



# Bicycle and Pedestrian Advisory Board

Regular

~ Minutes ~

Buffalo, NY 14202  
<http://www.city-buffalo.com>

Chris Hawley  
716 - 851 - 9675

Monday, July 10, 2017

5:30 PM

Council Conference Room

## I. Call to Order

Attendee Name	Present	Absent	Late	Arrived
Jim Costello	<input type="checkbox"/>	<input type="checkbox"/> Excused	<input type="checkbox"/>	
Justin Booth	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stephanie Bucalo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Michael Galligano	<input type="checkbox"/>	<input type="checkbox"/> Excused	<input type="checkbox"/>	
Maggie Gibbons	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Val Grigoriou	<input type="checkbox"/>	<input type="checkbox"/> Excused	<input type="checkbox"/>	
Jamie Hamann-Burney	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lynn Magdol	<input type="checkbox"/>	<input type="checkbox"/> Excused	<input type="checkbox"/>	
Lauren Mitchell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
W. Morgan Smith	<input type="checkbox"/>	<input type="checkbox"/> Excused	<input type="checkbox"/>	
David Wahl	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Blair Woods	<input type="checkbox"/>	<input type="checkbox"/> Excused	<input type="checkbox"/>	

1. Monday, May 01, 2017
2. Monday, June 05, 2017

## II. New Business

### 3. Agenda Item 17-1225

Bidwell Parkway - Review a Thoroughfare Plan (Colonial Circle to Elmwood Avenue).

#### COMMENTS - Current Meeting:

Discussion. Fetzer introduced the project, noting that there are currently bike lanes from Elmwood to Soliders Circle, and that DPW's proposal is to extend these facilities to between Elmwood and Colonial Circle. Fetzer stated that the right-of-way would consist of 6' bike lanes, 11' vehicle lanes, and 9' parking lanes. Booth noted that Grigoriou inquired about whether a cycle track could be considered in this location, and Booth noted that his opinion is that the facilities should be consistent both east and west of Elmwood. Booth inquired about whether a one-foot buffer could be added between the bike lane and parking lane, and Fetzer offered to bring the proposal back to DPW. Gibbons noted that swinging doors are a concern. Fetzer asked if the Board preferred a buffer between the bike lane and parking lane, or between the bike lane and vehicle lane, and the Board generally expressed preference for a buffer from the parking lane. Bucalo inquired about whether the buffer can be 2' rather than 1', allowing the parking lane to be reduced to 8' in width. Fetzer inquired about whether the bike lane could be reduced to 5' with a 3' bike lane. Bucalo noted that safety and consistency are both important, and that it

would be nice if a buffered bike lane could be added between Elmwood and Soldiers Circle, too, and Fetzer agreed to look into that possibility.

Resolution. The BPAB supports the project, and requests further input from DPW about whether a 2' buffer could be added to the bike lanes, and whether such a buffer could be extended along the existing bike lanes along Bidwell between Elmwood and Soldiers Circle.

**ATTACHMENTS:**

- Bidwell Pkwy\_DPW Thoroughfare Plan\_Planning Board\_Signed (PDF)

<b>RESULT:</b>	<b>APPROVED WITH CONDITIONS [UNANIMOUS]</b>
<b>AYES:</b>	Booth, Bucalo, Gibbons, Hamann-Burney, Mitchell, Wahl
<b>EXCUSED:</b>	Costello, Galligano, Grigoriou, Magdol, Smith, Woods

**4. Agenda Item 17-1226**

East Amherst Street and Berkshire Avenue - Review a Thoroughfare Plan for East Amherst Street (Manhattan Avenue to Suffolk Street) and Berkshire Avenue (East Amherst Street to Bailey Avenue).

**COMMENTS - Current Meeting:**

**Discussion**

Fetzer introduced the project, noting that the proposal is divided into four sections (the streets have different widths and travel directions at various parts). Fetzer stated that East Amherst is reduced in width and becomes a one-way street eastbound east of Parkridge. Fetzer stated that the proposal for East Amherst between Manhattan and Parkridge is for a cycle track, and for East Amherst east of Parkridge is for a buffered bicycle lane (with a 5' buffer), and noted that the parking switches sides to the north side of East Amherst Street east of Bailey (which works out better for cyclists due to reduced crossing distance). Fetzer noted that a bicycle/pedestrian push-to-cross button would be added at East Amherst/Bailey and East Amherst/Manhattan. Switching to Berkshire Avenue, Fetzer noted that Berkshire is one-way westbound. Fetzer stated that the proposal is to restrict on-street parking to the north side of the street full time (which now must switch between north and south depending on the time of day, and is and will remain restricted on both sides in the winter). Macy suggested including the tubular markers within the entire buffer, not only in the cycle track, along East Amherst. Fetzer stated that she did look into the possibility of installing a bike box at the intersection but determined it to be infeasible. Hawley stated that the problems along this section of East Amherst can be attributed to the fact that it is one-way, and that in balance the street might be safer for cyclists as a two-way ROW than if bicycle facilities are added. Fetzer noted that to cross Bailey, the push button would be employed, with no other painted treatment across Bailey. Macy noted that folks in this neighborhood are not accustomed to sharing the road with cyclists, and it'll be challenging.

