BMTS Pedestrian & Bicycle Advisory Committee Members:

The following is a compilation of articles that may be of interest to BMTS Pedestrian & Bicycle Advisory Committee members. This and past digests can also be accessed in the Pedestrian & Bicycle Advisory Committee page of www.bmtsonline.com.

Scott

THE NATIONAL CENTER FOR BICYCLING & WALKING
**bikewalk** .org
a program of Project for Public Spaces

Take a look at the National Center for Bicycling & Walking's newsletter, **CenterLines**. You can also arrange to have it emailed directly to you.

See http://www.bikewalk.org/newsletter.php.

CenterLines is the bi-weekly electronic news bulletin of the National Center for Bicycling & Walking. *CenterLines* is our way of quickly delivering news and information you can use to create more walkable and bicycle-friendly communities.

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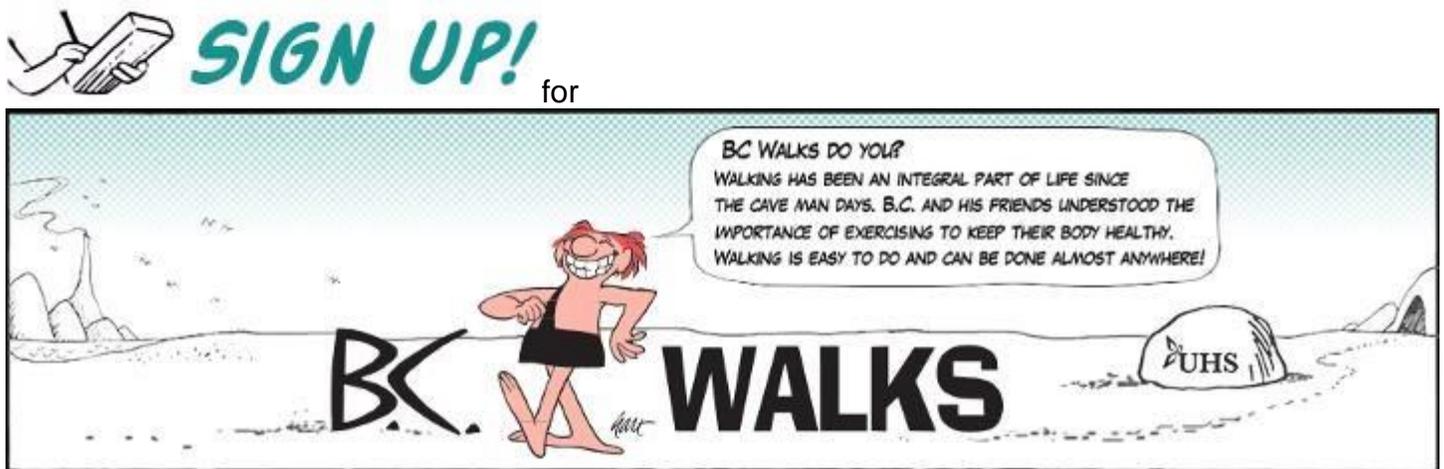
Go to www.BCWalks.com**!**

Check out these websites for Bike & Pedestrian Information!

https://www.facebook.com/coexistnys/ and https://www.youtube.com/user/CoexistNYS or www.capitalcoexist.org

In particular, view the interactive educational video clips.

Schumer to announce push for $12.2 million toward Binghamton's Main Street corridor

Anthony Borrelli, Binghamton Press & Sun-Bulletin
Published 8:33 a.m. ET Nov. 2, 2018 | **Updated 8:55 a.m. ET Nov. 2, 2018**

(Photo: AP)

U.S. Sen. Charles Schumer will stop in Binghamton Friday to announce a push to secure $12.2 million for a new multi-modal transportation and urban design system in the Main Street corridor.

The funding is being sought through the Department of Transportation's Better Utilizing Investments to Leverage Development Transportation Discretionary Grants (BUILD) program.

A press conference to announce more details is scheduled for 1:30 p.m., at Binghamton City Hall.

IS CONNECTED VEHICLE TECHNOLOGY CAPABLE OF PROVIDING BENEFITS TO MORE THAN JUST DRIVERS?

