



# TIPPECANOE COUNTY

## BICYCLE & PEDESTRIAN PLAN



**AUGUST 1997**

**Prepared by the Staff of the Area Plan Commission of Tippecanoe County**



# **Tippecanoe County Bicycle and Pedestrian Plan**

## **An Amendment to the Transportation Plan for 2015 and A Part of the Comprehensive Plan for Tippecanoe County**

*Prepared by:*

*The Staff of  
The Area Plan Commission of Tippecanoe County, Indiana*

In cooperation with:

Elected and appointed officials of Lafayette, West Lafayette, and Tippecanoe County  
Indiana Department of Transportation  
US Department of Transportation

Sections 1024 and 1025 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) require that States and Metropolitan Planning Organizations (MPOs) develop transportation plans and Transportation Improvement Programs (TIPs) which consider and include, as appropriate, bicycle and pedestrian projects and programs. This plan is to help define transportation projects and programs for Federal transportation funding at the MPO level.

August 1997

*"The future is not someplace we are going to, but a place we are creating. The paths to it are not found, they are made."*

Jane Garvey, Deputy Administrator, Federal Highway Administration

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## **OVERVIEW**

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Planning, Policy, Impact

*“Streets and roads do not exist in isolation from their surroundings. They pass through a landscape full of people who **are** somewhere rather than **going** somewhere.”<sup>1</sup>*



# **Bicycle and Pedestrian Planning**

Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) are required to develop bicycle and pedestrian elements which must be incorporated into their transportation plan. These plans are used to define transportation projects and programs for Federal transportation funding at State and MPO levels. In addition, ISTEA requires each State to appoint a bicycle and pedestrian coordinator in the department of transportation. All 50 States have complied with this requirement.

MPOs, in cooperation with State DOTs, develop transportation plans and programs for urbanized areas of the State. Such plans and programs provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation.

## **What is the National Transportation Policy on bicycles and pedestrians?**

Over the past few years, several national policy statements regarding bicycling have been issued by Congress, the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), and by the American Association of State Transportation and Highway Officials (AASHTO). They have a direct bearing on the nature of the vision and actions to be put forth by State DOT and MPO bicycle and pedestrian plan elements. The National Transportation Policy statement issued by the US Department of Transportation in 1990 titled, *Moving America*, states:

*"It is Federal transportation policy to : Promote increased use of bicycling, and encourage planners and engineers to accommodate bicycle and pedestrian needs in designing transportation facilities for urban and suburban areas."*

## **Impact on Planning**

ISTEA has had a profound impact on the way State and local governments address transportation issues. The emphasis on intermodalism has resulted in non-traditional modes of transportation, such as bicycling and walking, being given much greater attention. The flexibility of the ISTEA funds has enabled State departments of transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to fund a much wider range of transportation projects and programs than ever before.

# **CHAPTER ONE**

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## Process Review

*“Modern community planners have long stressed that streets are not just for cars. They are places for social interaction, playing, walking, and biking”<sup>2</sup>*



## **CHAPTER ONE - PROCESS REVIEW**

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### **Introduction:**

ISTEA stresses the importance of public involvement and lists many of the stakeholders who should be included in the decision-making and planning processes. Citizen participation is one of the cornerstones of the ISTEA legislation. Through public involvement and outreach, it is possible to get a better picture of what activity and needs there are in our area. The product of this process is more than a bicycle / pedestrian plan. It builds support and develops important working relationships between all interested parties. It also broadening the base of support and creates a plan designed to answer problems specific to our community.

### **Public Involvement**

#### **Local Effort:**

The method of public involvement used in the Greater Lafayette Area has been largely through open public meetings. Initially staff assembled a list of potentially interested individuals, groups, and agencies. Meetings, held at the Tippecanoe County Public Library, were advertised to the general public through radio, television and newspapers. Response was greater than expected, however the majority of interest came from the cycling community. Attempts to encourage participation from local groups or individuals specifically interested in pedestrian issues proved a difficult task. As a result, through out the planning process, extra effort is given to represent the "silent" pedestrian interest. It is staff's belief that many of the improvements the plan can bring about will benefit both cyclists and pedestrians. It is also our hope that in the future a voice for the walking community will be found.

The first public meeting, held 14 June 1995, was conducted as an open forum. It gave those attending, an opportunity to express their opinion on *any* issue effecting bicycles or pedestrians. The goal of the meeting was to determine if there was enough public interest to proceed with the task of creating a bic/ped element to be incorporated into the existing Transportation Plan. The meeting also gave staff an indication of the participant cross section. This becomes an important issue if a sector of the public is not represented (pedestrians for example).

The second public meeting, held 20 July 1995, used the *Nominal Group Process* format. This method insures input from everyone who attends the meeting. The goal; to collect and prioritize a list of statements in response to the question: *What are your goals for non-motorized travel in the West Lafayette, Lafayette and Tippecanoe County area?*

The participants attending the second meeting were divided into 4 sub groups. Each subgroup made a collective list of ideas from their members. Once compiled the group members ranked the ideas identifying the top five priorities. In every case the four subgroups ranked education within the top three priorities. Over all, community wide education of all modes (motorized and non-motorized) ranked as the number one priority. Safety of bicyclists and pedestrians ranked the same as the need for facilities. Coordination between the various city and county government offices providing facilities ranked in the top five. The group as a whole was concerned that the plan developed from this process be functional. The concept that the plan should be sellable, doable, and sensible ranked second over all.

Following the second meeting, staff spent time sorting through the ideas, goals and concerns prioritized by the participants in attendance. Staff's interpretation of the citizen's input took the form of four main categories. In ranked order the categories are: Education (and promotion), Planning,

Safety, Infrastructure (and facilities). Within each category staff formed a list of proposed goals, objectives and actions (projects, programs or improvements). The next step; to have the participating citizens review staff's interpretation.

At the third meeting, held 10 October 1995, a first draft with proposed goal statements, benefits, and actions was distributed. This review meeting gave participants a chance to examine the proposals developed by staff. The task at hand; to determine if the draft accurately represented their input. With the exception of a few corrections, the work produced by staff was approved.

Following the first draft approval, staff called two meetings with local jurisdictions in January and again in February. The Mayors of Lafayette and West Lafayette, one County Commissioner, representatives from Purdue and INDOT Crawfordsville District Office were in attendance to review our progress. Citizen participation is important to the planning process we are undertaking, but cooperation from the jurisdictions, responsible for implementation of the plan, is critical. Review of the draft proved to be very positive. All members present agreed with the need for bicycle and pedestrian planning. As with the citizen review, comments and suggestions were taken to incorporate into the plan's final draft.

In its present form the Bicycle Pedestrian Plan represents numerous public and administrative meetings, input representing hundreds of interested persons, and countless hours spent by staff to interpret the goals and concerns of the non-motorized community. The plan follows a format suggested by the National Highway Institute in its course on *Bicycle and Pedestrian Planning Under ISTEA*. It incorporates a mixture of goals and objectives; assessments of current conditions and needs; strategies and implementation. At a time when nationally Americans lose

more than 1.6 million hours a day stuck in traffic, we hope the efforts we make help to improve our corner of the transportation network.

## Plan Development

The basic outline and content of most bicycle / pedestrian plans are largely the same. The difference is the process used for developing the plan, the amount and type of background data that is collected, and the level of project detail in each plan. While the basic plan outline can be rearranged or expanded, the elements and scope must meet the requirements of the Federal Highway Administration's (FHWA) guidance memo on bicycle and pedestrian planning.

*"...The bicycle and pedestrian elements (of the plan) should contain policy statements and goals as well as, whenever possible, the inclusion of specific projects and programs. The plan and the TIP should identify the financial resources necessary to implement the bicycle and pedestrian projects and programs."*

While this plan is not the end all to all bicycle / pedestrian plans, it is an important first step forward for non-motorized planning in our community. Through all the meetings we have conducted locally the message from the participants is clear. There is interest and a sense that there is a real need to plan for the future of the cyclist and pedestrian. The public involvement process used supports these ideas. There is no question that this document is a product *of the community*, created through "hands on" participation.

## Meeting Summary

If we as a community intend to encourage non-motorized transportation as a viable alternative then it is necessary for us to take a more active role

in determining how and what will happen as we continue to gain a better understanding of why it should.

What follows is a “blueprint”, developed through active citizen participation, in response to needs within this community. It is our hope that this plan will be the beginning of a process that brings change to how this community provides for bicycles and pedestrians and how its citizens view cycling and walking as safe and practical transportation alternatives.



## **CHAPTER TWO**

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### **Implementation Strategy**

*"A 1980 Federal Highway Administration report calls for striking the balance in the conflict between motorists and residents in favor of the neighborhoods.*

*There is nothing inherently radical about this.*

*The values Americans regard as fundamental have a lot to do with their homes, families, neighborhoods, and property values.*

*Our national values have comparatively little to do with getting somewhere in 16 minutes rather than 17 minutes."<sup>3</sup>*



## CHAPTER TWO - IMPLEMENTATION STRATEGY

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### Introduction:

In the past two years we, as the transportation planning staff for Tippecanoe County, have talked at length about the need for a bic/ped plan. ISTEA requires at least a minimum effort on the part of state transportation departments and MPO's in this area of planning. We have described the plan, to the public, as a frame work that projects and programs can "plug into" in an effort to gain necessary funding. We find it is easy to get wrapped up in all the standards, requirements, and planning theory involved, until a citizen reminds us that "...the street grate on xyz Street needs to be changed before someone does a face plant with their bike!"

With that we are reminded that unless this document affects real, physical change, to improve conditions in the community, we have missed our mark. It needs to be practical and safe for a 10 year old to ride their bike to school, a friend's house, or to the park without the need for a parent to drive them.

The fact is, the facilities all ready exist to accommodate the accomplished cyclist, and pedestrian together with vehicles. The problem is, in order for that situation to work for the average user, everyone would have to be willing to share the road without condition. Unfortunately a vast majority of those who use the road feel a greater sense of ownership or privilege over those using a different mode. It is necessary to create an environment that is safer and more friendly to non-motorized travel.

A widely accepted concept in bicycle education called "Effective Cycling" supports the idea that the safest place for a bicycle is **in** traffic. Cyclists should be predictable and ride where motorists expect to see them. The core of John Forester's concept of "Effective Cycling" is that *bicyclists fare best when they act, and are treated, as drivers of vehicles*, with the same rights and responsibilities

that motorists have. We must educate **all** users of the road to understand the concept of equal sharing, and the rules and responsibilities that go along with that.

What follows is one of the most important parts of the bicycle / pedestrian plan because it contains direct input from our community. It is their answer to the question *What are your goals for non-motorized travel in the [Greater Lafayette] area*. If we accept and use this plan as a working tool it will not become a document to be shelved and forgotten. The community was asked for their input and they were willing to participate. This is the first step to making our community safe enough for anyone who wants, to use the road in front of their house to get to their final destination with what ever means of transportation they choose - with or without motor.

## **Vision Statement**

The vision of this program is a nation of travelers with new opportunities to walk or ride a bicycle as part of their everyday life. The creation of a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and society as a whole.

## **Performance measures**

1. Education: Information and promotion of bicycling and walking should be supervised and/or developed by an Advisory Committee made up of local citizens with expertise in at least one of the two areas and an interest in promoting bicycling and walking as recreational activities and legitimate forms of transportation.
2. Planning: The plan adopted as part of the Transportation Plan should satisfy ISTEA requirements including public participation. It should incorporate the suggested frame work of elements found in the Federal

Highway Administration's publication of Bicycle and Pedestrian Planning Under ISTEA.

3. Safety: Laws and ordinances related to bicycling and walking should be reviewed for their utility and revised as applicable. Any new regulations imposed should be preceded by an education campaign conducted by the local law enforcement agency. Strong police enforcement programs are needed to reduce motorist and non-motorist violations and to increase driver awareness of pedestrians and bicyclists.

4. Facilities: New development of, and improvements to, shared roadways should use the Guide for the Development of Bicycle Facilities in accordance with AASHTO standards.

### **Objectives, Benefits, Actions**

To gain the views and opinions of the community on the subject of bicycle and pedestrian planning, APC staff took the question before the public. What follows is a record of their input developed into four primary categories; Education -- Promotion, Planning, Safety, and Facilities -- Infrastructure. Each category has its own stated objective and a list of benefits. In an effort to achieve the objective and its benefits a list of proposed actions made up of short, middle and long range projects and programs are included for each category.



## **1. Education / Promotion:**

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### **Objective:**

Community wide awareness, for all modes of transportation, on the rules, rights, responsibilities and benefits of sharing the road.

### **Benefits:**

Conflicts between non-motorists and motorists due to misinformation about rights of the road will be reduced. Increased cooperation between motorists and non-motorists will develop an atmosphere of greater safety. Educational programs will be made available for anyone wanting information or instruction on how to safely share the road. Open lines of communication between users and providers can be established. Our community could become eligible to be designated a “bicycle friendly community” through the League of American Bicyclists.

### **Action:**

#### **Short Range**

1. Develop education programs for pre-school, grade school and jr. high school students on safety, rules, responsibilities, and rights of bicyclists and pedestrians.
2. Support the education of cyclists through programs similar to that used for motorists (i.e. Effective Cycling)
3. Provide instructional materials to driver education programs so students learn the rights of non-motorists as well as motorists.
4. Educate the public of the benefits of stricter enforcement of existing traffic laws that enhance bicycle, pedestrian safety by citing cyclists, pedestrians and motor vehicles (i.e. wrong way cycling, riding on

sidewalks, running stop lights and stop signs especially in school zones).

5. Communicate to government agencies available funding sources and take advantage of state and federal funding opportunities for bic/ped projects.
6. Develop an adult education program for the beginning recreational cyclist.
7. Establish a bic/ped advisory committee to encourage communication between users and providers of facilities.

### **Middle Range**

8. Appoint a bic/ped coordinator to enhance communication between users and providers and to encourage coordination between providers
9. Work to consolidate City, County and University bicycle rules and ordinances to create one consistent standard.
10. Prepare and distribute information to employers on the benefits of providing facilities and incentives to employees who use alternative forms of transportation (i.e. special parking for car pool vehicles, bicycle parking, showers and lockers for cyclists and walkers, group rates for public transit passes etc.)
11. Prepare and distribute information to developers on the benefits of providing non-street facilities within their subdivision for non-motorized and pedestrians circulation.
12. Promote and use the existing provisions in the Subdivision Ordinance for pedestrian (and non-motorized) accesses to parks, playgrounds, recreation areas and other community facilities.

## **Long Range**

13. Campaign to promote the economic, environmental, and health benefits of using alternative forms of transportation (including but not limited to bicycles, walking, in-line skating and public transit).
14. Consider changes to the subdivision ordinance to include incentives to developers for the construction of greenways and bikeways within subdivisions and for future connection with adjacent developments.



## 2. Planning

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### **Objective:**

Develop a master plan for the whole community with proposed projects to be incorporated with the policies set forth in the bic/ped plan. A primary goal in developing the master plan will be to create a plan and policy document which will produce results with sellable, doable, sensible projects.

### **Benefits:**

A feasible policy plan will ensure that the transportation planning process will address the present and future needs of bicycles and pedestrians traditionally overlooked. A well thought out master plan will establish a list of projects for each jurisdiction to consider when deciding how to provide for the non-motorists of the community.

### **Action:**

#### **Short Range**

1. Create the bic/ped element to the Transportation Plan for adoption by the Area Plan Commission.
2. Create a master plan for the community with proposed projects for new facilities and improvements to existing facilities.
3. Promote coordination between jurisdictions to produce cohesive, planned facilities and inter-community routes.

#### **Middle Range**

4. Make available to all jurisdictions, information outlining the economic, environmental and planning benefits of constructing greenways and bikeways.

5. Promote the benefits of consolidating City, County, and University bicycle rules and ordinances to create one consistent standard.
6. Establish a policy to provide bicycle and pedestrian accommodations when planning new streets and roadways.
7. Take advantage of all available funding sources and seek additional funding sources to help in the planning and construction of bic/ped related facilities.
8. Establish a policy to upgrade designated roadway corridors to provide for bicycles and pedestrians when streets are improved.

**Long Range**

9. Support changes to the ordinance that provide incentives to developers to construct non-street facilities.
10. Utilize public and private property to its fullest when developing plans for bic/ped facilities.
11. Promote, support and utilize local and state rails to trails projects.

### **3. Safety**

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#### **Objective:**

Make our community's transportation network a safe and friendly place for non-motorists to travel.

#### **Benefits:**

Efforts to increase safety through education and facilities improvements will help to reduce accidents. An increased sense of safety will encourage people to use alternative forms of transportation. Coordination of bicycle and pedestrian safety programs conducted by various groups and agencies within the community will maximize everyone's efforts. A commitment to the maintenance of bicycle and pedestrian facilities will show that the convenience and safety of those who use them is important.

