

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....March 11, 2020
Time.....6:00 PM
Place.....Grand Prairie Room
County Office Building
20 North 3rd Street
Lafayette, Indiana

AGENDA

I. APPROVAL OF MINUTES FROM SEPTEMBER 11, 2019 AND DECEMBER 11, 2019

Documents:

[CPC minutes 9.11.2019.pdf](#)
[CPC minutes 12.11.2019.pdf](#)

II. PLANNING INFORMATION

III. PROGRAM

- A. Thoroughfare Plan Update
- B. Bikes Count
- C. Social Media Outreach Discussion

IV. QUESTIONS, COMMENTS AND SUGGESTIONS

V. ADJOURNMENT

Meeting Dates for 2020:

- June 10
- September 9
- December 9

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 11, 2019
PLACE..... **Grand Prairie Room**
County Building
20 North 3rd Street
Lafayette, IN 47901

ATTENDEES NAME

Lynn Nelson
Randy Strasser

ORGANIZATION

Oakland Neighborhood
VS Engineering

STAFF

Doug Poad
Ryan O’Gara

TITLE

APC Staff
APC Staff

Doug Poad called the meeting to order at 5:45 pm.

I. APPROVAL OF MINUTES

Lynn Nelson moved to approve the minutes from the March 13, 2019 meeting as submitted. Randy Strasser seconded and the minutes were approved by unanimous voice vote.

II. PROGRAM

A. West Lafayette Downtown Plan

Ryan O’Gara presented the West Downtown Plan draft. He began by showing the map of the plan and discussing the different areas involved. He said they included the area north of the Harrison Street Bridge because it does not belong to a traditional neighborhood and this would be a great opportunity to add it into the plan. The plan begins with a standard chapter discussing the existing conditions of the area. This chapter is followed by vision and goal statements; the city is looking for a thriving, multi-use, high-density expansion. The main strategies are to look at transportation improvements and future land use plans to set ground rules for changes in zoning.

Within the transportation improvements, seven areas have been highlighted for significant improvement. The two pedestrian bridges, Brown Street, and the KB&S Rail Bridge will be rebuilt. A few different roundabout ideas are in the plan, specifically for the streets connecting to River Road. There is a planned street grid system for the urbanization of the Levee. The Chauncey Village and Downtown Lafayette were both laid out with 2-acre blocks cut by alleys. The Levee did not develop in the same fashion. The thought is to extend the grid system into the Levee to include it in the downtown. The main portion of this plan is the Wabash riverfront street grid. The plan attempted to create 2-acre blocks, however, there are existing streets that must be incorporated like River Road, State Street and Tapawingo Drive. In trying to connect the street grid system, Columbia Street will be re-aligned into the Levee and Wood Street will be re-aligned to the south. Wabash Landing and the east side of the pedestrian promenade are permanent fixtures that will remain as they currently are.

Brown Street will not be changing, however, if the Brown Street Bridge is constructed, there will be a straight line of sight into the new downtown. When pedestrian environments are spaced out, people will find themselves walking more frequently and further. This plan is trying to intensely develop this area and create open space offsets. This plan is a conceptual layout; therefore, every aspect is subject to further study. This is the initial attempt to create a street grid system. The alignments may shift as the priorities of the city change. The plan lays out near, mid, and long-term improvements based on how difficult the improvements are to build.

Lynn Nelson asked if the parking lot and drives near Hodson's Bay Company would be removed.

Ryan O'Gara said that is correct. This is the area by JL Records and the Levee Plaza shopping center. The major transportation improvement is based on getting rid of the interchange at the Harrison Bridge to create a more pedestrian and bicycle friendly environment. This portion will provide two at-grade roundabouts to get rid of the ramps and allow more open land for development. With the completion of the State Street project, a portion of South Street has been sectioned off to be developed into a plaza space. With the Morton Center being remodeled into City Hall, a potential temporary open space for events on Chauncey Avenue is being allocated. Another part of the transportation section is the idea of untangling the one-way pairs on Fowler and Wiggins to make Wiggins the primary street. That will free up more land for development by extending the grid; Littleton would be connected to itself north of Wiggins. Since this is in the New Chauncey Neighborhood, if the city wanted to, an amendment could be done to the New Chauncey Neighborhood Plan to allow the neighborhood to be re-developed. The plan wanted to give a viable alternative that would only take out a few houses that do not hold any historical significance. The main theory is that Tapawingo Drive would become a riverside drive. This is the furthest edge of where development activity will occur and would enclose the Wabash Riverfront area so everything east of it is essentially open space. This tremendous increase of open space environment could be converted to park spaces or could just be left as part of the natural environment.

