

**PaTHs 4 Bethlehem
Meeting Summary
September 27, 2011**

Present: Henry Peyrebrune, Alan Via, Ann Mullaly, Scott Lewendon, Caleb Wistar, Anne Benware, Kathy McCarthy, Oliver Holmes, Kristin Legere, Dan Lewis
Town of Bethlehem Staff: Rob Leslie, Jason Gallo, Erik Deyoe
VHB Staff: Kim Lundgren, Bill Desantis, Jason Zogg, Preston Halstead

Comments on June Meeting Summary

Jason followed up on Henry's comments / question about contact with Police Department. Jason met with Officer Sleurs and discussed the success of the palm cards. Officer Sleurs liked having the palm cards to hand out and thought they served as an excellent educational tool.

Scott – I did not suggest VHB revise the Town ordinance as related to Bicycles and the use of sidewalks, that would be more our committee's job, but if they could offer an opinion on riding on the sidewalks that would be helpful.

Rob pointed out that the card holders purchased with the MHCC mini grant funds are now up on the bike racks (3) at the four corners. We would like to see how they hold up over the winter then order the rest and put up come spring.

Alan – We should monitor those boxes to make sure they are full, something that the committee could check on periodically.

Rob - The bike shaped bike rack at the park and ride by 4 corners was damaged. The highway dept. have taken it down and they were able to repair and put back up.

Bike Pilot Project Confirmation / Next Steps (VHB Task 6.b.iii)

Rob – At our last meeting we went through the priority network and identified 10 bicycle and 10 pedestrian potential projects. Town staff tabulated the benefits side of the scoring for these projects and VHB came up with costs associated with various kinds of improvements. The outcome is that we now have 10 bike and 10 pedestrian projects graded through our process for new pathway investment with associated costs provided by VHB.

Bill – Discussed how and why the proposed costs / improvements were recommended and decided:

- Finished roadway inventory, video and data collection.
- Determined what design criteria is appropriate for our Pilot Project with regards to our deadline and specific roadway design guidelines, i.e. whether it is a town or state road. Both the NYS DOT Highway Design Manual and FHWA Manual were used as a reference to make recommended design criteria. Documents were distributed on these required bicycle design accommodations.
- The roadway analysis was according to the types of land use, functional classification, number of lanes, shoulder width and traffic volume.
- A document / chart was distributed outlining project name and section limits, distance, roadway characteristics, proposed bike improvements, costs, etc.
- A cost per liner foot associated with the different types of treatments (signage, SLM, lane widening, etc.) is listed out in the summery memo sent to the Town.
- The Town's project share cost is 10% of total cost on state roadways

- A Town cost column will be added to the spreadsheet to breakout the cost better.

Anne – When you design a project in Massachusetts do you use 1999 FHWA bike facilities guide reference in the DOT?

Bill – Yes. Massachusetts uses its own Design manual. They are also trying to implement a complete streets policy.

Rob – The bike project totals provided are for total street improvement, based on DOT standards. What we have to do is ask DOT if they would accept improvements more realistic to our costs, like SLM (Shared lane Markings) and signage.

Anne – There is some play when it comes to lane width, which is why I asked about what guide Bill uses in Massachusetts because there is discussion about how the green book should be used in context which allows for some flexibility.

Henry – We should break these costs down further to compare actual bike facility improvements. List a cost associated with the benefit to the bicyclists only.

Scott – Was changing any travel lane widths considered?

Bill – No, but widening might vary depending on the existing shoulder width.

Scott – Any opportunities to change the shoulder widths?

Bill – Yes, on Cherry Avenue. All the other projects have roadway lane widths that are a minimum, 10ft to 11ft.

Scott – Perhaps a column could be added to address the narrowing of lane widths. Identify whenever there is an opportunity to shrink lane size to add shoulder width.

Rob – Spoke with the Highway Superintendent about the bike pilot project and learned that as a result of the extra work they are under due to Irene we may need to push the implementation of the pilot project back to spring. This is not a terrible idea given that the completion time of this project would not have left a lot of time, if any, for users as the winter season approaches. The potential pavement markings would also not have to endure the winter wear and tear before they are even used by bicyclist.

