



West Lafayette Bicycle and Pedestrian Committee

Minutes of Meeting held Thursday January 11, 2018 6:00 PM
Board Room, West Lafayette Public Library

Present: Curt Ashendel (presiding), Jim Bethel, Stewart Frescas, and Nick Harby.

1. The meeting was called to order at 6:07 pm.

2. **Corrections were requested for the minutes** of the previous meeting (November 9, 2017) which were posted to the WLBPC web site (<http://www.westlafayettebikeped.org/Committee/Minutes.html>) on January 10, 2018 and also provided at this meeting. No corrections were noted in the meeting.

3. News of developments since the last meeting

- a. The APC Citizens Participation committee met on November 28 and was chaired by Doug Poad. Curt report on this meeting which discussed the student rental study that looked at rental prices throughout the area to determine if new rental developments seeking changes in zoning were compatible with the market as well as land use plans. Also discussed was the plan and time line for setting the zoning of various parcels of the US231 corridor in West Lafayette. This plan is to set up the current development of that area being undertaken by Purdue Research Foundation. Neither plan was significantly related to cycling and pedestrians. Also presented was the annual listing of projects, primarily infrastructure projects during calendar 2017. This report, compiled with dollar amounts and pictures and some diagrams indicates where our tax dollars have gone. It is available on the APC website.
- b. Future APC CPC meetings: Catherine Schoenherr (cschoenherr@tippecanoe.in.gov), the new APC Associate Director for Transportation Planning has changed the CPC meeting frequency, dates, and times for 2018, in part based on feedback provided at the November CPC meeting. The CPC will meet quarterly the second Wednesday of the last month of each quarter at 5:45 pm. For 2018, the dates are March 14, June 13, September 12, and December 12. Remote participation is being pursued to allow interested parties to participate without attending in person.
- c. The group discussed the meeting held January 3 by Bicycle Lafayette with West Lafayette officials about the State Street cycle track west of Grant. No one who attended that meeting was present but Rose Kaczmarowski sent notes from this meeting which are attached to these minutes. Rose also added that the question of turn restrictions on cars passing through the cycle track was not addressed at that meeting and proposed a February follow-up meeting. Stewart said that the thought that the downhill cyclists were no taking adequate caution at those cross-street intersections and that most likely some additional signage is needed for eastbound (downhill) cyclists.
- d. APC Bike Ped Plan Updating: Doug Poad announced in late December that the APC's transportation planners will updating the APC's Bike Ped Plan as its next project and solicited comments and suggestions for any aspect of this updating. Curt sent in comments (attached) which were discussed. Additional comment and suggestions for Doug are welcome and can be sent to Curt or Doug. The timing of work on this revision has not yet been announced.
- e. State Street and Purdue University Parking and Transportation Committee update: The next phase of State Street construction begins in early March. The Purdue Parking and Transportation Committee

meeting included (a) an update by Purdue Bike-Ped Coordinator Aaron Madrid on the State Street Cycle Track as well as (b) a presentation of the plan for the 2018 (January through August) transition away from paper parking permits to digital recognition of license plates (called LPR) for parking enforcement. The report by Aaron Madrid mostly focused on the vehicle turning conflicts with the cyclists on the cycle track particularly at the unsignalized Circle Drive exit intersection. He did not present any conclusions about how to reduce these conflicts.

- f. Reengagement with the WL city officials (see Minutes for November meeting): Nothing to update at this time. Curt will revisit this when he completes a presentation needed for this meeting. He plans to work on this in February and March.
- g. Purdue's Road School will be held March 5 through 7 on Campus.

4. Open forum for problems and ideas for new actions

There was discussion about a report by Susan Schechter about a crash and serious injury to a cyclist while descending the new multi-use trail along Happy Hollow Rd during the night time during early December. The lighting on the trail as well as possibly inadequate signage on the trail may have played a role in this. The city was informed of this, even though the cyclist did not report it to police. No one was familiar with this specific location or incident but there was consensus that all riders should (a) always report such things to the city and (b) never ride faster than their reaction time and sight distance given the light and weather conditions. Curt will attempt to check out the conditions on this trail.

Stewart commented about the traffic congestion on North Grant Street near the Purdue Memorial Union and the campus service drive just north of the intersection with North Street. To be successful in this area, particularly if turning right onto Grant than left onto North Street, cyclists must "take the lane" as if a vehicle.

