TRANSPORTATION PLAN FOR 2030

Area Plan Commission of Tippecanoe County

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

In cooperation with:

Tippecanoe County
City of Lafayette
City of West Lafayette
CityBus
Purdue University Airport
Indiana Department of Transportation
Federal Highway Administration

As part of the
Comprehensive Plan for Tippecanoe County
And the
Unified Planning Work Program

Area Plan Commission of Tippecanoe County
20 N. 3rd Street
Lafayette, IN

Gary Schroeder, President
Sallie Dell Fahey, Executive Director

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TRANSPORTATION PLAN FOR 2030

	Page
EXECUTIVE SUMMARY OF THE TRANSPORTATION PLAN FOR 2030	3
Methodology	3
Table 1. Socioeconomic Data Summary	3
The Plan	3
Costs and Federal Funding	4
1. INTRODUCTION	5
Local Organization and Process	5
Local Major Issues	6
Accomplishments Under the *Transportation Plan for 2025*	6
Intermodalism	7
Table 2. CityBus Ridership Summary, 1998-2005	7
TEA 21's Planning Factors	8
Environmental Justice Assessment	10
2. METHODOLOGY	13
Developing Area Wide Forecasts	13
Table 1. Socioeconomic Data Summary	13
Employment	13
Dwelling Units	14
Population	14
Vehicles	14
Forecasts Distributed to Traffic Zones	14
Figure 1. 2030 Forecast of Employment Growth	16
Figure 2. Residential Building Permits, 2001-2005	17
Figure 3. 2030 Forecast of Dwelling Units Growth	18
3. THE PLAN AND IMPLEMENTATION	19
The Plan	19
Costs	19
Figure 4. Transportation Plan for 2030	20
Table 3. Project List for the Transportation Plan for 2030	21
Table 4. Federal Aid Project List for Transportation Plan for 2030	23
Meeting Community Goals and Objectives	24
Management Systems, TIP, and the Thoroughfare Plan	24
List of Appendices	
1. INDOT comments	27
2. Transportation Planning Goal	33
3. Community Involvement, Review and Adoption	35
4. Traffic Zones	51
5. Detailed Socioeconomic Data	55
6. Environmental Justice Mapping	67

DRAFT May 10, 2006

EXECUTIVE SUMMARY OF THE TRANSPORTATION PLAN FOR 2030

The transportation plan is a cornerstone of the adopted *Comprehensive Plan for Tippecanoe County;* it supports, and is supported by its other components. Transportation planning has its origin in the 1960's when initial planning studies culminated in the first adopted Plan in 1978 that documented needs through the year 2000. Most recently the *Transportation Plan for 2025* was adopted in 2001 and projected needs to the year 2025. The *Transportation Plan for 2030* will be the fourth since the original 1978 Plan and documents community needs to the year 2030.

METHODOLOGY

The methodology for this Plan is different from past plans, by more closely building on the foundation of the community's previous transportation plans. The list of projects in the 2030 Plan originates from two sources: projects yet to be implemented from the existing *Transportation Plan for 2025* and recommendations from the Citizens, Transportation Study, and Technical Committees. It is based on historic trends, current circumstances, and forecasts of dwelling units and employment growth areas.

Forecasts of future population and employment growth were developed by the APC staff after reviewing past forecasts, other current estimates, and consultations with community leaders (Table 1, Socioeconomic Data Summary). Based on current trends, overall growth is expected to continue. Current residential development patterns show major growth has occurred to the south and east of Lafayette, and to the north and northwest of West Lafayette. This pattern of development is expected to continue. The dwelling unit forecasts were based in part on existing development activity which documents that the community has over 10,500 dwelling units in the approved pipeline. Employment forecasts were based on existing trends, and finalized in conjunction with local economic development leaders.

Table 1. Socioeconomic Data Summary

	1970	1980	1990	2000	2030 est.
Total Population	109,378	121,702	130,598	148,955	216,832
Total # of Dwelling Units	34,197	43,130	48,134	58,343	95,616
Number of Households	32,320	40,681	45,618	55,266	89,647
Persons per Household	3.00	2.59	2.50	2.42	2.25
Total Employment	52,015	64,915	80,290	99,143	120,000
Vehicles	49,053	68,460	83,690	106,504	179,274
Vehicles per Household	1.52	1.68	1.83	1.93	2.0

Source: U.S. Department of Commerce: Bureau of the Census, Census of Population and Housing, and Bureau of Economic Analysis, Regional Economic Information Systems; Division of Housing and Food Services, Purdue University, APC Land Use Survey; and APC Staff Analysis,

THE PLAN

The *2030 Transportation Plan* (Figure 4, *Transportation Plan for 2030* on page 20, and Table 3, Project List for the *Transportation Plan for 2030* on page 21) continues the long range planning emphasis from previous Plans by creating additional alternatives routes, such as circumferential streets, to divert traffic off existing congested streets. It recommends improving circulation through expanding and upgrading the road network and contains a detailed list of projects. The Plan documents recent progress, emerging transportation issues, and future concerns the community will need to address.

The Plan is a joint effort by the staffs of the Area Plan Commission (APC), Tippecanoe County, Lafayette, and West Lafayette, with input from Purdue University, the local transit provider (CityBus) and the Indiana Department of Transportation. The Plan has been reviewed and approved by the Area Plan Commission and its Citizens Participation, Transportation Study, Technical, and Administrative Committees. INDOT maintains a separate list of needed improvements for State highways; the Plan supports those state projects. However, the community has identified additional needs not yet included in the State's schedule; those have been included in the Plan for illustrative purposes. The list of those state projects is contained in a letter from INDOT, included as Appendix 1, INDOT Comments with an accompanying map.

COSTS AND FEDERAL FUNDING

Obtaining the financial resources to implement the projects in the Plan will be the greatest challenge facing the community's transportation needs. As listed in Table 3, Project List for the Transportation Plan for 2030, the estimated cost of all highway projects in the *Transportation Plan for 2030* is $910,081,000.

One of the primary funding sources for improvements to the transportation system is from the U.S. Department of Transportation. With the uncertainties in Federal funding beyond SAFETEA-LU (the current federal highway act) we can only estimate the nature and level of Federal funding that will be available over the next 24 years. This Plan anticipates needing $105,208,000 in Federal funding in that time period (Table 4, Federal Aid Project List for 2030), which is consistent with the estimated $105,156,400 that this community might reasonably expect to receive (assuming a 2% growth in Federal funding each year starting with the average of the last three years).

The *Transportation Plan for 2030* is a comprehensive assessment of the communities needs and proposes solutions to meet our major transportation problems. This Plan is a tool that prepares the community to make the necessary improvements to our road network as funds become available.

Chapter 1

INTRODUCTION

The *Transportation Plan for 2030*, as part of the *Comprehensive Plan for Tippecanoe County*, builds on 30 years of experience starting with the completion of the original Transportation Plan in 1978. This document represents the fourth update to the original Plan and becomes part of the continuous process of planning and implementation which provides our growing community the transportation improvements it so clearly needs.

This Plan, like its predecessors, is the product of a cooperative and comprehensive effort involving public officials, agency staffs and citizens of the community. The process which has generated the listing of solutions to our major issues, and ultimately the plan itself, has been discussed and evaluated in open forums, through the efforts of the Area Plan Commission of Tippecanoe County and its staff.

LOCAL ORGANIZATION AND PROCESS

The Area Plan Commission of Tippecanoe County is designated by the Governor to be the official Metropolitan Planning Organization (MPO). Thus, in addition to local and state mandated functions related to planning and zoning, the agency is responsible for local transportation planning and for review of all federal highway and transit assisted projects and programs within the County. The Executive Director and planning staff carry out a variety of technical tasks that support the transportation planning functions.

Area Plan Commission decisions are informed by four standing committees (Administrative, Technical Transportation, Transportation Study, and Citizens Participation) created to oversee the planning process and to advise on important decisions and resolutions. Each was heavily involved in the process culminating in this Plan Update.

- The Administrative Committee provides the counsel of elected and appointed officials involved with policy, administrative and fiscal decisions. Members of this committee ultimately have important responsibilities for implementing the plan's recommendations. The committee meets as needed in open advertised public meetings.
- The Technical Transportation Committee provides the advice and knowledge of various agency engineers, planners, traffic police, transit operator, Purdue University and the Purdue Airport, and INDOT. Members have important responsibilities for designing, operating, and maintaining the transportation system. The Committee meets every month in open advertised public meetings.
- The Transportation Study Committee is comprised of four members from the Area Plan Commission. They are charged with providing advice to the APC staff related to the agency's transportation program. The committee meets as needed in open advertised public meetings.
- The Citizens Participation Committee provides ideas and comments from a representative group of persons from throughout the private sector of the community. These citizens provide important observations in evaluating and suggesting projects. The Committee meets approximately every other month and has a roster mailing of over 50 which includes neighborhood organizations, minority organizations, League of Women Voters, all local media, and other interest groups.

The goals and objectives that give direction to comprehensive planning in Tippecanoe County were generated through the efforts of the Citizens Participation Committee in 1976. That effort reached hundreds of citizens and culminated in the APC publication: *Goals and Objectives Formulation Process* that is summarized in Chapter II of the original 1978 Transportation Plan.

The Citizens Participation Committee slightly revised the goal relating to transportation in 2005, and is included in Appendix 2, Transportation Planning Goal.

Review and adoption of *Transportation Plan for 2030* was accomplished during the winter of 2005-2006 through input by the Administrative Committee, Citizens Participation Committee, Transportation Study, and the Technical Transportation Committee. Suggestions and comments throughout the review period were incorporated in the Plan where appropriate.

LOCAL MAJOR ISSUES

While this Plan makes specific project recommendations, the following issues are larger than a single project and affect the long term health and quality of life of this community:

- Completion of the Hoosier Heartland Corridor is long overdue and will significantly improve safety for all road users. It will provide better access and improve freight movement into and out of the community.
- Completion of US-231 around the west side of West Lafayette will significantly improve access to Purdue University and relieve congestion at several locations in West Lafayette.
- Critical Capacity and Safety locations need to be addressed in the community. Most notably on SR-26 from Earl Avenue to I-65, and on US-52 from Yeager to Morehouse Road.
- Continued emphasis on circumferential routes that will provide alternatives for existing congested streets, whether by improving existing roads or new construction.
- Changing from rural to urban road cross-sections with curb, gutter, sidewalk and trails is essential to catch up with development in several urban growth areas.
- Adequate funding for needed improvement. Even with the recent expectation of increased state assistance, the needs identified in the Plan exceed the available funding options.
- Continued health of CityBus.
- Bicycle and pedestrian facilities need to be expanded to provide a more viable alternative. An update of the current Bicycle and Pedestrian Plan is scheduled in the MPO work program.
- Intermodal transportation considerations are a growing issue because of a healthy economy, the vitality of the railroads in this community, the presence of the Purdue University Airport, and the increase in truck traffic on our highways.

ACCOMPLISHMENTS UNDER THE 2025 PLAN

Since the completion of the most recent transportation plan in 2001, there has been significant progress in implanting needed road improvements. The following projects have been completed:

- Twyckenham from Old Romney Road to 18th Street
- 18th Street from Brady Lane to CR 350 South
- CR 430 South from 9th to 18th Streets
- Farabee Drive from Kossuth Street to SR 26
- Shenandoah Drive from Union to Rome Drive
- Erie Street from 18th Street to Underwood Street
- N 9th Street from Greenbush to south of US 52
- CR 550 E from SR 26 to McCarty Lane
- McCarty Lane from CR 500 E to CR 550 E and a new bridge over I-65
- Stable Drive from CR 500 E to CR 550 E
- CR 200 S from Dayton Road to CR 900E
- Kalberer Road from Soldiers Home Road to Salisbury Street
- Lindberg Road from McCormick to Northwestern (US 231)
- US 231 from SR 26 to the Wabash River Bridge
- South River Road from Granville Road to CR 300 W
- CR 200N from CR 500 E to CR 600 E

The following projects are currently under construction:

- Brady Lane from 18th Street to US 52
- Greenbush from US 52 to Creasy Lane
- Park East Blvd extended to McCarty Lane
- SR 43 from I-65 to CR 725 N
- Tapawingo Drive South from SR 26 to US 231

The following Projects are currently in design or right-of-way:

- Hoosier Heartland Corridor from Lafayette to Delphi
- US 231 from South River Rd to US 52
- Cumberland Avenue extension to Klondike Road
- Concord Road from Brady to CR 350 S
- South River Road West of CR350
- McCarty Lane extension to SR-26

INTERMODALISM

The transportation goals of the MPO were adopted by a broad based grass roots planning effort and strongly emphasize multiple modes of transportation (Appendix 2, Transportation Planning Goal). This Plan continues to build on the foundation of previous Transportation Plans that advocate and encourage the use of alternatives to the automobile.

Bicycle and Pedestrian

The adopted Bicycle and Pedestrian Plan continues to play a major role in both Cities and the County. All jurisdictions have applied for special enhancement funding, and several have been successful. Both Cities, as well as the County, are placing greater emphasis on bicycle and pedestrian travel. The City of West Lafayette has been successful in building major portions of a loop system around the City, and Lafayette has extended the Wabash Heritage Trail as well as portions of their Linear Park trail from Beck Lane to 18th Street along railroad right-of-way.

This Plan recognizes that improvements go beyond individual trails and paths to include the design of road improvements and new construction to meet the needs of multiple “design cyclists”. All future improvement needs to include sidewalks, bicycle lanes or a combination of the two, where appropriate.

Air

The Purdue Airport continues to be the second busiest airport in Indiana with approximately 115,000 take-offs and landings. It is a public use airport that supports teaching, research, and has over 100 based aircraft. The Master Airport Plan was updated in 2001 and is scheduled to be updated again in 2011. Repair and maintenance improvements continue to be completed in compliance with the long-term Master Airport Plan which ultimately will relocate the terminal building to a site near the intersection of US 231 and SR 26 just east of the runways.

Transit

Since the restored historic railroad Depot was relocated to the foot of Main Street it serves as a multi-modal terminal facility serving: AMTRAK, inter-city buses, CityBus (the local transit provider) and taxi service. Additionally it serves as a trail head for bicycle and pedestrian trails that extend from this hub on the banks of the Wabash River. The primary information center for CityBus is housed in its lower level, and CityBus has expanded the impact of this hub by building a childcare center nearby.

CityBus continues as the primary source of public transportation in our urban area. Mass transit, even at CityBus's scale, adds flexibility to our urban area transportation system and provides a viable alternative to the automobile. It represents an energy efficient way to travel, and increases mobility of the young, the poor, the elderly and the handicapped. The system

continues to be successful, by expanding service and increasing ridership (Table 2, CityBus Ridership Summary, 1998-2005). Routes continue to be monitored, modified and created to meet the emerging needs.

Table 2. CityBus Ridership Summary, 1998-2005

Year	Riders:	Percent Increase:
1998	1,695,702	--
1999	2,135,333	25.93%
2000	2,861,573	34.01%
2001	3,182,325	11.21%
2002	3,579,053	12.47%
2003	3,910,057	9.29%
2004	4,255,571	8.84%
2005	4,301,043	1.07%

As a means to reduce parking and congestion on the Purdue Campus, the University and CityBus's agreement to allow unlimited bus use has been highly successful allowing students, facility, and staff to ride anywhere in Greater Lafayette by simply showing an ID card. Currently the Corporation is analyzing the growth areas on the south and east sides of the community to assess how best to provide service. In 2000, the CityBus Board of Directors approved a Strategic Plan. Unlike the five year Transportation Development Plan, it is designed to provide broad policy guidance to the Corporation over the next several years. The plan sets out four goals:

- Increase the number of transit riders by promoting more transit-friendly development and transportation policies.
- Plan for growth: fleet and maintenance infrastructure.
- Improve the ease and use of public transportation by using available technology.
- Maximize funding sources to meet daily service levels and provide necessary capital improvements.

TEA 21's PLANNING FACTORS

This plan has been prepared to comply with the Transportation Efficiency Act for the 21st Century. As such Metropolitan Planning Organizations are required to consider and include the following seven factors in developing transportation plans and programs:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency

To support and improve the quality of life in the community, this Plan is part of the *Comprehensive Plan for Tippecanoe County* that was adopted in 1981 and provides for orderly growth and provision of services to all of Tippecanoe County. Goals adopted in the *Comprehensive Plan for Tippecanoe County* acknowledged the historically strong local economy and transportation's role in supporting economic development (Appendix 2, Transportation Planning Goal). This Plan continues those specific goals and objectives. All of the components of the Comprehensive Plan strengthen the connections between different modes of transportation and includes not only the Transportation Plan, but also a: Thoroughfare Plan, Bicycle and Pedestrian Plan, Land Use Plan, Housing Plan, Neighborhood Plans and a Parks and Recreation Plan.

The *Transportation Plan for 2030* seeks to: reduce travel time, maintain on-time delivery service, and reduce lost productivity by strengthening and improving the network circulation. One objective this Plan incorporates is connectivity and ease of movement by persons and goods in and through the area. It continues to develop multiple circumferential ring road systems around the community, and strengthen the cross routes. Improvements to the major corridors that bring commuter traffic from surrounding counties are specifically targeted.

Increase the safety and security of the transportation system for motorized and nonmotorized users.

This Plan continues to emphasize increased safety and security for both motorized and non-motorized users in the following ways:

- The projects contained in the Plan reduce congestion by providing alternative routes to satisfy user needs. With reduced congestion, conflicts are reduced and safety is enhanced.
- For all road improvements, industry safety and design standards, as well as those delineated in the Thoroughfare Plan, will be utilized.
- In addition to road design standards, all improvement projects incorporate safety considerations for bicyclists and pedestrians through the adopted transportation goal to encourage provisions for all modes of travel.
- The Plan advocates construction of grade separations to reduce motor vehicle and train conflicts.
- The Plan includes implementation of projects identified in the Transit Development Plan and the Bicycle and Pedestrian Plan, such as context sensitive design measures for pedestrian and bicycle safety around Purdue.
- The Plan encourages development of a highway system that diverts through traffic away from residential neighborhoods while still providing accessibility.
- Current and historic vehicle crash analysis was considered in the development of the list of projects in the Plan.

Increase the accessibility and mobility options available to people and freight.

This Plan strengthens and creates accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All citizens, travelers, and businesses benefit from this dual approach.

Improving travel time is of the utmost concern for moving both people and freight. This Plan reduces travel and delivery time by increasing accessibility through the development of circular or ring road systems with major radial connections. Improvements are also targeted for the corridors that connect to and from other counties and states.

Increasing bicycle and pedestrian mobility, as well as the safety of transit riders is advanced because all proposed road improvements are required to include provisions for these two modes. When sidewalks are available it is safer for transit users and provides more options for bicyclists and pedestrians.

Protect and enhance the environment, promote energy conservation, and improve quality of life.

This Plan incorporates these three goals by being part of the *Comprehensive Plan for Tippecanoe County* which guides all future development into a compact pattern to reduce urban sprawl. Benefits include less travel, less fuel consumption, and a cleaner environment that combine to enhance the quality of life.

This Plan builds on the multi-modal foundation of previous plans. Transit use, bicycling, and walking continue to play a greater role in this community, and this plan advocates for even more intermodal facilities. Not only do new road improvements incorporate these modes of travel, this Plan and the other elements of the *Comprehensive Plan for Tippecanoe County* contain improvements specifically for these modes. Multi-modal travel promotes energy conservation and improves the quality of life. The Plan also advocates the use of joint corridors and corridor reuse wherever possible by using existing corridors for new construction and road widening.

All Federal Aid construction projects will follow applicable INDOT, FHWA, IDEM, and EPA guidelines regarding environmental protection.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

As part of the original 1978 transportation plan, citizens established an objective to develop an area-wide circulation network to accommodate present and anticipated future traffic demands. This Plan continues to recommend projects that strengthen connections throughout the community by advancing ring and radial routing that connect all National Highway System Roads, as well as major principal corridor arterials in both cities.

The *Transportation Plan for 2030* builds upon the multi-modal plans and programs of previous plans. Transit use, bicycling, and walking play a increased role in this community and this plan advocates for better pedestrian facilities to transit stops and well as bicycle facilities for transportation purposes. The APC works closely with CityBus to assist them in serving the community, because multi-modal travel not only promotes energy conservation it also improves the quality of life.

Promote efficient system management and operation

This goal encompasses a wide spectrum of tasks and projects. It begins with continued monitoring and maintenance of the existing road system, identification of deficiencies within the system, and then targeting specific projects.

It is the intent of the member jurisdictions to preserve existing transportation facilities through maintenance and repair programs and to utilize existing transportation facilities more efficiently, where practicable. The concept of corridor reuse and joint corridor use has been adopted for several projects in the community: the Hoosier Heartland corridor will share an alignment with the current Norfolk Southern tracks, thus placing two modes in one corridor, and reducing both the number of road crossings as well as rail crossings. Additionally, the new ring roads around Purdue University primarily utilize existing facilities and many projects include adding travel lanes to preserve the corridor.

Infrastructure management programs promote efficient operation through better management and member communities use a variety of such systems. Those programs help translate needs into projects that will be included as maintenance and capital improvements, such as traffic engineering projects, access management plans, and reduction or elimination of rail/street crossings, in future budgets and the Transportation Improvement Program.

