this plan update encourages multimodal travel by increasing standards for bicycle, pedestrian and transit infrastructure. This is addressed specifically with sidewalks, trails and bus pull-offs.

In the past, there were not as many formal standards for these, but they are important for the community, so staff is adding more standards on design and implementation. The plan has provisions for bike lanes, sharrows, and signage. This update will make things more consistent throughout the community so that people can use these facilities with ease.

The plan will require sidewalks in all new subdivisions and developments which includes sidewalks along the perimeter of a subdivision. This requirement may not be intuitive to some, but this allows people to walk or bike from their place of residence to a destination (like a grocery store). The sidewalks around the subdivision are needed to connect the sidewalk to the development where the grocery store or other destination is located. A safe path needs to be provided so people do not have to worry about getting hit by a vehicle while walking to their destination. Staff wants to increase connectivity to allow people to make a full trip from their residence to a destination and back safely. Staff wants to ensure that the sidewalks conform to PROWAG standards which are set by the United States Access Board. These require the sidewalks to have a width of 5 or more feet and be accessible to all users with curb cuts and ramps for people with wheelchairs. All sidewalks that are constructed will have to conform to these standards. He displayed pictures to illustrate the PROWAG standards. There are two adults walking on the 5-foot sidewalk. Between the sidewalk and the curb, there is a 2-foot grass utility strip. Under our plan, the utility strip or clear zone is going to be wider in many situations. The other picture shows the importance of accessibility where 60 inches works but 67 inches is considered best practice for sidewalk width for people with mobility challenges. These sources were used in developing the design standards in the plan.

Trails are also an important aspect and staff has a trail plan. A trail may be built when a development or redevelopment occurs. If a developer proposes a project in an area where a trail has been planned, the trail will have to be built with a 10-foot width (which is based on standards in the Indiana Design Manual). One of the goals is to make sure there is connectivity to allow people to use these facilities safely. We do not want people to have access to a trail for only part of their trip and have to use the street for the other part of the trip.

Other bicycle and pedestrian infrastructure includes bike lanes, sharrows, and other signage. This will be different from sidewalks and trails in that they will not necessarily be required in developments and will be implemented at the discretion of the local government engineers, who have been involved in this plan update. During discussions, the local engineers felt that they wanted more control over these decisions as it is not easy to standardize where these items are required. They are the design experts and staff wanted to give them the chance to weigh in on these decisions.

Transit infrastructure is still a work in progress. The plan sets standards for transit pull-offs, so when they need to be included somewhere, the pull-off is an appropriate width, so people can embark and disembark from the bus. He said he would like to discuss requirements for bus stop shelters later in the meeting. All the feedback given tonight will be taken to other committee meetings and to CityBus about what can be done to accomplish some of the goals of the community.

Another part of the plan that may seem less obvious is regulating loading zones. Loading zones are being regulated because vehicles that are loading or unloading can block traffic lanes. For example, if there is a two-lane road and someone is using one of the lanes for loading, the road now becomes a one-way road and people in the blocked lane have to change lanes. Pedestrians now have an obstacle blocking their view of the vehicles that are trying to change lanes, and this can create a potentially dangerous situation. This plan addresses this by making sure that the loading zones are in an alley, which is preferred, or a designated parking spot so that the areas where vehicles are loading or unloading can be controlled.

This update also discusses sustainability in infrastructure. The plan tries to work towards sustainable infrastructure by requiring clear zones, which provides a buffer as well as the opportunity to add in green infrastructure like street trees, rain gardens, or bioswales. These features can also be seen in medians. It is important to make sure that we are conscious of where the storm water runoff and greenhouse gas emissions are while we have the chance to mitigate these concerns. For the purpose of this plan, we wanted to include standards that tie into local ordinances. Drainage and technical designs will be increased with this plan. He displayed some examples of clear zones and potential designs. Clear zones provide some

