2002

Herkimer - Oneida Counties

BICYCLE and PEDESTRIAN PLAN

HOCTS

Herkimer-Oneida Counties Transportation Study

Boehlert Center at Union Station • 321 Main Street • Utica, NY 13501

planning@co.oneida.ny.us • (315) 798-5710

Herkimer-Oneida Counties
2001 Bicycle and Pedestrian Plan

TABLE OF CONTENTS

Part I. INTRODUCTION

Previous Bicycle and Pedestrian Plan in Herkimer-Oneida Counties

A bicycle and pedestrian plan was a requirement of the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The ISTEA legislation required that each Metropolitan Planning Organization (MPO) provide a comprehensive Bicycle and Pedestrian plan for its region. The MPO for Herkimer and Oneida Counties is the Governmental Policy & Liaison Committee and is staffed by the Herkimer and Oneida Counties Transportation Study (HOCTS). HOCTS is hosted by the Oneida County Planning Department and is located at Boehlert Center at Union Station, 321 Main Street, Utica, New York, 13501.

In October 1994, HOCTS developed a bicycle and pedestrian plan for Herkimer and Oneida Counties. The 1994 plan described existing bicycle and pedestrian routes, and potential bicycle and pedestrian facilities proposed at that time. The plan also identified major street and highway projects necessary to implement the identified bikeway and pedestrian improvements outlined in the plan.

Development of Plan Update

The need for an updated plan exists not only to respond to changes in transportation legislation and state transportation policy, but also to changes in the demand for improved bicycle and pedestrian facilities and a better "quality of life" for the area.

Preparing a new plan also provides an opportunity to address environmental, health, economic development, community and quality of life concerns. The recent steep climb in oil and gas prices certainly underscores the need for more non-motorized transportation wherever possible. Studies show that people want to live and work in communities that support quality of life issues such as protecting the natural environment and promoting walking, bicycling and transit access to employment, education, recreation, entertainment, shopping, and services.

The planning and design ideas resulting from the popular New Urbanism movement promote transportation planning concepts centered around walking, bicycling, convenient access to transit and the narrowing of city streets to slow traffic and create a greater sense of community. This movement has prompted many urban and suburban areas to address bicycle and pedestrian considerations when developing their community plans. In the Herkimer-Oneida counties area the Town of Whitestown and the Town of Webb have included bicycle and pedestrian elements in their comprehensive plans.

In January 2001, HOCTS, NYSDOT (Region2), and the newly formed Bicycle and Pedestrian Advisory Committee (BAPAC) began the process of updating the 1994 Bicycle and Pedestrian Plan. The members of the committee are listed in Appendix 6. HOCTS met with BAPAC members each month for five months to identify key bicycle and pedestrian issues in the Herkimer-Oneida Counties area. Once the issues were identified HOCTS and BAPAC members worked together to develop actions to address

those issues. Results from a bicyclist survey, created and distributed by HOCTS, were helpful in identifying issues specific to bicyclists. The draft plan was reviewed and commented on by BAPAC members.

Purpose of Plan

The purpose of the Herkimer-Oneida Counties Bicycle and Pedestrian Plan is to:

1. To improve quality of life in the two-county area and provide a guide for future development.
2. Identify progress made on recommended projects outlined in the 1994 plan.
3. Provide information to citizens interested in bicycle and pedestrian transportation.
4. Provide information to municipalities that are interested in planning and developing bicycle and pedestrian facilities in their communities.
5. Identify locations within the two-county area to improve bicycle or pedestrian transportation.
6. Provide recommendations for projects and programs that will advance bicycling and walking within Herkimer and Oneida Counties.
7. To fulfill the requirements of the TEA-21 to provide a comprehensive bicycle and pedestrian plan

As the Metropolitan Planning Organization (MPO) for Herkimer and Oneida Counties, HOCTS, along with NYSDOT Region-2, assists local governments in developing bicycle and pedestrian planning and design guidance. The MPO also establishes regional priorities for funding, and develops a regional approach to land use and transportation issues, which includes non-motorized use.

The Herkimer-Oneida Counties Bicycle and Pedestrian Advisory Committee, a representative from the New York Parks and Conservation Association- March 2001.

Vision Statement

To help guide the development of the desired Herkimer-Oneida Counties Bicycle and Pedestrian Plan, a vision statement was articulated:

"To improve the quality of life through the development of a safe and enjoyable regional transportation and recreational system that is readily accessible to bicyclists and pedestrians."

Part II. EXISTING CONDITIONS

Legislative Changes since 1994

In May of 1998, Congress passed the Transportation Equity Act for the 21st Century (TEA-21), the bill to reauthorize the Intermodal Surface Transportation Efficiency Act (ISTEA) programs. On June of 1998, TEA-21 was signed into law PL 105-178. This act authorizes highway, highway safety, transit and other surface transportation programs until 2003. TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which was the last major authorizing legislation for surface transportation.

TEA-21 continues and expands provisions to improve facilities and safety for bicycles and pedestrians. The eligibility of NHS (National Highway System) funds is broadened to include pedestrian walkways; safety and educational activities are now eligible for Transportation Enhancements (TE) funds. Other changes ensure the consideration of bicyclists and pedestrians in the planning process and facility design (context sensitive design under TEA-21).

New York State Bicycle and Pedestrian Initiatives

On January 21, 2000, NYS Governor Pataki signed Executive Order 102 creating the Quality Communities Interagency Task Force. The Quality Communities Task Force addresses non-motorized transportation in their recommendations for state and local governments. The task force specifically addresses the issue of non-motorized transportation in the document entitled "State and Local Governments Partnering for a Better New York". According to the task force's Recommendation 32, New York should "build upon existing State and local partnerships and expand efforts to accommodate bicycle and pedestrian access and mobility on all new and improved transportation facilities." This recommendation parallels NYS DOT's mission to "make New York State a place where walking and bicycling are safe, accessible, and 'user friendly' forms of transportation and recreation."

In our two-county area there has been noticeable progress in improving on and increasing the number of bicycle and pedestrian facilities. NYSDOT- Region 2 has incorporated approximately 27 miles of bicycle facilities and 6,300 feet of pedestrian facilities into their transportation projects during 1999 to 2001.

On January 14, 2001, Governor Pataki announced that his proposed 2001-2002 Executive Budget include a comprehensive $50 million plan to fund a variety of canal initiatives. Part of the funding would be for completion of the remainder of the 348-mile Canalway Trail and restoration of Canal lifts and bridges. To date, over 200 miles of the Canalway Trail, most of which runs along the historic Canal towpaths, has been connected. Completion of this trail would make it the longest Class I bicycle trail in the United States.

Proposed and completed Canal Corridor Bicycle and Pedestrian Projects are summarized in Figure 1. The estimated cost to complete the trail projects in Herkimer County is

estimated at $4.5 million according to NYSDOT-Region 2. Proposed trail project costs in Oneida County are estimated at approximately $2.5 million. Completed trail project costs in Oneida County have totaled over $1 million since 1994.

FIGURE 1

Proposed Canal Corridor Bicycle and Pedestrian Projects in the Herkimer-Oneida Counties

COUNTY	PROJECT LOCATION	MILEAGE	ESTIMATED COST
HERKIMER	Frankfort, Ilion, and Mohawk	4 Miles	$1.50 million
HERKIMER	German Flatts to Little Falls	3 Miles	$.50 Million
HERMIMER/ MONTGOMERY	Little Falls to Fort Plain	15 Miles	$2.5 Million
ONEIDA/ HERKIMER	Utica City Line to Frankfort Marina	6 Miles	$2.0 Million
ONEIDA	Genesee St. - East To Utica City Line	2 Miles	$0.50 Million
ONEIDA	Barnes Ave. to Rt.291	3 Miles	$0.12 Million
ONEIDA	Oriskany to Stanwix	6 Miles	$0.65 Million **Completed**
ONEIDA	Rome Terminal to Fort Stanwix	2 Miles	$0.40 Million
ONEIDA	Erie Canal Village to Rome Terminal	3 miles	$0.06Million

Current Levels of Bicycling and Walking

In 1994, HOCTS conducted a "Household Travel Survey" which was randomly distributed to 4,000 households within Herkimer and Oneida Counties. Over 700 (17%) usable surveys were returned. The surveys contained information about 1,939 persons and 6,313 trips. [1]

[1] It must be noted that the address sample for the survey was taken from a motor vehicle registration list obtained from the State Motor Vehicle Department, thus, the survey results reflect people who own some type of motor vehicle. Therefore, survey data obtained on transit, walking, or bicycling does not reflect the travel patterns of the total population of the two counties.

