

Capital District Transportation Committee
Bicycle Pedestrian Advisory Committee

April 9, 2019 Meeting Notes

Attendance:

Linda von der Heide, Rensselaer County Planning; Lorenz M Worden, Albany Bicycle Coalition; James Rath, City of Troy; Valerie Deane, NYSDOT Region 1; Lauren Stairs, Schenectady County Public Health Services; Elaine Troy, retired DOH; Peter Knutson, Schenectady County; Martin Daley, CDRPC; John Gillivan, Village of Colonie, Town of Colonie; Nate Owens, Town of Bethlehem; John Mitchell, CCTWG, Halfmoon TOSC; Calvin MacDowell, Capital Roots; Tricia Bulatao, Albany County DOH; Lauren Bailey, CDTA; Jen Ceponis, CDTC; Dave Jukins, CDTC ; Jordan Solano-Reed, CDTC

1.0 New Business

1.1 Welcome and Introductions

1.2 Presentations:

Status of Empire State Trail on-road portions, NYSDOT

NYSDOT and EST representatives presented to BPAC on the Empire State Trail's progress in the Capital Region. Planned amenities for Cohoes include bike boxes, a contra-flow bike lane, and signage. The current timeline is to finish planned projects by the end of 2020. It was noted that Pattersonville is rebuilding a bridge and tunnel as a part of the EST. Jen Ceponis suggested preferred design/treatments, as well as concerns about accessibility and connectivity of the region's trail system can be an item of discussion and addressed in Long Range Plan update.

CDPHP Cycle Season 3

CDPHP officially launched CDPHP Cycle for its third season. Heat mapping is being explored to identify where people are riding. CDTA is exploring additional expansions and partnerships. The out of system lock-up fee is being waived. Lauren Bailey is moving to NYC! A new liaison will take her place in the coming months.

1.3 CDTC Updates

- 1.3.1 Bike to School Day: May 8th
- 1.3.2 Bike to Work Day: May 17th – CDTC is hosting its annual competition for the region, and events will be happening across all four counties. CDTC is live with sign-ups and additional information on our website! In conjunction with Bike Month, the CDTC BPAC May meeting will likely happen in Troy, with a bike ride!
- 1.3.3 TIP Schedule Update –The new TIP has a \$6.5 million bike and pedestrian projects set-aside, and programming is complete. The public comment period is

now open <http://www.cdtcmpo.org/documents/transportation-improvement-program/tipupdate>

- 1.3.4 Capital Coexist Mini-grants: \$40,000 was requested for projects, with \$25,000 available. Eight projects were selected to be in funded completely or partially. MOUs went out and some projects are currently in their planning stages.
Albany County Library has a materials lending library for trial projects! Unused!
- 1.3.5 LOS evaluation subcommittee – CDTC is continuing to review and test approximately a dozen methodologies for bike and pedestrian LOS with a subcommittee and staff. CDTC will produce a white paper on the findings. Road speed is one of the greatest impacts on LOS.
- 1.3.6 Regional Safety Action Plan update – The plan is slowly nearing its final steps.
- 1.3.7 2019 Bicycle & Pedestrian Education Series – APBP webinars are on-going through CDTC.
- 1.3.8 Complete Streets Advisory Committee Update(s) – No updates at this time.
- 1.3.9 New Visions 2050 Update – CDTC is undertaking an updating of the New Visions Long-Range Plan. CDTC is seeking recommendations on locations for bicycle and pedestrian counts.

1.4 TAP/CMAQ – TAP/CMAQ projects have been identified by NYS. There are 8 projects within CDTC's planning area that cover bicycle, pedestrian, trail, and transit projects.

<https://www.governor.ny.gov/news/governor-cuomo-announces-27-million-funding-support-transportation-enhancements-capital-region>

1.5 Linkage Updates – See Linkage update table.

1.6 Local Program Updates

Troy will be hosting a Bike to Work Day event. Details are forthcoming. Troy is undertaking a sidewalk assessment and is working on the Hoosick Linkage Study.

Schenectady is working on a shared-use path to Kings Road Bridge.

Capital Roots is currently working on their mini-grant project.

Albany will be producing a bicycle and pedestrian safety plan. The Albany Connector Trail is in the design phase. Albany will also be hosting a Bike to Work Day event, with a community ride down Madison towards City Hall.

