



New York State
Association of
Metropolitan
Planning Organizations
WORKING GROUP MINUTES

WORKING GROUP: Bicycle and Pedestrian Working Group

MEETING DATE: 10 March 2016

MEETING LOCATION: In-Person hosted by CDTC in Albany

LIST OF ATTENDEES BY ORGANIZATION:

Metropolitan Planning Organizations:

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

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

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

Elmira-Chemung Transportation Council – ECTC: Scott Shaw

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

Poughkeepsie-Dutchess County Transportation Council – PDCTC: Emily Dozier

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

Ulster County Transportation Council – UCTC: David Staas

New York State Department of Transportation – NYSDOT:

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

Region 1: Valerie Dean

Region 3: Jeff Sterly

Region 4: Bruce Cunningham; Steve Beauvais

Region 6: Pauline Burns

Region 7: Lynn Godek; Jeff _____

Region 8: Lisa Mondello; Jim Rapoli

Region 10: Lanny Wexler

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

Other:

NYSAMPO Staff: Corey Mack, RSG

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

NYBC: Paul Winkeller



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MINUTES:

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

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

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

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

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

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

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

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

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

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

4. 11:00 AM – NYBC (P. Winkeller)

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



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

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

5. 11:30 AM – NYSDOT Initiatives

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

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

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

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

- Checklist Implementation

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

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

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

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

- Pedestrian Safety Education Campaign

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

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



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

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

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

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

LUNCH BREAK 12:15 – 1:00

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

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

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

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

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

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

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

7. 1:30 PM – Work Plan Implementation

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

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



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- responses, 10 would likely go through the process again. E. Dozier noted that the comments provided by the respondents were illuminating. D. Krol and S. Reigle will finalize the survey summary and submit to the Staff Directors as a report of the effectiveness of the federal funding process.
- b. Updating NYS Driver's Education Manual and Website (S. Reigle / E. Dozier)
- The group discussed that NYBC may be leading a similar effort, and S. Misiewicz noted that the Safety Working Group will support the effort to update the Driver's education materials, but let the Bicycle and Pedestrian Working Group lead. **S. Reigle will coordinate with the NYBC, and then the Working Group will compile a list of people to contact to develop the process for updating the educational resources.**
- The group discussed that updates to the Driver's Education resources should be part of the education component of the PSAP.
- c. MPO Safety Education Toolkit (E. Dozier / S. Reigle)
- The toolkit will use elements from the PSAP. The PSAP and NHTSA program may include PSAs for social media release, and the toolkit should be a living document available online, preferably through the NYSAMPO website. **C. Mack to investigate the opportunity to develop the toolkit on the NYSAMPO website.**
- d. Complete Streets – MPO / Region Initiatives (All)
- A. Long noted that Warwick and Port Jarvis have been developing Complete Streets policies with Health Community Grants.
- E. Dozier is working on a county wide policy for all county roads to supplement state and local policies, and using materials from the Watch for Me NC organization. (<http://watchformenc.org/>)
- S. Reigle noted the BMTS regional complete streets policy is underway, with comments due mid-March 2016. The policy incorporates the use of the Complete Streets Checklist and identifies funding sources. Several implementation training sessions are being planned, and when the policy is adopted, S. Reigle will send around to the group.
- C. Kuzsman noted that the Buffalo Complete Streets Study is nearing completion, with a draft report due by the end of April. The Study includes an assessment of the economic benefits of Complete Streets. **(Possible topic / presentation at future meeting)**
- e. Automated Bike Ped Counting Best Practices (All)
- E. Dozier is planning on a radar count demonstration, and may report back on the process and mechanism for counting.
- C. Church suggested that a game camera could be used for low cost, low volume automated counts, but the data extraction may become tedious, cumbersome, and labor intensive if too many pedestrians or cyclists are captured.
8. 2:00 PM – NYSMAPO Staff Update (C. Mack)
- a. 2016-17 Working Group Work Plan Completed
- C. Mack noted that the work plan for all Working Groups has been completed and distributed to the Bicycle and Pedestrian Working Group and others. It is interesting to review what the other groups are working because there is a fair amount of overlap.



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b. Grant Program Tracking

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

The funding opportunity tracker can be found here:

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

c. New Reports / Studies / Guidance

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

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

Pedestrian and Bicycle Resource Center: Design Resource Index

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

Resource of resources.

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

9. Upcoming Events

a. Bike Month: May

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

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

– See <https://www.itsmr.org/events>

- September 13 WG Meeting Plans

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

NEXT MEETING:

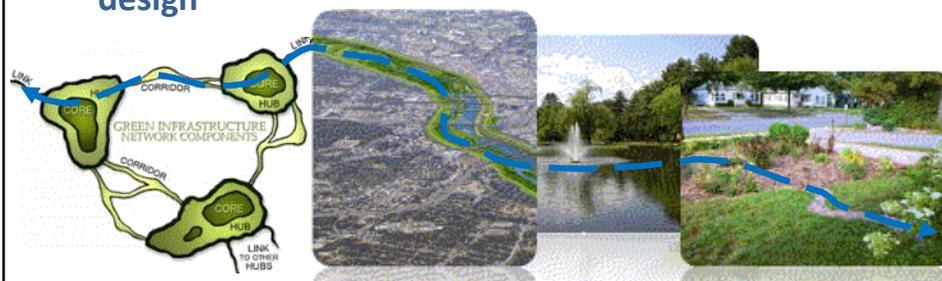
d. Conference Call: Thursday, June 9 (10am-12pm)

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

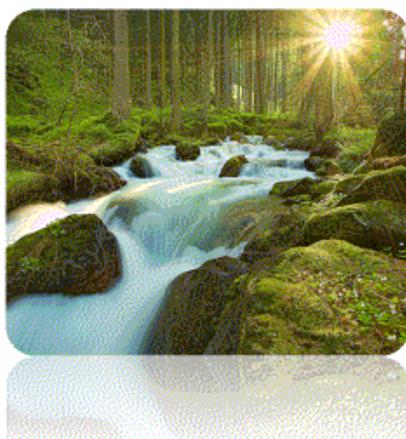
What is Green Infrastructure?

A Function of Scale

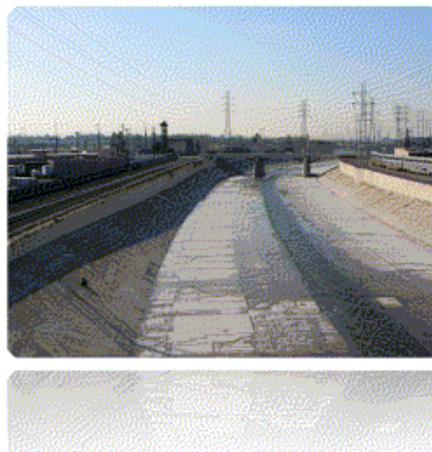
- Green infrastructure policies, plans, and practices are reflective of scale:
 - Regional Scale: states, counties, watersheds
 - Community Scale: open spaces, policies, infrastructure
 - Site Specific Practices: stormwater management, site design



What is Green Infrastructure?

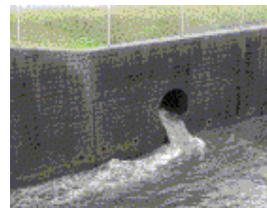


Vs.



Green Infrastructure: Stormwater Management

- **Conventional Approach**
 - Based on Conveyance
 - Driven by Mechanical Process
 - Engineered
 - Single Purpose and Centralized
- **Green Infrastructure Approach**
 - Natural System Based ('Design with Nature')
 - Multipurpose (open space, landscaping, place making, etc.)
 - Distributed (not centralized)



