1.0 NEW BUSINESS

1.1 Rob Leslie from the Town of Bethlehem presented the Town’s Roll Model Pledge that was developed by their Bicycle and Pedestrian Committee and Sustainable Bethlehem. The Pledge is modeled on the National Highway Traffic Safety Administration’s (NHTSA) Roll Model Pledges. Pledges have been made available to sign by residents at the Delmar Farmers Market and other community events. The pledge can be found on the Town’s website here: http://www.townofbethlehem.org/images/pageImages/Sustainability/Roll%20Model%20Brochure%20v7-Final.pdf and also in an attachment to these meeting minutes. The NHTSA Roll Model materials can be found here: http://www.nhtsa.gov/Driving+Safety/Bicycles/Be+a+Roll+Model.

Comments and questions regarding Roll Model Pledge:

- J. Ercolano suggested that the Town work with Drivers Education courses to incorporate pledge into curriculum.
- M. Lyons recommended making the pledge available online to sign via email.

1.2 Follow up from previous meeting

1.2.1 NYSDOT Response to Cohoes Route 32 Bridge Comments - The Project Manager responded to the comment letter sent to NYSDOT (copy of letter is included in August Meeting Minutes). He indicated that NYSDOT is aware of this route as a regional bicycle and pedestrian connection. The full response can be found in the letter attached to these meeting minutes.
1.2.2 Livingston Avenue Bridge (LAB) Update – CDTC requested an update from NYSDOT on this project and was told that they are currently working on the Environmental Impact Statement (EIS) for the Empire Corridor (High Speed Rail) project, which is currently being reviewed by the Federal Rail Administration (FRA). Once the EIS has been reviewed NYSDOT will release it to the public for comment and public hearing/information meetings will be scheduled. A public information meeting for the Livingston Avenue Bridge will be scheduled after the Empire Corridor Project’s EIS is released and the public hearing/information meetings have been held because LAB fits into the Empire Corridor Project.

1.2.3 Northway Noise Barriers – Exist 3/4 Project - - Last meeting it was mentioned that residents in the Northway Exist 3/4 area had received information about noise barrier construction from NYSDOT. There was a question of where this money was coming from and why this takes precedent over bicycle and pedestrian safety improvements on Central Ave. In communications between CDTC and NYSDOT it was learned that the potential barriers are part of the Exist 3/4 Project and likely a requirement through the National Environmental Policy Act (NEPA) process.

1.2.4 NYSDOT Complete Streets / Bicycle & Pedestrian Advisory Meeting – NYSDOT is hosting a Complete Streets / Bicycle and Pedestrian Advisory meeting on Thursday, September 26. This meeting is invitation only and will include all the state agencies, local organizations, NGOs and advocates for Complete Streets. It will include presentations from NYSDOT and CDTC on Complete Streets Implementation Best Practices and a roundtable discussion. Jennifer forwarded Nelson and Ivan’s information onto NYSDOT and requested they be invited to the meeting. We hope they can update us on the success of the meeting in October.

1.3 NYSDOT Programs update

1.3.1 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. Walk to School Day is October
9. If anyone is organizing or aware a Walk to School Day event please pass the information on via email to jceponis@cdtempo.org

1.3.2 Transportation Enhancements Program: 20 applications were received by the program deadline of August 16. CDTC, Adirondack Glens Falls Transportation Council (AGFTC), NYSDOT Region 1, and each of the rural counties are evaluating all 20 applications and will meet to develop a list of recommended projects for funding. Awards are expected to be announced in late Fall 2013. 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).

1.3.3 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 have been meeting 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

1.4 See! Be Seen! Central Ave Pedestrian Safety Project update – NYSDOT/NYSDOH/GTSC developed pedestrian and motorist safety messages to target traffic safety in the Central Ave (NY 5) Corridor. The messages will be used on various materials including palm cards, window clings for business, posters, enforcement guides, etc. The campaign officially launched on September 12. The materials can be downloaded and reproduced from the Capital Coexist website: http://www.capitalcoexist.org/news-events/news/.

