1.0 NEW BUSINESS

1.1 Kate Lawrence from the City of Albany Planning Department presented the final recommendations from the Albany Bike Share Feasibility and Wayfinding Study that was funded through the CDTC Linkage Program. The presentation is attached and the full study documents can be found on the CDTC website’s Linkage page. Any questions about this study should be email to Kate at LawrenceK@ci.albany.ny.us.

A few comments were made in response to Kate’s presentation:

- The City should look at connections to surrounding suburbs and transportation hubs such as the Rensselaer Rail Station and Airport.
- Is ½ hour (the typical bike share “rental” time) sufficient for Albany? Some have heard it’s not enough time in NYC.
- Buffalo is launching bike share with Social Bicycles, a less expensive, alternative model to the station bike shares in most cities. This is something to watch and learn from.

1.2 NYSDOT Programs update from Mary Harding of NYSDOT

1.1.1 Safe Routes to School: Awards have been made and NYSDOT is currently progressing through the state-local agreements. For a list of SRTS awards please visit: https://www.dot.ny.gov/news/press-releases/2013/2013-01-14. Project sponsors should contact Karen Hulihan (karen.hulihan@dot.ny.gov / 518-485-7734) with specific questions about their projects.

1.2.2 Transportation Enhancements Program: Applications are due August 16 and awards will be announced in the Fall of 2012. This will be the last round of TEP-
it will be rolled into the Transportation Alternatives Program under the new federal transportation bill, MAP-21. More information, including the program brochure and application can be found on the website: https://www.dot.ny.gov/programs/tep. The Region 1 contacts on the TEP programs are Karen Hulihan (karen.hulihan@dot.ny.gov) and Wilson Moore (wilson.moore@dot.ny.gov) and the Main Office contact is Doug Burgey (doug.burgey@dot.ny.gov).

1.2.3 Transportation Alternatives Program: The SRTS and TEP programs will be rolled into the TA program in the upcoming year under MAP-21. While some project categories that existed under the TEP program have been eliminated, many of those types of projects (i.e. historic transportation infrastructure restoration) will fit into the new categories. A TAP Working Group, including NYSDOT, the MPOs, NYSDOH and GTSC will be meeting in the near future to discuss TAP coordination and project evaluation.

The 2014 TA FHWA guidance documents can be found at: http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm

1.3 Central Ave Pedestrian Safety Project update and next steps – Gina Gillooley discussed the NYSDOH/NYSDOT/GTSC effort to improve pedestrian safety throughout the Route 5 (Central Ave) Corridor through education and enforcement efforts. NYSDOH/NYSDOT/GTSC has partnered with local law enforcement and other stakeholders to develop pedestrian safety messages for motorists and pedestrians. These messages have been translated to different medias for distribution – rack cards, window clings, vehicle and traffic law reference guides for law enforcement, and placards for bus interiors. Partners will be needed to assist in distribution of the print media and messages.

1.4 Capital Coexist

1.4.1 Website and social media updates – the Capital Coexist website (www.capitalcoexist.org), Facebook (www.facebook.com/CapitalCoexist) and Twitter (www.twitter.com/CapitalCoexist) have been updated over the past month. Please follow or “like” us to get daily updates. New safety resources have been added to the website’s education safety links.
1.4.2 Adopting the Central Avenue Pedestrian Safety Project materials – CDTC will coordinate and partner with NYSDOH/NYSDOT/GTSC in assisting to distribute the pedestrian safety messages. The artwork will be added to the Capital Coexist website as CDTC expands to pedestrian safety. If anyone comes across useful pedestrian safety links please send them to jceponis@cdtcpo.org to add to the pedestrian safety section.

1.4.3 City of Albany Bicycle & Pedestrian Safety Project – In response to a pedestrian death on S. Pearl St., Albany has taken a serious look at pedestrian safety citywide. There are plans to make improvements on S. Pearl to increase pedestrian safety and the City will continue to work with CDTC to do bicycle and pedestrian safety education.

1.4.4 Developing toolkits for schools and local munis – CDTC plans on developing bicycle and pedestrian safety toolkits for schools and municipalities. There are lots of great toolkits and resource that CDTC would like to adopt for the Capital Region and promote through the Capital Coexist website. If anyone is familiar with an existing toolkit please send a link to jceponis@cdtcpo.org for reference.