Green Infrastructure Techniques

Preservation of Natural Features & Conservation Design

- Reduction of Impervious Cover
- Vegetated Swales
- Tree Plantings/Tree Pits

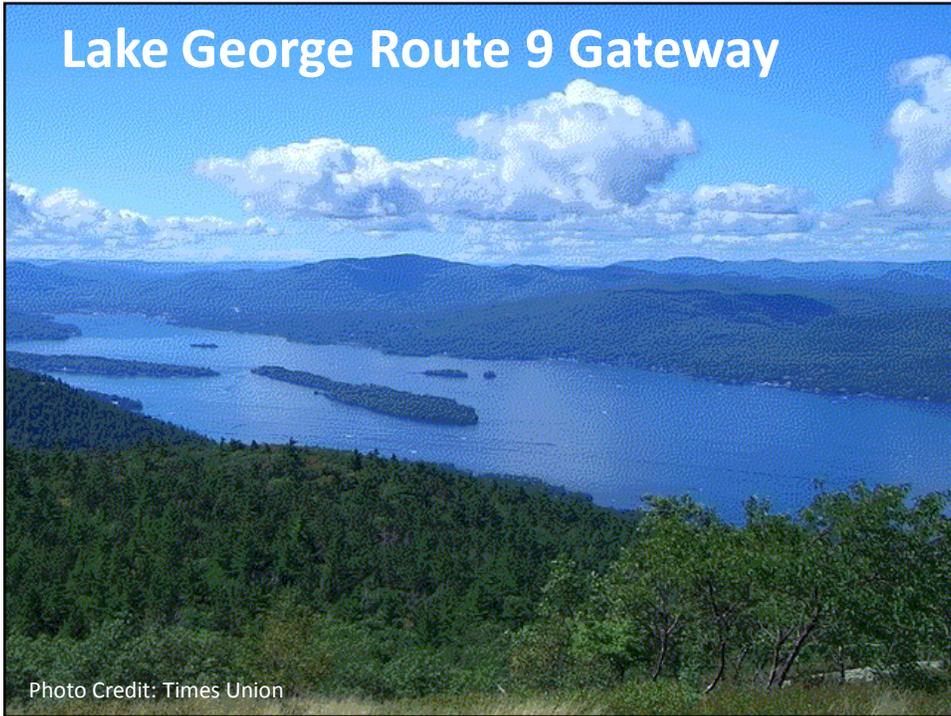


Disconnection of Surface & Rooftop Runoff

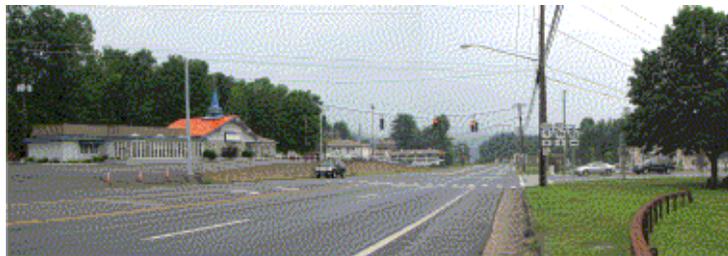
- Rain Gardens/Bioretention
- Green Roofs
- Stormwater Planters
- Rain Barrels/Cisterns
- Porous Pavement
- Disconnected Curbs



Lake George Route 9 Gateway



Lake George Route 9 Gateway



Existing View Looking North



Existing View Looking North

Lake George Route 9 Gateway



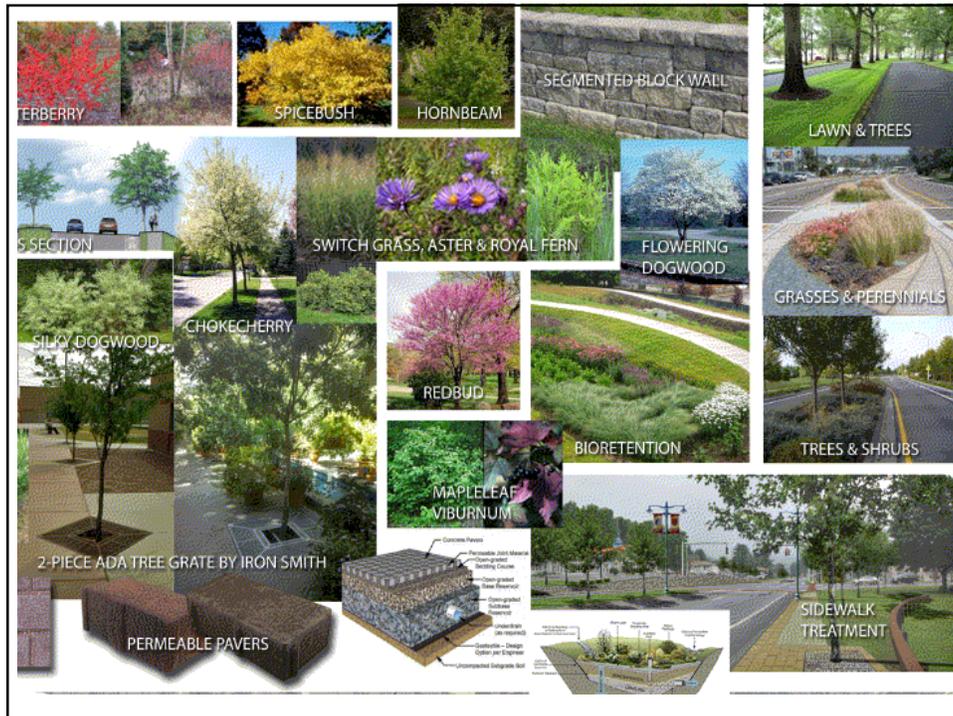
Lake George Route 9 Gateway



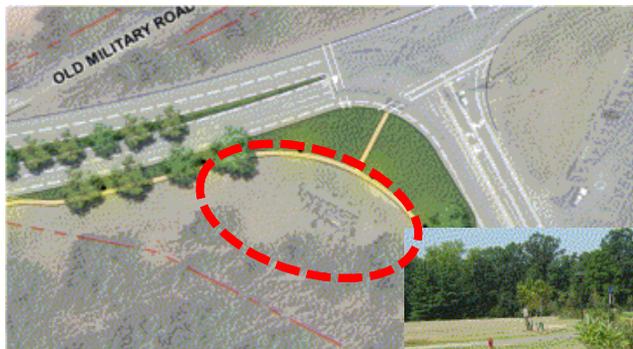
Proposed View Looking North



Proposed View Looking North



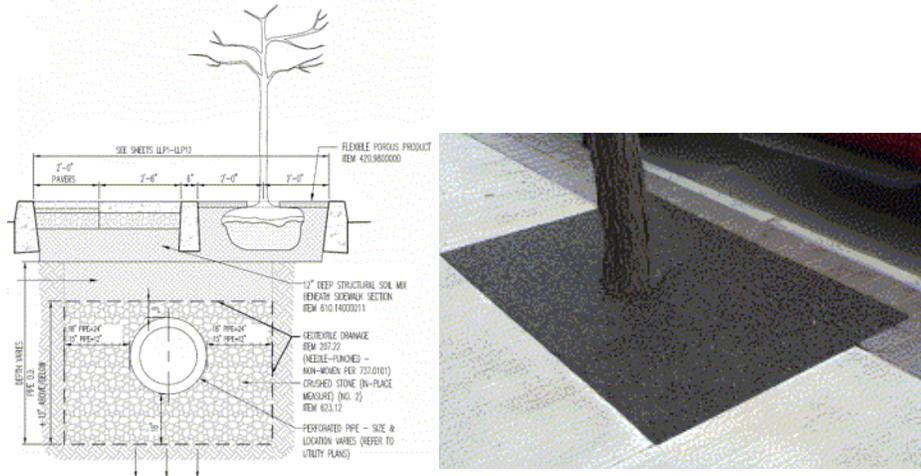
Lake George Route 9 Gateway



Bioretention Basins



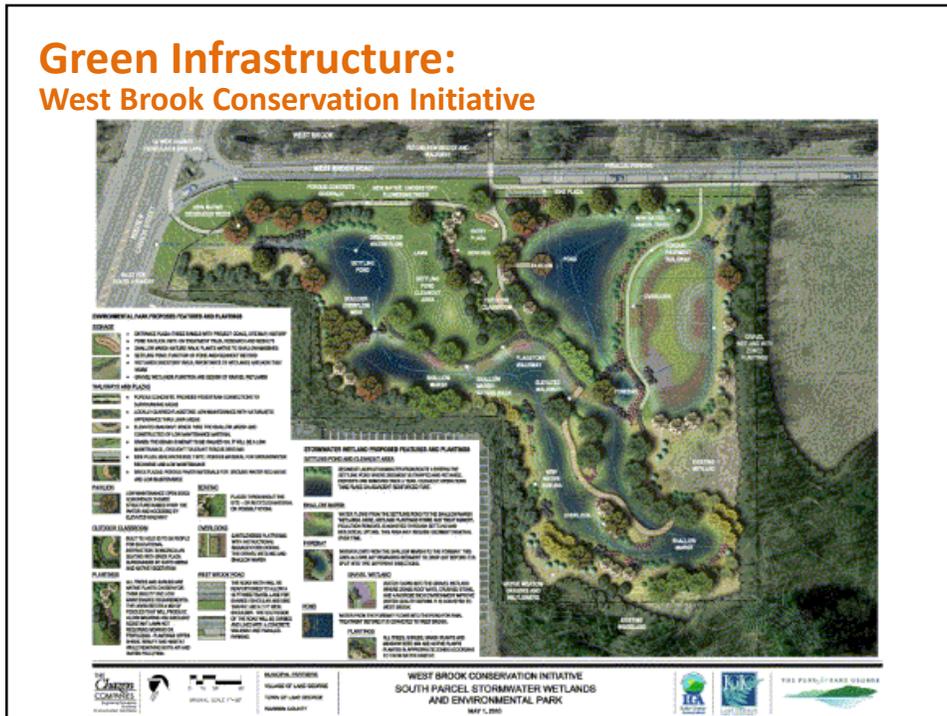
Lake George Route 9 Gateway Tree Boxes , Infiltrators, and Flexi-Pave



