

Minutes
TCBA Advocacy Committee
Feb. 14, 2018 Meeting
League of Michigan Bicyclists, 410 S. Cedar St. Suite A, Lansing, MI
6:30-8:00 p.m.

Attending: Mike Unsworth, Dan Stockwell, Lenny Provencher, Art Slabosky, Tom Hardenbergh, Diana Twede, Dean Brailey, Steve Leiby, Phil Wells, Kevin Schumacher

Guests: Dwight Washington, Bob Pena

- I. Call to Order at 6:38 pm
- II. Approval of Agenda
- III. Urgent Business: National Highway Traffic Safety Administration Pedestrian Bike Assessment--At the request of the Michigan State Police Office of Highways Safety Planning, the Feds will do a marathon of ten-minute long listening sessions from stakeholders from February 26-March 2. They want TCBA to participate and cover the following:
 - A. Brief introduction/background of TCBA—will be taken from our web site
 - B. Overview of TCBA’s outreach programs that encourage community involvement in bicycle safety: —Ride of Silence, bike film festivals, participation at school health fairs, printed material, a sustained and increasingly effective Advocacy Committee, bike rodeos
 - C. Discuss the DALMAC Fund and the projects TCBA provides funding to all over Michigan—Steve will get
 - D. Our focus on organized bicycle rides and safety in Ingham, Clinton, and Eaton counties, including any culturally specific materials and resources—Cross town maps, bike safety billboard
 - E. Coordination with partners and stakeholders on pedestrian and bicycle safety –League of Michigan Bicyclists, Governor’s Pedestrian/Bicycle Safety Council, Kids Repair, Bike Maintenance at the City Rescue Mission, Share A Bike, MSU Bikes, Bike Coop, Mid-MEAC, public officials, Ingham County Parks Commission, various jurisdictions’ NMT planning process
- IV. Old Business:
 - A. Feb. 1 MDOT meeting recap (see Appendix 1 for Mike’s report):
 1. I-69 BL (Saginaw) Safety Improvements:
 - a. Newton Road Pedestrian Bicycle Access:

- i. Despite showing a blocked crossing on its revised PowerPoint presentation, MDOT promised that it will work with Meridian Township to provide a break in the median.
 - ii. Thanks to the spadework provided by Lenny and Tim, Meridian Township elected and administrative officials support the crossing (a resolution will be submitted at a future Township Board meeting) and will hold MDOT to its promise
 - b. Marsh Road “Z” Crossing:
 - i. A good portion of the meeting was taken by MDOT explaining how this intersection will work We asked them for diagrams that specifically show bicycle movements. At this writing we have not received them.
 - ii. Bath Township officials are extremely concerned about this crossing since it is arguably the most important gateway into the Township.
 - a) It must be built for long run for economic development & safety of Bath residents.
 - b) It is a conduit that enable non-motorized links for important recreational facilities (Lake Lansing Parks, Park Lake beach, Rose Lake, Wiswasser Park, and the Fletcher-Robson Nature Park) in Bath and Meridian Townships.
 - c) The Township’s NMT Plan considers it a major entry point.
 - iii. The Township will convey these concerns to MDOT at its Feb. 20 meeting (6 pm).
 - c. Statewide Superstreets Policy--At this time LMB feels that its concerns were met. Thus, it will not be pursuing a statewide policy, but will monitor future developments
2. MDOT Participation in Public Forums on Bike Safety—We were not able to determine what our goals for such a meeting would be and what it would cover, so we tabled it for discussion at a future Advocacy meeting.
 3. Road Safety Audits:
 - a. Dean couldn’t find MDOT’s response in his e-mail. Mike will ask them to re-send it to him.
 - b. Dean did find good federal publications which describe the audits’ methodology for determining how to make a specific transportation

corridor safer. Art said that MDOT does take similar steps in its planning process.