Emphasize the preservation of the existing transportation system.

The community is very concerned about ensuring that its current facilities are maintained so as to optimize scarce financial resources. Member jurisdictions have maintenance and repair programs to insure system preservation and plan to utilize existing transportation facilities more efficiently, where practicable.

Many road improvements in the community will use existing corridors as evidenced by the number of road widening and improvement projects. Several roads will be reconstructed within existing corridors such as the Purdue ring roads as will many of the two lane improvement projects at the urban fringe.

ENVIRONMENTAL JUSTICE ASSESSMENT

A recent area of concern at the national level has been to ensure that proposed improvements in this Plan would not disproportionately impact minorities (African American, Hispanic, Asian, and American Indian) and persons of low income, commonly known as the three principles of Environmental Justice. This assessment further amplifies and strengthens Title VI.

Specific steps were developed for this Plan. Each step addresses a specific goal. Proposed improvements were evaluated relative to Census blocks that have a higher than average number of minorities or persons of low income. Additional outreach to minority groups has been accomplished through our public involvement process. After assessment, indicating minimal or no impact, then proposed projects are scheduled based on need and funding.

Principal One: Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

To identify whether a project disproportionately impacts minority and low income persons, two levels of analysis were conducted: macro and micro. On a macro level, projects were evaluated and if there was an impact they were further evaluated on a micro level.

For the macro review, maps were created showing the proposed improvements and areas of concentrated minority group and/or low-income population based on the 2000 Census data at block level. These maps highlight those blocks demonstrating higher than average target populations. Projects that were: located in blocks with less than average target populations, under construction, starting construction shortly, or that will be funded using only local funding, were not forwarded to the micro level review.

A micro review was then conducted for projects that may have an environmental justice concern. Using aerial photos from 2002, projects were examined individually. Each project was evaluated according to the nine concerns: displacement of residents; increase in noise and air pollution; creation of barriers in neighborhoods; destruction of natural habitat; reduction in access to transit; displacement of persons, businesses, farms, nonprofit organizations; increase in traffic congestion; and isolation.

Results of the micro review range from as many as five concerns per project to none. Most of the impacts are due to road widening types of improvements that involve dislocations and relocations. In the urban area the impacts also included potential barriers between neighborhoods and increase noise and air pollution, with rural and urban edge areas involving natural habitats. Almost 70% of projects have two or fewer potential impacts. There are three projects that scored five concerns, four projects scored four, and four projects that were determined to have three areas of concern.

These issues will be addressed in the environmental phase of each project. Proper engineering will be able to mitigate some of the issues, and reducing the right-of-way where appropriate may reduce the dislocation of residents and businesses. Many of the projects involve widening corridors that already exist, and mitigation measures can be employed to minimize negative impacts.

Principal Two: Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

There were multiple opportunities for potentially affected parties to have a voice in the decision making process used in creating this Plan. Discussions about the Plan began with the Citizens Participation Committee while members were reviewing proposed revisions to the Thoroughfare Plan in 2005. At the next meeting a list of proposed projects was brought back to CPC for its input as was the final *Transportation Plan for 2030* at a formal public hearing and vote to recommend it to APC. Press releases were sent to local media resulting in meetings being listed in the local meeting section. The press attended and reported the latter two meetings. Comments received are included in Appendix 3, Citizen Comments

Two open public meetings of the Area Plan Commissions' Transportation Study Committee were held to review the data, projects and direction, and to seek input on the Plan and the process.

The Technical Transportation Committee assisted with the Plan development at three regular meetings to review development patterns and socioeconomic information, recommend additional projects to be incorporated into the Plan, to prioritize the projects, and recommend the Plan to the APC. The meetings were open forum public meetings and were covered by both broadcast and print media.

Input from the Administrative Committee was obtained at two public meetings; both covered by print and broadcast media.

Principal Three: Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

Projects proposed in this Plan were identified from deficiencies shown in earlier traffic modeling and through public input and comment. The phasing of projects was based on need and anticipated financing.

Chapter 2

METHODOLOGY

DEVELOPING AREA WIDE FORECASTS

The methodology for this Plan is slightly different than past efforts, but uses and builds on the community's earlier Transportation Plans. In previous plans, area wide traffic forecasts were simulated using a computer model based on socioeconomic forecasts, road deficiencies would be noted, and construction projects identified to correct those deficiencies. The forecasted traffic volumes and deficiencies documented in the *Transportation Plan for 2025* are still valid and were used as inputs into this Plan.

Since there was an ample list of projects from the 2025 plan, consistent community development allowing needs to be easily identified, and time and staffing constraints, it was decided to forgo forecasting area traffic volumes. Rather, a streamlined planning process was devised that:

- Updated the forecasted socioeconomic information,
- Built on the projects contained in the 2025 Plan, and then
- Used APC's existing committee structure to obtain technical and community input to identify deficiencies to meet the community's needs to 2030.

Area wide socioeconomic forecasts to the year 2030 were completed showing growth in dwelling units, population, employment and vehicle ownership (Table 1, Socioeconomic Data Summary). These socioeconomic variables were then disaggregated to traffic zones (small geographic areas, see Appendix 4) to illustrate where growth is expected. These forecasts, and the network deficiencies identified in the 2025 Plan, were then reviewed by the Area Plan Commission's Citizens, Technical, Transportation Study, and Administrative Committees. These committees examined the list of projects from the 2025 Plan and then supplemented it to meet the needs to the year 2030. Thus, the projects contained in the *Transportation Plan for 2030* were based on historic trends, current circumstances, forecasts of dwelling units and employment growth areas, and known deficiencies.

Table 1. Socioeconomic Data Summary

	1970	1980	1990	2000	2030 est.
Total Population	109,378	121,702	130,598	148,955	216,832
Total # of Dwelling Units	34,197	43,130	48,134	58,343	95,616
Number of Households	32,320	40,681	45,618	55,266	89,647
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Vehicles per Household	1.52	1.68	1.83	1.93	2.0

Source: U.S. Department of Commerce: Bureau of the Census, Census of Population and Housing, and Bureau of Economic Analysis, Regional Economic Information Systems; Division of Housing and Food Services, Purdue University, APC Land Use Survey; and APC Staff Analysis,

Employment

The US Department of Commerce, Bureau of Economic Analysis (BEA) employment data was adopted for the base year of 2003. BEA data was used because it was comprehensive and included part time, sole proprietors, as well as full time workers. The BEA reported that there were 94,994 jobs in Tippecanoe County in 2003 with the retail sector accounting for 18.7% of all

workers. Historical data indicates the percent of persons employed in retail versus non-retail have remained relatively constant and we anticipate that relationship will continue.

After conferring with local economic development organizations, evaluating past employment trends and previous forecasts, we estimate employment will grow to 120,000 jobs by 2030. This was based, on two trends. Initially, growth in employment will occur at a slow pace – still recovering from the recession in early 2000 and the impact of 9-11. We anticipate that by 2009, the County will again reach its previous peak employment of 99,000 jobs. After 2009, employment is anticipated to grow steadily and increase about 1,000 jobs each year.

Dwelling Units

In 2003, there were 63,816 dwelling units in the County as reported by the Area Plan Commission's 2003 land use survey of Tippecanoe County. This is corroborated by the 2000 U S Bureau of the Census decennial census data that was supplemented with local building permit data. The 2000 Census counted 58,343 dwelling units in Tippecanoe County on April 1, 2000. By taking into account dwelling units added and lost, through demolition or conversion, the land use survey and the supplemented Census data differ by less than one-percent.

Vacancy rates in this community have varied widely over time, typically with single family rates lower than rental units. The 2000 Census of Housing estimated that the occupancy rate was 94.7% for all types of housing units in Tippecanoe County. In 2003 the vacancy rates were on the high end of the cycle with both rental and owner occupied units perhaps twice their normal rate. This trend is expected to improve over the next few years and then settle into more typical rates. This Plan assumes a total of 60,465 dwelling units were occupied in 2003.

The number of dwelling units grew by 9,000 in the 1970's, 5,000 in the 1980's and by 10,000 in the 1990's. Even while employment dropped since 2000 the number of dwelling units has continued to increase, thus the Plan assumes a strong housing demand in the future with approximately 1,000 new units per year for the next decade and then increasing to 1,300 units per year, for a total of 95,616 dwelling units by 2030

Population

After reviewing various population estimates, this Plan adopted the Census Bureau's 2003 estimate of 154,848 persons in Tippecanoe County. National and local demographic trends were assessed to determine that the average household size will continue to decrease, but at a decreasing rate to 2.3% by 2015, and 2.25 by 2030. The other variable affecting population in this community is the number of people in group quarters (e.g., dormitories, hospitals, jails, etc.), and the Plan assumes that will stay at approximately the same number as in the year 2000.

Thus, based on the increased number of dwelling units and the average household size assumptions, as shown in Table 1, Socioeconomic Data Summary, the Plan forecasts a County population of 216,800 by the year 2030.

Vehicles

The Census Bureau documents the increase in auto ownership and the average number of vehicles per household over time (Table 1, Socioeconomic Data Summary). This trend mimics state and national trends and is expected to continue. This Plan assumes that by the year 2030 households will own an average of two vehicles.

FORECASTS DISTRIBUTED TO TRAFFIC ZONES

To reflect development changes in the community the number of traffic zones were increased from 199 zones used in the 2025 Plan to 281 zones in the this Plan. Zones were divided to more accurately reflect land uses and traffic generation. The majority of new zones are within the urban area, with new zones in the built urban core, the developing fringes, as well as rural areas that has experienced residential growth. Many of the new zones reflect special uses such as schools and commercial developments.

To visualize future employment and housing concentrations, information from a variety of primary and secondary sources were used to map growth by traffic zone. To determine employment and dwelling unit patterns in the future, the Land Use Element of the *Comprehensive Plan for Tippecanoe County* was used as a guide in previous transportation plans and was also used in the preparation of the *Transportation Plan for 2030*.

The Land Use Element forecasts locations for residential, commercial and industrial expansion, as well as those locations best suited to open space and agricultural uses. It was developed within the context of the previously noted goals and objectives that form the basis for our comprehensive planning efforts.

Employment forecasts were distributed among the traffic zones based on the 2025 Plan, existing zoning maps, consultation with the Economic Development Corporation, current events, and the land identified for industrial and commercial uses in the Land Use Element of the *Comprehensive Plan for Tippecanoe County* (Figure 1, 2030 Forecast of Employment Growth).

It is anticipated that future housing will be built within the "Residential Expansion Sectors" identified in the adopted Land Use Plan and Housing Element of the *Comprehensive Plan for Tippecanoe County* (as amended). The Plan promotes a compact development pattern, with sufficient land programmed to house half again as many persons as now live in Tippecanoe County. Yet, areas of prime farmland have been identified and earmarked for continued agricultural usage. Residential expansion areas include:

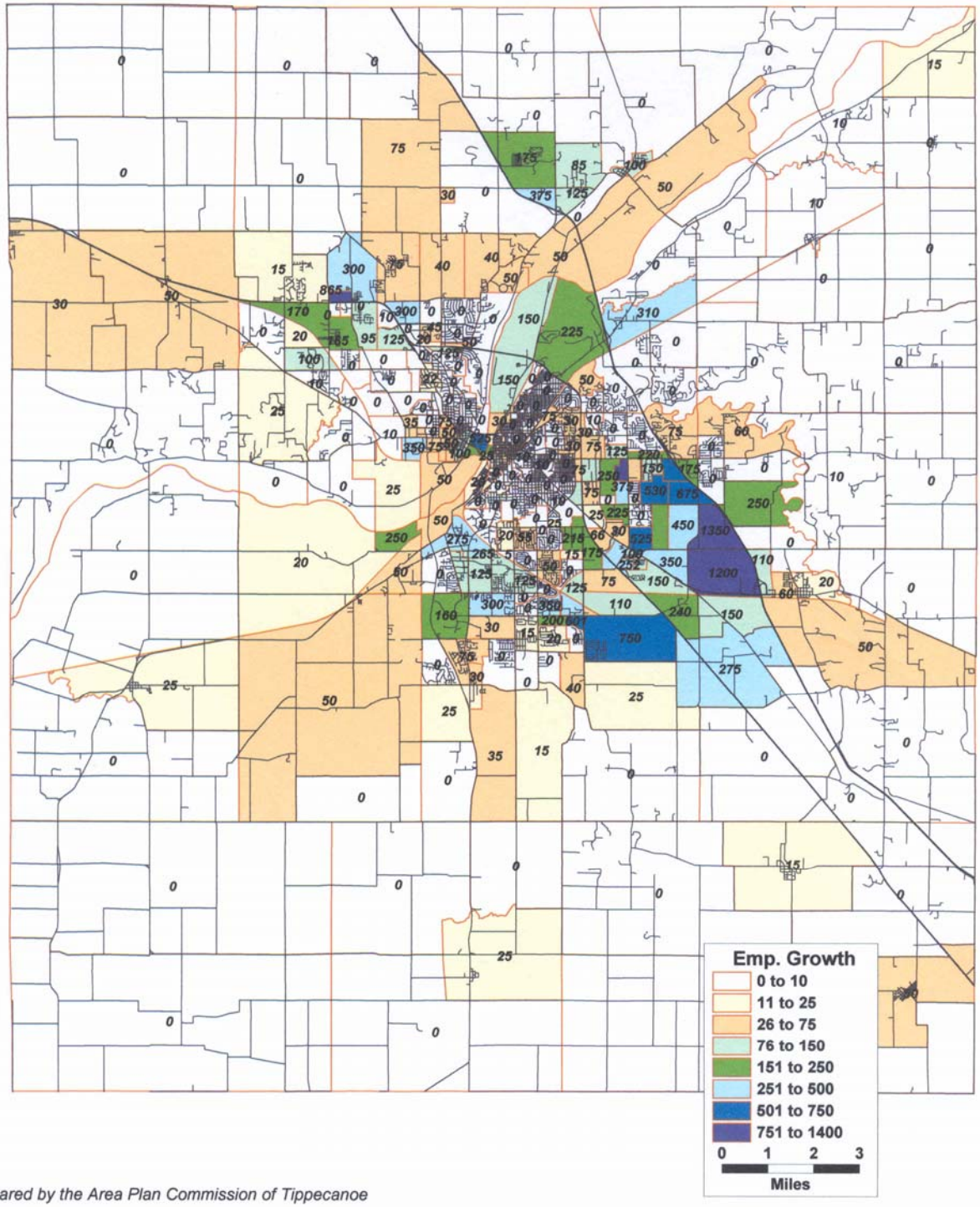
- From the southern urban boundary down to Wea Creek in Wea Township (with some overlap into Fairfield Township);
- From the eastern urban boundary to Wildcat Creek, beyond the intersection of I-65 and SR 26 East in Fairfield Township and western Perry Township;
- From the northern and western urban boundary into Wabash Township;
- Around the small towns of Battle Ground, Clarks Hill, and Dayton; and
- Within the Cities of Lafayette and West Lafayette and the small towns through infilling and intensification.

Two additional source of information were used to allocate future dwelling units to traffic zones: data on existing building permit activity (Figures 2, Residential Building Permits, 2001-2005), and a list of active and proposed subdivisions and planned developments. The list included developments ranging from those completed, to nearly complete, to those just having preliminary approval. The forecasted residential growth areas used in the Plan (Figure 3, 2030 Forecast of Dwelling Units Growth) follow closely the "Residential Expansion Sectors" identified in the Comprehensive Plan.

The full zonal distribution of population, dwelling units, vehicles and employment is in Appendix 5, Detailed Socioeconomic Data.

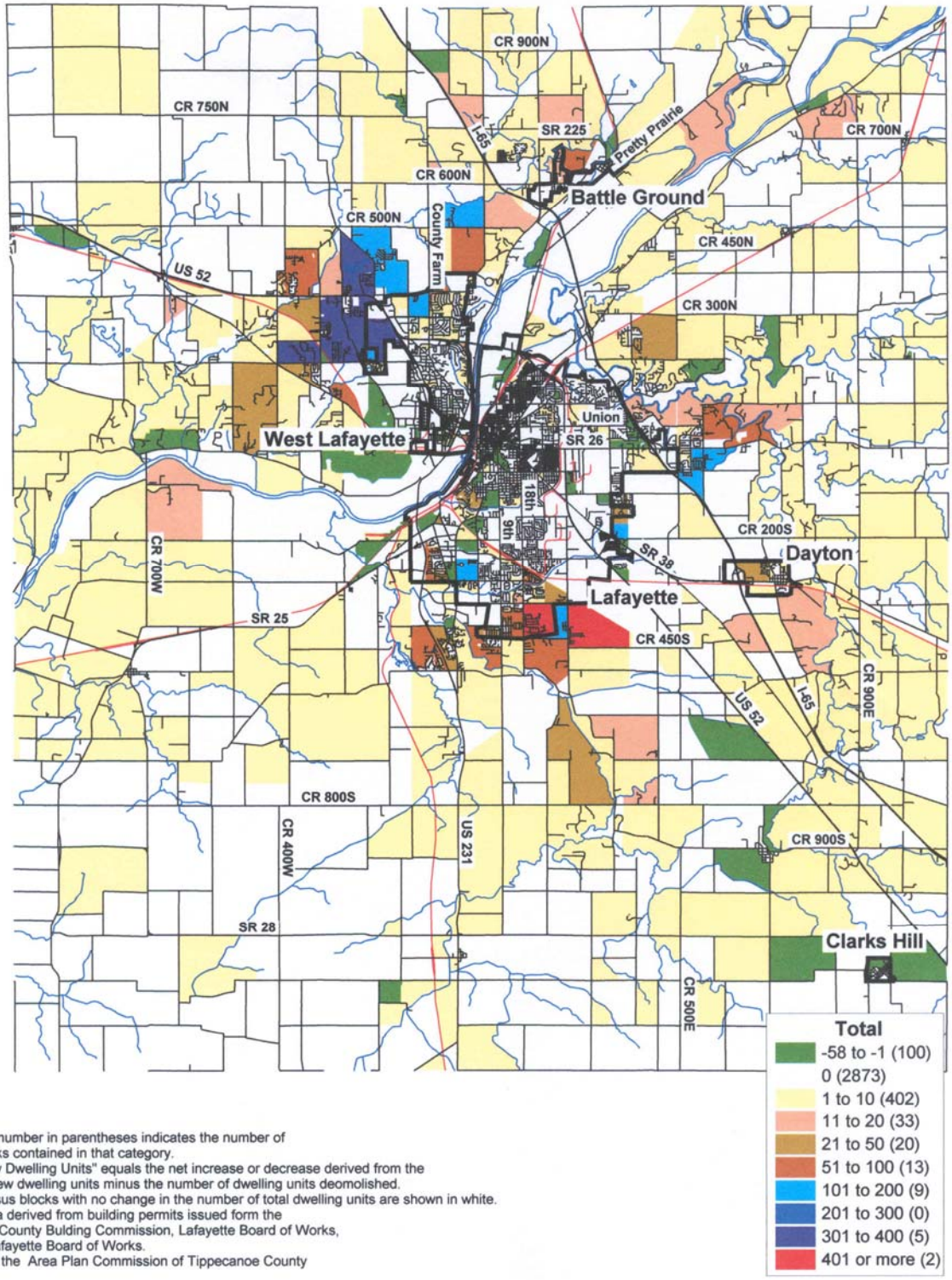
Figure 1

2030 Forecast of Employment Growth



Prepared by the Area Plan Commission of Tippecanoe

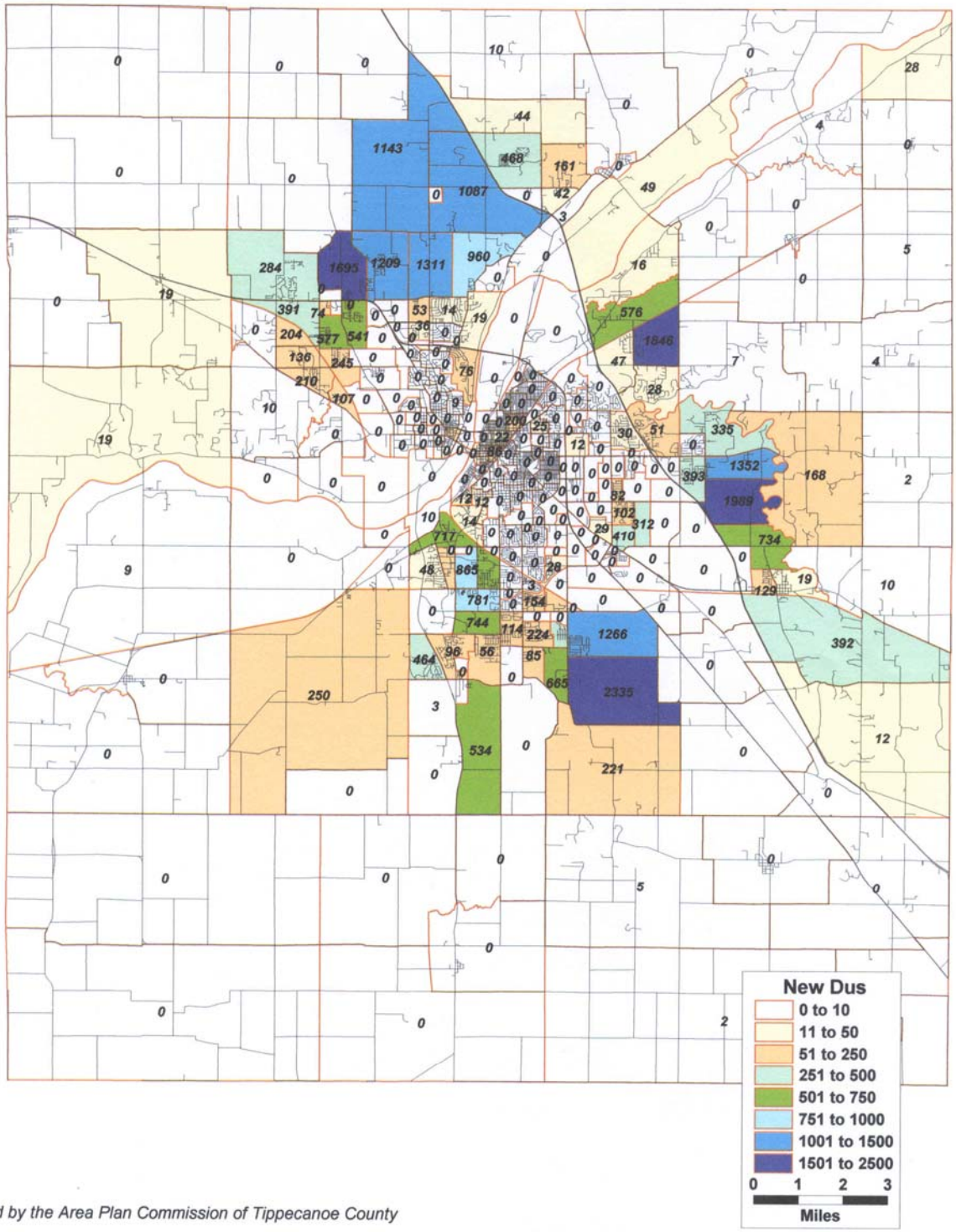
Figure 2
Residential Building Permits, 2001 - 2005



