

# Bethlehem Bicycle and Pedestrian Committee

Initiatives Towards a Walk and Bike Friendly Community



*CDRPC Local Government Planning & Zoning Workshop*  
October 4, 2012





## Agenda

- Bethlehem Bicycle and Pedestrian Committee Background
- Bethlehem Bicycle & Pedestrian Vision, Mission, Goals
- Committee Activities
- Next Steps
- Questions/Comments





## 2005 Comprehensive Plan Mobility Goal

*“Improve mobility—the ability of people, regardless of age and status, to engage in desired activities at moderate cost to themselves and society—throughout the town. This includes strategic investments in needed highway infrastructure, improved access to public transportation and development that is supportive of public transportation, and **significant enhancements to the safety and attractiveness of non-motorized modes of travel.**”*



- Maintain and **improve walkability** within the hamlets.
- Provide adequate **bicycle facilities** and establish **signed system of routes throughout the Town**
- Maintain and **enhance pedestrian connections** within neighborhoods, and between neighborhoods and hamlet centers.
- Consider opportunities to **provide paved shoulders** on all collector and arterial roads, where sidewalks are not provided.
- Establish **Delaware Avenue as a pedestrian friendly**, small-scale commercial corridor.



## Bethlehem Bicycle and Pedestrian Committee

- March 2009 – Committee Established as PaTHs 4 Bethlehem
  - *Pathways to Hamlets, Homes and Healthy Hearts*
- November 2010 – Committee Formally Established through Town Board Resolution
  - 11 Member Committee
    - Town Residents
    - *Planning, Engineering, Parks & Recreation, Highway, and Police Department representatives*
  - *Bethlehem Central School District Liaison*
  - *Monthly meetings – 4<sup>th</sup> Tuesday of the month at 6:30PM in Town Hall Room 101*



## **Vision**

Residents and visitors in Bethlehem live and work in a sustainable community that has a diversity of transportation options, and they routinely choose bicycling and walking for safe and efficient transportation and as a healthy option for recreation.

## **Mission**

The Bethlehem Bicycle and Pedestrian Committee is a resource that effectively uses a 5E approach (*Engineering, Education & Enforcement, and Engagement & Encouragement*) to advise the Town, educate the community, and advocate for opportunities to improve mobility and connectivity for bicyclists and pedestrians.



## **Goals**

### **Engineering**

Bethlehem offers safe and efficient infrastructure to ensure accessibility, connectivity, and mobility for bicyclists and pedestrians.

### **Education & Enforcement**

The Bethlehem community is aware of and actively exhibits safe bicycling, walking, and driving behavior. A share the road approach is respected among all travel modes and reinforced through enforcement of traffic laws.

### **Engagement & Encouragement**

The Bethlehem community is utilizing its bicycle and pedestrian network to the full extent and is empowered to drive new programs in the Town.



## Committee Activities

- Complete Streets Resolution – August 2009
- Town Bike Expo – Facilitate Bicycle Skills Stations
- Bicycle and Pedestrian Priority Network
- Evaluation Process for New Pathway Investment
- Bicycle and Pedestrian Safety Tip Palm Cards
- CDTA/CDTC Bike Rack Program – 23 Bicycle Racks



# Bethlehem Complete Streets Resolution

-Adopted August 2009

-Zoning Law 2012

## 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.





# Town Bike Expo – Bicycle Skills Stations

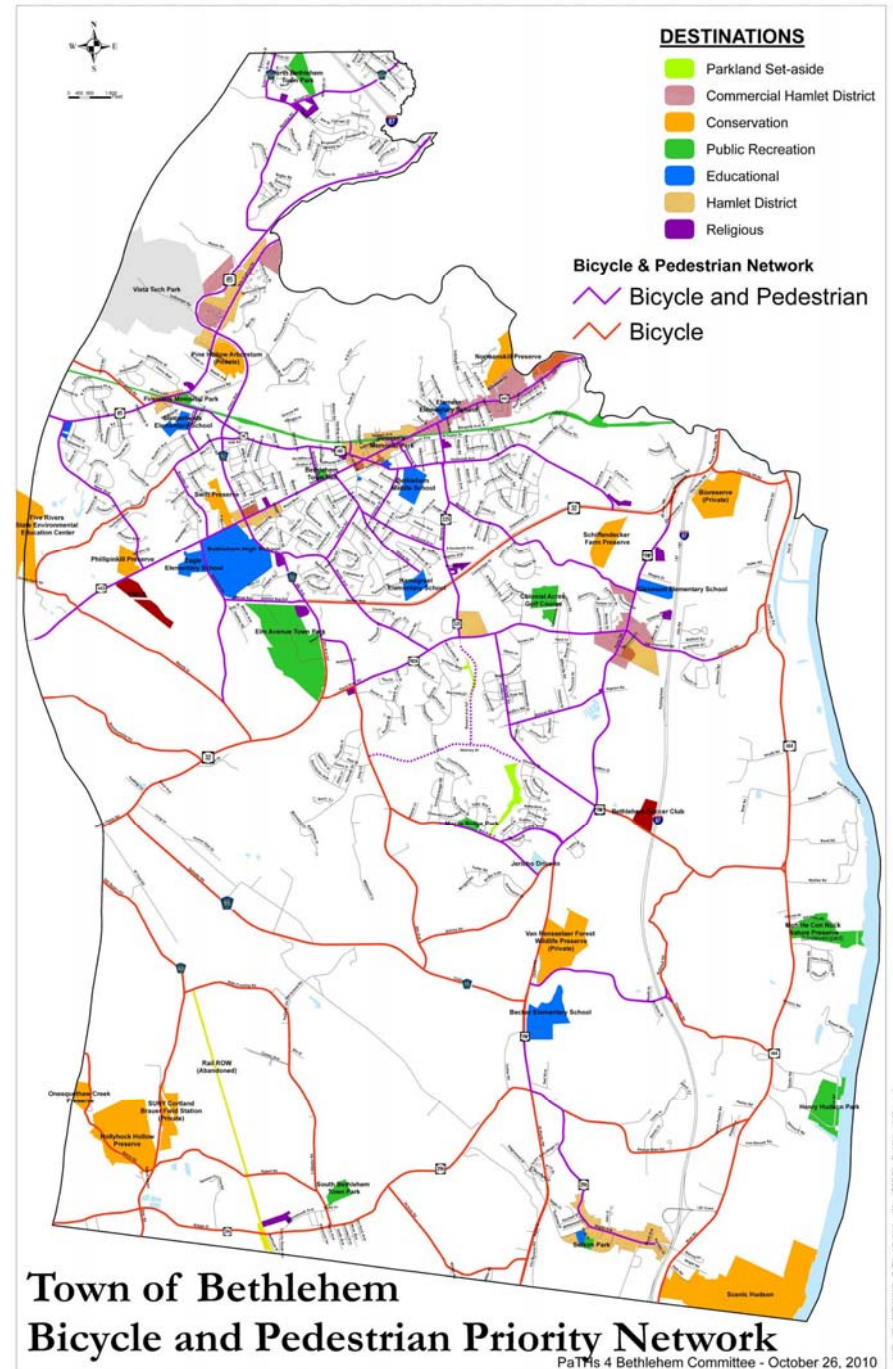




# Bicycle and Pedestrian Priority Network

✓ Used for:

- Grant Applications
- Land Use Review – Site Plan
- Evaluation Process





# Evaluation Process for New Pathway Investment

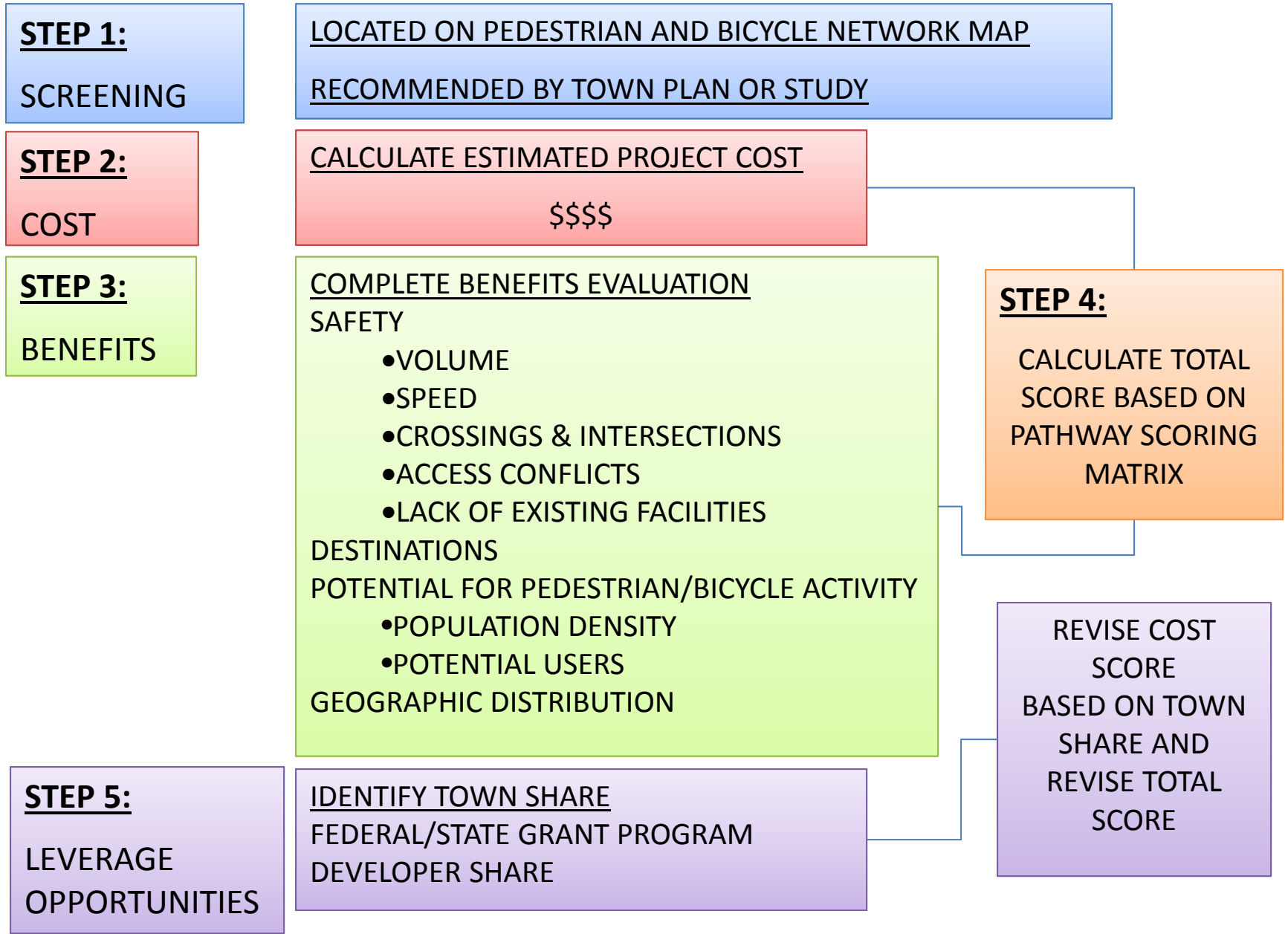


Town of Bethlehem  
Evaluation Process for  
New Pathway Investment  
*Procedures /Users Guide*





# Evaluation Process for New Pathway Investment





# 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			
Weight	Criteria	Measure	Rating	Response	Points
	<b>Bicycle and Pedestrian Priority Network Map or Town Plan/Study</b>	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 ( <b>BONUS 10 points</b> )		
39%	<b>Safety</b> 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.  <i>If project boundaries incorporate multiple roadway speeds and functional classifications, utilize higher speed and functional classification to apply points.</i>	<b>Volume</b> 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% <i>(max 7 points)</i>	Arterial (principal and minor) – AADT >= 8000 ( <b>7 points</b> ) Urban Collector – AADT 2000 – 7999 ( <b>5 points</b> ) Rural Collector – AADT 500 – 1999 ( <b>3 points</b> ) Local Residential – AADT <= 1999 ( <b>0 point</b> )		
	<b>Speed</b> 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% <i>(max 5 points)</i>	Speed 50+mph ( <b>5 points</b> ) Speed 41 - 49 mph ( <b>3 points</b> ) Speed 31 – 40 mph ( <b>1 points</b> ) Speed 25 – 30 mph ( <b>0 points</b> )	___MPH		
	<b>Crossings and Intersections</b> 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.  <i>Commercial driveways that are accessed by traffic signals are treated as Intersections.</i>  WEIGHT: 23% <i>(max 9 points + complex intersections)</i>	9+ Intersections ( <b>9 points</b> ) 6 – 8 Intersections ( <b>6 points</b> ) 3 – 5 Intersections ( <b>3 points</b> ) 0 – 2 Intersections ( <b>0 points</b> ) Add 1 point for each complex intersection crossed.	___ INTERSECTIONS		
	<b>Access Conflicts</b> 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. <i>Commercial driveways that are accessed by traffic signals are treated as Intersections.</i>  WEIGHT: 15% <i>(max 6 points)</i>	Commercial Driveways Crossed  15+ Driveways ( <b>6 points</b> ) 11 – 15 Driveways ( <b>4 points</b> ) 6 – 10 Driveways ( <b>2 points</b> ) 1 – 5 Driveways ( <b>1 points</b> )  Residential Driveways Crossed 50+ Driveways ( <b>6 points</b> ) 40 – 49 Driveways ( <b>4 points</b> ) 30 – 39 Driveways ( <b>2 points</b> ) 20 – 29 Driveways ( <b>1 points</b> ) >=19 Driveways ( <b>0 points</b> )	___ DRIVEWAYS		
	<b>Lack of Existing Pedestrian and Bicycle Accommodations</b> 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. <i>Evaluator should utilize AASHTO and NYS DOT Guidelines/Standards to determine if accommodations are built to design standards.</i>	No Pedestrian/Bicycle Accommodations ( <b>12 points</b> ) Some Pedestrian/Bicycle Accommodations not built to design standards ( <b>6 points</b> ) Some - Pedestrian/Bicycle Accommodations built to design standards ( <b>3 points</b> ) Full Ped/Bike Accommodations built to design standards ( <b>0 points</b> )			



# Bicycle and Pedestrian Safety Tip Palm Cards

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## PEDESTRIANS SHOULD...

