

# **Tippecanoe County Coordinated Human Services Transit Plan**

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**FY 2015 to FY 2020 Plan Update**

**Needs Assessment and Solution Development  
by the Forum of Stakeholders**

**September 2014**

**Prepared by the Area Plan Commission of  
Tippecanoe County**

**For Lafayette, West Lafayette, Town of Dayton, Town of Battle  
Ground, Town of Clarks Hill and Tippecanoe County**



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*Prepared by the Metropolitan Planning Organization Staff in cooperation with Tippecanoe County, Lafayette, West Lafayette, Battle Ground, Dayton, Clarks Hill, Indiana Department of Transportation, Federal Highway Administration and the Federal Transit Administration.*

*This document has been financed in part through a grant from the Federal Highway and Federal Transit Administrations. The contents of this report do not necessarily reflect the official views or policies of the US Department of Transportation.*

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## Executive Summary

Public transportation is a long-term and an on-going concern throughout our community and the United States. For many low income, elderly and disabled individuals, public transportation is the only means for accessing essential services, such as medical care, social services, shopping, government services, educational facilities and activities that enhance quality of life. Additionally, public transportation provides a means for those individuals without access to a car to reach employment and job-training opportunities. Federal, state, and local governments, nonprofit organizations, and businesses recognize the importance of public transportation services for low income, elderly, and disabled individuals by offering assistance, both in financial support and in the delivery of actual transportation options.

It is essential to improve transportation for these vulnerable populations in order to remove barriers between individuals and the services necessary for them to maintain productive and independent lives. The goal of the Coordinated Human Services Transit Plan is to create unified transportation services for these targeted populations in our community. This can be done by guiding funding for projects that maximize area-wide goals, eliminate redundancy and fill gaps in transportation services offered by various human service entities. The planning process was enhanced by using the Area Plan Commission's Citizen Participation Committee and by bringing together a broad range of public, private, governmental and non-governmental organizations called the Forum. Both groups were used to assess needs and develop solutions.

The Assessment of Transportation Needs, Chapter 4, revealed gaps in service as well as the myriad challenges and barriers facing all three target populations. Many persons in these groups have difficulty finding affordable transportation at the appropriate time of day or evening. Because some providers do not offer door-to-door service, accessing some services requires walking from home to a pick up location. Missing sidewalks, ramps and sidewalks in need of repair represent barriers to elderly and disabled persons. Many transit operators do not provide transportation to cultural and social events, a serious quality of life issue for these three populations.

Chapter 4 also discusses the challenges faced by the public and nonprofit organizations providing transportation services. The information obtained in this planning process revealed that the number of persons needing services is growing. An aging population, returning veterans with disabilities and an economic still in recovery all contribute to increasing demand on transportation providers. Finding sufficient resources, both financial and human, to meet this growing need is their primary challenge.

Strategies to address the issues identified by providers of transportation services and their clients are found in Chapter 5. The four most often cited solutions are infrastructure improvements (especially sidewalks), education and information, providing additional service, and finding additional financial resources. Forum members also identified other

strategies to enhance coordination, improve safety, develop benefit – cost studies, purchase scheduling software, and improve cooperation with the development community.

Chapter 6 makes recommendations for implementation by assigning the identified strategies to appropriate organizations and agencies. Each one will be responsible for determining its capacity for implementation. An annual meeting of Forum members will continue to facilitate the exchange of information, identify new challenges and trends, and most importantly, report progress.

## **Organization of the Coordinated Human Services Transit Plan**

Following guidance issued by the Federal Transit Administration (FTA), the adopted 2008 Plan incorporated the four key components of how a plan should be organized and what content should be included. Specifically, FTA recommended the following:

- An assessment of available service that identifies current transportation providers.
- An assessment of transportation needs for individuals with disabilities, older adults, and persons with low incomes.
- Strategies, activities, and projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- Priorities for implementation strategies.

Development of this Plan Update evolved through several public meetings and input from many groups and individuals. Not only did the Citizen Participation Committee discuss and deliberate this topic, a special meeting was held to gather additional input. Representatives from the public, private and nonprofit transportation providers, human service providers and the general public were invited to participate.

In 2008, Congress authorized new transportation legislation through federal fiscal year 2014 called Moving Ahead for Progress in the 21<sup>st</sup> Century, MAP-21. The act focused on improving the efficiency of grant programs by consolidating and repealing certain programs. Even though the Job Access and Reverse Commute (JARC) & New Freedom (5317) programs were eliminated, assisting the transportation needs of challenged individuals did not.

This Plan Update follows the same organization as the 2008 Plan. Section Two summarizes the two federal transit grant programs (Section 5307 and 5310). Section Three identifies all transportation providers who operate within Tippecanoe County. Section Four assesses the transportation needs of the elderly, disabled and low income through an overview of the region's socioeconomic characteristics. This was supplemented with the insight and comment of local transportation providers, nonprofit agencies, and the Citizen Participation Committee. Section Five identifies the strategies and activities that address the identified challenges, gaps, and barriers. Section Six contains implementation priorities.

## **I. Grant Program Overview**

The two grant programs affected by the Coordinated Human Services Transit Plan share similar overall goals of increasing mobility for target populations, but differ in who they serve. Section 5307 funds can be used to provide transportation services to welfare recipients and low income workers. Section 5310 funds can be used to assist the mobility of the elderly and individuals with disabilities

### **Urban Area Formula Program (Section 5307)**

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This program makes federal resources available to urbanized areas for public transportation capital, operating and planning assistance. These funds constitute the core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

The Section 5307 program remained largely unchanged under MAP-21, with a few exceptions. MAP-21 moved the former Section 5316 Job Access and Reverse Commute, JARC, program into the 5307 program and job access and reverse commute projects continued to be eligible for funding. This includes funding the operation of routes or services specifically for these special groups of individuals. Other examples of the types of projects eligible for funding include, but not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities,
- Promoting public transportation to low income workers, including the use of public transportation by workers with non-traditional work schedules,
- Promoting the use of transit vouchers for welfare recipients and eligible low income individuals,
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986,
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized and non-urbanized areas to suburban workplaces,
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace, and
- Facilitating public transportation services to suburban employment opportunities-

MAP-21 also changed the definition of JARC slightly. The new definition is: "Job access and reverse commute project means a transportation project to finance planning, capital and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to

and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations.” The old definition under SAFETEA-LU was slightly different and included specific language about vouchers and transit passes.

In addition, the urbanized area formula for distributing funds now includes the number of low income individuals as a factor. There is no minimum amount of funds that can be spent on job access and reverse commute activities. Transit agencies with JARC programs that wish to continue them have the ability to use their formula funds to do so.

### **Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)**

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The former Section 5317 New Freedom program has been combined with the Section 5310 program as part of mainstreaming various programs in MAP-21. The intent of the new combined program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation service and Americans with Disabilities Act (ADA) complementary paratransit service.

Just like the previous New Freedom program, this program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned differently under MAP-21. Previously, a single apportionment was awarded to each state. Now apportionments are specifically made for large urbanized, small urbanized and rural areas. MAP-21 provides that a recipient may allocate the funds they are apportioned to a private nonprofit organization or a state or local government authority if approved by a State or certifies that there are no nonprofit organizations readily available in the area to provide service.

Section 5310 funds are available for capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Of the amounts apportioned, not less than 55% shall be available for capital projects which include the purchasing of rolling stock. In other words, the 55% is a minimum and not a maximum. Recipients may use more than 55% to purchase capital equipment.

Transit systems may use up to 45% of the apportionment for additional public transportation projects that: 1) exceed the ADA minimum requirements; 2) improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service; or 3) provide alternatives to public transportation that assist seniors. These projects must target the transportation needs of seniors and individual with disabilities, although the service may also be used by the general public.

### ***Coordination Provisions***

Under SAFETEA-LU, projects funded through the Section 5310, JARC, and New Freedom programs must have been derived from a locally developed, coordinated public transit-human services transportation plan. With MAP-21, Section 5310 is the only program that still has this coordinated plan requirement. However, recipients with older unobligated JARC and New Freedom funds must continue to certify that projects are derived from a coordinated plan. Therefore, FTA encourages recipients with unobligated JARC and New Freedom funds to include or continue including the Section 5310 program funds when developing the coordinated plan.

## II. Assessment of Available Services

A variety of transportation services exist within Tippecanoe County. They include public transit, not-for-profit, and private for-profit services. The clientele served vary by provider. Some providers only serve specific clientele, while others transport anyone. Some only service a defined geographic area while others have no boundaries.

Identifying all of the transportation providers operating in Tippecanoe County was accomplished using a multi-step process. The provider list used during the development of the 2008 Plan and Transportation Improvement Program served as the starting point. The list was reviewed against the phone directory, Polk directory, Journal and Courier Community Connections, and the internet. Additionally, the Citizen Participation Committee and those stakeholders attending the Forum meeting provided insight and information about who provides transportation services.

For specific information about the services provided, APC staff conducted a phone survey. Representatives of the agencies and businesses were asked if they provided transportation services, and if they did, were asked for details about the service.

### **Transit Service – CityBus**

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The primary community transit provider is the Greater Lafayette Public Transportation Corporation, commonly known as CityBus. CityBus serves Lafayette, West Lafayette and a portion of the urbanized area of Tippecanoe County outside the city limits. Its services provide fixed-route bus, supplemental routes, and paratransit service.

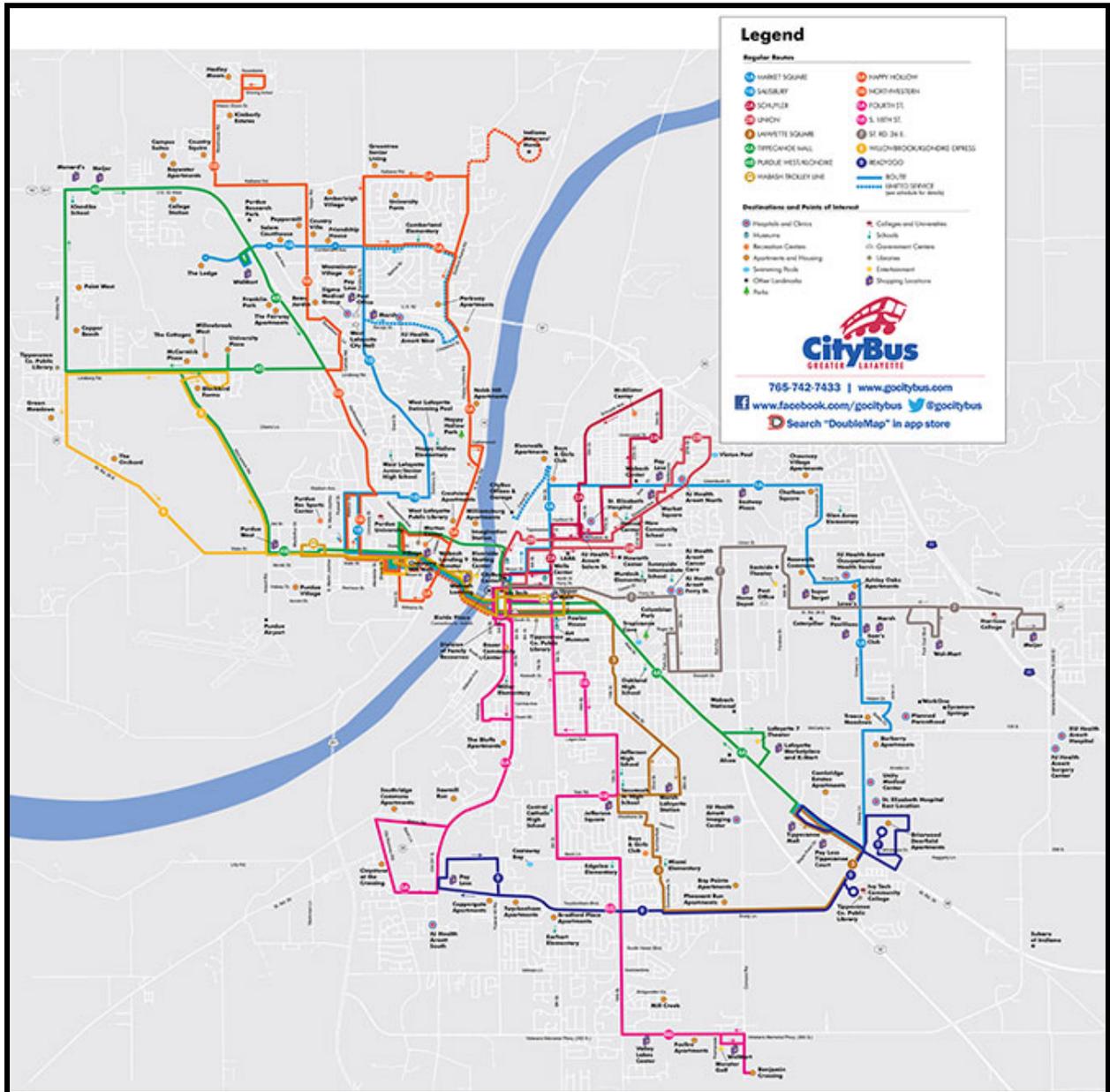
CityBus ridership makes it one of the largest transit systems in the state and outperforms most other transit agencies in many categories. According to INDOT's 2012 report, only the Indianapolis transit system transported more passengers in 2012; CityBus transported 5,281,598 persons. CityBus had the best operating expense per passenger at \$1.99 compared to the state average of \$4.30. CityBus also had the highest fare recovery at 25% compared to the state average of 16%.

### **Fixed Route Service**

CityBus operates two styles of fixed route service. The main service is a point/radial system where routes begin and end at new downtown transfer center. The other fixed route system is around the Purdue Campus. This loop system mainly traverses around and through campus. **Figure 1** illustrates the community wide routes and **Figure 2** illustrates the Purdue routes.

Service hours vary by route. Most service begins at 6:00 a.m. and runs through 6:00 or 7:00 p.m. Half of the routes provide later service till 9:00 p.m. (Market Square, Salisbury, Schuyler, Lafayette Square, Tippecanoe Mall, and Klondike). CityBus also provides Saturday service (eleven routes), and some Sunday service (five routes).

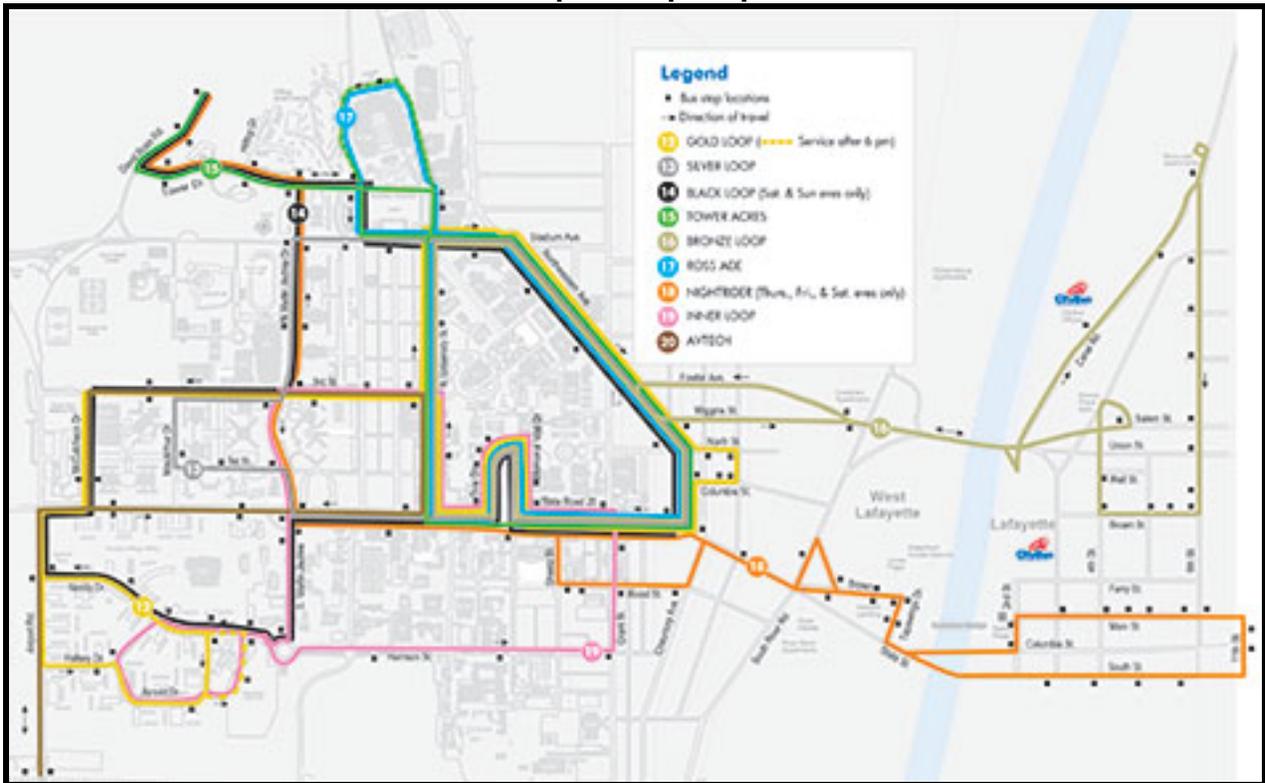
**Figure 1  
CityBus Fixed Routes**



Map courtesy of CityBus  
This map and other route maps are available at [gocitybus.com](http://gocitybus.com)

The Campus Loop system operates during the fall and spring Purdue semesters. All but two of the routes operate Monday through Friday. Service begins at 7:00 a.m. and several routes operate till 6:00 p.m. (Silver Loop, Bronze Loop, Rose Ade, and South Campus) and two routes run till midnight (Gold Loop, and Tower Acres). Two campus routes (Black Loop and NightRider) only operate on Saturday and Sunday during the evening hours until 3:30 a.m.

**Figure 2  
Campus Loop Map**



Map courtesy of CityBus  
This map and other route maps are available at [gocitybus.com](http://gocitybus.com)

### **Paratransit Service ACCESS**

CityBus also provides complementary paratransit service known as ACCESS. This service provides services for persons who cannot use fixed route buses due to disabilities. The service operates the same hours and destinations served by fixed route buses and provides curb-to-curb service to any location within  $\frac{3}{4}$  mile of a fixed route.

### **Wabash Trolley**

Everybody rides free! The trolley travels through downtown Lafayette, West Lafayette, Wabash Landing, and part of Purdue Campus. Destinations include hotels, restaurants, shops, day care, and cultural, arts and entertainment venues. The free Trolley operates Monday through Saturday from 7:00 a.m. to 9:00 p.m.

### **Express Train (to College Station)**

This route provides service between College Station (an apartment complex located just off of US 52 west of Morehouse Road) to Purdue University. This is an express route with stops only at College Station and designated CityBus stops around the Purdue campus.

## **Nonprofit and For-Profit Transportation Provider Survey**

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### ***Tippecanoe County Council on Aging***

The Tippecanoe County Council on Aging, also known as The Center @ Jenks Rest, is a private, not for-profit, organization serving persons aged 60 and older. Programs offered include the Senior Center, a transportation program, and a senior housing assistance repair program.

Its mission is to provide facilities, programs and services for and with active older adults to assist them in finding the highest quality of life that includes good health, social interaction with others of all ages, access to needed goods and services, and a safe living environment that encourages and increases their independence in the community.

The Center offers a transportation program that provides qualifying seniors with a volunteer driving program which empowers them to take charge of their transportation needs. Seniors, who become a participant, recruit their friends and neighbors to volunteer to be drivers. The Center in turn reimburses the driver (through the rider) for the mileage driven. Trips can be to any destination and at any time, which provide independence and support the seniors' ability to have greater control of their daily schedule. The two main qualifications are: 1) Seniors 60 and older; and 2) live within Tippecanoe County.

The Center no longer offers the Care-A-Van service.

### ***Area IV Agency on Aging and Community Action Programs***

The agency is a not-for-profit organization committed to providing a better quality of life for elderly, disabled and disadvantaged citizens of all ages living in the counties of Benton, Carroll, Clinton, Fountain, Montgomery, Tippecanoe, Warren and White. The agency advocates for services that address the needs of the most frail, vulnerable elderly, disabled and disadvantaged persons of all ages who are economically deprived. Needs are met through a coordinated system of services and cooperative efforts with public, private and voluntary organizations.

Through a partnership with one county and six town councils, volunteers provide affordable, cost effective, public transportation to persons living in Benton County (HOPE Transit), Boswell (Boswell Area Transit Van), Brookston (Brookston & Chalmers Community Van), Clarks Hill (The Friendship Express), Flora (Garden Spot Express), Hillsboro (Reach Out Community Van), Rossville (Rossville Area Transit), Waveland (Omni Express) and immediate surrounding areas. Lift vans are available.

In Tippecanoe County, the Friendship Express serves the towns of Clarks Hill, Stockwell and Romney, and all of Lauramie Township in southern rural Tippecanoe County. The service is based out of Clarks Hill with trips to Frankfort and Lafayette. It is available for persons who are 60 and older, persons with mobility impairments and eligible Medicaid recipients. The service also transports the general public. Service is available for any day and any time but is limited by driver availability. They have one raised roof lift equipped van.

Service Area: Lafayette, Stockwell, Clarks Hill, Romney, Frankfort and rural  
Lauramie Township  
Vehicle Fleet: One lift equipped vehicle  
Operation Time: Twenty four hours a day, seven days a week

***Bauer Family Resources (Community & Family Resource Center)***

The Center's mission is to offer services that improve the quality of life of individuals, families and children. At the Community Center programs include: youth development, victim advocacy, teen volunteering, food pantry and family preservation. At the Counseling Center, programs provide therapeutic services for sexual abuse, domestic violence, parental stress, parent mediators, and individual and group therapy. The Head Start/Early Head Start Center gives preschool-aged children of low income families the support to meet the children's emotional, social, educational health and nutritional needs.

The agency no longer provides transportation services.

***Hanna Center***

The mission of Hanna Community Council is to advance the well-being and quality of life of the Hanna Community by providing quality programs, services, and positive community interactions for the neighborhood and the youth and elderly citizens it serves. It seeks to celebrate the diverse cultures of Greater Lafayette while preserving Lafayette's African American heritage and history.

The Center provides a number of programs including senior activities, after-school programs for children ages five to twelve, an educational youth summer camp and health and wellness programs. Hanna Center is also home to the local Indiana Minority Health Coalition.

The Center provides limited transportation services to seniors.

Service Area: Lafayette  
Vehicle Fleet: One 15 passenger van  
Operation Time: Monday through Friday, during the day (9-6 by appointment only)

***Lyn Treece Boys and Girls Club***

The mission of the Boys and Girls Club is to inspire and enable all young persons, especially those from disadvantaged backgrounds, to realize their full potential as productive, responsible, and caring citizens.

The organization provides developmental and recreational programs and opportunities for boys and girls with special emphasis on disadvantaged youth. Activities and programs for after-school or during the day in the summer include: sports, social events, cultural enrichment, leadership development and academic tutoring.

The Club transports children from school to its facilities Monday through Friday. No fare is collected.

Service Area: Lafayette  
Vehicle Fleet: Two 15 passenger vans  
Operation Time: Monday through Friday

***Mental Health America of Tippecanoe County, Inc.***

Mental Health America (MHA) is one of 340 affiliates of the National Mental Health America organization working to improve the mental health of all Americans. The local MHA provides information and referrals, educational programs, support groups, mentoring programs, supportive housing, a homeless shelter, case management and is the community's resource for mental health information.

The MHA does not directly provide transportation services. Referred clients may receive limit transportation services through the Compeer Match Program. The program matches a volunteer to the client. The volunteer assists in helping the client improve their self-esteem and self-confidence.

***Red Cross***

The American Red Cross provides relief to victims of disasters and help people prevent, prepare for, and respond to emergencies. The Tippecanoe County Chapter trains relief workers to help the community in times of need such as house fires, natural disasters and toxic chemical spills. The Red Cross provides direct financial assistance for victims to replace basic human needs in emergence situations. Support is also provided to emergency personnel responding to disasters. Some of the programs offered include water safety, health and safety training, and babysitting training.

The Red Cross provides transportation services for residents of Tippecanoe County to out-of-town medical appointments in Indianapolis and Danville, Illinois. The transportation program originally only carried military veterans to medical appointments but expanded to include the general public.

Service Area: Local client pick up for out-of-town trips  
Vehicle Fleet: One late model passenger vehicle  
Operation Time: Tuesday, Wednesday and Thursday to Indianapolis, and to Danville on Friday.

***Salvation Army***

The Salvation Army has had a presence in Tippecanoe County since 1896 and operates social service programs including a family emergency shelter, character building, religious activities and summer camps for all ages in addition to seasonal events.

The Salvation Army does not provide any general transportation services to its clients. They do provide transportation for children to and from camp which is located in Bedford, Indiana. Due to the extreme cold temperatures early in 2014, the Salvation Army did

transport persons between the Lafayette Urban Ministry homeless shelter and the day shelter.

CityBus monthly passes can be obtained through the Salvation Army by appointment only.

***Right Steps Child Development Centers (Right Steps)  
(formally the Tippecanoe County Child Care, Inc.)***

Right Steps' mission is to provide resource assistance and child care services through quality care for children at affordable prices for working parents. Right Step operates five child care centers in Lafayette and West Lafayette. Before and after school programs are also offered at Miller and Earhart Elementary. The ConneXions program provides resources and referral services that support parents in search of child care and to childcare providers who need professional support and technical assistance.

