

2008 Bicycle & Pedestrian Master Plan for Erie and Niagara Counties



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**GREATER BUFFALO-NIAGARA
REGIONAL TRANSPORTATION COUNCIL**

November 2008

2008 Bicycle & Pedestrian Master Plan for Erie and Niagara Counties

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GREATER *BUFFALO-NIAGARA* REGIONAL TRANSPORTATION COUNCIL

City of Buffalo
City of Niagara Falls
County of Erie
County of Niagara

New York State Thruway Authority
Niagara Frontier Transportation Authority
New York State Department of Transportation

RESOLUTION 2008-8

Approval of GBNRTC 2008 BICYCLE & PEDESTRIAN MASTER PLAN For Erie and Niagara Counties

WHEREAS, the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) has been designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuous, cooperative transportation planning process for the Buffalo/Niagara area, and

WHEREAS, 2008 Bicycle and Pedestrian Master Plan is Buffalo-Niagara's vision to make bicycling and walking an integral part of daily life in the region, and

WHEREAS, the Plan is responsive to federal planning Metropolitan Planning initiatives to increase the safety of its transportation system for motorized and non-motorized users, and enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and

WHEREAS, the plans for each metropolitan area shall also provide for the development and integrated management and operation of transportation systems and facilities including accessible pedestrian walkways and bicycle transportation facilities, and

WHEREAS, the Greater Buffalo-Niagara Regional Transportation Council has developed the 2008 Bicycle and Pedestrian Master Plan for Erie and Niagara Counties, and

WHEREAS, the plan recommends projects, programs and policies for the next ten years to encourage use of these practical, non-polluting and affordable modes of transportation, and

WHEREAS, all public notifications and outreach procedures related to Plan approval have been completed, and

WHEREAS, this Plan approval has been recommended by the GBNRTC Bicycle and Pedestrian Subcommittee,

NOW THEREFORE BE IT RESOLVED, that the GBNRTC does hereby formally adopt the 2008 Bicycle and Pedestrian Master Plan for Erie and Niagara Counties, and

BE IT FURTHER RESOLVED, that future work plans and projects for further study and/or capital project action will be based upon the Plan's recommendations and priorities, and

Resolved this day, November 20, 2008

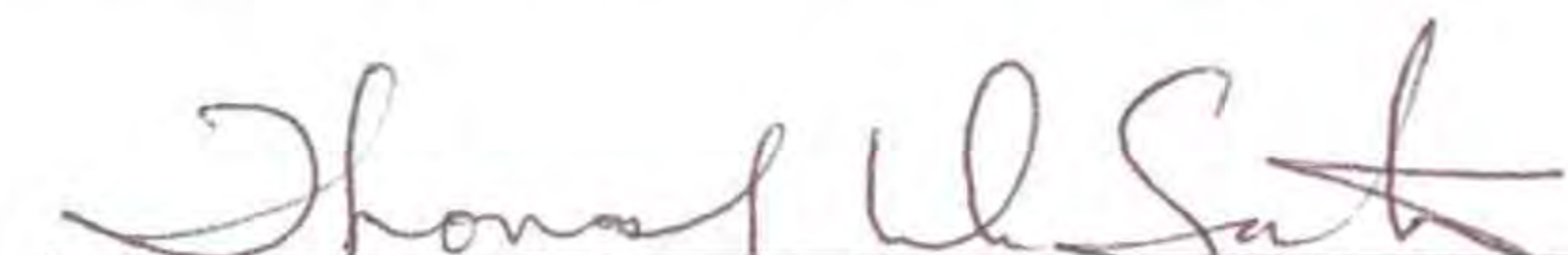
BY:


Astrid Glynn, Chairman, GBNRTC Policy Committee

FOR

Recommended by the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee (GBNRTC-PCC) on November 5, 2008.

BY:


Thomas DeSantis, Chairman, GBNRTC-PCC

EXECUTIVE SUMMARY

The *2008 Bicycle and Pedestrian Master Plan* is Buffalo-Niagara's vision to make bicycling and walking an integral part of daily life in the region. The plan recommends projects, programs and policies for the next ten years to encourage use of these practical, non-polluting and affordable modes of transportation. This plan is significantly different from past master plans and has drawn heavily upon several national award-winning programs, then tailored to meet the needs of Western New York.

The plan is divided into chapters, each representing a major regional goal. Each chapter in turn identifies specific objectives to accomplish that chapter's overall goal. Over one hundred *suggested actions* detail how to implement these objectives in realistic, meaningful and cost-effective ways. Each *suggested action* has one to three performance measures defining the results expected and a general timeline for completion. Potential funding and examples of 'best practices' have been provided whenever possible.

*Make no little plans they have no
magic to stir men's blood
... Make big plans, aim high in hope
and work.*

Daniel H. Burnham, Architect and City Planner

This plan also comes with a directive to communicate with those responsible for implementation decisions just what their roles are and what will be expected of their agency or organization. While this is not a mandatory assignment it nonetheless outlines 'who does what' and seeks to recognize agencies for programs they already have underway as well as future actions logically falling under their domain.

Plan Synopsis

Streets for Cycling and Walking ([Chapters 1 and 2](#))

Encouraging bicycling and walking begins with convenient and safe places to ride and walk. Bikeways to priority destinations, including schools, universities and transit stations, are proposed. Bicyclists' and pedestrians' needs should be considered in the planning, design, construction and maintenance of all streets. Identifying and eliminating gaps in the network will establish continuity; facilitate usage; and build public confidence in the system. Special attention should be given to bicycling and walking whenever bridges, underpasses and expressways are constructed or improved so these facilities do not become significant barriers to bicycling or walking. Enhance maintenance to include regular inspections, sweeping debris, replacing striping and signage, repaving streets, repairing potholes, and replacing dangerous grates.

Parking ([Chapter 3](#))

A key advantage to bicycling is convenient parking. Key strategies to emphasizing this advantage include installing secure bike racks at predictable high-demand locations, encouraging bike parking inside commercial and office buildings, and future long-term bike parking spaces at all buildings owned by any city, town, or county in the region.

Transit Connections ([Chapter 4](#))

Access to public transit significantly increases the range and flexibility of bicycle and walking trips while expanding the transit ‘catchment’ area. Suggested actions to improve bike-transit connections include considering bicyclists’ needs in the planning, design and operation of trains and stations; accommodating bicycle transport on the entire Metro Rail and Bus system; and providing bike parking inside and outside stations. A basic pedestrian strategy ensures that there are convenient and secure connections to and from all high activity bus stops. Rider surveys can guide marketing and outreach promotions.

Education and Marketing/Health Promotion ([Chapters 5–6](#))

Developing safe bicycling skills in adults and children, and teaching motorists to share the road with bicyclists and pedestrians are key education efforts. Education is also the most effective way to prevent bicycle theft. Marketing bicycling and walking as a healthy, fun and convenient ways to travel will encourage use.

Law Enforcement and Crash Analysis ([Chapter 7](#))

Enforcement of traffic laws helps reduce the number of injuries suffered by cyclists and pedestrians establishes a more inviting environment for bicycling and walking. Key strategies include refreshing police officers on the enforcement of laws that support a safe bicycling and walking environment, designating a person at the Police Departments to coordinate bicycle enforcement efforts, and analyzing the circumstances of serious bicycle and pedestrian crashes to help prevent them from recurring.

Implementation Plan ([Chapter 8](#))

This plan makes many recommendations that will require substantial effort on the part of the GBNRTC and its regional partners to implement. Clearly with the resources now at hand, plus those envisioned to be available in the near future, all of the *suggested actions* cannot be tackled at once. Priorities are set regarding which aspects of the plan to implement first. Priorities are separated by infrastructure and non-infrastructure-type actions. A matrix-style outline of ‘who does what’ seeks to recognize agencies for programs they already have underway as well as future actions logically falling under their domain. Finally, and possibly most importantly, monitoring provides the essential link between the written plan and the day-to-day integration with local stakeholders. It affirms to all that the variety of bicycle and pedestrian endeavors are actually being progressed according to an approved blueprint.

INTRODUCTION

The Role of the Greater Buffalo-Niagara Regional Transportation Council

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is the Metropolitan Planning Organization (MPO) for Erie and Niagara Counties responsible for developing transportation plans that ensure an adequate, coordinated transportation system serves the Niagara Frontier now and in the future. Federal legislation is generally responsible for setting the direction of transportation planning for MPOs across the nation.

The MPO is a partnership of local and state governments working together to make joint decisions about transportation planning and mobility options for this region.

The latest federal legislation, known as SAFETEA-LU (The Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users), builds upon previous legislation requiring due consideration be given to bicyclists and pedestrians in the comprehensive transportation plans developed by each MPO and State. Bicycle transportation facilities and pedestrian walkways must be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. Constructing sidewalks, integrating bicycles with transit, teaching children to ride and walk safely at an early age, installing curb cuts and ramps for wheelchairs, striping bike lanes and building trails all contribute to a healthier and safer community.

Beyond meeting the requirements of federal legislation, there has been a continuous local desire expressed for improved bicycle and pedestrian transportation in the region and to benefit from the increased flexibility federal legislation allows in funding such facilities. Bicycling and walking have long been recognized here as important elements of an integrated, intermodal transportation system. The GBNRTC Bicycle & Pedestrian Master Plan represents an important element of the region's long-range multimodal transportation planning strategy developed to achieve mobility, safety, and economic growth; enhance our communities and the natural environment; and address regional air quality objectives. This plan reaffirms the place of bicycling and walking in the mainstream of transportation decision-making and enables our communities to encourage more people to walk and bicycle safely.

The Master Plan Update

In 1981 the first Bicycle Plan for the Niagara Frontier was produced with significant input from citizens, bicycle users, local officials, and planners. This process helped to coordinate planning and development among municipalities in the two counties in order to create a unified vision for bicycling in Buffalo-Niagara. The Plan was updated in 1998, again with much public participation, to refine and reorganize the collective vision for the region. Key products of that 1998 update were the introduction of the Bicycle Level of Service (BLOS) and development of a *Regional Bikeway Implementation Plan*. By determining major generators of bicycle travel, system constraints, and opportunities,



staff were able to select routes which best-served area bicyclists. The *Regional Bikeway Implementation Plan* proposed a significant expansion of the original system developed in the 1981 Bicycle Route Plan to serve more users and, where possible, identified specific treatments possible to improve the comfort level of bicyclists using our local roadways.

GBNRTC's Pedestrian Policy Statement contained in the 1997 *Regional Pedestrian Master Plan*, was the first step taken towards accomplishing the pedestrian directives set forth in the then-current federal legislation known as the Intermodal Surface Transportation Efficiency Act and *The National Bicycling and Walking Study*. The Pedestrian Plan also provided a framework for the coordinated implementation of the regional goals and objectives set forth in that policy statement.

This 2008 Master Plan update integrates the 1998 *Niagara Frontier Bicycle Master Plan for Erie and Niagara Counties* and the 1997 *Regional Pedestrian Master Plan* into one concise document with the express purpose of providing coordinated guidance for the implementation of a safe, efficient and accessible transportation system designed for walking and bicycling. By reassessing previous goals and objectives, the intent is to adjust and reaffirm a regional vision regarding bicycling and pedestrian activities, including the establishment of interconnected bicycle and pedestrian networks for transportation. Such networks provide for focused treatments and sometimes separate facilities to promote walking and bicycling, and add a critical multi-modal element to a transportation system often geared toward motor vehicle travel. It furthermore reflects current federal goals to increase the amount of local bicycling and walking, and to increase safety by reducing the number of crashes. The 2008 Bicycle & Pedestrian Master Plan will serve as a framework for facility investments and assist in promoting mobility options, healthier lifestyles, reducing air pollutants, and decreasing traffic congestion.

Regional Vision

A vision statement is the formal expression of the community's guiding image. It illustrates what a community would like to become - how it may look, how it may function, and how it may be better. It also lays the foundation for how the community might achieve its vision over time. This community's vision for the region is articulated in the GBNRTC's 2030 Long Range Transportation Plan (LRP). This vision states that the objectives are to enhance the attractiveness, convenience, safety and availability of non-motorized transportation systems. Encourage mixed-use development with multi-modal transportation connections. Transportation decisions will seek to create an economically and environmentally healthy region, reverse current economic, land use, social and demographic trends, promote growth in areas with existing infrastructure and promote equitable regional services for all residents. The 2008 Bicycle and Pedestrian Master Plan enhances that vision with the addition of the following guidance:

Creating a vision for the region provides a framework for which projects and programs are developed.







The Greater Buffalo-Niagara region will become a place where people choose to make walking or riding a bicycle a regular part of their everyday lives. Residents and visitors alike will be able to walk and ride with confidence, safety, and security in every local community. New and enhanced facilities and services will make the trip more pleasant, more convenient, without conflict with motorized modes, and with minimal barriers to the mobility impaired. Bicycling and walking will be an integral part of the local transportation system and a viable consideration for anyone traveling anywhere.

Master Plan Goals and Objectives





Goals and objectives are important parts of the master plan because they provide direction or focus to the regional vision. *Goals* broadly address desired outcomes that support the plan vision. They represent long-term end results toward which programs or activities are ultimately directed. *Objectives* offer specific actions to achieve a goal. They often serve as benchmarks for measuring a plan's progress or goal attainment.

The central goals and objectives of the 2008 Bicycle & Pedestrian Master Plan are to:


1. Provide An Integrated Bicycle & Pedestrian Network




-  Adapt the character of roadways, with the exception of facilities that specifically prohibit bicycling, to allow safe and convenient travel by bicyclists;
-  Complete off-road trails network and establish new trails; improve access to trails;
-  Incorporate innovative designs to expand and enhance the bikeway and pedestrian network;
-  Eliminate barriers to pedestrian movement such as closing system gaps and/or restoring sidewalks;
-  Prioritize network implementation;
-  Prioritize network maintenance.

2. Complete Streets to Accommodate All Users





-  Utilizing *Complete Street* principles, routinely accommodate bicyclists and pedestrian's needs in every city, county, and state road construction, resurfacing, streetscape, signal and traffic-calming project;
-  Make new and reconstructed intersections bicycle- and pedestrian-friendly wherever possible;
-  Identify and eliminate hazards to pedestrian and bicycling movement;
-  Increase bicyclist safety and comfort on all streets, both on and off the bikeway network.

3. Provide Convenient and Secure Long-Term and Short-Term Bicycle Parking








-  Install strategically placed bike parking throughout the region;

-  Encourage bike parking with emphasis on major new commercial development and construction;
-  Provide bike parking at large events and sports facilities;
-  Encouraging bike parking facilities at multi-family residences.







4. Provide A Seamless and Convenient Interface With Transit

-  Ensure adequate pedestrian access to/from all transit stops;
-  Accommodate bicycle transport on entire Metro Rail and Bus system;
-  Provide secure bike parking at rail stations and park-and-ride lots;
-  Market and promote bus and light rail transport options.




5. Educate Bicyclists, Motorists, and the General Public About Bicycling and Walking Safety

-  Educate motorists, bicyclists, and pedestrians to share the road;
-  Deliver bicycle and pedestrian education programs and campaigns to target audiences;
-  Establish partnerships to deliver bicycle and pedestrian information more effectively and at a lower cost;
-  Train town, city, and county staff and consultants to implement this plan;
-  Produce and distribute bicycle education material;
-  Reduce bicycle theft through education and enforcement;
-  Evaluate effectiveness of education and marketing efforts.

6. Market the Health Benefits of Walking and Bicycling

-  Promote the health benefits of walking and bicycling;
-  Stage cost effective events and programs to encourage walking and bicycling;
-  Market walking and bicycling as transportation alternatives to target groups;
-  Promote the benefits of walking and/or bicycling to specific destinations;
-  Promote Buffalo-Niagara as a destination for walking and bicycling tourism, especially at popular area attractions;
-  Evaluate the effectiveness of education and marketing efforts.

7. Improve Law Enforcement and Detailed Crash Analysis

-  Refresh police officers on specific pedestrian and bicycling issues;
-  Focus enforcement efforts on traffic violations that pose the greatest threats to pedestrian and bicycle safety;
-  Analyze factors and locations of local pedestrian and bicycle crashes.

Implementation

As the Metropolitan Planning Organization for Buffalo-Niagara region, the GBNRTC is responsible for selecting and funding transportation improvement projects requesting federal funds. Project proposals must meet the requirements of this plan in order to receive approval, except where doing so would be unfeasible. Project proposals that specifically address items in this plan will be given preference in the project selection process.

Successful implementation, however, depends on a much broader level of support. All member agencies must commit themselves to the goals, objectives, and strategies of this plan. Similarly, the cities and towns of Erie and Niagara Counties and the numerous organizations concerned with bicycle and pedestrian issues play an integral role in improving bicycling and walking conditions here. Finally, an active bicycle community is critical to the plan's success. Citizens interested in bicycling and walking must organize and provide this plan with the energy necessary to see it through to completion.

CHAPTER 1 – INTEGRATED BICYCLE & PEDESTRIAN NETWORK

Goal: Provide bikeway and walkway systems that are complete and fully integrated with other transportation systems

An integrated transportation network provides a comfortable, safe, and efficient system of streets and trails designed for all travelers. A combination of bikeways, walkable streets and off-road trails demonstrates a commitment to multi-modal travel, which increases visibility and encourages use.

Consistency and visibility are critical to creating a successful network since it must have a visible presence to motorists, bicyclists and pedestrians.

A Regional Bikeway Network offers convenient access to major bicycle travel demand generators for bicyclists across the region. This requires that it extends between these generators and residential centers, and that the connections are safe and attractive. In addition to utilitarian purposes, the network will encourage recreational usage by offering safe and scenic trails for bicyclists and walkers of all abilities.

The routes for the Regional Bikeway Network were originally developed through the processes of the *1981 Bicycle Route Plan* and the *1998 Bicycle Master Plan for Erie and Niagara Counties*. This network plan has been subsequently updated to reflect changing generators and residential patterns as well as to reflect new input from the bicycle community and town and city officials. Several municipalities have in fact added a large number of local circulator routes to the regional system. The **Regional Bikeway Network** can be found in the back pocket of this report illustrated on two maps: 1A - *City of Buffalo* and 1B - *Erie and Niagara Counties*.

In order for the Network to be considered legitimate, it must have a visible presence to motorists, bicyclists and pedestrians. Network facilities should be designated with signage and on-street markings in appropriate areas. Consistency and visibility are critical to creating a successful network.

Off-street bicycle/pedestrian trails are generally the most desirable facilities since they accommodate the widest range of skill levels. They also are the safest for bicyclists. The current off-street network should be expanded and improved to make the facilities more available to users throughout the region. Abandoned railroad right-of-ways offer such opportunities. Some abandoned right-of-ways have already been converted into multi-use paths, and several localities are exploring the possibility of utilizing others. In the back pocket of this report are two maps documenting the locations of these railroad abandonments, as well as active lines that many become available. The **Rail Corridors** maps are labeled: 2A - *City of Buffalo* and 2B - *Erie and Niagara Counties*.

Often space and cost restrictions limit the opportunity to enhance the bikeway network. However, innovative designs can provide alternative solutions within the given restrictions. These include colored bike lanes, special pavement markings along streets too narrow for bike lanes, “bike boulevards” on streets with low traffic volumes, and

other innovative improvements. Indirect improvements to the network can increase usage and the overall impression on users.

Identifying and addressing gaps in the system would facilitate network usage so that it is easy, safe, and convenient. Eliminating system breaks establishes continuity and public confidence in the system.

Identified network changes must be prioritized to maximize funding resources and to ensure the plan is advanced in a timely manner. Changes to the Regional Bicycle Network and local sidewalk plans must be scheduled to ensure an integrated network materializes and linked to appropriate funding resources.

Consistent and frequent maintenance to the network demonstrates a commitment to safety and leads users to expect predictable conditions. This will increase usage by regular users and encourage new users. Enhanced maintenance includes regular inspections, sweeping debris, replacing striping and signage, repaving streets, repairing potholes, and replacing dangerous grates.

Objective 1: Adapt the character of roadways (e.g. arterials and major collectors) to allow safe and convenient travel by bicyclists;

Suggested Actions:

- 1.1 Strive to establish bike lanes on all streets identified in the Regional Bikeway Network.** Re-stripe, where feasible and appropriate, those streets with enough width to provide one bike lane for each direction of travel. Ensure that all roadway projects provide sufficient width for lanes.



1.1.1 Performance Measures: Establish 20 miles of bike lanes per year until completed.

1.1.2 Best Practices: Chicago, IL; [Philadelphia, PA](#); [Portland, OR](#).

- 1.2 Sign or mark bike routes identified in the Regional Bikeway Network.** Install signs identifying the network and directing bicyclists along their routes. Include major destinations and distance information. As appropriate install “Share-the-Road” signs and “[Share-Arrow](#)” pavements markings.

1.2.1 Performance Measures: Designate 20 miles of bike lanes/routes per year until completed.

1.2.2 Best Practices: Chicago, IL; [Portland, OR](#); [Muenster, Germany](#)



Funding Opportunities:

STP Safety; Transportation Enhancements Program; Safe Routes to School; Local Pavement Striping/Marking Program.



Objective 2: Complete off-road trails network and establish new trails; improve access to trails.

Suggested Actions:

2.1 Complete construction of off-road trails identified in Regional Bikeway Network. Continue Rails-to-Trails projects where applicable. Determine right-of-way needs, assess funding and proceed to construction.

2.1.1 Performance Measures: Establish 10 miles of off-street trails by 2012, and an additional 10 miles every two years until completed.



2.2 Identify locations where grade-separated connections may be appropriate to connect trails and provide safe crossings at busy roadways. Maintain safe trail access to roadway.

2.2.1 Performance Measures: Identify 3 priority locations to establish grade-separated connections in 2009, construct by 2017.

2.2.2 Best Practices: Chicago, IL; [Phoenix, AZ](#); [Davis, CA](#)



2.3 Regularly review and update trail planning, design, and construction standards. Trails should be adequately wide to accommodate all users.

2.3.1 Performance Measures: Review and update as necessary trail planning, design, and construction standards on a regular basis. Ensure that new trails reflect these standards.

2.3.2 Best Practices: [Portland, OR](#)

2.4 Update and extend existing trails. Improve existing trails to meet current standards. Improve safety and security (e.g. lighting, landscaping) , and ensure direct connections to the on-street bikeway network.

2.4.1 Performance Measures: Update or extend trails at 5-10 locations by 2015.



Funding Opportunities:

Recreational Trails Program, Transportation Enhancements Program; STP Safety.

Objective 3: Incorporate innovative designs to expand and enhance the bikeway network.

Suggested Actions:

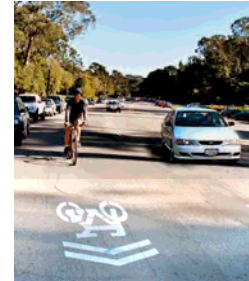
3.1 Use colored pavement to alert motorists and bicyclists of conflict areas and assign right-of-way to bicycles. Increase visibility of bicyclists to reduce frequency of accidents.



- 3.1.1 Performance Measures: Establish colored bike lanes at three (3) demonstration locations in 2009 to test various materials and techniques appropriate to Western New York. Evaluate in 2010.
- 3.1.2 Best Practices: Copenhagen, Denmark; Offenburg, Germany; [Portland, OR](#); [Cambridge, MA](#)

3.2 Install pavement marking on streets too narrow for dedicated bike lanes. Shared lane markings direct motorists where to park and drive. Supplemental signage may also be appropriate.

- 3.2.1 Performance Measures: Install shared lane markings on 10 miles of streets by 2009, and an additional 10 by 2012.
- 3.2.2 Best Practices: [San Francisco, CA](#)



3.3 Establish dedicated right- and left-turn lanes for bicycles.

Providing dedicated space for bicyclists helps to reduce conflicts.

