

**Capital District Transportation Committee
Bicycle and Pedestrian Advisory Committee
December 8, 2020**

Attendees: Jen Ceponis, CDTC; Glenn Sandberg, Albany Bike Coalition; Jennifer Hogan, NYSDOH; Lorenz Worden, ABC; Art Clayman, Cycle Schenectady; Charles Welge, Alb. Co DOH; Ivan Vamos, NYBC; Janette Kaddo Marino, Bikeatoga; Jesse Vogl, CME; John Gillivan, ABC; Jordan Solano-Reed, CDTC; Linda von der Heide, Rensselaer Co.; Lindsey Garney, CDTA; Melissa Cherubino, Glenville; Michael Burns, Glenville; Michael Horn; Nathan Owens, Bethlehem; Rogerio Rodrigues, CMPAC; Sandy Misiewicz, CDTC; Zach Powell, City of Albany; Jill Haimson; Lynn Walkuski, Glenville

1.0 New Business

1.1 Welcome & Introductions

1.2 Presentation: Albany Bicycle Coalition CapitalNYBikeMap.com (see presentation attached)

Glenn Sandberg
Ghsalb1@gmail.com

The Capital Region's Interactive Bike Map has existed for four years, and is ideal for casual and concerned bicyclists who need to find safe and comfortable routes. The map allows route planning and icons for route information. The map overlays Google Maps and is free.

The map was funded through donations and a NYS grant through Assemblymember Fahy. Design was based around legibility and finding safe routes. Originally was called Bike Albany Map, but has grown to encompass Albany County, Schenectady County, and Troy.

Coming in 2021, additions of new infrastructure and continuous monthly (or more frequent) updates.

The presentation is available at AlbanyBicycleCoalition.com

1.2.2 Bicycle and Pedestrian Crash Data Update (see presentation attached)

Sandy Misiewicz, AICP Principal Transportation Planner from CDTC, presented on Safety Performance Measurements that are developed by NYSDOT and CDTC. These are required federally, and 4 of the 5 measures must be made or show significant progress. For 2018, NYSDOT targeted a 1% reduction in Non-motorized fatalities and serious injuries, which was achieved. However, the Capital Region did not meet 2 of its measures, including seeing an increase in serious injuries. Pedestrian and bicycle crashes are found in the core regional cities, but have expanded into suburban and village areas as well. Certain corridors reflect conflicts between bicyclists and pedestrians. Albany, Schenectady, Troy, and Colonie have the largest shares of non-motorized crashes. City and State roads have the majority of crashes. 2020 may see a decline in crashes because of COVID. Bicyclists who are male and aged 10-29 represent the highest crash levels. Pedestrian crashes are relatively evenly distributed across ages and genders/sexes. Bicycle crashes appear to occur slightly more at intersections. Non-motorized

crashes show people crossing outside of marked crossings and traveling along highways/roadways. All of this data is valuable for focusing safety efforts and coordination between CDTC and local partners. Sandy can be reached at smisiewicz@cdtcmpo.org.

- 1.3 CDTC/NYS DOT Updates (see attachments): Recovery and on-road usage information through CDTC's website, including using DOT roads. NACTO also has info on voting and social distancing. CDTC will remain closed through the Holidays. For the foreseeable future, CDTC will continue with virtual meetings and public outreach.
- 1.3.1.1 NYSOPRHP Released Statewide Draft Trails Plan
 - 1.3.1.2 Capital District Mobility Trends
 - 1.3.1.3 CDTC/CDRPC Technical Assistance Program – accepting requests on a rolling basis.
 - 1.3.1.4 Complete Streets Workshop Series – accepting applications on a rolling basis.
 - 1.3.1.5 ADA Transition Plan Assistance – solicitation for ADA Self-Analysis and Transition Plans for municipalities. Accepting applications on a rolling basis.
 - 1.3.1.6 Linkage & TIP Project Status – 2021 Project Applications due December 16th. Studies are continuing to proceed as planned.
 - 1.3.1.7 Capital Co-Exist Mini-Grants: should be opening in the next few months.
 - 1.3.1.8 New Visions 2050 – living document, virtual trainings available. CDTC's website is being updated to reflect how the plan is being used and implemented. Presentations coming up include:
 - Dec 15 – Freight and E-Commerce
 - Jan 19 – Mobility: Providing Affordable Transportation Choices in the Capital Region

1.4 Other Updates

- 1.4.1 CDPHP *Cycle!* has continued operations through December and had a Bike the Lights Night in Washington Park. Rigorous cleaning plan and hand sanitizer included with bikes! Ridership is matching last years for this time. UAlbany has joined CDPHP Cycle! Almost 19,000 members, including almost 6,000 new members through UAlbany and the colleges. Operations team is working to expand the fleet even further. Lindsey Garney is the contact person for CDPHP Cycle. 38,000 rides through this season, despite starting 2 months late. Trail usage was particularly impressive. Bikes will be out again in April!

Streetlight data is showing that bicycling levels are up approximately 25% around the Capital Region through the pandemic.

Albany Bike-Ped Master Plan is on-going. If you have comments or questions on the Plan, feel free to email comments by Tuesday, December 15th at zpowell@albanyny.gov.
<https://vizcomm.wixsite.com/albanybikepedplan>

CDTA's new Blue Line River Corridor service has started!

New Zim Smith Trail extension and Albany-Hudson Electric Trail (AHET) are complete and beautiful! Menands Connector is now open connecting to the Mohawk-Hudson Trail.

Town of Bethlehem is updating its comprehensive plan: Bethlehemforward.com.

Bikeatoga had a successful kids bike giveaway event.

2.0 Upcoming Meetings

Meetings Open to the Public: The next meeting is scheduled for **January 12th at 9:00am.**

Register in advance for this meeting:

<https://us02web.zoom.us/meeting/register/tZAldOCsqTspG9IJ12mWiU9njq0ac4aXZHQ>

After registering, you will receive a confirmation email containing information about joining the meeting.

CapitalNYBikeMap.com

The Capital Region's Interactive Bike Map
Formerly BikeAlbanyMap.com

Presented by: Glenn Sandberg

Designed by

Albany Bicycle Coalition

non-profit 501(c)3



More info, and this PowerPoint, at:

AlbanyBicycleCoalition.com

Click the icon →

Scroll down to “Designing the Map”



CapitalNYBikeMap.com

Today's Topics

- Why we need a bike map
- How's it work? *Demo*
- Designing it – routes, color codes, icons
- Growth – 2016 to 2020, and beyond
- Coverage gaps, and CDTC Trails Plan
- Partnering with groups; linking to the map

Why We need Bike Maps

Safety and Comfort

- People don't want to bike in traffic.
- Most prefer low-traffic streets, bike paths and bike lanes – but don't know where to find them.
- Especially true for novice riders, visitors, and new residents



Navigation

- Street patterns in old cities are confusing.
- Finding a safe route connecting multiple neighborhoods and communities can be a real puzzle.

CapitalNYBikeMap is designed to solve these problems.



CapitalNYBikeMap at a glance

Features

Low-stress routes,
color-coded

Plan your own
custom bike route

Informative, clickable
icons

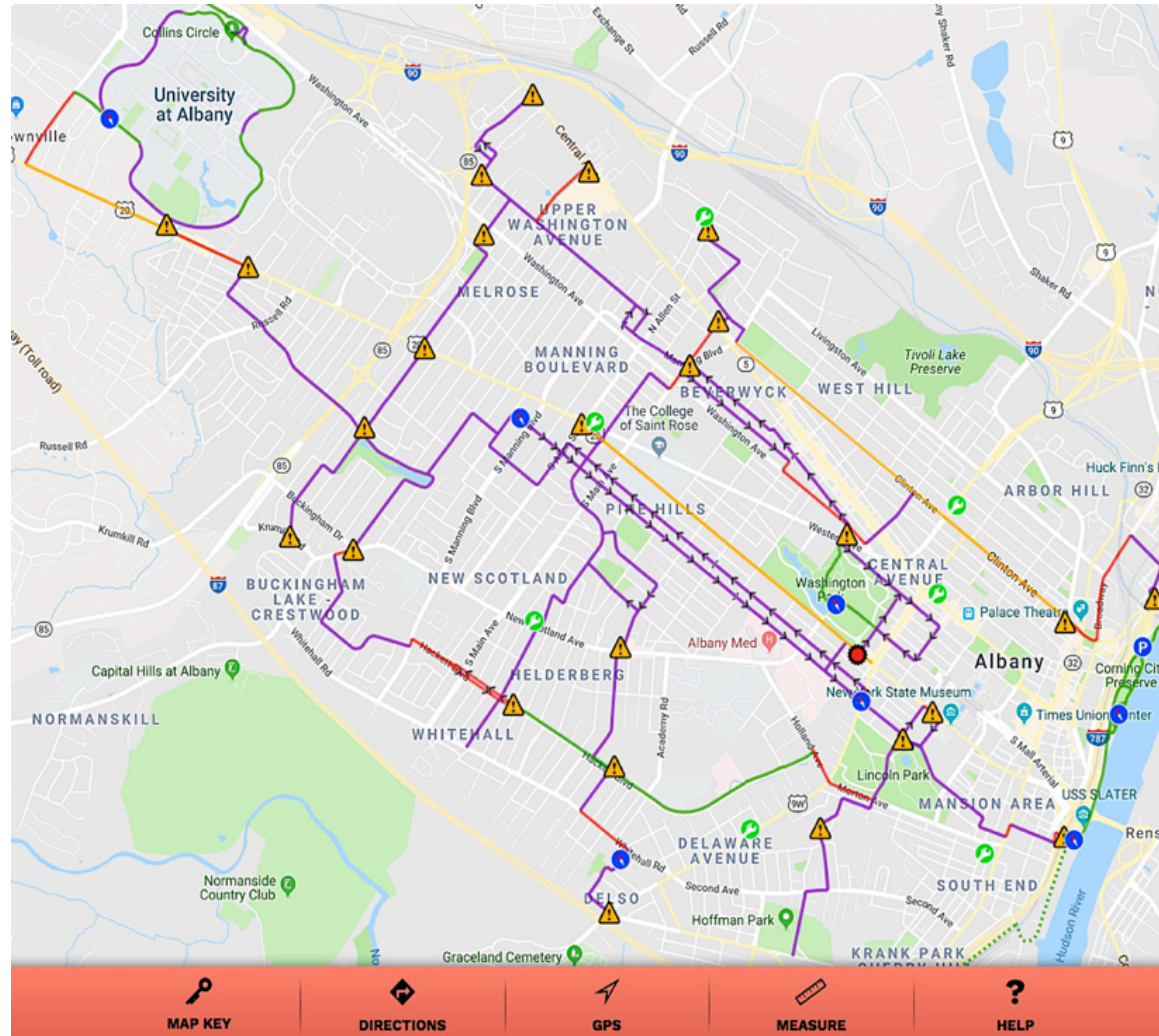
Zoom in/out

Based on Google
Maps – searchable,
shows points of
interest

Free!

Available
24 / 7

PC, laptop, tablet,
smart phone



Bottom Row

Map Key

Explains layers.
Pick only what
you want to see

Directions

Plan your custom
route

GPS

Optional – display
your location

Measure

exact distances,
like Google Maps

Help

Instructions for all
functions

Live Demo – How to map a route

Click the button

SELECT ON MAP

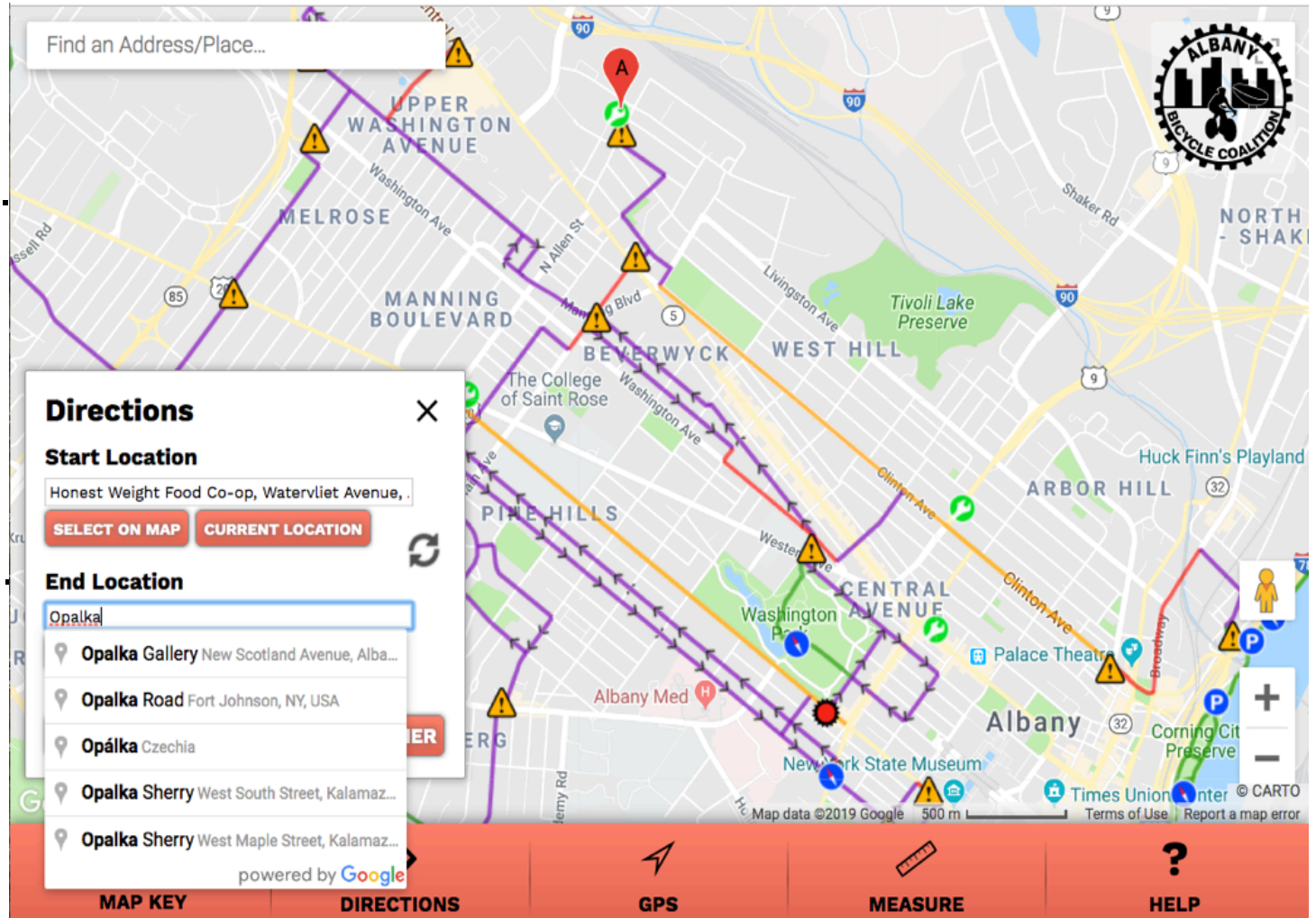
Then, click your mouse on a spot.
“A” will show the **Start**.