1.5 Linkage Updates (see attached Linkage Status Table)

1.5.1 City of Albany Bike Share/Wayfinding Linkage – this study is complete and the final reports can be found at http://www.cdtcmpo.org/linkage/reports/albcity.htm

1.5.2 City of Watervliet Bicycle Master Plan – Alta is developing the draft master plan which will be presented at a public workshop in mid-late August.

1.5.3 East Greenbush Site Design Standards – this study will focus on two demonstration sites in the US 4 and 9 & 20 Corridors and how site design standards can be used to promote walkable development.

1.5.4 Schodack Town Center Plan & Zoning Recommendations – A concept to road diet to Rte 9 & 20 is a recommendation from this draft study that is now
moving forward for consideration in coordination with NYSDOT as they prepare to design the project. CDTC staff is organizing required data and information for NYSDOT. There is also an opportunity to coordinate with the Town of East Greenbush and extending the road diet. CDTC staff will facilitate discussions between the Town and NYSDOT.

1.4.5 Saratoga Springs Bicycle, Pedestrian and Public Transit Master Plan - this study is being used as a Complete Streets data collection pilot and the Task Force will continue to monitor and learn from this process.

1.6 Local Program updates

- I.Vamos asked for an update on the Livingston Avenue Bridge Rehab project. What are the current design alternatives? NYSDOT has presented new design alternatives for the Route 32 Bridge in Cohoes (project was removed from the TIP not very long ago but now is back on the table). There are two public meetings/hearings scheduled for this week – Tuesday Aug. 13 at the Waterford-Halfmoon Junior/Senior High School in Waterford and Thursday Aug. 15 at the Cohoes Community Center, both begin at 6:30pm. There is a project website for reference: https://www.dot.ny.gov/route32mohawkriver. NYSDOT is accepting comments on the proposed design alternatives until August 26 (see attached comment form).

- EJ Krans – The Troy Citizens Working Group for Complete Streets applied for a National Parks Trails assistance grant. They have been working with Jim Lewis on a project called the “Collar City Ramble” which will create a Riverfront Bike Trail which connects Troy’s historic and cultural assets. The group also worked with the City to restart the Troy Pedestrian Bicycle Trail project. They are looking at conducting a traffic study at First Avenue in Troy to determine whether the trail could be redirected along the roadway. Cliff Perez from the Independent Living Center is leading an effort to look at ADA-compliance throughout the city.

- J. Viggiani – Clifton Park submitted a Cleaner Greener Phase II CFA for trail projects that would connect the Town Center with Moe Road.

- J.Ercolano – the NYSDOT Bicycle & Pedestrian Newsletter, August edition, has been released (see attached). NYSDOT is currently adjusting a pedestrian website that is intended to compliment the existing bicycle website.

- J. Wilson – NYBC received a GTSC grant to update bike safety resources on their website. NYBC is creating a new bike safety brochure with messages for
motorists on one side and cyclists on the other. Additionally, they are working with Amtrak to get bikes on the Maple Leaf and Ethan Allen trains. There was a demo done on a train that surveyed riders and NYSDOT has requested a cost analysis of allowing bikes on trails – will they necessitate a separate car? Can a car be retrofitted? Lastly, NYBC is working with the Town of Plattsburgh on a Bike-Walk Symposium and will be doing a helmet giveaway at the event.

- G. Gillooley asked that anyone developing bike safety or other literature be mindful of using pictures of bicyclists (of all ages) wearing helmets to reinforce the bike helmet safety message.

2.0 Upcoming Events
Meetings open to the public: Next CDTC Bike/Ped Task Force meeting: Septembe 10, 2013 9AM
Bike-Share Feasibility Study
Why Bike Share?

- Recommended project from 2009 Bicycle Master Plan
- Improve individual and community health
- Help decrease Albany’s GHG emissions (5-30% of users substitute bike for car trips)
- Increase mobility options
- Grow cycling culture in Albany
Who will use bike share in Albany?