Right Step does not provide transportation services. They rely on CityBus for needed transportation.

***Wabash Center***

Wabash Center provides a continuum of services for people with disabilities and special needs. Building self-reliance through learning, living and growing opportunities. Day programs are designed to stimulate and enrich, while guiding clients to a more self-sufficient life. Learning lessons include personal hygiene, social skills, intellectual challenges and creative expression. Residential services offer an array of residential and home support options so individuals with a development disability may live successfully in the community. Greenbush Industries focuses on developing job skills while providing a wage-earning opportunity. Employment Services helps individuals find meaningful employment in our community.

Wabash Center provides extensive transportation services. Residential services operate 24 hours a day, seven days a week. Transportation not only includes trips from residential homes to and from Wabash Center, they include trips to medical appointments, grocery shopping, recreational outings and more. Children with disabilities are transported from school to Wabash Center for after school care during the school year and to and from Camp SPARKS in the summer months.

Service Area:           Tippecanoe County  
Vehicle Fleet:         Twenty-three 12 and 15 passenger vans  
Operation Time:       Twenty-four hours a day, seven days a week

***YMCA***

The YMCA's mission is to build strong children, families, and communities by offering programs that develop a healthy spirit, mind, and body. Centered on the core values of caring, honesty, respect, and responsibility, the YMCA is an inclusive organization for all ages, incomes abilities, races, religions, ethnicities, and genders. The YMCA assesses the needs in the community in an effort to provide programs that address identified gaps in services for children and families.

The YMCA provides transportation services to program participants but not to the general public. Transportation includes taking teens to various locations, and transporting children from school to the YMCA and to summer camps.

Service Area: Both cities, and a portion of Tippecanoe County  
Vehicle Fleet: One 22 passenger minibus and three 14 passenger minibuses  
Operation Time: Monday through Friday, 7 a.m. to 4 or 5:30 p.m.

### **YWCA**

The YWCA mission is to eliminate racism and empower women. The YWCA provides safe places for women and girls, builds strong women leaders, and advocates women's rights and civil rights. It strives to enrich the lives of women and their families and to foster a community that celebrates the rich diversity of its members.

The YWCA offers a wide-range of programs. Several focus on domestic violence, intervention and prevention. Other programs focus on exercise, health, job training and career counseling. Education programs are also offered including baby wellness and early childhood development. They also have programs for youth and teens.

The organization does provide transportation services. It is client specific and not open to the general public. Trip purposes include domestic violence and cancer treatment for women. The YWCA also provides CityBus tokens to its clients.

Service Area: Ranges from a six county area to a 23 county area  
Vehicle Fleet: One 9 passenger van  
Operation Time: Available twenty four hours, seven days of the week

### ***Lafayette Urban Ministry***

The Lafayette Urban Ministry is a nonprofit organization which provides assistance and relief to Lafayette's needy children and families. For over 40 years, LUM has worked to provide hope and self-respect to low income persons in the Greater Lafayette area. The organization plays an active role in challenging social injustices and improving the quality of life for the poor.

LUM's programs serve the needs of children, families, and others in the community throughout the year. Some of the programs offered include: after school care, summer camp, financial assistance, food pantry, homeless shelter, legislative advocacy, Christmas Jubilee, RESPECT program for teen girls, community Thanksgiving dinner and tax filing assistance.

The organization provides transportation services, but it is client specific and not open to the general public. Transportation is provided to children from school to after-school programs and for a summer learning program.

Service Area: Lafayette School Corporation and some portions of West Lafayette  
Vehicle Fleet: Three 14 passenger vans  
Operation Time: After school during the week

### **Veterans Services**

The Veterans Services Office assists veterans in obtaining federal and state VA benefits including compensation, medical, pension and education. Other services include burial costs, paid education for children, license plates and tax deductions. The office also plays an integral part in organizing ceremonies on Memorial Day, Veteran's Day, and Pearl Harbor Day.

The office provides van services for veterans who need transportation to the Indianapolis or Danville Veterans Medical Centers.

Service Area: Tippecanoe County to Indianapolis and Danville, Illinois  
Vehicle Fleet: One 7 passenger van  
Operation Time: One trip per day; Monday and Tuesday to Indianapolis, and Wednesday and Thursday to Danville

### **Indiana Veterans Home**

The Veterans' Home is a licensed long-term care facility operated by the Indiana Department of Veteran Affairs and not by the Veterans Benefits Administration. The Veterans Benefits Administration does provide substantial grant funding and hospital service for the Indiana Veterans' Home. The Home provides modern comprehensive health care, residential (assisted) care, and independent living/residential services. In addition, it offers physical and occupational therapy, speech pathology and audiology, and limited hours for medical consultation in areas like pulmonology, immunology, rehabilitation medicine, infectious disease, and internal medicine. It also provides nursing, social, dietary and other services.

Service Area: Tippecanoe County and Indianapolis  
Vehicle Fleet: Three 15 passenger vans and two full size buses  
Operation Time: Available twenty four hours, seven days of the week.

### **Trinity Mission**

Trinity Mission offers temporary housing while clients become self-sufficient. Residents are offered life skill counseling. The Mission offers program and support groups that assist men and women struggling with alcohol and drug addictions.

Trinity Mission provides client specific transportation services.

Service Area: Sixteen counties including Tippecanoe County  
Vehicle Fleet: One passenger van  
Operation Time: Twenty-four hours a day, seven days a week

### **Comfort Keepers**

Comfort Keepers offers in-home care services. Services range from providing customized personal care services, in-home companionship, respite care, dementia and Alzheimer's care, end of life care, transitional care (hospital to home) and private nursing assistance. Some of the personal care services include meal preparation, laundry, light housekeeping, grocery shopping and errands.

Transportation service is provided for clients but it is incidental. Trips' purposes vary and include destinations such as medical appointments, barber shops or beauty salons, shopping, groceries or to a social event. They can take place at any time. The caregiver uses their personal vehicle to transport clients.

### **Hoosiers at Home**

Hoosiers at Home provides services for persons seeking in-home non-medical assistance. Services range from personal care, home care, housekeeping, meal preparation/clean up, pet care and companionship. Specialized services are available for Alzheimer, dementia, disabled and brain injury care and new mothers or soon to be mothers who require bed rest.

Transportation services are available for those who desire to go to the grocery store, social events, doctors' appointments, pharmacy, hair dresser, shopping and miscellaneous errands. Trip destinations are not limited and can include a ride just to get out of the house with no specific destination.

### **Med-a-port Inc.**

Med-a-port provides non-ambulatory and non-emergency transportation to and from medical appointments. Service is from curb to curb and trip destinations can be any location in Tippecanoe County, any of the surrounding counties or other cities or towns in Indiana.

### **Angels Senior Home Solutions**

Angels Senior Home Solutions is a full service care provider that provides in-home care services including assistance with personal care, transportation, laundry, housekeeping, companionship, and even walking the dog. Other services include dementia and Alzheimer's care, nursing care, IV therapy, wound care, and medication management.

Transportation services are available and are not limited to only clients. Trip destinations are not limited. The client's personal vehicle is the preferred choice of transportation, but staff can transport clients using the caregiver's vehicle.

### **Caregiver Companion**

Caregiver companion is a network of volunteers who strive to improve the quality of life for caregivers of the sick, frail and disabled in their homes as well as to provide assistance to the ill, frail and disabled who desire to remain in their homes. Several types of services are provided. Volunteers are available to temporarily relieve caregivers.

Volunteers can offer companionship in visiting, sharing stories and building friendships. Volunteers can assist with light housekeeping, perform simple household repairs, do laundry and yard work.

Transportation services are available. Volunteers use their own vehicle to transport clients to any destination in Tippecanoe County.

### **BrightStar Care**

BrightStar Care offers a range of services from childcare, to in-home and elder care. Skilled nursing services are also available. Services can be custom tailored for persons with disabilities, special needs and Alzheimers. Another service offered includes flexible sick-day childcare, sitter services and pediatric home care.

Transportation services are provided but it's limited to clients. Trip destinations are not limited and include shopping, errands, and doctor's visits.

### **Help at Home**

Help at Home is a home care agency that provides skilled home health and developmental disability services. Personal care services range from homemakers, home care aides, to companions. The skilled nursing care assists clients who are recovering from hospitalization, surgery, and those with special medical, physical or behavior needs and chronic illnesses. Services are also available for adults and children with developmental disabilities.

Transportation services are provided but it's limited to clients. Trip destinations are not limited and include shopping, errands, and doctor's visits.

### **Home Care by Design**

Home Care by Design offers personalized home care designed to maintain and improve quality of life. Services provided to seniors include personal care, housekeeping, meal planning and preparation, and companionship. Home maintenance, lawn and yard care, seasonal maintenance, house sitting and pet care services are also available.

Another unique service provided is called Seniors Living Community Without Walls. This service engages clients by providing social opportunities, educational seminars, arts, exercise and educational classes. Transportation services are provided but it's limited to clients. Trip destinations are not limited and include shopping, errands, and doctor's visits.

### **Where To Transportation**

Transportation service for non-emergency medical trips is their main focus. While many of the trips are medical related, trip destinations are not limited and can be anywhere in Lafayette, West Lafayette, Tippecanoe County, and in the State. Services are not limited to Medicaid services and are also available for private pay.

The fleet of vehicles allow for electric wheelchair or power chair transport.

Where To Transportation recently contracted with Area IV to provide transportation services for seniors.

### **Integrity Care**

Integrity Care provides in-home care and non-emergency medical transportation services. In-home services range from homemaker services (laundry, meal preparation, changing linens, light housekeeping), personal care services, and companionship services. Transportation services are offered for non-emergency medical transportation services. Private for pay transportation service is available.

### **TLC Homecare**

Transportation services are available and clients are usually referred from Area IV and are on either Medicaid or a waiver program. The types of trips include doctor's office visits and essential errands.

Transportation is also available through private pay. The cost is charged by the hour(s) of service.

### **Granger Care Services**

Granger Care Services manages geriatric care and specializes in health and human services, and offers consulting and custom care plans for caregivers. Transportation services are provided but it is limited to clients and only on a limited basis.

The following businesses do not provide transportation services:

Crisis Center,  
Family Services,  
Home Instead Senior Care,  
Well Bound

The following businesses are no longer operating:

Lifespan Health Services,  
Mobile Chair,  
Sheltering Hand Home Care

### **Assisted Living Facilities**

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There are numerous assisted living facilities and retirement homes in Tippecanoe County and some provide transportation services. Services are not available to the general public and are limited only to residents. The facilities are:

Bickford Cottages  
Creasy Springs  
Cumberland Pointe  
Digby House  
Fowler Apartments

Regency Place  
Rosewalk Commons  
Rosewalk Village  
St Mary Healthcare  
St Anthony Healthcare

Friendship House  
Greentree Assisted Living  
Heritage Healthcare  
Historic Jeff

Tippecanoe Villa  
University Place  
Westminister Village

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### **Private For-Profit Specific Transportation Providers**

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A number of businesses in Tippecanoe County provide transportation services for hire. They vary from taxi and limousine service to services for larger groups needing vans and buses.

#### **Ambulance Service**

Star Ambulance  
Americare Ambulance Service  
Keeney Ambulance

Tippecanoe Emergency Ambulance Service  
Rural Metro Ambulance  
Prompt Ambulance

#### **Taxi Service**

Lafayette, West Lafayette and Tippecanoe County currently have six taxicab services: A2B Cab, Cab Networks, Four Star Taxi, Hey Taxi, Locomotives Taxi/City Cab, and On Time Taxi. All of the companies provide 24 hour service and may be the only source of transportation for employees on second and third shifts.

#### **Limousine Services**

Classic Limo and Chauffeur

#### **Charter and Limousine Services**

##### Lafayette Limo

Lafayette Limo provides shuttle service from Lafayette and West Lafayette to the Indianapolis airport. The shuttle has five pick up locations within the community and travels round trip to Indianapolis nine times each day.

Lafayette Limo also provides charter bus service to anywhere in the continental United States and Canada. Individuals can contract for services and vehicles have chair and scooter lifts.

##### Imperial Travel

Operating since 1974, Imperial Travel is a full-service travel company providing a variety of transportation services. Services include out-of-town tours, bus charters, and limousines.

##### Express Air Coach

Express Air Coach provides ground shuttle service between Purdue University Airport and Chicago's O'Hare Airport. Transportation is also provided to Urbana/Champaign and to the Oakbrook Mall.

### ***Intercity Bus and Rail Transportation***

Greyhound and Amtrak have limited applicability to this Plan. The primary exception would be providing transportation services to veterans to V.A. hospitals in Indianapolis and Danville Illinois.

### **Schools**

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Public and private schools operate in Tippecanoe County. Most students who attend public schools go to the Lafayette, West Lafayette or the Tippecanoe School Corporation. Those who live in Shelby Township attend the Benton Community School Corporation. All four corporations provide varying degrees of bus service.

Thirteen private schools operate in Tippecanoe County. They are:

Apostolic Christian Academy	Lighthouse Baptist
Beacon Academy	Montessori School of Greater Lafayette
Excel Center	New Community School
Faith Christian, First Assembly	Pleasantview Christian
First Assembly Christian Academy	St. James Lutheran School
Lafayette Christian	TC Harris School
Lafayette Catholic Schools	

Only Faith Christian provides limited transportation services.

### **Churches**

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Many of the churches in Tippecanoe County provide transportation services to members and for non-religious community events.

### **III. Assessment of Transportation Needs**

Community-wide transportation needs are often very different than the specific needs of individuals - especially older adults, those who have disabilities or limited income. Assessing both of those needs followed a two-step analysis. First, staff conducted a community-wide demographic analysis to provide a geographic picture of all three targeted populations. Then, specific needs were identified from comments and group discussions with participants during public and Forum meetings.

#### **Socioeconomic Assessment**

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The Area Plan Commission tapped several sources of demographic data to develop the following maps and analysis. Two of the sources were from the Census Bureau. Staff used the 2010 Census data to locate persons 65 and older. Data about disability and poverty was obtained from the 2007-2011 American Community Survey (ACS).

It should be noted that many of the maps found in the 2008 Plan were not updated due to the unavailability of more recent data. The Census moved from collecting a large amount of detailed data during the decennial census to nationwide surveys through the American Community Survey (ACS). Data for the ACS is collected through a small sampling process.

Even though some data was available through the ACS, it was found to be mostly unusable for two reasons. First, the annual sampling sizes are very small and data was only available for large geographic areas such as township or the county. This makes it difficult to determine where our target populations live. The second challenge was error rates. Due to sampling, error rates are calculated to determine if the data is statistically valid. Unfortunately, the data for the Lafayette MSA needed to compile these maps were not statistically valid.

While The ACS was meant to be a tool for communities to use to determine how they are changing and help allocated scarce resources efficiently and effectively, it has very little use for this document.

Regarding travel to work, there are two parts to the transportation equation: where a trip begins and where it ends. The destination or end point represents job locations. Staff relied on employment data from the 2040 Metropolitan Transportation Plan to answer this part of the equation. The data is geographically distributed throughout the county by special areas called traffic zones. Jobs are subdivided into two categories: retail and non-retail. Employment locations came from InfoGroup, a private data vendor, through the Indiana University School of Business.

### *Communitywide Demographics*

The population of Tippecanoe County was 172,780 in 2010, which is 16% larger than in 2000 (148,955 persons). The most current population estimate, from the Indiana Business Research Center, was 177,513 for 2012.

Another important piece of information is the number of homes or dwelling units. The 2010 Census identified 71,096 dwelling units in the County. Of that total, 65,532 were occupied; 5,564, or 7.8%, were vacant.

In 2010 there were 94,111 non-farm jobs in Tippecanoe County. In addition, it was estimated that there were 800 farm related employees. That figure was based on historical employment data from the U.S. Department of Commerce Bureau of Economic Analysis.

### **Poverty and the Working Poor**

Poverty exists at various levels. Whether persons or households earn substantially less, just under, or slightly more than the poverty level, their transportation needs are problematic. The following maps and analysis provide a snap shot showing the geographical distribution of those who are in poverty.

The 2010 Census identified 32,628 persons in Tippecanoe County living in poverty. That is approximately nineteen percent (18.9%) of the population. Compared to the national percentage of 15.1%, Tippecanoe County has a slightly larger percentage of persons living in poverty. Persons living in institutions, military group quarters, or college dormitories are not included.

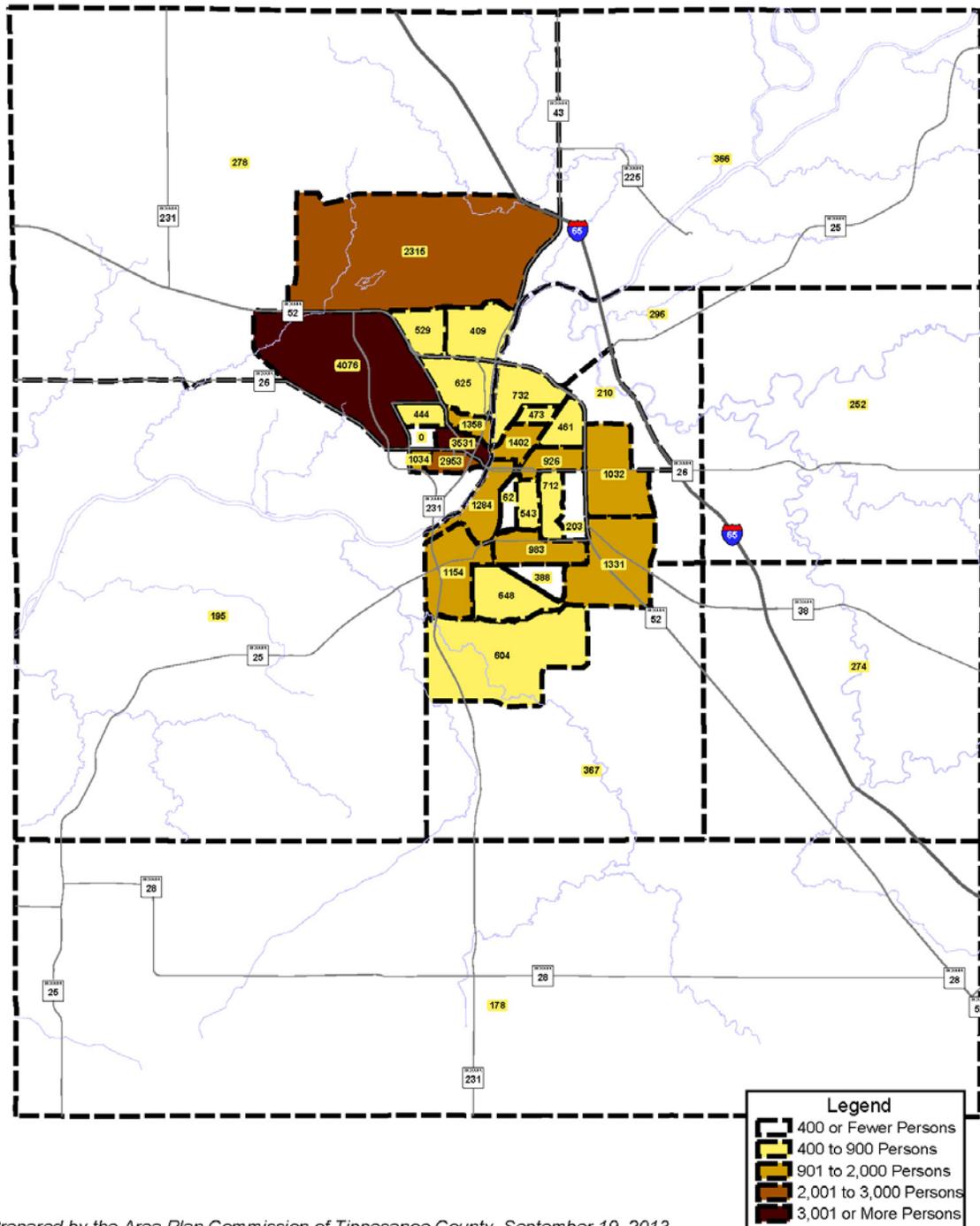
**Figure 3** shows the geographic distribution of the poor in the county by Census tract. There is one census tract that contains over 4,000 persons living in poverty and it is located just west/northwest of the Purdue campus. The other tract that had a large population is located on the eastern edge of campus in the Chauncey Village area. There were over 3,500 persons living in that tract who were below the poverty level.

There are two tracts where more than 2,000 persons live who are below the poverty level. One is located near the Purdue Campus (2,953 persons) and the other is located in the northern suburban fringe of West Lafayette (2,318 persons). These geographic areas suggest they are comprised of mostly students living off campus. The areas north and west of West Lafayette contain large student apartment complexes.

Also of significance are seven census tracts in Lafayette, each with over 900 persons in poverty. **Figure 3** shows them located north of downtown, south of downtown along Wabash Avenue, the Elston/Old Romney Road area, and the area east and southeast of Lafayette around Creasy Lane, US 52 and SR 38. The area just north of the downtown had the largest number of person in poverty at 1,402 persons.

Figure 3

### Number of Persons Below the Poverty Level 2007-2011 American Community Survey



Prepared by the Area Plan Commission of Tippecanoe County, September 19, 2013

While nearly a fifth of the population in Tippecanoe County lives at or below the poverty level, there is a sizable number of persons who live on even less. For them it is extremely difficult to obtain their basic daily needs. The 2010 Census tells us that there were 17,715 persons in Tippecanoe County who earn less than half of the poverty threshold. In other words, just over ten percent (10.3%) of our population earn a very small income.

**Figure 4** shows the distribution of persons who earn less than half of the poverty threshold. The map closely resembles the one showing persons who are below the poverty level. Census tracts with the largest populations are located, again, around the Purdue campus, west and just north of West Lafayette. In Lafayette, the tracts with the largest population in this situation live in the Creasy Lane, US 52 and SR 38 areas, north of downtown, downtown through the Wabash Avenue area and the Elston/Old Romney Road area.

Another way to assess poverty is to look at persons who earn slightly above the poverty level. One measure commonly used is persons who earn up to 200% above the poverty level. The Census collects this data and according to the Census ACS, 61,821 persons in Tippecanoe are in this group. That translates to 35.8% of Tippecanoe County's population. Therefore, just over one third of our total county population lives just above, at and below the poverty level. **Figure 5** shows the geographical distribution by census tract.

### **Household Income**

Another approach used to evaluate low income is a comparison of average household income by Census tract. For Tippecanoe County, the median household income in 2010 was \$43,485. There were eighteen tracts where the average income was below this amount. Seven of them were in West Lafayette; the other eleven were in Lafayette. **Figure 6** shows the geographical distribution of household income.

The tract with the lowest average household income of \$11,384 was located adjacent to the Purdue Campus. The next two tracts with lowest average income were also located around the Purdue Campus (\$11,448 and \$11,500).

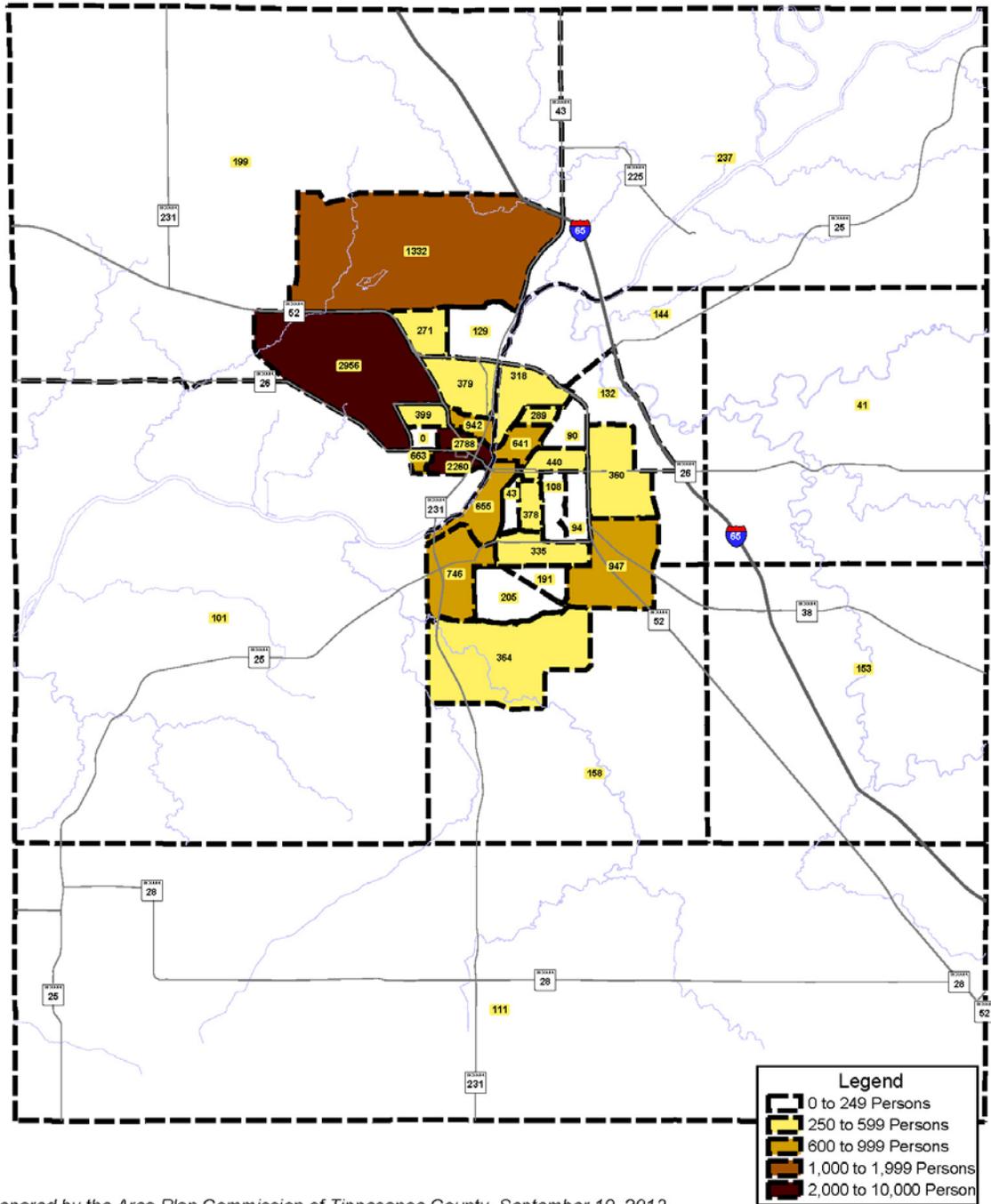
In Lafayette, the tract with the lowest average household income was located just north of the downtown area with an average income of \$20,804. There were four additional tracts in which the average was less than \$30,000 and they were located at the very northern part of Lafayette, in the Union/Salem corridor, downtown and the Wabash Avenue area and the Elston/Old Romney Road area.