In the households surveyed, 12.49% owned a bicycle, however, only 0.2% used their bicycle as means of travel to and from their destinations. Approximately, 2.5% of survey respondents used walking as a means of transportation.

In March 2000, a Statewide Attitudinal and Preference Survey for New York State MPOs was conducted by Zogby International. Just over 2400 adults throughout New York State were interviewed regarding many different transportation issues. Approximately, 300 persons were interviewed in the Central New York (CNY) area. Results of the survey as it relates to bicycle and pedestrian planning in CNY are as follows:

Approximately…

- **11%** use walking as means of transportation on a weekly basis
- **2%** use bicycling as a means of transportation on a weekly basis
- **30%** use walking or bicycling for recreation on a weekly basis
- **75%** support bicycle trails, sidewalks, access to outdoor recreation, and noise reduction projects.

The 75% who support enhancements such as more bicycle trails, sidewalks, and scenic byways agreed that those elements are important for a better quality of life. The desire to have more facilities for recreational walking and bicycling illustrates support for multi-use trail initiatives such as the Canalway Trail.

The percentage of people commuting by walking each week suggests the need to improve the pedestrian environment. The lower percentage of people commuting by bicycle indicates that more needs to be done to ensure that bicyclists have safe and convenient facilities to use. Education and enforcement programs should be used in conjunction with design to encourage more non-motorized commuting.

Benefits of Bicycling and Walking

The benefits of bicycling and walking as healthy alternatives to motorized transportation can affect many aspects of our lives. The rise of diabetes in Americans is increasing at an alarming rate. Studies indicate that regular exercise such as walking can significantly lower the risk of developing diabetes. The benefits can be expressed in terms of health of the environment, as well as the health of individuals who are more physically active.

Bicycling and walking as a means of transportation can help reduce traffic congestion and improve quality of life. There are also economic benefits in terms of reduced health care costs and reduced dependency on auto ownership. Increased bicycle and pedestrian mobility can also benefit a community both economically and socially by bringing people together to enjoy retail or open space environments.

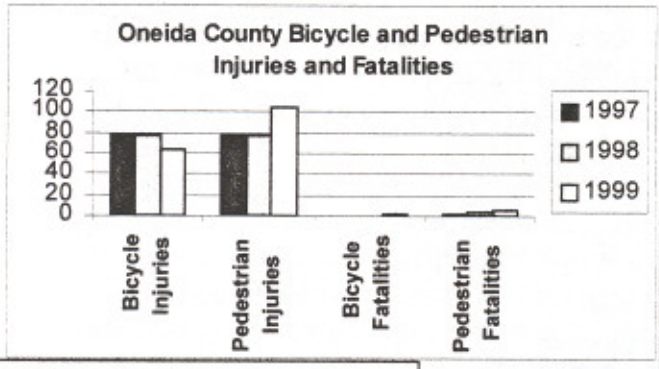
Bicycle and Pedestrian Safety

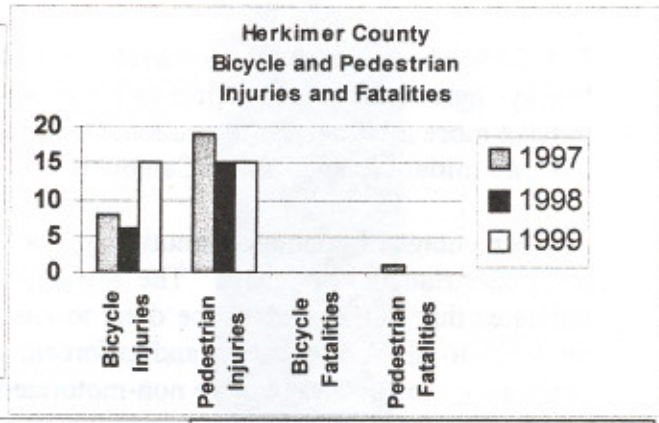
Bicycle and pedestrian safety continues to be the most important consideration when planning bicycle and pedestrian facilities and programs. Safety is also one of the most common reasons given by people of all ages for not considering taking walking or bicycling trips. According to the Bicycle and Pedestrian Information Center (BPIC),

there were 5,220 pedestrian fatalities in the U.S. in 1998. That same year 69,000 pedestrians received non-fatal injuries. The BPIC also reported that in 1999 there were 750 bicycling fatalities and 51,000 injuries resulting from traffic crashes. According to the Bureau of Transportation Statistics many bicycle and pedestrian accidents go unreported because the majority of these accidents result in only minor property damage and no significant injury.

However, a recent analysis of Herkimer and Oneida Counties bicycle and pedestrian accident data from NYS Department of Motor vehicle for the years 1997, 1998 and 1999 underscores the need for safer bicycle and pedestrian facilities and increased safety education and enforcement programs in the two-county area.

FIGURE 2
Injuries and Fatalities for Bicycle-Pedestrians in Herkimer-Oneida Counties





In Oneida County, there was an average of 73.5 bicycle injuries during a three-year period. Pedestrian injuries totaled 105 in 1999.

One bicycle fatality occurred in 1999. Pedestrian fatalities increased from 2 in 1997 to 6 in 1999.

A bicyclist or pedestrian is killed in the U.S. every 3.5 minutes.

In Herkimer County, bicycle injuries increased from 6 in 1998 to 15 in 1999. Pedestrian injuries decreased from 19 to 15 over a three-year period.

There were 0 bicycle fatalities and 1 pedestrian fatality during 1997-1999.

Accident types for Oneida and Herkimer Counties are illustrated in Figure 2. Most of the accidents that resulted in a bicyclist or pedestrian being killed or injured occurred in the afternoon or early evening. Ages of the bicyclists or pedestrians involved in the accidents varied; although more than 50% were under 20 years of age. The majority of pedestrian injuries or deaths in 1997, 1998 and 1999 occurred while the pedestrian was crossing at street locations without a crosswalk or signal.

A subsequent analysis of "high frequency motor vehicle accident locations" (locations where 10 or more accidents have occurred) data indicated that the greatest number of

accidents involving bicycles or pedestrians occurred in Oneida County's urbanized areas. During the period from September 1996 to August 31, 1999 a total of 65 bicycle and pedestrian accidents were reported within the City of Utica, 60 of those accidents occurred at intersections. No bicycle or pedestrian accidents were reported at the high frequency motor vehicle accident locations in Herkimer County.

Existing facilities

There are five existing and one proposed Class I Bicycle and Pedestrian Trail and Path facilities in Oneida County. Figure 3 below describes each one, including their condition and needs.

