

The  
**AREA PLAN COMMISSION**  
of Tippecanoe County

## Citizens Participation Meeting

**Date.....September 14, 2022**

**Time.....6:00 PM**

**Place.....Virtual/ Tippecanoe Room  
County Office Building  
20 North 3rd Street  
Lafayette, Indiana**

Members of the public may watch the livestream of the meeting at  
<https://www.facebook.com/TippecanoeCountyIndiana> and  
<https://www.youtube.com/c/TippecanoeCountyGovernment>

### AGENDA

#### I. MINUTES FROM JUNE 02, 2021

Documents:

[CPC Minutes 6.02.2022.pdf](#)

#### II. PROGRAM

A. Infrastructure Investment and Jobs Act (IIJA) Funding Update

#### III. QUESTIONS, COMMENTS AND SUGGESTIONS

#### IV. ADJOURNMENT

Meeting Dates for 2022:

o December 14

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..... June 2, 2022  
TIME..... 6:00 PM  
PLACE..... Tippecanoe Room (Virtual)  
County Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901

**MEMBERS PRESENT**

**STAFF PRESENT**

Tim Strohshine  
Aria Staiger

Tim Strohshine called the meeting to order at 6:00 pm. There was no roll call of the members present.

**I. APPROVAL OF MINUTES**

No motion was made and no minutes were approved.

**II. PROGRAM**

**Metropolitan Transportation Plan**

Tim Strohshine said this meeting will serve as the public hearing for the 2050 Metropolitan Transportation Plan (2050 MTP). It will be recorded and posted online.

Tim Strohshine introduced what an MTP is. It is federally required for MPO areas, and focuses on at least a 25-year horizon. It is a high level view of transportation in the county, and is part of the Area Plan Commission's (APC) comprehensive plan.

Tim Strohshine discussed the Goals, Objectives, and Performance Measures section. Goals are the overall goals the plan would like to accomplish, and includes things like safety, accessibility, and multimodal transportation. APC ran a public survey for the importance of various goals to the public. The public found safety to be the most important goal, while freight delivery was the least important. Objectives are methods to achieve the goals. Performance Measures are ways to quantify how progress is being made on the goals from one year to the next. For example, miles of 6-lane interstate.

Tim Strohshine added that there's a second set of performance measures that the Federal Highway Administration (FHWA) keeps as part of the FAST Act. These measures track how a system is working at a state-wide level rather than a county-level. Indiana Department of Transportation (INDOT) is responsible for setting and tracking these measures in Indiana; APC has agreed to concur with INDOT's measures and supports them, rather than APC creating its own measures for FHWA. These measures track safety, pavement and bridge condition, system performance, and transit.

Tim Strohshine discussed community trends. Tippecanoe has experienced consistent growth of population, employment, and dwelling units, and APC expects that to continue. Tim showed maps with projections of each type of growth to 2050.

Tim Stroshine discussed asset management. Assets are anything that helps people move around – roads, bridges, sidewalks, etc. The 2050 MTP focuses on roads and bridges, and breaks them down by ownership. The plan does not include data about INDOT-owned bridges, because APC does not have access to that data. Overall, most (90.2%) bridges are in fair-to-good shape. The plan includes more detail about how various agencies track bridge data.

Tim Stroshine discussed project funding. There are many possible projects, but there is limited funding. Projects are not limited to only road projects – multimodal projects are included. INDOT projects for the next five years are also shown. The MTP estimates how much funding will be available each year for transportation projects from various funding categories. Most of the funding comes from the federal gas tax. To determine the project list, APC first came up with a list of all possible projects by working in conjunction with local government engineers. Next, it came up with cost estimates for each project. Finally, it determined which projects had the best value for their cost, and chose the best projects that fit within the estimated funding. Tim showed maps of the proposed project locations.

Tim Stroshine discussed safety. This section primarily focuses on reducing crashes. Crash data comes from the state police crash database. The MTP does not include 2020 and 2021 data, which was ahistoric because of the pandemic. Crashes primarily occur for two reasons: driver behaviour and road design; the MTP primarily focuses on road design solutions to reduce crashes. Traffic calming and safety projects are two methods available to APC.

