



an Indiana State Scenic Byway

WABASH RIVER SCENIC BYWAY MANAGEMENT PLAN

a Project of the Wabash River Enhancement Corporation



South River Road Scenic Byway



Wabash Riverfront Scenic Byway



North River Road Scenic Byway



Abstract

This management plan for the over sixteen-mile long Wabash River Scenic Byway represents an important milestone among multiple past and ongoing initiatives by the Wabash River Enhancement Corporation and its founding organizations. Those initiatives to protect and enhance its namesake river corridor are based on a shared understanding that it is the defining geographic feature and cultural landscape element of the region.

The management plan creates strategies to establish the Scenic Byway as a continuous parkway that celebrates the river corridor's unique intrinsic qualities and realizes its placemaking potential.

The state-designated Scenic Byway follows North and South River Roads along the right bank of the Wabash River in Tippecanoe County. The management plan maps the Scenic Byway as three distinct character zones centered on the Wabash Riverfront District in West Lafayette and extending into adjacent suburban and rural districts. It catalogues and evaluates the corridor's intrinsic qualities, proposes design elements that visually unify the corridor as one experiential place, defines a visitor experience, and proposes solutions for connectivity and safety issues affecting all transportation modes.

The plan proposes an overarching theme: the Wabash River's 2.5 million year history as interpreted through the disciplines of Geology, Archaeology, Anthropology, Geopolitics, and Ecology, all defining aspects of this place.

The plan also proposes creation of a *Wabash River Center* in the Wabash Riverfront District. It would be both a visitor center for orientation and interpretation as well as a center of inquiry and action for ongoing stewardship of the resource and its setting, utilizing the incredible skills and knowledge of the Greater Lafayette community.

The plan's objectives for telling the story of this cultural resource through wayfinding and interpretation, and for creating a positive visitor experience, complement and support parallel efforts of existing tourism, economic development, recreation, and transportation agencies and organizations that have participated in the plan's development and that will be essential to its implementation for decades to come.

The plan's components are prioritized for implementation as near-term opportunities and as longer term imperatives that leverage future community development funding programs and Byway-proximate capital projects.

The Wabash River Scenic Byway Management Plan process engaged stakeholders in three phased public meetings, as well as through community and agency-based advisory committee oversight. This is a continuation of the tradition established by the two-year long *Vision 2020* study that in 2001 recommended, as *its highest priority*, the Wabash River Corridor enhancements that are underway today, including this Scenic Byway Management Plan.

The Wabash River Scenic Byway Management Plan was funded by a Federal Transportation Enhancements grant administered by the Indiana Department of Transportation, Crawfordsville District: National Scenic Byways Program-Q970 | INDOT Des #: 1297081. Local funding match provided by the National Association of Realtors | Lafayette Regional Association of Realtors.



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a Project of the Wabash River Enhancement Corporation

March 12, 2014

Prepared for the

Wabash River Enhancement Corporation

by

Storrow Kinsella Associates *in collaboration with* URS Indiana and Transportation Solutions, LLC.

Foreword

Another step forward towards the goal for a world class river corridor!

On June 16, 2008, River Road in Tippecanoe County was designated as an Indiana State Scenic Byway. The successful designation was the culmination of years of dedicated work that followed the 1999-2001 Lafayette-West Lafayette/Tippecanoe County Vision 2020 process.

In August of 2001, the *Vision 2020* plan identified the enhancement of the Wabash River Corridor as its highest priority, multi-jurisdictional community goal. A nonprofit corporation, the Wabash River Enhancement Corporation (WREC), was established in 2004 by the cities of Lafayette and West Lafayette, Tippecanoe County, and Purdue University, with formational leadership provided by North Central Health Services.

WREC sponsored the Scenic Byway nomination as a component of its effort to fulfill its charge to create a world class river corridor in the four-county region surrounding the Lafayette - West Lafayette urban riverfront.

This Byway Management Plan capitalizes and consolidates the wealth of previous planning efforts and community outreach conducted for the *Vision 2020 Plan*, the *Two Cities, One River Master Plan for the Wabash River Greenway*, and the *Master Plan for the Wabash River Urban Corridor*.

Thanks to all who have contributed to this effort.

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January 2014

Acknowledgements

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Support

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Introduction

The Wabash River Scenic Byway Corridor Management Plan represents a logical progression in a series of focused and interrelated efforts by the Wabash River Enhancement Corporation to enhance, protect, and preserve the rich natural and cultural heritage and intrinsic qualities of the Wabash River. This free flowing river meanders through Tippecanoe County, past the cities of Lafayette on the left bank and West Lafayette on the right bank, and upstream and downstream from them through neighboring counties.

The management plan follows the 2008 designation of River Road in Tippecanoe County as an Indiana State Scenic Byway. The purpose of that designation was to recognize the route's importance as a way to access and experience the centrality of the Wabash River to the region's evolution and to its sense of place.

The plan specifically addresses the principal public roadway bordering the river and its floodplain, North and South River Road, and the latter's Westward or downriver extension as Division Road. The road's relationship to the river is obvious when viewed from the heights of satellite imagery, but less apparent to Byway travelers, whether commuters or visitors, whose actual experience of the Byway might be as disjointed segments rather than as its essential continuum.

The river defines the region's history and its basis over time as hunting grounds, encampments, exploration and transportation routes, and settlements now grown to a vital regional center. The Scenic Byway is the river's most visible and continuous expression by land, whether tight to adjacent high banks or at a distance proscribed by frequent inundation across broad floodplains.

Preparation of the Scenic Byway Management Plan has been funded by a Federal Highway Administration (FHWA) Transportation Enhancement grant under the former National Scenic Byways program, with local match funding provided by the National Realtors Association. Although the National Scenic Byways program has been superseded by the 2012 Transportation Act (MAP-21), this plan's recommendations follow the previous program's guidelines to meet the FHWA grant performance criteria, stated as *Fourteen Points: Components of a Corridor Management Plan* as paraphrased in the adjacent column.

The management plan addresses these components, but in reordered and recombined sections that respond to this scenic byway's unique characteristics and multi-jurisdictional management structure.

Fourteen Points: Components of a Scenic Byway Management Plan

	Chapter
1 <i>Mapping of the Scenic Byway and its Intrinsic Qualities</i>	Chapter 2
2 <i>Intrinsic Quality inventory</i>	Chapter 2
3 <i>Strategy for maintaining and enhancing the Intrinsic Qualities</i>	Chapter 2
4 <i>Resources for Management Plan Execution</i>	Chapter 7
5 <i>Existing development enhancement and new development guidance for Intrinsic Quality preservation</i>	Chapter 2
6 <i>Continuing public participation program to guide implementation</i>	Chapter 6
7 <i>Review of road safety issues and plan for context sensitive improvements</i>	Chapter 5
8 <i>Commercial traffic accommodation consistent with byway user safety for all visitation modes: pedestrian, bicycle, transit, automobile</i>	Chapter 5
9 <i>Minimization of anomalous intrusions on the scenic byway experience</i>	Chapter 2
10 <i>Compliance monitoring of existing outdoor advertising controls</i>	Chapter 2
11 <i>Highway signage program balancing visitor wayfinding needs with scenic values, language independent symbology</i>	Chapter 4
12 <i>Marketing of the Scenic Byway and its resources</i>	Chapter 3
13 <i>Context sensitive design standards to guide future roadway improvements while protecting or enhancing the Intrinsic Qualities of the Byway</i>	Chapter 5
14 <i>The Scenic Byway story and visitor experience, wayfinding, and interpretation</i>	Chapters 3&4

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2 INTRINSIC QUALITY MANAGEMENT STRATEGY
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WABASH RIVER SCENIC BYWAY MANAGEMENT PLAN

1 Purpose, Context, Assessment

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1 Purpose, Context, Assessment

1.1 Mission and Objectives of the Plan

Management Plan Mission

The River Road State Scenic Byway Management Plan is a local blueprint and strategy for managing, promoting, and preserving the Scenic Byway's image and function as a distinctive place and experience within the Wabash River Heritage Corridor in Tippecanoe County. The management plan identifies the Scenic Byway's potential to enhance the region's quality of life; the Byway's intrinsic qualities: scenic, natural, historic, cultural, archaeological, and recreational; and the Byway's accommodation of appropriate tourism resources.

Management Plan Objectives

- 1 Develop** a distinctive visual and experiential identity for the Byway as a continuum through the multiple rural and urban districts it traverses.
- 2 Establish** a framework based on the Byway's distinctive identity for promotion of Byway-related quality of life, tourism, and economic development to potential partners, corridor stakeholders, the community at large and the Byway's potential market area.
- 3 Create** opportunities that advance the management plan mission; and respond to challenges that compromise the mission.
- 4 Advance** context sensitive physical improvements to the multimodal functionality, safety and accessibility of River Road for pedestrians, cyclists, automobiles and transit.
- 5 Identify** funding strategies and opportunities for Byway and corridor preservation, enhancement and management.
- 6 Fulfill** Scenic Byway Management Plan grant requirements to maintain eligibility for known and potential funding and implementation opportunities.
- 7 Retain** and reinforce the natural scenic beauty.
- 8 Tell** the unique story of the history and heritage of the Wabash River and Tippecanoe County for application to multiple presentation platforms.
- 9 Develop** an orientation and wayfinding system so residents and visitors can successfully navigate to and along the Byway and access its destinations.
- 10 Continue** meaningful public engagement to ensure transparency and accountability, and to facilitate the support, understanding, and ownership by the public of decisions made about the Byway.

Statement of Significance

Wabash River Scenic Byway Application

The Wabash River is one of the most important natural features of the State of Indiana. It is approximately 475 miles in length, making it the 38th longest river in the United States. In Tippecanoe County, it marks the historic boundary between the eastern hardwood forests and the start of the Tall Grass Prairie to the west.

The Wabash has an amazingly rich human history. Its name comes from Ouabache or Wah-ba-shika-ki, a French/Native American (Miami) interpretation that translates roughly as "clear water over white stones".

Because of its rich heritage and natural beauty, efforts to protect and enhance the natural and cultural resources of the Wabash River began in 1986 with the founding of the Wabash River Parkway Commission (WRPC).

In 1990, the state legislature created the Wabash River Heritage Corridor Commission for essentially the same purpose on a more encompassing scale – the nineteen counties through which the river flows. In 1996, the Wabash River was officially designated as the State River of Indiana.

In 2004, the Wabash River Enhancement Corporation (WREC) was established by the cities of Lafayette and West Lafayette, Tippecanoe County and Purdue University, with leadership provided by North Central Health Services. The WRPC membership merged with WREC in 2008, becoming WREC's Education and Outreach Committee.

The Wabash River has a significant past, a vibrant present, and a promising future. The designation of the sixteen and a half-mile stretch of road running along the Wabash River in Tippecanoe County as a State of Indiana Scenic Byway further encourages people to experience the uniqueness of the area, its history and culture.

1 Purpose, Context, Assessment

1.2 Scenic Byway Context

In 1991 the Indiana Legislature established the *Wabash River Heritage Corridor Commission* in recognition of the rich natural, historic, cultural, and recreational resources of its Indiana river communities. The *Wabash River Scenic Byway Management Plan* initiative is a parallel, but distinct effort, by local communities.

The *Wabash River Enhancement Corporation (WREC)*, the lead agency for the *Wabash River Scenic Byway Management Plan*, has a project area including Warren, Fountain, Tippecanoe and Carroll counties. These counties are within the North Central Health Services (NCHS) service area (which funded the first five years of WREC operations).

WREC, a non-profit agency, was formed in 2004 as the direct result of the 1999-2001 *Lafayette-West Lafayette/Tippecanoe County Vision 2020 Plan* which identified enhancement of the Wabash River Corridor as a top priority. The cities of Lafayette, West Lafayette, and Tippecanoe County and Purdue University, with leadership provided by North Central Health Services, formed WREC. Since 2011 WREC operations have been funded through a dedicated allocation from the Tippecanoe County Innkeepers Tax revenue.

WREC's mission is to ". . .enhance the quality of life in the Wabash River corridor by providing sustainable opportunities to improve health, recreation, education, economic development, and environmental management."

WREC chose to focus initially on the Wabash River corridor in Tippecanoe County because project resources, support, capacity and awareness were in place. WREC's watershed work is currently progressing into adjacent counties, fostering leadership alliances with them.

The Wabash River Road Scenic Byway Project was initiated as a Vision 2020 project, and turned over to WREC upon its founding. WREC oversaw the process resulting in the Indiana Department of Transportation (INDOT) designating River Road as a State Scenic Byway in 2008. Funds for this management plan were allocated in 2013 through a \$62,367 INDOT grant which included a \$12,367 local match funded by the National Realtor's Association/Lafayette Regional Association of Realtors.

The sixteen and a half-mile Wabash River Scenic Byway parallels the Wabash River from its southern terminus at Ross Camp and ends at the North River Road intersection with Interstate 65 at its northern terminus. This management plan proposes future Scenic Byway extensions both upriver and downriver engaging Fountain, Warren, and Carroll Counties.



Map 1a
The Wabash River

Designation of the Wabash River as a Heritage Corridor in 1990 recognized the rich natural, historic, cultural and recreational resources of its river communities. It runs 475 miles from Jay County where it enters Indiana to its terminus at joining the Ohio River in Posey County.

Highlighted above are the four counties of Warren, Carroll, Fountain and Tippecanoe which compose the project area of the Wabash River Enhancement Corporation (WREC), a local not-for-profit dedicated to the local preservation and enhancement of the Wabash River.

The scenic byway connects the cities of Lafayette and West Lafayette, and the Purdue University campus with opportunities to integrate goals for conservation, recreation, education, and connectivity.

The dominant landscape feature of the Scenic Byway is the Wabash River floodplain. The river follows an ancient river valley characterized by an alluvial corridor, outwash terraces, bluffs and till plain plateaus.

Numerous cultural resources are associated with the river, providing an opportunity to learn about the area's history, traditions and values. A robust pre-European Native American culture, its interaction with early settlers and traders, early agriculture, and the transportation role of the river provides cultural context of the area's past. The river ecosystem supports diverse wildlife species and migratory birds. The river and its tributaries have extensive floodplains and dramatic flooding. Remnant areas of native vegetation still remain of the forests and prairies that dominated pre-European settlement.

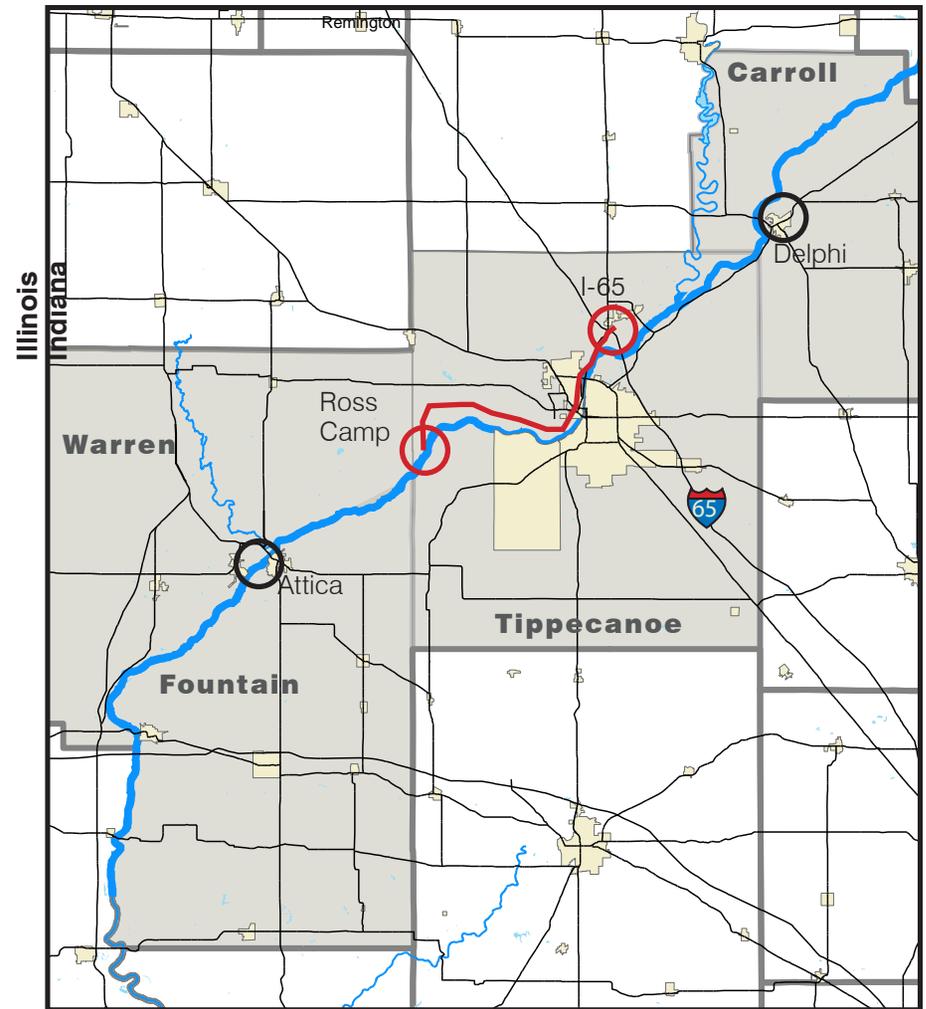
Tippecanoe County serves as a regional economic destination. The county's growth pattern over the past 25 years is characteristic of a rural to urban evolution with new growth occurring on greenfield sites in outlying areas. The Greater Lafayette incorporated area has a college town ambience with charming and liveable neighborhoods. In the urbanized area there are limited connections to the waterfront because of barriers such as rail lines, roadways, and topography, but there have been successes at penetrating those barriers.

An extensive trail system and on-road bike lanes provide pedestrian and bicycle links between the communities, though there are some gaps in continuity. The Myers Pedestrian Bridge connects downtown Lafayette to Tapawingo Park and Wabash Landing in West Lafayette. Additional bicycle and pedestrian connections on existing and new bridges are planned. Recent initiatives include:

- The US 231 relocation is in progress, with hopes for reduction of through automobile and truck traffic along River Road for a more bicycle-pedestrian friendly environment.
- Planned replacement of the current US 52 bridge (Sagamore Parkway), which will include bicycle/pedestrian facilities in its design.

Character Zone (CZ) Contexts

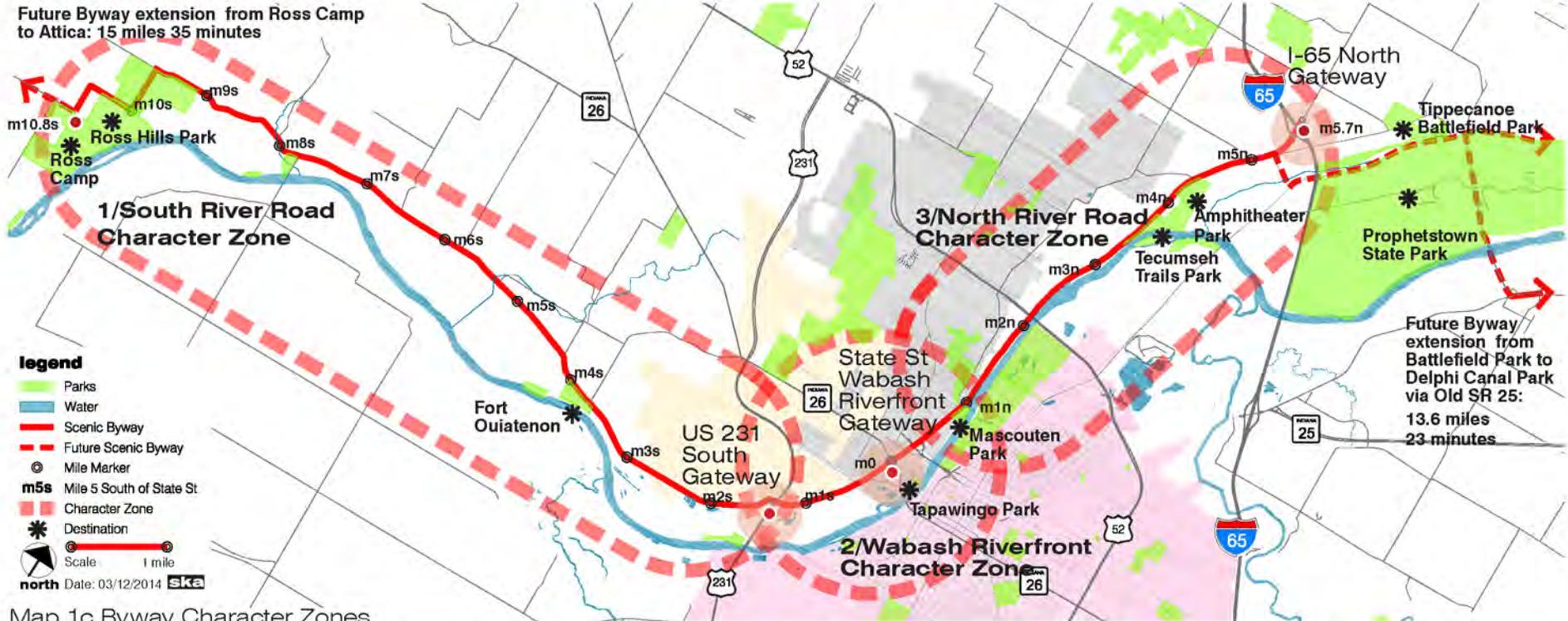
Map 1c Byway Character Zones on the next page, describes each character zone, identifies its unique characteristics and outlines general management plan objectives. Three character zone contexts are identified along the Byway that broadly represent similar land use patterns, traffic characteristics, and scenic Byway character. Following is a photo assessment of the Character Zones.



Map 1b The Scenic Byway

The existing sixteen and a half-mile Wabash River Scenic Byway was designated as a State Scenic Byway in 2008 from Ross Camp to Interstate 65 within Tippecanoe County. In the future, it is planned to be extended through Warren County to Attica in Fountain County to the southwest and to Delphi in Carroll County to the northeast.

1 Purpose, Context, Assessment



Map 1c Byway Character Zones

1 South River Road Character Zone
 This section's gateway is the US 231/South River Road intersection. The Byway transitions there from a multilane urban thoroughfare to a two-lane county road ending at Ross Camp county park ten miles southwest.

Byway Character
 South River Road is generally rural/agricultural interspersed with residential development. Its dominant character is that of a tree-canopied country road alternating with open views across Wabash River flood plain agricultural fields. The river itself is engaged at several large county parks that border it.

Management Plan Objectives
 Maintain the existing scenic character and restore and enhance that character where weakened by development-associated utilities and tree removals. Establish Byway-appropriate roadway speed and road design standards, introduce traffic calming and bicycle/pedestrian connectivity.

Create a continuum of Byway identity and wayfinding elements and landscape character. Strengthen the association between the Byway and its multiple destinations.

2 Wabash Riverfront Character Zone
 This urban section of the Byway is centered on the State Street intersection, referenced as Scenic Byway Mile 0, between Lafayette and West Lafayette/Purdue University, extending 1.25 miles south to US 231 and one mile north to Happy Hollow Road.

Byway Character
 The Wabash Riverfront section of the Byway is characterized by large scale urban mixed-use development, and high peak hour traffic volumes and congestion along its four to seven lanes. It still retains a strong sense of river-edge land forms, and byway continuity, as it follows the "bench" between the Wabash River flood plain and the hillside to the west leading to the Purdue University campus.

Management Plan Objectives
 Anticipated reduction in through traffic because of US 231 bypass construction makes this bustling central section a candidate for traffic calming and improved bicycle and pedestrian connectivity to benefit both the district and the Byway's continuity. Introduction of Byway identity, wayfinding and landscape elements will enhance that continuity. This is also a prime location for a Wabash River Byway Visitor Center.

3 North River Road Character Zone
 Happy Hollow Road marks the transition from urban to suburban-rural character that prevails to Interstate 65 exit 178, a distance of 4.5 miles.

Byway Character
 North River Road continues along the base of the upland border of the Wabash River flood plain, often very close to the river bank, as a two-lane road with high scenic value. Edges vary from dense woods to open plains opposite wooded bluffs. Flood plain management strategies have effectively limited development thus preserving the byway's sense of connection to Wabash River geomorphology.

Management Plan Objectives
 As in Character Zones 1 and 2, introduction of repetitive Byway identity/wayfinding and landscape elements will reinforce the sense of the byway being one system that engages a variety of places along one river. Extension of existing bicycle and pedestrian facilities northward from Happy Hollow Road, done in a way that is responsive to existing land uses, along with traffic calming at major intersections, will improve safety and destination access for Byway users.

Character Zone 1|South River Road



A protected section of South River Road
This iconic country road image represents about 10% of South River Road character. Land on the left is now protected. Land on the right has been developed in 3-10 acre parcels but accessed from side roads thus preserving Byway character.



The South River Road character zone entry
Six lanes of concrete lead into the rural South River Road Scenic Byway at new US 231, causing a gap in Byway continuity. Lack of pedestrian or bicycle crossing accommodation, though correctable, is a safety issue and a multi modal disincentive.

↓ CZ1 Photo Tour Assessment

Character Zone 2|Wabash Riverfront



The Byway's urban disconnect
Rush hour-congested Mile 0, State Street, is a visual gap to Byway continuity. With state highway relinquishment there are new opportunities to optimize this area as the vital center of the Scenic Byway and a gateway to the Purdue campus.



A congested intersection and Byway gap
Lane expansion has reduced sidewalks to minimums and the multiple lanes create long unprotected crosswalks. The US 231 bypass may reduce traffic volumes sufficiently to allow rethinking this intersection into an innovative, walkable gateway.

↓ CZ2 Photo Tour Assessment

Character Zone 3|North River Road



A north gateway
This attractive interstate exit, with a 20 acre Niches Land Trust Property anchoring its southwest corner, is already a gateway. It would benefit by a visitors orientation turnout and traffic calmed intersections at Scenic Byway decision points for accessing destinations beyond.



What is an appropriate Byway speed?
This 55 mph speed (that of an urban interstate) prevails from south of the interstate ramp through the paired T intersections at Soldiers Home Road and Amphitheater Park.

↓ CZ3 Photo Tour Assessment

1 Purpose, Context, Assessment

Character Zone 1|South River Road



Bicycle and pedestrian accommodation
A 5/8th mile bicycle pedestrian section of the Wabash Heritage Trail leads to Fort Ouiatenon but is only accessed from a footpath rural trail section. Reestablishment of a tree buffer is prevented by the current 45 mph posted speed's clear zone requirements.



Threatened agrarian pattern
This farm at mile 2.6 south has 35 acres of upland pasture and over 200 acres of floodplain crop land beyond. It is typical of working farms interspersed along the byway. Upland acreage fronting River Road is inexorably being subdivided however suggesting a need for farmland preservation.

▼ CZ1 Photo Tour Assessment

Character Zone 2|Wabash Riverfront



Tapawingo Drive intersection
Left turn lanes consume much of the right-of-way leaving little reserve for Byway landscape character in the urban section. Innovative intersection design associated with a future Purdue Perimeter Parkway concept could replace those with landscape medians through this section.



A near-boulevard experience
South River Road out to US 231 has bike lanes, tree lawn and sidewalks. But its continuous two-way left turn lane makes it a massive concrete expanse. A landscaped median would reduce that massiveness and reinforce the sense of the Scenic Byway as an urban parkway.

▼ CZ2 Photo Tour Assessment

Character Zone 3|North River Road



Post-relinquishment road rethink
Moderate traffic volumes through the Amphitheater Park entry suggest that speeds lower than the current 50-55 mph could be maintained while creating less need for the current high speed runaround lane. Replacing it with an all-way stop can affect overall corridor speed calming as well.



Tight to the river trail options
High speeds and limited pavement width conspire against pedestrians or bicycle usage. A dedicated trail on the river side of the road, that respects private land ownership to the river, will require definition of existing right-of-way and win-win partnerships with property owners.

▼ CZ3 Photo Tour Assessment

Character Zone 1|South River Road



A transitional landscape

The open space on the right has been platted for development and currently has several driveways along the road. Thoroughfare standards and the 50 mph speed limit would typically require an added deceleration lane. The agricultural fields on the left are generally in floodplain.



A near ideal bike tour

The Byway's scenic value and flat terrain attracts recreational cyclists to an ideal 20-mile trek out and back from Mile 0 at State Street. Cyclists typically hug the 3' wide paved shoulder. There is sufficient space for over half the route to restripe for a four to five-foot bike lane.

Character Zone 2|Wabash Riverfront



Existing pathway

This connecting path from Happy Hollow Park to Robinson is a recent trail element. A counterpart, but wider and separated from the road, would benefit the trail-dominant river side of North River Road by connecting with Mascouten Park and beyond. There is sufficient right-of-way for that.



Road diet candidate

Post-relinquishment traffic study of the road north of Harrison Bridge traffic inputs could indicate the feasibility of lane reduction in favor of improved multi-use trails on both sides, to fill a need for continuance of existing pathways through this area.

Character Zone 3|North River Road



Mascouten Park Trailhead

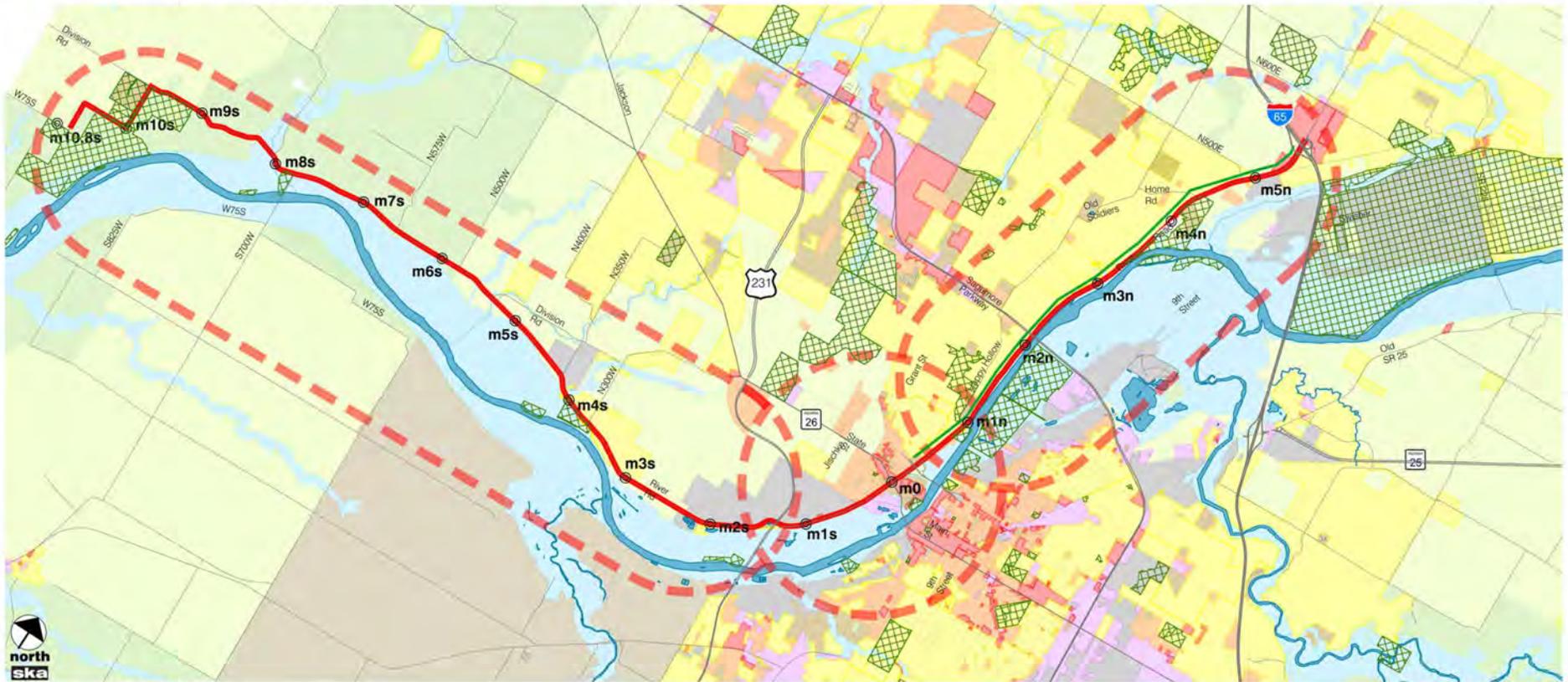
This important space is directly on the Wabash River and the landing for a proposed pedestrian bridge across the river. It is a logical terminus for a trail extension from the Wabash Riverfront District and from Happy Hollow Park, and a starting point for extension of the trail northwards.



Potential gateway intersection

Happy Hollow Road is the beginning of the Wabash Riverfront Character Zone. Moderate traffic counts and need for trail linkage between Happy Hollow and Mascouten Parks make it a candidate for either an all-way stop or a single-lane roundabout.

1 Purpose, Context, Assessment



existing features zoning

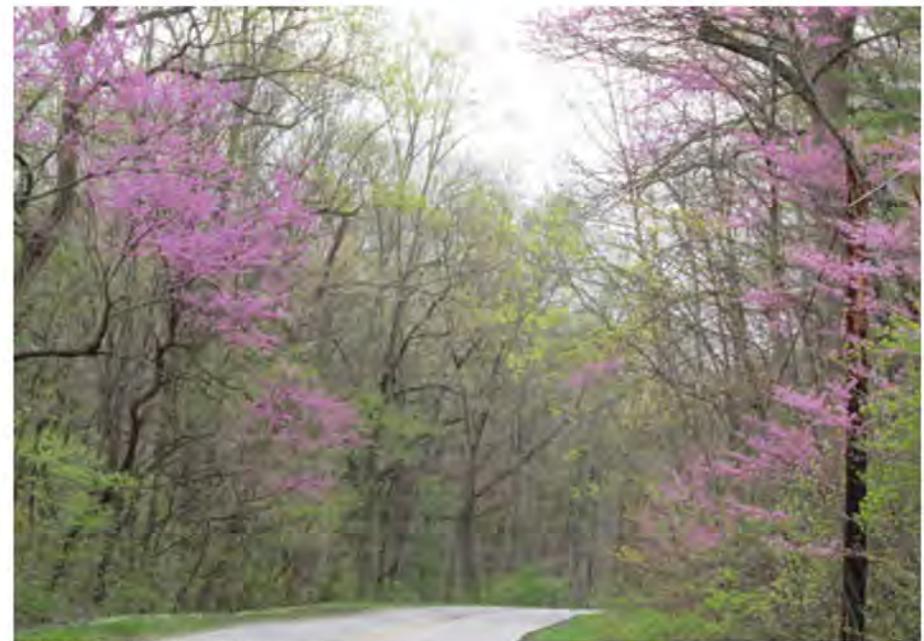
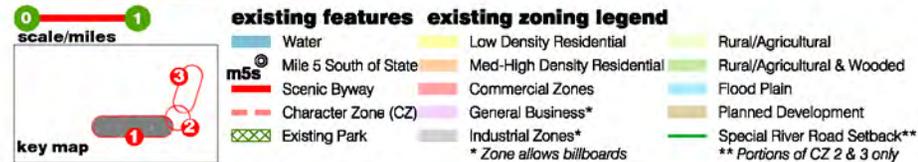
Water	Low Density Residential Zones	Med-Hi Density Residential Zones	Planned Development Zones	Commercial Zones	Commercial Zone*
Mile 5 South of State	R1: Single Family	R2: Single & 2-Family	PDRS: Residential Planned Development	OR: Office/Research	GB: General Business
Scenic Byway	R1A: Single Family	R2U: Single & 2-Family	PDNR: Nonresidential Planned Development	MR: Medical Related	Industrial Zones*
Character Zone (CZ)	R1B: Single Family	R3: Single, 2, & Multi-Family	PDMX: Mixed Use Planned Development	MRU: Medical Related	I1: Industrial
Existing Park	R1U: Single Family	R3U: Single, 2, & Multi-Family	PDCC: Condominium Planned Development	HB: Highway Business	I2: Industrial
	R1Z: Zero-Lot-Line Single Family	R3W: Single, 2 & Multi-Family		CB: Central Business	I3: Industrial
	Flood Plain Zone	R4W: Single, 2 & Multi-Family		CBW: Central Business	
			Rural Zones	NB: N'hood Business	
			A: Agricultural		
			IAA: Select Agricultural		
			Special North River Road Setback**		
			** Portions of CZ 2 & 3 only		

* these zones allow billboards

Map 1d Existing Zoning along the Scenic Byway

Existing zoning categories are grouped by color in the map above to illustrate the broad intention of the zoning ordinance. The Context Zones directly relate to existing zoning intentions. Parks do not have a specific zoning category, so are shown as an overlay on the map. Four types of zoning categories allow billboards: Industrial 1 through 3 and General Business, all of which are

located along the Byway. Structures are not allowed within 25 feet of the Flood Plain Zone, providing some protection. The only specific Scenic Byway zoning protection is the North River Road setback of 100 feet vs. the typical 25 feet.



CZ1: South River Road Character

Map 1e Character Zone 1: South River Road

CZ1 South River Road and Division Road from Ross Camp to US 231.

The South River Road Character Zone is generally zoned Rural/Agricultural. Single-family residential development is randomly interspersed within the Wooded Agricultural Zone. There are many stretches where the tree canopy shades the road as shown in the photo to the right. Agricultural fencing and pastured animals are also a common sight.

The Scenic Byway route departs from Division Road to terminate at Ross Camp. it is proposed in this plan to extend to Attica, fifteen miles downriver.

US 231 is a natural gateway as well as the transition between Context Zones 1 and 2. It serves as a gateway not only to the Scenic Byway but to Purdue University and West Lafayette as well.

1 Purpose, Context, Assessment



CZ2: Wabash Riverfront District Character at State Street

CZ2 Wabash Riverfront

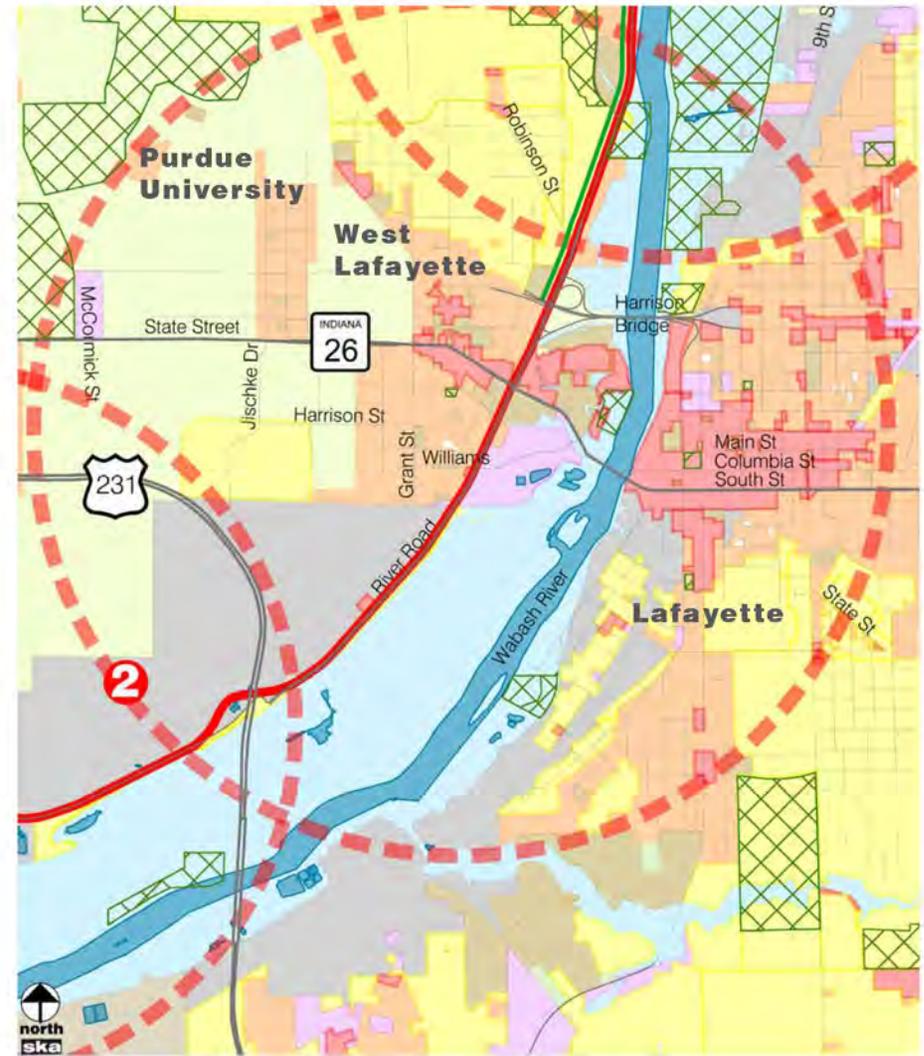
Along River Road from US 231 to Happy Hollow Road.

The Wabash Riverfront character zone is the center of the Scenic Byway. Lafayette and West Lafayette are medium and small cities joined at the Wabash River. Lafayette is the larger of the two, with a population of 68,000. West Lafayette has a population of 30,000 in addition to Purdue University with a seasonal student body population of about 39,000, not all of whom live in West Lafayette. Nonetheless it is a sizeable and dynamic regional population, and fairly concentrated along the Wabash River corridor.

Buildings here are generally 2-4 stories high. Recent development, as shown in the photo above, is mixed-use new urbanist, with pedestrian-friendly retail on the first floor and most parking in a rear courtyard, creating an urban environment.

River Road parallels the right bank of the river (viewed downstream) along the edge of the flood plain zone, passing by the West Lafayette business district. Purdue University's influence is not apparent on the zoning map, but the large industrially zoned parcels along River Road are largely controlled by Purdue for use as a local airport and for research and development facilities.