#### **Actions:**

##### **Short Range**

1. Provide stricter enforcement of existing traffic laws that enhance bicycle, pedestrian safety by citing cyclists, pedestrians and motor vehicles (i.e. wrong way riding, riding on side walks, running stop lights and signs especially in school zones).
2. Support the education of cyclists through programs similar to that used for motorists (i.e. Effective Cycling)
3. Develop youth education programs for pre-school, grade school, jr. high school, and sr. high school driver's education classes.
4. Post preferred routes for bicycles
5. Provide signage specific to the needs of pedestrians and bicyclists.

### **Middle Range**

6. Develop a program that allows users of bicycle and pedestrian facilities to bring attention to locations needing improvement to the office responsible for its maintenance.
7. Maintain bicycle facilities to a reasonable level of safety and rideability (replace bad drainage grates, keep bike lanes free of yard debris and parked cars, remove sand, gravel and glass, keep bike lanes clean.)
8. Maintain pedestrian facilities to a reasonable level of safety (repair bad sidewalks, keep sidewalks free of unnecessary signs, keep bikes and in-line skates off sidewalks, keep sidewalks clean)

### **Long Range**

9. Commit to reducing barriers to bic/ped traffic (i.e. US 52 intersections, bridges over the Wabash, downtown intersections).
10. Propose a local ordinance requiring helmets for children.

## **4. Infrastructure / Facilities**

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### **Objective:**

Establish a frame work within which proposed bic/ped facilities will be funded.

### **Benefits:**

Policies set forth for the promotion of bic/ped projects will become a routine part of local transportation planning, design and construction processes. Bicycling and walking will become integrated with other transportation modes.

### **Actions:**

#### **Short Range**

1. Increase number of sidewalks.
2. Consider the needs of bicycles and pedestrians with regard to traffic control devices (i.e., bicycle sensitive traffic light detector loops, protected pedestrian crosswalk sequence in heavy traffic areas, traffic calming treatment in heavily used pedestrian areas)
3. Establish designated commuter routes for non-motorized traffic.
4. Post signs on designated routes.

#### **Middle Range**

5. Establish a policy to upgrade accommodations for bicycles and pedestrians with resurfacing projects.
6. Establish designated bike routes that will connect recreational areas.

7. Increase the number of recreational / scenic road bike, mountain bike, and pedestrian trails.
8. Establish well defined bike lanes where appropriate.
9. Provide secure, appropriately designed, and conveniently located bicycle parking where needed in public areas.

### **Long Range**

10. Provide sidewalks and bike accommodations on all major streets.
11. Connect designated routes to establish a transportation network through out the community.
12. Establish recreational opportunities for skateboards, in-line skaters, and ATB bikes.
13. Establish guidelines for the appropriate use of bicycle facilities.
14. Increase street lighting for pedestrian safety.
15. Encourage business to provide support for employees using alternative transportation modes (public transit passes, flexible hours, lockers and showers, parking for bicycles, preferred parking for car pools)

## **CHAPTER THREE**

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### **Current Conditions**

*"Americans lose more than 1.6 million hours a day stuck in traffic"<sup>4</sup>*

*"Annual economic loss to US business caused by traffic congestion: \$40 billion"<sup>5</sup>*

Handwritten scribble or mark.

## CHAPTER THREE - CURRENT CONDITIONS

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### Introduction

During the three public meetings, participants identified the goals of the plan and ranked them. With unlimited resources, accomplishing those goals would be as simple as checking items off a grocery list. Very few communities are able to achieve results in that manner. However, with the guidance of the plan, decision makers in our community will be able to propose projects and programs based on priority and available funding.

As is the case with any type of change, it is important to take inventory of existing conditions first. The old saying, “No need to fix what aint broken” can apply in part to almost any part of the plan. Current conditions may take many forms; a list, maps, or an evaluation of information. Until we know what the community has, it is difficult to decide what areas need to be improved first and to what extent.

### Regulations

1. State: Indiana Vehicle Code
  - Bicycle: Chapter 11
  - Pedestrian: Chapter 17
2. Local: West Lafayette City Code
  - Bicycle: Chapter 46
  - Pedestrian: Chapter 45
3. Local: Lafayette City Ordinance
  - Bicycle: Chapter 73
  - Pedestrian: Chapter 74
4. Local: Purdue University Regulations and Policies
  - Bicycle: Traffic and Parking Publication, Chapter 7
  - Bicycle: Bikes, Blades and Boards Publication
  - Pedestrian: Bikes, Blades and Boards Publication

## INDIANA VEHICLE CODE

### **CHAPTER 11 BICYCLES AND MOTORIZED BICYCLES**

#### **IC 9-21-11-1.**

**Parents or guardians may not authorize or knowingly permit children or protected persons to violate the chapter--**Applicability of chapter.--

(a) The parent of a child and the guardian of a protected person may not authorize or knowingly permit the child or protected person to violate this chapter.

(b) Subject to the exceptions stated, the provisions of this chapter applicable to bicycles apply whenever a bicycle is operated upon a highway or path set aside for the exclusive use of bicycles.

#### **IC 9-21-11-2.**

**Rights and duties of person riding bicycle.**

A person riding a bicycle upon a roadway has all of the rights and duties under this article that are applicable to a person who drives a vehicle, except the following:

- (1) special regulations of this article.
- (2) Those provisions of this article that by their nature have no application.

#### **IC 9-21-11-3.**

**Bicyclists must be seated upon permanent and regular attached seat--**Carrying of another person upon bicycle prohibited.

(a) A person propelling a bicycle may not:

- (1) Ride other than upon a permanent and regular seat attached to the bicycle; or
- (2) Carry any other person upon the bicycle who is not seated upon a firmly attached and regular seat on the bicycle.

(b) A person may not ride upon a bicycle unless seated under this section.

#### **IC 9-21-11-4.**

**Number of persons that may be carried on bicycle.**

A bicycle may not be used to carry more persons at one time than the number for which the bicycle is designed and equipped.

#### **IC 9-21-11-5.**

**Bicycle and other similar vehicles may not be attached to street car or vehicle.**

A person upon a bicycle, a coaster, roller skates or a toy vehicle may not attach the bicycle, coaster, roller skates, or toy vehicle or the person to a street car or vehicle upon a roadway.

#### **IC 9-21-11-6**

**Prohibition against riding more than two abreast--**Exceptions--

A person riding a bicycle upon a roadway may not ride more than two (2) abreast except on paths or parts of roadways set aside for exclusive use of bicycles.

#### **IC 9-21-11-7**

**Prohibition against carrying anything preventing both hands from being kept upon handlebars.--**

A person who rides a bicycle may not carry a package, a bundle, or an article that prevents the person from keeping both hands upon the handlebars.

#### **IC 9-21-11-8**

**Bicycle to be equipped with bell or similar device.**

A person may not ride a bicycle unless the bicycle is equipped with a bell or other device capable of giving a signal audible for a distance of at least one hundred (100) feet. A bicycle may not be equipped with and a person may not use upon a bicycle a siren or whistle.

#### **IC 9-21-11-9**

**Times when bicycles to be equipped with lamps.**

A bicycle operated on a highway from one-half hour after sunset until one-half hour before sunrise must be equipped with following:

(1) A lamp on the front exhibiting a white light visible from a distance of at least five hundred (500) feet to the front.

(2) A lamp on the rear exhibiting a red light visible from a distance of five hundred (500) feet to the rear or a red reflector visible from a distance five hundred (500) feet to the rear.

**IC 9-21-11-10**

**Bicycles to be equipped with brake.** A bicycle must be equipped

with a brake that will enable the person who operates the bicycle to make the braked wheels skid on dry, level, clean pavement.

**IC 9-21-11-11**

**Regulations and requirements of article to be observed by bicyclists.** A person who operates a bicycle upon a highway shall observe the regulations and requirements of this article.

## INDIANA PEDESTRIAN CODE

### **CHAPTER 17 PEDESTRIANS**

#### **IC 9-21-17-1 Sec. 1.**

(a) Pedestrians are subject to traffic and pedestrian control signals under this chapter.

(b) At all places that are not marked with pedestrian control signals, pedestrians are accorded the privileges and subject to the restrictions of this article.

#### **IC 9-21-17-2 Sec. 2.**

Whenever special pedestrian control signals exhibiting the words "walk" or "don't walk" are in place, the signals must indicate as follows:

(1) Flashing or steady "walk" means a pedestrian facing the signal may proceed across the roadway in the direction of the signal and a person who drives a vehicle shall yield the right-of-way to the pedestrian.

(2) Flashing or steady "don't walk" means a pedestrian may not start to cross the roadway in the direction of the signal. A pedestrian who has partially completed crossing on the "walk" signal shall proceed to a sidewalk or safety island while the "don't walk" signal is showing.

#### **IC 9-21-17-3 Sec. 3.**

A pedestrian shall obey the instructions of an official traffic control device specifically applicable to the pedestrian, unless otherwise directed by a police officer.

#### **IC 9-21-17-4 Sec. 4.**

A local authority:

(1) may, by ordinance, prohibit pedestrians from crossing a roadway in a business district or a designated highway except in a crosswalk, which may be established by the ordinance; and

(2) shall mark the crosswalks in a manner conforming to the uniform system of traffic control devices created under IC 9-21-3.

#### **IC 9-21-17-5 Sec. 5.**

A pedestrian may not suddenly leave a curb or other place of safety

and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard.

#### **IC 9-21-17-6 Sec. 6.**

Whenever a vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, a person who drives another vehicle approaching from the rear may not overtake and pass the stopped vehicle.

#### **IC 9-21-17-7 Sec. 7.**

A pedestrian crossing a roadway at a point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

#### **IC 9-21-17-8 Sec. 8.**

A pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

#### **IC 9-21-17-9 Sec. 9.**

Between adjacent intersections at which traffic control signals are in operation, pedestrians may not cross at any place except in a marked crosswalk.

#### **IC 9-21-17-10 Sec. 10.**

A pedestrian may not cross a roadway intersection diagonally unless authorized by official traffic control devices. When authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic control devices pertaining to diagonal crossing movements.

#### **IC 9-21-17-11 Sec. 11.**

Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

#### **IC 9-21-17-12 Sec. 12.**

If a sidewalk is provided and the sidewalk's use is practicable, a pedestrian may not walk along and upon an adjacent roadway.

#### **IC 9-21-17-13 Sec. 13.**

If a sidewalk is not available, a pedestrian walking along and upon a highway shall walk only on a shoulder, as far as practicable from the edge of the roadway.

**IC 9-21-17-14 Sec. 14.**

If neither a sidewalk nor a shoulder is available, a pedestrian walking along and upon a highway shall walk as near as practicable to an outside edge of the roadway. If the roadway is two-way, the pedestrian shall walk only on the left side of the roadway.

**IC 9-21-17-15 Sec. 15.**

Except as otherwise provided in this chapter, a pedestrian upon a roadway shall yield the right-of-way to all vehicles upon the roadway.

**IC 9-21-17-16 Sec. 16.**

A person may not stand in a roadway for the purpose of soliciting a ride from a person who drives a vehicle unless the person soliciting a ride is faced with an emergency on the roadway, in which case the person may secure a ride to obtain assistance.

**IC 9-21-17-17 Sec. 17.**

A person may not stand on a highway for the purpose of soliciting employment or business from the occupant of a vehicle.

**IC 9-21-17-18 Sec. 18.**

A person may not stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of a vehicle that is parked or about to be parked on a street or highway.

**IC 9-21-17-19 Sec. 19.**

(a) A vehicle may not at any time be driven through or within a safety zone.

(b) A person who drives a vehicle crossing a sidewalk shall yield the

right-of-way to a pedestrian and all other traffic on the sidewalk.

**IC 9-21-17-20 Sec. 20.**

(a) Upon the immediate approach of:

(1) an authorized emergency vehicle making use of an audible signal and visual signals; or

(2) a police vehicle properly and lawfully making use of an audible signal only; a pedestrian shall yield the right-of-way to the authorized emergency vehicle.

(b) This section does not relieve the person who drives an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway or from the duty to exercise due care to avoid colliding with a pedestrian.

**IC 9-21-17-21 Sec. 21.**

A person who drives a vehicle shall yield the right-of-way to a blind pedestrian carrying a clearly visible white cane or accompanied by a guide dog.

**IC 9-21-17-22 Sec. 22.**

A pedestrian may not enter or remain upon a bridge or an approach to a bridge beyond the bridge signal, gate, or barrier after a bridge operation signal indication has been given.

**IC 9-21-17-23 Sec. 23.**

A pedestrian may not pass through, around, over, or under a crossing gate or barrier at a railroad grade crossing or bridge while the gate or barrier is closed or is being opened or closed.

**IC 9-21-17-24 Sec. 24.**

A person who violates this chapter commits a Class C infraction

## WEST LAFAYETTE BICYCLE CODE

### CHAPTER 46 BICYCLES

#### **Sec. 46.01**

##### **Effect of violations of article; applicability of article.**

(a) It is an infraction for any person to do any act forbidden or fail to perform any act required in this article.

(b) The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this article.

(c) These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any street or upon any public path set aside for the exclusive use of bicycles, subject to those exceptions stated herein. (code 1960)

#### **Sec. 46.02**

##### **License-Required.**

No person, who resides within the city, shall ride or propel a bicycle on any street or upon any public path set aside for the exclusive use of bicycles, unless such bicycle has been licensed and a license number is attached thereto as provided herein. (code 1960)

#### **Sec. 46.03**

##### **License Application; fee**

Application for bicycle license and license number shall be made upon a form provided by the city and shall be made to the chief of police. A permanent license fee of one dollar shall be paid to the city before such license is granted. (code1960)

#### **Sec. 46.04**

##### **License -Issuance; records.**

(a) The chief of police, upon receiving proper application therefor, is authorized to issue a bicycle license which shall be a permanent license.

(b) The chief of police shall not issue a license for any bicycle when the chief knows or has reasonable

grounds to believe that the applicant is not the owner of or entitled to the possession of such bicycle.

(c) The chief of police shall keep a record of the number of each license, the date issued, the name and address of the person to whom issued and the number on the frame of the bicycle for which issued, and a record of all bicycle license fees collected. (code 1960)

#### **Sec. 46.05**

##### **License -Duplicate licenses or numbers**

If a license or license number is lost or destroyed, another number may be issued upon proper application and payment of an additional fee of fifty cents. (code1960)

#### **Sec. 46.06**

##### **Attachment of license number**

(a) The chief of police upon issuing a bicycle license shall also issue a license number sticker bearing the license number assigned to the bicycle, and the name of the city.

(b) The chief of police shall cause such license number to be firmly attached to the rear of the frame of the bicycle for which issued in such position as to be plainly visible from the rear.

(c) No person shall remove a license number from a bicycle during the period for which issued except upon a transfer of ownership or in the event the bicycle is dismantled and no longer operated on any street within the city. (code 1960)

#### **Sec. 46.07**

##### **Inspection of bicycles**

The chief of police, or an officer assigned such responsibility, shall inspect each bicycle before licensing the same and shall refuse a license for any bicycle which he determines is in unsafe mechanical condition. (code 1960)

#### **Sec. 46.08**

##### **Transfer of ownership**

Upon the sale or other transfer of a licensed bicycle the licensee shall remove the license number from the bicycle. The new owner shall then apply for a license number to be registered in his or her own name. (code 1960)

**Sec. 46.09**

**Rental agencies.**

A rental agency shall not rent or offer any bicycle for rent unless the bicycle is licensed and a license number is attached thereto as provided herein and such bicycle is equipped with the lamps and other equipment required in this article. (code 1960)

**Sec. 46.10**

**Traffic laws apply to persons riding bicycles.**

Every person riding a bicycle upon a roadway shall be granted all of their rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles or by the traffic ordinances of this city applicable to the driver of a vehicle, except as to special regulations in this article and except as to those provisions of laws and ordinances which by their nature can have no application. (code 1960)

**Sec. 46.11**

**Obedience to traffic control devices.**

(a) Any person operating a bicycle shall obey the instructions of official traffic control signals, signs and other control devices applicable to vehicles, unless otherwise directed by a police officer.

(b) Whenever authorized signs are erected indicating that no right or left or U turn is permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from the bicycle to make such turn, in which even such person shall then obey regulations applicable to pedestrians. (code 1960)

**Sec. 46.12**

**Riding on bicycles.**

(a) A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto.

(b) No bicycle shall be used to carry more persons at one time than the number it was designed and equipped. (code 1960)

**Sec. 46.13**

**Riding on roadways and bicycle paths.**

(a) Every person operating a bicycle upon a roadway shall ride as near to the right-hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycles upon a roadway shall not ride more than single file except on paths or parts of roadways set aside for the exclusive use of bicycles.

