

RESOLUTION # 90-2

WHEREAS CR 50 E between Beck Lane and CR 350 S in Wea Township distributes traffic between local destinations and the arterial roadway system, and

WHEREAS the road will handle traffic from the developing Twyckenham subdivision and the multi family complex in JSD subdivision and can be expected to handle additional traffic from future subdivisions, and development on the west side of CR 50 E anticipated in the Adopted Land Use Plan, and

WHEREAS it is an increasingly important connector to an urbanizing segment of the community and the only through roadway serving this area between US 231 and S. Ninth Street, and

WHEREAS in the future it can be expected on the average to carry three to four thousand vehicles per day, and

WHEREAS it is not currently shown on the Adopted Thoroughfare Plan as an Arterial, and

WHEREAS the Lafayette City Engineer and the Tippecanoe County Highway Engineer have both requested the collector designation for CR 50 E, and

WHEREAS in recognition of its future usage in a developing area the Tippecanoe County Area Plan Commission should accord this segment of CR 50E an appropriate classification,

NOW THEREFORE BE IT RESOLVED that the Tippecanoe County Area Plan Commission, acting under authority granted by the Unified Subdivision Ordinance of Tippecanoe County Section 5.3 (2) (a), does hereby declare and classify CR 50 E, between Beck Lane and CR 350 S in Wea Township, to be an Urban Residential Collector.

Adopted on this 18th day of July, 1990.


Secretary


President

MEMORANDUM

TO: Area Plan Commission
FROM: Area Plan Commission Staff
DATE: July 13, 1990
SUBJECT: Collector Road Status for CR 50 E

This change is being considered at the request of the Lafayette City Engineer with the approval of the County Highway Engineer. CR 50 E is partially in the City of Lafayette, the east half between Twyckenham Blvd. and CR 300 S (Ortman Lane.) The rest of the road falls under County jurisdiction at this time.

J-S-D Subdivision (S-1715) along this road is under consideration for primary approval. Since the subdivision submission in this case predates the change in the roadway status, it is our opinion that the subdivision does not need to be revised or resubmitted for primary approval. The prior street status of a "local" must be recognized and the subdivider is subject only to the prior construction standard.

Although the platted setback along CR 50 E will be shown at 25 feet, actual building setbacks in the future will need to meet the collector standard of 30 feet.

This is a logical proposal for the APC to consider and adopt. Many significant connector streets if classified as collectors, will not need to be classified or developed as arterial streets. However, they serve an intermediate function of feeding traffic to the arterial street system.

STAFF RECOMMENDATION

Approval



City of Lafayette - 20 North 6th Street - Lafayette, Indiana - 47901 - 317-742-8404
office of the City Engineer

June 21, 1990

RECEIVED

JUN 22 1990

TIPPECANOE CO.
AREA PLAN COMM.

Mr. James D. Hawley, Executive Director
Tippecanoe County Area Plan Commission
20 North Third Street
Lafayette, Indiana 47901

Dear Mr. Hawley:

The proposed J-S-D Estates Subdivision has brought to light a transportation situation of potentially serious significance. This pertains to C.R. 50 E. which bounds the subdivision to the west. Presently, C.R. 50 E. is designated as an urban local street and the A.P.C. staff report recommends that the street be built with a 15 ft. half-width pavement including curb, gutter and sidewalk, the minimum improvements for a residential local road. However, because of the location and alignment of the roadway, a straight shot from C.R. 350 S. to Beck Lane and halfway between Primary Arterials South Ninth Street and U.S. 231, the street will function as a collector street rather than as a local street. I expect to see traffic volumes on this street that are comparable to Beck Lane or Brady Lane and have concern that the 30 ft. back to back of paving required of a local street will be grossly inadequate to handle this traffic demand. Attached is EXHIBIT A which shows a comparison between the minimum street improvements required for a local street and a collector street. Note that a local street is effectively reduced to a single traffic lane when cars are parked on both sides of the street.

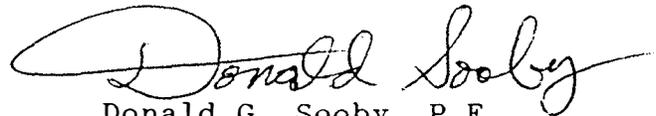
Request is respectfully made for the Area Plan Commission to designate C.R. 50 E. as a residential collector street between C.R. 350 S. and Beck Lane minimum, possibly extending on north to U.S. 231. This would provide (barely) width enough for two sub-standard travel lanes with cars parked on both sides of the street. If possible, I would like the Executive Committee to consider this request at their meeting of July 5, 1990 although I will be out of town and unable to attend this meeting. If the matter needs to be considered by the full Commission or if you prefer

that I be present to defend the proposal, I request that the matter be considered at the July 18 meeting and be on the agenda ahead of the proposed J-S-D Estates major preliminary Subdivision.

I've discussed this matter with the County Highway Engineer, Steve Murray, and had preliminary concurrence with the concept. By copy of this letter I am requesting Mr. Murray to send you a letter of support if he still concurs.

