

Appendices

A: Village Resolution

Village of Millerton
Millerton, New York

Resolution to Establish a Local Pedestrian Sidewalk Committee

PREAMBLE: Sidewalks promote walking and reduce the need for parking spaces. They connect friends and neighbors as places to meet, provide a pedestrian network to shops and community facilities, and are settings for community parades and other events. Sidewalks and crosswalks contribute significantly to community life and are central to the economic vitality of our community.

WHEREAS, the Village Board’s goal is to enhance walkability by improving our pedestrian system with safe routes to our library, and other public institutions, and by improving sidewalks throughout our historic district, municipal center, and business district; and

WHEREAS, the Village Board seeks funding from grants and other sources to implement these goals, and requires detailed studies and planning documents to compete for all available funding; and

WHEREAS, the Village Board wants to involve local residents, merchants, and professionals in both the study and planning process; and

WHEREAS, the Village Board has requested assistance from the Poughkeepsie-Dutchess County Transportation Council (“PDCTC”) on a Sidewalk Inventory and Improvement Plan, and may request additional assistance from other sources as needed; and

WHEREAS, the Village Board seeks to appoint a Pedestrian Sidewalk Committee (the “Committee”) to facilitate the achievement of their goals and to actively participate in the Sidewalk Inventory and Improvement Plan as listed below;

NOW, THEREFORE, BE IT RESOLVED, that the Millerton Village Board hereby creates a Pedestrian Sidewalk Committee to be composed of members of village boards and one member selected by the Town Board to work in concert with the Village Board, PDCTC, grant writers, and other appointed experts, consultants, or departments on a Sidewalk Inventory and Improvement Plan as needed for six months or until a final detailed report can be completed.

THE PEDESTRIAN SIDEWALK COMMITTEE RESPONSIBILITIES SHALL INCLUDE THE FOLLOWING:

1. Attend monthly Committee meetings and other special meetings as needed.
2. Serve as the official liaison to the PDCTC to assist with the Sidewalk Inventory and Improvement Plan, and provide input and participate in all surveys, studies and planning work as needed.
3. Research and visit places in Dutchess County and nearby areas where successful sidewalk projects are underway or have been completed, and assess their potential use for our community.
4. Organize and lead outreach efforts to build collaborative relationships with local stakeholders, community organizations, public works officials, and residents.
5. Interview residents, merchants, and property owners as needed to help determine the best approach to implement recommendations.

6. Interview contractors that specialize in sidewalk construction to determine the best approach to repair existing sidewalks and construct new sidewalks.
7. Provide square foot estimates that can be used to determine the approximate cost of sidewalk repairs and construction.
8. Recommend general construction techniques and surface materials for sidewalks.
9. Interview village committees & boards (e.g. tree commission) and work with them to generate recommendations on how to improve sidewalks and pedestrian connections.
10. Provide information to grant writers as needed for funding applications.
11. Present monthly progress reports to the Village Board and the general public, together with the PDCTC and other consultants, as needed.
12. Arrange and participate in meetings between the Village Board, New York State Department of Transportation, County, and other public agencies that could help advance the Village's goals.
13. Based on the research findings, develop a series of recommendations designed to improve the safety of our sidewalks and enhance walkability.
14. Review and evaluate current laws and codes related to sidewalk maintenance, such as the trimming of bushes, removal of obstacles, furniture, trash cans, snow removal, and general maintenance and repair.
15. Develop, for review and adoption by the Village Board, a series of recommendations to update codes to ensure that sidewalk standards are uniformly enforced.
16. Provide the Village Board with a final report of all Task Force findings and recommendations.

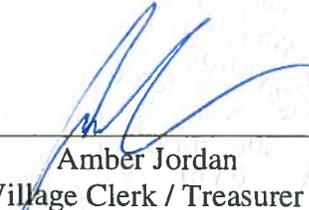
The Village Board shall appoint up to five individuals to the Pedestrian Sidewalk Committee, including a chairperson. The chairperson will act as the primary liaison between the municipality and PDCTC. The Board will seek members knowledgeable in subjects related to the maintenance and improvement of sidewalks such as local law, landscape architecture and trees, and finance, and as well as property owners and merchants from the central business district. The Board may appoint anyone to the Committee that they feel can help achieve the stated goals.

The Village Board will solicit participation from interested persons for a 30-day period. Board liaisons will review candidates and conduct interviews as needed to compile a list of prospective Committee members that will be presented to the Board for approval.

MOTION MADE BY: Trustee: Christine Bates
 SECONDED BY: Trustee: Steven Waite

Roll Call:	Martin Markonic	Aye
	Debra Middlebrook	Aye
	Christine Bates	Aye
	David Sherman	Aye
	Steven Waite	Aye

DATE: March 21, 2016



 Amber Jordan
 Village Clerk / Treasurer

B: Inventory Summary Tables

Millerton Pedestrian Plan: Fieldwork Summary

Sidewalk Infrastructure	Length (feet)	Length (miles)	Percent
Existing Sidewalk	29,088	5.51	41%
No Sidewalk	42,057	7.97	59%
Total Area Inventoried	71,144	13.47	100%

Sidewalk Condition	Length (feet)	Length (miles)	Percent
Excellent	13,997	2.65	48%
Good	9,782	1.85	34%
Fair	3,842	0.73	13%
Poor	1,462	0.28	5%
Total Existing Sidewalk	29,084	5.51	100%

Sidewalk Material	Length (ft)	Percent
Asphalt	5,029	17%
Concrete	24,055	83%
Total	29,084	100%