Or,
type an address.
(several choices pop up. Pick one.

“B” = the **End**

Click the green

PLAN ROUTE



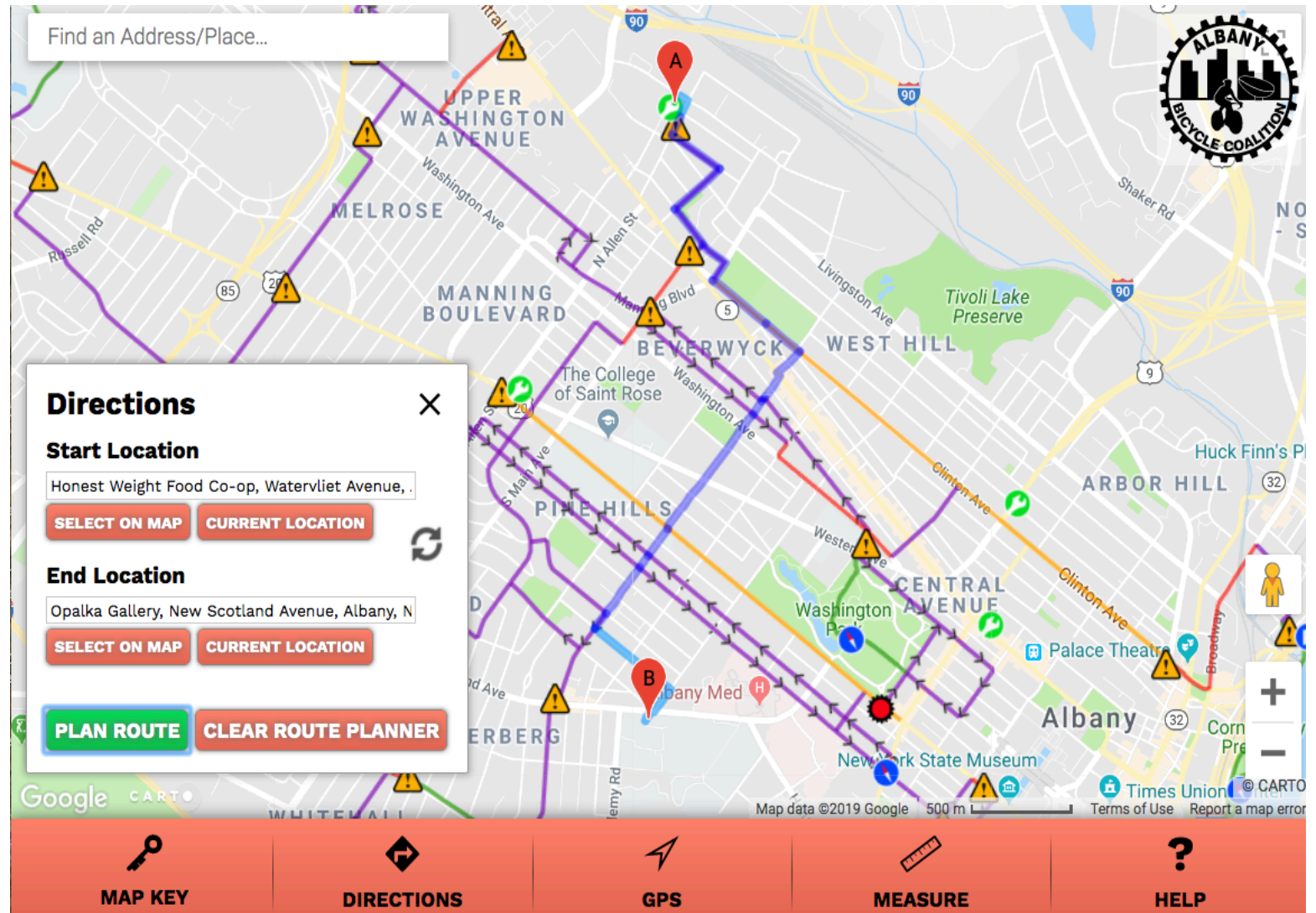
Done! Your own custom route.

A = Start

Blue line =
my route

B = End

I can zoom
in with my
mouse
wheel, or
the + at
lower right
corner.



Click circular arrows to reverse, and **Plan Route** again.
When finished, click the **CLEAR ROUTE PLANNER** button.

Origins – 2016

- January 2016: We received an \$8,000 New York State grant, via Assemblymember Patricia Fahy. Raised addition \$ via private donations.
- Hired an IT consultant, who already created the Erie Canalway map for Parks & Trails New York
- Began studying what other cities had done, looking for best practices - use of colors, symbols, etc.

Case studies:

New York, Chicago, D.C., Portland

NYC Bike Map

<https://www1.nyc.gov/html/dot/downloads/pdf/bikemap-2020.pdf>

4 Colors – nice and simple

We used two of these color codes as is:

Green = NYC protected lanes (Albany: multi-use paths & protected lanes)

Purple: shared streets

Modified:

We need **blue** to map custom routes; can't use that for bike lanes.

Instead, used **orange** for bike lanes, since we didn't need "signed route."



But: dense, crowded.

Too many choices.

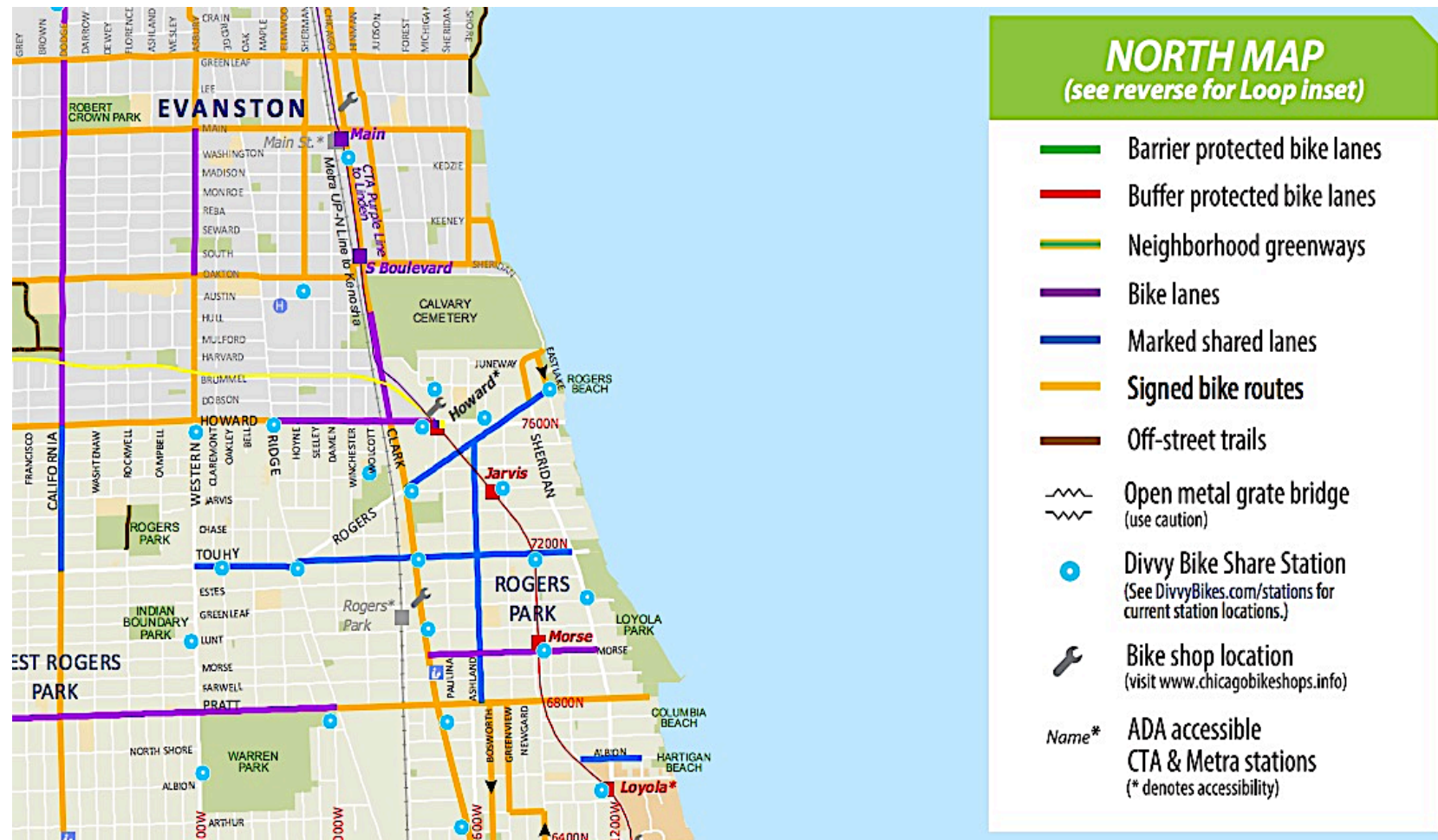
How can you pick the best route?



Chicago – 7 kinds of routes - confusing

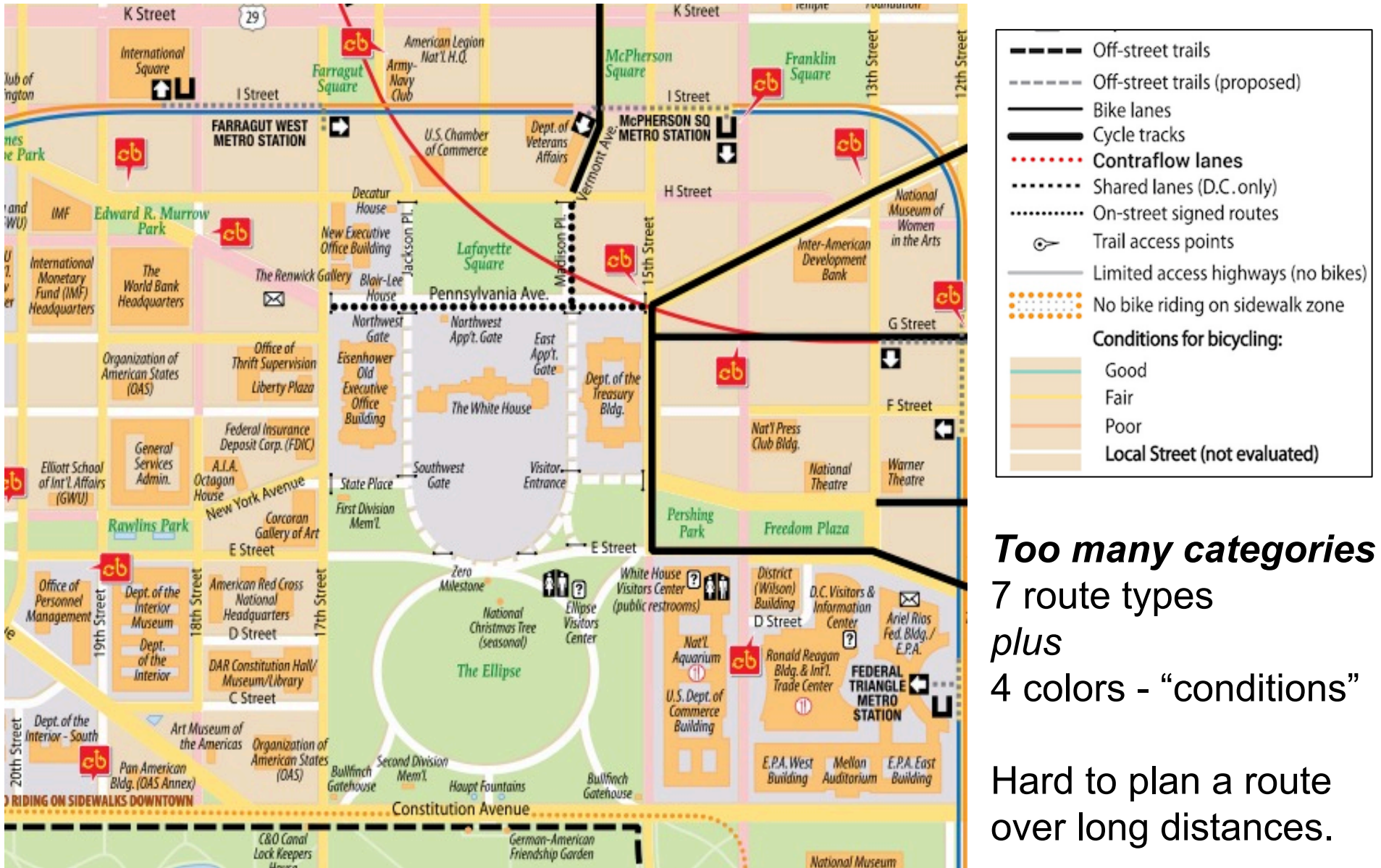
<https://chicagocompletestreets.org/streets/bikeways/>

- **Two** kinds of “protected” bike lanes – *do I really care?*
- “Neighborhood greenways” – *techie term, not defined.*
- “Signed bike route” – *says nothing about*



Washington D.C. Confusing map key

https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/BikeMap_2018_UPDATED%206118%28sidewalk%29%201.pdf



Too many categories
7 route types
plus
4 colors - “conditions”

Hard to plan a route
over long distances.

