

**Capital District Transportation Committee  
Bicycle and Pedestrian Advisory Committee  
March 9, 2020**

**Attendees:** Jen Ceponis, CDTC; Charles Welge, Albany County DOH; Fred Mastroianni, GPI; Jen Hogan, NYS DOH; Lisa Wallin, MJ Engineering; Sandy Misiewicz, CDTC; Zach Powell, City of Albany; Joe Amiraut; Valerie Deane, NYSDOT; Rima Shamieh, CDTC; Rogerio Rodriguez, CPMAC; John Gillivan, ABC; John DiMura, LaBella; Carrie Ward, CDTCl; Jesse Vogl, CME; Lindsey Garney, CDTA; Andrew Tracy, CDTC; Jordan Solano-Reed, CDTC; Ivan Vamos, NYBC; John Mitchell, Halfmoon Trails; Lynn Walkuski, Town of Glenville; Art Clayman, Cycle Schenectady

**1. New Business**

1.1. Welcome & Introductions

1.2. Presentation: Zach Powell - The original Albany Bike Master Plan was finished in 2009, and the City sought a follow-up Bike-Pedestrian Plan after a decade. The plan features a major equity focus, serving communities that rely on walking and biking. The existing conditions analysis found that 40% of the 2009 plan was implemented, and 50% of that was only shared lanes. Sidewalk coverage is higher in the eastern portions of the city, where demand and density is higher. Traditionally disadvantaged neighborhoods experience higher crash rates, also largely in the eastern portions of the city. Outreach was largely virtual, but included demonstration projects on Melrose and along Morton Ave. The new plan emphasizes bike boulevards and protected bike lanes to create a low-stress and equitable network. Non-infrastructure goals include education, city-wide wayfinding, demonstration projects, and identifying funding and implementation opportunities.

1.2.1. Ivan Vamos presented on NYBC creating a Trail Memorial "Lou Rossi Junction." NYBC is working with the State on a part of their property in Corning Preserve to add a bench and ultimately an upgraded memorial site at this key junction between multiple state and regional trails.

1.2.2. Andrew Tracy presented on TRB findings related to COVID, and regional travel trends. UChicago did a large survey on commute modes and determined that transit usage fell significantly, private vehicle usage fell as well, and people began working from home or not commuting. Walking and biking were preferred as the least risky transportation option. E-commerce grew to 21% of total retail sales across 2020, peaking at 34% of total share in mid-2020. Telehealth services became important and prevalent. Higher income earners were more able to telecommute than lower income earners. Despite reduced traffic volumes in 2020, crashes went up significantly, particularly associated with increased speeds and reckless driving. Regional traffic is still down for retail and some corridors, though some corridors have returned to pre-COVID levels. CDTC will continue monitoring and conducting traffic counts to determine new travel patterns and the new "normal."

1.3. CDTC/NYSDOT Updates (see attachments): CDTC will begin a slow reopening the week of April 5th.

1.3.1. 2021 Linkage Program Grants funded, including East Greenbush, City of Troy, and City of Rensselaer.

1.3.2. 2021 Capital Coexist 2.0: 2021 Mini-Grants are still under consideration, with final project selections expected in April.

1.3.3. Smart Communities has shifted to a regional project, with goals that include: define "Smart Cities," identify technologies for the region, provide case studies, and develop a roadmap for local governments.

1.3.4. Bike Month: Rima Shamieh (rshamieh@cdtcmpo.org) presented on Bike Month. In 2020, CDTC sponsored a Pledge to Ride campaign. Rima Shamieh discussed the proposed "Ditch the Car" campaign for May through October, with incentives for logged trips. Further updates are forthcoming.

1.3.5. 2020 MUTCD Proposed Rule Making – MUTCD fact-sheet available from CDTC, and webinars are coming up about the MUTCD updates. Comments can be given to FHWA through May 14th. Key changes include pedestrian and bicycle infrastructure, with emphasis on safety and accessibility. The proposed text can be downloaded from: <https://beta.regulations.gov/document/FHWA-2020-0001-0038> Comments can be submitted here: <https://www.federalregister.gov/documents/2020/12/14/2020-26789/national-standards-for-traffic-control-devices-the-manual-on-uniform-traffic-control-devices-for>

1.3.6. Status of CDTC Planning Initiatives: See attached. Albany Bike-Ped Plan is finished, Patroon Creek Study starting, Ballston Spa Bike-Ped Plan starting. Technical assistance ongoing with a number of municipalities, including for trails. CDTC staff are exploring how municipalities can handle sidewalk and trail snow removal internally, modeling after other Upstate and Northern cities including Rochester.

1.3.7. Draft Public Participation Plan has been adopted!

1.3.8. New Visions 2050 trainings are still on-going and available for local groups, boards, or communities. The next webinar is March 16th on Moving Toward Zero and safety. Future webinars include April 20th on Performance Measures and May 18th on Bike Month.

#### Other Updates

CDPHP *Cycle!* Bikes will be out again in April!

Cycle Schenectady is working with the City on exploring the options for continuing the bike plan.

#### Upcoming Meetings

Meetings Open to the Public: The next meeting is scheduled for **April 13th 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.**



# **City of Albany**

## **Bicycle and Pedestrian Master Plan**



# Project Team

# Background

- The purpose of the Bicycle and Pedestrian Master Plan was to:
  - **Update the 2009 Bicycle Master Plan to reflect current conditions**
  - **Create a Pedestrian Master Plan**
  - **Ensure that the proposed networks, policies, and procedures serve people who rely on walking and cycling for daily trips.**



# Equity and Transportation Disadvantages

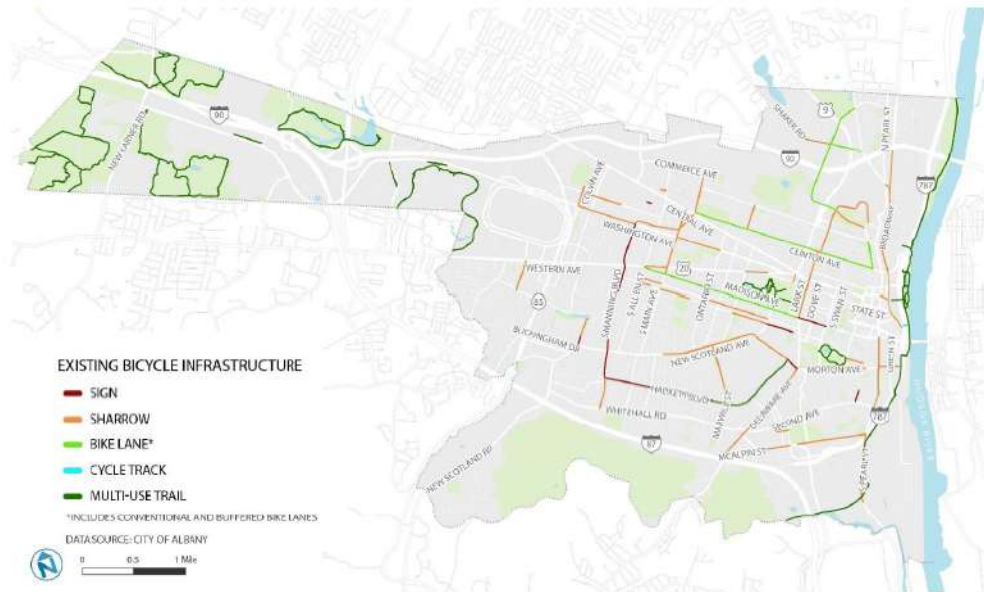
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- A key component of the Plan is ensuring that the proposed networks, policies, and procedures support communities who experience transportation disadvantages. People who experience transportation disadvantages include, but are not limited to:
  - **People who do not have internet access**
  - **People who do not have access to a vehicle**
  - **People who live in poverty**
  - **People with limited English proficiency**
  - **People from Communities of Color**
  - **People under the age of 18 and over the age of 65**
  - **People with one or more disabilities**

# Existing Conditions

- To inform recommendations made in the Plan, project consultants Creighton Manning and Nelson/Nygaard:
  - Reviewed existing City and regional plans, policies, and infrastructure**
  - Conducted a Crash Analysis**
  - Conducted a Demand Analysis**
  - Conducted an Equity Analysis**

Figure 2 Existing Bicycle Infrastructure





# BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

March 9, 2021

You know the drill!



## CDTC Virtual Meeting Guidelines

- Mute your microphone
- You can choose to use just the phone function
- You can choose to turn your camera off if you want
- Use Zoom's chat function if you have a question during the presentation
- Zoom meetings and chats (even private messages) are recorded; Zoom provides a transcript of the chat

# COVID-19 Updates

- *In accordance with the Governor's Executive Order 2020.6 CDTC has implemented work from home procedures. All public and in-person meetings are **(still)** cancelled.*
- *CDTC office will begin Phase I reopening week of April 5.*
- *CDTC COVID Resource Page*
- *CDTC Open Streets Resource Page*



# COVID-19 Recovery Resources

- NYSDOT Special Use Permit (PERM 33g-COVID-19 Recovery Temporary Special Use)
- Tools for Rapid Response
- Transit Toolbox
- IMPLEMENTATION toolbox: *Streets for Pandemic Response & Recovery*

<https://nacto.org/program/covid19/#tools>





**Upcoming Meeting:** Meetings Open to the Public: The next meeting is scheduled for **April 13 at 9:00am** via Zoom

- **New Business**
- Welcome & Introductions
- COVID-19 Updates
- Presentation: Albany Bicycle & Pedestrian Master Plan
  - Trossi Junction Trail Project, Ivan Vamos
  - COVID-19 Mobility Impacts, Andrew Tracy
- CDTC/NYS DOT Updates (see attachments)
  - 2021 Linkage Program
  - 2021 Capital Coexist 2.0
  - Smart Communities Update
  - Bike Month (Pledge to Ride / Walk) Update
  - 2020 MUTCD Proposed Rule Make
  - Status of CDTC Planning Initiatives
  - Public Participation Plan
  - New Visions 2050 Implementation
- Other Updates

# Rossi Junction

## Honoring a Crucial Bicycling Activist

New York's network of bike trails, paths, and routes that we enjoy today didn't just materialize. In the 1990s laws were enacted that allowed the Highway Trust Fund to be used for bicycle and pedestrian needs. Afterwards public investment in bicycle infrastructure exploded.