Both US 231 and Happy Hollow Road form natural gateways to the Scenic Byway as the road character transitions at those points. Views of the Wabash River are apparent from the US 231, SR 26, and Harrison bridges. The Myers Pedestrian Bridge affords pedestrians views of the river as it connects Lafayette and West Lafayette at Tapawingo Park.



Map 1f Character Zone 2: Wabash Riverfront



CZ3: North River Road Character

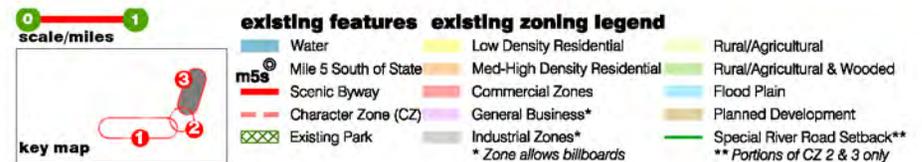
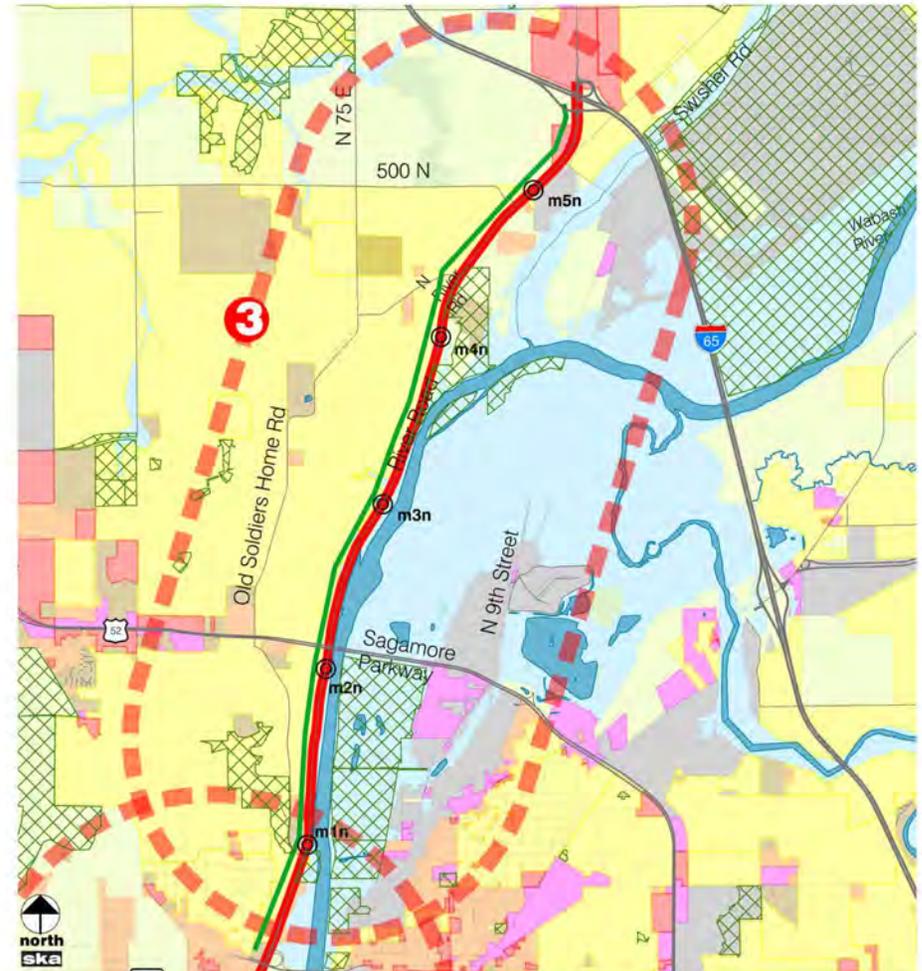
CZ3 North River Road

Along River Road from Happy Hollow Road to Interstate 65.

North River Road is largely low density residential development along the Wabash River flood plain. The transition from the urban character in the Riverfront Character Zone to the suburban/rural of the North River Road Character Zone occurs at Happy Hollow Road.

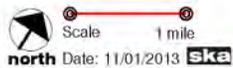
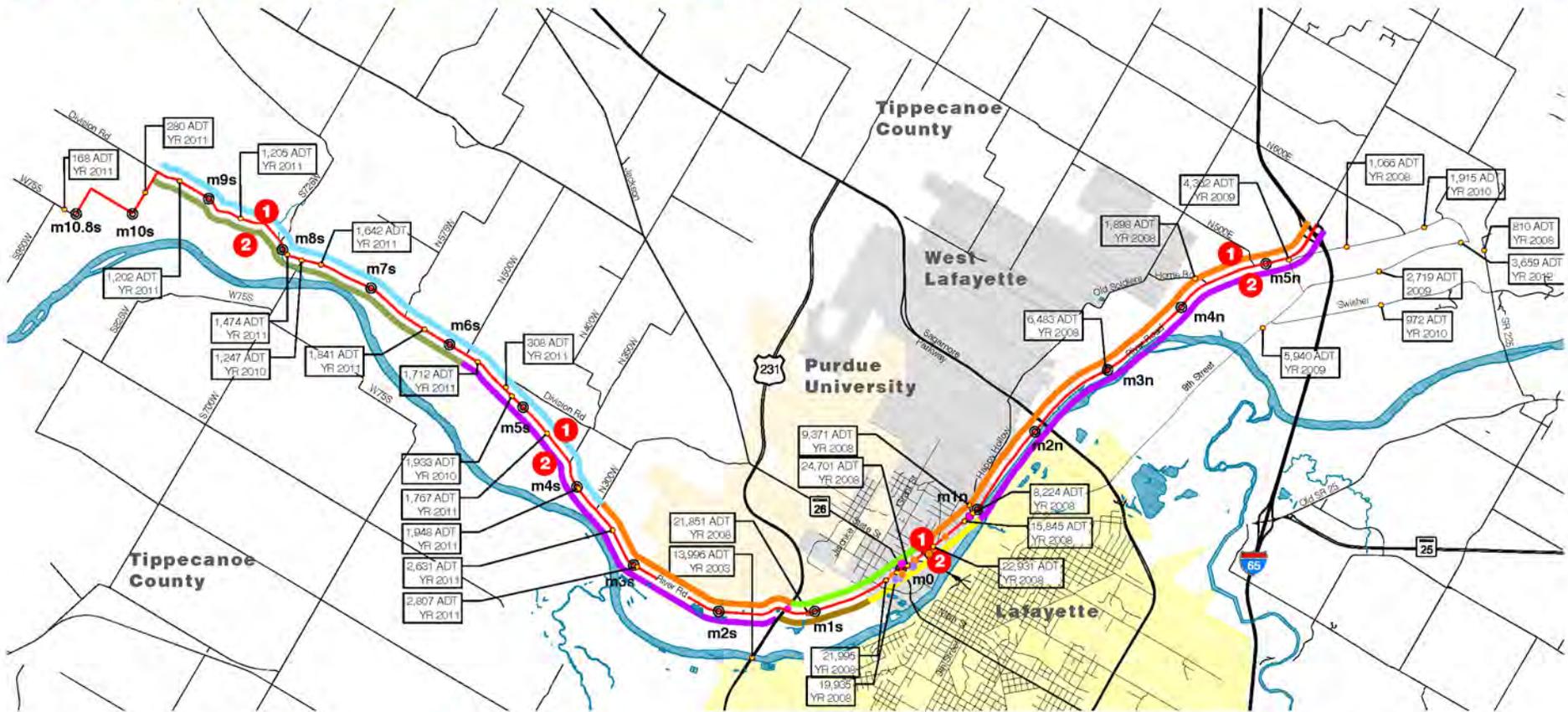
The termination of the Scenic Byway at Interstate 65 isn't apparent. Interstate related commercial development dominates the area north of the exit area. However, upon exiting I-65 from the north, and proceeding south along River Road, one senses a descent into a valley along the wooded bluffs of the Wabash River floodplain edge. The spectacular beauty of the Scenic Byway becomes apparent.

The Area Plan Commission has included the Wabash River Enhancement Corporation (WREC) as a *checkpoint agency*, allowing them direct notification of proposed development petitions. This provides the WREC Board an opportunity to provide comment and input on zoning changes and proposed development that affects the Scenic Byway through this and other sections.



Map 1g Character Zone 3: North River Road

1 Purpose, Context, Assessment



legend

- Water
- Scenic Byway
- Mile Marker
- Mile 5 South of State St

road classification systems

- Federal Functional Classification
- Urban Minor Arterial
- Urban Primary Arterial
- Urban Other Principal Arterial
- Urban Primary Arterial - Divided
- Urban Secondary Arterial
- Rural Major Collector
- Rural Secondary Arterial
- Area Plan Commission Draft Thoroughfare Plan

pedestrian/bicycle crash incidents 2007-2012

- Pedestrian Injury (7)
- Pedestrian Death (1)
- Bicycle Injury (5)
- Bicycle Property Damage Only (3)

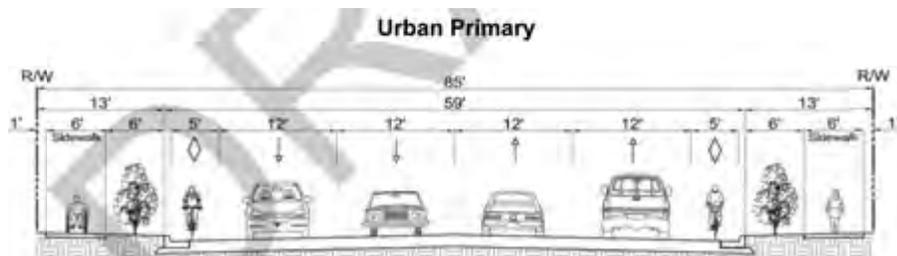
traffic counts

- Traffic Count Location

Map 1h Scenic Byway Road and Traffic Conditions

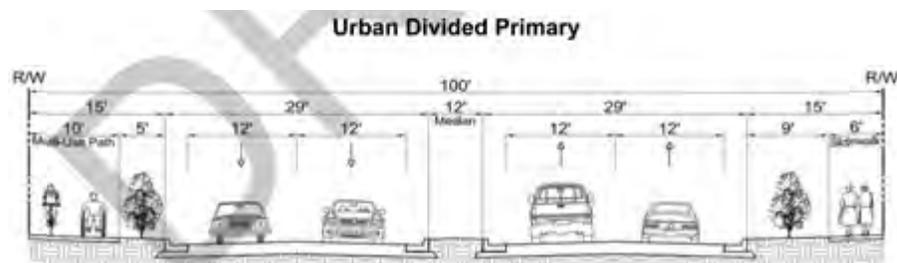
1.3 The Scenic Byway Traffic and Safety Conditions

Road classification systems define the character of traffic service. Generally, Federal Functional Classification is for new and existing roads that are eligible for federal funding with federal standards applying. The [Area Plan Commission 2005 Draft Thoroughfare Plan](#) defines a system of roadways tailored to the local community, and has more flexibility in its standards. The state is relinquishing to local jurisdictions those portions of River Road that were formerly designated as SR 43 and US 231 (between new US 231 - Interstate 65).



Urban Primary Arterial Cross Section
Area Plan Commission 2005 Draft Thoroughfare Plan

This idealized Urban Primary Arterial section is recommended along the Scenic Byway from its intersection with Happy Hollow Road to the City of West Lafayette southern boundary. The existing condition of River Road in this section generally conforms to the above cross section, though only from Robinson south to State Street, though the landscape tree lawn between sidewalk and curb is intermittent. Sidewalks are continuous in this section. Bike lanes occur only from State Street south to US 231.



Divided Urban Primary Arterial Cross Section
Area Plan Commission 2005 Draft Thoroughfare Plan

This idealized Urban Primary Arterial - Divided section is recommended along the Scenic Byway from the City of West Lafayette southern boundary to US 231. The existing condition of River Road in this section generally conforms to the above cross section, though with the addition of bike lanes, and with a two-way left turn lane rather than median. Sidewalks and bike lanes have been constructed along the north side of this section that will connect to a planned multi-use path along US 231.

Bicycle and Pedestrian Crash Data

Pedestrian Crashes

July 25, 2007	River Rd & Quincy	Injury
January 7, 2008	300' south of River Rd & Dehart	Injury
May 7, 2009	River Rd & State St	Fatal
July 3, 2009	300' north of River Rd & Catherwood	Injury
August 17, 2010	River Rd & State Street	Injury
October 26, 2010	100' west of River Rd & State St	Injury
May 3, 2012	705 N. River Road	Injury
June 11, 2012	River Rd & Robinson	Injury

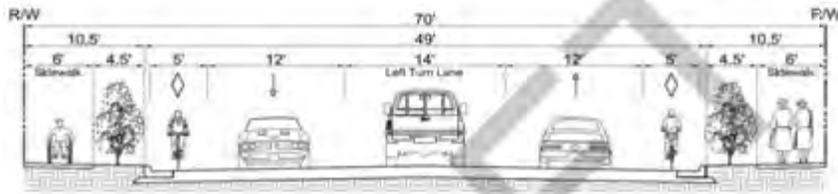
Bicycle Crashes

October 22, 2007	River Rd & State St	PDO
May 27, 2008	SR 25 & US 231	PDO
July 13, 2009	River Rd & State St	Injury
August 17, 2010	River Rd & State St	Injury
January 14, 2011	River Rd & Happy Hollow Rd	PDO
November 20, 2011	River Rd & State St	Injury
July 17, 2012	River Rd & Columbia	Injury
October 3, 2012	River Rd & Brown	Injury

The pedestrian and bicycle crash data indicates that the River Road and State Street intersection is an accident "hot spot". Seven out of the sixteen accidents (44%) along the Scenic Byway route occurred at or near this intersection.

1 Purpose, Context, Assessment

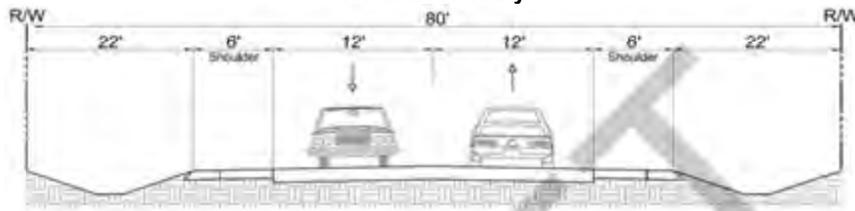
Urban Secondary



Urban Secondary Arterial Cross Section
Area Plan Commission 2005 Draft Thoroughfare Plan

This idealized Urban Secondary Arterial section is recommended in the draft thoroughfare plan for North River Road from Interstate 65 to Happy Hollow Road and on South River Road from US 231 to the southern edge of the Urban Area Boundary. The existing condition of River Road in these sections is generally two lanes with no bicycle facility and occasional provision of turning lanes at intersections. In some cases there is a rustic trail along the Wabash River that parallels the Scenic Byway, though there are few connections between it and the Byway.

Rural Secondary



Rural Secondary Arterial Cross Section
Area Plan Commission 2005 Draft Thoroughfare Plan

This idealized Rural Secondary Arterial section is recommended by the draft thoroughfare plan from the Urban Area Boundary to 925 W at the entrance to Ross Camp. The existing condition of River Road in this section generally conforms to the above cross section, though generally lacking the indicated (and desirable) paved shoulder. If that were a seamless extension of the travel lane surface, it would be suitable facility for bicyclists that do use this road today and that would be attracted to it as a way of experiencing the Scenic Byway.

Best Practice: Context Sensitive Design

Context Sensitive Design (CSD) is a concept developed by the Federal Highway Administration and AASHTO. It is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting, leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure. CSD evolved in response to the impacts that transportation projects have historically imposed on communities through rigid applications of 'standards' that did not fully consider connectivity and liveability issues. FHWA-sponsored the Institute of Traffic Engineers (ITE) and the Congress for New Urbanism (CNU) publication "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach." That document provides technical support for the Scenic Byway transportation and safety recommendations.

See: <http://www.ite.org/css/>

Best Practice: Complete Streets

Complete Streets is a policy adopted by the Area Plan Commission for transportation planning and design at the land use engagement level that seeks balanced accommodation of all users of the public right-of-way. It shifts emphasis from solely moving traffic regardless of impacts on liveability, by emphasizing safety, health and economic benefit of streets designed in close concert with optimized land use.

The core principles for design of Complete Streets are:

- 1 Pedestrian infrastructure
- 2 Traffic calming measures
- 3 Bicycle accommodations
- 4 Transit accommodations

Many of the recommendations for the Scenic Byway Management Plan derive from **Complete Streets Best Practices** that have proven effective in many communities, including Greater Lafayette.

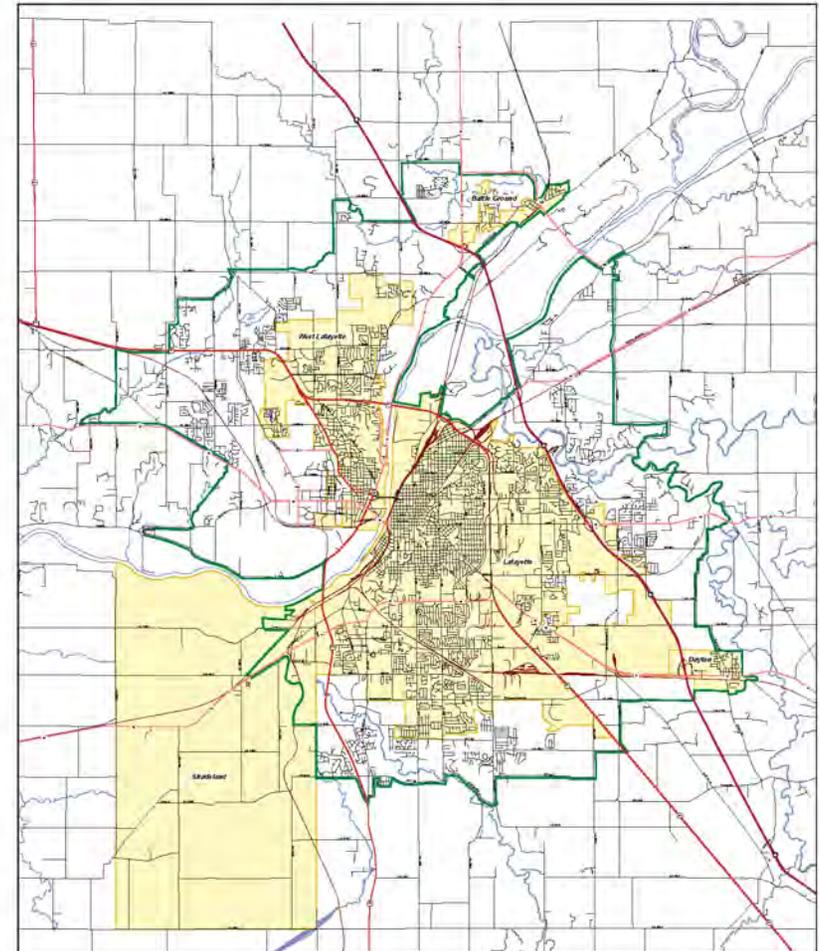
See: www.completestreets.org & http://www2.tippecanoe.in.gov/egov/docs/1349809604_275024.pdf

1.4 Scenic Byway Safety/Connectivity and the TIP

Since this management plan represents new input to the Tippecanoe County Transportation Improvement Plan (TIP) process, projects currently in the TIP should be reviewed for how the management plan, once adopted and its recommendations vetted, might be incorporated in or otherwise affect those projects. Depending on the status of each TIP project, and the considered applicability of management plan recommendations, the project(s) may be amended in future updates of the TIP. Amendments could range from scope change to scheduling and/or funding status revision. Some projects could be advanced, others recombined, and yet others deferred for inclusion in more comprehensive projects. Projects occurring in the byway corridor and submitted to the Area Plan Commission in response to future calls-for-projects should review the management plan for how it might affect and/or leverage them for incremental implementation of Scenic Byway objectives.

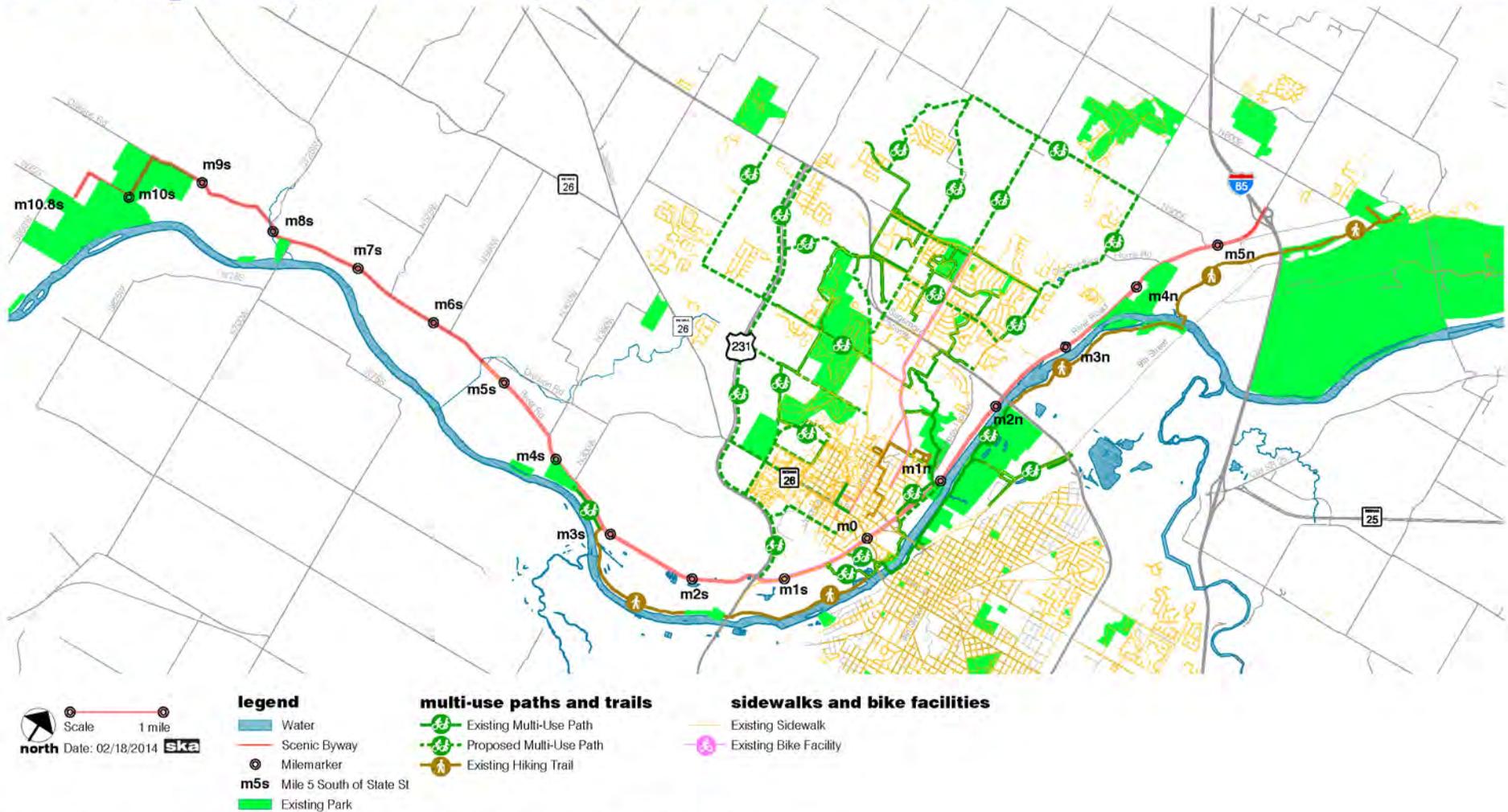
The management plan vetting process that precedes these considerations should include a comprehensive River Road corridor traffic study that:

- a Collects and updates traffic data generated subsequent to US 231 bypass completion and state route relinquishment
- b Reviews Scenic Byway Management Plan recommendations at least at a Character Zone level but ideally at an overall corridor level.
- c Reviews current corridor TIP projects that might be affected by the recommendations
- d Reviews corridor-related projects under study but not yet in the TIP that might affect, or be affected by, the management plan recommendations, including Purdue campus planning and campus perimeter road planning in the byway vicinity and INDOT US 52 bridge replacement planning.



Source: Area Plan Commission of Tippecanoe County

1 Purpose, Context, Assessment



Map 1i Scenic Byway Multi-Use Paths, Trails, Sidewalks and Bike Facilities

1.5 Pedestrian and Bicycle Connectivity along the Byway

Tippecanoe County, Lafayette, West Lafayette and Purdue University have been able to implement an impressive and largely connected pedestrian and bicycle network. The recently adopted Complete Streets Ordinance will further encourage additional facilities for a connected pedestrian, bicyclist and transit infrastructure system. Along the Scenic Byway, existing facilities to accommodate pedestrians, bicyclists, and transit users indicate great progress, but there are still some gaps in connectivity and the frequency of connection points. CZ2 - The Wabash Riverfront, is the heart of the Scenic Byway, and also where the most bicycle and pedestrian crashes occur. Land use intensity peaks in CZ2, lessening further away from the State Street and River Road intersection (mile 0).

1.6 Previous Plan Recommendations

Goal

02

Make the Hilltop-to-Hilltop Corridor Human-Scale, Pedestrian-Friendly and The-Place-To-Be.

“Bureaucrats might say your happiness—they would call it your ‘quality of life’—is in part related to the place you live and how effortless it may be to pedal to work, walk your kids to school, get involved with your neighbors or make your way to your local park or pub on a warm summer evening.

“And while you probably take all this for granted, city planners see the concept of the ‘20-minute neighborhood’—one where you can walk to essential amenities and services in 20 minutes—as a vital element of what makes a neighborhood healthy.”

Mark Larabee, *The Oregonian*

“Locally, we now recognize that walking and bicycling are viable modes of travel for commuting and shopping. A network of connected trails, sidewalks and bicycle facilities promotes a quality of life that attracts strong economic development and tourism. Bicycling and walking in our community have grown significantly and our transportation planning now includes bicycle and pedestrian needs.”

Greater Lafayette Metro Transit Plan, 2040

Prepared by: Next Generation Consulting

From Good to Great Making Greater Lafayette a Community of Choice

This 2012 *Quality of Life Plan* proposes, among other things, upgrades to the John T. Myers pedestrian bridge to create greater demand for restaurants, bars, coffee-houses, retail, and night-life on both sides of the Wabash, enriching the downtowns of both West Lafayette and Lafayette.

Central Corridor Projects

City of West Lafayette

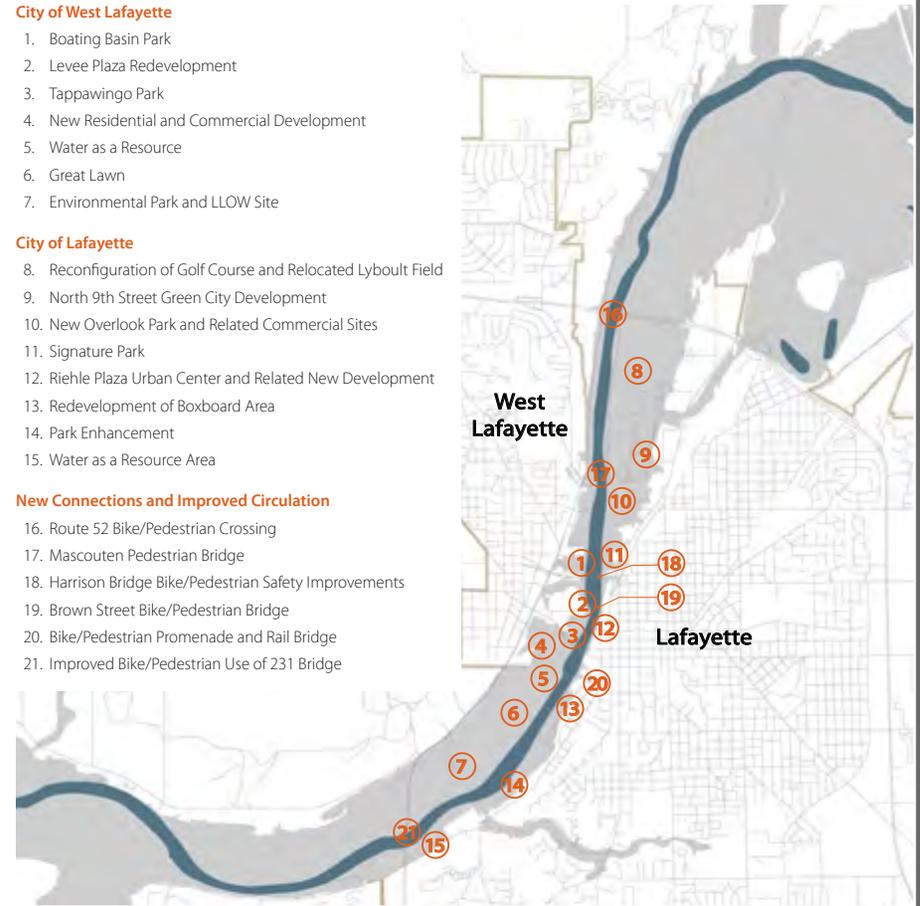
1. Boating Basin Park
2. Levee Plaza Redevelopment
3. Tappawingo Park
4. New Residential and Commercial Development
5. Water as a Resource
6. Great Lawn
7. Environmental Park and LLOW Site

City of Lafayette

8. Reconfiguration of Golf Course and Relocated Lyboubt Field
9. North 9th Street Green City Development
10. New Overlook Park and Related Commercial Sites
11. Signature Park
12. Riehle Plaza Urban Center and Related New Development
13. Redevelopment of Boxboard Area
14. Park Enhancement
15. Water as a Resource Area

New Connections and Improved Circulation

16. Route 52 Bike/Pedestrian Crossing
17. Mascouten Pedestrian Bridge
18. Harrison Bridge Bike/Pedestrian Safety Improvements
19. Brown Street Bike/Pedestrian Bridge
20. Bike/Pedestrian Promenade and Rail Bridge
21. Improved Bike/Pedestrian Use of 231 Bridge

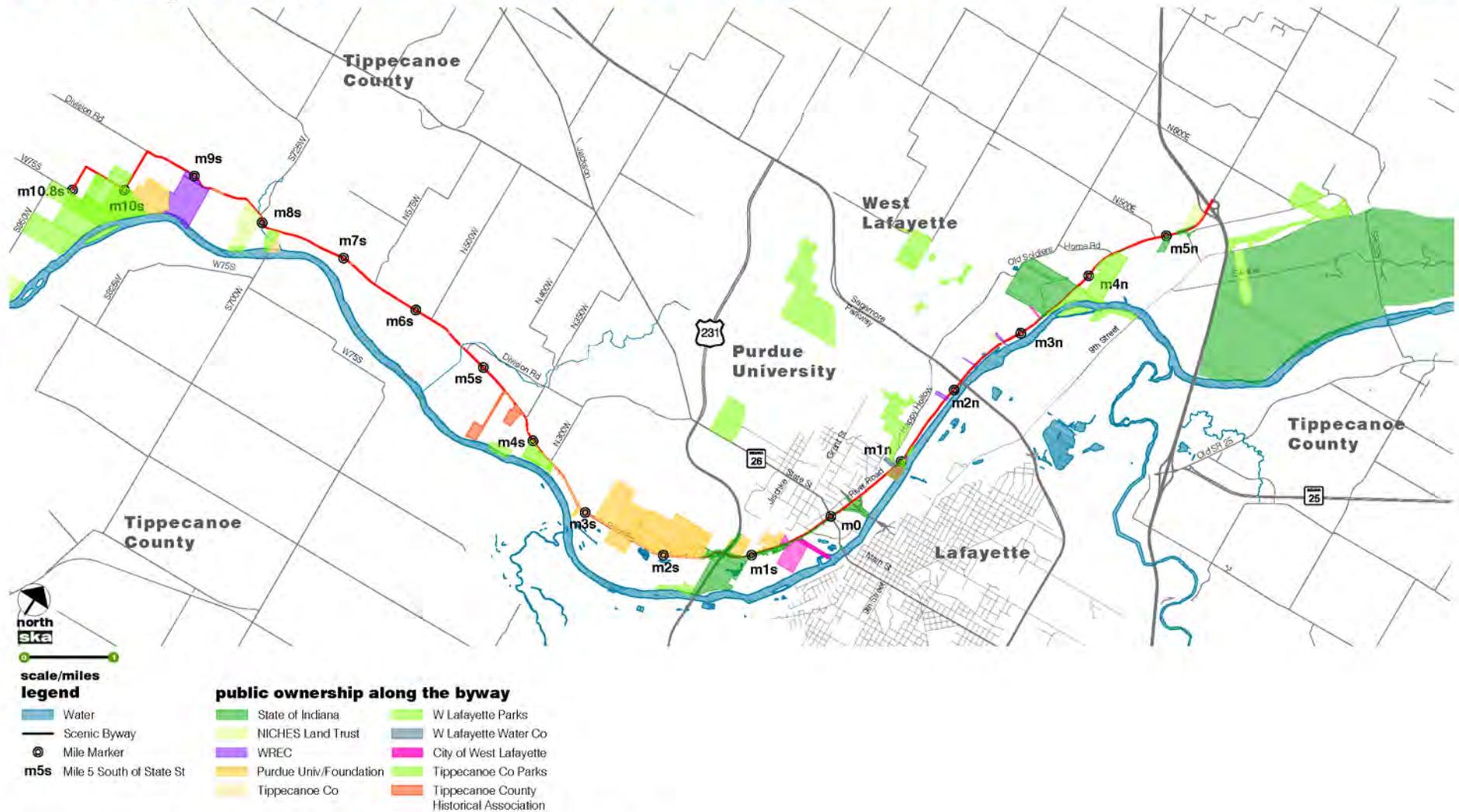


Prepared by: Wallace Roberts Todd

The 2010–2011 Wabash Greenway and Two Cities, One River Master Plans

These master plans propose a coherent vision and blueprint for enhancing the Wabash River and its tributaries. Shown above is a summary page outlining proposed projects in the downtown core that are the foundation for many of the recommendations in this Scenic Byway Management Plan.

1 Purpose, Context, Assessment



Map 1j Existing Property Ownership Along the Scenic Byway

1.7 Public Land Ownership Along the Byway

WREC's partnering organizations control a sizeable portfolio of large tract properties along the Scenic Byway as shown in the map above. These partners have the ability to assist WREC in meeting Byway management objectives to assist in protecting the intrinsic values along the Scenic Byway.

1.8 Byway Organizations

The preservation and enhancement of the Wabash River corridor has been a top regional goal for WREC's partnering organizations. Their leadership has made exemplary efforts to work across jurisdictional boundaries toward this regional goal. Relationships are in place, which have had, and continues to have, a positive impact on Scenic Byway momentum.

These partnerships are the foundation for future Scenic Byway successes. Each agency or organization has a core mission and expertise that allow it to contribute to the success of the overall Scenic Byway mission and objectives.

A matrix in Chapter 7 indicates general roles for partnering agencies and organizations in implementing the Scenic Byway Management Plan.

Case Study 1:

Purdue University has a vested interest in providing easy wayfinding to its campus. It has partnered with the cities of Lafayette and West Lafayette to develop a common wayfinding and identity program. This will serve to create a cohesive sense of place for the Greater Lafayette area that benefits all of the jurisdictions and forms the basis for the signage recommendations in the Scenic Byway Management Plan.

Case Study 2:

Tippecanoe County served as the fiscal agent for the Scenic Byway Management Plan, on behalf of WREC, which will serve all partnering agencies and jurisdictions, providing a common blueprint to realize Byway success.

Byway Management Organizations

The byway traverses the following agency or organization areas of jurisdiction or influence:

Transportation/Safety/Maintenance

- *Area Plan Commission/MPO*
- *Tippecanoe Engineering Department*
- *West Lafayette Engineering Department*
- *Purdue University*
- *Police/Sheriff Departments*
- *State of Indiana/INDOT*

Parks, Trails, Greenspace

- *Tippecanoe County Parks Department*
- *West Lafayette Parks and Recreation Department*
- *Lafayette Parks and Recreation Department*
- *Prophetstown State Park/INDNR*
- *Purdue University*
- *Niches Land Trust*

Economic Development / Tourism

- *Visit Lafayette – West Lafayette*
- *Tippecanoe County Historical Association*
- *Historic Prophetstown Farm*
- *Area Plan Commission of Tippecanoe County*

Planning and Zoning

- *Area Plan Commission of Tippecanoe County*

Economic Development

- *West Lafayette Department of Development*
- *City of Lafayette Economic Development Department*
- *Visit Lafayette – West Lafayette*
- *Chamber of Commerce*
- *Realtors*
- *Purdue University*

Cooperation and partnerships are strong between these entities. Leveraging their individual activities to optimize the byway experience is one of the goals of this plan and a WREC focus.

1 Purpose, Context, Assessment



1.9 Assessment Findings

Following is a summary of the assessment findings of the Scenic Byway:

- 1 Cooperation and partnerships are strong between Lafayette, West Lafayette, Tippecanoe County and Purdue University and other partnering organizations.
- 2 The intrinsic scenic, natural, historic, cultural, archaeological, recreational and tourism qualities of the Scenic Byway are strong in some places along the corridor, and are threatened and/or waiting to be enhanced in others.
- 3 Opportunities exist to unify the Byway with consistent roadway character, urban forestry treatments, signage and furnishings across the Character Zones to reinforce the Byway as one place and experience.
- 4 Segments of Byway bicycle/pedestrian facilities are in place but there is a need to find the best ways to connect them for continuity and access to all destinations.
- 5 Balance is needed between commuter travel needs and a comfortable experience for Byway visitors that is safe, intuitive and well-signed.
- 6 The Byway story is currently fragmented and will benefit from reinforcing the heritage and history of events, people and places along it with one unifying theme and form of presentation.
- 7 Development and traffic pressures threaten the integrity of the Byway with a proliferation of driveways, scattered site development, and variable roadway conditions. Improvements to address traffic management issues can have unintended impacts on Scenic Byway character.
- 8 Existing, grandfathered billboards and current zoning that allows billboards in some districts along the Byway threaten the visual quality of the route as a parkway.

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WABASH RIVER SCENIC BYWAY MANAGEMENT PLAN

2 Intrinsic Quality Management Strategy

2.1	Introduction	27
2.2	The Intrinsic Qualities of the Byway	27
2.3	Comprehensive Summary of Special Features	29
2.4	Next Steps	35
2.5	Preserving the Integrity of the Scenic Byway	37
2.6	Recommendations	38

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2 Intrinsic Quality Management Strategy

2.1 Introduction

The intrinsic qualities of the Wabash River Scenic Byway define the character, interest, and appeal of the Byway to residents and visitors. A comprehensive inventory and assessment of the intrinsic qualities forms the basis for identifying and promoting the byway experience, and preserving the Scenic Byway integrity.

2.2 The Intrinsic Qualities of the Byway

The intrinsic qualities are grouped into the following seven affinities: scenic, natural, historic, cultural, archaeological, recreational, and tourism.

- 1 Scenic qualities (S)**
The agricultural and open space views of the Wabash River floodplain and bluffs, and the wooded character of the Scenic Byway route.
- 2 Natural qualities (N)**
The intact and continuous interaction of the Wabash River valley ecosystem showcasing the connection between the community of living organisms and their environment.
- 3 Historic qualities (H)**
How historic events, sites, and resources of the Scenic Byway link the Wabash River valley's past, present and future.
- 4 Cultural qualities (C)**
The culture of folklore, storytelling and the dramatic arts of the cities of Lafayette / West Lafayette, Purdue University, and sites along the Byway.
- 5 Archaeological qualities (A)**
The archaeological evidence prevalent along the Wabash River from civilization as ancient as the nomadic Paleo-indians from 10,000 years BP (before present) to the recent past raises consciousness and awareness, encouraging different ways of seeing the world and acting in it.
- 6 Recreational qualities (R)**
The Scenic Byway connects at least seven major park sites. Strengthening the park connections with trails, bicycle facilities, and transit stops will improve the functionality and use of the park sites, providing access to hiking, camping, picnicking, biking, fishing, birding, etc.
- 7 Tourism qualities (T)**
Focused, high value visitation to the Scenic Byway will provide education and experiences for residents and visitors who in turn contribute to sustainability of Byway characteristics that enrich the whole community.

What are Intrinsic Qualities and why are they managed?

