

**RECORD OF MEETING  
BICYCLE/PEDESTRIAN ISSUES TASK FORCE**

**DATE/TIME/PLACE:** July 28, 1993, 2:00-4:00 PM, CDTC Offices

**IN ATTENDANCE:** Brad Birge (CDRPC), Tom Nattell (Albany Peace and Energy Council), Don Odell (Albany County Planning), Jeff Olson (NYSDOT Central Office Planning), Don Robertson (NYSDOT - Region 1 Planning), Bert Schou (CDTA), Maggie Vinciguerra (Hudson River Valley Greenway Communities Council), Steve Allocco (CDTC)

**DISCUSSION SUMMARY**

Committee Membership: To get additional inputs from the cycling community, CDTC staff will continue attempts to get the New York Bicycling Coalition (NYBC) and the Mohawk-Hudson Wheelmen (MHW) represented on the Task Force. Task Force members also suggested soliciting the participation of county highway officials (to gain insights on the construction and maintenance issues surrounding development of bicycle/pedestrian infrastructure) and local college administrators (for information on student travel behavior and needs), as well as Environmental Planning Lobby (EPL) and NYPIRG staff. In addition, it was suggested that public health, environmental, energy and public works officials be contacted to get information on the health, safety and environmental benefits of switching to non-motor vehicle travel. (SEE "ACTION ITEMS" BELOW)

Task Force Operations and Mission: Clarification of the different missions of this Task Force and CDTC's current Bikeway/Pedestrian Planning Study was requested. The key distinction lies in the Task Force's longer-term focus on framing a future environment and identifying the policy and programmatic requirements for non-motor vehicle travel to play a greater role in the Capital District's transportation system, while the Bikeway/Pedestrian Planning Study is focussing on current, "nuts-and-bolts" problems of cycling/walking "trouble spots" and developing a master plan with a map of desirable non-motor vehicle transportation links. The Task Force effort will benefit the Bikeway/Pedestrian Planning Study by sketching out a future environment to "proactively improve," as well as in developing a framework for achieving meaningful changes in the non-motor vehicle travel system. It is possible that the Master Plan for Bicycle and Pedestrian Accommodations will reflect a philosophical "flow" from the findings of the Task Force.

Selection of a Chairperson was deferred to the next meeting.

Early Exploration of Issues and Options: A large portion of the meeting was spent in free-form discussion of concerns. This provided an opportunity for members to make any opening statements regarding their own "pet" issues. In the course of this exercise, which paralleled brainstorming in that the emphasis was on stating problems rather than truly discussing them, a number of important *current* issues came out, along with one or two likely goals to be set forth in the early products of the committee's work. While preliminary, much of the concepts offered were also possible actions to be pursued in the future. The attached page lists the keywords/phrases which came out in the order they occurred; prior to the next meeting, the list will be "regrouped" to isolate general themes or issue areas which may evolve with continued discussion.

The Task Force set forth one goal likely to be a theme of its reports: that ALL DESTINATIONS SHOULD BE ACCESSIBLE via bicycles and/or pedestrian travel. Some of the other keywords on the attached page suggest that in order to do this, existing transportation infrastructure will need to be "retrofitted" with elements such as bike racks on buses and pedestrian "safe zones" (such as median islands on wide streets). This goal, as well as the related keyword BARRIERS could be starting points for discussions or the themes for entire meetings.

Data Needs: Group members indicated that they will need objective data on projected Year 2015 travel conditions in order to present a "backdrop" for initial listings of issues, goals and alternative actions in the December paper. To better flesh out the "pet issues," group members suggested preparation by each other of short papers listing concerns and opportunities to be considered at the next meeting.

Meeting/Logistical Issues: While centrally located for single-occupant motor vehicle travel, it was noted that transit coverage and cyclist safety is poor in the vicinity of the CDTC offices. Furthermore, as Wolf Road is a large

employment and shopping area, getting to meetings can be difficult. It was decided that downtown sites, such as the Albany Public Library, would be readily accessible to Task Force members. An additional advantage of the downtown location is that more members work in downtown Albany than anywhere else in the Capital District.