- 3.3.1 Performance Measures: Establish dedicated bicycle turn lanes at 3-5 intersections by 2010 and at another 10-15 by 2017.
- 3.3.2 Best Practices: Eugene, OR



3.4 Investigate appropriateness of installing raised bike lanes. Raising the bike lane not only increases visibility of bicyclists, but also creates a slight edge to prevent motorists from drifting into the bike lane. Efforts will analyze safety and operational impacts (e.g. snow removal) as well as lend guidance to appropriate locations for testing.

- 3.4.1 Performance Measures: Test concept in 2-3 locations by 2012.
- 3.4.2 Best Practices: Eugene, OR; Bend, OR; Geneva, Switzerland

3.5 Reduce speeding and encourage bicycling on selected streets on the Regional Bikeway Network. Implement a combination of curb extensions, striping, planted medians, textured crosswalks, and gateway treatments, where appropriate, to discourage high-speed driving.

- 3.5.1 Performance Measures: Test at 5-10 locations by 2017.
- 3.5.2 Best Practices: Portland, OR; Cambridge, MA; Vancouver, WA



3.6 Upgrade the on-street Bike Network regularly. Frequently review the Bike Network for opportunities where bike lanes could be implemented by widening roadways or reconfiguring travel lanes where feasible and appropriate. Review railroad corridors for any changes in operational status or development prospects. Identify and fill in gaps in the network to provide continuous routes. Where possible, extend bike lanes to intersections.

3.6.1 Performance Measure: Upgrade 10-15 locations per year, starting in 2009.

3.6.2 Best Practice: York, England



Funding Opportunities:

STP Safety; Transportation Enhancements Program; Safe Routes to School; Local Pavement Striping/Marking Program.

Objective 4: Eliminate barriers to pedestrian movement such as closing system gaps and/or restoring sidewalks.

Suggested Actions:

4.1 Identify dysfunctional or dilapidated sidewalks. Inventory sidewalk system and document existing sidewalk locations where a safety or accessibility barrier is apparent that should be repaired or replaced. ADA compliance to be noted.

4.1.1 Performance Measures: Beginning in populated areas, complete an inventory of 100 miles of sidewalks per year.



4.2 Identify and complete missing segments of the sidewalk network. Inventory sidewalk system and document sidewalk terminations resulting in disconnections and/or disruptions to the system continuity. Install new connections.

4.2.1 Performance Measures: Complete inventory of missing sidewalk segments by 2010. Construct missing sidewalk connections by 2012.



Funding Opportunities:

STP Safety; Transportation Enhancements Program; Safe Routes to School; CHIPS (Consolidated Local, State, and Highway Improvement Program); Community Development Grants; Congestion Mitigation/Air Quality (missing sidewalks segments).

Objective 5: Prioritize network implementation.***Suggested Actions:***

- 5.1 Consolidate network needs and set priorities for implementation.** Establish a regional bicycle-pedestrian network needs listing based on cost-benefit analysis or other means to focus build-out priorities.
- 5.1.1 Performance Measures: Develop full implementation strategy by 2010. Link eligible segments to the regional Transportation Improvement Program project selection process.
- 5.2 Strive to maintain a minimum Bicycle Level of Service C on all bike lanes.**
- 5.2.1 Performance Measures: Select the best roadway treatments to raise the BLOS on all Regional Bikeway Network routes rated with a BLOS less than C.

Objective 6: Prioritize network maintenance.***Suggested Actions:***

- 6.1 Establish a regular shoulder/bike lane maintenance schedule appropriate to usage and need.** Proper bike lane maintenance is critical to encourage bicyclists to choose to ride.
- 6.1.1 Performance Measures: Grade bike lanes once per year and immediately address any problem spots. Sweep lanes with same frequency of arterial streets.
- 6.1.2 Best Practice: Boulder, CO
- 6.2 Ensure prompt repair of pavement cuts on streets on Regional Bikeway Network.** Require all construction projects that damage bikeways to repair them immediately. Where necessary, require non-skid plates with beveled edges or edges built up with asphalt. Place plates to cover the pavement cut with minimum gap openings and with proper securing so motorized vehicles cannot knock the plates loose.
- 6.2.1 Performance Measures: Bikeways repaired in a timely manner of pavement cuts.
- 6.3 Install bicycle-safe sewer grates at all appropriate locations.** Identify and prioritize the locations of all unsafe sewer grates and implement a replacement schedule.
- 6.3.1 Performance Measure: Establish and implement identification procedures in 2009, replace as soon as possible.
- 6.3.2 Best Practices: [San Francisco, CA](#); Calgary, AB

***Funding Opportunities:***

Local maintenance budgets; CHIPS

CHAPTER 2 – COMPLETE STREETS

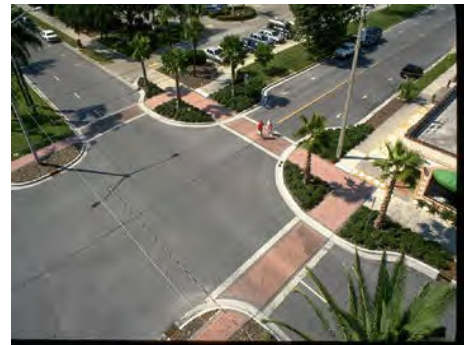
Goal: Complete streets to accommodate all users.

Traditionally, streets have been built primarily to serve the motoring public, relegating bicyclists and pedestrians typically to secondary user status. There are many streets in Erie and Niagara Counties that do not accommodate these secondary users whatsoever, having no bike lanes or sidewalks. The streets of our cities and towns ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. The end result should be a safe, convenient and attractive environment for everyone.

Accommodate bicyclists and pedestrians in every city, county, and state road construction, resurfacing, streetscape, and traffic-calming project.

Proposals for Transportation Improvement Projects that come into the GBNRTC office should only be considered for funding if they meet the following objectives. Bicycle and pedestrian users should be accommodated in every roadway project where feasible. Requiring these accommodations is a practical approach to completing the region's streets for all users.

Traffic safety should consider all travelers as well. This commitment to safety for all users will encourage bicycle and pedestrian usage and may serve to reduce automobile demand, thereby reducing congestion and pollutant levels. Street crossings in particular should be analyzed and upgraded with the latest in pedestrian safety equipment on a regular basis.



Objective 1: Using *Complete Street* principles, design roadways at a bicycle and pedestrian scale thereby accommodating bicyclists and pedestrians on every city, county, and state road construction, resurfacing, streetscape, and traffic-calming project.

Suggested Actions:

- 1.1 Consider bike accommodations and sidewalks during planning and engineering design of every roadway project where bicycling and pedestrian access are not prohibited.** Build all bicycle and pedestrian projects according to regionally endorsed design standards to increase travel options and safety for all system users.
 - 1.1.1 Performance Measures:** Review and assess existing design standards and regionally endorse the best planning and design guidance documents for bicycle and pedestrian facility development: Review complete by 2009; city/town, county, and state approval by 2010.

- 1.1.2 Best Practices: Tucson, AZ; Pima County, AZ; [San Francisco, CA](#); [Oregon Department of Transportation](#); [Washington, DC](#)

Objective 2: Make new and reconstructed intersections bicycle- and pedestrian-friendly wherever possible.

Suggested Actions:

- 2.1 Intersections should have appropriate lane widths, pavement markings, and adequate signal time, and pedestrian signals.** Where appropriate, include bike lanes and/or new demand-actuated signals that detect bicycles.

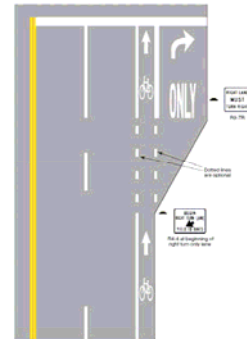
- 2.1.1 Performance Measures: Identify intersections with bicycle- and pedestrian issues and upgrade. Initial screening 2009; begin implementation of changes 2010.
- 2.1.2 Best Practice: Corvallis, OR



Objective 3: Identify and eliminate hazards to pedestrian and bicycling movement

- 3.1 Provide through access for bicyclists and pedestrians whenever building new streets, planned developments, cul-de-sacs, and traffic calming projects.** Measures to redirect or reduce vehicular traffic should not discourage bicycling and walking.

- 3.1.1 Performance Measures: Develop bicycle and pedestrian access standards by 2009; approval by 2010.
- 3.1.2 Best Practices: Portland, OR; Oak Park, IL



Funding Opportunities:

CMAQ, STP Safety, Transportation Enhancements Program, Local budgets

- 3.2 Ensure that new and refurbished bridges and underpasses include accommodation for bicyclists and pedestrians.** Bridges and underpasses provide critical links for transportation. As required by federal law, they must be well designed with safe surfaces and adequate space for all users.

- 3.2.1 Performance Measures: Monitor city, county, and state bridge and underpass construction projects to ensure that adequate accommodations for bicyclists and pedestrians are provided. Develop design standards by 2009; arrange approval by 2010.
- 3.2.2 Best Practices: Toronto, ON; Broward County, FL; Boulder, CO; Portland, OR; Milwaukee, WI.

Funding Opportunities:

STP Flex, CMAQ, STP Safety, Transportation Enhancements Program, Highway Bridge Replacement & Rehabilitation, Local budgets

Objective 4: Increase bicyclist safety and comfort on streets outside the bikeway network.***Suggested Actions:***

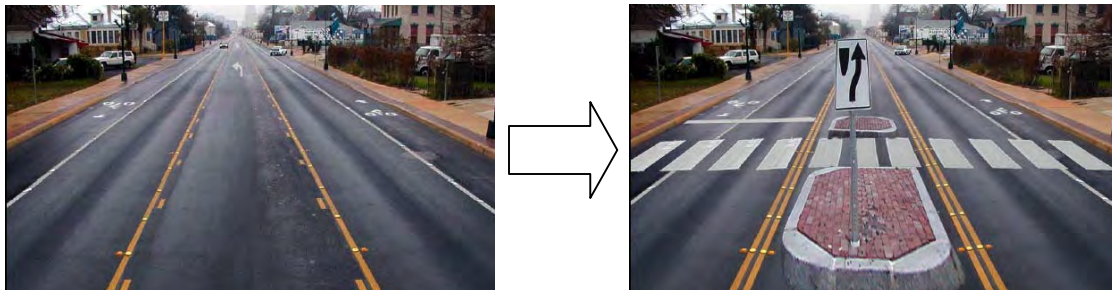
4.1 Implement measures on selected roads by reducing speeding and encouraging bicycle use. Fast driving is dangerous and discourages people from bicycling. Potential improvements include where appropriate, curb extensions, striping, planted medians, textured crosswalks, and gateway treatments. All improvements should accommodate emergency, snow removal, and mass transit vehicles.

4.1.1 Performance Measure: Test measures at 5-10 locations by 2017.

4.1.2 Best Practices: [Portland, OR](#); Vancouver, WA

Funding Opportunities:

STP Safety, Transportation Enhancements Program, Local budgets



CHAPTER 3 – BICYCLE PARKING

Goal: Provide convenient and secure long-term and short-term bicycle parking.

All bicycle trips require parking accommodations both at their origin and destination. Depending on the facility, this may require long-, short-term parking, or both. Developing consistent and reliable facilities can encourage travelers to switch transportation modes from automobile to bicycle. Providing bicycle parking is both inexpensive and effective.

Ideally, bicycle parking will be available at all possible destinations.

Establish, expand, and improve bike parking throughout the region through outdoor and indoor facilities. To encourage use, these facilities must be safe and convenient. A central bicycle station can provide many services for bicyclists and should be built through a partnership of public and private interests.

Focus bike parking accommodations on predictable high-demand locations. Ideally, parking will be available at all possible destinations. Requiring bike parking with all new development and construction will increase bicycle parking capacity in the region. Large events and sports facilities attract large crowd. Provide bike parking at these facilities to encourage attendees to ride.



The other necessary aspect of bike parking infrastructure is to provide bike parking at residential facilities. Provide long-term indoor parking at multi-family residential units.

Objective 1: Install strategically placed bike parking throughout the region.

Suggested Actions:

- 1.1 **Establish central bicycle station.** Build a central bicycle facility at a high-use potential location. Facility will provide lockers and showers for commuting bicyclists, as well as bike rental and repair services. Provide opportunity for commercial ventures (e.g., bike tours, coffee shops, newsstands). Consider NFTA to lead this project.
 - 1.1.1 Performance Measures: Identify location and complete feasibility study by 2010; complete design by 2012, construct by 2014.
 - 1.1.2 Best Practices: [Chicago, IL, Millennium Park Bicycle Station](#); [Berkeley, CA, Berkeley Bikestation](#); Long Beach, CA, Long Beach Commuter Bikestation; [Seattle, WA, Seattle Bikestation](#)
- 1.2 **Install outdoor bike parking facilities on publicly owned property.** Identify destinations with inadequate bike parking facilities and install as needed.
 - 1.2.1 Performance Measures: Install between 100-200 bike racks per year.
 - 1.2.2 Best Practice: [Chicago, IL](#)



- 1.3 **Encourage installation of indoor bike parking facilities inside office buildings.** Providing indoor bike parking is one of the most effective ways to encourage bicyclists to ride to work.
 - 1.3.1 Performance Measures: Provide free advice services to encourage the installation of indoor bike parking at 10-15 buildings per year.
- 1.4 **Provide long-term bike parking for buildings owned by any city, town, or county in the region.**
 - 1.4.1 Performance Measures: Test effort in 5-10 buildings in 2008.
 - 1.4.2 Best Practice: San Francisco
- 1.5 **Partner with public institutions (e.g., universities and hospitals) to install short- and long-term bike parking.** Bike parking for employees, students, and visitors encourages riding and increases parking capacity.
 - 1.5.1 Performance Measure: Partner with 3-5 public institutions per year.
- 1.6 **Encourage installation of bike parking facilities at retail locations.** Insufficient bicycle parking facilities at retail and shopping locations discourages riding.
 - 1.6.1 Performance Measures: Encourage 10 existing shopping centers to provide adequate bike parking by 2009, and an additional 25-50 by 2012.
- 1.7 **Install shelters to protect parked bicycles from inclement weather.** Offset costs through advertising.
 - 1.7.1 Performance Measure: Install bike parking shelters at 5-10 locations by 2015.
 - 1.7.2 Best Practices: Corvallis, OR; [Ottawa, ON](#)




Objective 2: Require bike parking with new development and construction.

Suggested Actions:

- 2.1 **Encourage bike parking accommodations at all new development.** Development must include short-term bike parking for all commercial, office, multi-family residential, and institutional buildings; planned development; and commercial parking garages.
 - 2.1.1 Performance Measures: Develop parking construction guidelines; arrange approval by 2009.
 - 2.1.2 Best Practices: [Vancouver, B.C.](#); Chicago, IL
- 2.2 **Replace/update bike racks removed for construction.** This reduces likelihood that they are stolen or misplaced.
 - 2.2.1 Performance Measure: Require bike rack reinstallation as a condition of construction approval; arrange for reinforcement.

Objective 3: Install bike parking at large events and sports facilities.*Suggested Actions:*

- 3.1 Provide and publicize attended bike parking at large events and festivals.** Attended bike parking encourages bicycling rather than driving, which reduces congestion and demand for motor vehicle parking. Corporate partnership or sponsorship can provide this service free of charge to users.
- 
- 3.1.1 Performance Measure: Provide attended bike parking at 5-10 of the largest events in the region, starting in 2009. Publicize service along with event marketing.
- 3.1.2 Best Practices: Denver, CO; Victoria, B.C.
- 3.2 Establish indoor or sheltered bike parking at large sports facilities.** Encouraging people to bicycle to sporting events rather than drive reduces congestion and demand for automobile parking.
- 3.2.1 Performance Measure: Establish parking at 3-5 largest sporting facilities in region.
- 3.2.2 Best Practices: Denver, CO; Victoria, B.C.

Objective 4: Encourage bike-parking facilities at multi-family residences.*Suggested Actions:*

- 4.1 Encourage installation of secure bicycle parking facilities inside multi-family residential buildings.** Providing residents with bicycle storage appeals to residents and management since maneuvering bicycles in stairways and halls is inconvenient both to the bicyclist and other residents.
- 4.1.1 Performance Measures: Develop guidelines for providing indoor bicycle storage and make available to building owners, developers by 2009.
- 4.1.2 Best Practice: Paris, France
- 4.2 Encourage construction of bike parking sheds.** Prefabricated sheds provide secure and convenient storage of up to 12 bicycles, and can be installed and maintained for minimal cost.
- 4.2.1 Performance Measure: Construct 3-5 sheds by 2012.
- 4.2.2 Best Practices: Ann Arbor, MI; Shanghai, China

CHAPTER 4 – BICYCLES, PEDESTRIANS AND TRANSIT

Goal: Provide a seamless and convenient interface with transit.

The NFTA has shown a commitment to providing accommodations for bicyclists on the transit system. Presently bicycles are permitted on rail cars at all times and access to buses is constantly improving. The combination of bicycle transportation and mass transportation systems generates the possibility for trips that can be as convenient as car trips, and often are quicker and more relaxing. It also expands Metro's service area.

Ensuring adequate pedestrian and bicycle access to/from all transit stops solidifies Metro's ridership base.

Continuing to improve bicycle access to the Metro system encourages bicycle and transit use. These improvements include designating a person to coordinate implementation of the recommended strategies; considering bicyclists' need in the planning, design, and operation of Metro's trains and stations; and providing more capacity and storage options on Metro rail cars.

Expanding long-term bike parking facilities at rail stations and park-and-ride lot locations will further encourage additional bicycling and Metro ridership. Existing facilities should be reestablished and improved.

Making more people aware of the bike-transit connection through marketing and incentivizing is an inexpensive, effective way to encourage this combined use.

Objective 1: Ensure adequate pedestrian access to/from all transit stops.

Suggested Actions:

- 1.1 Ensure pedestrians have convenient and secure connections to and from all high activity bus stops.**
- 1.2 Provide bicycle and pedestrian access in the planning, design, and operation of new and refurbished Metro stations and trains.** Integrate bicycle accommodations into the planning of new transit facilities. Ensure that bicycle access does not interfere with other passengers' convenience or safety, particularly for the disabled and elderly.
 - 1.2.1 Performance Measures:** Prepare planning, design, and operational guidelines on providing bicycle access to Metro stations by 2009. Distribute to appropriate staff.
 - 1.2.2 Best Practice:** [Portland, OR, TriMet](#)



Objective 2: Accommodate bicycle transport on entire Metro Rail and Bus system.

- 2.1 Continue equipping all Metro buses with bike racks and immediately repair or replace damaged racks.** Providing bike racks on buses attracts new customers and expands the transit service area.

2.1.1 Performance Measures: Equip all new busses with bike racks, repair or replace damaged bike racks immediately.

2.1.2 Best Practices: Chicago, IL, CTA and Pace; Ithaca, NY, TCAT



- 2.2 Increase bicycle capacity on trains.** Test wall-mounted storage devices and other models.

Consider replacing fixed seats with foldable seats.

2.2.1 Performance Measure: Test 2-3 methods for bicycle storage on Metro trains by 2012.

2.2.2 Best Practices: San Jose, CA, VTA; [Portland, OR, TriMet](#); Copenhagen, Denmark



- 2.3 Instruct Metro station attendants to provide clear directions and timely assistance to bicyclists.**

2.3.1 Performance Measure: Incorporate a bike-transit module in new employee training by 2009.

- 2.4 Post signs publicizing the bike-transit connection.** Direct bicyclists to the station, parking, and trains. Offer instructions for boarding and riding trains. Signs can also indicate nearby amenities (e.g., bike shops, popular destinations).

2.4.1 Performance Measure: Install signs at all 15 stations by 2010.

Objective 3: Provide secure bike parking at rail stations and park-and-ride lots.

- 3.1 Provide bike parking whenever park-and-ride facilities are established or expanded.** Encourage bicycle use by allowing bicyclists to ride to bus and rail stations. Effort may reduce project costs since fewer spaces for automobile parking may be required.

3.2.1 Performance Measure: Install bike parking whenever park-and-ride facilities are established or expanded, beginning in 2010.

3.2.2 Best Practices: [King County, WA, Metro Transit](#); San Diego, CA, Ridelink



- 3.2 Install bike racks at all train stations.** Outdoor bike racks should be secure and protected, and located in a highly visible area to encourage use and reduce the

chance of theft. If feasible, install bike racks indoors to provide greater protection and security.

3.2.1 Performance Measure: Establish a station-by-station installation schedule and install bike racks at all Metro rail stations by 2010. Best Practice: Chicago, IL, CTA

3.3 Install long-term bike locker facilities at select rail stations. Bike lockers provide maximum protection, and can be made available to regular bicyclists, which encourages bicycle commuting.

3.3.1 Performance Measure: Install lockers in 5-7 stations by 2012.

3.3.2 Best Practice: [Portland, OR, TriMet](#); [San Jose, CA, VTA](#); [Vancouver, B.C., TransLink](#).

Objective 4: Market and promote bus and light rail transport options.

Suggested Actions:

4.1 Determine how to increase the number of people who combine bicycling and transit use. Survey transit users to identify the barriers to and opportunities for more bike-transit use.

4.1.1 Performance Measures: Conduct annual surveys and user counts of Metro's Bikes on the Rail program, beginning in 2009.

4.2 Promote the Bike-Transit connection to increase usage. Conduct analysis to determine best strategies, audiences, and messages. Identify and apply best practices from other cities. Possible approaches include distributing maps identifying bikeways to rail stations; identifying bike trail locations on NFTA-Metro map; advertising in stations, on buses and trains; and video clips on the Metro Web site demonstrating how to load and unload bicycles from bus racks.

4.2.1 Performance Measures: Complete marketing report by 2009; implement recommendations by 2011. Issue 1-2 press releases per year publicizing the bike-transit option, beginning in 2009.

4.2.2 Best Practice: Vancouver, B.C., TransLink

4.3 Feature a Bike to Transit week. Stage events and offer incentives to encourage bike-transit use.

4.3.1 Performance Measure: Stage an annual Bike to Transit Week, beginning in 2009.

4.4 Promote bike-transit use in existing transit incentive programs.

4.4.1 Performance Measure: Promote bike-transit use in Metro's Advantage, Summer Youth, University, and Park & Ride programs.

4.5 Launch Bike to Campus program. Partner with these programs to encourage high school and university students to combine bicycle and transit trips.

4.5.1 Performance Measures: Revise student outreach to promote bike-transit use in 2010; initiate Bike to Campus program in 2010.

Funding Opportunities:

FTA, STP Safety, Transportation Enhancements Program, School Curriculum Funding

CHAPTER 5 – EDUCATION

Goal: Educate bicyclists, motorists, and the general public about bicycling and walking safety.

Education is a critical component of the 2008 Bicycle and Pedestrian Master Plan goal to increase bicycle usage and improve the safety of the bicycling and walking environment. By raising the awareness of bicycling to regional residents both bicycle safety and the perception of bicycle safety are improved – which leads to increased bicycle usage and increased awareness. Public education can help produce this virtuous circle of increased bicycling and safety, which will benefit the region by lowering congestion and improving the environment.

Educating motorists, pedestrians and bicyclists on how to share the road will establish safer, more inviting streets.

Educating motorists and bicyclists to share the road will establish safer, more inviting streets for bicycling. Key strategies include launching a Bicycling Ambassadors program to educate more bicyclists and motorists about responsible road use and training drivers of commercial vehicles to share the road with bicyclists.

Educate the public on the importance of clearing sidewalks in the winter; making sure they are free of snow for the safety of all pedestrians especially the disabled and the elderly. Maintaining mobility during inclement weather is also good for business.

Choosing specific audiences to deliver messages to is an effective way to provide appropriate information to people who are interested. By focusing on existing programs and school programs messages can be delivered efficiently and effectively.

Partnerships represent a tremendous opportunity for expanding outreach with relatively little cost and effort. For example, bicycle and pedestrian education should be integrated into school curricula and park programs so that area youth learn to bicycle and walk more frequently and safely. In some cases, interested entities – such as media outlets and the private sector – will benefit by spreading the message to potential customers.