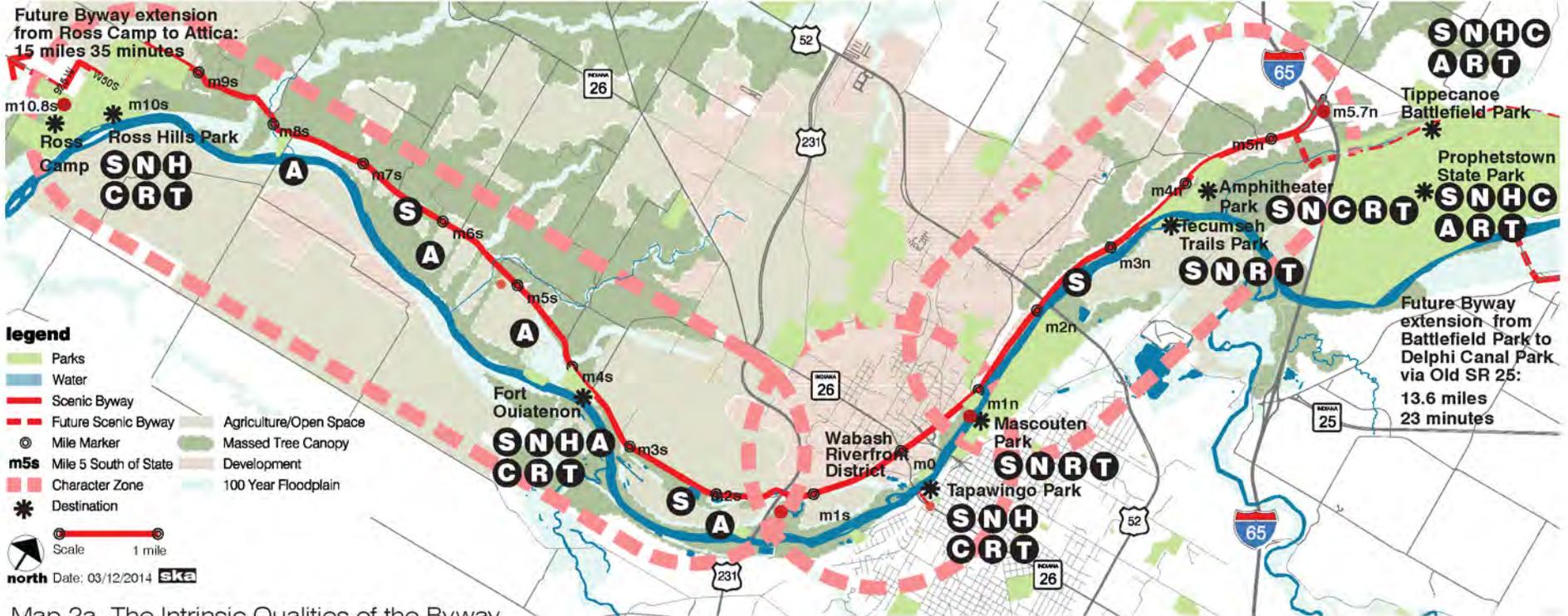
Intrinsic qualities are the unique values that define the special Wabash River Scenic Byway experience.

Each intrinsic quality influences the experience of the Byway. Presented relationally, they create a synergistic experience that is greater than the sum of the components.

The intrinsic qualities represent consensus community values, but they are managed or influenced by multiple public and private entities. One of the purposes of this plan is to develop a coordinated management system for the intrinsic qualities, which is described in further detail in Chapter 7 - Implementation Strategies.

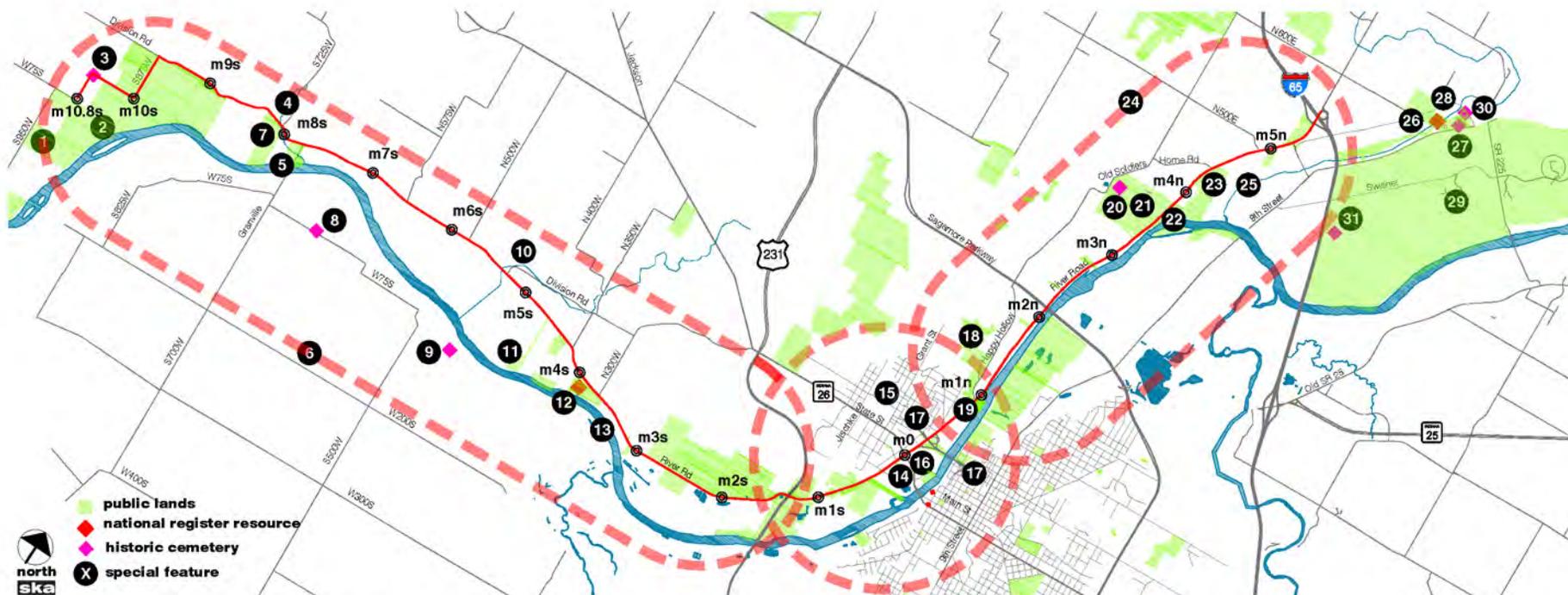
While the Scenic Byway is rich in all intrinsic quality categories, which is rare, inattention can lead to their diminishment over time. This chapter develops recommendations for preserving and protecting the unique and special intrinsic qualities of the Wabash River Scenic Byway.

2 Intrinsic Quality Management Strategy



Map 2a The Intrinsic Qualities of the Byway

<p>S Scenic</p> <p>Visually and spatially beautiful places of a memorably distinctive, uninterrupted and unified character.</p> <p>The Challenge To preserve, enhance and celebrate the unique visual character that threads through the Byway and defines the region to its residents and visitors, while channeling economic development driven growth for resource compatibility.</p>	<p>N Natural</p> <p>Natural ecological features associated with Tippecanoe County and the Wabash River basin.</p> <p>The Challenge To keep ecosystems intact and to restore their damaged elements, to support the synergies of continuous natural systems while educating, interpreting and instilling their importance as a shared community value.</p>	<p>H Historic</p> <p>The significant and still evident layers of history that thread through the valley and signify a heritage continuum.</p> <p>The Challenge To preserve this core quality as contributory to a sense of place and pride of place through restoration, interpretation, and active adaptive use.</p>	<p>C Cultural</p> <p>Unique customs, traditions, folklore or rituals of an active and diverse community, blending both traditional forms and emerging forms of expression.</p> <p>The Challenge To continuously reinvent and support a significant though not always obvious economic base of the community.</p>	<p>A Archaeological</p> <p>Evidence of past cultures that populated the Wabash River basin and left a rich though fragile trove of traces of their civilizations and cultures to be interpreted and celebrated today.</p> <p>The Challenge To explore, interpret and celebrate an often hidden resource, without compromising it, enlisting newly available technologies and means of interpretation.</p>	<p>R Recreational</p> <p>The Wabash River's vast and largely continuous natural resource corridor is a Byway-accessible open space and recreational resource threading through the heart of a region.</p> <p>The Challenge To strengthen its continuity, integrity and accessibility through judicious consolidation of open space, extension of community linkages, and enlightened stewardship.</p>	<p>T Tourism</p> <p>Wabash River Scenic Byway tourism provides education and experiences for not only visitors, but for residents as well. Tourism visitation helps sustain the Byway characteristics that enrich the whole community.</p> <p>The Challenge To create focused, high value visitation based on the Wabash River Heritage Corridor's authentic intrinsic qualities.</p>
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Map 2b Special Features Locations

KEY	(S) Scenic	(N) Natural	(H) Historic
	(C) Cultural	(A) Archaeological	(R) Recreational
			(T) Tourism

2.3 Comprehensive Summary of Special Features

Following is a summary of the special features found along the Wabash River Scenic Byway that were identified by community stakeholders attending focus group and public meetings. The features are listed from downriver to upriver along the Byway. It is a comprehensive list of known features at this time, but open to additions when/if additional resources are identified and/or developed.

1 Ross Camp (S, N, H, C, R, T)

This 200 acre, mostly wooded property provides both modern and primitive camping sites, catch and release fishing, hiking trails, and retreat and wedding facilities. A circa 1881 chapel provides historic interest.

<http://www.tippecanoe.in.gov/departments/division.php?structureid=248>



Ross Camp Retreat Facilities

2 Intrinsic Quality Management Strategy

KEY	(S) Scenic	(N) Natural	(H) Historic
(C) Cultural	(A) Archaeological	(R) Recreational	(T) Tourism

2 Ross Hills Park (S, N, H, C, R, T)

This 160 plus acre park includes the restored David Ross House for meetings and retreats, the Sullivan and Hentschel picnic shelters, wooded picnic sites, sand volleyball, softball, hiking trails, and a nine-hole Disc Golf course.

<http://www.tippecanoe.in.gov/department/division.php?structureid=247>

The Ross House represents the legacy of David Ross, who graduated from Purdue University in 1893 with a degree in Mechanical Engineering. Ross was instrumental in the development of the Purdue Research Foundation and the concept of educational research that characterizes Purdue to this day.

http://www.rostone.com/david_ross.htm

3 Ade Cemetery (H, C)

A pre-1850 pioneer cemetery affiliated with St. Paul's Evangelical Lutheran of Otterbein Church, the church was moved October 1976. It is said that children and the poor were buried behind the original church site.

http://www.tippecanoe.in.gov/egov/docs/1126713330_814361.pdf

4 Indian Creek (N, S,)

Indian Creek's period concrete bridge rail adds character to the Byway and should be retained if current stringent bridge standards allow. The recommended timber guardrail and Byway signage will strengthen that character.

5 Granville Bridge Public Access Site (R)

A 14.6-acre Wabash River access site located adjacent to the Granville Bridge. The boat access to the Wabash River is impacted by Indian Creek and Wabash River flooding and launch area sand-silt depositions.

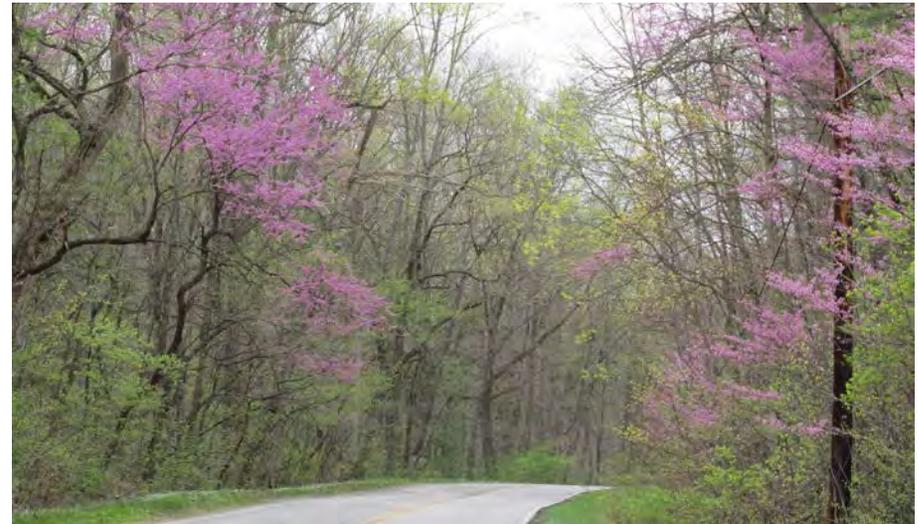
http://www.homeofpurdue.com/whattodo/tippecanoe_parks.html

6 The South River Road Character Zone (S, N, C)

The South River Road Character Zone of the Scenic Byway has extensive views of forested and agricultural open space floodplains, and shaded wooded roadway along the riparian-upland transition. The corridor supports abundant and diverse wildlife, and many bird species can be seen along this portion of the route. Archaeological sensitive lands are prevalent along the Wabash River in this area, representing civilizations as ancient as the nomadic Paleo-Indians (10,000 years before present) to the more recent past.



Ross House at Ross Hills Park



South River Road Character Zone

7 Indian Creek Basin (S, N)

NICHES Land Trust manages bottomlands restoration of this 59-acre property, which will be accessed by future extension of the the Wabash Heritage Trail.

<http://www.nicheslandtrust.org/properties/indian-creek-basin/>

8 Granville Cemetery (H, C)

A pre-1850 pioneer cemetery whose earliest burial is recorded as taking place in 1838. Noted for conservation, exploration, settlement and religion; cemetery for the town of Granville; ISHA marker states it was part of the great Wea Plains. Original prairie grass protected by the Indiana Department of Natural Resources.

http://www.tippecanoe.in.gov/egov/docs/1126713330_814361.pdf

9 Canal Cemetery (H, C)

A pre-1850 pioneer cemetery whose earliest burial is recorded as taking place in 1842. The cemetery was for Irish workers of the Wabash/Erie canal, and is the site of a mass burial for canal workers who died from malaria and cholera.

http://www.tippecanoe.in.gov/egov/docs/1126713330_814361.pdf

10 Jordan Creek (N, S)

Riparian corridor

11 Historic Fort Ouiatenon Site (H, C, A, T)

Mid-17th century French territories were affirmed by establishment of forts and settlements along trading routes. The Wabash portage was opened by the French in the late 17th century to facilitate travel to the Illinois country, and Fort Ouiatenon established about 1717. Archaeologists confirmed its true site west of the replica fort resulting in National Register of Historic Places listing in 1970.

http://www.cr.nps.gov/history/online_books/fauna2/intro13.htm

<http://www.tcha.mus.in.us/forhistory.htm>

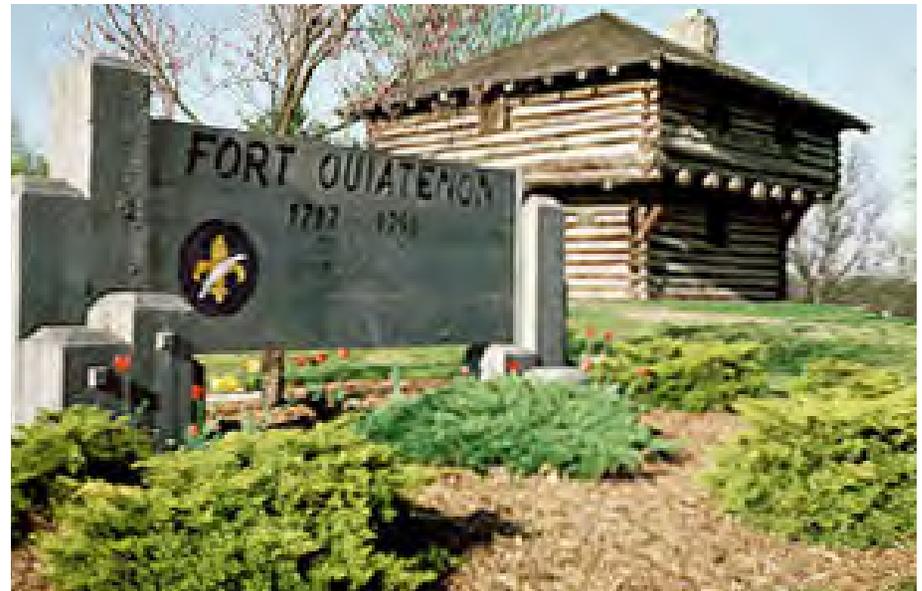
12 Fort Ouiatenon County Park (S, H, C, R, T)

A replication of Fort Ouiatenon was built In 1930, patterned after typical British fortifications that used horizontal rather than the French vertical logs. It is now the focal point of this Wabash River county park. The Tippecanoe County Historical Association operates the Blockhouse museum and conducts historical programs and demonstrations at the park. Its *Feast of the Hunters' Moon* is an annual weekend festival and historical reenactment that draws thousands of visitors and participants. The park provides a concrete boat ramp and picnic shelters and is the current downriver terminus of the Wabash Heritage Trail.

<http://www.tcha.mus.in.us/feast.htm>



Indian Creek Basin is a bottomlands restoration site along South River Road. Its vehicular entrance is to the left in this photo, just west of the Granville Access Site. The concrete bridge rail adds historic character to the creek crossing and should be retained if it meets current standards.



Fort Ouiatenon County Park, photo courtesy of Tippecanoe County Parks Department

2 Intrinsic Quality Management Strategy

KEY	(S) Scenic	(N) Natural	(H) Historic
(C) Cultural	(A) Archaeological	(R) Recreational	(T) Tourism

13 Dining along the Wabash (H, C, T)

The building that houses McGraw's riverfront restaurant was the only structure erected as part of the platted but unbuilt town of Cincinnati in the early 1800's. It overlooks the river and serves local residents and visitors to nearby Fort Ouiatenon.

<http://www.mcgrawssteakhouse.com/About/History.aspx>

14 Wabash Heritage Trail (S, N, C, R, H, T)

Wildlife observation and views of Burnett's Creek and the Wabash River are part of this 17-mile (and growing) network of interconnected scenic trails between Fort Ouiatenon and Tippecanoe Battlefield Park, which passes by the Wabash Riverfront District and multiple historic sites and structures. Its river-side meandering recalls the trails trod upon by countless peoples from Paleolithic times to the recent past.

<http://www.homeofpurdue.com/whattodo/wabashheritagetrail.html>

15 Purdue University (H, C, S, T)

Purdue University was established in 1869 as the first land grant college in Indiana, and now attracts top students from around the world. The 2600+ acre campus in West Lafayette provides many visitor resources from cultural, sport, and academic events and gatherings to art, architecture and horticultural destinations. The university, recognizing that the Scenic Byway is in a sense its front door, is an key stakeholder in Wabash River Heritage Corridor initiatives.

<http://www.purdue.edu/visit/>

<http://www.purdue.edu/purdue/about/history.html>

<http://www.homeofpurdue.com/whattodo/purdueuniversity.html>

16 Tapawingo Park (S, N, H, C, R, T)

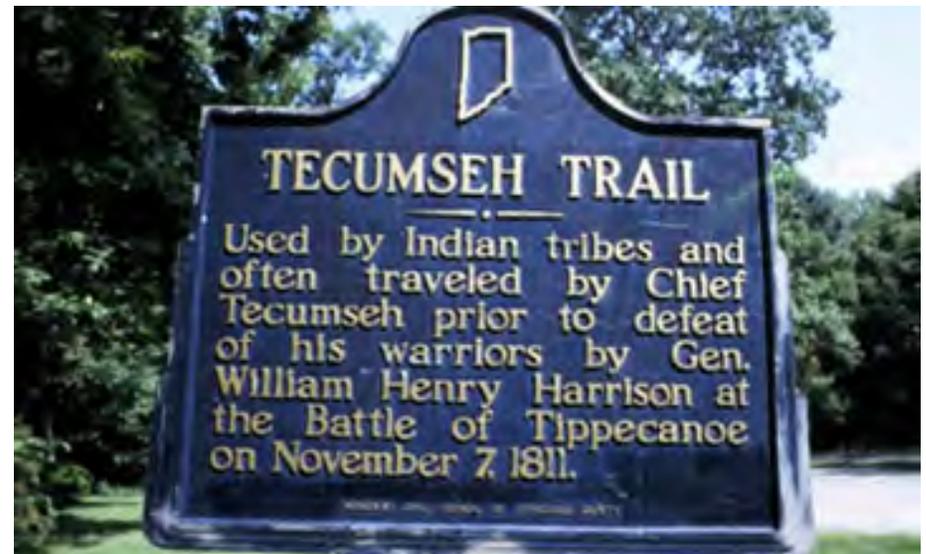
This approximately 20-acre urban park serves as a central trailhead for the Wabash Heritage Trail. It also provides park amenities such as an accessible playground, picnicking, and skating rink. The park's Skate House is listed on the National Register of Historic Places. The Myers Bridge Plaza accesses the Myers Pedestrian Bridge over the Wabash River to Lafayette and the Big Four Depot. The Brown Street Overlook, a landing for a proposed trail bridge, provides views of the Wabash River.

<http://www.homeofpurdue.com/whattodo/riehleplazameyersbridge.html>

<http://www.westlafayette.in.gov/egov/apps/locations/facilities.egov?path=detail&locl=15>



Wabash Heritage Trail



Historical Marker at Tecumseh Trails Park: a brief note about a very complex series of events

17 Cities of Lafayette and West Lafayette, Indiana (H, C, T)

With a combined population of more than 139,000 people, the cities of Lafayette and West Lafayette form a vibrant downtown along both sides of the Wabash River. The Wabash Riverfront District is the urban counterpart to the rural/suburban character of the north and south zones of the Scenic Byway.

<http://www.homeofpurdue.com/ourcommunity.html>

18 Happy Hollow Park (S, N, R, T)

This 81 acre linear park and trailhead connects to the Scenic Byway and to the Wabash Heritage Trail. It offers picnicking, hiking, restrooms, shelter, softball, volleyball and a playground.

<http://www.westlafayette.in.gov/egov/apps/locations/facilities.egov?path=detail&loclId=8>

19 Mascouten Park (S, N, R, T)

This 15-acre park on the right bank of the Wabash River and across from Happy Hollow Park offers a paved boat ramp, picnicking, and parking.

http://www.wabashriver.us/access_points/mascouten_park/

20 Soldiers Home Cemetery

This cemetery was established in 1890 for veterans and their families.

http://www.tippecanoe.in.gov/egov/docs/1126713330_814361.pdf

21 Soldiers Home (S, C)

Established in 1895 to help Civil War veterans, the Soldiers Home in Tippecanoe County still serves veterans of recent conflicts. Now called the Indiana Veteran's Home, it is the only one in the state.

<http://www.examiner.com/article/indiana-soldiers-home-tippecanoe-county-may-2012>

22 Tecumseh Trails Park

This 23 acre park on the Wabash River across from the Indiana Veteran's Home has river views, picnic areas, walking trails and a shelter house.

<http://www.tippecanoe.in.gov/department/?structureid=29>

23 Tippecanoe County Amphitheater Park

A 166 acre park featuring a 1,511 seat amphitheater with a scenic backdrop for music, pageant, or theatrical productions. Open turf grass areas, soccer fields and hiking/biking trail.

<http://www.homeofpurdue.com/whattodo/tippecanoeparks.html>



The cities of Lafayette (foreground) and West Lafayette (background), photo courtesy of homeofpurdue.com



Tippecanoe County Amphitheater Park

2 Intrinsic Quality Management Strategy

KEY	(S) Scenic	(N) Natural	(H) Historic
(C) Cultural	(A) Archaeological	(R) Recreational	(T) Tourism

24 North River Road Character Zone (C, S, R, T)

The North River Road Character Zone has many of the attributes of the South River Road Character Zone but with more low density suburban character and little agricultural use. It has a strong river-bordering entry parkway character rather than the country road character of South River Road west of US 231.

25 Burnett's Creek (N,H,R,S)

Riparian corridor hosting a section of the Wabash Heritage Trail.

26 Tippecanoe Battlefield Park

A National Historic Landmark, Tippecanoe Battlefield Park commemorates the 1811 battle between General William Henry Harrison and Shawnee Chief Tecumseh's Native American confederation organized to resist incessant colonial settlement that threatened the Native American way of life. The Tippecanoe County Historical Association operates a museum that tells that story. The 104-acre park features an 85-foot tall marble obelisk memorial to the Battle of Tippecanoe, the Wah-ba-shik-a Nature Center, hiking trails, picnic areas, and a trailhead to the Wabash Heritage Trail. Its historic chapel is available for weddings and services.

<http://www.tcha.mus.in.us/battlefield.htm>

<http://www.tippecanoe.in.gov/department/division.php?structureid=249>

27 Battlefield Memorial Cemetery

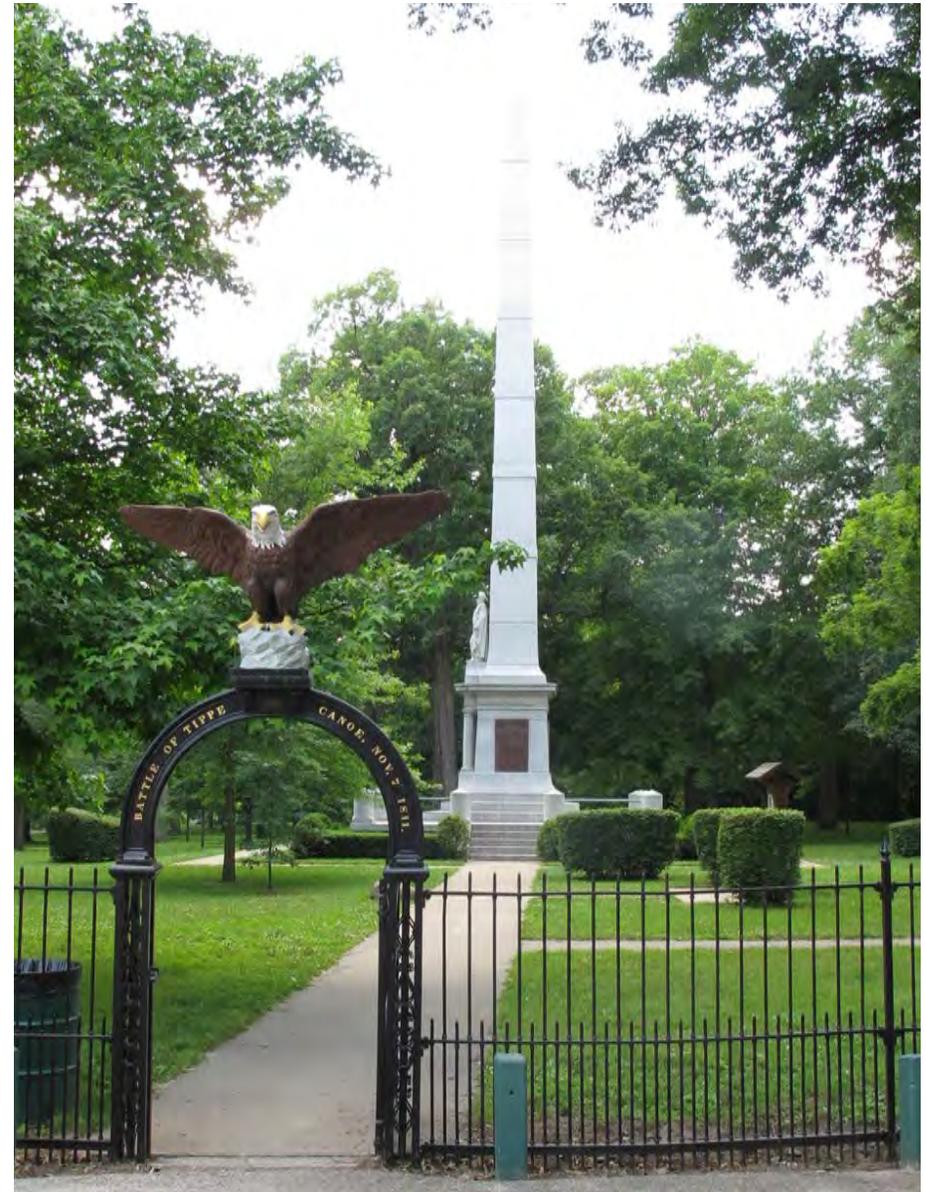
A pre-1850 pioneer cemetery. The earliest burial was in 1811. Approximately 48-50 soldiers from the Battle of Tippecanoe are interred at the site.

http://www.tippecanoe.in.gov/egov/docs/1126713330_814361.pdf

28 Potawatomi Trail of Death (C, H, T)

In 1830 the Federal Government passed the Indiana Removal Act. The Potawatomi were the second major tribe ordered to leave Indiana after white settlement began in the state, and given an August 5, 1838 deadline to do so. While some peacefully relocated, the village at Twin Lakes, near present-day Plymouth, refused. General John Tipton was ordered by Governor Wallace to mobilize the state militia to support a Colonel Pepper in forcibly removing the 859 people there. On August 30, the tribe began the march to Kansas, passing through Battle Ground and West Lafayette along the Wabash River.

http://en.wikipedia.org/wiki/Potawatomi_Trail_of_Death



Battle Field Memorial Cemetery

29 Prophetstown State Park

Prophetstown State Park is a major destination beyond but accessed circuitously from the byway. Located south of the confluence of the Tippecanoe and Wabash Rivers, It is named for a Native American village established by the Shawnee Tecumseh and his brother "the Prophet" in 1808 as part of their resistance to post-colonial settlements into their land. The park commemorates that era, pre-industrial agriculture and the ecology of the park's 900 acres of restored prairie, wetlands, wet fens, and open woodlands. It is a relatively new state park.

http://www.in.gov/dnr/parklake/files/prophetstown_trail.pdf

<http://prophetstown.org/>

30 Harrisonville Cemetery

Pre-1850 pioneer cemetery with a first burial in 1816 for the original town of Harrisonville.

http://www.tippecanoe.in.gov/egov/docs/1126713330_814361.pdf

31 Hurst Cemetery

Pre-1850 pioneer cemetery with its first burial in 1830, it is also reported that the location was a Native American burial ground.

http://www.tippecanoe.in.gov/egov/docs/1126713330_814361.pdf

2.4 Next Steps

The above summary listing and teaser narratives of the Wabash River Scenic Byway's sites that embody the Byway's intrinsic qualities should be viewed as the beginning of an active database that can be expanded and updated as new discoveries and resources become available.

Each location has a story, more often multiple stories, related in some way to the corridor's 2.5 million year timeline and sub-themes. Most have an agency or steward, the keeper of the story. The challenge is to create a portfolio of those individual stories such that they become consistently framed chapters of the overarching grand theme and its discipline-based channels of inquiry and interpretation.

Many individual stories, fascinating in themselves, thus would become one large and much more compelling story. That process will be discussed in following sections of this management plan addressing Themes and Interpretation.

Note: the websites listed under the places above demonstrate many variations in how they are presented to the public. A plan objective is to unify that presentation to reinforce the sense of the byway being one grand story.

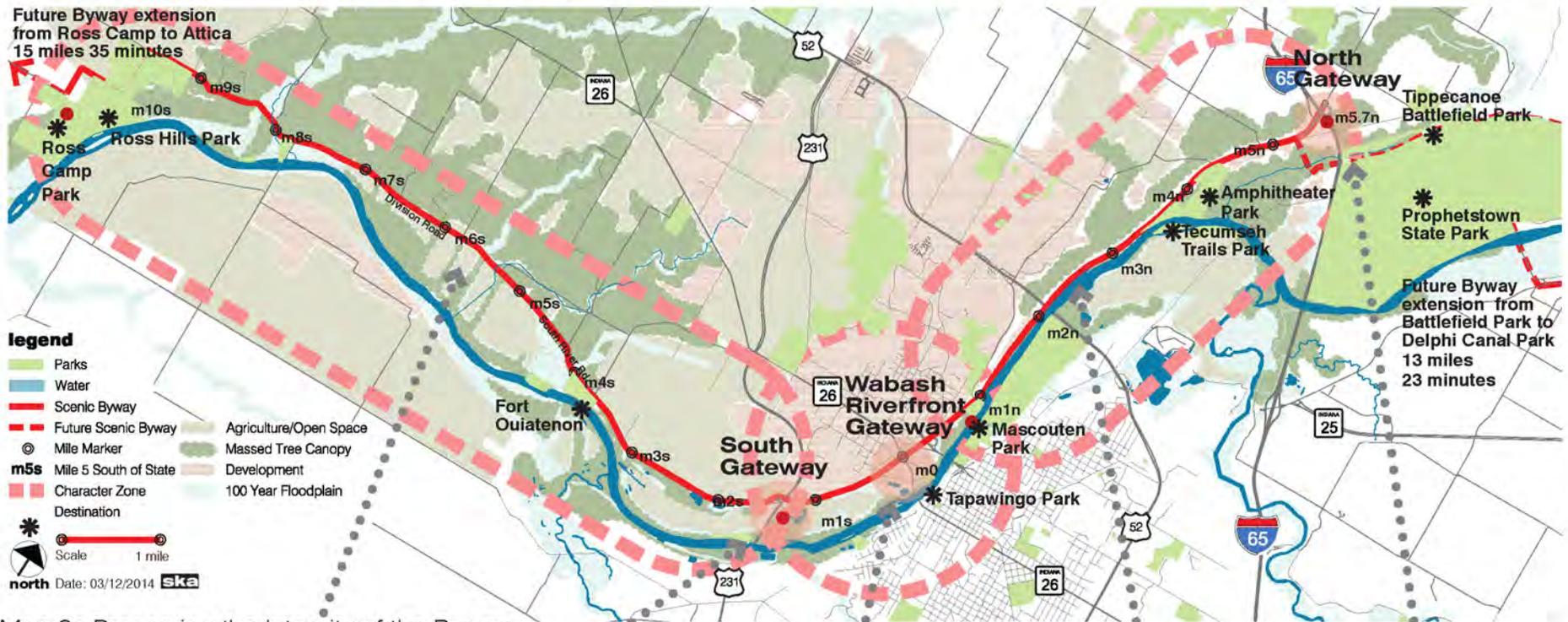


Tippecanoe Battlefield Park Museum and Shelter



Work horses at historic Prophetstown Farm, photo courtesy of www.bolltimers.com

2 Intrinsic Quality Management Strategy



Map 2c Preserving the Integrity of the Byway

<p>The Issue</p>	<p>A country road now but forever?</p>	<p>The highway as development magnet</p>	<p>From congestion to a vital urban portal</p>	<p>Suburban transitional to what?</p>	<p>Just another interstate exit or a Scenic Byway Gateway?</p>
<p>The Threat</p>	<p>Incremental development unrelated to Byway qualities or exploiting them in a non-contributing way can diminish the overall Byway experience and its tourism/amenity based economic development potential.</p>	<p>The high traffic volume of the new US 231 multi-lane intersection would typically attract highway oriented commercial development, a threat to byway integrity.</p>	<p>High density infill of still undeveloped urban parcels could intensify River Road congestion, but could also be guided to contribute to a Byway-influenced sense of place as an active portal and hub between the two towns and the university.</p>	<p>Though geographically constrained, this area is still attractive for development which if not done right could diminish the scenic character of the Byway as well as induce traffic and road expansion.</p>	<p>Totally market driven development characteristic of such places offers predictably poor results, not place-based in relation to local needs and Byway-supportive opportunities.</p>
<p>The Economic Development Opportunity</p>	<p>Guide development towards low-impact, byway-compatible uses, through development guidelines for scale, setbacks, signage, buffering and access control (single entry cluster development). Develop farmland preservation and scenic easement mechanisms for remaining open space and forested edges.</p>	<p>Maintain vigilance against spot commercial intrusions, uncontrolled access and billboards, proactively coupled with byway enhancements to add and sustain value to the overall corridor and the community. Fortunately this new front door to Purdue is either largely owned by the university or development-constrained by floodplain protection mechanisms.</p>	<p>Incorporate Byway walkability principles into development plans for the Wabash Riverfront District to help transform this traffic-congested area into a four-way gateway village and visitor destination. Connect to the Myers footbridge and a Wabash River Center for Byway visitor orientation and tours.</p>	<p>Encourage smart development such as buffered cluster development and low impact land uses. Develop innovative entry concepts at major traffic generators, such as the amphitheater, for Byway safety and traffic calming. Aggregate and consolidate open space where feasible to facilitate greenway trail extension.</p>	<p>Reimagine this underutilized area as an investment opportunity that capitalizes on the relationship between it and the tourism/amenity based Byway economy. A unified vision of a gateway hospitality district congruent with Byway values would be encouraged by Scenic Byway-related development guidelines that accompany roadway planning.</p>

2.5 Preserving the Integrity of the Scenic Byway

The Wabash River Scenic Byway's intrinsic qualities as expressed in its special features are rich and varied in content. As cultural resources, however, they are vulnerable to multiple challenges that are not unique to this region and corridor:

- 1 Economic development pressure on agricultural or ecologically sensitive lands and incremental disruption of natural systems through cumulative small impacts
- 2 Diffusion and fragmentation of the presentation of the resources as measured by the level of visual design quality of Scenic Byway functional, wayfinding and interpretive elements and presence or lack of effective framing/buffering of viewsheds.
- 3 Incremental weakening of codes and standards through variance process.
- 4 Highway and infrastructure improvement projects based on response to demand rather than a complete streets approach to context-based *demand management*.

High level stewardship and enhancement of the intrinsic qualities is a public benefit mission of the Scenic Byway management plan. If the intrinsic qualities of the Byway are eroded, the relevance and value of the Byway and its river corridor becomes diminished over time. Change happens, but change can be managed by intentional actions by the community; a management plan.

Fortunately, a strong foundation for protecting and enhancing Scenic Byway corridor resources is in place. The ordinances and policies of the multiple jurisdictions along the byway have been developed from common objectives expressed in the Unified Zoning Ordinance and the long range transportation plan, managed by the regional planning process of the Tippecanoe County Area Plan Commission. Its Metropolitan Planning Organization function as coordinator of area transportation projects is essential to Byway efforts, as is the work of the Wabash River Enhancement Corporation which numbers all of the above agencies as its partners.

The multiple jurisdictions and interests of county, towns and cities, the university and other public interest oriented institutions, as well as the State of Indiana, are of one accord regarding the importance to the region of the Wabash River Corridor and its defining Scenic Byway.

The recommendations on the following page build on that foundation.

Management Plan Mission

The Wabash River Scenic Byway Management Plan is a local strategy for managing, promoting, and preserving the Byway's image and function as a distinctive place and experience within the Wabash River corridor in Tippecanoe County.

Management Plan Objectives

Preserve the intrinsic scenic, natural, historic, cultural, archaeological, recreational and tourism qualities of the Scenic Byway.

- a *Develop stories and images regarding the Wabash River and its heritage for application to multiple presentation platforms.*
- b *Develop an orientation and wayfinding system so residents and visitors can successfully navigate to and along the Byway and access its destinations.*
- c *Provide safe and convenient travel on the Byway and connectivity to its destinations and linkages for all modes.*
- d *Develop an identity system and consistent palette of structures and appurtenances for a consistent visual and experiential continuum of the Byway through the multiple rural and urban districts it traverses.*
- e *Continue meaningful public engagement to ensure transparency and accountability, and to facilitate the support, understanding, and ownership by the public of decisions made.*
- f *Develop management and operating systems to ensure long-term byway stability and sustainability.*
- g *Develop a marketing plan to promote the Byway and generate visitation to its attractions.*

2 Intrinsic Quality Management Strategy

2.6 Recommendations

1 Establish Scenic Byway Overlay District:

Purpose

Protection of the Scenic Byway viewshed from land use change impacts that could diminish the byway's intrinsic values.

Concept

An overlay district adds additional requirements to existing zoning district regulations while leaving the underlying district intact. Protections can address access control, setbacks, fencing, on-premise signage, outdoor advertising signs (billboards), placement of utilities, landscape preservation and byway frontage landscape buffering.

The district is proposed to overlay the Wabash River Floodplain District on the river side and continue across the road to and inclusive of the topographically-constrained viewshed on the Byway's upland side, or a minimum 100-foot distance beyond the right-of-way whichever is less.

Preservation and or enhancement of natural vegetative buffers within 100-foot offsets of the road, and guidance regarding objects within that zone are examples of overlay protections, as are consideration of alternatives to utilities impacts.

2 Establish Scenic Conservation Easements:

Purpose

Protection of the Scenic Byway's interface with various private land uses for viewshed protection purposes.

Concept

Scenic easements are similar to overlay zoning but achieved on a parcel by parcel purchase or donation basis. They can also be attached to a parcel as a covenant after purchase from willing sellers and before resale of the part of the parcel not essential to byway development purposes. That can also allow certain activities by the sponsoring agency such as installation of landscape buffers or trail segments.

This proactive approach can occur prior to or in conjunction with land development activities as part of permitting and approvals. While potentially less adversarial than zoning mechanisms, it lacks a zoning ordinance's enforcement power unless structured as commitments of record within the rezoning or subdivision process.



Example Diagram of Overlay Zoning Concept to protect the viewshed of the Scenic Byway - 100-feet beyond the northern right-of-way to the Flood Plain zone boundary.



Example Diagram of Scenic Easement Viewshed. as constrained by topography

3 Support farmland preservation and sensitive land acquisition:

Purpose

Preservation of the Scenic Byway's agrarian character areas can be influenced by purchase or donation for tax purposes of conservation easements that are economic incentive alternatives to subdivision of farmland for development. It can be applied to other vulnerable lands, such as environmentally or archaeologically sensitive parcels, for viewshed, riverbank and water quality protection, archaeological resource protection, and aggregation of land to achieve riverine habitat critical mass and/or continuity of open space and trail systems.

Concept

Conservation Easements or Transfer of Development Rights (TDR) to a non-profit agency by purchase or donation with attachment of protective covenants or scenic easement, riparian buffer strip, trail easements, and rights-of-first refusal for future purchase.

A conservation easement is much less costly than outright purchase and minimizes the management burden since the property owner retains full rights of ownership other than those proscribed by mutual agreement. The property owner can continue to farm agricultural land while gaining tax benefit. The principle applies to non-agricultural sensitive lands as well.

It also applies to strategic acquisitions in which property is purchased from willing sellers and placed back on the market with attached covenants or easements that promote Scenic Byway purposes. Those improvements could actually add value to the affected property and thus help sustain a rolling acquisition fund maintained by WREC partner organizations as an investment strategy.

4 Pursue critical right-of-way acquisition or donation from willing sellers or donors

Purpose

Widen byway right-of-way where adjacent to private property and where width is insufficient for continuity of bike lanes, multi-use paths, or landscape elements.

Concept

Purchase or seek donation of minimum additional right-of-way from willing sellers. Assuming an existing fifty-foot right-of-way, approximately 10-15 feet additional may be needed for a multi-use path (dependent on findings of a post-relinquishment retracement survey for former SR 43).



There are many organizations that can provide assistance with farmland preservation that protect private property rights. The American Farmland Trust is one example. Niche Land Trust (Northern Indiana Citizens Helping Ecosystems Survive) is an active local organization involved in preservation of ecologically sensitive land and has properties or conservation easements along the Scenic Byway.

