

WEST LAFAYETTE TRAFFIC COMMISSION
WEST LAFAYETTE CITY BUILDING
WEST LAFAYETTE, INDIANA

TIME: 5:00 pm, Tuesday, November 19, 2013

PLACE: Council Chambers

PRESENT:	Dave Buck	Andrew Hirsch	Ann Brown
	Jim Knapp	David Downey	Vicki Burch
	Karen O'Farrell	Kumares Sinha	Chris Leroux
	Carrie Ehresman	Larry Preo	Boudewijn van Gelder

VISITORS:	Ben Anderson	Kristi Smith	Michael Susong
	Joyce Field	Felice Bray	Jeromy Grenard
	Sylvia Howell	Tom Howell	Judy Rhodes
	James Fenn	Natalie Carnahan	

Chairman Sinha brought the meeting to order and determined there was a quorum.

Ms. Burch made a motion to approve the minutes from the September 17, 2013 meeting. Mr. Preo seconded the motion and the minutes were approved as written.

PUBLIC COMMENT:

Professor van Gelder stated there were several intersections within the City where the paint markings on the streets are deteriorating and you cannot determine which lane of traffic a vehicle should be in. Mr. Downey asked Professor van Gelder to get him a list of streets that need the paint markings redone and he will take care of them. Mr. Knapp said he would take care of the ones on Purdue's campus.

Chairman Sinha welcomed a new member to the Traffic Commission. Ann Brown is replacing Eddie VanBogaert. Ann is a Ph.D. student in the Department of Agronomy at Purdue. Ann lives in the south Chauncey neighborhood.

OLD BUSINESS:

Speed Count Updates: Mr. Susong stated the engineering interns had performed speed counts in the Wabash Shores neighborhood. Counts were done on (a) Indian Trail between Huron and Mohawk, (b) Navajo between Indian Trail and Chippewa, and (c) Chippewa between Knox and Navajo. Results showed the average speed or 85th percentile as the following:

- a) 23 mph on Indian Trail between Huron and Mohawk;
- b) 28 mph on Navajo between Indian Trail and Chippewa; and
- c) 24 mph on Chippewa between Knox and Navajo.

Natalie Carnahan, a resident who lives on Chippewa, asked if the speed limit could be reduced to 25 mph. She stated there are no speed limit signs posted on Chippewa. Currently, the speed limit on Chippewa is 30 mph.

Ms. O'Farrell asked Mr. Buck if there is a possibility the speed limit could be lowered. Mr. Buck stated generally the 85th percentile speed study is a good indication of what the speed limit should be on a street, and unless there were other factors to consider, the speed limit will not be changed.

Mr. Preo said it looks like there are two issues on Chippewa. One is the speed and the other is a lack of signage. Ms. Carnahan stated a lot of motorists use this neighborhood as a cut through now, and suspects it will see more traffic once construction on Happy Hollow begins this summer.

Mr. Preo stated he feels this issue warrants more discussion and analysis.

The Engineer's office will take a broader look at this issue and the neighborhood and report back to the Traffic Commission.

Happy Hollow Road Reconstruction Project: Mr. Buck stated construction is scheduled to begin in August 2014 and will continue through August 2015. While Happy Hollow Road is under construction, the southbound lane will be the only lane open during construction. Currently, the City is finishing the design phase of the project and the letting date is May 2014.

The proposed project will remain a two-way road, but will remove the current shoulders and install curb and gutters to collect the stormwater as it runs off. A new trail will also be installed along the west side of the road. Further, a crosswalk and signalized beacon will be installed at Chippewa that will cross the trail and run up the east side of the road to US 52 and connect to the sidewalk on the bridge.

Felice Bray stated she was concerned about being able to access the intersection at Happy Hollow and North River Road if Happy Hollow is closed down to one lane going southbound. Mr. Buck stated improvements will be done in phases and that work will be done at that particular intersection before the closure of the northbound lane on Happy Hollow.

NEW BUSINESS:

Cumberland Avenue Reconstruction, Phase III: Jeromy Grenard with American Structurepoint discussed the Cumberland Avenue, Phase III project that will start in the summer of 2014.

Phase III is the third and final phase of the Cumberland Avenue Reconstruction project. The overall goal is to have more of a residential feel, like it is today, than the first two phases. Improvements planned are a raised landscape median in the center with one travel and one parking lane in each direction, a four foot greenspace buffer and a ten foot multi-use path. Also, a new traffic signal will be installed at Salisbury and Cumberland.

Several residents from the Avondale area expressed concerns over the ten foot multi-use path that is planned. Specifically, they are concerned about not seeing children and bicyclists as they are backing out of their driveway. Mr. Grenard discussed several options and variations of the proposed plan.

Mr. Knapp asked if the reconstruction of phases 1 and 2 had had any problems with the trail and bicyclists. Mr. Buck stated none have been reported. Mr. Buck stated the first two phases did not have residential homes on both sides of the street which allowed trail and driveways to be in different locations.

Ms. O'Farrell wanted to know if this trail was part of our city trail system and if the trail could possibly be placed somewhere else, possibly on the east end of Cumberland. Mr. Buck said no because the trail system is part of the capital plan for the city and will tie in to the next set of reconstruction projects that will include Soldiers Home Road.

Jim Finn, a resident who lives at the corner of Wilshire and Cumberland is concerned about how wide the trail will be. He stated there is nowhere else in the City where trails are in front of people's homes. He is concerned about the safety of the cyclists and feels they will use the streets instead of the trail. He is also concerned about what the trail will do to property values in the area.

Sylvia Howell brought up the concern of using asphalt on the trail. She states that her neighborhood covenants prohibit them from having asphalt driveways and she would like something else used instead of asphalt. Mr. Buck said he would be happy to obtain bids for a concrete material instead of an asphalt material and see what the price difference is.

Joyce Field, who lives on Avondale, is concerned about the pedestrian traffic on Cumberland. She is afraid this would become a hazard if bicyclists and pedestrians are allowed to use the trail along Cumberland.

Mr. Leroux wanted to know why we would still need bike lanes if the cyclists are comfortable using the roadway. Ms. Burch agreed and wanted to know why a compromise couldn't be reached.

Judy Rhodes stated she frequently walks the trails around the area and feels these trails are made for speed. She has encountered many people speeding on the trails and feels the proposed trail will create physical conflict in front of the houses. She is also concerned about the City's ability to maintain these trails if asphalt is used.

Chairman Sinha recommended that the City look at other options of connectivity besides the proposed trail on Cumberland Avenue, Phase III.

With no other business before the Commission, the meeting was adjourned.

NEXT MEETING: 5:00 pm, Tuesday, January 21, 2014, Council Chambers.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "D.M. Buck". The signature is stylized and written in a cursive-like font.

David M. Buck, P.E.
Public Works Director

DMB/ks