



Public Road Strategic Corridor Plan
FPR-WG Meeting #1 Summary
Wednesday March 15th, 2018
6:00 PM to 8:00 PM
The Collective

Meeting outcomes

- Team building with FPR-WG members
- FPR-WG members understand rules, roles and responsibilities
- Understand the current data and future trends in the corridor
- Identify Vision and Goals and Objectives for corridor plan

6:00 – 6:05 p.m. Review agenda

Carlos Hernandez from FTH Transportation Group reviewed the agenda with group

6:05 – 6:15 p.m. Group introduction exercise

Carlos Hernandez from FTH Transportation Group conducted a group exercise with the support from city staff. Two questions were proposed to the group and the following responses were provided.

Why did you join the FPR-WG?

- To improve the pedestrian and bicycle experience on Public
- Improvement of our Main Street
- To improve the appearance and viability of Public Road
- I love spending time on South Public Road!
- Longtime resident, former business owner involved in 1st revitalization of Public Rd.
- To champion differently abled citizens
- Community involvement
- To support continued improvements to Public Road
- Because my cats are tired of hearing my various thoughts and ideas on Lafayette so I thought I'd try them out on people!
- Care about the community I live in
- Live close
- Public Road is growing and changing. I'd like to help steer.
- Property owner on Public Road
- Preserve the "old town" character of Public Rd.

How do you want to help the FPR-WG?

- Breakdown financials with goals
- Bring perspective of walkability/traffic and pedestrian safety
- Listening to and contributing ideas
- Ensure all voices are heard and have their perspectives considered
- Providing local insight and progressive ideas
- Bring institutional knowledge and forward thinking
- My experience in design and make sure all voices are heard
- To add a different perspective
- My perspective as a longtime resident, business owner and public employee is important
- Listen to all positions and make rational, positive input
- Ideas and feedback
- Community involvement
- Participation/ideas - implementation or how to implement same
- Spent life working in media and communications in various ways - both big picture and at community level

6:15 – 6:30 p.m. Review FRP-WG rules, roles and responsibilities

Carlos Hernandez from FTH Transportation Group introduced the rules, roles and responsibilities of FPR-WG. A summary of the rules, roles and responsibilities is available in the presentation PDF. FPR-WG members were asked if there were any objections. None were stated. The FPR-WG will review them all at the beginning of each meeting moving forward.

6:30 – 7:00 p.m. Project purpose/data with post it map exercise

Carlos Hernandez from FTH Transportation Group provide a summary conditions of data that was collected in February 2018. This data included crash data, counts of people walking, bicycling and driving in the corridor. A summary of the results is available in the presentation PDF. The following were requests for additional information.

- How many speeding citations issued on Public Road?
- Do we have any comparable crash data from other downtowns?
- Do we have pedestrian data during school access times?
- Do we have any speed and crash data on parallel streets to Public Road in Lafayette?
- Would like additional O/D data summaries

7:05 – 7:45 p.m. Vision, Goals and Objectives exercise

Carlos Hernandez from FTH Transportation Group conducted a group exercise with the support from city staff. The following questions were proposed to the group and the following responses were provided.

#1 Vision: What does future travel look like on Public Road?

- Walk, trolley

- Multimodal
 - Mostly walking
 - Vehicles, bicycles, walking, public transit
 - 1-10 years: as they do now, 10-30 years: fewer cars, 30+ years: we don't know and can't know
 - Walk, bike (less cars)
 - More slowly observing businesses and hospitality
 - Increase walking
 - Shuttle buses from S. Boulder to Baseline
 - To go shopping on Public Road
 - Slowly with the intention of engaging in Public Road amenities
 - Trolleys for events, car/pedestrian for every day
 - By foot
 - Same way they do now: #1 by car, #2 bike, #3 walk
 - Slowly
 - Bike, walk, drive or trolley
- Vision Key Words**
- Walk
 - Slow down
 - Trolley or other public transportation

#2 Vision: What does Public Road look and feel like in the future?