2 Intrinsic Quality Management Strategy

5 Establish Design Guidelines for context sensitive design of the roadway and its right-of-way elements:

Purpose

Excessively wide roads and high design and posted speeds run counter to the spatial and traffic behavior objectives of the Scenic Byway. Therefore fine-tuning of thoroughfare and roadway appurtenance standards from a *Complete Streets/Context Sensitive* design approach is important to Byway character and performance as a multimodal parkway facility. In a sense, the Scenic Byway is a new typology within the thoroughfare plan, with one purpose being conservation of right-of-way resources as a means to achieving multimodal and scenic values.

Concept

The Draft Thoroughfare Plan's templates for the Scenic Byway thoroughfares are an appropriate starting point for the design of roadway improvement projects. Those templates can be adjusted within their AASHTO/MUTCD recommended geometric ranges based on context and professional judgement. The adjustments occur within a project's scoping/programming period. They consider the Scenic Byway's multiple purposes and attributes: tourism, desired bicycle-pedestrian accommodation, low to moderate traffic volumes, and the desired parkway character of a narrow tree-lined country road.

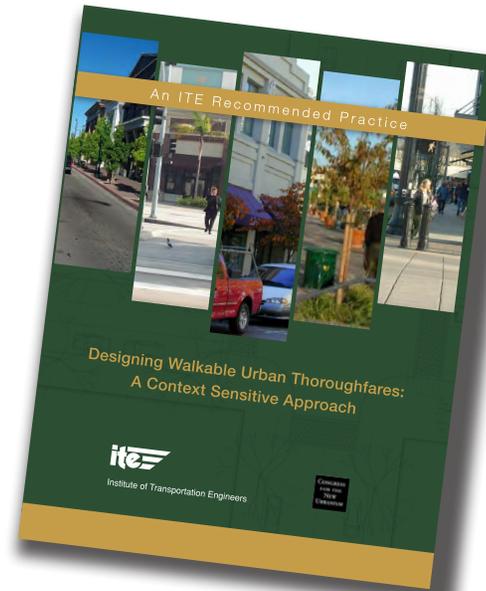
Volumes

Tourism will generate traffic but it is generally off-peak. Traffic normally projected to be generated by rural demographic change is not occurring because of floodplain constraints and a pattern of large tract acquisition for Byway open space purposes. It is also hoped that state route relinquishment and US 231 Bypass completion will result in reduction of through-traffic volumes. That in turn may allow a less intense set of road design parameters.

Multiple lanes

The three lane template for urban secondary thoroughfare is intended to accommodate left turns where demand for that is high. Transition to or dominant use of a two-lane configuration is appropriate where land use pattern minimizes intersections and drives, or provides roundabout left turn alternatives. A Scenic Byway objective is to encourage consolidation of drives and to encourage development patterns where entry drives occur on side streets.

The Byway management plan also encourages three-way stops at T intersections in areas of reduced speeds and low volumes as a very safe alternative intersection that accommodates left turns well, while encouraging a narrow overall roadway and lesser impact on roadside vegetation and terrain features.



A good starting point for context sensitive design guidelines.



WABASH RIVER SCENIC BYWAY MANAGEMENT PLAN

3 Byway Themes and Interpretation

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3.3	Byway Stories that Support the Theme	46
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3 Byway Themes and Interpretation

3.1 Introduction

Byway themes and interpretation are developed to address how the Byway story gets told.

The interpretation program supports the Wabash River Scenic Byway mission for managing, promoting, and preserving the Byway's image and function as a distinctive place and experience within the Wabash River corridor in Tippecanoe County.

Marketing the Byway will entice visitors to explore and learn about the intrinsic qualities of the Byway, while the Byway interpretation program will encourage visitors to stay longer and return for multiple visits.

Telling the Byway story in a memorable way makes an emotional and intellectual connection with visitors, creating a reason for them to spend time exploring and learning about the Wabash River region.

In addition, interpretation is also a tool to raise local awareness, support the local economy and encourage agency collaboration to preserve the Byway's intrinsic qualities.

This chapter lays the groundwork for an interpretive plan and program for the Byway. One outcome of the Byway management planning process is to define the overarching grand theme of the Byway. Byway stories that support the overarching grand theme inform the visitor experience, which is reinforced at individual interpretive sites through programs and media. The interpretive stories are based on the intrinsic qualities represented along the Byway.

Definition of Interpretation

Interpretation is . . . an educational activity which aims to reveal meanings and relationships through the use of original objects, by firsthand experience, and by illustrative media, rather than simply to communicate factual information.

Six Principles

- 1 *Any interpretation that does not somehow relate what is being displayed or described to something within the personality or experience of the visitor will be sterile.*
- 2 *Information, as such, is not interpretation. Interpretation is revelation based upon information. But they are entirely different things. However all interpretation includes information.*
- 3 *Interpretation is an art, which combines many arts, whether the materials presented are scientific, historical, or architectural. Any art is in some degree teachable.*
- 4 *The chief aim of Interpretation is not instruction, but provocation. . . . of thought.*
- 5 *Interpretation should aim to present a whole rather than a part, and must address itself to the whole person rather than any phase.*
- 6 *Interpretation addressed to children (say to the age of 12) should not be a dilution of the presentation for adults, but should follow a fundamentally different approach. To be at its best it will require a separate program.*

Freeman Tilden, *Interpreting Our Heritage*

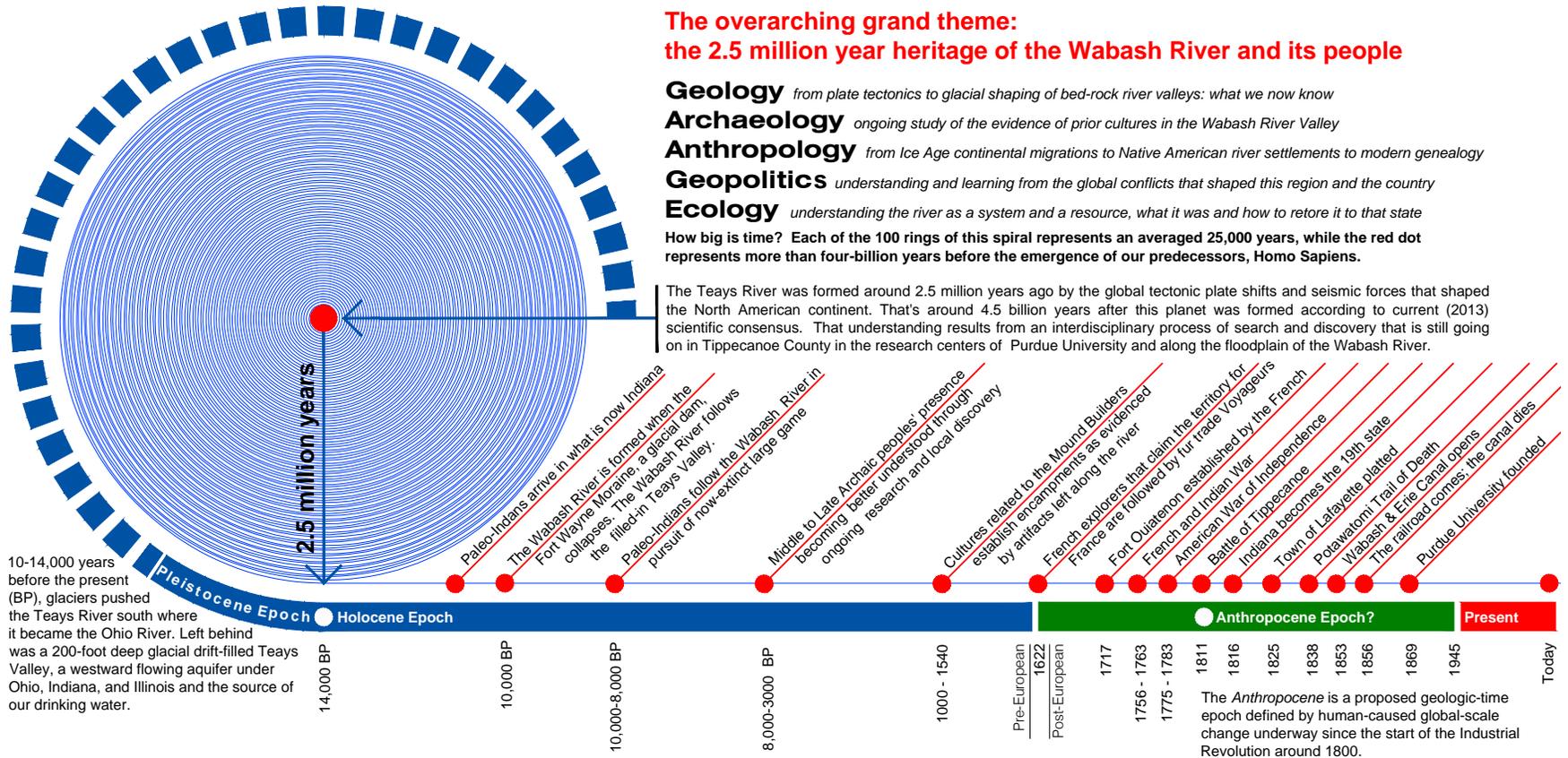
<http://ed-thelen.org/Ardenwood/DocentManual-14a.pdf>

3 Byway Themes and Interpretation

The overarching grand theme:
the 2.5 million year heritage of the Wabash River and its people

- Geology** from plate tectonics to glacial shaping of bed-rock river valleys: what we now know
- Archaeology** ongoing study of the evidence of prior cultures in the Wabash River Valley
- Anthropology** from Ice Age continental migrations to Native American river settlements to modern genealogy
- Geopolitics** understanding and learning from the global conflicts that shaped this region and the country
- Ecology** understanding the river as a system and a resource, what it was and how to restore it to that state

How big is time? Each of the 100 rings of this spiral represents an averaged 25,000 years, while the red dot represents more than four-billion years before the emergence of our predecessors, Homo Sapiens.



Geology
 The geology of the ancient Teays River lies under Tippecanoe County as a six mile wide by 200 foot deep aquifer that remained after the Ice Age diverted the Teays River to what is now the Ohio Valley. Wellfields across several states tap into this west-flowing aquifer for municipal water. Those wells' boring logs mapped the ancient river's course and continue to monitor aquifer health and the conditions for its sustainability (the Ecology story).

Archaeology
 Another old and continuing story is the search for and discovery of artifacts and remains of recent and prehistoric cultures that frequented the Wabash River. It reveals a rich history dating back 10,000-14,000 years when Asian nomadic hunter-gatherers trekked across Beringia after Ice Age lowering of sea levels, and followed the riverine edge of the retreating glaciers during the following period of global warming.

Anthropology
 This discipline contributes to the Wabash River story by its study of the people who have inhabited or passed through this region from prehistory to today, from Paleo-Indians to the Mound Builders and the later Native American Wea clan that had villages throughout the area. It includes French explorers and the succeeding Voyageurs that carried the cargos of the fur trade, colonist expansion westward, and later, Irish canal builders.

Geopolitics
 The stories of European exploration and colonization and resource-based trading systems and wars along the Wabash bear striking resemblance to global issues today. Those stories include the French and Indian War, and the resistance to colonial and American expansion that led to destruction of Native American settlements and ultimately to the Battle of Tippecanoe and the forced relocation of a people.

Ecology
 Native Americans spoke of the Wah-Bah Shik-Ki (pure white), naming the river as *clear water that runs over white stones*. That image inspires a commitment to restore an abused river and its surrounding flood plain habitat to a semblance of its pre-"civilization" quality. The effort is informed by understanding the stories of its geology and of the places that have inhabited this place over a period of over ten-thousand years.

Map 3a The Overarching Grand Theme of the Scenic Byway and its Stories

3.2 The Overarching Scenic Byway Theme

The overarching grand Scenic Byway theme is the 2.5 million year history of the **Wabash River and its People**. It starts with the ancient Teays River, which was formed 2.5 million years ago, the evolution of human settlement beginning with the Paleo-Indians crossing the land bridge from Asia and ultimately reaching the Wabash. The story continues with the fur trade, critical battles fought along the Wabash banks, the conflict between Native Americans and white settlers, to the founding of Purdue University and modern life today. The condensed timeline below shows events that can be developed as stories along this timeline.

Date	Event
2.5 m years before present (YBP)	Tippecanoe County sits above what had been the Pleistocene era's Teays River of 2.5 million years ago. That pre-glacial river system once flowed from southwest North Carolina across northern Indiana and Illinois towards the Mississippi River. The glaciers forced massive shifting of its course to create the Ohio River. The Teays bedrock valley floor now forms a westward flowing 200-foot deep aquifer. The aquifer is replenished by Wabash River floodplains and its watershed wetlands and tributaries.
14,000-10,000 before present	The Wabash River is formed by the collapse of the Fort Wayne Moraine that had contained proglacial <i>Lake Maumee</i> (a lake formed by a glacial moraine dam during the retreat of a melting glacier), a precursor of Lake Erie. Its massive downstream torrent shaped the present day Wabash Valley terrain.
5000-1500 BC	Archaic people that originated in central Asia establish encampments all along the Wabash, as evidenced by artifacts.
1622-1763	France explored and established fur trading centers throughout the upper Midwest, claiming the area as New France. They viewed the Wabash as its major river and the Ohio as a tributary to it.
1717	French-Canadian, Picote de Beletre, built Fort Ouiatenon on the Wabash River to counter Britain's western expansion and control Native American fur trade routes between Lake Erie and the Mississippi River. Seven Native American villages developed near the fort on both sides of the river.
1761	The British gained control of Ouiatenon during the <i>Seven Year or French and Indian War</i> and at its conclusion took control of the French territory. Britain's subsequent prohibition of colonial settlement west of the Appalachian Mountains, because of armed opposition by Native Americans, became a contributing factor to the Revolutionary War because of its impact on the colonies' expansionist plans.
1779	During the Revolutionary War, George Rogers Clark captured Vincennes from the British to gain control of the territory on behalf of the Commonwealth of Virginia.

Date	Event
1783	The territory was formally ceded to the United States by the <i>1783 Treaty of Paris</i> which concluded the colonies' <i>War of Independence</i> against Britain as well as concurrent wars between Britain, Spain, and the Netherlands..
1787	Northwest Territory established to include what is now Ohio, Indiana, Michigan, Illinois, Wisconsin and part of Minnesota.
1791	President George Washington ordered the destruction of the Native American Wabash River villages which were being used as staging areas for raids on settlers.
1800	Indiana Territory established by Congress, to include the former Northwest Territory, less that part that became the State of Ohio.
1811	<i>Battle of Tippecanoe</i> at Battleground was a preemptive expedition by American forces against a confederation of Native American tribes, led by Shawnee Chief Tecumseh and his brother Tenskwatawa (also called The Prophet), that were resisting post-colonial expansion and settlement. That and subsequent events led to the War of 1812 with Britain.
1816	Indiana became the 19th state.
1825	Town of Lafayette platted and became the Tippecanoe County seat the next year.
1832-1853	Wabash & Erie Canal completed from Toledo, Ohio on Lake Erie through Lafayette to Evansville and the Ohio River.
1838	<i>Potawatomi Trail of Death</i> , the forced removal of 859 members of the Potawatomi nation from Indiana to Kansas as part of the 1830 Indiana Removal Act passed through Tippecanoe County.
1856	The Toledo Wabash and Western Railroad completed its line from Ohio to Illinois, through Lafayette, leading to the demise of the canal system.
1869	Purdue University established by Tippecanoe County under the leadership of John Purdue.
1888	West Lafayette formed by the merging of several towns suburban to Lafayette.

3 Byway Themes and Interpretation

3.3 Scenic Byway Stories that Support the Overarching Grand Theme

The representative plaques below support the overarching grand interpretive theme. The stories give more detailed information to support the primary theme and will help the Byway board prioritize interpretive topics. Individual depictions on guide and interpretive signs, brochures or other media may have narratives not directly stated here, but they should fall under one of the five themes described earlier.

Geology Stories

The 2.5 million year old Teays River's evolution to the Wabash River is a story about continent-shaping glaciers and rivers, but also a lesson about aquifers and their sustainability. Example:

The map illustrates the preglacial drainage system in the Midwest. It shows the Teays River flowing from the north (near the Erie River) through Indiana and Ohio, eventually emptying into the Mississippi River basin. A dashed line indicates the 'DRAINAGE DIVIDE' between the Teays River and the Ohio River. The map also shows the 'Area of glacial coverage' in the north and the 'Preglacial extension of the Gulf of Mexico' in the south. Major rivers shown include the Erie River, Teays River, Ohio River, and Mississippi River. States labeled include Wisconsin, Michigan, New York, Pennsylvania, Ohio, West Virginia, Virginia, Kentucky, Tennessee, North Carolina, Missouri, Illinois, Indiana, and Iowa. The city of Lafayette is marked in Indiana.

Creation of the Wabash River

Drainage from the Lafayette area once flowed to a deep bedrock valley located in northern Indiana called the Teays (tāze). Located in this valley was the Teays River, a preglacial stream sometimes up to two-miles wide and 600-feet deep that flowed from North Carolina to the southern part of Illinois where it emptied into an extension of the Gulf of Mexico, now the Mississippi River.

This drainage pattern existed until 750,000-2,000,000 years ago when the Midwest was covered with one of the earlier glaciers of the Ice Age. The glaciers filled the Teays Valley and its drainage ways with sand and gravel, pushing waterways southward to create the Wabash River, the Ohio River and the upper reaches of the Mississippi River and their watersheds.

Today the Teays remains as a huge, hidden west-flowing aquifer whose extents have been recorded and mapped through the combined boring logs of the many wells that tap into it. The continued monitoring of those wells has revealed sustainability and water quality concerns that inform the Ecology Story of maintaining aquifer recharge and clean rivers in the region.

The major rivers of the preglacial drainage system

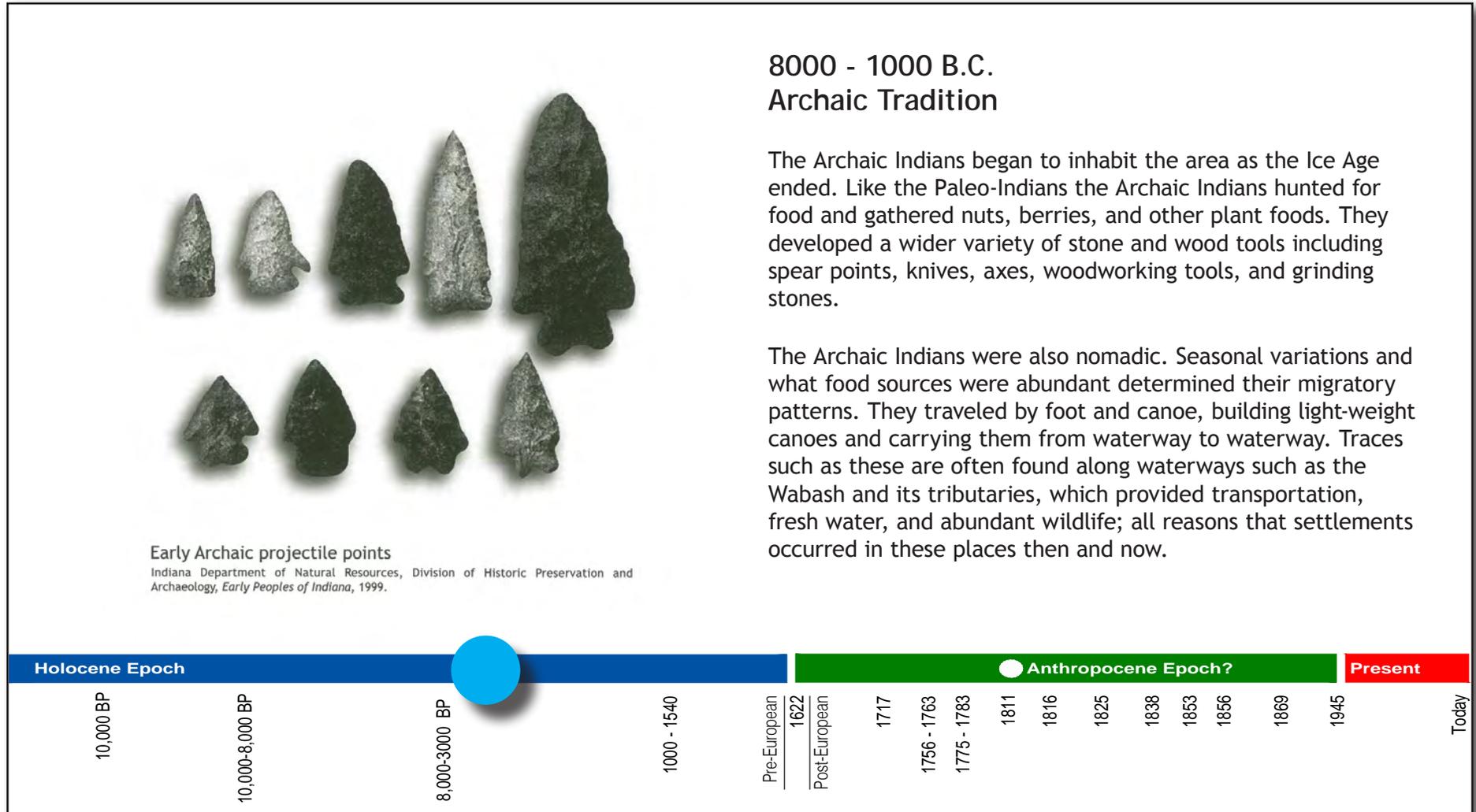
Adapted from the Pageant around the Crescent: a series of interpretive plaques depicting Evansville's riverfront history by SKA

Archaeology Stories

Ongoing study of the physical evidence of prior cultures in the Wabash River Valley from the nomadic Paleo-Indians, archaic people, Native Americans and expansionist European settlers. Example:

Timeline

This plaque adds the timeline bar to graphically indicate relative time scale for a described event. Multiple events at a given site would share a timeline color coded for their place along the timeline continuum.

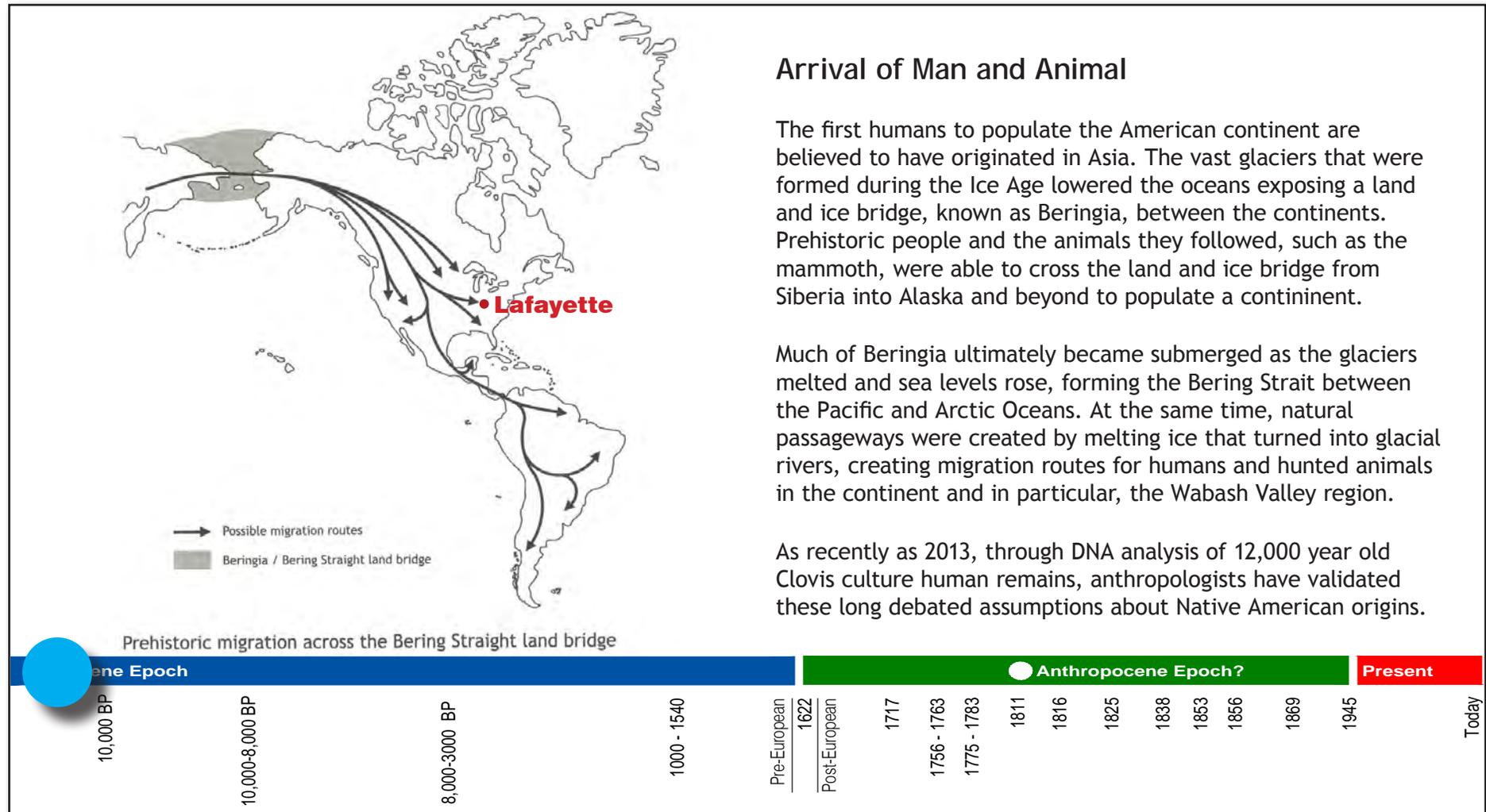


Adapted from the Pageant around the Crescent: a series of interpretive plaques depicting Evansville's riverfront history by SKA

3 Byway Themes and Interpretation

Anthropology Stories

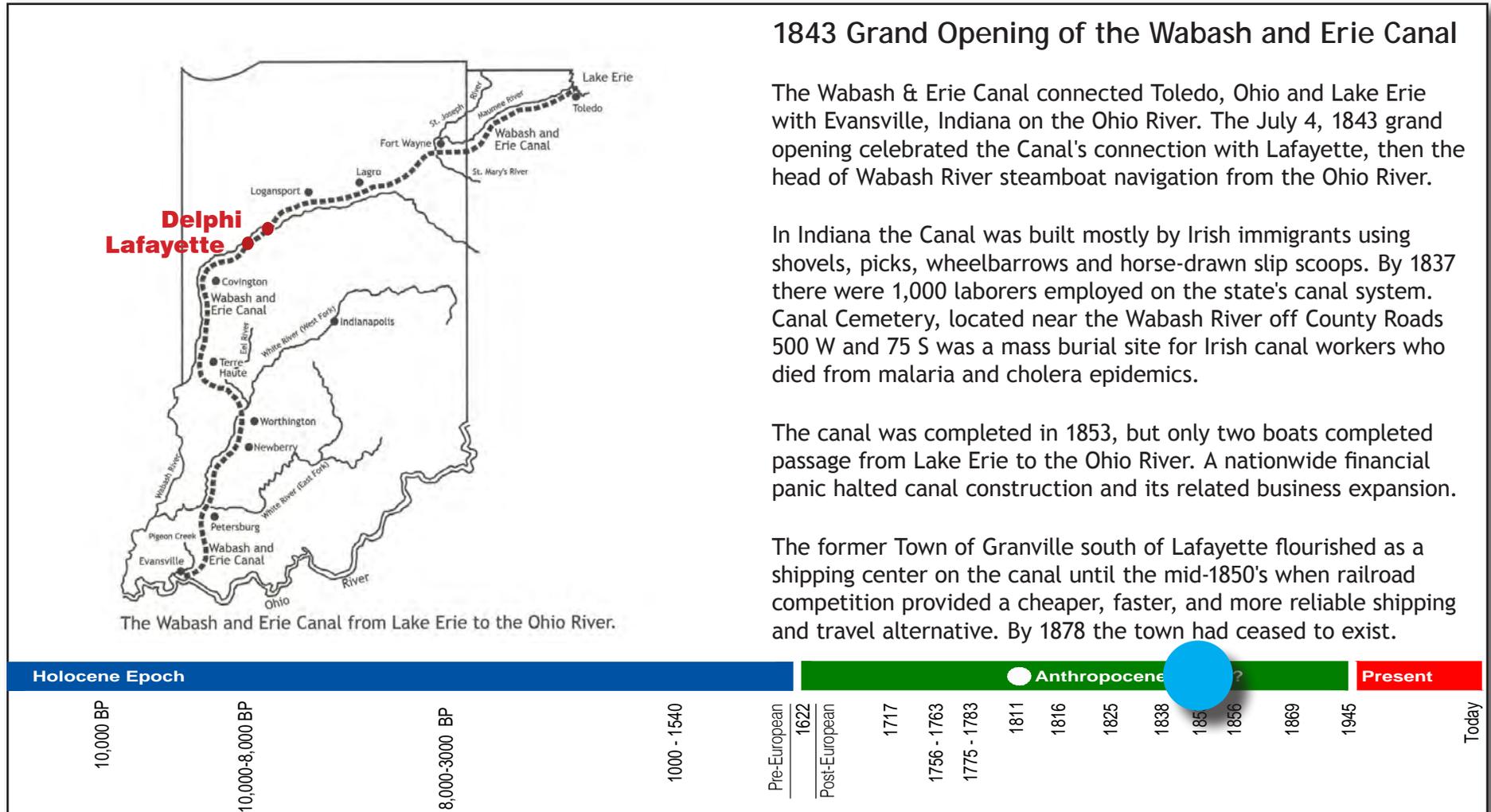
From Ice Age continental migrations to Native American river settlements to modern genealogy. Learn about how ancient people lived, how they evolved, and where their descendents are today. Example:



Adapted from the Pageant around the Crescent: a series of interpretive plaques depicting Evansville's riverfront history by SKA

Geopolitics and Economics Stories

Understand and learn from local conflicts like the contested Wabash River fur trade route and pivotal events at Fort Ouiatenon and Battleground that shaped the United States and its people. Later, canals and railroads changed the region, developing a manufacturing base for the local economy. Example:



Adapted from the Pageant around the Crescent: a series of interpretive plaques depicting Evansville's riverfront history by SKA. /

3 Byway Themes and Interpretation

Ecology Stories

Understanding the river as a system and a resource, what it is and what it can become. The ecology of the Wabash River, its system of tributaries and flood plains and ongoing restoration initiatives. Example:

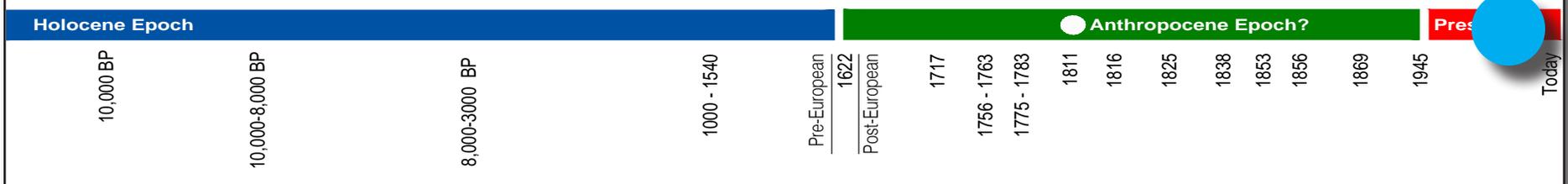


Wah-Bah Shik-i

Restoring the Wabash to Wah-Bah Shik-i (“clear water running over white stone”) may not be achievable, but capturing agricultural runoff of silt, waste, and chemicals, and eliminating urban industrial and combined storm-sanitary discharge can ultimately result in a healthier river ecosystem, replenishment of a shrinking aquifer, and enhanced recreational opportunities.

By protecting and restoring our rivers, we are protecting clean drinking water, recreation opportunities, and revitalizing our natural heritage for future generations.

Clear Waters of the Wabash?



Other Story Ideas

The next several pages represent research that supports the overarching grand interpretive theme and that have potential for development as depictions and stories similar to the above. The following illustrations are formative and could illustrate a methodology to test topics for possible inclusion in final interpretation panels.



The non-native Asian carp have spread northward from the Mississippi River to the Wabash River. The largest of the Asian carp can grow to four feet long and 90 pounds, and the silver carp's characteristic of jumping out of the water in large numbers at the sound of passing outboard motors can potentially injure boaters.



This image is of a Point Pleasant Pottery pipe made in Ohio and is used here only for illustrative purposes, but would be representative of those used in the Wabash River Valley.

Ecology Topic

Understanding the river as a system and a resource, what it is and what it can become. The ecology of the Wabash River, its system of tributaries and flood plains and ongoing restoration initiatives.

Draft Story Ideas

When non-native species become introduced into an ecosystem, it can start a chain reaction of consequences.

Evidence based on municipal well field logs indicates that the Teays Aquifer is being depleted faster than it is being replenished by its wetlands and floodplains. What are future impacts of that and what strategies can reverse that trend?

Archaeology Topic

Ongoing study of the physical evidence of prior cultures in the Wabash River Valley from the nomadic Paleo-Indians, archaic people, Native Americans and invading settlers tells us more about the region's heritage.

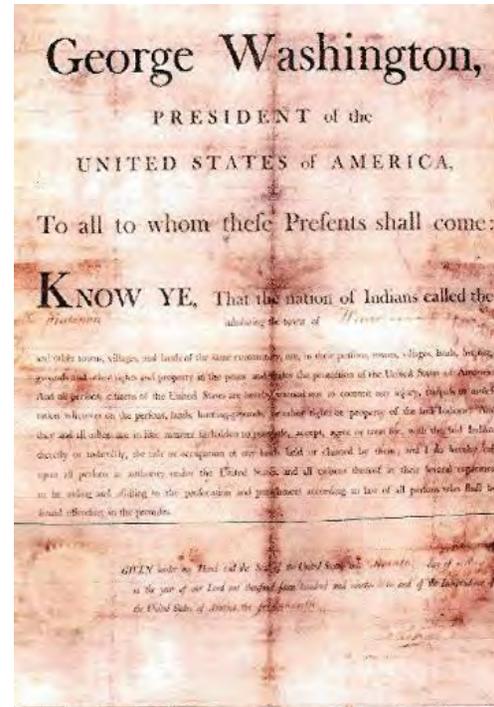
Draft Story Idea

Reed stem clay pipes were commonly stored in a container at a bar for use by patrons. In their day, these pipes were a form of pop art. Soldiers of the civil war often carried these pipes. At least 150 individual designs have been found, including those adorned with faces of famous people and Native American motifs.

3 Byway Themes and Interpretation



Paleo-Indians hunting a glyptodont, an illustration by Heinrich Harder c. 1920 for the earth history magazine Die Gartenlaube. Glyptodonts are an extinct family of large, heavily armored cingulate xenarthras related to modern day armadillos.



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George Washington, President of the United States of America,

To all to whom these Presents shall come: Know Ye, That the nation of Indians called the Wiatonon inhabiting the town of Wiaw and other towns, villages, and lands of the same community, are, in their persons, towns, villages, lands, hunting-grounds and other rights and property in the peace and under the protection of the United States of America: And all persons, citizens of the United States are hereby warned not to commit any injury, trespass or molestation whatever on the persons, lands, hunting-grounds, or other rights or property of the said Indians: And they and all others are in like manner forbidden to purchase, accept, agree or treat for, with the said Indians directly or indirectly, the title or occupation of any lands held or claimed by them; and I do hereby call upon all persons in authority under the United States, and all citizens thereof in their several capacities, to be aiding and assisting to the prosecution and punishment according to law of all persons who shall be found offending in the premises.

Anthropology Topic

From ice age continental migrations to Native American river settlements to modern genealogy. Learn about how the ancient people lived, evolved, and where their descendents are today.

Draft Story Idea

The Lithic peoples or Paleo-Indians are the earliest known settlers of the Americas. Evidence suggests hunters of big animals crossed the Bering Strait from Asia into North America over a land and ice bridge that existed between 47,000 - 14,000 years ago. Some researchers suggest that when ice-free corridors developed along the Pacific coast and valleys of North America, animals, followed by humans, migrated into the interior of the country.

Geopolitics and Economics Topic

Understand and learn from local conflicts like the contested Wabash River fur trade route and pivotal events at Fort Ouiatenon and Battleground that shaped the United States and its people. Later, canals and railroads changed the region, developing a manufacturing base for the local economy.

Draft Story Idea

When European explorers arrived at the area around what is now Tippecanoe County, it was inhabited by a tribe of Miami Indians known as the Ouiatenon or Weas. In 1717, the French government established Fort Ouiatenon across the Wabash River about three miles south of present-day Lafayette. The fort became the center of trade for fur trappers, merchants and Native Americans. An annual reenactment and festival known as Feast of the Hunters' Moon takes place there each autumn.

3.4 Interpretive Plan Recommendations

1 Develop Byway stories

After reading or interacting with interpretive displays and media, visitors should be able to state the theme in one sentence. Develop the overarching grand Byway theme and Byway stories of Geology, Archaeology, Anthropology, Geopolitics, and Ecology.

2 Implement high-quality interpretive element system

Enhance interpretive sites by providing high-quality interpretive displays relevant to the Byway stories, and review and update them as new information becomes available. Build the story with constant attention to the grand theme "tree of stories".

3 Review existing interpretive features and update or incorporate them into the Scenic Byway program

Complete an inventory of existing wayfinding features and media that refer to the intrinsic qualities of the Byway, including sites held by Niches Land Trust, West Lafayette Parks, Tippecanoe Parks, public art programs.

4 Establish partnerships and coordinate efforts to support the Byway theme and its stories

Work with the multiple owners and stakeholders of the Byway's sites and intrinsic qualities to coordinate and refresh existing interpretive features to support the Scenic Byway theme.

5 Conduct periodic visitor surveys to understand the Byway's audience, expectations, and needs

Determine past and present visitor demographics, what motivates residents and visitors to travel the Byway, and what expectations they have for the Byway experience.

6 Maintain interpretive elements and services

Set realistic evaluation standards for the maintenance and updating of interpretive elements.

7 Promote and develop commemorations and festivals

Work with others to continue and develop new annual events that commemorate and celebrate the Byway stories within syntax and context guidelines for story continuum.

8 Promote community involvement and ownership of the Byway and its resources

Encourage local businesses to distribute interpretive materials and host interpretive displays. Foster cooperative relationships to ensure Byway resources are respected and preserved.

9 The Big Idea

Develop a Visitors Orientation Center colocated with a **Wabash River Center for Cross-disciplinary River Studies and Stewardship** based on the grand theme

- a Locate in the Wabash Riverfront District as the center of the Scenic Byway and the interface between the Two Towns.
- b Establish a relationship with an existing educational entity for management of the River Center as a community engagement/research activity and facility.
- c Initiate endowed fellowships/residencies of experts in each of the disciplines identified in the management plan's *Timeline Theme*: geology, archaeology, anthropology, geopolitics, river ecology.
- d Create state of the art multimedia exhibits interpreting the theme and its stories, that are further interpreted at sites along the Byway.
- e Co-locate WREC administrative offices and shared meeting rooms.

WABASH RIVER SCENIC BYWAY MANAGEMENT PLAN

4 Orientation, Wayfinding, Identity

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4 Orientation, Wayfinding, Identity

4.1 Introduction

People travel the Wabash River Scenic Byway for many reasons:

- Residents going about their daily business; it is the primary connection heading south from the Interstate 65 exit to State Street/SR 26 and downtown Lafayette.
- Visitors to one of the notable historic sites along the Byway; such as Fort Ouiatenon and/or Tippecanoe Battlefield Park.
- Purdue University students, faculty, staff and visitors who travel or cross River Road to campus, or to shop or dine nearby.
- Residents and visitors that camp, hike, fish, boat, birdwatch, run, or bicycle on the Wabash Heritage Trail, on the Wabash River, or in one of the many parks.

There are many places to collect information about Lafayette, West-Lafayette, Purdue University, and area attractions, including Interstate rest stops, downtown venues, the web, overnight lodging locations, etc. However, there are few existing media outlets that have information about the Wabash River Scenic Byway. This chapter introduces concepts and recommendations for improving navigation, wayfinding, access and enjoyment or general awareness of the Scenic Byway.

4.2 Signs and Identity Markers on the Byway Today

An inventory was taken of the various signs and identity features on the Byway today. They have been organized into the following systems:

- Existing Entrance Signs to parks and other facilities
- Existing Interpretive Signs: historic markers, educational plaques
- Existing Wayfinding Signs: highway directional signs
- Existing Markers: trails, donor recognition

The following pages show the inventory of signs and identity markers, and indicates their location and their ownership, if known. They show a variety of styles that would benefit from a common expression and format.

There are a variety of visitor experiences to consider, and they range from:

- *Accessible and cross marketed media options to help the Byway be broadly known.*
- *Managing pre-visit experiences such as websites, smart phone apps and directional signage that build anticipation.*
- *Developing a consistent identity program for the Scenic Byway route, its furnishings and features to seamlessly continue from virtual to actual experience, with congruency between the two.*
- *Creating a sense of arrival at a specific site or feature along the Byway through consistent wayfinding signage to it and interpretive signage reward upon arrival.*
- *Provide overlooks and scenic rest stops with deeper levels of interpretation of the scene described in a web-printable guidebook or smart phone application.*

4 Orientation, Wayfinding, Identity

Existing Entrance Signs



Existing Entrance Sign
Ross Camp

A contemporary Tippecanoe County Park entrance sign is placed at the entrance drive to the Park off River Road adjacent to a remnant historic entry signs and pillars that remain in place.

Existing Interpretive Signs



Existing Interpretive Sign
Tecumseh Trails Park

State of Indiana Historical Marker in a Tippecanoe County park.