Randy Strasser asked if the Harrison Bridge roundabout is at-grade.

Ryan O'Gara said yes, this is at grade. He said Doug Poad worked specifically on this because Harrison Bridge still has a lot of life left in it. Doug calculated the height of the bridge deck and how much slope could be tolerated to get an at-grade intersection with a roundabout. There is an alternative to this roundabout that only gets rid of a couple of ramps, not all of them. This will stay within existing right-of-way creating an at-grade bridge with the roundabout while using existing off-ramps to get to River Road. This alternative is meant to be a flexible starting point.

The last chapter in the plan is Future Land Use which is organized within three areas. There are land use categories associated with each color on the map. The historic residential category would include the fraternity mansions west of River Road as they each have historic significance. If the fraternities leave, this plan recommends repurposing these mansions. This plan has varying degrees of land use development categories starting with the Downtown Edge, which is a lower-density mix of residential and non-residential uses. The development intensity increases in the next two categories with the highest buildings in those categories almost reaching the FAA ceiling. These categories are assigned to each of the blocks. The plan includes a block by block description within the narrative. This goes on to describe each of the historic buildings left in Chauncey Village and how to preserve or reuse each building. The goal is to preserve historic architecture.

The park spaces that were planned for Chauncey Village are trying to make use of challenging development sites and to offset public open space. As these urban areas intensify, these open spaces are programmed in to allow people a place to gather. This is something that is missing from Downtown Lafayette. Part of this plan is an unbroken chain of public open spaces, especially by the riverfront. WREC has been working on this and staff wanted to make sure that this plan matched. WREC was originally interested in expanding the park to the Harrison Bridge until this plan highlighted reutilizing floodplain along the river. This area could be used as active park spaces, natural habitat, or even a boat launch site.

The plan shows the street grid vision, park spaces, and then the various land use categories. The land uses are centered around the Downtown Core area where the large buildings are located now. Beyond this core area, building height gradually steps down until the riverfront area that corresponds with the building height across the river. Symmetry across the river was desired.

Lynn Nelson asked if there was a forecasted time to start the work on this plan.

Ryan O'Gara said this document is a policy statement. It will go through the APC adoption process. This plan will be heard by the full APC and then by the West Lafayette City Council. If adopted by City Council, this plan will be incorporated with the Thoroughfare Plan that is in the process of being updated. Transportation staff has been involved in the Downtown Plan; both updates are running parallel and working

together. This is in hopes that some of these streets make it into the Thoroughfare Plan, so as development comes, developers will have to dedicate right-of-way and develop that portion of the street. Over the years, this grid will slowly take shape, hopefully on the developer's dime as the city has no interest in doing a mass eminent domain. This plan will be development driven. To the extent public dollars are being used, TIF dollars may be used to assist in the construction of some of these streets. The TIF money received from three high-rise projects paid for the city's portion of the State Street Project. With more projects being developed, more TIF money will be allocated for the public projects in this plan.

Lynn Nelson said it is nice to see more pedestrian-friendly projects in this plan.

Ryan O'Gara said there was a public presentation of the plan at the library with a good turnout. There was debate on traffic speeds in the downtown area. Some people wanted a more pedestrian-friendly downtown, others were concerned about traffic being too slow. On-street parking and stoplights on these blocks will all slow traffic. This is a downtown area; cars do not need to be speeding through. There is a need for arterial facilities to get people in and out of the core area. River Road and one-way pairs are still necessary. There are some great road project ideas that may not be possible yet. As more development happens, these road projects will make more sense as this area becomes more urbanized. At this point in the planning process, it is about dreaming big and then later analyzing the feasibility financially and environmentally. This grid has not been put through the traffic model yet.