separation between the pedestrians and the curbs. The pedestrians don't feel like they are walking right next to traffic and gives a feeling of safety which is important. This also provides a spot for potential amenities. Tim showed a few different graphic renderings of road designs. One graphic rendering shows an example of an urban street. This would have two 11-foot lanes to allow for buses to move comfortably and 8-foot parking areas on each side of the street. This will provide some separation between travel lanes and sidewalks and make sure people have a place to park. There will also be a 2.5-foot curb and gutter required which is important to ensure storm water gets to the appropriate drain. These were included in the previous plan, but this update clarifies where they will be required. The width of the sidewalk in this rendering is 13.5 feet and includes 7.5 feet of clear zone and 6 feet of walkway. The width of the clear zone would be subject to local ordinance. Tim displayed a rendering of a rural example. There are two 11-foot travel lanes with a 6-foot shoulder and a 14-foot ditch. This example has a 5-foot buffer zone and a 6-foot sidewalk with a 19-foot setback which may not stay in the plan.

He asked for questions. There may be some questions sent in via social media. This feedback will be used to put together a committee recommendation. A committee recommendation will state which items they feel are important to include in this plan. This recommendation will be taken to the Policy Board that includes elected officials and the Technical Committee that includes the city engineers. This is used as part of the review process to ensure the plan is complete and ready for final adoption. There will also be a period for the public to fully review the plan and submit comments.

Gene Kroeschen asked if there is an amount of use taken into account for a loading zone to be installed. There needs to be a compromise because the street will always get blocked with service people or FEDEX, so we are never going to get rid of the traffic disruptions. There shouldn't be a waste of spaces in key areas for infrequent loading zones.

Tim Stroshine said this will mostly be applicable in downtown areas where most of the loading zone issues occur. The loading zone will be marked as temporary and subject to a time limit, so the space is clear when loading is needed. It will require compromise, which is why we prefer loading zones to be in alleys for the safety of the person working and to minimize disruption to traffic. Disruptions will not go away completely but they can be improved.

Gene Kroeschen said you also do not know what type of vehicle is being loaded whether it be a van, truck or a semi.

Tim Stroshine said that is true and will depend on the type of uses adjacent to these areas. They will require different sized vehicles. This plan will have a lot of input from the local government engineers. He asked for questions from the Committee. There have been comments on social media that favor multimodal options. These comments will be discussed while drafting the recommendation.

Amanda Estes asked if it will take another 40 years for this plan to be updated in the future. Maybe we should shoot for far above best practices.

Tim Stroshine said the current plan is old. This plan will be revisited every 5-10 years. This update is a major overhaul of the old plan but we are hoping this will get us to a better place. 5-10 years is more consistent with the timeline for updating the Metropolitan Transportation Plan.

Clinton Alexander asked if the urban example would use sharrows for bicycle traffic.

Tim Stroshine said yes, that would be allowed on this type of street. Sharrows are a great way to remind people that cyclists do have a right to the roadway too.

Katey Watson asked where cyclists would go in these examples.

Tim Stroshine said it depends on the infrastructure. Parking could be on one side of the street and a bicycle lane on the other side. Again, sharrows would be an option as well as replacing one of the sidewalks with a shared use trail. The overall goal of the plan is to accommodate all users.

Clinton Alexander asked if there is a design example for a suburban or semi-rural setting.

Tim Stroshine said yes, there are several design examples, tables and standards in the plan. Including all of them this evening would have been too much information. The examples were given tonight because they are the different extremes. The suburban and semi-rural settings will have similar standards with different widths of the elements.

Katey Watson asked if there are requirements for upkeep of existing sidewalks in the plan.

Tim Stroshine said the plan is only triggered when development occurs. The plan does not have authority over the budget to allocate funds. That would be under the purview of the Metropolitan Transportation Plan.

Clinton Alexander asked if the government engineers will be required to consult the League of American Bicyclists when deciding how to incorporate bicycle infrastructure.

Tim Stroshine said they would be required to follow the standards that are put in place by local ordinances or by the Department of Transportation. Local ordinances likely align with recommendations from the League of American Bicyclists because that is good engineering practices. Things will not always be perfect, especially in instances when existing areas are being retrofitted to these standards. Local engineers want these things built; it is just a matter of making sure we do the best with what we have.

Meredith Ilene asked if bus shelters are an ADA requirement.