- **Local residents** looking to fulfill trips too long to walk and not convenient to drive
- **Downtown commuters** needing to do errands during lunch hour
- **People who don’t own a car or a bike** looking for a supplement to transit
- **College students** needing a ride within or beyond campus
- **Visitors and tourists** looking to access inner Albany’s various destinations
### Critical factors for a successful bike share system

Comparing Albany to successful US bike share systems (max. 4 stars)

<table>
<thead>
<tr>
<th>Factor</th>
<th>Albany</th>
<th>Chattanooga</th>
<th>Boston / Cambridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demographic factors</td>
<td>★★★★</td>
<td>★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>hi-density employment zones</td>
<td>★★★★</td>
<td>★★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>hi-density housing areas</td>
<td>★★★</td>
<td>★</td>
<td>★★★★</td>
</tr>
<tr>
<td>existing bike facilities</td>
<td>★★★</td>
<td>★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>planned bike facilities</td>
<td>★★★★</td>
<td>★★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>Weather &amp; topography</td>
<td>★★★★</td>
<td>★★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>existing bike mode share</td>
<td>★★★</td>
<td>★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>existing bike culture</td>
<td>★★★★</td>
<td>★★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>tourist attractions</td>
<td>★★★★</td>
<td>★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>robust transit system</td>
<td>★★★★</td>
<td>★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>difficulty of auto access/parking</td>
<td>★★★</td>
<td>★★★</td>
<td>★★★★</td>
</tr>
</tbody>
</table>
Issued in the fall of 2012, the LAB report recognizes Albany as an Honorable Mention Bike Friendly Community (BFC) with various suggestions to make itself more bike friendly:

- Create a city-wide Bike Advisory Committee (COMPLETE)
- Reduce traffic speeds through traffic calming and enforcement
- Separate bike facilities on key roadways like Madison, Western, State, Manning Blvd, etc.
- Robust bike education programs for both children and adults

*Western Avenue near UAlbany*
Is Bike Share Feasible in Albany?

From the summary:

“The recommended strategies in this report, combined with suggestions offered by the League of American Bicyclists in their Bike Friendly Community Feedback Report, provide Albany with achievable goals that can support a bike share system comprised of 150-200 bicycles at launch.”

Denver B-Cycle
System recommendations

- 15-20 stations / 150-200 bikes
- Initial concentration in the City of Albany with potential long-term regional expansion
- Place stations in Downtown, Center Square (and its adjacent neighborhoods) and both UAlbany campuses
- Seasonal service (April – November)
- Heavily promote helmet use and safe/legal riding

Court of Appeals & City Hall
Station placement strategy

SERVICE AREA criteria:

- Key demographic characteristics
- Residential and job density
- Existing infrastructure
- Transit accessibility
- Stations approx ¼ mile (5-7 min walk) apart in a core area
Funding and Operation

- Capital Costs typically split roughly 3:1 – 2:1 public/private dollar
- Typical **User** Costs:
  - $50-100 for annual membership (some cities provide discounts for low-income residents)
  - $5-8 for one-day pass
  - <30 min.: free / 30-90 min.: $2-4 / >90 min.: $6 and up
- Study recommends system owned by City or non-profit and operated by private vendor
Potential costs for an Albany system

15-20 station / 150-200 bike station-based system

**Capital Cost**
- $700,000 – $1,200,000

**Launch**
- $200,000 – $350,000

**Annual Operations**
- $350,000 – $600,000

**TOTAL**
- $1.25 – 2.1 million (1st year)

Capital Bikeshare, Washington DC
A road map for implementation

- Ongoing progress on making Albany more bike friendly (based on LAB’s Feedback report)
- Maintain and expand current bike share advisory committee
- Meet with potential sponsors and state agencies in pursuit of funding
- Collect example RFPs from other cities and seek proposals
- Promote bike share in the media
Signage & Wayfinding Study
Purpose of Bicycle Signage Strategy

- Integrate 2009 Bicycle Master Plan routes
- Detailed wayfinding plans for priority routes and destinations
- Design signage for future implementation
Purpose of Bicycle Wayfinding

- Familiarize users with the bikeway system
- Help identify the best routes to significant destinations
- Direct bicyclists to existing facilities such as paths and bike lanes
- Address misperceptions about distance
- Overcome “barrier to entry” for people who do not bicycle often
Signage Types

Confirmation Signage

Destination Signs

Turn Signs

Decision Signs
Recommended Signage Design

- Sign is simple with identification of bicycle route and mileage to nearby destinations
- Follows general signage guidelines in current manuals (MUTCD and NYDOT’s supplement, NACTO, AASHTO)
Priority Wayfinding Routes

- Detailed signage plans and cost estimates were developed for 11 priority wayfinding routes:
  - UAlbany - Corning Preserve
  - Washington Avenue
  - Broadway
  - Central Avenue
  - New Scotland
  - Western Avenue (Madison to Central)
  - Manning Boulevard
  - Clinton Avenue
  - Delaware Avenue
  - Lark Street
  - South Pearl Street
# Implementation and Cost