5. Projects of the Committee discussed

Curt reported that 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 March 14 at 5:45 pm (note NEW TIME) in the Grand Prairie Room of the Tippecanoe Office Building.
- The next meeting of this committee is was scheduled for March 8, 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 7:10 pm

These minutes were submitted to the WLBPC website on March 6, 2018 by Curt Ashendel

Ideas for APC Bike-Ped Plan 2018 - Curt Ashendel

Note: These are in random order

Comprehensiveness:

The APC plan should focus on infrastructure and safety, including planning, analysis, specific data inputs (i.e., mode share, level of service, community needs, connectivity, crash/hazards), and policies regarding infrastructure and safety. However, non-infrastructure aspects should be addressed in a separate section and this split and uneven emphasis should be noted and explained in the introduction (first chapter or preface). For the most part the Safety plan has dealt with the non-infrastructure aspects that are intended to (A) increase bike-ped mode share (since there is safety in greater numbers due to greater awareness by motorists when there are greater numbers) and (B) address improving safety by impacting behavior of pedestrians and cyclists (i.e., safety related aspects of cycling, walking and running on roads.) The most important elements addressed in that safety plan should be reiterated/summarized in the APC bike plan chapter on non-infrastructure issues. Furthermore, the APC plan should identify shortcomings or gaps in that Safety plan that would be beneficial to address in the future.

Infrastructure needs and planning:

- 1) Identify gaps in connectivity and prioritize
- 2) Identify hazardous infrastructure and prioritize
- 3) Identify overall transportation planning processes that, through omission of consideration or uneven emphasis or unequal priority, interfere with complete streets planning and development (i.e., mode share info, system connectivity, level of service, etc.)
- 4) Discuss resource allocation processes for bike-ped infrastructure and also discuss the current means by which this is addressed. Identify opportunities for future improvements in these processes.

Policies:

- 1) Identify policy development (summarizing current policies and practices and identifying potential future ways to improve those policies and practices) in each of these areas:
 - a) Planning process policy relating to cyclists and pedestrian infrastructure including data inputs and prioritization
 - b) Infrastructure development resource allocation as relevant to cyclist and pedestrian infrastructure
 - c) Relevant cyclist and pedestrian safety laws (including laws affecting relevant motorist behavior such as, but not limited to, passing and speed limits) by participating jurisdictions (and the state) – and specific issues that might limit the utility (impact on safety) of such laws
 - d) Cyclist and pedestrian hazards and crash analysis, including goals (such as Vision Zero)
 - e) Bike-Ped focused personnel resources in the APC and participating jurisdictions
 - f) Codified/written policies mandating Bicycle planning and pedestrian planning by the APC and participating jurisdictions

Thoughts on process for this APC Plan:

Have staff gather current state (and firm plans for the near future) and recent accomplishments data and then have community input on these to make sure they are complete and accurate. This should be fairly straightforward.

Identifying future possible improvement options is more complex as the public discussion of infrastructure and policy needs should be guided by the expertise from the concerned transportation experts, but these needs (desired improvements) ultimately should be determined by the community, not by the experts. Some ideas for identifying and prioritizing possible future improvements: Hold charrettes or focus groups of

community members, perhaps with specific groups (advocacy groups and clubs) as well as sessions specifically targeting the general public (perhaps one targeting Purdue students separately from the general public). In preparation for this, the APC staff could search through other community plans and the transportation literature to identify some options for future improvements for these discussions to have as discussion starting points. After these are collected with trend analysis/prioritization by charrettes/focus groups, the final lists should be provided back to major people/organizations/participation groups (i.e., CPC, advocacy groups and clubs) for final feedback.

Noteworthy: Other places to look for things to inventory and explore options for future improvements are the LAB Bicycle Friendly Communities program (<http://www.bikeleague.org/community>) application (over 100 questions long!) and the Walk Friendly Communities award application (<http://walkfriendly.org/apply/>).

Notes form Cyclotrack Meeting with Mayor Dennis and Bicycle Lafayette (BL)

January 3, 3:00pm at Morton Center

Present: Mayor John Dennis, Susan Schecter (BL), Shannon Stanis (BL & WREC), Ben Anderson (WL Street Commissioner), Joe Kasper (BL), Jonathan Neal (Purdue Parking/Traffic Committee Chair), Ed Garrison (WL City Engineer), Marcus Smith (WL Assistant City Engineer), Erik Carlson (WL Director of Development), Rose Kaczmarowski (BL)

Introductions

Susan thanked the Mayor for being so accessible and open to meeting in person with the community. Shannon explained the reason for contacting the Mayor. Bicyclists are being injured while using the cyclotrack at Salisbury and State.

Clarification regarding concerns about going downhill compared to going uphill. Downhill use of the cyclotrack is counter to the expected flow of traffic and bicyclists are going faster downhill, thus there is greater risk to cyclists. Uphill use of the cyclotrack is at a slower speed for bicyclists, but it is necessary to ride defensively and stay aware of motorists crossing the path at the McDonald's entry/exit, Littleton, and Salisbury.