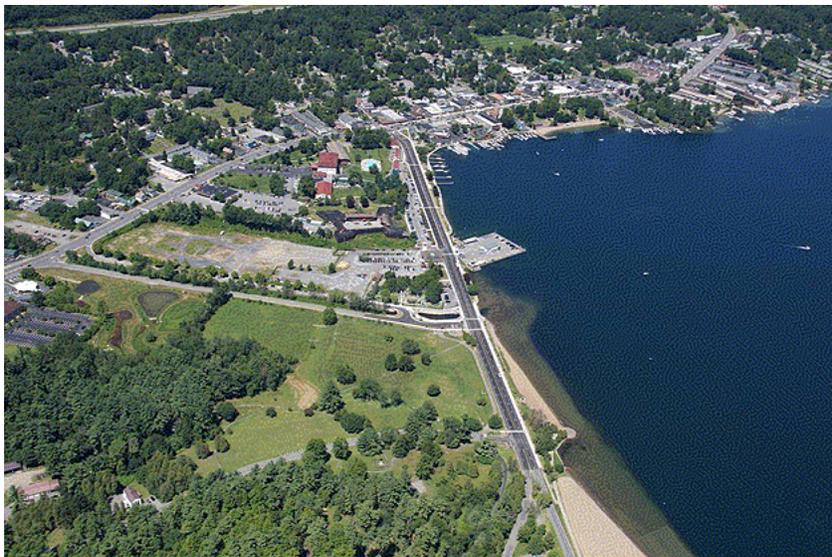
Lake George Route 9 Gateway West Brook Conservation Initiative



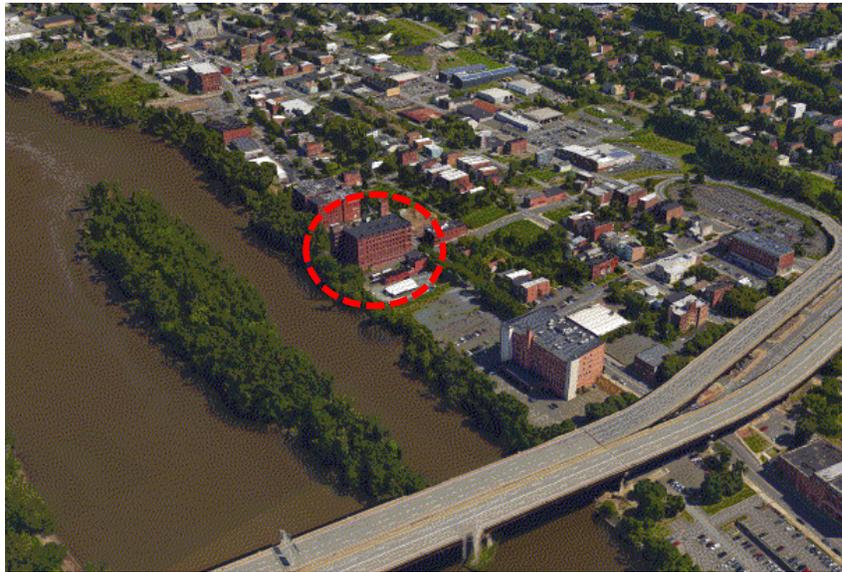
Green Infrastructure: West Brook Conservation Initiative



Lake George Route 9 Gateway: Beach Road Pilot Project (Barton & Loguidice)



Tapestry on the Hudson:
Troy, NY



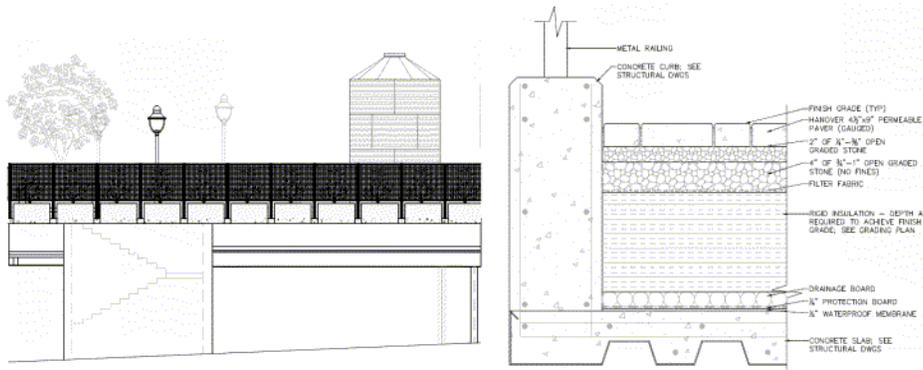
Tapestry on the Hudson:
Troy, NY



Tapestry on the Hudson: Troy, NY



Tapestry on the Hudson: Troy, NY



Sky Garden

- Rainwater Cistern, Lawn area, community garden, landscaping, permeable pavers

Thank You!

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NYS MPO Bicycle and Pedestrian Working Group

Member Updates for March 10, 2016 meeting at CDTC in Albany

NOTE: RED text indicates subject matter to discuss at the in-person meeting.

AGFTC

A/GFTC staff collaborated with the Town of Queensbury on an ADA Transition Plan sidewalk inventory. This field-based inventory was designed not only to fulfill the recommendations set forth by NYSDOT, but also to provide useable data for the Town. The goal of the project was to go beyond the minimum requirements and provide a level of detail which would allow the town to implement recommendations for maintenance and structural improvements. The data has been provided to the Town, which is currently drafting the ADA plan itself.

BMTS/NYSDOT Region 9

1. NYSDOT Region 9

We are developing a plan that will lay out proposed treatments for areas where bike/ped facilities have not kept pace with increases in development and other needs, and will provide guidance to designers, permitting, developers, and localities on our preferred designs for those locations. This plan will also serve as a jumping-off point for proposing projects to be included on the capital program. We are at the beginning stages of this effort, mostly figuring out what data we already have and what information we may be missing to be able to make recommendations for each corridor.

We plan to present our plans to the public, as well as internal stakeholders in the future, especially to get buy-in from municipalities on any proposed changes to infrastructure, such as recommended sidewalks/reduced lanes/reduced on-street parking.

2. Binghamton Bridge Pedal Event

- The 10th Annual Binghamton Bridge Pedal is scheduled for Saturday, August 20th.
- Partnering once again with the Center for Technology & Innovation (a.k.a. Techworks).
- The past few years, we've averaged about 150 riders participating in the 9 mile police-escorted bike tour around downtown Binghamton and the river corridor areas. The ride starts and finishes at **TechWorks!** at **321 Water St. in Binghamton**. After the ride, participants will be provided refreshments refreshed with cool desserts and ice cream from local vendors.
- New Bridge Pedal Jr. Ride to be added, which is about 5 miles long, as compared to the 9-10 mile full-length ride.
- Fresh fruit & produce are planned for the refreshments after the ride. This will be made possible by partnering with the Community Hunger Outreach Warehouse (CHOW) Bus; VINES – Volunteers Improving Neighborhood Environments; Local Farmers; and United Health Services – Rex & Roxy mascots (<https://youtu.be/0QRiN1VNn3g>).

3. BMTS Complete Streets Policy

- Draft policy is complete and being reviewed by the BMTS Complete Streets Subcommittee. Once necessary edits are made, the document will be made available for public review at www.BMTSONline.com. Approval by the BMTS Planning Committee and the Policy Committee is anticipated during early June.



- Complete Streets Training: BMTS is working with the Broome County Planning Dept. and Health Dept. to provide a complete Streets Training workshop during a Local Government training session. Since many in the audience will be members of Planning &

Zoning Boards, the relationship between transportation system design and land use decisions (including site plan design) will be emphasized. The training session will take place during September.

- Complete Streets Planning: The City of Binghamton installed sharrows on the reconstructed portion of Riverside Drive – Phase 1 (see photo) and on Leroy St., which is the parallel street that was repaved. BMTS and a couple other partners will be meeting with the City soon to discuss striping of Riverside Phase 2 to include bike lanes, doing a “road diet” after repaving a stretch of State St./W. State St./Chenango St/. and look at other planned projects for opportunities to make pedestrian & bicycle improvements.