Tim Stroshine said bus stops are required to be accessible and what this looks like can vary from stop to stop. A shelter is not always required. This plan looks at what might trigger a shelter to be required to make the area more transit friendly. For example, a high-rise development would need to be served by transit because of the parking requirements and people living there not having a vehicle. This could trigger the need for a bus shelter. Some areas may need improved safety with a shelter and lights. Not every bus stop has a shelter. CityBus is working on putting more shelters at their existing stops. This plan is trying to see if there are opportunities to get shelters in earlier.

Emily Rames asked why bus stops vary regarding accessibility and if the plan would standardize this.

Tim Stroshine said bus stops vary because design standards and practices have changed over the years. It is a matter of retrofitting some areas. This plan ensures that the new bus stop that are installed are accessible. CityBus wants the shelters to be accessible by all users including riders with mobility challenges that qualify for their Access Program. This plan would help standardize bus pull-offs and create uniformity at bus stops.

Katey Watson asked if there will be requirements for new developments to be located near essential services or increased transit options for people without vehicles.

Tim Stroshine said this plan does not regulate land use. That is covered by our zoning ordinance. This plan regulates the transportation infrastructure and will be tied to the subdivision ordinance. When a new subdivision goes in, the plan encourages sidewalks so people can travel safely from their residences and encourages increasing connectivity as opposed to regulating the land use.

Amy Krzton-Presson asked if the connectivity with walking infrastructure is the same consideration that will be applied to biking.

Tim Stroshine said trails can be used by both pedestrians and cyclists. There is an established trail plan that has a map of all the planned trails. That map creates more connectivity than is there now and would greatly benefit cyclists. This plan also wants to improve bike lanes and sharrows. Those types of amenities are at the discretion of the local engineers. When a new development occurs, it will look at current facilities and see what needs might need to be addressed.

Katey Watson asked if increased services for a bus route would not be included in this plan.

Tim Stroshine said that is correct. That would be under the jurisdiction of CityBus. In order to draft a recommendation, we need to see what items the Committee is interested in and if there are things that were not addressed. He asked for comments from the Committee.

Lynn Nelson said there has been a great deal of interest in bike lanes, connectivity with trails and accessibility with the sidewalks. She said she is strongly in favor of these items.

Tim Stroshine said those will be included in the recommendation.

Shannon Stanis said they strongly support the loading zones and making conditions safe for workers and those passing. They said their comments would likely be echoed by the community and would like to hear from them.

Tim Stroshine said we can start with the comments from the community.

Ian Andrews said he loves multimodal options.

Tim Stroshine said multimodal options can be incorporated into the recommendation. People can go to and from destinations using many modes of travel. We want to make sure that if someone wants to bicycle, walk or use transit, they are able to do so.

Hayley Steidinger said she lives 0.8 miles from a grocery store and cannot walk there safely.

Clinton Alexander said PROWAG standards are the way to go.

Julie Lynn agreed on needing sidewalks around the perimeter of subdivisions. She said they have sidewalks in their neighborhood, but it is 1/4 mile walk on a busy road without a sidewalk, in order to get to the county walking paths or trails.

Julie Lynn agreed that shelters should be present on most, if not all bus stops.

Tim Stroshine said staff knows this is important to CityBus and they are working on getting more shelters. The recommendation will include more discussion on this.

Katey Watson said they are definitely needed at all bus stops, especially those where there isn't anything else around for shelter.

Clinton Alexander said we should try to have bus shelters wherever they will fit.

Amanda Estes said we love green infrastructure.

Tim Stroshine said green infrastructure will be included in the recommendation. At a conference yesterday, both mayors seemed to be on board with having more consistent green infrastructure in place. It is just a matter of making sure the plan clearly explains how that can happen and in what situations it needs to happen.

Aria Staiger added that she is editing the videos from the conference, and they will be posted on the county government's YouTube channel if anyone is interested in hearing the mayors' comments on that subject.

Tim Stroshine said this was a virtual conference that was recorded. It included sessions on other topics but the session on green infrastructure requirements may be of interest to some of the Committee and public. There was a session by a Purdue professor that spoke about the need for green infrastructure and what

can be done in the transportation sector to lower harmful emissions. There was also a session from Federal Highway that covered sustainability and resilience in transportation design.