### **Auto Ownership**

Households that have at least one vehicle available have more transportation options. Households that do not have access to a vehicle must rely on friends, relatives or public

Figure 4

**Number of Persons Who Earn Less Than  
Half of the Poverty Threshold  
2007-2011 American Community Survey**

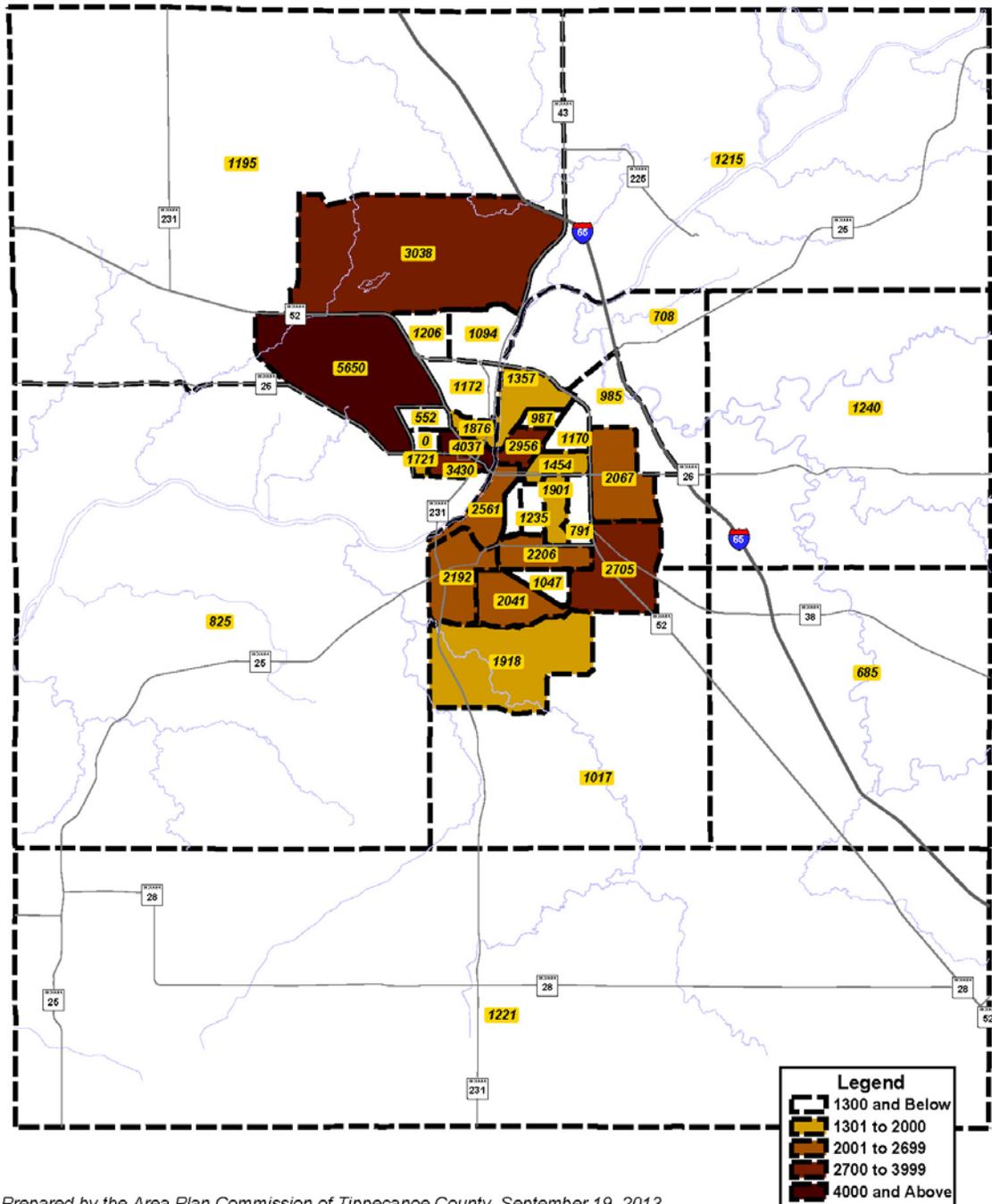


Prepared by the Area Plan Commission of Tippecanoe County, September 19, 2013

**Figure 5**

**Number of Persons Who Earn Up to  
 200% Above the Poverty Level**

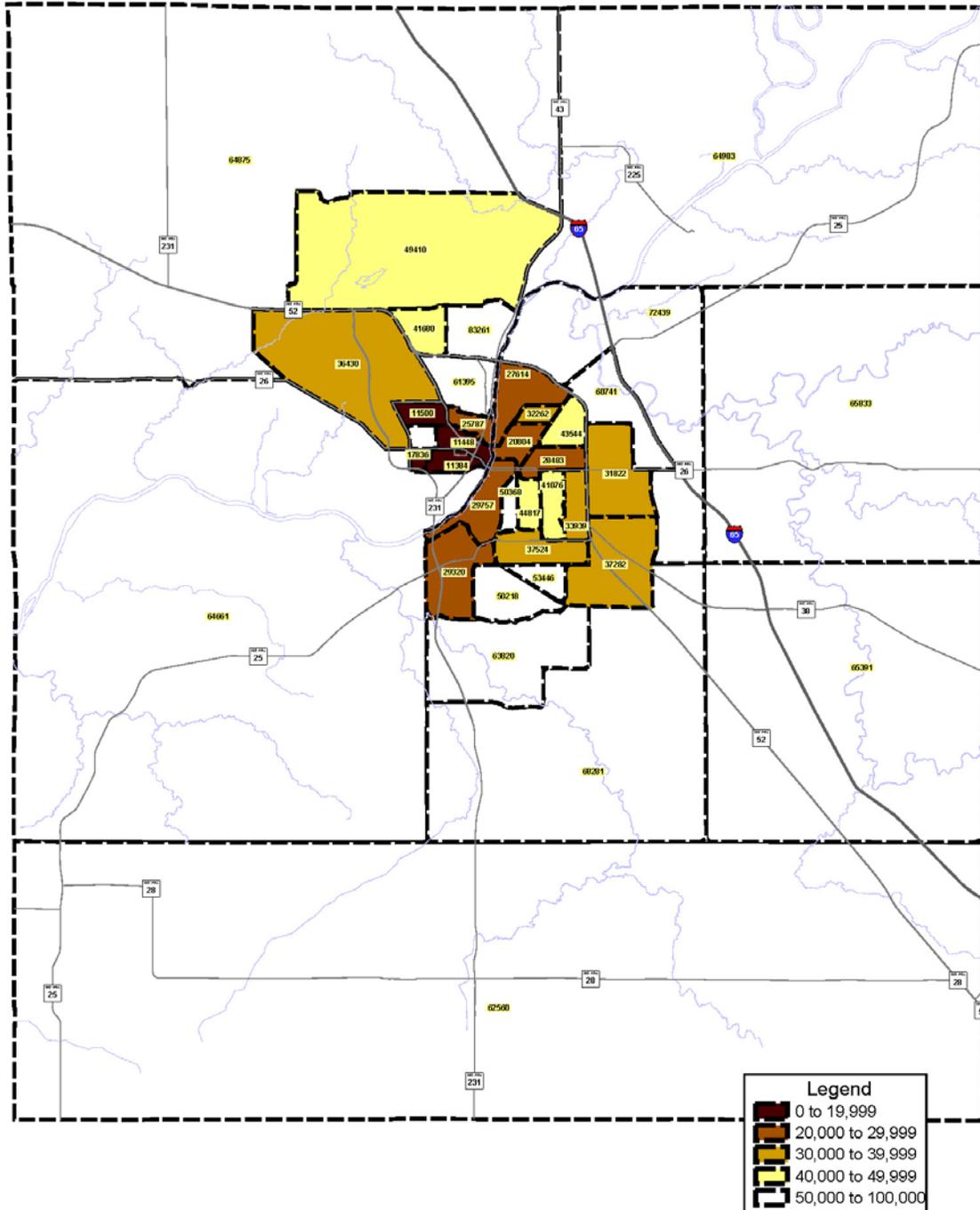
2007-2011 American Community Survey



Prepared by the Area Plan Commission of Tippecanoe County, September 19, 2013

Figure 6

**Average Household Income**  
2007-2011 American Community Survey



Prepared by the Area Plan Commission of Tippecanoe County, March 4, 2014

transportation. Identifying areas where there are concentrations of households with no vehicle help identify where additional services are needed.

The Census ACS tells us that there are 4,455 households that do not have a vehicle available to use. Nearly ten percent, or 400 households, are located in the Census tract just north of downtown Lafayette (**Figure 7**). There were three tracts in West Lafayette where over 260 households did not own a vehicle. They are located next to the Purdue campus and west of Yeager Road.

Eight Census tracts in Lafayette and West Lafayette had between 150 and 260 households that are without a vehicle. In Lafayette, the six tracts were located throughout the city including the downtown area, Wabash Avenue, South 4<sup>th</sup>, Elston/Old Romney, South Beck Lane, Union/Salem and US 52 and SR 38 areas. In West Lafayette, the two tracts were northeast of the Purdue Campus and at married student housing.

### ***Employment***

As discussed in the Grant Program Overview section, Section 5307 funds can be used to support job-related transportation services for eligible low income individuals. Specifically, it can be used to transport low income individuals to jobs. While the previous data examined where low income persons and households are located, another critical piece of information is knowing where jobs are located.

For the 2040 Metropolitan Transportation Plan (Plan), APC staff utilized employment data from a new source. The Indiana University School of Business purchased employment data from InfoGroup (a private data vendor) for urban areas in Indiana. The information included not only the number of non-farm jobs for each business but also their location. This allowed us to map the location of all the jobs in Tippecanoe County. The data, as of November 2010 show there were 94,111 non-farm jobs in the county.

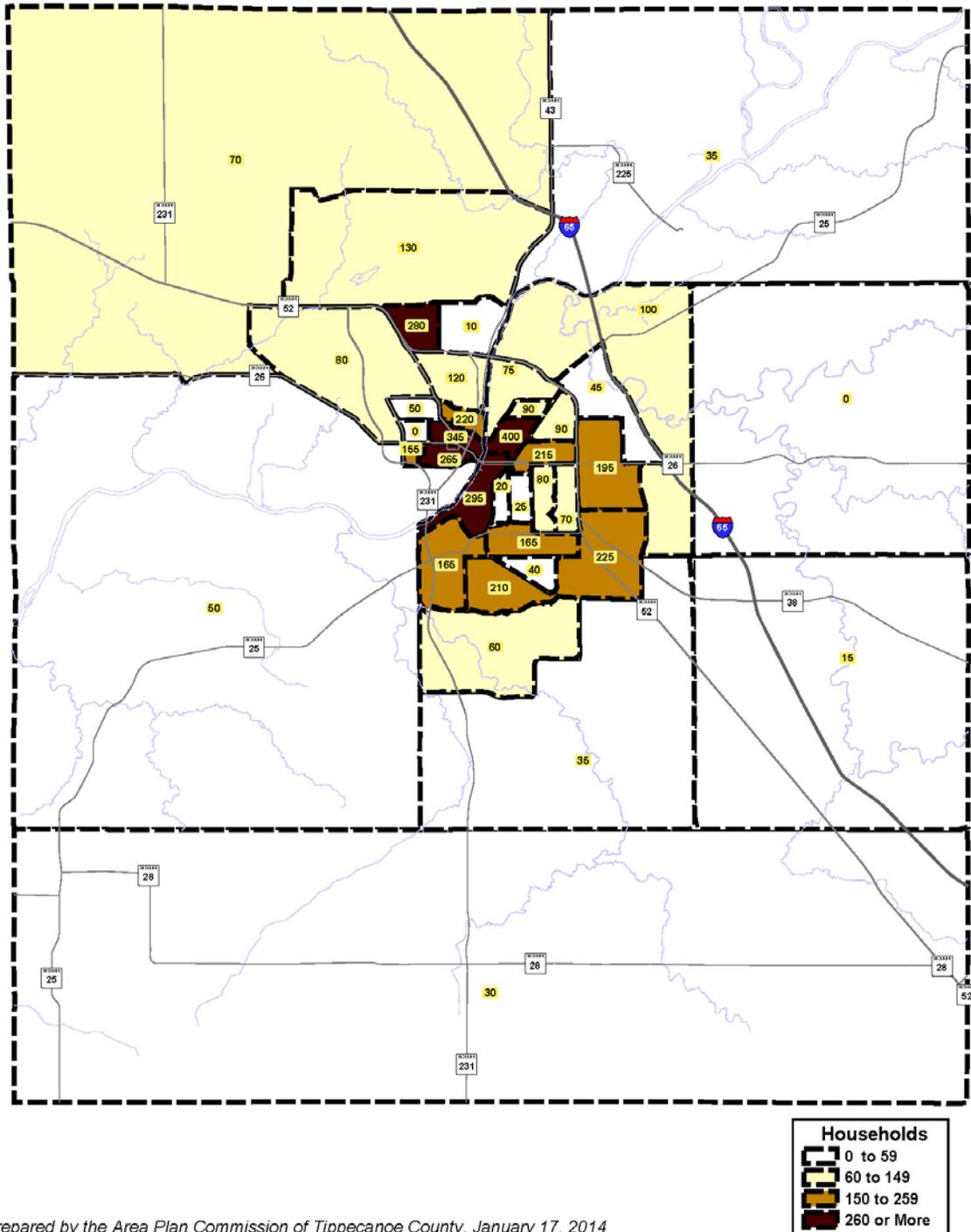
To estimate farm employment, staff evaluated historical employment data from the U.S. Department of Commerce Bureau of Economic Analysis (BEA). Over the past seven years, farm employment has been stable, averaging 800 employees. That number was added to the employment estimate and distributed throughout the County. The County Commissioners and their knowledge of the farming community provided valuable assistance.

Using InfoGroup and BEA data, staff used a total of 94,911 farm and non-farm jobs in Tippecanoe County in 2010.

The Plan further divided the information into retail and non-retail employment based on the North American Industry Classification System (NAICS). Nearly a quarter of the jobs (22,275) were retail jobs; the remaining 72,636 were non-retail jobs.

Figure 7

Households with No Vehicles  
2006-2010 ACS CTPP



Prepared by the Area Plan Commission of Tippecanoe County, January 17, 2014

**Figure 8** shows the location of retail employment in 2010. The largest concentrations are around Tippecanoe Mall and the South Street corridor between Sagamore Parkway and I-65. Over 10,000 jobs are located in these areas, representing nearly half of all the retail jobs. In Lafayette, other retail concentrations include Market Square, downtown, the Elston area, and Teal Road. In West Lafayette, areas with high numbers of retail jobs include the Levee/Chauncey Hill, Sagamore Parkway corridor, and Purdue West.

Several suburban areas in the community have seen new retail development. Two are located in Lafayette with the other is west of West Lafayette. On the southern side of Lafayette, new development is occurring along the Veterans Memorial Parkway South corridor. Wal-Mart constructed a supercenter at the southwest corner of Concord Road. Small shopping complexes and stand-alone businesses continue to be built between 18<sup>th</sup> Street and Concord Road. On the east side of Lafayette at the southwest corner of SR 26 and Creasy Lane, retail developers constructed a new retail complex called the Pavilions. Finally, Menards and Meijer constructed new stores at the corner of US 52 and relocated US 231 in West Lafayette.

The location of non-retail jobs in the community are more dispersed, **Figure 9**. The largest concentration is on the Purdue campus, with over twenty percent of all non-retail jobs. Both SIA and Wabash National manufacturing plants account for the next two largest concentrations in the southeast industrial expansion area. Over 7,100 employees are located in these two locations. Other concentrations include both hospitals, downtown Lafayette, Evonik, Purdue Research Park, Fairfield/Rea Magnet, and the Concord/Veterans Memorial industrial area and IVY Tech.

### ***Purdue Students***

One pattern becomes apparent when comparing the low income maps. The largest concentrations of low income persons are generally located on or near the Purdue campus. With over 39,000 students at Purdue, most of the low income persons living around campus are likely students. If so, transportation providers can address low income student-specific transportation needs. At this time there is no map available that shows the distribution of students throughout the community.

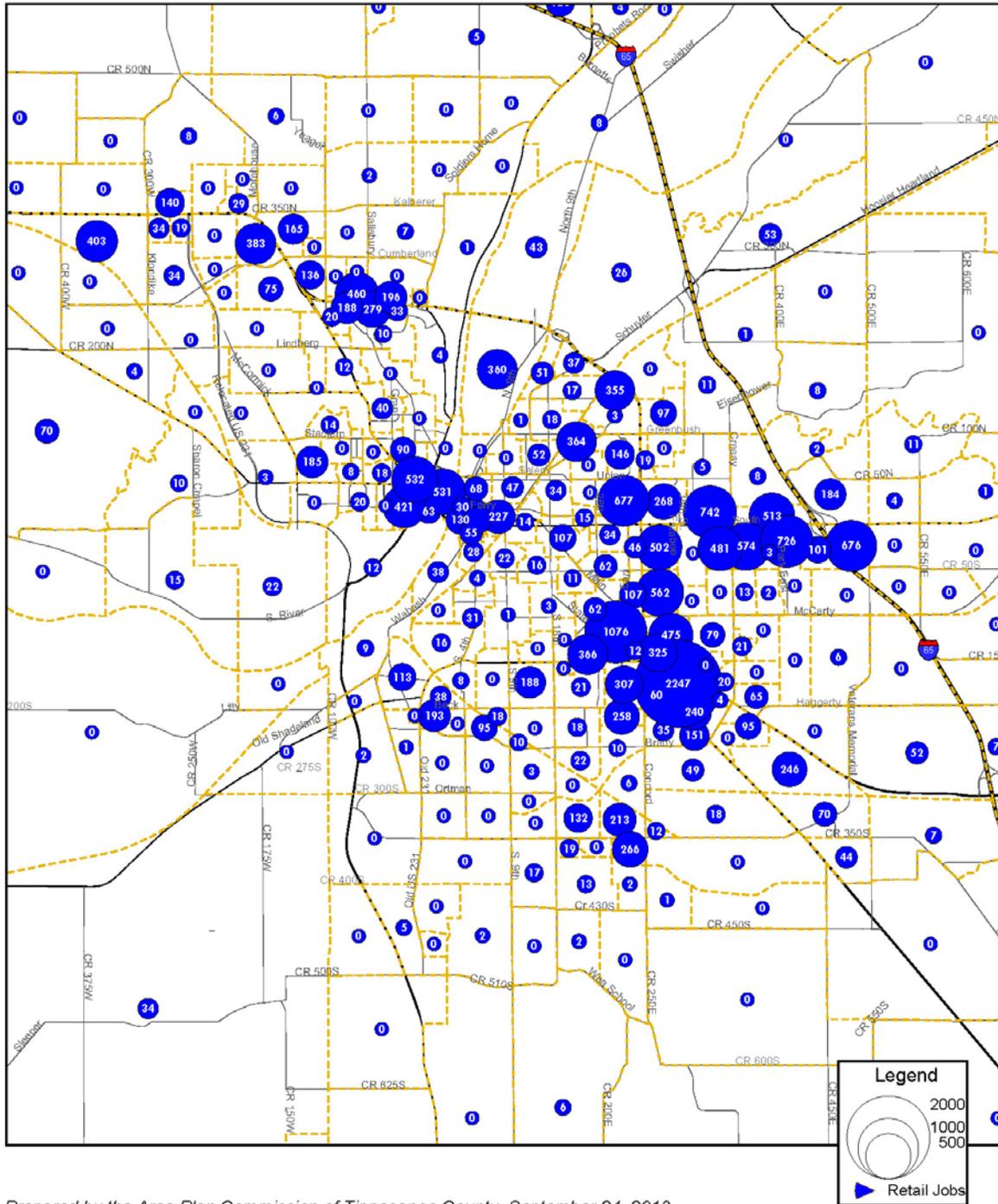
### ***Persons 65 and Older***

There were 172,780 persons counted in Tippecanoe County during the 2010 Census. Of that number, 16,379 persons were 65 and older. This group accounted for 9.5% of the population. Compared to national statistics, this is far less than the national average of 13.0%. **Figure 10** shows the geographical distribution of seniors.

Two areas with a significantly large concentration are located on the north side of West Lafayette. The areas are located north of Kalberer Road and adjacent to Sagamore Parkway between Yeager Road and Salisbury. Over eleven percent of the senior population (1,923) live in the area north of Sagamore Parkway.