4. Two Rivers Greenway Trail Projects

▪ **Binghamton Trails**

- Susquehanna River North Bank Trail → S. Washington St. Bridge to Exchange St. Bridge (approx. 1/2 mile) – Was let on 1/28/2015, awarded on 2/11/2015, and bidding process is completed. Construction has been delayed, however, due to NYSDEC desire to have the City install a swing gate rather than a drop in gate where it is needed to cut through the floodwall.
- Cheri Lindsey Park to Bevier St. Bridge → The letting for this project has been delayed from the February 2016 target. Hope to let the project this summer. This project, while only a half mile long, will more importantly connect the Chenango River trail system to the Broome Co. trail system at Otsiningo Park, as well as planned improvements by NYSDOT to add a trail segment on Front St. to connect the neighborhoods of the First Ward to Otsiningo Park.

▪ **Broome County**

- South Otsiningo Riverfront Trail replaced a 1.3 mile long, 8 foot wide trail with a 12 foot wide trail. The project provides a bicycle & pedestrian route from Bevier St. to Otsiningo North trail, which connects to commercial and residential areas in the Town of Chenango. On the south end, it will connect to the future Front St. Trail (see below description) as well

as to Cheri Lindsey Park. This project was funded under the final round for TEP. Construction was **COMPLETED** during the Fall of 2015.

- Broome County will be widening the remainder of 8 foot wide trails in Otsiningo Park to 12 foot wide as a part of its capital program for 2016.
- **NYSDOT Trails**
 - **Rt. 434 Greenway** connecting Downtown Binghamton to Binghamton University (approximately 3 miles) – The City of Binghamton successfully applied for \$3 million for trail construction through the NYS Consolidated Funding Application process, with an agreement by NYSDOT to fund the remainder of the construction cost. The project is the City of Binghamton’s, though NYSDOT Region 9 is managing it. The project will need to be phased to enable construction of the first phase to begin this year. Final Design approval for Phase 1 (S. Washington St. Ped/Bike Bridge to Rush Ave., adjacent to MacArthur Elementary School) is expected during June 2016. NYSDOT Main Office is doing the design with assistance from Region 9. It is desired for construction of Phase 1 to begin during the Fall of 2016. As Phase 1 construction begins, NYSDOT will concurrently be identifying funding sources, and leading the design approval process for the remainder of the trail reaching Binghamton University’s Vestal Campus.
 - **Prospect Mountain Phase II – Front St. Trail.** This project to upgrade Route 17 to Interstate 86 includes a new trail segment to connect Binghamton’s First Ward neighborhood to Broome County’s Otsiningo Park utilizing the north bound travel lane of US 11 in the City of Binghamton, and the Town of Dickinson. Phase II begins this Spring 2016, but the trail work cannot begin until the bridges are completed and staging areas are done being used. Therefore trail work will not likely take place until later 2017 into 2018.
- **Two Rivers Greenway Signing project.** This project is ready to go out to bid for sign fabrication and installation. Expect sign installations during the Summer and Fall of 2016. It will rebrand all of the existing segments of the Two Rivers Greenway with new signs. The *Two Rivers Greenway (TRG) Sign Plan & Design Guide* is available online at <http://www.bmtsonline.com/bmts/reports>.



CDTC

Bicycle & Pedestrian Advisory Committee

The Bicycle & Pedestrian Advisory Committee continues to meet monthly.

Linkage Program

CDTC has awarded funding to 2 new Linkage Studies including the Albany Shaker Road Corridor Study and the Freemans Bridge Road Complete Streets Feasibility Study & Policy – Town of Glenville. Other ongoing Linkage Studies include the Albany Waterfront Multi-Use Path Connection Feasibility Study; Bethlehem Delaware Avenue Complete Street Feasibility Study; Albany Complete Streets Design Manual; New Scotland Hamlet Zoning Refinements and Design Guidelines; Town of Guilderland Westmere Corridor Study; Troy Bicycle Facilities Guidelines; Schodack Town Center Form Based Zoning Code; Malta Route 9 Reconfiguration Feasibility Study; Saratoga Springs Bicycle, Pedestrian and Public Transit Master Plan; Stillwater Route 4 Zoning and Site Design Standards; and Schenectady Urban Bike Infrastructure Master Plan.

Complete Streets Working Group

CDTC announced the availability of technical assistance through its first Complete Streets Educational and Technical Assistance Workshop Series last summer and awarded all 3 communities that applied (City of Troy, Town of Malta, and Town of Niskayuna). The workshops will be done with assistance from Planning 4 Places with Sam Schwartz Engineering. The purpose of the workshop series is to assist local governments in developing and implementing Complete Streets policies. There are 3 different types of workshops that local governments can apply for: Complete Streets Basics, Complete Streets Policy Development, and Complete Streets Policy Implementation. There is no local cost share. CDTC is currently coordinating with the 3 selected communities to compile an invitation list and develop materials. The workshops should be scheduled before the end of the year.

Capital Coexist

As part of the Capital Coexist bicycle and pedestrian safety campaign, CDTC launched a mini-grant program to provide small amounts of funding for bicycle and pedestrian education programs and projects throughout the Region. CDTC made \$20,000 available with a maximum request of \$5,000 per applicant. CDTC awarded 8 projects a total of \$19,727.87. The projects range from Fix-It Stations to helmet fittings and must be completed by the end of the calendar year.

2016 Bike Month

CDTC is supporting its 3rd Annual Bike to Work Day on May 20th. CDTC is collaborating with organizations throughout the region to promote registration, provide bicycle safety education, purchase giveaways, and host rest stations. The employer with the highest percent of employee participation is awarded a trophy. The award goes to 1 employer per county. There are also awards for longest commute, organization with the largest number of riders, etc. This year CDTC is also supporting a Bike to School Challenge to compliment Bike to School Day on May 4th. CDTC will award the “wheel of knowledge” trophy to a school from each county with the most participants. Schools can also request activity books and reflective safety gear.

Bike Share Request for Information

CDTC is working with the Capital District Transportation Authority (CDTA) on a draft request for proposals for services. Skidmore College is currently working with the City of Saratoga Springs on an implementation plan.

2016-21 TIP

CDTC recommended a \$.750M per year set-aside for bicycle and pedestrian projects for the current TIP update. The CDTC Planning Committee recommended increasing the set-aside to \$1M per year, for 5 years, because of the great need for bicycle and pedestrian projects throughout the Region. Bicycle and Pedestrian Preservation Projects were .74% (\$0.721M) and Bicycle and Pedestrian Beyond Preservation Projects were 7.6% (\$7.436M) of the total program. About half of all projects programed address bicycles and or pedestrians.

ECTC

1. North-South Bicycle Friendly Corridor Study

A study has been developed to analyze the feasibility of three potential north-south bicycle corridors between Downtown Elmira and the commercial/retail area in the Town of Big Flats.

The preferred corridor will be selected in March 2016.

2. ECTC Transportation Guide

ECTC has completed a new Transportation Guide that will be available in March of 2016.

3. Lackawanna Rail Trail and Riverview Section

ECTC assisted the Lackawanna Rail Trail Committee in securing funding through Creating Healthy Places to Live, Work and Play to purchase directional signs for the Lackawanna Rail Trail and its Riverview Section. Signs will be installed in the City of Elmira to direct people to trail access points.

NYSDOT Region 4

A. Safe Routes to Schools Program funded projects (2012 Funding Round) construction completed:

Region 4 was awarded eight SRTS Program-funded projects from the 2012 funding round. They are all complete as of fall 2015.

B. Transportation Enhancements Program (2013 Funding Round) present status:

1. Village of Clyde Canalway Trail Project – Presently nearing completion of preliminary design (e.g. environmental determinations and design approval). Final design and property acquisition are scheduled to be completed this coming fall. Work scope = 1 mile-long segment of Canalway Trail.