Training key staff members at all levels of government and consulting is another critical piece to successful implementation of the goals, objectives, and strategies of this plan. Workshops can ensure that new projects meet standards for bicycle planning and engineering design.

Producing and distributing bicycle education material will provide bicyclists with the information they need to bicycle safely and comfortably. This effort includes regularly updating and printing current publications, as well as identifying the need for new information distribution.

One of the most effective ways to prevent bicycle theft is to educate bicyclists. Providing bicyclists with information and resources to combat theft will reduce the number of thefts and the fear of theft which keeps many people from bicycling.

In order to assess the relative success of these education measures it is necessary to determine the effectiveness of the education and marketing initiatives in this plan. Targeted surveys can measure changes in behaviors and beliefs, which can be adapted into modifications to the education measures in future plans.

Objective 1: Educate motorists, bicyclists, and pedestrians to share the road.

Suggested Actions:

- 1.1 Launch a Cycling Ambassadors program to educate bicyclists and motorists about safe and responsible road use.** Cycling Ambassadors promote bicycling safety to all road users: bicyclists, motorists, and pedestrians. They appear at events, and typically focus their efforts to the warmer weather months (May-September).

1.1.1 Performance Measure: Develop and implement program by 2011.

1.1.2 Best Practice: [Toronto, ON, Cycling Ambassadors program](#)

- 1.2 Educate motorists to share the road with bicyclists.** Inform motorists about behaviors that commonly endanger bicyclists, including failure to yield, speeding, passing too closely, and opening car doors into a bicyclist's path. Educate motorists on bicyclist's rights and responsibilities. Coordinate with enforcement efforts and explore the use of public service announcements.

1.2.1 Performance Measures: Publicize dangerous behaviors beginning in 2010; stage an annual "Share the Road" campaign, beginning in 2010.

1.2.2 Best Practices: [Toronto, ON, Pass Bikes Safely campaign](#); San Francisco, CA, Coexist campaign; [Boulder, CO, Courtesy is Contagious campaign](#); [Perth, Australia, Cycle Instead program](#)



- 1.3 Educate bicyclists how to ride safely and avoid injury.** Bicyclists often endanger themselves with unsafe behavior and by disregarding traffic laws. Focus education on particularly dangerous behaviors, including speeding, failure to stop at red lights and stop signs, and riding against traffic. Coordinate with enforcement efforts and explore the use of public service announcements.

1.3.1 Performance Measures: Conduct an annual campaign, beginning in 2010, so that 75% of surveyed bicyclists can identify campaign's message. Attain at least 50% pledging compliance.

1.3.2 Best Practices: [Washington, D.C., Metropolitan Washington Council of Governments, Street Smart campaign](#); [New York, NY, Transportation Alternatives, Give Respect/Get Respect campaign](#); [Chicago, IL, Bicycling Ambassadors](#); [Perth, Australia, Cycle Instead program](#)

1.4 Outreach to commercial vehicle drivers to share the road with bicyclists.

Commercial vehicles – including taxis, courier vehicles, buses, and trucks – pose a greater risk of injury to bicyclists, given their more frequent use and larger size.

- 1.4.1 Performance Measures: Integrate bicycle safety information into professional driver training programs by 2010. Reduce the rate of bicycle-commercial vehicle conflicts by 50% by 2012.
- 1.4.2 Best Practices: Chicago, IL, Chicago Transit Authority; Province of Ontario, Ministry of Transportation; San Francisco, CA, Bicycle Coalition

Objective 2: Deliver bicycle and pedestrian education programs and campaigns to target audiences.

Suggested Actions:

2.1 Launch a bicycle and pedestrian education initiative in Erie and Niagara County schools.

Instruct teenagers on basic bicycle information, including repair and safety, as well as safe walking skills. Develop programs in coordination with area schools.

- 2.1.1 Performance Measures: Develop plan for outreach and partnership by 2009; establish program by 2010.
- 2.1.2 Best Practice: Chicago, IL, After School Matters



2.2 Stage a Share the Trail program to reduce conflicts between bicyclists and other trail users. Develop a program modeled after (or as a part of) the Bicycle Ambassadors program (refer to Strategy 1.1)

- 2.2.1 Performance Measures: Develop program according to Bicycle Ambassadors approach.
- 2.2.2 Best Practices: [Toronto, ON, Cycling Ambassadors program](#); [New England Mountain Bike Association, Mountain Bike Patrol](#)

2.3 Continue to engage education professionals on walking and bicycling safety.

Encouraging students to walk or bicycle to school reduces congestion and is an excellent way to build regular physical activity into children's lives.

- 2.3.1 Performance Measures: Build upon the successes of the Safe Routes to School program and ensure that walking and bicycle safety continue to be emphasized in schools.
- 2.3.2 Best Practices: Marin County, CA; [State of Texas](#); [New York City Department of Transportation, NY, Safe Routes to School Program](#); Philadelphia, PA, Bicycle Education Enhancement Program (BEEP)



Funding Opportunities:

Safe Routes to School (K-8), Transportation Enhancements Program

Objective 3: Establish partnerships to deliver bicycle and pedestrian information more effectively and at a lower cost.

Suggested Actions:

- 3.1 Partner with local media outlets to educate people about bicycling and walking.** Large audiences can be reached through the media with relatively little effort and cost. Leverage partnerships to raise public awareness on the importance of clearing sidewalks during inclement weather.
- 3.1.1 Performance Measures: Issue 3-5 press releases per year, beginning in 2009, along with the use of public service announcements.
- 3.1.2 Best Practices: [Portland, OR, Decide to Ride campaign](#); [Perth, Australia, Cycle Instead program](#)
- 3.2 Support worksite wellness campaigns that encourage active living.** Organized group walking events have demonstrated high levels of participation and positive health benefits. [Coordinate with such events as Walk-to-Work, Dump-the-Pump and Alternative Transportation Days.](#) Expand to as many worksites as possible.
- 3.2.1 Performance Measure: Identify partners and participate in 2-3 campaigns by 2010. Increase by 3-5 every year.
- 3.3 Support campaigns to increase bicycle helmet use.** Wearing bicycle helmets is the most effective way to reduce head injury and deaths from bicycling. Encourage health care organizations, pediatricians, and bicycle retailers to promote bicycle helmets. Require city, town, and county staff using bicycles during their workday to wear helmets.
- 3.3.1 Performance Measure: Identify partners and participate in at least 1 campaign by 2010.
- 3.3.2 Best Practices: [Spokane, WA, Head Smart campaign](#); Missoula, MT; [Madison, WI](#)
- 3.4 Engage the media as a broadcast medium.** Television and radio are powerful public education tools reaching large audiences for relatively little effort and cost. Focus on readily available public service announcements and education series that promote the benefits of bicycling, choosing bicycles and equipment, tips for riding safely, and using the Regional Bikeway Network.
- 3.4.1 Performance Measure: Initiate broadcasting by 2010.
- 3.4.2 Best Practices: Quebec, Radio-Canada television series on bicycling; [New York, NY, Bike TV](#)
- 3.5 Encourage bicycling skills training into appropriate school curricula.** Physical education and health curricula should include training on bicycle use and riding in traffic, as well as the health benefits of bicycling.
- 3.5.1 Performance Measure: Incorporate bicycle skills training into school curricula by 2010.
- 3.5.2 Best Practice: [Florida Department of Transportation, Traffic and Bicycle Safety Education program.](#)

Funding Opportunities: Safe Routes to School (K-8), Transportation Enhancements Program; STP Safety.

Objective 4: Train town, city, and county staff and consultants to implement the 2008 Bicycle & Pedestrian Master Plan.

Suggested Actions:

4.1 Raise awareness of the goals, objectives, and strategies of this plan to key staff from the towns, cities, and counties as well as partner organizations. Implementation of this plan depends on the input and support of staff from public agencies, such as cities, towns, and counties, as well as related organizations, such as transportation agencies, school districts, police departments, and parks departments.

4.1.1 Performance Measure: Hold 5-10 workshops in 2009.

4.2 Train transportation engineers and planners

how to incorporate bicycling in their projects. Training will help ensure routine accommodations for bicycling in transportation projects. Training will also help ensure that bicycle facilities are constructed to appropriate standards prescribed by AASHTO's *Guide for the Development of Bicycle Facilities*. Provide continuing education credits where possible.

4.2.1 Performance Measure: Stage a bicycle planning and design workshop every two years beginning no later than 2010.

4.2.2 Best Practice: Chicago Area Transportation Study, Soles and Spokes conference; [Chicagoland Bicycle Federation, Healthy Streets Conference](#); Designing Streets for Pedestrian Safety Program from Cornell Local Roads



Objective 5: Produce and distribute bicycle education material.

Suggested Actions:

5.1 Regularly update and reprint bicycle publications. Ensure that the *Bicycle Route Guide* is current and readily available.

5.1.1 Performance Measure: Regularly review and improve. Update and reprint at least every other year or whenever necessary.

5.2 Identify needs for new publications and produce in a timely manner. Within framework of this plan, determine priority publications to produce.

5.2.1 Performance Measures: Identify priority publications by 2009; produce by 2011.

5.3 Arrange for bicycle information to be printed and/or distributed by partner agencies, utility companies, and the private sector. Examples include private sector printing of the *Bicycle Route Guide*, inserts with utility bills, universities

printing their campus bike map, identifying trail locations on NFTA's Metro Bus/Rail map, and distributing publications to local bike stores.

5.3.1 Performance Measures: Continue distributing publications to local bike stores. Develop 3-5 distribution partnerships in 2009.

5.4 Develop a regional bicycle program Web site providing comprehensive information to current and potential bicyclists. Include all features recommended in this plan as well as all bicycle publications. Market the site to increase usage (e.g., search engine optimization, keyword placement in metatags, linking to other popular sites). Improve download options for web materials such as selecting and printing personalized Route Guide maps.

5.4.1 Performance Measures: Launch website by 2010 and market aggressively.

Funding Opportunities:

Safe Routes to School (K-8), CMAQ

Objective 6: Reduce bicycle theft through education and enforcement.

Suggested Actions:

6.1 Determine the best strategies to reduce bicycle theft in the region. Research bicycle locking practices, determine the amount and types of bicycle theft, identify best practices to reduce the incidence of theft, estimate the annual cost of an effective anti-theft campaign, and identify the responsibilities of various agencies.

6.1.1 Performance Measure: Produce a detailed report with recommendations in 2009.

6.2 Educate bicyclists on the best ways to prevent bicycle theft. The best way to prevent bicycle theft is through education, including choosing appropriate locking equipment, usage of locks, and choosing safer parking spots.

6.2.1 Performance Measures: Distribute bicycle theft prevention materials to bike stores and encourage them to include with all new bike purchases, beginning in 2009. Stage an annual press event and organize an annual bike lock sale, both beginning in 2009.

6.2.2 Best Practices: [London Metropolitan Police Service, England, Take Stock of Your Lock campaign](#); [Washington, D.C., Metro Transit Police Department's Rail Anti-Crime Target Squad](#); University of Arizona bike lock sales

6.3 Educate children on the best ways to prevent bicycle theft. Integrate bicycle theft prevention into related bicycle education curricula at schools.

6.3.1 Performance Measures: Produce a flyer for children on how to prevent bicycle theft by 2010. Determine best distribution points and opportunities for co-printing by 2010.

6.4 Stage bicycle theft stings. If supported by crime statistics and local law enforcement, test equipping bicycles with hidden Global Positioning System (GPS) transmitters and receivers to trace thieves. This is an effective, relatively

inexpensive way to track professional bike thieves. Combine with media outreach on how to prevent bicycle theft. If successful, stage on an annual basis.

6.4.1 Performance Measure: Stage a trial bicycle sting in 2010.

6.4.2 Best Practices: Amsterdam, the Netherlands; Sacramento, CA.

Funding Opportunities:

Safe Routes to School (K-8)

Objective 7: Evaluate effectiveness of education and marketing efforts.

Suggested Actions:

7.1 Survey target audiences to measure changes in behaviors and beliefs. This will quantify the effectiveness of the education and marketing strategies in this plan.

7.1.1 Performance Measures: Survey every two years, beginning in 2010.
Publish results within six months of completion.

7.2 Adapt and deliver the survey to measure the effectiveness of individual programs. Targeting the analysis to key efforts will provide more useful information than is possible with the general survey.

7.2.1 Performance Measure: Measure the effectiveness of specific individual programs, beginning in 2010.

CHAPTER 6 – MARKETING AND HEALTH PROMOTION

Goal: Increase walking and bicycle use through targeted marketing and health promotion.

Perceptions of walking and bicycling have a significant impact on usage. If people think these activities are unsafe, inconvenient, and unpopular, they will be less inclined to participate. On the other hand, if perception is focused on the health, economic and fun aspects of these activities, they will be seen as convenient, inexpensive ways to travel and usage will increase. Marketing can influence people's attitudes and behaviors, particularly by promoting the health benefits of walking and bicycling.

Research shows that many people are attracted to walking and bicycling activities because they want to stay in shape or lose weight.

Promoting the health benefits of walking and bicycling will encourage people to participate more. Research shows that many people are attracted to these activities because they want to stay in shape or lose weight. Marketing strategies include establishing a Health and Transportation Task Force, staging a Bike to Health campaign, and closing a network of streets on a regular basis to motorized traffic for organized rides.

Staging cost-effective events and programs can greatly raise public awareness of walking and bicycling while providing opportunities to get out and participate. Bicycling should also be promoted as an alternative to driving automobiles to certain groups. For instance, young adults, people living near bike lanes, transit users, and residents of congested neighborhoods with limited automobile parking. Different marketing campaigns are appropriate, given different needs and interests.

Specific destinations can be particularly appropriate for bicycling and walking, and should be marketed as such. Bike to Campus, Bike to the Park, and Shop by Bike campaigns are proposed. Finally, promoting the Greater Buffalo-Niagara region as a destination for bicycle tourism would not only generate visits to the region, but also generate regional pride in bicycling. Organized rides could attract thousands of people to the region, creating economic benefits for the region.

Determine the effectiveness of these efforts (see Chapter 5, Objective 7).

Objective 1: Promote the health benefits of walking and bicycling.

Suggested Actions:

- 1.1 Establish a Health and Transportation Task Force.** Sedentary or irregular activity lifestyles threaten the health of Erie and Niagara County residents. Bicycling provides moderate activity on a regular basis, which can help prevent and manage over 20 conditions and diseases, including heart disease, stroke, high blood pressure, diabetes, cancer, weight management, and positive mental health.

The Health and Transportation Task Force will be responsible for reviewing the objectives and developing performance measures for this plan, identifying funding opportunities, and spearheading action. Joint Sponsors: the Wellness Institute of Western New York, NYSDOT, and the GBNRTC Bicycle/Pedestrian Subcommittee.

- 1.1.1 Performance Measures: Establish a Health and Transportation Task Force in 2009. Develop health performance measures and determine the requirements of the Bike to Health campaign by 2010.
- 1.1.2 Best Practice: [State of Washington, Active Transportation Coalition \(Washington State Department of Health, Washington State Department of Transportation, Bicycle Alliance of Washington\).](#)
- 1.2 **Stage a Bike/Walk to Health campaign.** Promote the health benefits of bicycling and walking in local health marketing, education initiatives, and employee wellness programs. Encourage youth to participate to establish a healthy activity that can be sustained throughout their lives. Involve hospitals and the health care industry, targeting health care clients and professionals.
 - 1.2.1 Performance Measures: Stage an annual Bike/Walk to Health campaign, beginning in 2010. Incorporate bicycling into 3-5 health initiatives per year, beginning in 2010.
 - 1.2.2 Best Practices: British Medical Association, Ride for Health campaign; Glasgow, Scotland, Healthy Transport Makes Sense campaign; [Western Australia, Department of Health, Find 30 campaign](#)
- 1.3 **Establish a free bicycle ride along a network of streets closed to motorized traffic.** Organize the ride for Sundays to encourage families to engage in physical activity. Choose a route that features connectivity between regional attractions such as parks or historical architecture. Closures of cross streets are unnecessary since participants, with the help of volunteer marshals, will stop at signalized intersections. Augment street closures with fitness and health events in parks and other locations along the route. If successful, expand to other routes and weekends.
 - 1.3.1 Performance Measures: Prepare a feasibility study, promotional plan, and financial analysis in 2009. Stage a pilot ride in 2010. Survey the riders and participating agencies to determine how to make the event more successful.
 - 1.3.2 Best Practices: Bogotá, Colombia, Sunday Ciclovía; Guadalajara, Mexico, Via RecreActiva
- 1.4 **Partner with community health programs to promote walking and bicycling to region's minority youth.** Partner with organizations to promote bicycling and walking in public health programs for minority youth.
 - 1.4.1 Performance Measure: Promote bicycling in three community health programs targeting minority youth by 2011.



1.4.2 Best Practice: [San Francisco, CA, Presido Community YMCA](#)

Objective 2: Stage cost effective events and programs to encourage walking and bicycling.

Suggested Actions:

2.1 Support events and programs of groups encouraging walking and bicycling.

Supporting non-profit groups is a cost-effective way to reach people interested in bicycling. Collaborate with local fund raising events to promote awareness.

2.1.1 Performance Measure: Publicize significant local bicycle events, programs, and non-profit groups in appropriate Web sites and publications, beginning in 2009.

2.2 Encourage fitness centers to provide showers and lockers to bicyclists. Lack of showers discourages many people from bicycling to work. Encourage fitness centers to provide shower and locker services at discounted rates and on an ongoing basis. Publicize in appropriate material. Monitor use.

2.2.1 Performance Measures: Establish shower and locker services at 5 new fitness centers in 2009, increasing to 10-15 by 2012.

2.2.2 Best Practices: [Portland, OR, Bike Central](#); Chicago, IL (during the Bike Chicago festival).

2.3 Publicize the availability of new or improved trails to nearby residents.

Advise residents within one mile of the trails of their recreational and transportation opportunities. Distribute maps showing how to access the trails and where they go. Stage ribbon-cutting ceremonies, trail rides, and other events to publicize trail openings. Partner with local and community groups.

2.3.1 Performance Measures: Distribute promotional material to nearby residents, stage ribbon-cutting ceremonies, and organize rides along new or improved trails within 1 month of trail completion, beginning in 2009.

2.3.2 Best Practice: Portland, OR

2.4 Expand Dump the Pump program to encourage bicycling. National Dump the Pump Day encouraged commuters to ride transit instead of driving. Work with NFTA to broaden the initiative to encourage bicycle commuting. Possibly coordinate with the annual Earth Day activities.

2.4.1 Performance Measures: Expand Dump the Pump to encourage bicycling by 2009. Develop proposal for participation in World Carfree Day by 2010.

Best Practices: Bogotá, Colombia; [Toronto, ON](#); [Madison, WI](#)

Objective 3: Market walking and bicycling as a transportation alternative to target groups.

Suggested Actions:

3.1 Develop an individualized marketing campaign to people receptive to replacing automobile trips with bicycling, walking, transit, and carpooling.

This cost-effective social marketing program identifies people receptive to changing the way they travel and then provides them with personalized information about their preferred option(s). Partner with NFTA and other appropriate agencies and groups. *GoodGoingWNY* website will also be promoted. Expand and improve campaign based on the results of the pilot.

3.1.1 Performance Measure: Establish an individualized marketing campaign by 2010.

3.1.2 Best Practices: Perth, Australia, TravelSmart; [Portland, OR, TravelSmart](#); [Seattle, WA, Way to Go, Seattle!](#); London, England, TravelOptions

3.2 Promote walking and bicycling to target populations and groups that would most benefit from increased participation. Populations more likely to bicycle include adults between 18 and 44, people living near bikeway trails or bike lanes, residents of congested neighborhoods with limited automobile parking, and recreational bicyclists who might be encouraged to bicycle for other purposes. Customize the promotions to meet the needs of specific groups. Determine the most effective messages (e.g., personal health benefits, enjoyment). Focus on short trips, under 5 miles, where bicycling is an especially viable mode of transportation. Track changes to determine the effectiveness of the promotions. If successful, expand initiative.

3.2.1 Performance Measure: Promote bicycling to 3 target populations by 2011.

3.2.2 Best Practice: [Perth, Australia, Cycle Instead campaign](#)

Objective 4: Promote the benefits of bicycling and/or walking to specific destinations.

Suggested Actions:

4.1 Launch Bike to Campus program (*see Chapter 4, Action Item 4.5*).

4.2 Establish an annual Bicycle Commuter Challenge to encourage more people to bicycle to work. Physically fit employees typically exhibit increased productivity and place less demand on health care. Train “coaches” at participating workplaces to recruit fellow employees to participate. Distribute publications, provide incentives to participate, and stage workplace education sessions. Survey the participants and workplaces to determine how to make the event more successful. Track participation to determine air quality benefits.

4.2.1 Performance Measures: 2000 riders in 2011, increasing to 5000 by 2013. Prepare an annual report with recommendations to improve the program, beginning in 2009.

4.2.2 Best Practices: [Victoria, B.C., Greater Victoria Bike to Work Society](#); [Toronto, ON, Bicycle User Group Network](#); [Montreal, PQ, Operation Bike-to-Work](#); [Fort Collins, CO, Commuter Bicycle Coach program](#)

4.3 Stage a Shop by Bike campaign. Educate bicyclists about the advantages and ease of shopping by bike. Educate merchants on the advantages of attracting and accommodating bicycle-riding customers and staff. Partner with retailers, merchant associations, and chambers of commerce.

4.3.1 Performance Measure: Stage a Shop by Bike campaign by 2012.

- 4.3.2 Best Practices: Chicago, IL; Forest Park, IL
- 4.4 **Pilot a Bike to the Park campaign to encourage bicycling to parks and park events.** Target the campaign to children and young adults. Integrate campaign into park promotional materials.
 - 4.4.1 Performance Measure: Pilot a Bike to the Park campaign by 2011.
 - 4.4.2 Best Practice: York, England, How Far Will You Go? Campaign.
- 4.5 **Continue to engage education administrators on walking and bicycling safety.** (See Chapter 5, Action Item 2.3)
- 4.6 **Promote the Bike-Transit connection.** (See Chapter 4, Action Item 4.2)

Objective 5: Promote Buffalo-Niagara as a destination for bicycle tourism.

Suggested Actions:

- 5.1 **Publicize opportunities for bicycle touring and rental in Buffalo-Niagara.** Distribute information to tourist bureaus, hotels, youth hostels, and regional travel magazines. Identify self-guided bike tours. Feature information on relevant Web sites.
 - 5.1.1 Performance Measures: Deliver bicycle touring and rental information to 50-75 locations per year, beginning in 2009. Identify 3-5 self-guided tours in 2009. Feature information on bicycle touring and rental on 3-5 Web sites by 2010.
- 5.2 **Promote Buffalo-Niagara as a “bike-friendly” destination for bicycle tourism.** Bicycle tourism could be attracted to the region for large events such as city tours or longer, regional rides. Visitors to the region could extend their stay by a day or two. “Active” tourists can contribute significantly to the economy, such as in the Outer Banks region of North Carolina, where bicycle tourism generates \$60 million in annual revenue, creating or supporting 1400 jobs.
 - 5.2.1 Performance Measures: Prepare a bicycle-marketing plan by 2010. Implement key recommendations by 2012.
Best Practice: [North Carolina Department of Transportation, Pathways to Prosperity](#)



Objective 6: Evaluate the effectiveness of education and marketing efforts. (See [Chapter 5, Objective 7](#)).

CHAPTER 7 – LAW ENFORCEMENT AND CRASH ANALYSIS

Goal: Increase pedestrian and bicyclist safety through effective law enforcement and detailed crash analysis.

A principal deterrent to bicycle riding in traffic is the behavior of motorists. Bicyclists too are often to blame for being unaware of the basic rules and regulations for bicycles traveling on roadways. Pedestrian actions at an intersection or at mid-block can be contributory to crashes. Effective enforcement and data collection will help reduce the frequency and severity of crashes and injuries.