1.5 Capital Coexist
1.5.1 Albany County Annual Traffic & Safety Show – Saturday, 9/21 & Sunday 9/22 at Crossgates Mall: [http://goo.gl/kEpN7i](http://goo.gl/kEpN7i) CDTC will attend the show with Capital Coexist and other MPO materials.

1.5.2 Pedestrian Guides / Maps – CDTC is developing Pedestrian Guides much like guides available in Portland for local commuters. Carrie presented a draft version to the task force, which is also attached to the meeting minutes. Any comments or suggestions for the guide should be sent to cward@cdtcmpo.org

1.5.3 Website & logo update status – Capital Coexist logo and website will be updated to include pedestrian safety information as part of the promotion of the See! Be Seen! Campaign.

1.6 Linkage Updates (see attached Linkage Status Table)

1.6.1 City of Watervliet Bicycle Master Plan – Alta is developing the draft master plan which will be presented to the Task Force at the October meeting.

1.6.2 East Greenbush Site Design Standards

1.6.3 Schodack Town Center Plan & Zoning Recommendations

1.6.4 Saratoga Springs Bicycle, Pedestrian and Public Transit Master Plan.

1.7 Local Program updates

- October 9 – Walk to School Day
- J. Mearkle commented that the Task Force needs to do its best to help influence a change of thinking in transportation engineering. With possibly the greatest quote ever, Jim pointed out “a bicycle on a sidewalk is not an indication of poor decision making but of poor roadway design.”
- I.Vamos asked how transportation professionals can implement Complete Streets and accommodate bicyclists and pedestrians under NYSDOT’s “Preservation First” policy. Ivan shared a piece he wrote on the policy (see attached).
- There was a discussion about noise issue (re: Exit 3/4) takes priority over traffic safety matters.
• It was pointed out that pedestrians are considered traffic under the Vehicle & Traffic Law and in MUTDC.
• It was recommended that traffic impact studies that include bicycles and pedestrians be requested during transportation project planning.
• K. Lawrence suggested that the Task Force develop a written statement on specific bike accommodations rather than expanded lane widths (which encourage cars to go faster).
• E. Tremblay announced that Cohoes was going on the final walk-around for the Black Bridge and there is evidence that residents have already begun using it (good sign). There will be a ribbon-cutting to celebrate its official opening in October. The City is working on another project to connect the trail system through the City, which should be complete next month.
• M. Daley announced that Parks and Trails New York is accepting applications for their Capacity Building Program. Small grants, up to $3,000 are available for friends groups. Applications are due November 12. Details can be found at: http://www.ptny.org/advocacy/grants.shtml
• J. Mearkle announced that the Albany County Legislature requested that the DPW look into a Complete Streets policy.

2.0 Upcoming Events
Meetings open to the public: Next CDTC Bike/Ped Task Force meeting: October 8, 2013 9AM
The Town of Bethlehem and Bethlehem Central School District invite Bethlehem residents to make a commitment to support all forms of transportation in our town.

The Bethlehem Bicycle and Pedestrian Committee works with Town departments, businesses, schools, and organizations to make our town a safe and welcoming place for walkers and bikers.

Our neighbors who take the Roll Model Pledge will help us realize our vision of a walkable, bikeable community -- a vision that is aligned with the Town’s commitment to create a Sustainable Bethlehem.

“I am pleased to join my fellow Board members in signing the ROLL MODEL pledge that I will become a Safe Walker, Safe Cyclist, and Safe Driver. Bringing awareness to bicycle and pedestrian safety is key to becoming a walkable and bikeable community.”

Supervisor John Clarkson

For more information on bicycle and pedestrian resources:

Bethlehem Bicycle and Pedestrian Committee  
www.townofbethlehem.org/pages/advisoryComs/advPath.asp

Sustainable Bethlehem  
www.sustainablebethlehem.org

Capital Coexist  
www.capitalcoexist.com

New York Bicycling Coalition  
www.nybc.net

League of American Bicyclists  
www.bikeleague.org

Pedestrian and Bicycle Information Center  
www.pedbikeinfo.com

Roll Model is a campaign run by the Town of Bethlehem Bicycle and Pedestrian Committee and Sustainable Bethlehem. (Modeled on a NHTSA program.)