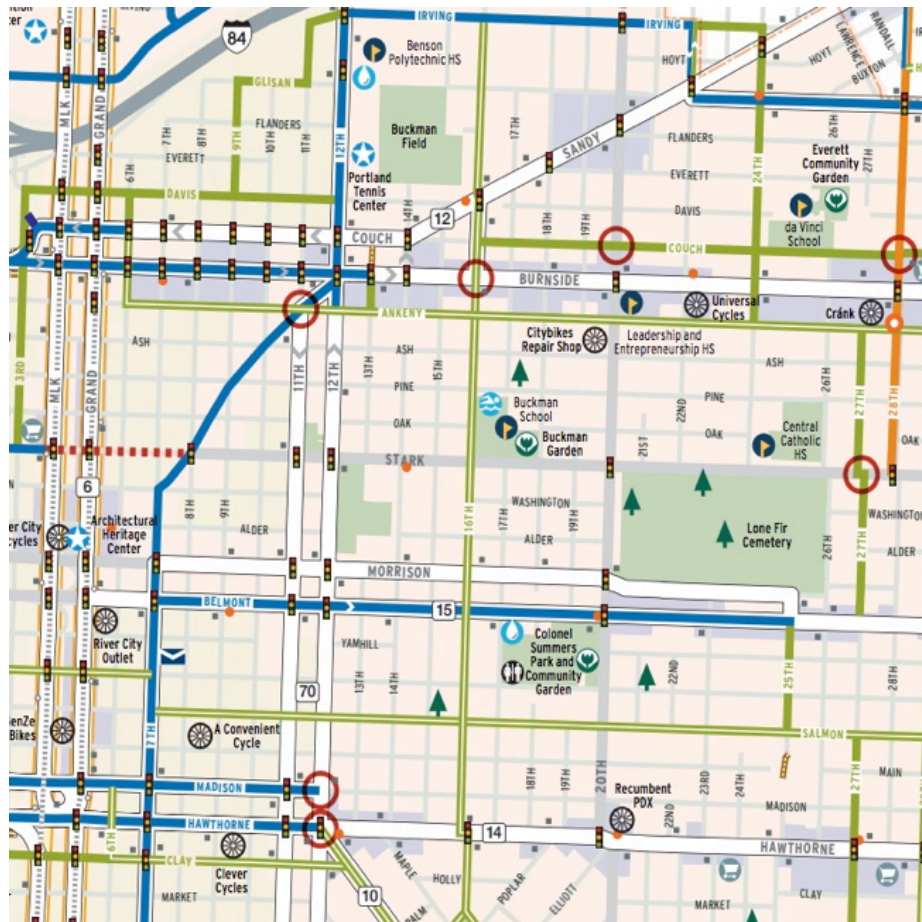
Portland Oregon – 10 kinds of routes

<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=b51534aa6e1f4dd4ad4d83c4a084d9a6>

Too much information

Not self-explanatory












Complex, fine-grain distinctions



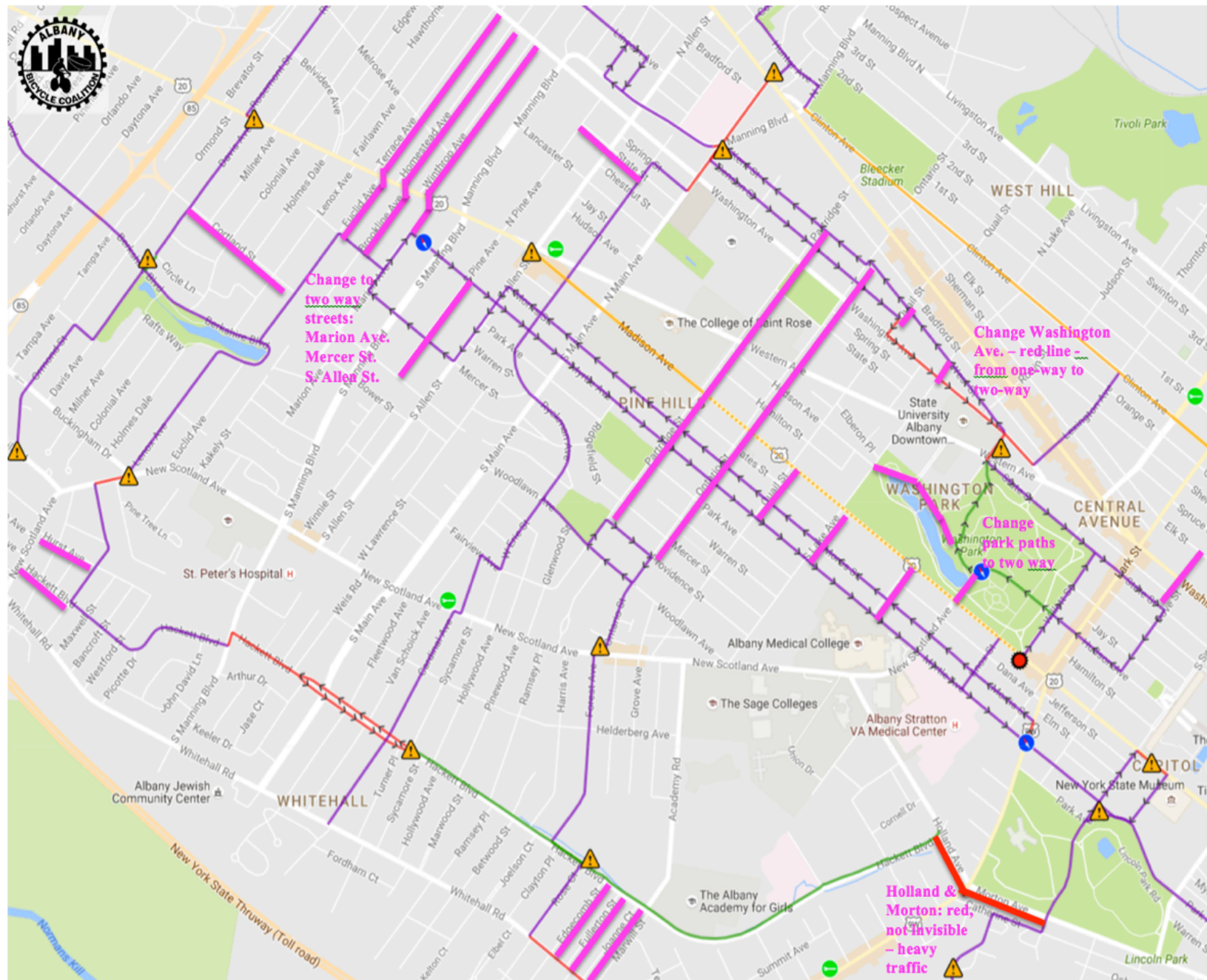
LEGEND	
	Multi-use Path closed to motor vehicles <i>Camino para peatones y ciclistas prohibidos los vehículos de motor</i>
	Multi-use Path (unpaved) <i>Camino para peatones y ciclistas (sin pavimentar)</i>
	Sidewalk Connection go slowly, yield to pedestrians <i>Conexión en la acera: avance despacio y ceda el paso a peatones.</i>
	Neighborhood Greenways pavement markings and directional signs on lower traffic streets to guide cyclists <i>Calles con bajo nivel de tráfico y pavimento pintado con marcas y señales direccionales para guiar a los ciclistas</i>
	Shared Roadway on lower traffic &/or lower speed street <i>Calzada compartida en calle con poco tráfico y/o baja velocidad</i>
	Shared Roadway / Difficult Connection lower traffic street with sight distance limitations and higher speeds <i>Calzada compartida / Conexión difícil calle de menor tráfico con limitaciones de visibilidad de distancia y velocidades más altas</i>
	Shared Roadway with Wider Outside Lane on moderate and higher traffic street <i>Calzada compartida con carril exterior más ancho en calle con tráfico moderado o de mayor tráfico</i>
	Bike Lane: Protected, Buffered or lower traffic street <i>Carril para bicicletas: protegido, con separaciones o en calle con poco tráfico</i>
	Bike Lane or wide shoulder, on higher traffic streets <i>Carril para bicicletas o arcén ancho, en calles de mayor tráfico</i>
	Difficult Connection in areas with higher speeds and/or volumes, combined with narrow lane widths or other problems for cyclists <i>Conexión difícil en áreas de velocidades más altas y/o mayor tráfico, combinado con carriles estrechos u otros problemas para los ciclistas</i>

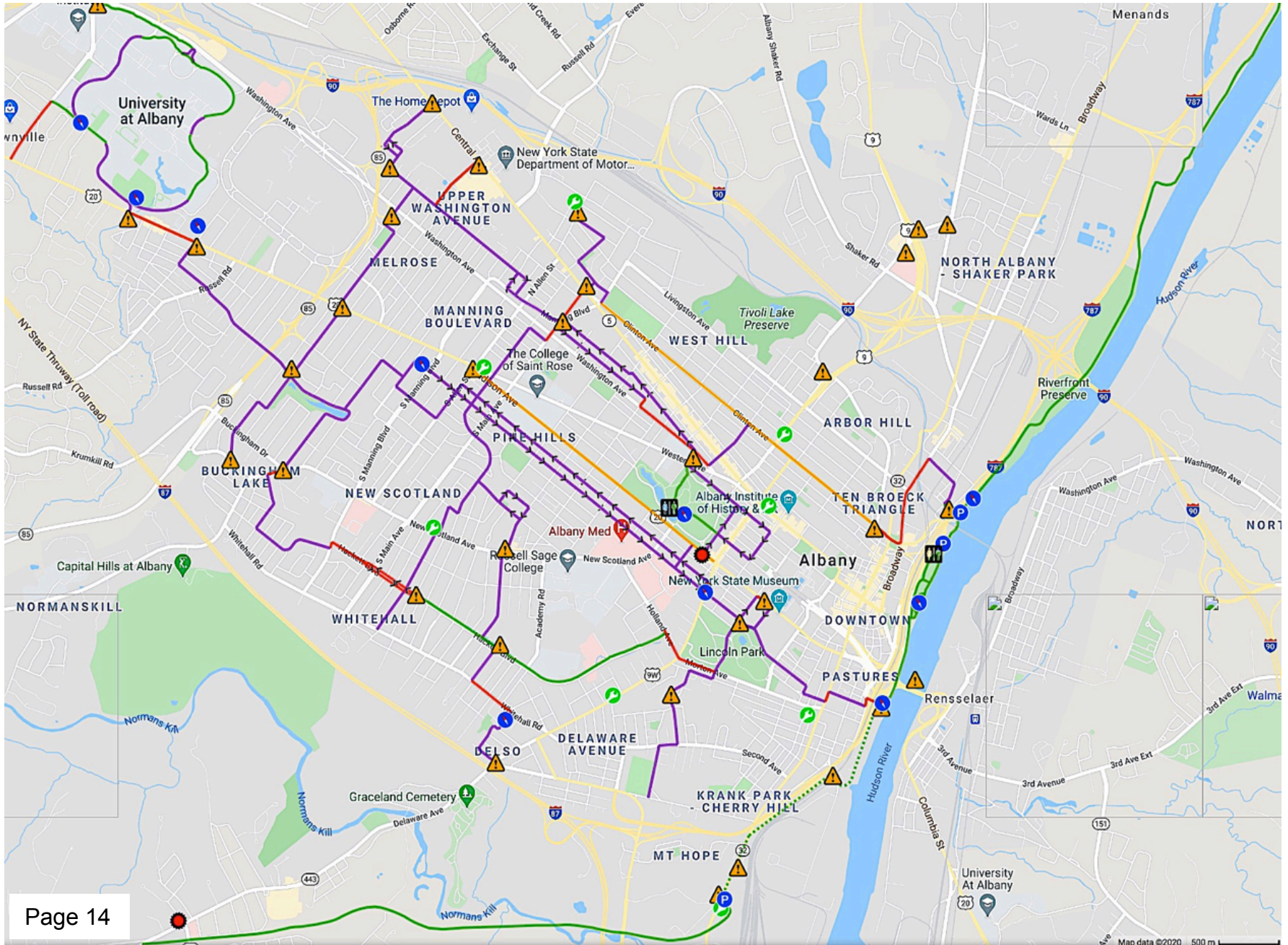
Lessons Learned from Other Maps

- **Limit the number of routes in the network**
 - ◆ Don't try to show every useful street
 - ◆ Avoid clutter and visual overload
- **Types of routes – keep to a minimum**
 - ◆ Five distinct, non-overlapping types
 - ◆ Relevant to bicycling safety
 - ◆ Easy to understand and memorize
- **Use intuitive color codes where possible**
 - ◆ Green = safest (multi-use paths)
 - ◆ Red = heavy traffic
 - ◆ Purple = shared roads
(like NYC and Philadelphia)
 - ◆ Orange = bike lanes
(process of elimination)
- **Use major arteries only where necessary**
to make connections.
- **Use only a few icons.** Include pop-up text with information for that location.