Ensuring enforcement of laws protects all users and makes roadways safer and more welcoming.

Refreshing police officers on the specific laws dealing with pedestrians and bicyclists will help ensure enforcement of laws that protect both and make roads safer and more welcoming. Publicly visible enforcement measures will encourage voluntary compliance and help correct illegal behaviors. Enforcement will target all legal roadway users to encourage a safer environment for all.

Some traffic violations are particularly dangerous to bicyclists. Focusing enforcement on these violations will produce the greatest benefit to bicyclists with limited costs. Strategies include prior publicity, verbal warnings, and ticketing.

Improving the reporting and analysis of pedestrian and bicycle crashes, particularly studying the circumstances of serious injuries, will suggest engineering, enforcement, and education countermeasures to help prevent crashes from recurring.

Objective 1: Refresh police officers on specific pedestrian and bicycling issues.

Suggested Actions:

1.1 Reinforce pedestrian and bicycling rules and regulations with police officer training for city, town, and county police. Police officers enforce laws they understand and support. Train recruits on the:

- Rules of the road for pedestrians and bicyclists
- Types of illegal motorist behaviors that endanger pedestrians and bicyclists
- Most dangerous types of pedestrian and bicycling behaviors
- Most common causes of pedestrian and bicycle crashes
- Importance of reporting pedestrian and bicycle crashes
- Importance of investigating a serious pedestrian or bicycle crash site
- Best ways to prevent bicycle theft
- Advantages to policing by bicycle
- Transportation, health, and environmental benefits of walking and bicycling

1.1.1 Performance Measure: Add bicycle training to curriculum by 2009.

1.1.2 Best Practices: [Wisconsin Department of Transportation, Enforcement for Bicycle Safety course](#); [Nevada Department of Public Safety, Nevada](#)

[Elementary Traffic Safety Program Instructors Course](#); [National Highway Traffic Safety Administration, The Law Officer's Guide to Bicycle Safety program \(draft\)](#)

- 1.2 **Refresh police officers on specific enforcement issues.** Reach police officers in inexpensive and effective ways, such as screening videos at roll call and distributing Action Alerts, memorandums to police officers on specific enforcement issues.

- 1.2.1 Performance Measure: Issue 2 bicycle Action Alerts per year by 2010.

Objective 2: Focus enforcement efforts on traffic violations that pose the greatest threats to pedestrian and bicycle safety.

Suggested Actions:

- 2.1 **Publicize and enforce parking regulations in bike lanes.** Motor vehicles parked in bike lanes force bicyclists into traffic, risking accidents and discouraging bike lane use. Post signs informing motorists of parking restrictions, and publicize enforcement effort to encourage compliance.

- 2.1.1 Performance Measures: Enforce restrictions aggressively between May and October, particularly at the 10-15 worst locations in the region, beginning in 2008. Publicize enforcement effort with annual press release, beginning in 2008. Post "No Parking in Bike Lane" signs at 15 worst locations, beginning in 2008.

- 2.1.2 Best Practices: [Transportation Alternatives, New York, NY, Give Respect, Get Respect campaign](#); San Francisco, CA; Chicago, IL

- 2.2 **Increase enforcement at locations with a disproportionately high number of pedestrian or bicycle crashes and injuries.** Target enforcement efforts at problematic locations to maximize effectiveness.

- 2.2.1 Performance Measures: Reduce the incidence of bicycle crashes and injuries at the top 10-15 crash sites by 5 percent annually, beginning in 2009.

- 2.2.2 Best Practices: [Washington, D.C. Police Department, Safe Streets campaign](#); [New York Police Department, NY, TrafficStat system](#)

- 2.3 **Develop and implement an enforcement program targeting motorist behaviors that are the greatest threats to pedestrian and bicyclist safety.** Failure to yield is the most common type of motorist-bicyclist crash. Motorists executing a right-on-red are another contributing factor in crashes with both pedestrian

and bicyclists. Speeding significantly increases the severity of crashes. Increase the effectiveness of the targeted campaigns with innovative traffic law enforcement strategies including saturation patrols targeting a specific area, speed display, radar, and video cameras. Increase the effectiveness of traffic enforcement through media coverage, thereby broadcasting the pedestrian and bicycle safety message far beyond the direct impact of those stopped by the



police. Couple the enforcement with education, to increase its effectiveness (see Chapter 5, Strategy 1.2).

2.3.1 Performance Measure: Stage education and enforcement campaigns in 3-5 police departments annually, beginning in 2009. Increase to 5-10 annually in 2012. Publicize beforehand to encourage voluntary compliance.

2.3.2 Best Practices: [Wisconsin Department of Transportation State Patrol](#); Portland, OR

2.4 Develop and implement an enforcement program targeting particularly dangerous pedestrian and bicycling behaviors. Pedestrians and bicyclists often endanger themselves and others by disregarding traffic laws and trail user guidelines. Target dangerous behaviors, such as failure to stop at red lights, riding against traffic on busy streets, and excessive speeds on crowded multi-use trails. Warnings without fines can also help to change behavior. Increase the effectiveness of traffic enforcement through media coverage, thereby broadcasting the pedestrian and bicycle safety message far beyond the direct impact of those stopped by police. With enforcement, the possibility of receiving tickets spreads quickly by word of mouth. Without enforcement, many pedestrians and bicyclists perceive that the traffic laws do not apply to them and any behavior is acceptable. Couple the enforcement with education, including partnering with Bicycling Ambassadors, so that it is more effective (see Chapter 5: Education; Action Item 1.1.).

2.4.1 Performance Measure: Stage education and enforcement campaigns in 3-5 police departments annually, beginning in 2009. Increase to 5-10 annually in 2013. Publicize beforehand to encourage voluntary compliance.

2.4.2 Best Practices: [Toronto, ON, Cycle Right program](#)



Objective 3: Analyze factors and locations of local pedestrian and bicycle crashes.*Suggested Actions:*

3.1 Determine available data resources for analyzing local pedestrian and bicycle crashes. Crash reports are not usually prepared unless a motor vehicle is involved. This excludes 85 percent of bicycle crashes from recorded statistics. Furthermore, many crash reports are incomplete. Determine the best strategies to collect relevant and supplemental data to aid in reconstructing contributing factors to crashes. Consider examining ambulance, emergency room, hospital discharge, and mortality data in addition to police reports. Focus will initially be on the Regional Bikeway Network.

3.1.1 Performance Measure: Prepare report identifying available data resources for pedestrian and bicycle crash analyses.

3.1.2 Best Practices: Palo Alto, CA; Corvallis, OR

3.2 Identify locations with a high number of pedestrian and bicycle crashes; determine the primary factors contributing to these crashes; and implement appropriate engineering, education, and enforcement countermeasures. Identify the probable causes of the crashes; injury types and trends; and other relevant issues, including sidewalk bicycling, wrong-way bicycling, nighttime bicycling without required equipment, failure to obey right of way rules, and crashes in driveways, parking lots, and trails. Depending upon the availability data, factors may be subdivided into the specific types of crashes as follows:

- Pedestrian and bicycle crashes on roadways or trails
- Bicycle-motor vehicle crashes
- Pedestrian-motor vehicle crashes
- Bicycle-bicycle crashes on roadways or trails
- Bicycle-pedestrian crashes on roadways or trails

3.2.1 Performance Measures: Identify locations and contributing crash factors every 2 years, beginning in 2010. Implement countermeasures at 5-10 locations per year, beginning in 2010. Prepare an annual report with recommendations to prevent bicycle crashes, beginning in 2009.

3.2.2 Best Practices: Los Angeles, CA, Department of Transportation, Bicycle Collisions in Los Angeles; [New York, NY, TrafficStat system](#) and the Manhattan Traffic Task Force Traffic Safety Team

CHAPTER 8: IMPLEMENTATION PLAN

Given the number of local municipalities and incorporated areas encompassed by this 2008 Bicycle and Pedestrian Master Plan, a variety of actors must work together as partners in undertaking new initiatives. It is entirely expected that the strategies developed to implement the many different pieces of the plan will vary from jurisdiction to jurisdiction.

The partners and action steps for the development of bicycle and pedestrian facilities and programs are outlined below.

Leveraging partnerships in the years ahead will build both a core base of support and an ownership of this regional plan.

This plan makes many recommendations that will require substantial effort on the part of the GBNRTC and its regional partners to implement. Clearly, with the resources now at hand, plus those envisioned to be available in the near future, all of the *suggested actions* cannot be tackled at once. Therefore, it is necessary to set priorities regarding which aspects of the plan to implement first.

Some of the *suggested actions* will require the integration of bicycle and pedestrian thinking into a complex array of ongoing plans, policies, and programs. To become a reality, many of these types of recommendations will need to be part of a larger, overall process of change. Some of this larger overall change is likely to take place in the near future, while some of it may occur at a later date. Some of this change is susceptible to concerted action of the GBNRTC and its regional partners, while some will be dependent on a wide array of other factors.

Lastly, bicycle and pedestrian planning has been an integral part of the Greater Buffalo-Niagara region for several decades. For this update to be successful in the future, a sustained effort to raise awareness of the social, economic and transportation benefits of the plan is essential. Leveraging partnerships in the years ahead will build both a core base of support and an ownership of this regional plan.

I. Implementing the Plan and Setting Priorities

Many of the *suggested actions* described in the previous chapters are unfunded and are thus likely to take place incrementally. This makes prioritizing these actions a necessity. The following sections outline an action plan for addressing implementation.

Infrastructure

The first focus should be to concentrate on completing the high priority on-road routes identified on Regional Bikeway Network located in the pocket of this report. The **Bicycle Level of Service (BLOS)** maps identify those on-road routes not meeting the minimum performance measure 'C' noted in Chapter 1; Objective 5.2. These maps are labeled 3A - BLOS High/Low Priority (*City of Buffalo*) and 3B - BLOS High/Low Priority (*Erie and Niagara Counties*). Likewise the physical infrastructure supporting pedestrian activities is essential to creating feasible and safer travel options for the community.

High Priority

- Sign or mark bike routes identified in the Regional Bikeway Network.
- Update and extend the existing trail system.
- Identify dysfunctional or dilapidated sidewalks. Prioritize list following completion for implementation.
- Prioritize network maintenance and ensure prompt repair of pavement cuts on streets on Regional Bikeway Network and install bicycle-safe sewer grates.
- Restripe crosswalks on a regular basis.
- Provide and publicize attended parking at large events and festivals.
- Install strategically placed bike parking throughout the region.
- Continue equipping all Metro buses with bike racks.
- Ensure pedestrians have convenient and secure connections to and from all high activity bus stops.
- Ensure that new and refurbished bridges and underpasses include accommodation for bicyclists and pedestrians.
- Regularly review and update trail planning, design, and construction standards.
- Provide through access for bicyclists and pedestrians whenever building new streets, planned developments, cul-de-sacs, and traffic calming projects.
- Strive to upgrade the on-street Regional Bike Network to a minimum BLOS 'C'.

Next Priority

- Assess the character of roadways (e.g. arterials and major collectors) to allow safe and convenient travel by bicyclists. Identify and eliminate hazards to pedestrian and bicycling movement.
- Identify missing bike lanes within Regional Bikeway Network and integrate with roadway reconstruction schedules.
- Increase bicyclist and motorist safety on streets by encouraging speed enforcement on select routes. This could be accomplished with increased police presence or speed trailers.
- Incorporate innovative roadway designs (e.g. colored bike lanes) to expand and enhance the bikeway network. Integrate with roadway reconstruction schedules.
- Upgrade intersections with innovative designs (e.g. count-down timers) to enhance the safety and comfort of pedestrians. Integrate with roadway reconstruction schedules.
- Complete off-road trails network and establish new trails. Improve access to trails.
- Post signs publicizing the bike-transit connection.
- Install outdoor bike parking facilities on publicly owned property.
- Partner with public institutions (e.g., universities and hospitals) to install short- and long-term bike parking.
- Establish central bicycle stations.

Non-Infrastructure

Many of the *suggested actions* fall into the ‘soft’ category of supporting bicycle and pedestrian activities. Whether it is within the context of transportation system, or in the wider framework of community values, these actions are also essential for the plan’s success.

High Priority

- Initiate incorporating the use of *Complete Street* principles in all roadways design so bicyclists and pedestrians are accommodated in every city, county, and state road construction, resurfacing, streetscape, and traffic-calming project where feasible and appropriate.
- Establish partnerships to deliver bicycle and pedestrian information more effectively and at a lower cost. Coordinate activities to cross-promote each other’s efforts. Such partnerships may include:
 - Promoting Buffalo-Niagara as a destination for bicycle tourism;
 - Promoting the health benefits of walking and bicycling;
 - Marketing walking and bicycling as a transportation alternative to target groups.
- Educate motorists, bicyclists, and pedestrians to share the road. Explore readily available media options, such as public service and safety announcements, to deliver to target audiences. This could be accomplished with the assistance of state and local agencies and school involvement.
- Continue to update and distribute the Bicycle Route Guide.
- Continue to promote the www.goodgoingwny.com alternative transportation website.
- Raise awareness of the goals, objective, and strategies of this plan to key staff from the towns, cities, and counties as well as partner organizations.
- Train transportation engineers and planners how to incorporate bicycling in their projects.

Next Priority

- Promote the benefits of bicycling and/or walking to specific destinations (e.g. Park, Transit, School, Shopping). This could be accomplished through the school departments, businesses and retail establishments within the region.
- Educate the public on the benefits of keeping sidewalks clear of snow and ice during winter months.
- Disseminate information on 2008 Bicycle & Pedestrian Master Plan to town, city and county staff and anyone else involved with implementing the plan.
- Reduce bicycle theft through education and enforcement. This could be accomplished by a variety of means available to police departments within the region.
- Refresh police officers on specific pedestrian and bicycling issues. With their support, focus enforcement efforts on traffic violations that pose the greatest

- threats to pedestrian and bicycle safety. Analyze factors and locations of local pedestrian and bicycle crashes.
- Identify locations with a high number of pedestrian and bicycle crashes; determine the primary factors contributing to these crashes; and implement appropriate engineering, education, and enforcement countermeasures

II. Implementation Responsibilities

The common goal of all master plans is to accomplish something real in a community; to identify solutions, and the means by which those solutions can be implemented. Well-implemented plans achieve the desired results efficiently, on time, and with few unintended negative impacts.

Implementation of a master plan can only be achieved with commitment from all responsible agencies or organizations. If these parties are not convinced of the plan's value, it will be destined for a dusty shelf life. The success of the plan is also dependent upon communicating the vision and strategic objectives to all stakeholders. Those developing the master plan must effectively convey the vision and strategic objectives of the master plan in order for the stakeholders to understand its purpose and how it must be implemented.

The new initiatives set forth in this plan call for increased communication. The agencies and organizations responsible for implementation decisions must be informed of their roles and what is expected of them. While this is not a mandatory assignment, it is nonetheless 'their' contribution to the plan. The following table is a matrix-style outline of implementation responsibilities. It seeks to recognize agencies for preexisting programs, as well as identify which future actions fall under each agency's domain.

Agency Responsibilities	GBNRTC	NYSOT	Counties	Cities & Towns	NFTA	Law Enforcement	Bike/Ped Groups	Public Health Groups	Education Institutions	Private Developers	BNMC	Employers
INTEGRATED BICYCLE & PEDESTRIAN NETWORK												
Objective 1: Adapt the character of roadways (e.g. arterials and major collectors) to allow safe and convenient travel by bicyclists												
1.1 Strive to establish bike lanes on all streets identified in the Regional Bikeway Network		●	●	●								
1.2 Sign or mark bike routes identified in the Regional Bikeway Network.		●	●	●								
Objective 2: Complete off-road trails network and establish new trails; improve access to trails.												
2.1 Complete construction of off-road trails identified in Regional Bikeway Network	●	●	●	●								
2.2 Identify locations where grade-separated connections may be appropriate to connect trails and provide safe crossings at busy roadways	●	●	●	●								
2.3 Regularly review and update trail planning, design, and construction standards	●	●	●	●								
2.4 Update and extend existing trails		●	●	●								
Objective 3: Incorporate innovative designs to expand and enhance the bikeway network												
3.1 Use colored pavement to alert motorists and bicyclists of conflict areas and assign right-of-way to bicycles		●	●	●								
3.2 Install pavement marking on streets too narrow for dedicated bike lanes		●	●	●								
3.3 Establish dedicated right- and left-turn lanes for bicycles		●	●	●								
3.4 Investigate appropriateness of installing raised bike lanes		●	●	●								
3.5 Reduce speeding and encourage bicycling on selected streets on the Regional Bikeway Network	●					●	●					
3.6 Upgrade the on-street Bike Network regularly		●	●	●								
Objective 4: Eliminate barriers to pedestrian movement such as closing system gaps and/or restoring sidewalks												
4.1 Identify dysfunctional or dilapidated sidewalks	●	●	●	●			●					
4.2 Identify and complete missing segments of the sidewalk network	●	●	●	●			●					
Objective 5: Prioritize network implementation												
5.1 Consolidate network needs and set priorities for implementation	●	●	●	●	●		●					
5.2 Strive to maintain a minimum Bicycle Level of Service C on all bike lanes		●	●	●								
Objective 6: Prioritize network maintenance												
6.1 Establish a regular shoulder/bike lane maintenance schedule appropriate to usage and need		●	●	●								
6.2 Ensure prompt repair of pavement cuts on streets on Regional Bikeway Network		●	●	●								
6.3 Install bicycle-safe sewer grates at all appropriate locations		●	●	●								

Agency Responsibilities	GBNRTC	NYSOT	Counties	Cities & Towns	NFTA	Law Enforcement	Bike/Ped Groups	Public Health Groups	Education Institutions	Private Developers	BNMC	Employers
COMPLETE STREETS												
Objective 1: Using <i>Complete Street</i> principles, design roadways at a bicycle and pedestrian scale thereby accommodating bicyclists and pedestrians on every city, county, and state road construction, resurfacing, streetscape, and traffic-calming project												
1.1 Consider bike accommodations and sidewalks during planning and engineering design of every roadway project where bicycling and pedestrian access are not prohibited	●	●	●	●						●		
Objective 2: Make new and reconstructed intersections bicycle- and pedestrian-friendly wherever possible												
2.1 Intersections should have appropriate lane widths, pavement markings, and adequate signal time, and pedestrian signals		●	●	●						●		
Objective 3: Identify and eliminate hazards to pedestrian and bicycling movement												
3.1 Provide through access for bicyclists and pedestrians whenever building new streets, planned developments, cul-de-sacs, and traffic calming projects		●	●	●						●		
3.2 Ensure that new and refurbished bridges and underpasses include accommodation for bicyclists and pedestrians		●	●	●								
Objective 4: Increase bicyclist safety and comfort on streets outside the bikeway network												
4.1 Implement measures on selected roads by reducing speeding and encouraging bicycle use	●					●	●					
BICYCLE PARKING												
Objective 1: Install strategically placed bike parking throughout the region												
1.1 Establish central bicycle station		●	●	●	●				●	●	●	●
1.2 Install outdoor bike parking facilities on publicly owned property		●	●	●	●				●	●	●	●
1.3 Encourage installation of indoor bike parking facilities inside office buildings		●	●	●	●				●	●	●	●
1.4 Provide long-term bike parking for buildings owned by any city, town, or county in the region		●	●	●						●		●
1.5 Partner with public institutions (e.g., universities and hospitals) to install short- and long-term bike parking		●	●	●				●	●		●	●
1.6 Encourage installation of bike parking facilities at retail locations		●	●	●						●		●
1.7 Install shelters to protect parked bicycles from inclement weather		●	●	●	●					●	●	●

Agency Responsibilities	GBNRTC	NYS DOT	Counties	Cities & Towns	NFTA	Law Enforcement	Bike/Ped Groups	Public Health Groups	Education Institutions	Private Developers	BNMC	Employers
Objective 2: Require bike parking with new development and construction												
2.1 Encourage bike parking accommodations at all new development		●	●	●						●		●
2.2 Replace/update bike racks removed for construction		●	●	●						●		
Objective 3: Install bike parking at large events and sports facilities												
3.1 Provide and publicize attended bike parking at large events and festivals			●	●	●		●	●				●
3.2 Establish indoor or sheltered bike parking at large sports facilities			●	●						●		●
Objective 4: Encourage bike-parking facilities at multi-family residences												
4.1 Encourage installation of secure bicycle parking facilities inside multi-family residential buildings				●						●		
4.2 Encourage construction of bike parking sheds				●						●		
BICYCLES, PEDESTRIANS AND TRANSIT												
Objective 1: Ensure adequate pedestrian access to/from all transit stops												
1.1 Ensure pedestrians have convenient and secure connections to and from all high activity bus stops	●				●							
1.2 Provide bicycle and pedestrian access in the planning, design, and operation of new and refurbished Metro stations and trains	●				●							
Objective 2: Accommodate bicycle transport on entire Metro Rail and Bus system												
2.1 Continue equipping all Metro buses with bike racks and immediately repair or replace damaged racks					●							
2.2 Increase bicycle capacity on trains					●							
2.3 Instruct Metro station attendants to provide clear directions and timely assistance to bicyclists					●							
2.4 Post signs publicizing the bike-transit connection					●							
Objective 3: Provide secure bike parking at rail stations and park-and-ride lots												
3.1 Provide bike parking whenever park-and-ride facilities are established or expanded					●							
3.2 Install bike racks at all train stations					●							
3.3 Install long-term bike locker facilities at select rail stations					●							
Objective 4: Market and promote bus and light rail transport options												
4.1 Determine how to increase the number of people who combine bicycling and transit use					●							
4.2 Promote the Bike-Transit connection to increase usage	●				●			●				
4.3 Feature a Bike to Transit week					●						●	●
4.4 Promote bike-transit use in existing transit incentive programs					●						●	●
4.5 Launch Bike to Campus program								●	●			

Agency Responsibilities	GBNRTC	NYS DOT	Counties	Cities & Towns	NFTA	Law Enforcement	Bike/Ped Groups	Public Health Groups	Education Institutions	Private Developers	BNMC	Employers
EDUCATION												
Objective 1: Educate motorists, bicyclists, and pedestrians to share the road												
1.1 Launch a Cycling Ambassadors Program to educate bicyclists and motorists about safe and responsible road use							●	●				
1.2 Educate motorists to share the road with bicyclists						●	●					
1.3 Educate bicyclists how to ride safely and avoid injury						●	●					
1.4 Outreach to commercial vehicle drivers to share the road with bicyclists	●					●	●					
Objective 2: Deliver bicycle and pedestrian education programs and campaigns to target audiences												
2.1 Launch a bicycle and pedestrian education initiative in Erie and Niagara County schools	●								●			
2.2 Stage a Share the Trail program to reduce conflicts between bicyclists and other trail users.	●		●	●			●					
2.3 Continue to engage education professionals on walking and bicycling safety.	●	●				●			●			
Objective 3: Establish partnerships to deliver bicycling and pedestrian information more effectively and at a lower cost.												
3.1 Partner with local media outlets to educate people about bicycling and walking	●						●	●				
3.2 Support worksite wellness campaigns that encourage active living.							●	●			●	●
3.3 Support campaigns the increase bicycle helmet use.	●	●				●	●	●				
3.4 Engage the media as a broadcast medium.	●	●					●	●				
3.5 Encourage bicycle skills training into appropriate school curricula	●	●					●		●			
Objective 4: Train town, city, and county staff and consultants to implement the 2008 Bicycle and Pedestrian Master Plan.												
4.1 Raise awareness of the goals, objective, and strategies of this plan to key staff from the towns, cities, and counties as well as partner organizations.	●	●	●	●			●					
4.2 Train transportation engineers and planners how to incorporate bicycling in their projects.	●	●	●	●					●			
Objective 5: Produce and distribute bicycle education material.												
5.1 Regularly update and reprint bicycle publications	●	●					●					
5.2 Identify needs for new publications and produce in a timely manner.	●	●	●	●	●		●					
5.3 Arrange for bicycle information to be printed and/or distributed by partner agencies, utility companies, and the private sector.	●							●				
5.4 Develop a regional bicycle program web site providing comprehensive information to current and potential bicyclists.	●						●					