NOTE: The number in parentheses indicates the number of census blocks contained in that category.
NOTE: "New Dwelling Units" equals the net increase or decrease derived from the number of new dwelling units minus the number of dwelling units deomolished.
NOTE: Census blocks with no change in the number of total dwelling units are shown in white.
Source: Data derived from building permits issued form the Tippecanoe County Bulding Commission, Lafayette Board of Works, and West Lafayette Board of Works.
Prepared by the Area Plan Commission of Tippecanoe County

Figure 3

2030 Forecast of Dwelling Unit Growth



Prepared by the Area Plan Commission of Tippecanoe County

Chapter 3

THE PLAN AND IMPLEMENTATION

THE PLAN

Projects proposed in the Transportation Plan for 2030, are based on projects identified but not yet constructed from the technically more rigorous *Transportation Plan for 2025* and extensive community input. This Plan forecasts a possible future, that will be revisited to meet the changing conditions and needs. It is but one component among many that serves as a way to achieve overall community-wide goals. Through this plan, we can only provide an overview, and context for addressing change. Responsible agencies will need to be alert to the realities of urban development, and modify these strategies as needed.

The *Transportation Plan for 2030* (Figure 4, Transportation Plan for 2030, and Table 3, Project List for the *Transportation Plan for 2030*) documents what the community's road network will be if all the proposed improvements are completed by 2030. It continues the planning emphasis from previous Plans by creating additional alternatives streets, and circumferential routes to divert traffic off existing congested streets. It recommends improving circulation through expanding and upgrading the road network, and contains a detailed list of individual projects as well as documents the emerging issues, recent progress, and future concerns.

The Plan is a joint effort by the staff of APC, Tippecanoe County, Lafayette, and West Lafayette, with input from Purdue University, CityBus, and the Indiana Department of Transportation. The Plan has been reviewed and approval by the Area Plan Commission and its: Citizens Participation, Transportation Study, Technical, and Administrative Committees. INDOT maintains a separate list of needed improvements for the State highways, and this Plan supports those state projects. However, the community has identified additional needs not yet foreseen by the State; those projects have been included in this Plan for illustrative purposes. The list of those state projects is contained in a letter from INDOT and included in Appendix 1, INDOT Comments with an accompanying map.

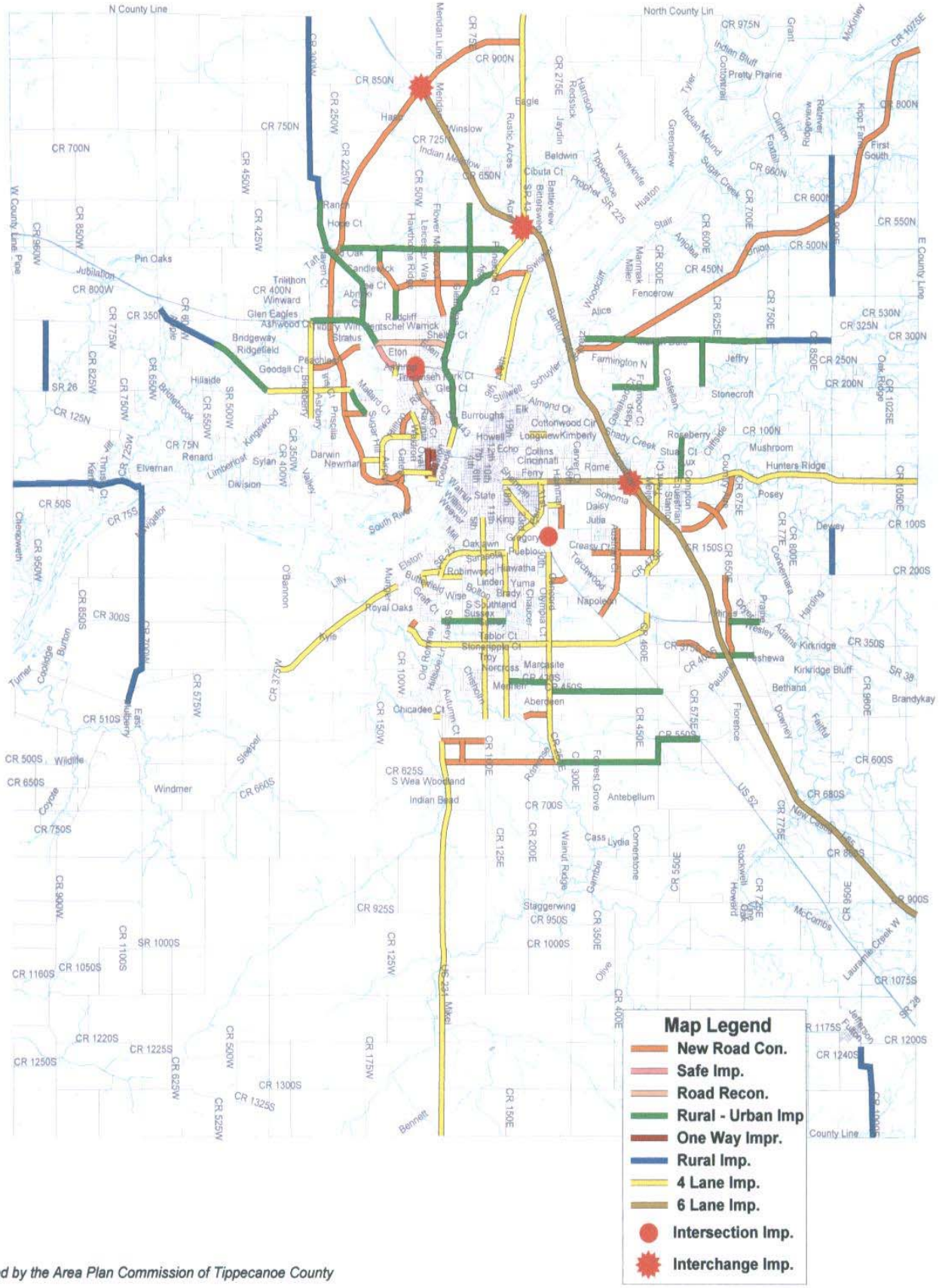
Because of the cost and chronically scarce funding, the Plan's proposed network improvements will be implemented over time when the financial resources become available. They can not be constructed in a short period of time, because each improvement must first be fully designed, right-of-way acquired by negotiating with property owners, construction funding secured, and then construction can take years depending on a project's complexity.

COSTS

Obtaining the financial resources to implement the projects in the Plan will be the greatest challenge facing the community's transportation needs. As listed in Table 3, Transportation Plan for 2030 Project List, the total estimated cost of all highway projects in the *Transportation Plan for 2030* is almost one billion dollars in constant 2005 dollars ($910,081,000). Proposed State Highway projects make up 56% of the total. Improvements to our local street and highway network account for 35%. The remaining 8% would result from private development. One third of all expenses involve just three projects: the US 231 relocation to I-65, the Hoosier Heartland Corridor, and the widening I-65. Anticipated costs are summarized in Table 3 Project List for the *Transportation Plan for 2030*.

One of the primary funding sources for improvements to the transportation system is from the US Department of Transportation. With the uncertainties in Federal funding beyond SAFETEA-LU, we can only estimate the nature and amount of Federal funding that will be available over

Figure 4
Transportation Plan for 2030



Prepared by the Area Plan Commission of Tippecanoe County

Table 3, Project List for *Transportation Plan for 2030*

Project	Location	Total Cost
Lafayette		
Concord	Teal/US-52 to Brady	4,800,000
Concord	Brady to CR 350S	3,220,000
South 9th	Twyckenham to CR 350S	3,600,000
South 18th	CR 350S to CR 430S	3,600,000
Old Romney Rd	SR 25 to Twyckenham	1,270,000
SR 25	Old Romney to Old US 231	3,290,000
Old US 231	SR 25 to Beck Lane	950,000
South 9th	CR 350S to CR 430S	2,300,000
South 18th	Teal to Brady Lane	3,900,000
SR 25	Old US 231 to Teal	4,760,000
Beck Lane	Old US 231 to Poland Hill	2,010,000
Greenbush	Elmwood to US 52	3,000,000
Main Street	18th To McCarty Lane	4,060,000
Earl Avenue	South Street to Teal Road	3,770,000
South Street	Main Street to Earl Avenue	6,440,000
Kossuth	US 52 to Farabee Drive	2,340,000
Duncan Rd	N of US 52 to N 9th St Rd	1,360,000
South 9th	Teal to Beck Lane	2,090,000
South 9th	Owen to Teal	3,120,000
Teal	S. 4th to 9th Street	3,810,000
Teal	9th Street to 18th Street	3,660,000
Ortman	Old US 231 to 18th Street	5,400,000
TOTAL		73,030,000
West Lafayette		
Salisbury	Meridian to Riley	1,000,000
Salisbury	Riley to Rainbow	700,000
Salisbury	Rainbow to Navajo	750,000
Cumberland	US 52 to Yeager	1,200,000
Cumberland	Yeager to Salisbury	1,300,000
Cumberland	Salisbury to Soldiers Home	1,620,000
Soldiers Home	US 52 to Kalberer	5,000,000
Soldiers Home	Kalberer to City Limits	4,450,000
Happy Hollow	US 52 to N. River Road	3,770,000
Yeager	US 52 to Northwestern	1,900,000
Yeager	Kalberer to City Limits	1,200,000
Salisbury	At US 52	1,150,000
N. River Road & Harrison Bridge	Dehart to Happy Hollow & Interchange at SR 43	2,700,000
TOTAL		25,050,000
Purdue Area Improvements		
Williams/Harrison	S. Intramural to US 231	6,900,000
Grant/Chauncey	Fowler to Williams	775,000
Stadium	Intramural to Northwestern	4,100,000
Harrison/Airport	State to S. Intramural	5,000,000
McCormick	State to N. Intramural	5,100,000
N. Intramural	Northwestern to Stadium	4,300,000
Northwestern	Intramural to Stadium	3,900,000
TOTAL		30,075,000

Project	Location	Total Cost
Tippecanoe County		
Cumberland Ext.	Cumberland ex. - Klondike.	5,200,000
McCarty Lane	CR 550E to SR 26	6,900,000
Klondike	US 52 to Lindberg	6,110,000
Klondike	Lindberg to SR 26	2,460,000
SR 26	US 231 to Airport Road	1,810,000
Concord Rd	CR 350S to CR 430S	3,600,000
Jackson Hwy	UAB to SR 26	3,900,000
Morehouse rd.	CR 600N to US 52	7,370,000
Concord Rd	CR 430S to CR 600S	4,350,000
North 9th St.	Swisher to Duncan Rd.	9,720,000
Jackson Hwy	CR 650W to UAB	3,680,000
Morehouse Rd.	County Line to CR 600N	10,140,000
Soldiers Home	City Limits To N. River Rd	1,568,000
McCormick	Lindberg to Cherry	1,900,000
S. 9th	CR 430S to CR 510S	3,490,000
S. 18th	CR 430S to CR 510S	3,240,000
Cherry Ln	US 231 to McCormick Rd.	2,330,000
CR 900E	SR 25 to CR 800N	1,020,000
CR 500S	New US 231 to Old US 231	820,000
Lindberg	Klondike to McCormick	3,770,000
Lindberg	SR 26 to Klondike	4,140,000
CR 500E	SR 26 to Haggerty	8,660,000
CR 430S	18th St. to Concord Rd.	2,430,000
CR 450S	Concord Rd. to US 52	6,440,000
S. River Road	County Line to CR 700W	7,570,000
CR 500N	CR 225W to CR 75E	5,150,000
North Yeager	Curve Correction/ 500N	2,300,000
CR 300N	SR 25 to CR 750E	4,020,000
CR 300N	CR 750E to CR 900E	3,700,000
CR 350/400S	New Castle to Dayton Rd	4,610,000
CR 75E	CR 600N to Soldiers Home	4,210,000
CR 100E	CR 1000S to SR 28	2,450,000
CR 500E	CR 200N to CR 300N	2,430,000
CR 600E	CR 200N to CR 300N	2,450,000
CR 900E	CR 100S to CR 200S	2,430,000
CR 900E	CR 400N to CR 700N	7,400,000
CR 975E	Railroad to CR 1300S	5,340,000
CR 700W	SR 25 to Division Rd	11,710,000
CR 925W	CR 350N to SR 26	3,680,000
CR 200N	CR 400E to CR 500E	2,500,000
CR 550E	SR 26 to CR 100N	2,300,000
CR 600S	Wea Sch. Rd to CR 450E	4,510,000
CR 600S, 500E & CR 550S	CR 450E to US 52	4,800,000
TOTAL		188,908,000

Table 3, Project List for *Transportation Plan for 2030* (cont.)

Project	Location	Total Cost
Indiana Department of Transportation		
SR 25	Hoosier Heartland	67,870,000
SR 25 (350S)	New US 231 to Poland Hill	5,870,000
SR 25 (350S)	Poland Hill to Concord Rd.	8,210,000
SR 25 (350S)	Concord Rd. to US 52	7,060,000
SR 25 (350S)	US 52 to SR 38	3,860,000
SR 25	CR 375W to CR 100W	13,460,000
SR 26	I-65 to CR 550E	7,670,000
SR 26	CR 550E to CR 900E	13,790,000
SR 26	CR 900E to County Line	8,250,000
SR 26	At US 52	4,540,000
SR 26	US 52 to I-65	9,760,000
SR 26	At I-65	5,810,000
SR 26	31st St. to west of US 52	2,232,000
SR 38	Through Dayton	2,580,000
SR 38	At US 52	1,096,000
SR 43	I-65 to CR 725N	8,000,000
SR 43	CR 725N to County Line	10,830,000
SR 43	At I-65	5,800,000
SR 43	State Park Road to I-65	5,790,000
SR 43B	I-65 to SR 43	13,300,000
US 52	Klondike to Cumberland	8,550,000
US 52	Cumberland to Yeager	1,700,000
US 231	S. River Road to SR 26	24,280,000
US 231	SR 26 to US 52	15,300,000
US 231	US 52 to I-65	80,000,000
US 231	CR 500S to County Line	50,000,000
I-65	SR 38 to County Line	45,100,000
I-65	SR 43 to SR 38	56,000,000
I-65	US 231 to SR 43	22,360,000
Prophetstown Pk	SR 43 to North 9th	4,080,000
TOTAL		513,148,000
Town of Dayton		
Yost Drive	Haggerty to SR 38	4,910,000

Project	Location	Total Cost
Private Development		
Park East Drive	McCarty to E-W Collector	2,530,000
Park East Drive	E-W Collector to Haggerty	2,380,000
Park East Drive	Haggerty to SR 38	1,600,000
Park East Drive	SR 38 to US 52	3,160,000
E-W Collector	Creasy Lane to Park East	2,960,000
E-W Collector	Park East to PE Del Collector	2,820,000
E-W Collector	PE Del Collector to CR 500E	1,600,000
PE Del Collector	Park East to McCarty Lane	5,300,000
PE Del Collector	McCarty Lane to S. Collector	2,530,000
Stable Drive	CR 550E to McCarty Lane	4,000,000
Stable Drive	McCarty Lane to CR 650E	1,940,000
Farabee Drive	Kossuth to McCarty	2,430,000
CR 500S	Wea School Rd. to Concord	3,010,000
CR 550S	US 231 to CR 50E	4,860,000
CR 600S	US 231 to CR 250E	12,830,000
Wea N/S Coll.	CR 550S to CR 600S	3,110,000
WL N/S Collector	CR 500N to Kalberer	7,140,000
WL E/W Collector	CR 100W to Soldiers Home	6,030,000
Yost Drive	SR 38 to CR 400S	3,550,000
CR 300S	Existing to CR 350S	1,170,000
TOTAL		74,950,000

TOTALS	
Lafayette	73,030,000
West Lafayette	25,050,000
Tippecanoe Co.	188,908,000
Purdue	30,075,000
Dayton	4,910,000
INDOT	513,148,000
Private	74,950,000
	910,071,000

the next 24 years. This Plan anticipates requesting approximately $105,144,000 in Federal assistance in that time period (Table 4, Federal Aid Project List for 2030), which is consistent with the approximate $105,156,400 that this community might reasonably expect to receive (assuming a 2% growth in Federal funding each year starting with the average of the last three years).

Table 4, Federal Aid Project List for *Transportation Plan for 2030*

Project	*Location*	*Total Cost*	*Priority*
Lafayette			
Concord	Teal/US 52 to Brady	4,800,000	High
Concord	Brady to CR 350S	3,320,000	High
South 18th	CR 350S to CR 430S	3,600,000	High
Old Romney Rd	SR 25 to Twyckenham	1,270,000	High
SR 25	Old Romney to Old US 231	3,290,000	High
Old US 231	SR 25 to Beck Lane	950,000	High
South 9th	CR 350S to CR 430S	2,300,000	Med
South 18th	Teal to Brady Lane	3,900,000	Med
SR 25	Old US 231 to Teal	4,760,000	Med
Beck Lane	Old US 231 to Poland Hill	2,010,000	Med
Greenbush	Elmwood to US 52	3,000,000	Med
Main Street	18th To McCarty Lane	4,060,000	Med
Earl Avenue	South Street to Teal Road	3,770,000	Low
South Street	Main Street to Earl Avenue	6,440,000	Low
Kossuth	US 52 to Farabee Drive	2,340,000	Low
Duncan Rd.	In Park north of US 52	1,360,000	Low
	Total	***51,170,000***	
West Lafayette			
Soldiers Home	US 52 to Kalberer	5,000,000	High
Yeager	US 52 to Northwestern	1,900,000	High
Happy Hollow	US 52 to N. River Road	3,770,000	Med
Salisbury	At US 52	1,150,000	Med
Cumberland	Salisbury to Soldiers Home	1,620,000	Low
Soldiers Home	Kalberer to City Limits	4,450,000	Low
N. River Road + Harrison Br.	Dehart to Happy Hollow and New Ramp at Interchange	2,700,000	Low
	Total	***20,590,000***	
Tippecanoe County			
Cumberland Ext.	Cumberland ext. to Klondike	5,200,000	High
McCarty Lane	CR 550E to SR 26	6,900,000	High
Klondike	US 52 to Lindberg	6,110,000	High
Klondike	Lindberg to SR 26	2,460,000	High
SR 26	US 231 to Airport Road	1,810,000	Med
Concord Road	CR 350S to CR 430S	3,600,000	Med
Jackson Hwy	UAB to SR 26	3,900,000	Low
Morehouse Rd.	CR 600N to US 52	7,370,000	Low
	Total	***37,350,000***	
Purdue Area			
Stadium	Intramural to Northwestern	4,100,000	High
Harrison/Airport	State to S. Intramural	5,000,000	High
McCormick	State to N. Intramural	5,100,000	High
N. Intramural	Northwestern to Stadium	4,300,000	High
Northwestern	Intramural to Stadium	3,900,000	High
	Total	***22,400,000***	
	Overall Total	***131,510,000***	
	Federal Funds Needed	***105,208,000***	

MEETING COMMUNITY GOALS AND OBJECTIVES

This update to the transportation element of the adopted *Comprehensive Plan for Tippecanoe County* identifies transportation needs based on historic trends, current circumstance and projected population and employment growth, set within the context of the Land Use Element of the *Comprehensive Plan for Tippecanoe County*.