Existing Trail Markers

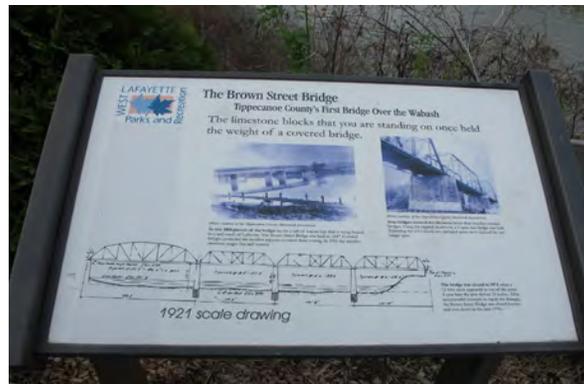


Existing Trail Marker
Wabash Heritage Trail

Located in Tippecanoe County Battlefield Park.



Existing Entrance Sign
Ross Hills Park
Tippecanoe County park.



Existing Interpretive Sign
Tapawingo Park
City of West Lafayette park.



Existing Trail Marker
Wabash River
State of Indiana.

Existing Signage

Existing Signage

Existing Signage

Existing Entrance Signs



Existing Entrance Sign
Fort Ouiatenon
Tippecanoe County park.

Existing Interpretive Signs



Existing Interpretive Sign
Tippecanoe Battlefield Park
Tippecanoe County park.

Existing Trail Markers



Existing Trail Marker
Wabash Heritage Trail
Located in City of West Lafayette Tapawingo Park.



Existing Entrance Sign
City of West Lafayette
Located at River Road and Fowler Avenue.



Existing Interpretive Sign
Tippecanoe Battlefield Park
Tippecanoe County park.

Existing Regulatory Sign



Existing Regulatory Sign
Ross Hills Park
A regulatory sign at the entrance to the park indicating speed limit and park rules.

Existing Signage

Existing Signage

Existing Signage

4 Orientation, Wayfinding, Identity

Existing Entrance Signs



Existing Entrance Sign
Tippecanoe Battlefield Park
Tippecanoe County park.

Existing Interpretive Signs



Existing Interpretive Sign
Tippecanoe Battlefield Park
Tippecanoe County park.

Existing Identity Markers



Remnant Identity Markers on River Road
Indiana Veteran's Home
State of Indiana.



Existing Entrance Sign
Mascouten Park
City of West Lafayette park.



Existing Interpretive Sign
Tippecanoe Battlefield Park
Tippecanoe County park.



Existing District Identity Sign
In vicinity of State Street and River Road
City of West Lafayette.

Existing Signage

Existing Signage

Existing Signage

Existing Entrance Signs



Existing Entrance Sign
Prophetstown State Park
State of Indiana park.

Existing Interpretive Signs



Existing Interpretive Sign
Tippecanoe Battlefield Park
Tippecanoe County park.

Existing Highway Signs

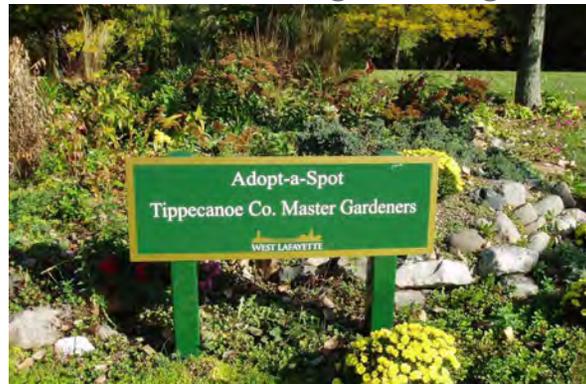


Existing Roadway Marker
Potawatomi Trail of Death, River Road
Ownership unclear

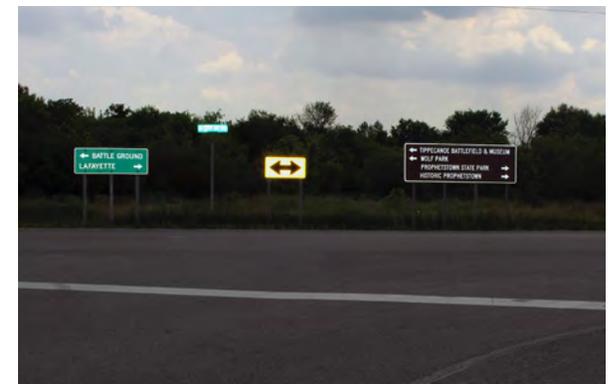


Existing Entrance Sign
North River Road
Neighborhood.

Miscellaneous Recognition Sign



Existing Recognition Sign
Mascouten Park
Tippecanoe County Master Gardeners in a City of
West Lafayette park.



Existing Highway Wayfinding/Guide Sign
Intersection of River and Burnetts Road
State of Indiana.

The inventoried existing signage along the Scenic Byway has accrued over the years. A goal of the Management Plan and a current effort of a regional signage program is to develop a common visual language for wayfinding and interpretive signage for the corridor and the region.

4 Orientation, Wayfinding, Identity

New Regional Signage System (in early implementation phase)

The regional signage program has developed logos of the various jurisdictions in the greater Lafayette region. They are coordinated variants of a common format for size, font styles, colors and application guidelines.



Special districts are identified by logo plaques such as the Wabash Riverfront District shown above. This district coincides with the Scenic Byway character zone of the same name, and its general format is the prototype for the Scenic Byway signage system.

Logo for the Wabash River Enhancement Corporation

The Wabash River Enhancement Corporation (WREC) logo in both color and b/w versions is essentially a print graphic. Its font style, colors, and river form have been adapted to the Scenic Byway identity program's multiple sign applications that require readability from a moving vehicle, as well as the ability to be scaled down to pedestrian applications.



4.3 Current and Ongoing Sign and Marketing Programs

Tippecanoe County, Purdue University, and the Cities of Lafayette and West Lafayette are coordinating their orientation and signage programs. The Tippecanoe County Convention and Visitors Bureau, known as *Visit Lafayette West Lafayette* promotes a destination vision based on a regional approach.

The Vision Statement for *Visit Lafayette West Lafayette* states: ". . . Showcasing a vibrant university community and the **Wabash River Heritage Corridor**, Lafayette - West Lafayette has become a primary regional and year-round center of unique visitor experiences in cultural heritage celebrations. . ."; provided one of the foundations for the Wabash River Scenic Byway Management Plan recommendations. The vision statement sets the stage of the Byway as part of the unique visitor experience for the region.

The goal of the Byway orientation and wayfinding recommendations is to complement and coordinate with these existing current and ongoing sign and marketing programs.

4.4 Learning from the National Park Service

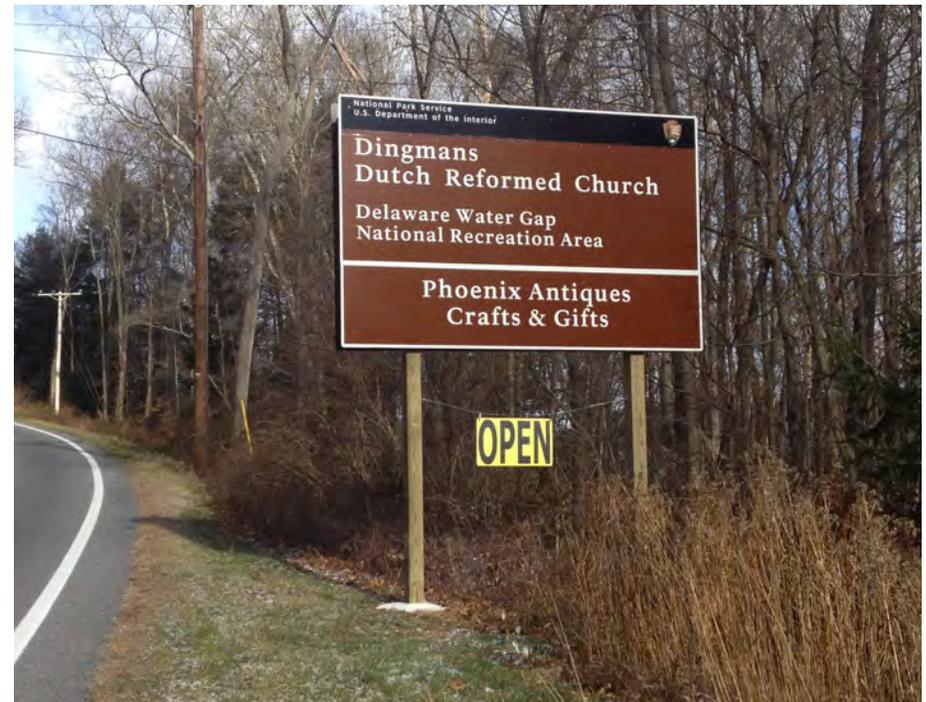
The National Park Service (NPS) provides "best-practice" examples for signing and wayfinding needs. Similar to Scenic Byways, the NPS recognizes that park roads have a unique purpose, and it is NPS policy to minimally intrude upon the natural and historic settings in National Park system areas. The NPS has established uniform sign guidelines to foster safety, facilitate management of an area, provide learning opportunities for visitors, and offer a positive identity for all entities involved in the management of the area. Sounds similar to the goals for the Wabash River Scenic Byway!

So what can we learn that applies to the Byway? The photographs to the right show typical NPS sign types:

- All signs are on wood posts except when in more urban areas. In more urban settings the sign supports are metal with a black finish.
- The wood posts are still "breakaway" thereby conforming to MUTCD safety guidelines.
- The sign backgrounds are consistently brown. Since this color is used on all NPS properties, the visiting public has learned to associate the brown sign color with a park experience.
- When the NPS partners with another agency or group, that group is acknowledged on the sign in a consistent manner.



City of Lafayette and Purdue University Signage Programs informed Byway recommendations.



Typical NPS destination sign. Note, wood posts and consistent brown background sign color. The sign provides information on a participating business, while still in the overall sign format.

4 Orientation, Wayfinding, Identity

4.5 Byway Orientation and Wayfinding Concepts

Purpose

The purpose of these concepts is to assist the Scenic Byway with planning, developing and managing an orientation and sign system for the public.

These concepts:

- Provide guidance for an orientation and sign program planning process.
- Describe the different types of orientation and signs, and where they are used.
- Provide general design standards.

General Principles

The following principles were used in developing these concepts and recommendations:

- 1 Orientation and signs should deliver a consistent message to visitors.
- 2 The Wabash River Scenic Byway logo shall be used where appropriate.
- 3 Orientation and signs should be consistent with the *Visit Lafayette West Lafayette*, City and Purdue programs so all messages to the public become reinforced and familiar.
- 4 Signs shall comply with accessibility standards (Americans with Disabilities Act [ADA] and Architectural Barriers Act [ABA] Accessibility Guidelines, 216 [ADA and ABA 216]) and, where appropriate, accommodate individuals with bilingual needs.
- 5 Accessible interpretive signs should follow the Smithsonian Guidelines for Accessible Exhibition Design.

An important first step is developing a logo that integrates and complements existing identity programs. Because the Byway is a linear, 16-mile experience, it traverses many different neighborhoods, districts, cities, suburban, and rural places. However, when a person is traveling the Byway, either by foot, bicycle, or vehicle, it is important that it feels like one corridor that has an overriding identity.

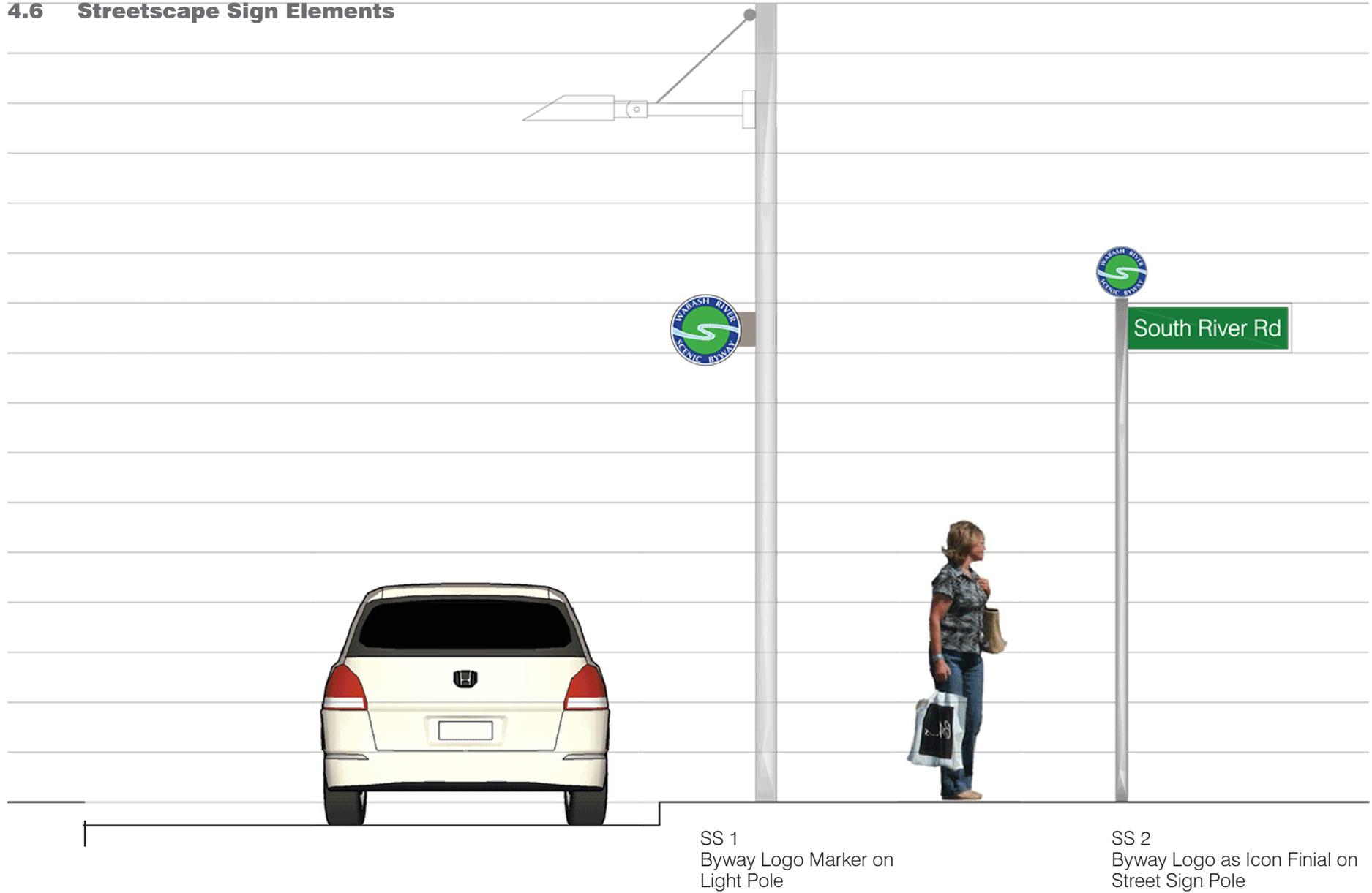
A vocabulary of roadway furnishings, interpretive signage, and digital interface is proposed to guide all of the managing agencies when developing, maintaining, or improving a facility or feature along the Byway.



Wabash River Scenic Byway Logo

- Circular to match the Towns' district identity plaques
- "Swish" river symbol, colors and font derived from the *Wabash River Enhancement Corporation* logo
- Simplified for highway scale readability while retaining essential imagery and recall to print material formats
- Common to mile markers, wayfinding and interpretation applications and adaptable to their range of view-distance scales

4.6 Streetscape Sign Elements



4 Orientation, Wayfinding, Identity

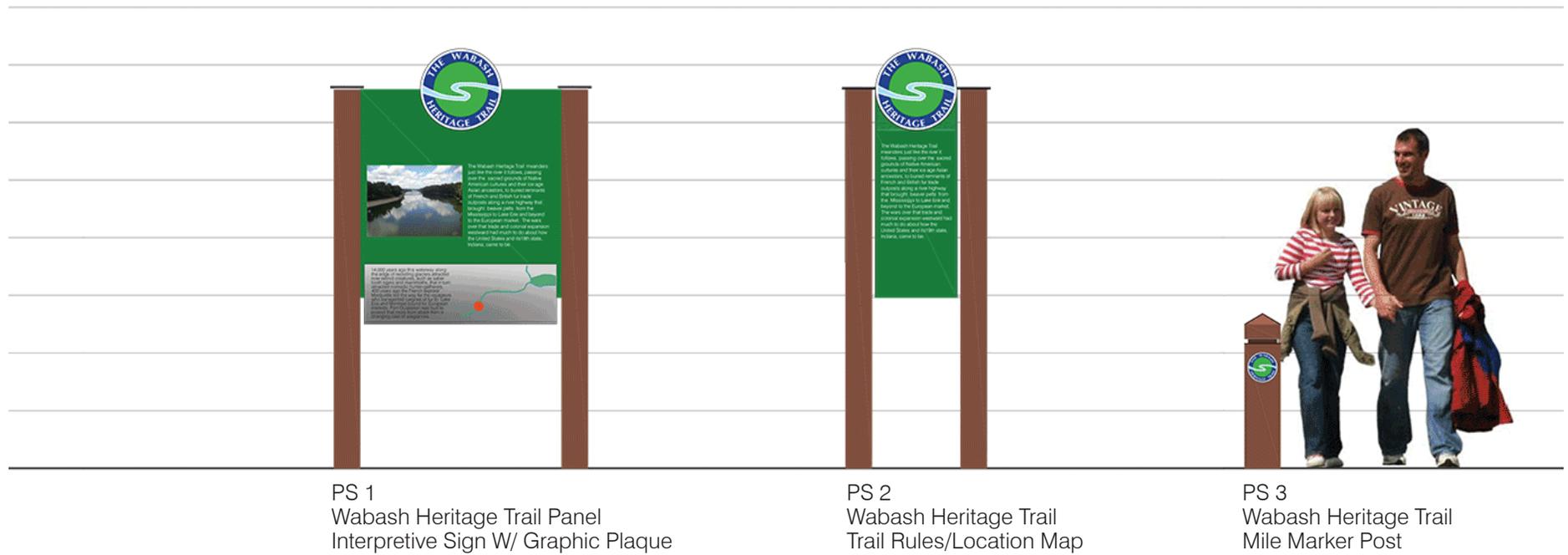
4.7 Destination Signs



DS 1a
Park Entrance Sign
Alternative 1a

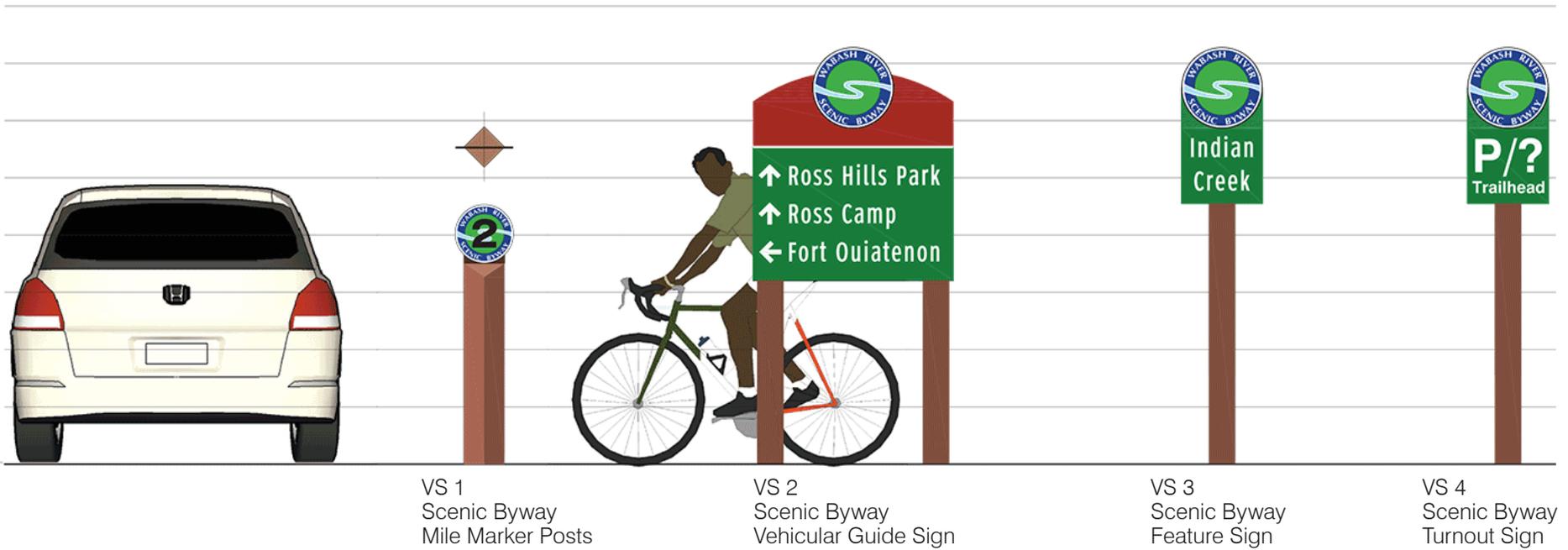
DS 1b
Park Entrance Sign
Alternative 1b

4.8 Pedestrian Signs

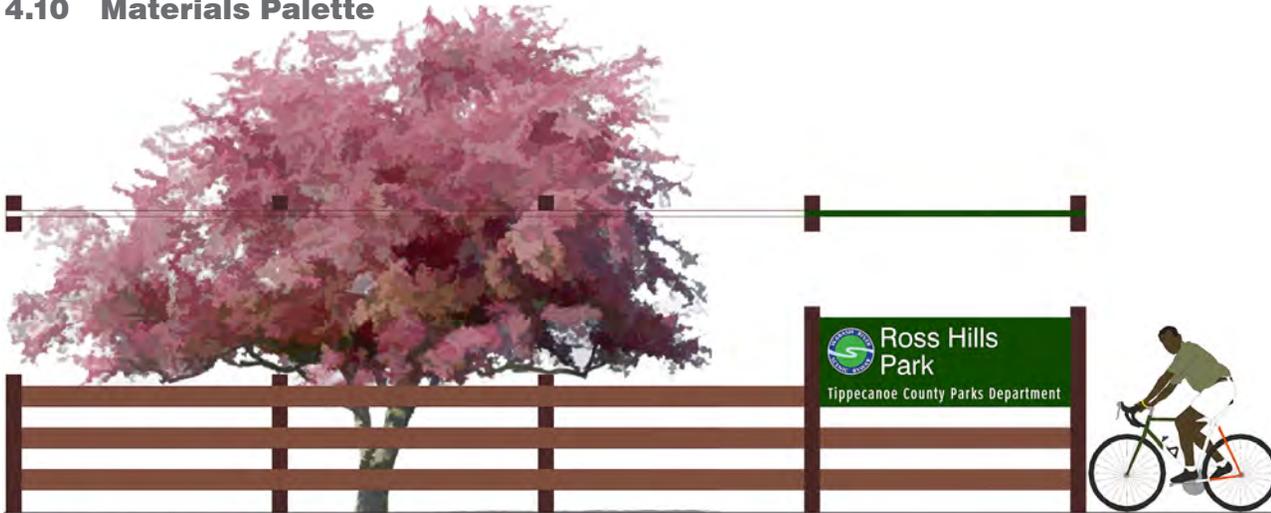


4 Orientation, Wayfinding, Identity

4.9 Vehicular Signs



4.10 Materials Palette



Destination sign at fence section end; sign panel bracketed by double 6x6 posts

Scenic Byway Board Fence/sign option



Stained treated timber three-board fence: 4' high x 8' spaced 6x6 posts; double posts at section ends

Scenic Byway Board Fence



Tapawingo Park
This trailhead for the Wabash Heritage Trail uses the timber fence and modular retaining wall proposed for the Scenic Byway



Scenic Byway timber guardrail

This example in Washington State, FHWA approved for posted speeds up to 45 mph, is corten steel reinforced and has flared buried ends. It is used in National Parks and other sensitive lands as an alternative to typical steel guardrails. It can create a buffer to adjacent multi-use paths as well as allow trees to be close to the roadway, both Byway objectives.

Creating an image of a Parkway

The repetitive use of a distinctive palette of materials along the length of the Scenic Byway is intended to convey a sense of it being a continuous parkway, and one place as it passes through multiple rural and urban districts. In addition to consistent use of wayfinding signage elements (mile markers, guide signs and destination signs), functional elements of the roadway's edges can also reinforce that continuity. National Park type timber guardrails, timber fencing as a variant of a horse farm fence, and rock-face modular retaining walls can combine to form a strong organizing foreground framework for the Byway's naturalized plantings and its viewshed beyond, while providing intuitive guidance of the route to visitors. These materials are used effectively today in Tapawingo Park.

4 Orientation, Wayfinding, Identity

4.11 Scenic Byway Signage Program

Implementation of a signage program for the sixteen-mile long Scenic Byway entails more than sending this chapter to a sign shop whenever an application opportunity comes up.

Development of a signage program based on the schematic designs of the preceding pages entails several important steps, with the existing Greater Lafayette sign program as the starting framework for this process:

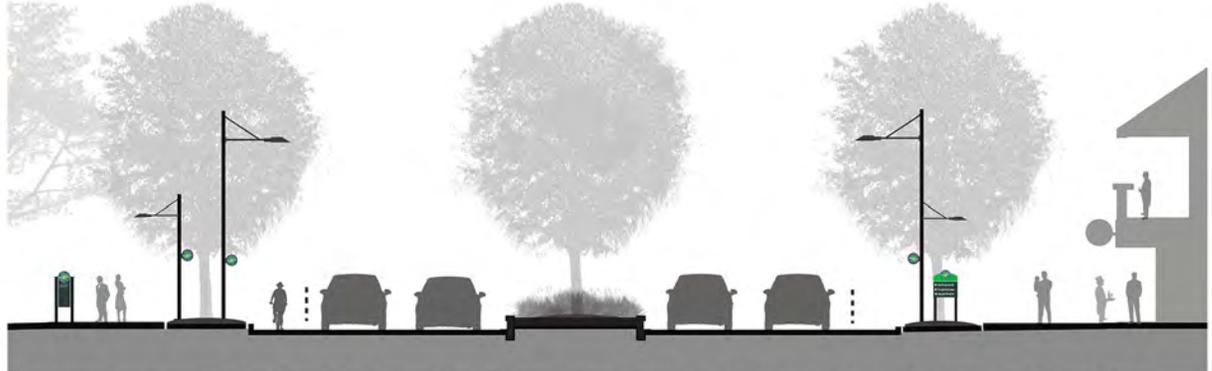
- 1** Develop details for each sign type that indicate size, materials, fonts, and fabrication and installation methods. Specify materials that meet durability, legibility, retro-reflectivity standards to ensure long useful service.
- 2** Coordinate locations in relation to highway regulatory signage, clear zones and intersection sight lines.
- 3** Map each sign location, and develop the specific text and symbols for each unique sign application.
- 4** Negotiate signage applications with partnering agencies and organizations, with the intent of developing a common visual language for Scenic Byway destinations and attractions, as well as to minimize excessive or redundant signage and visual clutter along the byway.
- 5** Prepare a master sign schedule that quantifies and prioritizes signage implementation, and that forms the basis for bidding signage fabrication and installation.
- 6** Preparation of a mock-up of key elements, and demonstration installation of each sign type is recommended.

This process will require approximately six to nine months for development prior to fabrication, although some elements, such as the mile markers could be advanced if funding becomes available.

4.12 Roadway Identity Applications



A low profile median barrier in Des Moines, Washington, allowed landscape plantings and light poles along a high volume arterial.



A proposed cross section for urban South River Road using a low profile median barrier. It would provide protection for landscape plantings and Scenic Byway elements within a 45 mph posted speed multi-lane urban arterial with no change to overall roadway width.

Scaling a highway down to parkway proportions

South River Road is being relinquished to local control with the construction of the US 231 bypass. It is an opportunity to visualize the five-lane thoroughfare section of South River Road south of State Street as something more parkway in scale and character with enhanced safety, and doing that without compromising its traffic-moving function.

That can be achieved by use of *Low Profile Median Barriers*...eighteen-inch high concrete median curbs that form a raised planting bed which protects trees and light poles. In a 4-mile long FHWA sanctioned test installation in Washington state (shown above) it has proven to reduce 85th percentile speeds closer to the 45 mph posted speed, while improving overall safety. Median cuts were reduced by creating "u-turn" left turns in advance of signalized intersections.

If applied to South River Road between Tapawingo Drive and US 231, It would not only visually extend the Byway character through the urban area, but would also reduce heat-sink impervious area by 20% for its extents.

If roundabouts were selected for Tapawingo and State Street intersections, the median could extend through those areas as well since roundabouts reduce the need for left turn lanes. An engineering assessment will be needed to determine if these concepts are feasible.



This existing five lane roadway can become a parkway by adding a planted raised median



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WABASH RIVER SCENIC BYWAY MANAGEMENT PLAN

5 Connectivity and Safety

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5 Connectivity and Safety

5.1 Context Sensitive Design and Scenic Byway Safety Strategy

Up to the 1990's, highway design standards were based almost exclusively on capacity, system expansion and vehicular safety. Around that time, congestion management and highway system preservation projects became increasingly important, as did mitigation of adverse impacts of road projects on the environment and on communities.

In 2005, the concept of *Context Sensitive Solutions* became embedded in national transportation policy. The ensuing design guidelines became policies when adopted by state departments of transportation, Local Public Agencies (LPA) such as Tippecanoe County and West Lafayette, and Metropolitan Planning Organizations (MPO) such as the Tippecanoe County Area Plan Commission. The most recent editions of the adopted guidelines (see sidebar) allow considerably greater flexibility for LPA's in application of highway design standards than in the past.

Earlier standards had a tendency to maximize vehicular accommodation, though expressed as minimum-maximum ranges, whereas context sensitive design encourages a more balanced approach that considers community context and the needs of all transportation modes, i.e., pedestrians, bicycles, public transit and automobiles, as well as commercial vehicles. These newer guidelines encourage appropriate rather than maximum scale and acknowledge that over-designed highways induce higher traffic volumes and speeds, and in consuming limited right-of-way, discourage pedestrian and bicycle connectivity as well as other amenities of liveability that might otherwise share that space.

The connection between speed and sidewalks and trees is a case in point. Generally trees cannot be closer than ten feet from a travel lane without curbs. But posted speeds greater than 35 mph disallow barrier curbs along travel lane edges. With lower speeds, curbs can be used to safely establish tree-lined roadway character that people value and that buffers adjacent walks and trails.

The earlier transportation legislation that introduced Context Sensitive design also promoted bicycle/pedestrian facilities and Scenic Byways. The current transportation act, MAP-21, carries much of that forward but with additional emphasis on safety. It does so while maintaining the relationship to context sensitive design principles and the protection and enhancement of the Byway's intrinsic qualities. Application of safety countermeasures to observed safety issues is an important part of this chapter of the management plan.

What's safety got to do with it?

The strong emphasis on Scenic Byway safety promulgated by the grant performance criteria guiding this document would at first glance appear to be creativity-stifling federal "rules". Not so!

Traveling a successful high-order Scenic Byway has a hidden dimension, a comfortable stress-free experience based on a safe, intuitive, well-signed journey. Many of the physical improvements envisioned for the Wabash River Scenic Byway have an underlying context-sensitive safety imperative which correlates well with the current federal highway act (MAP-21) and its safety oriented funding criteria for future implementation of Byway elements.

These sources inform discussions regarding the Scenic Byway's bicycle, pedestrian, and Context Sensitive roadway design:

A Policy on Geometric Design of Highways and Streets
American Association of Highway and Transportation Officials/2011

Indiana Manual on Uniform Traffic Control Devices (IMUTCD)
FHWA/2009

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
ITE/Institute of Transportation Engineers/2010

Completing Our Streets: The Transition to Safe and Inclusive Transportation Networks
Barbara McCann/Island Press/2013

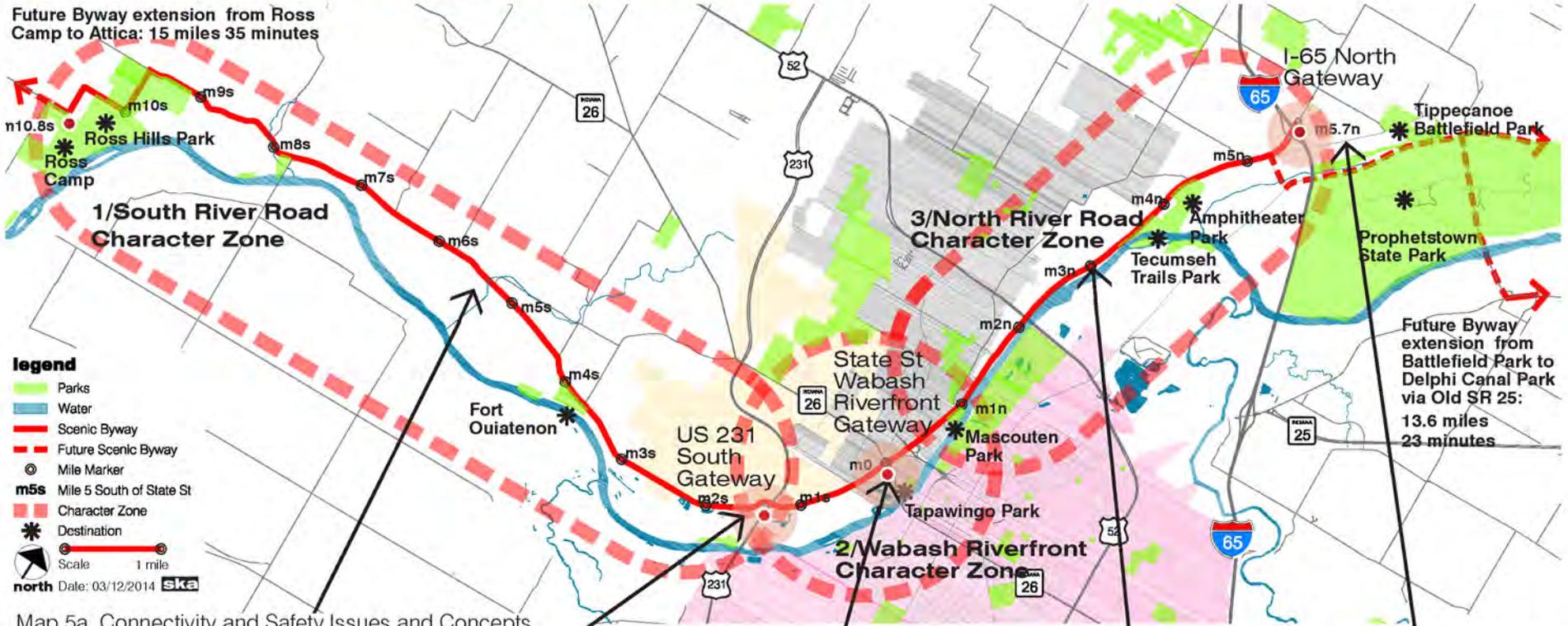
Guide for the Development of Bicycle Facilities
American Association of Highway and Transportation Officials/1999

Roundabouts: an Informational guide
FHWA/2012

Indiana Design Manual
INDOT/2013

5 Connectivity and Safety

Future Byway extension from Ross Camp to Attica: 15 miles 35 minutes



Map 5a Connectivity and Safety Issues and Concepts

The Issue	Scenic country road with vulnerabilities	Major intersection: gateway potential	Urban congestion: gateway potential	Scenic but vulnerable rural-suburban byway	Gateway potential at Interstate Exit 178
The Threat	Incremental development leads to roadway capacity demand that can erode South River Road's intrinsic character over time.	The new multi-lane state highway intersection disrupts the continuity between River Road's central and south segments with excess pavement and induced high speed traffic, both barriers to walkability and bicycle travel.	The sense of byway continuity is broken by intersection congestion and urban complexity, resulting in a disconnect between the North and South River Road Scenic Byway Character Zones.	Draft thoroughfare plans for North River Road acknowledge local control of former State Highway 43. This provides and opportunity to introduce design standards that not induce higher traffic volume and speeds that would change roadway character and further discourage pedestrian-bicycle connectivity in the constrained area between Happy Hollow Road and Tecumseh Trails Park.	Long range thoroughfare planning proposes River Road improvements between I-65 exit 178 and Amphitheater Park to address regional connectivity and the need for improved access to Prophetstown State Park.
Byway Roadway Design Concepts	Preserve and enhance the existing byway character by developing scenic road design standards that do not induce high volumes and speeds. Lower design speeds allow reduced clear zone and sight line requirements. Intermittent controlled intersections regulate flow and provide safe entry and exit from destinations while providing pausing places for orientation and wayfinding.	Retrofit the intersection with landscaped medians and protected crosswalks. Make the intersection one of three Scenic Byway Gateways as an arrival rather than drive-through experience, guided by context sensitive <i>complete streets</i> design principles. Create a visitor information turnout.	Transform the very urban Wabash Riverfront District into a vital gateway to the overall scenic byway and a portal to the university up the hill. Consider innovative intersections as a series of nodes linked by boulevards passing through the district as an urban parkway that achieves byway continuity.	Transition between Happy Hollow and the interstate with traffic-calmed intersections near Amphitheater Park and a proposed Prophetstown State Park connector.	Leverage that investment to develop a North Gateway to the Scenic Byway incorporating a visitor information turnout and a separated bicycle path that guides visitors to Battleground, Prophetstown, and ultimately to Delphi, thirteen miles upriver. Consider alternatives including a more direct link from Battleground to Prophetstown.

5.2 Connectivity and Safety Concept

The map above takes a broad overview of the issues and potentials represented by the idea of a Scenic Byway as a distinct roadway typology. They are organized by Character Zone and Gateways, with the observed characteristics of each leading to a conceptual statement of need and proposed resolution, or goals.

Those broadly stated goals become the basis for connectivity and safety strategies developed on the following pages. The strategies in turn focus down to interrelated place-specific interventions that collectively comprise a system: the Scenic Byway as a *multimodal roadway design typology*.

Much of River Road (between Interstate 65 Exit 178 and US 231) has historically been controlled by INDOT. With recent completion of the US 231 bypass, most of North River Road, and South River Road to the US 231 bypass intersection, will be relinquished to local jurisdictions. Thus the Wabash River Scenic Byway's connectivity, safety and identity can be established entirely through local efforts guided by locally adopted *Complete Streets* and *Context Sensitive* design principles. Those principles (and specific roadway design typologies and prototypes based on them) are supported by federal and state guidelines and policy, and are now included in current editions of *AASHTO Policy on Geometric Design of Highways and Streets*, the *Indiana Manual on Traffic Control Devices (MUTCD)*, and the *Indiana Design Manual* that guide local jurisdictions for roadway design.

That is an important consideration since many Scenic Byway improvement projects are likely to be at least partially implemented by utilizing state disbursed federal funds.

Concepts and Strategies, followed by.....

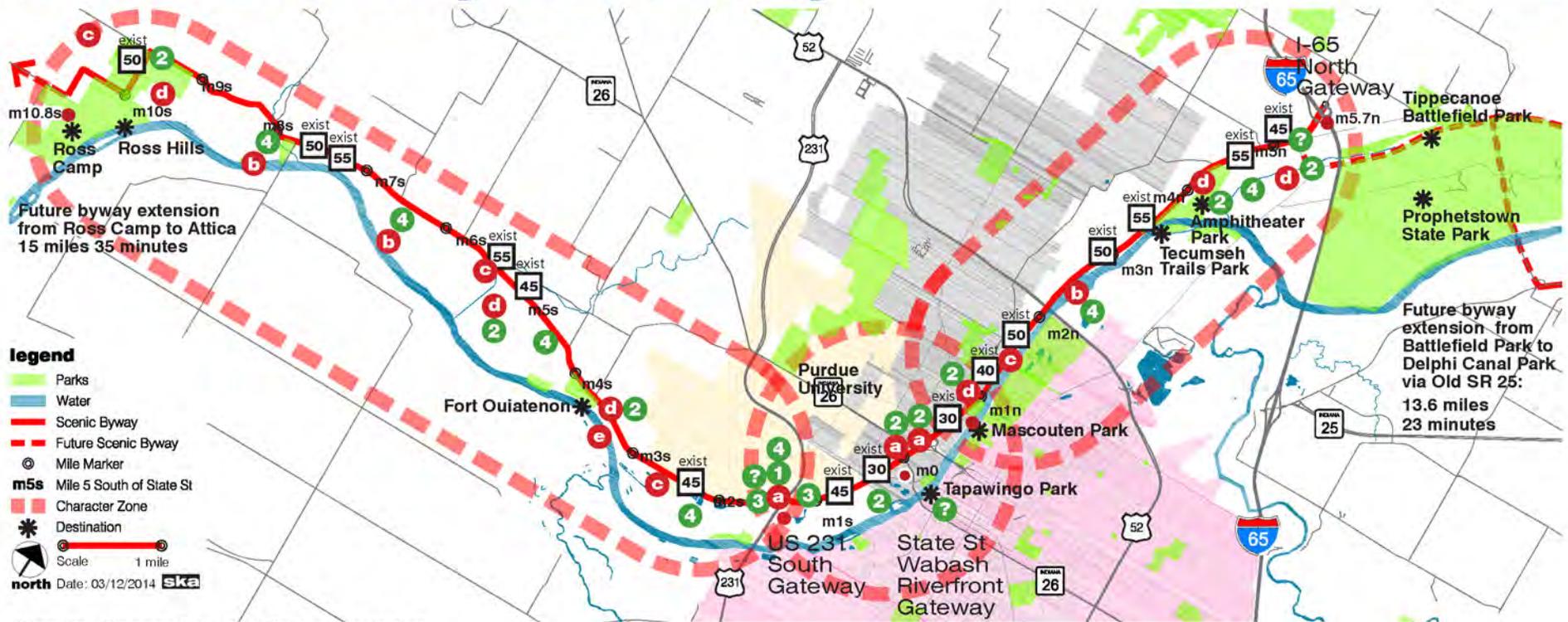
Many of the proposed roadway improvements discussed in this section of the management plan will require traffic engineering validation before being implemented, particularly since completion of the US 231 bypass makes existing River Road traffic data obsolete, and since the very notion of a Scenic Byway's multimodal and tourism purposes introduces a layer of new concepts to the route's design priorities. The scope of that engineering assessment should therefore be that of a comprehensive and route-scale exercise jointly undertaken by the jurisdictions through which the Byway passes, rather than occurring on a project-by-project basis in which those priorities could be overlooked.