(c) Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle rider shall use such path and shall not use the roadway. (code 1960)

**Sec. 46.14**

**Speed.** No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing. (code 1960)

**Sec. 46.15**

**Emerging from alley or driveway.**

The operator of a bicycle emerging from an alley, driveway or building shall upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right of way to all pedestrians approaching on the sidewalk or sidewalk area, and upon entering the roadway shall yield the right of way to all vehicles approaching on the roadway. (code 1960)

**Sec. 46.16**

**Attaching to vehicles.** No person riding upon a bicycle shall attach the same or himself to any vehicle upon a roadway. (code 1960)

**Sec. 46.17**

**Carrying articles.** No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handle bars. (code 1960)

**Sec. 46.18**

**Parking.** No person shall park a bicycle upon a street other than upon the roadway against the curb or on the side walk in a rack to support the bicycle or against a building or at the curb, in such manner as to afford the least obstruction to pedestrian traffic.

**Sec. 46.19**

**Riding on sidewalks.**

(a) No person shall ride a bicycle upon a sidewalk within a business district.

(b) No person sixteen or more years of age shall ride a bicycle upon a sidewalk in any district.

(c) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right of way to any pedestrian and shall give audible signal before overtaking and

passing such pedestrian. (code 1960)

**Sec. 46.20**

**Lamps and other equipment**

(a) Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front with a red reflector on the rear of a type which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of head lamps of a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector.

(b) A bicycle shall not be equipped nor shall any person use upon a bicycle any siren or whistle.

(c) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement. (code 1960)

## WEST LAFAYETTE PEDESTRIAN CODE

### **CHAPTER 45 PEDESTRIANS**

#### **Sec. 45.01**

##### **Obedience to traffic control signals.**

Pedestrians shall be subject to traffic control signals as heretofore declared in 40.05 and 40.06, but at all other places pedestrians shall be granted those rights and be subject to the restrictions stated in this chapter. (code 1960)

#### **Sec. 45.02**

##### **Right of way in crosswalk.**

(a) When traffic control signals are not in place or not in operation, the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger, but no pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle, which is so close that it is impossible for the driver to yield. A pedestrian's right of way in a crosswalk is modified under the condition and as stated in section 45.05 (b)

(b) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle. (code 1960)

#### **Sec. 45.03**

##### **Pedestrians to use right half of crosswalk.**

Pedestrians shall move, whenever practicable, upon the right half of crosswalks. (code 1960)

#### **Sec. 45.04**

##### **Crossing roadways at right angles.**

No pedestrian shall cross a roadway except by a route at right angles to the curb or by the shortest route to the opposite curb except in a crosswalk. (code 1960)

#### **Sec. 45.05**

##### **When pedestrian shall yield**

(a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway.

(c) The foregoing rules in this section have no application under the conditions stated in 45.06, when pedestrians are prohibited from crossing at certain designated places. (code 1960)

#### **Sec. 45.06**

##### **Prohibited crossings**

(a) Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a crosswalk.

(b) No pedestrian shall cross a roadway other than in a crosswalk in the central traffic district or in any business district. (code 1960)

#### **Sec. 45.07**

##### **Pedestrians walking along roadways**

(a) Where sidewalks are provided it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(b) Where side walks or marked walkways are not provided any pedestrian walking along and upon a highway shall when practicable walk only on the left side of the roadway or its shoulder facing traffic which

may approach from the opposite direction (code 1960)

**Sec. 45.08**

**Soliciting rides or business**

(a) No person shall stand on a street or highway for the purpose of soliciting a ride, employment or business from the occupant of any vehicle.

(b) No person shall stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a street or highway. (code 1960)

**Sec. 45.09**

**Drivers to exercise due care**

Notwithstanding the foregoing provisions of this article, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a roadway. (code 1960)

## LAFAYETTE BICYCLE CODE

### **CHAPTER 73 BICYCLES**

#### **Sec. 73.01**

##### **Effect of Regulations**

(a) It shall be an offense for any person to do any act forbidden, or fail to perform any act required by this chapter.

(b) The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child to violate any of the provisions of this chapter.

(c) These regulations applicable to bicycles shall apply whenever a bicycle is operated on any street or on any public path set aside for the exclusive use of bicycles, subject to those exceptions stated in this chapter. (passed 3-5-62)

#### **Sec. 73.02**

##### **License required**

No person who rides within the city shall ride or propel a bicycle on any street, sidewalk or on any path set aside for the exclusive use of bicycles, unless such bicycle has been licensed and a license plate is attached thereto as provided in this chapter. (passed 3-5-62)

#### **Sec 73.03**

##### **Term**

Bicycle licenses provided for in this chapter shall be issued for a period of ten years from date of issue. (passed 3-5-62)

#### **Sec. 73.04**

##### **Application**

Application for a bicycle license and license plate shall be made on a form provided by the city and shall be made to the Chief of Police. (passed 3-5-62)

#### **Sec. 73.05**

##### **Issuance; records**

Requirement for Chief of Police to receive applications, record, and issue licenses.

#### **Sec. 73.06**

##### **License plate; removal of plate**

(a) The Chief of Police shall cause a license plate to be firmly attached

to the rear mudguard or frame of the bicycle for which issued, in such position as to be plainly visible.

(b) The Chief of Police, on issuing a bicycle license shall also issue a license plate bearing the number assigned to the bicycle and the name of the city.

(c) No person shall remove such a license plate from a bicycle except when the bicycle is dismantled and no longer operated. (passed 3-5-62; amended 11-2-81)

#### **Sec. 73.07**

##### **Inspection**

The Chief of Police, or an officer assigned such responsibility, shall inspect each bicycle before licensing the same and shall refuse a license for any bicycle which he determines to be in unsafe mechanical condition. (passed 3-5-62)

#### **Sec. 73.08**

##### **Replacement of lost license**

On the loss or destruction of any license required by this chapter, and on the payment of a fee of \$.50, a new license shall be issued in the same manner as on an original application (passed 3-5-62; amended 11-2-81)

#### **Sec. 73.09**

##### **Transfer of ownership**

On the sale or other transfer of a licensed bicycle, the license plate shall remain on the bicycle for the new owner. The seller shall notify the Chief of Police of the transfer, and there shall be no additional charge for transfer of registration to the new owner. (passed 3-5-62)

#### **Sec. 73.10**

##### **Bicycle rentals**

Requirement that rented bicycles have license and proper equipment.

#### **Sec. 73.11**

##### **Applicability of traffic rules and regulations**

Every person riding a bicycle upon a roadway shall be granted all the rights and shall be subject to all the duties applicable to the driver of a

vehicle by the laws of the state declaring rules of the road applicable to vehicles or by this chapter or other traffic ordinances of the city applicable to the driver of a vehicle, except as to special regulations in this chapter and except as to those provisions of laws and ordinances which by their nature can have no application. (passed 3-5-62)

**Sec. 73.12**

**Obedience to traffic signals**

(a) Any person operating a bicycle shall obey the instructions of official traffic control signal, signs, and other control devices applicable to vehicles unless otherwise directed by the police officer.

(b) Whenever authorized signs are erected indicate that no right or left or U-turn is permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from a bicycle to make any such turn, in which event such person shall obey the regulations applicable to pedestrians. (passed 3-5-62)

**Sec. 73.13**

**Riding on bicycle**

(a) A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto at a height of not more than 40 inches above the road surface.

(b) No bicycle shall be used to carry more persons at one time than the number for which it is designated and equipped. (passed 5-5-69)

**Sec. 73.14**

**Operation of bicycle on roadway**

(a) Every person operating a bicycle on a roadway, except where bicycle lanes are established, shall ride as near to the right hand side as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycle on a roadway shall not ride more than two abreast except on paths or a

part of a roadway set aside for the exclusive use of bicycles. (passed 3-5-62)

**Sec. 73.15**

**Speed restrictions**

No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions existing. (passed 3-5-62)

**Sec. 73.16**

**Bicycle entering roadway**

The operator of a bicycle emerging from an alley, driveway, or building shall, on approaching a sidewalk or sidewalk area extending across the alley way, yield the right of way to all pedestrians approaching on such sidewalk or sidewalk area, and on entering the roadway shall yield the right of way to all vehicles approaching on such roadway. (passed 3-5-62)

**Sec. 73.17**

**Attaching to other vehicles**

No person riding on any bicycle shall attach the same or himself to any street passenger bus or vehicle on the roadway. (passed 3-5-62)

**Sec. 73.18**

**Carrying packages**

No person operating a bicycle shall carry any package, bundle, or article which prevents the rider from keeping both hands on the handlebars. (passed 3-5-62; amended 11-2-8)

**Sec. 73.19**

**Parking**

No person shall park a bicycle on a street other than upon the roadway against the curb, or on the sidewalk in a rack to support the bicycle, or against a building or at the curb in such a manner as to afford the least amount of obstruction to pedestrian traffic. (passed 3-5-62)

**Sec. 73.20**

**Riding on sidewalks**

(a) No person shall ride a bicycle on a sidewalk within the Central Business District.

(b) The Chief of Police is authorized to erect signs on any sidewalk or roadway prohibiting the riding of

bicycles thereon by any person, and when such signs are in place no person shall disobey the same.

(c) Whenever any person is riding a bicycle on a sidewalk, such person shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing pedestrian.

(d) On all streets on which the City Traffic Engineer has designated marked bicycle lanes, all bicycle being ridden in either direction upon such streets shall be ridden within such bicycle lane, except when leaving such street. (passed 3-5-62)

**Sec. 73.21**

**Required equipment**

(a) Every bicycle operated on the public streets from one half hour after sunset until one half hour before sunrise shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least 500 feet to the front and with a lamp on the rear exhibiting a light visible from a distance of 500 feet to the rear, except, that a red reflector of such size and character and so mounted as to be visible at night from all distances with 350 feet to 100 feet from the bicycle, when directly in front of the lawful beams of headlamps, may be used in lieu of a rear light.

(b) No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving

a signal for a distance of 100 feet, except, that a bicycle shall not be equipped with, nor shall any person use on a bicycle, any siren or whistle.

(c) Every person shall be equipped with a brake which will enable the operator to make their brake wheel skid on dry level clean pavement. (passed 3-5-62)

**Sec. 73.99**

**Penalty**

Whoever is convicted of any violation of this chapter, shall be punished by a fine of not more than \$10, or by removal and detention of the license plate from such person's bicycle for a period of not more than 30 days, or by the impounding of such person's bicycle for a period not to exceed 60 days, or a combination thereof. (passed 3-5-62)

**TITLE XIII - GENERAL OFFENSES**

**Sec 130.13**

**Use of skateboards and in line skates**

(1) It shall be unlawful for any person to use skateboards or in line skates at or within the James F. Riehle Plaza located West of Second Street, between Main Street and Ferry Street extended, City Hall Plaza or inside any City Building.

(2) The City of Lafayette shall post signs in appropriate places.

## LAFAYETTE PEDESTRIAN CODE

### **CHAPTER 74 PEDESTRIANS**

#### **Sec. 74.01**

##### **Pedestrians subject to traffic control signals**

Pedestrians shall be subject to traffic control signals as hereto fore declared in IC 9-21-17 and 9-21-17-2 but at all other places pedestrians shall be granted those rights and be subject to the restrictions stated in this chapter. (passed 3-5-62; amended 11-2-81)

#### **Sec. 74.02**

##### **When pedestrians have right of way.**

(a) When traffic control signals are not in place or not in operation, or when a pedestrian is walking in obedience to a traffic control signal, the driver of a vehicle shall yield the right of way, slowing down or stopping if need be so to yield to a pedestrian crossing the roadway within a crosswalk when the pedestrian is on the half of the roadway on which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger, but no pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield.

(b) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle shall not overtake and pass such stopped vehicle. (passed 3-5-62)

#### **Sec. 74.03**

##### **When pedestrians yield right of way**

(a) Every pedestrian crossing a roadway at any point other than at a crosswalk or within an unmarked

crosswalk at an intersection shall yield the right of way to all vehicles on the roadway.

(b) The foregoing rules in this section have no application under the conditions stated in Sec 74.06 when pedestrians are prohibited from crossing at certain designated places. (passed 3-5-62)

#### **Sec. 74.04**

##### **Crossing at right angle**

No pedestrian, other than in a crosswalk, shall cross a roadway except at right angles to the curb or by the shortest route to the opposite curb. (passed 3-5-62)

#### **Sec 74.05**

##### **Walking on right half or crosswalk**

Pedestrians shall move, whenever practicable, on the right half of the crosswalk. (passed 3-5-62)

#### **Sec. 74.06**

##### **Crossing at crosswalk**

Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross any place except in a crosswalk (passed 3-5-62)

#### **Sec. 74.07**

##### **Walking on sidewalks and streets.**

(a) Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along or on an adjacent roadway.

(b) Where sidewalks are not provided, any pedestrian walking along and on a highway shall, when practicable, walk on the left side of the roadway on its shoulder, facing traffic which may approach from the opposite direction, except as provided in sec. 70.29

(c) No person shall stand in a roadway for the purpose of soliciting a ride from the driver of any vehicle. (passed 3-5-62)

#### **Sec. 74.08**

(a) Notwithstanding the foregoing provisions of this chapter, every driver of a vehicle shall exercise due

care to avoid colliding with any pedestrian on a roadway and shall give warning by sounding the horn when necessary, and shall exercise proper precaution on observing any child or any confused or incapacitated person on the roadway.

(b) Where sidewalks are not provided, a driver shall yield the right of way to that portion of the roadway occupied by a pedestrian walking in the roadway in accordance with Sec 74.07 and further shall give the right of way to that portion of the roadway occupied by a pedestrian where the left side of the roadway is obstructed so as to prevent its use by a pedestrian. (passed 3-5-62)

**Sec. 74.09**

**School crossings**

Where traffic control signs are erected giving notice of a school

crossing, all drivers shall reduce speed and stop in accordance with any traffic control device erected or any direction of school guard or school patrol, at such school crossing, and permit any child, children, or person to cross before such driver shall proceed in accordance with such traffic control device, school guard, or school patrol. (passed 3-5-62)

**Sec. 74.10**

**Regulations applicable to City parks**

The Board of Park Commissioners are authorized to make any section of this chapter applicable to pedestrians in any City park by entering same on the records of the Board and posting signs in accordance therewith at locations so regulated. (passed 3-5-62)

# PURDUE UNIVERSITY TRAFFIC AND PARKING REGULATIONS

## **CHAPTER 7 BICYCLE REGULATIONS**

### **7.01**

#### **Definition of a bicycle.**

"Bicycle" refers to any two-wheeled vehicle that is not self-propelled or is not required to be registered with the Indiana Bureau of Motor Vehicles. A moped is self-propelled and is therefore not a bicycle. Bicyclists are not required to register their bicycles; however, they are responsible for operating their bicycle within the restrictions of these regulations. One who violates these regulations is subject to the same table of penalties and fines that have been established for motor vehicles.

### **7.02**

#### **Indiana Laws and Ordinances.**

All persons owning or riding bicycles on the West Lafayette Campus must observe and obey all applicable Indiana laws and ordinances. State laws that apply to bicycles include:

(a) Requiring bicycles to observe stop signs and other traffic control signals, to observe the direction of travel on one-way streets, to obey applicable speed limits, and to provide a white light on the front of the bicycle visible for at least 500

feet and a red light or reflector on the rear of the bicycle at night;

### **7.03**

#### **Special University Regulations**

(a) Bicycles are not permitted inside any University building and cannot be parked on campus except in bicycle racks and on bicycle pads provided specifically for this purpose. Motorcycles are not

allowed in bike racks. Bicycles may be ridden on side walks unless otherwise posted. However, the cyclist must yield to pedestrians, warn pedestrians of passing and maintain a safe, compatible speed when in high pedestrian areas

(b) Use of skateboards is not permitted at any time on North or South academic campus or the parking garages. Any violator will be issued a violation notice, and the skateboard will be confiscated. The skateboard will be released upon payment of the fine. Use of skates, skateboards, and in-line rollerblades are prohibited in any University building (unless otherwise posted) or on any surface where damage may occur.

(c) Motorcycles, mopeds, ATVs, and snowmobiles are not permitted to travel on sidewalks.

## **PURDUE UNIVERSITY BIKES BLADES AND BOARDS**

### **BICYCLES**

Other than walking, bicycles are the most popular method of getting around campus. There are more than 3,700 bicycles registered with the Purdue Police Department, and many more that are unregistered. Registration only takes a few minutes, and could result in the return of your bike if it is stolen. Over 100 bicycles are reported stolen each school year, and most are not registered. Please register your bicycle and lock it to a bike rack at all times.

Bicycle parking is permitted only at bicycle racks, and not against railings, posts, trees, or inside any University structure, except where posted. Bicycles in violation may be removed or locked in place and the owner ticketed.

Bicycles ridden on any street must be in accordance with all applicable state traffic laws, such as obeying stop signs, one-way signs, etc.

State laws also require bicycles to be equipped with a white front light and red rear light or reflector at night as well as a warning bell.

Additional good bicycle habits include wearing helmets, riding single file, and anticipating the actions of pedestrians and motor vehicles.

Riding bicycles carefully on University sidewalks is permitted, except where posted. Riders must yield to pedestrians, warn them when passing, and maintain a safe speed, especially in high pedestrian areas. Obeying traffic regulations will result in a safer campus traveling environment.