Agency Responsibilities	GBNRTC	NYSDOT	Counties	Cities & Towns	NFTA	Law Enforcement	Bike/Ped Groups	Public Health Groups	Education Institutions	Private Developers	BNMC	Employers
Objective 6: Reduce bicycle theft through education and enforcement												
6.1 Determine the best strategies to reduce bicycle theft in the region.	●					●						
6.2 Educate bicyclists on the best way to prevent bicycle theft.	●					●						
6.3 Educate children on the best ways to prevent bicycle theft						●			●			
6.4 Stage bicycle theft stings.						●						
Objective 7: Evaluate effectiveness of education and marketing efforts												
7.1 Survey target audiences to measure changes in behavior and beliefs	●						●	●				
7.2 Adapt and deliver the survey to measure the effectiveness of individual programs	●						●	●				
MARKETING AND HEALTH PROMOTION												
Objective 1: Promote the health benefits of walking and bicycling												
1.1 Establish a Health and Transportation task force							●	●			●	
1.2 Stage a Bike/Walk to Health campaign							●	●			●	
1.3 Establish a free bicycle ride along the network streets closed to motorized traffic.		●	●	●			●	●				
1.4 Partner with community health programs to promote walking and bicycling to regions minority youth.			●	●			●	●			●	
Objective 2: Stage cost effective events and programs to encourage walking and bicycling												
2.1 Support events and programs of groups encouraging walking and bicycling	●						●	●			●	
2.2 Encourage fitness centers to provide lockers and showers to bicyclists							●	●			●	
2.3 Publicize the availability of new or improved trails to nearby residents	●						●	●			●	
2.4 Expand Dump the Pump program to encourage bicycling			●	●			●	●			●	
Objective 3: Market walking and bicycling as a transportation alternative to target groups.												
3.1 Develop an individualized marketing campaign to people receptive to replacing automobile trips with bicycling, walking, transit, and carpooling.	●				●		●					●
3.2 Promote walking and bicycling to target populations and groups that would most benefit from increased participation	●						●	●			●	
Objective 4: Promote the benefits of walking and/or bicycling to specific destinations.												
4.1 Launch Bike to Campus program									●			●

Agency Responsibilities	GBNRTC	NYS DOT	Counties	Cities & Towns	NFTA	Law Enforcement	Bike/Ped Groups	Public Health Groups	Education Institutions	Private Developers	BNMC	Employers
4.2 Establish an annual Bicycling Commuter Challenge to encourage more people to bicycle to work				●	●		●				●	●
4.3 Stage a Shop by Bike campaign				●	●		●			●		●
4.4 Pilot a Bike to the Park campaign to encourage bicycling to parks and park events			●	●				●				
4.5 Continue to engage education administrators on walking and bicycling safety	●	●							●			
4.6 Promote Bike to Transit connection.	●				●							
Objective 5: Promote Buffalo-Niagara as a destination for bicycle tourism												
5.1 Publicize opportunities for bicycle touring and rental in Buffalo-Niagara	●						●			●		
5.2 Promote Buffalo-Niagara as a "bike friendly" destination for bicycle tourism	●						●			●		
Objective 6: Evaluate the effectiveness of education and marketing efforts												
LAW ENFORCEMENT AND CRASH ANALYSIS												
Objective 1: Refresh police officers on specific pedestrian and bicycle issues.												
1.1 Reinforce pedestrian and bicycle rules and regulations with police officer training for city, town, and county police.						●						
1.2 Refresh police officers on specific enforcement issues						●						
Objective 2: Focus enforcement efforts on traffic violations that pose the greatest threat to pedestrian and bicycle safety.												
2.1 Publicize and enforce parking regulations in bike lanes						●						
2.2 Increase enforcement at locations with a disproportionately high number of pedestrian or bicycle crashes and injuries.						●						
2.3 Develop and implement an enforcement program targeting motorists behaviors that are the greatest threats to pedestrian and bicyclist safety						●	●					
2.4 Develop and implement an enforcement program targeting particularly dangerous pedestrian and bicycling behavior						●	●					
Objective 3: Analyze factors and locations of local pedestrian and bicycle crashes												
3.1 Determine available data resources for analyzing pedestrian and bicycle crashes	●	●	●	●		●						
3.2 Identify locations with a high number of pedestrian and bicycle crashes; determine the primary factors contributing to these crashes; and implement appropriate engineering, education, and enforcement countermeasures	●					●						

III. Implementation Plan Monitoring

Developing an implementation plan is a fundamental part of preparing a master plan. However effectively putting the plan into action can be challenging. Monitoring can ensure that the plan is achieving the desired results. Monitoring is part of a control process that enables corrective action to be taken if the implementation process goes off course. The action steps, as well as the planning processes, may need to be reevaluated and adjusted.

Monitoring is important for a number of reasons. First, it ensures that regional efforts conform to the plan and that the suggested action steps are being employed. Second, monitoring provides an opportunity to evaluate the outcome of these action steps, to ensure that the desired result was accomplished.

Last and most importantly, monitoring provides an essential link between the written plan and the real-world application and integration of the plan by local stakeholders. It provides evidence that progress is being made towards improving bicycle and pedestrian integration with facility investments, increased mobility options, healthier lifestyles, reduced air pollutants and decreased traffic congestion according to an improved blueprint.

The proceeding chapters of this Bicycle and Pedestrian Master Plan define a number of performance measures that provide a timeframe and benchmarks for the goals and associated objectives. They are provided as a baseline for evaluating the success of the Bicycle and Pedestrian Master Plan.

APPENDICES

[NEW YORK STATE BICYCLE LAWS](#)

[BICYCLIST'S RIGHTS AND DUTIES](#)

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NEW YORK STATE BICYCLE LAWS

Provided below are excerpts of the NYS Vehicle and Traffic Law which relate primarily to New York State Governor's Traffic Safety Committee program areas. While an attempt has been made to keep these excerpts up to date, they are provided for information only. Always verify these excerpts against the most recent available copy of the law. These excerpts are not to be used as the basis for legal or judicial determinations.

The entire Vehicle and Traffic Law is available from the New York State Senate Internet site (<https://www.nysdot.gov/portal/page/portal/divisions/operating/opdm/local-programs-bureau/repository/bicycle/safety-and-laws/laws.html>)

DEFINITIONS

Section 101. Authorized emergency vehicle. Every ambulance, police vehicle or bicycle, correction vehicle, fire vehicle, civil defense emergency vehicle, emergency ambulance service vehicle, environment emergency response vehicle, sanitation patrol vehicle, hazardous materials emergency vehicle and ordnance disposal vehicle of the armed forces of the United States.

Section 102. Bicycle. Every two or three wheeled device upon which a person or persons may ride, propelled by human power through a belt, a chain or gears, with such wheels in a tandem or tricycle, except that it shall not include such a device having solid tires and intended for use only on a sidewalk by pre-teenage children.

Section 102-a. Bicycle Lane. A portion of the roadway, which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicycles.

Section 102-b. Bicycle Path. A path physically separated from motorized vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way and which is intended for the use of bicycles.

Section 109. Controlled-access highway. Every highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right or access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

Section 118. Highway. The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

Section 130. Pedestrian. Any person afoot or in a wheelchair.

Section 140. Roadway. That portion of a highway improved, designed, marked, or ordinarily used for vehicular travel, exclusive of the shoulder and slope. In the event a highway includes two or more separate roadways the term roadway as used herein shall refer to any such roadway separately but not to all such roadways collectively.

Section 143-a. Shoulder. That improved portion of a highway contiguous with the roadway.

Section 159. Vehicle. Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

Earphones

Section 375 (24-a). It shall be unlawful to operate upon any public highway in this state a motor vehicle, limited use automobile, limited use motorcycle or bicycle while the operator is wearing more than one earphone attached to a radio, tape player or other audio device.

Accident Reports

Section 605. Report required upon accident. (b) Every person operating a bicycle which is in any manner involved in an accident on a public highway in this state in which any person is killed, other than the operator, or suffers serious physical injury as defined pursuant to subdivision ten of Section 10.00 of the penal law, shall within ten days after such operator learns of the fact of such death or serious physical injury, report the matter in writing to the commissioner. If such operator is physically incapable of making such report within ten days, he or she shall make the report immediately upon recovery from the physical incapacity. If such operator is an unemancipated minor who is incapable of making such report for any reason, the parent or guardian of such operator shall make such report within ten days after learning of the fact of such accident. Every such operator of a bicycle, or parent or guardian of such unemancipated minor operator, shall make such other and additional reports, as the commissioner shall require.

Emergency Vehicle

Section 1104 (c). Except for an authorized emergency vehicle operated as a police vehicle or bicycle, the exemptions herein granted to an authorized emergency vehicle shall apply only when audible signals are sounded from any said vehicle while in motion by bell, horn, siren, electronic device or exhaust whistle as may be reasonably necessary, and when the vehicle is equipped with at least one lighted lamp so that from any direction under normal atmospheric conditions from a distance of five hundred feet from such vehicle, at least one red light will be displayed and visible.

Section 1104 (d). An authorized emergency vehicle operated as a police, sheriff or deputy sheriff vehicle may exceed the maximum speed limits for the purpose of calibrating such vehicles' speedometer. Notwithstanding any other law, rule or regulation to the contrary, a police, sheriff or deputy sheriff bicycle operated as an authorized emergency vehicle shall not be prohibited from using any sidewalk, highway, street or roadway during an emergency operation.

Turns

Section 1160. Required position and method of turning at intersections. The driver of a vehicle intending to turn at an intersection shall do so as follows

1. Rights turns. Both the approach for a right turn and a right turn shall be made as close as practicable to the right hand curb or edge of the roadway or, where travel on the shoulder or slope has been authorized, from the shoulder or slope.
2. Left turns on two-way roadways. At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made in that portion of the right half of the roadway nearest the center line thereof and by passing to the right of such center line where it enters the intersection and after entering the intersection the left turn shall be made so as to leave the intersection to the right of the center line of the roadway being entered. Whenever practicable the left turn shall be made in that portion of the intersection to the left of the center of the intersection.
3. Left turns on other than two-way roadways. At any intersection where traffic is restricted to one direction or one or more of the roadways, the driver of a vehicle intending to turn left at any such intersection shall approach the intersection in the extreme left-hand lane of the roadway lawfully available to traffic moving in the direction of travel of such vehicle or, where travel on the shoulder or slope has been authorized, from the shoulder or slope, and after entering the intersection the left turn shall be made so as to leave the intersection, as nearly as practicable, in the left-hand lane lawfully available to traffic moving in such direction upon the roadway being entered.

4. When markers, buttons, signs, or other markings are placed within or adjacent to intersections and thereby require and direct a different course from that specified in this Section be traveled by vehicles turning at an intersection, no driver of a vehicle shall turn a vehicle at an intersection other than as directed and required by such markers, buttons, signs, or other markings.

Restricted Highways

Section 1229-a. No person, unless otherwise directed by a police officer, shall:(b) Occupy any space of a state expressway highway or state interstate route highway, including the entrances thereto and exits there from, with: an animal-drawn vehicle; herded animals; a pushcart; a bicycle; except in the performance of public works or official duties, or on paths or parts of such highway provided for such uses.

Highway Law, Section 316. Entitled to free use of highway. The authorities having charge or control of any highway, public street, park, parkway, driveway, or place shall have no power or authority to pass, enforce or maintain any ordinance, rule of regulation by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any highway, public street, avenue, roadway, driveway, parkway, park, or place, at any time when the same is open to the free use of persons having and using other pleasure carriages, except upon such driveway, speedway, or road as has been or may be expressly set apart by law for the exclusive use of horses and light carriages. But, nothing herein shall prevent the passage, enforcement or maintenance of any regulation, ordinance or rule, regulating the use of bicycles or tricycles in highways, public streets, driveways, parks, parkways, and places, or the regulation of speed of carriages, vehicles, or engines, in public parks and upon parkways and driveways in the city of New York, under the exclusive jurisdiction and control of the department of parks and recreation of said city, nor prevent any such authorities in any other city from regulation the speed of any vehicles herein described in such a manner as to limit and determine the proper rate of speed with which such vehicle may be propelled nor in such manner as to require, direct or prohibit the use of bells, lamp and other appurtenances nor to prohibit the use of any vehicle upon that part of the highway, street, park, or parkway, commonly known as the footpath or sidewalk.

BICYCLIST'S RIGHTS AND DUTIES**Section 1230. Effect of regulations.**

- (a) The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this article.
- (b) These regulations applicable to bicycles or to in-line skates shall apply whenever a bicycle is, or in-line skates are, operated upon any highway, upon private roads open to public motor vehicle traffic and upon any path set aside for the exclusive use of bicycles, or in-line skates, or both.

Section 1231. Traffic laws apply to persons riding bicycles or skating or gliding on in-line skates.

Every person riding a bicycle or skating or gliding on in-line skates upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this title, except as to special regulations in this article and except as to those provisions of this title which by their nature can have no application.

Section 1232. Riding on bicycles.

- (a) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto, nor shall he ride with his feet removed from the pedals.
- (b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

Section 1233. Clinging to vehicles.

- 1. No person riding upon any bicycle, coaster, in-line skates, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle being operated upon a roadway.
- 2. No person shall ride on or attach himself to the outside of any vehicle being operated upon a roadway.

The provisions of this section shall not apply to:

- (i) Vehicles in an emergency operation as defined in section one hundred fourteen-b of this chapter; and
 - (ii) Farm type tractors used exclusively for agricultural purposes or other farm equipment; and
 - (iii) Riding on the open, uncovered cargo area of a truck with the permission of the operator of such truck; and
 - (iv) Vehicles employed by a municipality for local garbage collection; and
 - (v) Vehicles participating in a parade pursuant to a municipal permit.
- 3. No vehicle operator shall knowingly permit any person to attach any device or himself to such operator's vehicle in violation of subdivision one or subdivision two of this section.

Section 1234. Riding on roadways, shoulders, bicycle or in-line skates lanes and bicycle or in-line skates paths.

- (a) Upon all roadways, any bicycle or in-line skates shall be driven either on a usable bicycle or in-line skates lane or, if a usable bicycle or in-line skates lane has not been provided, near the right-hand curb or edge of the roadway or upon a usable right-hand shoulder in such a manner as to prevent undue interference with the flow of traffic except when preparing for a left turn or when reasonably necessary to avoid conditions that would make it unsafe to continue along near the right-hand curb or edge. Conditions to be taken into consideration include, but are not limited to, fixed or moving objects, vehicles, bicycles, in-line skates, pedestrians, animals, surface hazards or traffic lanes too narrow for a bicycle or person on in-line skates and a vehicle to travel safely side-by-side within the lane.
- (b) Persons riding bicycles or skating or gliding on in-line skates upon a roadway shall not ride more than two abreast. Persons riding bicycles or skating or gliding on in-line skates upon a

shoulder, bicycle or in-line skates lane, or bicycle or in-line skates path, intended for the use of bicycles or in-line skates may ride two or more abreast if sufficient space is available, except that when passing a vehicle, bicycle or person on in-line skates, or pedestrian, standing or proceeding along such shoulder, lane or path, persons riding bicycles or skating or gliding on in-line skates shall ride, skate, or glide single file. Persons riding bicycles or skating or gliding on in-line skates upon a roadway shall ride, skate, or glide single file when being overtaken by a vehicle.

- (c) Any person operating a bicycle or skating or gliding on in-line skates who is entering the roadway from a private road, driveway, alley or over a curb shall come to a full stop before entering the roadway.

Section 1235. Carrying articles.

No person operating a bicycle shall carry any package, bundle, or article which prevents the driver from keeping at least one hand upon the handlebars. No person skating or gliding on in-line skates shall carry any package, bundle, or article, which obstructs his or her vision in any direction.

Section 1236. Lamps and other equipment on bicycles.

- (a) Every bicycle when in use during the period from one-half hour after sunset to one-half hour before sunrise shall be equipped with a lamp on the front which shall emit a white light visible during hours of darkness from a distance of at least five hundred feet to the front and with a red light visible to the rear for three hundred feet. Effective July first, nineteen hundred seventy-six, at least one of these lights shall be visible for two hundred feet from each side.
- (b) No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least one hundred feet, except that a bicycle shall not be equipped with nor shall any person use upon a bicycle any siren or whistle.
- (c) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.
- (d) Every new bicycle shall be equipped with reflective tires or, alternately a reflex reflector mounted on the spokes of each wheel, said tires and reflectors to be of types approved by the commissioner. The reflex reflector mounted on the front wheel shall be colorless or amber, and the reflex reflector mounted on the rear wheel shall be colorless or red.
- (e) Every bicycle when in use during the period from one-half hour after sunset to one-half hour before sunrise shall be equipped with reflective devices or material meeting the standards established by rules and regulations promulgated by the commissioner; provided, however, that such standards shall not be inconsistent with or otherwise conflict with the requirements of subdivisions (a) and (d) of this section.

Section 1237. Method of giving hand and arm signals by bicyclists.

All signals herein required to be given by bicyclists by hand and arm shall be given in the following manner and such signals shall indicate as follows:

1. Left turn. Left hand and arm extended horizontally.
2. Right turn. Left hand and arm extended upward or right hand and arm extended horizontally.
3. Stop or decrease speed. Left hand and arm extended downward.

Section 1238. Passengers on bicycles under one year of age prohibited; passengers and operators under fourteen years of age to wear protective headgear.

1. No person operating a bicycle shall allow a person who is under one year of age to ride as a passenger on a bicycle nor shall such person be carried in a pack fastened to the operator. A first violation of the provisions of this subdivision shall result in no fine. A second violation shall result in a civil fine not to exceed fifty dollars.

2. No person operating a bicycle shall allow a person one or more years of age and less than five years of age to ride as a passenger on a bicycle unless:
 - (a) Such passenger is wearing a helmet meeting the standards of the American National Standards Institute (Ansi Z 90.4 bicycle helmet standards) or the Snell Memorial Foundation's Standards for Protective Headgear for use in Bicycling. For the purposes of this subdivision wearing a helmet means having a helmet of good fit fastened securely upon the head with the helmet straps; and
 - (b) Such passenger is placed in a separate seat attached to the bicycle and such seat shall have adequate provision for retaining the passenger in place and for protecting the passenger from the moving parts of the bicycle.
3. Any person who violates the provisions of subdivision two of this section shall pay a civil fine not to exceed fifty dollars.
4. The court shall waive any fine for which a person who violates the provisions of paragraph (a) of subdivision two of this section would be liable if such person supplies the court with proof that between the date of violation and the appearance date for such violation such person purchased or rented a helmet, which meets the requirements of paragraph (a) of subdivision two of this section. Further, the court shall waive any fine for which a person who violates the provisions of paragraph (b) of subdivision two of this section would be liable if such person supplies the court with proof that between the date of violation and the appearance date for such violation such person purchased or rented a seat which meets the requirements of paragraph (b) of subdivision two of this section. The court may waive any fine for which a person who violates the provisions of subdivision two of this section would be liable if the court finds that due to reasons of economic hardship such person was unable to purchase a helmet or seat. Such waiver of fine shall not apply to a second or subsequent conviction under paragraph (a) or (b) of subdivision two of this section.
5.
 - (a) No person operating a bicycle shall allow a person five or more years of age and less than fourteen years of age to ride as a passenger on a bicycle unless such passenger is wearing a helmet meeting the standards of the American National Standards Institute (Ansi Z 90.4 bicycle helmet standards) or the Snell Memorial Foundation's Standards for Protective Headgear for use in Bicycling.
 - (b) No person, one or more years of age and less than fourteen years of age, shall operate a bicycle unless such person is wearing a helmet meeting the standards of the American National Standards Institute (Ansi Z 90.4 bicycle helmet standards) or the Snell Memorial Foundation's Standards for Protective Headgear for use in Bicycling.
 - (c) For the purposes of this subdivision wearing a helmet means having a helmet of good fit fastened securely upon the head with the helmet straps.
- 5-a. No person, one or more years of age and less than fourteen years of age, shall skate or glide on in-line skates unless such person is wearing a helmet meeting the standards of the American National Standards Institute (Ansi Z 90.4 bicycle helmet standards) or the Snell Memorial Foundation's Standards for Protective Headgear for use in Bicycling. For the purposes of this subdivision, wearing a helmet means having a helmet of good fit fastened securely on the head with the helmet straps.
6.
 - (a) Any person who violates the provisions of subdivision five or five-a of this section shall pay a civil fine not to exceed fifty dollars.
 - (b) The court shall waive any fine for which a person who violates the provisions of subdivision five of this section would be liable if such person supplies the court with proof that between the date of violation and the appearance date for such violation such person purchased or rented a helmet.
 - (c) The court may waive any fine for which a person who violates the provisions of subdivision five of this section would be liable if the court finds that due to reasons of

economic hardship such person was unable to purchase a helmet or due to such economic hardship such person was unable to obtain a helmet from the statewide in-line skate and bicycle helmet distribution program, as established in section two hundred six of the public health law, or a local distribution program.

7. The failure of any person to comply with the provisions of this section shall not constitute contributory negligence or assumption of risk, and shall not in any way bar, preclude or foreclose an action for personal injury or wrongful death by or on behalf of such person, nor in any way diminish or reduce the damages recoverable in any such action.
8. A police officer shall only issue a summons for a violation of subdivision two, five, or five-a of this section by a person less than fourteen years of age to the parent or guardian of such person if the violation by such person occurs in the presence of such person's parent or guardian and where such parent or guardian is eighteen years of age or more. Such summons shall only be issued to such parent or guardian, and shall not be issued to the person less than fourteen years of age.
9. Subdivisions five, five-a and six of this section shall not be applicable to any county, city, town or village that has enacted a local law or ordinance prior to the effective date of this act that prohibits a person who is one or more years of age and less than fourteen years of age from operating a bicycle or skating or gliding on in-line skates without wearing a bicycle helmet meeting the standards of the American National Standards Institute (Ansi Z 90.4 bicycle helmet standards) or the Snell Memorial Foundation's Standards for Protective Headgear for use in Bicycling or that prohibits a person operating a bicycle from allowing a person five or more years of age and less than fourteen years of age to ride as a passenger on a bicycle unless such passenger is wearing a bicycle helmet that meets such standards. The failure of any person to comply with any such local law or ordinance shall not constitute contributory negligence or assumption of risks and shall not in any way bar, preclude or foreclose an action for personal injury or wrongful death by or on behalf of such person, nor in any way diminish or reduce the damages recoverable in any such action. The legislative body of a county, city, town or village may enact a local law or ordinance that prohibits a person who is fourteen or more years of age from skating or gliding on in-line skates or from operating or riding as a passenger on a bicycle without wearing a bicycle helmet.
10. No person shall skate or glide on in-line skates outside during the period of time between one-half hour after sunset and one-half hour before sunrise unless such person is wearing an outer jacket or other clothing made of laminated or reflective material and which is of a light or bright color.

Section 1239. Reflective material and devices for inline skating

The commissioner is hereby directed to promulgate rules and regulations to establish standards for reflective devices and/or material to be equipped into in-line skates pursuant to section three hundred ninety-one-m of the general business law.

Section 1240. Leaving the scene of an incident involving a wheeled non-motorized means of conveyance without reporting in the second degree.

1. Any person age eighteen years or older operating a wheeled non-motorized means of conveyance, including, but not limited to bicycles, in-line skates, roller skates and skate boards, who, knowing or having cause to know, that physical injury, as defined in subdivision nine of section 10.00 of the penal law, has been caused to another person, due to the operation of such non-motorized means of conveyance by such person, shall, before leaving the place where the said physical injury occurred, stop, and provide his name and residence, including street and street number, to the injured party, if practical, and also to a police officer, or in the event that no police officer is in the vicinity of the place of said injury, then such person shall report said incident as soon as physically able to the nearest police station or judicial officer.