4. Making the New I-96 Exit at Okemos Road Safe for Pedestrians and Bicyclists—MDOT said that Alaiedon Township would be responsible for sidewalks. Tom and I couldn't recall if they mentioned bicyclists at all.
5. Extending the buffered bike on Saginaw from the Grand River Bridge to Frandor—see Mike's notes
6. Frandor Triangle of Doom-- see Mike's notes

B. Bike Films update:

1. *MAMIL*—got the minimum, thus it will be shown on Feb. 21. Dan will send out an e-mail blast to the TCBA membership
2. MI Bike Shorts Film Festival:
 - a. Takes place in Old Town' Urban Beat Event Center on March 19. Urban Beat will be administering the event
 - b. The event is free, but we will have a donations jar to help defray expenses
 - c. Due to weather concerns, we will not be doing Valet Bike Parking. Also, donations for VBP at the Robin Theater two years ago was around \$20.
 - d. There will be an extensive p.r. push on traditional media in addition to the social meeting

C. Bike Safety Billboard project—We will focus on two themes:

1. Profile of local deceased bicyclist. We would like to highlight Jill Byelich. Phil will contact Pat Harrison to see if we can get the family's permission. We can adapt People for Bikes' template.
2. 5 Foot Safety

D. Services to the Homeless—Mike attended the City Rescue Mission (CRM)'s February Services Fair and found out the following:

1. There is ample space for both indoors and outdoors bike repairs. The facility is basic but clean.
2. CRM recommends that we initially start with holding bike repair sessions between 4:30 and 6:30 p.m. on the first Tuesday of each month beginning with April. Both the staff and the clients felt that March would be too cold. We could increase the number of sessions based on the reception the initial ones get.
3. We should hold off on trying to organize listening sessions due to many of the clients' shyness in talking with people.
4. Many of the clients have cell phones but have trouble mastering their features.

5. Mike will contact the Bike Co-op to see if they want to participate.
 - E. Go Green Trikes-- Yvonne and Bob Pena will have a Feb. 26 meeting with the Lansing Economic Area Partnership to discuss the possible waiver of the City of Lansing's Industrial Zone Requirement for GGT's new digs.
 - F. Quiet Water Symposium—Dan's work is taking him out of town the week prior to the event. Gear will continue to be stored in Dan's garage. Steve & Dan will work out set-up arrangements.
- V. New Business:
- A. Lion's Club charity ride on the CIS trail:
 1. Given its current bad state, this may be an opportunity to highlight the need for an upgrade to the Trail.
 2. As far as exposure in TCBA media, the Lions can run an ad in the *Chainwheel Chatter*.
 - B. LMB is requesting that MDOT add "Bikes May Use Full Lanes" signs statewide.
 - C. Replacing past meeting minutes on the Advocacy web site with annual reports—OK'd by Committee.
 - D. Connected Autonomous Vehicles (CAV)—tabled until a future meeting
 - E. Private blockage of public property, especially snow on public right of ways—Under Michigan law and court decisions, a specific blockage is an issue only when it results in a crash.
 - F. Bike rodeos:
 1. General discussion— tabled until a future meeting
 2. Bath Township will have one on May 17 at 6 pm.
- VI. Meetings Update--none
- VII. Next Meeting—March 14 at LMB

APPENDIX 1
TCBA-MDOT Meeting
Feb. 1, 2018
Notes

ATTENDING

MDOT: Will Thompson, Kari Martin, Mike Davis, Jami Trudelle, Micah Norwood, Carissa McQuiston, Tom Fisher, Rosemary Edwards, Josh Debruyne

TCBA: Tom Hardenbergh, Tim Potter, Mike Unsworth

Bath Township: Brian Shorkey

LMB: John Lindenmayer

I-69 BL (Saginaw) Safety Improvements

Most of the meeting time was devoted to this topic. I'm not going into detail about what things were covered. We can discuss those at a future Advocacy meeting.

The Superstreets concept (AKA Restricted Crossing U-turn (RCUT), J-turn, or reduced conflict intersection) is non-traditional and requires a lot of multi-dimensional thinking. Its premise is to drastically reduce the number of conflict points.

MDOT first showed a revised PowerPoint on the project. Much of the conversation revolved around how pedestrians and cyclists negotiate the "Z" crossing of Business I-69 (Saginaw) at Marsh Road (See Illustration #1). While this arrangement does not allow direct crossing of Saginaw, it does provide workable access. We made several suggestions on aspects of the configuration that appeared to be well received by the MDOT people. MDOT said it will produce diagrams that specifically show non-motorized movements.