2. Village of Perry Downtown Streetscape Project – Bids opened February 2016. Construction will likely be completed in 2016. Work scope = curb bump-outs, landscaped median islands, decorative pedestrian scale lighting, etc. PIN 476078
3. Town of Batavia Ellicott Trail Project – Design Approval granted August 2015. There’s been a delay in starting final plans/contract documents preparation due to trail alignment changes which require property acquisition to keep as much of the “trail” off-road as possible. The Town’s TEP application did not identify any property acquisition costs (budget issue). This trail project requires cooperation between the Town and City of Batavia. Work scope = a 4 mile-long on and off-road route for bicyclists & pedestrians. PIN 476079
4. City of Rochester’s Elmwood Ave.-College Town Cycle Track Project – Design Approval granted August 31, 2015. Final Plans/contract documents are scheduled for summer 2016 completion. Some property acquisition is required which was not part of the City’s TEP application’s budget. Schedule delays likely. Work scope = a ¾ mile long cycle track between the Univ. of Rochester River Campus and College Town/Mt. Hope neighborhood. PIN 476080
5. Town of Brighton’s Highland Crossing Project – Final design/contract documents are complete. This project’s critical path is property acquisition – a task nearing completion. The Town hopes to advertise and open bids late spring/early summer 2016. This 3 mile-long off-road and on-road “trail” project will be constructed in 2016 & 2017. PIN 475408

C. Transportation Alternatives Program (2014 Funding Round) present status:

1. City of Rochester Main Street Streetscape Project – Preliminary design started last fall. Construction is scheduled to be completed during the 2017 calendar year. PIN 475591
2. County of Monroe Audible/Tactile Pedestrian Signals Installation Project –Design completed last month. Installation of these audible/tactile pedestrian push buttons/signals will begin this spring. PIN 475592
3. City of Batavia Healthy Schools Corridor Project – Preliminary design started last fall. Final design is scheduled to be completed about 1 year from now. Work scope = sidewalk replacement. PIN 475593
4. Village of Webster’s North Avenue Connector Project –Preliminary design work started last fall. Final design is scheduled to be completed late spring 2017. Work scope = sidewalks, bike lanes and streetscape improvements (ex. decorative street lighting and gateway treatments) in the village. PIN 475594
5. Town of Victor Community Connectivity Project – Preliminary design began in the fall of 2015. Final design is scheduled to be completed early winter – 2016. Work scope = new sidewalks/close a missing sidewalk gap plus a shared use path segment. PIN 475595
6. Town of Farmington’s Auburn Trail Connector Project –Presently in preliminary design – draft design report completed January 2016; public info/input meeting held February 2016. Final design & property acquisition are scheduled to be completed late 2016. Work scope = 3 mile-long shared use path mostly off-road; some sidepaths proposed along existing roads. PIN 475596
7. County of Ontario’s Lakeshore Drive & Moran Road Sidewalks Project – Preliminary design started (some “In-House” design) May 2015. Final design is scheduled to be completed in the spring of 2017. Work scope = installation of 8’ wide concrete sidewalks including pedestrian-scale lighting along two streets adjacent to the City of Canandaigua and the Canandaigua Lake waterfront. PIN 475597

OCTC

1. **Trails Mapping:** We are currently working to update the maps for county owned parks and trails. There is a greater emphasis on making the maps available digitally so that they can be accessed by a larger audience.
2. **Trail Funding:** The Heritage Trail has recently been funded for the completion of Segment 2 which runs from the Town of Goshen to the City of Middletown. Construction is scheduled to begin in 2016. Once Segment 2 is completed, the trail will run from the Village of Monroe to the City of Middletown with plans for further trail expansion.
3. **Complete Streets:** Work is continuing on Complete Streets at the county level and in coordination with the Creating Healthy Schools and Communities grant that the OC Dept. of Health and the Planning Dept. are partnered on. There will be a presentation on Complete Streets at the OC Planning Federation all day training course in mid- April.

PDCTC

1. **Pedestrian & Bicycle Plan Implementation:** Our BPAC continues to meet quarterly to learn about local projects, share best practices, and support walking & bicycling improvements. MPO staff is helping the Winnakee Land Trust organize quarterly [county-wide trails roundtable meetings](#); our next roundtable will focus on planning events for [National Trails Day](#) (June 4th). We are also working with bicycle commuters and the NYS Bridge Authority on improving the Mid-Hudson Bridge and Newburgh-Beacon Bridge walkways/bikeways for bicycle commuting.
2. **Bike to School Day-** We are trying to promote Bike to School Day and recently met with the Poughkeepsie City School District's Wellness Committee to share ideas and offer support. We hope that this can lead to future collaboration, such as for Walk to School Day and other events/initiatives.
3. **DPW/Planning Coordination:** To support implementation of [Walk Bike Dutchess](#) and improve communication, we are holding quarterly coordination meetings between the PDCTC/Planning Department and County DPW. We recently provided DPW with a summary of our bike parking recommendations (which included APBP's very good [Essentials of Bike Parking](#)), so they can apply the guidance to bike parking at County facilities and properties.
4. **County Complete Streets Committee:** Our [County CS Committee](#) continues to meet every other month. MPO staff leads the committee. Participants include staff from the Departments of Planning/PDCTC, Health, Aging, Transit, Traffic Safety Board, Sheriff's Office, and Public Works. DPW has been using our Complete Streets checklist to review County projects, and recently began requiring developers who apply for highway work permits to use the checklist as well. We are currently researching pedestrian safety educational campaigns. We have also started work on a Complete Streets policy for Dutchess County. In early October, the National Complete Streets Coalition held a Complete Streets implementation workshop for the Town of Fishkill (organized through NYSDOT), which was very well received. The City of Beacon reached out for support in

developing a local Complete Streets policy and we gave a presentation to the City Council in December.

5. **Bike Racks/Transit Amenities Program:** For the second year, we coordinated with our County Division of Public Transit to purchase bike racks and benches for municipalities (including the County), using New York State Accelerated Transit Capital funds. The municipality must install, maintain, and insure the racks and benches. We purchase simple inverted-U bike racks and reimburse the municipalities for benches of their choosing (up to a maximum based on a State bid). This year we provided 38 bike racks and 13 benches to eight municipalities, using about \$10,000 in State funding.
6. **Bicycle Parking Finder:** We continue to update our online bicycle parking map to help people find existing bike parking locations. The map was created using ArcGIS Online. A link is on our website under [Walking & Bicycling Resources/Bicycle Parking Guidance](#).
7. **Sidewalk Studies:** We are gearing up for our 4th sidewalk study, for the Arlington Business District (Town of Poughkeepsie). The study will include a GPS-based inventory, task force meetings and public workshops, and a report with prioritized recommendations. We may also conduct a sidewalk study this year for the Village of Millerton.

SMTC

Erie Canalway Trail – Syracuse Connector Route Project: SMTC is nearing completion of our Canalway Trail project to connect DeWitt to Camillus (a significant gap in the statewide trail). Held a public meeting in December 2015 and are currently incorporating comments from the Study Advisory Committee (SAC). This project will be presented at our next set of Planning and Policy Committee meetings.

We assisted the City of Syracuse with determining where signs should be placed for the “temporary” on-road route (Part I of the project, which we completed in 2013), and all of the signs have been placed as of fall 2015. An example of the signage (received from the Canal Corporation) is shown on Water Street in downtown Syracuse (photo to the right). We were surprised not to see the larger trail blazer signs (this smaller one is difficult to see!). The Canal Corporation indicated that for on-street portions of the Canalway Trail route, they are now going with the new MUTCD compliant signs.

Onondaga County Sustainable Streets Initiative: Over the past few years, the SMTC has been working on a large project, called the *Onondaga County Sustainable Streets Initiative*. The project was organized into 3 phases, the first of which focused on sidewalks -- on gathering information



and developing analytical tools to make it easier to plan sidewalks, both at the neighborhood and municipal levels. Aaron McKeon from SMTC (amckeon@smtcmpo.org, or 315-422-5716) spoke to the sidewalk portion of the *Onondaga County Sustainable Streets Initiative* at the March 12, 2015 meeting. The application study portion of the project titled “Sustainable Streets – Sidewalks Application Study: Western Lights Area Pedestrian Access” (where we analyzed pedestrian activity at a shopping plaza just west of the City of Syracuse) was presented at our February Planning and Policy Committee meetings and will be available on the SMTC website in the near future.

Erie Blvd East Pedestrian Study: This project is going to examine pedestrian facilities and access along Erie Boulevard between Beech Street in the City and East Genesee Street in the Town of DeWitt, a 4.2-mile study area. To date we have gathered accident data for the corridor as well as existing conditions data (sidewalk existence and type – asphalt, concrete, etc.; crosswalks; curb cuts, etc). We also used consultants to conduct traffic counts, including bike/ped counts, along the corridor. Although there is a desire to develop a long-term multi-modal plan for the Erie Boulevard East corridor, the intention of this study is to examine current issues and concerns relative to pedestrian travel along this corridor, and develop recommendations that seek to address these current issues in the near term.

Bicycle & Pedestrian Public Service Announcement (PSA) Initiative: The purpose of this project is to build bicycle and pedestrian educational materials for the public, using local law enforcement input as well as cyclist and pedestrian input to determine the types of messages that need to reach the general public. We are currently reviewing various PSA campaigns as well as developing a table of bicycle/pedestrian issues and concerns that could be addressed via a local campaign. Mike Alexander from our office is leading this project (malexander@smtcmpo.org).

