

**BMTS Article Digest
January – February 2016**

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.

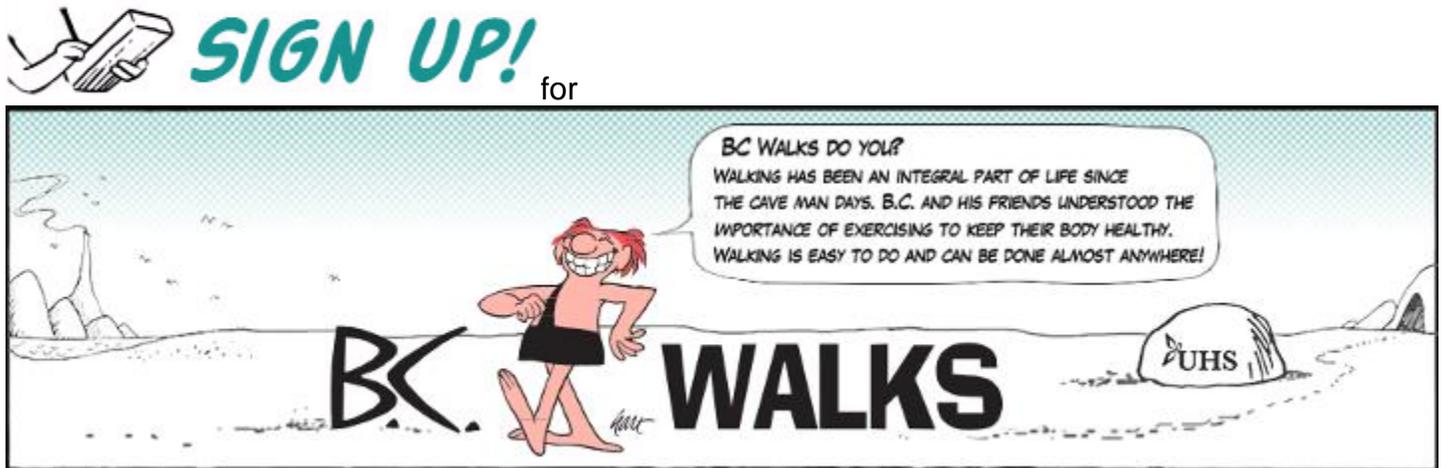
Scott



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.



Go to www.BCWalks.com!

Check out this website for Bike & Pedestrian Information!



www.coexistnys.org

In particular, view the interactive educational video clips.

PROPOSED BIKESHARE TRANSIT ACT

-> U.S. Congressman Earl Blumenauer released details on his latest legislative idea: the Bikeshare Transit Act (<http://1.usa.gov/1PWPfaW>) to provide stability and "additional flexibility to use federal funds for bikeshare programs." Blumenauer wants to make it easier for bike share systems to operate past their initial start-up funding. "The Bikeshare Transit Act clarifies that bikeshare projects are eligible for existing federal funding and defines bikeshare in federal transportation law," said Blumenauer. <http://bit.ly/1ULfani>

Rep. Blumenauer unveils 'Bikeshare Transit Act' to provide funding certainty

Posted by [Jonathan Maus \(Publisher/Editor\)](#) on January 7th, 2016 at 1:30 pm



It's transit, so let's fund it as such says Blumenauer. (Photo © J. Maus/BikePortland)

Not wanting to be left out of [massive bike news in his hometown](#), U.S. Congressman Earl Blumenauer has just released details on his latest legislative idea: the Bikeshare Transit Act. The legislation is meant to provide stability and "additional flexibility to use federal funds for bikeshare programs."

Blumenauer wants to make it easier for bike share systems to operate past their initial start-up funding. In Portland's case, we received a \$2 million federal grant for bike share back in 2011. But that money was only enough to start planning. To actually put a system on the ground would take millions more – not to mention an annual operating and maintenance budget of \$1.5 to \$2 million. With cities under pressure to not spend any local money on bike share, that means they've had to hope and pray for big private sponsors. Portland spent years trying to court a suitor before inking their \$10 million deal with Nike.

Blumenauer says this uncertainty is due to a lack of a federal funding source. He's right. When TriMet wants to build a new MAX light rail line they can tap into the New Starts program run by the Federal Transit Administration. There are similar set-aside funding programs for highways, streetcar, aviation, and so on. But for bike share – which is something increasingly being considered a transit system – there's nothing.

"The Bikeshare Transit Act clarifies that bikeshare projects are eligible for existing federal funding and defines bikeshare in federal transportation law," said a Blumenauer statement released today. "Giving much-needed certainty to business owners, city and local officials, and commuters alike."