Will you take the Pledge to be a Roll Model for others?

Will you take the Pledge to be a Safe Walker, Safe Biker and Safe Driver?
ROLL MODEL PLEDGE

I Pledge to be a Roll Model for Safe Walking, Biking and Driving in the Town of Bethlehem.

As a pedestrian, I will:

☐ Always use sidewalks and marked crosswalks when available
☐ Look left-right-left to check for traffic before crossing the road
☐ Walk on the left side of the road facing traffic, if sidewalks are not available
☐ Be visible, by wearing bright reflective clothing and carrying appropriate lights at night
☐ Make eye contact with drivers before crossing the road, even in the crosswalk

As a bicyclist, I will:

☐ Always wear a helmet
☐ Stop and look for traffic before entering roadway from driveway or cross-streets
☐ Ride on the right side of the road
☐ Be visible, by wearing bright reflective clothing and using appropriate lights at night
☐ Obey all traffic laws, as motor vehicles must
☐ Share the road with motor vehicles

As a driver, I will:

☐ Yield to pedestrians in all crosswalks, even at roundabouts - it’s the law
☐ Share the road with bicycles - they have the same rights to the road as cars
☐ Obey the speed limit
☐ Scan for pedestrians and bicycles often
☐ Pass slowly and allow at least 3 feet clearance to bicycles and pedestrians in the road
☐ Never use mobile devices while driving – it’s the law

Please let us know you have signed your pledge by emailing us at BikePed@townofbethlehem.org

Signed ___________________________________________  Date ____________________

Signed ___________________________________________  Date ____________________

Signed ___________________________________________  Date ____________________
Capital
Region
Pedestrian’s
Guide
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Useful Contacts

NYS Department of Transportation Capital Region Bicycle & Pedestrian Coordinator
John Franchini: 457-9983; john.franchini@dot.ny.gov

Capital District Transportation Committee Bicycle & Pedestrian Coordinator
Carrie Ward, Jennifer Ceponis Daley: 458-2161
cward@cdtcmpo.org; jceponis@cdtcmpo.org

The Benefits of Walking:

Health, Community, and Environment

For Your Health
As one of the most accessible forms of exercise, walking provides an amazing amount of health benefits.

1. Walking helps you stay strong and fit.
   - It helps increase bone density, improves joint health and increases muscle strength.

2. Walking can also:
   - Increase your energy level
   - Improve your ability to cope with stress, depression and anxiety
   - Increase your brain power

3. Want lower health care costs? Walking and being more physically active:
   - Reduces your risk of cancer
   - Decreases your risk of a heart attack
   - Cuts your risk of a stroke in half
   - Reduces your risk of Type 2 diabetes

4. Consider a pedometer

Pedometers track the number of steps you take. By counting the steps your daily activities already provide, you can set goals, monitor progress and stay motivated.

Walking 30 minutes a day cuts diabetes risks and reduces the risk for a stroke by almost 25 percent.

A good goal to work towards for improving health is 10,000 steps per day, which is about five miles. Start out slowly, and watch your steps increase weekly.
**For Your Community**

Walking is a great way to connect with neighbors and get to know your neighborhood. Discover pocket parks, local shops and interesting architecture.

A neighborhood where people walk is a place where people are watching out for each other.

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**For the Environment**

Transportation is the largest source of greenhouse gas emissions in the Capital Region. Walking helps to reduce roadway congestion and cuts back on vehicle idling.

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If the average American walked to work or to shop just once every two weeks instead of driving, close to 1 billion gallons of gasoline pollutants would be prevented from entering the atmosphere every year.

-Commuterchoice.harvard.edu

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**Route Mapping, Trip Logging and Walking Groups**

**www.iPool2.org**

The Capital Region’s easy-to-use ride-matching tool matches you with people going your way for work or play. Also log your walking, biking and transit commute trips to calculate your savings.

