PaTHs 4 Bethlehem Committee

(Pathways to Homes, Hamlets and Healthy Hearts)

Accomplishments, Recommendations, Next Steps

Evaluation Process for New Pathway Investment

Town Staff

Robert Leslie, AICP
Jason Gallo
Erik Deyoe, P.E.

Committee Members

Ann Benware
Stephen Downs
Mark Jordan
Scott Lewendon
Daniel Lewis
Mark Lewis
Katherine McCarthy
Henry Peyrebrune
Julie Sasso
John Schonberg
Caleb Wistar

August 25, 2010

Planning Process

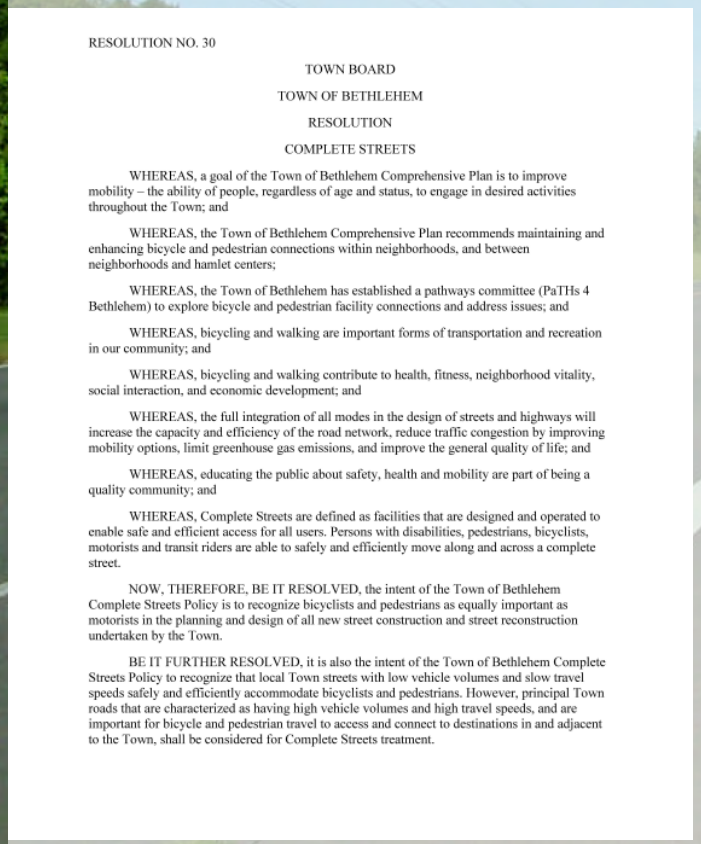
- Comprehensive Plan (2005)
  - Maintain and enhance pedestrian connections
  - Provide adequate bicycle facilities
  - Maintain and improve walkability
- CACC Report on Open Space (2009)
  - PaTHs 4 Bethlehem Committee (March 2009)

    (Pathways to Homes, Hamlets and Healthy Hearts)

Accomplishments

- <u>Drafted Complete Streets Resolution</u>

  Town Board adoption – August of 2009



RESOLUTION NO. 30

TOWN BOARD

TOWN OF BETHLEHEM

RESOLUTION

COMPLETE STREETS

WHEREAS, a goal of the Town of Bethlehem Comprehensive Plan is to improve mobility – the ability of people, regardless of age and status, to engage in desired activities throughout the Town; and

WHEREAS, the Town of Bethlehem Comprehensive Plan recommends maintaining and enhancing bicycle and pedestrian connections within neighborhoods, and between neighborhoods and hamlet centers;

WHEREAS, the Town of Bethlehem has established a pathways committee (PaTHs 4 Bethlehem) to explore bicycle and pedestrian facility connections and address issues; and

WHEREAS, bicycling and walking are important forms of transportation and recreation in our community; and

WHEREAS, bicycling and walking contribute to health, fitness, neighborhood vitality, social interaction, and economic development; and

WHEREAS, the full integration of all modes in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gas emissions, and improve the general quality of life; and

WHEREAS, educating the public about safety, health and mobility are part of being a quality community; and

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

NOW, THEREFORE, BE IT RESOLVED, the intent of the Town of Bethlehem Complete Streets Policy is to recognize bicyclists and pedestrians as equally important as motorists in the planning and design of all new street construction and street reconstruction undertaken by the Town.

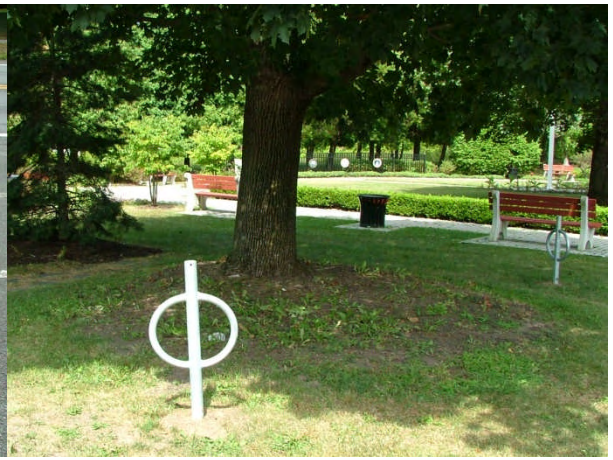
BE IT FURTHER RESOLVED, it is also the intent of the Town of Bethlehem Complete Streets Policy to recognize that local Town streets with low vehicle volumes and slow travel speeds safely and efficiently accommodate bicyclists and pedestrians. However, principal Town roads that are characterized as having high vehicle volumes and high travel speeds, and are important for bicycle and pedestrian travel to access and connect to destinations in and adjacent to the Town, shall be considered for Complete Streets treatment.

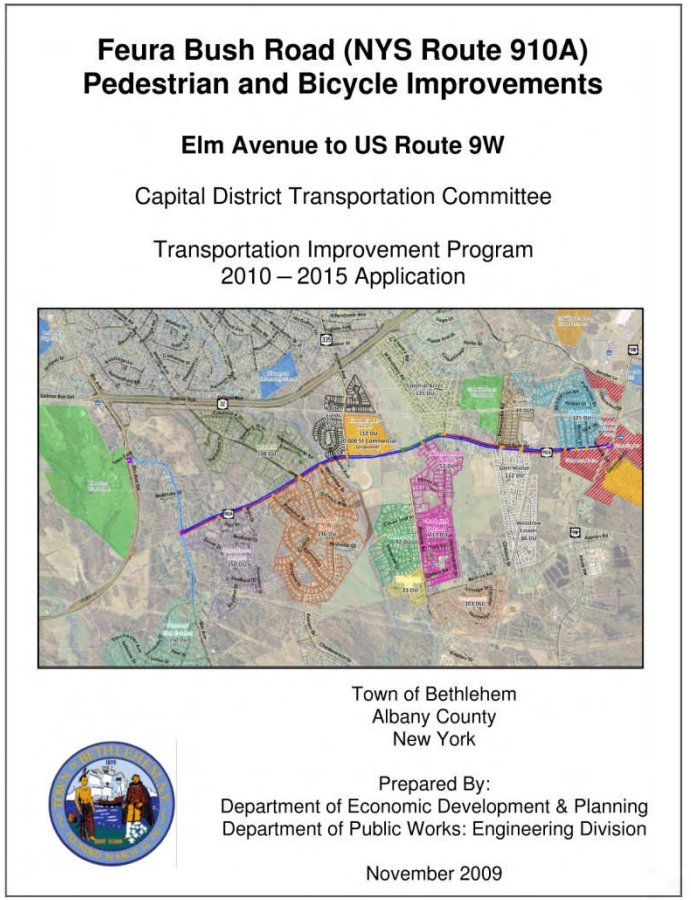
Accomplishments

- <u>Supported Town Bicycle and Pedestrian Grant Applications</u>

✓ CDTC 2010-2015 TIP application – Feura Bush Road Bicycle and Pedestrian Improvements