The assessment will be informed by current West Lafayette-Purdue University Perimeter Parkway planning since that system could engage the Byway route. It will also be informed by application of locally adopted Complete Streets design principles that support the multimodal typology of the Scenic Byway regarding roadway design parameters.

The engineering assessment should not be undertaken less than six months after completion of the US 231 bypass to allow normalization of traffic patterns resulting from that change, and ideally not until the full relinquishment of state-controlled sections of North and South River Road is complete and state route signing is removed.

There are strong multi-agency partnerships in place to guide this aspect of the implementation process.

5 Connectivity and Safety



Map 5b Connectivity and Safety Strategies

A Safe and Connected Byway	Connectivity and Safety Focus Areas	Recommended Improvement Strategies
<p>Connectivity Objective Enhance the continuity and quality of access to the Wabash River Scenic Byway and its multiple destinations through <i>balanced</i> accommodation of all user travel modes including pedestrian, bicycle and motor vehicle. Understand that each mode must be convenient and continuous to be useful and that there are multiple ways to achieve that.</p> <p>Safety Objective Optimize safety aspects of the byway traveling experience for all users, in balance, with contextually sensitive application of established roadway design principles and evidence-based safety issue countermeasures.</p> <p>Principles Achieve objectives in ways that are context sensitive, property rights-respectful, cost effective, mobility-efficient, and convenient and pleasurable for all users, as a basis for broad public support by users and stakeholders.</p>	<ul style="list-style-type: none"> a Need for bicycle and/or pedestrian facilities at signalized intersections. b Gaps in bicycle and/or pedestrian facility continuity along the byway. c Posted or actual speeds along the byway may discourage shared road bicycle use and affect safety and convenience at key destination entries. d Semi-controlled intersection or major destination entry. e Need for additional visual and/or physical buffer between trail and road, and ways to address loss of trees due to utility relocations and clear-zone standards along higher speed roadway. ? General need for orientation and navigational guidance of the byway route and its attractions for user confidence and ease of travel. 	<ul style="list-style-type: none"> 1 US 231/South River Road intersection improvements for byway identity, wayfinding, and safe bicycle/pedestrian accommodation. 2 Alternative treatment at semi-controlled intersections and destination entries for safety and convenience. 3 Planted/buffered median as a byway boulevard in the urban thoroughfare context. 4 Enhanced bicycle and pedestrian accommodation for multimodal connectivity throughout the byway. exist Existing posted speed limits: recommend review by traffic study for byway safety, convenience and compliance enforceability. m1n/s Install Scenic Byway Logo Mile Markers at mile intervals north and south of State Street (mile 0). ? Byway visitor orientation center or information turnouts.

5.3 FHWA Safety Issue Countermeasures (CM1-4)

Roadway safety is a high-priority component of a Scenic Byway Management Plan. "Safety Countermeasures" that address common safety issues are recommended by FHWA and described below. They are applied to specific locations indicated on the map above, and developed on the following pages where they are grouped by Character Zones and located by distance in miles north or south of State Street.

- CM1** Speed management/traffic calming
 - a** Post appropriate speed limits, including at intersection approaches
 - b** Provide *minimum* or *recommended*, not maximum, AASHTO travel lane widths based on evidence that the latter induce higher speeds
 - c** Provide landscaped raised medians in multi-lane roads for speed behavior clues and left-turn conflict reduction
- CM2** Improve bike/ped facilities to reduce conflicts w/ vehicles
 - a** Bike lanes
 - b** Off-road multi-use paths and sidewalks
 - c** Curbs for clear-zone reduction and path buffering (35 mph speed limit)
 - d** Road-share markings (35 mph speed limit)
 - e** Left turn management
 - f** Roundabout
- CM3** Non-signalized intersection alternative designs
 - a** All-way stop w/ optional flashing beacons
 - b** Lane assignment signing, marking, channelization
 - c** Roundabout as intersection alternative
- CM4** Signalized intersection improvements
 - a** Raised center median at crosswalks as safe refuge demarcation
 - b** Median as left turn control with u-turn gaps in advance of/or after signals
 - c** Reduction of number of approach lanes if volumes allow
 - d** Right turn channelization to reduce intersection crossing distance
 - e** Safe refuges and wayfinding clues for bikes/pedestrians
 - f** Pedestrian hybrid beacons at high volume-high speed channelized right turn lane crosswalks, mid-block crossings or at two-lane roundabout crosswalks

Multiple Steps to a Considered Implementation

Implementation of many of the Connectivity and Safety recommendations in this section of the Scenic Byway Management Plan entails a multiple-step deliberative and public process:

- a** *Engineering assessment of the recommended improvements to determine if they are reasonable, safe, and in conformance with both the Indiana Design Manual and the Indiana Manual on Uniform Traffic Control Devices. The traffic engineering assessment team should be guided by a Context Sensitive Design Manager, to ensure Scenic Byway objectives are considered.*
- b** *Adoption by ordinance of those features that are found to be in conformance with, and that meet the transportation objectives of the Area Plan Commission and its constituent political jurisdictions, by each of the entities in which the improvements occur.*
- c** *Adoption by amendment to the Regional Comprehensive Plan of significant improvements that entail roadway construction.*
- d** *Inclusion in the Transportation Improvement Plan (TIP) as a step towards funding and implementation.*

Improvements such as mile markers and guide signage could likely proceed, if funded, in advance of the process described above. They would benefit, however, from being part of a formal Scenic Byway Corridor Improvement Program in the TIP, which would make them eligible for federal transportation funding mechanisms and facilitate their incorporation into future improvement projects.

5 Connectivity and Safety

CM1 Speed management/traffic calming	CM2 Bike/ped facilities improvement
CM3 Non-signalized intersection improvements	CM4 Signalized intersection improvements

5.4 South River Road/Character Zone 1 Recommendations

[See Chapter 7 Maps 7a-7d for recommended improvement detail locations]

1 Existing Condition: mile 1.5s to 9.7s (US 231 to CR 875 S)

Posted speeds along South River Road/Division Road range from 45 mph at the SR 231 intersection to 55 mph just west of the South River Road/Division Road intersection. In some cases, posted speeds appear to be excessive given the roadway's narrow, curvilinear geometric, its use by recreational cyclists (see sidebar), and its desired tourism function. Roads with posted speeds of 50 mph or greater are considered "high speed" and impose significant roadway design constraints including increased stopping sight distance and clear zone requirements that lead to road-widening and straightening projects. Conversely, posted speeds of either 35 or 45 mph allow proportional reduction of clear zone and other requirements, and have been found to reinforce motorist compliance with intersection controls. The following recommendations are informed by those considerations:

Recommended Improvement: CM1a mile 1.5s to 5.5s

Study feasibility of establishing 35 mph posted speed (from existing 45 mph) from the US 231 intersection's transition from four to two-lanes, past the Fort Ouiatenon Park entry to the Division Road intersection.

Recommended Improvement: CM1a mile 5.5s to 7.7s

Study feasibility of establishing 45 mph speed limit (from existing 55 mph), through the relatively straight-flat terrain of agricultural areas with infrequent driveways to the Granville Bridge intersection. Note that the Granville Bridge 'T' intersection carries nearly equal traffic volumes at each of its three legs.

Recommended Improvement: CM1a mile 7.7s to 9.7s

Study feasibility of establishing 35 mph posted speed (from existing 50 mph), through the Granville Bridge intersection and the curvilinear areas beyond that have constrained sight lines and subdivision development, and through the S 875 W intersection approach to Ross Hills/Ross Camp parks. Resume existing posted speed for Division Road west of the intersection approach (beyond the Byway).

South River Road and Bicycle Compatibility

Recommendations regarding South River Road posted speeds are based partly on the following assumptions:

- a It is desirable that South River Road (and its Division Road extension) provide safe bicycle accessibility, as an ad hoc bicycle route today or as a possible signed bike route in the future development of the Scenic Byway.
- b Designated bicycle facilities (other than shared roadway, as allowable by Indiana Motor Vehicle Code on most road categories) can be accommodated either by paved shoulder, bike lanes, multi-use trail or combinations of those facilities as long as continuity and convenient transitions can be achieved.
- c If, in the absence of a designated bicycle facility, bicycles must use a shared travel lane, posted speeds should not exceed 35 mph to allow vehicles in the shared lane to safely pause when approaching and passing bicycles while confronting oncoming vehicles in the presence of oncoming vehicles.
- d If bicycles use paved shoulders of four-foot or more in width beyond the travel lane's outer edge pavement marking, whether or not signed as a bike lane, posted speeds should ideally be 45 mph or less, 45-50 being the transition between low and high-speed roadways. Note that most bike compatibility/suitability ranking systems give more weight to traffic speed than volume as negative factors in ranking a route.

2 Existing Condition: mile 3.75s (Fort Ouiatenon Park)

The Fort Ouiatenon entrance is essentially an unprotected intersection in a 45 mph posted speed limit zone. Tippecanoe County Parks Department believes the entry poses traffic management and safety issues due to the generation of heavy traffic volumes during major park events.

Recommended Improvement: CM3a

Treat the Fort Ouiatenon entry as a 3-way stop 'T' intersection within a recommended 35 mph posted speed zone. Add Vehicular Guide Sign type VS2 for park entrance identification and intersection conspicuity. The 3-way stop eliminates the need for a left turn lane that would require additional right-of-way and which could act as an undesirable high-speed runaround.

3 Existing Condition: mile 5.3s (Division Road intersection)

South River Road technically ends at its intersection with Division Road, which becomes the westward extension of River Road. The Scenic Byway road name changes here from *South River Road* to *Division Road* adding confusion to a visitor's sense of Byway continuity.

Recommended Improvement: CM3a

Study the feasibility of a three-way stop for enhanced intersection left turn safety and convenience, and for speed limit compliance effect. The addition of vehicle guide signage to Ross Camp/Ross Hills parks would further delineate this intersection and counteract confusion associated with the road name changing here. Scenic Byway route clarity would be further enhanced by formally changing the name to South River Road from this point to at least S 875 W, and possibly to the Byway terminus at Ross Camp.

4 Existing Condition: mile 9.7s (Division Road at CR S 875 W)

The Byway leaves Division Road at the Ravines golf community with a left-turn against opposing traffic in a 50 mph posted zone. This wayfinding decision-point for visitors is in a developing area. It is the approach to Ross Hills Park and Ross Camp, major Byway destinations that host large events.

Recommended Improvement: CM3

In addition to the previous speed reduction recommendation, study the feasibility of a three-way stop for intersection safety at this Byway route change, and for speed limit compliance effect. Install a Vehicular Guide Sign type VS2, indicating Scenic Byway direction change to Ross Hills Park and Ross Camp, enhancing wayfinding to those destinations at this Scenic Byway decision point.

Stop sign warrants along River Road

The MUTCD warrants for stop signs engender debate among traffic engineers. Advocates for greater use of stop signs cite factors other than the warrant formulae of volumes and accident rates, which would not likely be sufficiently high to warrant stop sign use along rural South River Road.

While excessive use of stop signs is appropriately discouraged as an inconvenience to through traffic, the counterargument for their use at certain locations along South River Road's rural sections cites the convenience (and safety) of motorists (and cyclists) entering or exiting major Scenic Byway attractions such as Fort Ouiatenon and Ross Hills/Ross Camp as justification for their application.

Another counterargument is that the inconvenience factor for a relatively low volume road (such as rural South River Road) inconveniences relatively few motorists.

5 Connectivity and Safety

CM1 Speed management/traffic calming	CM2 Bike/ped facilities improvement
CM3 Non-signalized intersection improvements	CM4 Signalized intersection improvements

5 Existing Condition: mile 1.5s to 9.5s

This area of South River Road-Division Road lacks pedestrian/bicycle facilities, with the exception of a half-mile section of recently constructed multi-use path. The nearly eleven-mile distance from State Street to the Byway terminus at Ross Camp is an attractive bike ride but is limited to experienced or expert cyclists undaunted by vehicles on a relatively high-speed road (45-55 mph) with sections of narrow and curving alignment. While this is a frequently used cycling club training and event route, such users are viewed as irritants by some motorists, a latent safety issue in itself that needs addressing through education, signage, and by improving bicycle accommodation as discussed below:

Recommended Improvement: CM2b mile 1.5s to 3s

An off-road multi-use path is recommended through this section in acknowledgement of the difficulty of continuing the existing bike lanes from State Street through the US 231 intersection's multiple through and turn lanes. It also is intended to provide a logical beginning for and connection to the currently isolated multi-use path segment between Mile 3+ and Fort Ouiantenon. A westbound-north-side alignment is recommended to capture the multi-use path proposed along the US 231 bypass from the Purdue University campus area and the outbound bicycle lane from Mile 0 at State Street. That alignment also avoids the high east-bound left turn volumes at the US 231 intersection.

Much of this area is controlled by the Purdue Research Foundation, a potential partner in providing the additional right-of-way that may be required. This alignment also engages a visitor orientation turnout proposed by this plan to occur west of the US 231 intersection, an ideal trailhead origin for Byway bicycle touring.

A bicycle-pedestrian crossing of River Road will be required at the point that the Wabash Heritage Trail footpath along the river joins the existing multi-use path on the south side of River Road. A *Pedestrian Hybrid Beacon* (a very effective crosswalk control system) is recommended for that crossing.

6 Existing Condition: mile 3s to 3.6s

The existing 0.6-mile long multi-use path is minimally separated from traffic, visually blending into the roadway because of the lack of buffering vegetation caused by loss of roadside trees to overhead electrical relocation.



Existing South River Road with cyclist

This four-mile long section of Division/South River Road is almost suitable as an in-road bicycle facility. By re-stripping the travel lanes to eleven-foot wide, a four foot paved shoulder results which qualifies as a bike lane on an uncurbed road.



Existing South River Road west of Granville Bridget

The foreground section can be re-stripped for an acceptable bile facility, but the road beyond would force a cyclist into a 50 mph travel lane at a blind curve. The management plan recommends paving of the available shoulder to achieve four-foot wide bicycle lanes for the next 1.7 miles, along mostly winding roads, to S875W where the Byway turns south to Ross Hills Park.

Recommended Improvement: CM2c

Install barrier curb along the trail-side (south) with 35 mph posted speed limit to allow "under-the-wire" trees and other landscape buffering for better visual delineation of road/trail separation. An alternative to curbs is planting of native grasses and perennials to define the road/trail separation. This curb/speed limit countermeasure should be considered for design of future off-road multi-use trails where insufficient right-of-way exists for a ten to twelve-foot buffer between trail and road edge.

7 Existing Condition: mile 4s to 9.7s

The nearly six-mile distance from Fort Ouiatenon to the Ross Hills park approach road is an attractive bicycle route but one challenged by a combination of narrow roadway, curvilinear geometric, and high posted speeds. The long term desire for off-road multi-use trail vs. the easier near-term provision of on-road facilities requires pragmatic cost-benefit evaluation of terrain/distance/right-of-way constraints and availability of funding. The strategies discussed below address near-term opportunities to cost-effectively enhance bicycle safety and to improve motorist convenience when sharing the road with cyclists.

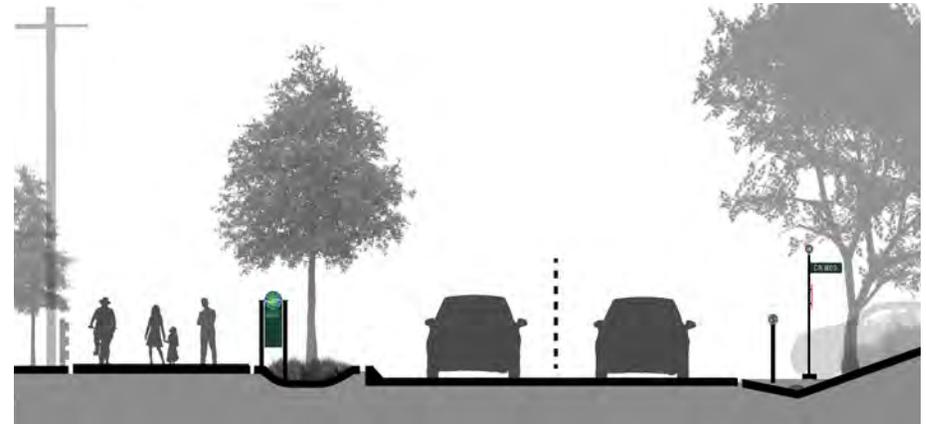
Recommended Improvement CM2a mile 4s to 8s

Assuming extension of the existing multi-use path through Fort Ouiatenon, it is proposed that bicycle lanes (or stripe-delineated paved shoulder) be developed from that point four miles west to just past the Granville Bridge, as a near-term relatively low cost bicycle accommodation. The existing twelve-foot wide travel lanes can be reduced to an allowable eleven feet by milling of the existing edge stripe and re-striping to achieve at least four-foot wide paved shoulders within the existing pavement.

Coupled with the posted speed adjustments recommended earlier, this will provide an additional safety and comfort factor for a wider range of cyclists touring this section of the Byway, and would likely raise its bicycle compatibility (or level of service ranking) from a probable C or worse to B or better.

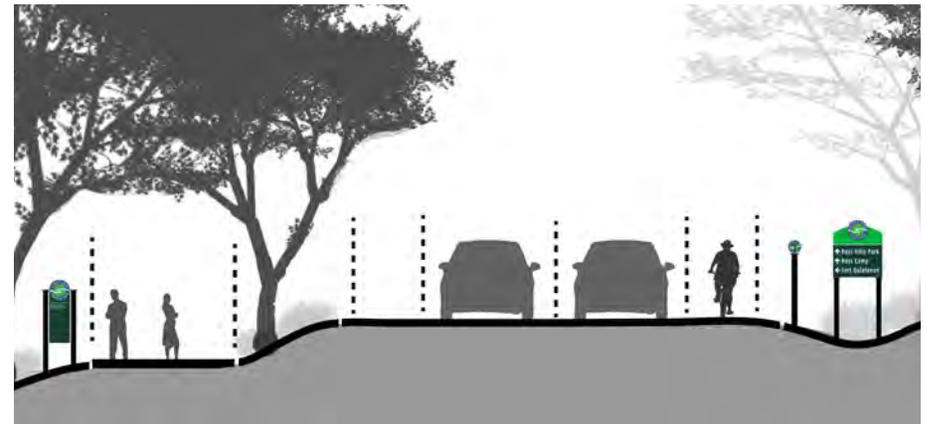
Recommended Improvement: CM2a mile 8s to 9.7s

There is insufficient pavement width in this nearly two-mile long section to provide bike lanes or paved delineated shoulders), The narrow pavement for this section will require expanding existing pavement into the shoulder by at least three feet on each side, coupled with travel lane reduction to eleven-feet. This "safety shoulder" needs to be constructed as a smooth extension of the primary road surface to be usable by cyclists.



Existing South River Road trail with proposed curb and tree buffer

The existing trail's limited separation from travel lanes can be buffered by trees if barrier curbing is installed, permissible with 35 mph posted speed limit. Trees would restore the iconic tree-lined country road character valued by many, that had been lost because of utility relocation.



South River Road with bicycle and off-road trail options

The illustrated options are not mutually exclusive, and ideally both would be provided over time. Near term implementation of on-road facilities achieved by lane narrowing to eleven feet and re-striping would provide multiple benefits in addition to bicycle accommodation, including postal delivery and increased buffer distance to trees and other clear zone obstructions. This level of bicycle accommodation does not necessarily require formal bike lanes. A four-foot wide paved and maintained shoulder delineated by travel lane edge striping would provide equivalent functionality. Meanwhile the multi-purpose path can be developed incrementally to logical termini as funding and right-of-way acquisition allows.

5 Connectivity and Safety

CM1 Speed management/traffic calming	CM2 Bike/ped facilities improvement
CM3 Non-signalized intersection improvements	CM4 Signalized intersection improvements

5.5 Wabash Riverfront/Character Zone 2 Recommendations

[See Chapter 7 Maps 7a-7d for recommended improvement detail locations]

1 Existing Condition: mile 1.25s to 1.5s (US 231 intersection)

The multi-lane signalized intersection of South River Road and US 231 represents a perceptual gap in Scenic Byway continuity. It has no bicycle or pedestrian accommodation, vague guidance through multiple turning lanes and, arguably, excessive lane extensions into and from South River Road's two-lane configuration beyond. The intersection is now linked to the completed US 231 bypass and River Road is in the process of being relinquished to local control. The effect of the bypass on River Road/US 231 intersection traffic volumes may not be fully apparent or measurable until traffic patterns normalize.

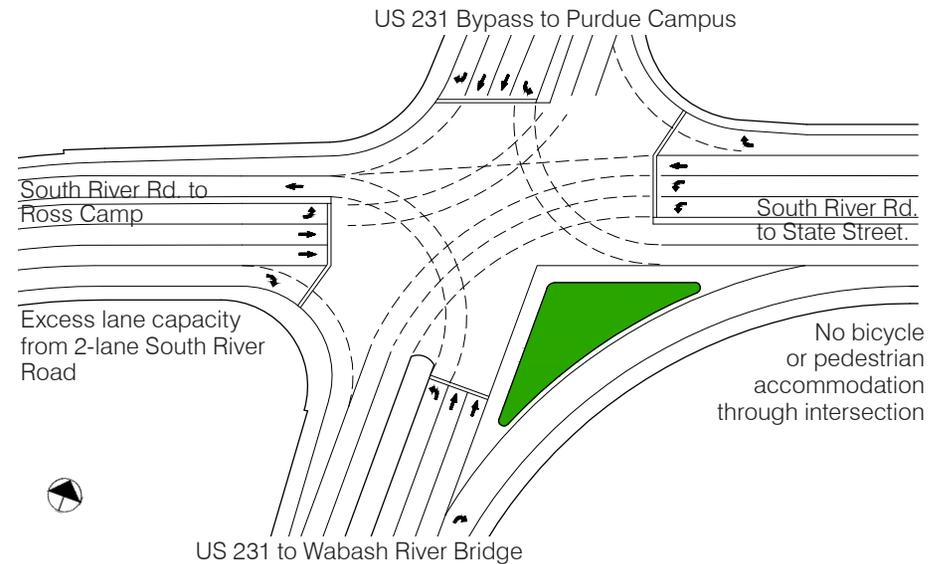
Recommended Improvement: CM4a-4f

All countermeasure CM4 interventions are recommended to create safe bicycle, pedestrian and Byway-visiting vehicle connectivity through this area, and to better link urbanized population centers with rural Byway destinations. The interventions will also reinforce the sense of parkway continuity to visitors, reducing confusion regarding the Byway route.

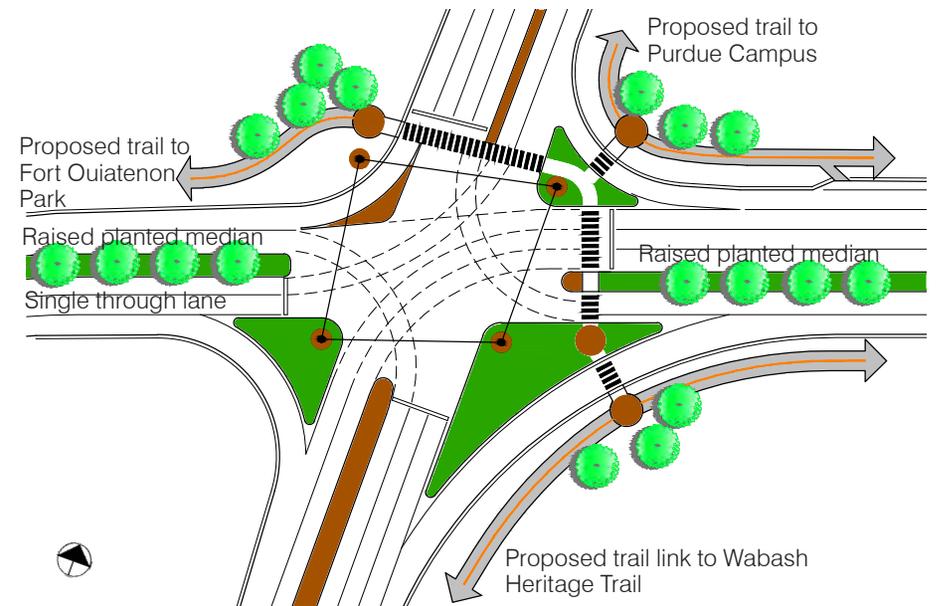
The proposed medians and islands will provide pedestrian crosswalk refuge and space for Byway identity and wayfinding elements, while also providing better guidance to motorists. Reduction of possibly excess lane capacity west of the intersection would create a more appropriate scale for the Byway, and provide space for a median there. Signal poles can become distinctive pylons that mark the intersection as a gateway.

While South River Road will be relinquished to Tippecanoe County and West Lafayette by early 2014, this intersection will remain under INDOT jurisdiction. When updated traffic data is available, a detailed intersection analysis should be undertaken to validate the lane reassignments, channelization, crosswalk layout, and pedestrian signal phases proposed here.

To realize the intersection's potential to become a visually inspiring and functionally effective multimodal gateway to the Scenic Byway, the towns, and to Purdue University, the proposed improvements need to be executed as a coordinated urban design and traffic engineering effort by local agencies and the controlling jurisdiction, INDOT.



Existing US 231 Intersection at South River Road



Proposed US 231 Intersection as a multimodal gateway

2 Existing Condition: mile 0 to mile 1.5s

South River Road in this area is an undivided four-lane urban thoroughfare with a continuous 2-way left turn lane. It has the same undifferentiated pavement expanse of the US 231 intersection, with the exception that its outer lanes are curbed, allowable because of the curb offset provided by bike lanes on each side. It is appropriately posted at 45 mph.

The following recommendations are based on the concept of the intersection and this approach highway acting as a system that maintains high traffic carrying capacity but with a degree of traffic-calming that is appropriate to the thoroughfare function and supportive of the Scenic Byway objectives of parkway continuity, visual identity and user safety. The latter is pertinent to the Byway safety strategy.

Recommended Improvement: CM1c

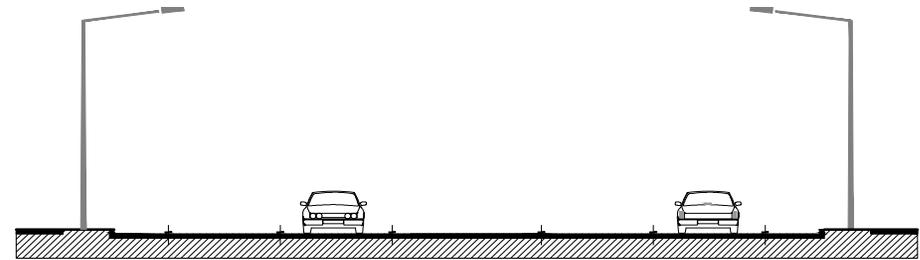
A raised and planted center median constructed as a low-profile median barrier (see sidebar description) will create a visual narrowing and definition of this 75-foot wide roadway while providing access control and conflict reduction by limiting continuous left turns. It leads uninterrupted into the median pedestrian refuges recommended for the US 231 intersection and others nearer State Street, and also integrates with the railroad underpass center piers eliminating the need for unsightly and difficult to maintain barrier-end treatments there.

If roundabouts are chosen for State Street area intersections (one of several options), the planted median would flow uninterrupted into their approach splitter islands, since roundabouts eliminate the need for space consuming left turn lanes.

An additional safety aspect is that this median design discourages pedestrians from crossing the high volume arterial at other than protected crosswalks, while providing crosswalk refuges at those points.

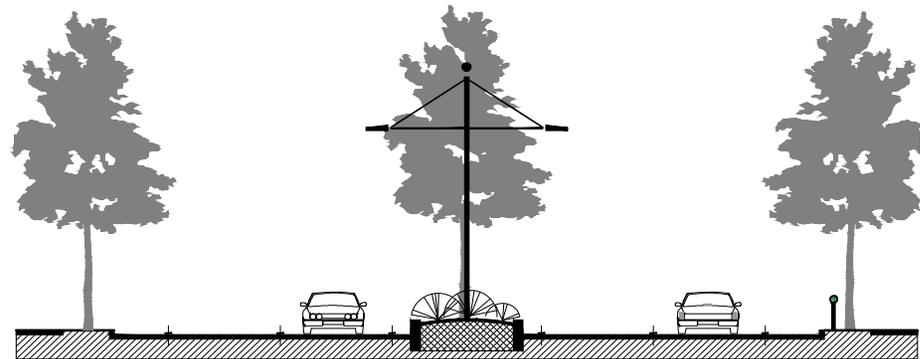
The median protection allows planting of street trees and low maintenance plant materials such as flowering shrubs, native grasses and perennials to carry the sense of the Scenic Byway as a parkway through much of the urbanized sections.

The median and its lush plantings can become a signature Scenic Byway element through an otherwise anonymous, urbanized multi-lane roadway section, while adding safety and no reduction in highway capacity.



Existing South River Road urbanized section's five-lane roadway

The existing roadway is characterized by its wide expanse of pavement.



Proposed Raised planted median as a signature Byway element

The proposed improvement reduces the apparent scale of this urban thoroughfare section of the Scenic Byway, providing a parkway character while enhancing safety

Median Treatment

The innovative low-profile concrete median barrier discussed on this page and illustrated above consists of paired 18"-inch high concrete barrier curbs, spaced to form a raised planting area for median trees, vegetation and light poles that are protected by errant vehicle redirection by the barrier. The system has been FHWA-crash tested to 45 mph (Test Level 2) which coincides with the posted speed limit of this section of South River Road. It transitions well to bridge center piers, pedestrian median refuges, and roundabout splitter islands. It also provide access management benefits by reducing left turn conflicts and cross-median accident potential.

5 Connectivity and Safety

CM1 Speed management/traffic calming	CM2 Bike/ped facilities improvement
CM3 Non-signalized intersection improvements	CM4 Signalized intersection improvements

3 Existing Condition: mile 0.25s Tapawingo Drive intersection

This high-volume multi-lane and signalized intersection carries over 25,000 vehicles per average day aggregated for River Road and Tapawingo Drive. Its sidewalks are buffered from travel lanes by bicycle lanes, and its northeast corner has a channelized right turn which affords some pedestrian protection. Other crosswalks cross up to six lanes without refuge. The uphill Williams Street leg has an awkward sag-curve transition, and the broad expanse of paving presents a challenge to development of streetscape character or sense of Byway continuity through the intersection. The existing 30 mph speed limit is appropriate.

Recommended Improvement: CM4a

Extend the proposed raised planted median from the railroad viaduct to this intersection and towards State Street beyond to reinforce Scenic Byway landscape continuum and route clarity, and to provide crosswalk refuges.

Recommended Improvement: CM4d

The southeast corner of the intersection would benefit from right turn channelizing which would shorten pedestrian crossings and afford northbound bicycles some additional crossing protection. The currently paved northeast island would benefit from landscape treatment as well.

Recommended Improvement: CM2g

Since Tapawingo Drive is a potential entry to the Purdue campus perimeter parkway's Harrison Boulevard segment, this intersection should be considered for a roundabout similar to that at Harrison and Jischke Drive. It would start defining pattern of links and nodes for that parkway. That same concept applies to the Scenic Byway in which its key intersections and destinations can become distinctive waymarks along a parkway route.

A two-lane roundabout, which can accommodate much more than current traffic volumes, would allow continuation of the raised planted median recommended for South River Road from the US 231 intersection to this point and beyond, with safety and parkway character benefits. While public acceptance of roundabouts is a local issue, with only a 50/50 "approval rating" because of unfamiliarity, that is improving as roundabouts become more commonplace and familiar to the motoring public. The massive increase in their application nationally is based on an emerging record of safety, traffic management and cost benefit advantages.



Existing Tapawingo Drive intersection improvements

The existing South River Road/Tapawingo Drive intersection with proposed addition of a landscaped median and landscaped islands at right turn lanes. These enhancements would help establish a parkway character and an improved sense of Byway continuity through the urbanized district and improve connectivity between River Road and the Wabash Heritage Trail .



Alternative Tapawingo Drive intersection improvement

A more ambitious intersection development, a roundabout, particularly if part of a series, would provide safe high volume, low speed traffic flow while establishing powerful Scenic Byway and campus gateway character to the Wabash Riverfront District. Its splitter islands flow seamlessly into the raised planted median proposed for this urban section of River Road. A roundabout, with its "hinge" geometric provides flexibility for alternative alignments uphill towards the campus. The visualization here is illustrative for discussion rather than a final design.

4 Existing Condition: mile 0 State Street/River Road intersection

This high volume intersection carries over 40,000 vehicles per average day, aggregated for State Street and River Road, with additional input from Brown Street's diagonal fifth leg. There are safety issues for bicycles and pedestrians as well as for vehicles at those volumes in a signalized multi-lane intersection (there are six lanes plus bicycle lanes on River Road, and six lanes on State Street). This is considered a safety hot-spot, with a record of bicycle and pedestrian crashes and injuries including one fatality in the past five years. The traffic volumes are such that pedestrian and cyclists likely avoid this intersection, a barrier between University Village and Wabash Landing.

The recent completion of the US 231 bypass is anticipated to reduce through traffic volumes here, presenting an opportunity for change. New traffic counts taken after full relinquishment by INDOT to local jurisdiction will inform the recommended traffic engineering study for intersection optimization. Relatively simple lane reconfigurations, as well as large scale reconstruction concepts to improve this important university gateway and Mile 0 of the Scenic Byway experience are described below as alternative approaches to intersection improvement:

Recommended Improvement Alternative 1 CM4d and CM4c

Introduce right-turn channelization at northwest, northeast, and southeast corners to provide shorter crosswalk distances and safe refuges. Those elements provide settings for guide signage, landscaping and other gateway identity/wayfinding features. They also allow placing stop bars closer to the intersections for signal timing improvements (shorter vehicle crossing time).

Reconfigure Brown Street to reduce the complexity of the intersection while improving access to and walkability within this vital mixed-use district. Brown Street presents an opportunity to become a pedestrian-oriented street through the heart of the district leading to Tapawingo Park, a Wabash Heritage Trail trailhead, and the Myers pedestrian bridge to Lafayette. The district is proposed in this plan as a possible site for a Wabash River visitors center. That concept is discussed further in Chapter 7.

Recommended Improvement Alternative 2 CM3c

A more innovative intersection type to be considered would be a roundabout, which could have great gateway characteristics. Concept studies indicate there is sufficient room for a two-lane roundabout at State Street which would pair nicely with one at Tapawingo Drive, linked by the landscaped median discussed earlier that would extend to the US 231 intersection.



Alternative 1 State Street intersection improvements

State Street Intersection Alternate 1 proposes landscaped right turn islands and Brown Street reconfiguration such that both crosswalks and vehicle travel distance across the intersection can be shortened. The islands provide pedestrian refuge as well as space for identity and wayfinding elements. It is important that any intersection improvements be carefully integrated with parallel commercial district urban design efforts such that district vitality and accessibility is improved rather than diminished by the changes.



Alternate 2 State Street intersection improvements

State Street Intersection Alternate 2, like its Tapawingo Drive counterpart, is more ambitious. It extends the roundabout node and link concept discussed for Tapawingo Drive to State Street, including the continuous raised planted median illustrated here. This alternative provides a gateway to University Village and a symbolic center for the Riverfront District as well as for the Scenic Byway. It can potentially ease congestion and improve safety with its traffic calming characteristics. Both alternative concepts require post-relinquishment engineering assessment as basis for selection of a preferred alternative before moving into more detailed design.

5 Connectivity and Safety

CM1 Speed management/traffic calming	CM2 Bike/ped facilities improvement
CM3 Non-signalized intersection improvements	CM4 Signalized intersection improvements

5 Existing Condition: mile 0 to mile 1n (State St. to Happy Hollow Road)

This urban section is served by a multi-use path from Happy Hollow Park to Harrison Bridge where it joins the Wabash Heritage Trail to follow the river's right bank through Tapawingo Park, under the State Street pair of bridges, and back to River Road at Tapawingo Drive. There are no specific bicycle facilities along North River Road between Harrison Bridge and State Street.

Recommended Improvement: CM2b

The sense of Scenic Byway connectivity and identity would be enhanced if the multi-use path were to continue south along the east side of North River Road from the Harrison Bridge area across State Street to Tapawingo Drive. From there it would rejoin and follow the Wabash Heritage Trail back towards Tapawingo Park, forming a 2.25 mile urban trail loop (a 45 minute walk or 20 minute bike ride) including an amble across the Myers Art bridge and back.



Existing Happy Hollow Road intersection

Southbound North River Road traffic conflicts with northbound left turns onto Happy Hollow Road while northbound left turns from Happy Hollow to North River Road are unprotected as well. There is no bicycle-pedestrian connection between Happy Hollow Park and Mascouten park.

6 Existing Condition: mile 1n (Happy Hollow Road intersection)

Happy Hollow Road intersects North River Road at its transition from the Wabash Riverfront District to the rural/suburban section of North River Road. Happy Hollow Road traffic (9200+average daily traffic) stops in favor of southbound North River Road Traffic (6400 average daily traffic). It receives significant northbound left turn traffic that conflicts with southbound through traffic. Happy Hollow Trail joins westbound North River Road here but there are no pedestrian crosswalks in spite of the intersection's proximity to Mascouten Park, an attractive Wabash River destination, and long range plans for extending the Wabash River Heritage Trail along that edge.

Recommended Improvement: CM1-3

Study the feasibility of an alternative intersection design that reconciles the intersection's skew angle, its high left turn volumes, and the need for bicycle-pedestrian connectivity across North River Road. Alternatives could include a stop sign for southbound River Road Traffic, channelization to provide pedestrian refuge, or a three-leg single lane roundabout. The latter would be the most appropriate for maintaining a high level of traffic flow from southbound Happy Hollow onto River Road and for all left turn movements. A roundabout would condition motorist behavior in advance of the slower speed urbanized section, improve safety for pedestrian crossing to the river, and strengthen the convergence of Happy Hollow and Mascouten Parks.



Alternative Happy Hollow Road intersection as Scenic Byway node

In spite of a reticent public regarding unfamiliar roundabouts, this intersection type is a highly appropriate solution to an awkward intersection at a very important convergence of two major open space systems, the Happy Hollow linear park and that of the Wabash River. The simplicity of this three-leg single lane roundabout marks the transition between urban and rural as an elegant node along the Scenic Byway and as an efficient and safe traffic management device. The design indicated is conceptual and thus it and other alternatives require engineering assessment.

5.6 North River Road/Character Zone 3 Recommendations

[See Chapter 7 Maps 7a-7d for recommended improvement detail locations]

1 Existing Conditions: mile 1n to mile 5n

Current North River Road posted speed limits have been set by INDOT. Once relinquishment of state routes to local control is completed (anticipated in early 2014) those speed limits can be revisited to better relate to the new conditions affected by the US 231 bypass and state route relinquishment. Without the benefit of post-relinquishment traffic data, current posted speed limits appear in some cases to be inconsistent with roadway conditions and land uses, as well as with Scenic Byway objectives. They range from an appropriate 30 mph at the Happy Hollow Road intersection to generally 50 mph through much of North River Road beyond. But they counter intuitively spike to 55 mph through the Amphitheater Park entry and Soldiers Home Road 'T' intersection areas. The speed limit then reduces to 45 mph through a divided four-lane highway section at the Interstate 65 ramp areas.

Recommended Improvement: CM1a

Study the feasibility of establishing posted speed limits that range from the existing 30 mph at Happy Hollow Road to a uniform 45 mph through the balance of the corridor. Consider a yet lower speed through the Amphitheater Park entry and Soldiers Home Road intersection areas, depending on the type of future intersection improvements selected for them.

2 Existing Conditions: mile 1n to mile 5n

There are no paved bicycle or pedestrian facilities along North River road north of Happy Hollow Road, in spite of several attractions and frequent river views along and beyond the current designated Scenic Byway. High posted and actual speeds, narrow pavement and an often limited right-of-way combine to discourage on road cycling.

Recommended Improvement: CM2

Both the *Two Cities/One River Master Plan* and this management plan recommend development of a multi-use path on the river side of North River Road from Harrison Bridge to at least Burnetts Creek Road near mile 5N. The alignment can vary from near-road, where right-of-way is limited, to meandering through several public parks and open spaces, some of which directly engage the Wabash River. While the route should avoid frequently flooded elevations, boardwalk sections may be required in some locations where the road is near the flood plain.



Existing southbound North River Road south of Interstate 65

Posted speeds along North River Road vary from 55 mph here and past Soldiers Home Road and the Amphitheater Park entry to 30 mph at Happy Hollow Road. The higher speed has direct impact on intersection safety, triggering consideration of signalization or alternative designs.

Developing stakeholder buy-in

There is resistance among some North River Road property owners to any trail development there, based on a variety of perceptions ranging from the common fear of crime and loss of privacy to diminution of "property rights". Given such concerns, it is very important that any incremental trail development (and Scenic Byway development in general) demonstrate high design and construction standards, and enhance rather than diminish the Byway's existing natural character. Likewise it is important that Byway and trail development be respectful of adjacencies, including sensitive restoration/relocation of existing landscapes even if within the right-of-way.