#### **ACTION ITEMS**

- \* NYS Thruway Authority staff involved with NYSTA Canal System work invited to participate in Task Force.
- \* Followup letters soliciting involvement of NYBC, MHW to be sent out, along with letters requesting participation of county highway officials, local college administrators, EPL and NYPIRG.
- \* Members to prepare background papers for distribution at next meeting.
- \* CDTC staff to prepare documentation of Year 2015 transportation conditions and investigations of potential for conversion of peak period travel to non-motor vehicle modes.
- \* CDTC staff to "restructure" listing of keywords/phrases (attached) to point out general themes evolving in free-form discussions. Next meeting will use newsprint pads more aggressively in effort to channel thinking towards development of December report.
- \* Next meeting: Wednesday, August 25, 1993, 5:30-7:30 PM. Preliminary meeting location: Albany County Office Building, 112 State Street. Additional possible locations, including meeting rooms at Capitol and Empire State Plaza Concourse will be explored.
- \* Agenda to include: Some further brainstorming; discussion of future travel conditions; discussion of future concerns/issues; development of listing of key issues and goals. Early framing of action strategies possible.

## Keywords/Phrases/Issues Presented in Order of Occurrence

(NOTE: information in parentheses is an attempt to "flesh out" the meaning of the keyword/phrase)

barriers

incomplete systems (ex: racks @ Emp State Plaza but no legal, safe way to get to them)

county policies (road/trail construction/maintenance)

pedestrian "safe zones" (ex: median islands)

retrofitting

use NYS to set the tone? (support of visible State agencies can make an idea more attractive)

Cap Dist/NYS have no organized, strong bike/ped advocacy voice

latent demand for bike/ped travel does exist (needs proper accommodation to make safer/more comfortable)

tourism potential as rationale to invest in accommodations

examples exist to show that you can get agency cooperation to push bike/ped

liability concerns

**GOAL: ALL DESTINATIONS SHOULD BE ACCESSIBLE** ("mobility" goal revisited)

institute specific review of proposals for possible bike/ped elements in TIP process?

improve interconnection at bus stops

bike racks on buses?

how to increase local input (desires) and information (info regional bike/ped people can use)?

prepare a regional bike/ped map -- implications for local planning (if "carved in stone" on map w/tourism, funding implications, locals may pay more attention to what's represented in their areas)

bike/ped facility guidelines

capitalize on barge canal

greenway @ confluence of 2 river corridors

promotion

regionalism

regionalism versus provincial tendencies

promote cohesiveness

regional identity

bike/ped spending parity with transit (journey-to-work shares are comparable, but no real \$ spent on bike/ped)

greenway trail program strong bike interest in Hudson River Valley

TO: Bicycle and Pedestrian Issues Task Force Members

FROM: Stephen A. Allocco  
Transportation Planner

DATE: July 30, 1993

RE: July 28 Meeting Summary Material  
Details on Next Meeting

Enclosed please find a summary of what was brought to light during the July 28 meeting. As is particularly evident from the keyword/phrase listing, we covered quite a bit of ground in suggesting issues to consider; future meetings will supplement this list to some degree, but emphasize more focused thinking to develop specific "issues requiring treatment" and alternative actions to address these issues.

Per a suggestion by Jeff Olson, yesterday I discussed the Task Force's work with John DiMura of the Thruway Authority, inviting him to participate. Given the Authority's work with the Canal System, coordinating our work with theirs will be important; John was receptive to this idea.

A reminder: the next meeting will be **Wednesday, August 25, from 5:30 to 7:30 PM**. Our original plan to meet at the Albany Public Library was scuttled, as they had no rooms available for that time. We have other downtown options -- Don Odell is checking into room availability at the Albany County Office Building (112 State Street), and there are also meeting rooms available at the Capitol and in the Concourse of the Empire State Plaza. I will call or send out a notice of the meeting site when it is confirmed.

I'll be on vacation from later today through August 9th; when I'm back in town, I'll put together the Year 2015 travel conditions information and try to restructure the "keywords" listing to isolate themes to further focus our future work. I'll also get "invitation to participate" packets out to the county highway officials, college administrators, EPL and NYPIRG. In the meantime, if you happen to encounter any of these people and wish to make the invitations yourselves, please do so.