2. Leaving the scene of an incident involving a wheeled non-motorized means of conveyance without reporting in the second degree is a violation.

Section 1241. Leaving the scene of an incident involving a wheeled non-motorized means of conveyance without reporting in the first degree.

1. Any person age eighteen years or older operating a wheeled non-motorized means of conveyance, including, but not limited to bicycles, in-line skates, roller skates and skate boards, who, knowing or having cause to know, that serious physical injury, as defined in subdivision ten of section 10.00 of the penal law, has been caused to another person, due to the operation of such non-motorized means of conveyance by such person, shall, before leaving the place where the said serious physical injury occurred, stop, and provide his name and residence, including street and street number, to the injured party, if practical, and also to a police officer, or in the event that no police officer is in the vicinity of the place of said injury, then such person shall report said incident as soon as physically able to the nearest police station or judicial officer.

2. Leaving the scene of an incident involving a wheeled non-motorized means of conveyance without reporting in the first degree is a class B misdemeanor.

Section 1146. Drivers to exercise due care.

Notwithstanding the provisions of any other law to the contrary, every driver of a vehicle shall exercise due care to avoid colliding with any bicyclist, pedestrian or domestic animal upon any roadway and shall give warning by sounding the horn when necessary. For the purposes of this section, the term "domestic animal" shall mean domesticated sheep, cattle and goats, which are under the supervision and control of a pedestrian.

Local Authority

Sections 1621(a)(2), 1641(1), and 1660(12) Give the state Department of Transportation, cities and villages, and towns, respectively, the authority to "Prohibit, restrict or regulate the operation of vehicles on any controlled-access highway or the use of any controlled-access highway by any limited use vehicle, pedestrian, horseback rider or vehicle or device moved by human or animal power."

Sections 1641(6), 1650(6) and 1660(2) allow cities and villages, a county superintendent of highways and a town board, respectively, the authority to: "Order signs or markings to identify the portion of the highway to be used for bicycle travel!"

Motorized Bicycles

Section 2268. Motor-assisted vehicle. Notwithstanding any other provision of this chapter, a vehicle, which is primarily designed to be propelled by human power, shall not be entitled to registration as a limited use vehicle because of the addition of a motor. The commissioner shall determine whether any vehicle is primarily designed to be propelled by human power.

COMMON QUESTIONS ABOUT BICYCLE TRAFFIC LAWS

Which traffic laws apply to bicyclists and in-line skaters?

Bicyclists and in-line skaters must obey all traffic signals, signs and pavement markings. Bicyclists and in-line skaters who violate the law are subject to traffic tickets. Their minor children can hold parents responsible for violations. [Section 1230(a), NYS Vehicle & Traffic Law.]

On what roads are bicycling and in-line skating permitted?

Bicyclists and in-line skaters have the legal right to share the road on most public highways, but they are prohibited on interstate highways and expressways. In addition, authorities with jurisdiction over other controlled-access highways may prohibit bicycles.

Must bicyclists and in-line skaters ride with traffic?

The law requires that bicyclists ride and in-line skaters glide with traffic [Section 1234(a), NYS Vehicle & Traffic Law]. Bicycling and skating against traffic are leading causes of crashes. Moving with traffic makes bicyclists and in-line skaters more visible, and their movements more predictable to motorists. Riding or gliding with traffic also prevents interference with the flow of traffic and pedestrians.

Where on the road may a bicyclist ride and an in-line skater glide?

If there is a usable bicycle or in-line skating lane, the bicyclist and in-line skater must use it [Section 1234(a), NYS Vehicle & Traffic Law]. If there is no lane or it is unusable due to parked cars or other hazards, the bicyclist may ride and the in-line skater may glide either on the right shoulder, or near the right edge or curb of the roadway. A bicyclist or an in-line skater may move further left to avoid hazards such as parked cars or debris, or to turn left but the bicyclist and in-line skater must avoid undue interference with other traffic.

A path is separate from the roadway, and a bicyclist or in-line skater may use either the path or the roadway. In some cases, a roadway may be safer than a nearby bicycle or in-line skating path, as well as more convenient.

May bicyclists ride and in-line skaters skate side-by-side on a roadway?

Yes. They may ride two abreast on roadways, but they must ride or skate single file when being overtaken by other vehicles. Bicyclists and in-line skaters may only travel more than two abreast on a shoulder, lane or path intended for bicycling and skating use if there is sufficient space. However, they must be single file when passing vehicles, pedestrians and other bicyclists or in-line skaters. [Section 1234(b), NYS Vehicle & Traffic Law.]

How should a bicyclist and in-line skater prepare for turns at intersections?

Generally, bicyclists and in-line skaters should use the same through or turning lanes as motorists. However, a bicyclist or in-line skater may choose to dismount and use the pedestrian crosswalk, especially in heavy traffic. After crossing at an intersection, a bicyclist and in-line skater should move to a usable right-hand shoulder or to the right side of the right-hand lane.

The position a bicyclist and in-line skater takes in preparing for a turn is governed by the turning rules that apply to other traffic [see Section 1234(a) of the NYS Vehicle & Traffic Law]. A bicyclist and in-line skater should move to the center of the lane when preparing for either a right or left turn, to prevent a following motorist from sharing the lane. It can be very dangerous for a bicyclist or in-line skater to turn, while sharing a lane with a motorist.

If there is more than one left turn lane, use the one furthest to the right. After any left turn, move to the right as soon as it is safe to do so.

Does the law require me to wear a helmet?

Yes, if you are less than 14 years of age. Effective June 1, 1994, all bicyclists under the age of fourteen are required to wear approved bicycle helmets when they are operators or passengers on bicycles. Child passengers one through four years of age must wear approved bicycle helmets and ride in a specially designed child safety seat. Children under the age of one are prohibited from being transported on a bicycle. [Section 1238(5), NYS Vehicle & Traffic Law.]

Effective January 1, 1996, in-line skaters under the age of 14 are required to wear approved bicycle helmets. [Section 1238(5-a), NYS Vehicle & Traffic Law.]

Any parent or guardian whose child violates the helmet law is subject to a fine of up to \$50. [Section 1238(3)(6a), NYS Vehicle & Traffic Law.]

Certain localities within the State of New York have passed local ordinances regarding helmet use for bicyclists. For example, Rockland and Erie Counties require all people riding bicycles on county property, regardless of age, to wear an approved bicycle helmet.

Every bicyclist or in-line skater, regardless of age, should wear an approved helmet. Helmets significantly reduce the risk of sustaining a serious head injury. A helmet should fit squarely on top of the head in a level position and cover the top of the forehead extending down to about an inch above the eyebrows. The helmet should not be able to slide back and forth on the head or rock from side to side.

What equipment is required on bicycles?

A bicycle must be equipped with:

- A brake, which is capable of making the bike, tires skid on dry level pavement.
- A bell, horn or other device that can be heard at least a hundred feet away. Sirens and whistles are not permitted.
- Bicycles driven between a half-hour after sunset and a half-hour before sunrise must be equipped with a white front headlight visible in darkness for at least 500 feet, and a red taillight visible for at least 300 feet.
- A bicycle, when purchased new and/or driven at night, must have reflective tires, or wide-angle, spoke-mounted reflectors. Reflectors must be colorless or amber for front wheels, and colorless or red for rear wheels.

See: Sections 1236(b), 1236(c) and 1236(d) of the NYS Vehicle & Traffic Law.

Are there any equipment requirements for in-line skating?

In-line skate manufacturers are required to put warning labels on skates urging users to wear protective gear and they are required to equip skates with a stopping device. In addition, retailers who sell in-line skates are also required to sell protective gear such as helmets, elbow and kneepads and wrist guards. Manufacturers or retailers who don't comply can be fined as much as \$500.

What other laws apply to bicyclists and skaters?

As a bicyclist, the law also requires you to:

- Any bicycle accident involving death or serious injury must be reported to the Department of Motor Vehicles within 10 days. If no motor vehicle was involved, use a bicycle accident report (MV-104C). If a motor vehicle was involved, use a motor vehicle accident report (MV-104A). Forms are available at all motor vehicle offices. Parents may file on behalf of minor children.
- Sit on the bike seat, not the fender or handlebars. Keep feet on the pedals, and never carry more people on the bike than the number for which it was designed [Section 1232, NYS Vehicle & Traffic Law].
- Keep at least one hand on the handlebar at all times [Section 1235, NYS Vehicle & Traffic Law].

- Never attach yourself or your bike to another vehicle on the roadway [Section 1233, NYS Vehicle & Traffic Law].
- Never wear more than one earphone attached to a radio, tape player or other audio device [Section 375 (24-a), NYS Vehicle & Traffic Law].

Regarding in-line skaters, the law states:

- In-line skaters are prohibited from carrying any package, bundle or article which obstructs their vision in any direction [Section 1235, NYS Vehicle & Traffic Law].
- **No in-line skater shall skate or glide outside during the period of time between one-half hour after sunset to one-half hour before sunrise unless they are wearing an outer jacket or other clothing made of laminated or reflective material, which is of a light or bright color** [Section 1238 (10), NYS Vehicle & Traffic Law].

Regarding segways, the law states:

- Segway now has all the same rights and privileges as bicyclists and is thereby permitted to operate on a highway shoulder, a bicycle lane and a shared-use pathway.

Regarding electric assisted bicycles, the law states:

- Electric assisted bicycles are considered a motor vehicle, and therefore must comply with the requirements of a Class C motorized vehicle under the NYS Vehicle and Traffic Law. They are not permitted on the shoulder of a roadway nor are they permitted on a public shared-use pathway and public lands. Electric Assisted Bicycles may only be legally operated on private lands and driveways.

Safety Tips

To help avoid a crash and be a responsible cyclist you should:

BE PREDICTABLE!

- Drive your bicycle with traffic, not against it.
- Ride as close to the right side of the road as you safely can. Use the shoulder or the bike lane rather than the road whenever it is safe to do so. (It's the law! See [Section 1234 of the NYS V&T Law](#))
- Use hand signals when about to make a turn. ([Section 1237](#))
- Obey traffic signs and signals.
- Don't cling to other vehicles.

Bicyclists are more likely to be seen by other motorists if they behave like motorists, that is if they are where other motorists are expected to be and doing what other motorists are expected to do. Therefore, don't ride the wrong way on a one-way street, or on the wrong side of the road, and don't disregard stop and yield signs.

BE SEEN!

- A motorist may be looking your way and still not see you on your bicycle.

Don't assume a motorist has seen you. Establish eye contact or adjust your activity in anticipation that they are unaware of your presence. When it comes to a collision, most operators of vehicles sharing the road with bicyclists are protected by a cocoon of metal while bicyclists are not.

- Use a headlight and taillight when driving at night. Use front and rear reflectors, spoke reflectors and pedal reflectors. ([Section 1236 of the NYS V&T Law](#) details the legal requirements.)
- Wear light colored clothing and add reflective material to increase your visibility at night.
- Use your horn, bell, and/or voice to communicate your presence to other motorists sharing the road with you.

BE CAREFUL!

- Whenever possible, avoid road construction, congested two-way streets, and complicated intersections.
- Keep your bicycle's tires, brakes and safety equipment in good working order.



- Know your limitations and your bicycle's limitations!

Bicycle tires are narrow and can get caught in ruts, sewer grates, and/or debris on the road. Your brakes, especially when wet or worn, may not stop you in the distance you expect.

- Look behind you and all around. The more you observe other vehicles and pedestrians around you the safer you will be.

BE SMART!

- Wear a helmet!

**PLEASE REMEMBER - A HELMET ONLY WORKS IF IT IS
BUCKLED AND FITS PROPERLY**

- Whether as a passenger or as an operator; anyone between the ages of one and fourteen must wear an approved helmet in accordance with the provisions of Section 1238 of the V&T Law. Regardless of what the law allows, serious head injuries can be avoided by wearing an approved helmet. According to the Johns Hopkins Injury Prevention Center report entitled *Injuries to Bicyclists: A National Perspective* "Helmets are needed because head injuries in bicyclists are noted in: ...an estimated 70% to 80% of fatally injured bicyclists."
- Remember that operating any vehicle on a road is serious business.

One can have fun and feel carefree riding a bicycle with friends, but it can be a distraction that may lead to an accident. According to the report mentioned above, "One third of bicyclist fatalities occur on roads with speed limits of 55 mph or higher." This means that two thirds occur on roads with speed limits less than 55 mph (such as on village or suburban streets).

- Do not ride a bicycle while wearing earphones. You will not be able to hear approaching traffic. The law says while driving a vehicle, riding a motorcycle or riding a bicycle it is illegal to wear more than one earphone attached to an audio device. (Section 375 24-a.)
- Young children in the 10 - 14 year old age group are at the highest risk. Bicyclist death rates per 100,000 population are highest in this age group. Young children:
 - have a field of vision 1/3rd narrower than adults,
 - are unable to determine the directions of sounds,
 - cannot accurately judge speed or distance of moving vehicles,
 - overestimate their own abilities,
 - are easily distracted, and
 - tend to focus on one thing at a time.

Whether you are riding a bicycle or driving a vehicle on the street in front of your house or on some other familiar road, remain alert.

BE INFORMED!

In the event of a bicycle crash resulting in a fatality or serious injury, it is required that a written accident report be filed with the Commissioner of the Department of Motor Vehicles within ten days of the crash. Should the injured operator be physically incapable of submitting the report, they must submit it when they have sufficiently recovered. In the event that the operator of the bicycle is a minor, his or her parent or guardian must make the report within ten days of learning of the crash

NEW YORK STATE PEDESTRIAN LAWS**SECTION 1150. Pedestrians subject to traffic regulations.**

Pedestrians shall be subject to traffic-control signals as provided in section eleven hundred eleven of this title, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this article.

SECTION 1151. Pedestrians' right of way in crosswalks.

(a) When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk on the roadway upon which the vehicle is traveling, except that any pedestrian crossing a roadway at a point where a pedestrian tunnel or overpass has been provided shall yield the right of way to all vehicles.

(b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impractical for the driver to yield.

(c) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

SECTION 1151-a. Pedestrians' right of way on sidewalks.

The driver of a vehicle emerging from or entering an alleyway, building, private road or driveway shall yield the right of way to any pedestrian approaching on any sidewalk extending across such alleyway, building entrance, road or driveway.

SECTION 1152. Crossing at other than crosswalks.

(a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway.

(c) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

SECTION 1153. Provisions relating to blind or visually impaired persons.

(a) Notwithstanding the foregoing provisions of this article every driver of a vehicle approaching an intersection or crosswalk shall yield the right of way to a pedestrian crossing or attempting to cross the roadway when such pedestrian is accompanied by a guide dog or using a cane which is metallic or white in color or white with a red tip.

(b) No person, unless blind or visually impaired, shall use on any street or highway a cane which is metallic or white in color or white with a red tip.

(c) This section shall not be construed as making obligatory the employment of the use of a guide dog or of a cane or walking stick of any kind by a person blind or visually impaired.

SECTION 1155. Pedestrians to use right half of crosswalks.

Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

SECTION 1156. Pedestrians on roadways.

(a) Where sidewalks are provided and they may be used with safety it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(b) Where sidewalks are not provided any pedestrian walking along and upon a highway shall when practicable walk only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction. Upon the approach of any vehicle from the opposite direction, such pedestrian shall move as far to the left as is practicable.

SECTION 1157. Pedestrians soliciting rides, or business.

(a) No person shall stand in a roadway for the purpose of soliciting a ride, or to solicit from or sell to an occupant of any vehicle.

(b) No person shall stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a street or highway.

(c) No person shall occupy any part of a state highway, except in a city or village, in any manner for the purpose of selling or soliciting.

COMMON QUESTIONS ABOUT PEDESTRIAN LAWS**Which traffic laws apply to pedestrians?**

Pedestrians must obey traffic control signals, signs and pavement markings when they are crossing a street

Pedestrians are not allowed on expressways or interstate highways.

What is the law regarding crosswalks?

When there is no traffic control signal, drivers must yield the right-of-way to pedestrians, particularly if a pedestrian is in a crosswalk, or there is potential danger to the pedestrian

In addition, every driver approaching an intersection or crosswalk must yield the right-of-way to a pedestrian accompanied by a guide dog or a cane

What if there isn't a crosswalk?

If there isn't a crosswalk, sign or signal at mid-block locations, a pedestrian must yield the right-of-way to all vehicles on the roadway

What about sidewalks?

The driver of a vehicle, when entering or exiting from an alleyway, building, private road or driveway must yield the right-of-way to any pedestrian on a sidewalk

Pedestrians are required to use sidewalks where they are provided and safe to use. When sidewalks are not provided, a pedestrian is required to walk on the left side of the roadway facing

FOLLOW THE PEDESTRIAN “RULES OF THE ROAD”

Just like motorists, pedestrians are expected to follow certain rules of the road, including:

- Pedestrians are to use sidewalks whenever they are safely available.
- When sidewalks are unavailable, pedestrians must walk facing traffic as far to the left as possible.
- Pedestrians must obey traffic signals and/or traffic officers.
- At crosswalks where there isn't a traffic control signal or officer, pedestrians have the right-of-way.
- If there aren't any crosswalks, signs or signals, the pedestrian must yield the right-of-way to all vehicles.
- Regardless of the right-of-way, the driver is required by law to take great care to avoid "hitting" pedestrians.

BUFFALO COMPLETE STREETS POLICY**CITY CLERK'S OFFICE
CITY HALL**

BUFFALO June 11, 2008

To Whom It May Concern:

I hereby Certify, That at a Session of the Common Council of the City of Buffalo, held in the City Hall, on the 27th day of May 2008 The following Item was Passed which the following is a true copy

NO. 98
ORDINANCE AMENDMENT - CHAPTER 413- STREETS AND SIDEWALKS
(ITEM NO. 115, C.C.P. MAY 13, 2008)

That the Ordinance Amendment as contained in Item No. May 13, 2008, be and the same hereby is approved:

PASSED

AYES : 9 NOES : 0

The following item has the information

NO. 115
BY: MESSRS. LOCURTO, RIVERA AND COLOMBEK
RE: ORDINANCE AMENDMENT
CHAPTER 413, STREETS AND SIDEWALKS
ARTICLE XIV. COMPLETE STREETS

The Common Council of the City of Buffalo does hereby ordain as follows:

That Chapter 413 of the Code of the City of Buffalo be amended to read as follows:

§413-68 Complete Streets Defined

A. Complete Streets are defined as facilities that are designed and operated to enable safe access for all users. Persons with disabilities, pedestrians, bicyclists, motorists and transit riders are able to safely move along and across a complete street.

§413-69 Implementation of Complete Streets and Exceptions

A. The Commissioner of Public Works, Parks and Streets shall include pedestrian and bicycle facilities in all new street construction, street reconstruction, street maintenance, public works and park projects undertaken by the City of Buffalo subject to the exceptions contained herein.

B. The City of Buffalo Bicycle and Pedestrian Advisory Board shall review all new street construction, street reconstruction and street maintenance projects undertaken by the City of Buffalo and shall provide consultation regarding its implementation as a complete street.

C. The inclusion of bicycle and pedestrian facilities shall be mandated in all new street construction, street reconstruction and street maintenance projects undertaken by the City of Buffalo unless one of the following conditions exists.

1. Bicyclists and pedestrians are prohibited by law from using the facility. In this case, alternative facilities and accommodations for pedestrians and bicyclists shall be provided within the same transportation corridor as determined by the Commissioner of Public Works, Parks and Streets.

2. The cost of establishing bikeways or walkways would be disproportionate to the need or probable use. Costs shall be considered disproportionate for purposes of this section if the cost of including bicycle and pedestrian facilities exceeds twenty percent of the cost of the larger project.

3. Where the existing right of way does not allow for sidewalks, bike lanes, paths or other improvements. In this case, the Commissioner shall explore alternatives such as the use of revised travel lane configurations, raised shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists and persons with disabilities. If the Commissioner makes said determination he shall reduce it to writing and file it with appropriate supporting documentation with the Common Council and Bicycle and Pedestrian Advisory Board for its information and review.

4. Where the Commissioner determines that the inclusion of bicycle and/or pedestrian facilities on a roadway would constitute a threat to the health, safety and/or

welfare to the motorists and/or pedestrians and bicyclists of the City of Buffalo. If the Commissioner makes said determination he shall confirm it in writing and file it with appropriate supporting documentation with the Common Council and Bicycle and Pedestrian Advisory Board for its information and review.

§413-70 Planning, Design and Maintenance of Facilities

A. Bicycle and Pedestrian facilities will be planned, designed, developed and maintained in accordance with guidelines adopted by the United States Department of Transportation (USDOT), New York State Department of Transportation (NYSDOT) and the American Association of State Highway and Transportation Officials (AASHTO) or other guidelines approved by the City of Buffalo.

APPROVED AS TO FORM

NOTE: Matter undlined is new.

REFERRED TO THE COMMITTEE ON LEGISLATION

ATTEST


CITY CLERK

The above item was signed by the Mayor on 6/5/08 and returned to The City Clerk's Office on 6/11/2008.

Complete Streets Policy Brief

City of Buffalo, New York State

Preamble

It has been suggested that the widespread lack of physical activity in our nation has played a major part in the perpetuation of the obesity epidemic. A key factor contributing to the lack of physical activity in our country and specifically in New York State is the general lack of infrastructure to support pedestrian travel on foot and by bicycle. Currently, infrastructure of streets and roads in most community's focuses on the safety and needs of motorists, with few considerations made for pedestrians, cyclists, and transit users. It is our assertion that an important step in curtailing the obesity epidemic will be to revamp transportation infrastructure in communities to create.

Complete streets.

A recent poll indicated that more than half of Americans would like to bicycle more, walk more, and drive less. However, a major contributing factor to low pedestrian and bicyclist utilization of community streets and roads are the lack of infrastructure in place to accommodate safe travel. The complete streets movement calls for the creation of road networks that routinely accommodate all travelers: drivers, transit users, pedestrians, bicyclists, older individuals, children, and people with disabilities. This is done through the routine inclusion of accommodations such as bicycle lanes, sidewalks, crosswalks, benches,

Street trees and shelters for public transit users. Such safety considerations have the capacity to increase pedestrian, bicyclist and transit usage of streets, which would positively impact the physical health of individuals, the environmental quality of neighborhoods, and the economic vitality of communities.

Walking and bicycling to work or school was common a generation ago. Today, walking and bicycling to local destinations have all but dropped off the radar as modes of transportation for the majority of children and adults. Safety issues are a principal concern for individuals, and traffic danger is consistently cited as a major reason why individuals will not walk or cycle to school, work, or other destinations (CDC, 2005).

These fears do not come unwarranted in New York State where police reports indicate that, in 2005, there were over 15,000 crashes between pedestrians and motor vehicles, and almost 6,000 crashes between bicyclists and motor vehicles.

Furthermore, the nation's youth is disproportionately affected by pedestrian/traffic accidents. According to the New York State Department of Health's Bureau of Injury Prevention, the leading cause of injury, hospitalization, and death among 5-9 year olds in New York State is being struck, as pedestrians, by Motor vehicles. In addition, children ages 5-19 are more at risk than any other age group for being hospitalized for a bicycle/motor vehicle collision related injury.

The most recent New York State Census data indicates that youths 17 and under comprise approximately 25% of the population of New York State; however, in 2005, youths aged 5 to 17 years represented 61.6% of all bicycle/motor vehicle injuries and fatalities and

25.7% of all pedestrian/motor vehicle injuries and fatalities^b. In Erie County, 2005 statistics show similar trends, with youths aged 5 to 17 years again involved in almost 50% of bicycle/motor vehicle collision related injuries or mortalities and 25% of all pedestrian/ motor vehicle collision injuries and mortalities.