Albany County DOH and DPW are trying to coordinate local policies and procedures for Complete Streets policies across all levels of government.

Albany Bicycle Coalition is hosting an Earth Day Ride on April 27th, and is initiating their Capital Coexist mini-grant project. A Ride of Silence will occur on May 15th. ABC is concerned about root damage on the Mohawk Hudson trail, and about the lack of maintenance on trails region-wide.

Colonie's Comprehensive Plan is on-going. A Bike Rodeo will take place June 8th from 12-5pm.

Halfmoon is working on the Zim Smith Trail.

Bethlehem's Walk and Roll Fest is May 15th at 250 Delaware. Bethlehem is also updating their comprehensive plan.

CDPHP Cycle is hosting a Bike Month kick-off ride.

Albany County still has a Lending Library for pop-up projects!

1.7 Other Updates – Bike to School Day is May 8, 2019, and Bike to Work Day is May 17, 2019.

2.0 Upcoming Meetings

Meetings are open to the Public. The next CDTC Bicycle and Pedestrian Advisory Committee meeting is **May 14, 2019 at 9:00am at Troy City Hall.**



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STATE OF
OPPORTUNITY.

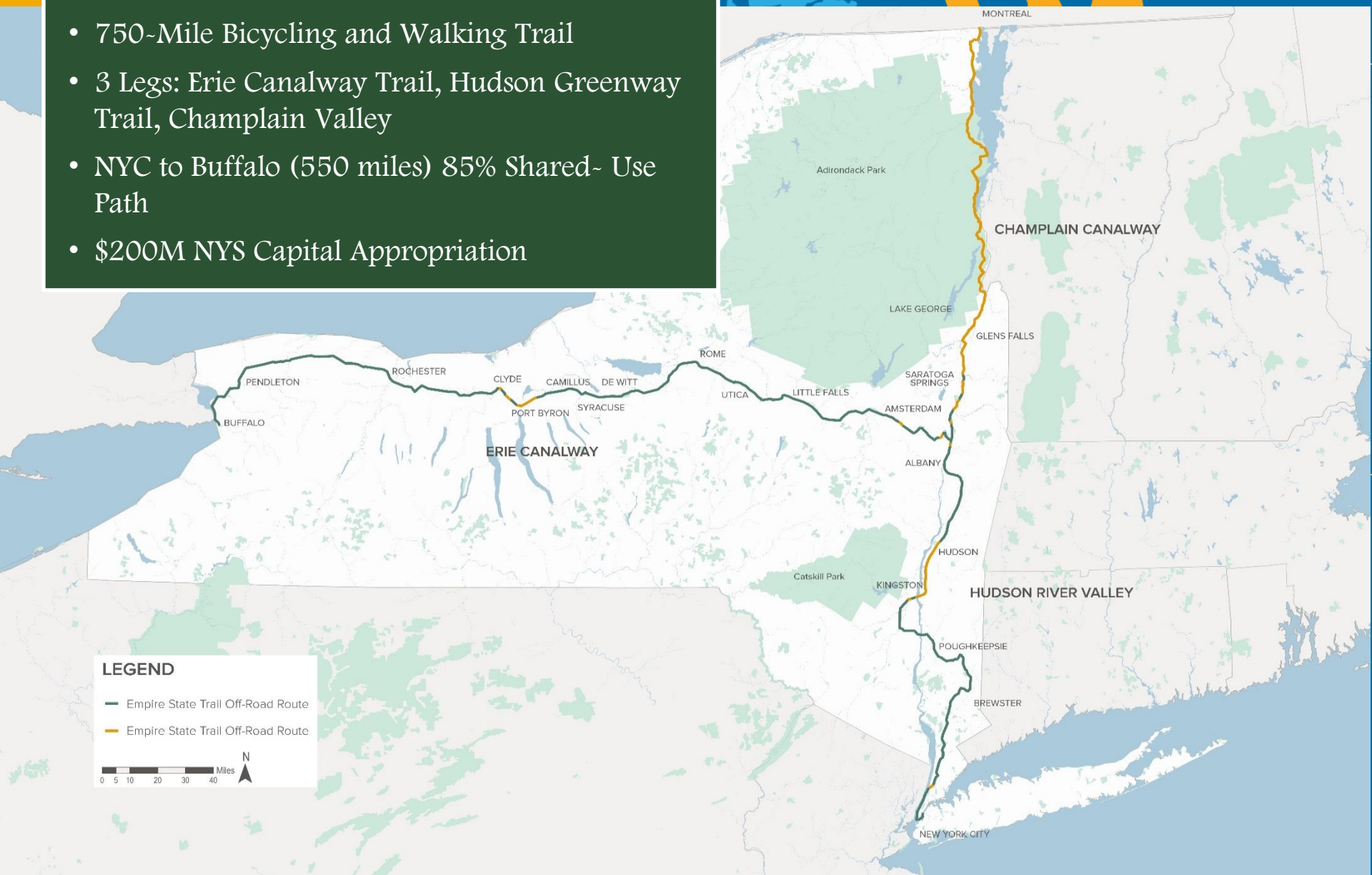
Department of
Transportation



Pedestrian and Bicycle Empire State Trail

April 9th, 2019
CDTC Presentation

- 750-Mile Bicycling and Walking Trail
- 3 Legs: Erie Canalway Trail, Hudson Greenway Trail, Champlain Valley
- NYC to Buffalo (550 miles) 85% Shared- Use Path
- \$200M NYS Capital Appropriation





NEW YORK
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OPPORTUNITY.

Department of
Transportation



Roles:

Five participating state agencies/organizations:

- Hudson River Valley Greenway (EST LEAD)
- NYS Department of Transportation
- NYS Canal Corporation
- NYS Office of Parks, Recreation & Historic Preservation
- Metro-North Railroad



Empire State Trail

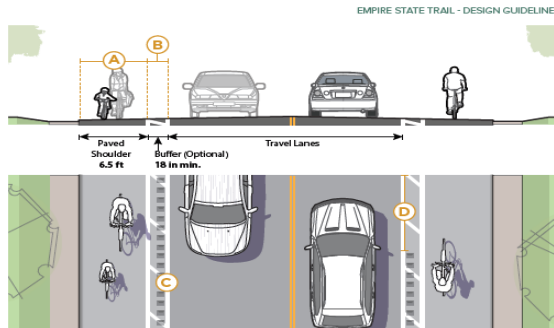
EST Design Guide

On-Road Facilities

PAVED SHOULDERS

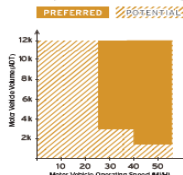
Typically found in less-dense areas, paved shoulders are wide enough for bicycle travel.

To offer enhanced comfort and usability, paved shoulders should be configured with a buffer area and use bicycle-tolerable rumble strip designs.



TYPICAL APPLICATION

While paved shoulders may function on roads with high vehicle speeds and volumes, consider the use of a separated bike lane or sidepath for increased comfort.



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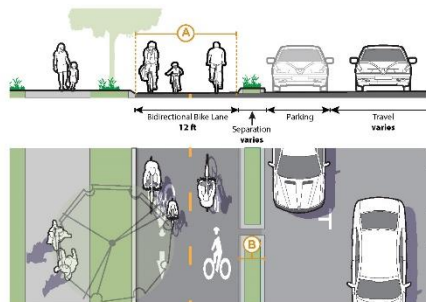
DESIGN FEATURES

- A** Standard paved shoulder width is 7 ft (2.1 m). A minimum of 4 ft (1.2 m) of rideable surface should be available for bicycle travel (AASHTO Bike Guide 2012). A minimum shoulder width of 5 ft (1.5 m) is recommended where a curb and gutter, guardrail, or other roadside obstacle exists.
- B** An optional buffer space may be used to provide additional horizontal distance between moving vehicles and bicyclists.
- C** To minimize negative impact to bicyclists, rumble strips should be located as close as possible travel lane, while maintaining a 4 ft (1.2 m) clear width (EI 16-04).
- D** Rumble strips should include a "bicycle gap" pattern of 12 ft (3.3 m) gaps every 60 ft (12.1-18.2 m) to allow access as needed (EI 16-014).