Table 1: Cost Estimates for Materials and Installation of Priority Routes

<table>
<thead>
<tr>
<th>Route</th>
<th>Description</th>
<th>Endpoint 1</th>
<th>Endpoint 2</th>
<th>Number of Signs</th>
<th>Total cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Western Ave. / Madison Ave. / Lark St. / Washington Ave. / State St.</td>
<td>University at Albany</td>
<td>Corning Preserve</td>
<td>28</td>
<td>$11,200</td>
</tr>
<tr>
<td>2</td>
<td>Washington Ave.</td>
<td>University at Albany</td>
<td>Lark St.</td>
<td>13</td>
<td>$5,200</td>
</tr>
<tr>
<td>3</td>
<td>Western Ave.</td>
<td>Madison Ave.</td>
<td>Washington Ave.</td>
<td>9</td>
<td>$3,800</td>
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<tr>
<td>4</td>
<td>Broadway</td>
<td>City Line</td>
<td>State St.</td>
<td>15</td>
<td>$6,000</td>
</tr>
<tr>
<td>5</td>
<td>Central Ave.</td>
<td>City Line</td>
<td>Clinton Ave.</td>
<td>3</td>
<td>$1,400</td>
</tr>
<tr>
<td>6</td>
<td>New Scotland Ave.</td>
<td>City Line</td>
<td>Madison Ave.</td>
<td>13</td>
<td>$5,200</td>
</tr>
<tr>
<td>7</td>
<td>Manning Blvd.</td>
<td>New Scotland Ave.</td>
<td>Clinton Ave.</td>
<td>8</td>
<td>$3,400</td>
</tr>
<tr>
<td>8</td>
<td>Clinton Ave.</td>
<td>Manning Blvd.</td>
<td>Broadway</td>
<td>10</td>
<td>$4,200</td>
</tr>
<tr>
<td>9</td>
<td>Delaware Ave.</td>
<td>City Line</td>
<td>Madison Ave.</td>
<td>13</td>
<td>$5,200</td>
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<tr>
<td>10</td>
<td>Lark St.</td>
<td>Washington</td>
<td>Livingston Ave.</td>
<td>6</td>
<td>$2,500</td>
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<tr>
<td>11</td>
<td>South Pearl St.</td>
<td>State St.</td>
<td>City Line</td>
<td>9</td>
<td>$3,800</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td>127</td>
<td>$51,900</td>
</tr>
</tbody>
</table>
Next Steps

- Multi-year process
- Existing funding from Dept. of State for waterfront area
- Waterfront signs will be installed as soon as possible
QUESTIONS?

Kate Lawrence, City of Albany
lawrencek@ci.albany.ny
# Status of Linkage or Other Capital Region Planning Studies as of August 1, 2013

<table>
<thead>
<tr>
<th>Study Name and Location</th>
<th>Consultant/Study Cost</th>
<th>Status</th>
<th>Next Steps</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Albany Bike Share and Signage Strategy</td>
<td>Alta Planning and Design $70,000</td>
<td>The final document has been received by CDTC.</td>
<td>Options for implementing the wayfinding strategy are being evaluated. This study is considered to be complete.</td>
<td>Katie Bronson, City of Albany&lt;br&gt;Kate Lawrence, City of Albany&lt;br&gt;Jen Ceponis, CDTC</td>
</tr>
<tr>
<td>2. Watervliet Bicycle Master Plan</td>
<td>Alta Planning and Design $50,000</td>
<td>The consultant team is working on the draft master plan.</td>
<td>The draft plan is expected to be completed sometime in August. Upon completion the next SAC meeting and 2nd public meeting will be scheduled.</td>
<td>Mike Manning and Mark Gleason, City of Watervliet&lt;br&gt;Teresa LaSalle, CDTC</td>
</tr>
<tr>
<td>3. Town of Guilderland: Westmere Corridor Study</td>
<td>Consultant to be Selected $68,000</td>
<td>The town has been asked to confirm its commitment to the study. If confirmed, as indicated by receipt of the signed Memorandum of Understanding, the project will be initiated by March 31, 2014.</td>
<td></td>
<td>Donald Csapos, Town of Guilderland&lt;br&gt;Sree Nampoothiri, CDTC&lt;br&gt;Chris O’Neill, CDTC</td>
</tr>
<tr>
<td>4. New Scotland Hamlet Zoning Refinements and Design Guidelines</td>
<td>Consultant to be Selected $70,000</td>
<td>The project scope is being developed.</td>
<td>The project will get underway later this summer.</td>
<td>Dan McKay, Town of New Scotland&lt;br&gt;Jen Ceponis, CDTC</td>
</tr>
</tbody>
</table>