By Christopher Toth

Today's connected vehicle (CV) technology is primarily focused on vehicle-to-vehicle or vehicle-to-infrastructure communications that support the safety and mobility needs of drivers. However, CV technology has the potential to provide benefits to pedestrians and bicyclists as well as enhance transportation management capabilities.

Pedestrian Mobility

While still predominantly in the research stage, there is great potential to use mobile devices to support emerging CV applications that benefit pedestrians and bicyclists. In the context of the CV space, a mobile device is typically defined as a combination of communications technologies that are offered by current smartphones accompanied by new, low-latency peer-to-peer connectivity.

The use of mobile devices in the CV space has the potential to improve pedestrian safety by communicating directly with vehicles to enable alerts to drivers when they are approaching a pedestrian, and vice-versa. This would enable drivers to be more aware of when they are entering an area with pedestrian activity, or to improve awareness in more specific situations, such as when there is a pedestrian in a crosswalk. Conversely, the pedestrian could be made more aware of the presence of vehicles in the area or approaching a crosswalk.

Furthermore, mobile devices could enable use of a virtual pedestrian crossing button, similar to existing crossing buttons at intersections. Agencies are striving to ensure that all travelers can easily access features that allow pedestrians to request the walk phase at signalized intersections. A mobile device could eliminate the need for the traveler to access the crossing button, which might be difficult for a traveler with limited vision or other physical handicap. The mobile device could also provide an alternative means (visual, audio, and haptic) of communicating the crossing status and the time remaining to cross to travelers.

Communication between a mobile device and an intersection could also determine when there is a large group of pedestrians crossing or when a pedestrian may need extra time to cross. The signal could be adjusted to accommodate pedestrians at the intersection in real time.

Connected Vehicle Data for Transportation Management

The optimal performance of transportation networks is increasingly reliant on the quick and accurate collection and dissemination of large amounts of data. Traditional traffic management relies on loop and video data to detect the presence and speed of vehicles at fixed locations, while traditional transit management relies on real-time vehicle location and passenger count information. These methods are expected to continue for the foreseeable future, but there is increasing interest among transportation professionals in the use of CV data to supplement data collected from traditional sources. Specifically, implementation of CV technology could result in the availability of high-quality, high-frequency operations data that would complement existing data streams.

Connected vehicles and certain emerging mobile device technologies broadcast location and motion information to support driver and pedestrian safety. Roadside CV infrastructure can also capture this information from vehicles over a range of around a half-mile or more (provided a clear line of sight) and forward it to management agencies. As the number of CVs and the scope of roadside CV infrastructure continue to grow, management agencies will have access to an unprecedented amount of data capable of significantly enhancing existing capabilities.

Captured data is aggregated and fused with other data (for example, data generated by intelligent transportation system devices) to generate system performance measures, to capture decisions made by travelers, or as input to a decision support system. This would allow a traffic management agency to more effectively pinpoint sources of congestion, apply a localized demand management strategy, or implement adaptive signal timing sequence. A transit management agency could also decide to increase the frequency of vehicles along a certain route, provide on-demand service, or request signal priority, based on the data that it receives.

The continued growth in the deployment of CV devices and roadside infrastructure will result in an expansion of high-quality, real-time, multimodal transportation data. Though currently limited, the

opportunity to collect and use CV data for transportation management purposes will continue to grow as CV technology proliferates on vehicles, mobile devices and roadside infrastructure. However, it is important to acknowledge that benefits can be realized only if transportation agencies are prepared to manage and process the CV data that is generated as the technology continues to advance.

Christopher Toth is an associate consultant at WSP USA with experience in systems engineering, connected vehicles, automated vehicles and transportation systems operations. Chris is currently supporting the development of the Smart Columbus Connected Vehicle Environment project, the Smart Columbus Connected Electric Automated Vehicle project, and a U.S. Department of Transportation research project that focuses on Sharing and Using Connected Device Data to Improve Traveler Safety and Traffic Management.

ABOUT WSP

WSP is at the forefront of the development and testing of transportation infrastructure for connected and automated vehicles, and is currently advising transportation agencies across the U.S. on the development and implementation of infrastructure and policies to proactively plan for these vehicles of the future. The firm's comprehensive capabilities with respect to connected and automated vehicles are presented at www.advancingtransport.com. To find out what we can do for you, contact us at advancingtransport@wsp.com.