I look forward to seeing you on the 25th.  
Enclosure



**RECORD OF MEETING  
BICYCLE/PEDESTRIAN ISSUES TASK FORCE**

**DATE/TIME/PLACE:** August 25, 1993, 5:30-7:30 PM, Albany County Office Building Caucus Room

**IN ATTENDANCE:** Brad Birge (CDRPC), Don Odell (Albany County Planning), Don Robertson (NYSDOT - Region 1 Planning), Joann Ryan (City of Albany), Bert Schou (CDTA), Maggie Vinciguerra (Hudson River Valley Greenway Communities Council), Steve Allocco (CDTC)

**DISCUSSION SUMMARY**

Committee Membership: Efforts to solicit the participation of additional parties were briefly discussed; a final attempt to expand citizen representation on the Task Force will be made this month.

Exploration of Issues and Options: As a followup to the discussions of the July 28 meeting, a handout grouping the various keywords or phrases raised at that meeting into five "themes" was distributed. These themes are as follow: pursuing a modal "fairness" or "equality;" intermodalism; tourism/recreation; institutional issues; and action tools. Also handed out was a summary of projected future motor vehicle travel conditions based on CDTC's Systematic Traffic Evaluation and Planning Model; the handout is intended to convey a sense of how growing traffic congestion will present opportunities for bicycle and pedestrian travel to "compete" on a travel time basis; however, it also indicates that there will be increased hazards to bicycle/pedestrian travel due to greater potentials for conflicts with motor vehicles.

The two meeting handouts, along with a slightly revised version of the summary of the July 28 meeting, are attached for members who did not attend the August 25 meeting.

The Task Force continued the last meeting's "brainstorming" of issues and possible means of improving the bicycle/pedestrian environment. The meeting was oriented towards filling four large sheets of paper, labelled "ISSUES," "GOALS," "POLICY OPTIONS/POSSIBLE SYSTEM IMPROVEMENTS" AND "NONBINDING SUGGESTIONS" with the appropriate concerns or tools. Between the products of this work (summarized on the attached pages) and those of the July meeting, it appears that the Task Force is generating a thorough set of issues with which to work, and a considerable number of actions to consider for recommendation. Due to the number and diversity of items raised to date, one of the key functions of the remaining meetings prior to December will be to see a "weeding out" or "restructuring" process in which issues are crystallized into a more concise set.

Due to the small turnout, the issue of selecting a Chairperson was again deferred.

Meeting/Logistical Issues: Some type of mailout or telephone survey may become necessary to establish a "most generally acceptable" combination of meeting time and location. Downtown Albany is very transit-accessible and proximate to large State employment centers, but summer vacations may have confounded the experiment of using a downtown location. Furthermore, a number of Task Force participants do not work in Albany. The Town of Colonie Community Center (see "next meeting" below) has the advantages of central location over downtown Albany and frequent transit service over the CDTC offices; thus, it was decided to try that location for the next meeting.

**ACTION ITEMS**

- \* CDTC staff to explore potential for soliciting attendance of Mohawk-Hudson Wheelmen members at future meetings through invitation in Bikeabout newsletter.
- \* Next meeting: Wednesday, September 22, 1993, 5:30-7:30 PM, at the Town of Colonie Community Center, 1653 Central Avenue, Colonie (westbound side of Central Avenue, across from Lake Electronics).
- \* Agenda to include: Some further brainstorming; working towards agreement on an authoritative "issues list;" starting to look more critically/pragmatically at possible actions to recommend.

## RECOMMENDATION FOR PARTICIPANTS

As the group starts to close in on the components of the December "white paper" on future conditions, issues and possible solutions, it would be advisable for members to review the materials distributed and any other materials available to make sure their own "shopping lists" are put on the table for consideration. The September meeting could prove to be the last meeting "feeding" development of the December paper at which ideas would not be subjected to initial criticisms and/or possible rejections. While there will always be the opportunity for introduction of new ideas, the practical consideration of keeping with the schedule will require a progression in the workings of the group as well. Towards this end, any materials which members would wish other members to review can be sent to CDTC for duplication and distribution.