FIGURE 3

Existing Class I* Bicycle and Pedestrian Trails and Paths in Oneida County

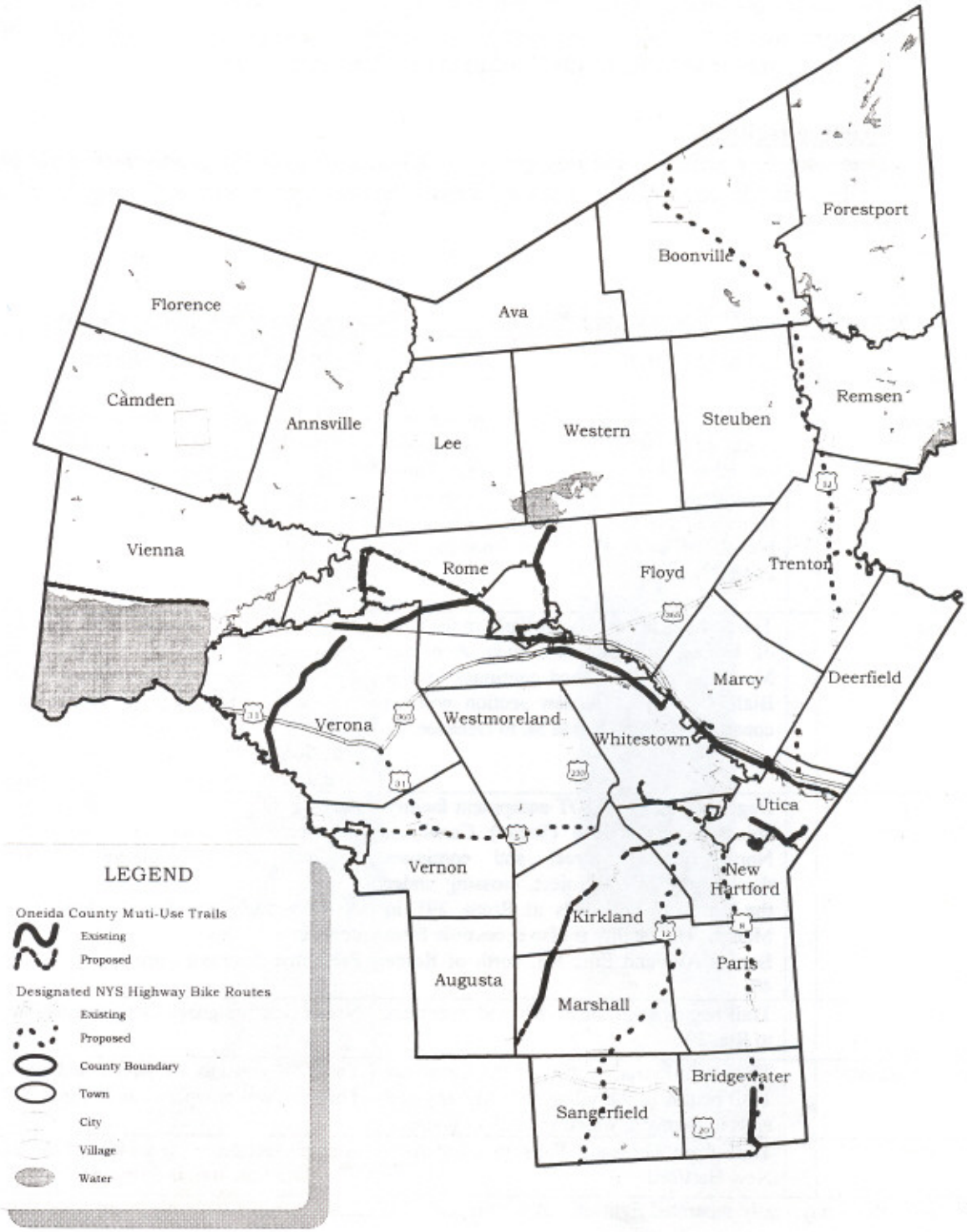
Location		Description	Condition and Needs
Part of Canalway System		Old Erie Canal Trail –begins in western Rome and continues for 33 miles through the entire length of the Old Erie Canal State Park then ends in Dewitt. However, there is a ¾ mile gap in the trail where the bicyclist must travel on Lock Road (next to Lock 21).	Needs clearer signage and general maintenance. Trail lacks any designation, directional or informational signage.
Memorial Parkway Multi-Use Path		The path begins at Proctor Park, in the City of Utica, and follows Culver Ave and Memorial Parkway then continues to Val Bialis Ski area. A new section will be constructed from Oneida St. to Genesee St.	The path section leading from the ski area to Valley View Rd. is in excellent condition. Maintenance and signage is needed on the section of path behind the old municipal swimming pool. Designating a name for this path would give it an identity. Additionally, a 150ft paved section of the path would connect Proctor Park with Bleeker Street.
MUD Bikeway Part of Canalway System		Begins at an NYS-DOT equipment facility adjacent to the Erie (Barge) Canal on North Genesee Street and continues through the MUD project, crossing under the Thruway and ends at Route 291 in Marcy. The facility is also accessible from Barnes Ave and Edic Rd. north of Route 49.	Parking lot improvements by NYSDOT at the N. Genesee St. entrance are expected to be complete by Fall 2001. In general, the trail is in good condition. A short trail, less than 50 feet, is recommended to connect to SUNY. Presently, there is a worn path in this location.
SUNY		Trail begins south of SUNY and continues to Rte. 291.	Needs clearer signage and general maintenance.
Part of Canalway System		The six-mile trail section of the Canalway Trail begins in the village of Oriskany and ends in Stanwix, which is south of Rome.	The trail consists of paved and non-paved sections. This trail was completed in Spring 2000.
Oriskany Falls		Trail from Oriskany Falls to Clinton to New Hartford	A small section in the middle of the trail is completed. The rest of the trail is proposed

* **Class I Bike Path** - a physically separated right-of-way for bicycle and pedestrian traffic with minimum cross-flow.

The following maps (Map 1- 2001 Multi-Use Trails and Bikeways for Oneida County and Map 2- 2001 Multi-Use Trails and Bikeways for Herkimer County) display the bike routes

2001
Multi-Use Trails & Bikeways
Oneida County, New York

MAP 1



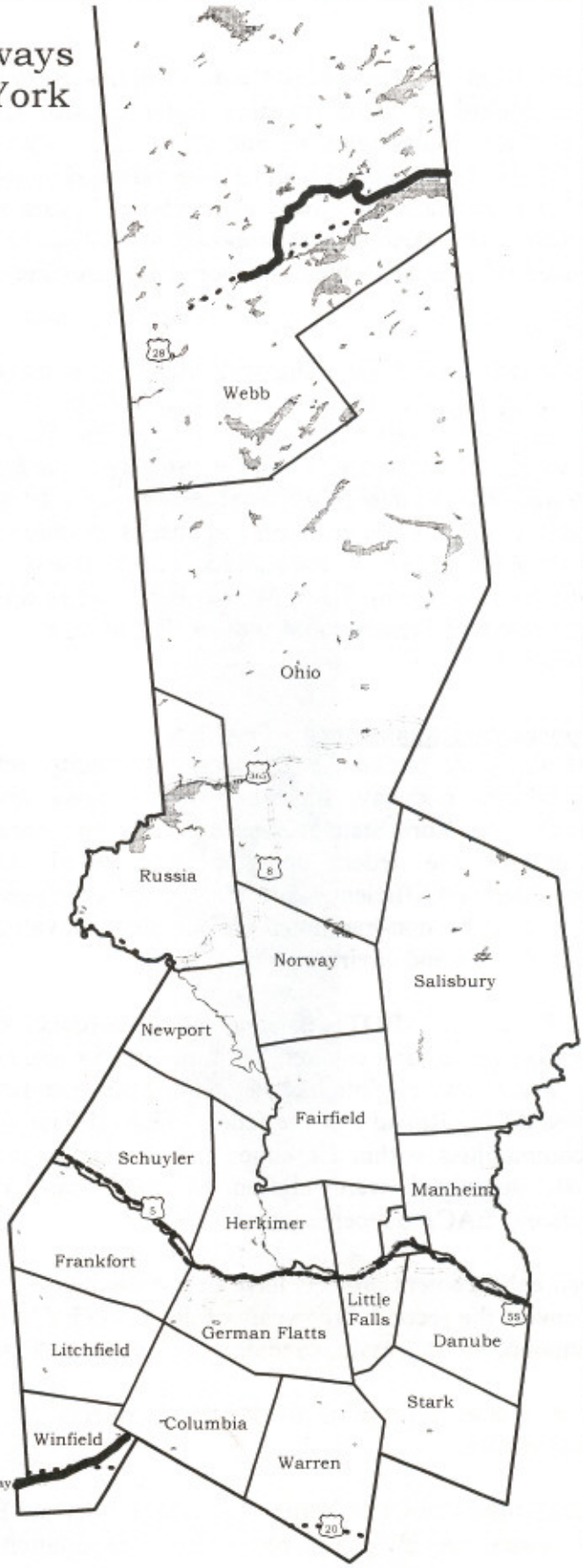
1:450,000

5 0 5 10 Miles

N

2001
Multi-Use Trails & Bikeways
Herkimer County, New York

MAP 2



LEGEND

Herkimer County Multi-Use Trails

- Existing
- Proposed

Designated NYS Highway Bike Routes

- Existing
- Proposed
- County Boundary
- Town
- City
- Village
- Water

1:500,000

4 0 4 8 Miles

N

and paths from the Herkimer-Oneida Counties Bicycle Touring Map. These maps highlight Multi-Use Trails (existing and proposed) and designated New York State Highway Bike Routes (existing and proposed). New York State designated bicycle Routes 12, 28, 8, 365, 20, 233, and 31 are indicated on the map. New York State Bicycle Route 5, which begins in Albany and ends in Niagara Falls, is also shown on the map. Both maps show existing and proposed Multi-Use Trails, and existing and proposed Designated NYS Bike Routes. Proposed facilities indicate facilities that are works-in-progress.

