

NYSAMPO Bike/Ped Working Group  
March 20, 2013  
Syracuse NY

## MEETING NOTES

☒ Attending

MPOs

A/GFTC – Kate Mance ☒

BMTC – Scott Reigle

CDTC – Jason Purvis

ECTC – Jim Arey, Scott Shaw

GTC – Bob Torzynski

OCTC – Chad Wade

PDCTC – Emily Dozier

SMTC – Danielle Krol

NYSDOT

Main Office – Cathy Kuzsman, Mary Harding

Region 2 – Sharon Heyboer

Region 3 - Jeff Sterling

Region 4 – Steve Beauvais, John Harman, Bruce Cunningham ☒

Region 5 – Chris Church ☒

Region 6 – Jeffery Spencer

Region 7 – Lynn Godak ☒

Region 8 – Lisa Mondello ☒

Region 9 – Mark Bowers

Region 10 – Lanny Wexler ☒

FHWA – Emmett McDevitt

NYSAMPO staff – Steve Gayle, RSG

### 1. GO Bike (formerly Green Options Buffalo) and CoExist NYS

Justin Booth presented. The mission of CoExist NYS is to increase geographic spread of campaign beyond Buffalo and Capital District.

Booth reviewed the website [www.coexistnys.org](http://www.coexistnys.org). There are a number of tools. The intent is that all Bike/Ped WG members be given administrative access to site to be able to post best practices across the state, and enhance sharing. (WordPress platform facilitates posting content)

Booth demonstrated selected videos, noting they are on Youtube; Facebook page; Twitter feed to use social media as platform.

There are postcards and posters ready for download that can be customized.

NYS V&T Laws pertaining to bicycles and pedestrians are all in one place for easy reference.

Newsroom to highlight items from around New York.

This is all oriented to public users.

Torzynski: Is there much print information?

Booth: have done some; student resources for bike/walk to school day. But want to avoid cost of printing when not necessary.

Torzynski: How is GO Bike funded?

Booth: Through GTSC grants, NHTSA \$402 funds.

Bowers: Is there infrastructure design information?

Booth: No, but have done a complete streets campaign in Buffalo; he demonstrated Buffalo Complete Streets website ([www.buffalocompletestreets.org](http://www.buffalocompletestreets.org))

Gayle: Referenced NYSAMPO Fact Sheets on Complete Streets, Designing Intersections for All Users, Timing Traffic Signals to Accommodate Pedestrians.

McDevitt: Data indicates pedestrian error is significant factor in ped crashes. But the profession tends to target driver behavior. Appear to be reluctant to address ped behavior with focused enforcement or other tools.

Heyboer: City of Utica PD has an officer to work with refugee population on safe walking behavior, but have not addressed general population.

Bowers: Inquired about the partnership that funded Buffalo Complete Streets (funded by NYSERDA)

Kuzsman: NYSDOT can help contact at NYSERDA

Booth: GO Bike supports a coalition, maintains Buffalo Complete Streets; partners with implementing agencies

Spencer: Videos on proper cycling?

Booth: No, but scheduled to do three more videos this year, need to determine most relevant messages.

Arey: People do not know how to use ped signals; motorized wheelchairs are a problem as well.

McDevitt: There have been some high profile ADA compliance cases. Negative finding can make a municipality ineligible for any Federal funding.

Bowers: Spoke to the value of crafting partnerships

McDevitt: Noted Traffic Safety Boards often include in their membership a variety of good partners.

Beauvais: HSIP funding for intersections had been directed primarily toward motorists; but now GTC received HSIP for ped countdown signals.

Booth contact information: [Justin@gobikebuffalo.org](mailto:Justin@gobikebuffalo.org)

## 2. Status updates: pressing issues

None were raised. The reports are attached.

## 3. Work Plan Implementation

### a. Survey of past TEP/SRTS/RecTrails funding recipients to provide input to TA program development

McDevitt provided FMIS data for TEP, SRTS, RecTrails, HSIP on local system

Copies of printout distributed and briefly reviewed; broken down by Regions; obligated projects, expended, interpret project completeness.