Here's more about the legislation from a one-pager released by Blumenauer's office:

The Bikeshare Act

The Need for Legislation

America is in the middle of a bikeshare revolution: 13 new bikeshare systems launched in 2014 and 11 more launched in 2015, bringing the national total to approximately 80. More than 10 million people rode a bikeshare bicycle last year. Systems are opening in large metropolitan regions like Washington, DC and New York, as well as smaller communities like Dayton and Boise. The increased commercial investment around bikeshare stations and networks drive economic development in these communities.

Some of these existing bikeshare programs received federal monies to get off the ground, but the lack of an established funding source has proved an impediment to other projects across the country. Since the term "bikeshare" is not defined in U.S. code or described by law as a form of transit, bikeshare systems and transportation officials alike now operate in a gray area. Congress needs to act to clarify that bikeshare projects are eligible for federal funding, providing certainty to investors, business-owners, and commuters.

This legislation will eliminate this gray area by defining bikeshare in statute and making bikeshare systems eligible to receive funding to enhance related public transportation service or transit facilities. They will also be listed as an eligible project under the Congestion Mitigation and Air Quality Improvement Program.

Additionally, the Bikeshare Transit Act will allow federal funding to be used for acquiring or replacing bikeshare related equipment and the construction of bikeshare facilities.

The Bikeshare Transit Act will remove significant barriers facing new bikeshare projects as well as those existing bikeshare programs applying for federal funding. This legislation underscores that bikeshare programs drive economic development and are an important part of America's transportation system.

Blumenauer says he has bipartisan support for the legislation along with endorsements from the American Planning Association, American Public Health Association, The League of American Bicyclists, North American Bikeshare Association, PeopleForBikes, and Transportation for America.

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Wednesday, 20 January 2016

No drive to drive: Millennials spurn licenses

As ride-sharing grows, cars not in vogue

Nathan Bomey

USA TODAY

Young adults are ditching driver's licenses at a quickening pace, according to a new study, raising a red flag for automakers as they grapple with the emergence of ride-sharing services and an indifferent attitude about cars.

About three of four people who were 20 to 24 years old in 2014 had a driver's license, according to a new report from the University of Michigan Transportation Research Institute.

The exact figure — 76.7% — represented a sharp decline from 79.7% in 2011, 82% in 2008 and 91.8% in 1983, according to the report by Michael Sivak and Brandon Schoettle.

The emergence of ride-sharing services such as Uber and Lyft provides a reasonable alternative for many college students and young professionals — particularly in dense urban areas where such apps are most popular.

Automakers fear Millennials have less incentive to meet their friends in person because they can communicate through social media and smartphones.

What's more, new vehicles are becoming less affordable for debt-strapped college students and recent grads. The average transaction price of a new vehicle was \$33,188 in 2015, up 20% since 2005, according to Edmunds.com analysts.

Auto industry representatives, such as Toyota executive Bill Fay and Ford sales chief Mark La-Neve, said they haven't noticed a direct impact on their sales from ride-sharing services.

Nonetheless, major automakers are rushing to adapt. General Motors invested \$500 million in Lyft this month and plans to deploy a network of self-driving vehicles through the ride-sharing service.

Getting a driver's license after turning 16 has become a lengthier process in recent years as regulators instituted more safety hurdles. That has led to a sharp decline in teens who are driving.

In 2014, 24.5% of 16-year-olds had a driver's license, down from 27.5% in 2011, 31.1% in 2008 and 46.2% in 1983, according to the University of Michigan report.

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Thursday, 21 January 2016

VESTAL MAN'S PHOTO WINS NATGEO CONTEST

ANDREW THAYER

On a warm and sunny day last March, photographer Joel Nsadha was walking through Kamocha — a slum that bordered his neighborhood of Bukoto in Kampala, the capital of Uganda — as he often did, camera in hand. A young man with a bike caught his eye.

Nsadha approached the man, who donned dark sunglasses on a bright orange bike that was decked out with streamers and featured raised handlebars, and asked if he could take his photo.

"I just loved his bike," said Nsadha, 28, who moved to Vestal in April. "And then when I talked to him, it just hit me that, well, this guy represents millions of young Ugandans.

"Uganda is a country of about 35 or 36 million people, and they say

Joel Nsadha's winning photo with the caption: "Bwengye lives in a slum called Kamwo kya in Kampala, Uganda's capital city. He cherishes his bicycle more than anything and brings it to this playground in the slum every evening, where he watches kids playing soccer."