Once the public comment period has wrapped up and the plan has been adopted, the next step is to analyze zoning. The land use categories will be translated into updates in zoning. Transportation improvements would develop more as the Thoroughfare Plan is updated. There has already been developer interest in this grid. In the planned development negotiations process, right-of-way can be acquired, and streets can be built by the developer. Starting next year, the first installments of this grid could appear. This creates a roadmap for developers, instead of the area developing piecemeal with individual projects. Public comment has been relatively light. There was a great turnout at the library, but the public hearing portion has not started yet. There have been a few landowners that have reached out already. Public comment is open this month, and the full document is on the webpage.

B. FY 2020 Annual Listing of Projects

Doug Poad said the first Annual Listing of Projects was done in 2006. There was not quite as much information then as there is now. This listing is required by a federal government act. In addition to developing the TIP, there needed to be a report that spells out where federal funds went and if there are any residual funds. This document not only lists projects using federal funds but also projects that use local funds. Any sizeable project discussed or approved at different meetings is listed in this report. For example, the sidewalk replacement project that used local funds was a minor project and not listed in this report. The beginning of the document covers the big picture items of why this listing is done, the current Federal Highway Act and state-initiated projects. The first table in this document lists construction details from each state project.

Lynn Nelson asked why there is a negative number in the preliminary engineering listing.

Doug Poad said when a project is first bid for construction, it will cost a certain amount. That is the amount the state DOT will pay the contractor. As construction goes on, there will be more costs. There are areas where costs can be cut, resulting in the negative number listed. For example, fill from another road project can be reutilized to cut costs.

Lynn Nelson asked if any of the concrete from tearing down Loeb Stadium would be used in other projects.

Doug Poad said he did not know. It may be too late for the county to use it for any on going projects. Section C looks at local projects and their funding. Each project is broken down into three phases: preliminary engineering, right-of-way and construction. North River Road at River Bend Hospital, where the road was elevated, had a total cost of about \$1 million. Bridge inspections are a required program where the county must inspect bridges each year. The CR 450S and CR 430S project received Community Crossing funds. When the state raised the gas tax, a portion of that went to local road improvements. The Cherry Lane extension cost about \$2 million and was supposed to extend to Morehouse Road but unfortunately Klondike

Road used too much funding. The city plans on continuing this expansion in the future with local funds. The resurfacing and widening of Haggerty Lane was another large project that cost about \$2 million. Repaving North 9th Street cost roughly \$900,000, but this was a joint project between Tippecanoe County and the Town of Battle Ground. The Concord Road at 430S project completed intersection improvements that were designed specifically for safety, and it cost about \$700,000 to construct. West Lafayette had Community Crossings projects that cost about \$600,000. This portion just gives an idea of state and local projects that occurred in the state fiscal year and how much federal funding was used.

The following section is on transit funds. Most people do not realize how much it costs to run the bus system. Operating assistance is about \$2 million in federal funds. It is expensive to run CityBus, however, they transport roughly 5 million people a year in Lafayette and West Lafayette. The document highlights bicycle and pedestrian facility projects. The rest of the document goes through each individual project to list federal funding costs, total cost, estimated completion date, letting date, and the contractor that was awarded the project. Each project also includes a timeline of the different phases of the project, aerial photos, and photos of the project. This is done for each local and state project.

The end of document is unique. This portion includes information on these projects when they are completed. Some of these have before and after pictures. Each includes the letting date, the estimated completion date, and the actual completion date. There were a lot of projects completed this year. There are a few pictures of the State Street Project that highlight the significant changes. The last portion is a table of projects that is provided by INDOT.

Lynn Nelson said there are more bus shelters than those listed.

Doug Poad said more shelters are being installed. Federal funds from the previous year were transferred over to the bus company for improvements for bus stops and sidewalks. The main goal is to improve these for ADA compliance. This could include a larger pad, better curb connections, and more amenities for the actual bus stop. If there are high volume stops that are not connected to a sidewalk, the funds can be used to create a sidewalk connection. This project will be starting in the next few weeks. There is a small committee that will be meeting to identify specific stops and narrow down what needs to be done. Highway money has never been used for transit purposes, but with the additional funding that needed to be obligated, this was the only project where that funding could be used.

