

# Meeting Notes



## Public Question and Comment Summary

04/10/2020

Prepared for the City of Lafayette – Post 3<sup>rd</sup> and 4<sup>th</sup> Street Conversion Public Meeting

Cumulatively (people dropped in and out), 25 members of the public were on the Zoom virtual meeting link and 7 members of the public were on the You Tube live feed. The following summary contains questions and comments grouped by participant from both Zoom, You Tube and email. Several irrelevant comments are summarized at the end of this document under the “other” category. Please provide responses back to consolidate into an overall summary document with responses to be posted to the City’s website and Facebook page on Friday, April 10<sup>th</sup>.

### Questions/Comments:

- Name/Contact: David Lewis Henry, davidlewishenry@yahoo.com
  - o We need a good north/south bicycle corridor since 4<sup>th</sup> Street runs the length of the City. I would like to see 4<sup>th</sup> used as that corridor with dedicated bike lanes in the multi-street concept.
    - **City response: Thank you for this comment. We will take this into advisement as we complete this study.**
  - o Please be sure to include plans for adding bicycle traffic and how to better accommodate pedestrians.
    - **City response: As we complete future planning, we make sure that bicycles and pedestrians are accommodated in our recommendations for future bikeways and better pedestrian infrastructure.**
  
- Name/Contact: Jon Neal, brownyn Neal@gmail.com
  - o 2 way streets are an excellent idea. Long overdue. One way streets degrade the surrounding neighborhood. North 3rd and 4<sup>th</sup> are run down and not ideal for development. South 3rd and 4th are a mess with a convoluted access to southbound 4th. You can also see on Union Salem how bad the neighborhoods are on the one way and how much better it is when Union becomes two way on top of the hill.
    - **City response: Thank you for this comments. We will take this into advisement as we complete this study and approach future planning.**
  - o What do you do with the exit ramp from the bridge onto 3rd? I recommend closing to cars and leaving open to pedestrians and bicycles. A freeway type interchange is out of place in a city.
    - **City response: The ramp from the Harrison Street Bridge will be evaluated based on traffic demands, safety, and overall mobility for the area. Multiple options are being considered and will be further evaluated as part of the study.**
  - o No to the roundabout. The idea is to make a streetscape for people. Not speedway for cars.
    - **City response: The roundabout shown during the presentation is one of several options that we are considering to help tie one-way 4th Street, the Union Street connector ramp, and the two-way traffic to the north on Fannon Drive.**
    - **A small, single-lane roundabout would be helpful to slow traffic and make the area more safe for pedestrians – not less safe. Roundabouts are often used not only for efficiency of vehicular movements, but also for traffic calming effects.**

- - **At this particular location, there are also many bridge piers that we are trying to avoid in order to keep the costs of the improvements within reach.**
- IF you must choose between traffic driving thru and complete streets, choose complete streets. Cars can drive elsewhere!
  - **City response: We do not believe that this has to be an either/or scenario. Main Street was used as an example during the call. Main Street allows for slow vehicular traffic, and yet provides so much opportunity for pedestrians and bicyclists. The intent would be to deliver something similar on 3rd and 4th Streets in the downtown core.**
- Downtown does not need to be a motorway for commuters from Rossville to reach Purdue. Commuter motorways are all cost with little benefit
  - **City response: We are taking these comments in regard to Columbia Street and South Street under advisement. In general, we agree that a reduction in through traffic in the downtown area is desirable.**
- Bike lanes where bikes move with the direction of traffic are a must. The cyclotrak in W Lafayette has many car/ bike crashes and injuries to bicycles.
  - **City response: What you are proposing is our preference; however, we are working within a limited right of way and must explore all available options.**
- One issue with bike lanes is making left turns and cars turning right and disregarding bicycles
- I like the bike lane buffers.
- I prefer to ride in a street if speeds are limited to 25 mph.
  - **City response: This is a good point. There are several ways that the options we are pursuing will lower traffic speeds:**
    - Narrower lanes encourage lower speeds
    - On-street parking encourages lower speeds
    - Two-way Traffic will not allow as smooth coordination of traffic signals in both directions as a one-way roadway does.
    - Roundabouts slow traffic
  - **If some/all of these are put into place, the speeds will be low and can be posted accordingly, thereby making the “sharrow” option much more palatable.**
- Mixed bike/ pedestrian paths are a mess. Look at the mess at Purdue with scooters, bikes pedestrians etc all in the same lane.
  - **City response: In the context of the above response, there are people who feel very strongly about riding a bike in traffic vs. riding on a multi-use path. Those who are more of a novice user tend to lean toward the mixed-use path instead of riding in traffic. We will keep your comment in mind as we develop alternatives further.**
- Are you planning to keep all the cross streets? If you close every other cross street and make longer blocks, you can create more streetscape area.
  - **City response: As of now we are planning to keep all cross streets. The City is not in favor of closing side streets, as this removes options for traffic flow and concentrates it only on certain streets, making them less walkable/bikeable.**