**www.mapmywalk.com**

Map your own routes, view distance and elevation information, and share with friends. Find runs and walks posted by other users and create your own training plans.

**www.walkjogrun.net**

A free and easy way to create walking routes or choose from others. Calculate distance and pace, track calories and log your walks with a free training diary.

**www.walkscore.com**

Take a step toward a walkable lifestyle by entering your home address to find your walk score and seeing what your neighborhood has to offer within walking distance.

**www.walkers.meetup.com**

Meet other local people interested in walking for fitness. Enter your zip code and find groups in Portland or other cities.
Organized Walks

American Volkssport Association

A nationwide grassroots network of about 300 active Volkssporting clubs. Site includes a list of organized walks throughout the Capital Region by the Empire State Capital Volkssporters.

www.ava.org / www.walkescv.org/

Historic Preservation Associations

A number of local historic preservation associations offer history-themed guided walks, usually over a couple hours for a small fee.

- Saratoga Springs – www.saratogapreservation.org
- Rensselaer County – www.rchsonline.org
- City of Albany – www.historic-albany.org
- Bethlehem – www.bethlehemhistorical.org

Saratoga PLAN

Organizes summer family trail walks in Saratoga County.

Get Walking!

How and Where to Fit Walking into Your Life

The easiest way to get started is to walk somewhere you were headed anyway.

To work

Try walking to or from work. If it seems a little far, ride transit and get off a few stops early, or park farther away and walk the last half mile. Allow a little extra time for the first few days of adding walking to your commute.

At work

- Have walking meetings with coworkers. Touch base on projects while you work.
- Don’t use the restroom down the hall – find one on another floor and walk there.
- Have an office on the 6th floor? Take the stairs. Challenge your co-workers to join you on your break to walk down and back up.

To school

Start by walking once a week or a few times a month first, then add more days as the going gets easier. Get together with families in your neighborhood and split up the leader responsibilities with other parents.

Walking errands

Check which of your destinations is within one mile. One mile is only twenty minutes on foot. Get both your daily recommended exercise AND the errands done.

Be Creative

A “penny walk” is where you take off from home and plan not to return until you find a penny. That’s one idea – can you think of more ways to roll exercise, adventure, and fun into one?

More than one = fun!

Ask family members, neighbors, or friends to join you. It’s fun to walk with someone and share both the experience and benefits.
Accessorize for Exercise

Shoes, Rain Gear, and More

**Shoes**
A good pair of walking shoes makes exercise and neighborhood jaunts more enjoyable.

- Stability, cushion, a flexible sole and plenty of toe room are good places to start when seeking out new shoes.
- Bring an old pair of shoes in when purchasing your new pair. Most salespeople can give you recommendations on what to buy based on the wear of your old shoes.
- Waterproof and water-resistant walking or running shoes are available to keep feet dry in the rain, but rubber or leather boots and some wool socks will also do just fine.

**Rain Gear**

- Rain protection can be basic like a poncho or more complex like a jacket with venting and waterproof zippers.
- Waterproof fabrics are better for hard rain – water resistant ones are fine in drizzle.

**Walking Maps and Guides**

**Capital District Regional Bike-Hike Map**
Produced to assist pedestrians and cyclists with both recreational and commuter trips throughout the Capital District. Online only.

www.cdtcmpo.org/regbkmap.htm

**Mohawk-Hudson Trail Maps**
Mostly off-road between Schenectady and Albany along the Mohawk and Hudson Rivers. On-road in Cohoes and Watervliet. Call 458-2161 for a paper copy.

www.cdtcmpo.org/mhbkmap.htm

**NYS Office Parks, Recreation, & Historic Preservation**
Information and maps for exploring New York’s State Parks

www.nysparks.com

**NYS Department of Environmental Conservation**
Inventory and maps of publicly accessible NYS lands

www.nysdec.ny.gov go to Outdoor Activities

**Google Maps**
Locate efficient and safe routes or directions for pedestrians. Transit stops are marked.

www.maps.google.com

**Walk Score**
See the most and least walkable areas in your neighborhood, map your commute or find nearby shops and restaurants.

www.walkscore.com

**Healthy Hearts on the Hill**

**Stockade Historic District**
Cell phone walking tour in New York State’s first historic district.

www.historicstockade.com
Extend Your Trip with CDTA

If your destination seems too far to walk or bike, try CDTA, the Capital Region’s public transit system. CDTA offers assistance and trip planning in person, by phone, on the web, and with Smartphones. Choose which works best for you.