Katey Watson said sustainable infrastructure is exciting. She said she is happy you're looking into this, particularly plants to help with flooding and trees to cool spaces, particularly downtown.

Tim Stroshine said that is a good point and it is something we want to continue updating as staff goes through future update cycles in the plan. Hopefully we get to a point where this is the norm.

Emily Rames said regarding shelter, there should be heated shelters and maybe an interactive map or a way to power phones. These could be solar powered.

Tim Stroshine said that would be included in the conversation with CityBus.

Julie Lynn said bike lanes are important.

Tim Stroshine said bike lanes are a good solution and we have seen more of them within the past 10 years. As said earlier, connectivity is an important part of this plan and it hopes to address gaps so people can feel safe biking to their destination.

Hayley Steidinger said the bus stop at our neighborhood is in the grass, adjacent to the ditch.

Tim Stroshine said that is not ideal. CityBus is trying to eliminate those types of stops but there is not enough funding to get all of the stops like this. This is something that will be worked on over time. We hope that as development and redevelopment occurs it will address some of those stops and make them more ADA compliant.

Amanda Estes said there is a bus stop along 18th Street that is in someone's yard and there is no sidewalk. That is poor design.

Tim Stroshine said this is one of those things that was able to slip through the cracks. We hope this will not happen again.

Tony Brindley thanked Tim for his presentation. Increased accessibility will greatly improve our city.

Katey Watson said she strongly support sustainable, green infrastructure as well, accessibility with bus stops and sidewalks as well as safer, connecting bike lanes/routes and the perimeter sidewalks.

Tim Stroshine said safety is a big reason why we want connectivity. We would hate to see a situation where there are gaps in connectivity and someone is put in an unsafe situation that results in a crash. We are aiming to have a more connected multimodal network.

Hayley Steidinger said thank you for allowing us to listen and provide feedback on these plans and that she looks forward to being more up to date on this topic.

Tim Stroshine said this is the first opportunity for public feedback and will not be the only opportunity for public feedback. We want to get feedback on what the community wants out of this plan. This is a quarterly meeting and the next meeting is in December. The meeting agenda will be posted ahead of time. The next meeting will discuss the Transportation Improvement Program which is the main mechanism for funding transportation projects.

Alex Mason said they are visually impaired and greatly appreciate when there are separate bike paths or at the very least bike lanes that connect to other bike lanes or paths. Any way to limit on-street biking is appreciated.

Tim Stroshine thanked Alex for their comment. It is great to hear from someone that will be helped by this directly. We want to increase conformity to design standards for users with those types of challenges.

Tony Brindley said 7.5-foot buffer zones will give great locations for the transit committee to add or optimize bus stops. This also gives room for shelters.

Tim Stroshine said the buffer zones are subject to local ordinances. The plan says that when a sidewalk is installed, buffer zones must be installed subject to relevant local ordinances. We encourage the local jurisdictions to revisit this but the APC cannot mandate it. This will be added to the recommendation.

Clinton Alexander said thank you for providing the forum for public feedback on this plan and for taking the time to hear and respond to comments and questions.

Tim Stroshine thanked everyone for participating in this meeting. We wanted this high level of feedback. These meetings are typically held in person but are being held virtually because of distancing requirements.

Clinton Alexander said in-street biking should not be the first choice for bike infrastructure. We should emphasize safer and separate bike infrastructure wherever possible.

Tim Stroshine said separated bike infrastructure is something the plan would encourage to tie into the trail component.

Katey Watson said she has had cars get really close to her or just not see her when she is cycling on roads with sharrows.

Tim Stroshine said sharrows are better than nothing and may be appropriate in some situations. There is a reason why those are at the discretion of local engineers. The plan has more defined standards for the sidewalks and trails and those are the preferred options.

Katey Watson thanked staff for providing this forum.

Tim Stroshine said those were all the comments from social media. He asked for comments from the Committee.

Gene Kroeschen said bus pull-offs take a large amount of space in the buffer zone or parking area. This will not be used at every bus stop so there needs to be a way to get from the sidewalk to the bus safely. There needs to be a clear space for the bus to stop if there isn't a pull off where people can get from the sidewalk to the bus.