MDOT promised that cyclists and pedestrians will have direct crossing of Saginaw at Newton Road. It will work with Meridian Township for the precise location and configuration of the crossing.

Planning is to be completed by July 2018 with construction beginning January 2019.

Some other things about this project:

- MDOT is not sure how the Marsh Road intersection will be illuminated since it is the responsibility of Bath Township. There is already much ambient light from the area businesses.
- MDOT will do away with gravel crossings in the corridor
- Traffic patterns at the Saginaw/Old M-78 intersection will be changed (See Illustration #2)
- Educating the public about how to use the Superstreets configuration will be handled by MDOT's Communication Department. TCBA offered to help with this effort

MDOT Participation in Public Forums on Bike Safety

The model we mentioned to MDOT was based on the session done in Portage in the fall. That meeting was totally dedicated to the passing of a Five-Foot Passing Law. We need to decide on what exactly our event(s) would cover.

Road Safety Audits

MDOT's reply to Dean's query got buried in his e-mail. Dean apologizes.

Fix for the Saginaw/Grand River Split at Frandor

This area is constrained by the extensive building developments around it. A meaningful solution would require buying out several thriving businesses.

Making the New I-96 Exit at Okemos Road Safe for Pedestrians and Bicyclists.

Alaiedon Township would have to build a sidewalk on the east side of Okemos Road.

Extending the buffered bike on Saginaw from the Grand River Bridge to Frandor

- MDOT is considering a small extension to Larch which would tie in with a proposed trail. East of that intersection, traffic dramatically increases.
- The City of Lansing is responsible for lane markings.
- There is no room for a buffered bike lane on Oakland since there are only three lanes.

ILLUSTRATION #1

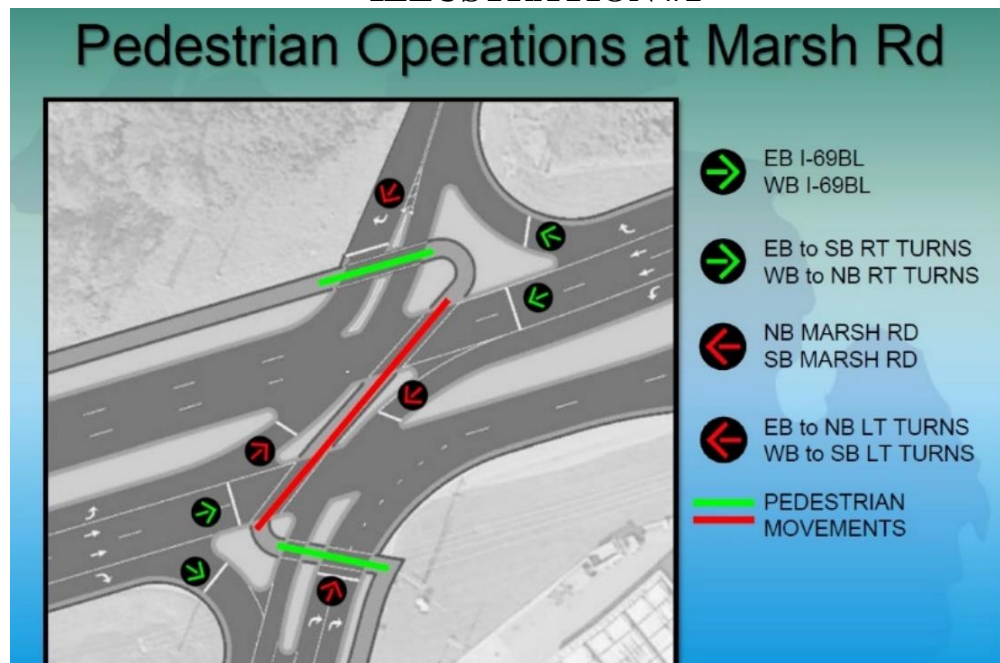


ILLUSTRATION #2

Proposed Improvements at Old M-78