No activist contributed more to New York State's bicycle infrastructure than Lou Rossi. He was a principal influence in opening the trust fund, and then became the driving force behind New York's system of 21 signed Bike Routes. He wrote popular books on touring the state by bicycle. And, as a founding member of NYBC, the New York State Bicycling Coalition, he formed an organization that vigorously lobbies State government to make cycling in New York friendlier and safer.



Route Blazer

When Lou passed away in 2020, his colleagues at the State Department of Transportation decided to memorialize his immense contribution to bicycling. Lou's work exemplifies the best of Civil Service. Few in the broad bicycle community are aware of his contributions, but we all owe him immense gratitude. His colleagues hope to dedicate the memorial this spring.



Bike Route 9 Upstate

The memorial will be in Albany the intersection of the two longest Bike Routes -- Bike Route 5 from Niagara Falls to Massachusetts and Bike Route 9 from Canada to New York City. To be known as ROSSI JUNCTION, it will denote the junction's significance and have a rest area for local and touring cyclists' enjoyment.

We are in the process of raising funds to erect a suitable Junction marker with interpretive plaques. If you enjoy New York State's bike network or otherwise have benefited from Lou's efforts we hope you will help.



Bike Route 9 in New York City

You can learn more about Lou Rossi's career and contributions to New York's bike systems at this Internet link: <https://tinyurl.com/RossiStory>. And if you want to know more about the memorial plans, go to this link: <https://tinyurl.com/MemorialDescription>.

If you'd like to assist, please make a check out to the New York Bicycling Coalition and put "For Lou Rossi Memorial Fund" on the memo line. Mail it to New York Bicycling Coalition, P.O. Box 8868, Albany, NY 12208. Alternatively please go online at [NYBC.net](https://nybc.net) where you can use a credit card.



Proposed Site of Rossi Junction Memorial

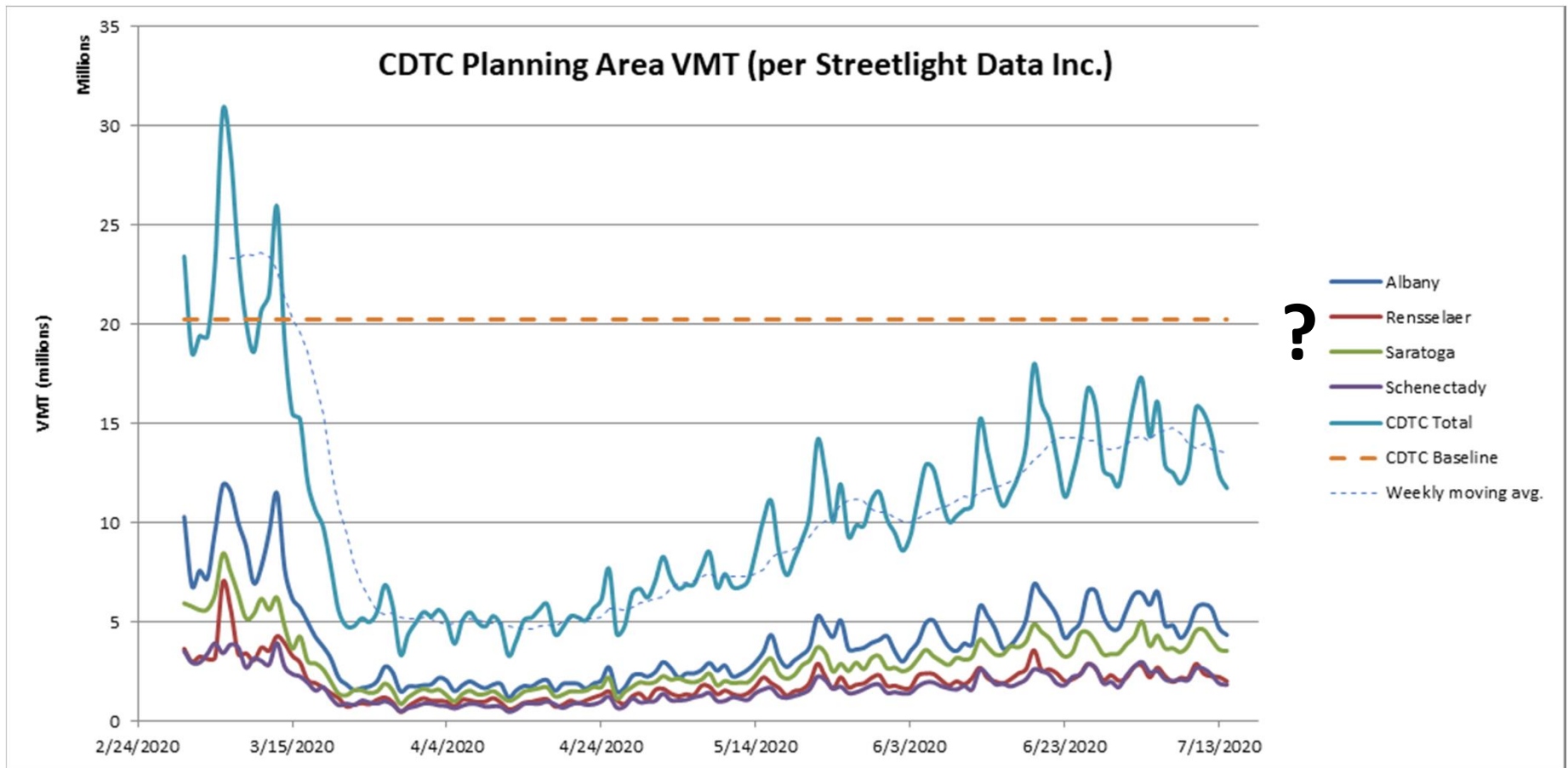
Thank You,

Committee for a Memorial to Lou Rossi:

Rich Brustman, Barry Hecht, Dick Maitino, Jeff Olson, Henry Peyrebrune, Ivan Vamos

**Questions?** You can email us at [LouRossiMemorial@gmail.com](mailto:LouRossiMemorial@gmail.com) or call at 518-461-8803

# Capital District Mobility Trends Update, Andrew Tracy





# Impact of COVID-19 on Transportation in the Capital District

Andrew Tracy, CDTC

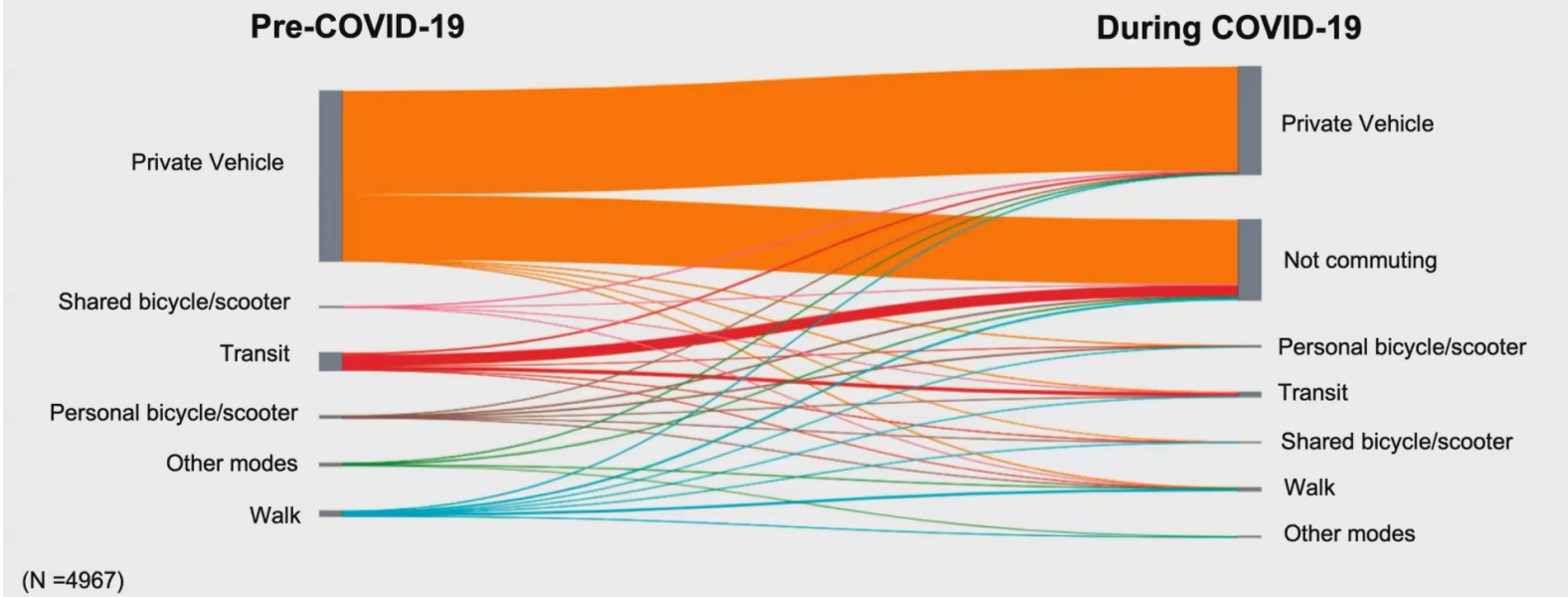
Albany County Strategic  
Alliance for Health