Sidewalk Width	Length (ft)	Percent
3-3.5 ft	343	1%
4-4.5 ft	15,947	55%
5 ft	9,772	34%
5.5-6.5 ft	1,731	6%
7-10 ft	901	3%
11-12.5 ft	410	1%

Sidewalk Buffers	Length (ft)	Percent
No Buffer	10,249	35%
Buffer	18,886	65%

Buffer Material	Length (ft)	Percent
Grass	18,207	97%
Asphalt	491	3%
Gravel	137	1%

Buffer Width	Length (ft)	Percent
2-3 ft	1,312	7%
3.5-4 ft	3,092	16%
5-5.5 ft	4,194	22%
6+ ft	10,287	54%

Sidewalk Issues	Number	Percent
Cracked/Broken	59	42%
Lifted	31	22%
Uneven	27	19%
Removed	14	10%
Other*	5	4%
Clearance (Temporary)	3	2%
Obstruction (Permanent)	2	1%
Drainage	1	1%
Total Issue Locations (points)	142	100%
*gravel, overgrown, slope		

Curb Ramps/Detectable Warnings	Number	Percent
Total corners on streets with sidewalks	43	100%
Corners (with sidewalks) missing curb ramps	8	19%
Ramps with a detectable warning (colored domes)	19	
Intersection/driveway crossings needing a detectable warning	48	
Diagonal curb ramps (directing pedestrians into the center of the intersection)	15	

Crosswalks	Number	Percent
Parallel Lines Only	0	0%
Ladder Style	11	100%
Faded	7	64%

Crosswalk Locations	Number	Percent
At intersections	9	82%
Mid-block*	2	18%
*HVRT at Main St; HVRT at Mill St		

Crosswalks at Intersections	Number	Percent
Full Crosswalks	1	2%
Partial Crosswalks	5	10%
No Crosswalks	43	88%
Total Intersections	49	100%

Curb extensions	Number	Percent
Crosswalks with a curb extension	2	18%
Total Curb Extensions*	3	

*East and west sides of N Center St at Main St; east side of Dutchess Ave at Main St.

Pedestrian signals	Number
Signalized intersections*	2
Intersections with pedestrian signals**	1
Intersections with 1 ped signal pole per corner **	1
Total pedestrian signal poles	4
Poles with countdown pedestrian signals	4
Poles with responsive pedestrian signals	4
*Main St/Elm Ave, Main St/Maple Ave	
**Main St/Elm Ave	

Signs	Number
Pedestrian signs*	8
Bicycle signs (Bicycle warning; Bicycle crossing, Bicycle crossing ahead)	4

*Yield to pedestrians in crosswalk; Stop for pedestrians in crosswalk; Slow, Children at Play; School area warning

Amenities	Number
Pedestrian-scale lights	4
Public seating areas	3
Benches	20
Bike racks	4
Trash cans	6

Street Trees	Number
In buffer	102

Driveways	
Total number of commercial driveways	98
Linear feet of driveways (sum of widths)	2,608
% of total linear feet inventoried	4%
Main St % of total linear feet inventoried	13%
Main St east of Maple Ave % of total linear feet	27%
Route 22 north of Main St % of total linear feet	34%

Commercial Driveway Type	Number	Percent
Sidewalk Stops	11	11%
Sidewalk Continues	41	42%
No Sidewalk	46	47%
Total Commercial Driveways	98	100%
Commercial Driveway Type - Main Street		
Sidewalk Stops	4	12%
Sidewalk Continues	11	32%
No Sidewalk	19	56%
Total Commercial Driveways	34	100%

On-Street Parking		
Total on-street parking (linear feet, estimated)	46,964	
% of total street length with on-street parking	66%	
	Length (ft)	Percent
Streets with sidewalks and on-street parking*	17,869	61%
Streets without sidewalks, but with on-street parking**	29,095	69%
* As % of total linear feet of sidewalks inventoried		
** As % of total linear feet of streets inventoried with no sidewalks		

Key Findings:

- More than 80% of sidewalks are in excellent or good condition.
- The most common sidewalk issue is cracks; followed by lifted and uneven segments.
- Almost 20% of sidewalks are asphalt.
- More than half of sidewalks are narrower than 5 feet.
- Over 60% of sidewalks have a buffer; more than half of the buffers are at least 6 feet wide.
- Several corners with sidewalks are missing curb ramps.
- Many curb ramps/crossings are missing a detectable warning.
- Only one intersection has crosswalks marked on all legs of the intersection; 90% of intersections have no marked crosswalks.
- Most crosswalks are faded.
- Only two crosswalks have a curb extension.

- Only one intersection has pedestrian signals (there are only two signalized intersections).
- There are very few streetscape amenities (pedestrian-scale lights, trash receptacles, and benches) outside of the Main/Dutchess and Main/N and S Center St intersections.
- At most commercial driveways (on streets with sidewalks), the sidewalk continues across the driveway.

C: NYSDOT Meeting Notes

Village of Millerton Pedestrian Plan
NYS DOT Meeting
July 11, 2017
Notes

Attendees: DCTC: Mark Debald, Emily Dozier; NYSDOT: Joe Hurley, Lisa Mondello, Chris Lee

1) Main St/Maple Ave

NW corner (Bank): Joe Hurley explained that the Salisbury Bank got a permit from NYSDOT to build (rebuild?) the sidewalk (circa 2008), but they built it too high, and didn't incorporate a ramp. By the time NYSDOT saw the error, the permit had been closed. Recommendation is to lower the entire sidewalk and add a ramp. The metal signal pole would also need to be lowered.