Figure 8

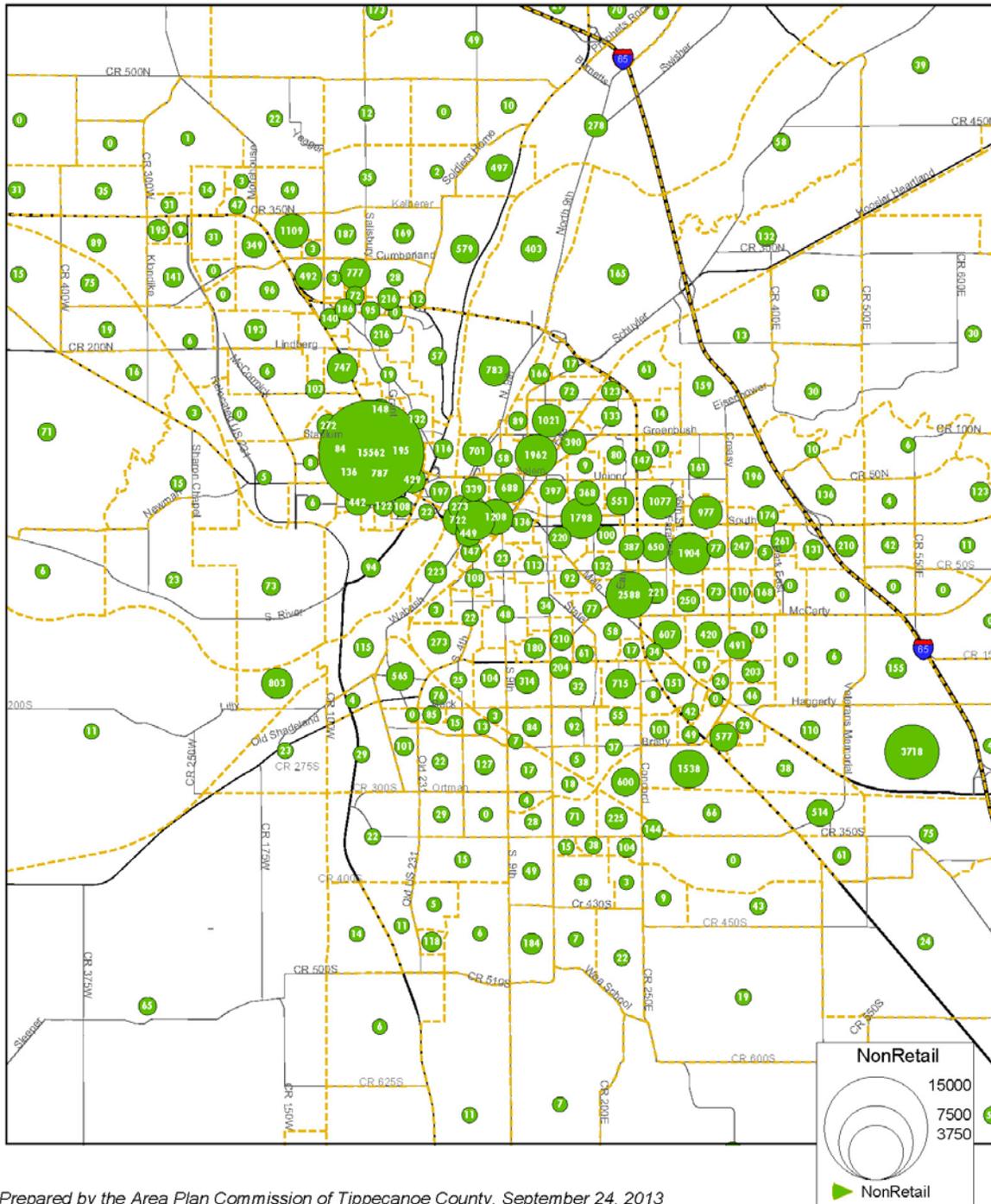
### Number and Location of Retail Jobs Metropolitan Transportation Plan for 2040



Prepared by the Area Plan Commission of Tippecanoe County, September 24, 2013

Figure 9

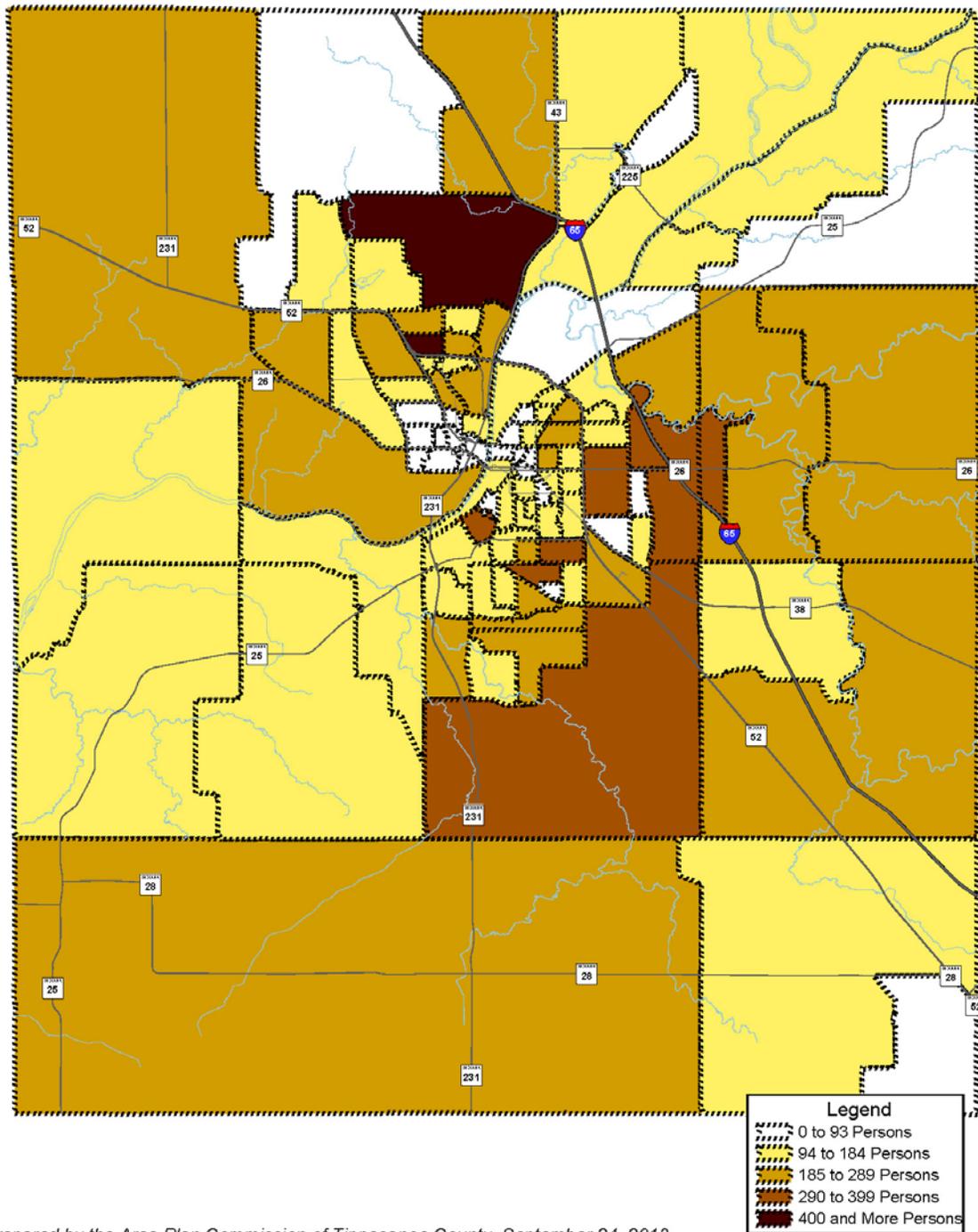
### Number and Location of Non Retail Jobs Metropolitan Transportation Plan for 2040



Prepared by the Area Plan Commission of Tippecanoe County, September 24, 2013

Figure 10

Number of Persons Who are 65 and Older  
2010 Decennial Census



Prepared by the Area Plan Commission of Tippecanoe County, September 24, 2013

In Lafayette, a large number of seniors live in the eastern and southern portions of the city. There are seven Census block groups where over 300 seniors resided. Four of them are located between Sagamore Parkway and Veterans Memorial Parkway East. The other areas of concentration are in the Saw Mill Run area, the subdivisions bordering Beck Lane, and on the suburban fringe of Lafayette.

The Census reported that 755 persons 65 and older live in poverty. **Figure 11** shows their geographical distribution. The tracts having the largest concentration include the downtown area, Wabash Avenue and along South 4<sup>th</sup> Street. The second largest concentration is located in West Lafayette in the area bounded by Sagamore Parkway, Northwestern, Lindberg and River Road.

### **Disabilities**

The Census ACS provides limited demographic information about persons with disabilities and then only for larger geographical areas. Therefore, this assessment examined three different types of information for this group: the number of persons with disabilities, their distribution by age group, and the number of disabled persons who are in poverty. Unfortunately, due to the ACS sampling methodology, data is only available by township and only for three: Fairfield, Wabash and Wea townships.

According to the Census, 13,964 persons in the three townships had a disability. That represents at least 9.9% of the population. **Figure 12** shows the information geographically and **Table 1** shows the breakdown numerically. Persons between the ages of 35 and 64 comprise the largest group.

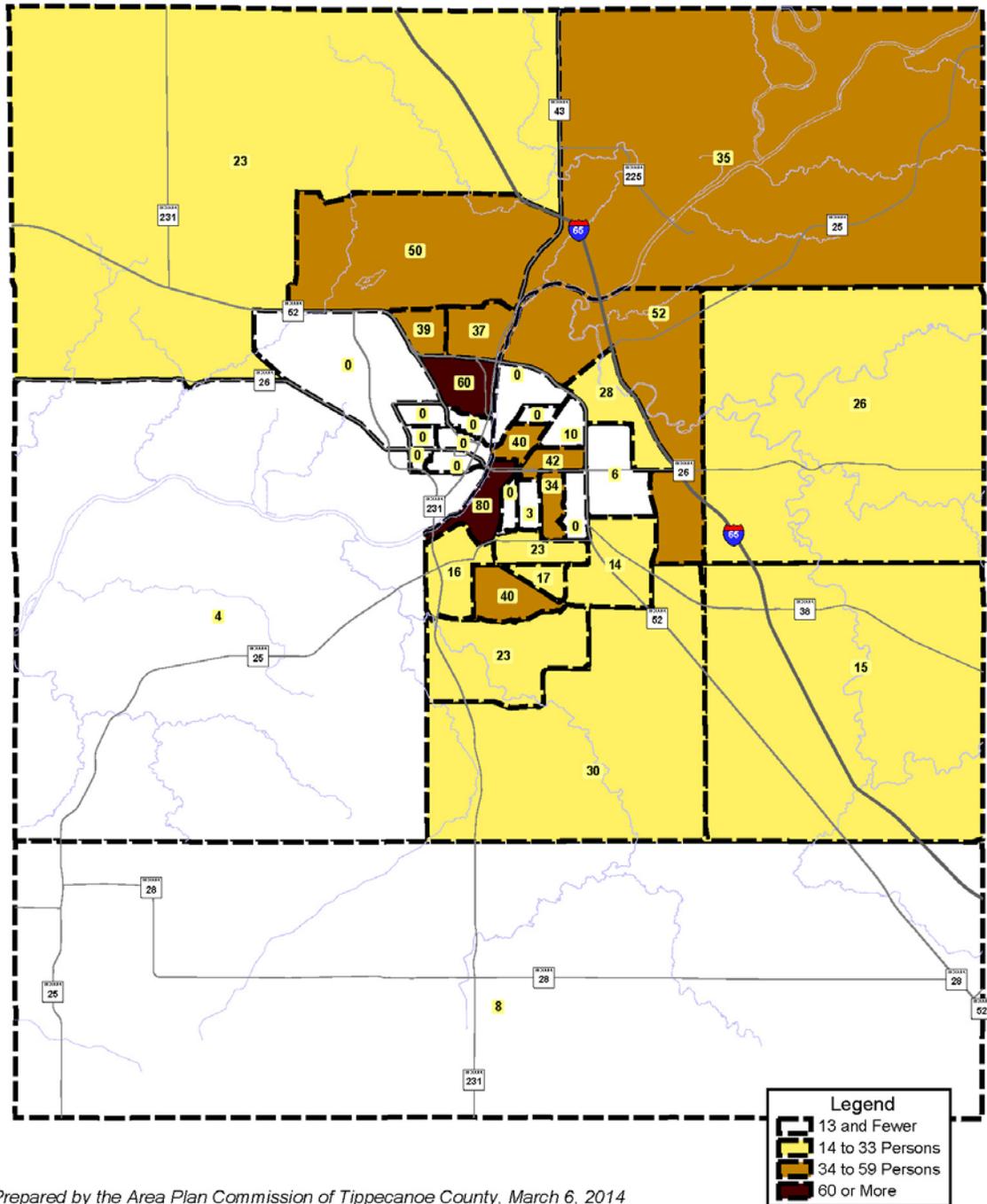
**Table 1**  
**The Number of Persons Who Have a Disability**  
**2009-2011 American Community Survey, Table B18101**

	Fairfield	%	Wabash	%	Wea	%	Total	%
Total Population	50,357	35.7	58,958	41.8	31,624	22.4	140,939	
Disabled Population	7,495	53.7	2,993	21.4	3,478	24.9	13,964	
Under 5 Year Old	136	81.4	0	0.0	31	18.6	167	1.2
Persons 5-17	739	61.0	167	13.8	306	25.2	1,212	8.7
Persons 18-34	1,136	51.9	610	27.9	442	20.2	2,188	15.7
Persons 35-64	3,289	54.5	1,067	17.7	1,675	27.8	6,031	43.2
Persons 65-74	765	46.3	253	15.3	635	38.4	1,653	11.8
Persons 75 & Older	1,428	52.6	896	33.0	389	14.3	2,713	19.4

Looking at **Table 1**, just over half of the persons who are disabled live in Fairfield Township. This also appears to be true for nearly every age group except for persons who are 65 to 74. Nearly forty percent of persons who have a disability live in Wea Township.

Figure 11

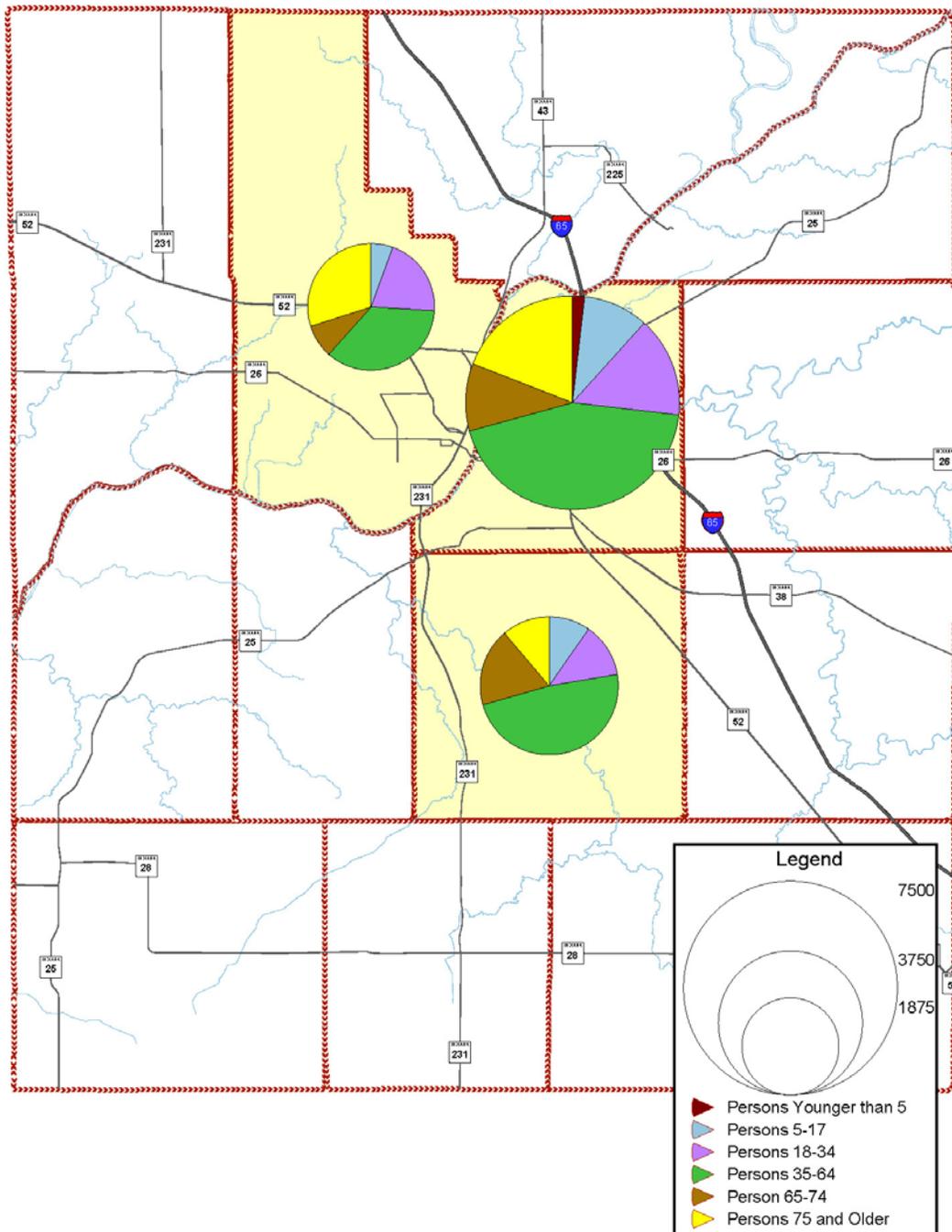
Number of Persons Who are 65 and Older and are in Poverty  
2007-2011 American Community Survey



Prepared by the Area Plan Commission of Tippecanoe County, March 6, 2014

Figure 12

**Number of Persons with a Disability by Age**  
2009-2011 American Community Survey



Prepared by the Area Plan Commission of Tippecanoe County, September 24, 2013

**Figure 12** shows the distribution of persons with disabilities by age. The data is shown for six age groups: under 5, 5 to 15, 16 to 20, 21 to 64, 65 to 74, and 75 and older. The youngest age group accounts for a very small percentage of the disabled population while the age group 35 to 64 comprises nearly half of the disabled population.

The Census Bureau also reports the number of persons with disabilities who are in poverty. According to the Census, 3,348 (24.3%) persons with a disability were also living in poverty. **Figure 13** shows their geographical distribution. The largest concentration was also located in Fairfield Township, 2,026 persons, or 60.5% of the population. **Table 2** shows a numerical breakdown by township.

**Table 2**  
**Number of Persons Who Have a Disability and Live in Poverty**  
**2009-2011 American Community Survey, Table B18130**

	<b>Fairfield</b>	<b>%</b>	<b>Wabash</b>	<b>%</b>	<b>Wea</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total Population	50,357	38.8	58,958	36.8	31,624	24.4	128,992	
Disable Population	7,495	54.4	2,822	20.5	3,467	25.2	13,784	
Disabled & Poverty	2,026	60.5	779	23.3	543	16.2	3,348	
Under 5 Year Old	100	100.0	0	0.0	0	0.0	100	3.0
Persons 5-17	254	54.4	97	20.8	116	24.8	467	13.9
Persons 18-34	513	47.9	389	36.3	169	15.8	1,071	32.0
Persons 35-64	967	71.3	217	16.0	172	12.7	1,356	40.5
Persons 65-74	120	64.2	25	13.4	42	22.5	187	5.6
Persons 75 & Older	72	43.1	51	30.5	44	26.3	167	5.0



## **Provider, Public and Agency Assessment**

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While demographic data provides insight into our community, it does not necessarily present a complete picture of the gaps, barriers, needs and challenges that the three target groups encounter. To capture this critical information, this Plan Update used the expertise of two resources: the Citizen Participation Committee and a Forum of nonprofit agencies, private transportation providers and organizations who deal specifically with special needs transportation. Their comments and assessment provided a comprehensive picture of the gaps, barriers, needs, and challenges the community faces.

### ***Citizen Participation Committee Assessment***

The Citizen Participation Committee is comprised of representatives from community organizations and citizens interested in urban and transportation planning issues. The committee provides a link to nearly forty organizations in the community. It is an opportunity for members and the public to learn, review, and comment about planning activities and to shape those activities through feedback from their respective organizations. Coordinated transit services and this Plan were discussed at the July 30, 2013, September 24, 2013 and December 3, 2013 meetings.

The committee was first introduced to the topic at the July meeting. During the meeting, members were presented an overview of the document and who it is intended to help. Staff reported on the various projects that have been implemented since 2008. Members were provided copies of the comments and suggestions CPC members gave from the 2008 plan and were asked to review the information and provide input at the next meeting.

At the September meeting, staff provided a more in depth presentation. Discussion first focused on transportation providers and members were given a list of organizations that were identified as providing services. The information was reviewed, discussed and committee members provided comments. Updated demographic maps were passed out and reviewed. Finally, the challenges, gaps, barriers and strategies that were identified by CPC members in the 2008 plan were reviewed. Those strategies that were implemented after 2008 were discussed and members were informed of their success.

Comments from members included:

- The large number of Purdue students influence the demographic maps,
- Transit service to Community Corrections was not well utilized,
- Service to the new hospital was not utilized,
- Could the underutilization of the two new transit services be due to a lack of people not knowing that the service was available? Was service information available at the two locations?

The main focus at the December CPC meeting was updating the Plan. This task was divided into two parts: 1) identification of transportation and service providers; and 2) identification of gaps and barriers along with strategies. Handouts were provided to help members with each task.

Comments from members regarding the Transportation Provider List:

- Imperial Travel does not provide any handicapped accessible service,
- Lafayette Limo does provide accessible service,
- Creasy Springs senior facility does provide transportation for residents to medical appointments.
- George Davis Manor is now Cumberland Pointe,
- Rosewalk Commons has two facilities,
- Not sure if Fowler House or the facility at the Old Jeff High School provides Transportation Services,
- Nursing homes only provide transportation services to residents,
- Does the Veteran Home provide transportation services to its residents?

CPC members then discussed the gaps, barriers and challenges that the three groups face. Not only did members review and discuss those identified in the 2008 plan, they also identified new ones. The lists below first address the ones in the 2008 and also the new ones that were identified. Several comments were also made and they are listed separately.

CPC review of the barriers, gaps and challenges that were listed in the 2008 Plan.

- Bus Service along the CR 350S corridor.  
*Transit service is provided. This is no longer a challenge.*
- The South Street (formally SR 26) corridor between Sagamore Parkway (formally US 52) and I-65 is not pedestrian friendly.  
*This continues to be a challenge and barrier. There are now sidewalks east of Park East Boulevard and that helps. Transit service is provided.*
- Late night service is needed along the South Street corridor.  
*Transit service is provided. This is no longer a challenge or barrier.*
- Service to the new hospital and surrounding companies.  
*Service was provided but underutilized. There was a need but not enough to justify the cost of the service. This service should be removed until more development occurs in the area thus it's no longer applicable*
- Service to the County's community correction facility.  
*Service was provided but underutilized. There was a need but not enough ridership to justify the cost of the service. Scooters are being used extensively for transportation. This is no longer applicable.*
- Additional transit service to the West Lafayette Meijer store after it opens.  
*This is still applicable and CityBus needs to evaluate this. Sidewalks are also needed along US 52 to help bus patrons.*

- Service to Faith Community Center.  
*There may or may not be a barrier or challenge. Even though service does not extend to the Community Center, sidewalks have been built which connects it to the Lafayette Meijer. CityBus should evaluate this.*
- Klondike bus service needs to be extended later in the evening.  
*This still may be a possible barrier or challenge. CityBus should evaluate this.*
- Forms and documents available at the BMV need to be in large print.  
*This barrier and challenge continues. The office in West Lafayette is not accessible and there is no large print material available. Items are not available in Braille.*
- A sidewalk is needed between the unemployment office and bus route.  
*This is in reference to WorkOne on Park East Boulevard. A sidewalk/trail now connects the bus route stop to the office. This is no longer applicable.*

New gaps, barriers and challenges that were identified:

- No sidewalks on US 231 between State Street and River Road,
- Sections of sidewalks on the new portion of Jischke Drive are missing,
- Trails along US 231 do not connect to the US 52 intersection,
- Sidewalk/trails need to connection US 231 to Meijer and Menards,
- Sidewalk/trails need to connect US 231 to the Purdue campus along State Street (formally SR 26),
- Development on the east side of Lafayette is occurring before transit service,
- Shelters at each bus stop,
- Solid pavement between the curb and each bus stop,
- Sidewalks are needed along the entire length of Teal Road,
- Sidewalks are needed on all sides of Alcoa,
- Sidewalks are needed along the entire length of Sagamore Parkway in Lafayette and West Lafayette,
- Sidewalks are needed on Main Street from Earl Avenue to Sagamore Parkway.

During the discussion members commented on various topics and they are summarized below.

- Bus routes and services are underused because people are not aware they exist.
- It's good to combine bikes and buses. Bikes can be ridden to bus stops and then people can ride the bus.
- Can some of the demographic maps show a percentage of population rather than total numbers?
- Are Purdue students considered low income?
- Does the number of Purdue students who are disabled affect the demographic maps?
- Transit service to SIA does not seem to be a barrier unless CityBus sees it as such.
- A website calculates a walkability index and it is being used extensively by realtors. Discussion included its accuracy.

## **Agency and Organization Assessment**

On December 9, 2013, the Area Plan Commission held a stakeholder Forum to assess transportation needs by identifying gaps, barriers, challenges, and obstacles that each population faces. Invitations were sent to over one hundred agencies, organizations and private sector providers (Appendix 3). The list includes broad representation of transportation providers in the community and ranges from nonprofit organizations to private transportation providers. Representatives of five organizations attended.

The notification letter also encouraged stakeholders to share their comments even if they were unable to attend the meeting. It included information as to where all of the documents could be found on the APC web site as well as the web address. Stakeholders were encouraged to attend and share their insight.

### **Forum Meeting Results**

Identification of the needs, challenges and barriers were done through a two-step process. Forum members first reviewed the barriers, gaps and challenges that were identified in the 2008 Plan. They were then directed to indicate if items identified in the plan were still applicable or no longer a concern. The second step involved identification of barriers, gaps and challenges that were either not identified in the plan (that may have been unknown at that time) or have arisen since the plan's completion. Both steps were critical in developing the comprehensive list that informed this document.

The two-step process was utilized for all three populations.

The specific technique used for the first step involved large news-print sheets placed at stations throughout the room. Each target group was represented by one sheet. The barriers, gaps and challenges identified in the 2008 plan were listed on the sheets. Forum members were asked to place a check mark in either column; if it was still applicable or if it was no longer a concern. While this technique allowed individuals to vote independently, it also allowed them to interact with each other.

Forum members nearly unanimously agreed either to continue to list the challenge or remove it. There were only a few items where the decision to keep or remove was divided. Those that received a split vote were noted as such.

The second technique employed using large news-print sheets and post-it-notes. Forum members were asked to write down on the notes those barriers, gaps and challenges that were not identified in the 2008 plan. They were then directed to place them on the corresponding large news-print sheet for the population affected.

The following comments are a combination of those continued from the 2008 plan and those identified through the Forum meeting for this 2013 update. The format used to summarize them here is the same as in the 2008 plan; they are divided into the three

categories: subpopulation, situation or geography. The barriers, gaps and challenges identified as no longer applicable are noted separately.

Forum members who wrote comments explaining their choice are included.

## **Disabled**

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### **Subpopulation**

- Some persons with disabilities can use regular buses when weather is good but can't when weather is treacherous.
- Developmentally disabled/special need persons are not always able to master bus schedules.  
*Comment: CityBus offers travel training*
- Lack of travel options for persons who are disabled (especially those with seizures).
- Difficult for blind/low vision passengers to use CityBus.  
*Comment: but better at the C.B.C. (new downtown transfer center)*
- Some developmentally disabled group homes are beyond CityBus routes.
- Agencies are seeing more clients who are disabled from war injuries.
- Wabash Center serves 1,800 clients, but there are 600 more that need services.
- Work release persons need transportation to and from the Community Corrections facility. \*
- Increase Access service for students (Purdue & IVY Tech).

### **Situation**

- Most transportation is during day time.
- Limited CityBus service at night and on weekends.  
*Comment: but better five night routes*
- There is a substantial cost for disabled persons in riding the bus.
- Medicaid/Medicare does not pay for taxi transportation.
- Access bus offers one round trip per day per person. Sometimes more than one trip is necessary (i.e. doctor appointments, shopping, etc.).\*  
*Comment: Not correct, no limit on trips*
- Access service time limited.
- Concern about van safety. Nonprofit agencies cannot use 15 passenger vans anymore and the 12 passenger vans will probably be prohibited soon.
- Need to shorten applicant review for Access service.
- Improved Access Service.
- A list of potential providers needs to be more accessible to potential clients. \*\*
- Lack of good demographic data prevents good planning and makes designing performance matrices difficult if not impossible. \*\*

## **Geography**

- Lack of sidewalks, crosswalks, and pedestrian amenities in some areas (SR 26E). \*
- There is a misconception that Access bus pick-ups must be on or very close to regular bus routes.\*
- Need more transportation options in the county or rural areas. \*\*

\*Note: Forum members were not in agreement.