✓ CDTC/CDTA 2010 Bike Rack Program





Accomplishments

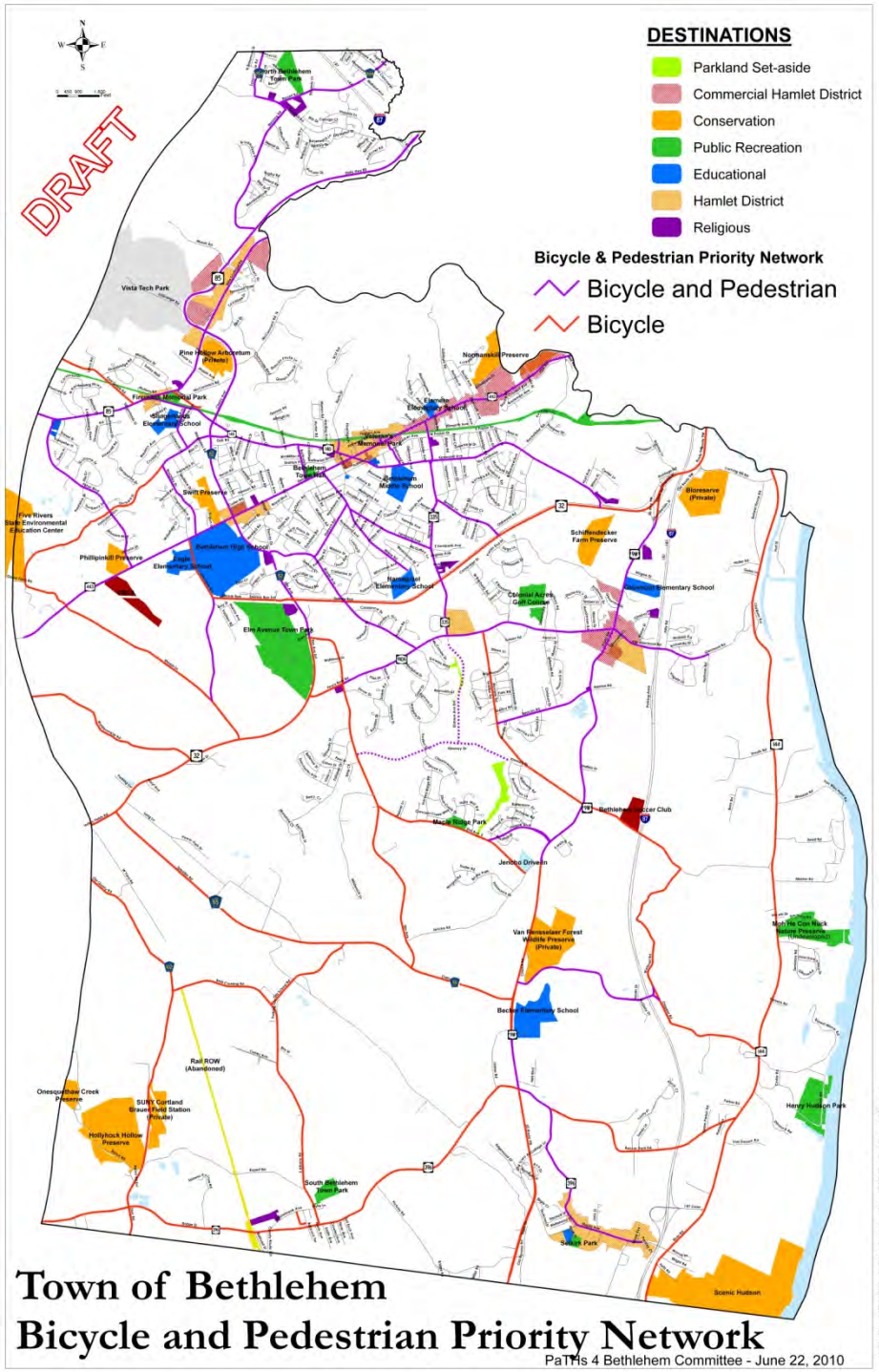
- <u>Bicycle and Pedestrian Education Awareness</u>
  - ✓Reviewed National, State, Local bicycle and pedestrian characteristics and trends
  - ✓Received bicycle safety training to conduct Bicycle Skills Exercises at Town's Bike Expo event
  - ✓Received presentation by :
    - Clifton Park's Trails Subcommittee
    - Bethlehem High School student (SR2S project)

Accomplishments

Bicycle and Pedestrian Priority Network

✓ Applications

- Grant Applications
- Land Use Review
- Evaluation Process



Town of Bethlehem Evaluation Process for New Pathway Investment

Procedures /Users Guide

Purpose

- Tool to assist the Town in prioritizing pathway investment projects
- Provides a formal evaluation that quantifies the merits of proposed pathway projects
- A first step…not ultimate decision maker
- Evaluation process to be used on proposed projects within public right-of-way
- Improve a roadway's safety and efficiency for pedestrian and bicycle users

Evaluation Process for New Pathway Investment

STEP 1:

SCREENING

LOCATED ON PEDESTRIAN AND BICYCLE NETWORK MAP

RECOMMENDED BY TOWN PLAN OR STUDY

STEP 2:

COST

CALCULATE ESTIMATED PROJECT COST

$$$$

STEP 3:

BENEFITS

COMPLETE BENEFITS EVALUATION

SAFETY

- VOLUME
- SPEED
- CROSSINGS & INTERSECTIONS
- ACCESS CONFLICTS
- LACK OF EXISTING FACILITIES

DESTINATIONS

POTENTIAL FOR PEDESTRIAN/BICYCLE ACTIVITY

- POPULATION DENSITY
- POTENTIAL USERS

GEOGRAPHIC DISTRIBUTION

STEP 4:

CALCULATE TOTAL SCORE BASED ON PATHWAY SCORING MATRIX

STEP 5:

LEVERAGE OPPORTUNITIES

IDENTIFY TOWN SHARE

FEDERAL/STATE GRANT PROGRAM

DEVELOPER SHARE

REVISE COST SCORE BASED ON TOWN SHARE AND REVISE TOTAL SCORE

Evaluation Process

- Evaluation results in an overall pathway project score (A – F)
  - Score A: project is beneficial
  - Score F: project is poor