SE corner (church): bring the sidewalk from Main St/Route 44 down in front of the church on Maple, with a ramp (could keep the stairs as an alternate access point). Wooden utility pole on corner may be an issue.

SW corner (residence): add a curb ramp (relatively level).

NE corner (gas station): add a sidewalk, with curb ramps. A sidewalk 'landing' could be constructed in the short-term, and a full sidewalk extension in the longer term, depending on funding.

The sidewalk work would be a Village project.

If the traffic signal needs to be replaced, NYSDOT would upgrade the signal and add pedestrian signals. NYSDOT may be able to add pedestrian signals without upgrading the traffic signal. The signal poles are 'embedded' (stuck in the ground without a foundation), which may make it easier to lower them.

Crosswalks would be added in combination with the pedestrian signals and curb ramps.

The intersection could possibly be tightened up, particularly on the SW corner. There is a skew, so there may not be as much extra space on the NE corner as it appears. Truck turns also need to be accommodated.

Potential funding sources:

- NYSDOT Pedestrian Safety Action Plan (PSAP), if there is any funding for non-urbanized areas. Urban areas and focus communities are the priority.
- Multi-modal Program – projects are nominated by a State Legislator
- ADA funding? None that we know of at this time.
- Bank- Village could approach the bank about improvements to the NE corner.
- Pavement project? If NYSDOT has a resurfacing project on Route 44, improvements to curb ramps may be incorporated. **Lisa** will check the resurfacing schedule and confirm if ramp upgrades would be required.

2) Main St/Dutchess Ave

Curb extensions could be added at the Main St crossing (from the park to the moviehouse); however, the ramp by the moviehouse encroaches into the driveway and is near the stairs. It would be best to shift the ramp and crosswalk slightly east (further from the driveway).

NYSDOT could look at the possibility of a crosswalk on the west side of Dutchess Ave, but it is likely that sight distance is too limited for a crosswalk there.

NYSDOT would not recommend boxing off the whole intersection as a crosswalk, since it is an uncontrolled crossing near a curve. Also, it would need to work for ADA (e.g. visually impaired people would need cues as to where the crosswalk is), it would interfere with the moviehouse driveway, and you would lose more on-street

parking.

3) Main St/John St

One option would be to move the retaining wall in front of the sidewalk to behind it, and rebuild the sidewalk at a lower elevation. NYSDOT liked the concept of a mini-plaza extending into the perpendicular parking area. This would allow access to a lower sidewalk. However, there should be sufficient space for two trucks to pass on Main St (at least 24 feet, likely more depending on a truck turning analysis).

A crosswalk could be marked across John St. A crosswalk across Main St from the mini-plaza may be tough, as it would be on the curve. NYSDOT would have to evaluate the sight distance.

In the short term, the perpendicular parking that blocks stairs and access to sidewalk on north side could be reconfigured to parallel parking, leaving space clear by the stairs.

4) Crosswalks

Curb extensions into the parking lane could work on Main St at the HVRT crossing and at the S Center St crossing (as well as the Dutchess Ave crossing noted above). There would need to be sufficient width for trucks to pass.

Also, on-street parking should be limited adjacent to marked crosswalks, to leave about 20 feet of clear space.

Crosswalk signage: NYSDOT could install the standard Pedestrian Warning signs on each approach to each marked crosswalk (advance warning signs are not necessary). The Village would request them. They would be more visible than the in-crosswalk signs (placed at the curb), as they are larger and brighter and taller. The Village needs to decide what they want. (If the Village is eligible for PSAP funds, this could be done under that).

If the Village would like a new crosswalk across Main St on the west side of Central Ave connecting to the library, they can request that NYSDOT evaluate it. The sight distance looks fine. Ramps would be needed on both sides—that would be the Village's responsibility. It may be best to connect directly to the library sidewalk. If there is known pedestrian activity crossing here, that would help make the case. DOT could mark the crosswalk when the ramps are installed, or the Village could mark it (with a DOT permit). It looks like there may be an old water meter in the grass strip by the library sidewalk- this may need to be removed.

Long-term, a new crosswalk across Main St at the east end of the grocery store parcel, or between the old McDonald's building and the bank could be considered, if land uses change. Currently the design of the street and adjacent land uses aren't conducive to an uncontrolled crosswalk. It's also not clear where the best place would be—there's not an obvious pedestrian generator on the north side. People can currently cross wherever they choose.

NYSDOT could mark crosswalks across side streets on Main St (e.g., S Center, John, Park, Central). They have done this in other Villages. Alison Roddy is the Engineer In Charge (EIC) for pavement markings.

5) Pedestrian/Bicycle Video Counts

Consider adding a count across Main St west of Central Ave (by the library sidewalk). This could help make the case for a marked crosswalk there. Other planned locations are Main St at the HVRT crosswalk, Main St at the S Center St crosswalk, and Dutchess Ave north of Main St (near the church).

6) Other

NYSDOT noted that they stripe high-volume State roads with epoxy; lower-volume roads get striped with paint, about every 2 years because the paint fades quickly.

Emily will send the draft Pedestrian Plan report to Joe, Lisa and Chris for their review when it is ready.

