- Plan updated in 2012
- Red Flag not yet required, we tried to be proactive by doing it on a system level
For example, more projects (5) possibly affecting Burnetts Creek and Wildcat Creek than any other water bodies
What We Examined

- **Social Impacts**
  - Underserved groups
  - Tribal Areas
  - Historical Sites/Districts

- **Environmental Impacts**
  - Parks and Open Spaces
  - Cemeteries
  - Endangered Species
  - Floodplains
  - Water Quality
  - Hazardous Waste
  - Leaking Underground Storage Tanks

- Underserved groups is “neighborhoods, low income and traditionally underserved groups”
- No tribal areas in the county
- 15 historic districts and 33 historic sites (six sites on state register only)
-“others” include IDEM, Indiana SHPO, Nat’l Wetlands Inventory, US Fish/Wildlife Services, locally derived data
Findings

- Buffered 2040 Plan
- Projects intersecting studied factors identified
- Factor identified as well (multiple roads, one river)
- Areas needing possible future in-depth examination identified

<table>
<thead>
<tr>
<th>Water Bodies Potentially Affected by Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buffer Name</td>
</tr>
<tr>
<td>-------------</td>
</tr>
<tr>
<td>E. 160th St</td>
</tr>
<tr>
<td>NE 1st Ave</td>
</tr>
<tr>
<td>NE 2nd Ave</td>
</tr>
<tr>
<td>NE 3rd Ave</td>
</tr>
<tr>
<td>NE 4th Ave</td>
</tr>
</tbody>
</table>

- Features intersecting only buffers were included as well as features intersecting both buffers and actual project (means slightly wider spread)
- Each factor produced a list of projects potentially affecting it (floodplains, opens spaces, etc) like one shown here
Conclusion

- While admittedly general in nature, the analysis found nothing that immediately precluded adoption of the 2040 Metropolitan Transportation Plan.
- It serves as a starting point for consideration of potential project level impacts after adoption.
Contact

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