This Plan serves as an overview, or system-wide description of major capital improvements. There are and will be other localized concerns about traffic circulation and operations that are not of a scope or breadth to be included here. This broad overview helps member governments examine their own objectives within the context of areawide needs.

This *Transportation Plan for 2030* continues to meet community-wide social and economic goals and objectives. Unimagined changes will occur, and will require us to modify strategies and solutions to problems. The community needs to remain alert to the realities of urban development which may require modifying previously developed strategies. As such, a plan is not an end in itself but rather a means of satisfying and attaining our current goals and objectives. Additionally, this plan meets requirements mandated by the Transportation Efficiency Act for the 21st Century (TEA 21), the landmark federal legislation which directs transportation funding over a six-year period.

MANAGEMENT SYSTEMS, TIP AND THE THOROUGHFARE PLAN

In addition to the *Transportation Plan for 2030*, there are infrastructure management system tools we use in the transportation planning process. Two of these are the *Transportation Improvement Program* (TIP) and the *Thoroughfare Plan*, both of which also relate to long range planning.

Whereas a transportation plan takes a long-range, system-wide approach, management systems are meant as short-range plans for maximizing system efficiency and are an adjunct to the transportation plan. Projects evolving from infrastructure management systems complement long range plans with smaller, short-range projects that emphasize a more limited scope and are typically designed to make the system more efficient

The next step, after adoption of this *Transportation Plan for 2030*, will be to continue to focus on each of the management systems. The TIP is a capital budgeting tool that sets an on-going multi-year timetable for funding transportation improvements. These projects come from both the transportation plan and other management systems. The TIP includes all projects whether or not they are funded by the US Department of Transportation.

The TIP is prepared for adoption each year, corresponding with the upcoming fiscal year. It specifies a timetable, funding sources and the agency responsible for completing each project listed. These projects may originate from any one of the six implementing agencies: the Cities of Lafayette and West Lafayette, Tippecanoe County, INDOT, CityBus and the Purdue Airport. Each year, there is an allotted amount of Federal funding that this community receives that can be used for approved projects.

The *Thoroughfare Plan* is another element of the adopted *Comprehensive Plan for Tippecanoe County*. It combines the classification of roads - freeways, arterials and collectors - with specific design standards for each classification. As such, it links the transportation plan to the *Unified Subdivision Ordinance of Tippecanoe County*.

In the *Thoroughfare Plan* roads are classified as either urban or rural, as defined by the US Census Bureau's Urbanized Area Boundary. Urban and rural roads are then further classified as being residential, nonresidential or arterial. There are three type of residential roads (place, local road, collector), two type of nonresidential roads (local road, collector), and three type of arterials (secondary, primary and divided primary). For each type, standards are established regarding: minimum right-of-way width, minimum pavement, sidewalks, curb and gutter, side

ditch and shoulder widths, maximum grade, and characteristics dealing with the geometry of curves and cul-de-sacs.

The Thoroughfare Plan ensures that local governments and private developers will not only build new roads and widen existing ones to accepted standards, but will also help implement the transportation plan in the process.

Our most recent Thoroughfare Plan was adopted in 1981 and amended seven times since. An update to the Thoroughfare Plan will be completed in 2006, as will revisions to the community's Functional Class and the Urbanized Area Boundary.

Appendix 1.

INDOT Comments

INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204-2216
(317) 232-5533 *FAX: (317) 232-0238*
An Equal Opportunity Employer ● http://www.in.gov/dot

MITCHELL E. DANIELS, JR., Governor
THOMAS O. SHARP, Commissioner

Writer's Direct Line

March 14, 2006

Ms. Sallie Dell Fahey, Executive Director
Tippecanoe Area Plan Commission
20 North Third Street
Lafayette, IN 47901

Dear Ms. Fahey:

Thank you for taking the time to meet with representatives from the Long-Range Transportation Planning Section on February 23, 2006 to discuss the status of projects on the State jurisdictional highway system that will be included in the Lafayette Long-Range Plan Update. This letter shall serve as a response to your follow-up project listing that was provided by Doug Poad from your staff on February 27, 2006. The following projects are consistent with the 2004 INDOT Long-Range Plan update and are projects where both the Lafayette MPO and INDOT are in agreement. They may be included in your Long-Range Plan update as "fiscally constrained" State jurisdictional projects.

- SR 25 Hoosier Heartland:
  This project is listed in the INDOT Long-Range Plan as Project #466, an 11.8 mile new road construction project from the I-65/SR 25 interchange to the Tippecanoe County line. Since the publication of the Draft INDOT Long-Range Plan update, the Tippecanoe County segment of the project has been broken out and programmed in three smaller segments; it has also been included in the draft Major Moves Program under the identification number 98. The new SR 25 Hoosier Heartland segments as programmed into SPMS are as follows:

DES #9802920 from I-65 to CR 450N (4.5 mi) (Segment 1 – Phase A)	$22,220,000
DES #0500597 from CR 450N to 0.23 mi E of CR 700N (Segment 1 – Phase B)	$21,490,000
DES #0500598 from 0.23 mi E of CR 700N to 0.42 mi E of Tippecanoe/Carroll County line (Segment 1 – Phase C)	$24,160,000
Total estimated costs for Tippecanoe County Segment of SR 25:	$67,870,000

- SR 26 ATL from I-65 to CR 550E:
  This project is listed in the INDOT Long-Range Plan as an added travel lanes Project #89, DES #9134885, Major Moves #105

- SR 26 ATL from US 52 to I-65:
  This project is listed in the INDOT Long-Range Plan as an added travel lanes Project #141, DES #0500710

- I-65/SR Interchange Modification:
  This interchange modification project is listed in the INDOT Long-Range Plan as Project #94, DES #9802780

- SR 38 Reconstruction through Dayton:
  This project does not rise to a sufficient level of added capacity to be included in the INDOT Long-Range Plan. However, it is a real INDOT reconstruction project that is included in the *Draft Major Pavement Program (2006 – 2015) By County* that will remain as a two-lane roadway. The project is DES #9802490 from 0.45 mi E of I-65 to 1.35 mi E of I-65 through Dayton.

- SR 43 ATL from I-65 to CR 725N:
  This project is listed in the INDOT Long-Range Plan as two projects:
  Project #106, DES #8572190, added travel lanes from 0.26 mi N of I-65 to 1.16 mi N of I-65
  Project #093, DES #9700240, added travel lanes from 1.16 mi N of I-65 to 1.93 mi N of I-65
  Note: both projects are included in Major Moves #142.

- I-65/SR 43 Interchange modification:
  This project is listed in the INDOT Long-Range Plan as Project #95, DES #9802790 interchange modification.
  It is also included in the *Draft Major Pavement Program (2006 – 2015) By County.*

- US 231 S. River Road to SR 26 new road construction:
  This project is included in the INDOT Long-Range Plan as Project #100, DES #9700830, new road construction, Major Moves #216.

- US 231 from SR 26 to US 52 new road construction:
  This project is included in the INDOT Long-Range Plan as Project #465, DES #0300431, new road construction, Major Moves #216.

- US 231 from US 52 to I-65 new road construction:
  This project is included in the INDOT Long-Range Plan as Project #479, DES #0500168, new road construction.

- US 231 from CR500S to Tippecanoe/Montgomery County line – ATL or new road construction:
  This project is included in the INDOT Long-Range Plan as Project #235, DES #0500168, new road construction.

- I-65 from SR 43 to SR 38 – added travel lanes:
  This project is listed in the INDOT Long-Range Plan as Project #477. The project has since been programmed as three projects. The next INDOT plan update will most likely reflect this programming:
  DES #300896 from SR 26 to SR 25 ATL, 2016 RFC date, estimated cost is $24 million
  DES #0500423 from SR 25 to SR 43 ATL, 2018 RFC date, estimated cost is $17 million
  DES #0500422 from SR 38 to SR 26 ATL, 2020 RFC date, estimated cost is $21 million

- I-65 from SR 38 to County line – added travel lanes:
  This project is listed in the INDOT Long-Range Plan as Project #611, added travel lanes from US 52 to SR 38. It has since been broken out and programmed as follows:

DES #0500488, added travel lanes on I-65 from SR 28 to SR 38, 11.03 miles in length, 2.5 miles in Clinton County and 8.53 miles in Tippecanoe County, 2026 RFC date, $61 million estimated cost.

The project listing that follows encompasses those projects that are not in agreement with the INDOT Long-Range Plan and are not under study. INDOT has therefore not made a financial commitment to the advancement of these projects. They may be shown in the MPO's plan update in the illustrative list as unfunded needs.

- SR 25 (350S) from New US 231 to Poland Hill, 4-lane widening:
  This is not in INDOT's Plan.

- SR 25 (350S) from Poland Hill to Concord Road, 4-lane widening
  This is not in INDOT's Plan.

- SR 25 (350S) from Concord Road to US 52, 4-lane widening
  This is not in INDOT's Plan

- SR 25 from CR 375W to 100W, 4-lane widening
  This is not in INDOT's Plan.

- SR 26 from CR550E to CR 900E, 4 lane widening:
  INDOT has no plans to add lanes to this segment of SR 26. There is however an INDOT reconstruction project (DES #0012950) that covers this segment SR 26. INDOT will not be listing reconstruction projects in its next plan update. MPOs may choose whether or not to include reconstruction projects in its Long-Range Plans. However in this case, should the MPO choose to list this project as an added travel lanes project, it must be listed in the illustrative list as an unfunded need.

- SR 26 from CR900E to the Tippecanoe/Clinton County line, 4-lane widening:
  INDOT also has no plans to add lanes to this segment of SR 26. There is however an INDOT reconstruction project (DES #0500298) programmed for this segment of SR 26 with an RFC date of 2019. Like the previous project, the MPO may choose whether or not to list reconstruction projects in its Long-Range Plan. However as with the previous case, should the MPO choose to list this project as an added travel lanes project, it must be listed in the illustrative list as an unfunded need

- SR 43 from CR 725N to the Tippecanoe/White County line, 4-lane widening:
  INDOT has no plans to add lanes to this segment of SR 43. There is however an INDOT reconstruction project (DES #0012940) from SR 225 in Tippecanoe County to SR 18 in White County. Like the previous two projects, the MPO may choose whether or not to list reconstruction projects in its Long-Range Plan. However as with the previous cases, should the MPO choose to list this project as an added travel lanes project, it must be listed in the illustrative list as an unfunded need.

- SR 43B from I-65 to SR 43, new road construction – This is not in INDOT's Plan.

- US 52 from Klondike to Cumberland – This is not in INDOT's Plan.
- US 52 from Cumberland to Yeager – This is not in INDOT's Plan.
- I-65 from US 231 to SR 43 – This is not in INDOT's Plan.
- SR 43 State Park Road to I-65, 4-lane widening and Prophetstown from SR 43 to North 9th: These two projects appear to be related to the new State Park. We are not certain that the SR 43 project is not a duplication of the added travel lanes projects on SR 43 from 0.36 mi N of I-65 to 1.93 mi N of I-65 (DES #8572190 & DES #9700240). The Prophetstown project is a local road that will not be included in the INDOT Long-Range Plan. It is assumed that for this project to move forward, coordination and an agreement will need to take place between DNR, INDOT, The Tippecanoe County Highway Department and the Tippecanoe County Commissioners. The roadway would remain a part of the Tippecanoe County road inventory.

As you progress with your Long-Range Plan update, please show only the agreed upon state jurisdictional projects which are contained in INDOT's 2004 Transportation Plan update, if the MPO's fiscal constraint analysis will be showing the projects to be paid for and developed by INDOT. You may show the proposed state jurisdictional projects that INDOT has not agreed to as an illustrative list of transportation improvements and document the network benefits. **We would prefer that the illustrative projects be shown on a separate map in the MPO's Transportation Plan document in order to eliminate any confusion over which category a proposed improvement is in.** Illustrative projects have no official standing for transportation project development or air quality purposes until such time as a financial source has been identified and they have been formally amended into the plan by action of the MPO. The benefits of transportation improvements on the illustrative list will be considered by INDOT as the planning process moves forward and decisions are made on whether to accept the proposed improvements into the INDOT transportation plan.

Again, we appreciate the opportunity to work with the Tippecanoe Area Plan Commission on the development of the 2030 Transportation Plan update. If you should have any questions, please feel free to contact me at: (317) 232-5646.

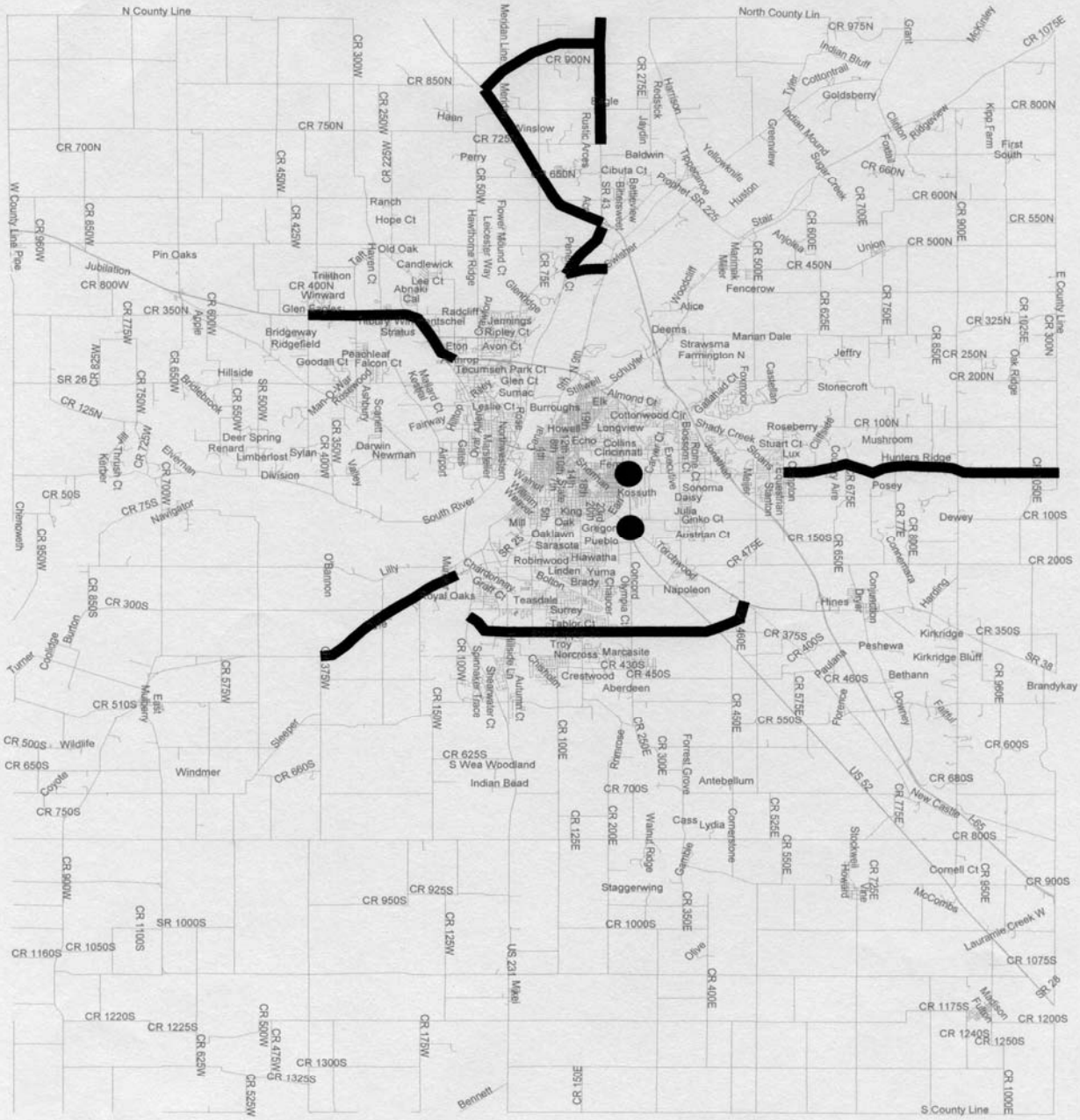
Sincerely,

Stephen C. Smith

Stephen C. Smith
Manager, Long-Range Transportation Planning Section

Cc: John Weaver
Eryn Hays
Carter Keith

INDOT Illustrative Project List



Prepared by the Area Plan Commission of Tippecanoe County

Appendix 2.

Transportation Planning Goal

GOAL

Develop a coordinated, safe, and interrelated transportation system, integrating thoroughfares, public mass transit, air facilities, passenger and freight rail service, pedestrian and bike ways to adequately serve the entire community, compatible with anticipated land use, economic development, financial resources, and cooperative governmental and citizen action; linking Tippecanoe County, Lafayette and West Lafayette with each other and to the region, state and nation.

OBJECTIVES

- Plan for, design and develop an equitable multi-modal transportation system.
- Develop an area-wide circulation network to accommodate present and anticipated future travel demands.
- Provide maximum accessibility and connectivity to the area's major activity centers.
- Upgrade and improve, where possible, existing thoroughfares to promote more efficient means of travel.
- Require that improvement projects utilize modern safety and design standards to minimize conflicts between all modes of transportation.
- Encourage the development of a multi-modal transportation network that diverts through traffic away from residential neighborhoods while providing accessibility without becoming a barrier.
- Reduce and/or eliminate at-grade railroad crossings where possible.
- Reduce negative environmental effects in future transportation systems by recognizing social, environmental, and historical values of the community.
- Reduce and/or eliminate barriers between all transportation modes.
- Decrease the dependency on motorized vehicles and promote the reduction of single occupant vehicles.

Appendix 3.

Community Involvement, Review and Adoption

Meetings, Mailings, and Media Coverage

Technical Transportation Committee (TTC) meeting notice & agenda mailed	2-10-2006
TTC meeting The committee reviewed the projected 2030 zonal employment and dwelling units, recent building permit activity, map of projects remaining from the 2025 Plan, and suggested additional projects for inclusion into the 2030 Plan.	2-15-2006
Journal &Courier newspaper article covering the 2-15-2006 TTC meeting	2-16-2006
Citizens Participation Committee (CPC) meeting notice &agenda mailed	2-17-2-06
Press Release for CPC faxed to media	2-21-2006
Call to Journal &Courier newspaper about upcoming CPC meeting.	2-24-2006
Press Release faxed again to J&C	2-24-2006
WBAA request for information	2-27-2006
Sent WBAA requested information	2-27-2006
WBAA response	2-27-2006
WBAA morning news announcement of upcoming CPC mtg.	2-28-2006
Journal &Courier newspaper announcement of the 2-28-2006 CPC meeting	2-28-2006
CPC meeting The Committee reviewed the projected 2030 zonal employment and dwelling units, recent building permit activity, map of projects resulting from 2-25-2006 Technical Committee meeting, and suggested additional projects for inclusion into the 2030 Plan. (Minutes follow)	2-28-2006
Journal &Courier newspaper article covering the 2-29-2006 CPC meeting	3-1-2006
WBAA morning news coverage of CPC, w/ interview on 2030 Plan	3-2-2006
Staff discussed potential Federal Aid project list with the Lafayette Engineer	3-3-2006
Staff discussed potential Federal Aid project list with the West Lafayette Engineer	3-2-2006
Staff discussed potential Federal Aid project list with the Tippecanoe Co. Engineer	3-1-2006
TTC meeting notice & agenda mailed	3-9-2006
Administrative Committee meeting notice & agenda mailed	3-9-2006
TTC meeting The Committee reviewed the suggestions from the CPC Committee, a list of all projects, a list of projects likely to apply for Federal Aid, a map of all the projects, and fiscally constrained the list of Federal Aid projects.	3-18-2006
Administrative Committee meeting The Committee reviewed the projected 2030 zonal employment and dwelling units, recent building permit activity, the map of all the projects, the list of all projects, and the list of fiscally constrained projects for Federal Aid.	3-21-2006
APC Transportation Study Committee meeting notice & agenda mailed	3-22-2006
APC Transportation Study Committee meeting The Committee reviewed the projected 2030 zonal employment and dwelling units, recent building permit activity, the map of all the projects, the list of all projects, and the list of fiscally constrained projects for Federal Aid.	3-29-2006
TTC meeting notice, agenda, and draft Plan mailed	4-12-2006
TTC meeting The Committee reviewed the draft Plan and made one amendment to the list of projects and to the map.	4-19-2006
APC Trans. Study Committee meeting notice, agenda, & draft Plan mailed	4-18-2006
Administrative Committee meeting notice, agenda, & draft Plan mailed	4-21-2006
APC Transportation Study Committee meeting The Committee reviewed the draft Plan.	4-26-2006
Citizens Participation Committee (CPC) meeting notice for public hearing & agenda mailed	4-27-2006
Presentation of the Plan to the Transportation Committee of the Chamber of Commerce	4-27-2006
Legal advertisement appeared in the Journal & Courier newspaper for the public hearing on the Plan	4-28-2006
Administrative Committee meeting	5-3-2006

The Committee reviewed the draft Plan and voted to proceed with approval	
Legal advertisement appeared in the Lafayette Leader newspaper for the public hearing on the Plan	5-4-2006
Press Release about the CPC public hearing was faxed to all media	5-8-2006
Newspaper article in the Journal & Courier about public hearing on Plan	5-9-2006
CPC public hearing on the *Transportation Plan for 2030*	5-9-2006
TTC meeting notice, agenda & draft Plan mailed	5-10-2006
APC public hearing notice, agenda & draft Plan mailed	5-11-2006
TTC meeting	5-17-2006
APC public hearing	5-17-2006

Copies of all documentation listed above are available upon request.