III. QUESTIONS, COMMENTS, AND SUGGESTIONS

IV. ADJOURNMENT

Doug Poad said the next Citizens Participation Committee meeting will be on December 11, 2019.

Doug Poad adjourned the meeting at 6:35pm.

Respectfully submitted,

Chyna Lynch
Recording Secretary

Reviewed by,



Sallie Dell Fahey
Executive Director

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

DATE..... December 11, 2019
 PLACE..... **Grand Prairie Room**
 County Building
 20 North 3rd Street
 Lafayette, IN 47901

<u>ATTENDEES NAME</u> Jim Beaty	<u>ORGANIZATION</u> Wabash Township President
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<u>STAFF</u> Doug Poad Ryan O’Gara Tim Stroshine	<u>TITLE</u> APC Staff APC Staff APC Staff
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Tim Stroshine called the meeting to order at 5:54 pm to wait for more attendance.

I. APPROVAL OF MINUTES

The minutes were not approved due to low attendance.

II. PROGRAM

Draft West Lafayette Downtown Plan

Ryan O’Gara said during the last meeting, he had just finished the public presentation of the draft plan at the library. This was followed by a month-long public comment period. There was a modest amount of comments during this time. There were not many specific recommendations for changes but there were quite a few questions. A few changes were made to the plan because of these comments. This plan was heard three times at the Ordinance Committee meeting. There were a couple more citizens that came out during this time along with the Audubon Society. At the final meeting, staff presented a response to comments and questions directly referencing portions of the plan. From this presentation, more changes were made to the plan before making its way to APC. From the Audubon Society comments, staff added a reference to the West Lafayette City Council resolution concerning environmental stewardship. This did not necessarily change the land use or transportation plan. Some other comments were made that the Ordinance Committee chose not to include. The map included in the packet shows the changes made to blocks 33, 34, 35 and 27. Block 27 was changed because a citizen owned a few parcels in the block and was interested in developing in the future. The previous version of the plan had the entire block as greenspace for Tommy Johnston Park. The Ordinance Committee supported keeping the park in the existing boundary. Blocks 33, 34 and 35 were changed to a lower density category per the request of Carl Griffin who lives in that area and sits on the Ordinance Committee. The road plan suggests alleys to bisect that area which would create a nice architectural transition between the two categories. Staff did not have an issue with the subtle change.

There were other citizens that came to the Ordinance Committee meeting that had questions about the process. They did not agree with the way some things were done and how the Steering Committee was put together. The Steering Committee was comprised of stakeholders, property owners and business owners. There are no conventional residents in the study area; this area is primarily rental and retail space. Staff felt that the elected officials on the committee represented the citizens of West Lafayette. If a steering committee is made too big or broad, it is difficult to come to an agreement. The Steering Committee endorsed the final version of the plan as well as the accompanying narrative that adds descriptions to these blocks. In terms of the approval process, this will go to the full APC in January. If passed, it will go to the

West Lafayette City Council. Staff expects the plan to be adopted unless city council wants to consider more public comments for changes. It is important to remember that this plan is a statement of policy; not law. Once this is adopted, the next step is to make changes in zoning to allow the plan map to come to fruition. This process will be public with events like the presentation at the library. If all goes well, the plan will be adopted by February and discussions about zoning will start in spring.

The road layouts dovetail into the Thoroughfare Plan update which is being worked on. The Thoroughfare Plan will have the force of law. There will be collector roads in the Thoroughfare Plan that will use the West Lafayette proposal as a baseline. Before this process started, there was interest in parts of the Levee where the developer was willing to build the streets. Two developers decided to pause their projects to allow for the plan to finish up. Michael Lin is a property owner that was part of the Steering Committee that is waiting for this plan to finish up to start developing. This plan is looking far out to the future; everything may not be achieved. The goal is to create a unified West Lafayette and Lafayette downtown.

Jim Beaty asked if the Brown Street Bridge will be in a plan someday.

Ryan O'Gara said it will not be a vehicular bridge, it will be a pedestrian only bridge.

Jim Beaty asked if the current pedestrian bridge would be going away.