Fetzer stated that DPW proposes continuing the East Amherst cycle track along Berkshire between East Amherst and Parkridge, and to constrain vehicle traffic to a single lane, approaching intersections as much as possible at a 90 degree angle. Fetzer stated that the intent along this route is to keep as much distance between cyclists and motorists. Booth noted that the tubular barriers proposed along East Amherst should be added along the vehicular buffer on Berkshire between East Amherst and Parkridge, noting that motorists are likely to pass one another using the buffer, and Macy agreed. Bucalo noted that the pedestrian crossing at East Amherst and Berkshire is incredibly long, and that the crossing should be placed so that it is minimizing crossing distances. Booth agreed that programming cyclists to stop for pedestrians is good. Both noted that additional forms of delineation protecting cyclists in the buffer (parking bumpers, planters, etc.) would be helpful for safety. Fetzer noted that the bus stop would be

moved at the intersection of East Amherst and Berkshire. Both noted that additional forms of delineation protecting cyclists in the buffer (parking bumpers, planters, etc.) would be helpful for safety.

Fetzer noted that this project would open up the possibility to install a cycle track along East Amherst Street all the way to Main Street. Booth noted that the Bicycle Master Plan has "future study" attached to Bailey Avenue, and no formal recommendations for the street. Booth noted that with limited resources the City must think about how safety conditions can be optimized given the current realities, and noted that this project would represent the most complete bicycle network to be installed in any neighborhood in Buffalo.

Macy inquired about timeframes, and Fetzer noted that this project is scheduled for completion in this construction season. Macy inquired about whether Police Department outreach would be helpful, and Booth noted that flyers, social media, and block club outreach would all be helpful, and that GO Bike Buffalo can help with educational materials.

Resolution. The BPAB recommends the following to DPW: Remove the cyclist slip lane from Berkshire onto East Amherst Street to prioritize pedestrian safety; install manual rather than automated push-to-cross buttons at intersections; explore temporary measures to allow cyclists to transition across Bailey Avenue to connect the Berkshire/East Amherst network; look at whether East Amherst Street bicycle facilities can become bi-directional from Bailey to Suffolk. Hawley will confirm the DPW process to convert a street from one-way to two-way traffic.

**ATTACHMENTS:**

- E Amherst\_Thoroughfare Plan\_Bike and Ped\_2017-07-10 (PDF)

<b>RESULT:</b>	<b>APPROVED WITH CONDITIONS [UNANIMOUS]</b>
<b>AYES:</b>	Booth, Bucalo, Gibbons, Hamann-Burney, Mitchell, Wahl
<b>EXCUSED:</b>	Costello, Galligano, Grigoriou, Magdol, Smith, Woods

**5. Agenda Item 17-1227**

North Lincoln Parkway - Review a Thoroughfare Plan for North Lincoln Parkway (Amherst Street to Nottingham Terrace).

**COMMENTS - Current Meeting:**

Discussion. Fetzer introduced the project, and stated that residents brought the bike lane proposal to DPW as a traffic calming solution. Fetzer noted that North Lincoln Parkway was narrowed recently, expanding the median by four feet and adding intersection bump-outs at intersections. Fetzer stated the project would maintain on-street parking with 7' parking lanes and add 6' bike lanes in both directions, with 11' vehicle lanes. Booth inquired about how the Board would feel about moving the bike lane toward the median, and the Board generally responded adversely to the idea due to complications it would create at intersections. Booth noted he is in support of this thoroughfare plan, and noted that it would be helpful to get thoroughfare plans before curbs and bump-outs and the like are installed. Hawley noted that any change to the physical dimensions of a street (such as moving curbs) requires a thoroughfare plan, but that this project was authorized prior to adoption of the Green Code. Booth noted that DPW tends to be reticent to employ 10' vehicle lanes.

Resolution. The BPAB supports the project as presented.

**ATTACHMENTS:**

- N Lincoln Pkwy\_DPW Thoroughfare Plan\_Planning Board\_Signed (PDF)

<b>RESULT:</b>	<b>APPROVED [UNANIMOUS]</b>
<b>AYES:</b>	Booth, Bucalo, Gibbons, Hamann-Burney, Mitchell, Wahl
<b>EXCUSED:</b>	Costello, Galligano, Grigoriou, Magdol, Smith, Woods

**6. Agenda Item (ID # 4463)**

Bicycle Rack Program - Update and Discussion.