Mailing Lists For Plan Distribution

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VISION 20-20, Kathy Dale
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VINTON NEIGHBORHOOD ASSOCIATION, Geneva Werner
ST MARYS NEIGHBORHOOD ASSOCIATION, Jane Turner
WALLACE TRIANGLE NEIGHBORHOOD ASSOCIATION, Jim Noonan
COLUMBIAN PARK NEIGHBORHOOD ASSOCIATION, Kim Davis
PERRIN NEIGHBORHOOD ASSOCIATION, Kyle Gingrich
MCALLISTER ST LAWRENCE, Laura Bartrom
HEDGEWOOD NEIGHBORHOOD ASSOCIATION, Melissa Williamson
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HANNA NEIGHBORHOOD ASSOCIATION, Pat Altepeter
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GARY SCHROEDER, President, Citizen appointee by County Commissioners
KD BENSON, County Commissioner Representative
TOM MURTAUGH, County Council Member

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KATHY VERNON, County Council Member
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JOHN SWICK, Dayton Town Board appointee
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VICKI PEARL, Citizen appointee by County Commissioner
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COUNTY BUILDING COMMISSIONER, Ron Highland
WEST LAFAYETTE ENGINEER, David Buck
BALL LAW FIRM
STUART & BRANIGIN LAW FIRM
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DR. CARL GRIFFIN, West Lafayette City Council Member
SCOTT MOLDEN, Clarks Hill Board appointee

AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES

DATE .....February 28, 2006
TIME .....7:00 P.M.
PLACE .....Grand Prairie Room
County Office Building

ATTENDEES NAME	ORGANIZATION
Steve Clevenger	Citizen
Pat Wilkerson	Historic Jeff Neighborhood
Geneva Werner	Vinton Neighborhood
Bill Easterbrook	Lauramie Township
Pat Easterbrook	Lauramie Township
Dan Shaw	Journal & Courier
Gary Higgins	Citizen
Curt Ashendel	Bike-Pedestrian Committee

STAFF	TITLE
John Thomas	Assistant Director
Doug Poad	Senior Planner-Transportation

I. APPROVAL OF THE SEPTEMBER 27, 2005 MEETING MINUTES

Doug called the meeting to order and asked if there were any corrections needed to the minutes. Steve Clevenger said they looked alright. Geneva Werner said there was a typo on the last page where Paul asked about the cost of sidewalks. The tin should be when. The September 27, 2005 minutes were approved with corrections.

II. FEEDBACK & DISCUSSION FROM GROUP REPRESENTATIVES:

Doug explained the draft Thoroughfare plan; what it contained and how it works.

Pat Wilkerson asked how often it is updated.

Doug said it hasn't been rewritten since the early 80's. It was amended many times taking into account new roads and developments. This is the first time that we have gone through the entire document and updated it cover to cover.

Geneva said it was interesting.

Doug said yes and added this was a project that Brian was working on. It is nearly finished and staff will be probably be getting back to it this summer and finishing it.

Curt Ashendel asked if comments from the working group were incorporated into the document.

Doug replied that they were.

Curt said what came out in those discussions effects mostly developments, especially in planned developments and subdivisions. It really doesn't impact the main roads so much. It influences the city and county designs when they upgrade roads and build them to these current standards.

John said the standards are really good standards.

Doug stated that we have copies in the office and it is also available on the APC web page.

Geneva asked if it was possible to purchase one of these.

Doug said they are free.

More discussion ensued about the sidewalks and there was additional discussion about bicycle paths and where they should be.

John stated that a bicycle and pedestrian plan would be adopted within the next year or so.

There was more discussions about bicycle lanes.

Doug introduced John Thomas as the new APC Assistant Director for Transportation.

III. PROGRAM

2030 Transportation Plan – What's Your Vision

Doug distributed some handouts. He then stated that the members thoughts and ideas are really important in the process and will help guide our future. They will be included in our 2030 Transportation Plan. Because it takes so long to build and improve roads, we have to look out a significant number of years. Now we are jumping out to year 2030. Our 2025 plan was adopted in May 2001. Doug provided some additional background information and explained the maps that were handed out. We want to get your ideas and thoughts on where we need new or improvements to roads.

John stated that the one map shows building and demolition permits for dwelling units.

Geneva asked if it included all of Tippecanoe County.

Doug said yes.

More discussion ensued.

Doug presented and explained maps showing future growth in dwelling units and employment and explained them.

Curt stated that Meijers gave up their option for land on US 52 west.

Doug replied that they still own the property.

Doug went on to show where APC thought development will be occurring throughout the rest of the county. He explained how the projections were developed. He asked the members to look at the maps and asked for their ideas regarding growth and where improvements are needed.

Doug said there are a number of improvements proposed. The biggest projects are: the Hoosier Heartland; relocating US 231; major improvements to 231 S; SR 43 improvements from the interstate past the county line. He once again asked for the members thoughts and ideas on what to add and what to take out.

Bill Easterbrook said he would like to see one improvement: Stockwell Road. It has two extremely bad curves and it is impossible to see around the old buildings.

John asked if his suggestions included the curves in town.

Bill said that Stockwell is not a town. He stated that CR 700E is a highly traveled road. He added that there is between 1000 to 1500 persons from Montgomery County taking it each day to work.

Discussion followed.

Geneva asked if there were any thoughts of another east west corridor on the south side of Lafayette.

Doug stated that one was shown in the draft Thoroughfare Plan. He then stated that it is CR 600S and CR 550S.

Discussion followed including the suggestions to limit the access so it doesn't become another CR 350S

Bill stated that there is a severe problem on CR 900S going east out of Stockwell.

There are two sets of guardrails and at the second set, the little stream has eroded the bank past the guardrail. He added that Opal is working on it and a permit was needed from DNR and Fish and Wildlife. It is very dangerous.

Geneva asked why South 9th Street from Twyckenham Boulevard to 350 South is not four lanes.

Doug replied that the City has been planning to do it for some time, but it will be quite expensive.

Bill said another project he gets asked about is when INDOT will be building the bridge over the tracks on US 52.

Discussion followed regarding the bridges.

Doug followed up and stated that INDOT is buying the property needed for the project.

Curt asked if the Senate approves major moves, would there be more funding for the bridge.

Doug stated no.

Curt asked where will the money come from.

Doug replied that it will come from the gas you buy.

More discussion ensued.

Doug said SR 26 and US 52 is the busiest intersection in the entire county. One proposal was to put dual left turn lane in. Another would be to put all left turn lanes above the intersection. It would be a compact interchange.

Steve stated that it is a nightmare now.

Pat commented that there is congestion at 18th Street and Twyckenham. Twyckenham has four lanes and some day Brady will too. She asked why there is not an east – west left turn signal.

Doug said that he would ask the city engineer.

Bill asked if Brady was to be completed this year.

Doug replied that the City expects it to would be completed this year.

Gary Higgens stated that he did not know if this meeting was just for certain people.

Doug replied that it is open to the public.

Gary stated that he has a couple of items. He asked if staff has considered a connection from the Hoosier Heartland to SR 26.

Doug replied that that idea has been looked at and there are several problems. There are several subdivisions in the way. The other problem is the Wildcat Creek. It is a scenic stream and it is held to a much higher standard.

Gary asked what is the connector to SR 25 now?

Doug replied that they are either I-65 or CR 900E.

Gary added that he lives near Cracker Barrel, Frontage Road and the Wildcat Creek area. At the point where Frontage Road turns into CR 500N there is a bad curve and it is amazing that there hasn't been a serious fatality or head-on collision. At one place, there is a blind spot created by the hill and the road is just wide enough for 1 ½ cars. There are occasional joggers and bikers as well.

Discussion followed.

Steve said he has some concerns especially with the growth north of West Lafayette and at the Salisbury and US 52 intersection. He asked if there are any plans to widen the road. He also stated that there is probably plenty of room north of 52 to widen it, but all that traffic has to go somewhere. Most of the people are heading toward Purdue. He stated that since SR 43 is a scenic route, it will probably not be improved and there are no other routes to get to Purdue besides taking 231 or side streets.

Discussion followed including: US 52 in West Lafayette turning into another SR 26, improving Soldiers Home Road, lane configuration on Salisbury, how long traffic backs up on Salisbury at 5:00, synchronizing the signals and the possibility of additional traffic signals on 52.

Steve stated that he did not see any reason why INDOT did not install the signal at the Menards driveway. INDOT knows they are going to have to put it in.

Doug replied INDOT wanted to see what will happen at CR 300W and if people will the use the traffic signal at the county road.

Steve asked if the State will require Menards to pay for the new signal.

Doug replied that INDOT can and Menards has agreed to pay for it when it is installed.

Doug added that eventually a frontage road will be built between Menards and Meijer and right now only a part of it is in. The County also plans to improve CR 300 W north of US 52.

Geneva asked when will the Meijers store be built.

Doug replied that they may build within two years especially since Menards is now there.

Discussion then focused on all of the growth and new development that was going on near the State Park.

Steve said another place of concern is the future 231 and 52 intersection. The interchange in not immediately needed but can INDOT reserve enough land to eventually put one in. It will be eventually needed.

John said that is a sensitive word for INDOT. They do some protective buying on occasion.

Steve said that one hotspot is US 52 where it joins in with Northwestern. It is a mess. Traffic is crossing the lanes and also backing up. Some type of improvement is needed.

John said that APC and West Lafayette have had discussion with INDOT about that location.

Doug thanked everyone for their comments and input. He said he would definitely pass them onto the appropriate agencies and make them aware of their comments and thoughts. The next step is taking all of the comments from the different meetings and putting them together. We have already assigned dollar amounts to included projects and we are also looking at what we can and can not build. We will be working on the document and present it at another meeting. We will definitely get it done in May.

Steve said he had one more comment: finish the widening of Kalberer Road near Morehouse Road and then do something to Morehouse between Kalberer and 52. The improvements are not needed right now, but something on Morehouse will be have to be done sometime soon.

Doug asked if there were two requests: improve Kalberer and improve Morehouse between Kalberer and 52.

Steve said Morehouse needs to be done first, but both projects may need to be done at the same time.

Bill suggested that Morehouse needs to be improved all the way up to the curve. It really has a lot of traffic on it.

Steve said he knows the city has plans to improve CR 150W behind the Hadley Moore subdivision.

Doug said they are calling that Yeager Road for now. The improvements included straightening the curves.

SR 25 Crash Report

John presented the SR 25 crash report. He said this was one of the reports Brian was working on. He was looking at traffic accidents on SR 25 between I-65 and the County Line for a two year period between 2003 and 2004. A summary was passed out. John stated that the Sheriffs department requested the review. John then reviewed the three maps and highlighted the various clusters of accidents.

John then reviewed the various accident characteristics. Over the two year period there were just over 200 accidents and the vast majority of them were single vehicle crashes. There was one fatality. The highest frequency occurred in November and December and on Thursday, Friday and Saturday.

Steve asked it the reports state whether it was a deer or some other object in the road.

Doug replied that we copied the reports and can easily check.

Curt said that if it really is what is says, he guessed the locations are somewhat random except for the animals jumping across the road when there are woods on both sides.

John stated that a vast majority of the crashes happened when it was clear and dry. He added that this information was provided to all of the local police departments.

Geneva said it would be interesting to do a report for SR 26 and US 52. There would be a lot more red dots.

Doug replied that there are usually 60 to 80 crashes at that intersection each year.

Geneva commented on the crashes at 18th and Teal.

Discussion then focused on I-65. Doug stated that the stretch from Indianapolis to Chicago is the worst interstate in regard to crashes and fatalities. He added that there are a lot of crossover head on crashes. INDOT is responding by installing the posts and cables. Discussion continued.

Geneva then went back to the future dwelling map and stated that 6,700 lots are available for building permits. She asked what was special about the additional 3,700 lots.

Doug replied that those lots have received preliminary approval and had not yet been finalized.

More discussion ensued.

Steve asked how we came up with the population estimate for 2030.

Doug stated that in 2003 the Census estimated that we had 154,848 persons in Tippecanoe County. By 2030 we foresee us growing to 216,832. That's almost 62,000 persons in the 27 years.

Steve stated that was a growth rate of about 27%.

Doug replied that that was a lot.

Geneva mentioned home foreclosures and discussion followed.

IV. QUESTIONS, COMMENTS, OR SUGGESTIONS

Doug thanked everyone for coming. He asked if anyone had some thoughts on how to attract more people to the meetings.

Geneva said the city has a list of neighborhood organizations.

Doug replied that notices are sent to approximately a dozen or so neighborhoods.

Curt suggested that the County's IT department could setup an email list.

Doug replied that we do not have e-mail addresses.

More discussion ensued about e-mail and ways to get people to come.

Steve suggested contacting the organizations that aren't coming and see if there is anyone interested in attending.

John asked if we had everyone's e-mail address.

Bill said can we send everybody a letter asking for their e-mail address.

Doug said that was a good idea.

V. ADJOURNMENT

Meeting adjourned.

The next meeting is scheduled for March 28, 2006.

Respectfully submitted,

Linda Toman-Wilson

Bookkeeper/Secretary

Reviewed by,

Doug Poad

Senior Planner - Transportation

Comments and Suggestions
CPC Meeting
February 28, 2006

1) Improvements are needed on CR 700E, both north of Stockwell and in Stockwell. The curves need to be addressed.

2) Develop another east/west connector on the southside of Lafayette.

3) CR 800S is a beautiful road. It is in much better shape than SR 28.

4) CR 900S near Stockwell. The bank is eroding and has eroded past the guard rail. *This problem is currently being looked at by the County Highway Department.*

5) South 9th from Twyckenham to CR 350S. It needs to be widened to four lanes.

6) The new bridge on US 52 over the Norfolk Southern Railroad is desperately needed.

7) The intersection of US 52 and SR 26. Extensive discussion occurred and the only suggestion provided was a possible roundabout.

8) Twyckenham and Brady Lane at 18th Street. Will a left turn signal be installed for Twyckenham and Brady? *It is needed*.

9) Is it possible to construction an outer connection or belt between SR 25, SR 26 and US 52 on the east side of the County?

10) The curve located at the point where Frontage Road turns into CR 100N is dangerous. The curve is blind and there is no place for anyone to go due to the relative close location of the bank to the road.

11) Improvements are needed at Salisbury and US 52. While the congestion maybe tolerable now, it will only get worse in the future due to the expected growth in housing. Cars are stacking well beyond the waiting areas now.

12) Improvements are needed to Soldiers Home Road.

13) The traffic lights on US 52 in West Lafayette need to be synchronized.

14) The driveway at US 52 and the new Menards store is dangerous. The traffic signal needs to be installed and there needs to be a left turn lane for east bound traffic. Cars wanting to turn left are currently stopping in the passing lane.

15) The state district office needs a “1-800” phone number.

16) There will probably be more growth around Stockwell due to the new sewer system. It has the additional capacity.

17) Can additional property at the US 52 and future US 231 intersection be purchased to construct an interchange when it is needed?

18) A project is needed on US 52 between Cumberland and Northwestern. The problem with merging and weaving vehicles is severe.

19) Kalberer near Morehouse Road needs widened to match the recent improvements to the east.

20) Future improvements are needed to Morehouse Road from US 52 to the curve north of Kalberer. While Morehouse handles most of the traffic now, this area is projected to see a lot of residential growth and Morehouse will not be able to handle it.

AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES

DATE ..... September 27, 2005
TIME ..... 7:00 P.M.
PLACE ..... Grand Prairie Room
County Office Building

ATTENDEES NAME	ORGANIZATION
Steve Clevenger	Citizen
Paul Slavens	Citizen
Gina Quattrocchi	WLFI
Nathan Caldwell	WLFI

STAFF	TITLE
Doug Poad	Senior Planner-Transportation
Brian Webber	**Transportation Planner**

I. APPROVAL OF THE JULY 26, 2005 MEETING MINUTES

Doug Poad called the meeting to order. The July 26, 2005 minutes were approved as distributed.

II. FEEDBACK & DISCUSSION FROM GROUP REPRESENTATIVES:

Doug reviewed the topics and discussion that occurred during the July meeting. He asked if there were any comments or questions regarding the presentations last month.

Steve Clevenger asked if he had taken the Hot Spot list to the INDOT meeting.

Doug said that he did bring it to the meeting and hand delivered it to the District Director. In addition, copies were given to most of his staff. Regarding the meeting, its focus was on this 10-year program. The list was discussed last Friday during a district meeting. INDOT staff looked at the list and said that they would have the traffic division investigate them. There were a couple of items that our office or a government agency will have to formally request. Examples were given.

The County Highway Department looked over list. Discussion followed.

III. PROGRAM

Draft Thoroughfare Plan

Brian Weber presented the draft Thoroughfare Plan. He described what it was and what it was used for. He reviewed a list of questions that were previously asked. He further explained what the Plan does for traffic and transportation. He explained the maps shown in the report and what they meant. He asked if all of the members could help and gave them the contact information.

Paul Slavens asked how they determine who follows these standards.

Doug stated everyone has to follow these standards.

Steve stated that he thought there should be a companion amendment to subdivision ordinance.

Brian said that Don would be working on that.

Steve said the minor vs. major collector should be prioritized when someone is putting it in a development.

Brian stated he thought the designation of the minor collector was at the discretion of the developer.

Discussion Followed.

Steve asked how does the new right-of-way standards compare to the current Thoroughfare Plan and the Subdivision Ordinance.

Brian said that in most cases they are about the same.

Paul asked if most people were required to follow these standards.

Doug said after the Plan is adopted everyone would have to follow these standards.

Steve asked what time frame do you to want get information back.

Brian stated that the draft plan was presented to the stakeholders. They were given a month to respond. **Brian** added he would like to have the committees' responses back by October 17th. The draft Plan would then be presented to the Technical Transportation Committee in November and Administrative Committee in December.

Paul asked how much right-of-way does the county get?

Brian stated it depends on whether it is a collector or local road.

Doug said the standards are listed under which classification the road is listed. Several examples were given.

Steve said could you describe a local residential road, urban front section 25' pavement width is actually 30' back to back.

Steve asked if any of the turn a rounds or radius changed.

Brian said they did slightly. An additional requirement was added and it stated that if a road is beyond a certain length, the turn a round has to be larger to accommodate school buses. If they are not, the buses would not be able to go down that road.

Steve asked if there were standards for allies.

Brian stated a table was placed in the appendix that lists all of the roads that have a county designation other than local roads. They are in alphabetical order.

2030 Transportation Plan

Doug gave a presentation regarding the 2030 Transportation Plan. This Plan is required to be updated every five years. He explained how it is put together. He handed out maps and explained them. He stated that we needed to look at other improvements besides road. He gave a few examples and said he wanted the committees' thoughts.

Paul asked what efforts do police use in enforcing speed limits.

Doug said he thinks they do the best they can. Speeding has not been addressed in previous long-range plan updates.

Paul stated he saw people stopped on Kalberer for speeding.

Doug asked if we need to include raising speed limits.

Steve stated he would like Lindberg Road to be fixed and the speed limit be raised.

There was more discussion regarding Lindberg Road.

Gina Quattrocchi asked what happens with the 2030 Plan? What's next?

Doug said most of the areas that are congested were pickup in the last transportation plan. A lot of steps have been taken to try and alleviate those problems. A few examples were given.

Steve stated that there has been discussion regarding rail, the airport, and high speed rail. He added that he did not know if the current transportation bill has anything in it regarding high speed rail.

Doug said that the 2025 Plan did mention it. The new Plan will probably mention it again.

There was more discussion on this.

Steve stated that Purdue Airport is another topic. He added that we don't have a major carrier.

Nathan Caldwell stated that congestion is not as bad here when you compare it to bigger cities.

Steve said that one big problem is the lack of sidewalks when you are going from rural to urban cross sections.

Doug gave an example of one of the problems, South 18th Street by the radio station.

The developer built a path from the subdivision to CR 430S. CR 430S has a sidewalk.

Steve said that the urban roads that already have curb and gutter needs sidewalks if none are there.

Paul said he didn't realize that there was a lot of traffic on 600N.

Doug said there is a lot of traffic coming in the morning and the evening.

Paul added that there is a lot of truck traffic on SR 43.

Doug said there needs to be something done in Brookston, but it is outside our area.

Paul asked if the new SR 25 would be limited access.

Doug replied that it would be. It would like 231 and access would on be from the county roads. Many of the county roads will be bridged over the railroads and the new road.

Steve said if there was any discussion about putting another rail in at some point.

Doug stated they are not that far yet.