Telephone Assistance

CDTA’s customer service representatives provide arrival times and service alerts during business hours (M-F 6am-7pm; Sat 8am-6pm; Sun 8am-5pm).
482-8822

Travel Training

CDTA’s travel trainers provide personal assistance to plan a trip including any transfers, read and understand route maps and schedules, pay the fare and purchase passes. By appointment.
482-8822

Website

Complete transit service information is available via the online trip-planner and the most up-to-date service map and schedules.
www.cdta.org

Google

Search for directions by transit (or walking) instead of car. Google frequently updates CDTA’s data.
www.maps.google.com

Be Seen: Increase your visibility

- Light or bright colored outerwear helps other road users see you better. Garments with reflective striping are also helpful.
- When looking to buy an umbrella, consider a lighter color like white or bright yellow to be more visible to other road users.
- Decorate your clothing, backpack, pet’s leash, and umbrella with reflective tape.
- Attach flashing lights to zippers, pockets, or a pet’s leash or collar.

Reflective Tape can be purchased at large department stores, sporting goods stores, and/or craft stores.

Flashing lights are sold with bicycle gear.

Lighten Your Load

A personal, foldable shopping cart may be what you need when a load gets too heavy.

A great option for grocery, laundry, and other shopping trips on foot, they are easily paired with transit if a destination is farther than your walking distance.
Know Your Streets

Types of Legal Crosswalks

- Crosswalks exist as the continuation of sidewalks across any public street intersection, including at a “T” intersection, whether marked on the pavement or not.
- Crosswalks can also exist between intersections (mid-block) but only if they are marked, usually with white paint.

Multi-Use Paths

Such as Mohawk-Hudson Trail, Zim Smith Trail

- Stay to the right so other users at faster speeds can pass safely on your left.
- When traveling in a group of three or more, remember to walk only two abreast so other users have room to pass.
- Listen up for bike bells or an “on your left” call. This can mean someone is passing or needs more room to do so. Pay attention so you can help everyone move smoothly.
- Turn down the volume in your earbuds. Make sure you’re still aware of other users and vehicles around you.
- Obey all trail and road signs, and use care where city streets intersect with paths.
- You have the right of way. As the slowest traveler on the path, runners and cyclists should yield to you.
Pedestrian Tips

- Use Sidewalks if provided and safe to do so. Plus, it’s the law.
- Be alert, especially for turning vehicles.
- Travel against traffic when sidewalks aren’t available. Beware of corners with little to no visibility.
- Make eye contact with drivers when possible.
- Look left, right, then left again, and over your shoulder for turning vehicles before crossing,
- Wear bright and contrasting clothes after dark and in bad weather.
- Be smart. Drugs and alcohol impair judgment; be smart about how you use them.
- Minimize distractions – Don’t text while crossing. Turn down the volume on earbuds so you can hear traffic and other noise around you.

Petiquette

- Responsible pet ownership helps keep our city clean, green and safe.
- Leash your dog: Unleashed dogs can harm wildlife, natural breeding areas or be deemed a threat by other park, path, and sidewalk users. Many towns and cities in the region require dogs to be leashed.
- Scoop the Poop: Animal waste can contain harmful organisms that can live in the soil for long periods of time, can contaminate water and can be transmitted to humans and other animals.

Motorists and Cyclists – Must yield to a pedestrian with a white cane or guard dog who is crossing or attempting to cross the roadway at an intersection, whether or not a legal crosswalk exists.

Crossing the Street

Pedestrian Protections

- At unsignalized intersections, drivers must yield to pedestrians crossing the roadway in legal crosswalks.
- At signalized intersections with no pedestrian signals, pedestrians may cross on a solid green light only. Turning vehicles must yield to pedestrians.
- At signalized intersections with pedestrian-control signals, pedestrians must follow those signals.