With the decision to move this project to spring 2012 (April) a call was placed to NYSERDA to confirm if it would be okay to implement after the grant deadline. It was then learned that the bicycle pilot project implementation should never have been left in the scope of the grant. The design aspect is still allowed but the money allocated for implementation must be rolled over into another part of the scope, most likely the design of the bike pilot project.

The original thought going into this meeting was to designate Kenwood Avenue from Delaware to Elsmere as the pilot project, partly because of our time constraints. Now that this is no longer the case, we should reconsider our other projects that also scored an “A”.

Scott – Perhaps we should consider relooking at the lengths of the proposed projects with respect to minimums and maximum lengths, and then rescore the project costs.

Oliver – Perhaps the strategy should be to do something at a low cost to the Town and get something on the ground versus the project that might be more desirable but cost significantly more and take more time to get permits for implementation.

Dan – Did you (VHB) find the evaluation process for pathway investment a useful tool?

Bill- Yes, it was a very useful and good tool for selection.

Bill – Maybe we go to DOT and consider restriping and SLM’s on a portion of Delaware.

Rob – Delaware also feeds into the larger scope of the NYSERDA grant, measuring & reducing GHG’s.

Bill – It could be hard to justify another project as related to GHG reduction if the project chosen is really just a recreation facility.

Anne – In being sensitive to DOT’s concerns maybe another option for the portion of Delaware is instead of a road diet and taking capacity away, look at a lower speed limits and reduce lane width.

Henry – A road diet makes more sense when considering both the Pedestrian and bicyclist.

Alan – I don’t see the state allowing us to go down to a one lane with a center turn when considering all the local business and side streets that are off of Delaware.

Kristin – Commuters would also potentially have an issue with lane reduction by adding time to their commute.

Alan – I think this would be a great project but by doing another “A” project with less reliance on permission from the state would be a better choice.

Rob – Can we say that Delaware Ave. is the corridor of interest but we just need to figure which section of Delaware should be targeted?

Kristin – This project would be a hard sell to the community. Another project might potentially have more public support and thus buy in for future projects.

Rob – So at this point our choices are: Delaware between Kenwood and Elsmere (we speak to DOT about what we can do regarding SLM’s) & Kenwood from Delaware to Elsmere (Town owned) and start road diet discussion with DOT from Elsmere to City Line.

Engaging Community Partners (VHB Task 6.b.iv)

Follow-up Meeting with Dr. Tebbano and Key Bethlehem Central School District Staff Update

We received notification from the school district that they are trying schedule a meeting with us and the key personal that were identified at our first meeting. A date and time has yet to be set.

Jason - At this time let’s open up a discussion about some of the topics that we want to bring to the table with the district when meet again:

- Introduce what the committee is all about
- Carry the discussion forward with respect to the 3 E’s: Education, Engineering & Enforcement
 1. With the district carrying forward Education
 2. Al Karim would be good to have his perspective on the Engineering, regarding our roadways
 3. Police Department providing Enforcement
- Hand out our palm cards.
 1. What is the most impactful way to do this
- Find a way to Educate parents as well
- Identify a liaison for our committee to communicate with

- Incorporate some of the school district wellness committees
- Bring specific educational resources to the meeting for teachers
- Explore ideas of neighborhood groups and how they currently organize group walks
- Come up with a way to have someone in the district directly responsible to the superintendent regarding these issues

League of American Bicyclists Traffic Skills 101 Course Overview (VHB Task 6.b.ii)

The outdoor portion will be held on Saturday, Oct. 22 - 8am at the Town Park. You must complete the online course in order to participate. Bring a helmet, bike, drink and snack. Rain or shine.

Confirmed participants: Erik Deyoe, Rob Leslie, Jason Gallo, Ann Mullaly, Scott Lewendon

Maybe: Oliver Holmes, Dan Rain, Det. Mike Whiteley

New Business

No new Business

Public Comment

No Public Comment

Adjourn

8:32