Ryan O'Gara said it has a few decades of life still ahead of it. He said Doug has more knowledge on the bridges.

Doug Poad said the Main Street bridge is old but since there are no vehicles on it anymore, it will last a while longer.

Jim Beaty asked for clarification on the names of the different bridges.

Doug Poad said the Main Street Bridge is by Riehle Plaza.

Ryan O'Gara said it connects to Main Street downtown which is why it is referred to as Main Street Bridge.

Doug Poad said that was the bridge before the Columbia and South Street bridges. It is in fairly good shape.

Jim Beaty said he is glad to hear that. He thought it would need some attention soon.

Doug Poad said the substructure underneath the bridge was rehabilitated 10 years ago.

Jim Beaty asked if the streets in the plan are already platted.

Ryan O'Gara said no, the streets in the plan are placeholders for general locations of the street. None of this has been engineered. This is the starting point for that discussion. The next step will be a feasibility analysis.

Jim Beaty said he likes that Roebuck will be squared up with the additional street although Bruno's will have to be moved again.

Ryan O'Gara said Bruno was part of the Steering Committee and was willing to move locations if need be. This is was the same with most of the property owners that were involved. Staff reassured members that condemnation is not on the agenda.

Jim Beaty said the Levee is such an assortment right now. He likes that staff had the courage to square up the area.

Ryan O'Gara said River Road is being used as a fixed point to create the blocks. There have been half a dozen developers waiting for this plan to wrap up to start on projects. Development pressure is creating all the growth. West Lafayette and Purdue's population keeps soaring year after year. Even if Purdue caps off enrollment, there is still a large influx of students from the 3 to 5 years of record enrollment. There are

45,000 students but only 13,000 beds on campus. They need somewhere to sleep and there need to be businesses to support the population as well. This plan will give a road map for future responsible growth that is targeted on State Street and Chauncey Village. The first couple of projects that develop will get the ball rolling on creating the street grid.

Jim Beaty said this is in a place that can flood.

Ryan O'Gara said there is a reference policy in the plan that shows the 500-year flood plain that engulfs almost all the Levee. In an abundance of caution, the plan is supporting that future residential development in this area be elevated. This would require ground floor units to be elevated 2 feet. Staff is trying to be more progressive in addressing the flood plain with a general policy. South of State Street, subterranean garages would be acceptable. This area does collect water, so the plan suggests possible storm water mitigation.

Jim Beaty said the apartments with underground parking in block 57 flooded recently.

Ryan O'Gara said the new owner of that block may want to redevelop in the near future.

Jim Beaty said all four corners of the city seem to be growing. He asked if water and sewer are being put in along US 231 at Cumberland. He has seen some construction around Klondike Road leading up to US 231.

Ryan O'Gara said there is a storage facility just east of the Cumberland and US 231 intersection. This project was approved for on-site septic. However, public sewer may be coming to this area soon, so this project may end up hooking onto it.

Jim Beaty asked if Scott Lods has any new projects.

Ryan O'Gara said this may be American Suburban Utilities because that is right at the boundary between county and city.

Jim Beaty said it looks like it is coming up near the Wabash Fire Station and going straight east. There were triaxles over there today and the pipe is laid out.

Ryan O'Gara said that is within American Suburban Utilities area. He has not heard of anything, but it could be part of the Klondike Road project.

Jim Beaty said houses are being built on the south side of Cumberland. The pipe was too large for just a storage facility.

Ryan O'Gara said the main will use Cumberland to extend. There are apartments off Klondike that were approved and may be under construction.

Jim Beaty said the construction was between the fire station on Klondike Road and US 231.

Doug Poad said ASU could be upgrading infrastructure.

Jim Beaty said it is on the Casen Farm on the west side of US 231.

Ryan O'Gara said it could be an upgrade project. ASU has easements to shut things off and repair pipes. Either the County Highway Department or the Surveyor would be a good resource to talk to.

Jim Beaty asked if there was an annex west of US 231.

Ryan O'Gara said the city annexed the US 231 corridor. There was enough land annexed to frame the corner.

Jim Beaty said there are survey stakes along the bike trail past the ditch. It looks like sewer or water are being put in.