- Pearl Street
 - Walkable and attractive
 - Appearance themes, attractive, wow factor
 - Safe, family friendly, active, friendly, inviting
 - Still has the old town charm with modern conveniences, i.e. lighting, smooth sidewalks and easy accessibility
 - Vibrant, diverse, much retail and foot traffic
 - Christmas lights in trees
 - Greenscape, inviting
 - Homey, casual, trees, variety of shops and restaurants. Easy to navigate.
 - Parklets for restaurants and bars
 - Eclectic, more businesses, feels safe
 - Safe and friendly
 - Feels similar to now, but quieter and safer
 - More streetscape and lighting
 - Street trees
 - Inviting
- Vision Key Words**
- Appearance
 - Safe
 - Accessibility
 - Friendly and inviting

#3 Goals: What is the same on Public Road in the future?

- Traffic signals
- 88% local traffic
- Streetscape, traffic lights
- Parking issues
- The need to travel point A to point B, the desire to enjoy our environment
- I now go to that building (Sportsman) with my children
- The facades of the buildings - eclectic
- Day Night out remains
- Character still the same, community interacts through design (outdoor seating, etc.)
- People walking on Public Road
- Lots of people, friendly, uniquely Lafayette
- Strong connection from Public to Simpson (visual)
- New vision
- 10K cars/day, on-street parking, RTD bus traffic
- Community

Goal Key Words

- Traffic/parking
- Family friendly
- Events/people

#4 Goals: What has changed on Public Road in the future?

- Very little has changed. New business beautifying area.
- Sportsman Bar
- Better walkability- increased safety, lots of inviting businesses
- Increased Baseline foot traffic
- Building improvements, more businesses, more art, gathering area Festival Plaza
- Technological possibility and cultural norms
- Intersections may be improved
- Traffic slower, more destination travelers
- More traffic calming infrastructure, like: bump outs, painted/raised intersections, trees
- Public Road has many more pedestrians using it
- Perception of traffic
- More bicycle parking, fewer traffic signals, safer intersections/perceived safety
- More popular area, more local than out of town, more destinations
- Better sidewalks, better lighting, better landscape, easier to ride my bike, easier to park, better trash & recycle, more attractive
- Lift installed instead of steps to access the front of building, more benches along the way, no pull in parking

Goal Key Words

- Walking/walkability/sidewalks/pedestrian improvements

- Businesses - inviting - variety
- Intersection improvements

Other comments during the vision and goals session

- Lots of interest in a "trolley"
- Trolley = rubber tired vehicle like a bus or shuttle
- Trolley would allow people to park once and experience the entire corridor
- Emphasis on improving walkability while still allowing automobile access and parking
- Closing the street to automobiles would create emergency access concerns
- Discussion about pedestrian only malls being a thing of the past. Not recommended.

7:45 – 8:00 p.m. Meeting recap and review agenda for next meeting

Carlos Hernandez from FTH Transportation Group confirmed the next meeting date in April 2018. The following questions were proposed to the group and the following responses were provided.

Things You Know Now That You Didn't Know Before This Meeting

- Surprised by the comparison of traffic and signals in other downtowns
- Surprised that there was not a bypass on US287 before 1990
- Amazed that only 12% of traffic is cutting through along Public Road from end to end
- Surprised that Public Road has more traffic than Main St. in Louisville
- Surprised that the impact of church traffic was not more pronounced on Saturday
- Surprised that speeds are as low as they are
- Surprised by the high pedestrian volumes, particularly at the south end of the corridor
- Surprised at how few traffic crashes
- Surprised that pedestrian traffic at Emma wasn't higher (but then we explained that it was PM peak and not during school access times)
- Surprised that the traffic volumes are so consistent Monday through Saturday
- Surprised by how many people "roll" the stop signs. Still think this may be a safety issue.