- Always use a marked crosswalk when one is available.
- Look **LEFT-RIGHT-LEFT** to check before crossing the road.
- Use **sidewalks when available**.
- Walk on the **left side of the road** facing traffic, if sidewalks are not available.
- **Be visible.** Wear bright, reflective clothing, and use lights or flashers when it's dark or dusk.
- **Make eye contact with drivers** before crossing the road.



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## MOTOR VEHICLE DRIVERS SHOULD...

- Yield to pedestrians in all **crosswalks**. It's the law.
- **SPEED KILLS.** Obey the speed limit.
- **Scan for pedestrians often.** Expect to see pedestrians at intersections.
- **Keep an eye on students** gathered at bus stops.
- **Be ready for the unexpected!** Children have difficulty judging speeds and distances.



Developed by the PaTHs 4 Bethlehem Committee—April 2011

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## BICYCLISTS SHOULD...

- Always wear a **helmet**.
- **Be Seen.** Wear reflective bright gear and use appropriate lights at night.
- **Ride Right.** Always ride on the right side of the road.
- **Obey All Traffic Laws.** You are entitled to your space on the road and must follow the same traffic laws that apply to motor vehicle drivers.
- **Travel no more than two abreast** and remember to share the road with motor vehicles.



## MOTOR VEHICLE DRIVERS SHOULD...

- **Share The Road.** The streets are for everyone and you should expect to see bicyclists on the road.
- **Keep Eyes on the Road.** Look for bicyclists when changing lanes, turning and opening car doors.
- **SPEED KILLS.** Obey the Speed Limit.
- **Pass at a Safe Distance.** Slow down and wait for a safe place to pass with a minimum of 3 feet of clearance.



Developed by the PaTHs 4 Bethlehem Committee—April 2011



# CDTC/CDTA Bike Rack Program - 23 Bike Racks Awarded



Capital District  
Transportation Committee





## NYSERDA Grant – 2011/2012

Bethlehem Energy Management,  
Greenhouse Gas Emissions Inventory, and  
Bicycle/Pedestrian Program Initiatives







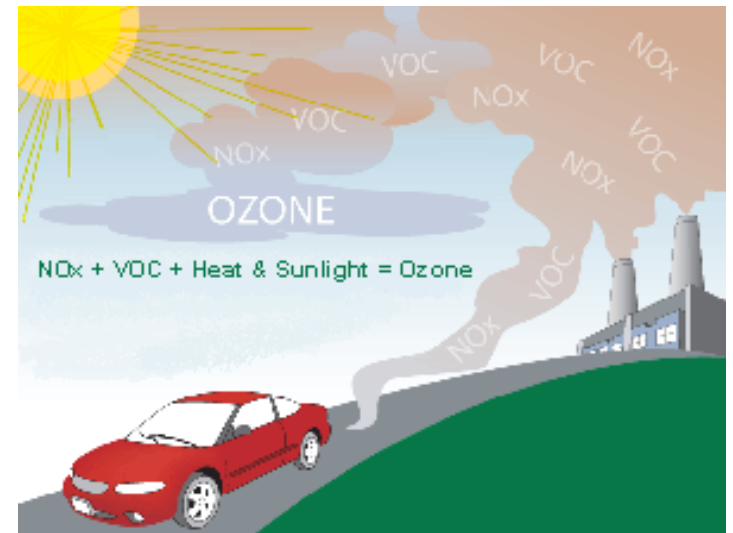
## Benefits of a Bicycle/Ped Program

- Reduce GHG emissions and VMTs
  - Mitigate climate change
  - Reduce congestion



## Benefits of a Bicycle/Ped Program

- Reduce GHG emissions and VMTs
  - Mitigate climate change
  - Reduce congestion
- Improve Air Quality
  - Motor vehicle exhaust puts harmful chemicals in our air and contributes to ground-level ozone





## Benefits of a Bicycle/Ped Program

- Reduce GHG emissions and VMTs
  - Mitigate climate change
  - Reduce congestion
- Improve Air Quality
  - Motor vehicle exhaust puts harmful chemicals in our air and contributes to ground-level ozone
- Public Health Benefits
  - Bicycle riding is a safe, low-impact method of exercise for all ages and abilities
  - It is a great cardiovascular exercise and can help fight the national obesity epidemic
  - Reduces emissions that exacerbate asthma and other respiratory diseases



## **NYSERDA Grant – Bicycle and Pedestrian Initiatives**

- Sustainable Bethlehem Approach
- Bicycle Month Event Preparation Guide
- Annual Event Calendar
- League of American Bicyclists Traffic Skills 101 Course
- Walk and Bicycle Friendly Community Applications
- Bike Route Pilot Project
- Bicycle Prioritization Projects with Linear Foot Costs
- Bicycle and Pedestrian Infrastructure Maintenance Manual
- Community Workshop



