

NYSAMPO Bicycle and Pedestrian Working Group Meeting

Thursday December 11, 2014 – 10:00 AM to 12:00 PM

Conference Call

MEETING NOTES

1. Introductions / Roll Call

MPOS:

A/GFTC – Kate Mance

BMTS - Scott Reigle (chair)

CDTC – Carrie Ward

ECTC – Scott Shaw

OCTC – Ashlee Long

PDCTC – Emily Dozier

SMTC – Danielle Krol

UCTC – Dave Staas

NYSDOT:

NYSDOT Main Office – Cathy Kuzsman, Tim Benware

Region 2 – Joseph Kaczor

Region 4 – Bruce Cunningham, Steve Beuavais

Region 5 – Chris Church

Region 7 – Lynn Godek

Region 8 – Lisa Mondello, Jim Rapoli

Region 10 – Lenny Wexler

NYSAMPO Staff: Corey Mack, RSG

2. Work Plan Implementation

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

The survey of past recipients of federal grants (TEP, SRTS, Bike / Ped / Trail, etc) is currently underway. The survey is intended to gauge the federal grant funding process from the perspective of the recipients. NYSDOT decided not to participate in the survey process. All MPOs were encouraged to participate, but conducting the survey is not mandatory MPOs.

There have been 8 responses with noted participation from BMTS, A/GFTC, and PDCTC; SMTC is expecting several responses before the survey closes. The survey officially closes at the end of December, but will likely remain open beyond that date to ensure all interested recipients have an opportunity to participate. If late responses are expected from a specific community or group, please contact Danielle to keep the survey open.

After the survey is closed, the data will be compiled and the subcommittee administering the survey will hold another conference call to discuss the preliminary results.

b. Questions on Driving Exam (S. Reigle/ J. Wilson)

The legislation to include a component on bicycle and pedestrian safety in statewide driver's education curriculum has stalled with no current sponsor.

The Working Group requested further information on the process of updating the driver's manual to include recent changes to the Vehicle and Traffic Law, including the meaning of Shared Lane Markings and the safe passing law. (Driver's Manual: <http://dmv.ny.gov/driver-license/drivers-manual-practice-tests>)

J. Wilson to update the group at the next meeting regarding the status of legislation and the process to update the driver's manual.

c. Bicycle and Pedestrian Counters (S. Reigle/ J. Wilson)

NYSDOT and NYSAMPO is still researching contracting options to utilize video counting services under existing data collection contracts. J. Ercolano and C. Kuzsman to review the applicability of using specifications to bid for video data collection and processing under NYSDOT Traffic Counting Contracts.

NYBC has conducted a survey to assess regional bicycle and pedestrian counting practices. The survey is nearly complete; NYBC will analyze the results. J. Wilson to update the group on the results of the survey and analysis.

d. Develop Fact Sheet on Bicycle & Pedestrian Laws (S. Reigle/E. Dozier)

A subcommittee has formed with members of the Bicycle and Pedestrian Working Group and Safety Working Group to develop two fact sheets focused on bicycle and pedestrian laws: one directed to the layperson, and one directed to law enforcement officers and agencies. The focus is currently on preparing the fact sheet directed to the layperson.

The subcommittee is deciding on the model to organize and present information. The fact sheet will describe key laws for walking, bicycling, and driving as it relates to bicyclists and pedestrians. The language and format is being developed in coordination with the GTSC. A draft layout scheduled to be submitted to RSG in mid-January for graphic production. Options to leave space for locally editable laws will be investigated during graphic layout.

The enforcement fact sheet will be developed following the lay person fact sheet. The fact sheet is intended to be an educational tool for law enforcement personnel and agencies, not a statement of enforcement priority or policy. The material will likely be similar to previous bicycle and pedestrian law enforcement trainings, such as "We Bike" training (<http://www.webike.org/>).

J. Rapoli noted that law enforcement officers must be supported by local government and officials for enforcement to be an effective priority. C. Ward noted that a well planned and executed enforcement effort was received positively in the Capital Region.