Tim Stroshine discussed sustainability and resilience. Transportation accounts for 28% of harmful emissions. The MTP attempts to reduce emissions by lowering congestion (which reduces emissions from idling engines), creating multimodal infrastructure, and installing alternative fuel stations (eg. electric vehicle charging). Runoff and heat islands are also impacts that transportation has, which can be mitigated with things like street trees or bioswales.

Tim Stroshine mentioned that aside from the MTP, APC is involved in two other sustainability efforts. The first is a tree canopy study, which is being developed in partnership with local jurisdictions and the Environmental Resilience Institute. The second is the Greater Lafayette Climate Action Plan, which is a cooperative effort between Tippecanoe County, Lafayette, and West Lafayette.

Tim Stroshine discussed bicycle and pedestrian travel. More formal trail plans are being created for jurisdictions that do not already have them. The Big 4 Trail is also a cooperative effort between several jurisdictions, and will run through multiple counties once it is complete. APC is also pushing forward the adoption of US Bike Route 37, another multi-county bike route, which will link Chicago to Indianapolis through Tippecanoe county.

Tim Stroshine discussed transit. CityBus is the primary transit provider in the county, and thus the MTP focuses primarily on it as opposed to other providers. The plan tries to find ways to make transit more accessible in terms of things like bus stops.

Tim Stroshine discussed public outreach. There were three public “open house” meetings in different parts of the county at different dates previously. This meeting is one public meeting. There is also one upcoming MPO Policy Board meeting on June 7<sup>th</sup> at which the plan will likely be adopted. However, APC is still collecting comments on the plan until June 5<sup>th</sup>, and any changes from comments will be made before adoption. Comments may be submitted via the Tippecanoe County government website.

Tim Stroshine opened the floor to public comments.

### **III. QUESTIONS, COMMENTS AND SUGGESTIONS**

One member of the public asked if northern SR 43 had any plans. Tim Stroshine answered that SR 43 is owned by INDOT, and their future road plans are available on their website or through their public question

communication "INDOT4U". Tim said that INDOT might potentially add more lanes, changing curve geometry, but there are no current plans that APC is aware of.

One member of the public asked about moving their mailbox from one side of the road on SR 43 to the other side of the road. Tim said that INDOT would be the one to contact.

Jim Beatty asked about the effectiveness of roundabouts, and if they should be bigger for semis. Also, is smart highway technology addressed in the plan. Finally, how would autonomous vehicles affect transportation, especially pick-up and drop-off. Tim replied that autonomous vehicles are briefly addressed in the MTP. It is still an emerging technology, so the plan is more about monitoring how the technology is advancing than its implementation. The next MTP update in 5 years will likely address it in more detail once the technology is more developed. The same for smart technology. In terms of roundabouts, there are limits to throughput at which point a signalized intersection is better in that regard. However, roundabouts are good at reducing crash types that result in serious or fatal injuries by lowering speeds and changing crash types. INDOT and FHWA are looking into doing more freight planning, so APC has been coordinating with them for those future efforts.

One member of the public said that there should be some public information about how to use roundabouts, and publicly promoting it. Tim replied that public education would be a good idea.

One member of the public asked about the map of projects compared to the list of projects in regard to Newman Rd, that it isn't shown on the map. Tim said APC would look into it.

One member of the public suggested that a trail along Newman Rd be extended to Fort Ouiatenon. Tim said that was a good suggestion.

Aria Staiger said there were no public comments on the streams.

Tim Stroshine waited half a minute for any more public comments. There were none.

Tim Stroshine mentioned the meeting dates for 2022. We will continue to meet quarterly; we will meet on at 6pm on September 14<sup>th</sup> and December 14<sup>th</sup>.

#### **IV. ADJOURNMENT**

Tim Stroshine adjourned the meeting at 7:06 pm.

Respectfully submitted,

Aria Staiger  
Transportation Planner

Reviewed By,



David Hittle  
Executive Director