Purvis: Consider purpose of survey, which is to determine from past recipients of these funds the extent to which they found benefit from the completed projects. Since TEP, STRTS, RecTrails folded in to new TA program, competition for funds may be greater. How can Bicycle and pedestrian projects compete well?

Discussion of survey method: consider having MPOs survey their municipalities, Regions survey non-MPO recipients. This could be a large undertaking that needs to be well-defined, consider cost/resource requirements.

Dozier suggested it may be easiest to call recipients.

Purvis: Do whatever work. Consider staff turnover at municipalities; there may be little historical knowledge. Need to have consistent set of questions.

Bowers asked if the goal is to quantify expenditures and outputs?

Gayle responded that was not the goal, it was to understand benefits, including primarily qualitative changes.

Heyboer: need to preface survey with explanation of new TA, loss of targeted funding, competition for resources. This will help respondents understand the purpose of gathering this information.

Harding suggested we avoid questions that will lead to answers about Federal process as barrier.

Beauvais: National TEP clearinghouse gathered a lot of information; has a new website. This could be used as a guide to NYS effort.

There was a discussion of using SurveyMonkey. Gayle suggested that RSG has a great deal of expertise in survey development and administration. They can look at filtering by project type/fund source.

Purvis led a discussion of benefit categories, resulting in identifying:

- Core benefits as defined by the program, including before/after utilization
- Magnitude of public benefit
- Public support/buy-in
- Safety
- Economic development, including tourism
- Public health
- Improved accessibility
- Education
- Quality of life

Purvis appointed a subcommittee to develop the survey. **Heyboer, Beauvais, Bowers, Dozier, Purvis, Krol, Harding.**

**ACTION ITEM:** All to submit proposed questions submitted by end of April.

b. Driver Licensing exam question input

Purvis led a discussion on how to proceed with developing new bicycle and pedestrian questions to be added to the DMV driver's licensing exam item bank. He explained that in the 20 questions test, 14 questions are mandated (Legislative approval) and the remaining 6 are drawn randomly from the bank. NYSDMV has been helpful, but not able to participate in today's meeting. There is a lengthy process to vet new questions, ending with Commissioner approval.

Dozier: reviewed questions from the item bank provided by Chuck DeWeese of GTSC. There are five related to either bicycle or pedestrian safety.

Gayle stated that in his experience developing certification program questions, they must be based on the reference material, in this case the NYSDMV Driver's Manual.

There were side questions on certification of driver education instructors; and of adding information to the Manual.

**ACTION ITEM:** Gayle will investigate certification of driver education instructors.

The Manual (<http://www.dmv.ny.gov/dmanual/default.html>) Chapter 11 was briefly reviewed.

Mondello asked about the 14 mandated questions. Harding will follow up.

Purvis will bring DMV testing contact and DeWeese into conversation.

**ACTION ITEM/Next steps:** Arey will draft question on proper positioning of pedestrians and cyclists. Others to submit questions by end of the month.

c. Complete Streets opportunities in Maintenance and Preservation projects.

Purvis noted that since preservation is a program focus, this creates opportunities, but MPOs and project developers must also address program eligibility issues. He distributed a document of the initial meeting of the CDTC Complete Streets Working Group, which involved Region 1 and 4 members of the Planning Committee. Determined it is important to have better communication between Region and local governments early in project development process for non-FA projects. Looking at case studies from North Carolina DOT. Their next step is to look at HDM to determine what elements may be possible. Region 1 Traffic & Safety will be included in next meeting.

Would like to expand this initiative statewide, facilitated by this Working Group.

Kuzsman: Maintenance projects are developed in Operations, they will need to be brought on board.

Purvis: RPPM wants to start with T&S, they are perceived by local government agencies to be the barrier.

There was a discussion of using Multi-Modal LOS (MMLOS), which did not seem to be in use. There was a discussion of the Pedestrian Generator Checklist, whether it is completed for maintenance paving projects. Reg 2 reported yes, Reg 6 no.

There was a question on whether NYSDOT is developing a Bicycle Generator Checklist. Kuzsman will follow up.

Purvis asked how to approach opportunities statewide, referencing the Complete Streets law. Kuzsman responded that each Region handles these projects differently. There is no standard policy or procedure. It may be best to find and communicate best practices.