**Statewide Bicycle/Pedestrian Working Group – MPOs
Bicycle/Pedestrian Funding Survey
DRAFT SUMMARY
March 2016**

As part of its 2013/2014 work plan, the statewide Bicycle and Pedestrian Working Group, which includes staff of Metropolitan Planning Organizations (MPO) and New York State Department of Transportation (NYSDOT), decided to develop a survey to ask past recipients of bicycle- and pedestrian-related funding about their experience. The Working Group wanted better understand the local benefits of federal funding for bicycle/pedestrian projects. The survey will also help inform future funding programs including future rounds of the Transportation Alternatives Program (TAP), which is now “housed” under the Surface Transportation Block Grant Program (STBGP) of the Fixing America’s Surface Transportation (FAST) Act. A Survey Subcommittee was formed and created a series of questions (see attached survey tool) for previous funding recipients to answer.

Through the process of developing the survey, it was determined the survey would be progressed as a Working Group product, but on an MPO-by-MPO basis - those that chose not to participate were not compelled to do so, and those that wished to pursue it were encouraged to do so. A list of past bicycle- and pedestrian-related funding recipients was provided by Emmett McDevitt with the Federal Highway Administration.

Each MPO that participated determined who to contact for each project that had been constructed. In some cases, the sponsoring entity decided not to participate. A cover letter email was then sent to each sponsoring entity asking them to respond to the bicycle/pedestrian funding survey (see generic cover letter email).

The survey was created using Survey Monkey and was initially open through July 31, 2014, and then the WG extended the date through the December 31, 2014 to allow time to obtain additional survey responses. The survey was extended a second time, through fall 2015 to capture more survey responses.

A total of 12 responses were received (1 from BMTS; 2 from AGFTC; 5 from PDCTC; 4 from GTC), and a brief summary of survey responses follows.

Summary of Survey Results

Project Funding

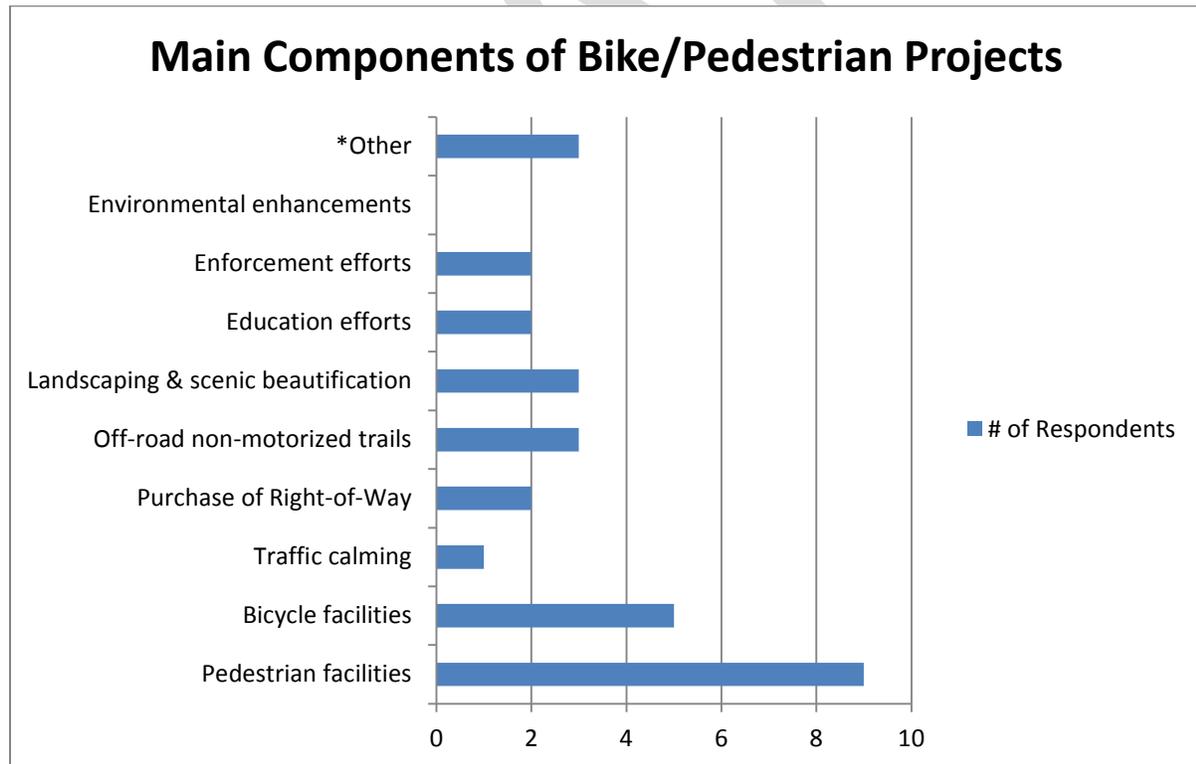
The funding programs that paid for the projects identified in the survey are noted in the chart below, with the Safe Routes to School (SRTS) program at the top of the list.

What funding program paid for this project?

ARRA TEP - American Recovery and Reinvestment Act TEP funds	3
TEP - Transportation Enhancement Program	4
SRTS - Safe Routes to School	4
CMAQ - Congestion Mitigation and Air Quality Improvement Program	1

Project Components

Survey respondents were asked to identify the main components of the project they were reporting on. The majority of projects included pedestrian facilities (new/reconstructed sidewalks, curb ramps, ADA improvements, pedestrian bridge/underpass, median refuge islands, etc.), followed by bicycle facilities (bike lanes, widened shoulders, bike parking, bike bridge/underpass, bus bike racks, etc.) and landscaping and scenic beautification (street furniture, street lighting, public art, walkways, gateways, etc.)/off-road non-motorized trails (bike path, hiking trail, multi-use trail, rail-to-trail). None of the projects surveyed included environmental enhancements.



*Other responses included:

1) New paved shoulders to provide connectivity to other ped facilities at each end; associated drainage improvements; new shoulders provided space for pedestrians, bicycles, garbage pick-up, etc.; local funding provided for resurfacing of entire roadway after shoulders were installed.

- 2) Road/street re-location.
- 3) Improved traffic control devices – sign upgrades, warning beacons, and countdown pedestrian indications.

Scope Changes

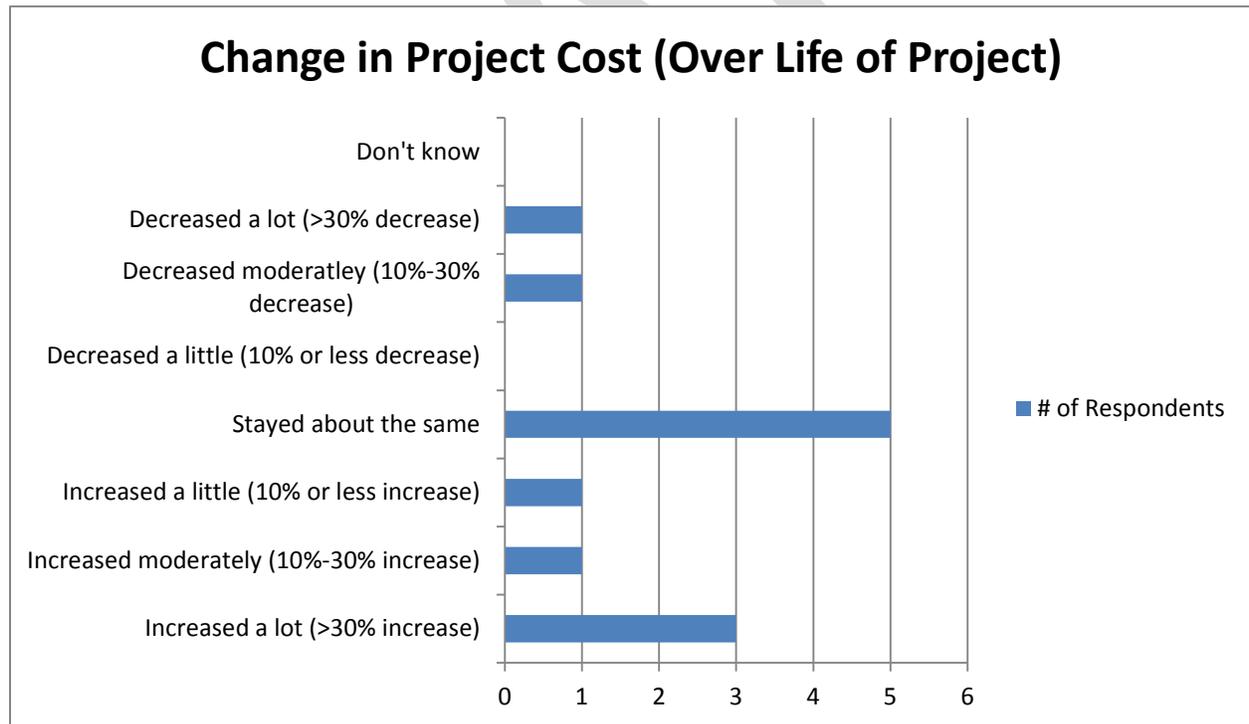
Survey respondents were asked whether the project scope and/or elements of the project changed over the course of the project. Six (6) respondents indicated that the project scope stayed the same. One (1) respondent indicated that the scope increased a lot; one (1) noted that the scope increased a little, and one (1) noted that the scope decreased a little. Three comments were provided outlining the reasons for the increase in the project scopes:

- “There was resistance to the new shoulder construction in the Pittsford section of road, so that [element] of the project was dropped...”
- “Had to cut and patch adjoining driveways and move some water valves in curb areas.”
- “The Village added sidewalks and curbing to the other side of East Street, doubling the sidewalk portion of the original project scope.”