March 18<sup>th</sup>, 2021



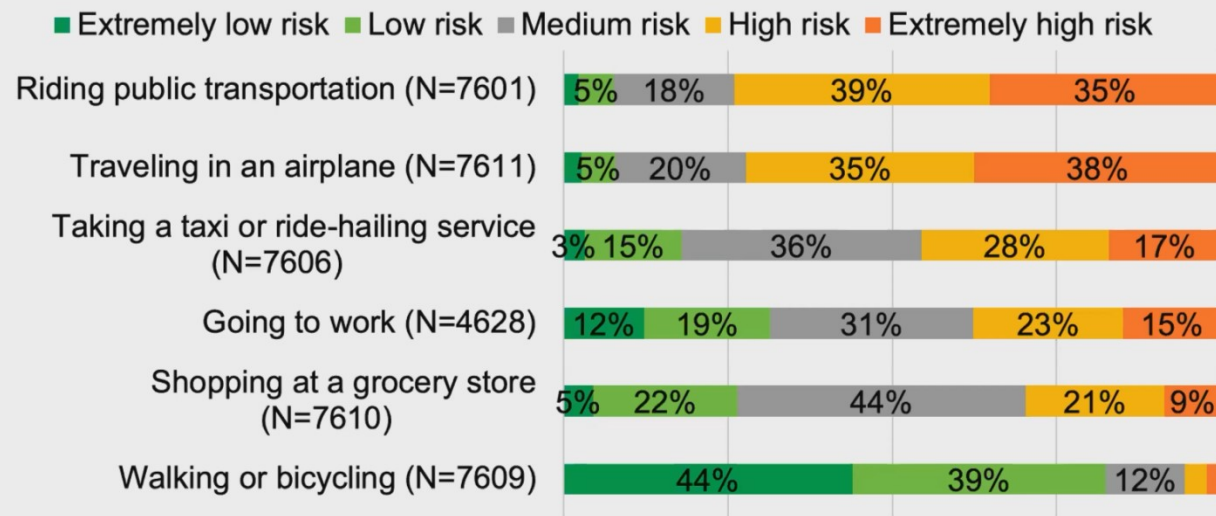
- Insights from Transportation Research Board Annual Meeting
- 60 sessions relating to impact of COVID on transportation
- Sessions covered all modes

## Commute mode choice preferences (before-pandemic vs. during the pandemic)



Source: University of Illinois Chicago (National survey)

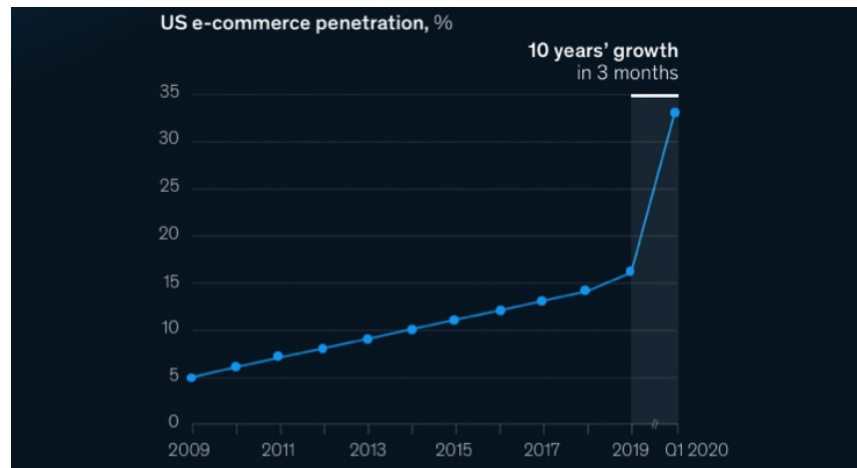
## Perception of risk among survey respondents:



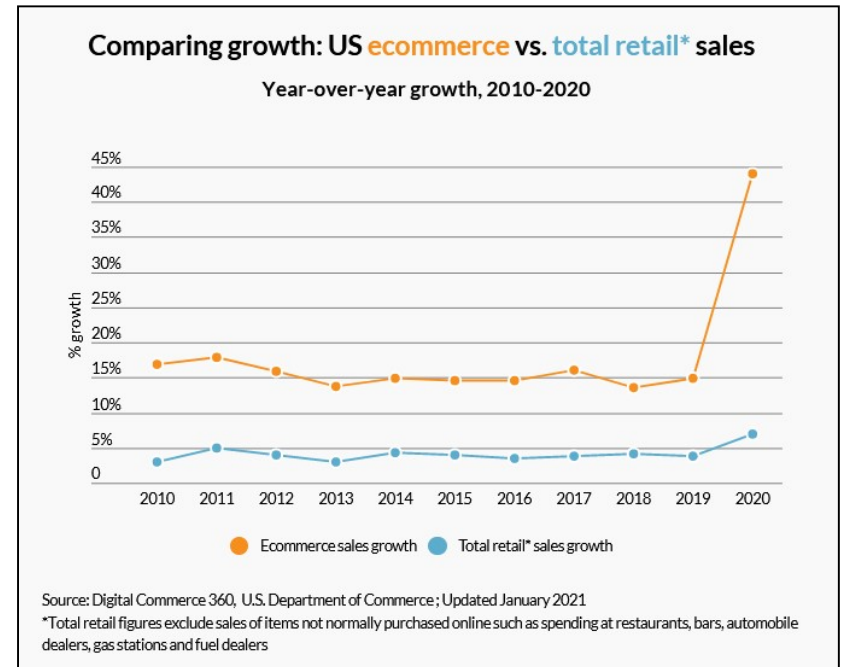
*Riding public transit and traveling in airplanes are the activities perceived as riskiest*

Source: University of Illinois Chicago (National survey)

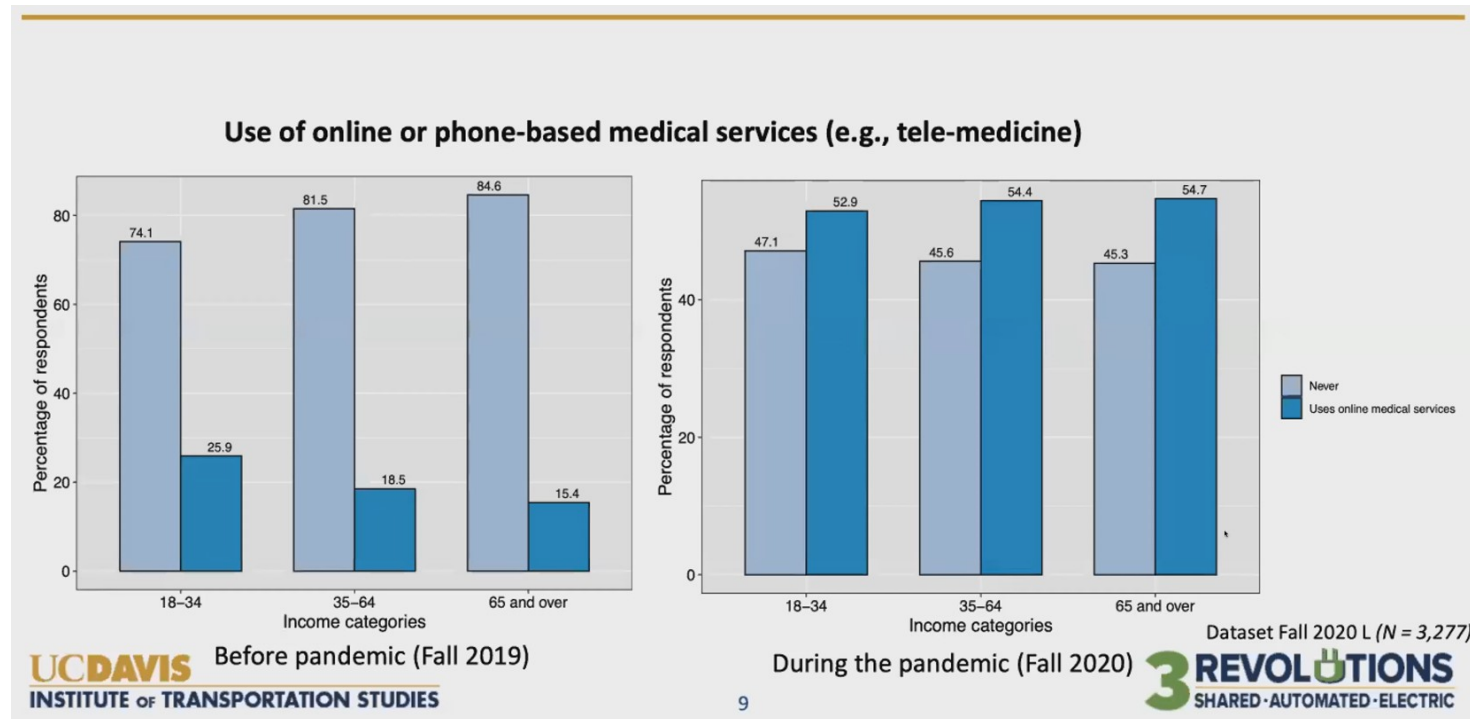
## Rise in e-commerce:



- E-commerce share of total retail sales peaked in April 2020 at 34%
- Over entire year of 2020, e-commerce share was 21%, far higher than any prior year
- 2019: \$598 billion; 2020: \$839 billion (up 40%)
- Amazon's share of e-commerce fell from 49.4% in 2019 to 31.4% in 2020



## Major adoption of tele-health services:

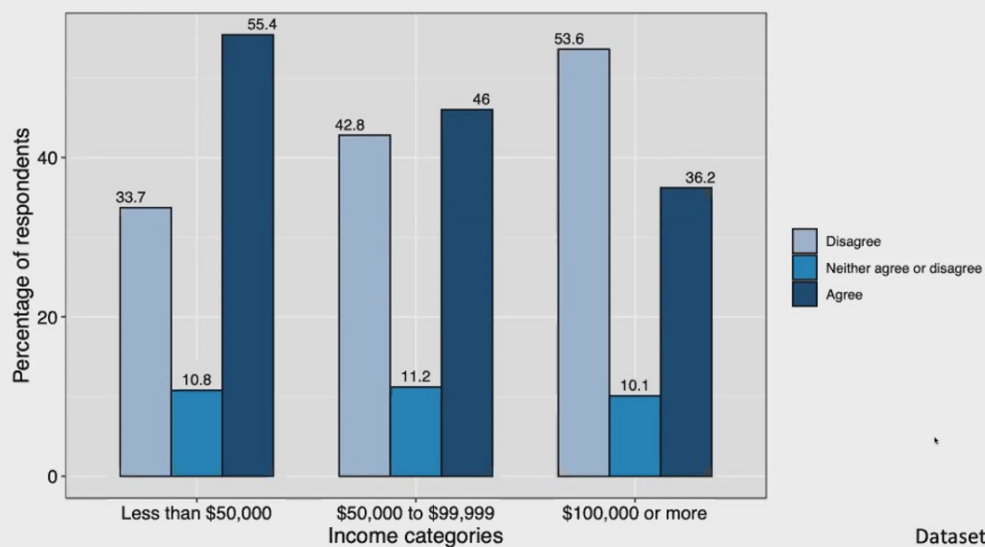


Source: UC Davis (National survey)