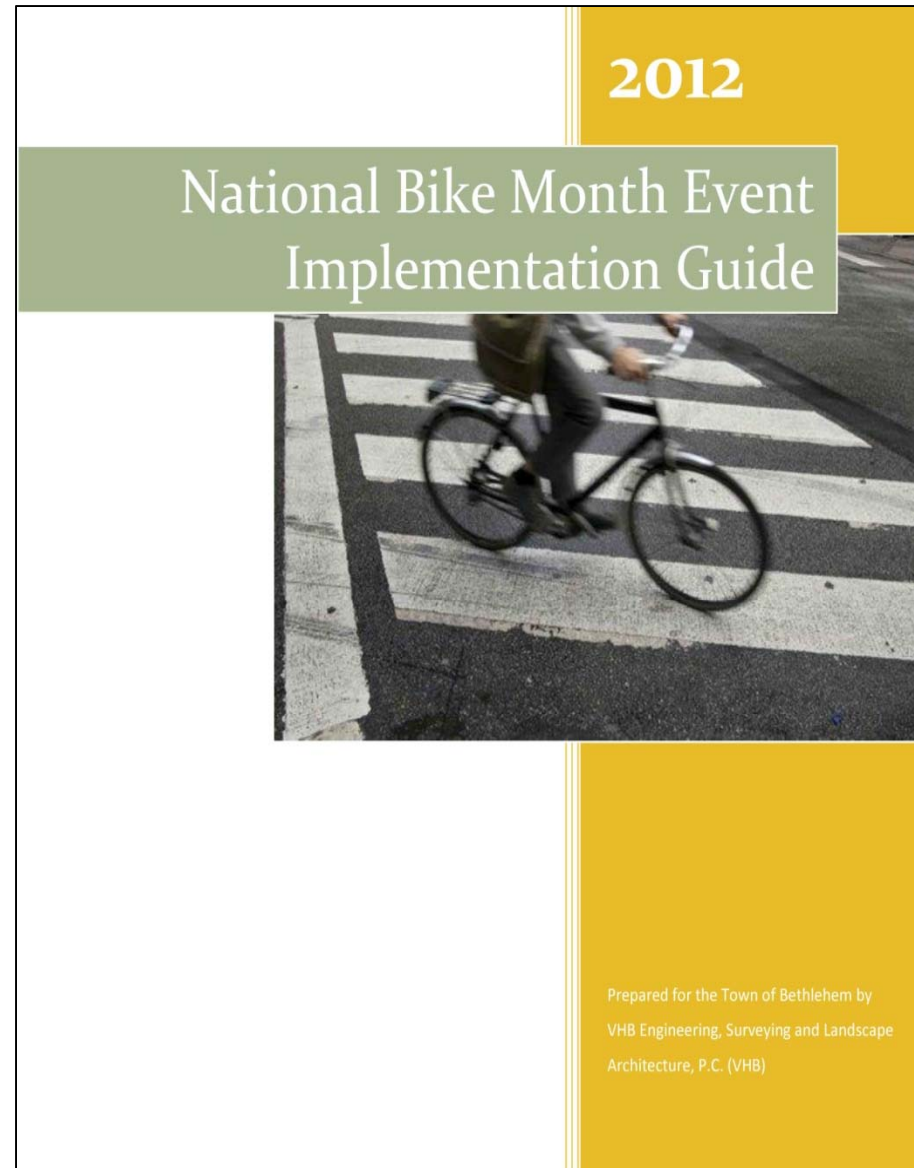
## ■ Sustainable Bethlehem Approach



[www.sustainablebethlehem.org](http://www.sustainablebethlehem.org)



## ■ Bicycle Month Event Preparation Guide



2012

### National Bike Month Event Implementation Guide

Prepared for the Town of Bethlehem by  
VHB Engineering, Surveying and Landscape  
Architecture, P.C. (VHB)




# ■ League of American Bicyclists Traffic Skills 101 Course





# Walk and Bicycle Friendly Community Applications



**Walk Friendly Communities**  
walkfriendly.org

**COMMUNITY REPORT CARD AND FEEDBACK:**

Bethlehem, New York  
April 4, 2012

**Introduction**

Thank you for submitting an application to the Walk Friendly Communities program on behalf of Bethlehem, New York! A Walk Friendly Community is a city or town that has shown a commitment to improving walkability and pedestrian safety through comprehensive programs, plans and policies.

Each application was evaluated by at least three reviewers to provide a fair assessment of your community and provide technical feedback on how to improve the walkability of your community.


After thorough consideration of your application, we are unable to designate Bethlehem, New York, as a Walk Friendly Community. However, there were several areas that we were particularly impressed with, including:

- The town's Complete Streets Resolution creates a strong foundation from which Bethlehem can address the safety of all users and leverage more funding for pedestrian infrastructure and improvements.
- Bethlehem does a great job pairing education and enforcement through law enforcement training, progressive ticketing and dispersal of safety tip palm cards
- PaTHs 4 Bethlehem plays an important role not only in drawing public input, but also in working with various departments on pedestrian issues.
- The installation of 4 roundabouts with pedestrian islands is a great way to calm traffic and increase safety for pedestrians.

Bethlehem has exhibited a desire to become a community that supports active transportation. The application to the Walk Friendly Communities program is an endorsement of that desire and it is our hope that the feedback and information we provide can help Bethlehem improve in this regard.

We have noted several areas in which your community can improve its policies, programs, and standards. Please continue to build upon this foundation to work to become a Walk Friendly Community. This report card provides detailed feedback on how your community can take its programs and initiatives to the next level; take the time to review the feedback and contact us with any questions.

www.walkfriendly.org Page 1 of 10 info@walkfriendly.org




Feedback

Bicycle Friendly Community Application

Bethlehem, NY

Spring 2012



**Bicycle Friendly Community**





## ■ Bicycle Friendly Community Evaluation



- Establish a Bicycle Coordinator Position
- Increase the number of arterial and collector roads with wide shoulders and bike lanes
- Formally establish May as Bike Month and host/sponsor or encourage bicycle-themed events
- Develop a Comprehensive Bike Plan for the Town
- Additional Engineering, Education, Encouragement, Enforcement, Evaluation/Planning recommendations (short and long term)



## ■ Walk Friendly Community Evaluation



- Establish a Pedestrian Coordinator Position
- Increase the miles and ADA compliance of sidewalks
- Establish a Safe Routes to School program
- Develop a Comprehensive Pedestrian Plan for the Town
- Additional Engineering, Education, Encouragement, Enforcement, Evaluation/Planning recommendations



# Bike Route Pilot Project

## DELMAR BICYCLE ROUTE

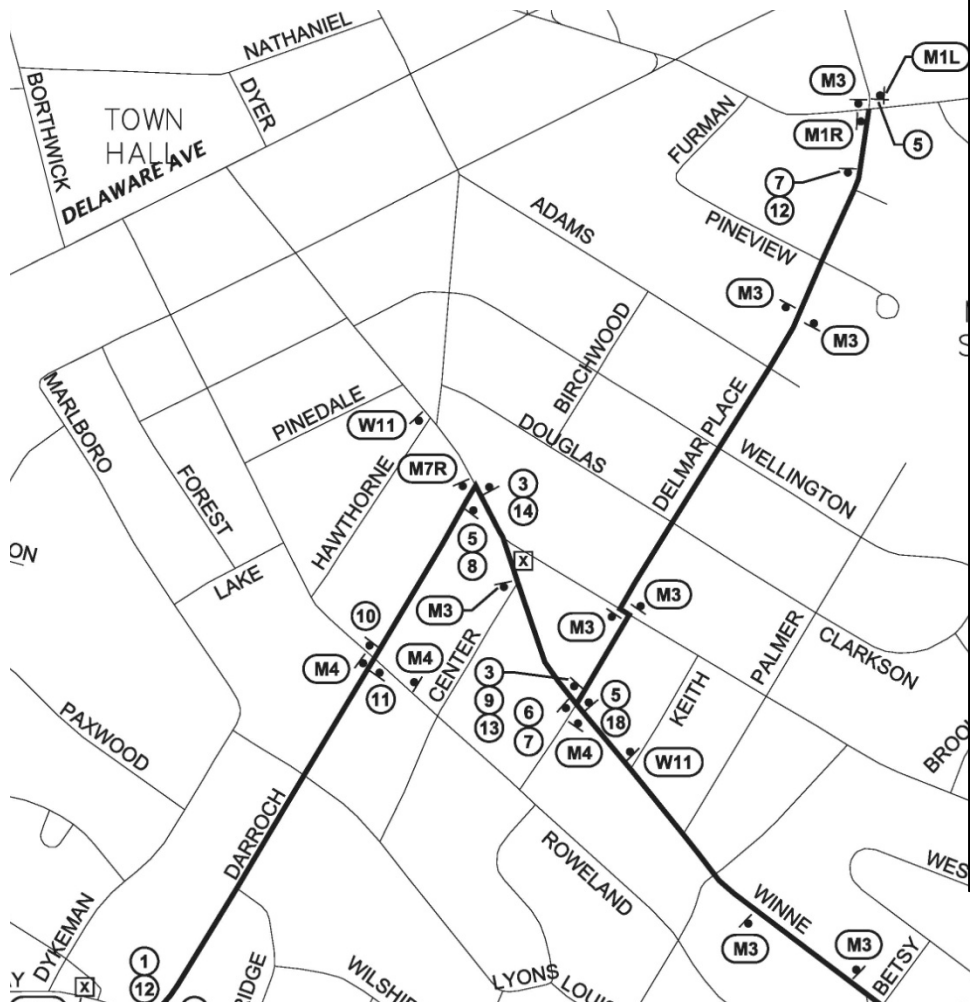


- Off-Road Path
- On-Road Path (Signed)