All other respondents noted that the scope stayed about the same.

Project Costs

When asked whether the project cost changed over the life of the project, five (5) respondents indicated that the costs stayed about the same. Three (3) indicated that project costs increased a lot, and one (1) each indicated that project costs increased a little and increased moderately.



Respondents were asked to explain (if known) the reasons for the change in costs (change in scope; increases/decreases in materials and/or labor; unanticipated right of way and/or environmental costs; historic concerns and/or community opposition issues, etc.). The following reasons were provided by those who noted a change in cost:

- “Increase in material costs, in particular steel and asphalt. Additional engineering cost because of extreme delay in acquiring land from the NYS Canal Corporation.”
- “Educational materials cost less than anticipated; performed work in-house which reduced installation costs.”
- “Project cost underestimated in the beginning of project.”
- “This project was initially budgeted many years before it was actually completed.”
- “The Village chose to expand the project to include sidewalks on the other side of the road to create continuity in the quality of sidewalks.”
- “Soft costs and escalation of construction expenses over the 7 year life of the design/construction project.”

Final project costs ranged from \$102,000 up to \$15 million, as follows:

\$102,000 range
\$175,846.60
\$186,500
\$275,000 (approximately)
\$255,000
\$320,000
\$450,000
\$2 Million (approximately)
\$2.2 Million (\$1.3 M “connections”; \$855,000 “extension”)
\$2.5 Million
\$2.8 Million
\$15 Million

Community Support

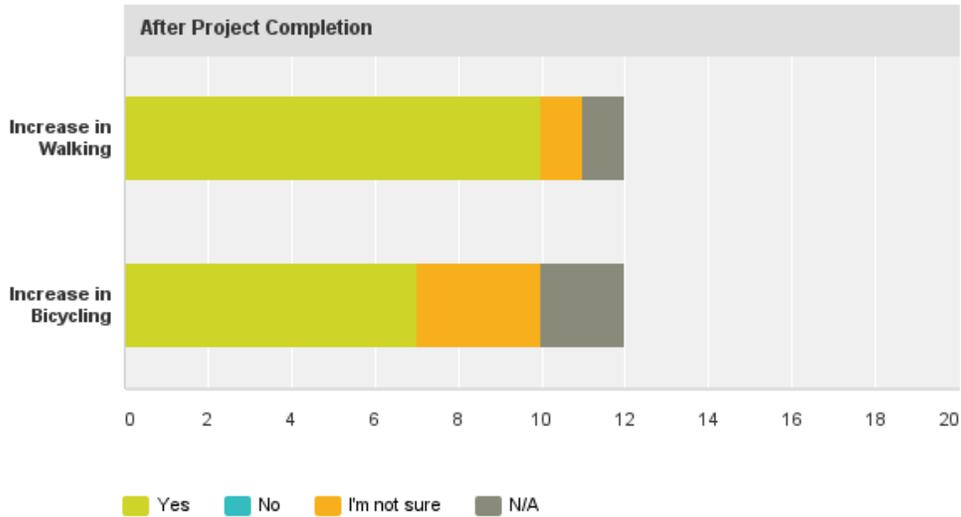
Four (4) respondents noted the level of community support as “a lot of community support” before the project started. Eight (8) respondents noted that before the project started, there was “some community support.” Nearly the same level of community support was reported following project completion, with five (5) respondents noting “a lot of community support” and seven (7) noting “some community support.”

Bicycle/Pedestrian Activity and Community Benefit

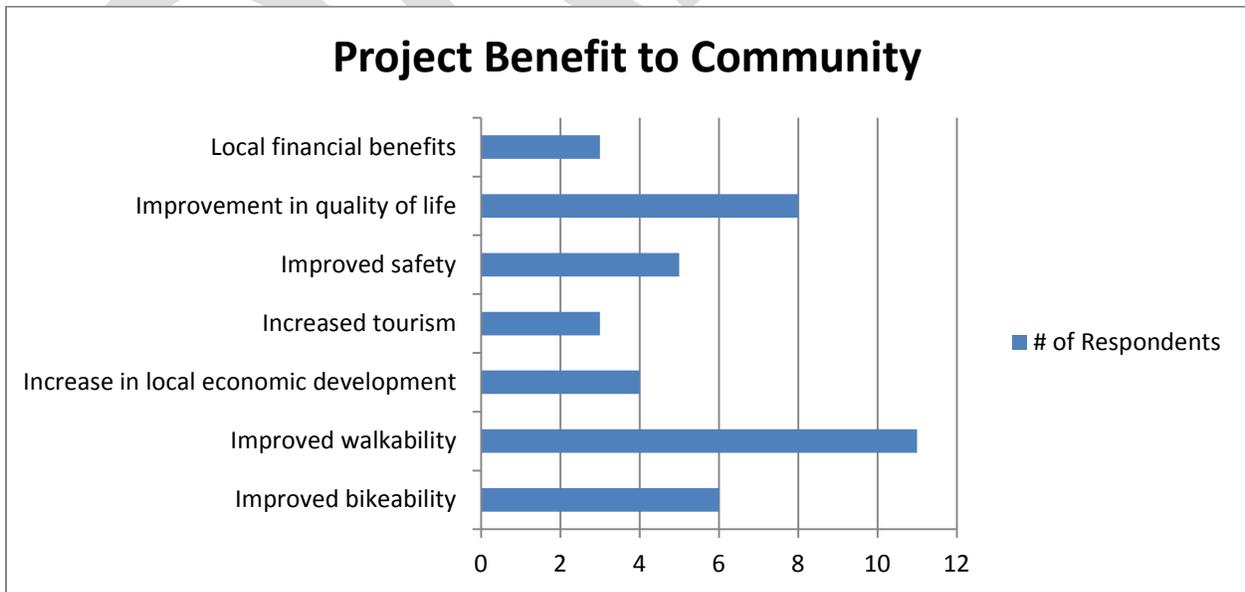
Survey respondents were asked whether they have seen an increase in walking and/or bicycling activity since the project’s completion. The chart below indicates that ten (10) noted an increase in walking, and seven (7) an increase in bicycling.

Q11 Have you seen an increase in walking and/or bicycling activity since the project's completion?