Ryan O’Gara said Steven Schreckengast had an area of land that was zoned for multi-family units. He may have submitted preliminary plans for the apartments. That’s the only other site that is developable. Unless this is being done in anticipation for the Franciscan medical facility on Cumberland Avenue. The commercial site in the northwest corner is in a holding pattern. The storage facility is going in the southwest corner.

Jim Beaty said this is the northwest corner of the Casen property.

Ryan O’Gara said the only thing that might be active in that area is the potential apartment project.

Jim Beaty said they bulldozed the first few trees in the small patch of woods.

Ryan O’Gara said it could be the apartments. The commercially zoned area needs more rooftops before they can develop. They may be interested in buying land to the north to create a more consolidated area. The land to the north also has curb cut potential for a stop light intersection on US 231.

Jim Beaty asked if this is across from the natural gas facility.

Ryan O’Gara said this is north of the Cumberland Avenue intersection. There is a median break where the curb cut is visible.

Jim Beaty said the sewer pipe is right across the natural gas facility.

Ryan O’Gara said he encouraged the developer to purchase that land to avoid traffic on Cumberland Avenue. The owner of the land to the north passed away and left the land to their children. They may be more interested in selling than developing. This area would be great for commercial development because of the access to US 231. There needs to be more population density in this area before it develops commercially. The Menards and Meijer commercial lot is still not fully developed. This site would max out before another commercial site is developed to the south.

Bike Crash Report

Doug Poad said the last crash report was completed in spring of 2014 and analyzed crashes from 2007 to 2012. This report follows the next five years. Comparing the two reports, the most recent report has fewer bike crashes. This may be due in part to the construction on Purdue’s campus. The previous report had a significant number of crashes on campus. The construction closed multiple roads on campus and did not allow for people to walk or ride their bikes. The report is summarized on the Key Findings page at the beginning of the report. There were 228 reported crashes during the study period for an average of 46 bicyclist-vehicle crashes a year. Crashes were more prevalent during September and October on Wednesdays during the late afternoon. The majority of crashes occurred on clear or cloudy days with dry surfaces during daylight hours. Less than 1% of all crashes in Tippecanoe County involved a bicycle. Later in the report there are comparisons of crashes in Tippecanoe County and crashes statewide. Tippecanoe County has a slightly higher percentage of bicycle crashes than the state of Indiana. There was one fatality in 2013 on North 9th Street. Cyclists sustained an injury in three of four crashes.

Jim Beaty said if the cyclist is not injured, they are likely not to report it.

Doug Poad said over 46% of the crashes involved cyclists between the ages of 16 and 24. Male cyclists were involved in over 85% of all the bicycle crashes. Motorists were slightly more likely to be responsible for the crash. There were crashes where the cyclist was at fault and there were crashes where both the cyclist and the motorist were at fault. The most common causes were failure to yield, pedestrian actions and disregarding signals when the cyclist was at fault. When the motorist was at fault, failure to yield, other driver and improper lane usage were the most common causes of crashes. The City of Lafayette had the most crashes with 113 and Purdue campus had 63 crashes. In the previous report there were 129 crashes in Lafayette and 124 on Purdue campus. The construction that occurred on campus during this time may have contributed to fewer crashes. The intersection of State Street and Salisbury had the highest number

of crashes of any other intersections. The previous report listed State Street at River Road and State at Salisbury as the intersections with the most crashes.

Jim Beaty asked if this was before the State Street at River Road intersection was upgraded.

Doug Poad said that is correct. It will be interesting when the next report comes out to see the impact of the changes on State Street. He suspects the first year after the upgrades will have an equal number of crashes because it is new. The report goes on to analyze the location of crashes. This report is more detailed than the reports other MPOs in Indiana put together. This report looks at crashes at corridors and intersections as well if the crash occurred on the road, a driveway, an alley, or on the bike lane. This report gives more information to the public. As far as state wide comparisons, Tippecanoe County had fewer crashes involving children 14 years of age or younger than that of the state.

Jim Beaty said if the Purdue crashes were not included, the crashes involving children 14 or younger might be more prominent. The sample is diluted with the Purdue crashes. He asked how the electric scooters and skateboards will factor into the study.