\*\*Note: New comment.

Barrier, gaps and challenges identified that have been resolved and are no longer an issue:

- Much of transportation for Senior Center must be scheduled two days in advance.
- Much transportation for Senior Center only provides for medical, shopping. Does not allow for transportation to social activities.
- Reliability of the elevators at the Depot.

*Comment: 2015 Improvement*

Looking at the decisions members made as to whether the situations identified in the 2008 plan are still valid or not, only three were identified as being no longer an issue. The two involving the Senior Center are no longer applicable due to the change in service provided. Care-A-Van service was discontinued and a new TRIPS program was implemented in its place. Improvements to the elevators will be constructed in 2015. Ramps will also be constructed on either side of the rail corridor which allows persons with disabilities the option to bypass the elevators.

The 2008 plan continues to be an accurate description and analysis of the barriers, gaps and challenges disabled persons face. The following summary incorporates the additional discussions from the 2013 Forum meeting.

The planning process identified multiple gaps and barriers to be resolved. Most of the comments represent difficulties individuals face when dealing with transportation needs. Challenges begin even before the journey starts (length of applicant review for Access service). Available transportation service often limits when and where the disabled can go (limited evening and weekend service and service tied to a specific area). One challenge includes knowing who provides transportation services. The provider information in the Plan needs to be more accessible.

Comments also included challenges facing transportation providers. Some are specific to CityBus, some for nonprofit providers, and some apply to both. Many of the comments are related to improving and expanding services. To do this, additional resources are needed, primarily financial. Providers face a continual struggle to fund existing services let alone expanded service. Nonprofit providers also face vehicle safety issues and greater demand for their services. Some could utilize private sector providers but program funds currently do not allow this.

Several of the comments did not fit into any specific category. One comment pertains to the lack of transportation to and from the Community Corrections facility. Another comment was directed toward local government agencies, and the Indiana Department of Transportation for the lack of sidewalks, crosswalks and pedestrian facilities. Forum members specifically noted SR 26 East as lacking these essential facilities. Finally, good demographic data is needed. The Census Bureau's American Community Survey does not provide the detailed data that the Decennial Census previously provided.

## **Elderly**

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### **Subpopulations**

- Important to have elderly (low income) group housing closer to the downtown area.

### **Situation**

- Transportation is usually during the day.
- Additional CityBus service is needed for late evening and more weekend transportation.
- Evening and weekend transportation is lacking.
- The Indiana Bureau of Motor Vehicles – does it provide a list of resources for drivers who lose their license due to age?
- Sufficient transportation for growing number of seniors.
- Limited income.
- Limited services available to public events – such as Community Health Fair, senior free movies, senior bingo and shopping (to participate or volunteer).
- Costs to providers and individuals.
- Knowledge of availability. The limited number of drivers and vehicles affects how quickly service can be provided and sometimes there are long waits for service.\*
- Vans are aging and need replacement.
- Market travel training program through agencies that serve the elderly. \*\*
- Access to large medical facilities that provide regional services to seniors. \*\*
- Lack of good demographic data prevents good planning and makes designing performance matrices difficult if not impossible. \*\*

### **Geography**

- Bus stop access.
- Getting to bus stops.
- Poor understanding of bus system (routes, times, drop offs, proximity).\*
- Transportation accessibility to pockets of senior housing such as Wabash Avenue. \*\*
- More transportation options in the county or rural areas. \*\*

*\*Note: Forum members were not in agreement.*

*\*\*Note: New comment.*

Barrier, gaps and challenges identified that have been resolved and are no longer an issue:

- Much of transportation for Senior Center must be scheduled two days in advance.
- Much transportation only for medical, shopping. Does not allow for transportation to social activities, etc.

In looking at the decisions members made as to whether the situations identified in the 2008 plan are still valid or not, only two were identified as no longer being an issue. They were also identified as being no longer an issue for the disabled population.

The 2008 plan continues to be an accurate description and analysis of the barriers, gaps and challenges elderly persons face. The following summary incorporates the additional discussion from the 2013 Forum meeting.

There are barriers that limit when and where a person can go, whether in urban or in rural areas. The reason for the trip also presents challenges and barriers. Additionally, for those with limited income, cost plays a critical role.

Two comments found under the geography subcategory pertain to individuals: bus stop access and getting to bus stops. These comments illustrate the difficulty in getting to bus stops. Lack of sidewalks and the condition of those that exist are particularly problematic for the elderly. These comments mirror the increasing demand for more pedestrian facilities.

Challenges facing individuals are equally challenging for providers. Nonprofit providers do their best to meet increasing demand for services, but have financial constraints and are forced to limit their service to the most essential trips. Existing funding levels limit the ability to operate, maintain, and purchase new equipment. Funding is a key issue.

One comment raised the issue of seniors who can no longer obtain a driver's license. This is often traumatic and additional resources are needed to help the individual adjust to the change. The Bureau of Motor Vehicles (BMV) can be the first point of assistance. The BMV should have trained individuals to assist the elderly and have information available regarding transportation alternatives and agencies who can assist.

Another comment addressed the location of elderly residential facilities. Currently there are some facilities located outside of the existing CityBus service area. This presents a challenge to those individuals by not having the option to ride the bus. It is also a challenge to CityBus. Additional service requires additional drivers and buses thus increasing costs.

One comment was directed toward replacement of aging vans. Many of the vehicles used by nonprofit agencies are large passenger vans. These vans are used extensively and many need to be replaced.

Providers are concerned about the aging population. Baby boomers are now reaching retirement age. While many seniors will continue to drive, the number of those who cannot will increase. Providers will be challenged to meet this increasing need, particularly when their fleet is aging as well.

Comparing the challenges, barriers, and gaps for the disabled and elderly groups, similar comments and themes emerge. For both individuals and providers, transportation is limited by the time of day service is provided, where an individual can go, and for what purpose. These factors have the potential to limit mobility. For the provider, costs, drivers, and limited capital equipment play a critical role in how much service can be offered. Finally, echoing the comment under the disabled population, good demographic data is needed. The Census Bureau's American Community Survey does not provide sufficient information as the Decennial Census did.

## **Low Income**

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### **Subpopulation**

- 2<sup>nd</sup> and 3<sup>rd</sup> shift workers. CityBus – hours of operation. \*  
*Comment: Better but needs still exist.*
- Lack of fixed route service to Head Start. \*
- Transportation for Low Income Youth,\*  
*Comment: Student bus pass can be purchased for \$1.00 for the entire school year and through the summer*

### **Situation**

- Lack of affordable transportation for low income.
- Limited CityBus service, especially nights and weekends. \*  
*Comment: Improved*
- Transportation options for those looking for work.
- Cost to providers and individuals.
- Time constraints for CityBus riders.
- Limited hours of availability of public transportation.
- Unable to afford bus pass.
- More easily available assistance to apply for Medicaid.
- Cost availability.
- Knowing where bus stops are located.
- Need bus tokens and passes for low income adults.
- Lack of good demographic data prevents good planning and makes designing performance matrices difficult if not impossible. \*\*

### **Geography**

- Public transportation pick up locations often require crossing busy and often dangerous roads.

*\*Note: Forum members were not in agreement.*

*\*\*Note: New comment.*

Barrier, gaps and challenges identified that have been resolved and are no longer an issue:

- Purdue students who live in off-campus housing to the northwest of Purdue have limited service.\*

In looking at the decisions members made as to whether the situations identified in the 2008 plan are still valid or not, only one was identified as no longer an issue. The situation involves Purdue students living northwest of campus along the US 52 and the Sagamore Parkway corridor. CityBus services this area via several routes and several apartment complexes provide transportation services.

The 2008 plan continues to be an accurate description and analysis of the barriers, gaps and challenges low income persons face. The following summary incorporates the additional discussion from the 2013 Forum meeting.

The challenges and barriers that both individuals and providers face center around two themes: hours of operation and cost. Individuals who work second and third shifts have a difficult time getting to and from work if they do not have personal transportation. Transportation alternatives are extremely limited when they work either very late at night or very early in the morning. Employees working weekend shifts also face the same challenge. For providers, it is difficult to offer this service. While there is a demand, it is generally not sufficient to cover operating costs, including driver wages and fuel. Expanded service hours are not an option due to the limited amount of available funding.

For the individual, cost also plays a significant factor. Many low income individuals have difficulty affording or are unable to purchase bus passes. Looking for work and going shopping are particularly difficult.

Two comments address the challenges and barriers bus riders and CityBus face concerning the location of bus stops. One comment is directed at the location of bus stops, in particular the lack of clearly marked, well lit stops. Additionally, darkness presents a challenge for the driver to see waiting riders. The other comment is directed to certain bus stop locations on busy roads. Crossing busy roads is a safety concern for riders. Bus safety is also a concern when merging back into traffic after stopping to pick up passengers.

In addition to identifying the barriers, gaps and challenges for our three populations in the 2008 plan, Forum members also identified specific challenges for CityBus, private providers and by the Red Cross. They are as follows:

## **CityBus**

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- Community growth has been a challenge especially serving areas to the east, to the IU Arnett Hospital, and to the south along Veterans Memorial Parkway (CR 350S).
- Pedestrian facilities are needed to supplement transit.
- Pedestrian facilities – sidewalks, and crosswalks; particularly in some very pedestrian unfriendly areas like South Street (SR 26).
- Future service to the Pavilions shopping center at South Street & Creasy Lane.
- Many retirement centers do not understand that CityBus is not responsible for clients once they get to their destination.

Two new hospitals were constructed outside the urban core. While St. Elizabeth East is on an existing route, there are two challenges that prevent CityBus from providing front door service to the new facility. First, the location of the building is a significant distance from Creasy Lane. Second, there is not enough route time to allow the bus to go on site and drop off riders at the front door. The IU Arnett hospital is located outside of CityBus's service area and CityBus can no longer provide service. It is also in a very isolated location with the nearest route being over a mile away. Service was extended to the IU Arnett hospital with the aid of JARC funding and was later discontinued due to the lack of ridership.

New retail businesses along Veterans Memorial Parkway (CR 350S) have developed over the past few years. Using an employment survey, the APC staff identified nearly 1,000 employees working along the corridor. CityBus now provides service to the Veterans Memorial Parkway South area for both workers and shoppers.

Numerous areas in the communities do not have sidewalks creating another barrier for riders to walk to bus stops. The most critical areas are state roads and recently relinquished state roads: South Street east of Sagamore Parkway, Sagamore Parkway and US 52, SR 38, and SR 25. Very few state roads have pedestrian facilities, an issue that needs to be addressed by INDOT.

While INDOT has relinquished a large number of state and US routes through Lafayette, those roads as well as those still under INDOT control, lack sidewalks. Using MPO TAP funding, the City of Lafayette constructed a sidewalk along a portion of SR 38 near the Tippecanoe Mall and will construct a sidewalk and trail along Sagamore Parkway (US 52). The City of West Lafayette is constructing a trail along Happy Hollow (formally SR 443). A trail was construction along a portion of North River Road, formerly SR 43.

## **Private Sector Service**

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- a) The cost of private sector transportation is beyond what many persons can afford.
- b) Taxi price rates are controlled by the City of Lafayette.
- c) Taxi drivers are subcontracted by cab companies.
- d) Taxies do take wheelchair clients, but only if the person can get in and out of the chair and cab by themselves.
- e) Can federal dollars and grants be used to contract transportation services?

During December's Forum meeting, there was interest in the private sector providing transportation services for nonprofit agencies. The private sector can and is willing to provide service, but at this time barriers prevent this partnership. One barrier is cost. Nonprofit agencies do not have enough funds to pay for the service. The second is state and federal regulations. Current regulations prohibit state and federal funding being used to pay private transportation providers.

## **Assessment Summary**

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Through socioeconomic analysis and information provided by transportation providers, it is evident that elderly, low income, and disabled persons face multiple barriers, gaps, and challenges. The updated demographic analysis using Census information provided very little useful data. The American Community Survey does not provide the detailed data that is available from the previous decennial census. The data is no longer available at Census block and block group level which is needed for target market analysis.

According to the Census, our low income population, as a percent of total population, is larger than the nation's. In Tippecanoe County, there were over 22,600 persons living in poverty, nearly nineteen percent (18.9%) of the population. The national average was slightly more than fifteen percent (15.1%). It's likely that the larger Purdue University student population is largely responsible for this statistic.

Nearly ten percent (9.9%) of the population in Fairfield, Wabash and Wea Townships have a disability (13,966 persons). Just over half of them live in Fairfield Township. Those three townships comprise the urban area where transportation services are most prevalent. The age group that had the largest population of disabled persons was between the ages of 35 to 64.

The 2010 Census counted 16,379 persons in Tippecanoe County who were 65 and older, slightly more than nine percent (9.5%) of the population. Compared to the national percentage (13.0%), our elderly population is slightly smaller. There are a number of areas in the community with high concentrations of elderly. Two block groups in particular, both in West Lafayette north of Sagamore Parkway, had over 1,100 persons and support several large senior housing developments.

The Citizen Participation Committee and Forum participants provided an insightful view of the gaps, barriers, and challenges the three groups face.

CPC identified specific challenges and gaps, many about particular geographic locations. The committee specifically identified areas in the community where additional transit service may be needed in the future as development occurs, including: Faith Church, US 52W, the Klondike area and the IU Arnett hospital. Members also identified several other challenges. One of them was a lack of sidewalks, especially along South Street, Sagamore Parkway, relocated US 231, State Street in West Lafayette, Jischke Drive, SR 26 to Faith West, Main Street (Lafayette), Teal Road (US 52/SR 25), and around Alcoa.

During the December 2013 meeting, members identified three new challenges. The first is the growth and development on the far eastside of Lafayette. This is challenging for CityBus to service. The second is that all bus stops should have a paved pad and a paved connection from the sidewalk to the curb. In addition, passenger shelters are needed at each bus stop.

The Forum meetings, both in 2008 and in 2013, provided additional information classified two ways: challenges for transportation providers and challenges for individuals from the three groups.

For individuals, the challenges begin when planning for transportation and making reservations. Barriers are encountered based on the type of trip and the destination of the trip. Many services are limited only to medical related trips; social trips are not allowed. Depending on the provider, trip destinations may also be outside service areas.

Providers also face challenges in offering service. To provide any additional services, more equipment and human resources are needed. To acquire that necessary capital and human resources, additional funds are needed. Current funding is limited and being stretched as far as possible.

One additional issue not identified in the Forum is the significant increase in the cost of fuel. This impacts both the individual and the service provider. For the provider, it now costs more to just support existing services. Many individuals, especially those on fixed incomes, are unable to afford personal transportation and are now using alternatives like public transit. With more individuals now using public transit, social service agencies are seeing a greater demand at the same time that their costs are significantly increasing.

Both demand and need for additional transportation for the three groups is increasing. As our population ages, more persons will depend on public transportation. Additionally there is an emerging need for transportation for the increasing number of disabled veterans.

Finally, the American Community Survey does not provide adequate data. This makes it impossible to locate not only where our three target population groups live but also their relative concentrations.

## **IV. Strategies and Activities To Address Gaps in Service**

The last step in the planning process involves developing strategies and activities needed to alleviate the identified challenges, gaps and barriers. The Citizen Participation Committee and Forum members were both involved in this process. The information in the following sections contains elements from the 2008 plan as well as those identified in the current planning process.

### **Citizen Participation Committee**

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At the December 2013 meeting, committee members also discussed strategies to alleviate barriers, gaps and challenges. Members reviewed those in the 2008 Plan and determined whether they were still applicable. New strategies were also developed.

The following list of strategies from the 2008 Plan is supplemented with CPC member comments from the December 2013 meeting.

- Target communication and information to the elderly and low income.  
*This strategy is still good but it costs money and takes additional staff time which many agencies may not have.*
- Distribute bus tokens through the unemployment office to persons seeking jobs.  
*This is being done and it should continue.*
- Conduct an annual review or assessment meeting.  
*This is being done and it should continue.*
- Prepare large print brochures of transportation options for the elderly and disabled.  
*This strategy is still good but there are challenges that need to be addressed:*
  - *Which agency should be in charge of putting this together?*
  - *Where are the brochures going to be distributed or where will they be available?*
  - *Who will be able to collect all of the data?*
  - *If it is done, it needs to be updated frequently.*
- Provide information and education to senior assisted living staff regarding transportation options.  
*This strategy is still applicable and outreach activities being provided by CityBus should continue.*
- Provide transit and transportation information to low income persons through the unemployment office.  
*This should continue to be a strategy.*

One strategy that was extensively discussed at the December 2013 meeting was the continued lack of sidewalks. Committee members not only discussed the locations identified in the 2008 Plan, but also identified new areas. Even though sidewalks have been construction on South Street/SR 26 east of Park East Boulevard, they are still needed on both sides all the way to Sagamore Parkway. Another area identified is the new US

231 relocation corridor. The trails that were recently construction should have continued further north to US 52. Sidewalks or trails need to be construction along 231 from SR 26 to River Road and between 231 and the Purdue campus. Other locations in need of sidewalks include the entire stretch of Sagamore Parkway, Main Street (in Lafayette) and on US 52/SR 25 (Teal Road).

New Strategies that were identified:

- Each bus stop needs a solid surface not only at the stop but also from the sidewalk to the curb,
- Each bus stop needs a shelter,
- Possibly provide additional transit to the new Meijer store after it opens,
- The Census Bureau needs to make changes so we can better identify where the three target groups live,
- Web sites need to be checked to see if they are accessible.

## Forum Discussion

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The following strategies were developed based on the Forum comments in 2008 and 2013.

### Disabled

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**Need:** Some persons with disabilities can use regular buses when weather is good but can't when weather is treacherous.

**Strategy:**

- Allow greater use of Access with conditional eligibility.
- Construct additional bus shelters.
- Construct sidewalks where they do not currently exist.
- Construct concrete pads at designated bus stops.
- Implement a snow removal program for bus stops.

**Need:** Developmentally disabled/special needs persons are not always able to master bus schedules.

**Strategy:**

- Recruit additional trainers.
- Develop a training program for trainers.
- Provide more CityBus travel training.
- Expand CityBus travel training outreach to social service agencies.
- Develop a master list of transportation options in a color handout for community wide distribution.

**Need:** Lack of travel options for persons who are disabled (especially those with seizures).

**Strategy:** Provide education and information to non-Wabash Center riders that 911 will be called when any medical emergency arises while a person is in transport which should reduce concern about using public transportation.

**Need:** Difficult for blind/low vision passengers to use CityBus.

**Strategy:**

- Develop better identification of individual buses.
- Provide better bus stop predictability.
- Provide hail card education.

**Need:** Some developmentally disabled group homes are beyond CityBus routes.

**Strategy:**

- Extend bus routes.
- Relocate existing homes to existing bus routes.
- Provide education for siting new group homes.

**Need:** Agencies are seeing more clients who are disabled from war injuries.

**Strategy:** The Red Cross needs an accessible van and additional trained volunteers.

**Need:** Wabash Center serves 1,800 clients but there are 600 more that need their services.

**Strategy:** Seek additional resources for Wabash Center.

**Need:** Work release persons need transportation to and from the Community Corrections facility.

**Strategy:**

- Extend CityBus route/service.
- Tap into startup funding.
- Permanently fund extended route/service.

**Need:** Most transportation is during day time, with limited CityBus service at night and on weekends.

**Strategy:**

- Seek additional federal, state, and local funding for CityBus.
- Increase safety on buses and at stops.
- Develop efficiency standards based on cost/benefits.
- Seek additional funding for nonprofit transportation.
- Develop employer run ridesharing programs.

**Need:** Medicaid/Medicare does not pay for taxi transportation.

**Strategy:**

- Seek legislation allowing Medicaid transportation vouchers.
- Allow IUPUI Dental Bus to visit larger cities such as Lafayette and West Lafayette.

**Need:** Access service time limited.

**Strategy:**

- Increase service capacity.
- Seek additional operating funding.

**Need:** Concern about van safety. Nonprofit agencies cannot use 15 passenger vans anymore and the 12 passenger vans will probably be prohibited soon.

**Strategy:**

- Social service agencies that use CityBus for large group transportation should coordinate trip scheduling during off peak times.
- Investigate specific state and federal statutes regarding van safety.

**Need:** Need to shorten applicant review for Access service.

**Strategy:** The Americans with Disability Act allows up to 21 days for review. Review management procedures to see if authorization time can be shortened.

**Need:** Lack of sidewalks, crosswalks, and pedestrian amenities in some areas (South Street east of Sagamore Parkway).

**Strategy:**

- Add sidewalks.

- Add street lighting.
- Adopt the new Thoroughfare Plan.
- Better sidewalk maintenance including snow removal and trimming of vegetation and low tree branches.
- City enforcement of snow removal from sidewalks.
- Better snow removal on bridge sidewalks.

**Need:** There is a misconception that Access bus pick-ups must be on or very close to the regular bus routes.

**Strategy:** Provide additional rider and user education regarding Access service area.

**Need:** A list of potential providers needs to be more accessible to potential clients.

**Strategy:**

- APC will send updated contact list to agencies twice a year in January and June.
- Encourage agencies to mail the list to their clients.

**Need:** Need more transportation options in the county or rural areas.

**Strategy:**

- Encourage churches and civic groups (through marketing and group meetings) to use their buses for weekday and evening transportation options.

**Need:** Lack of good demographic data prevents good planning and makes designing performance matrices difficult/impossible.

**Strategy:**

- See if Social Security Administration has data.
- Ask United Way to pay for purchased demographic data.
- Inform congressional delegation of problems with Decennial Census and American Community Survey.

While the following need was identified during the forum discussion, no specific strategies to address them were identified but several comments were made.

**Need:** Access bus offers one round trip per day per person. Sometimes more than one trip is necessary (i.e. doctor appointments, shopping, etc.).

**Comment:** Access does not have a one trip per day limit, therefore the need has been met.

**Need:** There is a substantial cost for disabled persons in riding the bus.

**Comment:**

- Senior transportation cost (riding CityBus) is negligible at this time.
- Transportation providers are heavily subsidized.

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## Elderly

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**Need:** Important to have elderly (low income) group housing closer to the downtown area.

**Strategy:** All new senior housing, especially low income, should be located on or near a transit route.

**Need:** Transportation is usually during the day, additional CityBus service is needed especially for late evening and more weekend transportation.

**Strategy:**

- Increase service capacity.
- Seek additional operating funding.

**Need:** The Indiana Bureau of Motor Vehicles (BMV) – does it provide a list of resources for drivers who lose their license due to age?

**Strategy:** BMV staff provide CityBus information.

**Need:** Sufficient transportation for growing number of seniors.

**Strategy:**

- Increase service capacity.
- Require new senior housing projects to address transportation.
- Encourage new senior housing to be located on or near a bus route.

**Need:** Transportation services for seniors with limited income.

**Strategy:**

- Provide additional education about transportation options that are targeted to seniors.
- Develop and implement fundraising programs for nonprofit providers.

**Need:** Limited services available to public events – such as Community Health Fair, senior free movies, senior bingo and shopping (to participate and/or volunteer).

**Strategy:**

- Additional trip planning educational efforts targeted to seniors.
- Increase service capacity.
- Seek additional operating funding for nonprofit providers.
- Seek assistance from service organizations and private transit providers.

**Need:** The limited number of drivers and vehicles affects how quickly service can be provided and sometimes there are long waits for service.

**Strategy:**

- Increase service capacity.
- Increase education efforts targeted to seniors and assisted living staff.

**Need:** Bus stop access and getting to bus stops

**Strategy:**

- Add sidewalks.
- Add street lighting.
- Adopt new Thoroughfare Plan

- Better sidewalk maintenance including snow removal and trimming of vegetation.
- City enforcement of snow removal from sidewalks.

**Need:** Poor understanding of the bus system (routes, times, drop offs, proximity).

**Strategy:** • Provide education and information to seniors and assisted living staff.  
• Provide handouts or use available CityBus information.

**Need:** Market travel training program through agencies that serve the elderly.

**Strategy:** • CityBus training services should be an annual part of client training and education by agencies and assisted living facilities.

**Need:** Access to large medical facilities that provide regional services to seniors.

**Strategy:** • Identify any new nonprofit organization that are focused on low income/senior/disabled transportation.

**Need:** More transportation options in the county or rural areas.

**Strategy:** • Encourage churches and civic groups (through marketing and group meetings) to use their buses for weekday and evening transportation options.

**Need:** Lack of good demographic data prevents good planning and makes designing performance matrices difficult/impossible.

**Strategy:** • See if Social Security administration has data.  
• Ask to pay for purchased demographic data.  
• Inform congressional delegation of problems with Decennial Census and American Community Survey.

**Need:** Transportation accessibility to pockets of senior housing such as Wabash Avenue.

**Strategy:** • Identify these locations through demographic and/or provider data.

While the following needs were identified during the forum discussion, no specific strategies to address them were identified but several comments were made.

**Need:** Cost to providers and individuals.

**Comment:** • Senior transportation cost is negligible at this time.  
• Transportation providers are currently heavily subsidized.

**Need:** Knowledge of availability. The limited number of drivers and vehicles affects how quickly service can be provided and sometimes there are long waits for service

**Comment:** This is the solution to many of the challenges and barriers that currently exist.

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## Low Income

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**Need:** 2<sup>nd</sup> and 3<sup>rd</sup> shift workers. CityBus - hours of operation.