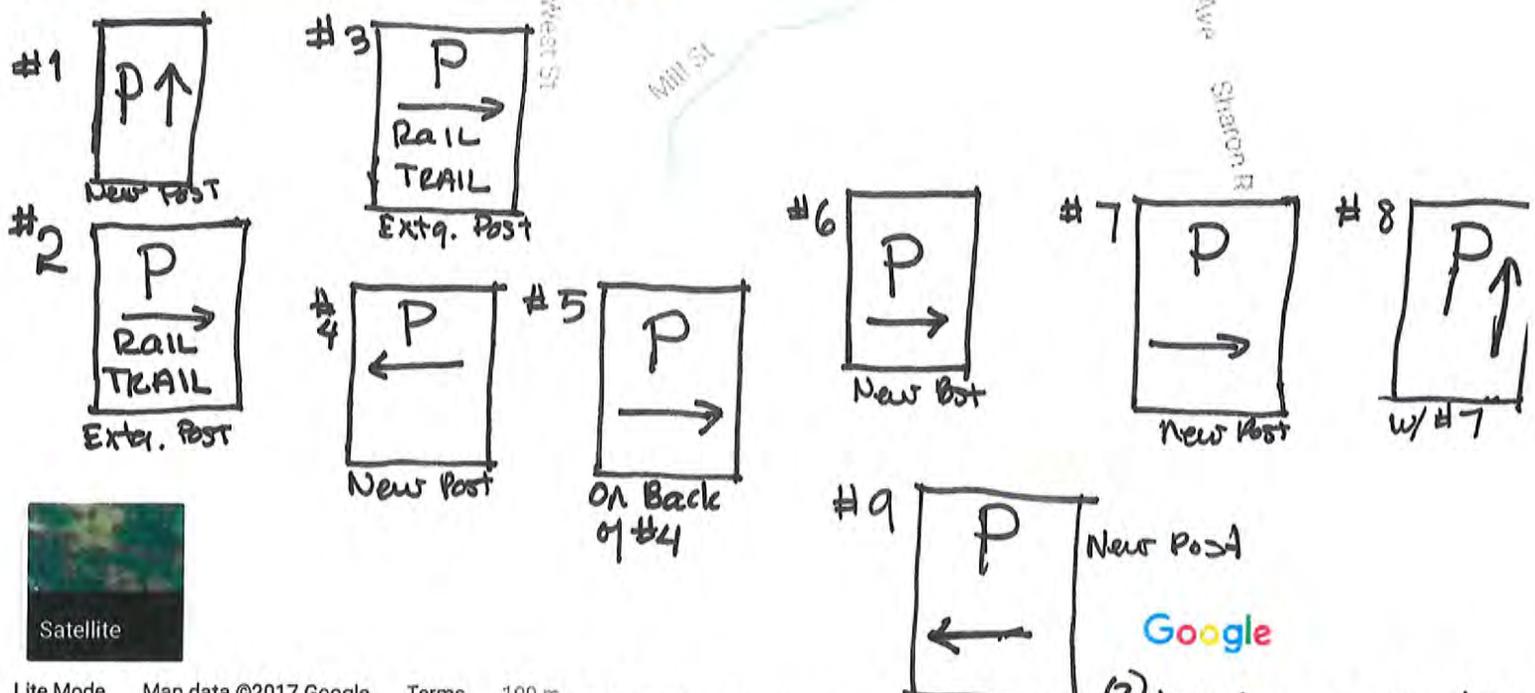
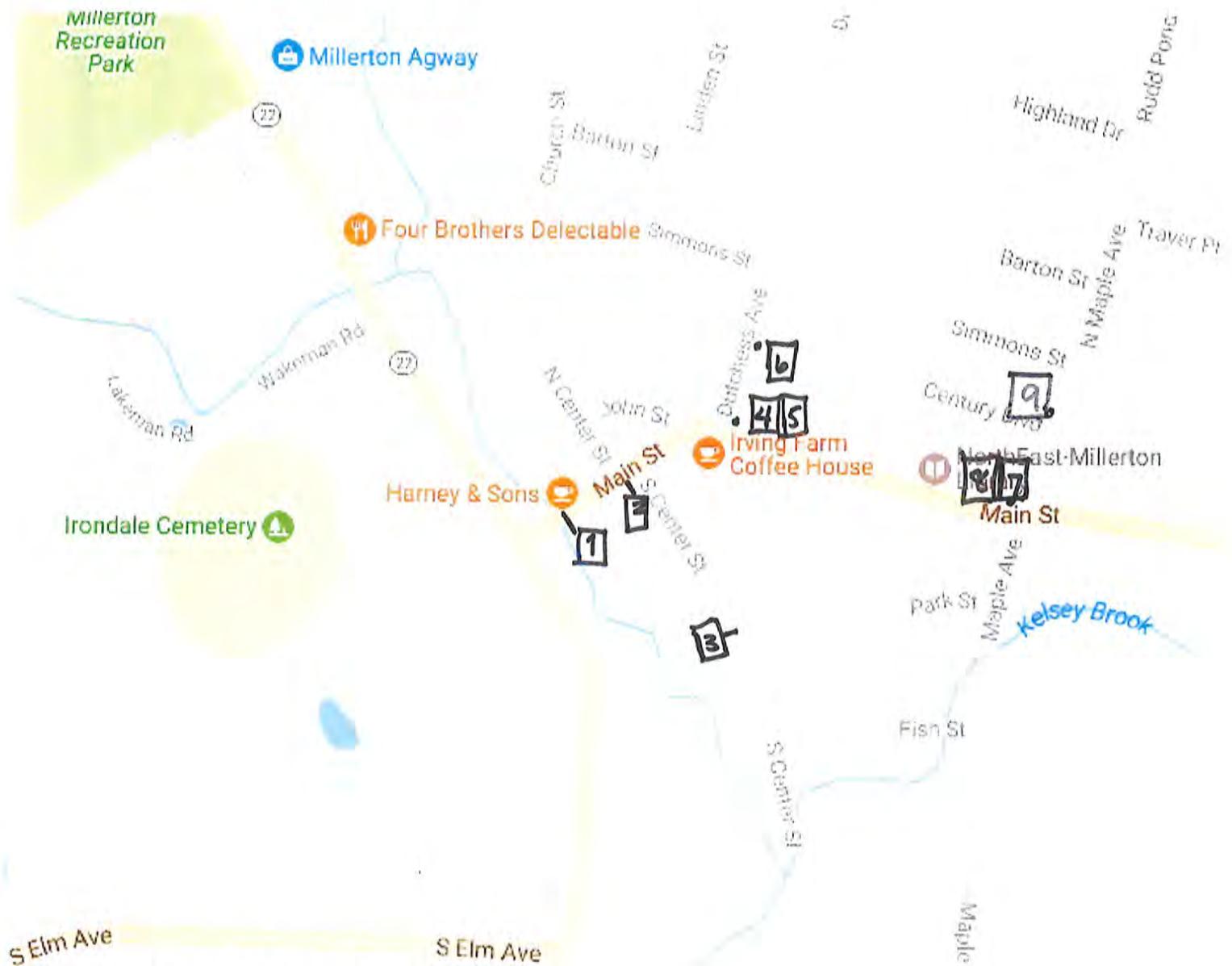
D: Recommendations Summary

