

BikeCNY meeting, Jan. 19, 2016

Attending: Steve Reiter, Kathy Downing, Mellissa Fierke, John Sexton, Peter King.

Group had no prior agenda, but we discussed these items.

- 1) **City's University Hill Bike Network Project planning.**
- 2) **Bike Month**
- 3) **Rides**
- 4) **Bike-Shares**
- 5) **Bicycle Workshops**
- 6) **Bicycle safety & crash data**
- 7) **Street-Art**
- 8) **Syracuse Greenways**
> *Notes at end.*

1) **City's University Hill Bike Network Project planning.**

>> Group discussed feedback opportunity on the City's University Hill Bike Network Project planning. SMTC completed an initial analysis for this project in 2008, and it is nearing design completion. The city will present their ideas on <02/10/2016>.

>> Is there a plan for Crouse, Irving, etc.?

+) Group could not figure out where to put more protected bike lanes.

Physical barriers are usually space-intensive. These streets tend to be too narrow for separated cycle-tracks.

Crouse might create public uproar. Crouse & Irving have heavy traffic, and more steepness (e.g. look @ Topo map in SMTC's 2008 final report, Link in 'Notes' below.)

Cyclists might not need more cycle-tracks, with the cycle-track on University. However,

+) While there is not much extra space on many streets for bicycle lanes, the city could be improving most or all these streets, in pedestrian / bicycle safety. People often dart across those roads, and the traffic is intensive.

+) Over much of the University area, space-intensive ideas like floating parking or protected bike lanes will not work well, as the space is often too tight, esp. in Winter.

>> e.g. A cycle-track won't fit on Euclid. However, other less space-intensive ideas may be more effective if applied well. e.g. Bike-Boxes.

>> Comstock and Waverly could use a **bike box**. BikeCNY recommends bike-boxes for some other locations downtown.

Bike-boxes offer a solution cognitively easier for most cyclists, than attempting crossing two to four lanes of busy traffic from the side; esp. where they lack a mirror. Bike-boxes are increasingly successfully applied in other urban intersections nationwide.

>> City could benefit from using 'public beta-tests' for new traffic patterns. The City lost a 'beta-testing' opportunity when Paul M put floating parking and cycle-tracks on Waverly- Comstock.

+ However, successful bike infra 'beta-testing' actually simulates the intended final result, not just paint where they mean physical barriers.

+ (See 'Notes' below, for an article on 'public beta-test' best practices.)

>> Some concern about Landlords booting people's cars on Westcott, stay tuned.

2) **Bike Month** (from Bob's email).

>> From Bob's email, he has been meeting with "Eric Ennis of 40-Below, Bethany Holbrook of the Downtown Committee & Linda Hartsock from the Connective. Corridor about Bike Month as a followup to our meeting with Adria." Bob reports many suggestions on the 3 events we have proposed so far.

>> Bob "explained..we hope to have each event coordinated by one main group, e.g. lunchtime ride on 5/18 by the Cycle in the City, workshop by BikeCNY, etc. Adria is going to contact John Sexton about the slow roll."

>> Peter misspoke about a City and County Parks merger, only proposed so far. Also, Kathy Mogul is with the County's Health Dept.

3) Rides.

a) Slow-Roll.

>> Group discussed planning a 'Slow-roll', considering 'Buffalo Slo-roll's' recent success.

>> In Buffalo, Police help out with 'slow-rolls'.

>> The Buffalo group makes certain participation rules clear.

>> Participants must agree to these rules online, maybe including waiving liability.

>> A team wearing T-Shirts helps coordinate the ride.

>> Slo-Roll rides run 5-6 abreast.

>> In some cases like Detroit, slo-rolls are unpopular, tying-up traffic for 45 minutes.

>> Buffalo just had one with a thousand people. Group: If we get 100 people, we'll be satisfied.

>> b. (other Rides) "40 Below also wants to do a ride to work breakfast."

Group: OK, maybe the County can be there, providing water.

4) Bike-Shares (AKA 'bicycle libraries').

"I also met with a group to discuss a bike share in the City; more to come on that."

John mentioned a related article about a state-wide public outreach on creating local bike-shares, in the Times-Union (see 'Refs' below for that link).

5) Bicycle Workshops.

Steve would like to see more people interested, if we are going to pursue these projects. Group agreed, for this year it seems feasible to only do the 'Commuting 101' (traffic skills) workshop, not the more advanced, expensive LCI training.

>> ~25 people

>> Need a presentation space, & we may need equipment.

>> Equip depends on their needs. While they will likely bring a laptop, best if possible to supply laptop, projector and projection wall-space.

>> John may be able to supply a projector.

>> wall-space depends on venue.

