



New York State
Association of
Metropolitan
Planning Organizations
WORKING GROUP MINUTES

WORKING GROUP: Bicycle and Pedestrian Working Group

MEETING DATE: 10 March 2016

MEETING LOCATION: In-Person hosted by CDTC in Albany

LIST OF ATTENDEES BY ORGANIZATION:

Metropolitan Planning Organizations:

Adirondack/Glens Falls Transportation Council – A/GFTC: Kate Mance

Binghamton Metropolitan Transportation Study – BMTS: Scott Reigle (Chair);

Capital District Transportation Committee – CDTC: Jen Ceponis; Sandy Misiewicz;

Elmira-Chemung Transportation Council – ECTC: Scott Shaw

Orange County Transportation Council – OCTC: Ethan Brennan; Ashlee Long

Poughkeepsie-Dutchess County Transportation Council – PDCTC: Emily Dozier

Syracuse Metropolitan Transportation Council – SMTC: Danielle Krol (Co-Chair); Mike Alexander

Ulster County Transportation Council – UCTC: David Staas

Watertown Jefferson County Area Transportation Council – WJCATC: Geoff Urda

New York State Department of Transportation – NYSDOT:

Main Office: Tom Benware; Jim Ercolano; Cathy Kuzsman; Sandra Williams

Region 1: Valerie Dean

Region 2: Joseph Kaczor

Region 3: Jeff Sterly

Region 4: Bruce Cunningham; Steve Beauvais

Region 6: Pauline Burns

Region 7: Lynn Godek

Region 8: Lisa Mondello; Jim Rapoli

Region 10: Lanny Wexler

Federal Highway Administration – FHWA: Katie O’Sullivan; Maria Chau

Other: NYSAMPO Staff: Corey Mack, RSG

Presenter: Paul Cummings, The Chazen Company; Jeff Olson, Alta Planning and Design

NYBC: Paul Winkeller



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MINUTES:

1. Introductions (C. Mack)
2. 10:15AM – SPECIAL PRESENTATION – FHWA Bicycle and Pedestrian Program (K. O’Sullivan)

O’Sullivan introduced herself as the Community Planning Intern for the FHWA New York Division. Cahu and O’Sullivan noted that the Bicycle and Pedestrian Planning website has been updated to include a variety of helpful information and resources. The website can be found here:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/

O’Sullivan described the recent document “Incorporating On-Road Bicycle Networks into Resurfacing Projects”. This report, presented as a workbook with summary sheets, is intended to be a resource to assist in the planning and implementation of bicycle treatments within the roadway. The report documents and supports these bicycle features as a cost-effective treatment with minimal impacts to traffic operations and adjacent development. FHWA encouraged use of this document while considering enhancements during resurfacing treatments. The document can be viewed here:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/

3. 10:30 AM – SPECIAL PRESENTATION – Green Pedestrian Infrastructure: A Planners Perspective (P. Cummings, The Chazen Companies)

Green infrastructure in walking and bicycling infrastructure can be many things depending on scale, but most often focus on stormwater conveyance and treatment through preservation and conservation of natural features, and disconnection of surface and rooftop runoff from the stormwater collection system. Porous pavements are one of many green techniques.

P. Cummings described two projects which used Green Infrastructure Techniques: Lake George Route 9 Gateway which applied a variety of constructed wetlands, porous pavements, plantings, and other; and the Tapestry on the Hudson Redevelopment in Troy, which included rainwater harvest, pervious landscaping, a community garden, permeable pavers, and a public green space. **The presentation is included as an attachment to the notes.**

The group discussed funding opportunities through the NY Environmental Facilities Corporation (EFC) grants, available through the Consolidated Funding Application: <http://nyworks.ny.gov>. A presentation on similar Green Infrastructure Projects was given to the Climate Change Working Group, and is available on the NYSAMPO website: http://nysmpos.org/wordpress/wp-content/uploads/2012/06/EFC_MPOwebinar_081915.pdf

The group discussed that porous pavements have failed in the past for a variety of reasons: poor construction techniques, no maintenance follow up, or excessive salt and sand use in winter maintenance. In some situations, porous pavements aren’t the correct application for the specific site.

4. 11:00 AM – NYBC (P. Winkeller)

P. Winkeller described the NYBCs primary goals: the 3-foot safe passing law; and legalization of Class 1 E-Bikes (motorized speeds less than 20 mph, pedal assist only / no throttle control). The e-bike legislation is based on the recent California model, and P. Winkeller reported that implementation of the law in California has not been an issue from law enforcement perspective.