In January 2001, HOCTS along with the Bicycle and Pedestrian Advisory Committee sent out a survey to town and village officials in to Oneida and Herkimer Counties in an effort to update the Herkimer-Oneida Counties Bicycle Touring Map. The purpose of this survey was to make the map more comprehensive, and to increase awareness and use of these trails. HOCTS received a twenty- percent survey response. A summary of the Multi-Use Trail Information Form response is as follows: Town of Westmoreland has a Snowmobile trail; Town of Marshall has a Multi-Use trail; Town of New Hartford has the Sherillbrook trail system; Town of Paris has a Nature trail; Town of Herkimer has a Bike trail; and Town of Trenton has 4 trails with 2 being bike related. A copy of the survey is in Appendix 5.

Transportation Enhancements Program

In 1998, Congress passed the Transportation Equity Act for the 21st Century (TEA-21) that authorizes highway, highway safety, transit and other surface transportation programs. New York State's Transportation Enhancements Program (TEP) is designed to implement the federal program established within the Intermodal Surface Transportation and Efficiency Act (ISTEA) and continued in TEA-21. It provides federal reimbursement for non-traditional projects that add value to the transportation system by relating to human and environmental aspects.

Under TEA-21, NYSDOT will administer two rounds of solicitations. The first round has been completed and covered the initial three years of the Act (FFY 1998- 2000). In fall of 1999, twelve eligible bicycle and/or pedestrian related enhancement projects were submitted during Round I of the federal TEA-21 Transportation Enhancement program. Nine communities within Herkimer and Oneida Counties participated. Three of the proposals submitted were chosen by the Transportation Enhancement Advisory Committee (TEAC) to receive federal funding.

Fourteen enhancement projects have been submitted to the TEAC for the second round, which covers the second three years of the Act (FFY2001 –2003). The statewide TEAC will announce the successful candidates in August or September 2002.

Below is a brief description of the three projects that were funded in Herkimer and Oneida Counties:

1. TOBIE (Thendara, Old Forge, Big Moose, Inlet and Eagle Bay) Path Project will link rail, water, bicycling and pedestrian transportation along a 14-mile stretch from

Thendara to Inlet. The TOBIE project is designed to provide transportation enhancements (**Class I and III**) for travelers who arrive by train and area residents who prefer to use other modes of transportation other than an automobile to access the cultural, recreational, business, service and transportation centers in the nearby communities. Additionally, the 14-mile bikeway/pedestrian system will offer off road opportunities for families and individuals and on-road and backcountry paths for the more experienced bicyclists, walkers, and joggers. According to NYSDOT, it is scheduled for completion in fall 2002.

2. Boonville Canal Trail – The Village of Boonville plans to build a **Class I** pedestrian/bicycle trail along the Black River Canal. The trail will run south from the village entrance, connecting the village with three popular destinations: an existing multi-purpose recreation trail system; the Boonville Youth Athletic Association ball fields; and the Headwaters Shopping Plaza. The plan will also include the use of a 19th century Whipple bridge for bicyclists and pedestrians to use for crossing the canal. According to NYSDOT, it is scheduled for completion in spring 2002.

3. Fort Herkimer Church Park and Canalway Trail – A portion of the TEA-21 funding will be used to develop a visitor's center, install walkways, picnic facilities and parking facilities. Part of the TEA-21 funding will be used to construct a 2-mile segment of the New York State Canalway Trail on lands owned by the NYS Canal Corporation between the Route 28 Bridge and the proposed Fort Herkimer Church Heritage Park. This trail segment will closely follow the shoreline of the Erie Canal, and will be surfaced with stone dust and developed in accordance with State construction specifications. Trailhead facilities will be developed at the Fort Herkimer Church Bridge. Trail development will include clearing and grubbing base and surface improvements, and bench and sign installation. According to NYSDOT, it is scheduled for completion in fall 2002.

The types of activities eligible for funding within the Transportation Enhancements Program under TEA-21 are essentially the same as they were within ISTEA and TEA-21, Round 1. TEA-21 requires that all TE projects *must have a relationship to the surface transportation system.* All TE projects *must allow public access and use, and funding can not be used for routine, incidental, commercial, or maintenance activities.*

There are twelve (12) categories of projects that are eligible for funding under the TE Program in TEA-21. The following is a list of the twelve eligible Transportation Enhancement categories.

1. Provision of facilities for bicyclists and pedestrians, including safety and educational activities for bicyclists and pedestrians.
2. Acquisition of Scenic Easements and Scenic or Historic Sites.
3. Scenic or Historic Highway Programs and Provision of Tourist and Welcome Center Facilities.
4. Landscaping and Other Scenic Beautification.
5. Historic Preservation.

6. Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (including Historic Railroad Facilities and Canals).
7. Establishment of Transportation-Related Museums.
8. Preservation of Abandoned Railway Corridors, Including Conversion and Use for Pedestrian and Bicycle Trails.
9. Control and Removal of Outdoor Advertising.
10. Archeological Planning and Research.
11. Mitigation of Water Pollution Due to Highway Runoff.
12. Environmental Mitigation to Reduce Vehicle-Caused Wildlife Mortality While Maintaining Habitat Connectivity.

Provision of facilities for bicyclists and pedestrians, the preservation of abandoned railroad corridors, and the conversion and use for bicycle and pedestrian trails are among the most eligible activities under the Transportation Enhancement program. However, a majority of the above categories can relate to the development of bicycle and pedestrian facilities.

Part III. GOALS, OBJECTIVES, AND ACTIONS

Goals

The Bicycle and Pedestrian Advisory Committee (BAPAC) agreed on three broad goals; specific objectives and actions were developed for each of the goals. This Plan's objectives are observable, achievable, and measurable, and can be used as evaluation criteria for measuring the Plan's success.

Goal 1: To create safe, convenient and attractive bicycle and pedestrian facilities.
Goal 2: To develop education programs that increase bicycle and pedestrian safety and usage.
Goal 3: To provide bicycle and pedestrian systems that are interconnected with other transportation systems.

Objectives and Actions

Goal 1: To Create Safe, Convenient and Attractive Bicycle and Pedestrian Facilities.
Objective 1: Connect Bicycle Routes or Paths to Form a Network of Bicycling and Pedestrian Facilities.

Action 1: Identify practical connections to bicycle routes and multi-use paths.
~ Review existing bicycle route and path locations and determine the on-road links that would be most practical to connect urban and suburban areas to existing on-road and off-road systems. There should be a smooth transfer from the on-road system to the off-road system. Agencies and municipalities should work with HOCTS and NYSDOT to help identify these connections.

Action 2: Coordinate state and county planned road projects with municipal bicycle and pedestrian projects.
~ Coordination of state and county transportation projects with municipal planned bicycle and pedestrian facilities could help reduce project costs and completion time. It would be advantageous for municipalities to create a master plan outlining bicycle and/or pedestrian projects and make those plans available to agencies that have jurisdiction over these transportation facilities.

Action 3: Create road shoulder information map.
~ Use road shoulder information on the non-state federal aid system to assess suitability and needs of bicycle routes and connections on the system. In 1999, HOCTS conducted a study in conjunction with a pavement-scoring project that describes road shoulder condition, width of shoulder, and potential to add or widen a shoulder for a possible bicycle facility. Mapping this information will make it easier to identify road areas where shoulder improvements could be made either to create a bicycle facility or improve one.

Action 4: Develop signage system for non-state bicycle routes and connections.
~ Informational, advisory, and directional signage should be developed to clearly identify recreational bicycle loops, bicycle route connections, and direction to trailheads. "Shared Roadway" signs should be installed along

roads commonly used by bicyclists. HOCTS should work with various agencies to identify locations where advisory signs are needed.

Objective 2: Improve Maintenance of Bicycling Routes and Paths.

Action 1: Encourage the development of a bicycle facilities maintenance program.