The health of our nation is declining. Obesity rates have risen to epidemic proportions in New York State and throughout the country. National estimates of medical expenditures related to obesity totaled \$75 billion in 2003^d. Meanwhile, in the same year New York State alone spent \$6.1 billion in medical expenditures related to obesity in adults - the second highest total in the nation^e. In Upstate New York, medical spending for overweight and obesity related causes in adult's increases annually by \$314 million and \$600 million, respectively^d.

The threats of global warming have been well documented in recent years: increased atmospheric carbon levels due to the burning of fossil fuels are creating what promises to be a hostile environment for life. Excessive U.S. fuel consumption continues to play a major role in the saga: according to the U.S. government's official energy statistics from 1980-2004^f, the U.S. consumes almost twice as much carbon based fuel as China, the number two consumer of carbon fuel in the world, and over three times as much

As Russia, the number three consumer. A major reason for the high fuel consumption in the U.S. is the automobile-centered infrastructure of most of our towns and cities. The implementation of complete street plans has the capacity to reduce our carbon emissions by increasing the number of viable transportation options available to individuals.

In addition to the health and environmental impacts, the implementation of complete streets has the capacity to improve the economic vitality of a community. Streets that accommodate pedestrian and bicyclists encourage residents and visitors to linger in shops and restaurants, creating the potential for

Economic growth in a community. This creates capital through increased value of property for retail, restaurant, and residential purposes. As the community continues to grow, its capacity to draw visitors from the surrounding regions will also increase, thus perpetuating economic growth. Furthermore, it has been shown that complete streets increase social capital by fostering vibrant cultural and social interactions and creating a heightened sense of community. This in turn often results in lower crime rates and greater civic involvement.

A final benefit from the implementation of complete street projects in a community is the enhanced independence of older adults and disabled individuals. An important consideration as our population ages. The year 2006 saw the first of the baby boomers reach 60 years of age. Over the next eighteen years, 30% of the nation's population, or 76 million baby boomers in the United States will pass that same milestone, with 7.3%, or 5.62 million of them residing in New York State^g. These individuals will be looking for ways to maintain their independence as their willingness and ability to drive personal motor vehicles decrease with age. One way that older individuals can maintain their independence is to utilize a combination of public transit and pedestrian modes of travel. Communities that offer widespread pedestrian and public transit accommodations will fare well with aging baby boomers that wish to maintain their independence.

PUBLIC OUTREACH

Over the course of the last sixteen months considerable effort was put forward to involve the public and municipal stakeholders in the 2008 Bicycle and Pedestrian Master Plan update process. This included a variety of outreach techniques including mass emails, on-site visits, web site postings and community meetings. The iterative feedback process was protracted but necessary in fully integrating feedback and establishing community support for the plan. The personal visits also reaffirmed staff relationships with other municipal planners. Public comment opportunities were also available at every monthly meeting of the GBNRTC and member agencies.

Key dates of the update schedule were as follows:

- July 2007-March 2008 – Municipal site visits to review local plans
- October 2007 – GBNRTC Bicycle-Pedestrian Subcommittee meeting (Reviewed Shoreline Trail/Greenway missing links portion of update)
- April 2008 – GBNRTC Bicycle-Pedestrian Subcommittee meeting (Buffalo Public Library evening meeting: open session to explain process and suggest route changes/additions)
- July 2008 – GBNRTC Bicycle-Pedestrian Subcommittee meeting (Draft plan outline reviewed and open session followed for comments/suggested changes)
- August 2008
 - Draft released for public review (First draft of plan available for review on-line. Group notification made through email tree and all local bike shops sent a flyer to post noting availability of draft).
 - GBNRTC Bicycle-Pedestrian Subcommittee meeting (Niagara Falls Public Library evening meeting: full review of draft plan)
- September 2008 – GBNRTC Bicycle-Pedestrian Subcommittee meeting (Full review of all changes/feedback received to date)
- October 2008
 - Draft *Implementation Plan* chapter released for review (Group notification)
 - GBNRTC Bicycle-Pedestrian Subcommittee meeting (Full review of draft Implementation Plan, recommended approval to PCC)

General Comments

Feedback received on the draft plan has generally been very positive, though a thread of skepticism is evident in many of the responses with the expressed desire to get the plan implemented. One person suggested only scheduling pilot projects to get momentum going. Others commented on the need for regular maintenance and upkeep of the trails, and that should be resolved before construction of other ones are pursued. Safety concerns were also a common issue. The public in particular made many suggestions on routing alternatives to the Regional Bike Network. An issue raised frequently by

municipal officials involved the acquisition of right-of-way. Officials state that the FHWA and NYSDOT now require full fee title or long-term permanent easements on all trail segments before construction. Simply obtaining occupancy permits is no longer acceptable and the acquisition costs associated with fee titles are making several projects cost prohibitive. This issue has been brought to the attention of both FHWA and New York State Right-of-Way offices but to date has not been resolved.

All the comments have been addressed and responded to. The plan and maps were adjusted wherever possible, to reflect those comments. If the suggested change was the purview of a local community, efforts were extended to seek concurrence from that specific locality before incorporating the change.

The following pages include all feedback received and processed throughout the public outreach process.

From: Apache [mailto:apache@linuxweb1.core101.net]
Sent: Tuesday, September 02, 2008 6:29 PM
To: staff@gbnrtc.org
Subject: GBNRTC Web Site Comment Form

John P. Weiksnar
jpw@roadrunner.com
(716)636-4777

Comment

NOTE: The following is a copy of what I e-mailed to H. Maietta directly today (in case any Spam filters rejected it):

Dear H. Maietta and GBNRTC Staff--

I'm a lifelong Erie County resident with what I'd hope is a broader-than-average viewpoint on bicycle and pedestrian safety planning. I am probably more the exception than the rule, living in suburban Amherst. I opt for bikes or feet more than the majority of my town's citizens, year-round, and would peg my Walk Score in the very low 50s. I use a car for major shopping, long distance and cold weather commutes.

It's encouraging to read your draft 2008 Bicycle and Pedestrian Master Plan. I feel it may miss some of the key concerns I face in my own neighborhood though I'm confident they could apply anywhere in WNY.

Note, I also had the benefit of spending the long weekend in Montreal PQ where the saturation of urban cycling and attention to bike routes could be a paradigm to follow for more best practices, especially when cynics denounce our own riding season as being only six months.

Keeping with my "neighborhood" example, here is what I might experience when trying to bike or walk in the Amherst area bounded by West Klein on the north, Maple Road on the south, Youngs Road on the east, and Hopkins Road on the west:

The 2008 draft seems to omit quotes of relevant legislation for town, county or state mandated sidewalks and/or bike routes. I'm curious to know why stretches of fully inhabited streets like Youngs and Hopkins can go without sidewalks (not to mention on-road bike routes--which thankfully are slated on your new map). These are areas with parks, community centers, libraries and bus stops. If the streets were rural in the past, does a "grandfathering" clause prevent the obvious need for safe sidewalk alternatives to paved or even unpaved shoulders?

The same goes for the lack of crosswalks at most unsignaled and some signaled intersections in this neighborhood. I cannot fathom how a town can get around having no crosswalk to serve a major park (Bassett) as well as the intersection of Bassett Road and Hopkins, where there is no provision whatsoever for a pedestrian to get to the closest signaled crosswalk (West Klein and Hopkins) safely without walking on busy unpaved

shoulders for part or all of the distance. The total lack of signage there doesn't help. Having a "Yield Here to Pedestrians" sign would allow area healthcare employees to grab a bus, families to reach the rec center, etc., much more safely than the current autocentric setup.

On the topic of signage, a lethal situation occurs many times per day at the unsignaled T-intersection of Youngs and Renaissance Drive (not even on your map). That spot and others along this 45 m.p.h., no-median stretch have speeding motorists passing on the right to avoid cars stopped to make left turns. It's my understanding that NYS prohibits driving on a paved shoulder--and I have seen signs to indicate this elsewhere--but there are zero signs there, where you have a proposed on-road bike route. The lack of sidewalks on much of the block, plus no crosswalk, signal or signage at the intersection, make for a nearly impossible situation to cross Youngs Road on foot. This is a tragedy, considering the population at the nearby Canterbury Woods retirement complex (in the hundreds) that cannot utilize a park across the street, be it on foot, bicycle, or with a motorized scooter. This is the epitome of bad planning and worse compliance with motor vehicle law.

Just across the park, imagine that there are also incomplete sidewalks, and that many of them across the road go uncleared in the winter. The draft should address the removal of snow or other debris, year-round, which I also believe is in the law books but goes unheeded. Offending properties with their "back yards" on Bassett Road routinely fail to plow their sidewalks in the winter, including Millard Fillmore Suburban Hospital and Maple East Elementary. A phone call to the Town of Amherst netted no change last season . . . all of this despite my warning that residents and workers have no alternative to walking in the street, dodging cars, buses and plows. Not even the threat of the loss of lives on Niagara Falls Boulevard several years back seems to be enough to convince businesses that they are responsible for clearing their sidewalks.

All of this should point to my main concern, SAFETY. I am a bit disappointed that the central objective addressing it dropped from 3 in your 1997 Master Plan to 5 in your current draft (p. 4). Even if safety is understood, I believe there is no point in writing about ideals without keystoneing and restating it throughout the plan.

My pet goal would be to see designated bike routes and sidewalks on all 30+ m.p.h. roads within 3/4 mile of any bike path entrance, school, park or transit stop. It's unfortunate that the configuration of Maple Road in my neighborhood provides no room to stripe a shoulder lane for bikes, all due to an extra-wide median. If there are other reasons that prohibit Maple from containing a bike route (on your newest map), it would be a helpful footnote. That is one thoroughfare that consistently has University- and other pedestrians and cyclists on the sidewalks. It's just too bad, even with its proximity to a bike path, that the route itself cannot contain a designated bike lane or off-road path to serve all of the businesses and residences along the way.

One more point: the draft seems to omit the growing trend of electric-powered cycles. In Montreal, for example, there were electrified bikes, electric mopeds, even Segways operating on standard bike and inline-skate paths. Does the GBNRTC include them (plus other scooters, wheelchairs and the like) in the definition of motorized vehicles? Should there be a reference to emerging technologies and how to share the road/path with them?

Finally, I would like to see the draft account for unspoken but bona fide reasons that all too many residents must be using for not shifting to the cycling/walking alternative: the risks. I'd guess that safety (personal injury), assault, and theft are the three major flavors of why WNY manages to avoid what other cities seem to tolerate when venturing into populated areas. I am no expert on the psychology of this, but combined with the "Not in My Back Yard" mentality of shouting down the proposed "Peanut Line" off-road bike route in East Amherst, I almost think there needs to be an expert opinion on educating the populace when it comes to what "real" cities are like. By that I simply mean accepting cyclists and pedestrians in the mix, and following laws. WNY, especially the northern suburbs, seems to show flagrant disregard for pedestrians in intersections, whereas some southern tier towns have yield signs on portable stands in the street proper. Again, I can only hope that the GBNRTC helps standardize compliance with existing state laws in getting proper signage, striping and any community education possible, including the PSA spots that stand to reach television and other media consumers--the ones you can be sure are NOT walking or cycling at the time.

Finally, I found these errors in <http://www.gbnrtc.org/fileadmin/content/pdf/Bike-Ped/2008_Draft/Draft_Master_Plan_Routes_-_Erie_County.pdf> :

1. The correct spelling should be Youngmann (not Youngman) Memorial Highway.
2. In reality, the "On Road Accommodation" for Youngs Rd. in Amherst extends from Casey all the way to just north of Klein Rd. Your pink stripe covers only about half that length.

Thank you for considering all of my points.

Sincerely yours,

John P. Weiksnar

Dear J.P. Weiksnar,

Thank you for your interest & comments on the Bicycle Master Plan. I inquired about segways & electric assisted vehicles and here is what the law is as of now. Governor Paterson signed the Segway legislation into law back on July 31, 2008. Segway now has all the same rights and privileges as a bicyclists and is thereby permitted to operate on a highway shoulder, a bicycle lane and a shared-use pathway. Conversely, a recent decision by the Department of Motor Vehicle ruled that electric assisted bicycles are considered a motor vehicle, and therefore must comply with the requirements of a Class C motorized vehicle under the NYS Vehicle and Traffic Law. They are not permitted on the shoulder of a roadway nor are they permitted on a public shared-use pathway and public lands. Electric Assisted Bicycles may only be legally operated on private lands and driveways. Like Segway, they will likely need to obtain their own section under the NYS Vehicle and Traffic Law. As for your other points I will send your concerns on to the Town of Amherst as they are handled by the town.

Thank you again for your interest & suggestions.

Holly Maietta

GBNRTC

From: Apache [mailto:apache@linuxweb1.core101.net]

Sent: Tuesday, September 23, 2008 3:31 PM

To: staff@gbnrtc.org

Subject: GBNRTC Web Site Comment Form

Jeffrey Raugh

wayraw@gmail.com

716-408-4139

Comment

Wow, what a great place it would be if we could impliment the plan you have outlined! I am very encouraged to see all of the planning and discussion that has gone into these documents and maps.

I would like to understand what kind of help I can be to help move this forward. I am a Niagara Frontier Bicycle Club member and longtime advocate of bicycling. (I was part of the failed effort to get the Peanut Line built in Amherst a few years ago).

No matter what ... I feel the need to send an encouraging note to the planners. I love the bike/pedestrian plan. What can I do to help get it implemented?

Dear Mr. Moore,

Thank you for your interest and comments on the Bicycle Pedestrian Master plan. Maintenance is a big concern and in the implementation plan, which will be in the final draft, we address this issue. Thank you again for your interest and comments.

Holly Maietta

GBNRTC

From: Apache [mailto:apache@linuxweb1.core101.net]

Sent: Tuesday, September 23, 2008 1:29 PM

To: staff@gbnrtc.org

Subject: GBNRTC Web Site Comment Form

John Moore

855duke@verizon.net

7168553853

Comment

I have run and biked some of the bike/pedestrian routes which are part of the river walk, and other sections



along the waterfront.

I am a serious runner/biker, however it is my hope that you don't spend one more dollar for new bike routes without a real commitment to maintain anything provided.

My experience is that the vegetation along the routes is not maintained, and that some sections need to be swept more than once a year.

It does not make sense to pour a lot of money into new routes if they are not maintained. All you have to do is ride some of the routes, and it becomes pretty clear why they are not used.

I think that if the routes are attractive and inviting that they will be used, but if they are rundown and in disrepair that they will not.

Regards,

John Moore

Dear Mr. Hreshchyshyn,

Thank you for taking the time to comment on the master plan. The Buffalo River Greenway is for the most part finished. The only sections left are along the Robert Moses Parkway from Devils Hole to Lewiston and I know Niagara County has been looking into how to connect that piece. Also that section where you have to ride on Niagara Street still needs to be addressed. As for elevated walkways throughout downtown would be nice but many of the buildings are privately owned and it would be an expensive thing to do.

Thank you again for your interest and comments.

Holly Maietta
GBNRTC

From: Apache [mailto:apache@linuxweb1.core101.net]

Sent: Thursday, August 28, 2008 2:33 PM

To: staff@gbnrtc.org

Subject: GBNRTC Web Site Comment Form

Yuri Hreshchyshyn

Hreshchy@erie.gov

716-858-1881

Comment

Re: Bicycle Pedestrian Plan. I do not see; would like to see: Extension of the Scadjaquada Cr. Pathway through to the City line and beyond. Completion of the Buffalo River Greenway. Extensive elevated pedestrian walkways through downtown, the medical campus, ECC campus. I will attend the GBNRTC meeting September 3, 2008.

-Yuri Hreshchyshyn.

Comments received from Erie County's Dept of Environment & Planning / Rachel Chrostowski

GBNRTC
Draft 2008 Bicycle and Pedestrian Master Plan
For Erie and Niagara Counties

-COMMENTS-

Document

- On page 4, the word "Seamless" is incorrectly spelled (seemless) in Goal 4. Also wrong on page 17 at top.



- On page 6, in the 4th paragraph, the second sentence sounds odd. Perhaps it should be reworded. My suggestion: “Network facilities should be designated with signage and on street markings in appropriate areas.”
- On page 6, in the 5th paragraph, the last sentence sounds odd. Perhaps it should be reworded. My suggestion: “The current off-street network should be expanded and improved to make these facilities more available to users throughout the region.”
- On page 6, in the 7th paragraph, the first sentence sounds odd. Perhaps it should be reworded. My suggestion: “Identifying and addressing gaps in the system would facilitate network usage that it is easy, safe, and convenient.”
- The last sentence on page 6 that continues on page 7 says, “...plans much be scheduled...” much should be replaced with must.
- On page 7, in Suggested Action 1.1, the second sentence should have additional commas: “Re-stripe, where feasible, those streets...”
- On page 10, in Objective 4 Funding Opportunities, whatever “CHIPS” stands for should be written out. (Any time an acronym is used the first time, it should be written out.)
- On page 10, in the first sentence of the first paragraph, a comma should be added after “...the motoring public, relegating bicyclists and pedestrians...”
- On page 11, in Objective 1, suggested action 1.1.1, the last sentence is fragmented.
- On page 17, in Objective 2, spelling of Busses/Buses is inconsistent.
- On page 21, in Objective 1, suggested action 1.2 says “...passing to closely...” it should say “...passing too closely...”
- On page 27, in the 4th paragraph, “Greater” is spelled wrong.
- On page 28, in section 1.3.2 and on page 29, in Objective 2, Suggested Action 2.4.2, Columbia is spelled wrong. It should be Colombia.
- On page 30, in section 3.2, what is this sentence about: “Women and people of diverse ethnicities may particularly benefit from increased bicycling.” Perhaps it should be qualified by an explanatory sentence.
- On page 31, in section 4.2.2, where is Montreal, PQ? Is this a typo?
- On page 33, in Section 1.1 “pedestrian” is spelled wrong.

Maps

- The following items would be helpful to a map reader:
 - Thicker municipal boundaries to differentiate from roadways
 - Municipality labels
 - White halos around road annotation would make them easier to read
 - Route numbers on the expressways and state highways
 - More distinctive symbology on railroads, to differentiate from roadways
 - Park name and Point of Interest labels (if it would make the map too crowded, perhaps they could be numbered and then listed near the legend.)
 - Biking facilities symbology might be better if different colors were used... When I see the red trails, I think red = bad/difficult/dangerous/unfavorable. Is that the desired effect? Also, orange dots are hard to see on Erie County Map, and are hard to follow in the concentrated areas on Niagara County Map.
- Existing is spelled wrong in the legend on the Draft Erie County map.
- Compared to the Erie County Parks System Master Plan (ECPSMP) recreational trails maps, there are inconsistencies:
 - The following existing off-road trails shown in the ECPSMP are missing or shown as proposed in the Draft Erie County map:
 - Trail through Westwood Park in Lancaster is not shown.
 - Trail through Evangola State Park is shown as proposed on-road.

- In Orchard Park, north of the Village, the Draft Erie County map shows existing on-road trails, but in the ECPSMP maps, there is nothing existing or proposed.
- Many of the proposed park-to-park connections shown in the ECPSMP maps are not reflected in these maps.
- In the Village of East Aurora, it appears that a proposed off-road trail is shown on an active railroad line. Is that correct?

Hi Rachel,

Just to let you know that I have made all the changes you suggested in the document. As for the maps we will see how much we will be able to fit & still read the maps. Thank you for your comments, they were very helpful.

Holly Maietta
GBNRTC

From: Apache [mailto:apache@linuxweb1.core101.net]
Sent: Monday, September 01, 2008 7:31 PM
To: staff@gbnrtc.org
Subject: GBNRTC Web Site Comment Form

Kristin Allen
k_allen@verizon.net

Comment

The time and effort that was obviously expended by GBNRTC staff members and participants from the bicycling community in the preparation of the "2008 Bicycle & Pedestrian Master Plan for Erie and Niagara Counties" is commendable and heartening. The number of cyclists is clearly increasing and their visibility, coupled with structural support of cycling as a transportation option, will foster further growth.

The completed and proposed construction of off-road trails stimulated by the recent investment in the Buffalo Niagara waterfront as well as other rail-trail developments in the region have been encouraging. These trails are a great benefit to the recreational rider and an attraction to tourists. However, I find that an on-road commute in this region can be a challenge. As I compare the Draft Plan Routes to 2008 Bicycle Route Guide I see many orange routes on the Guide—clearly there's a lot of work to be done here. I hope as the Master Plan is realized that there will be a significant advancement of on-road facilities.

With that in mind, in considering Objective 1, "Adapt the character of roadways (e.g. arterials and major collectors) to allow safe and convenient travel by bicyclists" (p. 7), I initially wondered if the targets for the Suggested Actions are sufficient to meet the need in a reasonable timeframe (when is "until completed"?). On further reflection I wondered how useful it is to present performance measures at this stage of the planning process. It seems to me that only with a concrete definition of what needs to be accomplished can we say that 20 miles of bike lanes per year or 3 grade-separated connections by 2009, for example, are sufficient or appropriate actions. The performance measures as they apply to the goals and objectives pertinent to an integrated bicycle and pedestrian network should be defined with reference to an implementation plan.

Perhaps at this stage it would be more appropriate to pursue Suggested Actions as pilot or test projects with the purpose of better understanding how different objectives and actions affect cycling behavior rather than as arbitrary steps towards undefined ends.

A Master Plan is nothing but a disappointment without implementation. Please emphasize your commitment to an implementation plan and describe the process of implementation plan development. Vision is good, but accomplishment really matters.

Nevertheless the Master Plan strikes me as a thorough, thoughtful, and ambitious compendium of actions that will develop Buffalo Niagara as a bicycle-friendly region. I appreciate your efforts and hope that with the increasingly urgent need to re-think transportation we will see cycling assuming a significant share.

Dear Ms. Allen

Thank you for the interest you took in the master plan update and the comments you have made. In our final draft we have a section for implementation, also your comment on "pilot programs" was very interesting and we are considering doing something like that and where they may be to have the best effect.

Thank you again for your interest and suggestions.

Holly Maietta
GBNRTC

From: Apache [mailto:apache@linuxweb1.core101.net]
Sent: Thursday, August 07, 2008 2:26 PM
To: staff@gbnrtc.org
Subject: GBNRTC Web Site Comment Form

Traian Cainaru

tcainaru@gw.dot.state.ny.us.com

716-847-3945

Comment

One very important thing that needs to be done is to have some designated bike paths plowed for winter cycling because this would make it safer and would help the year round cyclist.

Dear Traian,

Thank you for your comment & interest. Snow plowing of the bike paths as usually the maintenance responsibility of the towns they are in. Before the path is put in the maintenance responsibilities are decided and mostly it is the town or city it is in.

Holly Maietta
GBNRTC

From: Thomas DeSantis [mailto:tdesantis@roadrunner.com]
Sent: Saturday, August 30, 2008 11:56 AM
To: Holly Maietta
Subject: Re: 2008 Bike Ped Master Plan Update
Importance: High

Holly,

I trust that Alan Nusbaum in my office has gotten back to you with corrections.

If not please call him Wednesday AM at 286.4462 to reprise the comments on the map.

Tom DeSantis

Thank you Tom, I spoke with him on Friday & made the changes to the map.
Holly

on 8/29/08 8:12 AM, Holly Maietta at hmaietta@gbnrtc.org wrote:

The proposed routes are the routes that where on the 1997 bicycle master plan map and are carried over to the 2008 updated map or they are new routes proposed by the cities & towns. The public proposed routes were suggested by a member of the public at the April Bicycle Subcommittee meeting. What we want to know is if it is ok with the cities & town involved to leave those suggested routes on the map or take them off. If we leave them on they will then become just proposed routes on the final draft. On the final draft there will only be proposed off & on road routes & existing on & off road routes.