Bowers pointed out that the IPP/FDR (Initial Project Proposal/Final Design Report) short circuits the process. That is why early communication is important.

Beauvais: In Region 4 candidate projects go through Regional Pavement Management Committee, which would typically not consider complete streets elements without a culture change.

Purvis: No MPOs are included in scoping these projects.

Mance: Is there a universe of projects that would not qualify for Complete Streets elements?

Local advocates assume the law mandates inclusion.

Elements other than pavement markings/signs may move project up to rehabilitation, with concurrent design and construction cost increases.

Purvis: CDTC will develop matrix for the next meeting based on their HDM research.

Harding pointed out that narrowing a travel lane requires a traffic study.

McDevitt: Discusses SAFETAP. Reference rumble strips impact on lane width.

Bowers: MAP-21 removes 10 year service life limit.

McDevitt: But MAP-21 imposes performance measures.

**ACTION ITEM/Next Step:** MPOs to work with Regions to define where/when Pedestrian Generator checklist comes into play on maintenance projects; and opportunities for improved communications.

#### 4. NYSDOT Initiatives

##### a. SRTS

Harding reports project awards in January; 64 projects, \$6.5M. Regions are having project kick-off meetings. Regions are sharing best practices.

Bowers: Reg 9 has a good ppt presentation that can be shared. Asks about using local forces for construction. This is eligible but requires justification: a Public Interest Finding.

Harding asks about NEPA/SEQRA needed for speed feedback trailers, or just do a purchase order? McDevitt: no, this is non-infrastructure. Harding: no current OGS contract;

- b. Complete Streets: Kuzsman reported Office of Design is developing a CS website; preliminary draft being circulated internally. Would like to circulate to B/P WG next. [Include link to Buffalo Complete Streets, other local initiatives.] Front page – answer questions about law, links to local CS policies; other pages - what to consider when planning (NYSDOT Smart Growth screening tool); funding page (how much do these elements cost – quick estimator reference); design guidance (points to NYSDOT HDM). Timeframe unknown at this point (maybe within a month). Purvis: NYSDOT has to report by Feb 2014. Make sure NYSAMPO involved.
- c. Shoulder Rumble Strips: Cara Phillips Office of Design is the lead. A draft will be out for clearance review in the next few months, which provides opportunity for comment.
- d. Sharrows: Barbara Abrahamer is lead. Engineering Bulletin will be released soon. Purvis distributed Draft Policy as of 12/31/12  
McDevitt: Encourage inclusion in next Supplement of MUTCD to make application universal. Rochester, Albany installing now based on MUTCD.
- e. NYSDOT has issued an EI on Raised Crosswalks at multilane roundabout, selected low speed locations (schools), and high pedestrian volume locations.
- f. Bike Map: No report

## 5. STEP

Purvis: Each Region submitted 5 projects. Reg 1 included one bike/ped project, others with pedestrian or bicycl elements. Process was too quick, overrode MPO consultation.

Heyboer: all Reg 2 projects had pedestrian and/or bicycle elements.

Bowers: is on statewide review committee. Projects placed in 2 tiers: \$200K-10M; \$10M+. Lot of good projects with pedestrian and/or bicycle elements. 60 projects total; recommendations presented to Commissioner last week.

Arey: Small MPO situation permitted easy communication with City and County, facilitated development of good projects, commitment to local share.

## 6. Other Business

- a. Harding noted HSIP FFY2014 Statewide Solicitation projects are due Mar 31.
- b. Purvis reported on behalf of Jen Hogan that GTSC is sponsoring local enforcement training next week in Nassau County, later in Buffalo. McDevitt added that based on pedestrian crash data (ITSMR, CODES), Binghamton Albany, Buffalo, Rochester are appropriate locations.
- c. Purvis reported that NYBC Director Brian Kehoe resigned, searching for new Director.

## 7. Next Meetings

- a. June 19, 10:00 AM conference call
- b. In-person meeting in September: Purvis will do a doodle poll of members for best date, OCTC will host. Will discuss potential of a joint meeting with Safety Working Group with SWG Chair Sandy Misiewicz.