~Agencies that are responsible for maintaining transportation facilities should be encouraged to expand regular maintenance activities to include re-paving, sweeping, and filling potholes on paved-road shoulders.

When facilities are built by New York State (DOT), local governments become responsible for maintenance of those facilities in order to receive federal funding for capital improvements.

Action 2: Review pavement condition reports.

~ Reviewing annual pavement condition reports will give an indication of the condition of the road shoulders. This information can be used to plan road shoulder improvements on bicycle routes.

Action 3: Assess condition and effectiveness of existing signs and markings for all bicycle facilities.

~ Assessment of signs and markings should be completed by responsible agencies. Many bike facilities are signed and marked in a manner that is not consistent with current standards and practices. Signs should be removed if not appropriate, replaced if difficult to read or added if necessary to make the bicyclist's journey smoother. Additionally, marking or striping on these facilities should be reapplied. The striping or marking schedule should be reviewed to determine if it is frequent enough to maintain good visibility.

~ Work with NYSDOT to assess state signage and update as necessary.

Objective 3: Facilitate the Completion of Existing Bicycle and Pedestrian Multi-Use Trails.

Action 1: Inventory path segments such as the Canalway Trail.

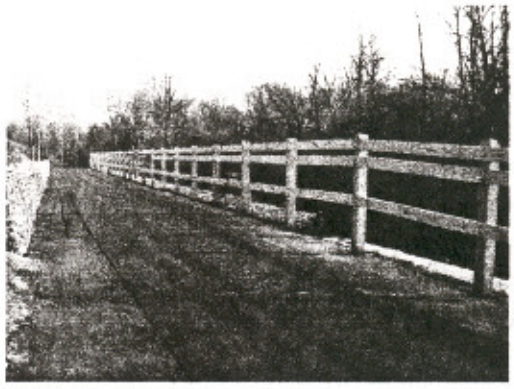
~ An assessment report for gap segments of the Canalway Trail in the Oneida County area should be performed. A gap segment assessment report currently exists for Herkimer County. Assessment reports such as these can assist communities plan and develop Canalway trail segments where gaps exist.

Action 2: Assist communities develop and complete trail plans.

~ HOCCP, HOCTS, and NYSDOT staffs should provide technical assistance to these municipalities by reviewing proposed master plans and researching bicycle or pedestrian issues.

Action 3: Promote trail usage and encourage volunteerism.

~ Bicycling and other fitness groups should be encouraged to promote trail usage by sponsoring bicycling, walking and/or running events (e.g., National Bicycling Month). These events can lead to increase usage of multi-use trails and may increase demand for additional trails or improvement of existing ones. As use of multi-use trails increases it will be easier to develop volunteered-based maintenance programs such as "Adopt a Trail".



Stanwix entrance to the Canalway Trail

The new 6-mile Canalway Trail segment in Oneida County links the Village of Oriskany with the Town of Whitestown and the City of Rome.

The *Utica Roadrunners*, a local running organization, has recently become an "Adopt a Trail" group for the trail.

Objective 4: To Encourage Communities to Expand and Improve the Pedestrian Environment.

Action 1: Present "Walkable Communities" Information to civic groups and municipalities.

~ The Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) developed the "walkable communities" concept to assist communities in developing their own approach to identifying and solving the problems that affect pedestrian safety and walkability. The HOCTS staff could present this information to leaders of municipalities, civic groups, transportation and governmental planning committees.

Action 2: Review site plans and master plans.

~ Incorporating pedestrian considerations in the site plan and master plan review process at the municipal and county level will help ensure that safety, proximity and access for pedestrians is addressed. Currently, HOCCPP and HOCTS coordinate site plan and master plan reviews with regards to pedestrian considerations. This effort should continue to be encouraged and expanded upon.

Action 3: Develop and revise subdivision and zoning ordinances.

~ Encourage the development and revision of subdivision and zoning ordinances to include pedestrian-friendly site-design measures. Similarly, land use plans and zoning ordinances should provide for mix-use development, making walking between uses more practical and enjoyable.

Action 4: Encourage the development of pedestrian facilities maintenance program.

~ Municipalities and agencies with jurisdiction over transportation facilities should develop a comprehensive maintenance program for pedestrian facilities. The maintenance program should include the following elements: 1) sidewalk repair or reimbursement option; 2) snow and ice removal; 3) traffic signal and pedestrian button repair; 4) compliance with the American Disabilities Act; 5) vegetation control; 6) property owner responsibility information.

Objective 5: Provide Municipalities with Funding Information for Bicycle and Pedestrian Projects.

Action 1: Develop a funding information clearinghouse.

~ HOCTS can serve as a funding information clearinghouse for communities planning bicycle and pedestrian improvements. These funding sources should be developed and made available to community leaders and civic groups.

Action 2: Support educational opportunities.

~ Training seminars and/or workshops could help develop knowledge and skills, and create networking opportunities. These training seminars and/or workshops could address general grantwriting skills, and create opportunities to share success stories and 'How to' stories. The support of educational opportunities would help to improve and advance projects.

Goal 2: To develop education programs that increase bicycle and pedestrian safety and usage.

Objective 1: To Reduce Bicycle and Pedestrian Accidents in Herkimer-Oneida Counties by 10%.

Action 1: Review and analyze pedestrian and bicycle accident locations.

~ Identify and analyze bicycle and pedestrian accidents that have occurred in Herkimer and Oneida Counties. Assist communities, law enforcement officials and design engineers plan activities and projects that will help improve bike and pedestrian areas.

Action 2: Work with local government and safety groups to develop a safety education program for Herkimer-Oneida Counties.

~Encourage local law enforcement agencies, school districts, and other groups such as the Governor's Traffic Safety Committee to develop a safety education program designed to increase public awareness of the relationship among bicyclists, pedestrians and motorists.

Objective 2: To Promote Bicycling and Walking in the two-county area.

Action 1: Update the Herkimer-Oneida Counties Bicycle Touring Map as appropriate.

~ The Herkimer-Oneida Counties Bicycle Touring Map continues to be a popular resource for local and out-of-state bicyclists. The 2001 map was created using GIS (Geographical Information System) technology that has the advantage of being able to be updated as changes in bicycling facilities occur. The bicycle map provides information on current facilities such as state bicycle routes and Class I facilities. It also provides information on proposed facilities. Bicyclists can use this information to advocate for completion of proposed facilities and to create awareness of facilities that already exist. The Herkimer-Oneida Counties Bicycle Touring Map is available at bicycle shops

and Tourist Information Centers in both counties. Also contact the HOCTS office at Boehlert Center at Union Station in Utica for copies of the map.

Action 2: Annually promote May as "National Bicycle Month" and other bicycling events.

~ Appropriate agencies and bicycle groups should be encouraged to continue to promote National Bicycling Month, Bike to Work Week, Bike Safety Month and other bicycling events to create awareness and encourage more people to bicycle. These events can be promoted through newspaper articles, bike fairs or bike races. National organizations such as the League of American Bicyclists and the Bicycle Federation of America can provide groups with promotion ideas for bicycling events.

Action 3: Promote and develop bicycle facilities and activities to attract tourism and economic development.

~Efforts should be made to work with local government and tourism agencies from Herkimer and Oneida Counties to develop products and literature to promote bicycling in the two-county area.

Action 4: Encourage participation from local economic development agencies.

~ Appropriate agencies should be made aware of the positive impact that a walkable and bikeable community can have on economic development and to encourage them to participate the benefits of developing pedestrian and walking facilities in our communities.

Goal 3: To provide bicycle and pedestrian systems that are interconnected with other transportation systems.

Objective 1: To encourage the installation of bicycle parking racks and transit bike carriers.

Action 1: Initiate a "Bikes on Buses" pilot program.

~ Transit bike carriers could be installed on selected buses that travel along routes adjacent to colleges, major employers, shopping and downtown areas. Work with local transit operators on feasibility, costs, and installation.

Action 2: Communicate the benefits of bicycle racks and lockers to municipalities and area employers.

~ Convey the benefits: fewer cars on the road, less parking, less congestion, health benefits, better quality of life.

Objective 2: To increase opportunities for pedestrians and bicyclists to use rail and bus transportation.

Action 1: Provide safe and convenient access to mass transit.