- One thing at a time, but if 3rd/4th works, you should also look at Union/Salem and Columbia/State one-way pairs. Could they stop being one way at 9th? Or 4th? Two ways leading into 5 points might address some of the traffic issues with the 5 Points area.
  - **City response: Thank you for your comment. This would be a much larger project than converting 3rd/4th to two-way. We may be willing to consider this in the future.**
  
- Name/Contact: Tom Gall, no email provided
  - if parking is prioritized for the entire corridor then any true ped-bike priority will be lost. 10 pounds of stuff in a 5 pound jar.
    - **City response: Thank you for your comments. It will be taken under advisement.**
  - Consider the reality of giving that many instructions to cyclists and motorists. On paper we can understand it. Out there on the street many will have a very hard time understanding it. Again-if you want to really make this a ped -bike space then that's going to need to be a true priority.
  - The word Nuance is the key - if its not extremely clear what the intention of the design is it will not be understood out on the street.
    - **City response: Noted, we will take this into consideration.**
  - Great meeting-outstanding concept-and direction for the city-thank you City of Lafayette or looking to the future and bringing back the downtown - well done
    - **City response: Thank you, Tom! We appreciate everyone who joined.**
  
- Name/Contact: Thea Strand, no email provided
  - Will the sidewalks be widened? Currently in some places you can't even walk in tandem which is a shame if you are going downtown for dinner and gallery walks.
    - **City response: Thank you for the comments. We will be evaluating further, but it does appear that sidewalks can be considered for widening though I believe all sidewalks currently are wide enough to walk in tandem.**
  - The trees look like they will make people have to separate when walking.
    - **City response: The intention is to provide a minimum width of 5 foot with no trees or appurtenances. 5 foot has been determined to be a comfortable width to walk in tandem.**
  
- Name/Contact: Scott Brown, realestatebrown@yahoo.com
  - Any preliminary predictions for a start/stop timeline?
    - **City response: Thank you for the comment. We anticipate wrapping up this feasibility study this spring, with high-level costing and implementation steps to follow. Eventual conversion will depend on feasibility, available revenues, or funding opportunities.**
  
- Name/Contact: Emily Blue, emilymarieblue@gmail.com
  - I always appreciate good economic development/revitalization projects. I live not too far from Five Points, and I know that MKSK performed the study on that area on January 25, 2018. I understand getting public input on these types of projects early is important, but what are the expectations on completion, of not only this project but also Five Points? I would like to see one

project get further underway before taking on another huge undertaking because I can appreciate how busy our City of Lafayette employees are. I would just like to better understand the prioritization of these revitalization projects, and how this project would work in tandem with the Five Points project.

- **City response: Thank you for the comments. The intention of the Five Points Plan was to create a vision for development. The vision was to encourage both public and private investment, with much of the plan being driven by the latter. However, the plan calls for public transportation/pedestrian improvements that are being incorporated into City planning for streets and roads particular through Metropolitan Planning Organization (MPO) administered by the Tippecanoe Area Plan Commission. Current projects, such as the new Loeb Stadium, are taking the Five Points Plan into account with features such as the Five Points street lighting and sidewalk widths being implemented adjacent to the stadium. As private property owners and investors come forward with development plans, we stand ready to work with them to incorporate the Plan's recommendations to the best of our administrative and financial ability. Depending on the outcomes and recommendations from this study we plan to do the same.**
  - **This particular study is different, in that the two-way traffic pattern changes could be made early on and other improvements could be made as the public funds become available and the private investment occurs.**
- Name/Contact: Doug, no email provided
- Thank you for including bicyclists. In all of the cross sections the travel lanes are 10.5 feet with parking at 7.5 feet. These are too narrow. Why not have 11 foot lanes, 8 foot parking and 11' sidewalks? Bicycles would use sharrows just like Main Street. Another question is how transit is involved? The stop for Greyhound needs improvements as well.
  - **City response: Thank you for the comments. We will take this into advisement. Improvements to 3rd Street bus stop will be evaluated further with the study as we move into the conceptual design phase.**