### **IN-LINE SKATES, ROLLER SKATES, AND SKATEBOARDS**

In-line skates and roller skates have become popular in recent years. These methods of transportation provide recreation for the rider, but pose a potential threat to pedestrians and vehicles, and may cause damage to concrete and other material.

Use of skateboards is not permitted at any time on North and South Academic Campus or in any of the parking garages. Any violator will be issued a violation notice, and the skateboard will be confiscated. The skateboard will be released upon payment of the fine.

Use of skates, skateboards and in-line skates is prohibited in any building (unless otherwise posted) or on any surface where damage may occur. Violations will result in fines.

Skater must be aware that many drivers are unable to see them. While riding on campus sidewalks, skater must yield to pedestrians.

University regulations governing the use of these conveyances are designed to protect property and ensure the safety of others.

### **WALKING ON CAMPUS**

Purdue University strives to provide a safe and beautiful campus. For your safety, over 200 emergency telephone system (ETS) boxes are located along campus streets, walkways, and in parking garages. These ETS boxes are direct phone lines to the Police Department, and when activated show the location of the caller. Know where the ETS boxes are when you walk.

At nights always walk along well-lit streets, preferably with someone. If you must walk alone, let your roommate or a friend know when to expect you, and be on time. Another good idea is to carry a warning device such as a whistle or alarm.

Radio-equipped Student Security Patrol Officers are on foot patrol

during many evenings to assist the Police Department and serve as the eyes and ears of the Department.

For your safety, please use crosswalks whenever possible. Pedestrians on side walks should be aware that they share space with bicycles and other wheeled vehicles. Avoid walking on bicycle paths or in the street.

## **Design Standards And Policies**

Our community benefits from strong, steady growth guided by goals set forth in our Comprehensive Land Use Plan. Adopted in 1981, the plan advocates a compact growth pattern. A transportation network that supports walking and bicycling also reinforces the concept of compact growth. Within this context, facilities can be designed to link residential neighborhoods to schools and commercial developments. A commitment to provide these opportunities will serve to further the goals of the Land Use Plan.

### **Pedestrian Planning efforts:**

#### **Lafayette**

The City of Lafayette and Departments of Community and Redevelopment are responsible for the installation of curbs, sidewalks and ramps and replace approximately 8,000 plus linear feet of curb, 30-35,000 square feet of sidewalk and locate 25-50 new ramps at corners per year. It is the City's policy, when replacing curbs, to make all corners, alleys and drive approaches under their maintenance accessible. The street tree program, designed to create a more pleasant street environment, plants between 300-500 trees in the public right of way per year.

In response to neighborhoods' concern with walking at night safely, a number of police periodically walk their beat as part of a Community Patrol Program to get to know the residents.

Special projects include; the Norfolk and Western Corridor Study looking at both vehicular and non-vehicular reuse of the rail corridor running southwest to northeast through the City's downtown. The reconstruction of the 5th Street rail corridor. A 12 block rehab in central downtown Lafayette adding curbs, sidewalks and street trees in low income and commercial areas with a high percentage of pedestrian traffic. The largest single project in Lafayette, Railroad Relocation, with its relocated historic

train depot and Plaza, connected by Main Street pedestrian bridge to the West Lafayette plaza. In addition, a 1 mile portion of the Wabash Heritage Trail between Delphi and Attica falls under the care of the Lafayette Parks department near McAllister Park. Proposed corridor development includes both pedestrian and bicycle elements.

### **West Lafayette**

The City of West Lafayette has a strong commitment to provide facilities for both pedestrian and bicycle traffic. One concept they support is to link residents and parks through shared facilities and greenways. Another calls for a safe connection between residential neighborhoods and schools through sidewalks and painted bike lanes.

West Lafayette projects include an interurban and county linking segment of the Wabash Heritage Trails including Big Four Depot Plaza, Main Street Bridge and Tapawingo Park. Nighthawk Boulevard, the Sagamore / Navajo connection, links the portions of the city north and south of US 52. Both pedestrian and bicycle elements are included. A greenway farther to the northwest is providing a connection between that side of town and a growing residential population just beyond the city limits. Another greenway project, located south of the proposed Celery Bog Nature Area, is included into the FY 1995 TIP for funding of a bicycle/pedestrian facility. The plan is to create a connection from the nature area, along the Purdue golf course, south to McCormick's Woods on the northside of Purdue campus.

### **County**

The 1990 Tippecanoe County Park Plan states as part of its planning goals; "...to the establishment of trail systems for hiking and bicycling whenever possible; ...Encourage the development of hiking and bicycling routes in the County:"

Existing hiking facilities include but are not limited to, Scout & 4-H Camps - 10 miles, Ross Hills Park - 3 miles, Wabash Heritage Trail - 7 miles. In 1995 future plans for Wabash Heritage Trail include land acquisition for a portion of new trail from Fort Ouiatenon to Ross Hills Park.

### **Community**

The Unified Subdivision Ordinance (USO), Sidewalks 5.7 (1) (a) requires that "sidewalks be included within the dedicated non-pavement right-of-way of all roads with urban cross sections being improved by the subdivider...". Pedestrian Accesses 5.7 (2) states "The Commission may require, in order to facilitate pedestrian access from the roads to schools, parks, playgrounds, or other nearby roads, perpetual unobstructed easements or dedications."

### **Bicycle Planning efforts:**

#### **Lafayette**

The active project for bicycles at this time is part of the Depot Plaza - Main Street bridge link. Efforts are being made to effect new vehicular facilities at the planning stage to include wide outside lanes or bike lanes.

#### **West Lafayette**

The City intends to expand Lindberg, an important east/west secondary arterial, from a 2-lane to a 4-lane facility with a 2-way multi use trail on the north side of the road. Due to the above average number of bicycles associated with schools and Purdue University, West Lafayette considers additional bicycle lanes in other parts of the city, to encourage safe cycling, a priority. Outlined in the element above, much of the pedestrian planning combines facilities with bicycles.

## **County**

It is the County's policy to incur the extra cost to surface the shoulders on selected road projects rather than use chip and seal. Identifying the roads for this treatment is done on a project by project basis depending on available funds. Roads receiving Federal or, SIA-TIF funding, and those used frequently by cyclists are likely to be included.

Facilities constructed or planned to include paved shoulders: 500 /475 E from SR 26 E to SR 38 E; 200 S from 475 E to Dayton Road; 50 W from 350 N to 600 N; all of 350 S; 900 E from SR 38 E to 900 S.

Application has been made for an enhancement grant to fund bicycle / pedestrian lanes along an 8.9 mile section of South River Road. The project's east end would start at the connection of US 231 and South River Road and continue west as far as Ross Hills Camp.

Hoosier Bikeway System; Route 1, linking Shades State Park to the historic Commandant's Home at the Indiana Soldier's Home on SR 43 North, is located in Tippecanoe County. Route 2 links the Commandant's Home to the Tippecanoe Battlefield State Memorial then on to Mississinewa Reservoir.

## **Community**

Area Plan Commission of Tippecanoe County is currently awaiting public hearings before the adoption of the proposed new Unified Zoning Ordinance (NUZO). NUZO is in its second draft and subject to revision, however, under the section on parking requirements bicycle parking requirements are proposed. A primary use table in NUZO lists bicycle parking requirements based on use similar to vehicular parking requirements. A table describing 5 types of parking group standards is included in a section specifically for determining bicycle parking. Standards for new bicycle parking facilities include parking space

dimensions, maneuvering aisle widths, paving surface, and signage. Where bicycle parking is not required of existing uses, one auto parking space may be converted to bicycle parking with approval from the Administrative Officer.

Significant events highlighting bicycling come with the involvement of 4 local organizations; The Wabash River Cycle Club (WRCC), Wheel Warriors Racing Team, Purdue Cycling Club / Racing Team and YMCA. The range of activity includes:

- Annual Wabash River Century Ride, nationally advertised
- 2 - Criterion Bike Races, United States Cycling Federation (USCF) sanctioned, nationally advertised
- Wheel Warrior Road Race, American Bicycle Racing (ABR) sanctioned, nationally advertised
- Organized daily rides, 5 categories of ability, various lengths and routes, locally advertised
- YMCA Annual Corporate Sports Challenge

## **Bikeway network:**

### **Lafayette (Figure 1):**

- 1.5 miles of on-street bicycle lanes
- 7.5 miles of DNR Wabash-Wildcat Region Bikeway
- 1.5 miles paved shoulder

### **West Lafayette (Figure 2):**

- 5 miles of on-street bicycle lanes
- .5 mile of Wabash Heritage Trail
- .5 mile of (Kalberer / Morehouse) Greenway
- 4.5 miles of DNR Wabash-Wildcat Region Bikeway

### **County (Figure 3):**

- 17 miles of new, paved shoulder
- 30 miles of Hoosier Bikeway System, Wabash Valley Routes 1 & 2
- 165 miles of DNR Wabash-Wildcat Region Bikeway

## **Pedestrian Network**

### **Lafayette (Figure 4):**

- 1 mile of Wabash Heritage Trail (part of McAllister Park)
- 3 miles of school track facilities
- 1 mile fitness trail at The Bluffs apartments
- side walks

### **West Lafayette (Figure 5):**

- .5 mile of Wabash Heritage Trail
- 1.5 miles of trail in Happy Hollow Park (pedestrian only, for now, officially)
- .5 mile of (Kalberer / Morehouse) Greenway
- .5 mile of trail in Celery Bog Nature Area (pedestrian use only)
- .3 mile of trail in Michand-Sinninger Woods Nature Preserve (pedestrian only)
- sidewalks

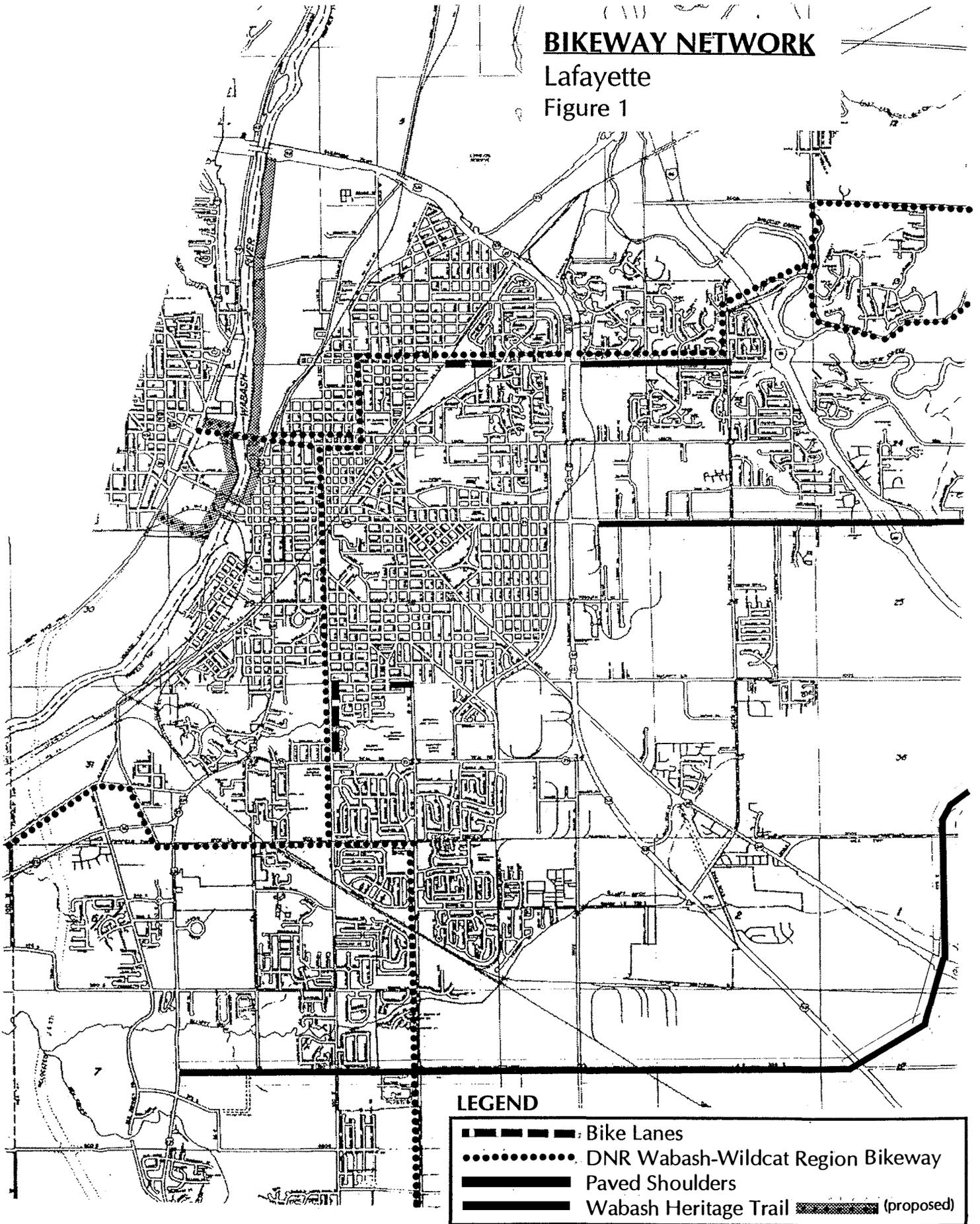
### **County (Figure 6):**

- 7 miles of Wabash Heritage Trail
- 2 miles of trail at the 4-H Leadership Center
- 5 miles of trail at Cary Camp BSA
- 0.5 miles of trail at YMCA Treece Camp
- 1.5 miles of trails at Clegg Garden
- 1.3 miles of trail at Marlen Park
- 3 miles of trail at Ross Hills Park
- 3 miles of trail at Sycamore Valley Girl Scout Camp
- 0.5 miles of trail at Tippecanoe Battlefield Park
- 0.2 miles of trail at Wildcat Park
- 17 miles of new, paved shoulder

# BIKEWAY NETWORK

Lafayette

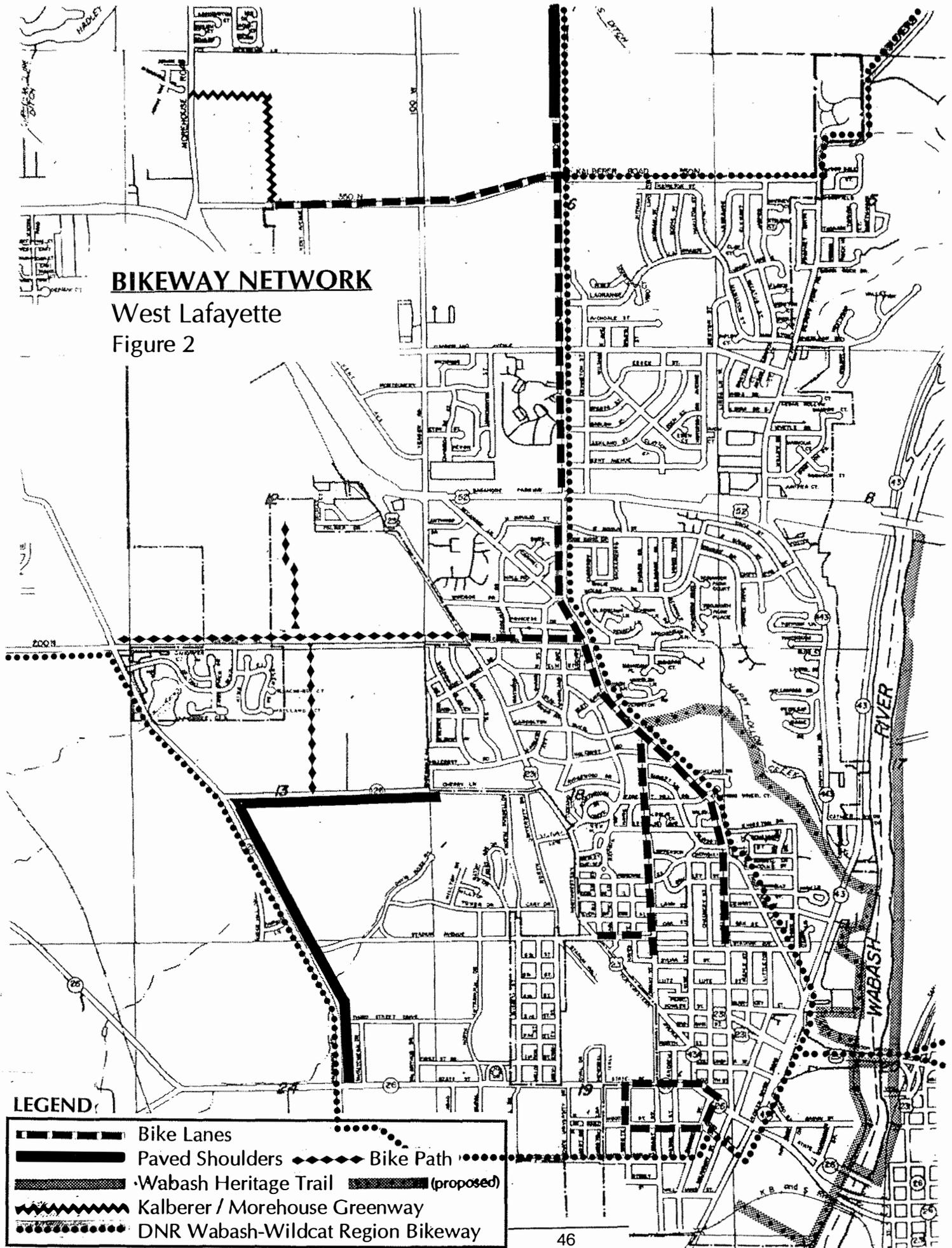
Figure 1



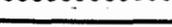
# BIKEWAY NETWORK

## West Lafayette

Figure 2



### LEGEND

-  Bike Lanes
-  Paved Shoulders
-  Bike Path
-  Wabash Heritage Trail (proposed)
-  Kalberer / Morehouse Greenway
-  DNR Wabash-Wildcat Region Bikeway