Evaluation Process for New Pathway Investment

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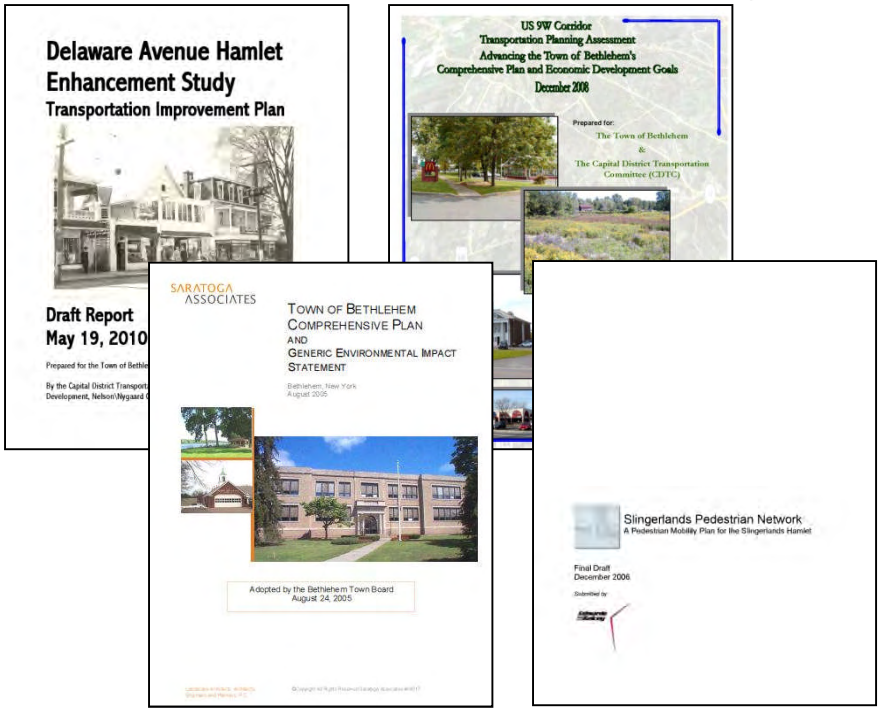
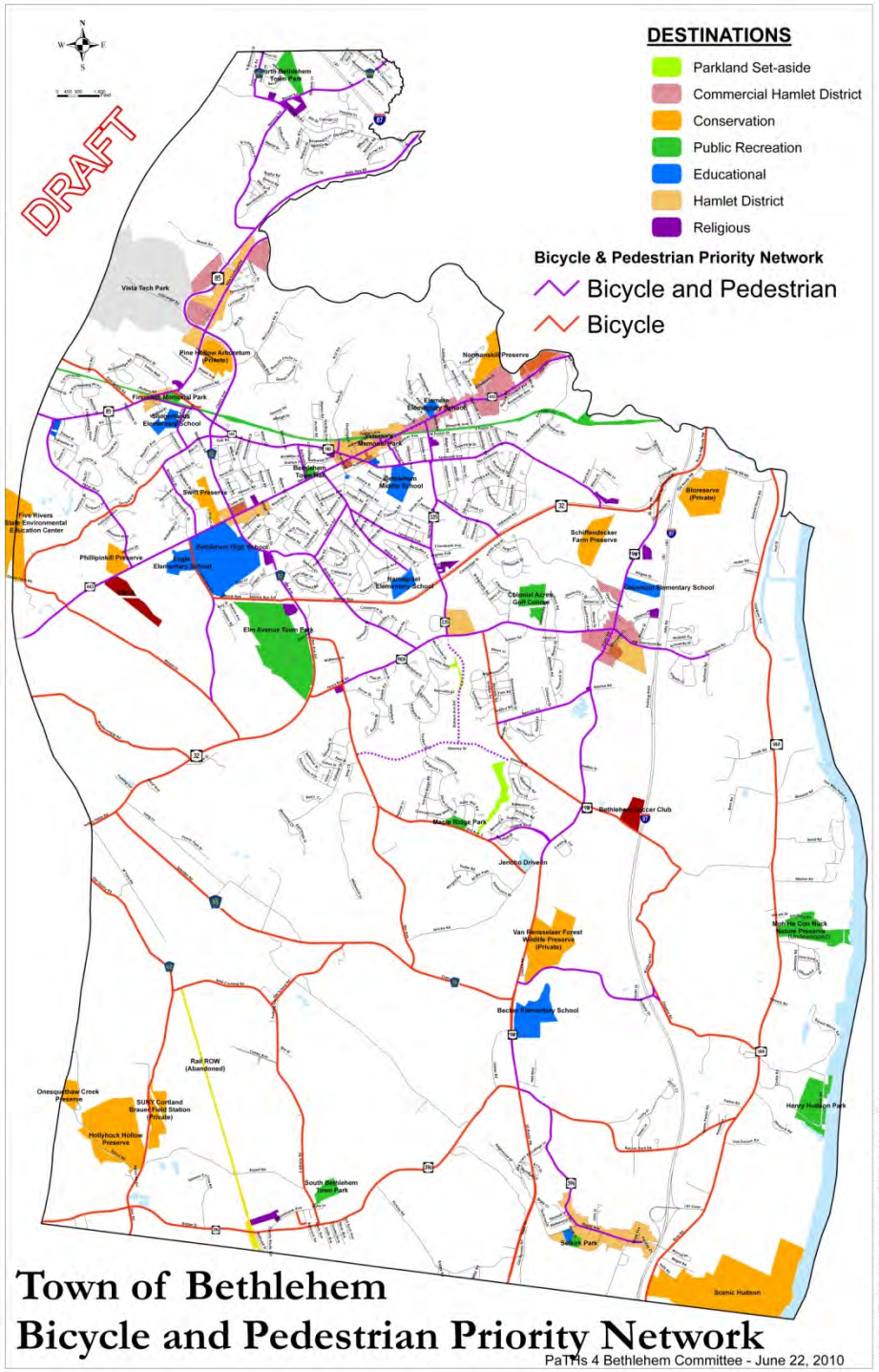
STEP 1:
SCREENING

- Bicycle Pedestrian Priority Network Map
- Town Plan or Study





Evaluation Process for New Pathway Investment

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STEP 2:

COST

CALCULATE ESTIMATED PROJECT COST

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REVISE COST SCORE BASED ON TOWN SHARE AND REVISE TOTAL SCORE

STEP 2:

CALCULATE ESTIMATED PROJECT COST

- Department of Public Works
  - NYSDOT/RS Means average unit costs
  - Town bidding experience

Evaluation Process for New Pathway Investment

STEP 1:

SCREENING

LOCATED ON PEDESTRIAN AND BICYCLE NETWORK MAP

RECOMMENDED BY TOWN PLAN OR STUDY

STEP 2:

COST

CALCULATE ESTIMATED PROJECT COST

$$$$

STEP 3:

BENEFITS

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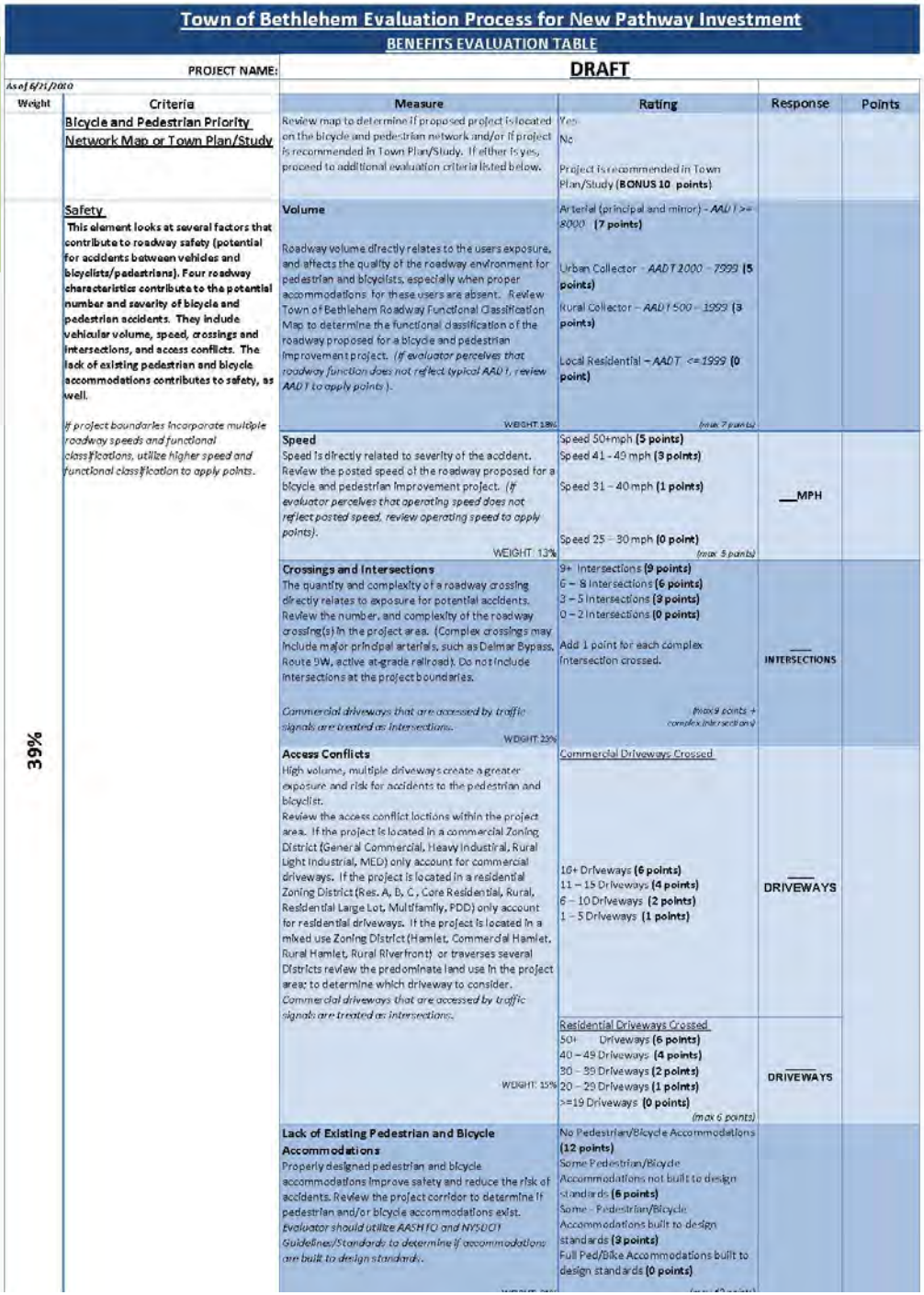
STEP 3: COMPLETE BENEFITS EVALUATION TABLE