**Strategy:**

- Seek additional federal, state, and local funding for CityBus.
- Increase safety on buses and at stops.
- Develop efficiency standards based on cost/benefits.
- Seek additional funding for nonprofit transportation.
- Develop employer run ridesharing programs.

**Needs:** Lack of affordable transportation for low income; Cost; Unable to afford bus pass; and Cost Availability.

**Strategy:**

- Seek additional financial resources for nonprofit agencies.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
- Seek support from service clubs.

**Need:** Transportation options for those looking for work.

**Strategy:** Provide education about existing programs: Vocational Rehabilitation, Impact, etc.

**Need:** Limited CityBus service, especially nights and weekends.

**Strategy:**

- Provide additional transit service.
- Seek additional federal, state, and local funding for CityBus.
- Increase safety on buses and at stops.
- Develop efficiency standards based on cost/benefits.
- Seek additional funding for nonprofit transportation.
- Develop employer run ridesharing programs.

**Need:** Time constraints for CityBus riders.

**Strategy:**

- Provide assistance and education to low income persons concerning time management and how to pre-plan bus trips.
- Additional CityBus childcare facilities.

**Need:** Limited hours of availability of public transportation.

**Strategy:**

- Provide additional transit service.
- Seek additional federal, state, and local funding for CityBus.
- Increase safety on buses and at stops.
- Develop efficiency standards based on cost/benefits.
- Seek additional funding for nonprofit transportation.
- Develop employer run ridesharing programs.

**Need:** More easily available assistance to apply for Medicaid.

**Strategy:** Provide information to persons with low income as to where they can apply for Medicaid.

**Need:** Knowing where bus stops are located.

**Strategy:**

- Implement intelligent transportation solutions to help CityBus patrons and drivers locate bus stops.
- Provide additional user education with existing CityBus material.
- Clearly marked well lit bus stops.

**Need:** Need bus tokens/passes for low income adults.

**Strategy:**

- Seek additional financial resources.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
- Seek financial support from service clubs.
- Educate taxpayers and low income riders.

**Need:** Public transportation pick up locations often require crossing busy/dangerous roads.

**Strategy:**

- Coordinate with APC, Lafayette, West Lafayette, INDOT and CityBus when addressing hazardous bus stop locations.
- Employ context sensitive solutions, especially with INDOT, when reconstructing and developing road projects/improvements.
- Increase and improve general street lighting.
- Develop, adopt and implement a suite of pedestrian friendly street treatments.

**Need:** Transportation for low income youth.

**Strategy:**

- Social service agencies use of CityBus should be coordinated during off-peak times.
- Investigate specific state and federal statutes.
- Greater promotion of the low cost annual youth pass.

**Need:** Lack of fixed route service to Head Start.

**Strategy:**

- Extend transit service.
- Seek additional funding sources to extend transit service to Head Start.

**Need:** Lack of good demographic data prevents good planning and makes designing performance matrices difficult/impossible.

- Strategy:**
- See if Social Security administration has data.
  - Ask to pay for purchased demographic data.
  - Inform congressional delegation of problems with Decennial Census and American Community Survey.

## **Strategies Summary**

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Both the CPC and Forum members developed strategies to meet the needs of all three target populations. These two groups first identified the needs and then identified strategies to meet those needs. While the CPC strategy list was not extensive, members did define some very important strategies. Forum members identified a broad range of strategies.

The Citizen Participation Committee recommended that all of the strategies identified in the 2008 plan should continue. Several new strategies were also identified. There was extensive discussion about the need for more sidewalks and the committee suggested numerous locations throughout the community where sidewalks were needed. Two new strategies identified include improving bus stops and better Census data. The Committee also felt it important to continue the annual forum for social service agencies and transportation providers to exchange information.

Many of the Forum ideas can be summarized into specific categories. The two most often mentioned were infrastructure and education/information. Strategies for infrastructure included constructing and maintaining sidewalks and safety on the buses and at bus stops. The most often identified education strategies were providing programs about trip planning, availability of general information, and developing and distributing information about individual programs currently available. The other two most often identified strategies were additional service and additional funding. Other ideas included: coordination, safety, benefit/cost and working with the development community.

## V. Project Priorities

During the Forum meetings, participants agreed that the two most important strategies were: additional service and additional funding. Many of the needs identified can be addressed by adding or expanding service, an option only possible with additional funding.

Forum members also discussed prioritizing the remaining strategies but decided it was not practical with so many agencies responsible for implementation. Instead, each agency will determine which strategies to implement based on their staffing and budgets.

APC staff will continue sponsoring the annual Forum meeting as has been done since the adoption of the 2008 Plan. Invitations will continue to include social service agencies and transportation providers. The meeting will provide a status report on implementation of the strategies and provide an opportunity for agencies and providers to present new issues, problems, barriers and gaps being encountered that have not been addressed in this report.

The following is a summary of the strategies by agency.

### CityBus

#### *Additional Service:*

- Allow greater use of Access under conditional eligibility to satisfy temporary and short term need. (CityBus already provides conditional eligibility service.)
- Extend bus routes/service.
- Increase service capacity.
- Provide additional transit service.

#### *Bus Shelter/Infrastructure:*

- Construct additional bus shelters.
- Construct concrete pads at designated bus stops.
- Implement a snow removal program for bus stops.
- Develop better identification of individual buses.
- Provide better bus stop predictability.
- Increase safety on buses and at stops.
- Additional CityBus childcare facilities.
- Implement intelligent transportation solutions to help CityBus patrons and drivers locate bus stops.
- Clearly marked well lit bus stops.

#### *Education/Information*

- Provide more CityBus travel training.
- Expand CityBus travel training outreach to social service agencies.
- Provide hail card education.
- Provide education for siting new group homes.
- Provide additional rider and user education regarding Access service area.

- Provide the elderly handouts or have available CityBus information.
- Additional educational efforts targeted to seniors (trip planning).
- Provide education and information to seniors and assisted living staff.
- Provide assistance and education to low income persons concerning time management and how to pre-plan bus/transit trips.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
- CityBus training services should be an annual part of client training and education by agencies and assisted living facilities.
- Greater promotion of the low cost annual youth pass.

*Funding:*

- Tap into federal startup funding.
- Seek additional federal, state, and local funding.

*Efficiency Standards:*

- Develop efficiency standards based on cost/benefits.

*Coordination:*

- Coordinate with APC, Lafayette, West Lafayette, INDOT and CityBus when addressing bus stop locations that may be hazardous.
- Social service agencies use of CityBus should be coordinated during off peak

*Applicant Review:*

- The Americans with Disability Act allows up to 21 days for review. Review management procedures to see if authorization time can be shortened.

## Tippecanoe County Council on Aging

*Additional Service:*

- Increase service capacity.

*Education/Information:*

- Increase education efforts targeted to seniors and assisted living staff.
- Provide handouts or use available CityBus information.

*Funding:*

- Seek additional operating funding.

*Coordination:*

- Seek assistance from service organizations and private transit providers.

## Nonprofit Organizations

*Additional Service:*

- The Red Cross needs an accessible van and additional trained volunteers.
- Seek additional resources for Wabash Center.

*Education/Information:*

- Recruit additional trainers.
- Develop a training program for trainers.
- Provide education and information to non-Wabash Center riders that 911 will be called when any medical emergency arises while a person is in transport which should reduce concern about using public transportation.
- Target communication and information to the elderly and low income.

- Provide information/education to assisted living staff about transportation options.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
- Encourage agencies to mail the list of transportation providers to clients.
- Provide information to persons with low income as to where they can apply for Medicaid.

*Funding:*

- Seek additional funding for nonprofit agencies.
- Develop and implement fundraising projects for specific programs.

*Development:*

- Relocate existing group homes to existing bus routes.

*Safety:*

- Investigate specific state and federal statutes regarding van safety.

*Coordination:*

- Seek financial support from service clubs.

*Research:*

- Investigate specific state and federal statutes.

## Retailers and Businesses

- Develop employer run ridesharing programs.

## Developers

- Encourage future student housing development to be on existing transit lines.
- All new senior housing, especially low income, should be located on or near a transit route.
- New senior housing projects need to be required to address transportation.
- All development – residential and nonresidential – be designed to accommodate bicyclists, pedestrians and transit.

## Local and State Government

*Infrastructure:*

- Construct sidewalks where they do not currently exist.
- Increase and improve street lighting.
- Better sidewalk maintenance including snow removal and trimming of vegetation.
- City enforcement of snow removal from sidewalks.
- Employ contact sensitive solutions, especially with INDOT, when reconstructing and developing road projects/improvements.
- Develop, adopt and implement a suite of pedestrian friendly street treatments.
- Unemployment office should continue to distribute bus tokens to the low income persons seeking jobs.
- All government offices need to be sited at locations and with facilities appropriate to their clientele.

## Area Plan Commission

- Develop a master list of transportation options in a color handout for community wide distribution.
- Adopt new Thoroughfare Plan which requires pedestrian and bicycle facilities.
- Revise Unified Subdivision Ordinance to support and implement a new Thoroughfare Plan.
- Organize annual Forum meeting to review and update this Plan.
- Send updated contact list to agencies twice a year in January and June.
- Seek federal funding.
- Assist developers in siting new development projects.
- Employ context sensitive solutions when reconstructing and developing road projects/improvements.
- See if Social Security Administration has socioeconomic data.
- Inform congressional delegation of problems with Decennial Census and American Community Survey.
- Identify the location of target populations through demographic and/or provider data.
- Identify any new nonprofit that are focused on low income/senior/disabled transportation.

## Other

- Seek legislation allowing Medicaid transportation vouchers.
- Allow IUPUI Dental Bus to visit larger cities such as Lafayette and West Lafayette.
- BMV staff provide Care-A-Van and CityBus information.
- Large print material available at the Bureau of Motor Vehicles for the elderly and disabled.
- Encourage churches and civic groups (through marketing and group meetings) to use their buses for weekday and evening transportation options.
- Ask United Way to pay for purchased demographic data.

## VI. Conclusion

Transportation options are essential to the disabled, elderly and low income. Many of these citizens face challenges, difficulties and barriers accessing essential services such as medical care, social services, shopping, educational facilities, employment and cultural events. The underlying theme of this Plan is to reduce and remove those obstacles and improve transportation options. Making transportation easier for these persons improves their quality of life.

This planning process involved stakeholders and citizens in structured group meetings. Their insights identified transportation issues for the target populations. Some input focused on particular subgroups or subpopulations, while other input pointed to situational and geographic deficiencies. Other discussion focused on specific providers. The need for additional funding continues to be an overarching challenge.

Data collection, analysis and mapping identify where special needs persons are live. Unfortunately the Census Bureau's American Community Survey does not permit us to identify concentrations of these persons with any reliability. This situation presents another challenge and barrier, especially to transportation providers.

Beyond assessing needs and identifying gaps in service, this plan sets out potential strategies to improve transportation for those most in need. Additionally it:

- guides funding decisions for projects and improvements;
- provides the fundamental planning support necessary for service providers making applications for federal funds; and
- gives decisionmakers sufficient information and justification to increase program funding.

Federal guidelines recommend that this plan be updated following the same cycle as Metropolitan Transportation Plans (MTP). This Plan update fulfills that requirement. Until the next MTP update, APC staff will organize and host an annual meeting of Forum members to facilitate the exchange of information, identify new challenges and trends, and most importantly, report progress.

## **Appendices**

- 1) Socioeconomic Data
- 2) CPC Meeting Minutes
- 3) Forum Mailing and Meeting Attendees List

## **Appendix 1: Socioeconomic Data**

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2007-2011 American Community Survey  
Table S1701, Poverty Status in the Past 12 Months

2000 Census Tract	Total Population	Number of Persons Below Poverty	Margin of Error (+ or -)	Persons 50% Below Poverty	Margin of Error (+ or -)	Persons 200% Below Poverty	Margin of Error (+ or -)
1	2,258	732	266	318	151	1,357	354
2	1,761	473	189	289	185	987	258
3	3,262	461	214	90	104	1,170	387
4	3,876	1,402	365	641	260	2,956	457
7	2,794	926	352	440	207	1,454	341
8	1,884	203	105	94	72	791	225
10	1,582	62	46	43	40	366	117
11	3,299	543	391	378	383	1,235	425
12	3,660	712	290	108	77	1,901	388
13	4,822	983	399	335	182	2,206	496
14	3,652	388	212	191	163	1,047	359
15.01	4,276	1,154	372	746	293	2,192	399
15.02	5,794	648	246	205	154	2,041	461
16	10,926	604	360	364	299	1,918	536
17	6,046	1,331	355	947	354	2,705	486
18	3,846	1,032	347	360	172	2,067	401
19	4,272	210	156	132	135	985	365
51.01	3,261	529	236	271	143	1,206	239
51.02	5,343	409	167	129	109	1,094	403
52	4,147	625	294	379	242	1,172	296
53	3,120	1,358	326	942	244	1,876	331
54	4,362	3,531	417	2,788	380	4,037	414
55	3,898	2,953	2,953	376	337	3,430	387
101	6,009	366	205	237	189	1,215	307
102.01	5,032	278	152	199	139	1,195	288
102.03	7,383	2,315	622	1,332	451	3,038	689
102.04	11,044	4,076	700	2,956	597	5,650	884
103	627	444	167	399	179	552	202
104	0	0	89	0	0	0	89
105	2,026	1,034	340	663	251	1,721	381
106	5,215	195	115	101	99	825	282
107	4,408	367	265	158	141	1,017	361
108	3,913	296	152	144	113	708	252
109.01	7,010	252	221	41	38	1,240	481
109.02	3,771	274	125	153	119	685	685
110	3,955	178	131	111	114	1,221	335
111	4,315	1,284	453	655	155	2,561	494
Total	156,849	32,849		17,715		61,821	

2007-2011 American Community Survey  
Table B25119, Median Household Income

2000 Census Tracts	Median Household Income	Margin of Error (+ or -)
1	27,614	5,020
2	32,262	9,169
3	43,544	5,193
4	20,804	5,404
7	28,483	2,541
8	33,939	4,256
10	50,368	7,756
11	44,817	5,861
12	41,076	6,892
13	37,524	7,328
14	53,446	3,263
15.01	29,320	7,746
15.02	50,218	10,193
16	63,820	3,089
17	37,282	4,259
18	31,822	2,231
19	60,741	4,881
51.01	41,680	4,988
51.02	83,261	6,841
52	61,395	16,456
53	25,787	4,416
54	11,448	2,844
55	11,364	2,879
101	64,983	6,042
102.01	64,875	11,140
102.03	49,410	8,315
102.04	36,982	6,430
103	11,500	14,658
104	---	---
105	11,836	3,456
106	64,661	6,281
107	68,281	9,437
108	72,439	18,556
109.01	65,833	65,391
109.02	65,391	6,272
110	62,560	8,548
111	29,757	5,925
County Average	43,485	1,230

**2006-2010 American Community Survey Census Transportation Planning  
Table A111102, Vehicles Available**

2000 Census Tracts	Total Vehicles	Margin of Error (+ or -)	No Vehicles Available	Margin of Error (+ or -)	One Vehicle Available	Margin Of Error (+ or -)
1	1,030	92	75	60	560	123
2	730	83	90	73	245	73
3	1,425	95	90	74	530	124
4	1,930	220	400	155	985	192
7	1,380	137	215	107	615	155
8	920	63	70	39	335	90
10	705	63	70	39	335	90
11	1,485	102	25	27	645	129
12	1,490	76	80	63	490	101
13	2,260	118	165	92	1,005	169
14	1,245	94	40	34	295	82
15.01	1,800	113	165	85	725	171
15.02	2,425	190	210	113	795	171
16	3820	168	60	46	940	207
17	3,025	223	225	97	1,735	272
18	1,575	114	195	89	650	114
19	1,875	102	45	37	550	128
51.01	1,675	126	280	113	860	167
51.02	1,825	144	10	20	645	148
52	2,240	168	120	77	1,035	191
53	1,430	92	220	98	650	129
54	1,755	199	345	116	485	141
55	1,790	173	265	113	605	166
101	2,270	151	35	29	405	107
102.01	1,845	107	70	53	375	105
102.03	2,425	221	130	65	505	149
102.04	4,260	375	80	52	1,745	262
103	170	68	50	37	50	49
104	0	119	0	119	0	119
105	900	169	155	91	705	160
106	1,900	135	50	33	295	104
107	1,435	93	35	33	280	105
108	1,780	168	100	45	505	101
109.01	2,520	115	0	119	410	103
109.02	1,265	61	15	19	270	77
110	1,410	135	30	31	280	102
111	2,070	167	295	113	960	205
County Total	64,095	993	4,460	434	22,450	807

**Retail and Non Retail Employment – Tippecanoe County  
2040 Transportation Plan, Area Plan Commission of Tippecanoe County**

Traffic Zone	Retail Employment	Non Retail Employment	Total Employment	Traffic Zone	Retail Employment	Non Retail Employment	Total Employment
1	30	273	303	51	0	4	4
2	130	722	852	52	2	29	31
3	103	1,605	1,708	53	113	565	678
4	50	550	600	54	1	101	102
5	55	449	504	55	0	0	0
6	227	1,208	1,435	56	193	85	278
7	68	339	407	57	0	15	15
8	47	688	735	58	38	76	114
9	0	701	701	59	8	25	33
10	0	58	58	60	0	104	104
11	52	1,962	2,014	61	18	3	21
12	360	783	1,143	62	95	13	108
13	1	89	90	63	0	22	22
14	18	1,021	1,039	64	0	127	127
15	51	166	217	65	10	7	17
16	37	17	54	66	3	17	20
17	17	72	89	67	0	18	18
18	355	123	478	68	0	84	84
19	3	133	136	69	188	314	502
20	364	390	754	70	0	204	204
21	0	9	9	71	21	32	53
22	146	80	226	72	307	715	1,022
23	677	551	1,228	73	60	8	68
24	0	368	368	74	18	92	110
25	34	397	431	75	22	5	27
26	14	136	150	76	258	55	313
27	107	220	327	77	10	37	47
28	15	1,798	1,813	78	6	600	606
29	34	100	134	79	35	101	136
30	46	387	433	80	49	1,538	1,587
31	62	132	194	81	18	66	84
32	107	2,588	2,695	82	12	144	156
33	62	77	139	83	0	22	22
34	1,076	58	1,134	84	0	14	14
35	12	17	29	85	5	11	16
36	366	61	427	86	0	118	118
37	0	210	210	87	0	5	5
38	0	180	180	88	2	6	8
39	3	34	37	89	0	15	15
40	11	92	103	90	0	29	29
41	16	113	129	91	0	0	0
42	22	23	45	92	0	4	4
23	1	48	49	93	0	28	28
44	31	22	53	94	132	71	203
45	4	108	112	95	213	225	438
46	28	147	175	96	266	104	370
47	38	223	261	97	0	38	38
48	0	3	3	98	19	15	34
49	16	273	289	99	17	49	66
50	9	115	124	100	13	38	51

**Retail and Non Retail Employment – Tippecanoe County, Continued**  
**2040 Transportation Plan, Area Plan Commission of Tippecanoe County**

Traffic Zone	Retail Employment	Non Retail Employment	Total Employment	Traffic Zone	Retail Employment	Non Retail Employment	Total Employment
101	2	3	5	151	5	161	166
102	0	184	184	152	742	977	1,719
103	2	7	9	153	513	174	687
104	0	22	22	154	8	196	204
150	1	9	10	155	11	159	170
106	0	0	0	156	97	14	111
107	0	43	43	157	0	61	61
108	0	19	19	158	26	165	191
109	0	24	24	159	43	403	446
110	44	61	105	160	531	197	728
111	70	514	584	161	63	22	85
112	7	75	82	162	532	429	961
113	52	3,718	3,770	163	421	108	529
114	0	155	155	164	0	122	122
115	6	6	12	165	20	442	462
116	0	110	110	166	0	6	6
117	246	38	284	167	0	116	116
118	0	577	577	168	90	195	285
119	95	29	124	169	18	787	805
120	151	49	200	170	8	136	144
121	240	42	282	171	185	8	193
122	4	0	4	172	0	15,562	15,562
123	2247	151	2,398	173	0	84	84
124	325	34	359	174	0	132	132
125	475	607	1,082	175	40	148	188
126	0	19	19	176	0	103	103
127	20	26	46	177	14	272	286
128	79	420	499	178	4	57	61
129	65	46	111	179	0	19	19
130	0	203	203	180	12	747	759
131	21	491	512	181	10	216	226
132	0	16	16	182	33	0	33
133	0	0	0	183	279	95	374
134	0	0	0	184	188	186	374
135	101	131	232	185	20	140	160
136	0	0	0	186	1	579	580
137	726	261	987	187	7	169	176
138	3	5	8	188	0	28	28
139	2	168	170	189	0	12	12
140	13	110	123	190	196	216	412
141	574	247	821	191	460	72	532
142	481	77	558	192	0	777	777
143	0	73	73	193	0	3	3
144	0	250	250	194	0	187	187
145	562	221	783	195	136	492	628
146	0	1,904	1,904	196	0	3	3
147	502	650	1,152	197	165	1,109	1,274
148	268	1,077	1,345	198	0	497	497
149	19	147	166	199	0	10	10
150	0	17	17	200	0	0	0

**Retail and Non Retail Employment – Tippecanoe County, Continued**  
**2030 Transportation Plan, Area Plan Commission of Tippecanoe County**

Traffic Zone	Retail Employment	Non Retail Employment	Total Employment	Traffic Zone	Retail Employment	Non Retail Employment	Total Employment
201	0	2	2	251	5	49	54
202	2	35	37	252	128	21	149
203	0	12	12	253	4	70	74
204	0	49	49	254	4	25	29
205	6	22	28	255	3	11	14
206	8	1	9	256	5	36	41
207	140	31	171	257	2	20	22
208	0	14	14	258	4	42	46
209	0	3	3	259	3	23	26
210	29	47	76	260	33	95	128
211	34	195	229	261	0	6	6
212	19	9	28	262	8	278	286
213	0	31	31	263	0	52	52
214	383	349	732	264	0	58	58
215	75	96	171	265	53	132	185
216	0	0	0	266	0	39	39
217	0	0	0	267	0	43	43
218	34	141	175	268	24	29	53
219	0	193	193	269	0	109	109
220	0	6	6	270	0	32	32
221	0	6	6	271	0	41	41
222	0	0	0	272	0	39	39
223	3	5	8	273	1	13	14
224	12	94	106	274	0	18	18
225	22	73	95	275	8	30	38
226	15	23	38	276	2	10	12
227	10	15	25	277	184	136	320
228	0	3	3	278	676	210	886
229	0	6	6	279	0	0	0
230	70	71	141	280	0	0	0
231	4	16	20	281	0	42	42
232	0	19	19	282	0	11	11
233	0	75	75	283	1	123	124
234	0	15	15	284	4	4	8
235	403	89	492	285	11	6	17
236	0	35	35	286	0	30	30
237	0	0	0	287	3	210	213
238	0	31	31	288	23	43	66
239	0	0	0	289	17	138	155
240	9	84	93	290	0	0	0
241	5	97	102	291	0	0	0
242	0	21	21	292	0	0	0
243	3	22	25	293	7	4	11
244	10	17	27	294	74	25	99
245	2	24	26	295	31	151	182
246	0	9	9	296	2	22	24
247	0	136	136	297	2	71	73
248	0	10	10	298	0	26	26
249	2	12	14	299	0	50	50
250	0	173	173	300	0	69	69

**Retail and Non Retail Employment – Tippecanoe County, Continued**  
**2030 Transportation Plan, Area Plan Commission of Tippecanoe County**

Traffic Zone	Retail Employment	Non Retail Employment	Total Employment
301	33	0	33
302	121	3	118
303	205	17	188
304	33	0	33
305	39	3	36
306	45	0	45
307	13	6	7
308	11	0	11
309	6	0	6
310	30	0	30
311	231	186	45
312	53	29	24
313	44	6	38
314	17	0	17
315	26	0	26
316	37	0	37
317	60	0	60
318	99	34	65
319	38	1	37
320	80	30	50
321	38	0	38
322	11	0	11
323	23	0	23
324	803	0	803
<b>Total</b>	<b>22,275</b>	<b>72,636</b>	<b>94,111</b>