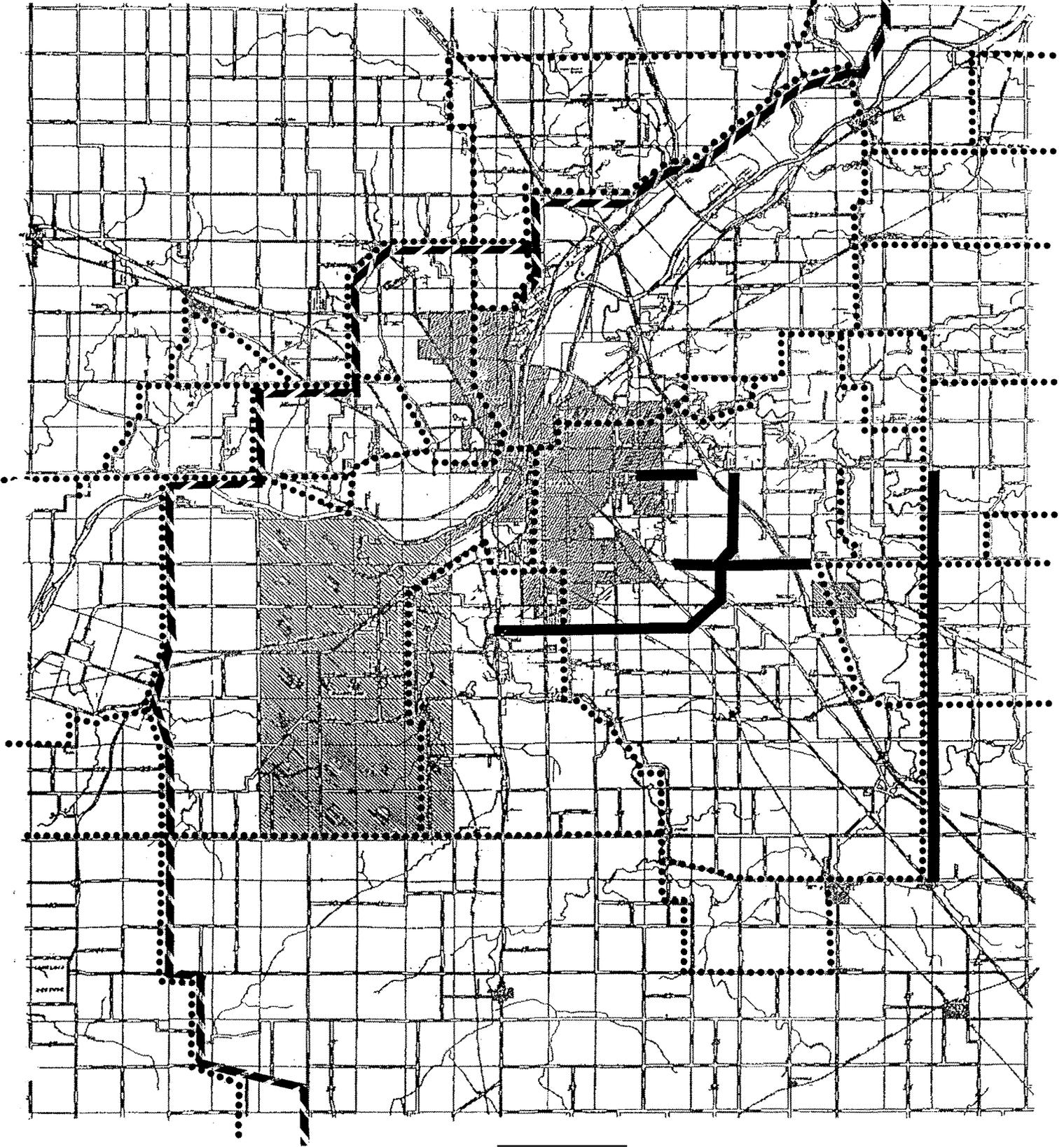
# BIKEWAY NETWORK

Tippecanoe County

Figure 3

## LEGEND

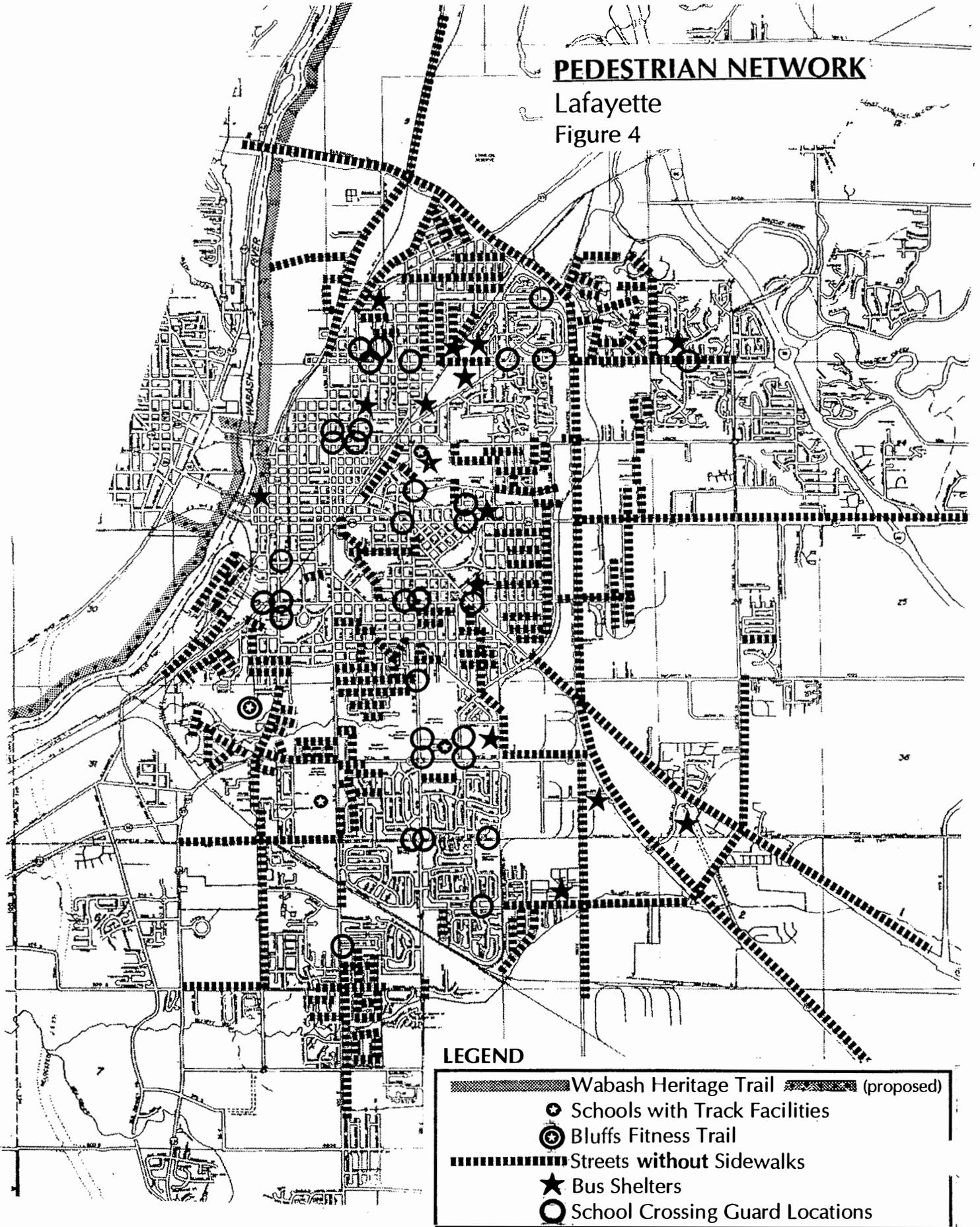
-  Paved Shoulders
-  Hoosier Bikeway System
-  DNR Wabash-Wildcat Region Bikeway



# PEDESTRIAN NETWORK

Lafayette

Figure 4



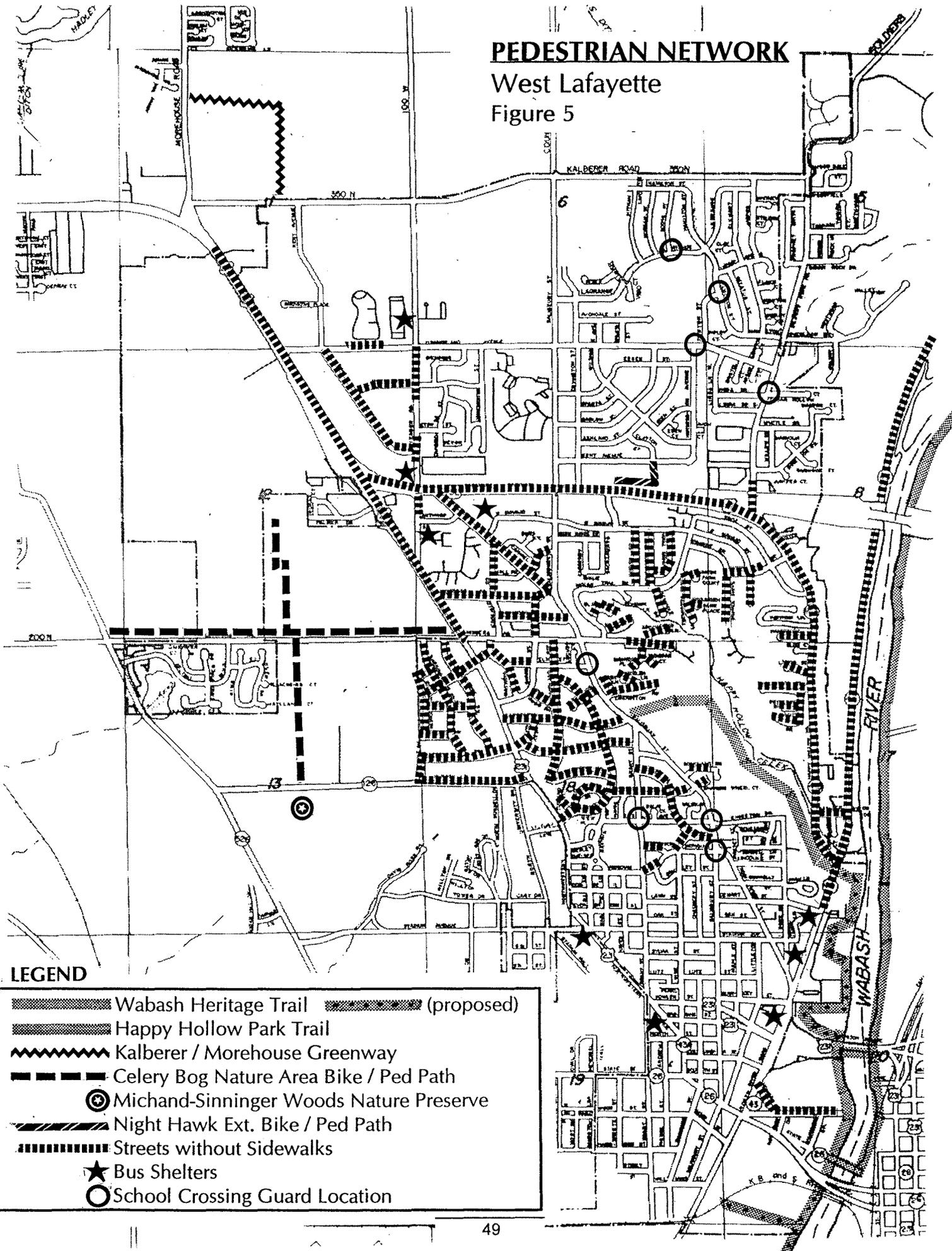
## LEGEND

- Wabash Heritage Trail (dashed line) (proposed)
- Schools with Track Facilities (circle with dot)
- Bluffs Fitness Trail (circle with cross)
- Streets without Sidewalks (dotted line)
- Bus Shelters (star)
- School Crossing Guard Locations (circle)

# PEDESTRIAN NETWORK

## West Lafayette

### Figure 5



**LEGEND**

-  Wabash Heritage Trail  (proposed)
-  Happy Hollow Park Trail
-  Kalberer / Morehouse Greenway
-  Celery Bog Nature Area Bike / Ped Path
-  Michand-Sinninger Woods Nature Preserve
-  Night Hawk Ext. Bike / Ped Path
-  Streets without Sidewalks
-  Bus Shelters
-  School Crossing Guard Location

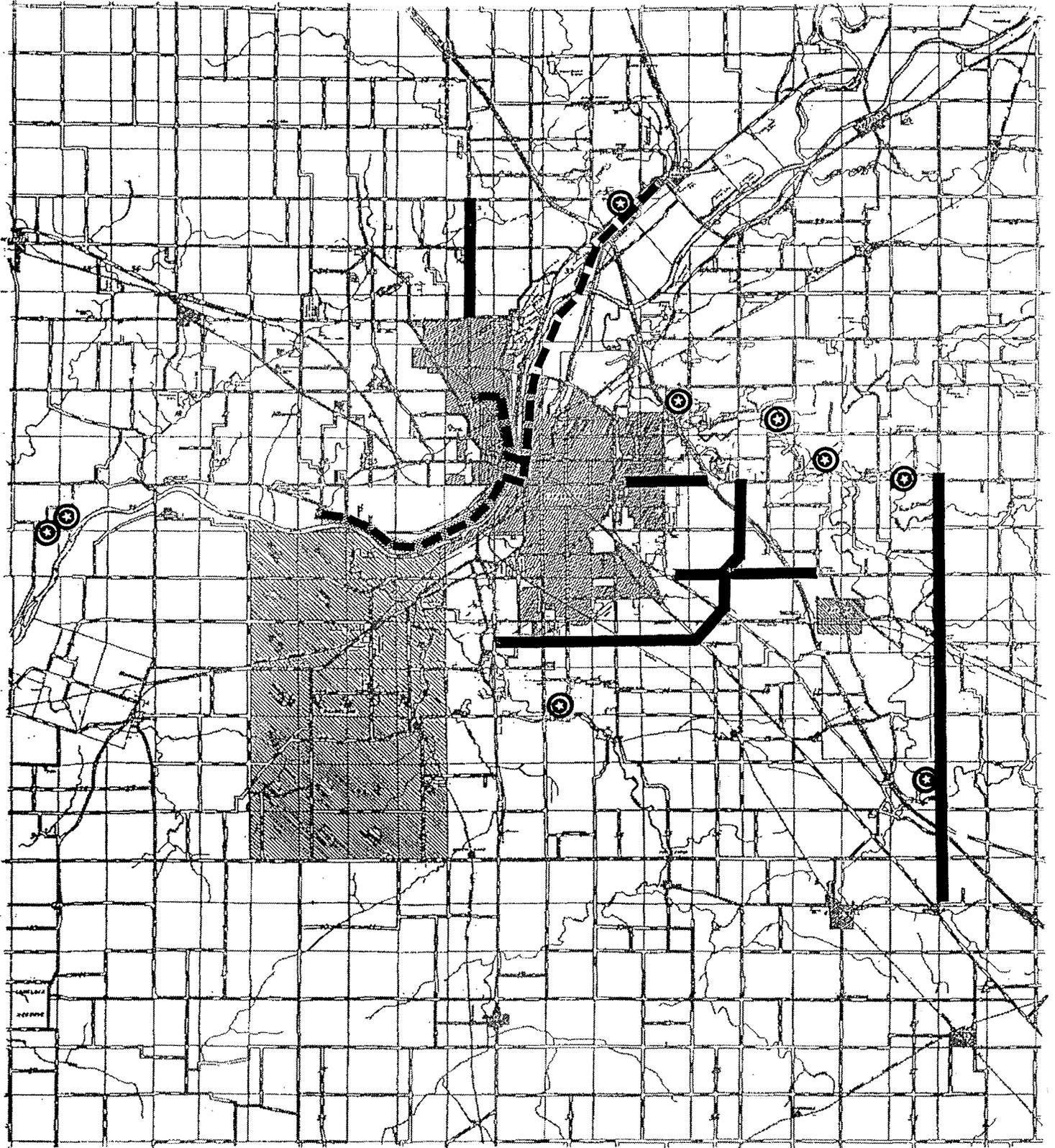
LEGEND

**PEDESTRIAN NETWORK**

Tippecanoe County

Figure 6

Legend box containing:  
- A dashed line symbol: Wabash Heritage Trail  
- A hatched area symbol: propose  
- A circle with a cross symbol: County Parks with Trails (see list pg. 31)  
- A thick solid line symbol: Paved Shoulders



## **Accident Information**

As stated in the 1995 Traffic Accident Report Study, traffic accidents are random events. Many variables can influence traffic accidents: weather, light, road surface, land use, etc.. Traffic accidents usually involve motor vehicles. However, when a vehicle is involved in a traffic accident with something besides another vehicle, it is classified as a miscellaneous accident. Miscellaneous type traffic accidents include pedestrians, bicyclist, motorcycles, mopeds, trains, and deer. Because of its nature, alcohol related accidents are also included as a miscellaneous accident type. Each year a study is made to identify miscellaneous accident patterns and their effect on the transportation network.