SEPARATED BIKE LANE (BIDIRECTIONAL)

Bidirectional separated bike lanes are bicycle facilities that allow bicycle movement in both directions on one side of a road. These facilities are also referred to as "two-way separated bike lanes." Two-way separated bike lanes share some of the same design characteristics as one-way separated bike lanes, but may require additional considerations at driveway and side-street crossings.

To simplify operations, concerns, bidirectional separated bike lanes function best on the left side of one-way streets.

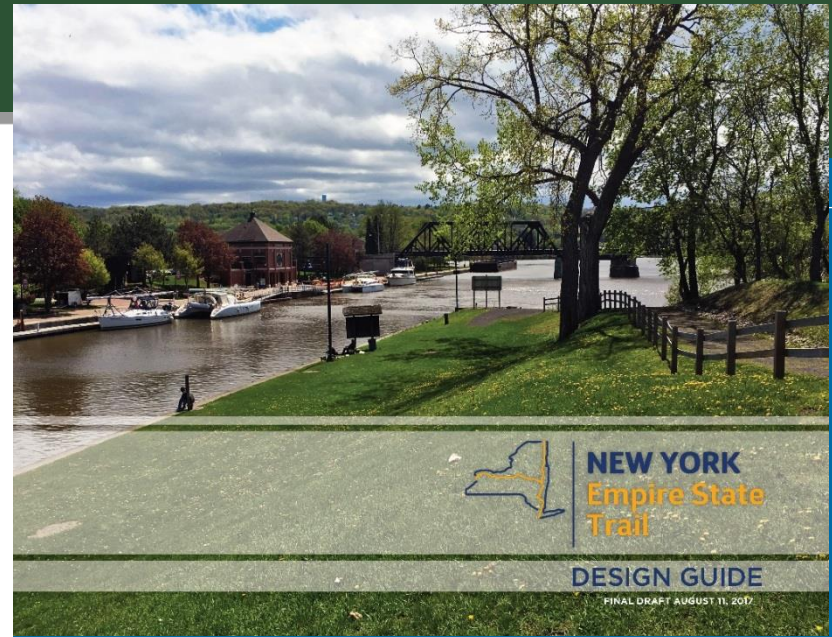


TYPICAL APPLICATION

- Generally follows speed and volume ranges for directional separated bike lanes.
- Functions well as "fill gaps" in shared-use path corridors.
- Functions well on streets with few conflicts, such as driveways or cross-streets on one side of the street.

DESIGN FEATURES

- A** Standard bidirectional separated bike lane width is 12 ft (3.6 m) (FHWA Separated Bike Lane Guide 2015). Reduced width is 10 ft (3.0 m) (NACTO Bike Guide 2012).
- B** Separation width depends on physical separation method. Minimum separation width next to parking is 3 ft (0.9 m) to accommodate opening doors (NACTO Bike Guide 2012).
- In constrained conditions for short segments, minimum width is 8 ft (2.4 m) (AASHTO Bike Guide 2012).



The bidirectional separated bike lane is separated from both the sidewalk, as well as the roadway. A bidirectional separated bike lane does not necessarily need to be adjacent to the adjacent roadway.

PEDESTRIAN ACCOMMODATION

- Bidirectional separated bike lanes are not intended for use by pedestrians and pedestrians are expected to travel along a separate pedestrian facility such as a sidewalk or path. In the absence of a pedestrian facility, pedestrians may legally walk along the roadway.

FURTHER CONSIDERATIONS

- Federal recognition and guidance on separated bike lanes can be found in the FHWA Separated Bike Lane Planning and Design Guide 2015. Separated bike lane buffers and barriers are covered in the MUTCD as preferential lane markings (section 3D.01) and channelizing devices (section 3H.01). If buffer area is 4 feet or wider, white chevron or diagonal markings should be used (section 9C.04). Curb may be used as a channelizing device, refer to the NY State Supplement to the MUTCD section on traffic division islands (section 3I.01).
- Two-way alleyways introduce additional complexities at intersections and driveways. Protected signalization, modified geometric design or other markings and signs may be necessary to mitigate conflicts. Refer to Separated Bike Lanes at Intersections in this guide.
- Refer to the FHWA Separated Bike Lane Guide 2015 for information on the treatment of transit stops, accessible parking, and loading zones (pgs. 92, 97, and 99).