**Number of Persons 65 and Older**  
**2010 Census SF1 data, Table P12, Sex by Age (Total Population)**

2010 Census Block Group	Total Population	# of Persons 65 & Older	Percentage	2010 Census Block Group	Total Population	# of Persons 65 & Older	Percentage
1.1	1197	143	11.9%	18.3	1132	64	5.7%
1.2	1639	114	7.0%	19.1	1016	151	14.9%
2.1	888	109	12.3%	19.2	965	124	12.8%
2.2	1037	70	6.8%	19.3	1987	395	19.9%
3.1	1667	218	13.1%	51.1.1	1837	218	11.9%
3.2	1524	247	16.2%	51.1.2	1258	497	39.5%
4.1	1552	77	5.0%	51.2.1	2131	115	5.4%
4.2	1113	158	14.2%	51.2.2	2032	250	12.3%
4.3	1122	67	6.0%	51.2.3	768	213	27.7%
4.4	699	35	5.0%	52.1	681	146	21.4%
7.1	758	49	6.5%	52.2	1006	96	9.5%
7.2	840	44	5.2%	52.3	1330	214	16.1%
7.3	700	268	38.3%	52.4	1500	234	15.6%
7.4	788	147	18.7%	53.1	2075	101	4.9%
8.1	1165	137	11.8%	53.2	917	51	5.6%
8.2	687	105	15.3%	54.1	2438	11	0.5%
10.1	1416	162	11.4%	54.2	1835	6	0.3%
11.1	1268	134	10.6%	54.3	2037	2	0.1%
11.2	639	94	14.7%	55.1	1654	1	0.1%
11.3	1202	178	14.8%	55.2	2832	1	0.0%
11.4	1135	112	9.9%	101.1	749	126	16.8%
12.1	1117	164	14.7%	101.2	892	113	12.7%
12.2	826	76	9.2%	101.3	899	145	16.1%
12.3	2249	299	13.3%	101.4	1859	175	9.4%
13.1	1535	263	17.1%	101.5	659	77	11.7%
13.2	1064	164	15.4%	101.6	791	90	11.4%
13.3	2600	363	14.0%	102.1.1	2403	229	9.5%
14.1	839	72	8.6%	102.1.2	706	77	10.9%
14.2	2026	165	8.1%	102.1.3	1785	195	10.9%
15.1.1	2158	122	5.7%	102.3.1	1183	160	13.5%
15.1.2	2210	243	11.0%	102.3.2	4441	135	3.0%
15.2.1	2579	168	6.5%	102.3.3	2531	630	24.9%
15.2.2	1513	157	10.4%	102.4.1	3474	245	7.1%
15.2.3	2386	185	7.8%	102.4.2	2874	156	5.4%
16.1	1910	213	11.2%	102.4.3	4829	252	5.2%
16.2	3074	165	5.4%	102.4.4	1053	142	13.5%
16.3	3634	226	6.2%	103.1	3365	0	0.0%
16.4	1364	75	5.5%	104.1	6797	0	0.0%
17.1	1237	205	16.6%	105.1	2021	5	0.2%
17.2	1887	126	6.7%	106.1	1317	204	15.5%
17.3	2298	176	7.7%	106.2	883	115	13.0%
18.1	1441	136	9.4%	106.3	1110	108	9.7%
18.2	967	315	32.6%	106.4	1258	155	12.3%

Number of Persons 65 and Older (Continued)  
2010 Census SF1 data, Table P12, Sex by Age (Total Population)

2010 Census Block Group	Total Population	# of Persons 65 & Older	Percentage
106.5	745	110	14.8%
107.1	4772	331	6.9%
108.1	1612	340	21.1%
108.2	799	89	11.1%
108.3	2150	204	9.5%
109.1.1	2775	259	9.3%
109.1.2	1476	193	13.1%
109.1.3	2910	325	11.2%
109.2.1	1954	180	9.2%
109.2.2	1911	222	11.6%
110.1	697	69	9.9%
110.2	1335	154	11.5%
110.3	1994	189	9.5%
111.1	1016	74	7.3%
111.2	2214	145	6.5%
111.3	1160	325	28.0%
Total	172,780	16,379	9.5%

2007-2011 American Community Survey  
Table S1701, Poverty Status in the Past 12 Months

2000 Census Tract	Total Population	Number of Persons 65 & Older	Margin of Error (+ or -)	Number of Persons 65 & Older Below Poverty	Margin of Error (+ or -)
1	2,258	281	93	0	89
2	1,761	188	31	0	89
3	3,262	455	116	10	13
4	3,876	229	45	40	41
7	2,794	266	48	42	43
8	1,884	254	31	0	89
10	1,582	198	33	0	89
11	3,299	418	27	3	4
12	3,660	393	48	34	31
13	4,822	727	94	32	28
14	3,652	420	59	17	28
15.01	4,276	291	54	16	18
15.02	5,794	533	71	40	46
16	10,926	710	104	23	26
17	6,046	437	70	14	24
18	3,846	394	86	6	9
19	4,272	692	94	28	33
51.01	3,261	565	108	39	38
51.02	5,343	532	96	37	58
52	4,147	832	109	60	46
53	3,120	164	85	0	89
54	4,362	26	32	0	89
55	3,898	0	89	0	89
101	6,009	738	77	35	39
102.01	5,032	529	71	23	23
102.03	7,383	618	124	50	39
102.04	11,044	830	140	0	89
103	627	0	89	0	89
104	0	0	89	0	89
105	2,026	0	89	0	89
106	5,215	644	92	4	8
107	4,408	368	66	30	32
108	3,913	610	77	52	29
109.01	7,010	621	75	26	31
109.02	3,771	386	60	15	14
110	3,955	431	130	8	13
111	4,315	343	41	80	57
Total	156,849	15,123		764	

## **Appendix 2: CPC Meeting Minutes**

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**Citizen Participation Committee – July 30, 2013 Minutes**

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

DATE..... July 30, 2013  
TIME..... 7:00 P.M.  
PLACE..... **Grand  
Prairie Room**

County Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901

**ATTENDEES NAME**

Steve Clevenger  
Stewart Frescas  
Curt Ashendel  
Julia Covely  
Carl Covely  
David Berkey  
David Fettinger  
Lisa Fettinger

**ORGANIZATION**

Citizen  
Citizen  
West Lafayette Bike & Pedestrian Committee  
Citizen  
Citizen  
Citizen  
Citizen  
Citizen

**STAFF**

John Thomas  
Doug Poad  
Anna Burman

**TITLE**

APC Director of Transportation Planning  
Senior Transportation Planner  
APC Staff

John called the meeting to order.

**1. APPROVAL OF MEETING MINUTES**

Carl said his comment on page 2, sixth from the bottom, should read “the cost to set up the impact fees for a developer is costly for the jurisdiction to set up”.

The minutes, as amended, from the May 28, 2013 CPC meeting were approved.

**2. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTATIVES**

**Reconstruction of South  
18<sup>th</sup> Street  
Reconstruction of  
Happy Hollow INDOT's  
Bicycle Suitability Map**

Carl recalls that the gentleman from TBIRD said by not having right turn lanes, people will switch lanes to go around someone turning right. He thinks no one uses turn signal when turning right so the car behind has no idea what the car in front plans to do.

David B commented that the 10' wide hiking trail/path on the Happy Hollow is a huge swath of real estate. With Happy Hollow hill being on a ravine, he wonders if the trail needs to be that wide and have that much of an impact on the hill.

Curt said it needs to be that wide because it will be the only trail to serve both directions. He added that 10' is a standard width. A wide path was recently added on the east side of South River Road leading out to Fort Quiatenon.

David B said the environmental impact of getting people out of their cars and onto the trail is great than the environmental impact of building the trail/path.

The Committee discussed the reasons for and benefits of adding the path to Happy Hollow.

John said a retaining wall will be added to the park side of the road but the right-of-way will not be increased. Right now there are two driving lanes and two shoulders. He added that the road center line will not be shifted very much.

David B thinks the North River Road project took a lot of people's real estate/yards to accomplish the goal. He does not want that to happen on Happy Hollow. That could be a big problem in the ravine area.

John said he is anxious to see the soil boring results to find out how erodible the soils are.

Doug said the road/trail has to be designed to ADA standards. The side path will not match the road.

Curt pointed out that the road segment at the entrance has yet to be designed and he heard that the road/trail may actually go into the park a bit.

### **3. PROGRAM**

#### **Fatality Crashes**

Doug distributed copies of the Summary of Fatality Crashes within Tippecanoe County from 2008-2012 and said normally we put out a report every year but since we are still short staffed we started looking at smaller chunks of data. From 2008 to 2012 there were a total of 64 crashes with fatalities; 56 of those involved vehicles and 8 involved pedestrians. In the 64 crashes there were 77 fatalities and surprisingly there were two crashes that had three fatalities. 2012 had the highest number of fatality crashes and the highest number of fatalities. In 2011, 64% of the fatality crashes were a result of alcohol and drugs and in 2012 that figure was over 50%. Those numbers are off-the-charts because the norm is 30%. In June 2012 there were seven fatality crashes.

Steve said the report shows three crashes with pending results. He asked if those crashes occurred in 2011 and 2012 and if the results are in yet.

Doug replied he is not sure the years those crashes occurred but he asked the jurisdiction officers about the results and they were not able to provide any answers.

Carl asked how many of the alcohol/drug related crashes were caused by repeat offenders because the driver who caused the accident is not always the fatality.

Doug said we have access to the individual crashes so we can go through and see if the names on the report appear more than once. He is not sure there is a benefit to sitting down and reading each report.

Carl said there is pressure to lower the .08 legal limit.

Doug pointed out the map that shows where the fatality crashed occurred and the red dots indicate where pedestrians were involved. SR 25 North and SR 25 West are where the crashes with three

fatalities occurred. He pointed out that there were only a few fatality crashes along the interstate and all of them occurred before the cable barriers were installed.

Dave B noted that there were two fatality crashes on I-65 and asked if those fatalities involved people that were out of their vehicles.

Doug replied that one report only stated that there was a body found on the road and the other crash involved a pedestrian walking on the shoulder of the road and was hit by a snow plow.

Curt said he counts about 12 fatalities on the interstate.

Doug said there were eight crashes on the interstate.

Carl said one of the crashes in on deadman's curve.

Doug agrees that is a problem area and INDOT is aware of that but unfortunately they cannot make changes at this time.

Carl said he lives in that area and it is not unusual to see an accident there.

Doug went on to say the crashes are broken down by time of day, alcohol and drugs, and pedestrians but he could not see any pattern or bell curve. "Run off the road" is the top crash cause. The majority of head-on collisions involved alcohol and drugs.

Steve asked if the head-on collisions occurred at night. He then asked what a "non-collision collision" is.

Doug cited the time a person was driving along a road and a tree fell on the car and killed the driver as an example. He said there was also a time when a child put a car into gear, fell out of the car, and got run over.

Dave B pointed out that there are a lot of crashes downtown.

Doug said there are four fatality crashes very close together just south of downtown on 4<sup>th</sup> Street. He said that the jurisdiction engineers had questions too and he can analyze the data further to get any information they want.

Dave B asked if any of the crashes were caused by texting.

Doug said it is very difficult to get that information from the reports. Again, we would have to read every report to try and get that information. Most of the alcohol and drug crashes had only one fatality but there were five crashes that had two fatalities. The last three pages of the handout map the crashed by conditions (weather, lighting, and pavement conditions)

Carl referred to the crash where the pedestrian was in the road and asked if the report indicates whether the pedestrian was walking on the correct side of the road. He said when he was driving on Newcastle on his way to Wainwright one day there was a mother and son riding against the traffic and another day there was a mother pushing a stroller with the traffic.

Doug replied that the report only indicated what side of the road the pedestrian was on and not the direction the pedestrian was walking. He added that it was dark and the driver did not see the pedestrian. By reading the report and looking at the time he thinks the person was possibly crossing the street to go to the mailbox or something. The Mayor of Lafayette has asked staff to compare the alcohol and drug crashes to the number of arrests for DUI and tickets issued.

Dave B asked if our numbers are skewed because our county has an interstate. There are transient people on the interstate that have nothing to do with this community. There are also different rules

and situations that govern what goes up and down an interstate as opposed to other roads in the county. Someone may think we have a drastic problem with fatality crashes when actually the interstate contributes to a lot the crashes.

John said we have a lot less control over how the interstate fatality crashes are addressed.

Doug said we can run a statistical analysis of the number of crashes to see if there is a significant number. We have the maps so anyone who looks at the data can see where the fatality crashes occur.

Curt said those numbers can be normalized by population and the amount of freeways can also be taken into consideration.

Dave B thinks maybe the drug and alcohol crashes are up because I-65 is the main route between Indianapolis and Chicago. He thinks maybe drugs and alcohol are not really a community problem here.

Carl asked why rumble strips were put down the center of US 231.

Doug pointed out the crashes on that road and added that there were more fatality crashes on US 231 Montgomery County. INDOT knew there were a lot of crashes on US 231 and used safety funds to install the rumble strips. He added that the strips keep you in your lane. He said in 2012 there were no fatalities involving bicycles. He did specifically look at motorcycle fatality crashes but motorcycles were included as vehicles in the report. When hired, the first thing the new transportation planner will look at is crashes throughout the entire county.

Dave B is amazed that there were over 35,000 crashes over the last five years.

Doug pointed out that number includes crashes on private property and usually those are pulled out.

Steve pointed out that the total number of crashes has decreased throughout the years.

Dave B said that is true but the number of drug and alcohol crashes has gone up over the years.

Doug said that the overall traffic volume has remained flat even during the 2008 recession. Traditionally we see a 2% increase on the major roads every year.

Carl said nationally the number of miles driven per year has fallen each year.

### **Coordinated Human Services Transit Plan**

Doug said in 2008 we developed the Coordinated Human Services Transit Plan to look at the transportation issues for persons who are disabled, elderly, or low income because they have challenges that others do not. Since the plan was adopted in 2008 we have had a meeting every year to discuss changes; are there new providers in the area, providers who have gone out-of-service, new challenges for these three groups, and what has been done to address the challenges. A lot of social agencies, township trustees, transportation providers, etc have participated in these meetings. This Committee also provided information about the challenges and what can be done to help these three groups. Staff is starting a plan update; however mapping the location of these groups is difficult because the census no longer collects that information. We will have to look to those that service these three groups to help us out. He distributed what this Committee did in 2008 and he asked everyone to review the data and start thinking about the transportation challenges these groups face and provide input next meeting on how to serve them. Staff is just beginning the process. Many of the strategies suggested by this Committee in the past have been implemented.

Stewart asked if Jan Myers will be asked to provide input because she knows a lot about these issues.

### **INDOT's 18-Month Letting List**

Doug referred to the letting list that was mailed with the packet and said the list is updated by INDOT every two weeks. The list gives us an idea of what large projects will be let for construction in the next 18 months. Most of the projects on this list are INDOT projects. Lafayette is looking to let the South 18<sup>th</sup> Street project and the John T. Myers and Riehle Plaza Pedestrian Bridges project in January 2014 with construction following the same year. There are a lot of I-65 maintenance projects on the list and most are scheduled for a 2014 letting.

Dave B asked if the Union Street sewer repair project should be on the list because that project will involve curbs, gutters, and sidewalks.

Doug replied that the Union Street project will not be let by INDOT. It has no federal funds involved and is strictly a local project. The letting list includes local projects that are using Federal funds. The INDOT projects on the list could have Federal funds or be state funded.

Dave B asked why I-65 is continuously under some kind of construction. In Germany they get 40 years out of a road.

John believes that may be the case because Germany has different design standards.

Curt thinks the weight of the trucks may be limited.

Carl asked if there are any plans for Teal Road.

Doug said that project was identified in the new *TIP* that was adopted in June with construction in 2015 or 2016.

Dave B asked what section of Teal Road we are talking about.

Doug said we are talking about from Old Romney Road over to Summerfield. Construction is targeted for 2016. INDOT has hired an engineering firm to develop the plans and environmental work for that project. The firm sent us a letter requesting information and staff provided that information last week along with several comments. A roundabout is being considered at the South 4<sup>th</sup> Street and Teal intersection and the design includes a number of bus pull-outs. The road will not be widened but the cross-section will change.

Dave B asked if the project will end at the intersection with SR 25.

Doug said the project will extend to Old Romney Road. The intent is to reconstruct the stretch where the pedestrian was killed by adding sidewalks. Right now there are only wide shoulders with plastic delineators.

Carl asked if that road will remain SR 25

John replied that he is not sure if the road will be signed as SR 25. US 52 will be continuous through the community but he is not sure if a decision has been made about SR 25. SR 26 through this community will be discontinuous and stop at US 231 and start again at I-65. SR 38 will stay signed from Sagamore Parkway; however, it may eventually stop at I-65.

Steve said as of a month ago there was a "SR 25 ends" sign when you are heading east at Teal Road and Sagamore Parkway. He recalls a controversy about renumbering SR 38 as SR 25.

Dave B asked if SR 43 is going to be discontinuous.

John said that SR 43 starts at State Street (what we know as SR 26) but will soon end at I-65.

Steve thinks SR 43 ends at the US 231 bridges. He added that the US 52 signs are installed on the new US 231.

Dave B asked what an HMA overlay is that is being used on the US 52 Cumberland to the Wabash River project.

John answered that an HMA overlay is simply asphalt. He added that all of that is subject to the relinquishment that INDOT and West Lafayette are working out.

Doug said INDOT has not yet relinquished US 52 in West Lafayette and the county, but that is the request on the table. Lafayette's US 52 segment is the only signed relinquishment agreement for US 52.

#### **4. QUESTIONS, COMMENTS AND SUGGESTIONS:**

Carl asked if the bicycle suitability criteria the state used for their map is something the state made up or is it a national standard.

Doug thinks INDOT developed the criteria and then mapped it out (even though it does not always match their criteria).

Curt said there are various for-profit organizations that are attempting to develop "Level of Service" guidelines for bicycles. Different things can be factored that carry different weight. He does not believe there is an existing national standard for determining a level of service.

Carl said he is not sure any will qualify when applying the INDOT standard to local streets and county roads.

Doug said the INDOT criteria are only for state roads.

Carl thinks there should be criteria for county streets and city roads to determine if the roads and streets are safe to ride on.

Curt said there are some state highways that are not significantly different from county roads.

Doug said SR 28 on the south side and CR 800 are nice parallel roads with about the same amount of traffic traveling at the same speed.

Curt feels a road that is more heavily traveled is less safe to bike on.

Doug said he snapped a photo of a cyclist on the new Hoosier Heartland.

Carl said the county roads are not signed very well with regard to the exits.

John thinks Opal Kuhl brought that to their attention and was told the some signing for the county roads may be up to the local jurisdictions.

Curt asked if there is a date for the US 231 opening.

John said all he has heard is that it will be late September.

Dave B asked when the Hoosier Heartland will be open all the way.

John thinks there is a way to go and heard sometime in 2014.

**5. ADJOURNMENT:**

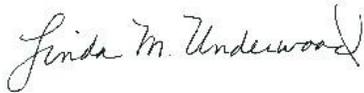
John thanked everyone for coming.

The next meeting is Tuesday

September 24, 2013. The meeting

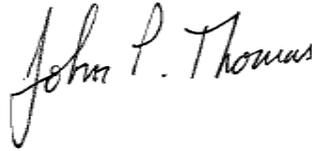
adjourned at 8:15 pm.

Respectfully submitted,



Linda Underwood  
**Recording Secretary Assistant**

Reviewed by,



John Thomas

Citizen Participation Committee – September 24, 2013 Minutes

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

DATE.....September 24, 2013  
TIME.....7:00 P.M.  
PLACE.....**Grand  
Prairie Room**

County Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901

**ATTENDEES NAME**

Steve Clevenger  
Stewart Frescas  
David Berkey

**ORGANIZATION**

Citizen  
Citizen  
Citizen

**STAFF**

John Thomas  
Doug Poad  
Tim Stroshine

**TITLE**

APC Director of Transportation Planning  
APC Senior Transportation Planner  
APC Transportation Planner

John Thomas called the meeting to order.

**1. APPROVAL OF MEETING MINUTES**

The minutes from the July 30, 2013 CPC meeting were approved as submitted.

**2. FEEDBACK AND DISCUSSION FROM PREVIOUS**

**MEETING Fatality Crashes**

David Berkey said there were a few I-65 crashes, though none were fatal. I-65 skews Tippecanoe County's numbers because most of its large traffic volumes have nothing to do with the rest of the county.

Doug Poad stated the truck percentage on I-65 is probably between 40% and 50%. This number is low because of the recession.

**3. PROGRAM**

**Coordinated Human Services Transit Plan**

Doug Poad explained the plan deals with challenges faced by the disabled, the elderly and those with low incomes. These groups rarely own cars, relying instead on other means of transportation. APC gathers demographic data while surveying agencies providing transportation services to these groups. We identify challenges facing these groups, strategizing to eliminate challenges and barriers. The plan was completed in 2008, with annual autumn revisions. Strategies from past plans have been implemented. Some issues are no longer a concern. Service to the hospitals was identified as a need. CityBus provided that service though was forced to discontinue it due to low use rates. Bus service on Veterans Memorial Highway was also identified as a need and is now being provided. CityBus is unsure how long the service can continue due changes in federal

funding sources. CHSTP committee members identified the SR 26 corridor between US 52 and I-65 as lacking pedestrian amenities. As an alternative, bus service is now provided until midnight using a federal grant. No sidewalks have been built yet. More may be possible as Lafayette now controls the road section. Before discontinuing due to low ridership bus service had been provided four times daily to Community Corrections on North 9<sup>th</sup> Street. The CHSTP will be updated after reexamining demographics, challenges and transportation services. Doug asked the group to look at the plan and help update the list of transportation providers and agencies. Gaps, barriers, needs and challenges will be identified after updates.

Dave Berkey is surprised that service did not work because most of those people do not have driver's licenses.

Doug Poad said additional service may be needed to the new Meijer store after opening. The issue will be studied in 2014. Other candidates for bus service were the Faith Community Center, east of Lafayette, and expanded evening routes on Klondike Road. No service is operating yet. Klondike will be reevaluated when Cumberland is opened, scheduled for spring 2014.

Steve Clevenger stated US 231 now has pavement and curbs. The Meijer store has walls up.

Doug Poad said sidewalks are needed between the unemployment office on Park East Blvd. and local bus routes. He thinks the sidewalks are finished but there is not enough demand for a Park East bus. LARA's downtown location is easily accessible and well served by CityBus. Other identified gaps remain unfilled.

David Berkey believes some routes and services are underused because people are not aware they exist.

Doug Poad asked if David Berkey is specifically talking about transit service.

David Berkey confirmed he was.

Doug Poad said transit on the south side and SR 26 is doing very well. Some other late night routes are as well. He explained the CityBus website has a phone app and information for new riders with CityBus experience. Citizens can call CityBus for free, onsite travel training. The trainer can also ride with clients to familiarize them with CityBus's operations. The training is paid for by a special transit fund. Multiple agencies, including Wabash Center, use the trainer for their clients.

Stewart Frescas said combining bikes and buses is one of the most efficient ways to use both. Bikes can be ridden to bus stops and stowed on the bus front.

Doug Poad referred the committee to the first map of the handout, showing where senior citizens live. He explained the American Community Survey is the only source of updated census information, but the 2008 Plan's information is more accurate.

Steve Clevenger said he would rather see a percentage than a population number. Some student-dense might have a number of people that are over 65. The result from both numbers is more accurate.

Doug Poad explained he can use both numbers and display density as the data is to the block group level. Another map looks at income, focusing on those below the poverty level. The data is from the American Community Survey, available only for census tracts. Error rates cannot be gauged as not everyone gets the ACS. He added that a lot of those living in level are Purdue students.

Steve Clevenger said large amounts of student housing north of US 52 show many residents living below the poverty level. He said many students also live by Klondike and the Cumberland Extension.

Doug Poad said the previous plan showed the same thing. He also explained that the map shows those living at less than 50% of the poverty level.

Steve Clevenger believes the poverty level map excludes student housing.

Doug Poad confirmed this. Next, he showed the map of persons with disabilities made with data from the American Community Survey. Disability data is only available at the township level and limited to three townships. It used to be available at the block group level. Future use is difficult to determine because so much detail is lost.

David Berkey asked if places like Westminster, Friendship House, and University Place skew the 75 and older data in West Lafayette.

Stewart Frescas said the large block in the 35-64 age group has a lot of purchasing power and has an economic impact.

Steve Clevenger does not believe there are many students with disabilities in West Lafayette.

Doug Poad explained APC has information for persons with disabilities living under the poverty level. The largest numbers are in Fairfield Township. A significant number in the 18-34 age are in Wabash Township.

John Thomas said needs in Wabash Township are more for the 18-34 age group and more for the 35-64 age group in Fairfield Township.

Steve Clevenger feels Purdue students might not have income but they probably have some type of support (loans, aid, or parental assistance).

Stewart Frescas explained including students in West Lafayette's poverty ranges heavily skews the numbers and has been debated for years. Excluding students makes West Lafayette one of the richest communities in the state. West Lafayette qualifies for more support by including students in its poverty numbers.

Doug Poad said the last maps show retail and non-retail jobs. The information is from the Transportation Plan. Retail jobs are where expected.

John Thomas asked if the maps show projections for 2040.

Doug Poad replied that the maps are for existing facilities, with data received from INDOT.

Steve Clevenger wondered if Venetian Blind jobs count as retail or manufacturing.

Doug Poad said the data was supplied by INDOT and sorted by NAICS (the job code reference). This type of information helps identify needs and challenges. He asked the CPC to look at the maps distributed this evening and identify gaps, barriers, needs, and challenges so lists and strategies can be updated at their next meeting.

David Berkey asked if any services run near Evonik.

Doug Poad was unsure but mentioned a possible route.

### **Annual Listing of Projects**

Doug Poad distributed copies of the 2013 Annual Listing of Projects, explaining it is federally required of all MPOs to aid in tracking FHWA funds. They are to be complete by October 1<sup>st</sup>. APC includes maps, pictures and specific information for each project. Also included is information on locally funded

projects, transit projects, and projects including pedestrian and bicycle facilities. A gas tax summary and breakdown show how the funds are spent.

Tippecanoe County has received \$50,000,000 in federal funds for road projects over the life of SAFETEA-LU. Each project has a summary and timeline with before and after photos.

Stewart Frescas feels a lot of money goes to bridges.

Doug Poad explained the money is two pots, with \$27,000,000 from STP and \$1,560,000 from the bridge fund.

Stewart Frescas could not differentiate the colors for the two funding pots.

Doug Poad stated he would improve the maps. He highlighted before and after photos of the entire Hoosier Heartland project, from excavation to completion. There were too many photos to include in the Annual Listing so he compiled a companion document of pictures for that project.