Doug Poad said skateboard crashes that were excluded from this report because there were not very many.

Jim Beaty said since the electric scooters and skateboards have come about, he sees them all over the place.

Doug Poad said it will be interesting to see what happens with the scooters and skateboards. When the police officer files the crash report, they must designate if it was car, bike, or motorcycle. There is not an option for a skateboard or scooter. Officers will sometimes designate the crashes on the scooters or skateboards as pedestrian or bicycle. For all the crashes in this report, staff did a detailed analysis of each of the crash reports filed by officers. Staff read each report to weed out the reports that contained scooters or skateboards. Staff looked at different information about the crashes like injuries, day of the week, time, age, lighting condition and environmental condition.

Jim Beaty said street lights could also be an impact. There are some places where street lights are needed.

Doug Poad said injuries and fatalities were analyzed. The current transportation legislation has performance measures which are to be used as a guide to decide what type of projects need proposed and how to spend federal money. Each year the state must determine goals for these safety measures. This report was slightly changed to allow staff to pull background information from this section to develop safety goals for the year.

The report analyzes the age of the cyclist involved in the crash and compares that data to statewide data. The report goes on to map the data in Tippecanoe County to indicate the ages of the cyclists involved in the crashes. This is also done with gender of the cyclists as well as the age and gender of the drivers. 85% of the cyclists involved in crashes are male while 62% of the drivers involved in crashes are female. The report goes on to look at statistics about the driver with a more finite lens. This information has been broken into four sections; West Lafayette, Purdue, Downtown Lafayette and Lafayette. This was done because there are more crashes in Downtown Lafayette than the entire Lafayette area. It is interesting to look at where the crashes are located and if there are multiple crashes in the same location. This information can help city and county engineers designate where improvements are needed. The report also has multiple maps to help visualize locations of the crashes.

There is a section that discusses crashes that occurred on sidewalks and riding against traffic. In Lafayette, a cyclist can ride on a sidewalk outside of the downtown area. However, in West Lafayette and Purdue campus, only children are allowed to ride on sidewalks. The report also looks at crashes on trails, bike lanes and footpaths. Over the years, more people have been using these options but are these options causing more crashes? This data gives an idea if there has been an increase in crashes or if the number has stayed the same. The final chapter in the report explores the cause of crashes. This looks at the scenarios when the cyclist was at fault and when the motorist was at fault. Crash causes vary year to year. There is a companion report that addresses crashes that involve pedestrians which should be completed in a few

months. These reports will be used to update the Bicycle and Pedestrian Plan. This will be used to identify perceived problem areas for cyclists and pedestrians. It will be interesting to see the comparisons from the two reports.

Tim Stroshine said staff has started to collect data on traffic counts of bicycles and pedestrians. The City of West Lafayette has conducted a study using camera recordings to get counts.

Jim Beaty said the chart on page 36 made him think about places where bicycle paths end and bicyclists must go back to the highway like the trail on South River Road by Fort Ouiatenon. There have been bad crashes in that area. He asked if this trail is approved.

Doug Poad said the Wabash Heritage Trail does not allow bicycles. It is only supposed to be for walking. This is because most of it is a soft trail and when it was developed the property owners did not want a bike trail.

Jim Beaty asked if it should be designated a trail in the report.

Doug Poad said it is a trail per definition.

Jim Beaty said it is difficult to get people up to Prophetstown. It has many bike trails, but it is an island. This trail goes through the Battle Ground Memorial and dead ends. It is a missed opportunity to not connect these trails.

Doug Poad said in the Long-Range Plan that was adopted in 2017, there was a map that recommended a hard trail to supplement the walking only trail along North 9th Street. It would be banked so flooding would not be an issue. This is just a concept right now, but it would go up North 9th Street to connect to Davis Ferry Park then cross the North 9th Street Bridge to follow Swisher Road into the park.

Jim Beaty asked if this is the trail in the amphitheater.

Doug Poad said that is correct. The trail would then connect from inside the park to Main Street in Battle Ground. It would then develop a trail along Main Street and Railroad Street that would lead to the monument.

Jim Beaty asked if this trail would connect to the sidewalk on the new bridge.