Tim Stroshine said that is an excellent point. It is not always possible to provide a pull-off for the bus. This is something that will be included in the conversation with CityBus.

Shannon Stanis said they supported having wider sidewalks whenever possible. It was interesting to learn about 57 inches being the ideal sidewalk length. They said when they had crutches, narrow sidewalks and even 5-foot sidewalks were an issue for the walking they had to do to get to the bus. They said they support 6-foot sidewalks wherever possible. They reiterated support for sidewalks around the perimeters of subdivisions so that people can safely get to places and encourage more trips.

Some people shared that they lived close to places but could not safely get to them. They asked if there is anything that can be done to promote trees in those clear zone spaces. Trees are a cost-effective form of green infrastructure that have great benefits.

Tim Stroshine said that the clear zone with trees is a great design. It can also provide outdoor seating and bike racks. This is what we would like to see in the downtown type of environment. The request for more trees will be included in the recommendation to see what the committees have to say and what can be done with local ordinances. This plan also hopes to create uniformity between jurisdictions. He said he

thinks our elected officials have done a great job of working together on these types of things and we are continuing to see improvement.

Shannon Stanis said they support the road design that drains properly to prevent flooding and protect the Wabash River. Preventing flooding is important especially with winter. Preventing flooding also prevents freezing. So as we think about safety for all users, having roads and sidewalks that are draining properly prevents freezing and creating unsafe situations for anyone walking, biking or driving.

Tim Stroshine said the plan does incorporate technical design standards which include proper draining on roads and sidewalks. The philosophy of the plan is to have stronger requirements for these things to make sure that we are being environmentally friendly and keeping our river and community clean.

Aria Staiger said at the conference, a couple of the sessions touched on some efforts that we are making to preserve and protect the Wabash River. Those sessions will be uploaded as well.

Gene Kroeschen said the size of the area where the tree will be planted has a lot to do with the species of trees that can be planted. Planting bigger trees will be more useful and fit better. The width of that space will determine the vegetation that will be there. Trees are the easiest type of vegetation to care for. Other vegetation will require seasonal maintenance in some cases.

Tim Stroshine said that is a great point. The plan does hope to see more trees in the downtown area. It would be a great place for bigger and more useful trees.

Shannon Stanis said they loved hearing from the community this evening and echo their desires for this plan that is going to improve connectivity and create multimodal transportation options to accommodate all users in the community.

Tim Stroshine thanked Shannon for her comments. Once this recommendation gets drafted, the plan will be taken to both committees and brought back to this committee in December to see what progress has been made.

Amy Krzton-Presson said this all sounds great.

III. QUESTIONS, COMMENTS AND SUGGESTIONS

Shannon Stanis asked if the online comments were copied so that they will be on record.

Aria Staiger said yes, those comments were copied.

Gene Kroeschen said staff did a marvelous job of running this meeting under the current circumstances and getting public feedback on the different forms of social media.

IV. ADJOURNMENT

Tim Stroshine adjourned the meeting at 7:40 pm.

Respectfully submitted,

Chyna Lynch
Recording Secretary

FY 2022-2026 TIP Development Schedule
Based on INDOT Deadline for Draft TIP to be Completed

- October 21st – Distribute project programming sheets to jurisdictions.
- December 4th – Project programming sheets returned to APC.
- December 4th – CityBus and Airport project information submitted to APC.
- December 9th – Present project lists and TIP schedule presented at CPC meeting.
- December 14th – First legal and public notices published/posted.
- December 16th – Discuss project requests at Tech Committee.
- December 23rd – CityBus Board endorses transit project information.
- December 23rd – Red Flag analysis to be completed.
- January 20th – Tech Committee prioritizes and constrains project requests.
- February 15th – Second legal notice and public hearing published/posted.
- February 15th – Draft document completed.
- February 15th – Draft TIP sent to INDOT for review.
- March 10th – Official public hearing in conjunction with CPC meeting.
- April 19th – Adoption public notice published/posted.
- March, April – INDOT STIP public meetings.
- April 21st – Tech review & recommendation
- May 13th – Policy Board presentation and possible adoption.
- May 14th – Anticipated adopted TIP sent to INDOT.