Paul asked if the Hoosier Heartland would parallel the railroad tracks.

Doug stated yes it would.

Paul asked how much more does it cost for sidewalks tin constructing the road.

Doug said that it depends on the length.

Paul asked it the president has signed a new transportation bill.

Doug replied that it was signed by the President.

There was more discussion.

Steve asked if the Purdue Plan is going to be started earlier than expected.

Doug stated that it probably will be and gave additional details.

Paul stated Mitch had an ambitious plan.

Doug stated yes. He further added that all of the projects in our area made the cut and they would be funded.

Paul stated that there is a nice white fence at the corner of Kalberer and Solders Home, but it did make it difficult to see sometimes.

More discussion followed.

IV. QUESTIONS, COMMENTS, OR SUGGESTIONS

Doug thanked everyone for coming.

V. ADJOURNMENT

Meeting adjourned.

The next meeting is scheduled for November 29, 2005.

Respectfully submitted,

Linda Toman

Bookkeeper/Secretary

Reviewed by,

Doug Poad

Senior Planner - Transportation

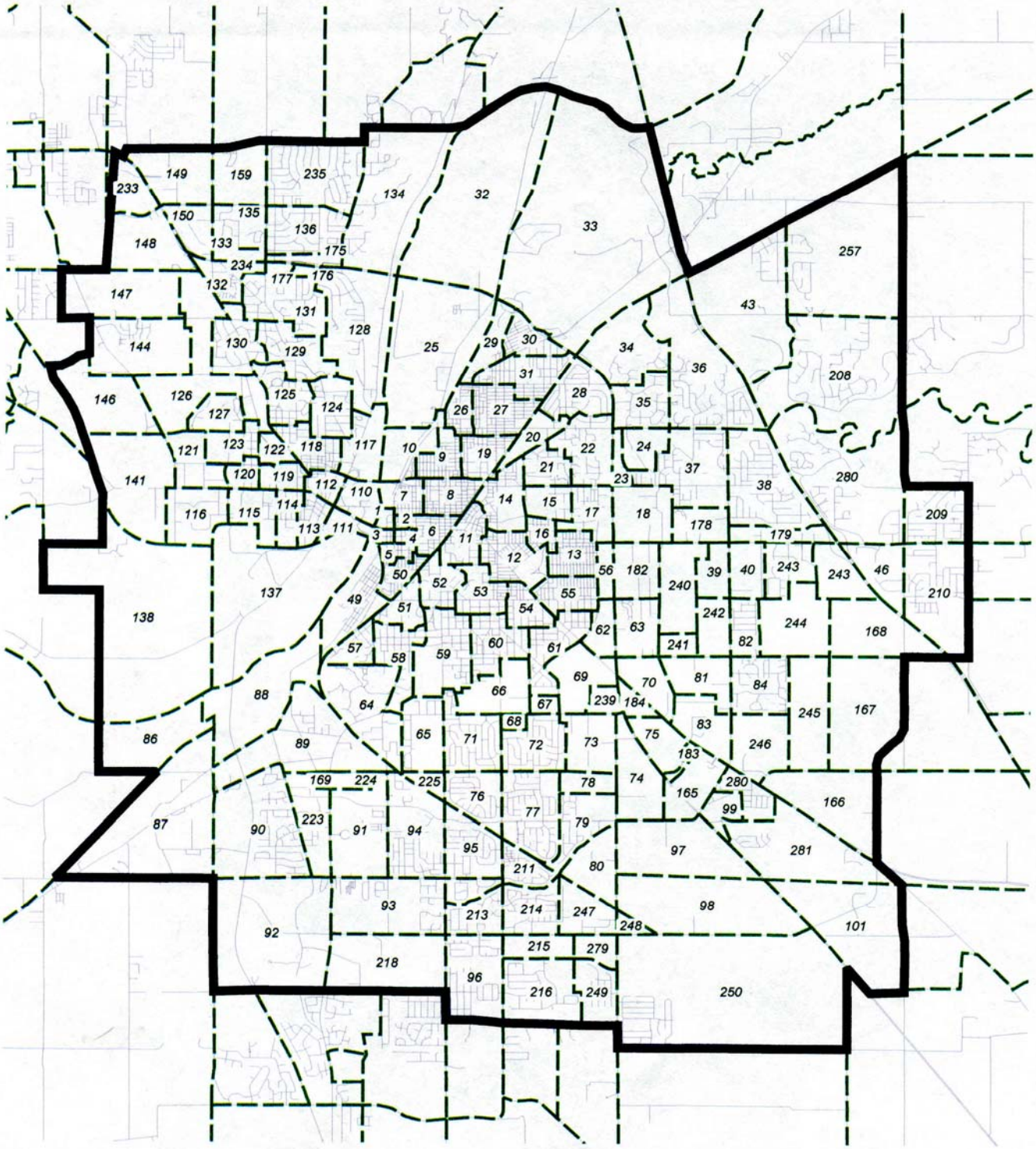
Adopting Resolution goes here

Appendix 4.

Traffic Zones

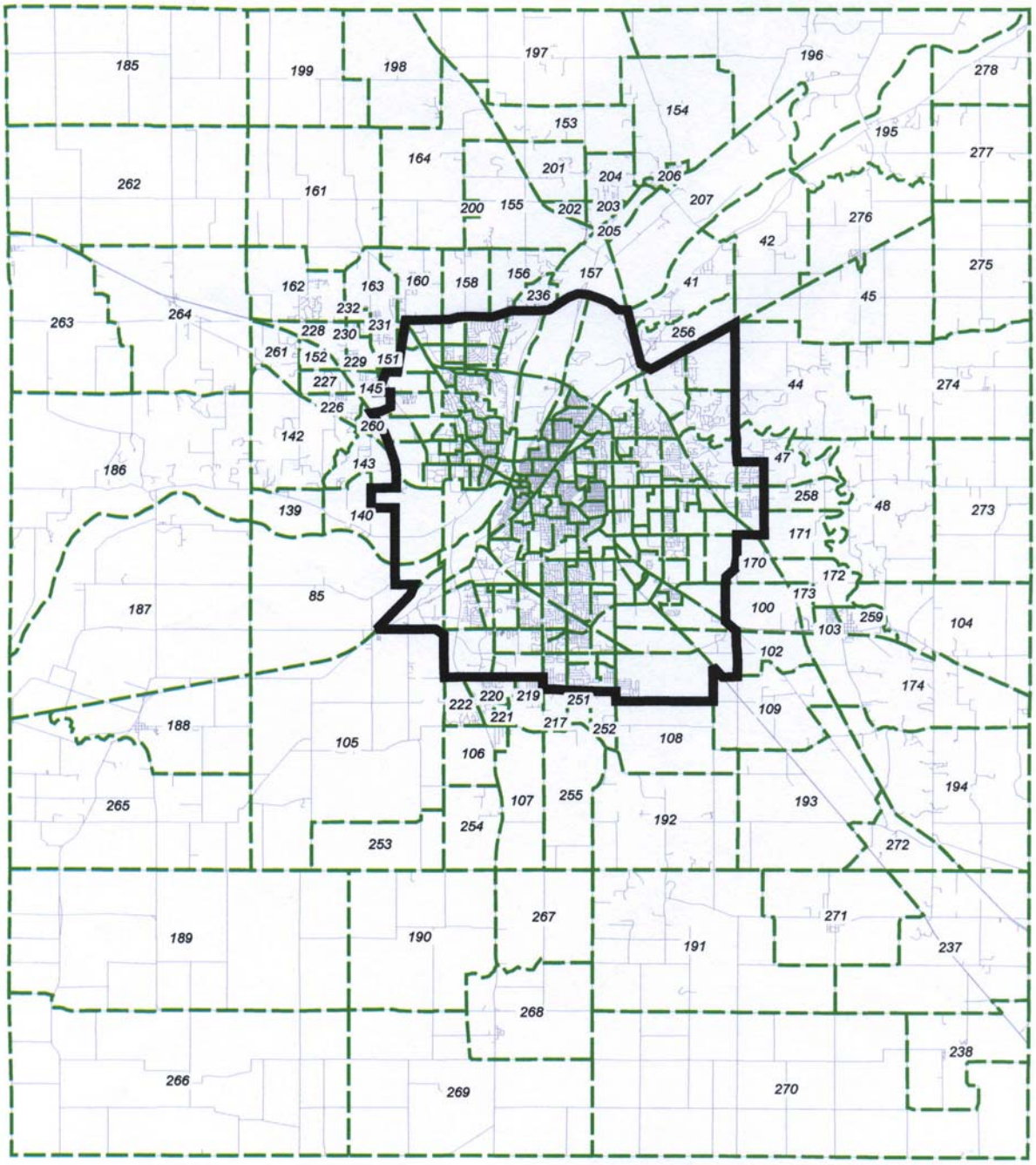
Urban Traffic Zone Map

Greater Lafayette Transportation and Development Study



Rural Traffic Zone Map

Greater Lafayette Transportation and Development Study



Appendix 5.

Detailed Socioeconomic Data

Socioeconomic Data for 2003

Traffic	Population			Dwelling Units		Vehicles	Employment		
Zone	Households	Group Q.	Total	Occupied	Total	Available	Retail	Non-Retail	Total
1	8		8	6	6	5	0	166	166
2	208		208	154	165	123	48	594	642
3	15		15	11	12	9	90	865	955
4	159		159	85	95	99	78	1309	1387
5	133		133	59	63	69	30	325	355
6	689	56	745	350	392	383	277	1679	1956
7	379	31	410	232	264	235	63	512	575
8	1,044	21	1065	589	632	673	42	363	405
9	1,140		1140	492	560	689	12	55	67
10	224		224	98	104	164	77	487	564
11	959	32	991	473	524	652	24	201	225
12	1,050		1050	478	505	711	100	324	424
13	973		973	459	483	611	25	85	110
14	461	142	603	248	270	312	12	240	252
15	416		416	224	246	260	0	408	408
16	102	96	198	57	59	78	11	2233	2244
17	381		381	216	237	317	565	861	1426
18	20		20	13	14	15	719	1626	2345
19	593	132	725	204	219	249	90	1695	1785
20	77		77	35	37	55	605	1226	1831
21	660		660	277	295	472	0	24	24
22	961		961	429	457	748	46	134	180
23	0		0	0	0	0	115	111	226
24	0		0	0	0	0	0	40	40
25	544		544	271	289	339	42	732	774
26	564	232	796	217	227	424	3	60	63
27	1,346		1346	598	626	1048	29	418	447
28	1,326		1326	561	583	901	67	189	256
29	201		201	100	107	133	40	211	251
30	501		501	231	246	307	37	49	86
31	1,184	2	1186	561	588	901	28	66	94
32	13	130	143	7	7	14	12	684	696
33	81		81	33	34	66	15	268	283
34	179		179	82	85	170	55	407	462
35	341		341	149	154	323	71	15	86
36	1,592		1592	687	739	1259	9	39	48
37	2,253		2253	798	811	1235	7	133	140
38	1,075		1075	505	541	940	8	59	67
39	0		0	0	0	0	0	0	0
40	96		96	33	34	57	571	271	842
41	970		970	383	392	883	0	30	30
42	412		412	155	161	359	5	46	51
43	576		576	214	222	449	5	83	88
44	821		821	305	319	701	12	74	86
45	177		177	89	91	192	0	13	13
46	0		0	0	0	0	621	285	906
47	628		628	242	253	556	0	36	36
48	636		636	243	249	558	8	27	35
49	337		337	159	171	210	35	455	490
50	671		671	325	350	458	40	82	122
51	588		588	244	264	431	0	63	63

52	678		678	365	389	486	2	163	165
53	811		811	373	397	566	36	75	111
54	719		719	303	317	573	11	124	135
55	1,061	28	1089	440	463	703	27	72	99
56	0		0	0	0	0	286	352	638
57	480		480	209	221	365	0	2	2
58	817		817	387	419	755	22	67	89
59	991		991	463	481	831	0	121	121
60	1,169	14	1183	577	603	813	1	29	30
61	1074	13	1087	523	547	747	85	118	203
62	0		0	0	0	0	13	3526	3539
63	166		166	107	115	122	288	391	679
64	1,255	142	1397	546	580	952	24	199	223
65	418		418	183	193	296	0	97	97
66	52		52	23	24	35	0	544	544
67	0		0	0	0	0	381	134	515
68	145		145	80	84	144	21	251	272
69	5		5	2	2	3	30	1296	1326
70	96		96	45	48	56	707	872	1579
71	1,484		1484	700	724	1090	93	74	167
72	1,788		1788	736	774	1291	0	19	19
73	0		0	0	0	0	216	880	1096
74	6		6	3	3	8	236	1362	1598
75	0		0	0	0	0	1994	76	2070
76	1,264		1264	471	482	1002	0	87	87
77	2,023		2023	836	862	1392	37	64	101
78	0		0	0	0	0	0	425	425
79	1,705		1705	942	1148	1401	15	26	41
80	0		0	0	0	0	24	395	419
81	10		10	5	5	6	519	479	998
82	962		962	332	339	575	45	126	171
83	1,160		1160	545	576	677	82	101	183
84	1,253		1253	668	725	1014	132	223	355
85	144		144	58	62	117	0	1	1
86	0		0	0	0	0	0	1219	1219
87	435		435	184	218	462	0	35	35
88	63		63	28	30	83	0	113	113
89	1,156		1156	505	529	647	367	285	652
90	2,245		2245	883	926	1236	0	71	71
91	518		518	221	237	436	0	28	28
92	239		239	108	113	201	0	2	2
93	738		738	305	327	649	0	61	61
94	1,978		1978	886	919	1371	55	147	202
95	1,032		1032	403	415	786	0	14	14
96	901		901	395	411	669	14	56	70
97	21		21	8	9	16	71	571	642
98	3		3	1	1	2	0	757	757
99	2		2	1	1	1	13	485	498
100	0		0	0	0	0	0	3222	3222
101	62		62	23	24	39	0	304	304
102	56		56	20	21	66	0	30	30
103	653		653	232	246	556	13	72	85
104	477		477	159	164	366	0	0	0
105	1,025		1025	363	384	823	45	102	147
106	918		918	356	363	870	0	30	30

107	120		120	44	45	95	0	15	15
108	156		156	57	58	127	0	1	1
109	144		144	77	82	200	0	89	89
110	702		702	242	246	596	643	145	788
111	513		513	243	246	718	136	69	205
112	1,123	217	1340	501	533	1076	230	161	391
113	2,487	27	2514	1205	1220	1935	125	349	474
114	591	1,223	1814	289	291	928	158	1900	2058
115	2		2	1	1	2	0	3544	3544
116	2,185		2185	1026	1056	1166	0	228	228
117	1,540	48	1588	778	801	1020	0	12	12
118	2,274	174	2448	901	959	1687	122	186	308
119	155	177	332	68	70	99	99	5108	5207
120	574	1,442	2016	230	237	594	0	471	471
121	0	4,595	4595	0	0	1263	218	973	1191
122	0		0	0	0	0	69	3875	3944
123	265	3,787	4052	106	109	924	0	573	573
124	1,007		1007	459	473	850	15	97	112
125	799	42	841	324	336	629	94	290	384
126	12		12	6	6	11	0	509	509
127	708	1,556	2264	372	376	1777	0	270	270
128	769		769	404	417	740	0	30	30
129	529		529	233	251	432	0	58	58
130	593		593	301	310	531	46	37	83
131	940		940	414	427	767	5	259	264
132	987		987	588	609	660	40	70	110
133	0		0	0	0	0	387	214	601
134	1,019	340	1359	327	333	715	0	418	418
135	1,484	215	1699	662	691	939	8	290	298
136	1,600		1600	711	733	1464	7	12	19
137	15		15	6	6	8	0	175	175
138	14		14	7	7	14	0	448	448
139	178		178	71	75	151	0	0	0
140	208		208	102	107	207	12	19	31
141	51		51	20	23	44	9	3	12
142	442		442	198	208	388	24	29	53
143	247		247	110	116	188	0	16	16
144	634		634	313	322	565	0	0	0
145	540		540	225	253	381	0	1	1
146	44		44	17	19	37	0	0	0
147	960		960	504	543	675	0	0	0
148	1,269		1269	660	711	885	272	81	353
149	770		770	469	489	568	15	898	913
150	0		0	0	0	0	0	1981	1981
151	1,801		1801	790	851	1339	0	28	28
152	84		84	33	35	78	0	85	85
153	514		514	197	201	406	0	34	34
154	340		340	141	144	296	0	35	35
155	345		345	130	136	320	0	71	71
156	208		208	91	95	204	0	26	26
157	193		193	70	77	138	41	304	345
158	191		191	71	75	192	0	5	5
159	583		583	355	370	424	0	116	116
160	1,848		1848	701	767	1319	5	56	61
161	256		256	91	96	234	0	0	0

162	910		910	362	380	663	18	31	49
163	798		798	385	421	615	43	68	111
164	297	84	381	117	123	312	0	61	61
165	78		78	40	43	57	24	198	222
166	0		0	0	0	0	9	179	188
167	11		11	7	7	11	0	0	0
168	11		11	7	7	11	0	16	16
169	0		0	0	0	0	25	134	159
170	3		3	1	1	2	0	0	0
171	54		54	20	21	40	0	2	2
172	68		68	26	28	71	0	0	0
173	8		8	3	3	8	0	25	25
174	352		352	146	155	324	6	42	48
175	246		246	135	139	229	106	462	568
176	63		63	27	28	51	2	28	30
177	0		0	0	0	0	290	198	488
178	405		405	262	281	282	619	433	1052
179	464		464	218	234	406	105	732	837
180	1172		1172	661	706	1250	137	149	286
181	0		0	0	0	0	62	146	208
182	3		3	1	1	0	461	1019	1480
183	0		0	0	0	0	218	84	302
184	0		0	0	0	0	337	10	347
185	90		90	36	37	73	0	49	49
186	709		709	269	287	665	0	47	47
187	442		442	163	172	392	8	4	12
188	512		512	185	196	456	33	42	75
189	312		312	113	117	289	2	54	56
190	121		121	42	43	98	0	20	20
191	466		466	184	188	377	0	34	34
192	597		597	198	202	511	8	79	87
193	316		316	114	118	265	0	5	5
194	433		433	160	165	462	0	7	7
195	593		593	235	244	477	24	45	69
196	344		344	181	201	328	5	1	6
197	522		522	180	198	445	0	24	24
198	101		101	36	38	100	0	0	0
199	91		91	43	45	80	0	0	0
200	0		0	0	0	0	0	150	150
201	1,494		1494	573	629	1180	4	21	25
202	39		39	15	17	31	95	34	129
203	208		208	80	82	165	32	49	81
204	639		639	245	250	504	0	13	13
205	77		77	32	33	67	0	0	0
206	665		665	276	293	579	24	114	138
207	232		232	96	106	201	0	30	30
208	901		901	335	347	703	3	19	22
209	1,042		1042	401	417	920	0	15	15
210	1,356		1356	502	522	1024	0	5	5
211	915		915	357	368	697	0	29	29
212	246		246	96	99	187	0	1	1
213	465		465	204	219	346	0	9	9
214	1,006		1006	441	473	748	74	109	183
215	0		0	0	0	0	66	110	176
216	636		636	279	290	473	0	1	1

217	60		60	22	23	47	0	98	98
218	200		200	66	69	141	0	0	0
219	1,602		1602	587	593	1261	0	106	106
220	876		876	321	336	690	0	83	83
221	0		0	0	0	0	0	104	104
222	776		776	241	252	589	0	10	10
223	595		595	234	252	327	133	162	295
224	0		0	0	0	0	165	15	180
225	0		0	0	0	0	7	36	43
226	764		764	342	365	671	0	32	32
227	623		623	279	298	547	0	2	2
228	591		591	235	251	431	14	183	197
229	1,159		1159	483	543	819	21	125	146
230	161		161	67	75	113	0	900	900
231	166		166	69	77	117	14	14	28
232	7		7	3	3	5	0	5	5
233	5		5	2	2	3	5	566	571
234	0		0	0	0	0	157	196	353
235	2,108		2108	681	693	1402	0	148	148
236	113	104	217	49	51	110	0	556	556
237	367		367	145	151	298	14	16	30
238	727		727	287	310	588	3	83	86
239	0		0	0	0	0	7	45	52
240	0		0	0	0	0	6	1579	1585
241	0		0	0	0	0	0	0	0
242	0		0	0	0	0	0	0	0
243	421	24	445	252	269	372	746	172	918
244	0		0	0	0	0	0	1	1
245	4		4	2	2	3	0	0	0
246	612		612	326	354	495	22	6	28
247	5		5	2	2	3	0	75	75
248	0		0	0	0	0	0	147	147
249	187		187	82	85	139	0	0	0
250	500		500	183	187	409	0	5	5
251	213		213	78	79	167	0	8	8
252	123		123	45	46	97	0	10	10
253	34		34	12	13	28	0	92	92
254	283		283	88	90	215	0	0	0
255	76		76	28	29	60	0	9	9
256	276		276	109	112	251	10	181	191
257	446		446	166	172	349	0	18	18
258	565		565	209	219	427	0	5	5
259	649		649	262	278	424	10	150	160
260	74		74	33	37	56	0	0	0
261	420		420	164	175	384	0	3	3
262	98		98	39	40	79	0	1	1
263	575		575	218	224	539	0	73	73
264	778		778	295	303	729	0	134	134
265	553		553	200	212	493	0	17	17
266	210		210	76	79	194	0	1	1
267	100		100	35	36	82	0	25	25
268	550		550	191	195	444	9	46	55
269	167		167	58	59	135	0	11	11
270	332		332	131	137	268	0	44	44
271	486		486	192	200	393	7	85	92