Greater opportunity for work-from-home among high income respondents:

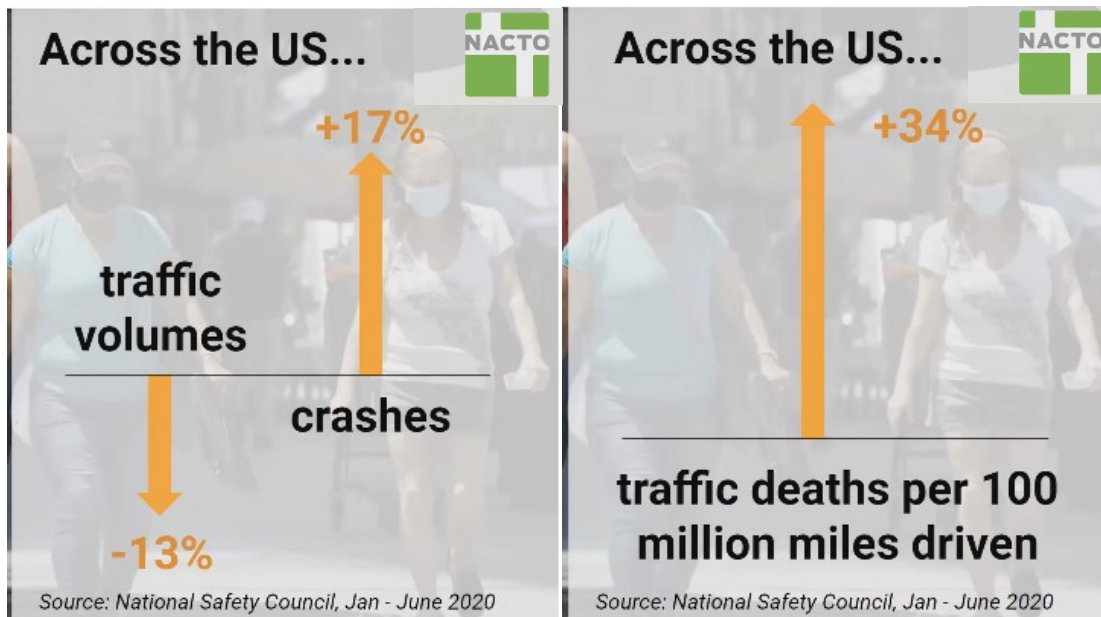
## Commuting and Telecommuting

The nature of my job requires me to physically go to work even during the pandemic



Dataset Fall 2020 L (N = 2,216)

Rise in crash rates:



Fatalities from crashes that occur when speeds are high:

- Rollovers **+16%**
- Ejected passengers **+21%**
- Single-vehicles **+11%**
- Speeding-related **+12%**

Source: NHTSA Traffic Safety Facts, March - June 2020



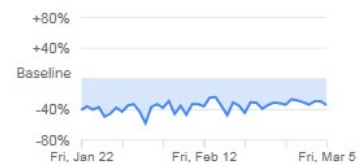
## COVID-19 Community Mobility Report

Albany County

As of March 5, 2021

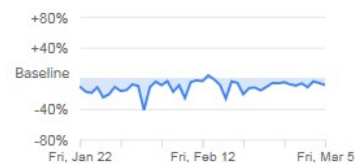
Retail & recreation

**-34%** compared to baseline



Grocery & pharmacy

**-8%** compared to baseline



Parks

**-19%** compared to baseline



Transit stations

**-47%** compared to baseline



Workplaces

**-41%** compared to baseline



Residential

**+15%** compared to baseline



Source: Google Mobility Reports



## Mobility Trends Reports

Learn about COVID-19 mobility trends. Reports are published daily and reflect requests for directions in Apple Maps. Privacy is one of our core values, so Maps doesn't associate your data with your Apple ID, and Apple doesn't keep a history of where you've been.

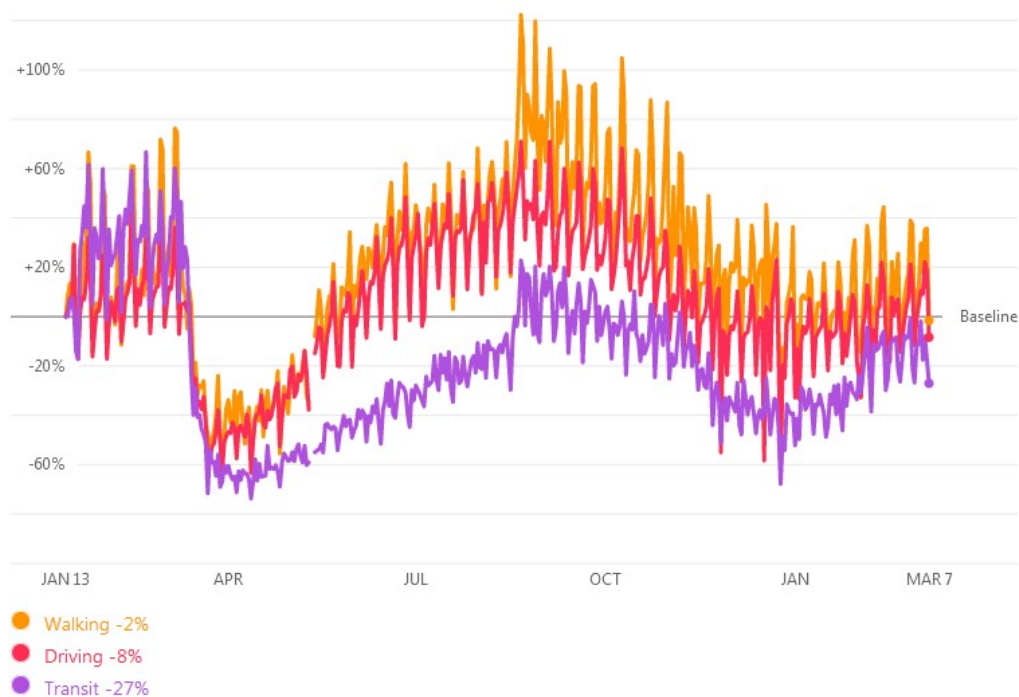


As of March 7, 2021



Search (for example Italy, California, or New York City)