JOEL NSADHA PHOTO



JOEL NSADHA PHOTO

over 60 percent are below the age of 35; that's a very staggering demographic. So he does actually represent many young people that need jobs. They go out to the playgrounds every evening because it's one of the things that they have. ... For me, the bike was representing something deeper, that he needed something to cling on to, something he cherishes."

That portrait would go on to win the People's category of the prestigious 2015 National Geographic photo competition, which came with a \$2,500 cash prize.

"I was really shocked it took first place. That was really, really unexpected. For me, it was like a dream come true," Nsadha said.

Early talent

Nsadha grew up in the town of Jinja, which sits at the source of the Nile river and along the northern shores of Lake Victoria in the African nation of Uganda. One of seven children, he was introduced to photography at an early age through his uncle Rujuta, who was the go-to photographer at family gatherings, and his older brother Ivan, who helped him make a pinhole camera as a child.

In 2006, Nsadha moved to Kampala to enroll in art school at Makerere University, where he registered for a black-and-white film photography class. But he didn't own a camera until three or four years later, so Nsadha would borrow one from a friend anytime he could, and he would "shoot like a madman."

"I would go out and take pictures of literally everything," Nsadha said. "I would just walk out in the morning and just go for the whole day. I have many pictures that I guess have been my most successful pictures where I had no idea what I was doing, I was just shooting. I think when I look back, I realize that many the pictures I took back then really helped shape my style."

Nsadha said his style began to shift toward posed portraits as he became interested in further connecting with the subjects of his photographs. The work and words of the blog of Joe McNally, a famous portrait and lighting photographer, shaped Nsadha's vision.

In 2011, he moved to Denmark after receiving a scholarship to attend the International People's College, where he studied everything from photography and documentary filmmaking to carpentry and information technology.

It was after Nsadha returned to Uganda in 2013 that he found the subject for his award-winning photo.

A special focus

The young man on the bike, named Bwengye, agreed to meet Nsadha later that day at a nearby playground he often frequented to watch soccer.

But as 5:30 came and went, Bwengye was nowhere to be found. Nsadha waited for several hours, standing in the playground as the sun set. Thinking he must have not been interested in having his photo taken, Nsadha began asking around if anyone knew the young man with the brightly colored bicycle. Everyone knew who he was referring to, and several children ran into town to retrieve him.

As the sun set, Nsadha fired off about 10 frames using a flash mounted on a stand and diffused with a small soft box to illuminate his subject.

"He had a very photogenic attitude; he was a very serious guy, snazzy, very stylish in his own way," Nsadha said. "I thought his character was just perfect. I didn't really have to do anything to pull that out of him."

In the next month, Nsadha would move to the United States with his wife, Elizabeth, who is pursuing a master's degree in philosophy at Binghamton University.

"I love Binghamton; it has this feel of an old town that is very artistic for me," Nsadha said. "I love to walk through and take pictures."

The contest

Nsadha works at Best Buy in Vestal, and on one of his days off from work in November, he decided to visit the National Geographic website and saw an announcement calling for entries into the magazine's 2015 photo competition.

Each entry cost \$15, so Nsadha decided to enter one just photo, never expecting to hear back. He had previously shown a portfolio in New York City to a handful of photo editors in the industry and had received praise for the black-and-white portrait of Bwengye.

So he sent it off.

But the road from submission to win was complex.

In late December, Nsadha received an email query from National Geographic Assistant Photo Editor Jake Rutherford: Was he the same Joel who had submitted a photograph in the 2015 Nat Geo photo competition in early November?

Rutherford had sent an email six days prior to an account that Nsadha had provided but infrequently checked, in addition to sending a slew of messages through Facebook and National Geographic's website.

Rutherford told Nsadha his photo was in the running to win the People's category of the competition, but first, the magazine needed the original digital file of the image to assure no photo manipulation had been done.

Nsadha fired off a quick response saying that he would email the file shortly and quickly began searching through his external hard drives and SD cards.

But the file was nowhere to be found.