## Albany County--Other Studies (non-Linkage)

<table>
<thead>
<tr>
<th>Study Name and Location</th>
<th>Consultant/Study Cost</th>
<th>Status</th>
<th>Next Steps</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. City of Albany Corning Preserve Master Plan</td>
<td>Consultant to be Selected $950,000</td>
<td>RFP Responses are being reviewed for consultant services to develop a Corning Preserve Master Plan.</td>
<td>City will select a consultant to develop the Master Plan and begin the design of the performance venue.</td>
<td>Doug Melnick, City of Albany</td>
</tr>
<tr>
<td>2. City of Albany TOD Study</td>
<td>Cecil Group $125,000</td>
<td>The consultant delivered the final deliverables to the City.</td>
<td>City Planning Staff will schedule a meeting to present the final report to the Common Council.</td>
<td>Doug Melnick, City of Albany&lt;br&gt;Kate Lawrence, City of Albany</td>
</tr>
<tr>
<td>3. City of Albany LWRP Update &amp; Climate Adaptation Plan</td>
<td>City of Albany, Wallace Roberts &amp; Todd &amp; Vanasse Hangen Brustlin, Inc. - $130,000 through a NYS DOS Grant</td>
<td>A draft adaptation will be completed by the end of April 2013. Information on the project may be found on the City’s website at: <a href="http://albanyny.org/Government/Departments/DevelopmentPlanning/Hudson_Riverfront.aspx">http://albanyny.org/Government/Departments/DevelopmentPlanning/Hudson_Riverfront.aspx</a></td>
<td>LWRP Policies are being developed, as well as specific project scenarios. The City is waiting for comments from the state on the Adaptation plan.</td>
<td>Doug Melnick, City of Albany</td>
</tr>
<tr>
<td>4. City of Watervliet Rezoning</td>
<td>River Street Planning and Development $29,000</td>
<td>The City Council received the draft rezoning proposal and was reviewed by committee members.</td>
<td>The draft zoning changes are available for public review at <a href="http://watervliet.com/welcome/">http://watervliet.com/welcome/</a>.</td>
<td>Bruce Hidley, City of Watervliet</td>
</tr>
<tr>
<td>STUDY NAME AND LOCATION</td>
<td>CONSULTANT/ STUDY COST</td>
<td>STATUS</td>
<td>NEXT STEPS</td>
<td>CONTACT</td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------------------</td>
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<td>------------</td>
<td>---------</td>
</tr>
<tr>
<td>5. LWRP (Bethlehem)</td>
<td>None</td>
<td>The town is reviewing comments from the Department of State on the Final Draft LWRP.</td>
<td>Town staff will be addressing comments from DOS in the next few weeks/months.</td>
<td>Rob Leslie, Town of Bethlehem</td>
</tr>
</tbody>
</table>

**RENSSELAER COUNTY--LINKAGE STUDIES**

1. East Greenbush Site Design Standards  
   - The Chazen Companies  
   - $40,000  
   - CDTC is working on the Existing Conditions Report.  
   - A focus group meeting with landowners has been scheduled for August 6.  
   - Meghan Webster, Town of East Greenbush  
   - Joseph Cherubino, Town of East Greenbush  
   - Jen Ceponis, CDTC  
   - Anne Benware, CDTC

2. Schodack Town Center Plan and Zoning Recommendations  
   - Laberge Group  
   - $50,000  
   - CDTC staff, Town of Schodack, and the consultant team met with NYSDOT Traffic & Safety to go over the proposed developments, potential traffic impacts, and potential short term and long term actions. The Town would like NYSDOT to consider implementing some of the short term actions (pavement re-striping) as part of the upcoming preservation project.  
   - In the coming weeks, CDTC will summarize the findings of evaluations of development impacts and traffic impacts from short term actions and submit to NYSDOT Traffic & Safety. NYSDOT will review them and try to incorporate possible changes to their pavement re-striping project.  
   - Nadine Fuda, Town of Schodack  
   - Dave Jukins, CDTC  
   - Sree Nampoothiri, CDTC