Albany, New York, United States

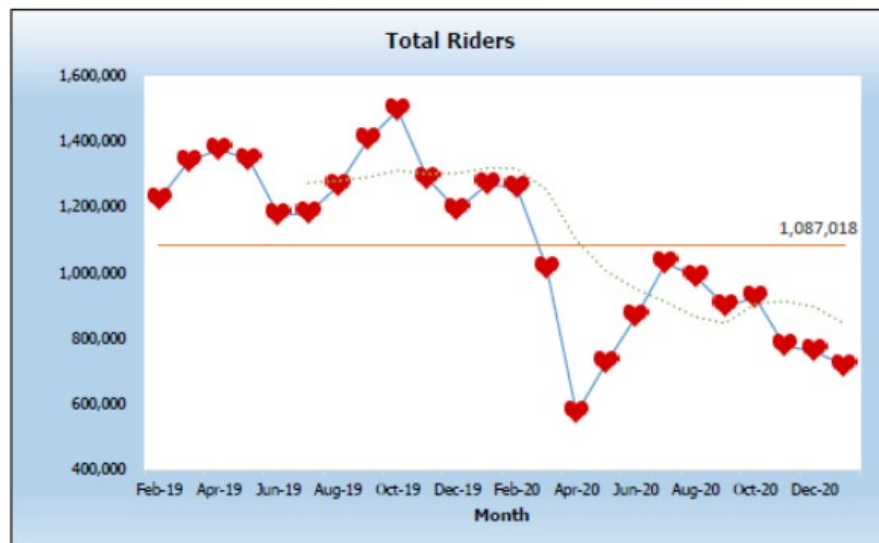


## Monthly Performance Report

Period: January 2021  
Meeting: February 2021

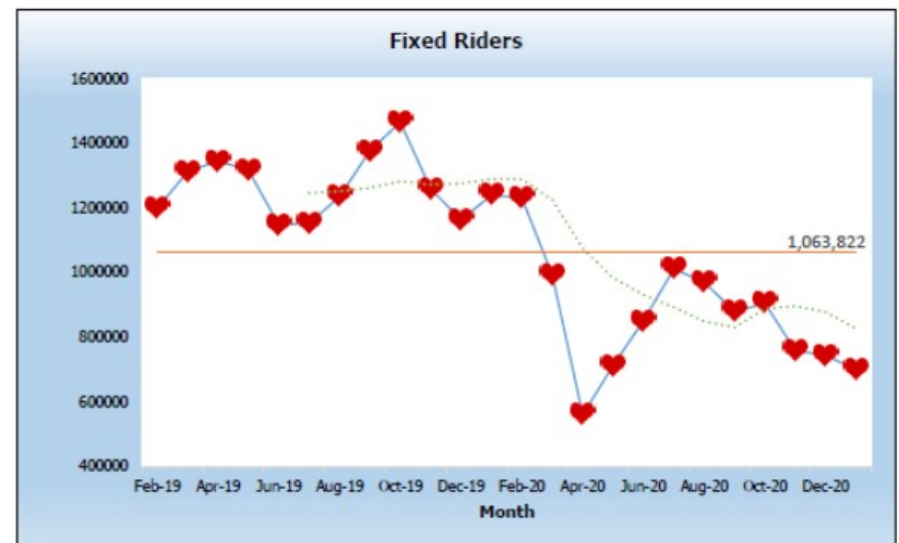


### Patronage/Mobility



Previous: 1,269,421

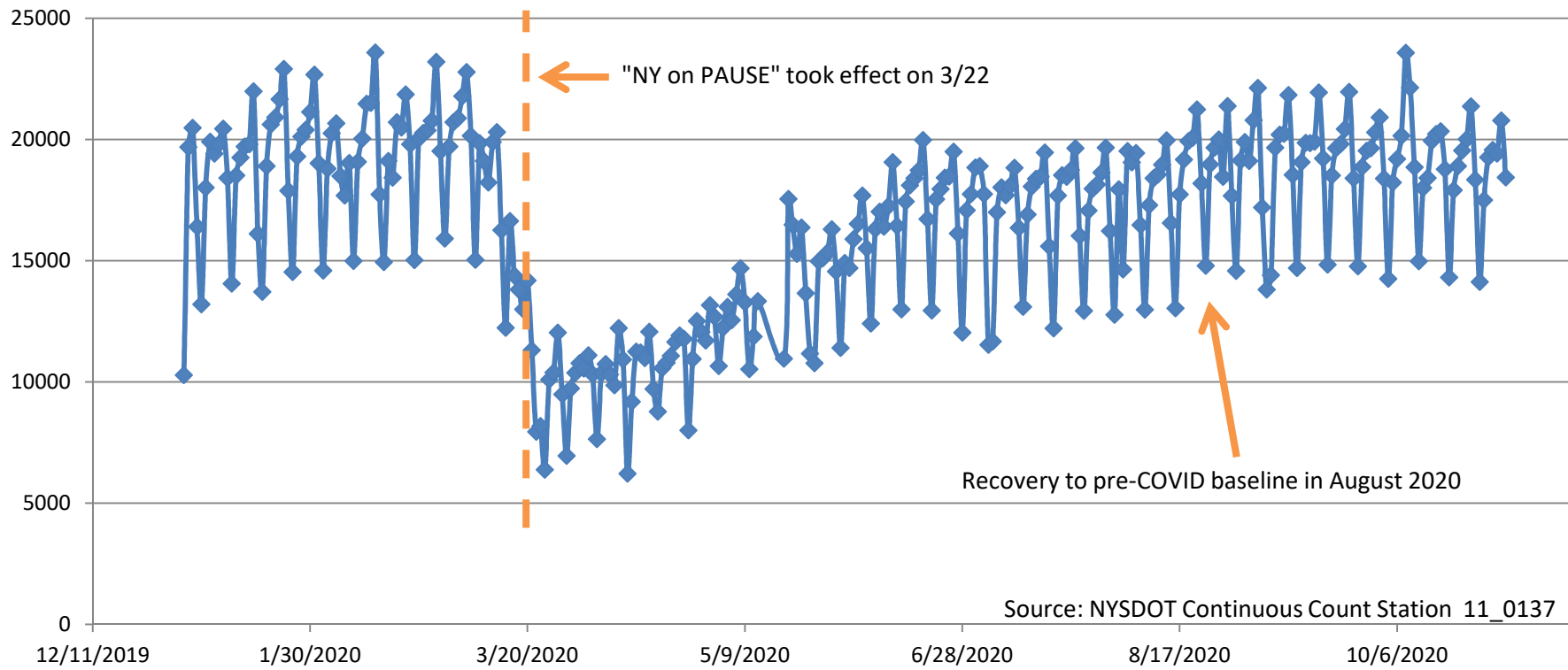
Current: 716,660



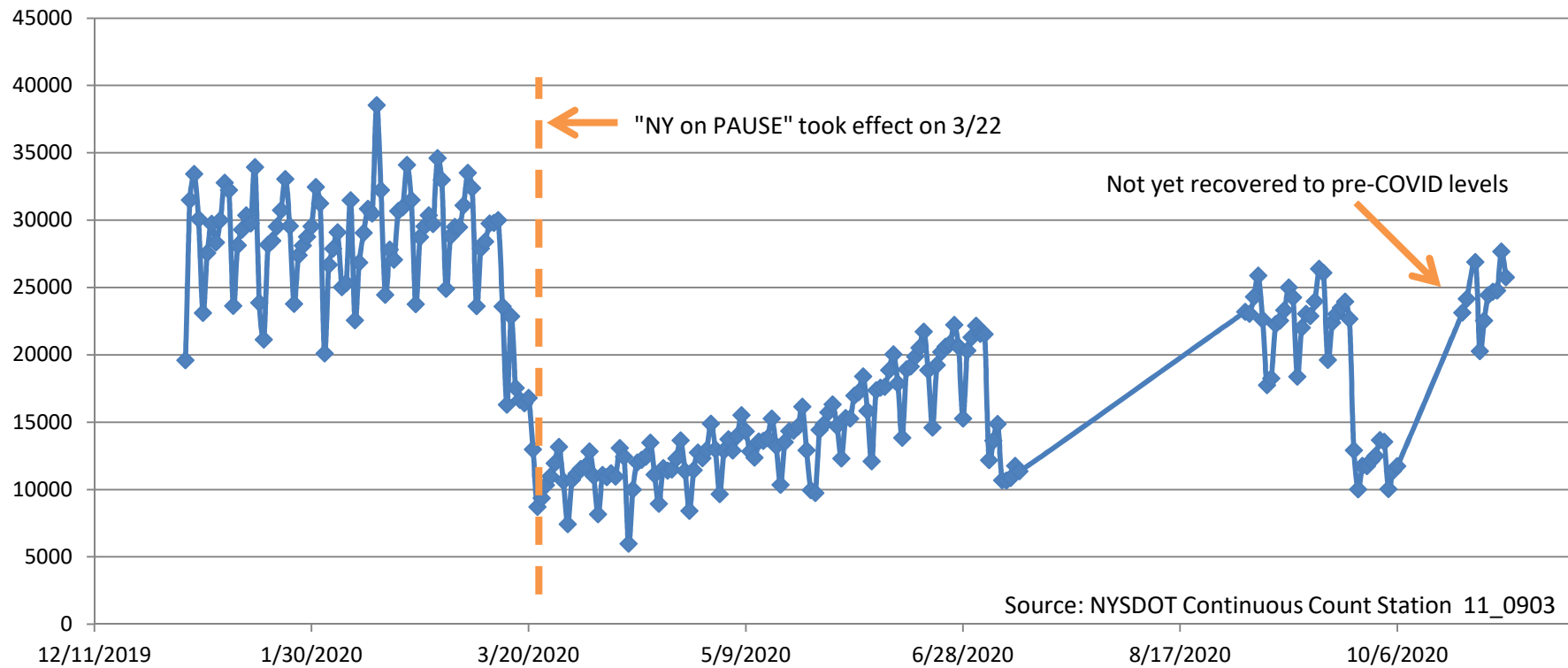
Previous: 1,239,684

Current: 700,179

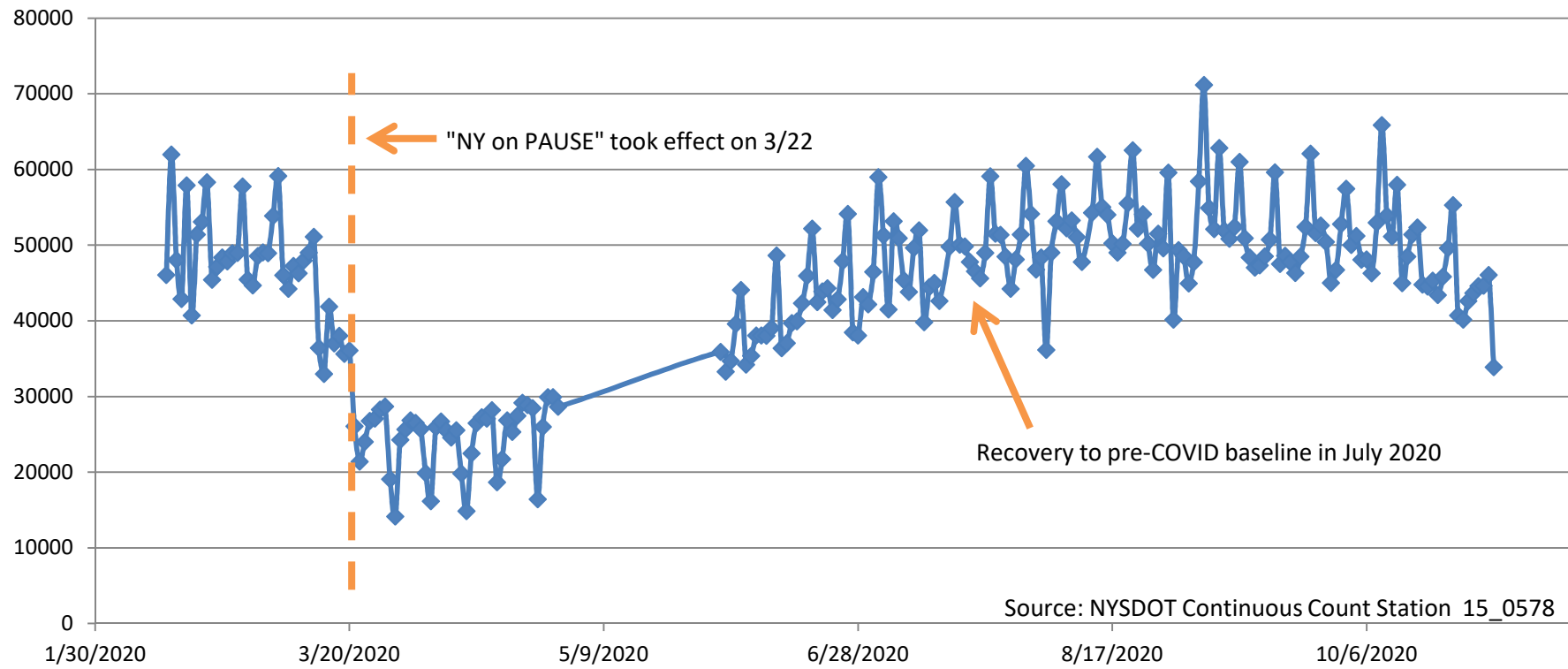
## US-9 in Latham: Two-way Daily Traffic Volume (2020)