Millerton Pedestrian Plan: Recommendations Summary

Location/Topic		Recommendation	Phase	Responsible Entity (Lead)	Partners	Map/Image reference
1. Main St Corridor						
Main St	a	Repair/replace sidewalks	1	Village		Map 13 - Infrastructure Recommendations
Main St (3 locations)	b	Construct curb extensions; Re-align Moviehouse crosswalk	1	Village	NYSDOT	Map 13 - Infrastructure Recommendations
Main St (S Center, Park, Central)	c	Mark crosswalks across side streets	1	NYSDOT	Village (request NYSDOT to stripe)	Map 13 - Infrastructure Recommendations
Main St	d	Improve crosswalk warning signs	1	NYSDOT	Village (request NYSDOT to install)	n/a
Main St	e	Add detectable warning strips at curb ramps	1	Village		Map 6 - Curb Ramps
Main St/Route 22	f	Implement standard signal timing at the Main St/Route 22 intersection	1	NYSDOT		
Main St	g	Install parking/wayfinding signage	1	Village	Townscape, HVRTA	Map 13 - Infrastructure Recommendations
Main St	h	Extend sidewalks	1-3	Village/Town	NYSDOT; adjacent property owners	Map 13 - Infrastructure Recommendations
Main St	i	Pursue additional marked crosswalks	2	Village/Town	NYSDOT	Map 13 - Infrastructure Recommendations
Main St	j	Install amenities package	2	Village	Townscape	Map 13 - Infrastructure Recommendations
Main St	k	Pursue land use changes to support walkability	1-3	Village/Town	Property owners	Map 13 - Infrastructure Recommendations
2. Main St/Maple Ave						
Main St/Maple Ave	a	Redesign the Main/Maple intersection to provide pedestrian accessibility (reconstructed sidewalks, curb ramps, crosswalks, pedestrian signals)	2-3	Village, NYSDOT	DC DPW, adjacent property owners	Drawings 1 & 2
3. Main St/Dutchess Ave/John St						
Main St/Dutchess Ave/John St	a	Convert John St parking to parallel	1	Village		Map 13 - Infrastructure Recommendations
Main St/Dutchess Ave/John St	b	Redesign the Main/John intersection to improve accessibility and safety (plaza with street-level sidewalk and knee wall, curb ramp, curb extension, and crosswalk)	1-2	Village, NYSDOT	adjacent property owners	Drawings 3 & 4
4. Main St/HVRT						
Main St/HVRT	a	Coordinate with Dutchess County DPW to improve the trail crossing	1	Village, Dutchess County DPW	NYSDOT, HVRTA	n/a
Main St/HVRT	b	Clarify intended use of adjacent parking	1-2	Village	Adjacent property owners	Map 13 - Infrastructure Recommendations
Main St/HVRT	c	Provide public space around the trail	1-2	Village, HVRTA, Townscape	DC DPW, adjacent property owners	n/a
5. Century Blvd						
Century Blvd	a	Redesign Century Blvd	1-2	Village	Adjacent property owners	Drawings 5 & 6
6. Village-wide Infrastructure						
	a	Repair/replace sidewalks near the village core	1	Village		Map 13 - Infrastructure Recommendations
	b	Extend sidewalks near the village core; mark crosswalk across John St	1	Village	Adjacent property owners	Map 13 - Infrastructure Recommendations
	c	Add detectable warning strips on curb ramps	1	Village		Map 6 - Curb Ramps
	d	Repair/replace sidewalks outside the village core	2	Village	DC DPW (for N/S Maple Ave)	Map 13 - Infrastructure Recommendations
	e	Extend sidewalks outside the village core; add crosswalk to Eddie Collins Park	2	Village	NYSDOT (for Route 22); adjacent property owners	Map 13 - Infrastructure Recommendations