Annual Federal Funding Targets:

STBG:	\$3,619,493
STBG Non-motorized:	\$402,166
Safety:	\$727,183
TA:	\$214,328

Transportation Objectives Survey Results

For each of the 9 survey categories, the 223 survey respondents were asked to rank different objectives in order of importance. An objective with a ranking of 1 was the most important, while an objective with a ranking of 5 was the least important (note that some categories only have 3 or 4 different objectives). For each ranking of 1, an objective scored 5 points, for each ranking of 2, an objective scored 4 points, and so on. It is important to remember that scores cannot be compared between categories because different categories have different numbers of categories that were ranked.

Scores by Category

Improve Safety for All Users	Score
Identify and rebuild high crash intersections	714
Construct More Trails and Sidewalks	707
Add bus stops and bus pull-offs to give people a safe place to wait for the bus	677
Add signage or signals (where appropriate) to improve traffic and pedestrian safety	643
Work with law enforcement to develop strategies to reduce speeding problems and crashes	604

Enhance Transportation Options and Accessibility for All Users	Score
Add Sidewalk Ramps Where They Are Missing to Make Sidewalks Accessible for All Users	811
Repair and Maintain Sidewalks to Eliminate Trip Hazards	810
Add Pedestrian Crossing Signals or Similar Regulatory Measures to Ensure Safe Road Crossings for All Users	751
Make Bus Stops Accessible for All Users	750

Improve, Expand, and Connect Sidewalks, Trails, and Bike Lanes	Score
Construct Sidewalks along Major Roads and Near Popular Destinations to Allow for Longer Trips on the Sidewalk Network	849
Connect Existing Trails to Each Other to Allow for Longer Trips on the Trail Network	779
Construct Sidewalks in Neighborhoods Where They are Missing to Allow for Travel Within the Neighborhood	750
Add Bicycle Lanes on Existing Streets to Allow for Longer Trips on Public Roadways	744

Improve Infrastructure Resilience	Score
Emphasize Maintenance of Existing Roads Over New Construction	934
Install Green Infrastructure to Improve Drainage and Reduce Flooding Impacts to Roads and Bridges	875
Strategically Construct and Reconstruct Roads to Avoid Disruptions to Transportation in the Event of a Natural or Man-Made Disaster	867

Improve and Expand Transit Service	Score
Make Bus Stops Accessible to All Users	696
Add More Bus Routes	681
Increase the Number of Bus Shelters	663
Increase the Hours When Bus Service is Available	656
Add Passenger Rail Service to major Cities (Chicago, Indianapolis, Cincinnati)	649

Improve The Transportation Network to Promote Climate Sustainability	Score
Improve Storm Drainage Along Streets	853
Plant More Street Trees and Other Non-Invasive Vegetation to Improve the Urban Environment	850
Install Refueling Stations for Electric or Other Hybrid Vehicles	771
Prepare for Autonomous (Self-Driving) Vehicles	648

Reduce Traffic Congestion on Roads	Score
Reconstruct Existing Roads to Improve Traffic Flow Within the Community	804
Construct New Connections Between Major Roads (Examples: US 231 to Interstate 65, US 231 to Hoosier Heartland)	700
Reconstruct Existing Roads to Accommodate Regional Traffic	686
Increase Alternative Transportation Options	655
Prepare for Autonomous (Self-Driving) Vehicles	500

Improve Regional Infrastructure	Score
Widen Interstate 65 to 6 Lanes from Indianapolis to Chicago	909
Construct New Connections Between Major Roads (Examples: US 231 to Interstate 65, US 231 to Hoosier Heartland)	907
Construct Roads That Reduce Travel Times for Through Trips	860

Improve Delivery of Freight and Goods	Score
Reconstruct Existing Roads to Improve Traffic Flow Within the Community	739
Construct New Connections Between Major Roads (Examples: US 231 to Interstate 65, US 231 to Hoosier Heartland)	698
Solve Truck Delivery issues to Reduce Disruption to Traffic and Improve Safety	660
Create Pull-offs or Zones for Ride Sharing and Food/Package Delivery	642
Reconstruct Existing Roads to Accommodate Freight Traffic	606