## Wolf Road in Colonie: Two-way Daily Traffic Volume (2020)



## I-87 North of Saratoga Springs: Two-way Daily Traffic Volume (2020)





### **Upcoming task: COVID impact traffic monitoring**

- Select locations on roadways with pre-COVID count data
- Conduct new counts to determine traffic impact
- Count at roadways serving:
  - Colleges/Universities
  - Office parks
  - Hospitals
  - Recreational facilities
  - 'Essential' businesses
- All-day counts: determine if traditional 'peak-hours' have shifted
- Recurring counts to determine when traffic is 'back to normal'

# 2021 Linkage Program Grants

Option 2: Fund projects sponsored by East Greenbush, Troy and Rensselaer

Sponsor	Consultant Budget			Additional CDTC Staff Technical Assistance	Local In- Kind Staff Contribution	Project Total
	Federal Share (75%)	Local Cash (25%)	Total Federal and Local Share			
East Greenbush	<b>\$67,500</b>	\$22,500	\$90,000	\$30,000	\$12,500	\$132,500
Troy	<b>\$37,500</b>	\$12,500	\$50,000	\$30,000	\$0	\$80,000
Rensselaer	<b>\$45,000</b>	\$15,000	\$60,000	\$30,000	\$12,500	\$102,500
Total	<b>\$150,000</b>	\$50,000	\$200,000	\$90,000	\$25,000	\$315,000

## Planning Committee Approval

At its February 3, 2021 meeting, CDTC's Planning Committee approved Option 2: fund projects sponsored by East Greenbush, Troy and Rensselaer. The projects are recommended for incorporation into CDTC's 2020-2022 Unified Planning Work Program with Policy Board approval. CDTC staff will collect the Local In-Kind Match Contribution from the project sponsor. Each project will also receive \$30,000 in CDTC staff technical support for each project.

# 2021 Mini-grants Update

Project Sponsor	Sponsor Type	Project Type	Location	Total Project Cost	Total \$ Requested
Corinth PTSA	non-profit	Safe Routes to School - demonstration project	Corinth	\$ 6,263.90	\$ 4,696.00
Saratoga Regional YMCA	non-profit	Safe Routes to School - walking school bus	Corinth	\$ 6,200.00	\$ 4,650.00
Town of Clifton Park	local government	Clifton Park Trail Discovery Event	Clifton Park	\$ 2,020.00	\$ 1,515.00
Albany Bike Rescue	non-profit	Bicycle Voucher Program	Albany (mainly)	\$ 6,108.00	\$ 4,108.00
E Greenbush PD	first responder	Pop-up Event & Slow Down Campaign	East Greenbush	\$ 3,960.00	\$ 2,970.00
ABC Twin Cities	non-profit	Bike Ride	Albany, Colonie, Niskayuna, Schenectady	\$ 1,632.00	\$ 1,224.00
Bikeatoga	non-profit	Slow Down campaign	Saratoga	\$ 3,965.49	\$ 1,965.49
			Total:		\$23,129

## Task 4.30 Smart Communities

**Budget** \$100,000

**Project Objective:** Develop a Smart Cities Toolbox

- Goal(s):**
- Define “Smart Cities”
  - Identify underutilized, evolving technologies that can be deployed in the Capital Region
  - Provide examples (case studies) of similar-sized towns and cities that have successfully implemented Smart Cities projects.
  - Develop a “Roadmap” for interested local governments to implement Smart Cities projects.

Bike Month



# MUTCD

- [National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Revision](#)
- **March 11, 2021 – Introduction and Overview**

An overview of the MUTCD revision process, highlights of some of the major changes proposed, and how you can participate in providing comment.

Register now: [https://connectdot.connectsolutions.com/ebkcxpkpvr4y/event/event\\_info.html](https://connectdot.connectsolutions.com/ebkcxpkpvr4y/event/event_info.html)
- **March 18, 2021 – Pedestrians, Bicycles, and Transit**

Highlights of proposed changes related to traffic control devices for pedestrian, bicycle, and transit facilities.

Register now: [https://connectdot.connectsolutions.com/eghet03y3wo8/event/event\\_info.html](https://connectdot.connectsolutions.com/eghet03y3wo8/event/event_info.html)
- **March 25, 2021 – Urban Traffic Control**

Highlights of proposed changes related to traffic control devices in urban centers and urbanized

Register now: [https://connectdot.connectsolutions.com/e4vbnhuy56l0/event/event\\_info.html](https://connectdot.connectsolutions.com/e4vbnhuy56l0/event/event_info.html)
- **Comment period deadline extended to May 14**

# MUTCD Updates and Comment Period

Traffic control device uniformity is critical in highway safety and mobility. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.

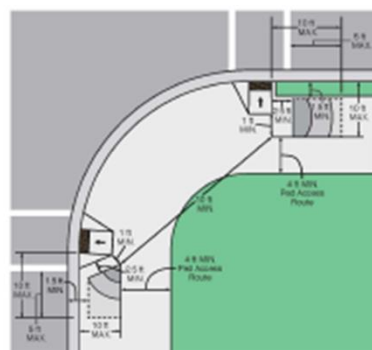
Published by the Federal Highway Administration (FHWA), the MUTCD provides standards, guidance, options and supporting information for traffic signals, road markings and signs. FHWA is proposing over 600 revisions to the MUTCD, outlined in the Federal Register Notice of Proposed Amendments, issued December 14, 2020. Revisions are being made to update the technical provisions and incorporate advances in technologies, operational practices, recent trends and innovations including automated driving systems.

This fact sheet is intended to help Capital District engineers, highway departments, planners, elected and appointed officials learn about some of the proposals. The detailed proposals are available for public review in the Federal Register: <https://www.federalregister.gov/documents/2021/02/02/2021-01440/national-standards-for-traffic-control-devices-the-manual-on-uniform-traffic-control-devices-for>. Comments on the proposed MUTCD revisions are due by May 14, 2021.

## Key Changes

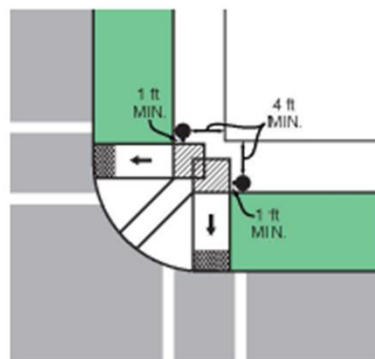
### Improvements to Pedestrian Safety and Accessibility including:

#### Push Button Area at Signalized Intersections

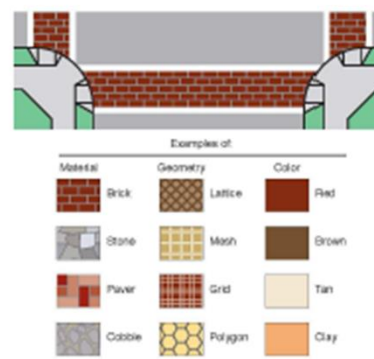


- Notes:**
1. No greater than 5 feet from the outside edge of the marked crosswalk nearest the intersection.
  2. Not further from the crosswalk than the stop line, if present.
  3. Any maximum (MAX.) or minimum (MIN.) dimensions shown are based on Clearance Dimensions.
  4. Two pedestrian push buttons on a corner should be separated by a minimum of 10 feet. The 10-foot dimension shown in this figure is in reference to the placement of the push buttons within their respective sides.
  5. Figure 3-3 shows typical push button locations.
- Legend:**
- Downward slope
  - Support Pedestrian Area for Push Button (clearance is more desirable)

#### Typical Push Button Locations



#### Aesthetic Crosswalk Treatments

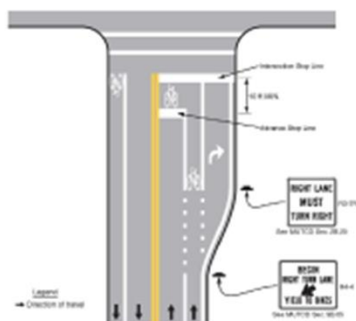


Prepared by the Capital District Transportation Committee based on information available from the Federal Register, FHWA Docket No. FHWA-2020-0001



## Expanded Traffic Control Devices

Bike Boxes



Two-Stage Turn Boxes

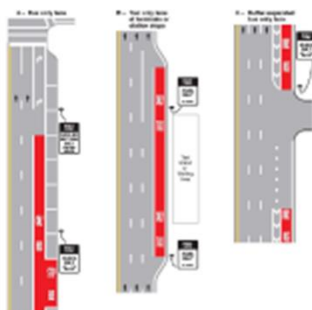


Bicycle Traffic Signal Faces

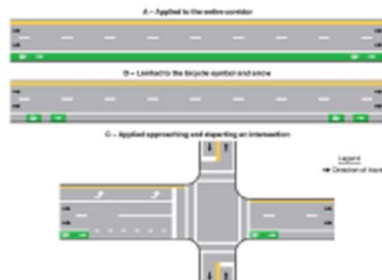


## Incorporation of Provisional Devices with Interim Approval including:

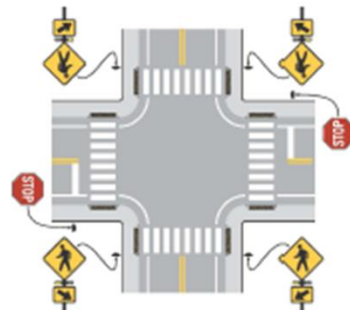
Red Pavement Markings for Transit Lanes



Green Pavement Markings for Bike Lanes & Bike Boxes for Turning



Rectangular Rapid Flashing Beacons



## Additional Revisions

**Revised Procedures for Posting Speed Limits:** Consider road context (land use and number of driveways), lane width, functional classification along with 85th percentile speed.

**New Section - Part 5: Automated Vehicles (AV):** Discusses considerations for agencies to prepare roadways for AV and support safe deployment. Agencies should adopt systematic traffic control device maintenance policies and or practices.

**Traffic Signal Warrant based on Crash Experience:** Considers the number and severity of reportable angle and pedestrian crashes related to the intersection.