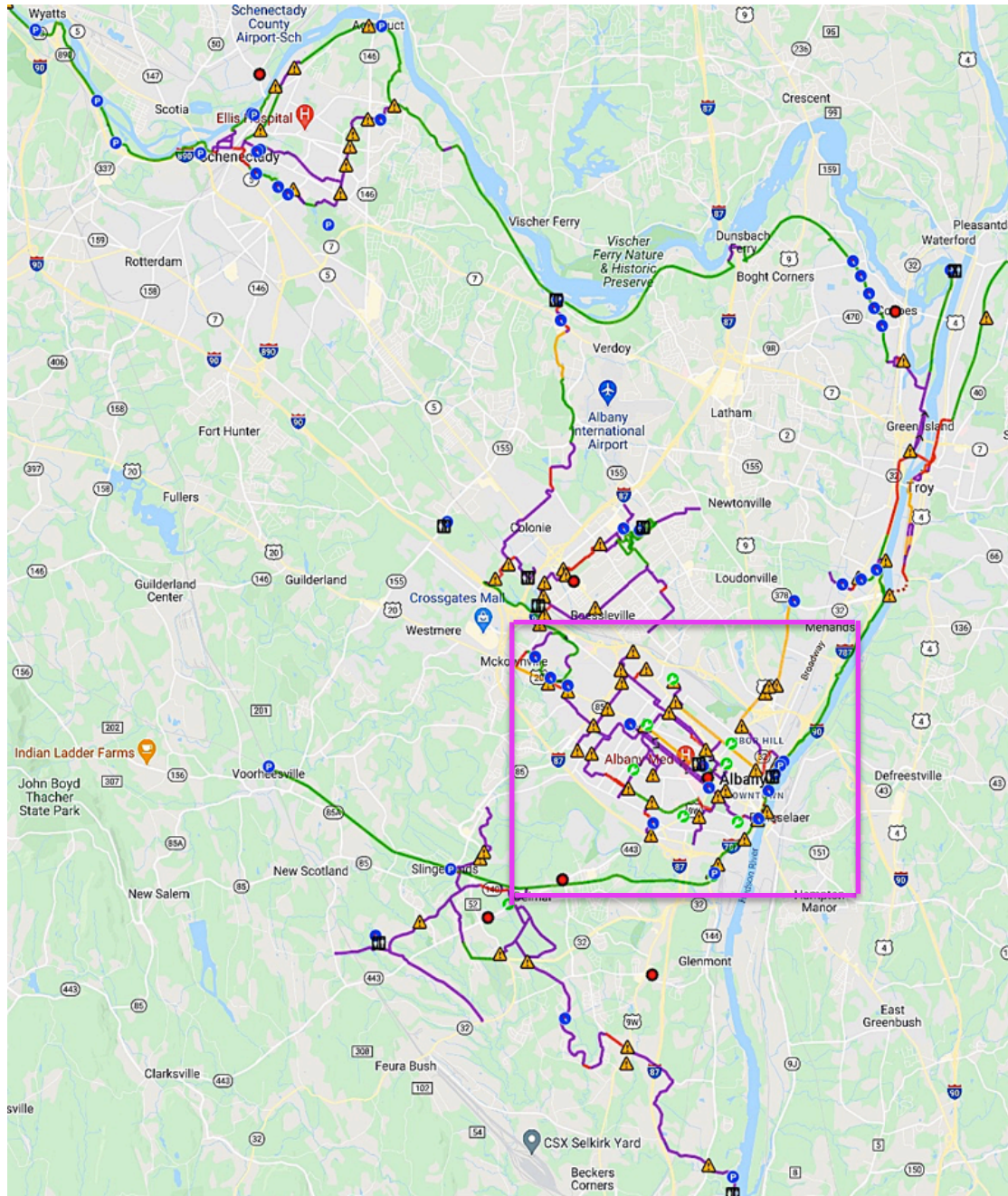
- ☒ Routes – Shared Road
 -  Light Traffic Street
 -  Heavy Traffic Street
- ☒ Routes – Bike Lanes/Paths
 -  On-Street Bike Lane
 -  Bike Pedestrian Path Or Protected Bike Lane
 -  Sidewalk: walk bikes if pedestrians are present, or where required by local laws.
-  Caution Notice
-  Bike Shop
-  Bicycle Repair Station – Self-Service
-  Route Information
-  Parking
-  Restrooms (may not be open all seasons)

PROBLEM: unexpected long detours - can't jump off-and-on our network.
SOLUTION: added strategic streets without colors; keeps map uncluttered.





CapitalNYBikeMap - Dec. 2020



*Purple square: original map,
Nov. 2016 – March 2019*

2019 - Albany Bicycle Coalition added new routes in Troy, Delmar, Colonie & Niskayuna.

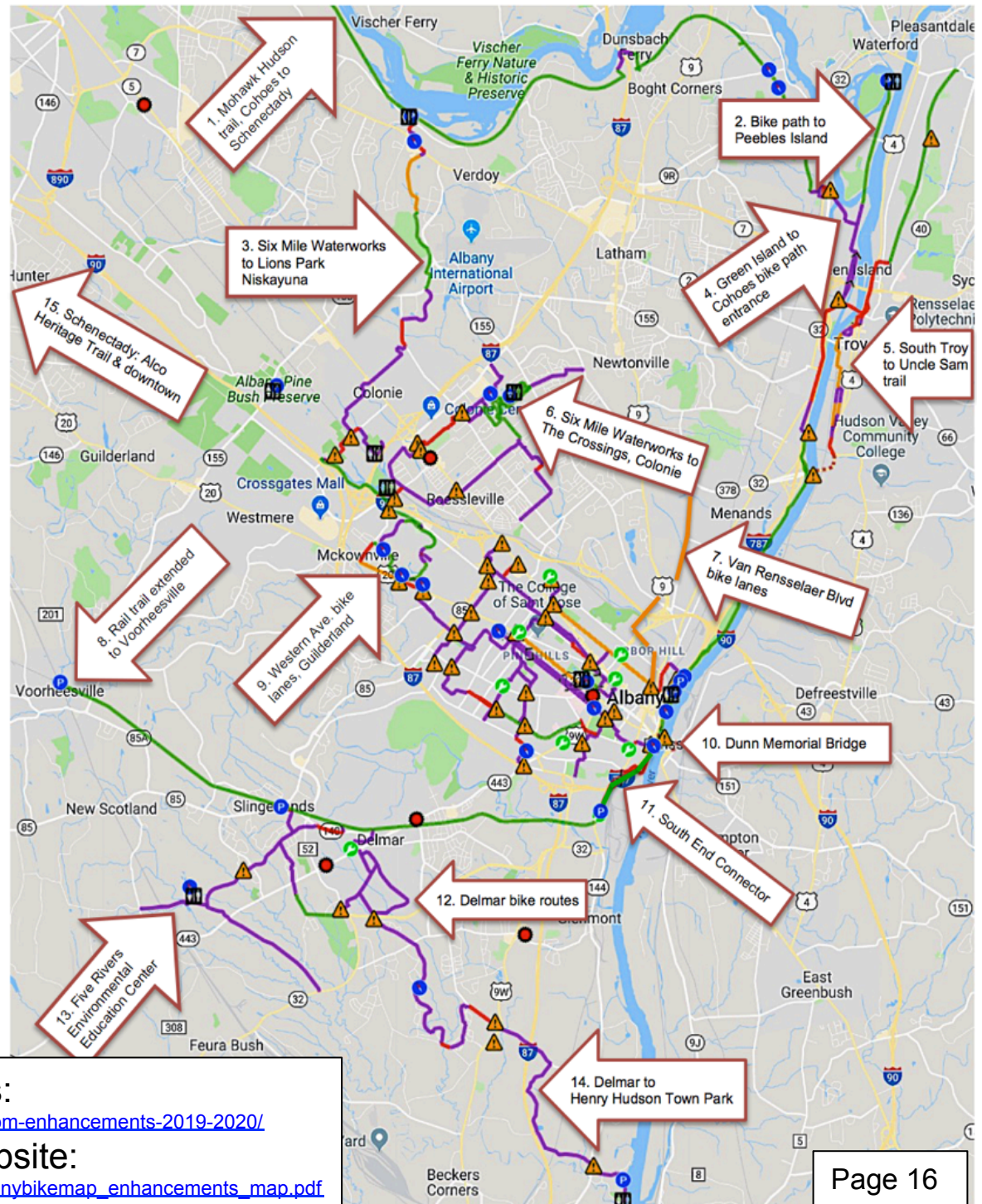
New infrastructure, 2019-20: ACHHRT done; Madison Ave. bike lanes; Troy bike lanes; South End Connector; Northern Blvd bike lanes.

Sep. 2020 – *renamed* to CapitalNYBikeMap.com

Aug – Oct 2020: added first routes in Schenectady and vicinity, based on research by Cycle Schenectady.

2019-2020: 15 new major routes

- Any point on the network can be reached from any other point.
- No isolated islands; everything is connected.



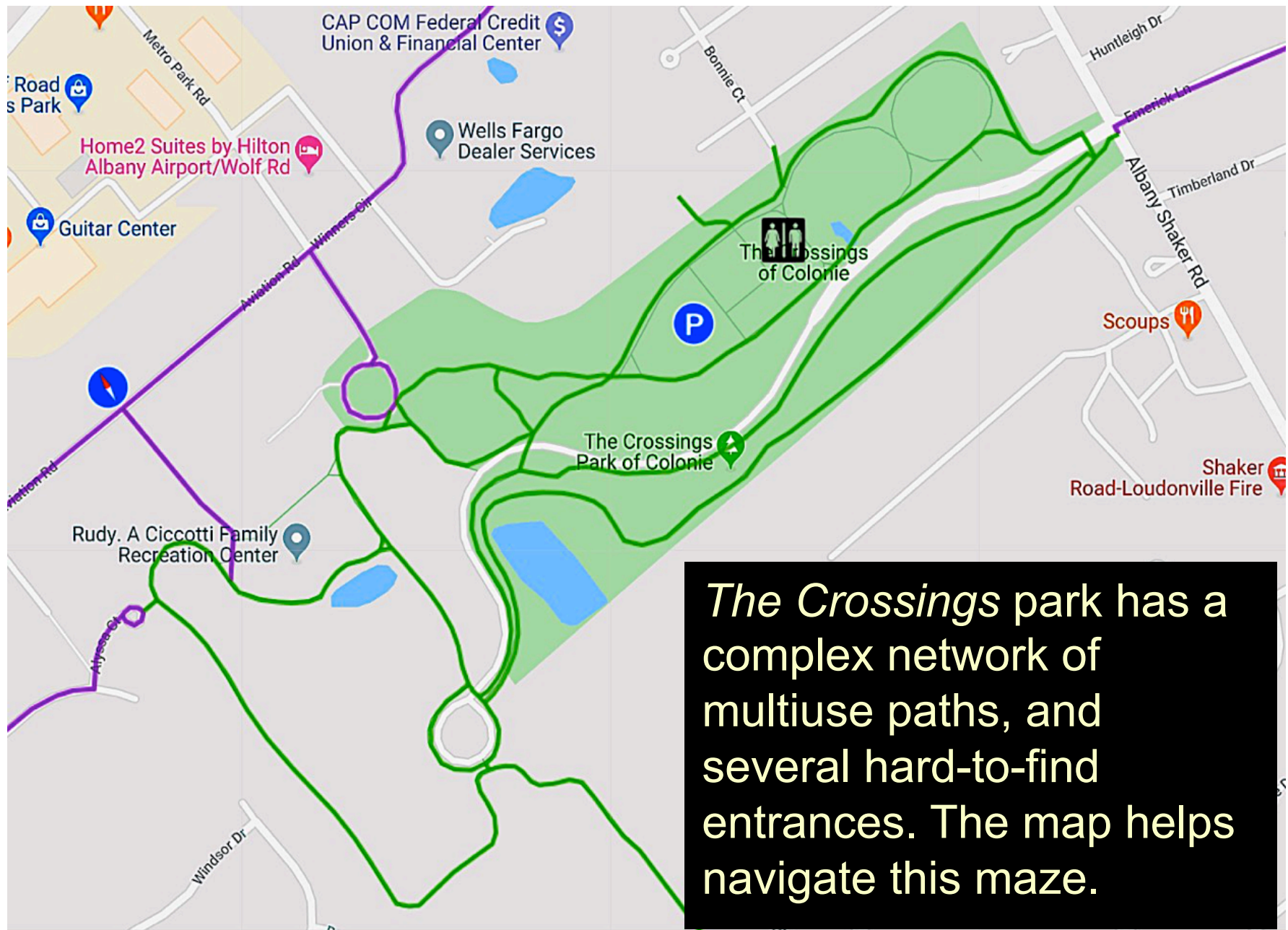
Text descriptions:

<https://albanybicyclecoalition.com/resources/capitalnybikemap-com-enhancements-2019-2020/>

This map, on our website:

https://albanybicyclecoalition.files.wordpress.com/2020/09/capitalnybikemap_enhancements_map.pdf