MAINTENANCE

Bidirectional separated bike lanes tend to be easier to maintain due to increased bikeway width, and all bicycle facilities should be cleared of snow and debris through routine maintenance operations.

REFERENCES

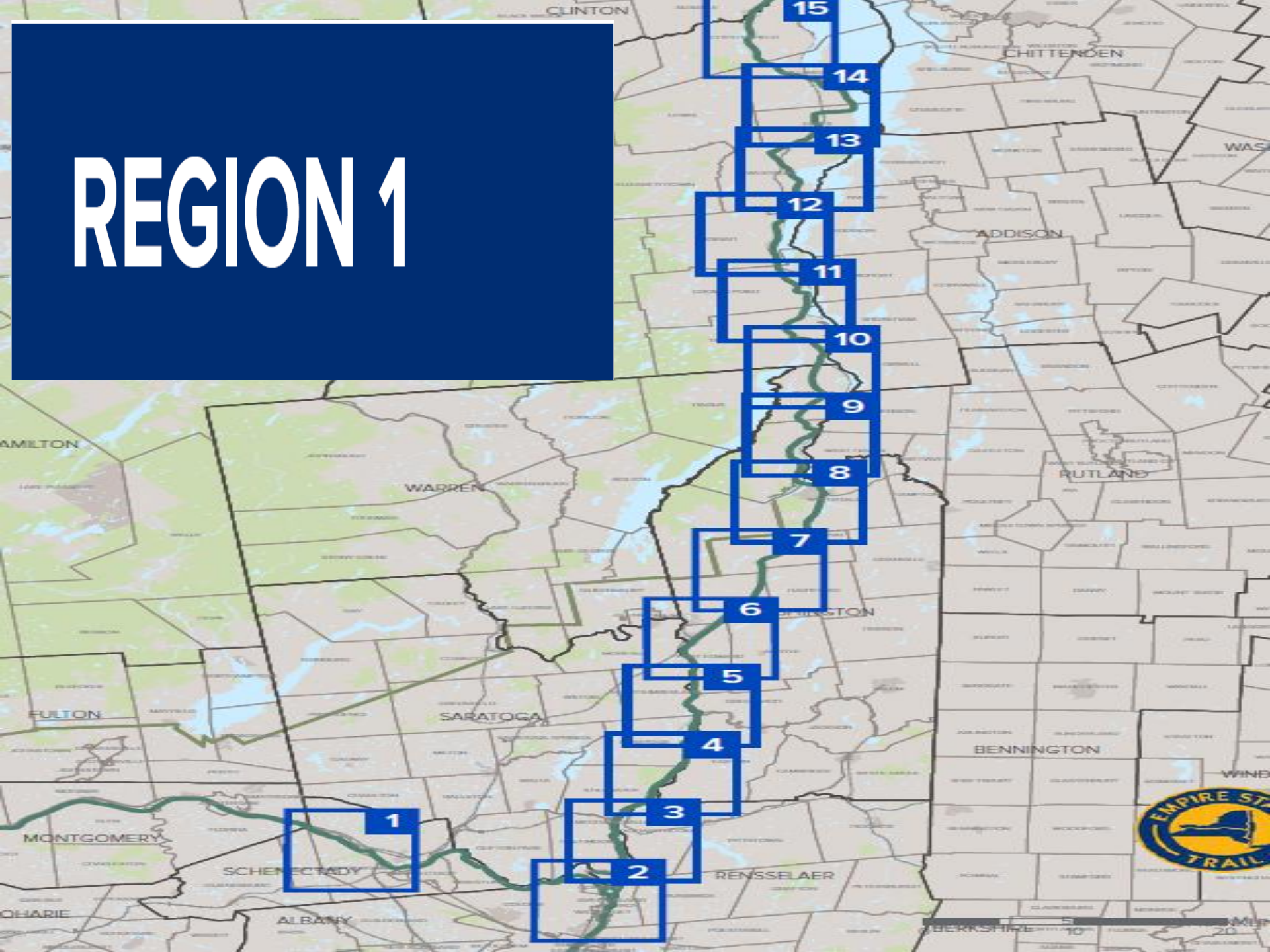
Additional credit to the development of this guide includes:
 FHWA, Manual on Uniform Traffic Control Devices 2009.
 FHWA, Separated Bike Lane Planning and Design Guide 2015.
 FHWA, Synthesis and Data Summary Report 2015.
 NACTO, Urban Bikeway Design Guide 2012.