I'm very hopeful that this street can be designated as a collector street before there is another five-year commitment given that designates it as a local street.

Very truly yours,

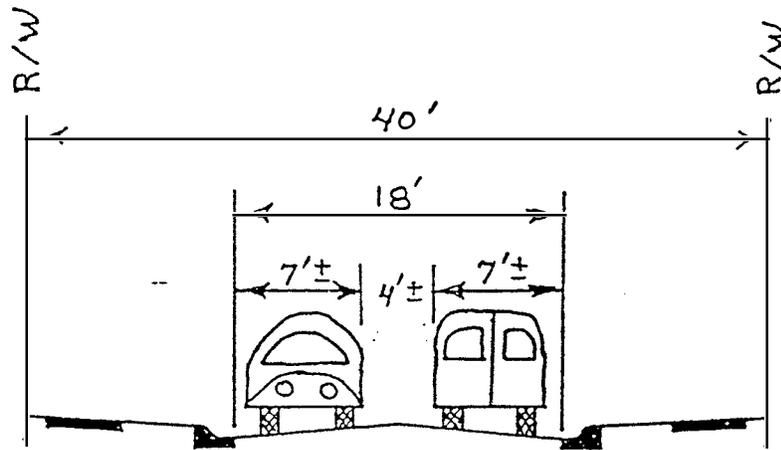
A handwritten signature in cursive script that reads "Donald G. Sooby". The signature is written in black ink and is positioned above the typed name and title.

Donald G. Sooby, P.E.
City Engineer

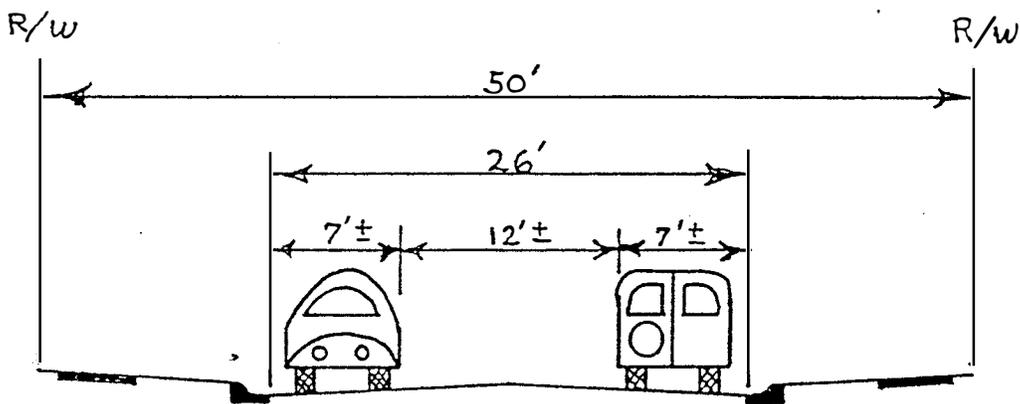
DGS:gc
enclosure

cc: James F. Riehle, Mayor
Richard T. Heide, City Attorney
Steve Murray
File

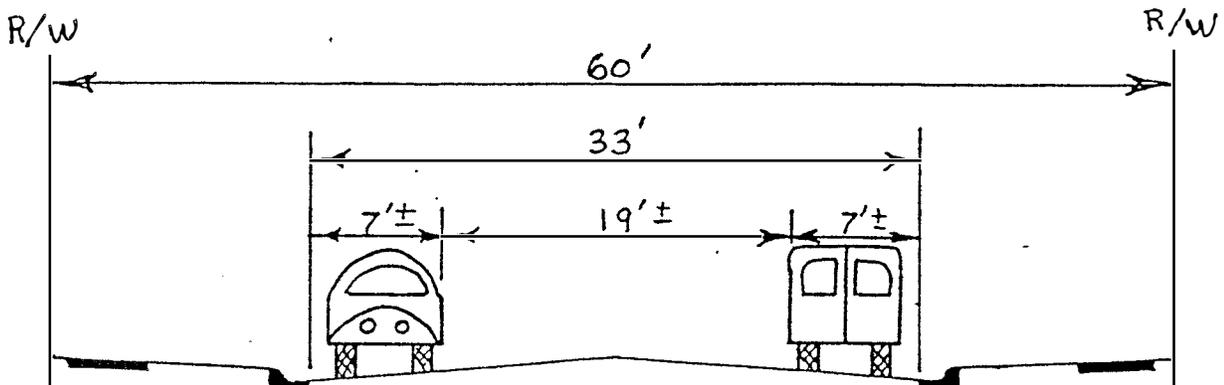
EXHIBIT A
 RESIDENTIAL STREETS
 EXISTING MINIMUM STREET WIDTHS
 (MAXIMUM WIDTH THAT CITY CAN REQUIRE)



PLACE OR COURT
 (800 FT. MAXIMUM LENGTH)



LOCAL ROAD



COLLECTOR