The Crossings of Colonie – *detail example*



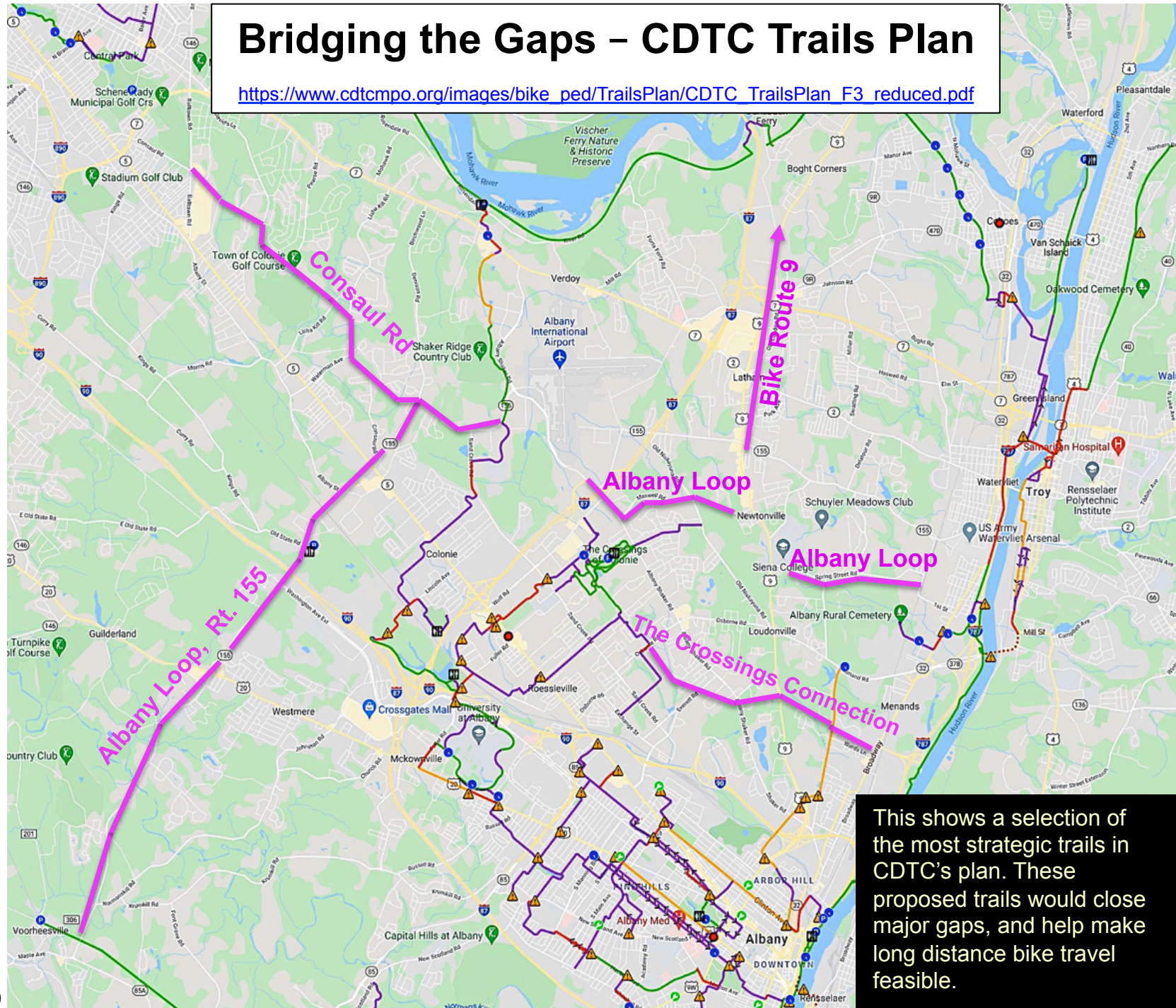
Coming up in 2021

We welcome your tips re: new bike infrastructure, and filling gaps in map coverage: albanybicyclecoalition@yahoo.com

- **Route 787 Cohoes - Multi-use path recently completed**
To do: confirm extent of coverage, explore east-west connections.
- **Albany Riverview Center / Broadway – connection across I-787 to MHBHT**
Construction almost complete as of 12/1/2020.
- **Troy downtown riverfront path** – expecting completion in 2021
- **Schenectady** – continue researching new routes with Cycle Schenectady
- **Watervliet multi-use path, in progress**
Completed 4th St. to south of Arsenal. Northbound, waiting for construction to start.
- **Albany County Rail Trail – new entrance at Kenwood Ave. & Cherry Ave.**
Construction looked 80% complete at end of 11/2020
- **UAlbany / State Campus multiuse path connector**
Construction looks complete, but still blocked off.
- **Loudonville to Mohawk River:** needs more research to find bike-friendly routes.

Bridging the Gaps – CDTC Trails Plan

https://www.cdtcmpo.org/images/bike_ped/TrailsPlan/CDTC_TrailsPlan_F3_reduced.pdf



This shows a selection of the most strategic trails in CDTC's plan. These proposed trails would close major gaps, and help make long distance bike travel feasible.

How to Link to CapitalNYBikeMap

Direct link to the map:

<https://capitalnybikemap.com/>

Map overview, and introduction to urban biking in the Capital

Region: https://albanybicyclecoalition.com/albany_bike_map/

(Also contains this presentation in PDF format, under “Designing the Map”)

We welcome you to link to our web pages – especially if you are involved with tourism, the environment, community or business development, or any bike-related business.

- A unique resource for visitors, tourists, newcomers, bike commuters.
- Helps implement your own business’s mission and attract new customers.
- Free!

Further questions? Write to:

albanybicyclecoalition@yahoo.com





Bicycle and Pedestrian Crash Data Update

Bicycle and Pedestrian Advisory
Committee Virtual Meeting

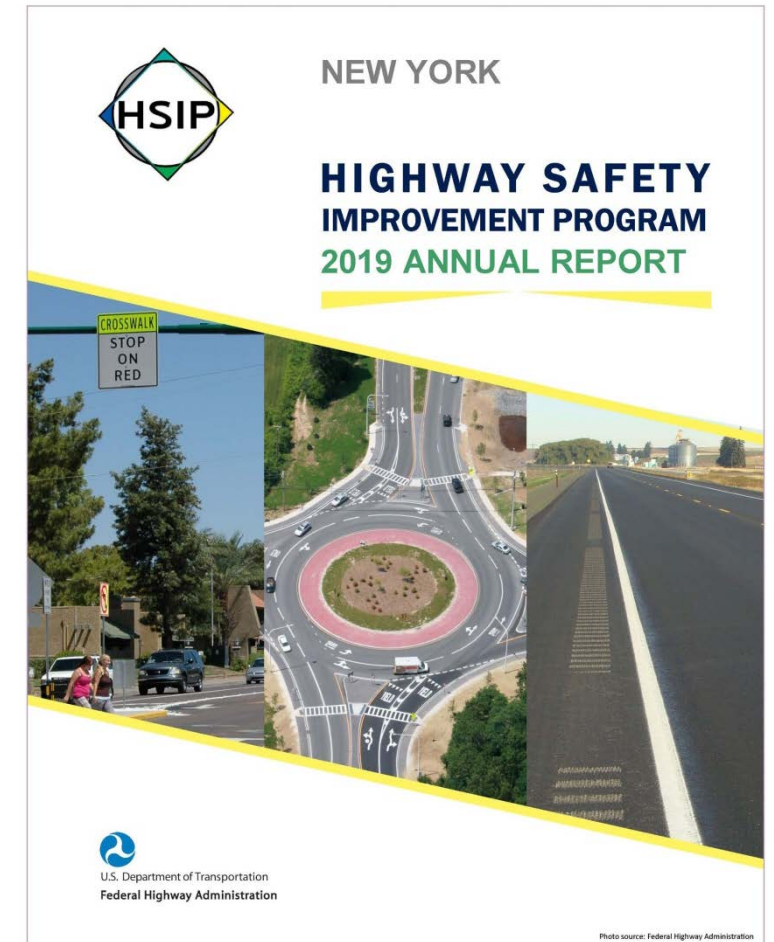
December 8, 2020

Safety Performance Management

- Data driven approach to making investment and policy decisions.
 - Assess fatalities and serious injuries on all public roads
- Five safety performance measures.
- NYSDOT and CDTC establish and report their safety targets.
- Federal Requirement
 - State must meet 4 out of 5 safety performance targets
 - Significant progress must be made

2018 New York State Crash Assessment

Performance Measures	2018 NYSDOT Target	2018 NYSDOT % Reduction Target	2018 NYS Performance Data	Status
Number of Fatalities	1,086	-5.0%	921	✓
Rate of Fatalities (Fatalities per 100 Million VMT)	0.87	-3.0%	0.746	✓
Number of Serious Injuries	10,850	-6.0%	10,985	✗
Rate of Serious Injuries (Serious Injuries per 100 Million VMT)	8.54	-5.0%	8.894	✗
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	2,843	-1.0%	2,606	✓

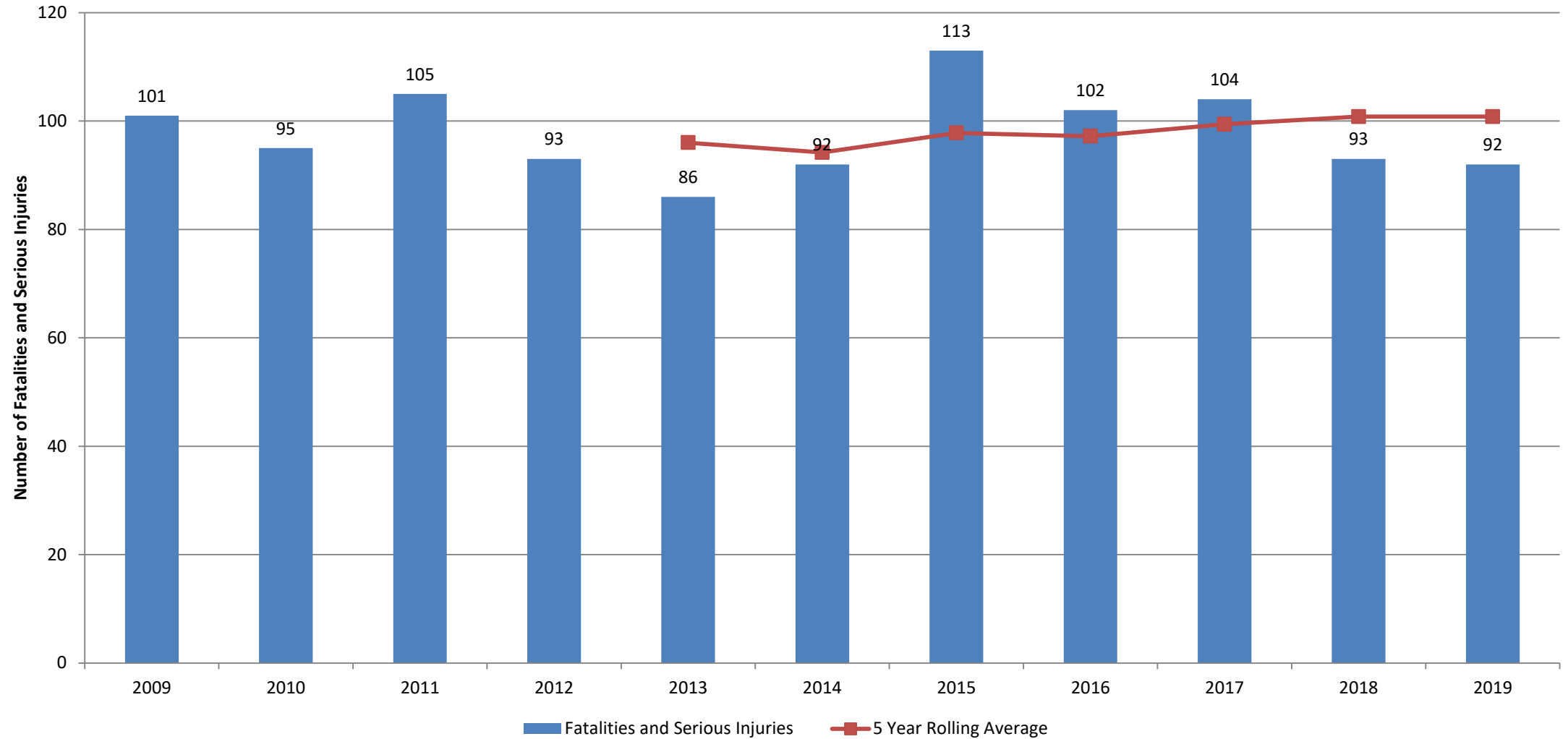


Capital Region Progress?