1 inch = 1800 feet



# Bike Route Pilot Project



SIGN #	LEGEND	DIMENSIONS	QUANTITY	AREA PER SIGN (SF)	TOTAL (SF)
1	↑ H. SCHOOL	6" x 24"	2	1.00	2
2	H. SCHOOL →	6" x 24"	5	1.00	5
3	← H. SCHOOL	6" x 24"	4	1.00	4
4	↑ M. SCHOOL	6" x 24"	2	1.00	2
5	M. SCHOOL →	6" x 24"	6	1.00	6
6	← M. SCHOOL	6" x 24"	5	1.00	5
7	↑ HAMAGRAEL	6" x 24"	4	1.00	4
8	HAMAGRAEL →	6" x 24"	3	1.00	3
9	← HAMAGRAEL	6" x 24"	2	1.00	2
10	↑ LIBRARY	6" x 24"	2	1.00	2
11	← LIBRARY	6" x 24"	3	1.00	3
12	↑ ELM PARK	6" x 24"	4	1.00	4
13	ELM PARK →	6" x 24"	5	1.00	5
14	← ELM PARK	6" x 24"	4	1.00	4
15	↑ MAPLE RIDGE	6" x 24"	2	1.00	2
16	← MAPLE RIDGE	6" x 24"	1	1.00	1
17	MAPLE RIDGE →	6" x 24"	1	1.00	1
18	↑ LIBRARY	6" x 24"	1	1.00	1
Total D11-1 Bike Route Sign Assemblies: 26					

## D1-1M Sign Schedule

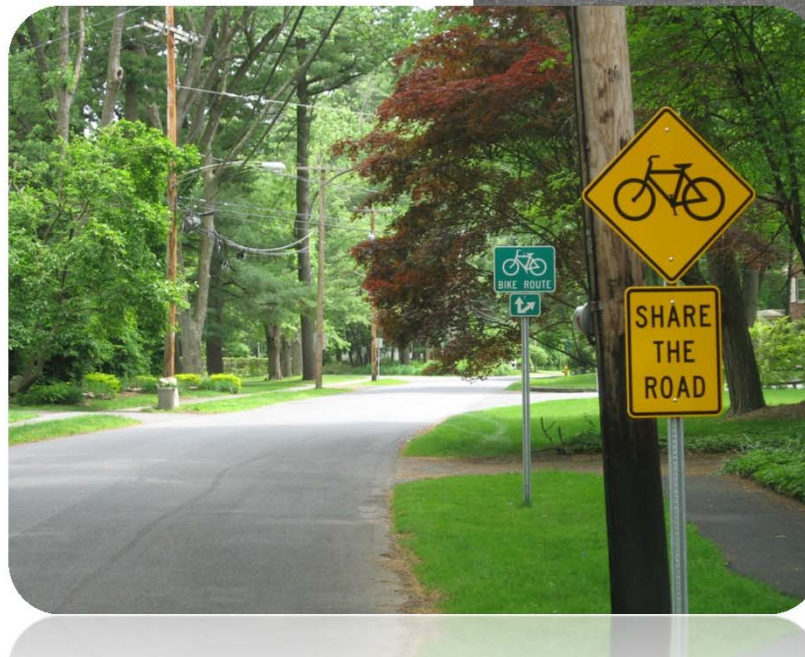
N.T.S.

SIGN #	LEGEND	DIMENSIONS	QUANTITY	AREA PER SIGN (SF)	TOTAL (SF)
M1R	M6-1R	12" x 9"	4	0.75	3
M1L	M6-1L	12" x 9"	4	0.75	3
M2R	M6-2R	12" x 9"	0	0.75	0
M3	M6-3	12" x 9"	10	0.75	7.5
M4	M6-4	12" x 9"	6	0.75	4.5
M4-6(END)	M4-6(END)	12" x 6"	0	0.50	0
M6R	M6-6R	12" x 9"	1	0.75	0.75
M6L	M6-6L	12" x 9"	1	0.75	0.75
M7R	M6-7R	12" x 9"	1	0.75	0.75
W11	W11-1	24" x 24"	6	4.00	4.5
	W16-1P	18" x 24"	6	3	4.5
Total D11-1 Bike Route Sign Assemblies: 27					