Business

Joe framed the concerns of the bicycling community and kicked off a discussion of solutions. What follows are the topics brought to the table and the discussion, conclusion, or action item resulting:

- 1) Close Salisbury at XXX side of State Street (in the same the way that South St and Brown St are now closed, where the road ends at a blockade)
 - a) Ed explained that Salisbury is one of WL's few North-South arterials, thus it will not be closed as access at that location is currently seen as an essential need for WL.
 - b) Ed reported that a sign is on the way for that location, images of the sign not presented during the meeting. Discussion regarding how effective one sign can be, location of the sign, further signage in all directions for all users is needed.**
 - c) Susan asked about closing Littleton St. Erik gave the history of that discussion, it was on the table but Triple XXX was not amenable to the idea.
 - d) *Mayor Dennis requested the group plan a progressive series of solutions for the area, trying one solution and improving upon that after a set amount of time with another solution, and so on. He also wondered about how long it generally takes for a community to conform to a new traffic flow. In the end, due to the nature a college campus, WL & Purdue will continually have new residents and a need for ongoing education so measuring success with progressive series of solutions will be difficult. It will likely be better to choose the safest idea and educate people to that practice accordingly.*
- 2) Signage for vehicle drivers to be aware of bicycles (Examples: Cars yield to bikes, bikes go both directions, bikes on right, etc.)
 - a) See 1b regarding the Salisbury/State intersection.
 - b) Shannon wants to make sure the signage does not create blind spots and volunteered to look at placement of signs. Ed explained there is a 7' standard for signage and he is not concerned about visibility issues.
 - c) Ed is taking suggestions for the best standard signage since this is an area where guidelines are weak.**
- 3) Change the protected bike lane to be one way headed West on State street & add sharrows to State Street headed east so that bikes are always headed the direction with traffic
 - a) Erik explained that changing the protected lane to uphill use only will make it confusing. It is better to be consistent and keep the cyclotrak two way for its entire distance rather than modify its use for an abbreviated distance.
 - b) Adding sharrows in the center of the eastbound lane is a possibility, as this may be the safest choice for bicyclists.**
- 4) Signage on the right turn slip lanes to indicate cars cannot stop on top of the ped & bike crossing
 - a) Improved signage at the slip lanes to prevent vehicles being stopped in the crosswalk/bike lane while users try to access the triangular "islands"

- b) *Concerns about congestion on the triangular “islands” during high use periods while bicyclists and pedestrians que up for the scramble. These were access concerns as mentioned here in 4a, and also curb design issues as it relates to the potential of hitting the curb and being thrown off balance.*
 - c) *No specific solutions were suggested for this issue further discussion is necessary.*
- 5) Illuminated signal to indicate drivers must yield to pedestrian presence at slip lanes in the State Street and River Road intersection
- a) Illuminated signals were not discussed in great detail for the mentioned intersection.
 - b) *While not discussed during the meeting, illumination at Salisbury will be essential to improving the safety of its intersection with State St. Illumination paired with signage is the most likely solution at this point.*
- 6) “No right turn on red” for vehicles during pedestrian scramble crossing at State Street and River Road slip throughs. “No right turn on red” at all intersections where a car will cross the cyclotrack
- a) *This goal was mentioned, acknowledged, but no definitive agreement to put up signage or enforce this traffic pattern resulted. Further discussion is necessary.*
- 7) Paint the Street, as originally designed, where the cyclotrack crosses side streets (solid green). Paint the bike lanes on campus.
- a) Resistance to painting green lanes across intersections came from Ed and Ben due to maintenance and cost. Discussion regarding the high cost of pigmented/textured paint in large areas. Heavy vehicles and frequent crossing will wear the paint faster in an intersection.
 - b) Erik provided some substitute ideas which could cost less, i.e green stripes similar to the piano key style of the cross walks rather than a solid coverage in the lane.
 - c) *No definitive, cost effective, design solution was agreed upon. Further discussion is necessary.*
- 8) Add flexible delineators to the barrier curb from River Road up to Chauncey. The highest priority zone is from River Road through Salisbury.
- a) After we resolved confusion over [bollards vs delineators](#), *Ed agreed to acquire delineators and have them installed after the winter thaw in April.*
- 9) Clarification regarding how the cyclotrack moves with the roundabout at Tapawingo.
- a) Once complete the cyclotrack will meet Tapawingo. Eastbound users will be guided to cross Tapawingo, and turn left to approach the John T Myers Pedestrian Bridge.
 - b) In the future additional bike routes will be designed and officially available down Brown Street from River Road to Tapawingo
- 10) Reporting collisions, garbage removal, and maintenance needs of the cyclotrack.
- a) Mayor Dennis asked that a police report be filed for any incidents or collisions. Collecting that data will be useful for making improvements and adding to reports related to Walkable Cities, etc.
 - b) Ben receives and manages all requests related to maintaining the cyclotack.
banderson@westlafayette.in.gov

Notes compiled by Rose Kaczmarowski, 1-3-2018.

These minutes were submitted to the WLBP website on March 6, 2018 by Curt Ashendel