Location/Topic		Recommendation	Phase	Responsible Entity (Lead)	Partners	Map/Image reference
	f	Construct curb ramps where missing	2	Village	DC DPW (for S Maple Ave)	Map 6 - Curb Ramps
	g	Replace diagonal curb ramps	3	Village	NYS DOT/DCDPW (for State and County roads)	Map 6 - Curb Ramps
	h	Consider additional sidewalks	3	Village	Adjacent property owners	Map 13 - Infrastructure Recommendations
	i	Pursue land use changes to support walkability	1-3	Village	Property owners	Map 13 - Infrastructure Recommendations
7. Parking						
	a	Mark parking spaces and clarify restrictions	1	Village	Property owners	n/a
	b	Conduct a parking study	2	Village		n/a
	c	Implement a parking management plan	2	Village		n/a
8. Bicycle Access						
	a	Install bicycle parking	1	Village	Townscape, HVRTA	n/a
	b	Provide bicycle wayfinding signage	1	Village	NYS DOT, Townscape	n/a
	c	Consider bicycle markings or signage on Main St	1	Village, NYSDOT		n/a
9. Public Space						
	a	Consider improvements to public spaces	1-2	Village, Townscape, Town		Map 13 - Infrastructure Recommendations
	b	Formalize Rail Trail connections	1-2	Village, HVRTA	DC DPW, adjacent property owners	Map 13 - Infrastructure Recommendations
10. Safety						
	a	Initiate evaluation of a speed limit reduction on Route 22 in Irondale	1	Town	Village, DC DPW, NYSDOT	n/a
	b	Consider reconfiguring Park Ave, Park St, & Central Ave	2	Village		n/a
11. Policies						
	a	Require concrete for sidewalk construction and repair	1	Village		n/a
	b	Require a five-foot minimum sidewalk width	1	Village		n/a
	c	Encourage a five-foot sidewalk buffer	1	Village		n/a
	d	Restrict parking near crosswalks	1	Village	NYS DOT	n/a
	e	Update parking requirements	1	Village		n/a
	f	Consider restricting sidewalk bicycling on Main Street	1	Village		n/a
	g	Consider visual design guidelines	1	Village		n/a
	h	Adopt the Pedestrian Plan and designate an implementation entity	1	Village		n/a
12. Programs						
	a	Develop a capital plan for sidewalk construction and maintenance	1	Village		n/a
	b	Investigate sidewalk snow clearing options for difficult locations and crossings	1	Village	NYS DOT	n/a
	c	Develop and implement a pedestrian safety education & enforcement campaign	1	Village	Local institutions, County Traffic Safety Board	n/a

E: Townscape Parking Signage Proposal



7 New Signs - \$30/each - \$50(custom) = \$310
 2 New Post (Double) - \$100/each = \$200
 3 New Post (Single) - \$50/each = \$150
\$660

F: NYSDOT Shared Lane Markings Policy

<p align="center">New York State Department of Transportation</p> <p align="center">OFFICE of TRAFFIC SAFETY & MOBILITY</p>		<p align="center">TRAFFIC SAFETY & MOBILITY</p> <p align="center">INSTRUCTION</p>	<p align="center">TSMI</p> <p align="center">13-07</p> <p align="center">Code: TO</p>								
<p>Title: SHARED LANE MARKING (SLM) POLICY</p>											
<p>Target Audience:</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/> Regional Traffic Engineer</td> <td><input type="checkbox"/> Construction</td> </tr> <tr> <td><input type="checkbox"/> Operations & Asset Mgt. Div.</td> <td><input checked="" type="checkbox"/> Design</td> </tr> <tr> <td><input checked="" type="checkbox"/> Regional Dir. of Operations</td> <td><input checked="" type="checkbox"/> Maintenance</td> </tr> <tr> <td><input checked="" type="checkbox"/> Regional Director</td> <td><input checked="" type="checkbox"/> Policy & Planning Div.</td> </tr> </table>		<input checked="" type="checkbox"/> Regional Traffic Engineer	<input type="checkbox"/> Construction	<input type="checkbox"/> Operations & Asset Mgt. Div.	<input checked="" type="checkbox"/> Design	<input checked="" type="checkbox"/> Regional Dir. of Operations	<input checked="" type="checkbox"/> Maintenance	<input checked="" type="checkbox"/> Regional Director	<input checked="" type="checkbox"/> Policy & Planning Div.	<p>Approved:</p>  <p>Todd B. Westhuis, P.E., Acting Director Office of Traffic Safety & Mobility</p> <p align="right"><u>12/09/2013</u> Date</p>	
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ADMINISTRATIVE INFORMATION:

- This Office of Traffic Safety & Mobility Instruction (TSMI) is effective immediately.

PURPOSE: The purpose of this TSMI is to transmit NYSDOT's Shared Lane Marking (SLM) policy.

TECHNICAL INFORMATION:

- This policy discontinues the use of the SHARE THE ROAD (W16-1P) plaque, and creates a new IN LANE (NYW5-32P) plaque.
- This policy will be incorporated into the next NYS Supplement revision.

TRANSMITTED MATERIALS: *NYSDOT Shared Lane Marking (SLM) Policy.*

BACKGROUND: The 2009 MUTCD added a new pavement marking called a *shared lane marking* (sometimes informally called a *sharrow*) as an optional traffic control device to be used as deemed appropriate. Anticipating requests from the public to use this device, the Office of Traffic Safety & Mobility held a meeting in February 2012 with public stakeholders and key Department personnel to craft a draft policy. The policy was finalized in December 2012 after incorporating comments submitted by citizens, public agencies, and Department personnel.