3. Work Plan Update for 2015 (S. Reigle)

The 2015 Bicycle and Pedestrian Working Group Action Plan was discussed by the group. The number of items on the plan was not increased. The 2015 Work Plan will reprioritize and focus on past items.

E. Dozier suggested the 2015 Work Plan include:

- The Pedestrian Safety Action Plan and resulting Workshop Tasks, perhaps with Item #1;
- Track state legislation regarding bicycle and pedestrian traffic laws;
- Pursue updates to the Driver's Manual; and
- Work with the NYBC and others to develop a report documenting the economic benefits of walking and biking.

The Working Group agreed that the economic benefits should be included in the Work Plan. See additional discussion under Item 5a.

4. NYSDOT Initiatives

a. Welcome to Tom Benware, Manager for the NYSDOT Pedestrian and Bicycle Program

Thomas.Benware@dot.ny.gov

b. Transportation Alternatives Program (TAP) Wrap-up (C. Kuzsman)

TAP grant awards were announced in October for all funding through 2015. The next round of grants will not be available until another transportation bill is authorized.

The DOT technical administrator for the grant program is Doug Burgey:

Doug.Burgey@dot.ny.gov, (518) 485-9959.

c. Complete Streets (C. Kuzsman)

Complete streets workshops have been conducted, and many communities that participated are developing working groups or committees to address the specific needs of their municipality. The workshops have been considered a success; more workshops will be scheduled around the state. To recommend a community to host the workshop, please contact Cathy.

The development of the Complete Streets Checklist has a new manager: Patricia Coulthart, Patricia.Coulthart@dot.ny.gov. Development of the checklist is anticipated to progress with a group meeting scheduled for mid-December.

d. Pedestrian Safety Action Plan (S. Reigle/E. Dozier)

Through the development of the Pedestrian Safety Action Plan, the consultant (VHB) is analyzing statewide crash data. Most data analysis is complete. Following analysis, the reporting process will begin for the development of recommendations. Recommendations

will address education and enforcement. The recommendations will allow MPOs to quantitatively target improvements and spending to where it is needed most.

There is a workshop planned for the Pedestrian Safety Action Plan on January 21 and 22, 2015. E. Dozier can no longer attend, leaving an opening for attendance by a different member of the Bicycle and Pedestrian Working Group; contact Emily Dozier (edozier@dutchessny.gov) if interested.

5. Discussion Items

a. Economic Benefits Report

As discussed earlier, the Working Group decided that a report that documented the economic impacts and benefits of walking and bicycling would be valuable. The development of the document was added to the 2015 Work Plan. **Links to economic benefits reports from other states should be included in the "Resources" section of the NYSAMPO website; S. Reigle to coordinate.**

The City of Buffalo is developing an economic assessment tool to evaluate performance measures of the bicycle and pedestrian infrastructure on four test corridors. The project has just been awarded and the results of the project may make a good topic for future discussion. The final product should not be expected for another 12 months.

6. Other Items

a. Bicycle Detection Best Practice

C. Mack contacted several signal programmers in Vermont for best practices for adjusting signal controller settings to detect bicycles at in pavement loop detectors. Loop detectors work by measuring a change in a magnetic field over a wire in the pavement. This change in the magnetic field occurs when a metallic object moves over the wire. Cars are large metallic objects; bikes are small metallic objects. The sensitivity of the controller has to be set to recognize the smaller magnetic field created by the bicycle, while not creating false calls from adjacent lanes. The comments from the signal programmer are attached to the notes from the meeting.

E. Dozier noted that the PDCTC has worked successfully with local signal programmers to adjust the sensitivity to detect bicycles. In general, signal programmers are recommending other detection methods for new installations.

Region 9 DOT Traffic Engineers have developed construction specifications for signal programming and loop inductance for bicycle detection.

7. Scheduling of 2015 Meetings

- a. **In-Person Meeting: Thursday, March 12, 10 AM – 4 PM at SMTC in Syracuse**
- b. **Teleconference: Thursday, June 11, 10AM – 12PM**