**SARATOGA COUNTY--LINKAGE STUDIES**

1. Clifton Park Town Center Strategic Zoning Code Revisions  
   - Behan Planning & Design  
   - $70,000  
   - The consultant provided the town with a preliminary draft of the code language for internal review.  
   - Following internal review, an additional meeting will be held to further flesh out the code language which will lead to the creation of a complete draft for study advisory committee review.  
   - John Scavo, Town of Clifton Park  
   - Sandy Misiewicz, CDTC  
   - Leah Mosall, CDTC

2. Saratoga Springs Bicycle, Pedestrian and Public Transit Master Plan  
   - Consultant to be Selected  
   - $60,000  
   - The signed Memorandum of Understanding has been received by CDTC from the CDTC. CDTC and the City will begin field work on the data collection component of the project in August.  
   - The City would like to begin the study later this year once the Comprehensive Plan update has been completed.  
   - Kate Maynard, City of Saratoga Springs  
   - Leah Mosall, CDTC  
   - Sandy Misiewicz, CDTC

3. Stillwater Route 4 Zoning and Site Design Standards  
   - Consultant to be Selected  
   - $90,000  
   - The Memorandum of Understanding for the project was returned to CDTC by the town. The project will be initiated later this summer.  

**REGIONAL PROJECTS**

1. Washington/ Western BRT Alternatives Analysis and Transit Model Development  
   - Team led by Creighton Manning Engineering  
   - $500,000 (FTA and CDTC funds)  
   - Enhanced marketing and presentation material continues to be created and edited for meetings with remaining stakeholders.  
   - Once CDTA is comfortable with the marketing and presentation materials, meetings will be scheduled with the remaining stakeholders. They may take a few months to schedule. Once the stakeholder meetings are completed, the public meeting for the Alternatives Analysis will be scheduled.  
   - Ross Farrell, CDTA  
   - Sandy Misiewicz, CDTC  
   - Chris O’Neill, CDTC
<table>
<thead>
<tr>
<th>STUDY NAME AND LOCATION</th>
<th>CONSULTANT/STUDY COST</th>
<th>STATUS</th>
<th>NEXT STEPS</th>
<th>CONTACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of an Integrated Corridor Management (ICM) Plan for the I-87/US 9 Corridor</td>
<td>Parsons Brinckerhoff with Creighton Manning Engineering and Dr. Jack Reilly $368,777 State Planning and Research Funds</td>
<td>A MIST data mining tool was completed by the consultant. The tool will allow analysis of Transportation Management Center (TMC) data, which includes volumes and speeds on the expressway system every fifteen minutes, 24/7.</td>
<td>The consultant team is refining the VISSIM microsimulation model of the Northway corridor. It will be used to examine alternative operational improvements in the Northway corridor.</td>
<td>Susan Olsen, NYSDOT Chris O'Neill, CDTC</td>
</tr>
<tr>
<td>Regional Sustainability Plan - Cleaner, Greener Communities Program</td>
<td>Clough Harbour and VHB lead a team of consultants $1 M from NYSERDA with City of Albany leading the coalition</td>
<td>The final plan has been completed. The final plan is highly consistent with the CDTC New Visions Plan</td>
<td>Phase 2 of the Cleaner Greener Communities program is now out, with applications due August 12.</td>
<td>Doug Melnick, City of Albany Chris O'Neill, CDTC Anne Benware, CDTC</td>
</tr>
<tr>
<td>Climate Smart Communities Program</td>
<td>CDRPC staff with VHB and Climate Action Associates $322,000 from NYSERDA</td>
<td>CDRPC received funding for the first year of a three-year grant from NYSERDA to manage the Climate Smart Communities Regional Coordinator Pilot Program for six counties in the Capital Region (Albany, Columbia, Greene, Rensselaer, Saratoga and Schenectady). The grant has three primary tasks: to create a greenhouse gas inventory, create an outreach plan for the 17 Climate Smart pledge communities and to undertake community by community evaluations under the 10 pledge goals. Technical support for these communities would also be provided. Funding for the second year of the program is in the process of being approved.</td>
<td>The first year of the pilot ended on May 22, 2013. During the first year a CSC Outreach Plan has been completed; a community-level greenhouse gas inventory has been completed; community profiles have been completed for each participating community; and one-on-one consultations have been held with 13 of the 17 communities, which resulted in customized technical service strategies that help move the CSC participants closer to addressing the ten elements of the CSC pledge. Implementation of the strategies is underway.</td>
<td>Todd Fabozzi, CDRPC</td>
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NYS Route 32 over the Mohawk River
Bridge Project
City of Cohoes, Albany County
Town of Waterford, Saratoga County
P.I.N. 1460.42