~ Pedestrian and bicycling accommodations should be considered when planning for the integration of transit facilities and service. Transit stops should be easily accessible by foot. There should be increased effort to reduce

conflicts and impediments to walking to and from transit stops, because, essentially, every transit trip is a pedestrian trip.

Action 2: Coordinate bus and rail schedules.

~Provide complementary bicycle and pedestrian schedule information at rail and transit locations such as Union Station, Utica Transit Authority, Birnie Bus Tours, Rome VIP, Utica-Rome Bus Company, and Oneida County Rural Transit.

PART IV. IMPLEMENTATION

Implementation of the Herkimer-Onieda Counties 2001 Bicycle and Pedestrian Plan is dependent upon the availability of federal, state, and local funding. Therefore, the adoption of this plan by the Transportation Planning Committee and the Governmental Policy and Liaison Committee is meant to guide HOCTS, BAPAC, and local municipalities in the implementation of recommended actions and projects. The approval of this plan does not guarantee the financial resources to carry out the actions.

All federally funded bicycle and pedestrian projects or bicycle/pedestrian facility development projects must adhere to federal guidelines. All state road/bicycle/pedestrian projects must adhere to the NYSDOT policy regarding Regional Policy on Bike Route/Bike Lane Design, Construction, and Delineation can be found in Appendix 2. Neither Oneida County nor Herkimer County has a specific county policy concerning bicycle and pedestrian planning and bicycle/pedestrian facility development, but adheres to federal/state guidelines depending on the funding source.

BAPAC should develop realistic, achievable implementation milestones. The committee should develop an implementation schedule for each objective/action and adjust as needed.

Projects that were suggested by the BAPAC for 2001 are in Appendix 3 and Carry Over Projects from 1994 Plan are in Appendix 4. Selection of projects and the implementation of appropriate actions can be accomplished as follows:

A. State Level:

1. **New York State Department of Transportation's Design Report** – NYSDOT prepares a design report on planned projects prior to implementation. This report details the scope, design, and costs of the projects. The public can review design reports at public meetings to see if bicycle and pedestrian issues are being addressed.

B. MPO Level:

1. **Unified Planning Work Program** – This yearly document is an outline of the budget and activities of the Herkimer-Oneida Counties Transportation Study for the up-coming state fiscal year. It consists of the various technical and administrative tasks, which define the area's transportation planning activities for the identified year. The UPWP provides an overview of the area's transportation planning program to elected officials, government agencies and citizens who are directly associated with HOCTS. It also provides a series of benchmarks by which progress can be measured.

   HOCTS sends an annual **call letter** to TPC and GP&L Committee members requesting proposed project studies, which can include Bicycle and Pedestrian Studies. Appropriate Bicycle and Pedestrian Plan tasks can be considered for inclusion in the Work Program. HOCTS' last call letter was sent out September 2001.

2. **Transportation Improvement Program (TIP)**– The TIP is a five-year program of transportation improvements scheduled for implementation within Oneida-Herkimer Counties. The purpose of this document is to identify and program transportation projects and to begin the process of implementation. Although it is updated biannually, it can be amended anytime. The current TIP was approved May, 2001 for FFY 2002-2006.

   HOCTS sends a **call letter** to TPC and GP&L Committee members every 2 years to request potential projects. Members can submit projects they would like to see approved, including bicycle and pedestrian projects.

3. **Long Range Transportation Plan** – This plan documents the two-county transportation needs and proposed solutions for the next 20 years. The evaluation process used to develop the plan is based on the HOCTS Goals and Objectives, public input, and the federal ISTEA requirements.

   The LRTP public participation process can be a vehicle for public input on Bicycle and Pedestrian Plan issues and proposed projects. HOCTS prepares a Long-Range Transportation Plan every five years with the last update done in 1999.

C. Local Municipalities – County, Towns & Villages: When state and county highway projects are being planned, local municipalities can work with the state and county officials to identify Pedestrian and Bicycle projects in their areas.

D. Bicycle Groups and Community Agencies: Bicycle and Pedestrian advocacy, networking, and promotions can be accomplished through these avenues.

Funding Sources

FEDERAL - Update

In an update by the Federal Highway Administration (FHWA) on September 6, 2001, bicycling and walking have fared well in the final TEA21 legislation. All the major funding sources survived and some were added; State and MPO plans must still address bicycling and walking, and numerous studies, reports and "high priority projects" will make the next few years quite productive and interesting. http://www.dot.state.us/progs/istea/tep.html

TEA increased transportation spending by more than 40 percent with altering the basic funding programs and planning system created in 1991 by the Intermodal Surface Transportation Efficiency Act (ISTEA). There have been some changes in the way the programs will function. They are as follows:

National Highway System – Pedestrian projects were made explicitly eligible for NHS funds – in ISTEA, bicycle projects were singled out for eligibility and pedestrian projects were not mentioned. In addition, NHS funds can now be spent

on non-motorized projects within Interstate corridors (again, something that ISTEA had prohibited).

Surface Transportation Program (Section 1108) – Bicycle and pedestrian projects remain eligible for STP funding. Sidewalk improvements to comply with the Americans with Disabilities Act are specifically made eligible.

Transportation Enhancements Program (Section 1201, para.35) – The TE program remains essentially the same – a ten percent set-aside of the Surface Transportation Program.

Recreational Trails Program (Section 1112) – This program, which provides funds for both motorized and non-motorized recreational trails, is continued in TEA.

Hazard Elimination Program (Section 1401) – Bicycling and walking hazards are now included in the list of eligible activities for this program. In addition, the definition of "a public road" now includes a publicly owned bicycle or pedestrian pathway or trail and traffic calming measures.

Transit Enhancement Activity (Section 3003) – A brand new transit enhancement-funding program is created with a one- percent set-aside of Urban Area Formula transit grants (Section 3007). The funding can be used for -- among other things – bicycle and pedestrian access to mass transportation, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles. The funding is 95 percent federal and only 5 percent matching local funds (Section 3019).

High Priority Projects (Section 1602) – The legislation contains more than 1,850 high priority projects of which approximately 112 have some identifiable bicycle, pedestrian or trail element to them.

Other funding programs – Bicycle and pedestrian projects remain eligible for other program, as they were under ISTEA, including the scenic byways, bridge, transit, safety (non-construction) and federal lands programs.

STATE

State Dedicated Funds are eligible for constructing pedestrian/bicycle accommodation and safety improvements (on state owned facilities, and for situations where the facility would not be in full compliance with ISTEA planning mandates.)

Other NYSDOT State Funding – State funding for Traffic Safety & Maintenance can also be used (as a component of regular highway safety and maintenance programs) for bicycle and pedestrian facility safety and accommodation activity.

CHIPS (Consolidated Local, Sate, and Highway Improvement Program) funds are administered through a formula applied by NYSDOT to municipalities that apply for the funding for local infrastructure needs.

Oil Overcharge Funds – The League of American Wheelmen has a detailed information packet on how to apply for the funds, and the Governor's Energy Office in each state will indicate the kinds of projects that are eligible.

Section 217 of the Federal-Aid Highway Program entitled States to spend up to $4.5 million per year on separate or independent bicycle and pedestrian facilities.

Industrial Access Program (NYSDOT) can fund pedestrian and bicycle facilities if it can be shown that they can contribute to economic development, job retention and industrial access.

Environmental Protection Fund Matching Grant Program New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) Fund Programs - Funding is available, with 50% local match required, for projects such as Heritage Area Systems, historic preservation, and the acquisition and development of parklands.

http://nysparks.state.ny.us

NYS Department of Environmental Conservation – Oversees acquisition of significant open lands included in the official NYS Open Space Plan, revised every five years. No application process. Contact regional DEC offices to get information on regional open space committee, which is the route to get your trail corridor included in the Open Space Plan. http://dec.state.ny.us

Rural New York Grants Programs – Offers up to $5,000 to municipalities, not-for-profit groups, and unincorporated groups working on historic preservation, land trust, environmental action, or planning projects.

AmeriCorps – Offers funding or people power for programs that protect and preserve neighborhood environments. Youth Conservation Corps. (518-432-8757 for NYS Corps Collaboration)

Community Development Block Grants (CDBG) – The Community Development Block Grant (CDBG) program of the U.S. Department of Housing and Urban Development (HUD) directly funds cities and towns for projects with community-wide benefits. Trails can qualify of CDBG money, especially trails with economic, cultural and historic aspects. Information on CDBG grants is usually available through local government offices such as the mayor's office or the local planning or community development office.