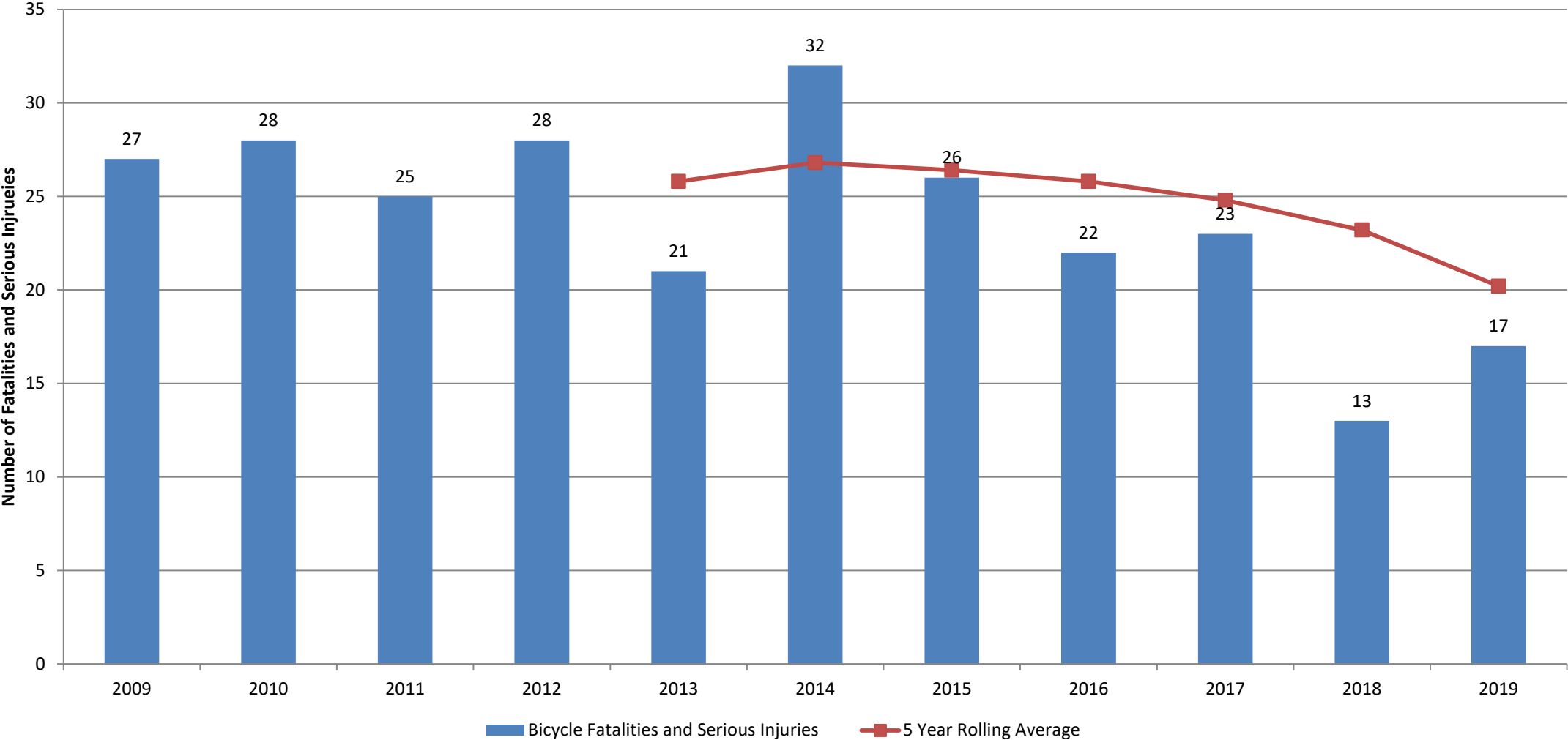
Performance Measures	2018 NYSDOT % Reduction Target	CDTC 2011-2015 5-Year Average	CDTC 2014-2018 5-Year Average	CDTC 2018 % Change
Number of Fatalities	-5.0%	54	53	-1.8%
Rate of Fatalities (Fatalities per 100 Million VMT)	-3.0%	0.67	0.64	-4.5%
Number of Serious Injuries	-6.0%	614	655	6.7%
Rate of Serious Injuries (Serious Injuries per 100 Million VMT)	-5.0%	7.6	7.9	3.8%
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	-1.0%	98	101	1.1%

Sources: FARS, FARS Annual Report File (2018), TSSR and the Highway Performance Monitoring System (HPMS) for vehicle miles travelled data.

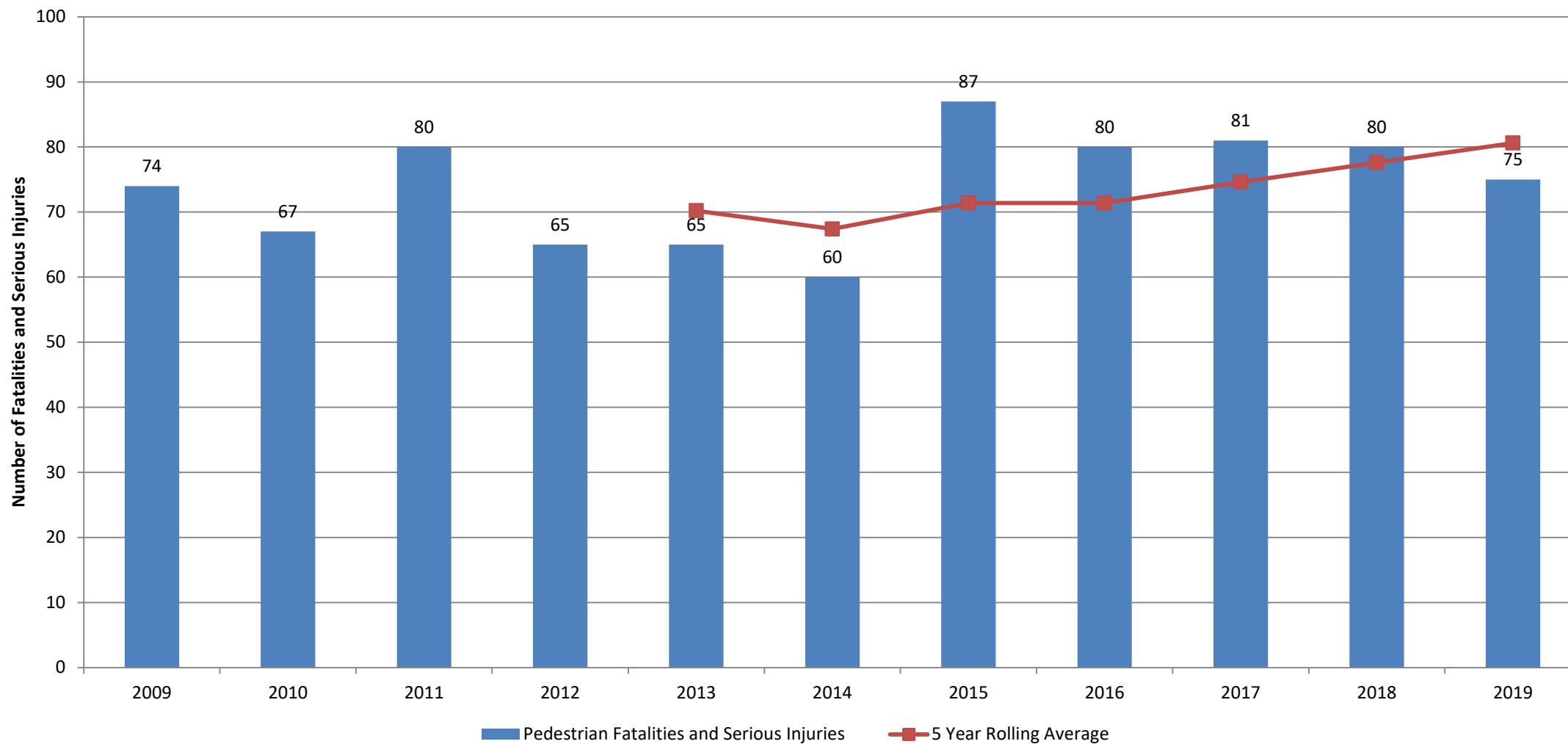
Non-Motorized Fatalities and Serious Injuries (2009-2019)



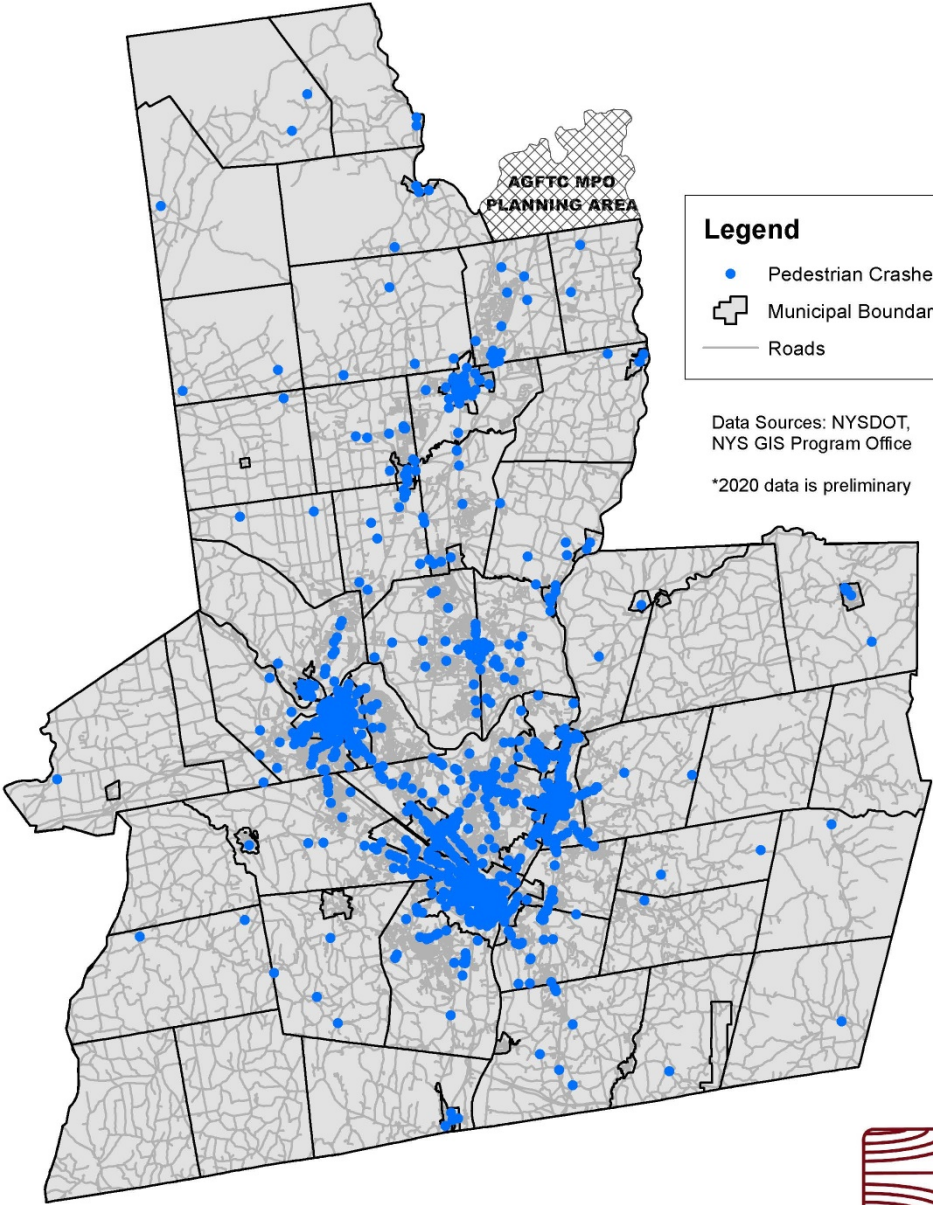
Bicycle Related Fatal and Serious Injury Crashes (2009-2019)



Pedestrian Related Fatalities and Serious Injuries (2009-2019)



2015-2020* Fatal and Injury Pedestrian Crashes



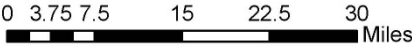
Legend

- Pedestrian Crashes
- ⊞ Municipal Boundary
- Roads

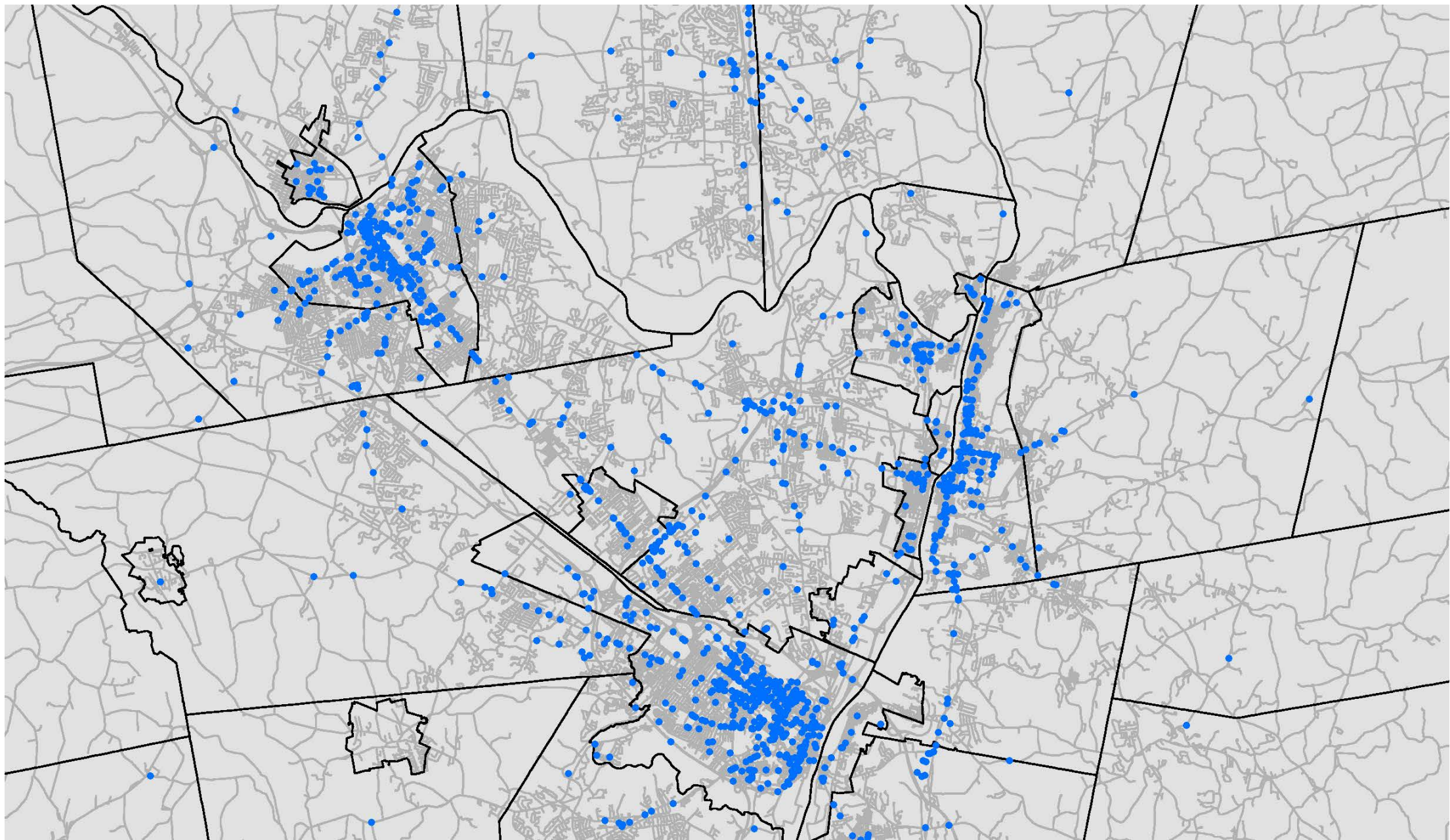
Data Sources: NYSDOT,
NYS GIS Program Office