Name_________________________Date_________________________

Address_________________________

City/Town________________________State__________Zip Code_________________________

Phone # (optional)________________________E-mail Address (optional)_________________________

I / We have the following comments:

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(Attach additional sheets as necessary)
Bicycle and Pedestrian Section Newsletter July 2013
Number 3

News Articles

The Value of Transportation in Promoting Physical Activity
According to this article from FHWA, smart transportation investment such as sidewalks, shared use pathways and traffic calming techniques support active travel and increase physical activity.
http://www.dot.gov/fastlane/infographic-role-transportation-promoting-physical-activity

What Kind of Bike Lanes Are Safest-Story in One Slide
According to this article, a statistical study has found cycle tracks to be the safest option for cyclists. The article has links to another website that contains a wealth of supporting data.
http://www.transportationissuesdaily.com/what-kind-of-bike-lanes-are-safest/

Drunk Walking Leads to Pedestrian Fatalities
Pedestrians who are intoxicated are more likely to be involved in a crash with an automobile. Over a third of the pedestrians killed in 2011 had blood alcohol levels above the legal limit for driving.
http://www.businessweek.com/ap/2013-08-05/drunk-walking-leads-to-pedestrians-fatalities

Cities Expect Bicycling Boom
An article from Forbes Magazine predicts that bicycle use will continue to grow because it’s such a great opportunity for the lowest cost in the shortest time frame.

Pedestrian Fatalities on the Rise Nationwide
Even as traffic fatalities decrease, newly released 2011 data shows its becoming more dangerous to be a pedestrian
http://www.wnyc.org/blogs/transportation-nation/2013/aug/05/pedestrian-fatalities-2011/

Bicycle Guideline and Crash Rates on Cycle Tracks in the United States
Top Urban Bike Paths Across the USA
Pictures of some of the most beautiful urban trails from across the country.

Florida Transportation Secretary Calls for Pedestrian Safety Action
Declaring that Florida is not safe for pedestrians or bicyclists, FDOT Secretary Ananth Prasad said that his department is changing its road design and engineering principals on the state's dangerous roads. The state comes after the Orlando Sentinel's three part series "Blood in the Streets" which reported that Florida has a tragic chronic problem with the worst pedestrian crash and death rates in the country.


Here is also a link to the Orlando Sentinel's three part series “Blood in the Streets”

PennDOT Releases Pedestrian Safety Video
PennDOT has released four new videos aimed at educating children, motorist and parents about pedestrian safety. The videos can be viewed at www.youtube.com/pennsylvaniaDOT

Teen Tragedy Video Aims to Boost ‘Walk Safe Campaign’
As part of Nassau County’s Walk Safe Campaign Nassau County Executive Ed Mangano announced Tuesday the debut of a public service video aimed at increasing safety and awareness both for pedestrians crossing busy streets and for the drivers expected to yield to them as crosswalks. http://rockvillecentre.patch.com/groups/politics-and-elections/p/teen-tragedy-video-aims-to-boost-walk-safe-campaign_7431122d

Delaware DOT Launches Pedestrian Safety Campaign
The Delaware Department of Transportation has launched a new pedestrian safety campaign “Don’t Join the Walking Dead” intended to educate pedestrians to cross at marked crosswalks and intersections. The website provides links to flyer, decals, poster, bus shelter ads and other mass media materials being used to educate the public.
http://www.ohs.delaware.gov/PedestrianSafety

Why Bike Sharing is Such a Game-Changer for U.S. Cities:
New York City’s first bike-sharing program, which is the nation’s largest, has the potential to revolutionize city life – and not just the Big Apple, Governing Magazine, August 2013

Rand Paul’s Weird Fixation on Slashing Bike Lane and Sidewalk Funding
Proposed funding to the Transportation Alternatives Fund, which pays for pedestrian and bicycle infrastructure…”), Governing Magazine, August 2013

Bicycle Law Enforcement: Enforce Laws With Mutual Respect
By retired law enforcement officer Kirby Beck, LAW and ORDER Magazine, July 2013
http://lawandordermag.epubxp.com/title/12194/54

Reference Materials

Bicycle Facilities and the Manual on Uniform Traffic Control Devices
A quick reference table lists various bicycle related signs, markings, signal, and other treatment and identifies they status (e.g. can be implemented, currently experimental) in the 2009 version of the MUTCD
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/mutcd_bike.cfm

Final Report: Aging Driver and Pedestrian Safety: Parking Lots
A new report by the Florida Department of Transportation finds that senior citizens have trouble navigating parking lots both as a pedestrian and a motorist.
http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_TE/FDOT_BDK83_977-12_rpt.pdf

Safety Effectiveness of the HAWK or Pedestrian Hybrid Beacon
The Texas Transportation Institute (TTI) has published the results of a study on the safety effectiveness of the HAWK or Pedestrian Hybrid Beacon. According to the study there is a 69 percent reduction in crashes involving pedestrian.