CONTACT: Direct questions regarding this issuance to Barbara S. Abrahamer, PE, PTOE of the Office of Traffic Safety and Mobility at (518) 457-1795 or via e-mail at barbara.abrahamer@dot.ny.gov.

NYS DOT Shared Lane Marking (SLM) Policy



Purpose

The purpose of this policy is to explain how Shared Lane Markings (SLMs, sometimes referred to as “sharrows”) will be used on highways under the jurisdiction of the New York State Department of Transportation. Information about this traffic control device can be found in Section 9C.07 of the *Manual on Uniform Traffic Control Devices* (MUTCD). It is expected that this guidance will ultimately be incorporated into the NYS Supplement, thereby making the policy applicable to all highways in New York State open to public travel.

Background

In determining when SLMs should be used, general MUTCD guidance regarding traffic control devices should be kept in mind:

The purpose of traffic control devices, as well as the principles for their use, is to promote highway safety and efficiency by providing for the orderly movement of all road users on streets, highways, bikeways, and private roads open to public travel throughout the Nation.

Traffic control devices notify road users of regulations and provide warning and guidance needed for the uniform and efficient operation of all elements of the traffic stream in a manner intended to minimize the occurrences of crashes.

To be effective, a traffic control device should meet five basic requirements:

- A. Fulfill a need;*
- B. Command attention;*
- C. Convey a clear, simple meaning;*
- D. Command respect from road users; and*
- E. Give adequate time for proper response.*

SLM use should also correctly reflect the legal rights/obligations of bicyclists and motorists, and promote safe and effective bicycling techniques. See Figure 1 for an illustration that summarizes these principles.

Policy

SLMs should only be used to indicate the presence of a *narrow lane*; a narrow lane is a lane that is less than 14' wide and does not allow motorists and bicyclists to safely travel side-by-side within the lane. In a narrow lane, motorists and bicyclists must travel one after the other, rather than side-by-side, and a motorist must leave the lane to safely pass the bicyclist. SLMs should not be used to indicate the desired position for a bicyclist, as the optimal position can change depending on a number of varying factors.

In conjunction with the SLM policy, the SHARE THE ROAD plaque will be eliminated from use due to misconceptions about its meaning to both motorists and bicyclists. Instead, the following signing policy shall be used:

- On any facility (both low-speed and high-speed), the Bicycle (W11-1) warning sign may be used alone to warn motorists of the presence of bicyclists, either on the shoulder or in a wide ($\geq 14'$) outside lane.
- A new Narrow Lane assembly, consisting of the Bicycle sign + a new IN LANE plaque (NYW5-32P), should be used with SLMs in the manner described in the Implementation section. (See Figure 2 for layout of the IN LANE plaque.)
- The Narrow Lane assembly may be used on any facility (both low-speed and high-speed), where side-by-side travel within the outside lane is not possible. SLMs do not need to be present to use this assembly.



Implementation

Table 1 shall be used to determine the need for SLMs.

Table 2 shall be used to determine the placement of SLMs. On a facility with on-street parking, SLMs shall be placed in the center of the *effective lane*, which is the lane width between the left edge shy zone and the door zone. (See Figure 1 for a graphic explanation of the term *effective lane*.) On a facility without on-street parking, SLMs shall be placed in the center of the actual lane.

Where used, SLMs should be placed approximately 250' apart. In addition to regular interval spacing, SLMs should be placed immediately before and immediately after intersections, and at other strategic locations dependent upon specific needs (e.g., conflict points).

Where SLMs are used, the Bicycle sign + IN LANE plaque assembly should be placed at the location of the first SLM, and may be repeated as deemed appropriate within the section. It is neither necessary nor desirable to supplement every SLM with the sign assembly.

Where the Bicycle sign, or the Bicycle sign + IN LANE plaque assembly, is used without accompanying SLMs, its need and placement should be in accordance with Section 2C.49 of the MUTCD. The advance posting distance for the first sign should be determined using Condition C in Table NY2C-4 of the NYS Supplement. Additional signs should be placed at suitable locations, and at appropriate intervals, within the section of highway where the bicycle activity occurs.

TABLE 1 – When to use SLMs

A. SLMs SHALL NOT be used where:	Notes
The usable width of the right lane is equal to or greater than 14' where parking is not allowed.	14' is the minimum acceptable width to allow for side-by-side travel. When determining the usual width of the lane, the presence of deteriorated pavement, drainage structures, and other obstacles to bicycle operation should be considered. A wide lane containing such obstacles may actually function as a narrow lane in terms of usable width, and may be considered for SLMs.
The usable width of the right lane + a marked parking lane is equal to or greater than 26'.	26' allows for side-by-side travel with a bicyclist out of the door zone. When determining the usual width of the lane, the presence of deteriorated pavement, drainage structures, and other obstacles to bicycle operation should be considered. A wide lane containing such obstacles may actually function as a narrow lane in terms of usable width, and may be considered for SLMs.
B. SLMs SHOULD NOT be used where:	
The speed limit is 40 mph or greater.	This is an explicit MUTCD provision.
A shoulder exists.	The key here is whether or not a motorist would have to leave the lane in order to pass the bicyclist. While a bicyclist is not legally obligated to use the shoulder, it is often most practical to use a shoulder. NYSDOT does not want to disadvantage bicyclists who choose either option. Generally, the presence of a shoulder should disqualify a location for an SLM. If both a narrow lane and narrow shoulder exist, however, or an existing shoulder is not usable, an SLM could be considered subject to the other restrictions of this policy.
The condition upon which the SLM need is based does not exist during most of the daylight hours.	An example is on-street parking that only occurs during limited hours.
A reasonable level of bicycle usage (actual & potential) does not exist.	A lack of bicycle usage reduces the conflict potential and the need for countermeasures. Some reasons for potential increases in bicycle usage include planned local development, and a public perception of the highway being safer for bicyclists with SLMs.
A reasonable level of motor vehicle usage (actual & potential) does not exist.	A lack of motor vehicle volume reduces the conflict potential and the need for countermeasures. One reason for a potential increase in vehicular usage is a change in land use.
C. SLMs MAY be used where:	
There's a wrong-way biking problem.	SHALL and SHOULD restrictions in A & B of this table still apply.
There's a sidewalk biking problem.	SHALL and SHOULD restrictions in A & B of this table still apply.
An actual or potential conflict exists between bikes and motor vehicles.	Examples include parked cars, driveways, and intersections; SHALL and SHOULD restrictions in A & B of this table still apply.
It's unclear (either to motorists or bicyclists) what lane a bicyclist should be using.	Examples are dedicated turning lanes; SHALL and SHOULD restrictions in A & B of this table still apply.