- Safety
- Destinations
- Potential for Pedestrian/Bicycle Activity
- Geographic Distribution



Town of Bethlehem Evaluation Process for New Pathway Investment

BENEFITS EVALUATION TABLE

PROJECT NAME: **DRAFT**

As of 6/21/2020

Weight	Criteria	Measure	Rating	Response	Points
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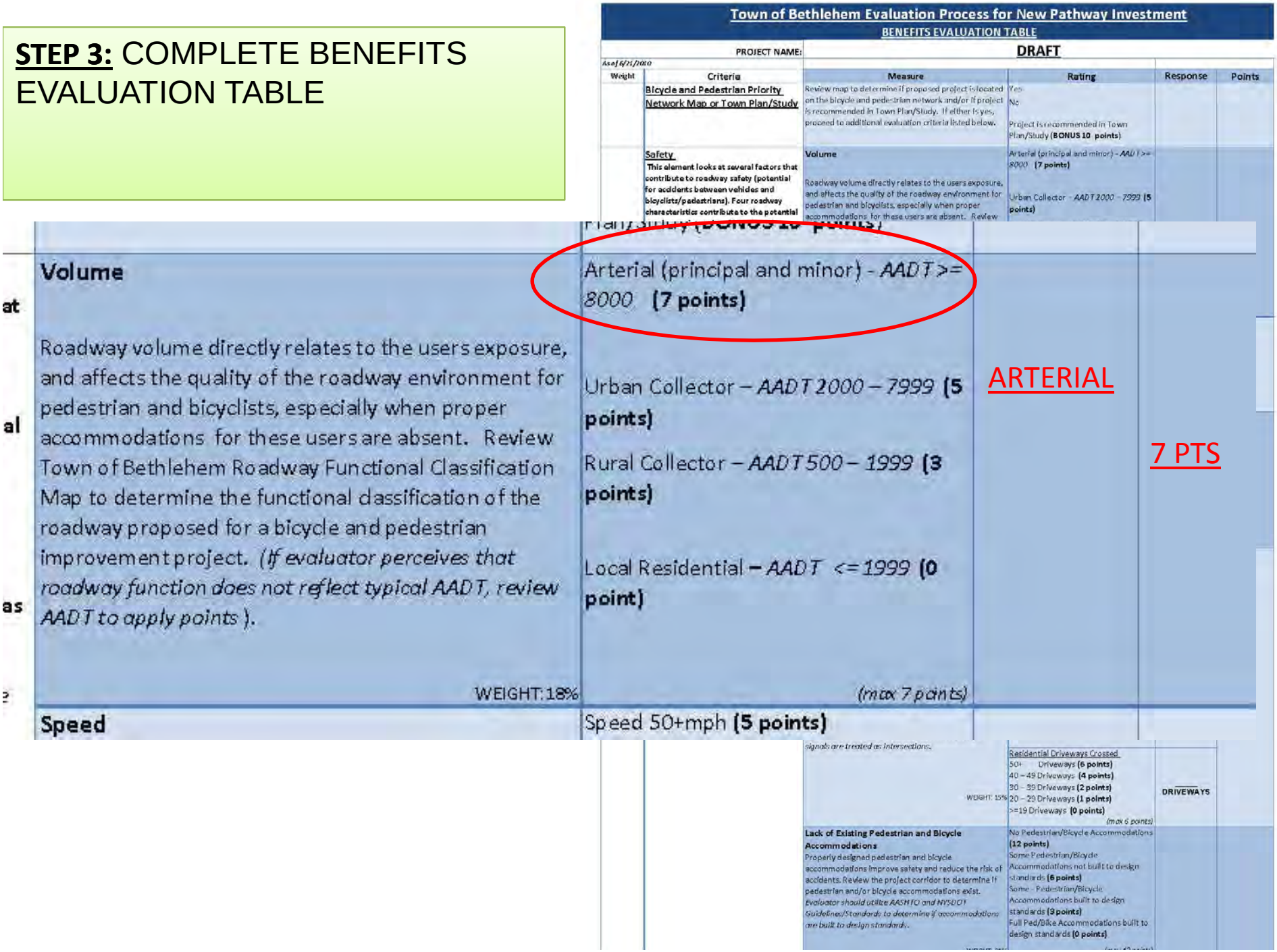
39%	Safety **This element looks at several factors that contribute to roadway safety (potential for accidents between vehicles and bicyclists/pedestrians). Four roadway characteristics contribute to the potential number and severity of bicycle and pedestrian accidents. They include vehicular volume, speed, crossings and intersections, and access conflicts. The lack of existing pedestrian and bicycle accommodations contributes to safety, as well.** *If project boundaries incorporate multiple roadway speeds and functional classifications, utilize higher speed and functional classification to apply points.*	**Volume** Roadway volume directly relates to the users exposure, and affects the quality of the roadway environment for pedestrian and bicyclists, especially when proper accommodations for these users are absent. Review Town of Bethlehem Roadway Functional Classification Map to determine the functional classification of the roadway proposed for a bicycle and pedestrian improvement project. *(If evaluator perceives that roadway function does not reflect typical AADT, review AADT to apply points).* WEIGHT 18%	Arterial (principal and minor) - *AADT >= 8000* **(7 points)** Urban Collector – *AADT 2000 – 7999* **(5 points)** Rural Collector – *AADT 500 – 1999* **(3 points)** Local Residential – *AADT <=1999* **(0 point)** *(max 7 points)*		
		Speed Speed is directly related to severity of the accident. Review the posted speed of the roadway proposed for a bicycle and pedestrian improvement project. *(If evaluator perceives that operating speed does not reflect posted speed, review operating speed to apply points).* WEIGHT 13%	Speed 50+mph **(5 points)** Speed 41 – 49 mph **(3 points)** Speed 31 – 40 mph **(1 points)** Speed 25 – 30 mph **(0 point)** *(max 5 points)*	___MPH	
		Crossings and Intersections The quantity and complexity of a roadway crossing directly relates to exposure for potential accidents. Review the number, and complexity of the roadway crossing(s) in the project area. (Complex crossings may include major principal arterials, such as Delmar Bypass, Route 9W, active at-grade railroad). Do not include intersections at the project boundaries. *Commercial driveways that are accessed by traffic signals are treated as intersections.* WEIGHT 23%	9+ Intersections **(9 points)** 6 – 8 Intersections **(6 points)** 3 – 5 Intersections **(3 points)** 0 – 2 Intersections **(0 points)** Add 1 point for each complex intersection crossed. *(max 9 points + complex intersections)*	___INTERSECTIONS	
		Access Conflicts High volume, multiple driveways create a greater exposure and risk for accidents to the pedestrian and bicyclist. Review the access conflict locations within the project area. If the project is located in a commercial Zoning District (General Commercial, Heavy Industrial, Rural Light Industrial, MED) only account for commercial driveways. If the project is located in a residential Zoning District (Res. A, B, C, Core Residential, Rural, Residential Large Lot, Multifamily, PDD) only account for residential driveways. If the project is located in a mixed use Zoning District (Hamlet, Commercial Hamlet, Rural Hamlet, Rural Riverfront) or traverses several districts review the predominate land use in the project area; to determine which driveway to consider. *Commercial driveways that are accessed by traffic signals are treated as intersections.* WEIGHT 15%	Commercial Driveways Crossed 10+ Driveways **(6 points)** 11 – 15 Driveways **(4 points)** 6 – 10 Driveways **(2 points)** 1 – 5 Driveways **(1 points)**	___DRIVEWAYS	
			Residential Driveways Crossed 50+ Driveways **(6 points)** 40 – 49 Driveways **(4 points)** 30 – 39 Driveways **(2 points)** 20 – 29 Driveways **(1 points)** >=19 Driveways **(0 points)** *(max 6 points)*	___DRIVEWAYS	
		Lack of Existing Pedestrian and Bicycle Accommodations Properly designed pedestrian and bicycle accommodations improve safety and reduce the risk of accidents. Review the project corridor to determine if pedestrian and/or bicycle accommodations exist. *Evaluator should utilize AASHTO and NYSDOT Guidelines/Standards to determine if accommodations are built to design standards..*	No Pedestrian/Bicycle Accommodations **(12 points)** Some Pedestrian/Bicycle Accommodations not built to design standards **(6 points)** Some – Pedestrian/Bicycle Accommodations built to design standards **(3 points)** Full Ped/Bike Accommodations built to design standards **(0 points)**		