Safely Passing Bicyclists
The National Conference of State Legislatures has summarized information from all 50 states whether they have a statute regarding motorists passing bicyclists.

Cycling on Sidewalks in New Jersey – Part 1
This is the first of a two part series by the New Jersey Bicycle and Pedestrian Resource Center about cycling on sidewalks in New Jersey. The article focuses on the dangers of riding on a sidewalk, and when it may be appropriate to ride on a sidewalk, and precautions cyclists should take while riding on a sidewalk.


A Summary of Design, Policies and Operational Characteristics for Shared Bicycle/Bus Lanes
A report developed by FDOT contains the results of an investigation of the design and operation of shared bicycle/bus lanes in municipalities in the United States and other countries.


TCRP Report 95 Traveler Response to Transportation System Changes; Chapter 16 Pedestrian and Bicycle Facilities
The report covers travelers responses to non-motorized transportation facilities both in isolation and as part of the total urban fabric; along with the effects of associated programs and promotion.


CDC Vital Signs, More People Walk Better Health
A 2012 article that I’m resending as much of the content is still relevant to one year later.

http://www.cdc.gov/vitalsigns/Walking/index.html

National Highway Traffic Safety Administration 2010 Data on Children
Motor vehicle crashes were the leading cause of death for children age 4 and ages 11 to 14. Children 14 and younger age group accounted for 4 percent of all traffic fatalities. See the 2010 summary at the link below.


NCHRP Synthesis 436 Local Policies and Practices that Support Safe Pedestrian Environments
TRB’s National Cooperative Highway Research Program (NCHRP) has developed this materials to document various tools and strategies used by municipalities to improve the safety, convenience, and accessibility of the pedestrian experience.


Healthy and Bicycle Friendly School Roads
A manual produced by the Danish Cancer Society that hopes municipalities with the help of the manual, will target the bicycle as the obvious choice of transportation, when children are going to school. When more children are using the bike daily, it creates a basis for health habits, which among other things prevents cancer.


**Bicycle Boulevard Planning and Design Guidebook**

Developed by Portland State University. This report is intended to serve as a planning and conceptual design guide for planners, engineers, citizens, advocates and decision makers who are considering bicycle boulevards in their community.

http://www.pdx.edu/ibpi/bicycle-boulevard-planning-design-guidebook

**FHWA July 2013 Livability Newsletter**

The FHWA is pleased to launch the Fostering Livable Communities Newsletter. The quarterly newsletter is intended to provide transportation professionals with real-world examples to help them improve the relationship between transportation and the communities, such as providing access to good jobs and affordable housing, quality schools and safer streets and roads.

http://www.fhwa.dot.gov/livability/newsletter/

**Upcoming Webinars**

**Transportation Alternative Program Webinar Series**

The upcoming Transportation Alternatives Program (TAP) webinar series sponsored by the FHWA Office of Human Environment. The purpose of the webinars is to provide outreach on TAP. We encourage Division Office Staff to participate as well as your State Department of Transportation, State resource agencies, Metropolitan Planning Organizations, and local stakeholders and partners potentially interested in TAP projects, recreational trails, and safe routes to school. Please forward this notice to your State and local partners since it is intended for internal and external audiences. Registration is required to participate in each webinar. The registration links are provided below. Space is limited; however each webinar will be recorded.

Webinar 1: Final TAP Guidance and Qs & As
Date: Wednesday, August 7, 2013
Time: 12:00 p.m. to 1:30 p.m. EST

Webinar 2: Panel Discussion of Agencies that Have Implemented TAP
Date: Monday, August 12, 2013
Time: 12:00 p.m. to 1:30 p.m. EST

Webinar 3: Outreach and Discussion on Program Performance Information
Thursday, August 29, 2013
Date: Time: 12:00 p.m. to 1:30 p.m.

For questions about the TAP webinar series please contact Christopher Douwes at Christopher.douwes@dot.gov or 202-366-5013 or Shana Baker at shana.baker@dot.gov or 202-366-4649.