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J. Olson noted that there is an e-bike economic benefit opportunity in tourism and manufacturing, citing a NYSEDA Electronic Bike Share Study. (<http://www.nyserda.ny.gov/-/media/Files/Publications/Research/Transportation/Electric-Bicycle-Share-Feasibility-Study.pdf>)

P. Winkeller also noted the continued effort to get bikes on Amtrak trains, and that NYBC has received requests for a Bike Law Pocket Guide specific to law enforcement officers, including updates on crash reporting. NYBC will be planning a statewide bike summit in 2017, and is looking to hire a additional staff.

5. 11:30 AM – NYSDOT Initiatives

a. ADA (T. Benware / C. Kucsman)

- Update on January 21 Training at CDTC, and on Implementation of ED 15-004

T. Benware noted that Kara Hogan, FHWA, has been leading the trainings on the implementation of ED 15-004 regarding Design, Construction and Inspection of Pedestrian Facilities in the Public Right Of Way.

b. Complete Streets (T. Benware / C. Kucsman)

- Checklist Implementation

T. Benware noted that comments have been generally positive regarding the checklist implementation, with some recommendations on further improvement, notably that there should be more space for comments on the checklist. S. Misiewicz noted that the previously discussed FHWA guide may help inform the use of the checklist.

E. Dozier recommended that the checklist be expanded to include a check on bicycle actuation at signals, and ensuring that there is enough green time for bicycles to clear the intersection. C. Kuzsman suggested that the checklist may be combined with the Smart Growth Checklist, and a training is being planned in Massena that includes a follow up implementation plan. S. Reigle noted that the use of the checklist has been incorporated into the regional TIP, and E. Dozier noted that PDCTC has a similar checklist (<http://www.co.dutchess.ny.us/CountyGov/Departments/TransportationCouncil/completestreetchecklist.pdf>).

The checklist supplants the previous pedestrian generator checklist. It is intended to be a way to inform future phases of design, with regional bicycle and pedestrian coordinators filling it out, and the designer contacting the coordinator to ensure the appropriate considerations are addressed in the IPP. L. Wexler would like to see more opportunities for prescriptive treatments.

c. Pedestrian Safety Action Plan (T. Benware / J. Ercolano)

- Pedestrian Safety Education Campaign

T. Benware noted that the PSAP is heading towards executive approval. The PSAP is looking to include design assistance opportunities for regions regarding unsignalized and uncontrolled crossing locations.

There are four law enforcement trainings in the near future; **T. Benware will confirm the locations and dates.** The PSAP identified the 20 highest crash locations throughout the state, the trainings have been sited to be near these locations.



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The educational campaign is intended to be released in June 2016 in an effort to reach school audiences. S. Misiewicz noted that the PSAP education materials are intended to be appropriated for use by the regions and MPOs.

- d. NYSDOT Bicycle & Pedestrian Program – Office of Traffic Safety and Mobility (T. Benware)
 - Bicycle Map
 - General Update

T. Benware introduced Sandra Williams, a new member of the Bicycle and Pedestrian Program. The Bicycle Map project recently held a kick off meeting and has been surveying a variety of organizations, including the MPOs, PATNY, Hudson Valley Greenway, and other stakeholders to collect data.

J. Ercolano noted that the GTSC has recently released national crash data, citing a 10% increase in bicycle and pedestrian crashes nationwide. Combined with the upcoming PSAP, the two documents will provide additional tangible supporting data for continued investment in infrastructure.

LUNCH BREAK 12:15 – 1:00

6. 1:00 PM – Review of pressing issues/significant items from MPO/Region written summaries

- Successful Bike to School Day Events – Lessons Learned/Best Practices
- Others

J. Ceponis described the CDTC Bike to School activities. Cornell Local Roads puts out workbook, Clif Bar has released limited quantities of materials for events, and the CDTC gives out blinking lights and reflective zipper pulls. Participation varies by community. The school district manages the activities, with the CDTC providing support to encourage the program.

S. Reigle noted that a new off-road path in Binghamton is being planned for construction shortly that will serve as a transportation corridor as well as recreational trail, connecting schools, residential neighborhoods, and employment centers. S. Reigle will look into preparing a presentation for the March 2017 Working Group Meeting.

K. Mance described the development of the ADA Transition Plan prepared for the Town of Queensbury. The Town was found to be not in compliance with a federal requirement following a project audit that determined the town did not have an ADA Transition Plan. A/GFTC prepared a comprehensive database of pedestrian infrastructure and the compliance with PROWAG, including a rating of non-compliance.

E. Dozier asked J. Ceponis how the mini-grant program at CDTC was managed. J. Ceponis noted that the program was funded using planning funds from the UPWP identified in the Capital Coexist program. **J. Ceponis will send additional applications and information on the Mini Grant program to E. Dozier.**

S. Beauvais noted that the ROW process continues to be a roadblock to project delivery in TEP / TAP funded projects. The ROW process is cumbersome, expensive, and time-consuming.