Pedestrian Responsibilities

- Before crossing, pedestrians should show intent to cross by extending part of their body or other item such as a shopping cart, cane, or bicycle, into the roadway.
- Pedestrians must not suddenly dart in front of moving vehicles. At an intersection with sidewalks but no traffic signal, a pedestrian has the right of way, but not if a vehicle is already too close to yield. Buses and trucks take longer to stop than a car.
- When crossing an intersection with no signal, no sidewalks, and no marked crosswalks, pedestrians must yield to vehicles.

NYS - “Yield” to pedestrians

New York State law does not require drivers to stop for pedestrians. Drivers must slow down, or stop if need be, for a pedestrian actually within a crosswalk to cross the driver’s lane.
The Double Threat

When one vehicle yields to a pedestrian in a crosswalk, no vehicle may pass that vehicle on either side.

A “double threat” can occur on streets with two or more lanes of vehicles traveling in the same direction. If one vehicle yields to a pedestrian and another vehicle passes it on either side, the pedestrian may not be visible and can be hit.

Know Your Signals

Pedestrian Control Signals

Walk across. Watch for turning and oncoming cars.

Don’t Start Crossing! Continue to cross when the symbol is flashing. Numbers may show the seconds remaining.

STOP! The light is about to turn red.

Countdown Crosswalk Signals

Countdown signals give pedestrians information about how much crossing time remains to finish crossing the intersection. Like the signals listed on the previous page, once the red hand flashes, it is not safe to begin crossing the street. Finish crossing if you have already started. Once the red hand stops flashing, there are about 3 seconds before oncoming traffic receives a green light.

Pedestrian HAWK Signals

(High-Intensity Activated crossWalk): Help pedestrians safely cross busy streets. While different in appearance for motorists, for the pedestrian, this signal works like other push-button activated traffic signals by stopping traffic with a red signal, allowing pedestrians to cross with a WALK signal.

When crossing streets such as this, a stopped vehicle may block you from the view of other vehicles. Before entering the next lane of traffic, STOP and look to make sure all approaching vehicles have stopped for you before crossing the next lane.
August 22, 2013

Mr. Michael Franchini, Executive Director  
Capital District Transportation Committee  
One Park Place, Main Floor  
Albany, NY  12205-2676  
518-458-2161  
cdtc@cdtcmpo.org

Re: PIN 1460.42, Route 32 Over the Mohawk Bridge Project  
Comment letter dated August 21, 2013

Dear Mr. Franchini:

I received your comment letter in today’s mail. I’d like to thank you and your staff for the time and effort spent reviewing the proposed alternatives as outlined in the Draft Design Report and for your thoughtful and constructive comments.

We’re aware of the importance of the route as a regional bicycle and pedestrian connection, but the background information you provided to support this fact is helpful in documenting that fact. Your letter will be included in the Final Design Report.

In recognition of the importance of this route for bicycling we’ve selected the recommended 4.2 meter (14 feet) shared use travel lane width for this project rather than the minimum 3.6 meter (12 feet) width. I understand from your comments, and from my prior interaction with Ed Tremblay, Director of Community & Economic Development for the City of Cohoes, that the difference between the current proposal and your suggestion is simply the addition of a white pavement edge line 3 feet from the face of curb. You are not suggesting more pavement width, or a wider bridge. As I said during the Q&A portion of last Thursday night’s meeting, this is a final design detail that could be discussed further, after design approval, and this is what I recommend.

For now I’d like to point out that striping a 3 foot wide shoulder, with the intended purpose of that shoulder to serve as a bicycle accommodation, does not meet the guidance/requirements contained in the current version of Chapter 17, Bicycle Facility Design, of NYSDOT’s Highway Design Manual. This chapter can be found on-line here: https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/hdm-repository/chapt_17.pdf.