STEP 3: COMPLETE BENEFITS EVALUATION TABLE



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	Safety This element looks at several factors that contribute to roadway safety (potential for accidents between vehicles and bicyclists/pedestrians). Four roadway characteristics contribute to the potential	Volume Roadway volume directly relates to the users exposure, and affects the quality of the roadway environment for pedestrian and bicyclists, especially when proper accommodations for these users are absent. Review	Arterial (principal and minor) - *AADT >= 8000* (7 points) Urban Collector – *AADT 2000 – 7999* (5 points)		

Plan/Study (BONUS 10 points)

Volume

Roadway volume directly relates to the users exposure, and affects the quality of the roadway environment for pedestrian and bicyclists, especially when proper accommodations for these users are absent. Review Town of Bethlehem Roadway Functional Classification Map to determine the functional classification of the roadway proposed for a bicycle and pedestrian improvement project. *(If evaluator perceives that roadway function does not reflect typical AADT, review AADT to apply points).*

WEIGHT: 18%

Arterial (principal and minor) - *AADT >= 8000* **(7 points)**

Urban Collector – *AADT 2000 – 7999* **(5 points)**

Rural Collector – *AADT 500 – 1999* **(3 points)**

Local Residential – *AADT <= 1999* **(0 point)**

(max 7 points)

ARTERIAL

7 PTS

Speed

Speed 50+mph **(5 points)**

signals are treated as intersections.

WEIGHT: 15%

Residential Driveways Crossed
50+ Driveways **(6 points)**
40 – 49 Driveways **(4 points)**
30 – 39 Driveways **(2 points)**
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DRIVEWAYS

Lack of Existing Pedestrian and Bicycle Accommodations
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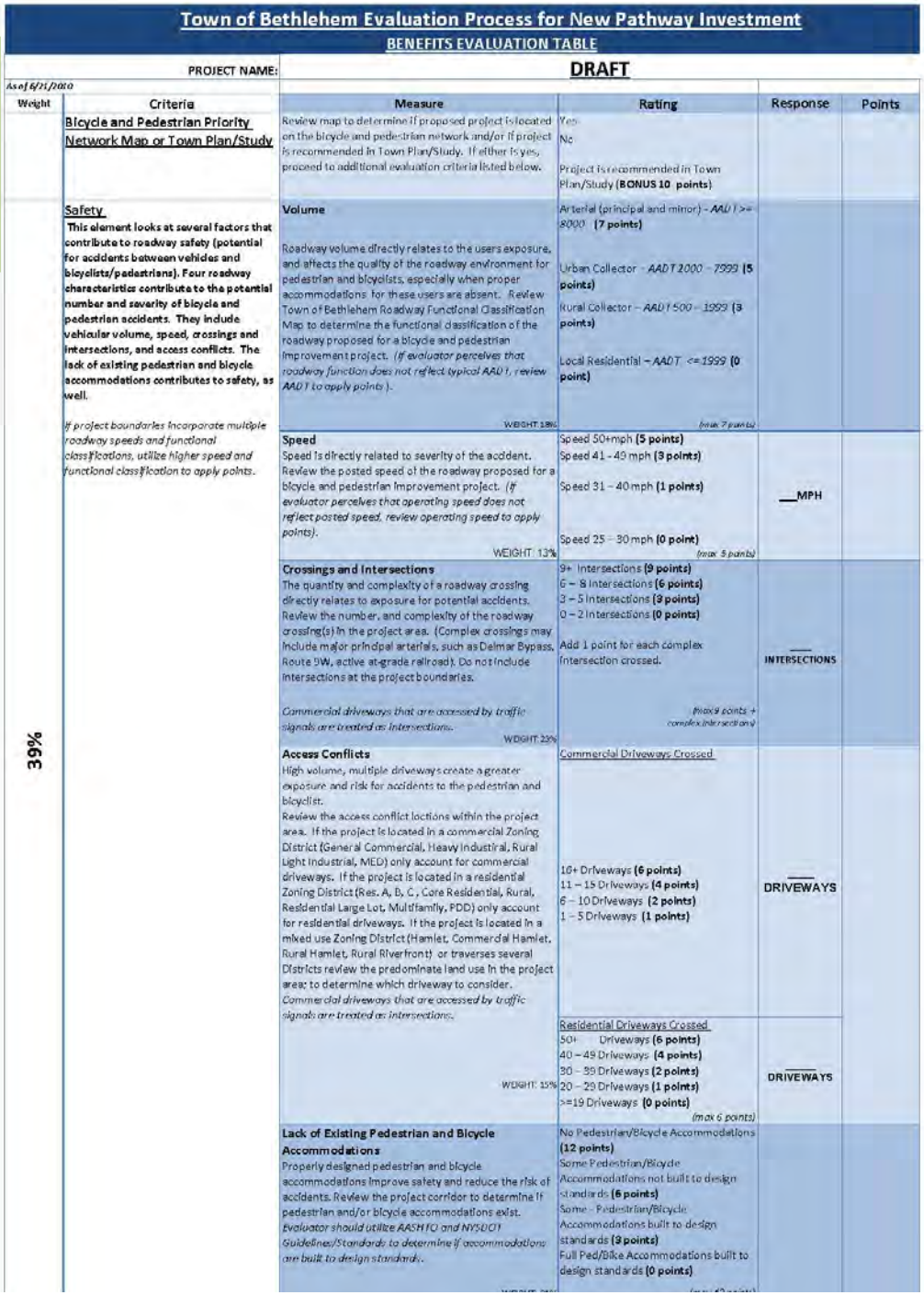
- Safety
- Destinations
- Potential for Pedestrian/Bicycle Activity
- Geographic Distribution



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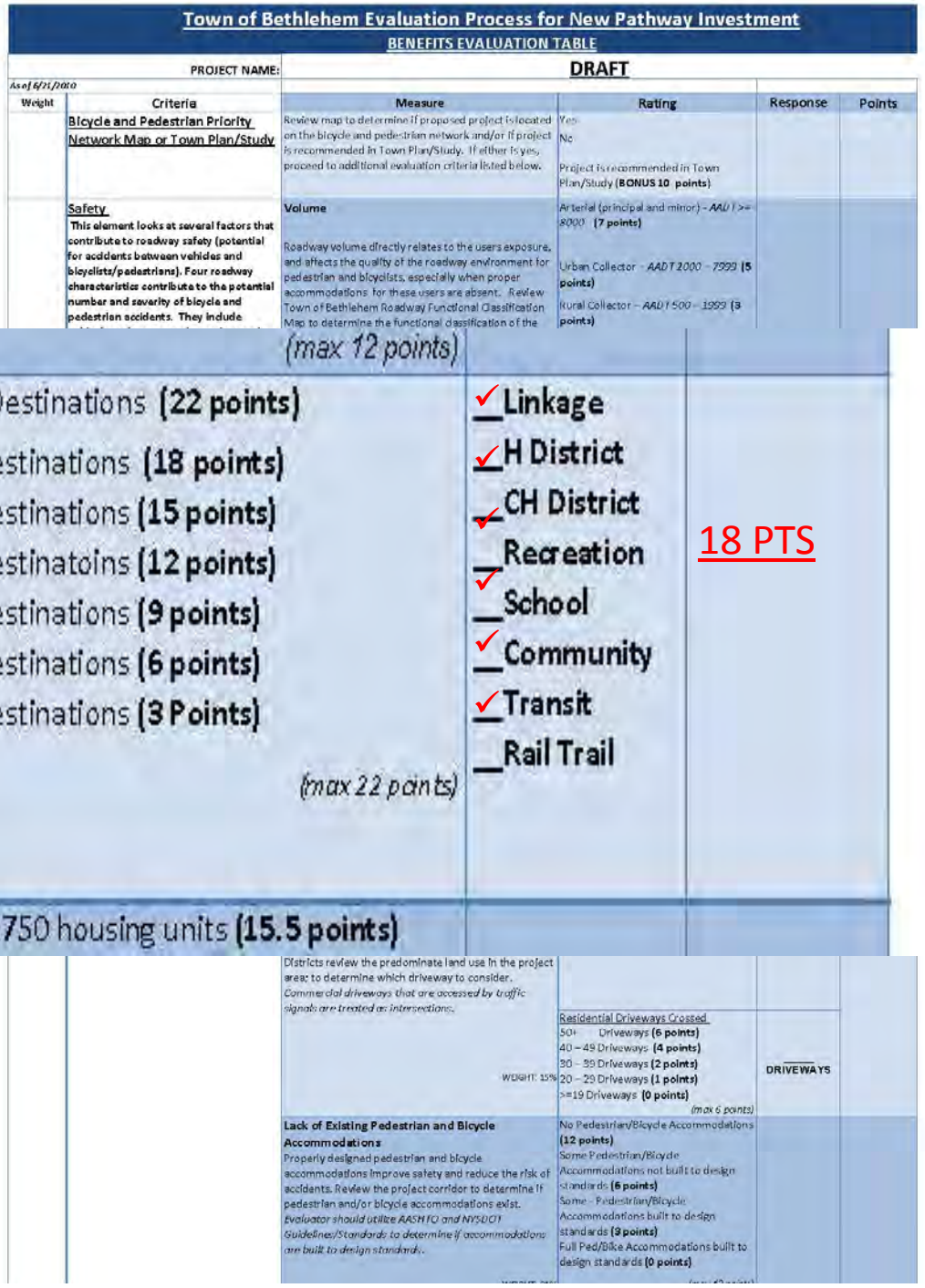