>> Possible Workshop Locations, (from Bob's email):

>> "For the workshop, the venues of the Community Foundation, Parkview Hotel, the One Group office in Franklin Square & the Tech Garden were mentioned (all free & available on Saturdays)."

>> Parkview Hotel (next to Strong-Hearts, across from Forman Park.) may have equipm.

>> An SU or ESF location could help with parking.

>> Melissa can check on accessing an ESF location, if preferable.

+ Steve will tell NYBC, we are doing the traffic skills Workshop, where-ever.

>> we will require registering for 'Bike-Commuter 101'; online, and at Bike shops if possible. Steve

can set this up with PayPal.

6) Bicycle safety & crash data. Nadine Lemon from Tri-State Transport Campaign' suggests Onondaga County has high bicycle-ped accident rates (Melissa, see 'Notes' for more). However, we lack street-level data

>> Sometimes no charge is filed, even when a cyclist gets hospitalized.

>> Does any accident require police fill out an accident report? Could ask Police.

>> John will ask Adria Finch if she's found better bike crash data.

7) Street-Art

>> Ben Tucker is funding the 'Livelihood' project. He might be also open to doing & funding a 'guerrilla' street-art project.

>> could be @ Euclid and Westcott.

>> We'd need a city permit, which shouldn't be a big deal.

>> Paint details: How much drying time do we need for paint in regular traffic?

8) Syracuse Greenways ~ as in, Connecting city parks with Bike lanes.

>> Peter suggested we might push connecting City Parks with Bike Lanes.

>> Emanuel Carter, an ESF Landscape Architecture professor, drafted a plan like this years ago.
(See below for link, in 'Notes')

>> Connecting city parks could effectively create a city-wide cycling grid.

>> This could create new off-road cycling trails where possible, as per the city's proposed 'greenway' system. Greenways can also bear ecological 'co-benefits' like clean air & storm-water control.

>> Potential for creating local 'green' jobs.

Potential 'Greenways' we discussed here:

>> Near Westside, e.g. Lipe Art Park on W. Fayette (Geddes?), next to the 'Gear-Factory'. BikeCNY has discussed this before, with the 'Gear-Factory' owner.

>> There are specific templates for arranging financially attractive insurance terms, motivating railroads to coexist with trails along their rail.

>> Onondaga Park. I-81 changes, etc.

This 'greenways' proposal can probably only work via networking with like-minded city groups, like Park advocates. No one group could pull this off, and we'd need some basic idea to work around.

>> Peter will produce a one-pager on this topic for this group's review.

Notes:

1) City's University Hill Bike Network Project planning.

+) Topo map in SMTC's 2008 final report.

Fig. 3.III - 1 > 'Topography', on [pg.39/80].

<http://smtcmpo.org/finalreps.asp?fy=2008&ShowAll=0> (OR)

http://smtcmpo.org/Docs/2008-12_FinalUHillBikeNetworkProject.pdf

+) 'Public beta-test' best practices

What a Great Pilot Bike Lane Project Looks Like: 3 Best Practices

by Michael Andersen Thursday, July 3, 2014

<http://usa.streetsblog.org/2014/07/03/what-a-great-pilot-bike-lane-project-looks-like-3-best-practices/>

4) Bike-Shares (AKA 'bicycle libraries')

>> I think the article John Sexton mentioned is:

"Albany area bike-share test shows users want safety first"

By Tim O'Brien Published Nov. 10, 2014

<http://www.timesunion.com/local/article/Albany-area-bike-share-test-shows-users-want-5884315.php>

The Times-Union also has a bike blog, at >> <http://blog.timesunion.com/bike/>

6) Bicycle safety & crash data.

Nadine Lemon often represents 'Tri-State Transportation Campaign', an advocacy focusing mostly on NY, NJ, & Conn. Tri-State do state-wide campaigns, for example: 'The Region's Most Dangerous Roads for Walking' in 2010.

<http://www.tstc.org/reports/danger09/index.php>

However, could find no mention of Onondaga in Tri-State's reports.

Tri-State pursues some state-wide cycle advocacy, their blog = <http://blog.tstc.org>

+ One Tri-State article covers Albany cycling safety, useful for understanding and framing CNY cycle-crashes. 'The High Costs of Bicycle Crashes in Albany'

Posted By: Sandy Johnston Aug. 14, 2015

<http://blog.tstc.org/2015/08/14/the-high-costs-of-bicycle-crashes-in-albany/>

8) Syracuse Greenways

+) Emanuel Carter's plan linking Parks with friendly streets (Warning: large file, 7+mb).

<http://www.esf.edu/faculty/carter/>

Under 'Projects', 'Syracuse Park Gardens & Woodlands'

Direct link = <http://www.esf.edu/la/carter/syrparks.pdf>