## IDEAS/COMMENTS RAISED DURING MEETING

Four "topic areas" were focussed on during the meeting: issues, goals, policy options/possible system improvements, and "nonbinding suggestions." The aim of using these areas was to direct Task Force members' thinking along the lines of what will be required of the December reports. The contents of each group were as follow (in order of occurrence in discussions):

### 1. Issues

*The overriding issues which should drive development of the bicycle/pedestrian component of the long-range Regional Transportation Plan (RTP).*

- a. The lack of a bicycle/pedestrian "system map" aside from the map of the Mohawk-Hudson Bikeway.
- b. The need for safe bicycle parking.
- c. The lack of publicity, both to encourage motorists to respect the rights of cyclists and pedestrians and to encourage travelers to consider non-motor vehicle travel.
- d. Access to major facilities such as shopping centers, major employment sites, colleges/universities and recreational facilities.
- e. The need for safe travel corridors during rush hours.
- f. Inadequate signage/the need for signage programs.
- g. The need to have traffic controls adequately accommodate pedestrian movements.
- h. The need for better enforcement of traffic laws.

### 2. Goals

*The changes in behavior, transportation planning approaches and resulting opportunities for bicycle/pedestrian travel towards which the RTP should work.*

- a. Promote traveler awareness of bicycle and pedestrian facilities.
  - i. Unleash latent demand<sup>1</sup> for bike use, walking.
- b. Promote motorist awareness of and respect for cyclists'/pedestrians' rights.
- c. Develop a more thorough inventory of facilities, "trouble spots" (including a sidewalk inventory).
- d. Create safer, more direct links to employment centers.
- e. Foster greater citizen/local government participation in system evaluation, problem identification, development of solutions.

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<sup>1</sup>"Latent demand" is defined as demand which is not currently reflected in use of a mode of travel or of a facility. People who would bike to work if a safe route or workplace showers were available but currently drive to work would be an example of latent demand for bicycle travel.

### **3. Policy Options/Possible System Improvements**

*Tools which could be used either in CDTC's RTP/TIP (Transportation Improvement Program) development or in developing a regionwide "compact" aimed at adopting certain standards or procedures which would enhance the bicycle/pedestrian environment. It should be noted that the main focus of the current RTP update is to shape approaches for CDTC's Central Staff and Planning/Policy Committee efforts; for the options or tools which would require some kind of regionwide compacts, CDTC could serve as a facilitator for discussions among representatives of the various Capital District municipalities.*

- a. Regional bicycle/pedestrian issues newsletter
- b. Creation of a "clearinghouse" for bicycle/pedestrian information and promotional efforts
- c. Greater coverage of transit stops with bicycle racks
- d. Make the broadcasting of public service announcements (including those promoting bicycle awareness/use) an element or requirement to be considered when cable companies' license renewal applications are considered (free publicity/)
- e. Include thorough consideration/documentation of bicycle/pedestrian issues in project development prior to TIP submission.
- f. Possible Enhancement Program proposal: facilities inventory/planning study.
- g. Regional standards for shoulder width/construction type based on functional classification and/or proximity to high trip generation sites (e.g., workplaces, residential subdivisions, shopping areas)
- h. Corridor preservation/right-of-way purchases for future trails.
- i. Introduction of traffic calming techniques -- traffic control and street design tools for reducing motor vehicle volumes and travel speeds and increasing bike/pedestrian safety.
- j. Provision of separate stop lines or signals for bicycles/pedestrians at major intersections.
- k. Add protected bicycle/pedestrian facilities to the most direct links on the existing arterial system (e.g., Routes 9 or 85).

### **4. "Nonbinding Suggestions"**

*Options which would not be likely to require official CDTC action or the development of any legal agreements among or between municipalities. The suggestions are a "shopping list" of ideas which CDTC could pass on to local governments or pursue itself. These concepts would further the goals of greater information on conditions and greater opportunities for safe bicycle/pedestrian travel.*

- a. Use Times-Union sports section pieces on outdoor activities to promote bike use or use of bicycle facilities.
- b. Bicycle patrol officers' coalition.
- c. Advise local governments regarding possible zoning ordinance requirements which would enhance the bicycle/pedestrian environment (e.g., distribution of model ordinances).
- d. Develop and distribute street design/marketing guidelines.
- e. Develop and distribute "bicycle/pedestrian-friendly" traffic control guidelines.
- f. Take advantage of opportunities to have student groups/"team project" classes do field inventories.
- g. Encourage local radio/TV stations to broadcast public service announcements promoting motorist awareness of bicyclists/pedestrians.
- h. Develop a regional greenway corridor plan (complement Hudson River Valley Greenway Plan).
- i. Public relations efforts using public officials to promote bike use, walking.