American Greenways Kodak Award – Up to $2,500 available to primarily local, regional, statewide non-profits and public agencies for local greenway planning, design or development. www.conservayionfund.org/conservation/amgreen

Bikes Belong Coalition – Up to $10,000 available to local non-profits, agencies, citizens for development of bicycle facilities, especially projects that could be funded under Transportation Equity Act for the 21st Century (Tea-21). www.bikesblong.org

Grants Action News – For timely information on available state and federal grants, plus information on grant writing workshops and seminars, subscribe to this free monthly newsletter produced by the NYS Assembly or available at website: www.assembly.state.ny.us.

Catalog of State and Federal Programs Aiding New York's Local Governments – On the Assembly web page is the Catalog of State and Federal Programs Aiding New York's Local Governments at website: www.assemnly.state.ny.us/Reports/Local.

Environmental Grantmakers Association – The Environmental Grantmakers Association also produces a directory at website: www.ega.org.

Miscellaneous Sources of Labor, Equipment, Assistance: –

-Prison/Alternative sentencing programs;

-Local youth groups: Boy Scouts(particularly Eagle Scouts), Girl Scouts, 4-H;
-Local service organizations:Lions, Kiwanis, Rotary, Garden Clubs, religious institutions;
-Local businesses and professionals;
-Local universities, colleges, highschools;
Local land trusts;
-Healthy Heart Program of the NYS Department of Health-Can be valuable partners in developing and promoting community trails. (518-474-6683 for nearest program);
-National Park Service Rivers, Trails, and Conservation Assistance Program- For technical and planning assistance to communities for trail, river, and greenway projects. (845-229-9115 for New York Sate)
-National Guard – For info in New York (518-786-4643)GaurdHELP Program, Coordinator for the NYS Division of Military and Naval Affairs.
-Rails-to-Trails Conservancy, Washington, DC, national advocacy organization working to convert abandoned rail beds into multi-use trails. (800-888-7747 or www.railtraisl.org.*)*

Evaluation

At least twice a year, HOCTS, BAPCA and NYSDOT should meet to evaluate the progress of the previous year's accomplishments in relation to the plan's goals.

Since the goals are intended to be guidelines, objectives and actions should be frequently reviewed and revised as needed. Recommendations should be discussed and revised as needed.

Based on this evaluation HOCTS, BAPCA and NYSDOT may revise goals, objectives, and actions presented in the bike plan.

As a guideline for the evaluation, the following areas should be addressed:

- Percentage of improvement of existing route.
- Number of miles of additional facilities each year.
- Number and intersections improved each year.
- Number of communities implementing bike/pedestrian improvements.

PART V. APPENDICES

APPENDIX 1

Glossary of Terms and Acronyms

Americans with disabilities Act – 1990 federal legislation that resulted in significant improvements to make infrastructure accessible to all persons regardless of disability.

Bicycle Facilities – A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking facilities, mapping all bikeways, and shared roadways not specifically designed for bicycle use.

Classifications:

- **Class I - Bike 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. (New York Vehicle and Traffic Law)
- **Class II – Bike Lane** – A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. (New York State Vehicle and Traffic Law)
- **Class III – Bike Route** – A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.

Bikeway – Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Crosswalk- Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface. (New York State Vehicle and Traffic Law)

FHWA – Federal Highway Administration. USDOT agency responsible for approval of transportation projects that affect the federal aid highway system.

GIS- Geographic Information System. Computerized data management system designed to capture, store, retrieve, analyze, and display geographic referenced information.

GP&L - Governmental Policy & Liaison (GP&L) Committee. The GP&L Committee is the MPO for Herkimer and Oneida Counties. It was designated by the governor of New York as the MPO for the Utica-Rome Urbanized Area.

HOCTS - Herkimer-Oneida Counties Transportation Study is the staff that carries out the daily activity of the transportation planning process as specified by the GP&L Committee.

ISTEA - Intermodal Surface Transportation Efficiency Act. Federal legislation authorizing highway, highway safety, transit, and other surface transportation programs

from 1991 through 1997. It provided new funding opportunities for sideways, shared-use paths, and recreational trails. ISTEA was superseded by the Transportation Equity Act for the 21st Century (TEA-21).

Long Range Transportation Plan – A twenty-year plan that documents the MPO's transportation needs and proposed solutions.

Multi-Use Trail – A facility physically separated from the roadway and intended for shared use by bicycle, pedestrian and other non-motorized users.

MPO - Metropolitan Planning Organization. An urban regional body for areas with populations larger than 50,000, that makes transportation policy and planning decisions as mandated in Federal transportation legislation.

NHTSA - National Highway Traffic Safety Administration. NHTSA was established by the Highway Safety Act of 1970 to carry out safety programs under the National Traffic and Motor Vehicle Safety Act of 1966 and the Highway Safety Act of 1966.

NYSDOT Region 2 – New York State Department Of Transportation Region 2. Region 2 is one of eleven regions designated by NYSDOT, and consists of Fulton, Hamilton, Herkimer, Madison, Montgomery, and Oneida counties.

Pedestrian Facility – A facility provided for the benefit of pedestrian travel including walkways, crosswalks, signs, signals, illumination and benches.

ROW - Right-Of-Way – A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Right Of Way – The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Shared Lanes – Shared lanes are streets and highways with no special provisions for bicyclists. (FHWA, 1994)

Shared Roadway – Any roadway upon which a bicycle lane is not designated and which may be legally used by bicyclists regardless of whether such facility is specifically designated as a bikeway.

Shoulder – A paved portion of the roadway to the right of the edge stripe designated to serve bicyclists, pedestrians, and motorists, but not specifically marked for bike/pedestrian use.

STIP – The State Transportation Improvement Program is a list of every project in New York State for which Federal funding is proposed to be used and that is scheduled to begin during the next three Federal fiscal years. The STIP is approved by the Federal Highway Administration and the Federal Transit Administration.

TEA-21- Transportation Equity Act for the 21st Century. Federal legislation authorizing highway, highway safety, transit, and other surface transportation programs from 1998-2003.

TEAC – Transportation Enhancement Advisory Committee is comprised of members appointed by the Commissioner of Transportation. The TEAC evaluates all enhancement applications statewide for possible funding. The DOT Commissioner of Transportation makes the final selections.

TIP- Transportation Improvement Plan. A five-year program updated biannually, of federally funded transit, highway, and other transportation improvement projects scheduled for implementation within Herkimer and Oneida Counties. To be implemented, all federally funded projects must be identified on an approved TIP.

TE- Transportation Enhancement – Projects that enhance the transportation network, including providing bicycle and pedestrian facilities; converting abandoned railroad rights-of-way into trails; preserving historic transportation sites; acquiring scenic easements; and mitigating the negative impacts of a project on a community by providing additional benefits. (**TEP** – Transportation Enhancement Program)

Traffic Calming – Strategies that make streets safer for pedestrians and bicyclists by slowing the traffic flow. Design priorities include, but not limited to, building pedestrian islands, slowing traffic through speed limits, narrowing and curving streets, installation of stop signs, and planting trees.

Walkway – Any road, path, or way which in some manner is specifically designated as being open to pedestrians, regardless of whether such facilities are designated for the exclusive use of pedestrians or are to be shared with other transportation modes.

APPENDIX 2

NYSDOT Region 2
Regional Policy on Bike Route/ Bike Lane Design, Construction, and Delineation - Dated March 24, 1992

To clarify policy with regard to bicycle facilities, the following provisions are to be followed in advancing improvements to highway facilities in the Region:

1. As a general policy, all capital construction contracts and highway work permits as appropriate shall include the safe accommodation of bicycles and pedestrians. (See Highway Design Manual 18.08) This is particularly important with regard to any planned facility improvements located on the Regional Bicycle Route Map (Map A).

2. Those routes shown on Map B constitutes the official "Regional Bicycle Corridor Map" and improvements on these routes (in non-urbanized areas where shoulders exist or are planned) should include route designation signing as a design element.