## M6 Arrow Plaque/ Warning Sign Schedule



## ■ Bike Route Pilot Project



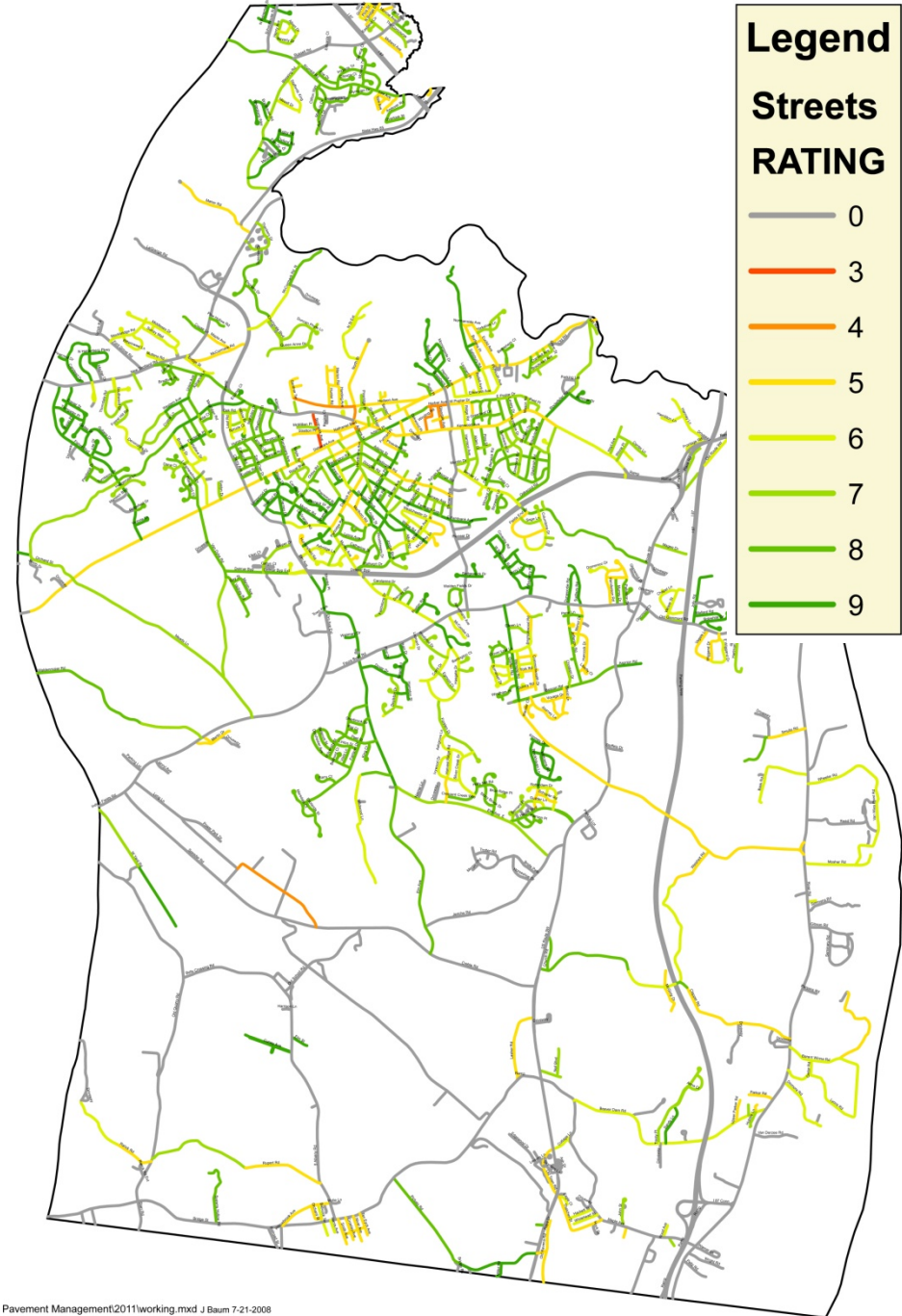


# Bicycle and Pedestrian Infrastructure Maintenance Manual

Surface rating	Visible distress	Examples
<b>9</b> <b>Excellent</b>	Pavement is new. Does not require maintenance	
<b>8</b> <b>Excellent</b>	Less than 1/8" vertical edge; little or no depressed or raised areas, for cement concrete cracked squares (no more than 2 pieces), no spalling of concrete surface or raveling of bituminous surface, no horizontal separation, or debris/vegetation	
<b>7</b> <b>Good</b>	Same as 6, but in slightly better condition. Needs routine maintenance – spot patch repairs/crack filling.	
<b>6</b> <b>Good</b>	Vertical edge between 1/8" and 1/4"; 0-1" raised/depressed; no more 3 cracked squares of cement concrete; less than 25% spalled concrete surface or bituminous surface, less than an inch of horizontal separation; less than 25% covered by debris/vegetation	
<b>5</b> <b>Fair</b>	Same as 4, but in slightly better condition. Needs preservative fractural sealcoat/joint grinding.	
<b>4</b> <b>Fair</b>	Vertical edge between 1/4" and 1/2" 1-2" raised/depressed; no more than 4 cracked squares of cement concrete; 25-50% spalled concrete surface or raveled bituminous surface; less 1-1 1/2" of horizontal separation; 25-50% covered by debris/vegetation	
<b>3</b> <b>Poor</b>	Same as 2, but in slightly better condition. Needs milling and/or structural overlay/patching or replacement of sections full width	
<b>2</b> <b>Poor</b>	Significant aging. Vertical edge between 1/2" and 3/4"; 2-3" raised/depressed; no more than 5 cracked squares of cement concrete; 50-75% spalled concrete surface or bituminous surface; less 1 1/2-2" of horizontal separation; 50-75% covered by debris/vegetation	
<b>1</b> <b>Failed</b>	Vertical edge between 3/4" and 1"; greater than 3" raised/depressed; more than 5 cracked squares of cement concrete; more than 75% spalled concrete surface or bituminous surface; more than 2" of horizontal separation; more than 75% covered by debris/vegetation	



# Bicycle and Pedestrian Infrastructure Maintenance Manual





## ■ Community Workshop

- March 12, 2012
- 50 Participants
- Bicycle/Pedestrian Characteristics Survey
  - Key Pad Polling