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Don Odell  
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Maggie Vinciguerra

FROM: Steve Allocco

DATE: August 30, 1993

RE: August 25 Meeting Summary Material for Review

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FROM: Steve Allocco

DATE: August 30, 1993

RE: August 25 Meeting Summary Material for Review

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Just a reminder: per our decision at the end of the meeting, I've reserved a meeting room at the Colonie Community Center for Wednesday, September 22 from 5:30 to 7:30 PM.

Thanks again for a very productive meeting.

**RECORD OF MEETING  
BICYCLE/PEDESTRIAN ISSUES TASK FORCE**

**DATE/TIME/PLACE:** October 21, 1993, 9:00-11:00 AM, CDTC Offices

**IN ATTENDANCE:** Brad Birge (CDRPC), John DiMura (NYS Thruway Authority), Barbara Goldstein (NYS Department of State), Don Odell (Albany County Planning), Jeff Olson (NYSDOT - Central Office Planning), Luke Rich (NYS Senate Committee on Tourism, Recreation and Sports Development) Don Robertson (NYSDOT - Region 1 Planning), Paul Russell (Town of Colonie Department of Environmental Services), Joann Ryan (City of Albany Planning Department), Bert Schou (CDTA), Maggie Vinciguerra (Hudson River Valley Greenway Communities Council), Steve Allocco (CDTC)

**DISCUSSION SUMMARY**

The objective for the meeting was to assemble the "raw material" needed for the December conference's white paper. A brief discussion of the conference agenda and goals framed the context in which the paper would be presented; a shell of the paper was then used as a "workbook" for identification of points to be made.

**DECEMBER CONFERENCE**

The first of three "New Visions" conferences will be held on Tuesday, December 14, from 8:00 AM to 5:00 PM at the Desmond Hotel on Albany Shaker Road in Colonie. The aim is to bring together as many members of the nine task forces as possible, along with other interested public agency staff and the general public, to discuss the range of issues being considered, what the region's priorities should be, and any other directions in which the task forces should be looking.

Mechanics: Each task force will present its background paper, and then a series of small group discussions will take place to hammer out priority lists to bring back to the full conference. The small groups will consist of mixes of task force members -- for example, there will not be a "Bicycle/Pedestrian Task Force" table but, rather, Bicycle/Pedestrian group members will be sitting with Infrastructure, Urban Issues, Expressway and other task force members and identifying the conflicts and similarities in their priorities. By the day's end, attendees should have a good indication of what the emerging regional priorities are and how their own task forces' efforts should address these priorities.

Rather than CDTC staffers, the conference plan calls for the papers to be presented by task force members. It was proposed and agreed to that Don Odell would present the Bicycle/Pedestrian Task Force paper. In the remaining two meetings, the group will reach agreement on the paper's contents and give Don some direction on points to emphasize in his presentation.

Administrative Notes: A flyer providing additional information on the conference will be sent out with the draft December paper; as it will indicate, the cost of attending the conference is \$20, and includes lunch, printed materials (including copies of all task force papers) and morning and afternoon refreshment breaks. A limited number of scholarships covering the attendance fee are available; those interested in getting a scholarship should write a short (2-3 sentences is adequate) letter to CDTC requesting one and explaining the circumstances.

It is expected that between 200 and 250 people will attend the conference; conference space is limited to 250 registrants, and **all conference attendees must be pre-registered** (there will be no walk-in registrations).