TABLE 2 – SLM Placement	
A. With On-Street Parking	
Width of Outside Lane + Parking	Distance from Curb/Edge of Pavement
17'	13.5'
18'	14'
19'	14.5'
20'	15'
21'	15.5'
22'	16'
23'	16.5'
24'	17'
25'	17.5'
B. Without On-Street Parking	
All widths < 14'	Center of Lane

Figure 1 – Bicyclist Positioning

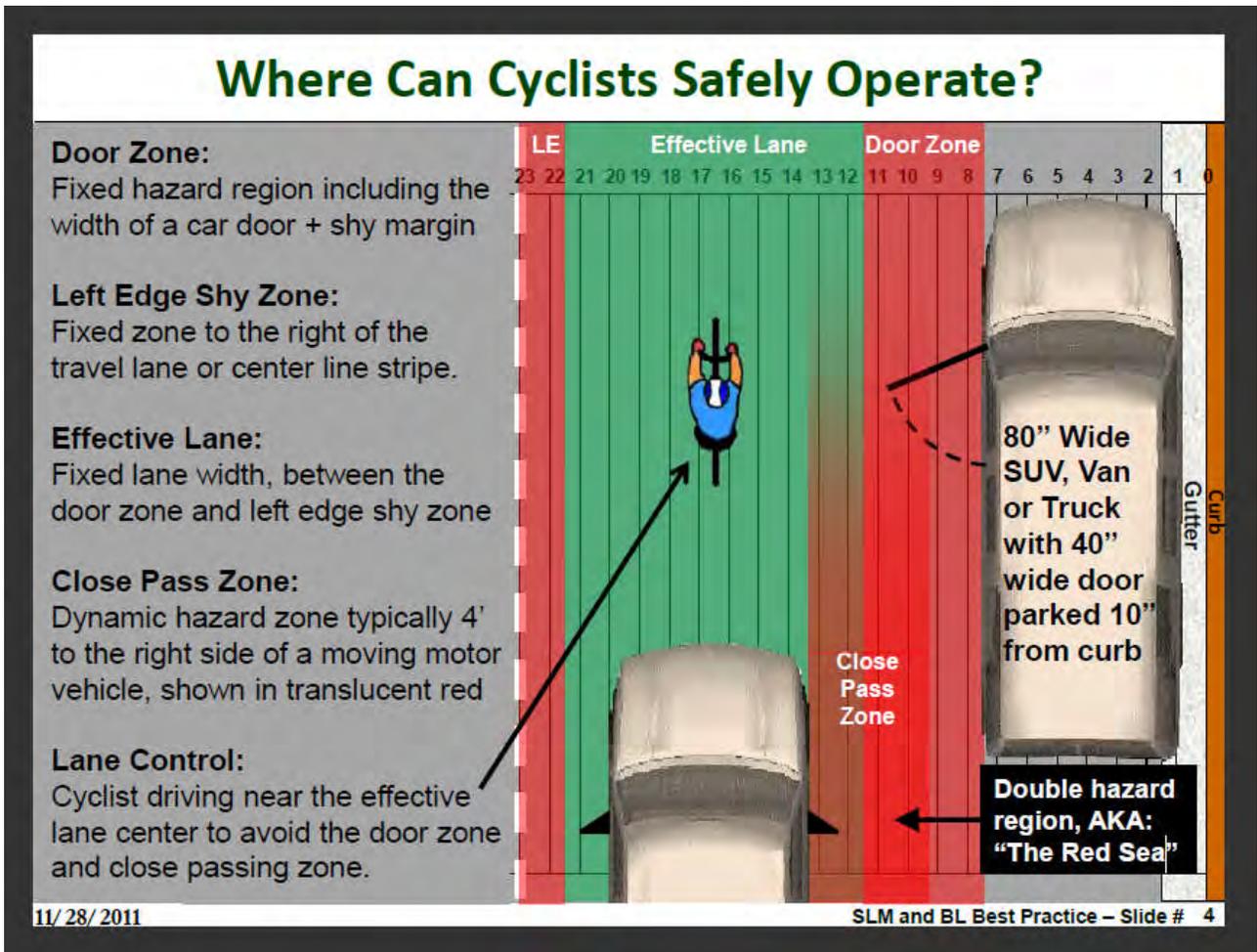


Figure 2 - IN LANE Plaque (NYW5-32P)



BORDER
R=1.5"
TH=0.63"
IN=0.38"