It is not unrealistic to expect that the overall roadway safety, connectivity and physical design enhancements recommended in this management plan, if done well, will result in stakeholder benefit, and gain support for the overall Scenic Byway's many initiatives, including trails.

5 Connectivity and Safety

CM1 Speed management/traffic calming	CM2 Bike/ped facilities improvement
CM3 Non-signalized intersection improvements	CM4 Signalized intersection improvements

A recently commissioned route and boundary survey overlaid on contour mapping will help determine the now-uncertain North River Road right-of-way and feasible trail alignments. Continuation of an existing program for acquisition of river-side property from willing sellers for trail or open space development should continue. It should be supplemented by trail easement purchase, or right-of-way purchase where there is insufficient existing right of way to accommodate a road-adjacent trail and where there is no interest in selling river parcels. Those agreements could include rights-of-first-refusal for remainder properties should they be placed on the market in the future.

Note that to construct a trail, minimally buffered from the road, in a typical 50-foot wide right-of-way condition requires approximately 15-20 feet of additional right of way along the trail side, although there are some design strategies that can reduce that. In either case a trail can be developed with minimal impact to a property's remainder, and in fact would add value to a property as demonstrated by numerous case studies. To avoid a fragmented trail system, construction should not begin until sufficient right-of-way is secured to link destinations to each other and/or to existing trails

3 Existing Conditions: mile 3.5n to 4.5n (Amphitheater Park entry to Soldiers Home Road intersection)

The Amphitheater Park entry and Soldiers Home Road intersection form a linked system due to their close 650-foot proximity. Both occur within a 55 mph posted speed limit section which is above the lower threshold of a high-speed road, and which creates reported safety and convenience issues for left turns onto River Road. Those concerns have led to plans to combine the Soldiers Home Road intersection and a new Amphitheater Park entry as a single signalized intersection. That intersection is also proposed to incorporate a new-terrain link to Prophetstown State Park as a direct connection to Swisher Road at 9th Street, shortening the route from Mile 0 to Prophetstown by three-quarters of a mile. The proposed link, intended to improve visitation to the state park as well as to improve road network continuity across the river, requires a new bridge over Burnetts Creek, and thus would entail a sizeable capital investment.

The following discussion reveals several alternatives, some very low cost, that might provide near-term safety and convenience improvements to this Scenic Byway section and to its major attraction and events-based traffic generator, the Amphitheater Park.

Road design alternatives

The Area Plan Commission 2005 Draft Thoroughfare Plan that guides long range transportation planning in the region, recommends that any reconstruction of North River Road between Happy Hollow Road and the Interstate be designed to Secondary Urban Thoroughfare standards. The typical cross section for that includes one travel lane in each direction, a center two way left turn lane, bicycle lanes and sidewalks. It is an appropriate template, with flexibility regarding use of the center lane.

This typical cross section can vary in several ways to accommodate varying terrain and right-of-way constraints: the center turn lane can become a variable width planted median where adjacent land uses do not require left turns, or where spaced roundabouts provide left turn functionality either directly or as a U-turn. Likewise, there is flexibility on how to accommodate the cross section's bike and pedestrian facility, including the use of a multi-use path instead of bike lanes and sidewalks.

Triggers for reconstruction of portions of North River Road include the need to raise some roadway segments above flood elevation, and intersection improvements. Both are public safety issues. Application of Scenic Byway objectives and complete street principles discussed in this section of the management plan will help guide decisions regarding optimum design of those projects such that they can be leveraged for Byway implementation.



Existing North River Road at Amphitheater Park entry drive

To exit left from Amphitheater Park requires crossing multiple lanes to southbound North River Road while dealing with a gap acceptance dilemma caused by the combination of high speed (55 mph posted) and limited stopping sight distance from the curve beyond.

Recommended Improvement: CM1a Alt 1: speed reduction.

Study the feasibility of speed limit reduction through the combined intersection area, since speeds encouraged by the 55 mph posted speed limit may be one basis for left-turn safety issues at both intersections. If posted speeds through the intersection area were reduced to at least 45 mph, or more ideally 35 mph, stopping sight distance is reduced and the decision and crossing time available for left-turns out is increased (see sidebar discussion). This is a no-cost near-term alternative to signalization and/or intersection consolidation.

Recommended Improvement: CM1a Alt 2: continuous green T high-speed intersection.

Study the feasibility of an alternative 3-way intersection type called a *Continuous Green T high-speed intersection* for both the Amphitheater Park entry and the Soldiers Home intersection, in which through vehicles in the lane opposite the intersecting street or drive have a constant green signal. Cars approaching the intersection in the lane nearest the intersecting street or drive have conventional signal phases which allow phased left turns in and out. The left turn out merges with the through lane via an acceleration lane

The partial signalization provides protected intervals for each turning mode, and allows free flow through-traffic in one direction for each intersection. During large scale amphitheater events, which merit a flagger today, the *continuous green* signal could be manually timed to facilitate exiting of large numbers of vehicles.

Recommended Improvement: CM1a Alt 3: roundabout pair.

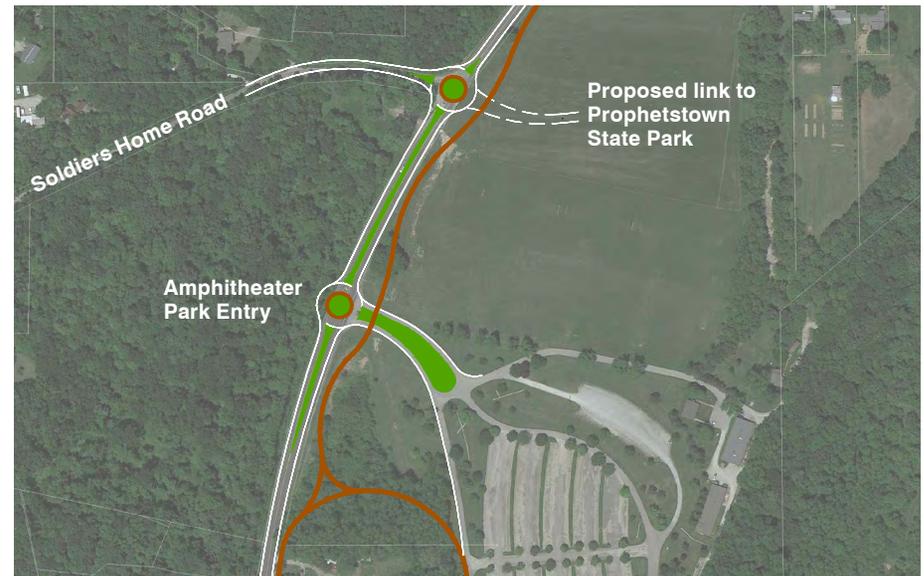
Study the feasibility of this intersection zone becoming a pair of spaced three-leg single-lane roundabouts, one for each intersection, linked by a landscaped boulevard. This combines safe, low-speed but free flowing traffic, bicycle-pedestrian safety and low maintenance cost. It reinforces the parkway image while creating a gateway function for Amphitheater Park.

If a new-terrain road to Prophetstown State Park were to be developed, an additional leg at a Soldiers Home Road roundabout could be easily added. Conceptually this is a continuation of the multiple roundabout system proposed as an alternative traffic management system for the Wabash Riverfront character zone and, while more ambitious than other alternatives, deserves consideration and discussion because of its potential for system-scale efficiencies and a desirable Scenic Byway parkway image.

Speed/safety correlation at a non-signalized intersection

A vehicle moving through the Amphitheater Park and Soldiers Home Road intersection area at a typical 5 mph over the existing 55 mph posted speed limit travels 350 feet in four seconds. That is about the time it takes an exiting vehicle to make a left turn from a stopped position across multiple lanes, having taken seconds to scan for clearance in both directions and make a decision to proceed.

But at 35 mph the approaching vehicle travels only 205 feet giving a waiting driver more time for a decision and maneuver. The waiting driver's perception of an approaching vehicle's speed, critical to gap acceptance, improves exponentially with decrease in that distance as well. At lower speeds the approaching driver is better able to avoid a collision, and a collision, should it happen, is less severe. Therefore speed reduction alone could mitigate the need for a new combined signalized intersection, at least for current roadway traffic volumes. This needs engineering study.



Alternative 3 Amphitheater Park/Soldiers Home Road intersection

Paired roundabouts with a connecting planted median extend a traffic calmed parkway character to this major destination along the Scenic Byway. Like their proposed use elsewhere on the Byway, they will require engineering assessment to determine feasibility and cost effectiveness.

5 Connectivity and Safety

5.7 Future Scenic Byway Extension to Battleground and Delphi

While the designated State Scenic Byway's north terminus is at North River Road and Interstate 65 (Exit 178), there are compelling reasons to enable its functional extension to Tippecanoe Battlefield Park in Battleground, Prophetstown State Park, and on to Delphi in neighboring Carroll County.

While each of these places is a tourism destination in its own right, their synergistic contribution to the overall Wabash River Heritage Corridor experience is profound. Tippecanoe Battlefield Park and Prophetstown State Park are powerful stories in this country's history, and powerfully beautiful places as well. Delphi is noted for its beautifully interpreted working section of the Historic Wabash and Erie Canal. It includes a *Canal Interpretive Center* with a watered canal section, canal boat, bridge and mill site, and an extensive trail system that visits Delphi's multiple historic sites.

This Byway extension can be easily achieved with minimum investment by installing a consistent system of identity/wayfinding signage at key intersections, reinforced by mile-markers along its fifteen mile distance between the North River Road-Burnetts Road intersection and Delphi. This plan proposes such a route from Burnetts Road to North 9th Street (County Road East) then northward to Tippecanoe Battlefield Park in Battleground. From there it would follow State Road 225 to Old State Road 25 which follows the left (southeast) bank of the Wabash River floodplain to Delphi.

State Road 225 crosses over but does not directly access Prophetstown State Park (the park entrance is a short side trip from Burnetts Road south on North 9th to the Swisher Road park entrance). It does however afford an experience of the park's extensive prairie landscape character. This Byway extension and the state park would mutually benefit by an interpretive overlook turnout there. It then crosses the Wabash River on the historic *Jewettsport Ford Bridge*.

See the sidebar discussions on this and the following page about the state park and the historic bridge.

An alternative route from Battleground to Delphi crosses the Tippecanoe River and follows scenic country roads north of the Wabash River through pristine agricultural land, creating a pleasant loop tour without backtracking.

Many of the wayfinding elements recommended for River Road in this Scenic Byway Management Plan could be applied to this Byway extension to Delphi to strengthen its sense of being part of the overall Wabash Heritage Corridor, and to offer corridor visitors an even richer overall experience. Cross-marketing would enhance both Delphi and Scenic Byway visitation.

A bridge worth saving? Exploring options for a Scenic Byway extension, from Battleground along State Road 225 across Prophetstown State Park towards Delphi, reveals a gem. The Jewettsport Ford Bridge over the Wabash River is a remarkable 1912 4-span Pratt through-truss highway bridge. It has a single lane over 600 feet long (stop lights at each end allow alternating east-west traffic).

This bridge is functionally obsolete, and is thus endangered. Updated highway safety standards virtually condemn "fracture critical" truss structures like this. These bridges were designed as structurally efficient, lightweight shippable components for on-site assembly. They had, by design, little fail-safe structural redundancy, and load limits considered deficient today (its operating rating is only 15 tons while a large school bus weighs 18 tons loaded). All reasons for their being phased out of service as they approach 100 years of use.

INDOT would like to relinquish it and the four-mile long SR 225 to Tippecanoe County, which understandably is reluctant to take it on given its inferred obligation to either replace it while possibly preserving it for another purpose in situ or elsewhere in the county, or to abandon the crossing altogether. Its last rehabilitation was 1989. In 2010 its replacement cost was estimated to be \$2 million.

Why keep it? *Heritage transportation elements such as this collectively add to the identity of the Scenic Byway and its Wabash River Corridor. As elegant examples of transportation engineering history, their preservation should be considered. This bridge would be a notable feature along this proposed Byway extension.*

And how? *A non-profit "Friends of the Jewettsport Ford Bridge" stewardship could be drawn from the ranks of engineers and historians that value these things, an endowment can be built up from a variety of sources, and strategies can be developed regarding its role in local access and Byway routing that doesn't excessively burden the county engineering department.*

Some counties have chosen to rehabilitate bridges such as this, continuing their usage with weight limit enforcement or re-purposing them for trail usage. A local model for the latter is the historic three-span railroad truss bridge located downriver from the Ninth Street highway bridge. It now serves the Burnetts Creek leg of the Wabash Heritage Trail.

5.8 Future Scenic Byway Extension to Attica

The designated Wabash River Scenic Byway's south terminus is the Ross Hills/Ross Camp parks in Tippecanoe County. The Town of Attica in neighboring Fountain County, Fifteen miles downriver by road, has expressed interest in being the destination for a southwest extension of the Byway.

There are good reasons to promote that. Attica can be reached by an attractive and fairly direct route along scenic, unspoiled Tippecanoe and Warren County rural roads that pass by well kept farms and wooded areas. The route engages two potential Wabash River overlooks, a NICHES Land Trust nature preserve, and a large wooded riverfront park in the hamlet of Independence. Attica is an estimated 30-40 minute drive from Ross Camp. Simple route markers and directional signage at the few intersections along the route would provide effective wayfinding.

Attica itself is, at first glance, unremarkable. But north and south of the US 41 highway commercial strip are three historic districts comprising almost 200 structures ranging from mid-seventeenth to mid 20th century residential, commercial and industrial architecture. The downtown's largely intact historic fabric, while waiting rediscovery and restoration, is still worthy of visitation by Scenic Byway architectural buffs, and deserving of the economic benefit of that cultural tourism.

Another very interesting opportunity is that Attica is only five miles north of Interstate 74 Exit 15 along US 41. Guide signs at that Interstate exit approach could direct travelers to the Wabash River Heritage Corridor creating a linkage between that point and the Byway's north terminus at Interstate 65, a distance of a little over 36 miles. The interstate pair provides a convenient day trip loop tour from Indianapolis.

Where in the world is Prophetstown State Park?

Prophetstown State Park's visitation numbers (important for a facility partly supported by user fees) suffer from the park's newness and its convoluted approach experience. One strategy being explored is a new more direct route between North River Road and the park's Swisher Road entrance off North Street. As a new terrain road that requires a bridge over Burnetts Creek, that is an expensive project from a cost-benefit view.

Another strategy that would place Prophetstown along a Scenic Byway tour continuum, rather than along a perceived detour, would be to provide a second park entrance along SR 225 at the park's visitors center.. The cost trade-off to manage that entrance vs. a new road and bridge need study but appear to be supportable, particularly if its use were to enhance visitation through cross-marketing and being part of a Scenic Byway tour. Adoption of available automated gate systems for parks visitors with seasonal parks passes would make this even more feasible, though a drive-through lane serviced directly from the administration building which would minimize gate management expenses should also be explored.

It is understood that a park entrance from Battleground had been proposed to, and rejected by, local stakeholders because of perceived traffic impacts. That should be revisited, particularly since heavy visitor and service traffic from Lafayette would likely still use the existing south entrance from Ninth Street, which should be retained. Weight limits along 225 and for its historic bridge would further encourage that. Example: Brown County State Park's north entrance through a covered bridge limits buses and large RV's which are diverted several miles to the west entry.

An incentive to Battleground residents, beyond economic development exposure for the town, would be to reallocate costs dedicated to the proposed new road and bridge to much needed improvements to the Battleground railroad crossing approach to the park and to sections of the town. Another incentive might be to provide economic development planning assistance to Battleground as a State Park Gateway community such that it benefits from high-quality tourism that might result.

Ultimately both Battleground and the region would benefit if the very important shared story of Tippecanoe Battlefield and Prophetstown could become reconnected as part of the Wabash River Scenic Byway.

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WABASH RIVER SCENIC BYWAY MANAGEMENT PLAN

6 Public Engagement

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6 Public Engagement

6.1 Public Engagement Process

The Scenic Byway is primarily for the community of Greater Lafayette. It is a unique asset that no other place has, anywhere! It is a potential visitor attraction, but no more so than the aggregate of special places that make this region special and worthy of visitation for not only tourists, but also for businesses and their employees that choose to locate here or stay here, university faculty and staff, and those future generations that could go anywhere but choose to be here.

The community has been engaged in decisions that have led to the designation of the Scenic Byway, and it has been reconvened to provide counsel regarding its development and management, as proposed by this management plan.

To ensure the planning process engaged the Scenic Byway constituencies, some along the Byway route, others members of the community at large with a perceived stake in its success, the following goals were developed:

- 1 To educate and inform the community about the principles, values, choices and needs of the Scenic Byway Management Plan.
- 2 To elevate the visibility of Scenic Byway concepts.
- 3 To generate useful input and evaluation from the community to inform decision making for the Byway Management Plan and its related operations.
- 4 To generate a sense of ownership of the final recommendations by relevant agencies and stakeholders, and the general public within the Byway constituency.

The planning process engaged the following stakeholder groups:

Client Team (Advisory Team)

A Client Team was formed to meet at regular intervals to provide guidance and resources for the planning process. This group generally met once a month during the plan development process.

This group included the Executive Directors/Superintendents of the Area Plan Commission, Wabash River Enhancement Corporation, Tippecanoe County Highway Department, Tippecanoe County Parks, Director of Campus Planning for Purdue University and a City Councillor for West Lafayette. Its intimate knowledge of community governance, and policy regarding the Wabash corridor's potential provided the consultant team with a wealth of knowledge and insight that has informed and shaped the management plan.

Scenic Byway Management Plan Client Team

Vicki Burch, City Councilor, West Lafayette, District 4
John Collier, Director of Campus Planning, Purdue University
Sallie Dell Fahey, Exec. Dir., Tippecanoe County Area Plan Commission
Opal Kuhl, Executive Director, Tippecanoe County Highway Department
Stanton Lambert, Exec. Dir., Wabash River Enhancement Corporation
Allen Nail, Superintendent, Tippecanoe County Parks Department

Parks Focus Group

Ted Bumbleburg, Superintendent, Lafayette Parks and Recreation
Dan Dunten, Stewardship Manager, West Lafayette Department of Parks and Recreation
Jason Getz, Property Manager, Prophetstown State Park
Allen Nail, Superintendent, Tippecanoe County Parks Department

Economic Development | Tourism Focus Group

Kathy Atwell, Exec. Dir., Tippecanoe County Historical Association
Colby Bartlett, President, Tippecanoe County Historical Association
Dris Abraham, CEO, Historic Prophetstown Farm
Lisa Morrow, Vice President, Visit Lafayette-West Lafayette
Jo Wade, President, Visit Lafayette-West Lafayette

Economic Development Focus Group

Dennis Carson, Director of Redevelopment, City of Lafayette Economic Development Department
Chandler Poole, Director, West Lafayette Department of Development
Jo Wade, President, Visit Lafayette-West Lafayette
Lou Johnson, Glenda Vanaman (alt) FC Tucker/Lafayette Realtors

Transportation | Safety | Maintenance Focus Group

Dave Buck, City Engineer, City of West Lafayette
John Collier, Director of Campus Planning, Purdue University
John Cox, Police Chief, Purdue University
Jim Knapp, Physical and Capital Planning, Purdue University

6 Public Engagement

Focus Group Meetings

Focus group meetings were held to discuss particular topics that needed more in-depth understanding and dialogue: Parks, Economic Development/Tourism, and Transportation/Safety. Two to three meetings were held with each group. Focus Group members were very knowledgeable in their area of expertise and experienced in working together towards a common vision.

Public Open Houses:

Three milestone events were scheduled for public participation for late afternoon/early evening on weekdays. The Consultant Team prepared a PowerPoint presentation, banners/exhibits, and comment forms for each public open house. Postcards were mailed to each property owner along the Byway by WREC; press releases issued to a variety of media sources; and posting on the WREC website were done to increase the likelihood that all interested parties would hear about the planning process and be able to participate.

- 1 February 7, 2013 Open House 1: description of the scope of the work and intent of the project and schedule, and a facilitated discussion that informed a more detailed *Strength, Weakness Opportunity, and Threat Analysis*.
- 2 April 23, 2013 Open House 2 : overview of recommendations and preference survey for plan direction, a facilitated discussion to ensure that critical components of the plan were understood.
- 3 August 22, 2013 Open House 3: final plan recommendations.

After the April Open House, a project website was developed: www.wabashriverscenicbyway.org. The website was interactive and allowed comments from the public to be posted. The materials from each of the Open Houses were posted on the website for people to peruse at their convenience.

- Open House Attendance:
- Open House 1: Sixty people attended
 - Open House 2: Forty-five people attended
 - Open House 3: Forty-two people attended

6.2 Summary of Stakeholder Comments

Open House 1

The Vision Statement was generally liked, statements reinforced a love for the beauty and nature of the Scenic Byway, with discussion about the "economic development" goal and concern about development pressures affecting the Byway. People commented on the great recreational assets along the Wabash River and the numerous parks along the Scenic Byway, tempered with some complaints about the condition of some of the park facilities.



Public Open House One: February 7, 2013

Postcard mailers were used for each of the three public meetings, and each owner of property adjoining the Scenic Byway was contacted.



Concerns were expressed about existing billboards and the visual clutter they imposed on the Byway. There was discussion about a recent trail project constructed on River Road east of Fort Ouiatenon with complaints about the loss of trees associated with the project, not realizing that the utility company pole relocation activity removed the trees, not the trail project. The point was made and heard however that the tree canopy was a central aspect of Scenic Byway attractiveness to most attendees.

Several people mentioned that they want to see both cities "stop turning their backs to the river". And there was sentiment to reduce vehicular speeds.

There were some questions about property rights, and who "owned" the land along the Scenic Byway. People were concerned that the "government" would remove their landscaping or change the character of the roadway without respecting their wishes.

Open House 2

Open House 2 was attended by a prepared coalition concerned about their property rights on North River Road. Some were owners of parcels that cross North River Road to the river, including the floodplain, and were concerned about how a trail, bike lanes, or sidewalks could fit into the existing roadway without tree removal or other impacts to their properties.

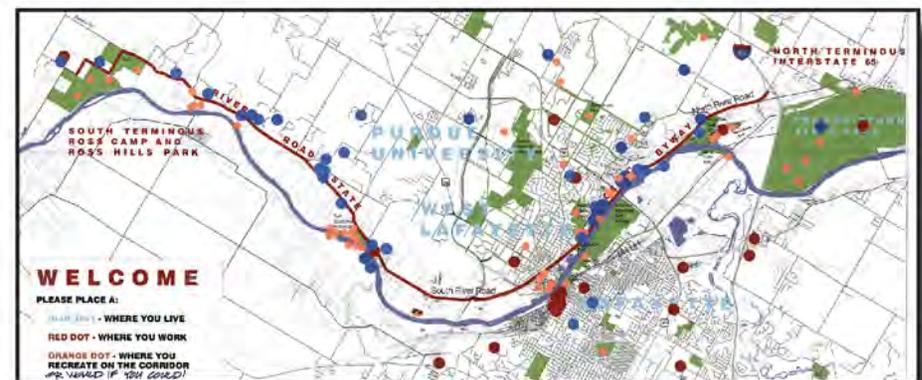
Since Open House 1, surveyors had started performing a route survey to assist the county with the SR 43 relinquishment process from INDOT, and many people assumed that it was preparation for taking property through eminent domain. In addition to the survey stakes, WREC had purchased some individual parcels from willing sellers which generated rumors and misinformation about the intent of the Scenic Byway Management Plan.

The county representative explained that there was limited information about the platted right-of-way for SR 43 from Interstate 65 south to the Wabash Riverfront, and that before accepting relinquishment of the road from the State. The County needs clear information about what it was taking over, hence the need for the survey

WREC explained that it purchased some properties that were for sale and paid full market price. The intent was to replat the parcels, returning the home sites to the market, but retaining the land between the Byway and the River for public use. If the land between North River Road and the River was in public ownership, it would be more eligible for grant opportunities for river bank stabilization, as well as provide more opportunities for trail development.



Open House 1 Display Panels present a draft Vision Statement, Mission, Objectives, Management Plan Purpose, Benefits from a Scenic Byway and initial preferences on Byway Character.



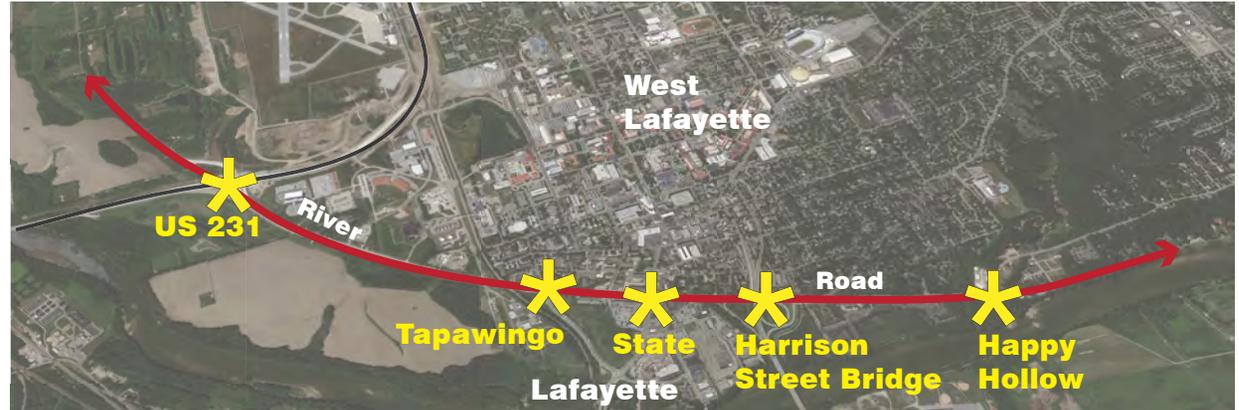
Attendees placed dots to indicate the location of where they work or live in relation to the Scenic Byway

**Open House 3
Preference Survey**

Preference Survey

● Preferred Choice ● Second Choice ▪ *Comment*

SAFETY STRATEGY 1



Wabash Riverfront Character Zone: challenging intersections for byway continuity and safe bicycle and pedestrian connectivity

Comments / are we missing any? ▪ *E 500* ▪ *Soldiers Home Rd* ▪ *Please reduce speed limit to 35 (2)*

Existing Intersections



Photo Key

- 1 US 231 - looking south from River Road
- 2 Tapawingo - looking south from River Road
- 3 River Road and State Street looking east
- 4 US 52 crossing River Road looking south
- 5 River Road and Happy Hollow looking south

6 Public Engagement

Open House 3 Preference Survey

Written Comment

"Make sure realtors who represent landowners & purchasers are aware of objectives of the Scenic Byway impact on property sales. Make sure there is adequate information to prospective buyer (like a handout at realtors offices). Need to have a board member who overlaps in some way with Zoning Board."

Preference Survey

● Preferred Choice ● Second Choice

DESIGN CONCEPTS 1

Rural South River Road



Existing Condition
▪ no change

Design Concept
▪ bicycle lanes/paved road shoulders
▪ rural/agricultural fencing where appropriate
▪ mile marker where appropriate

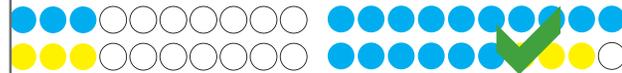


Timber Guardrail Example at Indian Creek



Existing Condition
▪ no change

Design Concept
▪ bicycle lanes/paved road shoulder
▪ timber guardrail
▪ feature sign
▪ mile marker where appropriate



South River Road

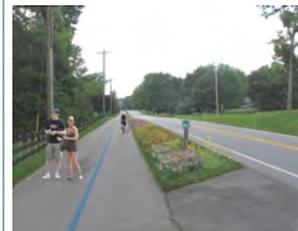


Existing Condition
▪ no change preferred

Design Concept a
▪ perennial and shrub plantings
▪ rural/agricultural fencing where appropriate
▪ blue center line stripe on trail
▪ mile marker where appropriate



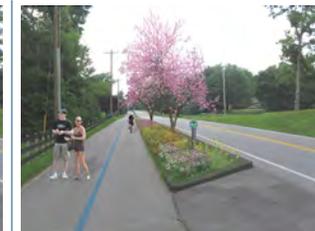
▪ *Have a fence between road and trail instead of along property (3)*



Design Concept b
▪ curb to allow street trees
▪ rural/agricultural fencing where appropriate
▪ blue center line stripe on trail
▪ mile marker where appropriate



▪ *Bury utilities*



Design Concept c
▪ perennials/curb to allow trees
▪ rural/agricultural fencing where appropriate
▪ blue center line stripe on trail
▪ mile marker where appropriate



▪ *Bury utilities*

Open House 3 Preference Survey

Written Comments

What you would like to see along the River Road Scenic Byway?

- 1 "A safe way for bicycle travel and foot traffic."
- 2 Buried utilities.
- 3 Fewer heavy trucks. Intersection of Soldiers Home – no turn lanes no lighting - and 43N is now getting heavy traffic and roundabout would be great.
- 4 Trees maturing quickly. Less concrete. Reduce excessive concrete at 231. Reestablish the wetlands that were at that intersection."

"

Preference Survey

● Preferred Choice ● Second Choice

■ Comment

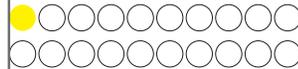
DESIGN CONCEPTS 2

US 231 and River Road Intersection



Existing Condition
▪ no change

Design Concept
▪ planted median with street trees
▪ street lights with identity elements
▪ continuous bike lane

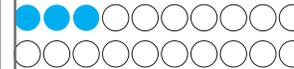


Urban River Road



Existing Condition
▪ no change preferred

Design Concept
▪ street lights with identity elements
▪ continuous bike lane
▪ planted median with street trees



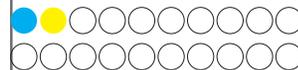
Wabash Riverfront Character District



Existing Condition
▪ no change

Design Concept a
▪ continuous, raised, and planted median
▪ painted bridge with byway identity

Design Concept b
▪ continuous, raised, and planted median
▪ painted bridge
▪ byway logo



Comments

6 Public Engagement

Open House 3 Preference Survey

Written Comments

How can the Scenic Byway contribute to economic development and quality of life?

- 1 "Recreation. Historic tourism.
- 2 Very critical to knowledge based business! Key 2020 goal!!
- 3 Improve for visitors who like to participate in activities. Biking, running, canoe or kayaking. Keep any commercial venue out unless related to agriculture. Keep out hog factory type operations."

Preference Survey

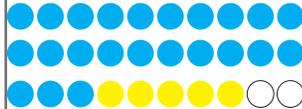
● Preferred Choice ● Second Choice ■ Comment

DESIGN CONCEPTS 3

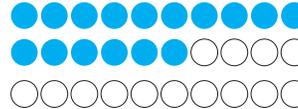
Rural North River Road



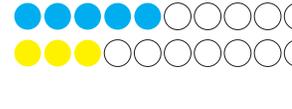
Existing Condition
▪ no change



Design Concept 1
▪ separated bicycle/pedestrian trail from road
▪ variable trail alignment where space allows
▪ consider rural fencing where appropriate
▪ plantings between trail and roadway
▪ mile marker where appropriate



Design Concept 2
▪ bicycle lanes/paved road shoulders
▪ separated bicycle/pedestrian trail from road
▪ variable trail alignment where space allows
▪ consider rural fencing where appropriate
▪ plantings between trail and roadway
▪ mile marker where appropriate



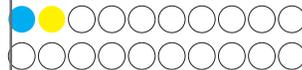
Comments

- Speed limit should be 35 mph
- Slower speed limit
- No room on riverside for bike path
- Bike trail along the road is okay
- Lower speeds not practical - this is a major corridor for traffic inside county
- Current conditions are way too dangerous for bicycles
- No bikes on North River Road
- Design Concept 2 okay when space is limited
- Bury utilities

Wabash River Overlook at Mascouten Park



Existing Condition
▪ no change



Design Concept 1
▪ separated bicycle/pedestrian trail from road
▪ variable trail alignment where space allows
▪ plantings between trail and roadway
▪ interpretive signage





Attendance at the public meetings ranged from 30-60 people over the three meetings.

6 Public Engagement

6.4 Public Engagement Going Forward

There are many mechanisms in place to ensure that public engagement and agency coordination will continue in a transparent and open process. Public engagement can be much richer when it is not seen as an end in itself, or a separate and new strand of activity to be initiated project by project, but as a way of enhancing and increasing the cumulative effect of the many ongoing activities.

Important Next Steps include:

- 1 Present the plan to local government elected officials, agency administrators, and community leaders. Purpose: create consensus on a continuing process for plan development and integration with implementing agency programs and projects.
- 2 Reveal the plan and consensus action plan to the public at large and those who participated in the plan development workshops.
- 3 Concurrently issue news release and update the www.wabashriverscenicbyway.org website with the management plan narrative.

As the management plan continues to evolve, it will be important to provide the periodic updates to the community:

- 1 Bimonthly website updates on progress.
- 2 Annual Report to the Greater Lafayette Scenic Byway jurisdictions.
- 3 Participation in the Area Plan Commission review of development projects.
- 4 Periodic update presentations to neighborhood groups and stakeholders.

Throughout the management plan process, advisory committee members and the WREC Board regularly discussed the need for continual public engagement on progress of the scenic byway as a performance check.. It is also a way to promote county-wide and regional cooperation and coordination of detailed implementation.

Throughout the management plan process, stakeholders were engaged and their input became integrated into the final recommendations. As the Scenic Byway Management Plan moves toward staged implementation, the energy and commitment from adjacent property owners and community stakeholders will continue to inform decision-making.

Public Engagement Principles

Wabash River Scenic Byway

- 1 *The process makes a difference.*
- 2 *The process is transparent.*
- 3 *The process has integrity.*
- 4 *The process is tailored to circumstances.*
- 5 *The process involves the right number and type of individuals.*
- 6 *The process treats participants with respect.*
- 7 *The process gives priority to participants' discussions.*
- 8 *The process is reviewed and evaluated to improve practice.*
- 9 *Participants are kept informed.*

Key points in the contract with stakeholders

- a Protect and enhance the scenic beauty and intrinsic qualities of the Scenic Byway through preservation mechanisms and carefully crafted improvements.
- b Make the road safe.
- c Respect property rights.
- d Keep the community informed and engaged.

WABASH RIVER SCENIC BYWAY MANAGEMENT PLAN

7 Implementation Strategies

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7.3	Implementation Flow	122
7.4	Management Plan Near Term Activities	123
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7.1 Introduction to the Implementation Process

The Scenic Byway Management Plan represents an action-oriented and geographically constrained application of many of the activities currently being orchestrated on behalf of the Wabash River Enhancement Corporation's (WREC) broad mission. That mission is the enhancement and celebration of the [Wabash River Heritage Corridor](#) within the four county region centered on Tippecanoe County (Carroll, Tippecanoe, Warren and Fountain Counties).

This management plan's near term focus is on the State of Indiana-designated *Wabash River Scenic Byway* that follows North and South River Road from Ross Camp, 10.8-miles downriver from West Lafayette's State Street, to Interstate 65 (Exit 178), 5.7 miles upriver from State Street. The plan proposes future extension to upriver [Battleground, Prophetstown and Delphi](#), and to downriver [Attica](#).

The plan's geographic focus is the Byway's viewshed experience which varies from a few hundred feet to vistas and prospects across broad floodplains and to urban engagement. The plan's equally important purpose is to provide safe multimodal connectivity to places both along it and accessed from it, in some cases some distance away. The Byway is envisioned as a primary mode of visitation to the Wabash River and its natural and cultural attractions near and distant that exist because of the river and its intrinsic qualities.

The plan generally does not address the attractions themselves beyond exposure and access to them, interpretation of their significance, and to some extent making them more integral, relevant and contextual to their larger corridor setting through Byway-shared marketing, wayfinding, identity, and interpretation.

Management means taking actions to realize a mission. This management plan addresses making the byway experience a safe, intuitive, inspiring and respectful engagement with the Scenic Byway's resources and intrinsic qualities, while also recommending techniques to preserve and enhance those resources.

The *implementation process* discussed in this chapter of the plan is about making things happen in logical, prioritized, though also opportunistic ways.

The Wabash River Scenic Byway Management Plan is a script for the Wabash River Enhancement Corporation and its implementing partners. It is expressed as a *Near Term (one year)*, *Intermediate (five year)* and *Long Term (ten year)* implementation process, with recommendations that the plan be reviewed and updated annually for accomplishments as well as for new opportunities.



Wabash River Enhancement Corporation and implementation of the Scenic Byway

WREC is governed by an active board appointed by the elected leadership of the Tippecanoe County and Greater Lafayette jurisdictions. That board represents agencies and organizations (referred to as partners in this plan) that have the authority and resources to advance the goals of the Scenic Byway. Those partners created WREC and charged it with coordinating the many-layered activities necessary to realize the Wabash River Heritage Corridor mission.

Partners are listed on the following pages as a pool of probable lead and/or support agencies for management plan implementation.

7 Implementation Strategies

7.2 Implementation Matrix

Implementation elements are derived from Chapters 2-5 and are grouped here by activity types.