# Public Participation Plan

**Adopted!**

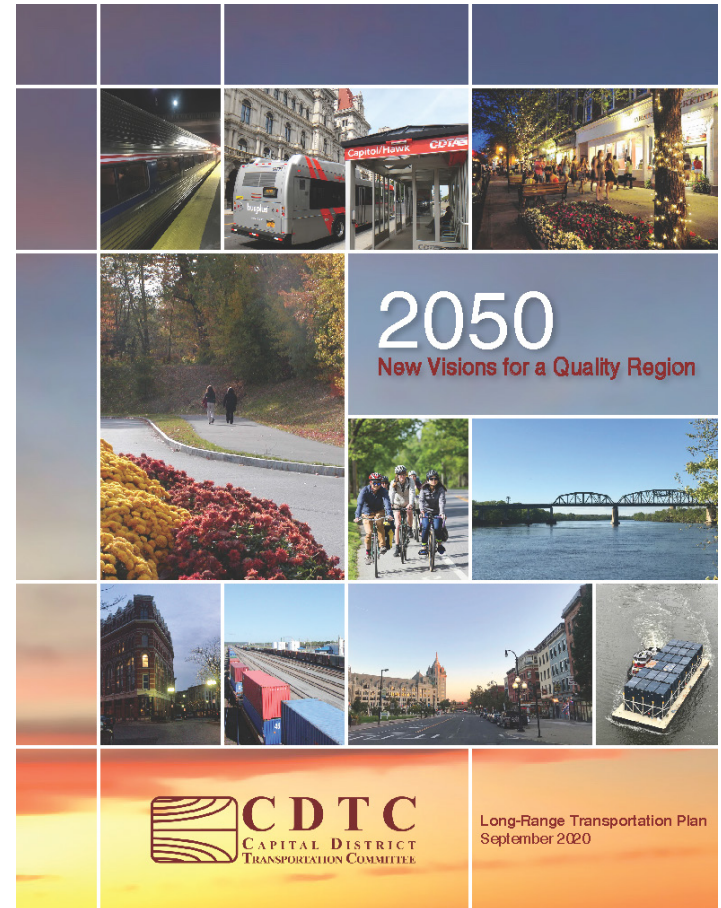
## **PUBLIC PARTICIPATION PLAN** **Strategies for Citizen Involvement**



# New Visions 2050

- All materials & upcoming training opportunities are on website at [www.cdtcmpo.org](http://www.cdtcmpo.org)
- Request virtual board training
- New Visions Virtual Learning Series:
  - March 16: Moving Toward Zero – Approaches to Improving Safety
  - April 20: Performance Measures
  - May 18: It's Bike Month!

[www.cdtcmpo.org/nv2050](http://www.cdtcmpo.org/nv2050)



### STATUS OF CDTC PLANNING INITIATIVES AS OF MARCH 1, 2021

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
<b>LINKAGE PROGRAM</b>					
1. Albany Bicycle and Pedestrian Master Plan City of Albany	Nelson/Nygaard \$90,000 Carrie Ward	Policy Board Approved 3/7/19	This project is complete.	January 2021 22 Months	<a href="https://vizcomm.wixsite.com/albanybikapedplan">https://vizcomm.wixsite.com/albanybikapedplan</a>
2. Ballston Spa Pedestrian and Bicycle Master Plan Village of Ballston Spa	VHB \$60,000 Jacob Beeman	Policy Board Approved 3/5/20	SAC Meeting #1 was held virtually on February 19th. Consultant team presented the draft purpose and need statement, Public Engagement Plan, project website and a review of the project scope and schedule. Consultant team is conducting existing data collection efforts. Study Advisory Committee Meeting #2 anticipated in late-March.	November 2021 20 Months	TBD
3. Land Use Regulations Update Village of Menands	The Chazen Companies \$80,000 Rima Shamieh	Policy Board Approved 3/5/20	The Chazen Companies was chosen as consultant. Contract is pending. The kick off meeting is anticipated in March.	March 2022 24 Months	TBD
4. Scotia Downtown Connections Plan Village of Scotia	MJ Engineering and Land Surveying \$60,000 Andrew Tracy	Policy Board Approved 3/5/20	Project Team kickoff held on February 10th; CDTC, Village of Scotia, and consultant team lead by MJ Engineering in attendance. Targeting late March for first Study Advisory Committee meeting. Data collection and website development underway.	November 2021 20 Months	TBD
<b>COMMUNITY PLANNING TECHNICAL ASSISTANCE PROGRAM</b>					
1. Enhanced Development Regulations Town of Colonie	CDRPC, CDTC and City Staff \$8,750 Jacob Beeman	Planning Committee Approved 11/4/20	CDTC Staff is reviewing Electric Vehicle zoning and development language, including codes that require new development to be EV ready or require full installation of charging stations. Staff is developing a Draft Report expected to be completed early-March.	March 2021	NA
2. Gilligan Road Complete Streets Enhancements Town of East Greenbush	CDTC, CDRPC and Town Staff \$13,900 Andrew Tracy	Planning Committee Approved 5/6/20	Project is complete.	February 2021	N/A
3. Regional Growth and Infrastructure Capacity Analysis City of Troy	CDRPC, CDTC and Town Staff \$16,626 Chris Bauer	Planning Committee Approved 11/4/20	The project team and the City are continuing to collect development and growth data. CDTC staff has collected available traffic data, and developed a calibrated base year sub-area model.	March 2021	N/A
4. Comprehensive Plan Update Guidance & Data Village of Ballston Spa	CDTC, CDRPC and Town Staff \$18,000 Jacob Beeman	Planning Committee Approved 1/6/21	Project Kick-Off meeting with the Village was held virtually on February 3rd. CDTC staff role will be to collect relevant transportation related data that will contribute to the development of the comprehensive plan. Corresponding Charts and Maps will be also be developed.	March 2021	N/A
5. Hoffman Hill Road Safety Analysis Town of Glenville	CDTC, CDRPC and Town Staff \$18,000 Andrew Tracy	Planning Committee Approved 1/6/21	Kickoff meeting held on January 26th. Existing conditions data provided by Town of Glenville; draft report under development.	March 2021	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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#### OTHER CDTC PLANNING INITIATIVES

1. New Visions 2050 CDTC - Regional	CDTC Staff \$100,000  Jen Ceponis	Included in the 2018-2020 UPWP	CDTC has launched a Virtual Learning Series and Virtual Local Government Training. Information on upcoming training and learning opportunities as well as information on how to schedule training can be found on the New Visions webpage at <a href="http://www.cdcmpo.org/nv2050">www.cdcmpo.org/nv2050</a> . 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.	Adopted September 3, 2020	<a href="https://www.cdcmpo.org/nv2050">https://www.cdcmpo.org/nv2050</a>
2. Local Bridge Preservation Report CDTC - Regional	CDM Smith \$105,000  Andrew Tracy	Included in the 2020-2022 UPWP	Deliverable milestone meeting held on Feb. 4th; project team presented draft workbook and list of preservation candidates. Local bridge owners to provide feedback. Field visits to begin shortly (weather permitting).	May 2021	TBD
3. 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 on hold until the snow melts.	Spring 2021	N/A
4. ADA Self-Evaluation and Transition Plan for Pedestrian Infrastructure	Town of Glenville Program capacity: \$75,000  Carrie Ward	Included in the 2020-2022 UPWP	The consultant is now writing the draft plan. The advisory committee will meet in February to discuss the draft prioritization criteria.	March 2021	N/A
5. Patroon Creek Greenway CDTC and City of Albany	TBD \$100,000  Jen Ceponis	Policy Board Approved December 2020	Expressions of Interest are due at the end of February.	December 2021	TBD
6. Bus Lane Feasibility Study CDTA and CDTC - Regional	TBD \$200,000  Sandy Misiewicz	Included in the 2020-2022 UPWP	Request for Proposals issued on January 22nd. Proposals are due on March 5th.	March 2022	TBD
7. 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. FHWA Environmental Streamlining for Major Bridge Projects workshop is underway.	TBD	TBD
8. Albany County Loop Trail Feasibility Study	CDTC Staff \$30,000  Jen Ceponis	Albany County support contract 12/8/20	CDTC staff has confirmed a task list and scope with Albany County and is currently working on an Existing Conditions Report. Staff has also reviewed draft plans for the Albany Shaker Road Safety Improvements (A603) design and prepared comments.	February 2023	N/A

Thank you!

Next meeting: April  
13 at 9:00 am via  
Zoom



## Existing Conditions – Existing Bicycle Network

- Based on the information collected, the project consultants found that:
  - **Only 40% of the network proposed in the 2009 Plan was completed, with half of the completed network consisting solely of sharrows**
  - **50% of the 2009 Network had an LTS of 3, which was suitable for confident and enthusiastic cyclists**



# Existing Conditions – Existing Pedestrian Network

- Based on the information collected, the project consultants found that:
  - The majority of streets east of Brevator Street have one or two sidewalks along each street, with low sidewalk coverage west of Brevator Street**

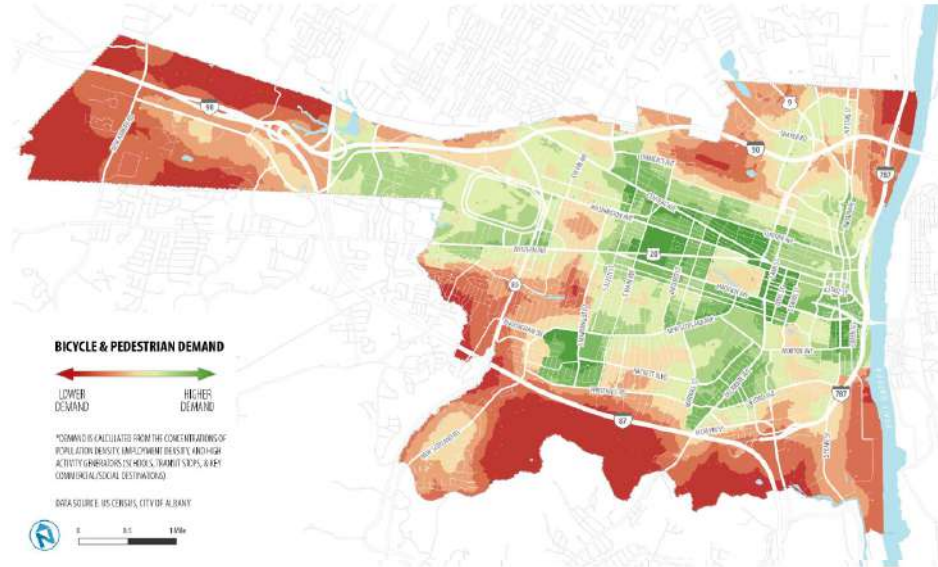
Figure 8 City of Albany Sidewalks and Trails