**COMMENTS - Current Meeting:**

Discussion. Booth noted that DPW has put bids out for 200 bicycle racks. Booth invited the Board to identify businesses that could apply for bicycle rack installations.

**III. Old Business**

**7. Agenda Item (ID # 3855)**

TDM Policy Guide - Review the Transportation Demand Management Policy Guide, Recently Adopted by the City Planning Board.

**HISTORY:**

05/01/17                      Bicycle and Pedestrian Advisory Board                      **TABLED**  
Next: 06/05/17

06/05/17                      Bicycle and Pedestrian Advisory Board                      **TABLED**  
Next: 07/10/17

**ATTACHMENTS:**

- TDM Policy Guide - Adopted 2017-03-27                      (PDF)

<b>RESULT:</b>	<b>TABLED</b>	<b>Next: 8/7/2017 5:30 PM</b>
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**8. Agenda Item (ID # 3856)**

Sidewalk Snow Removal - Discuss Strategies for Enforcement of Sidewalk Snow Regulations.

**HISTORY:**

05/01/17                      Bicycle and Pedestrian Advisory Board                      **TABLED**  
Next: 06/05/17

06/05/17                      Bicycle and Pedestrian Advisory Board                      **TABLED**  
Next: 07/10/17

<b>RESULT:</b>	<b>TABLED</b>	<b>Next: 8/7/2017 5:30 PM</b>
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**9. Agenda Item (ID # 3857)**

Snow Shovelability Safety Guide - Review the Snow Shovelability Safety Guide.

**HISTORY:**

05/01/17                      Bicycle and Pedestrian Advisory Board                      **TABLED**  
Next: 06/05/17

06/05/17                      Bicycle and Pedestrian Advisory Board                      **TABLED**  
Next: 07/10/17

## ATTACHMENTS:

- Snow Shovelability Safety Guide (PDF)

**RESULT: TABLED****Next: 8/7/2017 5:30 PM****10. Agenda Item (ID # 4120)**

Bicycle Facility Additions (2017) - Review a Draft DPW Plan for Additional Bicycle Facilities to be Constructed in 2017.

## HISTORY:

06/05/17

Bicycle and Pedestrian Advisory Board

TABLED

Next: 07/10/17

Discussion. Fetzer distributed a draft 2017 schedule of bicycle facility additions planned by DPW, and noted that she'd relay any inquiries or suggestions to DPW. Booth stated that he'd asked DPW for more transparency on the schedule for bicycle facility implementation, and to provide a quarterly list of bicycle facility projects. Magdol inquired about Main Street (Humboldt to Kenmore), which the DPW project list identifies only for sharrows. Booth mentioned he didn't know what DPW was planning for Main Street, and noted that bicyclists face a harrowing experience traveling this section of Main Street. Bucalo mentioned that business owners and others would love to see medians removed, which would allow for installation of bicycle facilities. Booth mentioned that DPW has stated that median removal could cost as much as \$1 million. Booth mentioned that he'd rather not see shared lane markings go up on Main Street, but notes that other bicycle advocates might disagree. Hamman-Burney mentioned that Michigan Avenue, between Goodell and Dodge, could also be an issue since much of it is planned to be kept at four vehicle lanes, which may be an inappropriate scenario for shared lane markings. Hawley mentioned that there might be some eagerness for on-street parking on Michigan Avenue adjacent to BNMC. Booth says he would not recommend putting shared lane markings on a four lane roadway. Hawley inquired: if sharrows are being recommended by DPW for certain streets, is that because DPW has determined that other types of bicycle facilities are not feasible? Fetzer noted that the spreadsheet is based on the conclusions of the Bicycle Master Plan. Hawley noted that Michigan Avenue, being four lanes and about 10,000 AADT, is a candidate for a road diet (reduction of four lanes to three), with the possibility of adding sharrows and on-street parking. Hamman-Burney agreed that current and projected traffic volumes fell below the 20,000 AADT threshold for road diets. Booth noted that sharrows make sense for neighborhood bikeways with low traffic volumes, but not for high traffic corridors. Booth noted that he's most concerned about Main Street and Michigan Avenue. Hawley inquired about South Elmwood Avenue, and whether plan to cycle track is now planned for 2018, and Fetzer noted that DPW has hired a consultant to take a closer look at the issue.

Resolution. The BPAB will review shared lane marking projects and come back with comments for the July meeting.

## ATTACHMENTS:

- DPW - Bicycle Facility Additions 2017 (DRAFT) (PDF)

**RESULT: TABLED****Next: 8/7/2017 5:30 PM**