## WHITE PAPER

The group worked to fill in a shell of the report, recalling points raised in past meetings and referring to lists of issues and possible policy/programmatic options developed in these meetings. Following the style of the draft Urban Issues Task Force report included in the October 4 mailing, the group identified a number of elements to include in the report. The draft report (to be transmitted soon after this summary) will reflect this work, as will the series of bullet lists labelled "Bicycle/Pedestrian Task Force Overheads," the latter of which will be used during the conference to highlight the group's main ideas. The remainder of this section briefly discusses the philosophies or themes the group set forth in trying to develop each part of the report.

*Overarching philosophy:* The group's discussions suggested a working principle of *educating* Capital District municipalities as to the great potential benefits of bicycle/pedestrian-related investments, a good number of which would not even require public expenditure (developer-provided bicycle and pedestrian amenities, for example). Using examples from other areas, the case should be made that we can achieve meaningful reductions in single-occupant vehicle travel and enhance the overall quality of life in the Capital District. Also, we need to point out attributes of the region which are either conducive to promotion of bicycling and walking or are challenges to address, such as the following:

### Conducive Elements

- \* the high percentage of all peak hour trips which are five miles or less in length (the generally accepted limit in identifying candidates for conversion from private auto to bicycle use). On a related note,
- \* the location of a number of major employment, educational and shopping areas in relatively close proximity to dense residential areas, raising the potential for a significant increase in cycling/walking through modest-cost, small-scale strategic improvements
- \* growing traffic congestion's serving as a disincentive to single-occupant vehicle use

### Challenges

- \* overcoming the notion that cycling and walking as forms of transportation are "good weather" modes usable for only a small part of each year
- \* meeting the needs of an aging population requiring special consideration with regard to pedestrian travel in particular -- adequate crossing time at intersections, better quality walking areas, and more direct walking routes to shopping areas and services, for example

The group has some "pilot corridor" concepts which may serve as important early examples of how to use strategic, relatively low-cost applications of the principles to demonstrate the value of investing in bicycle/pedestrian facilities and programs.

Introductory Points: The primary sentiment appeared to be that the Capital District needs to bring cycling and walking into play as real components of the transportation system, given the reality that not everyone wants to or *can* use a car. The group appears to want to emphasize the simple *logic* of enhancing the bicycle/pedestrian environment, pointing out the cost-effectiveness of such investments, the way in which doing so would benefit our aging population and promote the social goal of equal access. It was established by the group that as it is dealing with the most undersupported modes of travel in the Capital District, it may be necessary to be a bit "pushy" or to otherwise employ the "hard sell" approach to get the other task forces to recognize the importance of more thorough consideration of bicycle/pedestrian issues and possible accommodations.

Current Conditions: As just noted, these are the two most undersupported modes of travel in the Capital District. Perhaps as a consequence, there is not a lot of reliable data to use in presenting a *quantitative* picture of the bicycle/pedestrian environment. As such, it is arguably the group's prerogative to skimp on a discussion of current conditions, instead using the present environment -- in general terms -- as a reference in a "today is bad, 2015 will be worse due to X and Y" vein of reasoning. The current conditions discussion of the report thus will present the basic material suggested in the handout -- Census journey-to-work information and a brief inventory of major bicycle/pedestrian facilities -- necessary to "set up" this sort of argument. Information on urban corridor motor vehicle travel speeds should also be presented to summarize the performance of what is, in essence, "the competition" (single-occupant motor vehicle travel).

Year 2015 Trend Conditions: Again without much to use along the lines of numbers, the group emphasized presenting its view of the future from a *quality of life* standpoint. With development trends continuing as they are expected to, growing congestion and the ongoing development of residential and employment areas in a manner that effectively *isolates* them from bicycle and pedestrian access (at least to the degree that these are no longer safe, comfortable means of local travel) would further expand the Capital District without expanding significantly the *opportunities* available for cyclist and pedestrian circulation and use of available recreational, shopping and cultural amenities. Building up the Capital District has often served to either cut some people off from opportunities or otherwise simply perpetuate the anti-bicycle/pedestrian travel environment.