272	194		194	70	72	163	0	41	41
273	325		325	124	127	285	0	4	4
274	508		508	189	194	434	0	143	143
275	80		80	40	41	87	0	8	8
276	252		252	95	99	220	1	35	36
277	330		330	131	139	266	0	7	7
278	98		98	39	41	79	16	59	75
279	0		0	0	0	0	0	0	0
280	387		387	193	210	251	56	12	68
281	363		363	181	196	235	61	10	71
TOTAL	139,722	15,126	154,848	60,465	63,816	110,732	17,758	77,236	94,994

Socioeconomic Data for 2030 (Forecast)

Traffic	Population			Dwelling Units		Vehicles	Employment		
Zone	Households	Group Q.	Total	Occupied	Total	Available	Retail	Non-Retail	Total
1	60		60	47	51	39	10	331	341
2	196		196	154	165	128	58	634	692
3	14		14	11	12	9	90	890	980
4	150		150	85	95	104	98	1389	1487
5	206		206	97	105	120	30	350	380
6	787	56	843	424	478	482	277	1724	2001
7	357	31	388	232	264	245	63	537	600
8	1016	21	1037	608	654	723	42	363	405
9	1075		1075	492	560	716	12	55	67
10	211		211	98	104	170	77	517	594
11	903	32	935	473	524	678	24	211	235
12	989		989	478	505	740	100	334	434
13	917		917	459	483	635	25	85	110
14	434	142	576	248	270	325	12	240	252
15	392		392	224	246	271	0	408	408
16	97	96	193	57	59	81	11	2233	2244
17	359		359	216	237	330	565	891	1456
18	35		35	24	26	29	844	1576	2420
19	1053	132	1185	384	419	488	90	1095	1185
20	72		72	35	37	57	630	1276	1906
21	672		672	299	320	530	0	24	24
22	907		907	429	457	778	76	134	210
23	0		0	0	0	0	115	141	256
24	0		0	0	0	0	0	50	50
25	513		513	271	289	353	42	882	924
26	532	232	764	217	227	440	3	60	63
27	1269		1269	598	626	1091	29	418	447
28	1250		1250	561	583	937	67	189	256
29	189		189	100	107	138	40	211	251
30	472		472	231	246	320	37	49	86
31	1116	2	1118	561	588	937	28	66	94
32	13	130	143	7	7	15	12	834	846
33	76		76	33	34	69	55	453	508
34	169		169	82	85	177	55	457	512
35	321		321	149	154	336	71	15	86
36	1500		1500	687	739	1309	9	39	48
37	2124		2124	798	811	1284	7	133	140
38	1068		1068	532	571	1030	8	59	67
39	0		0	0	0	0	475	875	1350
40	90		90	33	34	60	596	296	892
41	950		950	398	408	954	0	30	30
42	388		388	155	161	373	5	46	51
43	652		652	257	269	561	5	83	88
44	792		792	312	326	745	12	74	86
45	167		167	89	91	200	0	13	13
46	0		0	0	0	0	621	460	1081
47	1350		1350	551	588	1315	0	96	96
48	989		989	401	417	957	8	37	45
49	318		318	159	171	218	35	475	510
50	632		632	325	350	476	40	82	122
51	554		554	244	264	448	0	63	63
52	639		639	365	389	505	2	163	165
53	765		765	373	397	589	36	75	111
54	678		678	303	317	596	11	124	135

55	1000	28	1028	440	463	730	27	72	99
56	0		0	0	0	0	286	427	713
57	477		477	220	233	399	0	2	2
58	792		792	398	431	807	22	67	89
59	933		933	463	481	863	0	121	121
60	1102	14	1116	577	603	845	1	29	30
61	1013	13	1026	523	547	777	85	128	213
62	0		0	0	0	0	13	3626	3639
63	156		156	107	115	127	303	451	754
64	1211	142	1353	559	594	1014	24	199	223
65	395		395	183	193	307	0	117	117
66	49		49	23	24	37	0	544	544
67	0		0	0	0	0	406	134	540
68	137		137	80	84	149	21	251	272
69	4		4	2	2	3	30	1296	1326
70	90		90	45	48	58	707	897	1604
71	1399		1399	700	724	1133	128	94	222
72	1686		1686	736	774	1342	0	19	19
73	0		0	0	0	0	246	1065	1311
74	5		5	3	3	8	236	1537	1773
75	0		0	0	0	0	2030	106	2136
76	1191		1191	471	482	1042	0	87	87
77	1907		1907	836	862	1448	67	84	151
78	0		0	0	0	0	0	440	440
79	1645		1645	964	1176	1492	15	26	41
80	0		0	0	0	0	24	520	544
81	10		10	5	5	6	519	704	1223
82	1118		1118	409	421	738	45	126	171
83	1146		1146	571	605	737	82	131	213
84	1342		1342	759	827	1198	132	223	355
85	135		135	58	62	122	0	21	21
86	0		0	0	0	0	0	1469	1469
87	410		410	184	218	481	0	85	85
88	79		79	37	40	114	0	163	163
89	2516		2516	1,166	1246	1553	437	490	927
90	2221		2221	927	974	1349	0	71	71
91	2213		2213	1,001	1102	2051	40	113	153
92	225		225	108	113	209	50	112	162
93	2302		2302	1,009	1108	2233	50	311	361
94	3001		3001	1,426	1498	2294	100	232	332
95	973		973	403	415	818	45	94	139
96	1077		1077	501	525	883	24	61	85
97	19		19	8	9	16	71	646	717
98	2		2	1	1	2	20	847	867
99	2		2	1	1	1	13	737	750
100	0		0	0	0	0	0	4422	4422
101	59		59	23	24	41	40	504	544
102	53		53	20	21	68	0	180	180
103	926		926	349	375	869	33	112	145
104	478		478	169	174	405	0	0	0
105	1573		1573	591	634	1393	60	137	197
106	873		873	359	366	912	0	55	55
107	1415		1415	550	579	1229	15	35	50
108	5844		5844	2,271	2393	5282	10	16	26
109	136		136	77	82	207	0	364	364
110	661		661	242	246	620	843	470	1313
111	483		483	243	246	747	256	144	400
112	1308	217	1525	619	663	1383	270	221	491
113	2344	27	2371	1,205	1220	2012	200	374	574
114	557	1,223	1780	289	291	948	158	1950	2108

115	2		2	1	1	2	0	3619	3619
116	2059		2059	1,026	1056	2217	0	578	578
117	1452	48	1500	778	801	1060	0	12	12
118	2143	174	2317	901	959	1754	122	186	308
119	146	177	323	68	70	104	99	5158	5257
120	541	1,442	1983	230	237	607	0	471	471
121	0	4,595	4595	0	0	1263	218	1008	1226
122	0		0	0	0	0	69	3950	4019
123	250	3,787	4037	106	109	931	0	573	573
124	968		968	468	482	901	15	97	112
125	753	42	795	324	336	654	94	290	384
126	11		11	6	6	11	0	509	509
127	668	1,556	2224	372	376	2307	0	270	270
128	853		853	475	493	905	0	30	30
129	499		499	233	251	449	0	58	58
130	559		559	301	310	552	21	84	105
131	886		886	414	427	797	5	259	264
132	931		931	588	609	687	40	70	110
133	0		0	0	0	0	397	224	621
134	1013	340	1353	345	352	785	0	418	418
135	1471	215	1686	696	727	1027	8	335	343
136	1509		1509	711	733	1523	7	12	19
137	14		14	6	6	8	0	225	225
138	13		13	7	7	15	0	473	473
139	168		168	71	75	156	0	0	0
140	197		197	102	107	215	12	19	31
141	47		47	20	23	46	9	13	22
142	436		436	207	218	422	49	29	78
143	232		232	110	116	196	0	16	16
144	598		598	313	322	587	0	0	0
145	987		987	436	498	768	0	1	1
146	41		41	17	19	39	0	0	0
147	905		905	504	543	702	0	0	0
148	1196		1196	660	711	920	302	176	478
149	726		726	469	489	591	15	1198	1213
150	0		0	0	0	0	0	1981	1981
151	2740		2740	1,275	1392	2247	45	78	123
152	524		524	217	239	529	10	95	105
153	588		588	239	245	512	0	34	34
154	320		320	141	144	308	0	35	35
155	2830		2830	1,131	1223	2897	0	71	71
156	2104		2104	975	1055	2278	20	46	66
157	182		182	70	77	143	41	354	395
158	3257		3257	1,279	1386	3604	20	25	45
159	625		625	404	423	501	0	116	116
160	4396		4396	1,769	1976	3462	5	131	136
161	241		241	91	96	244	0	0	0
162	1476		1476	623	664	1187	23	41	64
163	3678		3678	1,882	2116	3124	118	293	411
164	2789	84	2873	1,164	1266	3232	0	136	136
165	73		73	40	43	59	104	373	477
166	0		0	0	0	0	39	499	538
167	11		11	7	7	11	0	450	450
168	11		11	7	7	11	275	416	691
169	0		0	0	0	0	80	179	259
170	2		2	1	1	3	0	1350	1350
171	4727		4727	1,856	2010	3936	30	222	252
172	1700		1700	694	762	1955	0	0	0
173	7		7	3	3	8	0	135	135
174	1143		1143	503	547	1160	16	82	98

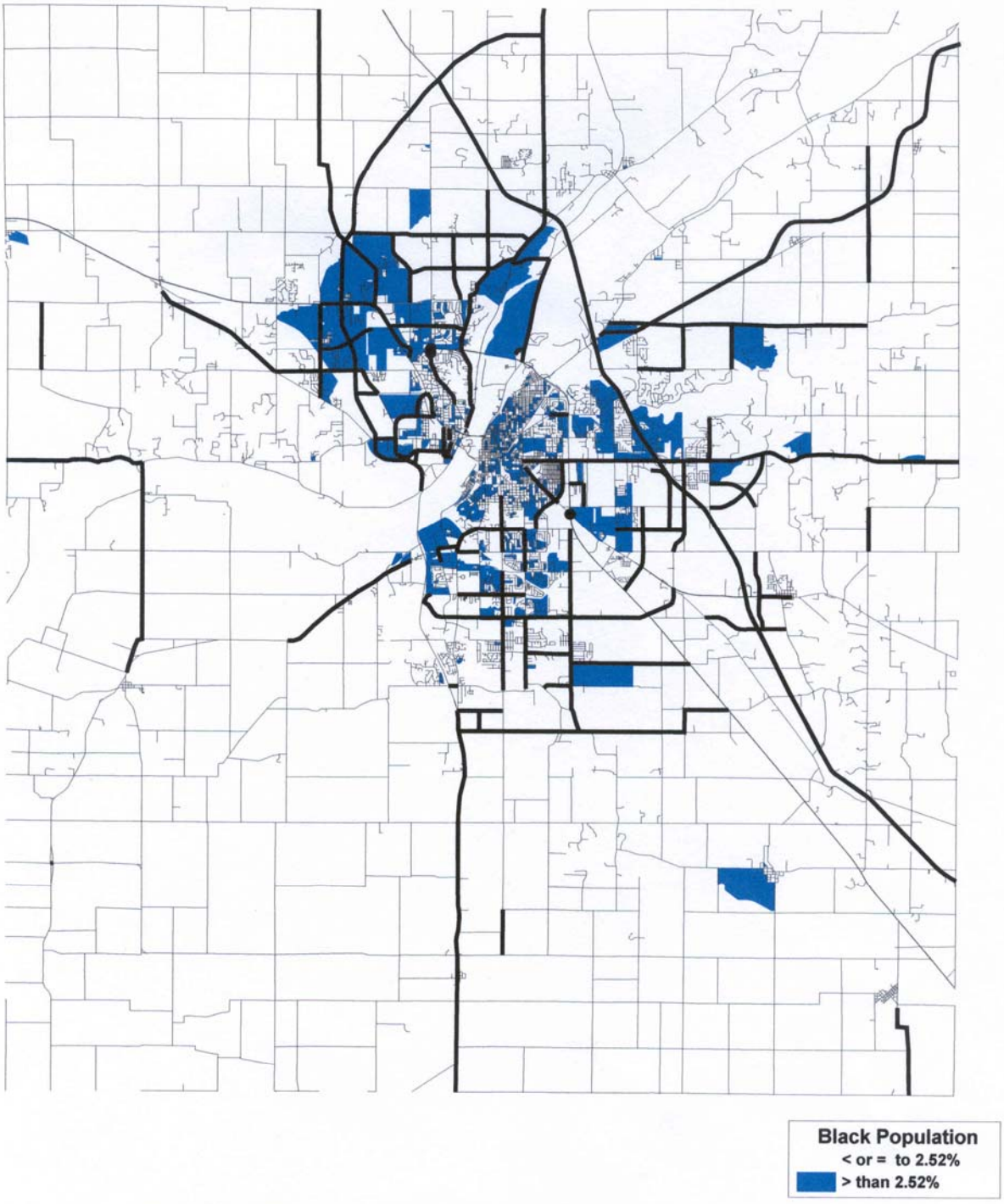
175	232		232	135	139	238	131	487	618
176	59		59	27	28	54	52	178	230
177	0		0	0	0	0	315	298	613
178	382		382	262	281	293	619	558	1177
179	438		438	218	234	422	155	902	1057
180	1182		1182	707	757	1391	157	204	361
181	0		0	0	0	0	302	606	908
182	3		3	1	1	0	481	1099	1580
183	0		0	0	0	0	388	189	577
184	0		0	0	0	0	337	10	347
185	85		85	36	37	76	0	49	49
186	711		711	286	306	736	0	47	47
187	440		440	172	181	430	8	4	12
188	483		483	185	196	474	33	67	100
189	295		295	113	117	300	2	54	56
190	114		114	42	43	102	0	20	20
191	451		451	189	193	403	0	34	34
192	1158		1158	408	423	1095	8	79	87
193	298		298	114	118	276	0	5	5
194	440		440	172	177	516	0	7	7
195	568		568	239	248	504	34	45	79
196	325		325	181	201	341	5	1	6
197	516		516	189	208	486	0	24	24
198	96		96	36	38	104	0	0	0
199	86		86	43	45	83	0	0	0
200	0		0	0	0	0	0	180	180
201	2419		2419	984	1097	2107	59	141	200
202	37		37	15	17	32	120	384	504
203	295		295	120	124	257	107	99	206
204	978		978	398	411	853	30	68	98
205	80		80	35	36	76	0	0	0
206	627		627	276	293	602	59	179	238
207	314		314	138	155	301	0	80	80
208	916		916	361	375	788	3	19	22
209	982		982	401	417	957	0	15	15
210	2208		2208	867	915	1839	0	5	5
211	869		869	360	371	730	0	29	29
212	232		232	96	99	195	0	1	1
213	438		438	204	219	360	0	9	9
214	1246		1246	580	627	1022	134	399	533
215	0		0	0	0	0	86	290	376
216	1046		1046	487	514	858	20	1	21
217	57		57	22	23	49	0	98	98
218	2155		2155	757	813	1675	0	30	30
219	1647		1647	640	649	1430	0	106	106
220	1055		1055	410	432	916	20	138	158
221	0		0	0	0	0	0	134	134
222	2029		2029	669	716	1700	0	10	10
223	724		724	302	327	439	133	262	395
224	0		0	0	0	0	290	155	445
225	0		0	0	0	0	7	41	48
226	1120		1120	532	575	1085	10	32	42
227	846		846	402	434	820	25	77	102
228	1396		1396	589	642	1123	59	308	367
229	2216		2216	979	1120	1725	71	240	311
230	297		297	131	149	231	0	900	900
231	156		156	69	77	122	14	14	28
232	6		6	3	3	5	600	270	870
233	4		4	2	2	4	5	576	581
234	43		43	24	26	41	177	276	453

235	2025		2025	694	707	1486	0	148	148
236	106	104	210	49	51	114	0	606	606
237	346		346	145	151	309	14	16	30
238	685		685	287	310	612	18	118	136
239	0		0	0	0	0	72	190	262
240	0		0	0	0	0	6	1829	1835
241	0		0	0	0	0	0	0	0
242	0		0	0	0	0	75	300	375
243	397	24	421	252	269	388	771	297	1068
244	444		444	282	0	433	125	406	531
245	3		3	2	314	3	0	200	200
246	1222		1222	691	764	1090	47	1106	1153
247	458		458	213	237	375	150	325	475
248	0		0	0	0	0	15	182	197
249	752		752	350	373	617	0	0	0
250	3559		3559	1,383	1453	3217	175	580	755
251	407		407	158	164	353	0	8	8
252	1737		1737	675	711	1508	15	35	50
253	32		32	12	13	28	0	92	92
254	267		267	88	90	224	0	0	0
255	72		72	28	29	63	0	24	24
256	1557		1557	652	688	1563	55	446	501
257	4786		4786	1,886	2018	4116	0	18	18
258	3710		3710	1,457	1571	3090	0	5	5
259	651		651	279	297	469	20	160	180
260	264		264	125	144	223	0	0	0
261	396		396	164	175	400	0	3	3
262	92		92	39	40	82	0	1	1
263	542		542	218	224	561	10	93	103
264	778		778	313	322	805	15	169	184
265	522		522	200	212	512	0	17	17
266	198		198	76	79	202	0	1	1
267	95		95	35	36	85	0	25	25
268	519		519	191	195	462	9	71	80
269	157		157	58	59	140	0	11	11
270	318		318	133	139	283	0	44	44
271	458		458	192	200	409	7	100	107
272	183		183	70	72	169	0	41	41
273	311		311	126	129	301	0	4	4
274	490		490	193	198	461	0	143	143
275	84		84	45	46	101	0	8	8
276	238		238	95	99	229	1	45	46
277	312		312	131	139	277	0	7	7
278	155		155	65	69	137	16	74	90
279	0		0	0	0	0	400	201	601
280	366		366	193	210	261	56	112	168
281	343		343	181	196	245	91	130	221
TOTAL	201,706	15,126	216,832	89,647	95,616	179,294	23,269	96,731	120,000

Appendix 6.