7. 1:30 PM – Work Plan Implementation

- a. Survey of Past Funding Recipients (D. Krol)

Following the last request to extend the survey, four additional responses were received for a total of 12. D. Krol prepared a summary **(attached to the notes)**, and added that of the 12



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responses, 10 would likely go through the process again. E. Dozier noted that the comments provided by the respondents were illuminating. D. Krol and S. Reigle will finalize the survey summary and submit to the Staff Directors as a report of the effectiveness of the federal funding process.

b. Updating NYS Driver's Education Manual and Website (S. Reigle / E. Dozier)

The group discussed that NYBC may be leading a similar effort, and S. Misiewicz noted that the Safety Working Group will support the effort to update the Driver's education materials, but let the Bicycle and Pedestrian Working Group lead. **S. Reigle will coordinate with the NYBC, and then the Working Group will compile a list of people to contact to develop the process for updating the educational resources.**

The group discussed that updates to the Driver's Education resources should be part of the education component of the PSAP.

c. MPO Safety Education Toolkit (E. Dozier / S. Reigle)

The toolkit will use elements from the PSAP. The PSAP and NHTSA program may include PSAs for social media release, and the toolkit should be a living document available online, preferably through the NYSAMPO website. **C. Mack to investigate the opportunity to develop the toolkit on the NYSAMPO website.**

d. Complete Streets – MPO / Region Initiatives (All)

A. Long noted that Warwick and Port Jarvis have been developing Complete Streets policies with Health Community Grants.

E. Dozier is working on a county wide policy for all county roads to supplement state and local policies, and using materials from the Watch for Me NC organization.
(<http://watchformenc.org/>)

S. Reigle noted the BMTS regional complete streets policy is underway, with comments due mid-March 2016. The policy incorporates the use of the Complete Streets Checklist and identifies funding sources. Several implementation training sessions are being planned, and when the policy is adopted, S. Reigle will send around to the group.

C. Kuzsman noted that the Buffalo Complete Streets Study is nearing completion, with a draft report due by the end of April. The Study includes an assessment of the economic benefits of Complete Streets. **(Possible topic / presentation at future meeting)**

e. Automated Bike Ped Counting Best Practices (All)

E. Dozier is planning on a radar count demonstration, and may report back on the process and mechanism for counting.

C. Church suggested that a game camera could be used for low cost, low volume automated counts, but the data extraction may become tedious, cumbersome, and labor intensive if too many pedestrians or cyclists are captured.

8. 2:00 PM – NYSMAPO Staff Update (C. Mack)

a. 2016-17 Working Group Work Plan Completed

C. Mack noted that the work plan for all Working Groups has been completed and distributed to the Bicycle and Pedestrian Working Group and others. It is interesting to review what the other groups are working because there is a fair amount of overlap.



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b. Grant Program Tracking

C. Mack is beginning to develop a statewide clearing house of funding opportunities specific to state programs for bicycle and pedestrian infrastructure. C. Mack will add any information sent by the working group to the document, and send the link for the document around to the Working Group for an additional input.

The funding opportunity tracker can be found here:

<https://docs.google.com/spreadsheets/d/1Sxtw1fMpF6B1gUMUmXM9QDUUVZfa78kwKS8MuvAVJcE/edit?usp=sharing>

c. New Reports / Studies / Guidance

GAO Pedestrians and Cyclists: <http://www.gao.gov/assets/680/673782.pdf>

Review of bicycle and pedestrian crashes; efforts to reduce the number of crashes, and DOT programs to improve safety.

Pedestrian and Bicycle Resource Center: Design Resource Index

http://www.pedbikeinfo.org/planning/facilities_designresourceindex.cfm

Resource of resources.

J. Ecolano cautioned that with so many resources, it is important to ensure that whichever resource is cited is consistent with any local, regional or statewide guidance on similar treatments.

9. Upcoming Events

a. Bike Month: May

- Bike to School Day: May 4, 2016
- Bike to Work Day: May 20, 2016

b. Walk-Bike NY 2016 – Sept. 13-14, 2016 at Crowne Plaza Hotel, Syracuse, NY

– See <https://www.itsmr.org/events>

- September 13 WG Meeting Plans

c. NY Highway Safety Annual Fall Symposium: Partnering for a Safer NY – October 16-19 in Lake Placid, NY – See <https://www.itsmr.org/events>

NEXT MEETING:

d. Conference Call: Thursday, June 9 (10am-12pm)

e. In-person Meeting: Thursday, September 13 – at Walk-Bike NY Symposium in Syracuse, NY