Stewart Frescas feels it will eventually be a useful historical document.

#### **INDOT's 18-Month Letting List**

Doug Poad said the list is getting longer, indicating more upcoming construction. New local projects are pedestrian flashers in Dayton and West Lafayette. West Lafayette's other new project is on Happy Hollow, scheduled for a May 2014 letting.

David Berkey asked whether the 10' wide pedestrian path on Happy Hollow still satisfied everyone involved.

Doug Poad replied that it is better than what the current path. The north end of the project shows sidewalk but WL's city engineer wants at least 10' width. Connecting the Happy Hollow and Wabash Heritage trails over the new US 52 bridge is also under discussion.

Dave Berkey asked who is leading that discussion.

Doug Poad explained the engineers from Lafayette, West Lafayette and Tippecanoe county are in contact with INDOT representatives. All other projects currently appear on target.

Stewart Frescas noticed the list includes multiple I-65 maintenance projects.

David Berkey said he has heard the German Autobahn needed little maintenance as heavy trucks are not allowed to use it. I-280 through the San Andreas Fault is similar. San Francisco's 101 allows heavy trucks and is in terrible condition.

#### **4. QUESTIONS, COMMENTS AND SUGGESTIONS:**

John Thomas mentioned discussing state highway rerouting. US 52 is no longer routed on Sagamore Parkway in Lafayette. SR 25 became discontinuous, ending at US 231 in the southwest and beginning in the northeast at the I-65/Hoosier Heartland intersection. SR 26 West terminates at US 231, beginning again on the east side of I-65. SR 38 currently remains unchanged. SR 43 will no longer continue south of the interstate. On campus, SR 126 and 526 will be removed.

David Berkey asked if any signage will exist telling drivers where to connect the east and west halves of SR 25.

Doug Poad explained there would be none.

Steve Clevenger believes some signage should be maintained, even if not by the state.

John Thomas said GPS still routes drivers by state highways or the shortest route.

Steve Clevenger thinks some method for directing through traffic on state highways to other parts of state highways should be present.

David Berkey thinks drivers should always be able to follow roads by signage.

Doug Poad said INDOT only serves city-to-city, not through the city.

David Berkey wondered who is responsible for signage.

Doug Poad said INDOT feels when traffic gets to a road like US 52 most traffic on that road is local, so they see no need for state roads in urban areas.

John Thomas added INDOT sees no reason to guide people in or out of metropolitan areas.

Dave Berkey does not believe other states feel that way.

Doug Poad reminded the Committee that INDOT did not support AMTRAK until a week before the service was to be discontinued.

David Berkey said he is a former CSX Railroad employee. He explained some of Amtrak's biggest expenses are because Amtrak pays the railroads for trackage rights. The maintenance costs are basically borne by Amtrak to improve railroad lines so Amtrak can do 80mph. CSX (the old Monon route) is a classic example, relying on Amtrak funds to maintain the track. Track from Chicago to Crawfordsville is very well maintained. South of Crawfordsville the track deteriorates. Maintenance standards are lower because AMTRAK does not use the track. The railroad companies get the benefit of the improved tracks when AMTRAK only uses the tracks one or two times a day.

Steve Clevenger recalled Randy Truitt asking why Amtrak tickets are subsidized when the money is used to maintain infrastructure including railroads.

David Berkey believes the relationship between railroads and AMTRAK is very one-sided.

Doug Poad explained getting near Chicago is quick, but in Chicago long delays occur because Amtrak shares the tracks.

David Berkey thinks AMTRAK would not be as expensive to operate without a huge right of way maintenance expense.

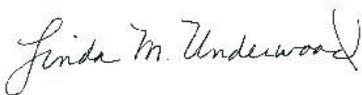
## 5. ADJOURNMENT:

John Thomas thanked everyone for coming.

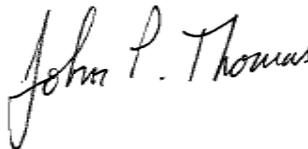
The meeting adjourned at 8:00pm.

Respectfully submitted,

Reviewed by,



Linda Underwood  
Recording Secretary



John Thomas  
Assistant Director

Citizen Participation Committee – December 3, 2013 Minutes

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

DATE.....December 3, 2013  
TIME.....7:00 P.M.  
PLACE.....**Grand  
Prairie Room**

County Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901

**ATTENDEES NAME**

Steve Clevenger  
David Berkey  
Curt Ashendel  
Carl Covely, Jr.  
Jan Myers

**ORGANIZATION**

Citizen  
Citizen  
West Lafayette Bike & Pedestrian Committee  
Citizen  
Citizen

**STAFF**

John Thomas  
Doug Poad  
Tim Stroshine

**TITLE**

APC Director of Transportation Planning  
Senior Transportation Planner  
APC Staff

John called the meeting to order.

**1. APPROVAL OF MEETING MINUTES**

The minutes from the September 24, 2013 CPC meeting were approved as submitted.

**2. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTATIVES**

- Coordinated Human Services Transit Plan
- Annual Listing of Projects

None

**3. PROGRAM**

**Coordinated Human Services Transit Plan**

Doug said the Coordinated Human Services Transit Plan was first developed in 2008 after several public meetings and is updated annually. The plan addresses transportation issues of the elderly, disabled, and low income. Those groups have unique transportation needs. We inventoried those who provide transportation services to the three groups, then identified and discussed the challenges, needs, barriers, and gaps in service. Final recommendations included strategies to address those issues. This year we are creating a new plan to not only update the needs and how to address them, but also update the available socioeconomic information. Doug distributed work sheets listing the known transportation providers, assisted living facilities that provide transportation, and private for-profit providers, and asked the Committee to review the list and identify others that should be added or removed from the list. Doug then opened the discussion of needs:

**Needs**

Jan said Imperial Travel does not provide access to anyone in a wheel chair but Lafayette limo does.

Carl said Creasy Springs did provide transportation at one time.

Doug said that after the comprehensive list of providers is developed he will start calling the facilities to get detailed information about their service.

Jan thinks George Davis Manor is now Cumberland Point.

Carl thinks there are two Rosewalk facilities. One is near Rome Drive and the other is on Union Street but he does not know if they provide transportation.

Jan asked about Fowler House and Old Jeff.

Doug said we will be holding a community-wide meeting next Monday at 1:30pm in the Tippecanoe Room and has invite almost 100 entities to perform the same exercises as this evening.

Doug referred to the worksheet listing the gaps, barriers, need, and challenges identified in the 2008 plan. He asked the Committee to determine if the items are still applicable. He opened the floor for discussion:

*Bus Service Needed along the CR 350 S Corridor*

Doug said CityBus now provide service to that area so this need can be removed from the list.

*Pedestrian Facilities and Late night Bus Service on the SR 26/South St. Corridor between I-65 & US 52.*

Doug said CityBus provides service most nights until 12:00pm.

Carl thinks the area is more pedestrian friendly with the addition of sidewalks in some areas.

David asked why Haggerty Lane, McCarty Lane, the new US 231, and the rest of South Street do not have sidewalks.

Doug said that some of those projects were under INDOT jurisdiction and it was not until recently that local jurisdictions saw the value of adding sidewalks.

Carl added that those road projects were new construction and reconstruction and that some did get new sidewalks. He thinks the "total street" should be addressed in all road projects

Curt asked if it is feasible to install sidewalks on SR 26.

Doug said SR 26 is now South Street and Lafayette now operates and maintains the road. Lafayette can build sidewalks and use Federal funds for the project. The needs for sidewalks will remain in the plan but CityBus service on that route can be deleted.

Steve said there are no sidewalks on US 231, south of SR 26/State Street all the way to River Road.

Jan added that there are no sidewalks from Jischke traveling north until you get to SR 26. And you cannot get to US 52 from the Cumberland Trail to get to Meijer and Menards because of the subdivisions. INDOT does not plan to address that.

Doug said we should add a new gap area for trails along portions of new US 231.

Steve heard that they are planning to put a trail between SR 26 and South River Road. The Committee agreed that the trail is needed.

After discussion, Doug said he would also add a need for sidewalks along State Street between US 231 and Airport Road.

*Bus Service Needed to Arnett Hospital, Cat Logistics, and SIA*

Doug said CityBus did provide service to Arnett Hospital and Cat Logistics, however the service is no longer provided due to lack of ridership. Service to the hospital and Cat Logistics will be removed from the list. Service to SIA will be removed from the list but added back in the future if needs change.

*Bus Service to Community Corrections*

Doug said CityBus again provided service but ridership was very low and the service discontinued. A bus turn-around was even built. This need will be removed from the list.

*Bus Service to the new West Lafayette Meijer*

Jan said sidewalks or bike paths are needed to the new Meijer along US 52.

Steve thinks part of those needs will be filled by Cumberland Extension because you can get to the paths on US 231.

Doug said this item is still applicable and we will add pedestrian/bike facilities along Sagamore Parkway to Meijer/Menards.

*CityBus Service to Faith Church and Community Center on South Street east of I-65*

Carl asked how that need can be measured.

Jan thinks if you build it will be used.

Doug said a survey would need to be done at the church and community center.

David suggested that CityBus conduct a survey. He is sure CityBus has a way to determine if a route is needed.

Curt said a lot of these places are being built in low-density areas which make it difficult to provide bus service.

Carl thinks the public needs to know what services are available so they can take advantage of them.

Doug said he will follow-up on this with CityBus.

*Late Evening Bus Service on Klondike Road*

Doug said CityBus routinely looks at this need.

Jan asked if we are trying to identify today's gaps or future ones because we need to be concerned about potential development in the Cumberland/Klondike area.

*Large Print Forms and Documents*

Doug is not sure if the forms and documents are available.

Jan said the Post Office & BMV are not ADA accessible and there are no large print forms at the BMV.

*Sidewalks and Bus Routes Needed on Park East Boulevard*

Doug said there are sidewalks there now so that can be removed from the list.

Jan said CityBus needs a shelter and solid pavement pad between the curb and the stop at every stop. The pad is more essential than the shelter.

Doug said there has never been a discussion about a shelter at every stop.

Carl said sidewalks are needed on Teal Road.

Doug said he will add the need for sidewalks on at least one side of Teal Road. The sidewalks are intermittent now. He asked the Committee to identify other needs to be added to the list

David said sidewalks are needed on Sagamore Parkway.

Jan said sidewalks are discontinuous along Sagamore Parkway West from the Wabash River Bridge to Klondike Road. Sidewalks are also need on Sagamore Parkway east from the bridge into Lafayette.

Carl said sidewalks are needed on Main Street from Earl Avenue to Sagamore Parkway. He thinks Lafayette will install sidewalks when Sagamore Parkway is reconstructed.

Jan said she went to Stewart Center today to see the State Street plan and she was unable to find a place to park that is van accessible. Once she finally got parked on the street there was no ramp to use to get on the sidewalk. She had to get travel in the middle of the street until she found a ramp to get on the sidewalk.

David agrees that there are a lot of places that need improvement but Purdue needs feedback in order to determine where those barriers are.

***Identify Strategies***

*Target Getting Information to the Elderly, Disabled, and Low Income*

Jan asked for the definition of "elderly".

John replied that we are looking at those aged 65 and older.

Carl suggested adding the definition of elderly to the plan.

Curt realizes information is important but he does not know of data sources specific enough to create a good quality needs assessment.

David thinks we should encourage those that provide services to the target groups to add directions to their business to promotional information.

Jan thinks we should make an effort to improve our walkability score because that is a national index that can be referenced.

John said we looked at the walkability scores for this community at several locations and we found the index not very indicative of site specific situations; one of the highest scoring locations is US 52 and South Street, but there are no sidewalks there. It is more of an urban area score.

Jan said that the index is very accurate for neighborhoods in West Lafayette.

Curt said it is more of a proximity index and we have no control over our score because we can build sidewalks and the score will not change.

*Distribute Bus Tokens and Information to the Unemployment Office to those Seeking Jobs*

Doug said that is now being done.

*Provide Information to Senior Assisted Living Staff Regarding Transportation Options*

Doug said CityBus has a staff person who provides information to these facilities and speaks to any group about CityBus services. Last year that position went to full-time so the service has been well received.

*Large Print Brochures for Transportation Options*

Doug said this was a general comment and he is not sure if this is APC, the cities, or CityBus. The Committee determined that the large print brochures should be placed at the following locations; Area 4 and County Council on Aging, LUM, Work One, Nonprofits, and LARA.

Doug said once a need has been identified, we have almost always been able to find funds to address the need.

Dave said anyone with a special need needs to call CityBus for assistance.

Doug said information about CityBus' Access service is on the CityBus website.

Jan said we need to make sure that websites are accessible. She said none of the government websites are accessible.

Curt said there are also clickability issues for those who are unable to use a map. There are many resources to show how to make a website accessible but most people do not use them.

*Provide Information and Education to Senior Assisted Living Staff Regarding Transportation Options*

Doug said that is being done now, especially for CityBus.

*Construct More Sidewalks*

Jan thinks we should also consider trails in some instances.

Doug thanked everyone for their input. He said he will include the comments in the updated plan. Carl said that census data does not adequately identify where low income people live.

Doug said the Census bureau went from a decennial census to the American Community Survey and it is just a sampling with no income questions.

**Preliminary Bicycle Crash Analysis**

Doug distributed draft copies of the bicycle crash analysis report. He said that this is the first multi-year analysis of bicycle crashes since the 1997 *Bicycle and Pedestrian Plan for Tippecanoe County*. The last *Vehicle Crash Report for Tippecanoe County* was done in 2008. This bicycle crash analysis covers the years 2007 through 2012. There were 65 bicycle crashes in 2007, the highest, and 43 in 2011, the lowest. There were a total of 310 reported crashed and 249 crashes with a total of 257 injuries. There were no fatalities during that period.

Curt thought there was a fatality on North 9<sup>th</sup> Street Road.

Doug said the crash occurred in 2013. He added that in Indiana the number of bicycle crashes was less<sub>2</sub> the <sup>1</sup>/<sub>10</sub> of 1% but in Tippecanoe County that number was 7/10 of 1%. He then highlighted some of the statistics from the report and mentioned that the draft report is available at the Area Plan Commission office. He referred to the map that show where the crashes are and the age of the drivers involved. He added that he looked at the age data several different ways.

David asked if the data is taken from police reports.

John said that is correct.

Curt explained that there is no denominator for all the crash data so you cannot actually measure safety. You can only point out the locations of reported crashes.

Doug said some the statistics do not add up to 100% because there are hit and runs and missing data.

Curt believes a lot of the reports were made because there were injuries. An accident report is needed to file an insurance claim. Sometimes a crash occurs when a cyclist runs off the road and there is no vehicle involved.

The Committee discussed different types of bicycle crashes.

Doug said Figure 19 shows where all the bicycle crashes are located. The worst areas for bicycle crashes in the entire county are at State Street and River Road, at State and Salisbury Streets and the short distance in between.

Curt said he counted bike traffic there one morning and there were hundreds of bikes and pedestrians in a one- hour period. There were so many bikes and pedestrians that it was difficult to do the count alone.

Doug pointed out that it is legal to ride a bike in the sidewalk in Lafayette but not in West Lafayette. Many members of the Committee were not aware of that.

John asked how many bike crashes there were because cyclists were traveling against traffic on the roadway.

Doug said he does not have that data right now but agreed that is very important information because those are very different kinds of crashes. He will also evaluate data for crashed that occurred on the sidewalk with cyclists going against traffic. Over the six year period the cyclists were at fault half the time and the motor vehicle drivers were at fault half the time. In 2007 the cyclists were at fault in over 60% of the crashes and in 2008 and 2010 the motorist were at fault in over 60% of the crashes.

John said it looks like motorists are at fault most of the time on State Street.

Doug replied that the police report lists a primary circumstance and there were a lot of reports where the officer did not provide an explanation that would indicate the cause of the crash. In those instances he used a modification of FHWA's Pedestrian and Bicycle Crash Analysis Tool to group crash types. Failure to yield was the highest cause of pedestrian accidents. The highest cause of bicycle accidents was failure to yield at an intersection.

John thought it was interesting that there were 14 crashes travelling against traffic versus travelling with traffic and the cyclist getting rear-ended. He then asked about the crashes with a cause of "traveling in the wrong direction."

Doug thinks those crashed were in the West Lafayette Village where the cyclist's view was obstructed. He will look into the ones listed as "wrong direction."

Curt said the most common causes of bicycle crashes seems to be the most common causes of automobile crashes. He feels these statistics may be more of a reflection of human motor vehicle driving behavior that carries over into bicycling. The solution will probably be the same for both types of transportation.

David said West Lafayette recently passed an ordinance requiring motorists to pass bicyclists with at least three feet of space. Later statistics will show if that makes a difference or has any impact. He said that now that State Street is no longer SR26 the automobile traffic volumes will drop.

Doug disagreed because there are not many people traveling SR 26 through the community. However, he agreed that truck traffic may be reduced.

Carl is surprised that there are so few injuries and he has heard very little about it in the news. He added that there always seems to be mitigating circumstances with fatal crashes.

Curt asked what we can learn from all this data.

Doug replied that the crash data can be used to customize educational messages and that crashes at specific locations can be analyzed to see if physical improvements would help.

David pointed out that ever year there are 7,000 to 8,000 new people on campus that need to be educated. It has to be an annual effort.

Curt said they are educational programs during the fall orientation (Boiler Gold Rush)

David thinks enforcement is the key.

Curt said we have to remember we are dealing with young people that are on their own for the first time. It is difficult to educate them about a lot of life's hazards.

David asked if there is anything we should truly be alarmed about.

Doug said our crash average is higher than the state's average. The state has a higher proportion of crashes involving children younger than 10 and we have a higher proportion of crashes involving 18-22 year olds.

David said you have to take two different approaches for those two groups.

Doug said the location maps clearly show corridors where facilities/improvements are needed.

David said Union Street in Lafayette was repaved and now has nice bike lanes painted on the side. He thinks it look organized and very nice.

Doug added that Lafayette plans to do the same thing with Salem Street next year.

Curt said bike lanes are need on Union Street where the road is four lanes wide.

Doug said we are getting close to finalized and distributing the document. Eventually we will include it in the Bicycle Plan when it is completed.

Curt asked if the final report will be submitted to some entity.

Doug said the document will be released to the public, the Technical and Administrative Committees, the Area Plan Commission and available on our website.

#### **4. QUESTIONS, COMMENTS AND SUGGESTIONS:**

David asked if there is any new information about local participation to retain AMTRAK. He asked if APC is involved in this because it is transportation related.

John said APC supports the efforts and that Sallie Fahey has been very active in the stakeholder discussions. The state did a financial analysis and the funding is only temporary. We all know improvements need to be made to scheduling and reliability. The goal is to improve ridership so the route will be more self-supporting.

Curt said Federal money is programmed for the airport and transit system and wonders if that money can be used for rail.

Doug said transit money cannot be flexed and added that we have the authority to flex our highway money to transit.

David stated that AMTRAK pays the freight railroad companies to use their tracks and also for the cost to upgrade the rail corridor to the 79 mph speed limit. Most railroads improve their tracks to a 50mph speed limit because that is the speed freight travels. AMTRAK then pays to improve the track so they can travel 79mph. If the railroad brings the passenger train in on time they get a stipend but if the passenger train is delayed they have to pay a fine for delaying the passenger train. He then asked where the \$110,000,000 INDOT is putting into the new 12-mile Illiana Expressway, connecting I-65 over to I-57, is coming from when INDOT does not have money for anything else.

John thinks there might be a partnership with a private vendor.

Doug stated that over the last 3-5 years we have seen a large number of INDOT projects deleted and suspects INDOT is using that money from these projects.

David said the cost of the new road is estimated at \$14,000,000 per mile and he suspects that number will rise.

Doug said the cost has gone up due to rising concrete and asphalt prices, design standards, fuel costs, pavement is now thicker so it lasts longer, there are more safety features and drainage facilities, more regulations, and property prices are higher. Bridges are a lot more expensive to build but are now supposed to last longer.

The Committee then discussed I-65 widening and wondered when it would be improved north of US 52.

John feels I-65 around Lafayette will be the next phase because that stretch was deemed more of a priority than I-65 south of Lafayette.

Curt asked about the signs on the sidewalk on South River Road.

John said the signs are to comply with ADA requirements.

Curt asked why there are gaps in the sidewalk on South River Road (old US 231)?

Doug said earlier this year we had a meeting and talked about ADA issues on US 231, with specific emphasis on sidewalks. At that meeting INDOT proposed removing most of the sidewalks along South River Road.

John said because a sidewalk cannot end at a road without some type of pedestrian facility INDOT just removed a section of sidewalk and put up a sign telling pedestrians not to use the rest of the sidewalk.

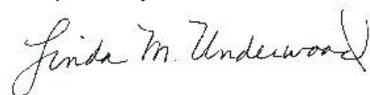
Doug said that the community presented an intersection by intersection plan to complete the sidewalk system and make it ADA compliant but INDOT decided not to build more sidewalks.

## 5. ADJOURNMENT:

John thanked everyone for coming.

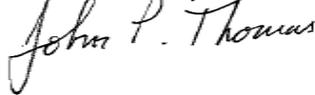
The meeting adjourned at 9:15pm.

Respectfully submitted,



Linda Underwood  
Recording Secretary

Reviewed by,



John Thomas  
Assistant Director

## **Appendix 3: Forum Mailing and Attendees List**

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## Forum Mailing List

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<i>Company/Organization</i>	<i>Contact</i>
Abilities Services Inc.	Robert Cook
Addus Healthcare	Corey Young
Alliance for Better Child Care	Patti Ridgley
AmericCare ambulance services	
Angels Senior Home Solutions	Yvonne Ledford
Area IV	Elva James
Bauer Community Center	Pam Biggs-Reed
Bickford of Lafayette	April England
Brightstar Care	Lisa Minier
Cab Networks	
Caregiver Companion	Helen Klemme
CityCab	Richard Graves
CityBus	Marty Sennett
Classic Limo & Chauffeur	Adrian McVay
Coalition of Living Well After 50	Roseanne Lyle
Comfort Keepers	Stephanie Ferguson
Community Development & Economic Development	Dennis Carson
Community Venture in Living	Ric Brown
Creasy Springs Health Campus	Greg Jackson
Crisis Center	Jane McCann
Cumberland Pointe	Gail Baldwin
Digby House	Brian Lessley
Division of Family Resources	Vickie Woody
Express Air Coach, Inc.	Dane Lagrange
Family Services	Rebecca Sullivan
Four Star Taxi	John Flack
Fowler Apartments	Phyllis Merrell
Franciscan Alliance	
Friendship House	Beverly Wallace
Grane Transportation	
Granger Care Services	Donna Granger
Greentree	Ben Blankenship
Greyhound	Kevin Conroy
Habitat for Humanity	Doug Taylor
Hanna Community Center	Heather Maddox
Head Start	Julia Kolouch
Healthy Families of Tippecanoe County	Robbin Lamblin

<i>Company/Organization</i>	<i>Contact</i>
Help at Home Inc	
Heritage Healthcare	Kevin Prien
Hey Taxi	Amanda Johnson
Historic Jeff Centre	Kim Holmes
Home Care By Design	Lee Goudy
Home Instead Senior Care	Mike Bowsher
Homstead Consulting Services	Marie Morse
Hoosiers at Home	Nate Hendrick
Imperial Travel Services	Jim Calloway
Indiana Veterans' Home	Melissa Durr
Integrity Care LLC	Ranci Ladapo
Keeney Ambulance & Transport	
Kindred Transitional Care	Patrick Burdsall
Lafayette Housing Authority	Albert Davis
Lafayette Limo	Jeff Florian
Lafayette Transitional Housing Center	Jennifer Layton
Lafayette Urban Ministry	Joe Micon
LARA	Trish Maxwell
Latino Coalition of Tippecanoe County	Aida Munoz
Lafayette Leadership	Kitty Campbell
Legal Aid Corporation	Ken Weller
LifeCare Services	
Lifespan Health Services	Ken Noble
Locomotive Taxi	
Lyn-Treece Boys & Girls Club	Barry Richard
Meals on Wheels	
Medaport Inc.	
Mental Health America of Tip. Co.	Jennifer Flora
Mid-Land Meals	Elaine Brovont
Mobile Chair	Eric Ehrman
Mobility for Area Citizens	Donna Lyon
On Time Taxi	
Prompt Ambulance	Jerry Miller
Red Cross	Robert Wollenburg
Regency Place	
Riggs Community Health Center	Veronique Leblanc
Rosewalk Commons	
Rosewalk Village	Vicki Holcomb
Rural Metro Ambulance	
Salvation Army	Major Jim Irvine
Senior Helpers	
Sheltering Hands Home Care	
St. Anthony Health Care	Ken Thompson
St. Mary Healthcare Center	Greg Peterson

*Company/Organization*

Star Ambulance  
Sycamore Springs  
Tecumseh Area Partnership  
The Arch of Tippecanoe County  
TLC Homecare  
Tippecanoe County Childcare  
Tippecanoe County Council on Aging  
Tippecanoe Emergency Ambulance Service  
United Way  
University Place  
Wabash Center  
Wabash Center  
Walla  
Well Bound  
Westminster Village  
WIC  
Workone  
YMCA  
YWCA  
Fairfield Township Trustee  
Jackson Township Trustee  
Lauramie Township Trustee  
Randolph Trustee  
Sheffield Trustee  
Shelby Township Trustee  
Tippecanoe Township Trustee  
Union Township Trustee  
Wabash Township Trustee  
Washington Township Trustee  
Wayne Township Trustee  
Wea Township Trustee

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