See Section 17.4.5, ‘Shoulders’, on page 17-6 for this statement: “When the scoping or Design Approval Documents indicate a need to design shoulders on a project to specifically accommodate bicycling, the shoulder width should be a minimum of 1.2 m.” This is equivalent to 4 feet, not 3. Also see Section 17.4.6, ‘Wide Curb Lanes’, on page 17-7 for this statement: “Where an edge stripe is used on a wide curb lane, the stripe should be
placed as close as practicable to the curb face. However, where this has the potential for encouraging the undesirable operation of two motor vehicles in one lane, it may be preferable to place the edge stripe at the edge of the travel lane, provided that a 1.2-m wide "shoulder" space (approximate) would remain between the curb face and lane stripe.”

When it comes to pavement markings, consistency is considered to be very important so that drivers and bicyclists both know what to expect and what is required (of them and of the other). It would be problematic for me to propose a typical section in the Final Design Report which deviates from the project design criteria, our Highway Design Manual, and perhaps more importantly from our current practices for striping our State Highways to ensure consistency. Whereas the CDTC Bicycle and Pedestrian Task Force is a local group, the NYSDOT Highway Design Manual provides guidance and requirements for transportation projects state wide. Rather than advocating for specific changes to this individual project it would be more appropriate, I think, for CDTC to advocate for changes to the NYSDOT Highway Design Manual.

Regarding your comments about what the Draft Design Report has to say about proposed pedestrian facilities, thank you very much for pointing this out to me. While I’ve been directly involved with the project for many years, it’s difficult to be on top of every detail. I agree 100% with your recommendation to upgrade the existing pedestrian facilities at the northern project limits at the intersection of Route 32 with Museum Lane and Clifton Street in Waterford. I actually believe that we should also be evaluating the need to possibly upgrade the existing pedestrian facilities on all 4 quadrants of the signalized intersection at the southern project limits as well. I will be revising the preliminary plans to indicate full reconstruction ends where the Route 32 approach meets these intersections, but revising the project limits to capture the entire intersection area for the purpose of addressing pedestrian accommodation needs. I will have the wording in the Final version of the Design Report updated accordingly.

Sincerely,

Geoffrey W. Wood, P.E.
Project Manager

CC: Project File
The Honorable George E. Primeau Sr., Mayor, City of Cohoes
Mr. Ed Tremblay, Director of Community & Economic Development, City of Cohoes
### ALBANY COUNTY--LINKAGE STUDIES

<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. 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 Teresa LaSalle, CDTC</td>
</tr>
<tr>
<td>2. 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 Jen Ceponis, 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 Sree Nampoothiri, CDTC Chris O’Neill, CDTC</td>
</tr>
</tbody>
</table>

### ALBANY COUNTY--OTHER STUDIES (non-Linkage)

<table>
<thead>
<tr>
<th>Study Name and Location</th>
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</tr>
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<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>
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<tr>
<td>2. 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://albany.ny.gov/Government/Departments/DevelopmentPlanning/Hudson_Riverfront.aspx">http://albany.ny.gov/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>
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<td>3. 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>
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<tr>
<td>4. Town of Bethlehem LWRP</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>
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### RENSSELAER COUNTY--LINKAGE STUDIES

<table>
<thead>
<tr>
<th>Study Name and Location</th>
<th>Consultant/Study Cost</th>
<th>Status</th>
<th>Next Steps</th>
<th>Contact</th>
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</thead>
<tbody>
<tr>
<td>1. East Greenbush Site Design Standards</td>
<td>The Chazen Companies $40,000</td>
<td>The SAC met September 3rd and is reviewing the Draft Existing Conditions Report prepared by CDTC. The SAC meeting focused on planning the upcoming public workshop in October.</td>
<td>A public workshop is scheduled for October 2nd from 6-8pm at East Greenbush Town Hall.</td>
<td>Meghan Webster, Town of East Greenbush Joseph Cherubino, Town of East Greenbush Jen Ceponis, CDTC Anne Benware, CDTC</td>
</tr>
<tr>
<td>STUDY NAME AND LOCATION</td>
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<td>2. Schodack Town Center Plan and Zoning Recommendations</td>
<td>Laberge Group $50,000</td>
<td>CDTC staff, Town of Schodack, and the consultant team met with NYS DOT Traffic &amp; Safety to go over the proposed developments, potential traffic impacts, and potential short term and long term actions. The Town would like NYS DOT to consider implementing some of the short term actions (pavement re-striping) as part of the upcoming preservation project.</td>
<td>In the coming weeks, CDTC will summarize the findings of evaluations of development impacts and traffic impacts from short term actions and submit to NYS DOT Traffic &amp; Safety. NYS DOT will review them and try to incorporate possible changes to their pavement re-striping project.</td>
<td>Nadine Fuda, Town of Schodack Dave Jukins, CDTC Sree Nampoothiri, CDTC</td>
</tr>
</tbody>
</table>