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
Chapter 2 Intrinsic Quality: Preserving the Integrity of the Scenic Byway					
2a Scenic Byway Overlay Zoning District	<p>Purpose: protection of the Scenic Byway viewshed from land use changes that could diminish the intrinsic values of the Byway.</p> <p>Concept: an overlay district adds additional requirements to existing zoning district regulations while leaving the underlying district intact. Protections can address subdivision access, setbacks, fencing, on-premise signage, outdoor advertising signs (billboards), placement of utilities, landscape preservation and byway frontage landscape. The overlay district could coincide with the Wabash River Floodplain District and/or the byway's geographically constrained viewshed.</p>				Tippecanoe County Area Plan Commission [WREC as advocate/planner/reviewer, Tippecanoe County, City of West Lafayette, Purdue University, Lafayette Regional Association of Realtors, NICHES Land Trust]
2b <i>Agricultural Conservation Easement</i>	<p>Purpose: preservation of the agrarian character along sections of the Byway by providing economic incentives as alternatives to development of farmland.</p> <p>Concept: Agricultural Conservation Easements are voluntarily conveyed to a non-profit agency by purchase or donation with attachment of protective covenants. Optional: attachment of scenic easement, riparian buffer strip, trail easements, and rights-of-first-refusal for future purchase. Less costly than outright purchase, the property owner retains ownership and agricultural use of the land while gaining tax credits.</p>				WREC [Purdue Research Foundation, Purdue University Extension Services, NICHES Land Trust, Lafayette Regional Association of Realtors, philanthropic and corporate partners]
2c Scenic, Open Space, Habitat or Historic property Conservation Easement	<p>Purpose: protection of the byway's interface with various private land uses for viewshed protection purposes or other public benefit.</p> <p>Concept: same principles and process as agricultural conservation easements but less oriented to maintenance of agricultural land use; more focused on preservation of open space, viewshed, habitat or historic sites or structures. Parcel by parcel voluntary participation by property owners through donation or selling of certain development rights by application of covenants that go with the land in perpetuity. Tax benefits to property owners are based on IRS guidelines and conditions of public benefit. An agency can also purchase property and apply similar covenants before reselling, or a property owner could voluntarily attach covenants as commitments associated with a development plan.</p>				WREC [Purdue Research Foundation, NICHES Land Trust, Lafayette Regional Association of Realtors, philanthropic and corporate partners]

7.2 Implementation Matrix

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
2d Sensitive Land Acquisition	Purpose: protection of environmentally and archaeologically sensitive parcels for viewshed protection, riverbank and water quality protection, archaeological resource protection, continuity of trail and open space systems, and for aggregation of land to achieve riverine habitat critical mass and continuity.				WREC [Purdue University Foundation, Purdue University Extension Services, NICHES Land Trust, Lafayette Regional Association of Realtors, philanthropic and corporate partners]
2e Critical Right-of-Way Acquisition or Donation	Purpose: widen Byway right-of-way by minimal amount where necessary for continuity of bike lanes or multi-use trails. Concept: purchase or donation of additional right-of-way from willing sellers. In the case of a fifty-foot existing road right-of-way, approximately ten to twenty-foot additional width may be needed for the Byway goal of a separated trail, while bike lanes may need less or no additional space.				WREC [Varies by location: APC, Tippecanoe County, City of West Lafayette, Purdue University Foundation] <i>(Generally not needed where the Byway abuts publicly owned parcels along its river side.)</i>
Chapter 3 Byway Themes and Interpretation					
3a <i>The Grand Theme:</i> the 2.5 Million Year Timeline	Purpose: a conceptually organized basis for telling the byway story as celebration of place and culture that evolved over 2.5 million years. Concept: a timeline from earliest geological time to the present that informs the interpretive experience of the Byway. Compose the stories based on events, their context, and their relevance to today. Result: a single relational story composed of chapters, the many interrelated stories of the Wabash River Heritage Corridor, organized at two levels: general for interpretive signage, and expert / scholarly for the hyperlinked “read more” level available on digital applications. Authored and edited from researchable source material by a lead author for uniform style and syntax, but also valuing unedited oral history.				WREC [Tippecanoe County Historical Association, Visit Lafayette-West Lafayette (VL-WL), Purdue and regional education systems, philanthropic and corporate partners, Lafayette-West Lafayette] <i>The above list is neither exclusive nor exhaustive, since theme and story development regarding the Wabash corridor should draw on the entire community's wisdom and experience, sometimes in the plain-spoken terms of oral history.</i>
3a1 Example: <i>Geology and Rivers</i>	Origins of a River: the 2.5 million year old Teays River's evolution to the Wabash River. A story about continent-shaping glaciers and rivers.				WREC [per above]
3a2 Example: <i>Archaeology</i>	Traces of the distant past: how archaeologists have discovered and continue to find, physical clues along the Wabash River corridor that reveal its cultural heritage from paleolithic to recent times.				WREC [per above]

7 Implementation Strategies

7.2 Implementation Matrix

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
3a3 Example: <i>Anthropology</i>	The Earliest People of the Wabash: It is believed that Paleo-Indians arrived from Asia 10,000 years ago and moved through leaving traces still being discovered; an evolving story with many counter-theories.				WREC [per above]
3a4 Example: <i>History/Geopolitics</i>	The contested Wabash River fur trade route and pivotal events at Fort Ouiatenon and Battleground that shaped a country and its people.				WREC [per above]
3a5 Example: <i>River Ecology</i>	The ecology of the Wabash River and its system of tributaries and flood plains, plant and animal communities; ongoing restoration initiatives.				WREC [per above]
3b Media Applications	Adaptation of the Byway story to web and mobile applications, and its integration with web-based wayfinding systems (GPS Navigation).				WREC [per above]
3c Interpretive Panel applications	Multiple themes and timelines of the Wabash River Heritage Corridor utilizing pedestrian scale adaptation of the regional signage system and incorporating the <i>Timeline</i> story examples described above. Locate at specific sites and orientation/interpretive turnouts as they are developed.				WREC [per above]
3d Visitor Orientation and Scenic Turnouts	Purpose: orientation information for visitors arriving at the North and South Gateways; trailhead parking for cyclists and hikers, picnic shelter, wayfinding and interpretive panels; at identified north and south locations. Process: acquire land, design and develop site. Seek partners for site development sponsorship and management.				Lafayette, West Lafayette, Tippecanoe County [WREC as advocate/planner/reviewer, Purdue, Visit Lafayette-West Lafayette (VL-WL), Tippecanoe County Historical Association, NICHES Land Trust, corporate and philanthropic partners]
3e Scenic Byway Visitor Center The Wabash River Center: a visionary concept for a River Studies Institute that connects the <i>Two Great Cities</i> and the region	Purpose: Scenic Byway visitor orientation, with consideration of becoming a working center for Wabash River studies and initiatives. Process: Develop a Wabash River Center as a Scenic Byway visitors center that tells the river story with contemporary exhibition techniques. An exhibition space with large scale graphic displays of the <i>2.5M Timeline</i> stories, orientation film presentation, land and river tour origination, bicycle and kayak rentals. Locate at a riverfront location central to and accessible from the Byway, the Wabash Heritage Trail and the Meyers footbridge. Consider its potential to become a <i>River Studies Institute</i> .				WREC as discussion facilitator [Lafayette, West Lafayette, Tippecanoe County, Purdue, regional education systems, partners, Tippecanoe County Historical Association, Visit Lafayette-West Lafayette (VL-WL), corporate and philanthropic partners]

7.2 Implementation Matrix

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
Chapter 4 Orientation, Wayfinding, Identity					
4a Scenic Byway <i>Logo</i> Adoption and Application	<p>Purpose: develop a symbol visually associated with the Wabash River identity for use in wayfinding signage throughout the Byway.</p> <p>Concept: a simple elemental form related to the mental map of the meandering river, visually related to Wabash River Heritage Corridor branding and adaptable to the <i>Two Great Cities</i> wayfinding and identity system. That system employs circular medallions signifying districts, mounted on standardized signage panels. The proposed Scenic Byway counterpart medallion is scalable for various applications to reinforce, through repetition, the sense of the Byway and its attractions comprising one place and experience.</p>				<p>WREC as advocate/planner/reviewer</p> <p>[City of West Lafayette, Tippecanoe County, APC, VL-WL]</p> <p>See Chapter 4/4.7 for Signage Program process recommendations</p>
4b Byway Logo and Mile Marker VS1	<p>Purpose: provide sense of place, location and progression along the Byway while reinforcing its identity and continuity.</p> <p>Concept: Scenic Byway logo medallions mounted on low timber posts, or cantilever-mounted on light poles in urban streetscape settings, spaced at one-mile intervals north and south of State Street (Byway Mile 0). Install at both sides of the road, with a breakaway base detail if in the road's obstruction-free zone. A relatively low cost and easily implemented element to raise Byway awareness and identity while assisting its navigation.</p>				<p>Tippecanoe County and West Lafayette Engineering Departments [WREC as advocate/planner/reviewer]</p>
4c Byway Vehicular Guide Sign and Destination Sign VS2, DS1	<p>Purpose: provide identification of and directions to each major destination along the Byway.</p> <p>Concept: a variation of the existing Lafayette/West Lafayette wayfinding system, located at gateway intersections, decision-point intersections along the Byway, visitor turnout/trailheads, and at each major destination entry. Signs include, in addition to the Byway logo medallion, the name, distance and direction to each public destination/attraction along the Byway. Panels are mounted on heavy timber posts as part of the Byway's uniform palette of materials.</p>				<p>Tippecanoe County and West Lafayette Engineering Departments [WREC as advocate/planner/reviewer]</p>

7 Implementation Strategies

7.2 Implementation Matrix

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
4d Byway Feature and Turnout Signs VS3 and VS4	<p>Purpose: identify natural or cultural features along the Byway such as Indian Creek, Jordan Creek, Ade Cemetery, and Scenic, Historic or Conservation Easement program participants.</p> <p>Concept: a smaller version of the Vehicle Guide Sign, replacing generic signs usually posted at such features. Signs include the medallion logo, and feature name with optional directional area. Also recommended is a variant of this sign for private development that meets certain criteria, as a Byway appropriate alternative to otherwise permissible on-premises commercial signage, and guidelines for off-premises business directional signs at Byway crossroad approaches.</p>				Tippecanoe County and West Lafayette Engineering Departments [WREC as advocate/planner/reviewer]
4e Wabash Heritage Trail Marker Sign	<p>Purpose: pedestrian scale sign that identifies access points to the trail and rules for its use.</p> <p>Concept: similar in scale to the <i>Byway Feature Sign</i> but with an extended body, for posting of trail rules and/or maps.</p>				Tippecanoe County and West Lafayette Parks Departments as implementers [WREC as advocate/planner/reviewer]
4f Wabash Heritage Trail <i>Interpretive Sign</i>	<p>Purpose: pedestrian scale sign for interpretation along the trail or within trailheads or orientation/scenic turnouts.</p> <p>Concept: an expanded panel to receive graphics and interpretive text at key locations or commemorative sites. The principal device for telling the stories of the Byway themes. Proposed as a vertical panel and a projecting angle panel at points of multiple theme stories.</p>				Tippecanoe County and West Lafayette Parks Departments as implementers [WREC as advocate/planner/reviewer]
4g Wabash Heritage Trail Mile Marker Sign	<p>Purpose: pedestrian scale mile markers along trails associated with or linked to the Scenic Byway.</p> <p>Concept: a proposed addition to the sign program that carries the vehicular mile marker concept to the trail for identity continuity. Requires coordination among various jurisdictions and definition of routes (color coding) to avoid confusion as the system expands to a non-linear network.</p>				Tippecanoe County and West Lafayette Parks Departments as implementers [WREC as advocate/planner/reviewer]

7.2 Implementation Matrix

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
4h Scenic Byway Materials Palette	<p>Purpose: Use a narrow range of repetitive roadway and streetscape elements to reinforce the visual sense of a continuous connected parkway over the Scenic Byway extents. Create standard details for use across multiple projects to accrue a critical mass of identity elements. To be applied to individual implementation projects at their programming phase of development by the respective jurisdictions</p> <p>Proposed palette:</p> <ol style="list-style-type: none"> Retaining walls: modular precast concrete gravity blocks with rock face surface as used at Tapawingo and Happy Hollow Parks. Vehicular Guardrails: Dark stained treated wood post and rail system (Corten steel-backed FHWA crash-tested proprietary system). Fences and Pedestrian or Bicycle Guardrails: Dark stained 6x6 timber post with spaced 2x8 horizontal boards (also as used in Tapawingo Park). Place opportunistically along public property or scenic easement right-of-way line, park boundary and gate areas. Sign and mile marker posts: Dark stained treated hemlock or fir 6x6 timber posts w/ breakaway base (modified proprietary system). Sign panels: Modified Lafayette-West Lafayette wayfinding system as described and illustrated in Chapter 4. Landscape Material: naturalized plantings of regionally native species; deciduous trees with flowering understory trees along byway edges; limited use of coniferous/evergreen trees for masking of visual blight as massed naturalized plantings rather than as formal screen lines; perennial grasses and forbs between shoulders and right-of-way/fence line. Express upland and/or riverine species characteristics in response to specific settings. Use bio-detention drainage systems (raingardens) where feasible as ground water replenishment, runoff mitigation for river restoration, reduction of stormwater infrastructure, and demonstration of ecological stewardship. Expressed as naturalized arrangements and 				Tippecanoe and West Lafayette Parks and Engineering departments as implementers [WREC as advocate, planner, reviewer]

7 Implementation Strategies

7.2 Implementation Matrix

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
4i Identity Program (physical identity elements)	Purpose: Create a public and visitor awareness of the purpose and a mental map of the location and scope of the Wabash River Scenic Byway and the form of its ultimate development. Link that image to the Byway's parent resource, the Wabash River Heritage Corridor. Method:				WREC as advocate, planner, reviewer Tippecanoe and West Lafayette Parks and Engineering departments as implementers
	1 Initiate a capital campaign and targeted grant-seeking to advance development of high-visibility Byway features such as mile markers and wayfinding system.				WREC
	2 Develop and repetitively deploy the <i>Byway logo</i> as a branding marker and indicator of Byway location and extents.				WREC, Tippecanoe and West Lafayette Parks and Engineering departments as implementers
	3 Partner with Tippecanoe County and West Lafayette engineering departments to leverage near term planned and/or funded roadway improvement and greenway extension projects that fall within the Scenic Byway corridor to incorporate elements of the materials palette described above.				WREC, Tippecanoe and West Lafayette Parks and Engineering departments as implementers
	4 Partner with Tippecanoe County and West Lafayette Parks departments to incorporate the <i>Scenic Byway materials palette</i> into their Byway frontages to gain synergy between place and route as one system. To be applied to individual implementation projects at their programming and scoping phase of development.				WREC, Tippecanoe and West Lafayette Parks and Engineering departments as implementers
Chapter 5 Connectivity and Safety					
5a Engineering Assessment	Purpose: collect and analyze traffic data for the Scenic Byway corridor that reflects traffic characteristics subsequent to the US 231 bypass and relinquishment of state routes. Evaluate Scenic Byway Management Plan recommendations for road improvements described in Chapter 5. Concept: undertake an <i>Engineering Assessment</i> guided by context sensitive design principles to validate and refine this plan's recommendations. It should be a comprehensive system-level project scoping that considers concurrent initiatives such as the Purdue perimeter parkway and near term intersection planning.				Tippecanoe County and West Lafayette Engineering Departments [WREC as advocate/planner/reviewer]

7.2 Implementation Matrix

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
5b Gateway Intersection Improvements	<p>Purpose: develop traffic-calmed innovative intersection recommendations for major entries to the Scenic Byway from the arterial road network. Provide sense of byway continuity through the intersection, and safer more comfortable crossings for pedestrians and cyclists entering or on the Byway.</p> <p>Concept: conflict reduction through lane and crosswalk reconfiguration, landscaped medians or islands as crosswalk refuges at high volume <i>signalized intersections</i>, consideration of alternative designs such as all way stops or <i>roundabouts</i> where validated by the recommended traffic study. Integrate with current transportation planning by area jurisdictions.</p>				APC/MPO, Tippecanoe County and West Lafayette engineering departments, Purdue [WREC as advocate and reviewer]
5c Alternative Intersection and Major Destination Entry Design	<p>Purpose: provide safe ingress-egress to and from each destination along the Scenic Byway, while minimizing intrusive traffic control systems and the need for road widening (for runaround or turning lanes) that could diminish the existing country road character of much of the north and south character zones.</p> <p>Concept: a <i>complete streets/context sensitive design</i> approach to park entries and intersections along the Byway. Informed by engineering assessment to determine feasibility of alternatives such as <i>all-way stops</i>, or <i>roundabouts</i>, as well as for setting design and posted speeds as the controlling intersection design criteria.</p>				APC/MPO, Tippecanoe County and West Lafayette engineering departments, Purdue [WREC as advocate and reviewer]
5d Bicycle Lane Striping	<p>Purpose: safer accommodation of bicycles as a key Byway travel mode.</p> <p>Concept: where existing Byway pavement is 30-foot wide or greater, <i>restripe</i> for 11-foot wide travel lanes to achieve minimum four-foot wide paved shoulders. See Plans 7a-7d for preliminary extents.</p>				APC/MPO, Tippecanoe County and West Lafayette engineering departments [WREC as advocate and reviewer]
5e Bicycle Lane Striping and Paved Shoulder Expansion	<p>Purpose: safer accommodation of bicycles as a key Byway travel mode.</p> <p>Concept: pave shoulders to achieve minimum four-foot wide stripe delineated paved shoulders where existing Byway pavement is less than 30-foot wide.</p>				APC/MPO, Tippecanoe County and West Lafayette engineering departments [WREC as advocate and reviewer]

7 Implementation Strategies

7.2 Implementation Matrix

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
5f Multi-use path as a Byway aligned extension of the Wabash Heritage Trail system	Purpose: principle accommodation of combined bicycling and walking mode as a paved facility linking Byway destinations and serving a broad range of expertise, including visitors and families unfamiliar with local traffic conditions. Variably adjacent to the river side of North and South River Road, and generally above frequent flooding elevations.				APC/MPO, Tippecanoe County and West Lafayette engineering and parks departments [WREC as advocate and reviewer]
5g Hiking trail as Wabash River aligned extension of the existing WHT hiking trail system	Purpose: a non-paved pedestrian-only facility more intimately related to and with lesser impact on the river and the natural environment. Minimal infrastructure-investment but impacted by natural flood cycles of the river. Requires corridor acquisition from willing sellers, trail blazing, directional signage and access from trailheads.				Tippecanoe County and West Lafayette parks departments [WREC as advocate and reviewer]
5f Raised landscape medians in multi-lane thoroughfare	Purpose: strengthen the Scenic Byway's parkway image and function at existing multi-lane thoroughfares; access-manage left turns for crossing conflict reduction and median continuity. Concept: convert two-way left-turn lanes and transitions into continuous raised and planted medians. Utilize FHWA-approved <i>low-profile median barrier</i> design. Consolidate multiple left turns as a u-turn in advance of a signalized intersection to minimize median breaks and turning conflicts.				APC/MPO, Tippecanoe County and West Lafayette engineering departments, Purdue [WREC as advocate and reviewer]
Chapter 7 Implementation Strategies					
7a Convene Summit	Present the Wabash River Scenic Byway Management Plan to an assembly of implementers and partners				WREC [Implementers / Partners]
7b Initiate discussions with implementing agencies for formal adoption of the Scenic Byway Management Plan	Purpose: Adopt Scenic Byway Management Plan as a guide for the following actions as described in the preceding sections: 1 Development of a Scenic Byway Overlay District. 2 Preparation of transportation engineering assessment of recommended roadway/path improvements to position them for incorporation into the regional transportation planning process. 3 Incorporate into the Comprehensive Plan / Transportation Plan.				Area Plan Commission/MPO, Lafayette, West Lafayette, Tippecanoe County [WREC as advocate, planner, reviewer]

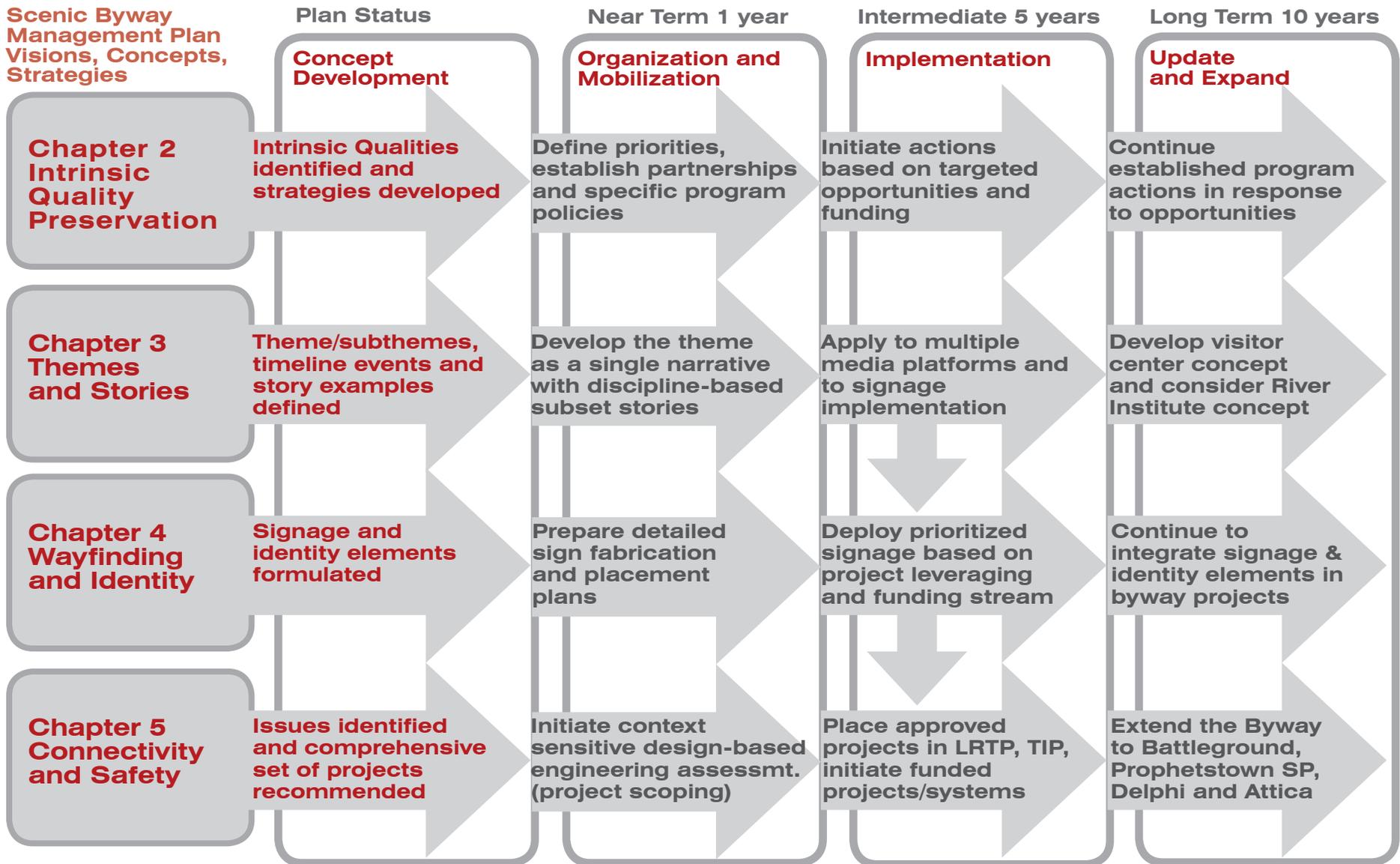
continues below

7.2 Implementation Matrix

Activity	Description	Development Period (years)			Lead agency [Support Agency]
		1	5	10	
7c Seek grants targeted to plan recommendations	Purpose: prepare grant applications for implementation of projects identified by the management plan based on review of current criteria of granting agencies.				WREC [APC, City of West Lafayette, Tippecanoe County, corporate philanthropic partners]
7d Develop public outreach materials for voluntary participation in Scenic Byway preservation mechanisms	Purpose: Incentivise property owner participation by demonstrating benefits of voluntary preservation mechanisms, including: tax benefit, retention of ownership and full use of properties, economic viability of continuing agricultural use, flexibility in detailed application of mechanisms, management of traffic-inducing sprawl, encouragement of lower impact <i>Smart Development</i> , sustainability of natural resources and preserving the scenic value and rural way of life that has attracted many to the area. Method: website posting; mailers and press release-based articles; informational packets for each voluntary preservation mechanism.				WREC [Tippecanoe County Historical Association Niches Land Trust, Chamber of Commerce, Regional Association of Realtors]
7e Commission the authoring-editing of the Scenic Byway Story and building of E-media platforms	Purpose: build awareness and support for the overall Wabash River enhancement objectives; assemble content in advance for application to interpretive signage fabrication and installation when funded. Method: Prepare single author/editor <i>Grand Theme</i> discipline-based stories. Assemble a review panel of experts from the related disciplines. Publish on a Scenic Byway website, as a newspaper series, and as a community lecture series. Prepare interpretive panel summary versions and hyperlink expanded versions for E media applications.				WREC [Tippecanoe County Historical Association, Visit Lafayette/West Lafayette, Purdue University]
7f Project 1 Implement low cost non-controversial “easy” projects	Purpose: promote awareness of the scenic byway location and significance to broaden community support. Initial Project: Thirty-two Wabash River Scenic Byway <i>Mile Markers</i>				Tippecanoe County, City of West Lafayette] [WREC as advocate and reviewer]

7 Implementation Strategies

7.3 Implementation Flow



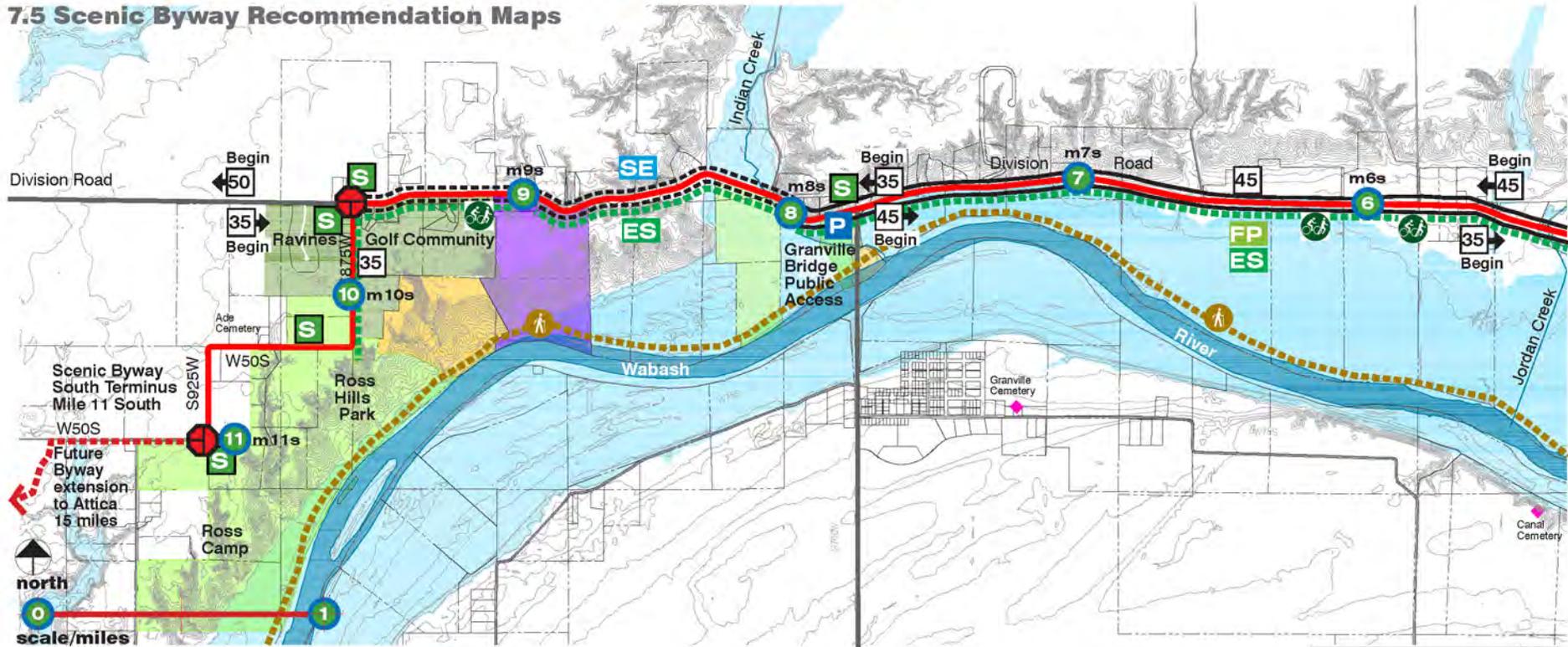
7.4 Management Plan Near Term Implementation Activities

The following eight **First Steps** are proposed as initial implementation projects for launching the Scenic Byway Management Plan. Many of the activities are programmatic as preparation for the physical improvements recommended in the plan and to position them for "shovel-ready" status and funding. Most of these actions will be driven by the Wabash River Enhancement Corporation (WREC) in close consultation with its established partnerships with governmental agencies and stakeholder organizations.

- 1 Convene Scenic Byway Management Plan Summit and establish permanent Scenic Byway Committee**
 - a Reveal and promote the plan to community leaders, legislators, elected officials and agency administrators to generate support and coalesce towards consensus next steps, followed by public release of the resulting action plan.
 - b Develop permanent Scenic Byway Committee role and assign responsibilities to meet Federal Byway organization requirements
- 2 Petition the Area Plan Commission and all local jurisdictions to adopt the Scenic Byway Management Plan**
- 3 Request that APC develop and adopt Scenic Byway overlay zoning district ordinance.**
- 4 Implement Scenic Byway Transportation Recommendations as opportunistically phased activities:**
 - a Commission Context Sensitive Design consultant for design development to project scoping level for phased roadway safety and connectivity improvement recommendations.
 - 1 Prioritize trail/right-of-way determination in coordination with willing-seller property acquisition and relinquishment process.
 - 2 Review Transportation Improvement Plan for near term leveraging opportunities for Scenic Byway improvement projects.
 - 3 Review Long Range Transportation Plan for mid to long term project leveraging opportunities.
 - 4 Prepare responses to APC Call for Projects for TIP and LRTP inclusion of Scenic Byway transportation improvement recommendations.
 - b Coordinate all public projects in the Scenic Byway Corridor for conformance with Scenic Byway recommendations.
 - c Collect and update corridor traffic data.
- 5 Initiate discussion regarding Battleground/Prophetstown State Park Scenic Byway entry:**
 - a Explore interest in the concept with each stakeholder.
 - b Consider benefits that might overcome the concept's earlier issues.
- 6 Coordinate existing Conservation Easement efforts by individual agency efforts into a program for the Scenic Byway Corridor:**
 - a Identify partner organizations, such as NICHES Land Trust. and Tippecanoe Parks Department.
 - b Identify potential tracts and appropriate easement mechanisms.
 - c Convene a coordination workshop for agency participants.
- 7 Launch Wayfinding and Identity program**
 - a Initiate *Mile Marker* project as project #1 by commissioning design consultant to prepare quotes/bids for mile marker installation.
 - b Commission development of overall wayfinding and identity program for phased implementation.
 - c Commission *Timeline Story* concept development, including research, authoring, editing and graphic design of interpretive signage.
- 8 Explore the Wabash River Center/Visitor Center Concept**
 - a Explore the feasibility of a Scenic Byway Visitor Center concept and the larger idea of a colocated Wabash River Center as an Institute for River Studies. *Actions include:*
 - 1 Discuss the concept with an existing educational entity for development of the center as a community engagement/research activity. *If interested, proceed to:*
 - 2 Develop the concept of establishing adjunct, residency or visiting scholar programs in each discipline/field of study identified in the interrelated Timeline Themes of geology, archaeology, anthropology, geopolitics, and river ecology.
 - 3 Develop preliminary magnitude of cost for a program and facility.
 - b Initiate discussions with potential funding partners: corporate and government sponsors and grant programs related to the nexus between interdisciplinary research and public education specific to the 2.5 million year perspective of the Wabash River system

7 Implementation Strategies

7.5 Scenic Byway Recommendation Maps



Legend

- | | | | | | |
|------------------------------|-----------------------------------|------------------------|---|-------------------------------|---------------------------|
| Golf Course | Scenic Byway | Exist Multi-Use Path | PROPERTY OWNERSHIP ALONG THE BYWAY | Planned Multi-Use Path | POINTS OF INTEREST |
| Water | Future Scenic Byway | Exist Hiking Trail | State of Indiana | Exist Bike Facility | Cemetery |
| 100 Year Floodplain | Proposed Scenic Byway Mile Marker | WREC | W Lafayette Parks | Registered Historic Structure | Parking Structure |
| Mile 5 South of State Street | | Purdue Univ/Foundation | W Lafayette Water Co | Shopping / Dining | Rail/Transit Station |
| | | Tippecanoe Co | City of West Lafayette | River Feature | |
| | | | Tippecanoe Co Parks | | |
| | | | Tippecanoe County | | |
| | | | Tippecanoe County Historical Association | | |

Date: 3/12/14
ska

key map

north

Proposed Byway Safety & Connectivity

- Gateway intersection
- Alternative intersection/Major destination entry
- Bicycle lane/stripping
- Bicycle lane/add shoulder
- Multi-use path
- Hiking trail
- Landscaped median on divided highway
- Speed limit optimization (TBD by future traffic study)

Byway Orientation/Wayfinding/Interpretation

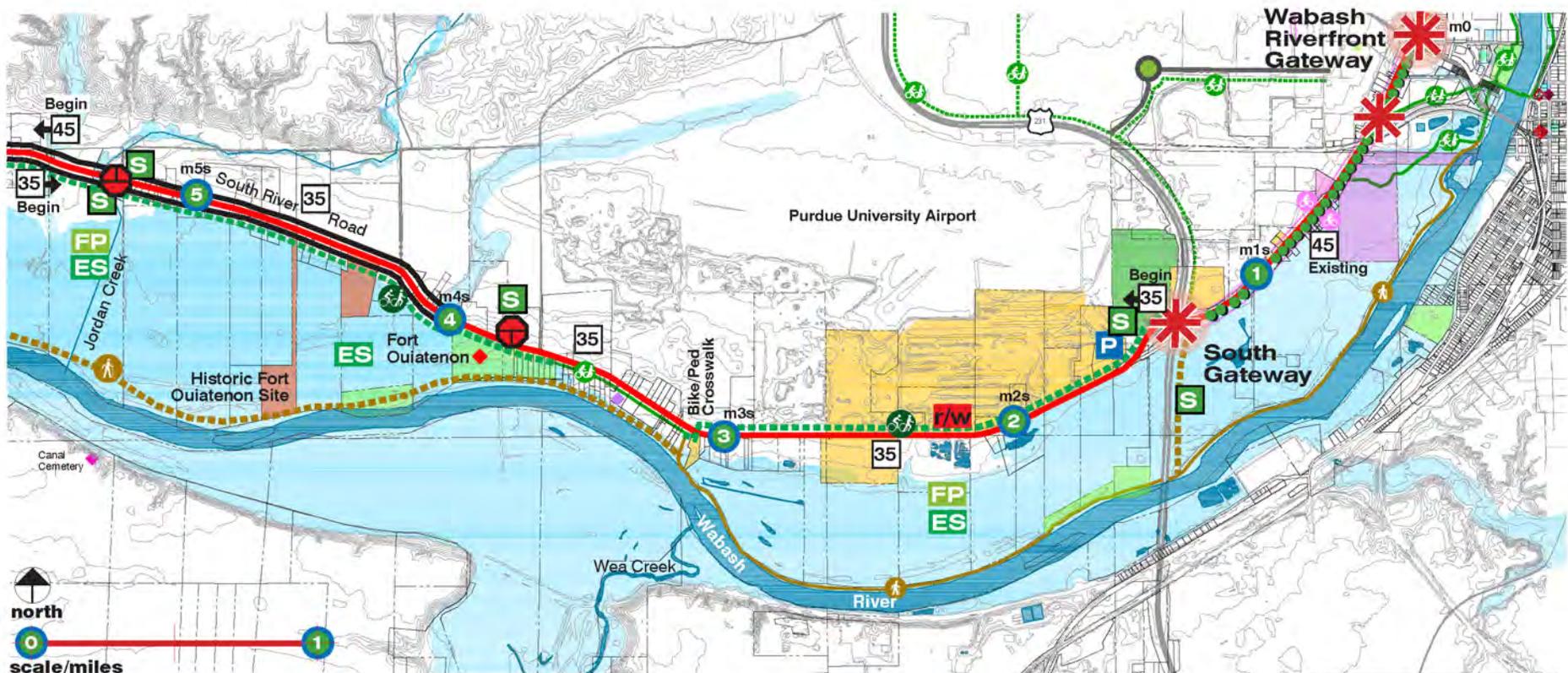
- Destination identity/wayfinding sign (Type#)
- Visitor orientation turnout/trailhead parking
- Visitor orientation center (Wabash River Center)
- Scenic Byway logo mile markers (each side facing traffic)

Byway Intrinsic Quality Preservation

- Farmland preservation (general, not mapped)
- Scenic easement (landscape buffer, signage control)*
- Strategic purchase of environmentally sensitive land*
- Right of way purchase for multi-use path extension*
- Scenic Byway overlay zoning district(general, not mapped)

*By donation or fee simple from willing sellers/participants

Map 7a: Implementation Recommendations: South River Road Section A



Legend

Golf Course	Scenic Byway	Exist Multi-Use Path	PROPERTY OWNERSHIP ALONG THE BYWAY	Exist Multi-Use Path	POINTS OF INTEREST
Water	Future Scenic Byway	Planned Multi-Use Path	State of Indiana	Planned Multi-Use Path	Cemetery
100 Year Floodplain	Future Scenic Byway	Exist Hiking Trail	NICHES Land Trust	Exist Hiking Trail	Registered Historic Structure
Proposed Scenic Byway Mile Marker	Exist Bike Facility	Purdue Univ/Foundation	W Lafayette Parks	Exist Bike Facility	Parking Structure
Mile 5 South of State Street		Tippecanoe Co	W Lafayette Water Co		Shopping / Dining
			Tippecanoe Co Parks		Rail/Transit Station
			Tippecanoe County Historical Association		River Feature

03/12/2014
ska
key map
north

Proposed Byway Safety & Connectivity

- Gateway intersection
- Alternative intersection/Major destination entry
- Bicycle lane/stripping
- Bicycle lane/add shoulder
- Multi-use path
- Hiking trail
- Landscaped median on divided highway
- Speed limit optimization (TBD by future traffic study)

Byway Orientation/Wayfinding/Interpretation

- Destination identity/wayfinding sign (Type#)
- Visitor orientation turnout/trailhead parking
- Visitor orientation center (Wabash River Center)
- Scenic Byway logo mile markers (each side facing traffic)

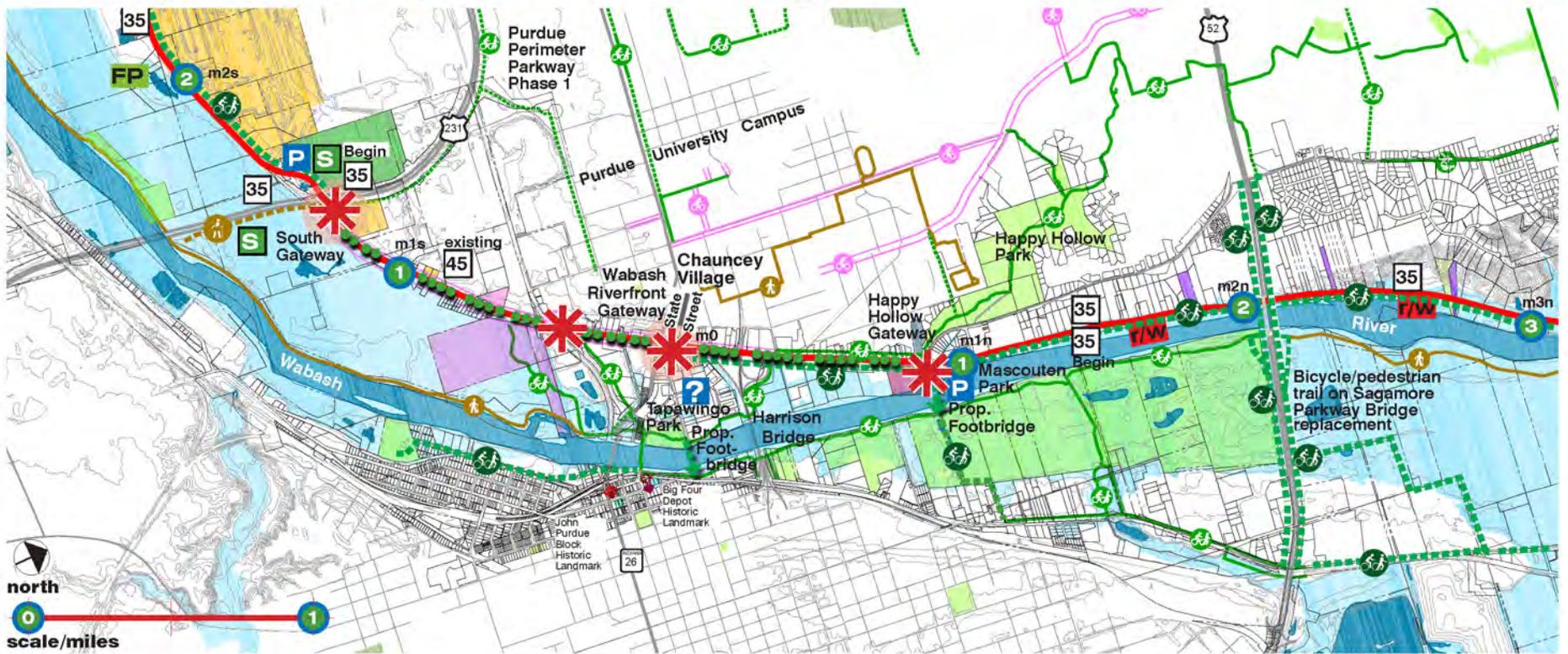
Byway Intrinsic Quality Preservation

- Farmland preservation (general, not mapped)
- Scenic easement (landscape buffer, signage control)*
- Strategic purchase of environmentally sensitive land*
- Right of way purchase for multi-use path extension*
- Scenic Byway overlay zoning district(general, not mapped)

*By donation or fee simple from willing sellers/participants

Map 7b: Implementation Recommendations: South River Road Section B

7 Implementation Strategies



legend

- | | | | | | |
|-----------------------------------|-----------------------------------|------------------------|------------------------|--|-------------------------------|
| Golf Course | Scenic Byway | Exist Multi-Use Path | State of Indiana | W Lafayette Parks | Cemetery |
| Water | Future Scenic Byway | Planned Multi-Use Path | NICHES Land Trust | W Lafayette Water Co | Registered Historic Structure |
| 100 Year Floodplain | Proposed Scenic Byway Mile Marker | Exist Hiking Trail | WREC | City of West Lafayette | Shopping / Dining |
| Proposed Scenic Byway Mile Marker | Mile 5 South of State Street | Exist Bike Facility | Purdue Univ/Foundation | Tippecanoe Co Parks | Rail/Transit Station |
| | | | Tippecanoe Co | Tippecanoe County Historical Association | River Feature |

Date: 03/12/2014
ska

key map

north

Proposed Byway Safety & Connectivity

- Gateway intersection
- Alternative intersection/Major destination entry
- Bicycle lane/stripping
- Bicycle lane/add shoulder
- Multi-use path
- Hiking trail
- Landscaped median on divided highway
- Speed limit optimization (TBD by future traffic study)

Byway Orientation/Wayfinding/Interpretation

- Destination identity/wayfinding sign (Type#)
- Visitor orientation turnout/trailhead parking
- Visitor orientation center (Wabash River Center)
- Scenic Byway logo mile markers (each side facing traffic)

Byway Intrinsic Quality Preservation

- Farmland preservation (general, not mapped)
- Scenic easement (landscape buffer, signage control)*
- Strategic purchase of environmentally sensitive land*
- Right of way purchase for multi-use path extension*
- Scenic Byway overlay zoning district(general, not mapped)

*By donation or fee simple from willing sellers/participants

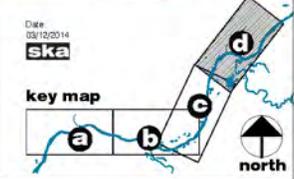
Map 7c: Implementation Recommendations: Wabash Riverfront District



- Legend**
- Golf Course
 - Water
 - 100 Year Floodplain
 - Proposed Scenic Byway Mile Marker
 - Mile 5 South of State Street
 - Scenic Byway
 - Future Scenic Byway
 - Exist Multi-Use Path
 - Planned Multi-Use Path
 - Exist Hiking Trail
 - Exist Bike Facility

- PROPERTY OWNERSHIP ALONG THE BYWAY**
- State of Indiana
 - NICHES Land Trust
 - WREC
 - Purdue Univ/Foundation
 - Tippecanoe Co
 - W Lafayette Parks
 - W Lafayette Water Co
 - City of West Lafayette
 - Tippecanoe Co Parks
 - Tippecanoe County Historical Association

- POINTS OF INTEREST**
- Cemetery
 - Registered Historic Structure
 - Parking Structure
 - Shopping / Dining
 - Rail/Transit Station
 - River Feature



Proposed Byway Safety & Connectivity

- Gateway intersection
- Alternative intersection/Major destination entry
- Bicycle lane/stripping
- Bicycle lane/add shoulder
- Multi-use path
- Hiking trail
- Landscaped median on divided highway
- Speed limit optimization (TBD by future traffic study)

Byway Orientation/Wayfinding/Interpretation

- Destination identity/wayfinding sign (Type#)
- Visitor orientation turnout/trailhead parking
- Visitor orientation center (Wabash River Center)
- Scenic Byway logo mile markers (each side facing traffic)

Byway Intrinsic Quality Preservation

- Farmland preservation (general, not mapped)
- Scenic easement (landscape buffer, signage control)*
- Strategic purchase of environmentally sensitive land*
- Right of way purchase for multi-use path extension*
- Scenic Byway overlay zoning district(general, not mapped)

*By donation or fee simple from willing sellers/participants

Map 7d: Implementation Recommendations: North River Road