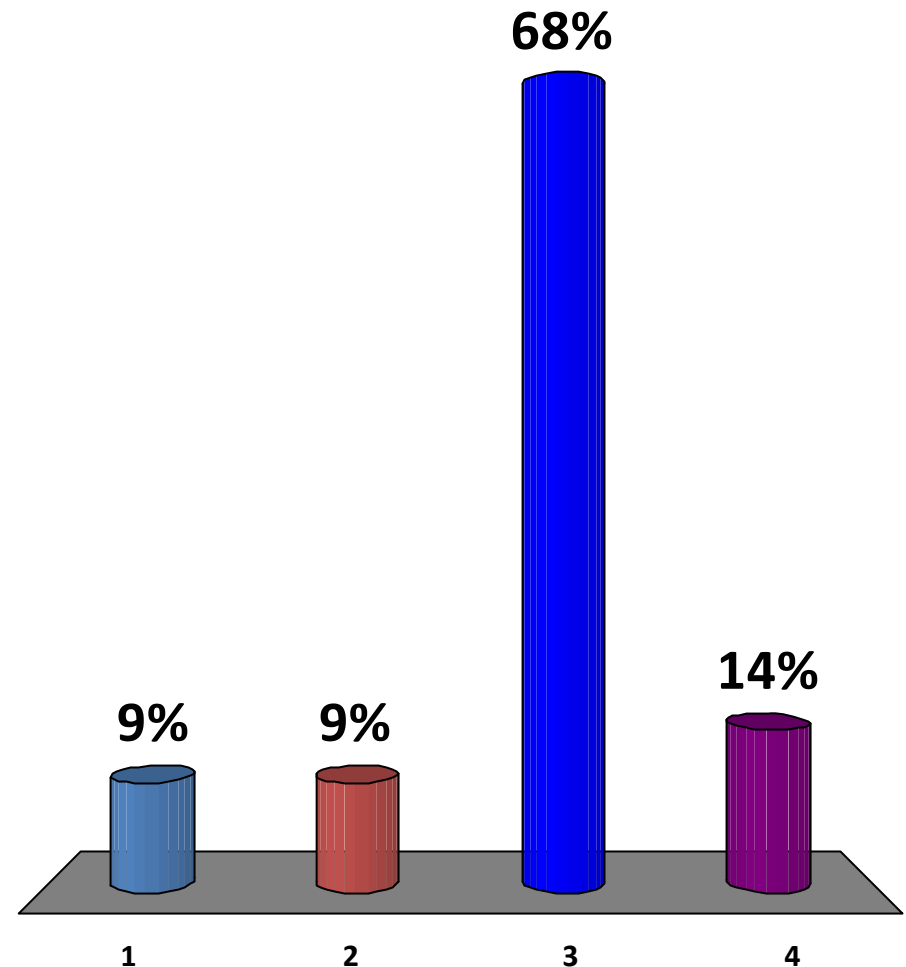






## How do you identify yourself with regards to biking?

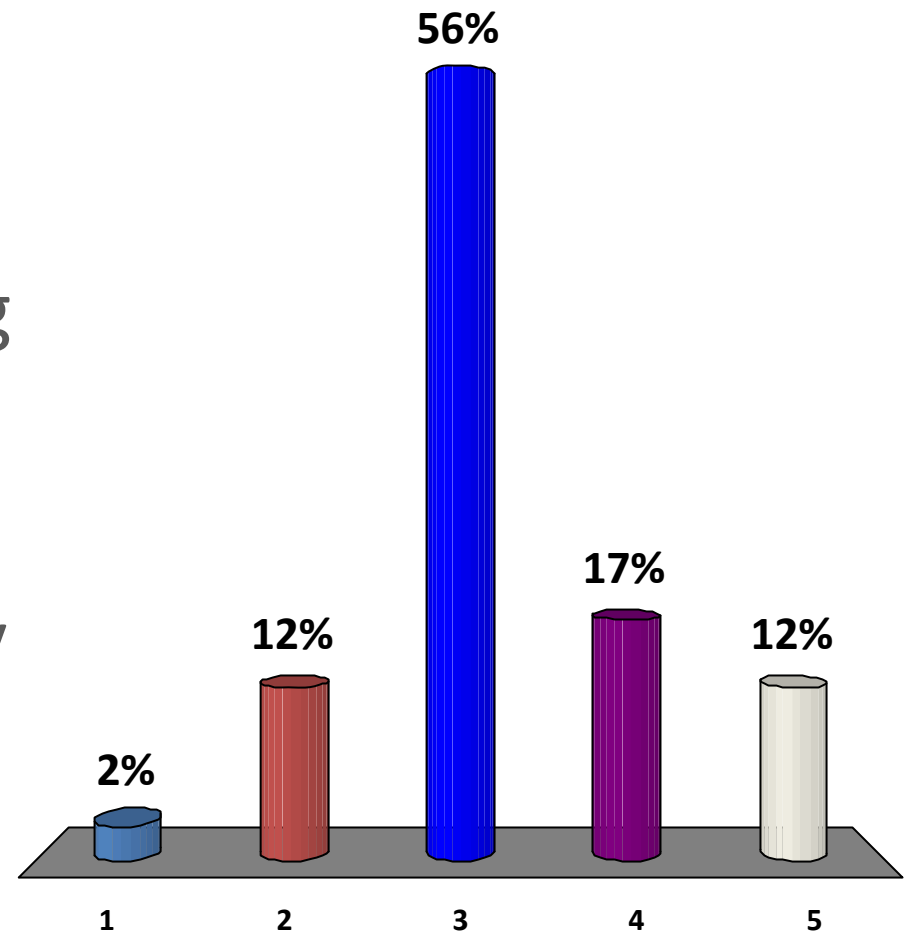
1. Commuter
2. Daily trips (errands)
3. Recreational
4. Do not ride a bicycle





## What do you consider the greatest barrier to riding a bicycle in Bethlehem?

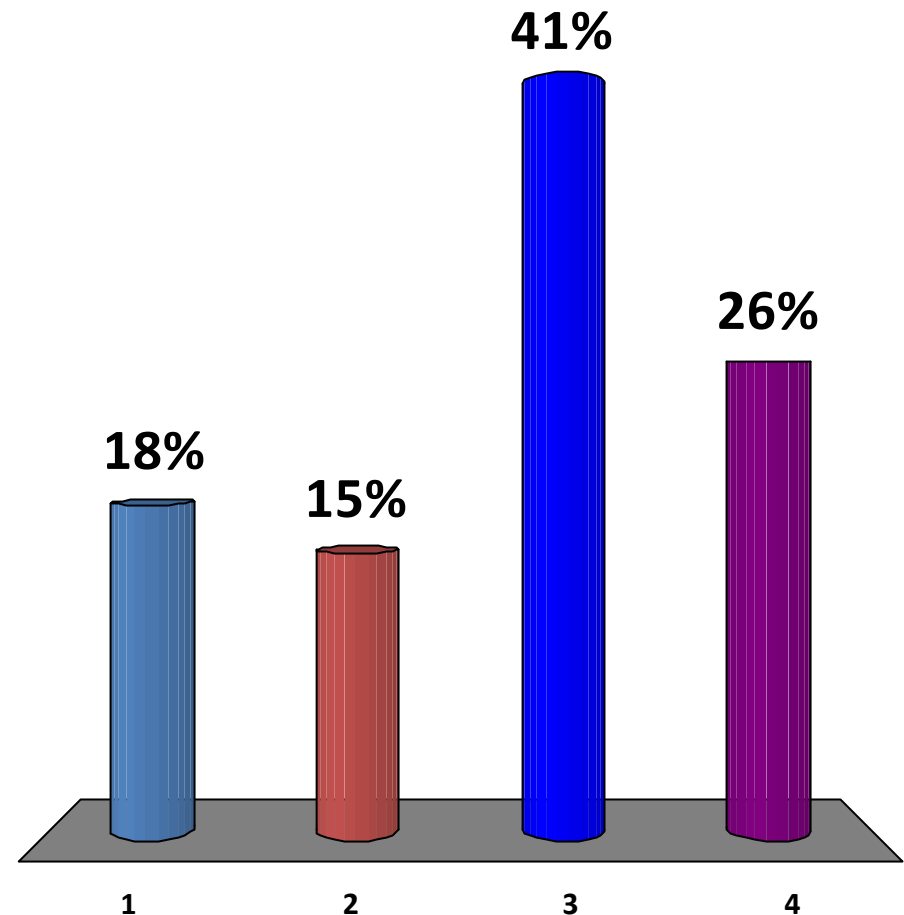
1. Lack of marked routes
2. Condition of infrastructure
3. Safety concerns/being on road with cars
4. Lack of bicycle route network linking to key destinations
5. Weather





## What do you think is the cause of the most motor vehicle-bicycle accidents in Bethlehem.

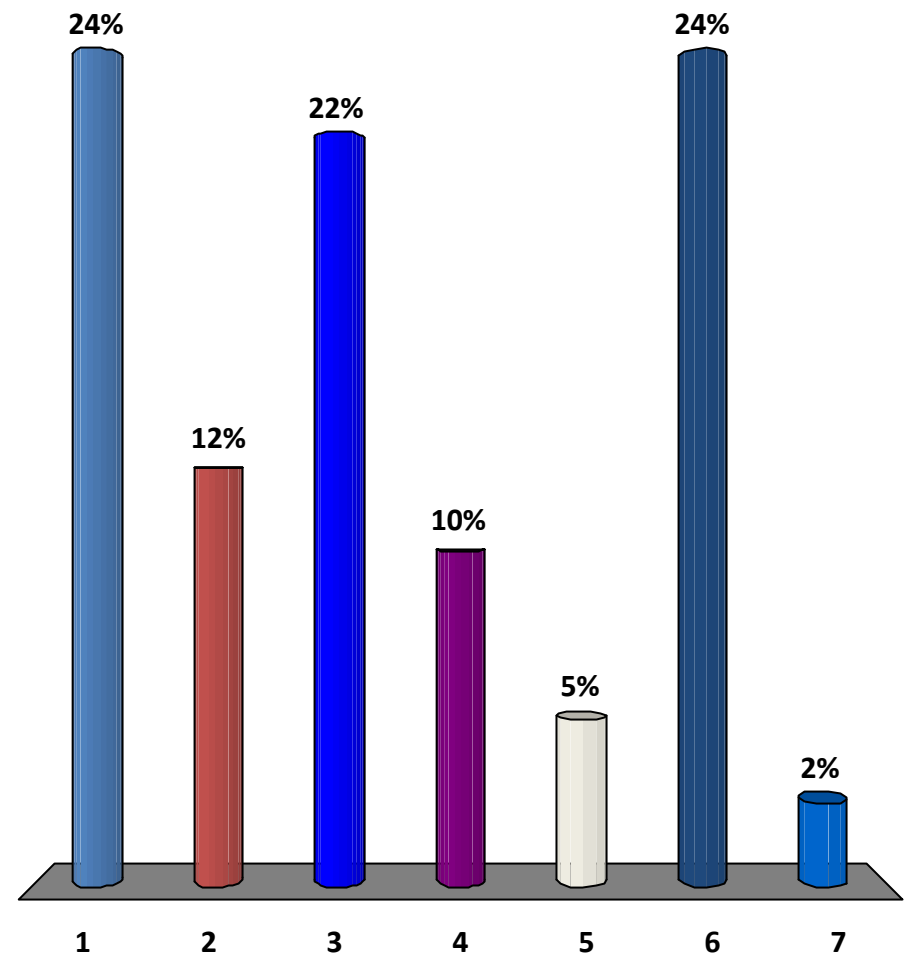
1. Drivers speeding
2. Drivers inattentiveness
3. Bicyclists riding against traffic
4. Bicyclists listening to music/not paying attention