From: Thomas DeSantis [<mailto:tdesantis@roadrunner.com>]

Sent: Thursday, August 28, 2008 6:19 PM

To: Holly Maietta

Subject: Re: 2008 Bike Ped Master Plan Update

Importance: High

Holly, what is the definitional differences between "public suggested" and "proposed"
Tom DeSantis

on 8/28/08 9:16 AM, Holly Maietta at hmaietta@gbnrtc.org wrote:

Tom,

Just checking to see if you have had a chance to review the bicycle master plan map I had sent you. I am hoping to have them finalized before the PCC meeting on September 3. Maybe I could stop in this afternoon or tomorrow & speak with you or someone else if that would be better, or you could also just email me if the public suggested changes are agreeable to you or not & I can remove them.

Thank You,

Holly

From: Thomas J. DeSantis [<mailto:desantis@nfez.org>]

Sent: Tuesday, July 22, 2008 5:17 PM

To: Holly Maietta

Subject: Re: 2008 Bike Ped Master Plan Update

Importance: High

Holly, I'll try to get back to you soon.

Tom

From: Holly Maietta <hmaietta@gbnrtc.org>

Date: Mon, 21 Jul 2008 11:04:36 -0400

To: <desantis@nfez.org>

Conversation: 2008 Bike Ped Master Plan Update

Subject: 2008 Bike Ped Master Plan Update

Mr. DeSantis,

We are finishing up the master plan and the maps and would like to know if you could take a look at it to see if everything correct or if there still needs any changes. I had spoke with Bob Curtis in December & he said that there were no new Bike-Ped plans for the City of Niagara Falls. The lines and dots in green were suggested by the public at the public meeting in April. Could you look at these & tell me if Niagara Falls would be ok with leaving them on there as suggested on & off road trails or if we should remove them.

Thank You,
Holly Maietta
GBNRTC
856-2026x315

From: Kevin O'Brien [<mailto:Kevin.Obrien@niagaracounty.com>]

Sent: Tuesday, July 29, 2008 11:00 AM

To: Holly Maietta

Cc: Jeffery Degnan

Subject: Re: 2008 Bike Ped Master Plan

Holly; Jeff forwarded this to me for response...I don't see any problem with any of the routes proposed by the public. Jeff had three housekeeping suggestions: (1) NCCC should be shown on the North side of Rte. 31; (2) A shopping plaza exists at Wrights Corners; and (3) perhaps the Keenan Center in Lockport could be shown as a point of interest.

From: Booth, Justin [mailto:jbooth@ch.ci.buffalo.ny.us]
Sent: Wednesday, July 23, 2008 10:10 AM
To: Holly Maietta; Witulski, Gary
Cc: Ghasemi, Seyed
Subject: RE: 2008 Bike Ped Master Plan Update
The one discrepancy that I noticed is that the designated Bicycle lane identified in pink along Niagara Street does not exist.

Thanks Justin, I will change it to blue which is proposed on road.

From: Witulski, Gary
Sent: Monday, July 21, 2008 3:47 PM
To: 'Holly Maietta'
Cc: Ghasemi, Seyed; Booth, Justin
Subject: RE: 2008 Bike Ped Master Plan Update

Holly:

I will pass this along to Seyed Ghasemi and Justin Booth for Review for review.

I have not heard about the proposed off-road lanes that run along Dorrance Ave, is it a Lackawanna project?

Regarding the yellow dotted line near the Peace Bridge, is this the once-proposed cantilevered Riverwalk extension along the I-190 ROW? If so, I would remove it from the map, because it has been ruled out: it is very costly and difficult to construct. The Riverwalk will be extended to just north of the existing Peace Bridge Span and will cross over the I-190 and connect with Niagara Street. If it is a proposed off-road facility along Niagara Street from the Peace Bridge to West Ferry, who proposed it? I am unaware of this.

I see no problem with leaving the green lines on the map, because they map help identify future connections.

If you have any questions please email or call me at 851-4272.

Thank you.

Gary Witulski

Gary,
I will make those changes to the 190 also the off-road lanes were from the original map in the 1998 bike ped master plan as proposed off road.
Holly

From: Witulski, Gary [mailto:gwitulski@ch.ci.buffalo.ny.us]
Sent: Monday, July 21, 2008 3:47 PM
To: Holly Maietta
Cc: Ghasemi, Seyed; Booth, Justin
Subject: RE: 2008 Bike Ped Master Plan Update

Holly:

I will pass this along to Seyed Ghasemi and Justin Booth for Review for review.

I have not heard about the proposed off-road lanes that run along Dorrance Ave, is it a Lackawanna project?

Regarding the yellow dotted line near the Peace Bridge, is this the once-proposed cantilevered Riverwalk extension along the I-190 ROW? If so, I would remove it from the map, because it has been ruled out: it is very costly and difficult to construct. The Riverwalk will be extended to just north of the existing Peace Bridge Span and will cross over the I-190 and connect with Niagara Street. If it is a proposed off-road facility along Niagara Street from the Peace Bridge to West Ferry, who proposed it? I am unaware of this.

I see no problem with leaving the green lines on the map, because they map help identify future connections.

If you have any questions please email or call me at 851-4272.

Thank you.

Gary Witulski

ok I will do that, thanks Holly

From: Ed Harman [mailto:EHarman@roadrunner.com]
Sent: Monday, July 21, 2008 6:56 PM
To: 'Holly Maietta'
Subject: RE: 2008 Bike Ped Master Plan Update

Holly,

I would suggest extending the green line (Public Suggested on Road) on Bear Ridge Rd. running from Feigle Rd. to Campbell Blvd. to include Bear Ridge from Campbell Blvd. to Tonawanda Creek Rd.

Ed Harman

Hello Holly,

I should be able to get to the maps in the next week.
I am also waiting for the Trail Task Force to comment.
I will forward any comments as soon as possible.

Bill Fulton
O.P. Engineering

Holly,
At this time we have not completed a design phase for this segment. Considering the safety issues along this route we would strongly encourage an 'off-road' trail.
Thanks,
Giff Swyers / Sandy Brant

Hi,
I know the deadline for comments has passed, but if it is not too late, we have a few comments on the draft plan. I've attached a memorandum. Please feel free to contact me with any questions.
Thanks.

Joelle M. Guy, AICP
*Assistant Planner
Town of Amherst Planning Department
5583 Main Street
Williamsville, NY 14221
(716) 631-7051*

MEMORANDUM

To: Greater Buffalo-Niagara Regional Transportation Council

From: Eric W. Gillert, AICP, Planning Director

Re: Draft 2008 Bicycle & Pedestrian Master Plan for Erie & Niagara Counties

The Amherst Planning Department has reviewed the Draft 2008 Bicycle and Pedestrian Master Plan for Erie and Niagara Counties and offers the following comments:

1. It seems that there is a basic assumption in the draft plan that bicycles and pedestrians have some common requirements. This premise may be true in some cases, but not all. Depending on the context, pedestrian facilities may exclude bicycles. Maybe, from a planning perspective, bicycles and pedestrians should have separate, coordinated plans. Or, as an alternative, the plan may have separate sections for bicycles and pedestrians, acknowledging that, depending on the context, such facilities may be in conflict.
2. A related comment is that all bicycle facilities are not equal: some are primarily transportation while others are purely recreational. It may be appropriate to acknowledge this in the plan.
3. A general concern is that the plan advocates for more transportation infrastructure while: infrastructure maintenance funds are limited; user populations are not increasing and may be declining given demographic changes; and fiscal consideration dictates that we limit investment in new infrastructure and focus on maintenance and efficient use of existing facilities. The timetables given in the plan for implementation may be ambitious given these factors. That being said, quality of life issues and our ability to grow out of our current economic slump dictate that we invest in quality of life facilities. For example, in Amherst the high level of services and quality facilities has greatly contributed to our economic growth.

4. It is recommended that the plan reference the Regional Framework Plan and its policy implications related to transportation.
5. The suggested actions to “identify dysfunctional or dilapidated sidewalks” and “identify and complete missing segments of the sidewalk network” seem rather broad, given the timetables. It is not clear where this would take place (all roads within the two counties, only collectors or arterials?).
6. Area municipalities will be critical in implementing many of the actions described in the report, including providing bike/pedestrian facilities on local roads and in encouraging their accommodation in development projects. Municipalities should be encouraged to be active partners in the implementation process. Towards this end, it is suggested that model code language (for example, for subdivision regulations, site plan review, and roadway design) be developed regarding pedestrian circulation and sidewalks.
7. Municipalities also have control over land use decisions, which are critical in developing an integrated, multi-modal transportation system. The plan may want to acknowledge the importance of land use planning on the feasibility of both bicycle and pedestrian travel.

Thank you for the opportunity to comment on the draft plan. Please feel free to contact me with any questions.

Hi Holly, Am I too late to give you some routes?

-----Original Message-----

From: Holly Maietta [<mailto:hmaietta@gbnrtc.org>]

Sent: Tuesday, January 29, 2008 8:12 AM

To: 'Norman Allen'

Subject: RE: City Engineering Contact Form

No, you can just point out the spots where there may be changes. Then I can put them on temporarily & when you get the final ok I can make them permanent or not.

-----Original Message-----

From: Norman Allen [<mailto:nallen@elockport.com>]

Sent: Tuesday, January 29, 2008 7:25 AM

To: Holly Maietta

Subject: RE: City Engineering Contact Form

Sure that's good with me. I'm on the second floor of the Municipal Building. Follow the signs to Engineering.

Will you need an answer by then? I brought up the idea of changing the route to our Traffic Advisory Committee last night. It brought up a great deal of conversation. I'll need some time to get some direction and approvals.



-----Original Message-----

From: Holly Maietta [<mailto:hmaietta@gbnrtc.org>]
Sent: Tuesday, January 29, 2008 6:44 AM
To: 'Norman Allen'
Subject: RE: City Engineering Contact Form

Thank you Norman. How about if we meet next Monday February 4 at say 10am.
Is that ok with you? Your office is in the Municipal Building at One Locks Plaza correct?

-----Original Message-----

From: Norman Allen [<mailto:nallen@elockport.com>]
Sent: Monday, January 28, 2008 2:34 PM
To: Holly Maietta
Subject: RE: City Engineering Contact Form

Thanks Holly, let me know when you want to meet. I will present the map to the Mayor and the Common Council to ask for any needed changes.

-----Original Message-----

From: Holly Maietta [<mailto:hmaietta@gbnrtc.org>]
Sent: Monday, January 28, 2008 2:10 PM
To: 'Norman Allen'
Subject: RE: City Engineering Contact Form

Hi Norman,
Thank you for getting back to me so soon. I can send you a map of the 1997 Bicycle Master Plan I will attach it to this email.

-----Original Message-----

From: Norman Allen [<mailto:nallen@elockport.com>]
Sent: Monday, January 28, 2008 2:03 PM
To: hmaietta@gbnrtc.org
Subject: RE: City Engineering Contact Form

Holly, my name is Norman Allen, I am the Director of Engineering for the City of Lockport, my office number is 716 439-67650. This email address is the best way to contact me. Is it possible for you to email me a copy of the 1997 plan?

From: Apache [<mailto:apache@linuxweb1.core101.net>]
Sent: Thursday, August 07, 2008 2:26 PM
To: staff@gbnrtc.org
Subject: GBNRTC Web Site Comment Form

Traian Cainaru

tcainaru@gw.dot.state.ny.us.com

716-847-3945

Comment

One very important thing that needs to be done is to have some designated bike paths plowed for winter cycling because this would make it safer and would help the year round cyclist.



From: Apache [mailto:apache@linuxweb1.core101.net]
Sent: Monday, September 15, 2008 3:12 PM
To: staff@gbnrtc.org
Subject: GBNRTC Web Site Comment Form

Art Klein
HappyK1@aol.com
7166931082
Comment

I am a former member and Chairman of the GBN-RTC bicycle Sub Committee. I just was referred, by Tim Trabold about the bicycle plan. but th cut-off for comments is already passed. Was the cut-off date extended can I submit a comment?

Hi Art,
We'll be working on this for another couple of weeks so try to get us your comments by the end of September.
By the way, this Wednesday (9/17) at 6 PM we'll be at the Earl Brydges Library in Niagara Falls for a B-P subcommittee meeting. The main topic is the new B-P master plan so come by if you've got time.
Regards,
Tim

- ECDEP Comments on Bicycle/Pedestrian Master Plan, Chapter 8: Implementation Plan -

Page 1, 4th paragraph

"One last observation worth mentioning." This is a sentence fragment and sounds informal. Perhaps the next sentence should be started with "Lastly, bicycle and pedestrian planning has been an integral part of the..."

Page 1, 5th paragraph

The wording in this section is somewhat confusing/ informal. A suggested alternative:

"Many of the suggested actions described in the previous chapters are funded, and are thus likely to take place, incrementally. This makes prioritizing these actions a necessity. The following sections outline an action plan for addressing implementation."

Page 1, last paragraph, last sentence

The word "activates" should be "activities."

Page 2, Next Priority, 1st bullet

The word "address" at the end of the line is unnecessary, as the text of the previous two sentences addresses these issues already.

Page 2, Next Priority, 3rd bullet

The word "increase" should be "increased".

Page 3, 1st bullet

The first bullet is already included on the previous page.

Page 3, Non-Infrastructure

The first sentence should start with "Many". "A great many" sounds too informal.

Page 4, Implementation Responsibilities



The tone of this section is quite conversational. A suggested alternative:

The common goal of all master plans is to accomplish something real in a community. To identify solutions, and the means by which those solutions can be implemented. Well-implemented plans achieve the desired results effectively, on time, and with few unintended negative impacts.

Implementation of a master plan can only be achieved with commitment from all responsible agencies or organizations. If these parties are not convinced of the plan's value, it will be destined for a dusty shelf life. The success of the plan is also dependent upon the communication of the vision and strategic objectives to all stakeholders. Those developing the master plan must effectively communicate the vision and strategic objectives of the master plan, in order for the stakeholders to understand its purpose and how it must be implemented.

The new initiatives set forth in this plan call for increased communication. The agencies and organizations responsible for implementation decisions must be informed of their roles and what is expected of them. While this is not a mandatory assignment, it is nonetheless 'their' contribution to the plan. The following table is a matrix-style outline of implementation responsibilities. It seeks to recognize agencies for preexisting programs, as well as to identify which future actions fall under each agency's domain.

Page 11, Implementation Plan Monitoring

The tone of this section is quite conversational, and seems somewhat disorganized. A suggested alternative:

Developing an implementation plan is a fundamental part of preparing a master plan. However, effectively putting the plan into action can be challenging. Monitoring can ensure that the plan is achieving the desired results. Monitoring is part of a control process that enables corrective action to be taken if the implementation process goes off course. The action steps, as well as the planning processes, may need to be reevaluated and adjusted.

Monitoring is important for a number of reasons. Firstly, it ensures that regional efforts conform to the plan, and that the suggested action steps are being employed. Secondly, monitoring provides an opportunity to evaluate the outcome of these action steps, to ensure that the desired result was accomplished. Lastly, and most importantly, monitoring provides the essential link between the written plan and the real-world application and integration of the plan by local stakeholders. It provides evidence that progress is being made for the improvement of bicycle and pedestrian resources, according to an approved blueprint.

The preceding chapters of this Bicycle and Pedestrian Master Plan define a number of performance measures that provide a timeframe and benchmarks for the goals and associated objectives. They are provided as a baseline for evaluating the success of the Bicycle and Pedestrian Master Plan.

Also, a comment from Tom Dearing:

We have an issue regarding land control on federal aid projects that fund bicycle/pedestrian trails. FHWA and NYSDOT now require full fee title or long term permanent easements on trail segments. We used to be able to obtain occupancy permits from the NYSTA when we crossed their property. This no longer is acceptable. As a result the Sherwood Greenway may have to be shelved and a few others.

I would suggest that the master plan address this issue somehow or, if that is not the proper forum, than perhaps place it on the subcommittee's agenda for future discussion.

Erie County Department of Public Works/ Brian Rose
COMMENTS ON DRAFT 2008 BICYCLE & PEDESTRIAN MASTER PLAN

1. Introduction under Implementation:
 - a. Who decides whether or not it is feasible to include elements of the Bike/Ped Master Plan in a project proposal and by what criteria?
- CHAPTER 1
2. Objective 1, item 1.1:
 - a. Re-striping to be considered on all streets or only those that are part of the network?
 - b. All roadway projects may not be able to provide sufficient width for bike lanes, e.g. mill & resurfacing projects on rural roads where the ditch line is close to the shoulder
3. Objective 3, item 3.1:
 - a. Practicality of colored pavement needs to be looked at if it hasn't already. Is it only good for concrete pavement? Most pavement locally is asphalt. If color is "painted on" in some fashion how well does it hold up in our environment? What are the maintenance considerations?
4. Objective 3, item 3.3:
 - a. Is this just for roads/streets on the network? I would think we would have to be careful where we institute this as driver impatience will be a factor.
5. Objective 3, item 3.5:
 - a. Raised edge difficult to construct, possibly destabilizing for bicycles crossing it at a narrow angle. What about other physical methods of delineation such as some type of modified rumble strip?
6. Objective 3, item 3.6:
 - a. Planted medians are maintenance intensive and difficult to maintain in an attractive condition.
7. Objective 3, item 3.7:
 - a. Narrowing or removing travel lanes will be governed by other considerations. This item needs a "where feasible and appropriate" qualifier.
8. Objective 4, item 4.2:
 - a. The County does not maintain sidewalks. Depending on the funding arrangements the County may or may not include sidewalks in new construction. Sidewalks are typically City, Town or Village responsibilities.
9. Objective 5, item 5.1:
 - a. "pedestrian" is misspelled.
10. Objective 6, item 6.1:
 - a. Does "Grade" mean "evaluate"? Grade also has a specific construction meaning.
11. Objective 6, item 6.2:
 - a. Immediate repair not always feasible. Work Zone Traffic Control measures for Bike/Ped should be developed and utilized where necessary. I would not impose a specific (i.e. 4 week) time limit.
- CHAPTER 2
12. Chapter 2, second paragraph:
 - a. Accommodation on every roadway project seems too broad. Is this intended only for new construction? Likely not practical on maintenance projects although these would not come before the GBNRTC. All new construction may not be

suitable either. Feasibility and appropriateness will still need to be considerations.

13. Objective 2, item 2.1:

- a. Is the technology available for demand actuated signals that detect bicycles?

14. Objective 3, item 3.2:

- a. The position of the bridge in the B/P network and in the overall road network must be considered. The facilities provided on the bridge should be consistent with the usage and character of the adjacent road segments and any future plans for those road segments.

CHAPTER 3

15. Objective 1, item 1.1:

- a. A good thought but does such a high-use location exist in this area? If one does are the businesses that drive it likely to remain or will they move to chase the next IDA tax deal? What is the stability of the businesses involved? Such a facility would involve a major expense.

16. Objective 1, item 1.3:

- a. I disagree with the minimal capital expense judgement. Depending on the building it could be quite costly.

17. Objective 1, item 1.3:

- a. What would the “free consulting services” consist of? Advice only or production of specific plans? I am assuming advice only otherwise we would be in competition with the local consulting community.

18. Objective 2, item 2.1:

- a. Development permitting is not a County function. It is the province of the City, Towns and Villages.

19. Objective 2, item 2.2:

- a. “...arrange for reinforcement.” or “...arrange for enforcement.”?

20. Objective 3, item 3.2:

- a. What sports and what venues? The largest may not be the best targets. Are the approach roads and the traffic at the Ralph safe for pedestrians and cyclists on game day both before and after the game? HSBC Arena typically used for night hockey games with much of the season during the winter when bicycle travel is impractical. What is the local hierarchy of sporting venues?

CHAPTER 4

21. Objective 3, item 3.1:

- a. Fewer parking spaces for automobiles may be required.

CHAPTER 5

22. Objective 1, item 1.2:

- a. “...passing too closely...” should be “...passing too closely...”

23. Objective 4, item 4.2:

- a. Designing Streets for Pedestrian Safety Program from Cornell Local Roads is good.

CHAPTER 6

24. Objective 2, item 2.2:

- a. Availability of shower and locker facilities as well as the time it takes to use them are HUUUUUGE issues (my apologies to Mr. Fuccillo).

25. Objective 3, item 3.1:

- a. An attempt should be made to define what a practical bicycling commute is including consideration of distance, environment, and time (including

shower/clean-up time). This should be one of the guides in looking at siting bicycle facilities.

CHAPTER 7

26. Objective 1, item 1.1:

- a. "...pedestrian..." instead of "...pedestrian..."

CHAPTER 8

27. Infrastructure, Next Priority, third bullet:

- a. "...increased police presence..." instead of "...increase police presence..."

28. Non-Infrastructure, High Priority, first bullet:

- a. List of project types seems too broad unless it is understood that "where feasible and appropriate" is part of the discussion.

GENERAL

29. City, Town and Village input and buy-in would seem essential to the success of the Master Plan. How is this being secured?

From: Apache [<mailto:apache@linuxweb1.core101.net>]

Sent: Tuesday, June 17, 2008 6:22 AM

To: staff@gbnrtc.org

Subject: GBNRTC Web Site Comment Form

Michael

obscuredtrip@yahoo.com

Suggestion

Every day there are new stories encouraging people to use mass transit (NFTA) as well as riding bikes.

There are possibly hundreds or thousands of people who would love to. Although it is near impossible for many in this area. Either because the trip would be too far by bike or the bus stops are too far to walk to.

The simple answer would be to equip bus's with bike racks. While I realize some NFTA bus's are currently equipped with bike racks and the existing bike racks are underutilized. The reason for this, is due to the fact no one knows when (times) or where (routes), the few bike rack equipped bus's will be at any given time. If a person does manage to find and take one of these random bus's, they could be left stranded. As there may not be a bus with a bike rack to return on. Many people simply choose not to ride the bus's because of this fact and drive to their destination and drive home afterwards. If people were given the opportunity to ride their bikes in conjunction with NFTA equipped bus's many more people would take in an visit the smaller shops, spend the money saved by not having to drive and take in the unique opportunities that they would miss out on by driving, parking, etc...

I ask that this be looked into and pressure be placed upon the NFTA. As well as resources made available to equip ALL NFTA bus's with bike racks for multiple bicycles. In the interim, designated bike friendly bus routes be created. Utilizing the very few existing bike rack equipped bus's.

From: Apache [<mailto:apache@linuxweb1.core101.net>]

Sent: Wednesday, June 25, 2008 9:49 AM

To: staff@gbnrtc.org

Subject: GBNRTC Web Site Comment Form

Raymond Klein

rayhead00@hotmail.com

716887353

Comment

Are there any plans to improve the situation with the bike racks on NFTA busses?

They seems useless in the current configuration.

Is it still true only 50% of the busses have racks?

Is it still true that there no constant routes with the benefit of a bike rack?

Forwarded to Robert Gower/NFTA: 06/25/2008 11:04 AM

August 5, 2008

Dear Shop Owner,

We hope you and your customers are making good use of our *2008 Bicycle Route Guide*.

The *Route Guide* is just one product of our regional strategy to promote bicycling and walking in Western New York. The entire strategy is documented in a report called the **Bicycle Pedestrian Master Plan**. We are in the process of updating that plan and are enlisting your assistance in getting the word out to your customers that the draft plan is now available for public comment.

We would like as many people as possible to view and comment on the draft **Plan** which we have made available on our website (www.gbnrtc.org) by September 2, 2008.

We ask that you post the attachment in a prominent location in your shop until that date. If you have any questions, please contact me at 856-2026 x315.

Thank you again for your assistance,

Holly Maietta
GBNRTC Bike-Ped Coordinator

Do You Want to Improve Bicycle and Walkway Conditions?



We are pleased to
announce the *draft* 2008
Bicycle Pedestrian Master Plan,
is available for you to review.
Let us know your comments, by September 2, 2008.



See our website www.gbnrtc.org for the draft plan or
contact Holly Maietta at 716-856-2026 ext 315 for more information



post until September 3, 2008