**RENSSELAER COUNTY-- OTHER STUDIES (non-Linkage)**

1. City of Troy Comprehensive Plan

   Consultant to be Selected $950,000

   RFP Responses are being reviewed for consultant services to develop a Corning Preserve Master Plan.

   City will select a consultant to develop the Master Plan and begin the design of the performance venue.

   Doug Melnick, City of Albany

**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 in early 2014 following the advancement of the Town's Local Waterfront Revitalization Plan.

   Ed Kinwoski, Town of Stillwater Carrie Ward, CDTC Sandy Misiewicz, CDTC

**SARATOGA COUNTY-- OTHER STUDIES (non-Linkage)**

1. Saratoga Springs Comprehensive Plan Update

   MJ Engineering

2. Stillwater LWRP

**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
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<tr>
<th>STUDY NAME AND LOCATION</th>
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<tr>
<td>2. 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</td>
<td>$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>
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<tr>
<td>3. Regional Sustainability Plan - Cleaner, Greener Communities Program</td>
<td>Clough Harbour and VHB lead a team of consultants</td>
<td>$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>
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<tr>
<td>4. Climate Smart Communities Program</td>
<td>CDRPC staff with VHB and Climate Action Associates</td>
<td>$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 14 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>
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NYS DOT’s cost savings priorities will damage the agency and the State’s infrastructure over time.

The discussion of NYS DOT’s “Preservation First” policies, posted by the Tri State Transportation Campaign (TSTC) was not surprising, given reduced resources, fewer skilled staff and a drive to do “more lane miles”. State and Federal finances were reduced or shifted elsewhere while costs increase. NYS DOT probably only carried out what they’ve been asked to do in these lean years. In the long run however this is a disaster for that agency and the State’s infrastructure.

The complaint TSTC raises is that this policy builds in all of the mistakes the road builders made in the 1950s, making the transportation system unsafe for pedestrians and bicyclists, and missing the chance to support communities as intended by NY State’s recent “Complete Streets” Law. The increased safety gains from improvements would more than pay for the incremental costs of meeting modern design standards by factors of two or three.

What DOT misses in addition may also be of equal concern. Simply paving over and retaining past mistakes admittedly costs less and requires negligible design costs and skills. The staff and recourses that would be needed to update drainage to meet increased storm intensities, improve safety features, and help preserve the road for the long term through rebuilding derelict road shoulders are spared in these projects. Of course the project will need to be rebuilt again or completely reconstructed in a few years. But for now, miles of road are “milled and filled” at lower costs.

What happens then in five or ten years? Lower budgets will only tempt greater raids on funds provided for DOT functions. Experienced design staff will be spread ever thinner. Even contractors, suppliers and consultants will narrow their abilities and investments. The roads and facilities will be less amenable to a thinly spread repair the next time. The State is painting itself into a corner where reductions generate further cuts and less capability, while the problems increase.
As I reach my late 70s my home repairs admittedly follow the “preservation first” approach. Improvements are not worth considering we will be leaving the house soon. In a few years we plan to sell our house and rent a senior residence located in an area with good walking and bicycling opportunities. An important government function should however have a longer perspective. In five or ten years what’s DOT going to do with a depleted, ill designed, badly patched-up system, a reduced budget and a staff who has little experience with updated road design and construction?
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 State 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.