



## West Lafayette Bicycle and Pedestrian Committee

Minutes of Meeting held Thursday November 9, 2017 6:00 PM  
Board Room, West Lafayette Public Library

Present: Curt Ashendel (presiding), Carl Griffin, and Nick Harby.

### 1. The meeting was called to order at 6:01 pm.

2. **Corrections were requested for the minutes** of the previous meeting (July 13, 2017) which were posted to the WLBPB web site (<http://www.westlafayettebikeped.org/Committee/Minutes.html>) on September 9, 2017 and also provided at this meeting. No corrections were noted in the meeting.

### 3. News of developments since the last meeting

- a. **Bicycle Community Safety Program:** Curt reported that the Safety Plan developed via the Bicycle Community Safety Program (Bike-Walk Greater Lafayette) was discussed at the last APC CPC meeting held October 3, 2017, which was well attended. The discussion was led by Margy Deverall, who chairs the Safety Program Committee. The Safety Plan purposely does not deal with infrastructure and focused on what can be done in addition to infrastructure (even though infrastructure is the most important controllable factor for increasing the number of cyclists and pedestrians.) The committee and consultants hired for developing this plan found it impractical to try to change the driving culture, so the Safety Plan primarily is a document that advocates for cycling and walking/running. This is based on the important fact that increasing the number of pedestrians and cyclists improves awareness and safety by drivers. The discussion mostly dealt with clarifying these aspects of the plan and there were relatively little additional discussion or questions, so few changes (other than some technical and typo corrections) will be made going forward to the next step. After this discussion at the CPC, the plan will go to the Tech Transportation Committee, then the ordinance committee and then to the full APC for endorsement and inclusion in the Area Plan. The Safety Plan document is available on the west Lafayette web site at this url: [http://www.westlafayette.in.gov/egov/documents/1505408021\\_94262.pdf](http://www.westlafayette.in.gov/egov/documents/1505408021_94262.pdf)
- b. In the absence of substantial new developments, Curt developed the beginnings of an agenda for a plan to reengage and initiate work with the City (principally Director of Development Erik Carlson and Cit Engineer Ed Garrison). This also includes some (also partially completed) design for additions to our website in efforts that are consistent with the plan to engage the city (“the pitch”). Carl had a number of suggestions for this, particularly noting that Lafayette has leaped beyond West Lafayette in the past year in many ways with respect to cycling. These suggestions includes that this time may be a very good opportunity to negotiate a restructuring of the Bicycle and Pedestrian Committee in ordinance as part of how to go forward. WL could consider the legislative language used by the City of Lafayette that implements its citizen’s advisory committee for cycling and pedestrians, at least as a starting point, and it would seem appropriate to have the WL Bike-ped coordinator be the convener and chair of this advisory committee.

#### **4. Open forum for problems and ideas for new actions**

No problems were mentioned or discussed.

#### **5. Projects of the Committee discussed**

Carl indicated that a committee similar to last year is working on Bike to work day to be held in May.

#### **6. Other business and announcements**

- The next meeting of the APC CPC is scheduled to be on Tuesday November 28 at 7:00 pm in the Grand Prairie Room of the Tippecanoe Office Building.
- The next meeting of this committee is was scheduled for January 11, 2018.
- The APC technical traffic committee meetings are on the third Wednesday of each month at 2PM and the WL traffic commission meets third Tuesday of each month at 5PM. The Technical Traffic Committee meets in Board of Works room in Lafayette city hall and the WL traffic commission meets in the WL Public Library.

#### **7. The meeting adjourned at approximately 6:51 pm**

## The Pitch to the City for Reengaging the Committee (November 8, 2017)

### “What”:

- Streets and infrastructure that is safer and better – more comfortable, enjoyable, and functional – for pedestrians and cyclists of all levels of experience.

### “Why”:

Several reasons for both the residents and the City’s development

- Bicycle and pedestrian-friendly cities are in high demand by high tech companies and many people, generally by those who are seeking a healthier place to live and work.
- Walking and cycling reduce vehicle traffic, which reduces road congestion and air pollution.
- The exercise provided by walking and cycling improves health, which provides many direct and indirect (e.g., economic) benefits to the individuals and the community.
- Resident’s enjoyment and connection with the city are increased by cycling and walking because one sees and senses more when traveling on a bicycle or walking than when driving a vehicle.

### “How”:

There are numerous ways the City and the Bike-Ped Committee can work together to reach goals

- Involve the WLBPC in discussions about development and city infrastructure planning and projects
- The City should hire a person (or designate a current employee) with the duties of Bike-Ped Coordinator – but the details are important (either direct-report to the Mayor or within Departments of Engineering or Development) – the Committee has many ideas on this it can offer for guidance
- Apply to the League of American Bicyclists (<http://www.bikeleague.org/>) for Bicycle Friendly City – The city must take the lead role on this for it to be effective – a perfect task for the Bike-Ped Coordinator
- Apply to Walk Friendly Communities ([www.walkfriendly.org](http://www.walkfriendly.org)) for recognition – Ditto about City taking the lead and role of Bike-Ped coordinator
- The City must develop and the Council endorse its own bicycle plan and separately its own pedestrian plan (including trails)
- The City should adopt its own Complete Streets Policy, preferably via and ordinance by Council
- The City should promote the recognition by LAB of Bicycle Friendly Businesses (as part of the Plan and done by the Bike-Ped coordinator) – while simultaneously increasing awareness of this City initiative and the minor changes that may be needed to win such recognition.

### The WLBPC Website additions (major pages):

- Why this is important: To improve/enhance/maintain Bike and Ped infrastructure and policies. Policies are not so visible, but have a visible impact on numbers of cyclists and their comfort. Infrastructure makes the biggest impact on numbers and comfort levels of both cyclists and pedestrians.
- Projects and Needs and Goals (see list for “How” with the city, above)
- Improving (changing) the culture to achieve better cooperation and consideration with all road users, particularly between vehicle drivers and cyclists. How any cyclist can both ride better (for the image) and drive better (for the other cyclists) – and how the word about both of these can be spread to friends and neighbors.

*These minutes were submitted to the WLBPC website on January 10, 2018 by Curt Ashendel*