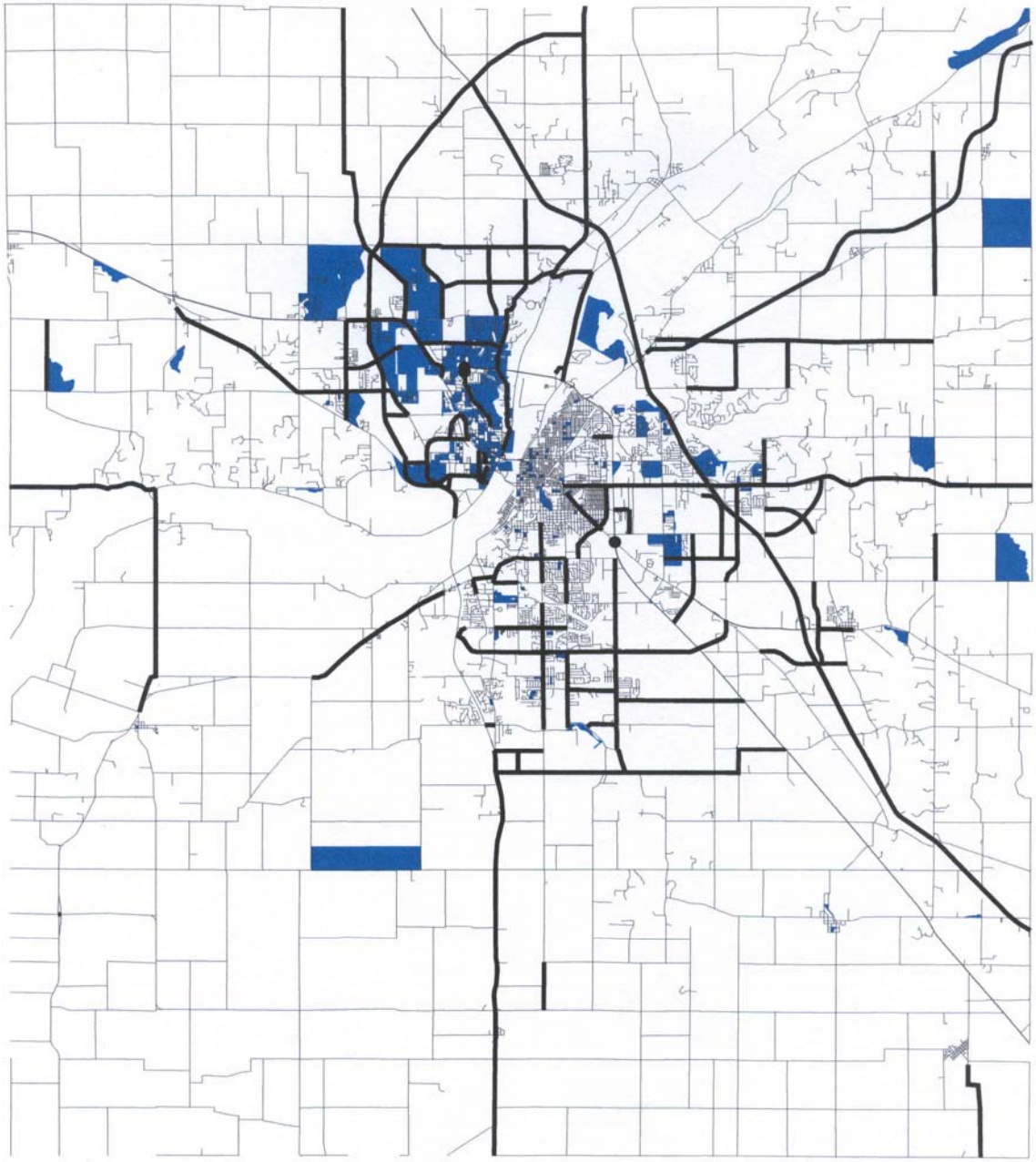
Environmental Justice Mapping

2000 Census Blocks having a higher than average Black Population of 2.52 percent



Prepared by the Area Plan Commission of Tippecanoe County

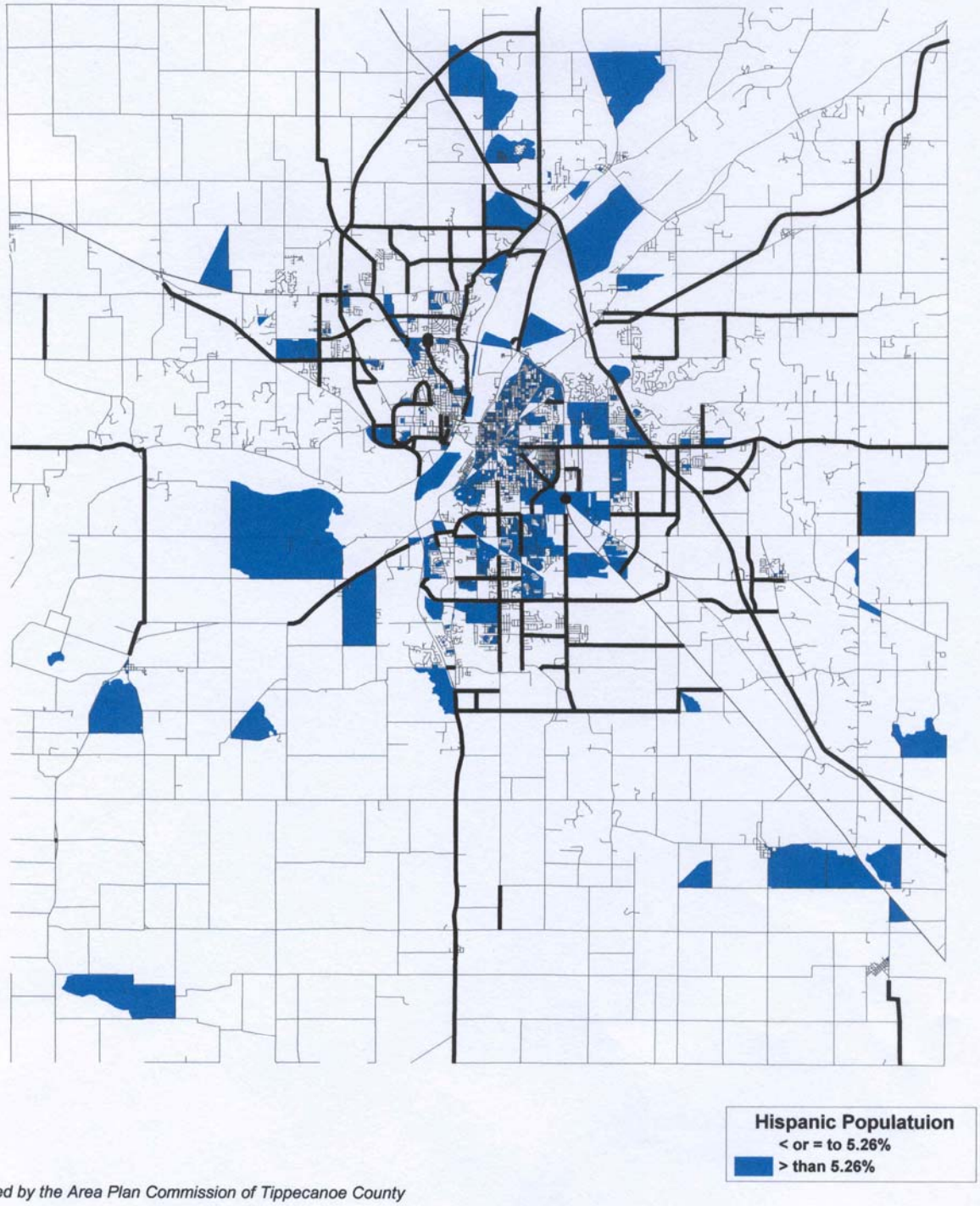
2000 Census Blocks having a higher than average Asian Population of 4.46 percent



Asian Population
< or = to 4.46%
> than 4.46%

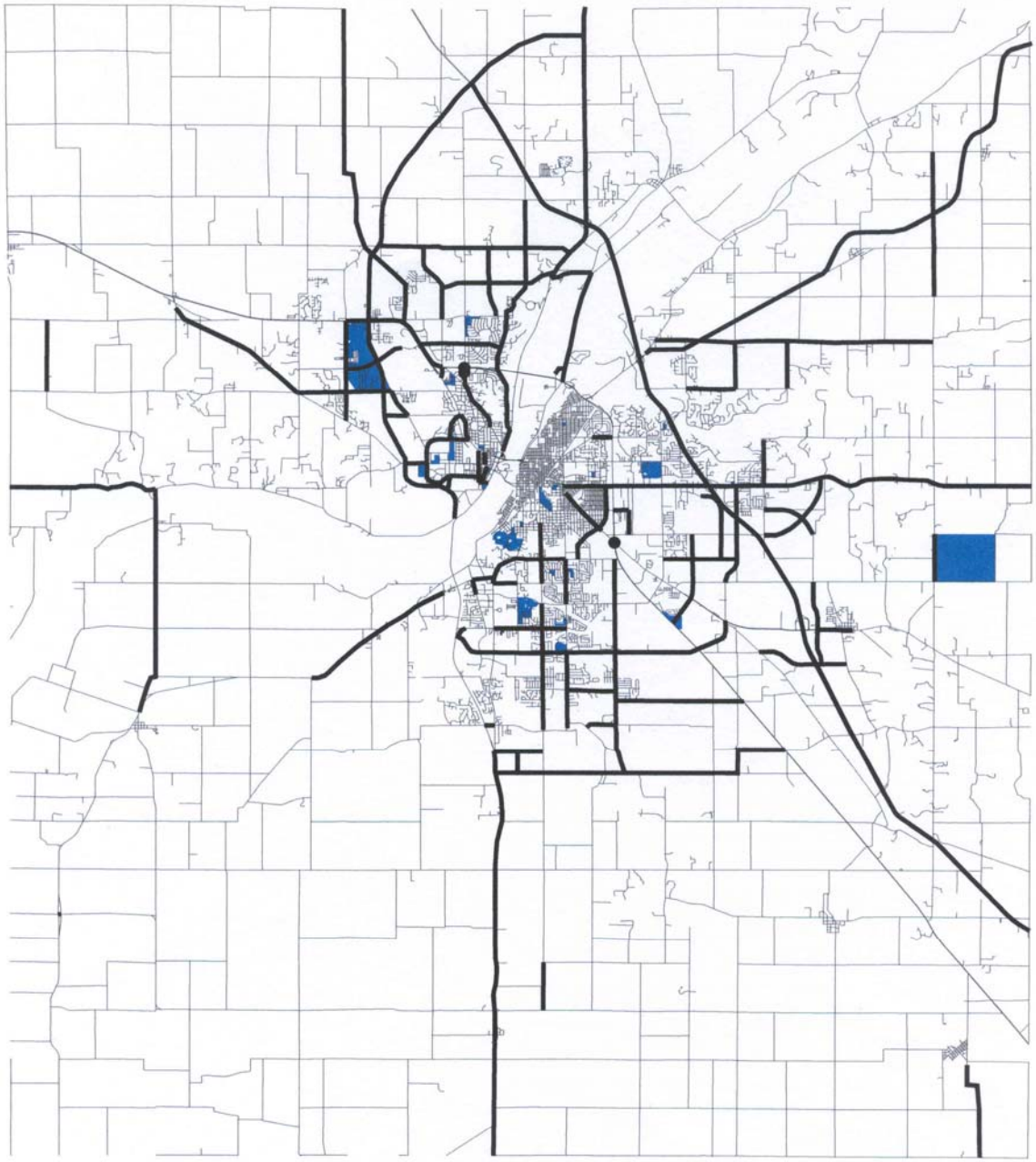
Prepared by the Area Plan Commission of Tippecanoe County

2000 Census Blocks having a higher than average Hispanic Population of 5.26 percent



Prepared by the Area Plan Commission of Tippecanoe County

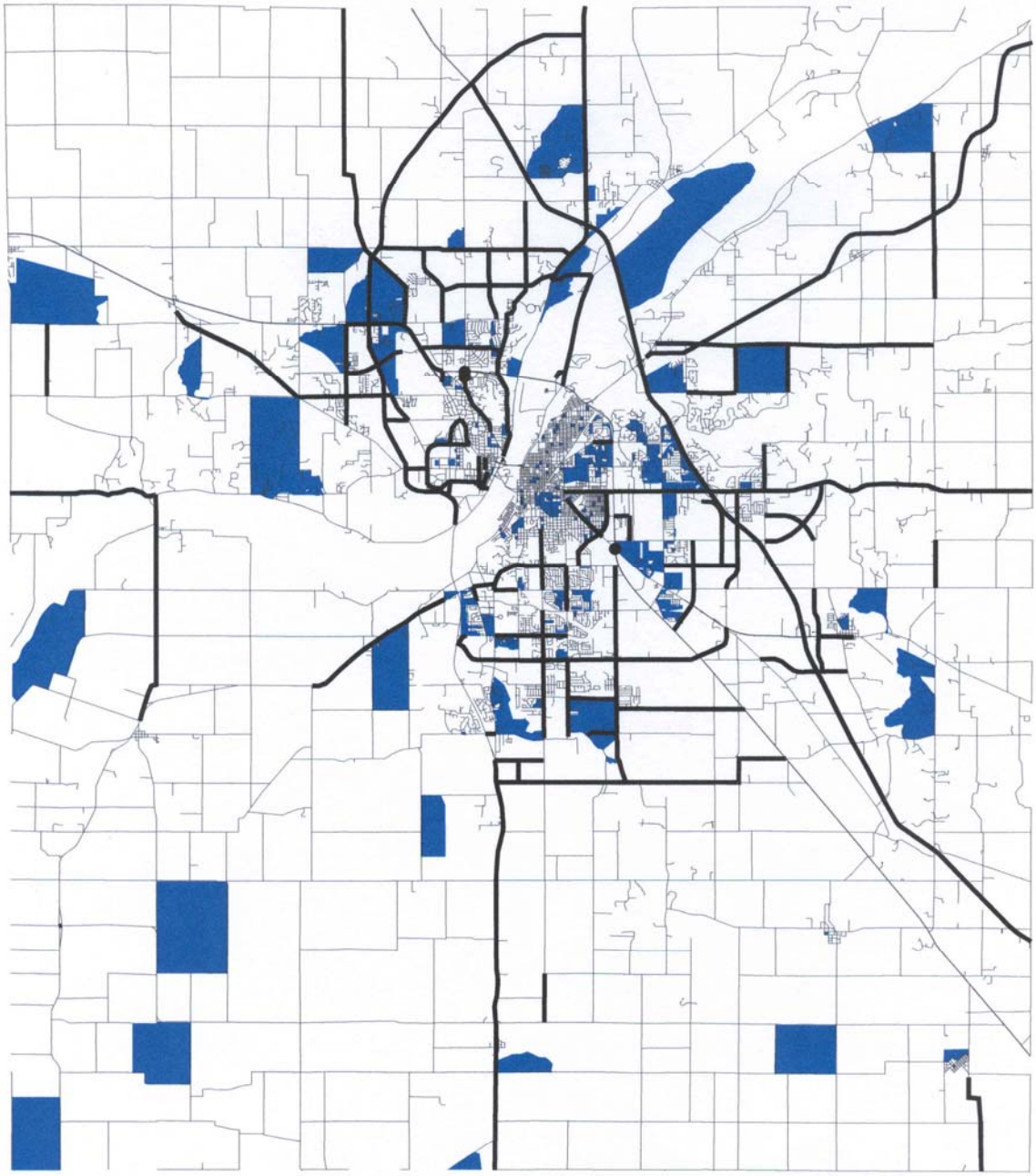
2000 Census Blocks having a higher than average Hawaiian Population of 4.46 percent



Hawaiian Population
< or = to 0.03%
> than 0.03

Prepared by the Area Plan Commission of Tippecanoe County

2000 Census Blocks having a higher than average American Indian and Alaskan Native Population of 0.28 percent



Am. Indian & Alaska Native
< or = to 0.28%
> than 0.29%

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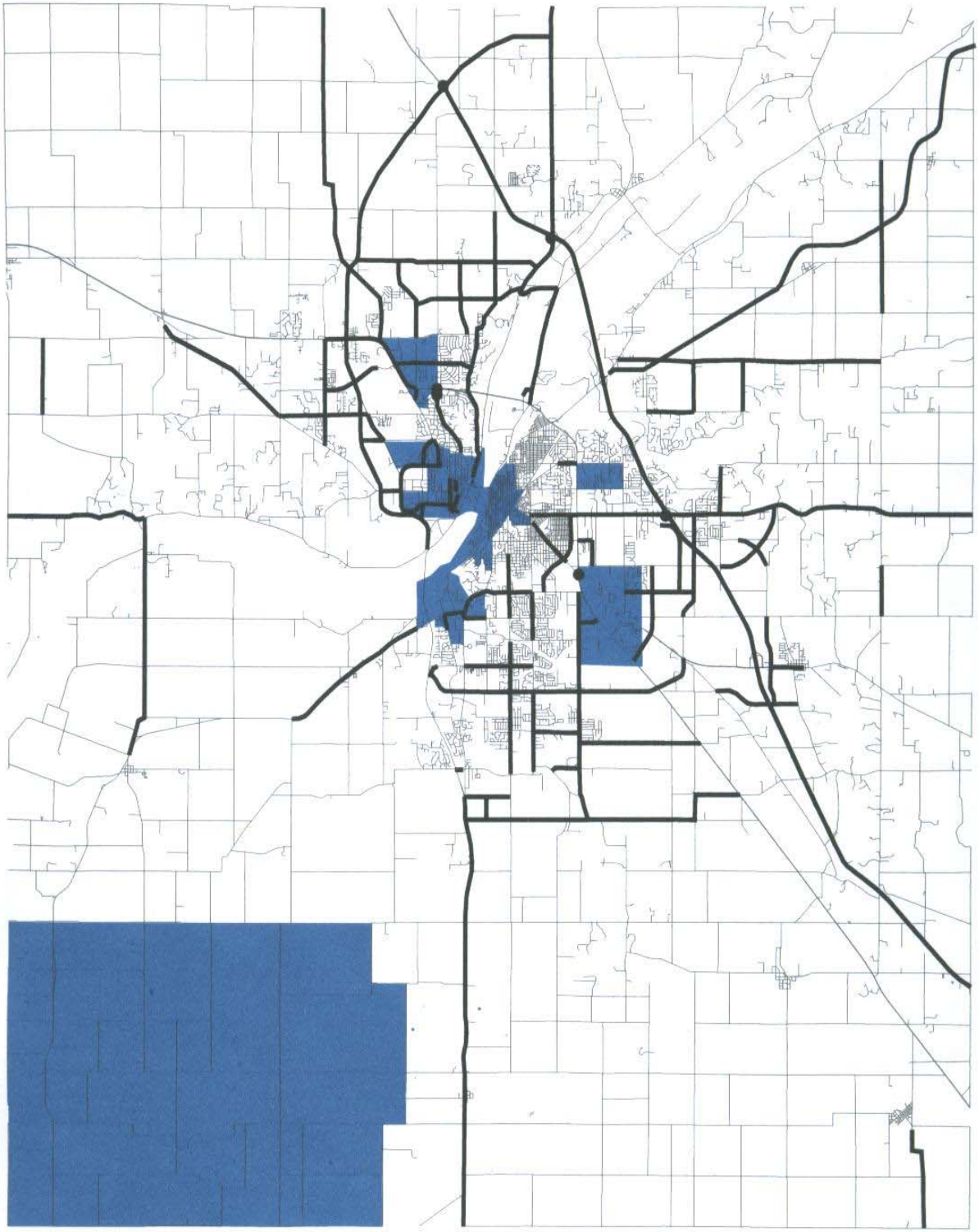
Ratio of Income in 1999 to Poverty Level, 2000 Census



Below Poverty
Above Poverty
Below Poverty

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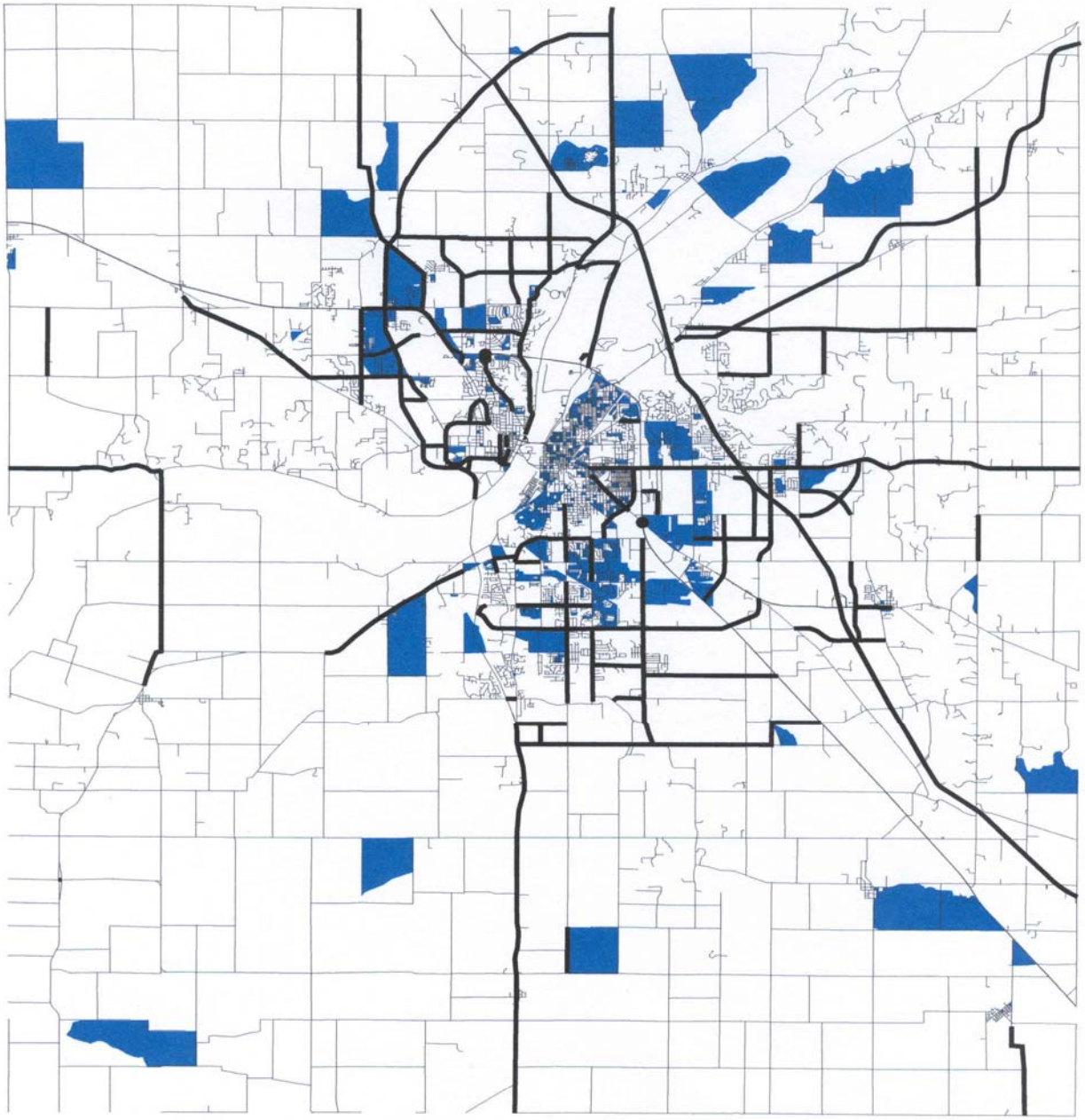
Other Races
2000 Census Blocks having a higher than average Population of 2.48 percent



Other Races
< or = to 2.48%
> than 2.48%

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