### **Background:**

Because of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, all modes of transportation must be evaluated and combined in a comprehensive plan. Funding is provided to plan and provide for alternative modes of transportation. One example is pedestrian and bike paths.

By using the traffic accident data base provided by the Indiana Department of Transportation (INDOT), hazardous locations for these alternative modes can be located. Once they are located, Federal and State funds can be used to correct any deficiencies and help plan for safer and more efficient facilities.

Improved facilities may encourage travelers to use other modes besides automobiles. If less automobiles are making fewer trips, the result could be less congestion on roads; a social and environmental benefit for all.

### **Scope Of Study**

The miscellaneous accidents as they relate to bicycles and pedestrians are represented from two perspectives; accident location maps for the

years 1992-1995, and a seven-year analysis for 1989-1995. In the seven-year analysis, accident patterns or trends occurring over time are shown.

### **Bicycle Related Traffic Accidents**

**Table 1** shows that in a seven year period, three hundred-twenty bicycle related traffic accidents occurred within the study area. 82.6% of the accidents were personal injury. Two fatal injury accidents occurred, one in 1989 the other in 1990, as a result of a bicycle accident.

The maps show the location for all of the bicycle related traffic accidents that occurred in that year (**Figures 7-10**). While accidents are dispersed throughout Lafayette, a cluster of accidents is shown in West Lafayette around the Purdue campus along State, University, and Stadium street.

Approximately 25 to 30% of bicycle related traffic accidents occur during evening peak hours (3:00-6:00 pm). This percentage is somewhat higher than the percentage for all traffic accidents in the study area for this time period. Friday is the day of week when most traffic accidents occur, however that has not always been the case with most bicycle related traffic accidents. Most traffic accidents occurred in December. However, for bicycle related traffic accidents, September normally has the most.

A look at environmental conditions shows that less than 20% of all bicycle related traffic accidents occur at night. While this percentage is lower than the average for all traffic accidents, fewer bicyclist are also riding at night.

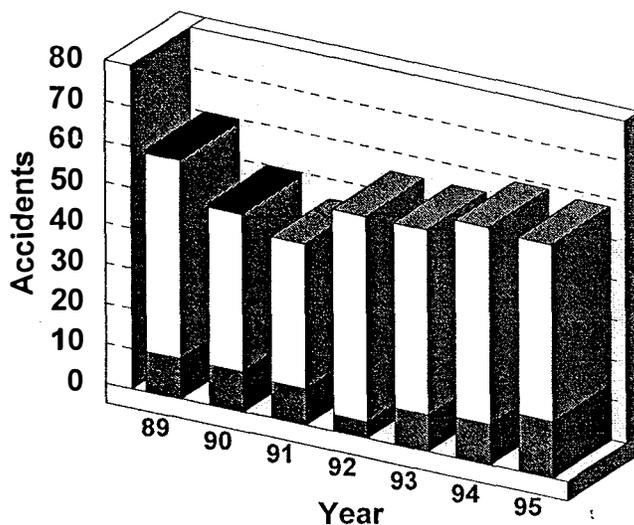
Many variables could influence a bicycle related traffic accident. While some of the causes can be attributable to system deficiencies, many accidents are caused by bicycle and vehicular action and their interaction on the network. System deficiencies may include restricted sight distance, inadequate striping, or inadequate lighting.

## BICYCLE RELATED TRAFFIC ACCIDENTS BY SEVERITY, 1989-1995

Table 1

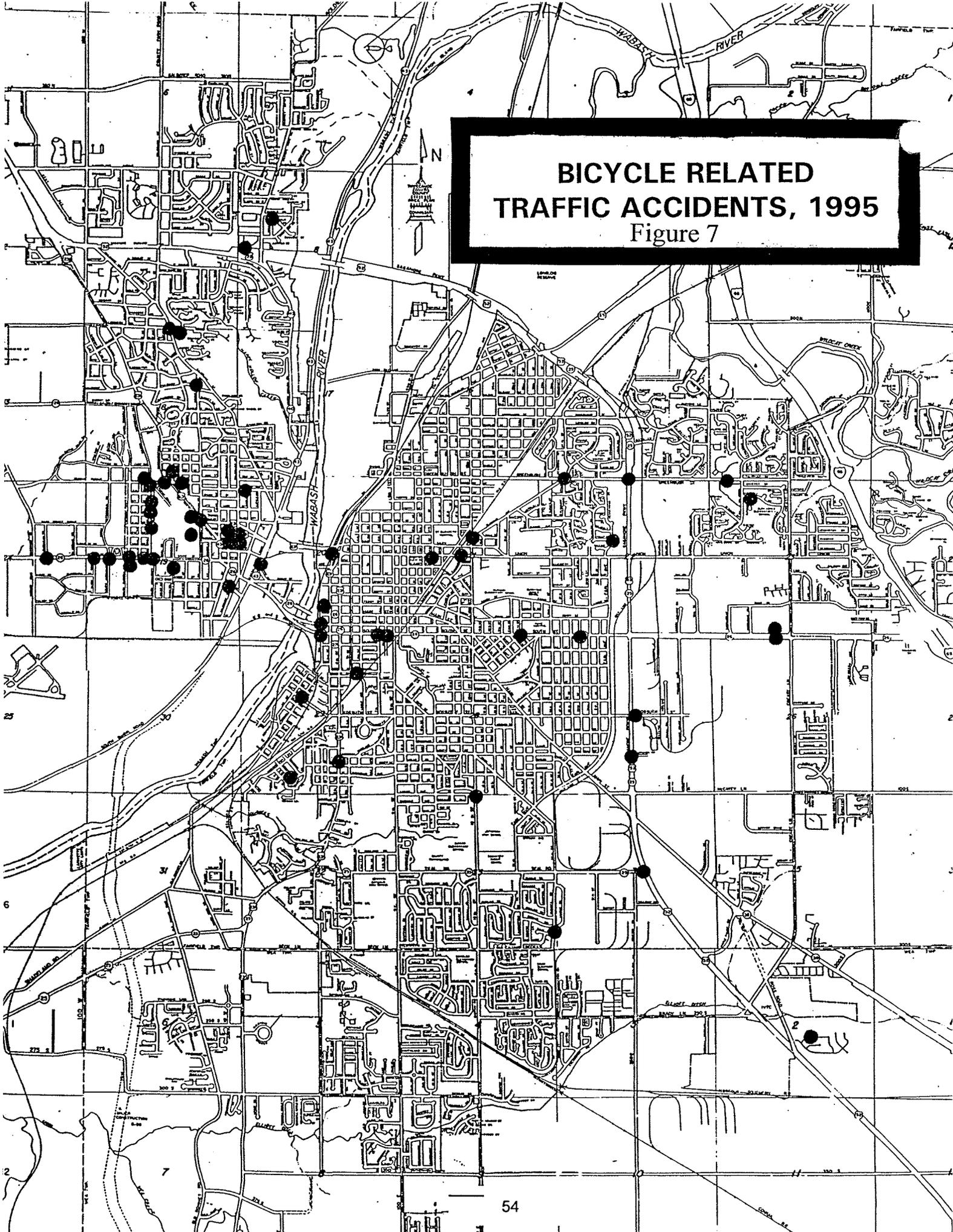
Severity	Year						
	1989	1990	1991	1992	1993	1994	1995
Property Damage	10	10	9	4	9	10	14
Personal Injury	49	39	36	51	46	49	44
Fatal Injury	1	1	0	0	0	0	0
<b>Total Accidents</b>	<b>60</b>	<b>48</b>	<b>43</b>	<b>55</b>	<b>55</b>	<b>59</b>	<b>60</b>

## BICYCLE RELATED TRAFFIC ACCIDENTS, 1989-1995



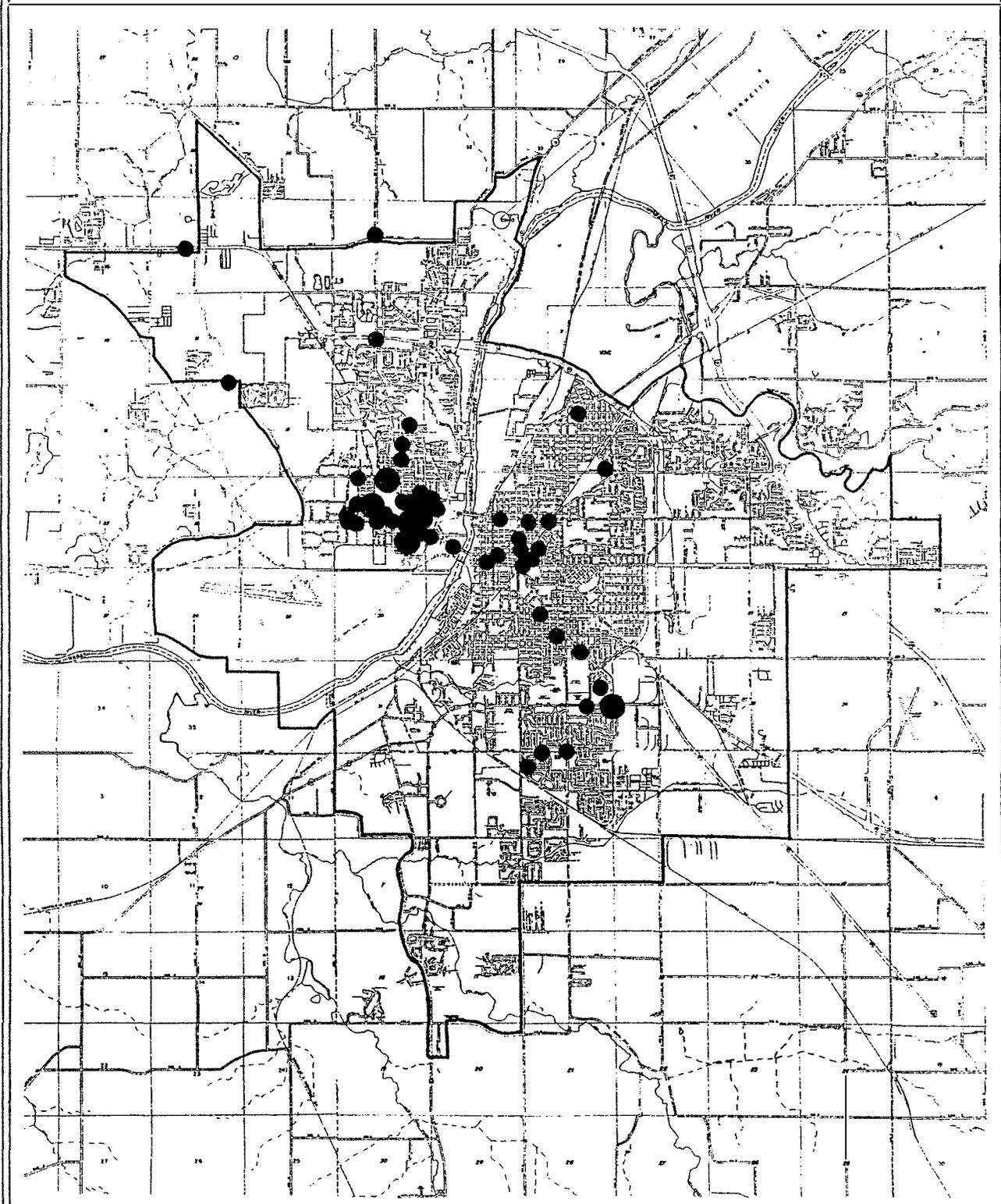
# BICYCLE RELATED TRAFFIC ACCIDENTS, 1995

Figure 7



# BICYCLE RELATED TRAFFIC ACCIDENTS, 1994

Figure 8



SCALE: 1" = 1 MILE

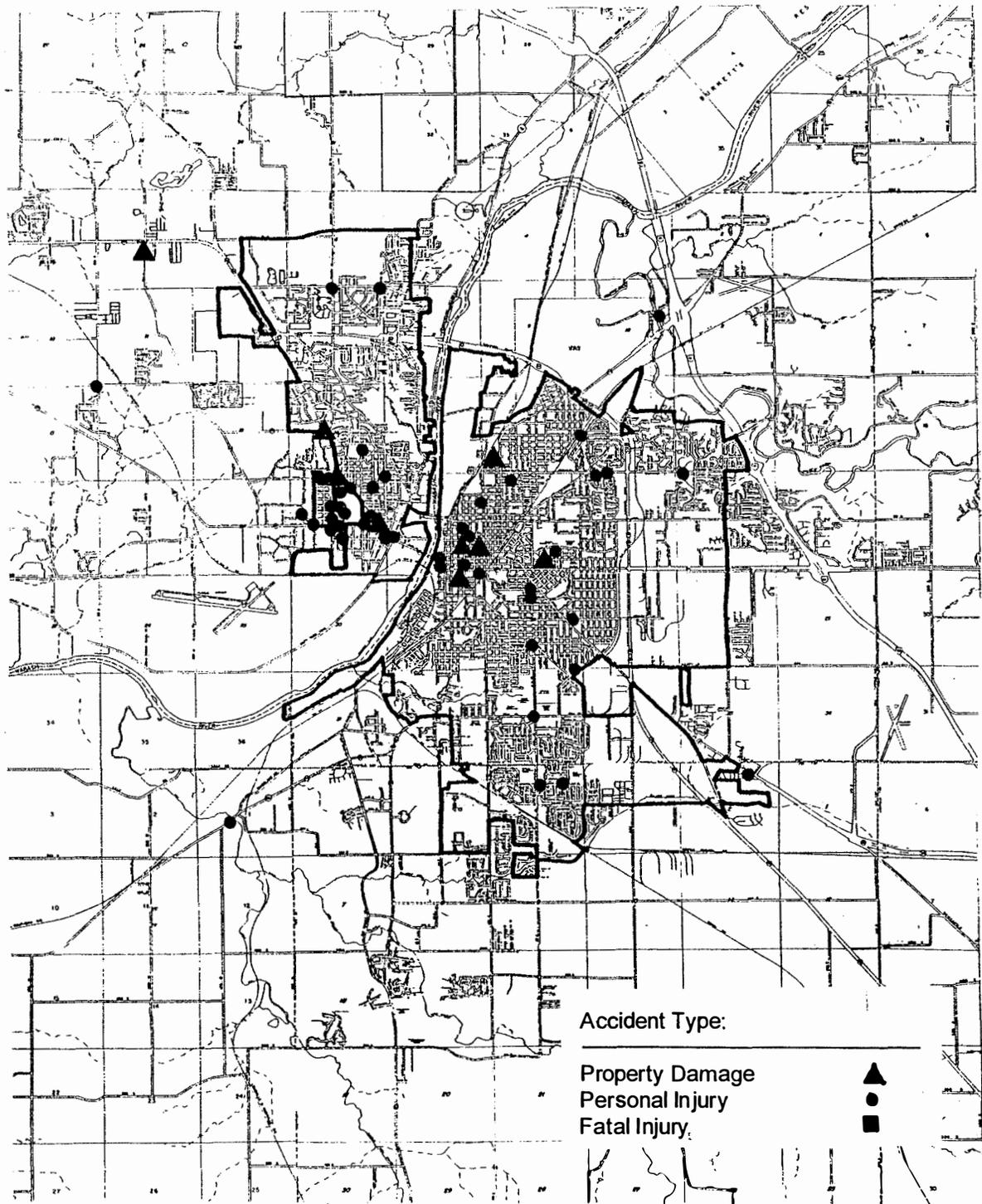


Accidents

- one
- two

# BICYCLE RELATED TRAFFIC ACCIDENTS, 1993

Figure 9



SCALE: 1" = 1 MILE





With accident clusters clearly shown around State, University, and Stadium in West Lafayette, general countermeasures may include more signs, clearly marked bicycle lanes, or reduced vehicular speed.