*2020 data is preliminary

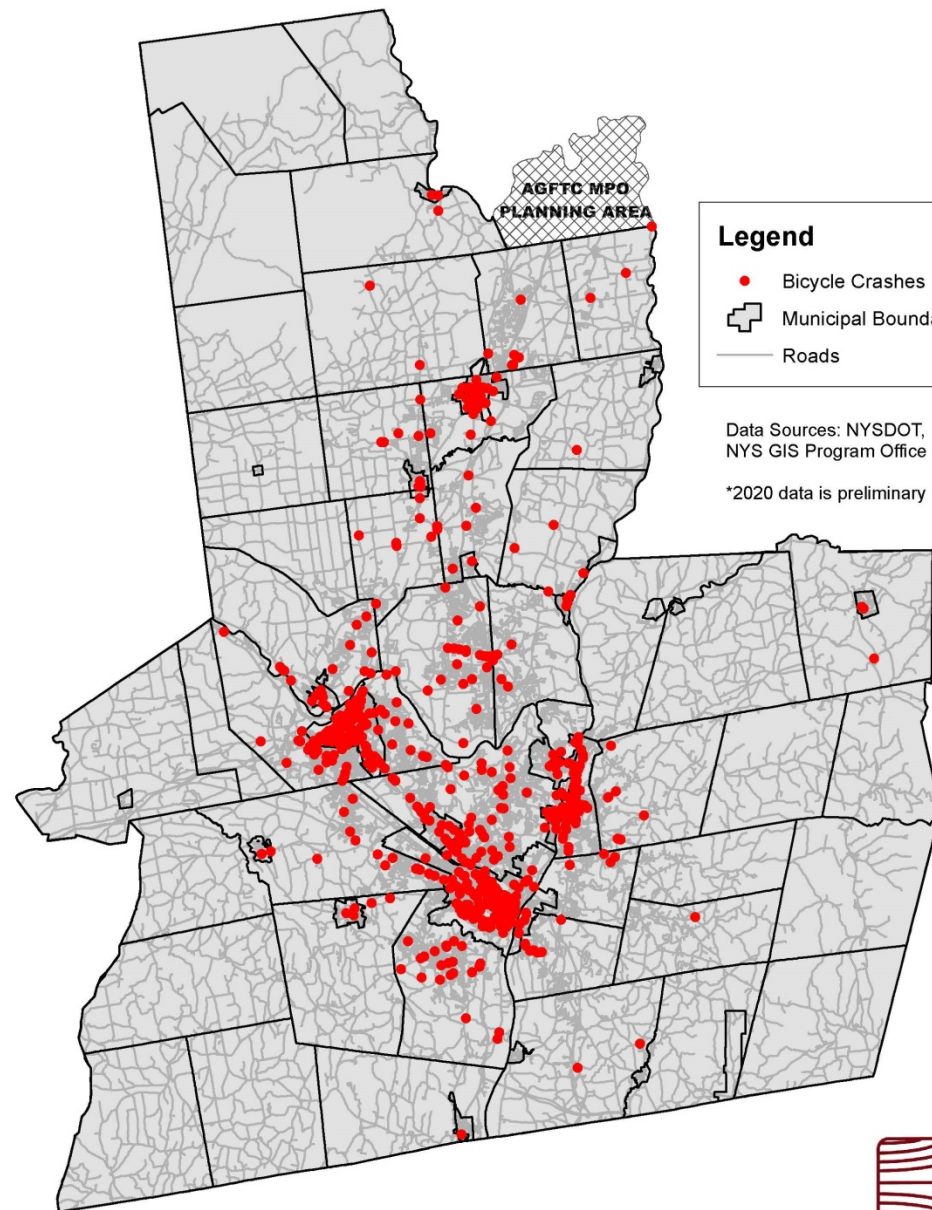
Disclaimer: Crash Data provided by the
New York State Department of Transportation's
Accident Location Information System



December 2020



2015-2020* Fatal and Injury Bicycle Crashes



Legend

- Bicycle Crashes
- ⊕ Municipal Boundary
- Roads

Data Sources: NYSDOT,
NYS GIS Program Office

*2020 data is preliminary

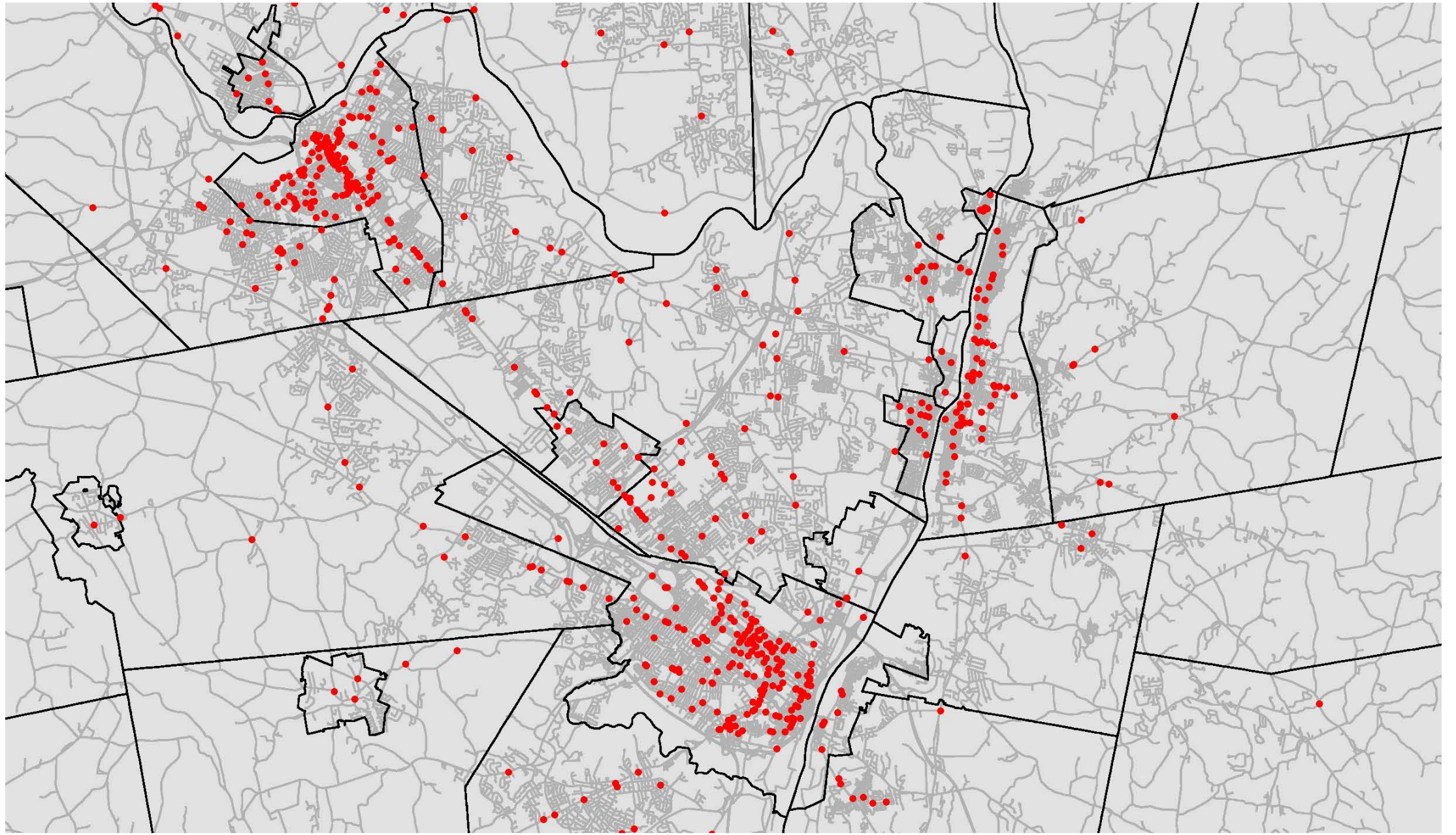
Disclaimer: Crash Data provided by the
New York State Department of Transportation's
Accident Location Information System

0 3.75 7.5 15 22.5 30
Miles

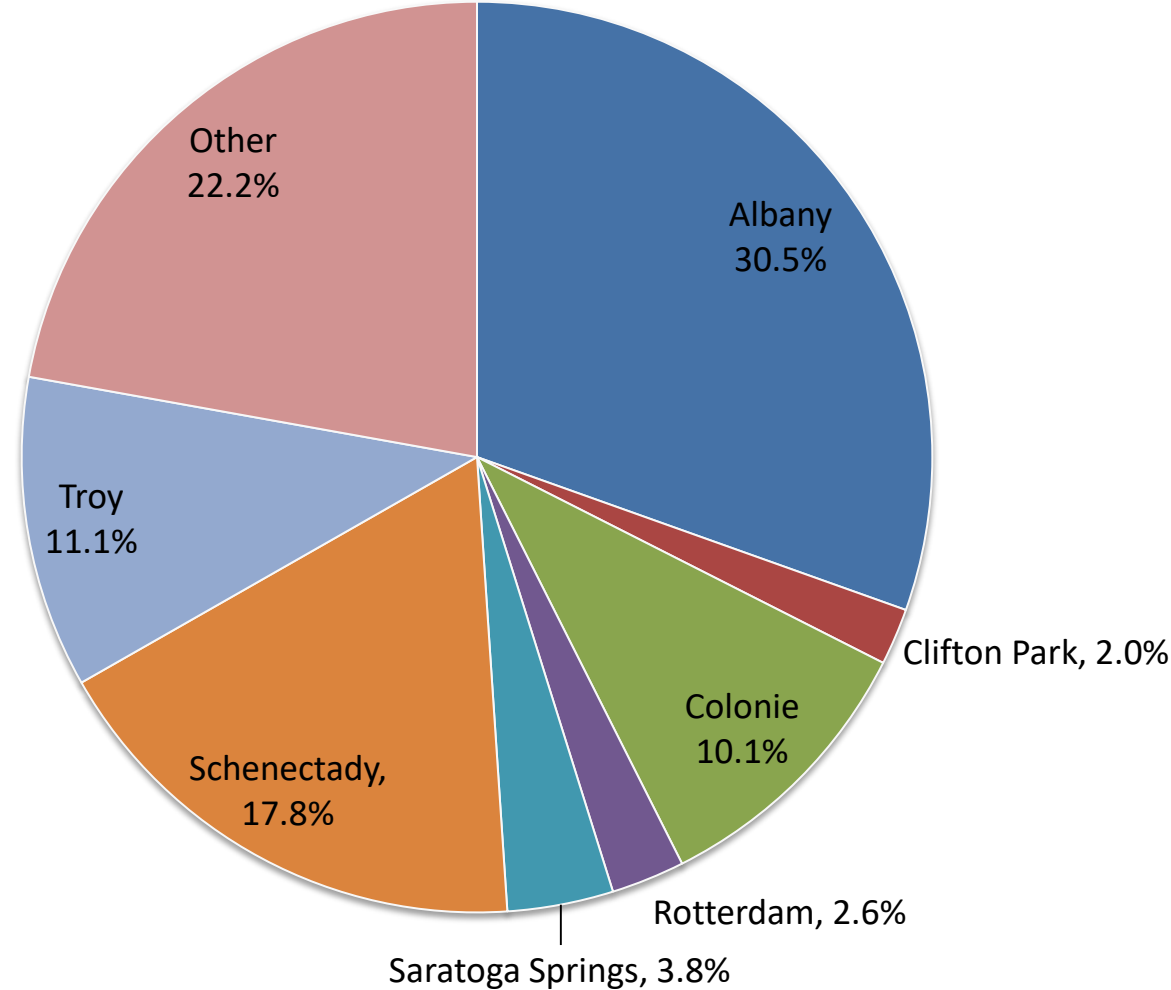


CDTC
CAPITAL DISTRICT
TRANSPORTATION COMMISSIONER

December 2020

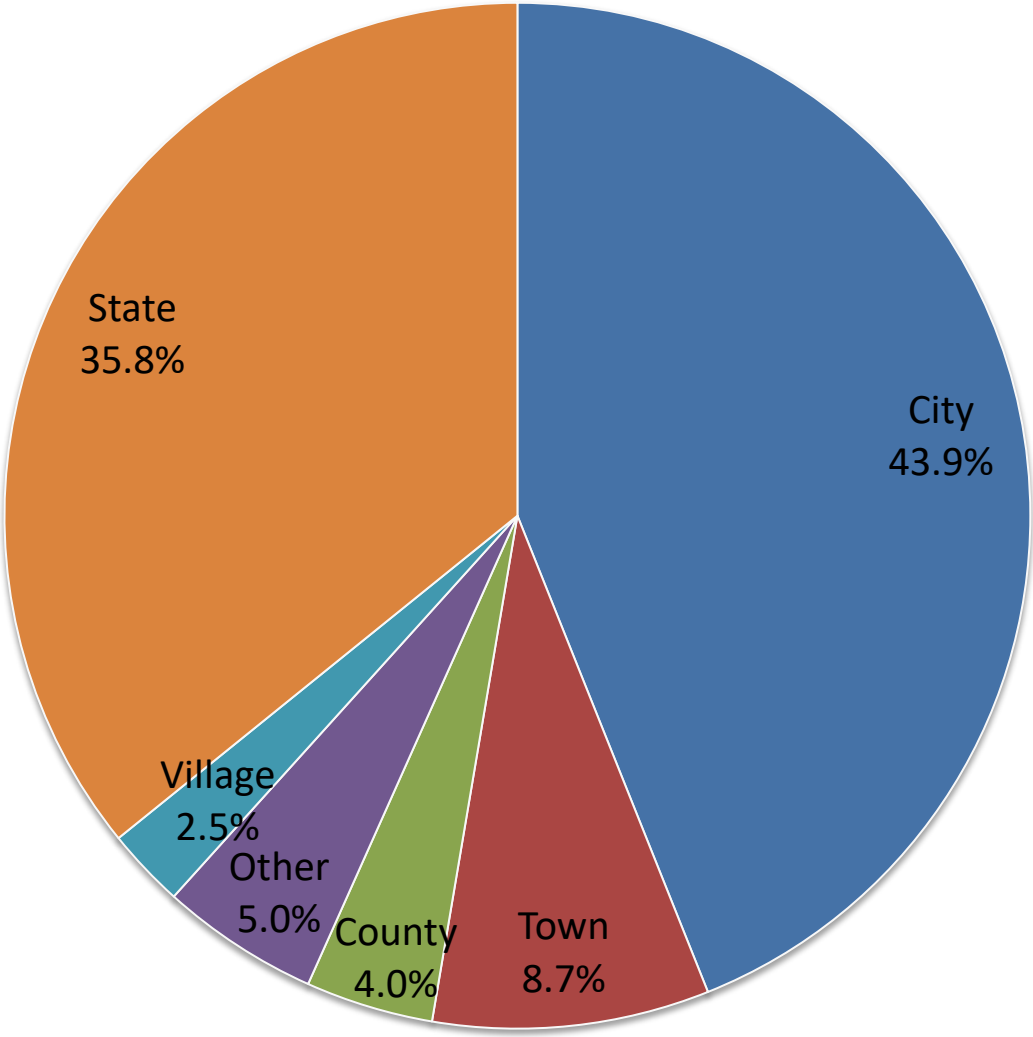


Communities with 50+ Bicycle and Pedestrian Crashes (2015-2020*)