Local organization working to make sure Onondaga County's bald eagles are safe

By: Julia LeBlanc

Posted: Oct 26, 2018 07:58 PM EDT
Updated: Oct 26, 2018 07:58 PM EDT

SYRACUSE, N.Y. (WSYR_TV) - A local Audubon Society is working to keep our national symbol safe--the bald eagle.

Years ago, the birds took refuge on Murphy's Island, sitting just behind Destiny USA.

The president of the group is worried the extension of the Loop the Lake Trail will disturb their habitat.

"We just want to make sure that it's placed in a way that's going to reduce the chances of frightening the birds away from that area which could end up leaving them to not be able to find food that winter," said Alison Kocek, President of Onondaga Audubon.

However, the plans for the trail are not set in stone just yet.

A spokesperson for the county said, "Despite consistent train traffic and being on the shore of the sixth largest shopping mall in the country, the eagles at Onondaga Lake are flourishing and we are confident the Loop the lake trail extension will not be disruptive. Nevertheless, we have decided to move the trail away from the shoreline and have previously communicated that to the Audubon Society."

Still, Kocek is worried it's too risky to place the trail near the eagles.

"Taking the chance of putting the trail somewhere where we could cause this valuable resource to be lost to us forever, would be a huge mistake," Kocek said.

GM's next electric vehicle is a bicycle

By Gary Gastelu | Fox News

(GM)

General Motors has promised to have 20 electric vehicles on sale by 2023, but it looks like there will actually be 22.

The automaker has announced plans to introduce a pair of electric bicycles next year.

(GM)

One has a fixed frame, while the other is foldable. GM hasn't said if they are purely pedal-assist or have throttles, but they are "connected" and were developed with help from "great minds from the bike industry."

As for what brand they'll be sold under, that's up to you. GM is holding a contest to come up with a new brand name for its two-wheel vehicles.

First prize in the eBikeBrandChallenge is $10,000, while nine runner-ups will get $1,000 each.

Whether either of those amounts will be enough to buy one of the bikes likely won't be known until the winning name is announced on January 31.

Ford buys shared electric scooter startup Spin in latest tilt to two wheels

By Gary Gastelu

Published November 08, 2018
Fox News

(Ford)
Ford has acquired dockless scooter sharing service Spin as the automaker looks to expand its offerings in the alternative mobility space.

The price paid was undisclosed, but according to reports from The Verge and Axios it was between $40 million and $100 million.

The move comes just days after General Motors announced it will begin building electric bicycles next year, although whether or not they will be part of a sharing system has not been revealed.

Spin was founded in 2016 and currently operates in 14 locations. Ford expects to expand that to 100 locations nationwide by 2020, with Detroit being the first addition under its ownership on Thursday.

This isn't Ford's first foray into the two-wheel world. It also sponsors the GoBike docked bicycle sharing system in San Francisco operated by Motivate.

Spin features web-connected electric scooters that can be located an unlocked with an app. Ford said the rental price of $1 plus 15 cents per mile will continue for now and users must be 18 years or older to sign up.

Unlike some of its competitors, Spin has adopted a policy of getting permission from a local government before it launches in a new location. As a result, permitting issues have led it to cease operations in several cities, including its hometown of San Francisco.

A Ford executive overseeing the acquisition told The Detroit News that there are no immediate plans to add Ford branding to the scooters.

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Tuesday, 13 November 2018

Less than 1 in 3 meet new fitness guidelines

Jayne O'Donnell

USA TODAY

Less than a third of Americans, and only one in five teenagers, meet new physical fitness guidelines issued by the federal government Monday, the Department of Health and Human Services said.

The guidelines, which officials said could be easily achieved by most, recommend the same level of exercise as the standards released in 2008 but without the expectation that the physical activity occur in 10-minute blocks.

They call on adults to get at least 150 minutes of moderate-intensity aerobic physical activity and two sessions of muscle-strengthening activity each week. Children ages 6 through 17 should get at least 60 minutes of moderate-intensity aerobic physical activity per day and three sessions of muscle-strengthening per week.

Moderate-intensity activity includes walking briskly, riding a bike on level ground and playing doubles tennis, according to the Centers for Disease Control and Prevention.

Muscle-strengthening activity includes lifting weights, 'heavy gardening,' such as shoveling, and yoga.

The guidelines were published in the Journal of the American Medical Association