### **Pedestrian Related Traffic Accidents**

**Table 2** shows that in a seven year period three hundred forty-three pedestrian related traffic accidents occurred within the study area . 92.4% of the accidents involved a personal injury. Eight pedestrians were fatally injured in traffic accidents, at least one per year between 1989 and 1993.

Like the bicycle related traffic accidents, pedestrian accidents are scattered throughout Lafayette with clusters forming around the Purdue campus (**Figures 11-14**).

Most pedestrian related traffic accidents occurred during the months of January and November. While most traffic accidents occur on Friday, a significantly high percentage of pedestrian related traffic accidents occur on Mondays. Approximately one quarter of all pedestrian related traffic accidents occurred at night.

Many of the variables that influence bicycle related traffic accidents can also influence pedestrian related traffic accidents. System deficiencies can include sight distance, signals, signs, signal phasing, lighting, and excessive speed. An inventory of problem areas may help in identifying deficiencies and finding solutions.

### **Seven-Year Data Analysis**

An analysis of miscellaneous traffic accidents can determine if trends are developing over time. **Table 3** shows accident totals from 1989 through 1995. A look at the total number of miscellaneous accidents shows that they are on the decrease, however bicycle and pedestrian accidents are increasing. Studies indicate too, that many minor accidents or incidents not involving motor vehicles go unreported. **Table 4** shows a list of contributing circumstances associated with reported bicycle accidents. As

many as 50% of all accidents can be attributed to three circumstances; failing to yield, driver inattention and disregarding traffic signals. Correcting poor habits on the part of drivers and cyclists could drastically reduce the number of accidents. **Table 5** shows a list of contributing circumstances associated with reported pedestrian accidents. Over 50% of accidents are caused by either pedestrian action, driver inattention or failure to yield. As with bicycle accidents, it appears that accidents can be reduced if drivers and pedestrians follow the rules and pay closer attention to those around them.

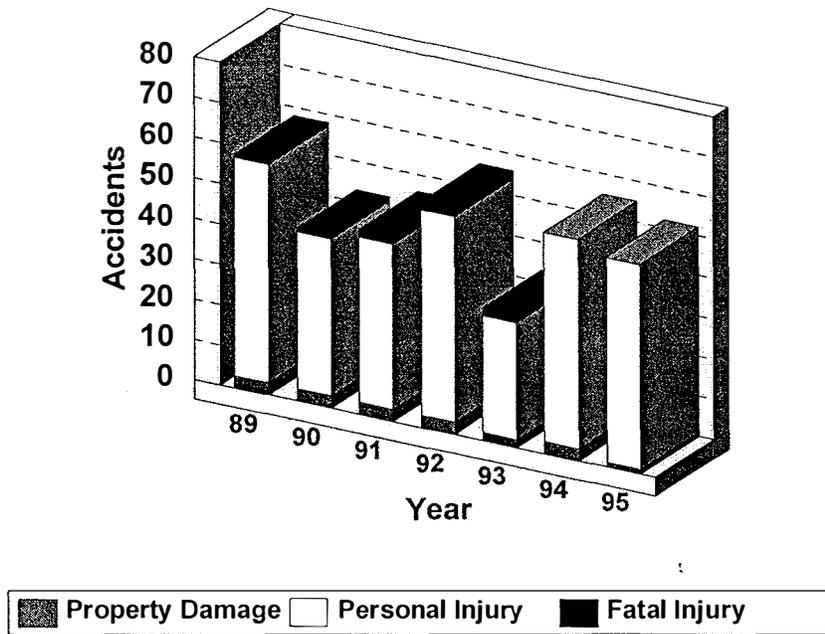
As mandated by ISTEA, the Bike and Pedestrian Plan should help in developing plans for improved facilities and safety for these modes. While many of these accidents are a result of driver and user interaction, public awareness of these alternative modes and education may help in reducing the number of traffic accidents.

## PEDESTRIAN RELATED TRAFFIC ACCIDENTS BY SEVERITY, 1989-1995

Table 2

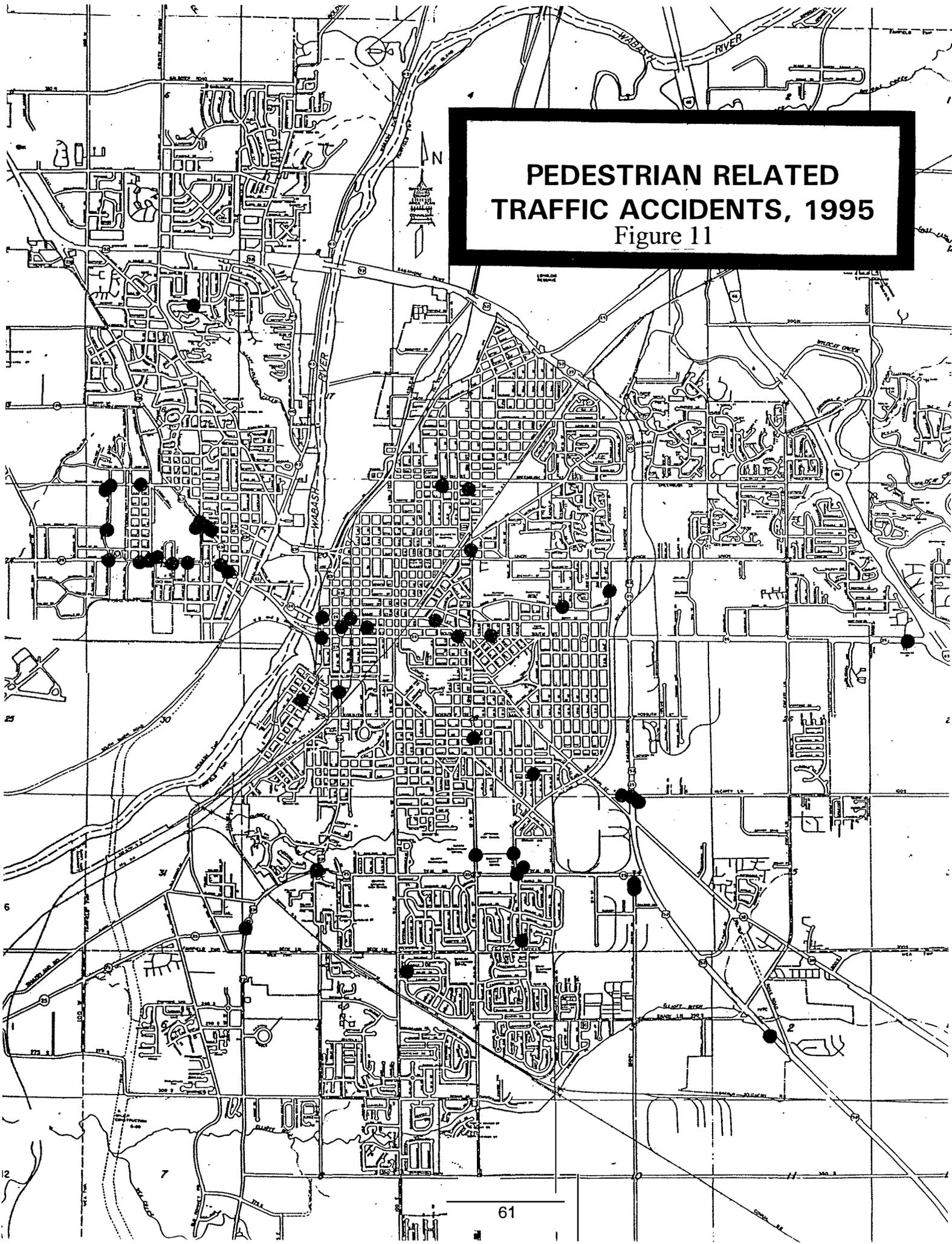
Severity	Year						
	1989	1990	1991	1992	1993	1994	1995
Property Damage	3	3	3	3	2	3	1
Personal Injury	54	39	41	51	29	52	51
Fatal Injury	1	1	2	2	2	0	0
<b>Total Accidents</b>	<b>58</b>	<b>43</b>	<b>46</b>	<b>56</b>	<b>33</b>	<b>55</b>	<b>52</b>

## PEDESTRIAN RELATED TRAFFIC ACCIDENTS, 1989-1995



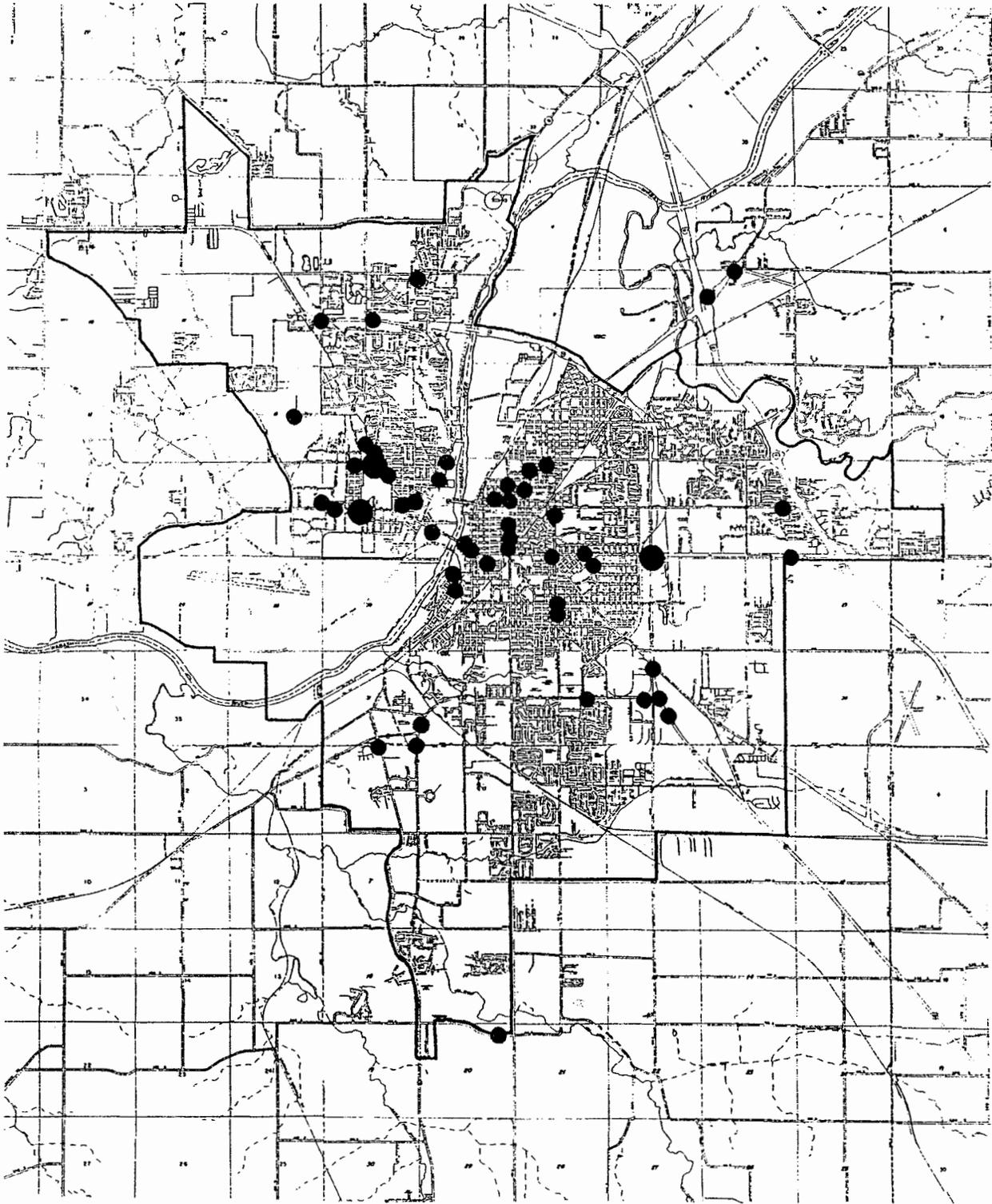
# PEDESTRIAN RELATED TRAFFIC ACCIDENTS, 1995