Bicycle/Pedestrian Issues for the RTP to Address: The group was in agreement that perhaps the most effective presentation of an issues list to the conference would come from consolidating the entire list of 11 suggested issues into five or so to be put on the conference overhead transparencies. As part of this consolidation, the thrust of Issue 10, "inadequate system of bicycle/pedestrian facilities," would be changed to "need for a continuous network of bicycle/pedestrian facilities" to emphasize a retrofitting and "elimination of barriers" approach; otherwise, the old wording could be interpreted as emphasizing creation of new facilities (which in the best case would come about at a very gradual rate) instead of working to appropriately accommodate cyclists and pedestrians on the *existing* street and highway system. It was also suggested that intermodal linkages be highlighted. A first-cut consolidation of the remaining issues will be indicated in this section of the draft report.

#### Initial List of Policy/Programmatic Options

As the meeting reached its end, the group was just beginning to review the 5 possible policies and 13 possible programs detailed in the list. Five options (two of which would be consolidated) were early "likely prospects" to include, and are indicated in the draft report. It will be necessary to spend some time at the next meeting continuing "initial group consideration" of these candidates and identifying a group to present at the conference. Two modifications/additions of candidates were set forth:

Program 10: expand with second sentence "Also, provide for linkage with town-to-town transit."

Program 14 (new): Connect local plans and improvements to major regional/statewide tourism initiatives.

#### **OTHER ITEMS**

In addition to the meeting handouts, Bert Schou provided a copy of an article on bikeways in the October issue of the American Planning Association's Planning magazine; it presents a good capsule summary of the particulars of bikeway design, current examples of bikeway plans newly adopted or under development, and the costs and benefits of bikeways found in recent evaluations. A copy of this article is enclosed along with some thoughts Bert has on the contents of the Master Plan CDTC is in the midst of developing.

## **ACTION ITEMS**

- \* Members to review October 21 meeting handouts, particularly "menus" of issues and policies/programs, to identify any other points to be raised in background paper.
- \* Next meeting: Thursday, November 7, 1993, 3:00-5:00 PM, CDTC Offices, 5 Computer Drive West, Colonie.
- \* Proposed Meeting Agenda/Sequence:
  - brief summary discussion of draft report
  - completing development of policy/program option list
  - return to discussion of paper, overall, and overheads

**RECORD OF MEETING  
BICYCLE/PEDESTRIAN ISSUES TASK FORCE**

**DATE/TIME/PLACE:** Friday, November 19, 1993, 9:30-11:15 AM, CDTC Offices

**IN ATTENDANCE:** Brad Birge (CDRPC), John DiMura (NYS Thruway Authority), Ken Grudens (Hudson River Valley Greenway Communities Council), Don Odell (Albany County Planning), Don Robertson (NYSDOT - Region 1 Planning), Joann Ryan (City of Albany Planning Department), Bert Schou (CDTA), Steve Allocco (CDTC)

**DISCUSSION SUMMARY**

Don Odell and Bert Schou distributed papers they prepared on bicycle and pedestrian issues and possible actions for the region to pursue. (Copies are attached for Task Force members who did not attend the meeting.) Members remarked that the papers were very well written, forceful summaries of the group's views and goals. Working from these two papers and the second draft of the December white paper, the group established the desired contents and style of the paper (see next section). Don, Bert and Steve will meet next week to work on the writeup (see "action items" below); should this work be completed at that time, copies will be sent to Task Force participants for review, although there will be no other full Task Force meetings prior to the December 1 deadline. Prior to the December 14 conference, however, the group *will* meet to give Don the opportunity to "dry run" his presentation and to set up a strategy for Task Force members to use in presenting the Task Force's ideas at their tables during the small group discussions (see "action items" below).

The remainder of this document briefly summarizes the group's deliberations regarding the content of the white paper. Much of the discussion was of how to most effectively present the case for investment in bicycle and pedestrian accommodations.

Presentation:

**OTHER ITEMS**

Following the conference, it is expected that Task Force meetings will take the guidance of the RTP "community" as a whole back to its efforts to shape the content of the bicycle/pedestrian component ....

**ACTION ITEMS**

- \* Don, Bert and Steve to meet Tuesday, November 23 at 9:00 AM to work on writeup
- \* Next full Task Force meeting: Friday, December 10, 10:00 AM, CDTC Offices, 5 Computer Drive West, Colonie.
- \* Proposed Meeting Agenda/Sequence: "Dry run" of Don's presentation, discussion of Task Force members' (work in small groups)