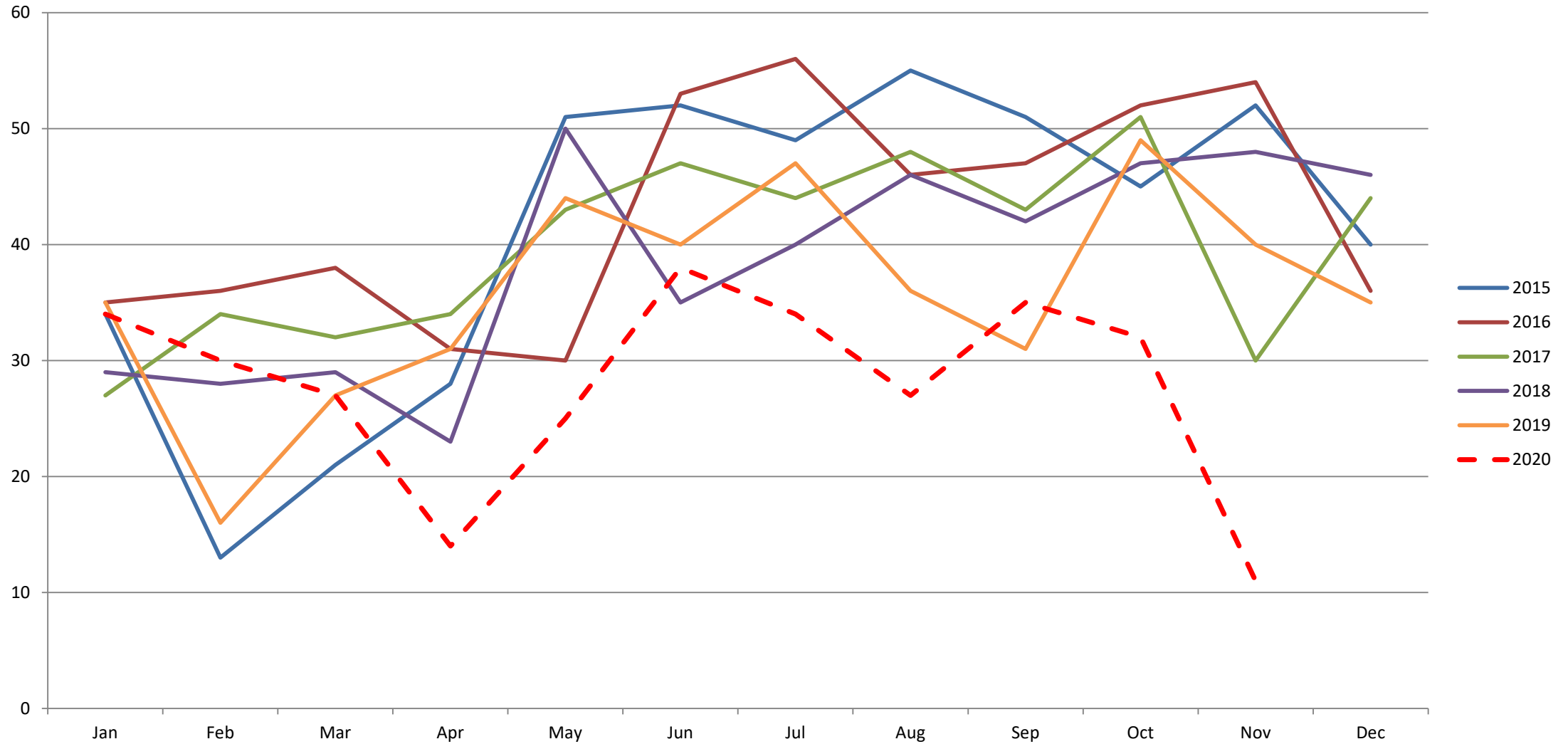
Source: NYSDOT ALIS

Bicycle and Pedestrian KABC Crashes by Road System (2015-2020*)



Source: NYSDOT ALIS

Bicycle and Pedestrian Crashes by Month (2015-2020*)



Source: NYSDOT ALIS

Crashes by Age and Sex (2015-2020*)

	Bicyclists		Pedestrians	
Age	F	M	F	M
0-9	3	21	40	68
10-19	31	215	170	166
20-29	30	125	233	224
30-39	14	63	124	140
40-49	10	63	99	116
50-59	18	89	112	155
60-69	11	58	81	89
70-79	4	17	46	46
80+	0	2	23	24

Source: NYSDOT ALIS

Pedestrian or Bicyclist Action Noted by Police in Crash Reports (2015-2020*)

PED/BICYCLIST AT INTERSECTION	909	33.9%
Collision with Bicyclist	286	31.5%
Collision with Pedestrian	623	68.5%
PED/BICYCLIST NOT AT INTERSECTION	1760	65.6%
Collision with Bicyclist	495	28.1%
Collision with Pedestrian	1265	71.9%
UNKNOWN	14	0.5%

PEDESTRIAN/BICYCLIST ACTION	NUMBER OF CRASHES
Crossing/ No Signal or Crosswalk	690
Along Highway with Traffic	363
Crossing/ No Signal/ Marked Crosswalk	289
Other Actions in Roadway	285
Crossing Against Signal	284
Crossing with Signal	283
Along Highway Against Traffic	158
Not in Roadway	140
Emerge from Front/Behind Parked Vehicle	91
Working in Roadway	31
Playing in Roadway	30
Getting On/Off Vehicle (Not School Bus)	21
Unknown	16
Going To/From Stopped School Bus	2

Source: NYSDOT ALIS

Top 10 Bicycle and Pedestrian Crash Contributing Factors (2015-2020*)

Contributing Factor	Occurrences in Police Reports
Pedestrian's Error/Confusion	991
Failure to Yield Right of Way	887
Driver Inattention	689
View Obstructed/Limited	215
Traffic Control Devices Disregarded	185
Passing or Lane Usage Improperly	147
Backing Unsafely	118
Alcohol Involvement	106
Glare	81
Turning Improper	66

Source: NYSDOT ALIS

Thank you

Questions?

Sandy Misiewicz, AICP
Principal Transportation Planner
smisiewicz@cdtcmpo.org

STATUS OF CDTC PLANNING INITIATIVES AS OF DECEMBER 1, 2020

NAME AND LOCAL SPONSOR	SPONSOR, CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	COMPLETION DATE (EST.) AND TIME TO COMPLETE THE PROJECT (FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
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LINKAGE PROGRAM

1. Albany Bicycle and Pedestrian Master Plan City of Albany	Nelson\Nygaard \$90,000 Carrie Ward	Policy Board Approved 3/7/19	The public workshop will be held in December.	January 2021 22 Months	https://vizcomm.wixsite.com/albanybikepedplan
2. Ballston Spa Pedestrian and Bicycle Master Plan Village of Ballston Spa	TBD \$60,000 Jacob Beeman	Policy Board Approved 3/5/20	Initial consultant selection meeting was held October 9 and two consultant teams were selected for reference checks. After speaking with several previous clients, the committee met on October 20 to select the team of VHB and Planning 4 Places for the contract. CDTC is currently working on contract execution and anticipates project kickoff in early December.	November 2021 20 Months	TBD
3. Hoosick Hillside Study City of Troy	Creighton Manning \$92,500 Rima Shamieh	Policy Board Approved 3/1/18	The final draft was reviewed by the technical committee and SAC. The project team gave a presentation to the BPAC in November. A City Council presentation and a presentation to the CDTC Planning Committee are planned for January, 2021.	January 2021 34 Months	https://www.hoosick-hillside-study.com/
4. Land Use Regulations Update Village of Menands	TBD \$80,000 Rima Shamieh	Policy Board Approved 3/5/20	The REI proposal deadline is December 4.	November 2021 20 Months	TBD
5. Scotia Downtown Connections Plan Village of Scotia	TBD \$60,000 Andrew Tracy	Policy Board Approved 3/5/20	Proposals were due November 17th; nine received. Proposals distributed to scoring committee for review. Notice to Proceed anticipated for December 2020.	November 2021 20 Months	TBD

COMMUNITY PLANNING TECHNICAL ASSISTANCE PROGRAM

1. Comprehensive Plan & Zoning Code Analysis - NYS Route 50 Town of Glenville	CDTC, CDRPC and Town Staff \$12,000 Andrew Tracy	Planning Committee Approved 5/6/20	CDTC and CDRPC presented study findings to Glenville Code Review Committee. Final Report edits based on comments are being made and expected to be delivered to the Town by end of November.	December 2020	N/A
2. Enhanced Development Regulations Town of Colonie	CDRPC, CDTC and City Staff \$8,750 Jacob Beeman	Planning Committee Approved 11/4/20	New project awarded November 2020.	March 2021	NA
3. Gilligan Road Complete Streets Enhancements Town of East Greenbush	CDTC, CDRPC and Town Staff \$13,900 Andrew Tracy	Planning Committee Approved 5/6/20	Town completed consultant mini-bid process; consultant kickoff scheduled for November 23. Draft Final Report delivered to Town.	December 2020	N/A

NAME AND LOCAL SPONSOR	SPONSOR, CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	COMPLETION DATE (EST.) AND TIME TO COMPLETE THE PROJECT (FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
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COMMUNITY PLANNING TECHNICAL ASSISTANCE PROGRAM (CONTINUED)

4. Regional Growth and Infrastructure Capacity Analysis City of Troy	CDRPC, CDTC and Town Staff \$16,626 Chris Bauer	Planning Committee Approved 11/4/20	New project awarded November 2020.	March 2021	N/A
5. Western Clifton Park Development & Conservation Trends Analysis Town of Clifton Park	CDTC, CDRPC and Town Staff \$18,000 Chris Bauer	Planning Committee Approved 5/6/20	Final work products delivered to Clifton Park. Planning Director direction on public process and recommendations are pending.	November 2020	N/A

OTHER CDTC PLANNING INITIATIVES

1. New Visions 2050 CDTC - Regional	CDTC Staff \$100,000 Jen Ceponis	Included in the 2018-2020 UPWP	The New Visions 2050 Plan was adopted on September 3, 2020. CDTC has launched a Virtual Learning Series and Virtual Local Government Training. Information and details on how to schedule a training can be found on the New Visions webpage. Due to the ongoing economic recovery and response to COVID-19, CDTC is monitoring mobility trends and will update and amend the long-range plan accordingly.	September 2020	https://www.cdcmpo.org/nv2050
2. Bus Lane Feasibility Study CDTA and CDTC - Regional	TBD \$200,000 Sandy Misiewicz	Included in the 2020-2022 UPWP	CDTA staff is reviewing the draft Request for Proposals. Release planned for December 2020.	January 2022	TBD
3. Local Bridge Preservation Report CDTC - Regional	CDM Smith \$105,000 Andrew Tracy	Included in the 2020-2022 UPWP	Kickoff held November 2. CDM Smith to work with CDTC and stakeholders to confirm finalized list of bridges. CDM Smith to begin review of inspection reports.	May 2021	TBD
4. NY 378 PEL Bridge Study NYSDOT	TBD \$TBD Susan Olsen, NYSDOT Sandy Misiewicz	TIP Project A605/R344: NY 378 Troy Menands Bridge Study	The procurement has been canceled and will be re-advertised soon.	TBD	TBD
5. ADA Self-Evaluation and Transition Plan for Pedestrian Infrastructure	City of Saratoga Springs Program capacity: \$75,000 Carrie Ward	Included in the 2020-2022 UPWP	Data collection is underway.	TBD	TBD

NAME AND LOCAL SPONSOR	SPONSOR, CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	COMPLETION DATE (EST.) AND TIME TO COMPLETE THE PROJECT (FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
6. ADA Self-Evaluation and Transition Plan for Pedestrian Infrastructure	Town of Glenville Program capacity: \$75,000 Carrie Ward	Included in the 2020-2022 UPWP	Town staff completed data collection and the consultant is compiling the data and other information for public review.	January 2021	TBD