3. As a general rule, bicycle route sign designation in urbanized areas (no useable shoulders) will not be placed unless provisions to safely accommodate bicycles ("bicycle lanes", see #4) are included in the designed road section (additional curb or parking lane offsets).

4. Special consideration for designing and maintaining "bicycle lanes" should be given on a case by case basis. (Design Manual 18.08.06) The criteria for such a design feature may include, but is not limited to, known high usage areas, missing segments between significant generators and/or other exclusive bicycle facilities, and areas of documented safety concerns or accident patterns involving bicycles. All such facilities would include route designation and preferential lane markings as appropriate.

5. When contiguous designated Bike Routes of significant length have been established, a 6-inch edge stripe will be placed and maintained along those routes by appropriate means (maintenance or contract).

Interpretation and decisions regarding this policy shall be subject to the approval/concurrence of the Regional Bicycle Coordinator and the Regional Traffic Engineer.

APPENDIX 3

Suggested Projects By BAPAC 2001

These projects should be considered by the appropriate agency/municipality for implementation:

1. Canalway Trail Extension - extend canal trail from the new Utica Marina to Leland Avenue. This extension would provide convenient and safe linkage to N. Utica and would allow families to access the canal trail without the need to travel to N. Genesee Street. The project would also generate pedestrian traffic along the waterfront and provide a much needed link to the existing facilities in the area.

2. Widening of Burrstone Bridge in the Village of New York Mills - Currently, there is no room for pedestrian and bicycle access. Widening this bridge would allow NY Mills residents to walk or bike safely to shops by Hapanowicz Market and Byrne Dairy. The state highway ends before the bridge. This may be a project, but currently is not on a program.

3. Henderson St. to Clinton St. to truck route to New Hartford school.
   No shoulder exists and bridge needs widening. Would provide a safer way to get down the hill and enjoy scenery.

4. Improve Middle Settlement Rd. from Clinton Rd. to Rt.5. No shoulder exists, bad striping, no physical access to shopping areas. Would allow people to walk and bike to the many shopping areas.

5. Install a sidewalk along Burrstone Rd. from bridge over the arterial to Utica College. Would provide safer accessibility for Utica College students and community residents to reach the zoo, Parkway facilities, South Utica stores, post office, theater, food establishments, and grocery store.

6. Replace and widen the sidewalk system on Main St. in New York Mills from Burrstone Rd. to Oriskany Blvd. This improvement would provide a safe and attractive environment for walkers and runners from the Fitness Mill and the Village.

APPENDIX 4

Carry Over Projects From 1994 Plan

These projects should be considered if the opportunity or funding presents itself:

NYS Department of Transportation

- **City of Utica** – Bicycle Facilities
  - Paint bike lanes on North Genesee Street
- **City of Utica** – Pedestrian Facilities
  - North Genesee Street

Herkimer County

- **Village of Frankfort** – Bicycle racks located at some schools, but not downtown.
- **Village of Ilion** - New Village Green may offer opportunity for bicycle parking.
- **City of Herkimer** - May be developed as part of village streetscape project.
- **City of Little Falls** – May be developed as part of the Canal Harbor Trail Project.

Oneida County

- **City of Utica** - The recommended Class I connection from Proctor Park to Broad Street. Further study is needed to determine feasibility of this project. Please note, however, that the Utica Parks Department identified a 150-foot section that would connect the Proctor Park bike path to Bleeker Street.

- **City of Utica – Bicycle Facilities**
  - Paint bike lanes on Broad Street

- **City of Utica - Pedestrian Facilities**
  - Park Avenue, Oneida County Office Building
  - Utica College area

- **City of Rome – Bicycle Facilities**
  - Paint bicycle lanes on Black River Boulevard.

- **Town of Marcy – Bicycle Facilities**
  – Bike path connection to SUNY not completed.

- **Town of Boonville**
  – Route 12 mall area. Pedestrian nor bicycle facilities have been developed in the recommended area.

- **New Hartford**
  – Sangertown Mall & Commercial Dr. area.

APPENDIX 5

Multi-Use Trail Information Form

Trail Location and Trail Characteristics

County:_____

Trail Name: _____

Start point/End Point _____

Open Miles _____

Proposed Miles_____

Surface_____

*** Please enclose a map indicating the location if possible.**

Allowable Uses:

___ Walking
___ Cross-country skiing
___ Horseback riding
___ In-line skating
___ Bicycling
____ Mountain Biking
____ Wheelchair Access
____ Fishing Access
____ Boat Access
____ Snowmobiling

Management and Maintenance:

Is the trail maintained? If so, who maintains the trail?

_____

_____

Does your town or village want the trail listed on HOCTS' Bicycle and Pedestrian Map?
___ Yes ___ No

To your knowledge have there been problems from adjacent landowners regarding the use of this trail?
___ Yes ___No
Comments_____

_____

Name of person filling out this form (for HOCTS use only): _____
Town Or Village_____
Phone: _____
Email: _____

HOCTS At Union Station
321 Main St.
Utica, NY 13501

APPENDIX 6

Bicycle And Pedestrian Advisory Committee (BAPAC)
Membership List

Carol Alarie	- City of Rome, Planning Department, City Planner
Don Baum	- Northgate Supersports Bicycle Shop, Owner
Brian Brooks	- Town of Whitestown, Councilman
Roger Cleveland	- Town of New Hartford, Highway Superintendent
Mark Cushman	- Mohawk Valley Alliance, Village of Ilion Administrator
Tom Davis	- City of Utica, Engineer's Office
Timothy Decker	- Oneida County Department of Public Works
Greg Eisenhut	- Mohawk Valley Economic Development District (MVEDD)
Paul Evans	- NYSDOT-Region 2, Bicycle and Pedestrian Coordinator
Adel Fadel	- Town of Paris, Town Supervisor
Richard Gloo	- Dick's Wheel Shop, Inc., Owner
Barbara Henderson	- Mohawk Valley Heritage Corridor
Amanda Hewitt	- Cornell Cooperative Extension
Don Kelly	- Town of Webb, Resident
Janice McGraw	- Herkimer County Area Development Corp.
Judy Grant-Minckler	- Cornell Cooperative Extension
Elly O'Donnell	- Tramp and Trail Club, Member
Irv Perlman	- Mohawk Valley Bicycling Club
Phyllis Pfendler	- Oneida County Convention and Visitors Bureau
Bob Rice	- NYSDOT Region2, Planner
Steve Sonne	- Sonne's Cycling and Fitness, Owner
Carlson Sorrell	- City of Utica, City Engineer
Margaret Thompson	- Mohawk Valley Cycling Club
Lonnie Ulrich	- Greensleeves
Paul Ziegler	- Oneida County Convention and Visitors Bureau

HOCTS Central Staff:

-DeForest Winfield, Program Manager
-Harry Miller, Principal Planner
-Sharon Heyboer, Planner
-Eric Newman, GIS Analyst
-Michele Huther, Senior Graphic Artist

Bike Plan Bibliography

AASHTO Bicycle –Pedestrian Guidelines

"Bicycle and Pedestrian Data: Sources, Needs and Gaps", U.S. Department of Transportation, Bureau of Transportation Statistics, - BTS00-02, Washington, D.C. 2000.

Bicycle and Pedestrian Plan, Poughkeepsie – Dutchess County Transportation Council, Adopted March 1996.

Binghamton Metropolitan Transportation Study, Pedestrian and Bicycle Plan, Adopted by the BMTS Policy Committee, June 1996.

"Guidelines for Metropolitan Planning Organizations & Communities in Planning and Developing Pedestrian Facilities - Wisconsin TransLinks 21", National Transportation Library, September 1993.

Oregon Bicycle and Pedestrian Plan, Oregon Department of Transportation, Adopted by the Oregon Transportation Commission, June 14, 1995.

"Recent Survey Illustrates Transportation Priorities for Central New York", Outlook, Oneida County Department of Planning's –January 9, 2001.

"State and Local Governments Partnering for a Better New York," New York State Quality Communities Interagency Task Force, January 2001.

"State Attitudinal and Preference Survey" for New York State Metropolitan Planning Organizations as part of Statewide Initiatives for Transportation Planning Purposes, July 2000.

Summary of the Transportation Equity Act for the 21st Century (TEA21). Website: http://www.odot.state.or.us/techserv/bikewalk/tea21.htm