# Existing Conditions – Demand Analysis

- Based on the information collected, the project consultants found that:
  - Demand is highest in the eastern and central portions of the City, along with the Uptown State and SUNY campuses**
  - The highest demand for individuals who rely on walking and cycling is along Central Avenue and Downtown**

Figure 21 Bicycle & Pedestrian Demand

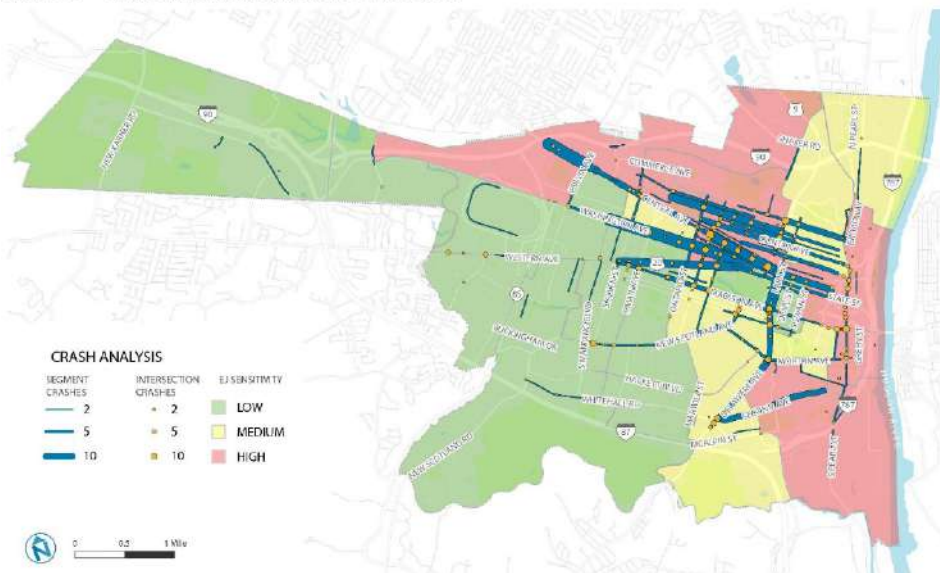


# Existing Conditions – Equity Analysis

- Based on the information collected, the project consultants found that:

- Bicycle and Pedestrian infrastructure was generally evenly distributed between low, medium, and high sensitivity environmental justice census tracts**
- The proportion of accidents involving pedestrians and cyclists is higher in high sensitivity tracts**

Figure 20 Crashes in Environmental Justice Census Tracts



# Public Outreach

- The Plan used a number of outreach methods, including:
  - **Project Website**
  - **WikiMap**
  - **Zoom Neighborhood Meetings, Focus Groups, and In-Person/Phone Surveys**
  - **Demonstration projects**



## Conclusions from Analyses and Outreach

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- The majority of the 2009 Bicycle Network utilized major roads that have high traffic volumes and would require a higher level of protection for people to start cycling/make existing cyclists feel safe
- Based on the limited implementation of the 2009 Network, it would take a significant amount of time, funding, and public outreach to complete the Network
- Pedestrians and cyclists often did not feel safe riding/walking due to a lack of communication with motorists
- While there may be existing infrastructure in place, there a number of restrictive policies, necessary cultural shifts, and maintenance issues that regularly need to be reviewed and addressed to ensure accessibility and connectivity

## PROPOSED BIKE NETWORK

- BIKE BOULEVARD
- CONVENTIONAL BIKE LANE
- PROTECTED/BUFFERED BIKE LANE
- PAVED MULTI-USE PATH OR TRAIL
- NON-PAVED MULTI-USE PATH OR TRAIL

..... FACILITY AND/OR ALIGNMENT TO BE DETERMINED

== EXISTING FACILITY



0 0.5 1 Mile










# Bicycle Boulevards

- **Bicycle Boulevards** are facilities that are located on neighborhood streets that use a combination of treatments to provide an easily identifiable, well-connected low-stress route that improves the travel experience for cyclists and pedestrians

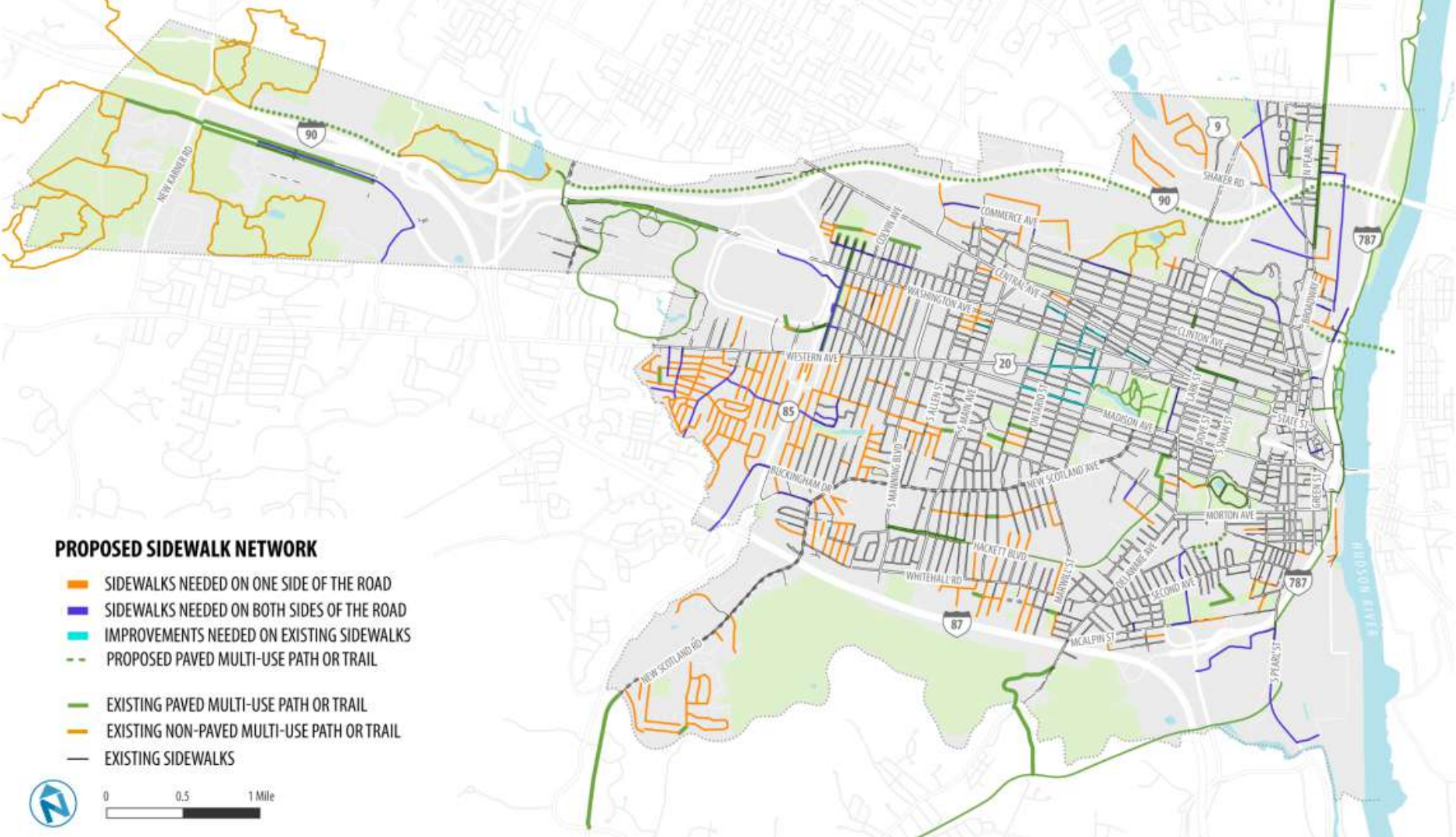


## PROPOSED SIDEWALK NETWORK

-  SIDEWALKS NEEDED ON ONE SIDE OF THE ROAD
-  SIDEWALKS NEEDED ON BOTH SIDES OF THE ROAD
-  IMPROVEMENTS NEEDED ON EXISTING SIDEWALKS
-  PROPOSED PAVED MULTI-USE PATH OR TRAIL
-  EXISTING PAVED MULTI-USE PATH OR TRAIL
-  EXISTING NON-PAVED MULTI-USE PATH OR TRAIL
-  EXISTING SIDEWALKS



0 0.5 1 Mile



# Recommended Policies and Procedures

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- **Work with communities that experience transportation disadvantages to develop projects that are context-sensitive**
- **Modify enforcement policies to make cyclists and pedestrians feel safer when riding and walking**
- **Use the list of prioritized improvements, along with the Complete Streets checklist to inform future grants/projects and improve coordination on future projects**
- **Develop a Citywide wayfinding program**
- **Increase education opportunities for cyclists, pedestrians, and motorists to improve shared awareness and responsibility of road safety**
- **Develop more robust maintenance procedures and performance standards for existing infrastructure**

## Next Steps

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- **When is the Plan being released:** Our project team is currently creating an executive summary for the Plan and we should be able to release the Plan within the next month
- **The City's Planning Department is the recipient of two grants (One from CDTC and one from America Walks) to conduct demonstration projects on pedestrian and cyclist safety this year**
- **Additional City of Albany Bicycle and Pedestrian projects include:**
  - **Downtown Revitalization Initiative Projects**
  - **South End Connector Linear Park Improvements**
  - **City of Albany Pedestrian Safety Action Plan Improvements on Henry Johnson Boulevard and Clinton Avenue**
  - **Patroon Creek Greenway Feasibility Study**



# Q&A



# Thank You!

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