Answered: 12 Skipped: 0

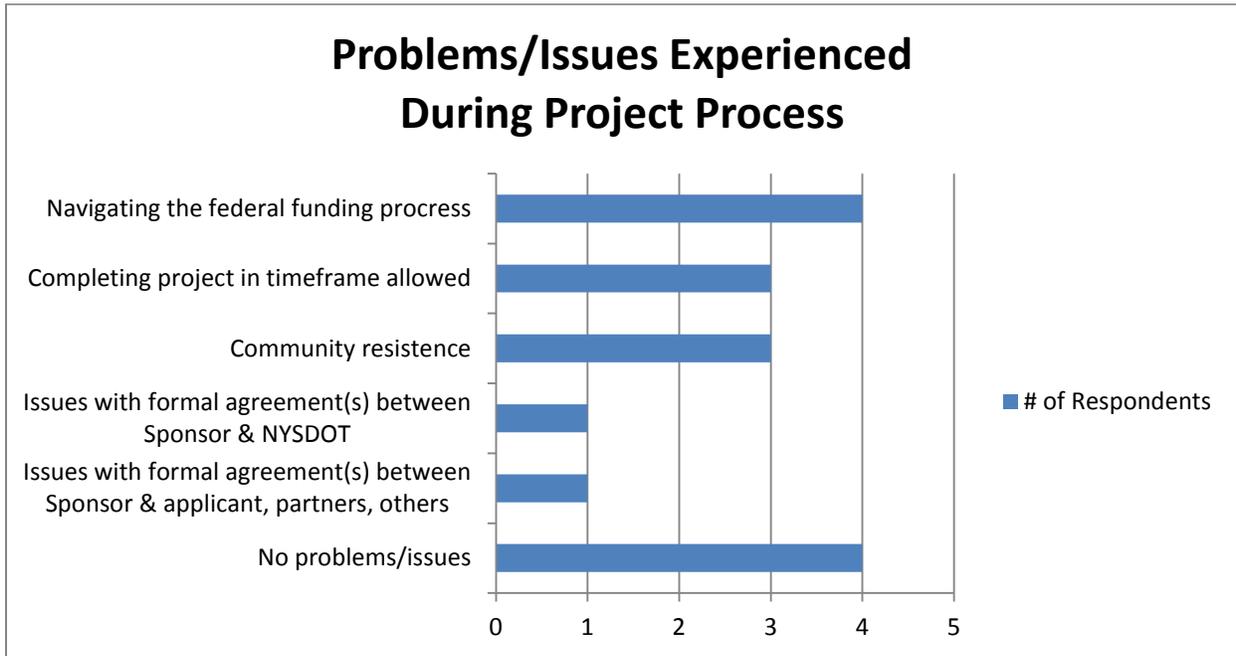


The survey also asked in what ways the completed bicycle/pedestrian project benefitted the community. Eleven (11) respondents noted improved walkability, eight (8) noted improved quality of life for their community, and six (6) reported improved bikeability. One respondent also noted in the comment section that “This sidewalk project has kicked off more than \$3 million in additional investments.”



Project Process

Survey respondents were asked if they experienced any problems and/or issues during the project process. Four (4) respondents indicated problems/issues with navigating the federal funding process. Three (3) each indicated problems/issues with completing the project in the timeframe allowed and community resistance. Four (4) noted no problems/issues.



The following comments were provided in response to this question:

- “The residents in the Pittsford section of Stone Road were against the new shoulders, and as a result, new shoulders were not installed on that road. The town opted to install sidewalks at a later date outside the ROW.”
- “The only real issues we had was the acquisition of property from the NYS Canal Corporation.”
- “Only problem was funding level, but NYSDOT came up with a new funding source to use.”
- “Delays in getting contracts can make it difficult to complete a project in the timeframe proposed in the grant application.”
- “Perpetual maintenance needs were not addressed during design development. Maintenance has a future budget impact after construction was completed.”

Respondents were asked a few questions based on their experience with federal funding. The chart on the following page outlines the questions and responses received:

Based on Your Experience with Federal Funding:	Yes	No	I'm not sure	N/A	Total Respondents
Would you continue to pursue federal funding for bike/pedestrian projects in your community?	10	0	2	0	12
Have you applied for federal funding again?	6	5	0	1	12
If you have applied for federal funding again, was the process easier after going through it before?	5	1	0	6	12
Do you feel that the federal funding program used was an effective tool for implementing your local bicycle/pedestrian project?	9	2	1	0	12

Comments received as part of the response to the federal funding related questions are as follows:

- “We would apply but based on the current guidance the use of funding for paved shoulders do not score well and we don’t have much chance at funding as a result.”
- “Domestic infrastructure improvement is clearly necessary but the paperwork and details for a simple sidewalk project were onerous for a small village with no staff experienced in the depth of paperwork and details. Also, we had to arrange bridge loans to pay up front and await reimbursements.”
- “This project timed well with the Route 4 Reconstruction Project and created a natural desire in people to get out and start walking. Many walking groups have been established and the Village recognized the significant impact that new sidewalks were having and designed a sidewalk replacement program that works with residents to replace broken and dangerous sidewalks at a reduced cost. In addition to dedicating a budget line and funding, the Village applied for and has received a SRTS grant which is going to make a dramatic improvement for the safety of our walking school district.”

Overall Thoughts on Making Federal Funds Easier to Use

When asked what changes would make it easier to use federal funds for bicycle and pedestrian projects, seven (7) respondents shared their thoughts:

- “The initial contract/project approval timeframe following the grant award notification is very time consuming and has the potential to delay projects and entire construction season. If this could be stream-lined, it might help project sponsors advance projects in a timely manner.”
- “The application is rather lengthy and seemed to include repetitive material. We also had some difficulties in getting the letters of support received in time to put them in the package.”
- “The design approval process is expensive under the Federal program. I did a bridge with no federal dollars and the design and inspection cost was ½.”
- "If the DOT needs to comply with federal requirements, then there should be a NYS DOT person funded to guide local sponsors through the project. Or the State and Feds should fund more State initiatives so that larger scale pedestrian funding can be accomplished. While neighboring towns and villages have benefitted from having their pedestrian projects funded all at once, this Village is going to go through the federal funding multiple times which carries a certain inefficiency in set-up time, public consensus building costs and makes the implementation of a local, county and state plan take decades to accomplish when it would certainly be a worthwhile investment to do a project all at once."

- “Simpler process in the entire matter when they are basic engineering, construction and easier reimbursement. Ours had NYSDOT as a partner with the Federal Highway Administration so we were deluged with details and paperwork.”
- “Being able to utilize the municipal Engineer or DPW Supervisor to design and oversee smaller budget projects would greatly increase the amount of sidewalks and bicycle lanes that are created.”
- “State level review and approval of projects is cumbersome and redundant. This delayed the project and did not have a valued-added function.”

DRAFT

**Town of Lake George
Route 9 Gateway Plan
Funding Sources**

The project was a concept proposed as part of the 2010 Gateway study prepared by The Chazen Companies on behalf of the Town of Lake George. The study in conjunction with the Town’s 2002 comprehensive plan indicated the need to create a gateway into the Town. The gateway proposed to incorporate pedestrian accommodations, access management, traffic calming techniques, corridor beautification and sustainable streets.

Various funding sources of funding were secured for the project:

A Strategic Transportation Enhancement Program (STEP) application was submitted for the project in February 22, 2013. A NYSDOT Transportation Enhancement Program (TEP) application was also submitted in January 16, 2014. In addition the project was also granted funding from the New York State Environmental Facilities Corporation – Green Innovation Grant Program (NYSEFC-GIGP) and New York State Department of State (NYSDOS) Local Waterfront Revitalization Program.

Funding Source/Application	Purpose	Dollar Value Awarded (Date)
NYSEFC – Green Innovation Grant Program	“Green” stormwater infrastructure (rain gardens, tree trenches, permeable walks, planted medians for stormwater infiltration, other measures. Initially targeting the northern-most 1/3 mile adjacent to the Village line.	\$553,000 (2012 CFA)
NYS DOT – <u>Strategic</u> Transportation Enhancement Program (STEP) And or STP FLEX	Full engineering design of the Route 9 Gateway Plan to include sidewalks, curbs, street lighting, landscaping, park and ride, signage and other improvements	\$900,000 (2013/14) (Special Solicitation/ Application)
STP Flex	Construction	\$8.198 M (2015)
NYS DOT – Transportation Enhancement Program (TEP)	Construction dollars for installation of sidewalks along the west side, lighting, landscaping, signage, gateway improvements and monies toward the construction of a park and ride lot.	\$1,100,000 (January 16, 2014 TEP Application)
NYS DOS Local Waterfront Revitalization Program	These funds were part of a larger funding request. Its envisioned these funds will be used for design and/or construction of wayfinding signage.	\$100,000 (2013 CFA Application)



U.S. Department
of Transportation

**Federal Highway
Administration**

Report Release: Incorporating On-Road Bicycle Networks into Resurfacing Projects

On March 7, 2016, the FHWA released the report *Incorporating On-Road Bicycle Networks into Resurfacing Projects*. This resource provides recommendations for how transportation agencies can integrate on-road bicycle facilities into their resurfacing program and it provides methods for fitting bicycle facilities onto existing roadways, cost considerations, and case studies.

The resource is available on FHWA's website at:

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

This report can be used as a reference for State DOTs and MPOs on the benefits of incorporating On-Road Bicycle Networks when considering investment in resurfacing projects. The cost estimates in this report will enable agencies to better anticipate life-cycle and network-wide costs and savings from building on-road bicycle facilities which may support local and statewide complete street initiatives.

State DOTs, local and MPO partners, and other stakeholders are encouraged to use this resource to initiate a dialogue about capturing opportunities to build on-road bicycle networks through the resurfacing process. Questions about the report can be directed toward Dan Goodman at FHWA Headquarters: 202-366-9064 (dan.goodman@dot.gov).