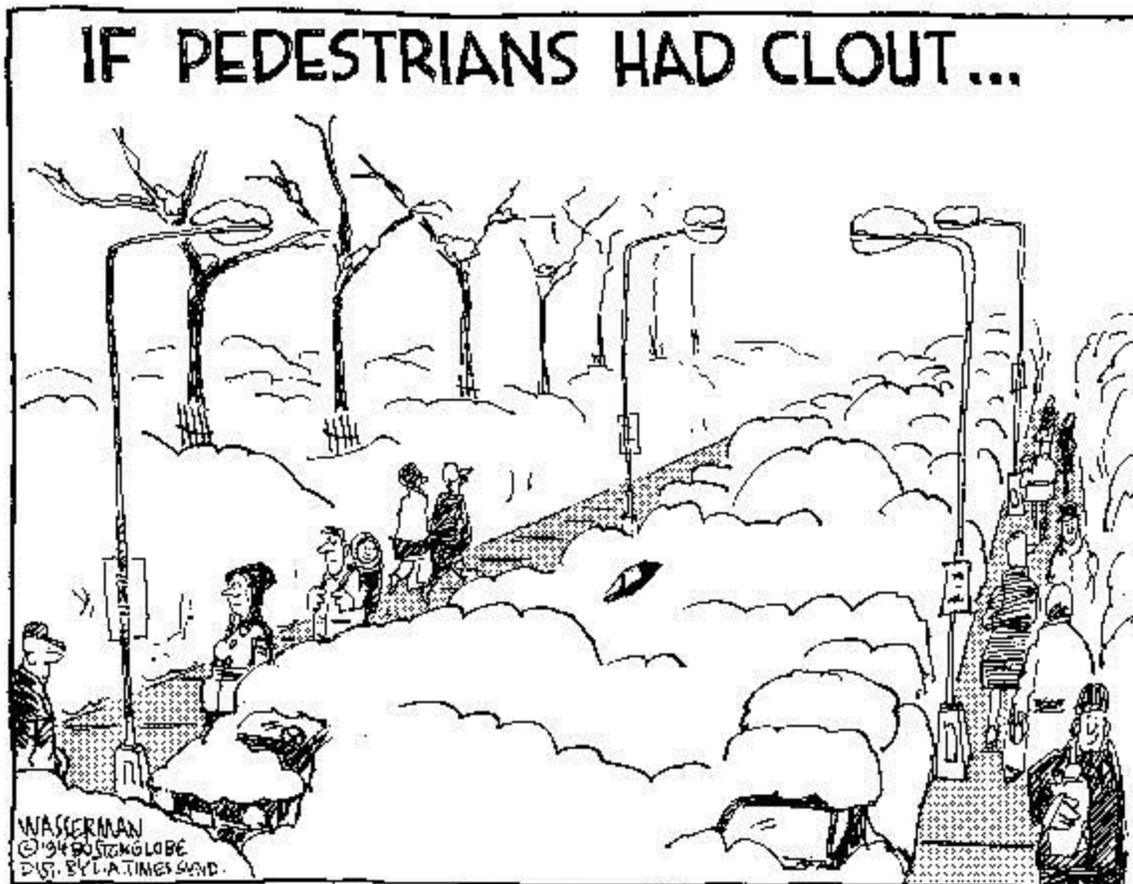
After spending nearly 20 hours searching and conducting a data recovery on his computer that kept him up until 4 a.m., the original file was still missing.

"That was very scary. I looked everywhere; I looked at all my external drives, I looked at every card," Nsadha said.

What he did have was the Photoshop file, which contained the original raw image from his camera. Hoping it would be enough for the judges to prove he did not alter the image against the contest's rules, he sent it back.

The next email he received revealed he had taken home first place in the People's category.

According to one National Geographic judge's comments on his work, "This picture challenges people's ideas about that part of the world, and it is done with dignity."



©Dan Wasserman, The Boston Globe

THE BUZZ – Binghamton University Car-Sharing

Interested in getting around without owning a car? Binghamton University students, staff and the outside community have a new opportunity to rent a vehicle and drive up to 180 miles a day, thanks to a new partnership between Binghamton University and Zipcar, a car-sharing company that provides vehicle reservations to its members 24hours a day. The car-sharing service is available for students, faculty and staff at BU over the age of 18 and is open to local community members over 21. Three vehicles are available to reserve on Binghamton University's campus on Vestal Parkway East: a Ford Focus, a Ford C-Max and a four-wheel drive Ford Escape. The cars have designated parking lot spaces at lot D for pickup and returns.

After qualifying for a membership, Zipcar members can make reservations for vehicles online, over the phone or with a Zipcar app available for iPhone and Android devices.

BU members can join for \$15. Rates for Zipcar vehicles on campus start at \$7.50 per hour, or \$69 per day.

After the first year, members pay an annual membership fee of \$35.

Rates include gas, insurance and up to 180 miles of driving per day. For more information on a Zipcar membership, visit zipcar.com/Binghamton or call (866) 4ZIPCAR.

— Shannon Hazlitt