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Destinations WEIGHT: 31% *(max 12 points)*

Destinations include Linkages (connections between existing facilities, not extensions), Hamlet Zoning Districts, Commercial Hamlet Zoning Districts, Recreation Areas (i.e., nature preserves, parks, schools), Schools, Albany County Rail Trail, Community Facilities (e.g., Town Hall, Post Office, Library, Religious Institutions, etc.) and Transit stops. *The same type of destination can only be counted once.*

7+ Destinations **(22 points)**
6 Destinations **(18 points)**
5 Destinations **(15 points)**
4 Destinatoins **(12 points)**
3 Destinations **(9 points)**
2 Destinations **(6 points)**
1 Destinations **(3 Points)**

(max 22 points)

✓ Linkage
✓ H District
✓ CH District
_ Recreation
✓ School
✓ Community
✓ Transit
_ Rail Trail

18 PTS

Population Density >=1750 housing units **(15.5 points)**

Distribution

Districts review the predominate land use in the project area; to determine which driveway to consider. *Commercial driveways that are accessed by traffic signals are treated as intersections.*

Residential Driveways Crossed
50+ Driveways (**6 points**)
40 – 49 Driveways (**4 points**)
30 – 39 Driveways (**2 points**)
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>=19 Driveways (**0 points**)
(max 6 points)

WEIGHT: 15%

DRIVEWAYS

Lack of Existing Pedestrian and Bicycle Accommodations
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No Pedestrian/Bicycle Accommodations (**12 points**)
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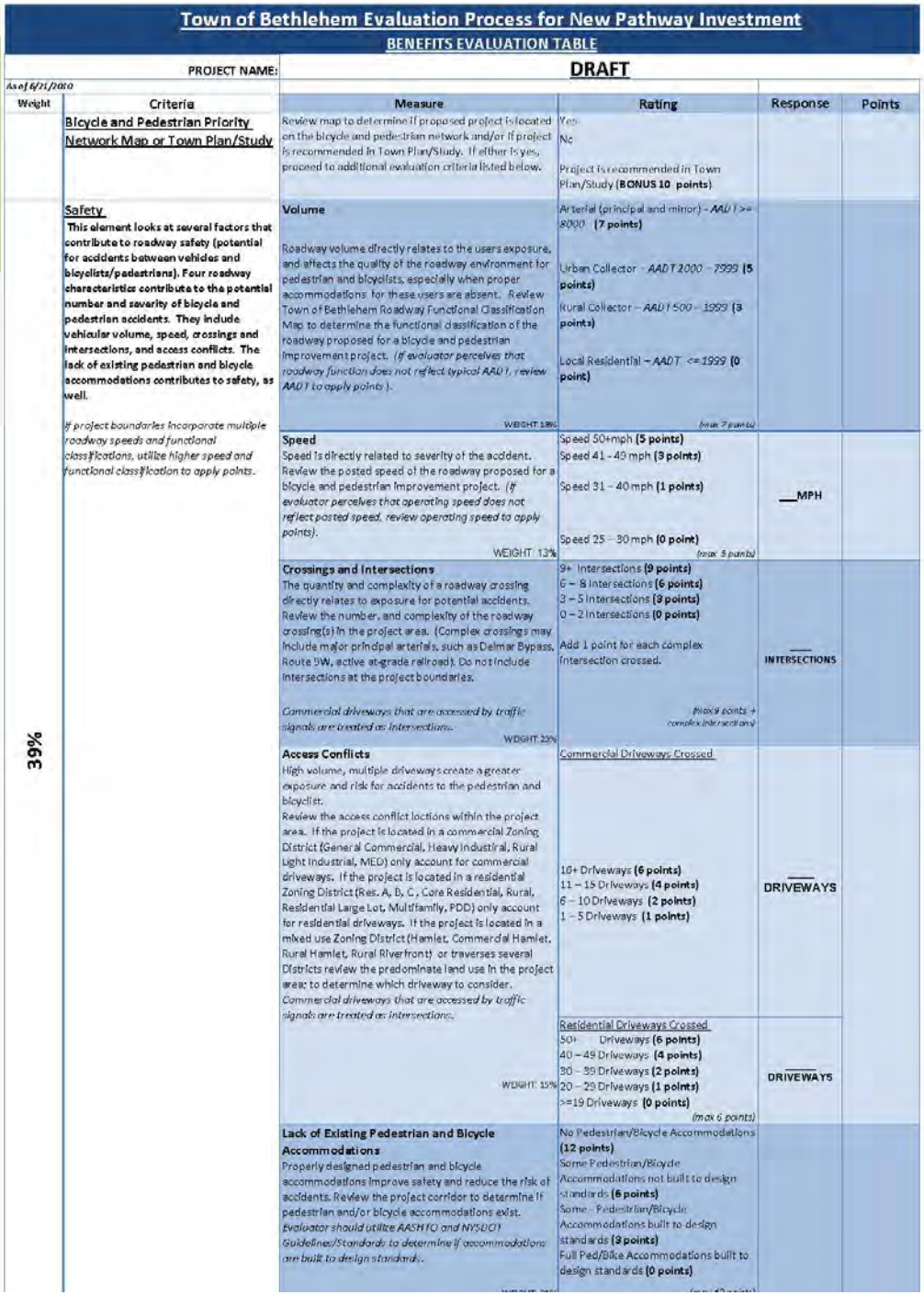
STEP 3: COMPLETE BENEFITS EVALUATION TABLE

- Safety
- Destinations
- Potential for Pedestrian/Bicycle Activity
- Geographic Distribution