Figure 11



# PEDESTRIAN RELATED TRAFFIC ACCIDENTS, 1994

Figure 12



SCALE: 1" = 1 MILE

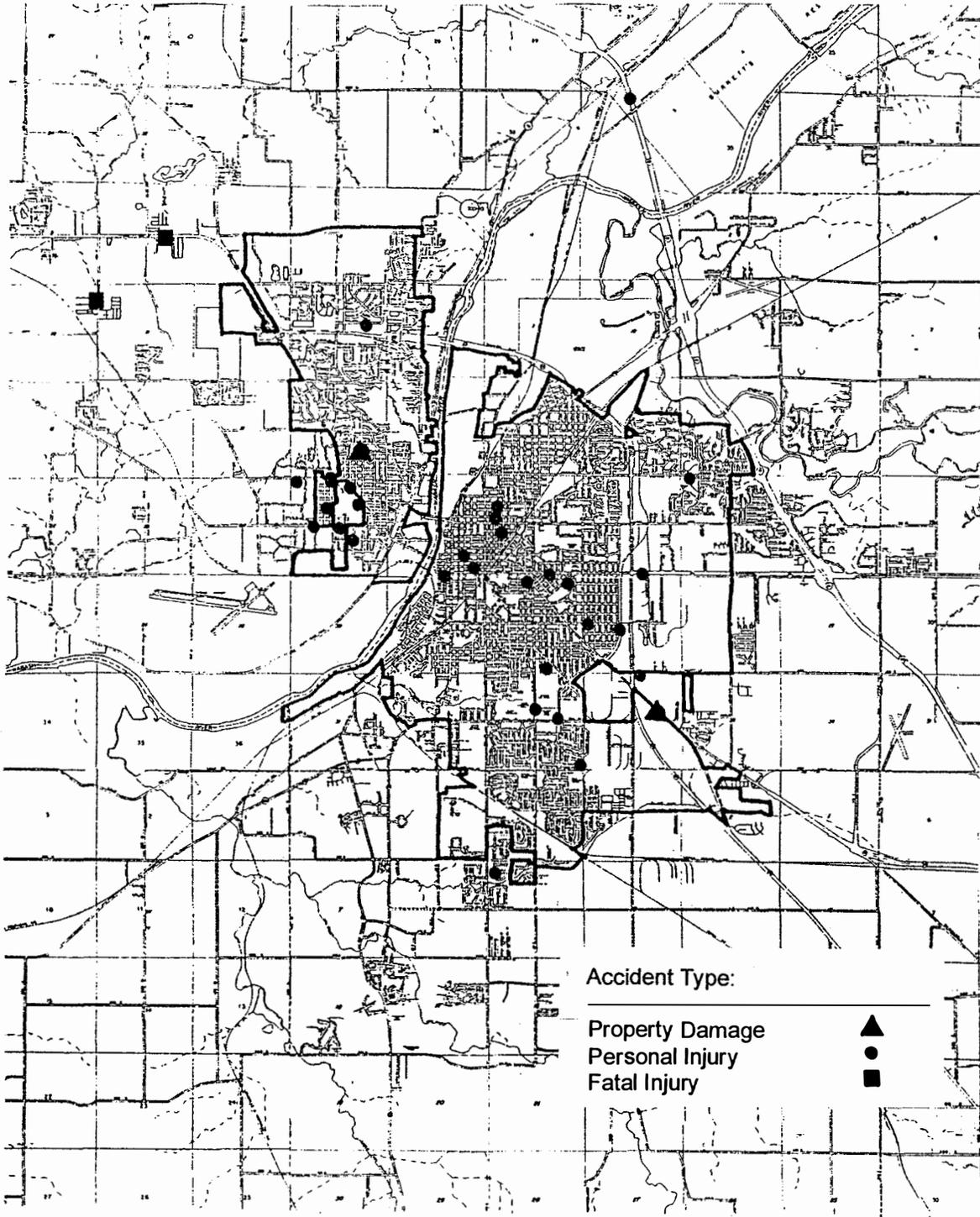


Accidents

- one
- two

# PEDESTRIAN RELATED TRAFFIC ACCIDENTS, 1993

Figure 13

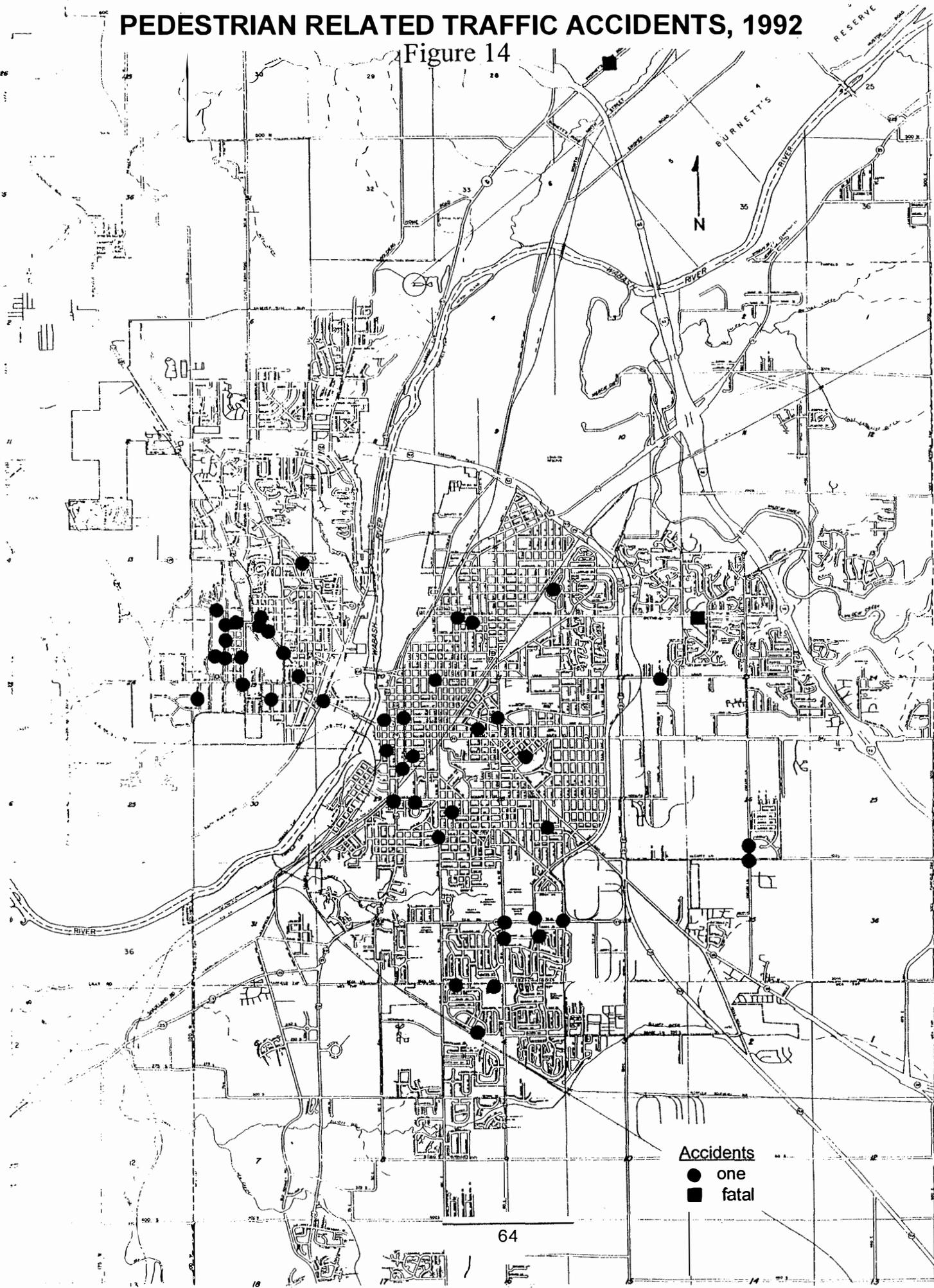


SCALE: 1" = 1 MILE



# PEDESTRIAN RELATED TRAFFIC ACCIDENTS, 1992

Figure 14



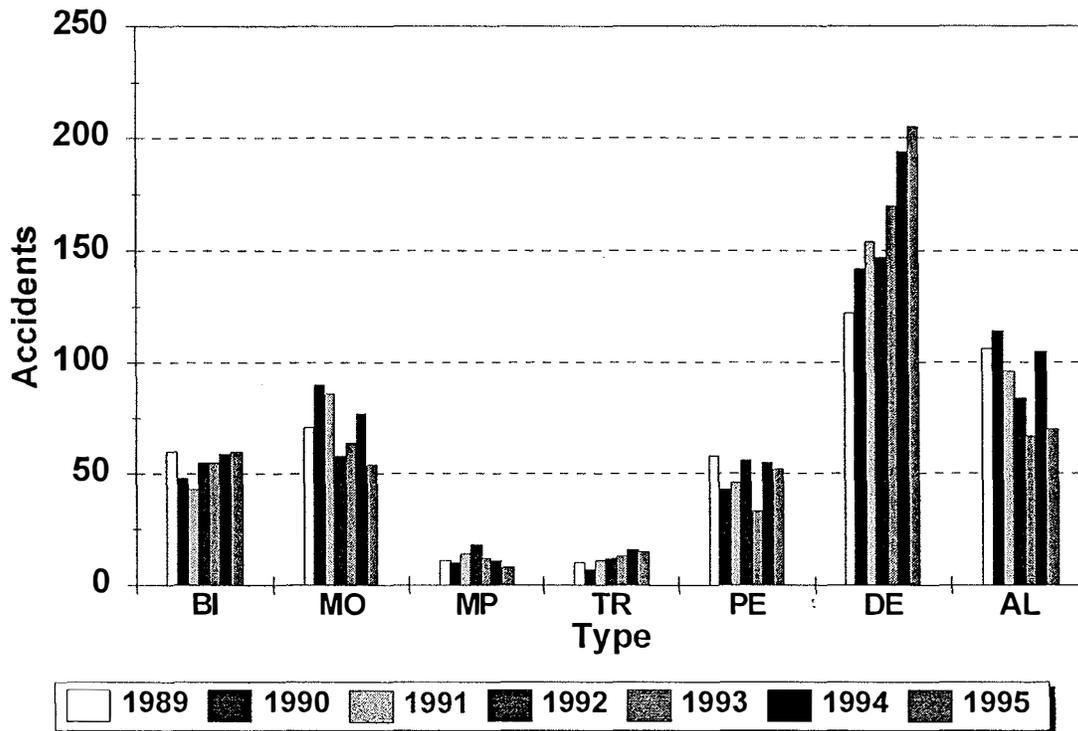
Accidents  
● one  
■ fatal

# MISCELLANEOUS TRAFFIC ACCIDENTS, 1989-1995

Table 3

Type	Year	1989	1990	1991	1992	1993	1994	1995
Bicycle		60	48	43	55	55	59	60
Motorcycle		71	90	86	58	64	77	54
Moped		11	10	14	18	12	11	8
Train		10	7	11	12	13	16	15
Pedestrian		58	43	46	56	33	55	52
Deer		122	142	154	147	170	194	205
Alcohol		106	114	96	84	67	105	70
Total Accidents		438	454	450	430	414	517	464

# MISCELLANEOUS TRAFFIC ACCIDENTS, 1989-1995



**BICYCLE RELATED TRAFFIC ACCIDENTS      Table 4**  
**CONTRIBUTING CIRCUMSTANCES:**

Contributing                      1989      1990      1991      1992      1993      1994      1995  
circumstances

<b>Failure to yield</b>	24	17	13	23	26	19	24
<b>Other</b>	8	3	7	6	9	12	15
<b>Driver inattention</b>	2	11	8	5	5	8	4
<b>Disregard signal</b>	7	3	4	10	1	3	3
<b>Left of Center</b>	2	2		3	3	1	1
<b>View obstructed</b>	2	2	3		2	3	
<b>Improper lane usage</b>	5	1	1	1	1	2	2
<b>Unsafe speed</b>	1	1	1	2	1	1	1
<b>Unknown</b>		2	1	3			
<b>Improper passing</b>	1	1	1	1	1		1
<b>Improper turning</b>	3	2					1
<b>Wrong way</b>			1	1	3	6	2
<b>Brake failure</b>	1	1	1		1	1	
<b>Pedestrian action</b>			2				2
<b>Material of surface</b>		2					
<b>Glare</b>						1	
<b>Unsafe backing</b>	1				1	1	1
<b>Alcohol</b>	1						1
<b>Driver illness</b>		1					
<b>Violated driver license</b>	1						
<b>Following too close</b>	1						2
<b>Defective headlight</b>					1	1	

Totals                              60              49              43              55              55              59              60

**PEDESTRIAN RELATED TRAFFIC ACCIDENTS      Table 5**  
**CONTRIBUTING CIRCUMSTANCES:**

Contributing                      1989      1990      1991      1992      1993      1994      1995  
circumstances

<b>Pedestrian action</b>	33	17	28	33	23	34	30
<b>Driver inattention</b>	7	9	2	2	6	4	4
<b>Failure to yield</b>	6	6	5	7		11	4
<b>Other</b>	5	3	3	6	4	4	7
<b>Unknown</b>	1	2	3	1			
<b>Alcohol</b>	1		1	2			
<b>View obstructed</b>	1			2			2
<b>Disregard signal</b>	1			2			
<b>Unsafe speed</b>		2	1				
<b>Improper passing</b>	1	2					1
<b>Driver asleep</b>		2					
<b>Glare</b>			1				1
<b>Driver illness</b>			1				1
<b>Oversized load</b>			1				
<b>Improper turning</b>	1						
<b>Brake failure</b>							1
<b>Following too close</b>						1	
<b>Improper lane usage</b>						1	
<b>Weather</b>							1
<b>Tow hitch failure</b>	1						

Totals                              58              43              46              55              33              55              52

## Arterial Streets

The classification of Urban and Rural arterials (**Figures 15 & 16**) is a function of the *Thoroughfare Plan* element of the ***Comprehensive Plan for Tippecanoe County***. The role of arterials is best described below by text found in the Plan:

“The most important function of a *Primary Arterial* is to move vehicles rapidly to a designated location. This movement is in large volumes and usually implies longer trips from one part of the community to another.”

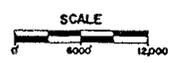
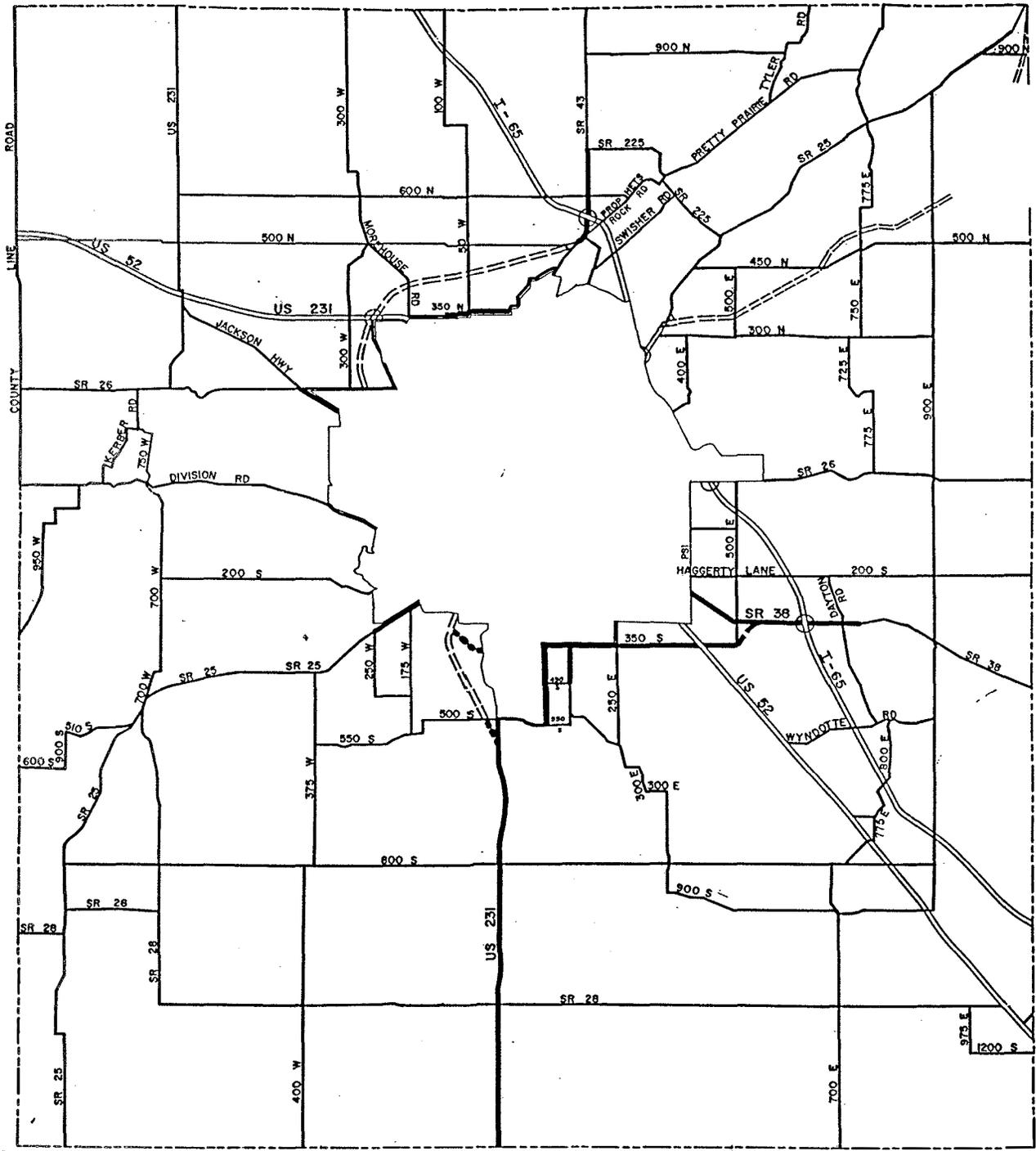
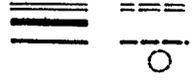
“A *Secondary Arterial* is primarily designed to drain traffic off local streets and channel this traffic to Primary Arterials or to local generators such as schools, shopping centers, or major employment generators.”

“Arterials are generally designed without parking since it takes excessive right-of-way and is expensive to provide. The function of an arterial is to move vehicles and parked vehicles impede traffic flow.”

The plan speaks specifically to motorized vehicles but the principles expressed may also apply to bicycles and pedestrians. The same arterials that collect and move vehicles with the least inconvenience are likely to be the most direct route for bicycles and pedestrians. Unfortunately, the design of these facilities for exclusive use of motorized traffic has made them unsuitable for non-motorized traffic. In some cases a wider curb lane, accomplished by simply restriping lanes, would increase the level of comfort between cyclists and overtaking motorists.

With the proper design new facilities can safely serve both motorized and non-motorized traffic. Existing arterials, in most cases, can serve bicycle and pedestrian traffic as built or with minor modifications. In some instances, however, making existing arterials safe and practical for non-motorized use will require a substantial investment. In the near future, with commitment and planning, it will be possible to make the arterial network work for multi-modal use.





APRIL 1979  
REVISED AUGUST 1981  
REVISED JULY 1987  
REVISED MAY 1991  
REVISED MARCH 1996

## **CHAPTER FOUR**

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### **Conclusion**

*"Sixteen percent of all people killed in motor vehicle accidents  
are pedestrians or bicyclists...  
...Thirty-nine percent of all children aged 12 and younger  
who are killed in motor vehicle accidents  
are killed while walking or riding bicycles."*<sup>6</sup>



## CHAPTER FOUR - CONCLUSION

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Our community has the advantage of a growth rate that other communities envy. However, with the benefits come drawbacks. Increased traffic and congestion is a frequent topic of conversation and a real concern of area residents. At some point we must realize that we can not build our way out of our traffic problems. It is not practical for all our main thoroughfares to be 4 and 6 lanes wide. The days of parking at the front door of the business where we shop are gone. There will always be parts of the population that are unable to have personal transportation. For all these reasons, alternate modes of transportation are a necessity, one that should be encouraged and planned for, not tolerated and relegated to leftover space.

In the *Statewide Long-Range Multimodal Transportation Plan* the situation is described in a positive sense "...an opportunity to take a proactive stance on the issue of bicycle and pedestrian transportation. Indiana can join other nearby states in better accommodating non-motorized travel by offering not only a transportation alternative for short trips, but also a form of recreation that can draw tourists to the Hoosier State."

Planning by its very nature suggests we are preparing for the future. One step toward the future is recognizing that the need for better facilities already exists. Proactive planning assumes that, in addition to the cyclists and pedestrian we currently see, there are more who would utilize alternative transportation modes if better facilities were available.

100

100

**Sources:**

Bicycle Federation of America  
City of West Lafayette  
Indiana Bicycle Coalition  
Indiana Department of Transportation, Bicycle - Pedestrian Planning Division  
Lafayette Community & Redevelopment Departments  
Lafayette Railroad Relocation  
League of American Bicyclists  
Greater Lafayette Technical Highway Committee  
The Area Plan Commission of Tippecanoe County  
Wabash River Cycle Club

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## Footnotes

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- <sup>1</sup> Take Back Your Streets, Conservation Law Foundation, May 1995, pg. 3
- <sup>2</sup> *Neo Traditional - Nothing New*, Land Development, Spring/Summer 1996, David Jensen, pg. 17
- <sup>3</sup> Take Back Your Streets, pg. 4,5
- <sup>4</sup> 1996 Report. An Update, Federal Transit Administration, US Department of Transportation, pg. 4
- <sup>5</sup> 1996 Report. An Update, cover
- <sup>6</sup> Take Back Your Streets, pg. 24