Doug Poad said that is correct. City of West Lafayette has a new project in the works that would use federal funds.

Jim Beaty asked if there are plans to connect these trails.

Doug Poad said with the additional gas tax that the state is receiving, they did a call for trail projects that needed funding. The City of Lafayette submitted a project that would construct the Lafayette side of the trail.

Jim Beaty asked if plans are imminent to connect to the US 231 trails by Purdue.

Doug Poad said he is not sure because that would be Purdue's decision.

Jim Beaty asked if the property from South River Road up to Martin Jischke Drive would require a grant to have the trail built.

Doug Poad said there are parts there, but it is not extended. There is a desire to do that, but it would need to be a grant.

Jim Beaty said he is not sure there is room under the US 231 railroad bridge for a bike trail. He asked if there are typically bikes on South River Road.

Doug Poad said that was mostly the Purdue Cycling Club and the Wabash River Cycling Club.

III. MEETING TIME DISCUSSION

Tim Stroshine said there is not a large meeting attendance this evening.

Jim Beaty said the email did not come out in a timely manner.

Tim Stroshine said as for the time of the meeting, it has been said that 5:45 p.m. is too early for some people to attend. Bumping back the meeting time to 6 p.m. may be a good idea. He said he was hoping there would be more people present this evening to discuss this change.

Jim Beaty said the current meeting time is 5 minutes too early for him and he would be late for the 6 p.m. start time as well. He said if the meeting is important, people can find away to make it work. The current time seems reasonable for those that work. Lunch meetings would not work either because these meetings can go over an hour. He asked about the attendance at the last meeting.

Doug Poad said there were very few people in attendance at the previous meeting as well.

Tim Stroshine said there will not be a drastic change in the meeting time. 6 p.m. seems to be a good fix.

Jim Beaty suggested that staff hold two meetings in the evening and two meetings at the lunch hour to see if there is a different crowd at the different times. He said there needs to be a change in recruiting for these meetings. He asked if these meetings are required by law.

Tim Stroshine said that is correct.

Jim Beaty said if this was held as a lunch meeting, there may be more people from downtown that would participate. There was one held on Purdue campus or at the West Lafayette Library there would be a different crowd with different ideas.

Tim Stroshine said staff wants this to be a forum where people can reach out. Staff is looking at their entire strategy for reaching out to the community.

Jim Beaty said some people may not want to come to the meetings when it is dark out.

Tim Stroshine said staff is looking to make changes. Recruiting new people is an important part of that.

IV. QUESTIONS, COMMENTS AND SUGGESTIONS

Jim Beaty said the trails with stop signs for bikes can confuse drivers and can cause a hazard. There can be blinders placed on the stop signs or the stop signs can be turned just a few degrees to not confused the drivers.

Tim Stroshine said he will pass that information along.

Jim Beaty said he noticed when the new bridge on Sagamore Parkway was opened that the McDonald's on Sagamore had more homeless people there around breakfast time. He asked if West Lafayette is ready for that kind of change in dynamics in the north end of town rather than the Levee homeless population. The sidewalks on the north side of Sagamore Parkway in West Lafayette are not very pedestrian friendly.

Tim Stroshine said the Thoroughfare Plan update will be a part of the Comprehensive plan. This will require new developments put in sidewalks and trails. Subdivisions will require more sidewalks.

Jim Beaty said Kalberer Road and Salisbury Street are not complete with sidewalks.

Tim Stroshine said retrofitting can be a challenge.

Jim Beaty said he is not sure how Soldiers Home Road will get fixed.

Tim Stroshine said there may be some places that cannot be fixed. The goal is to make sure new development will not continue the issue. The Thoroughfare Plan update has been under way for a while now. Staff is working with LPAs and fire departments to make sure there is plenty of room for emergencies in subdivisions.

Jim Beaty asked what was happening on Morehouse Road between 500N and 600N. They must have built sliders before they were not permitted.

Tim Stroshine said that there have been some developments, but Ryan O’Gara would have more information.

V. ADJOURNMENT

Meeting adjourned at 7:12 pm.

Respectfully Submitted,

Chyna R. Lynch
Recording Secretary

Reviewed By,



Sallie Fahey
Executive Director