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Weight	Criteria	Measure	Rating	Response	Points
	Bicycle and Pedestrian Priority Network Map or Town Plan/Study	Review map to determine if proposed project is located on the bicycle and pedestrian network and/or if project is recommended in Town Plan/Study. If either is yes, proceed to additional evaluation criteria listed below.	Yes No Project is recommended in Town Plan/Study **(BONUS 10 points)**		
39%	Safety **This element looks at several factors that contribute to roadway safety (potential for accidents between vehicles and bicyclists/pedestrians). Four roadway characteristics contribute to the potential number and severity of bicycle and pedestrian accidents. They include vehicular volume, speed, crossings and intersections, and access conflicts. The lack of existing pedestrian and bicycle accommodations contributes to safety, as well.** *If project boundaries incorporate multiple roadway speeds and functional classifications, utilize higher speed and functional classification to apply points.*	**Volume** Roadway volume directly relates to the users exposure, and affects the quality of the roadway environment for pedestrian and bicyclists, especially when proper accommodations for these users are absent. Review Town of Bethlehem Roadway Functional Classification Map to determine the functional classification of the roadway proposed for a bicycle and pedestrian improvement project. *(If evaluator perceives that roadway function does not reflect typical AADT, review AADT to apply points).* WEIGHT 18%	Arterial (principal and minor) - *AADT >= 8000* **(7 points)** Urban Collector – *AADT 2000 – 7999* **(5 points)** Rural Collector – *AADT 500 – 1999* **(3 points)** Local Residential – *AADT <=1999* **(0 point)** *(max 7 points)*		
		Speed Speed is directly related to severity of the accident. Review the posted speed of the roadway proposed for a bicycle and pedestrian improvement project. *(If evaluator perceives that operating speed does not reflect posted speed, review operating speed to apply points).* WEIGHT 13%	Speed 50+mph **(5 points)** Speed 41 – 49 mph **(3 points)** Speed 31 – 40 mph **(1 points)** Speed 25 – 30 mph **(0 point)** *(max 5 points)*	___MPH	
		Crossings and Intersections The quantity and complexity of a roadway crossing directly relates to exposure for potential accidents. Review the number, and complexity of the roadway crossing(s) in the project area. (Complex crossings may include major principal arterials, such as Delmar Bypass, Route 9W, active at-grade railroad). Do not include intersections at the project boundaries. *Commercial driveways that are accessed by traffic signals are treated as intersections.* WEIGHT 23%	9+ Intersections **(9 points)** 6 – 8 Intersections **(6 points)** 3 – 5 Intersections **(3 points)** 0 – 2 Intersections **(0 points)** Add 1 point for each complex intersection crossed. *(max 9 points + complex intersections)*	___INTERSECTIONS	
		Access Conflicts High volume, multiple driveways create a greater exposure and risk for accidents to the pedestrian and bicyclist. Review the access conflict locations within the project area. If the project is located in a commercial Zoning District (General Commercial, Heavy Industrial, Rural Light Industrial, MED) only account for commercial driveways. If the project is located in a residential Zoning District (Res. A, B, C, Core Residential, Rural, Residential Large Lot, Multifamily, PDD) only account for residential driveways. If the project is located in a mixed use Zoning District (Hamlet, Commercial Hamlet, Rural Hamlet, Rural Riverfront) or traverses several districts review the predominate land use in the project area; to determine which driveway to consider. *Commercial driveways that are accessed by traffic signals are treated as intersections.* WEIGHT 15%	Commercial Driveways Crossed 10+ Driveways **(6 points)** 11 – 15 Driveways **(4 points)** 6 – 10 Driveways **(2 points)** 1 – 5 Driveways **(1 points)**	___DRIVEWAYS	
			Residential Driveways Crossed 50+ Driveways **(6 points)** 40 – 49 Driveways **(4 points)** 30 – 39 Driveways **(2 points)** 20 – 29 Driveways **(1 points)** >=19 Driveways **(0 points)** *(max 6 points)*	___DRIVEWAYS	
		Lack of Existing Pedestrian and Bicycle Accommodations Properly designed pedestrian and bicycle accommodations improve safety and reduce the risk of accidents. Review the project corridor to determine if pedestrian and/or bicycle accommodations exist. *Evaluator should utilize AASHTO and NYSDOT Guidelines/Standards to determine if accommodations are built to design standards..*	No Pedestrian/Bicycle Accommodations **(12 points)** Some Pedestrian/Bicycle Accommodations not built to design standards **(6 points)** Some – Pedestrian/Bicycle Accommodations built to design standards **(3 points)** Full Ped/Bike Accommodations built to design standards **(0 points)**		

STEP 3: COMPLETE BENEFITS EVALUATION TABLE

		Evaluator should utilize AASHTO and NYSDOT Guidelines/Standards to determine if accommodations are built to design standards. WEIGHT: 31%	Pedestrian/Bicycle Accommodations built to design standards **(3 points)** Full Ped/Bike Accommodations built to design standards **(0 points)** *(max 12 points)*		12 PTS
22%	**Destinations** **The presence of destinations with a 1/2 mile of the project corridor directly influences the generation of pedestrian and bicycle trips. Typically, areas of diverse/multiple land uses will generate more pedestrian and bicycle trips than areas with single (separated) land uses.**	Destinations include Linkages (connections between existing facilities, not extensions), Hamlet Zoning Districts, Commercial Hamlet Zoning Districts, Recreation Areas (i.e., nature preserves, parks, schools), Schools, Albany County Rail Trail, Community Facilities (e.g., Town Hall, Post Office, Library, Religious Institutions, etc.) and Transit stops. *The same type of destination can only be counted once.*	7+ Destinations **(22 points)** 6 Destinations **(18 points)** 5 Destinations **(15 points)** 4 Destinatoins **(12 points)** 3 Destinations **(9 points)** 2 Destinations **(6 points)** 1 Destinations **(3 Points)** *(max 22 points)*	**__Linkage** **__H District** **__CH District** **__Recreation** **__School** **__Community** **__Transit** **__Rail Trail**	18 PTS
31%	**Potential for Pedestrian and Bicycle Activity** **Potential pedestrian and bicycle activity can be estimated based upon two factors: population density and potential users.**	**Population Density** The higher the density (housing units per ½ mile radius) the greater the likelihood a large number of pedestrians/bicyclists would be attracted to the pedestrian/bicycle facility. Review the housing density residing within ½ mile of the proposed project for pedestrian facility improvements.	>= 1750 housing units **(15.5 points)** 1400 - 1749 housing units **(12 points)** 1050 - 1399 housing units **(9 points)** 700 - 1049 housing units **(6 points)** 350 - 699 housing units **(3 points)** <= 349 housing units **(0 points)** *(max 15.5 points)*	**_____Housing Units**	12 PTS
		Potential Users Identify the potential user groups of the pedestrian and bicycle facility based on destinations that are located within or accessed by the project area. (User Groups include: Students, Recreation - with park or facility, Shoppers, Transit, Community Facility) A school can also be used for recreation.	5 users **(15.5 points)** 4 users **(12 points)** 3 users **(9 points)** 2 users **(6 points)** 1 user **(3 point)** *(max 15.5 points)*	**__Students** **__Shoppers** **__Transit** **__Recreation** **__Community**	12 PTS
8%	**Geographic Distribution** **The diversity of land uses and density of hamlets throughout the Town may place some areas of the Town at a competitive disadvantage when evaluating the merits of proposed projects.**	Review/identify the recent history of public investment (Federal, State, County,Town) of pedestrian and/or bicycle accommodations within 1-mile radius of the proposed project area within the past 5 years. The purpose is to achieve some balance in the geographic distribution of public pedestrian and bicycle investment in the Town.	Project completed: 5+ years ago (8 points) 4 years ago (6 points) 3 years ago (4 points) 2 years ago (2 points) 1 year ago (0 points) *(from actual completion date)* *(max 8 points)*	**_____Years Ago**	8 PTS
SCORE LEGEND: =>80: A, 65-79: B, 50-64: C, 35-49: D, <35: F				**TOTAL BENEFITS SCORE**	75

Evaluation Process for New Pathway Investment

STEP 1:

SCREENING

LOCATED ON PEDESTRIAN AND BICYCLE NETWORK MAP

RECOMMENDED BY TOWN PLAN OR STUDY

STEP 2:

COST

CALCULATE ESTIMATED PROJECT COST

$$$$

STEP 3:

BENEFITS

COMPLETE BENEFITS EVALUATION

SAFETY

- VOLUME
- SPEED
- CROSSINGS & INTERSECTIONS
- ACCESS CONFLICTS
- LACK OF EXISTING FACILITIES

DESTINATIONS

POTENTIAL FOR PEDESTRIAN/BICYCLE ACTIVITY

- POPULATION DENSITY
- POTENTIAL USERS

GEOGRAPHIC DISTRIBUTION

STEP 4:

CALCULATE TOTAL SCORE BASED ON PATHWAY SCORING MATRIX

STEP 5:

LEVERAGE OPPORTUNITIES

IDENTIFY TOWN SHARE

FEDERAL/STATE GRANT PROGRAM

DEVELOPER SHARE

REVISE COST SCORE BASED ON TOWN SHARE AND REVISE TOTAL SCORE

STEP 4:

CALCULATE TOTAL SCORE BASED ON PATHWAY SCORING MATRIX

Pathway Scoring Matrix

Town Share Cost		Benefit Score => 80 (A)	65 - 79 (B)	50 - 64 (C)	35 - 49 (D)	< 35 (F)
Cost < $100k	A	A	B+	C+	D	D
$100k <= Cost < $400k	B	A-	B-	C+	D	F
$400k <= Cost < $700k	C	B+		C	D	F
$700k <= Cost < $1M	D	B+		D	D	F
Cost >= $1M	F	B	C+	D	F	F

Evaluation Process for New Pathway Investment

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CALCULATE ESTIMATED PROJECT COST

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CALCULATE TOTAL SCORE BASED ON PATHWAY SCORING MATRIX

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LEVERAGE OPPORTUNITIES

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FEDERAL/STATE GRANT PROGRAM

DEVELOPER SHARE

REVISE COST SCORE BASED ON TOWN SHARE AND REVISE TOTAL SCORE

Recommendations

- Short Term (0 -6 months)
  - Schedule Public Meeting Fall 2010
  - Establish PaTHs 4 Bethlehem as a standing committee
- Long Term
  - Establish Bicycle and Pedestrian Program (3 E's)
    - Engineering
    - Education
    - Enforcement
- Ongoing
  - Revisit Bicycle/Pedestrian Network Annually

Long Term Recommendations

Engineering

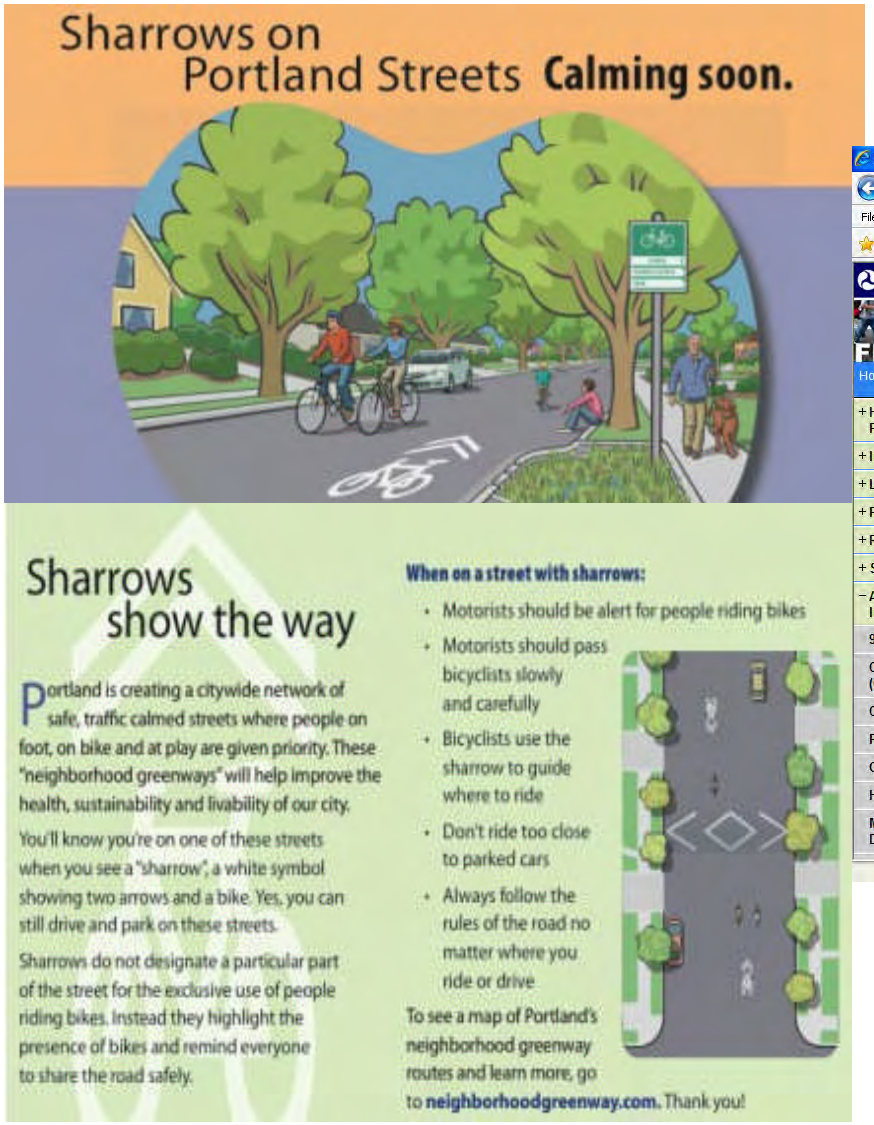
- Develop a tiered (Tier I, II, III) bicycle and pedestrian project list

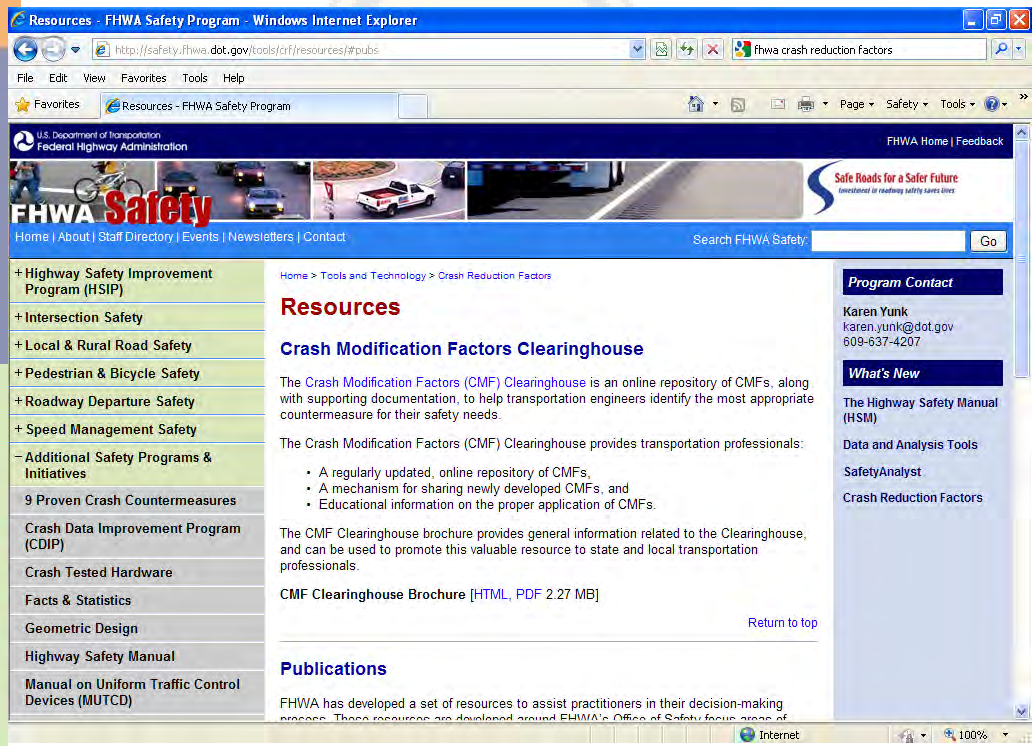
- Explore the establishment of a process for investment in the maintenance of existing pathways

- Research pathway funding practices/programs of other New York State and national municipalities

Long Term Recommendations

Education and Enforcement





Next Steps

- Fall 2010: Public meeting
- October/November 2010:
  - Revise Evaluation Process, and Bicycle and Pedestrian Priority Network (as necessary) based on public meeting comments.
  - Prepare PaTHs 4 Bethlehem Committee Resolution to establish the Committee as standing committee..
- November/December 2010: Town Board considers action –
  - Evaluation Process
  - Bicycle and Pedestrian Priority Network
  - PaTHs 4 Bethlehem Committee Resolution
  - Directs Committee to implement Long Term Recommendations
- January 2011: Committee begins work on Long Term Recommendations


QUESTIONS/COMMENTS