## What do you consider the greatest barrier to walking more in Bethlehem?

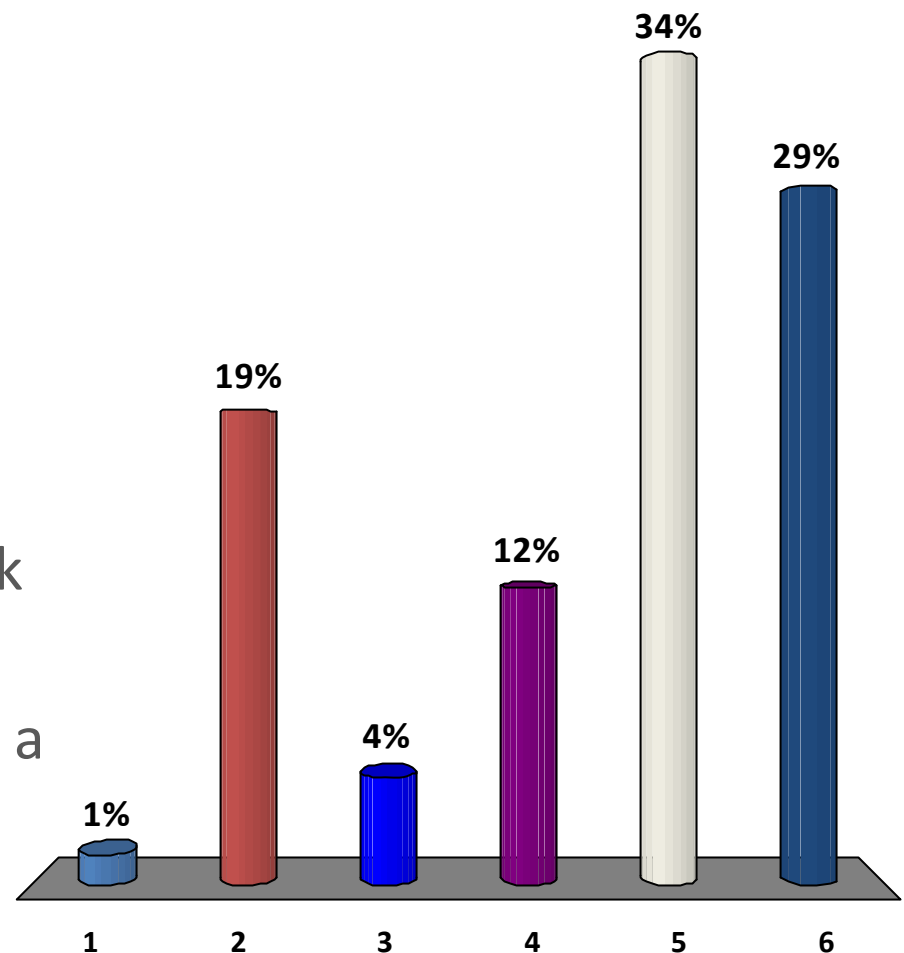
1. Lack of sidewalks
2. Condition of sidewalks
3. Lack of network of sidewalks to get to key destinations
4. Lack of safe crossings
5. Lack of respect for pedestrians
6. Distance
7. Weather





# Please rank the top three projects you think Bethlehem should focus on this year.

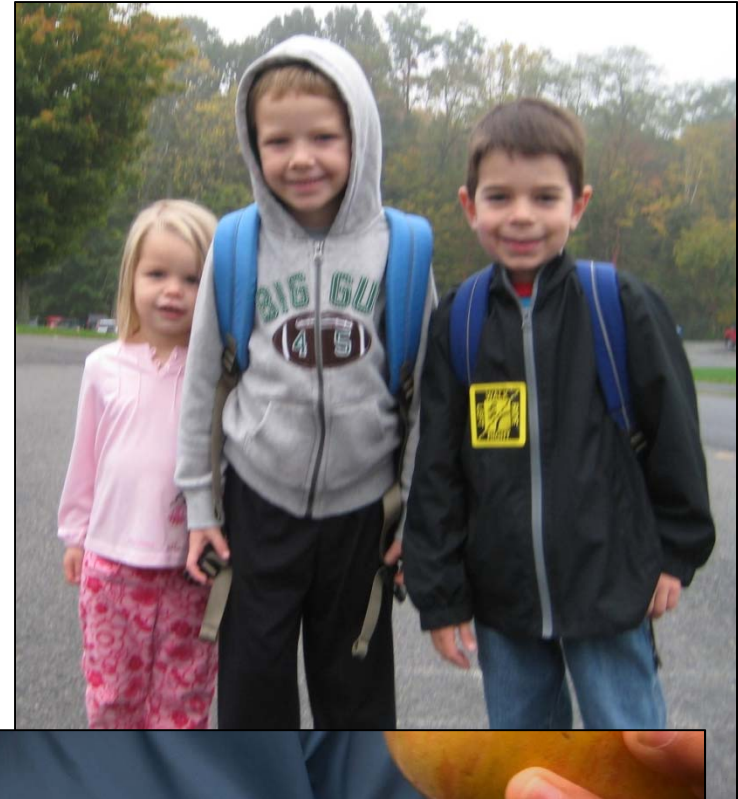
1. Bike Expo
2. Town wide bicycle/walking education campaign
3. Taking action to become a certified bicycle friendly community
4. Engaging community partners
5. Prioritizing roadway & sidewalk maintenance
6. Creating a budget line item for a bicycle/pedestrian infrastructure





# WALK TO SCHOOL DAY – October 3, 2012

- Slingerlands Elementary School
- Hamagrael Elementary School



October 3, 2012

**SLINGERLANDS Elementary**  
is participating in Walk to School Day on  
**Wednesday, October 3, 2012**



ts around the world to celebrate  
of walking and bicycling.





# WALK TO SCHOOL DAY – October 3, 2012






# WALK TO SCHOOL DAY – October 3, 2012










# WALK TO SCHOOL DAY – October 3, 2012



## GETTING THERE

A fun activity booklet to help you learn about important traffic safety tips.



This book belongs to \_\_\_\_\_





# WALK TO SCHOOL DAY – October 3, 2012





# WALK TO SCHOOL DAY – October 3, 2012





# WALK TO SCHOOL DAY – October 3, 2012





## NEXT STEPS

- NYSDOT Safe Routes to School Grant Application
- Capital Improvement Plan (5 Year)
- Establish Future Committee Action Items to Address Goals (Education, Enforcement, Engineering, Encouragement, Engagement)
- Based on:
  - Recommendations from Walk and Bike Friendly Community Application Evaluations
  - March 2012 Key Pad Polling Results

QUESTIONS/COMMENTS