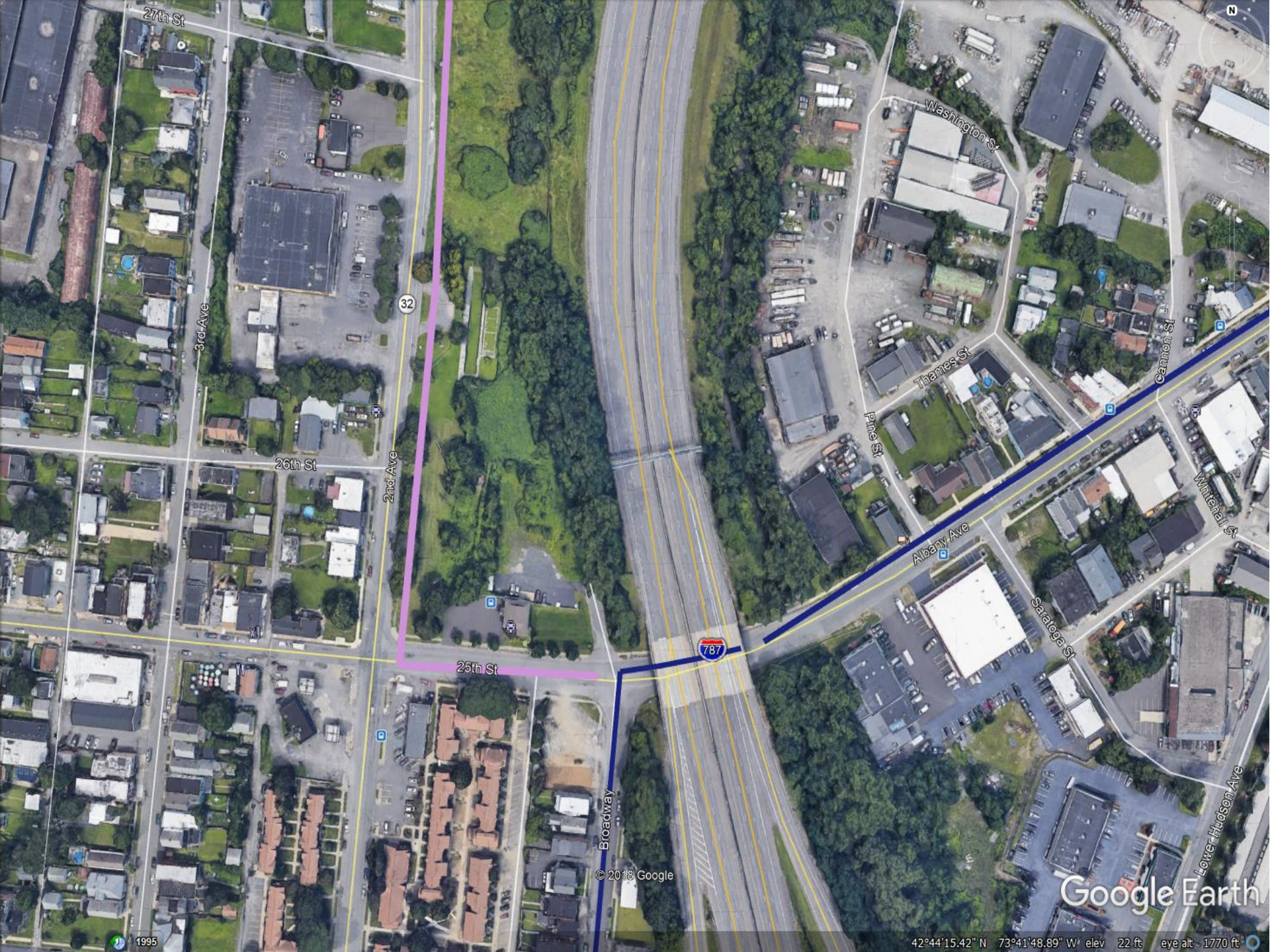
Further Guidance Available



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REGION 1



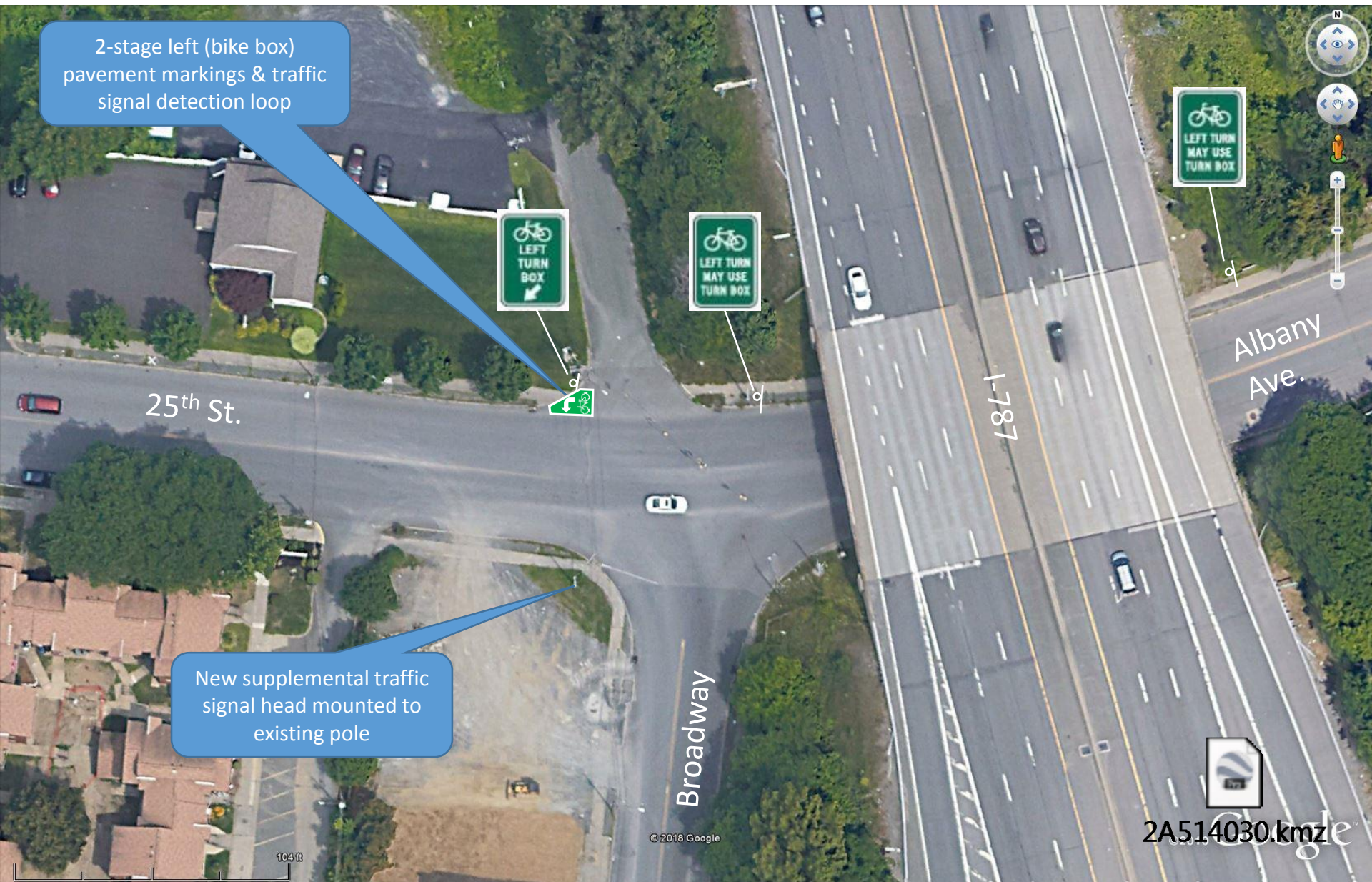


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Google Earth

42°44'15.42" N 73°41'48.89" W elev 22 ft eye alt 1770 ft

Two-stage left for EST Southbound



2-stage left (bike box)
pavement markings & traffic
signal detection loop

New supplemental traffic
signal head mounted to
existing pole



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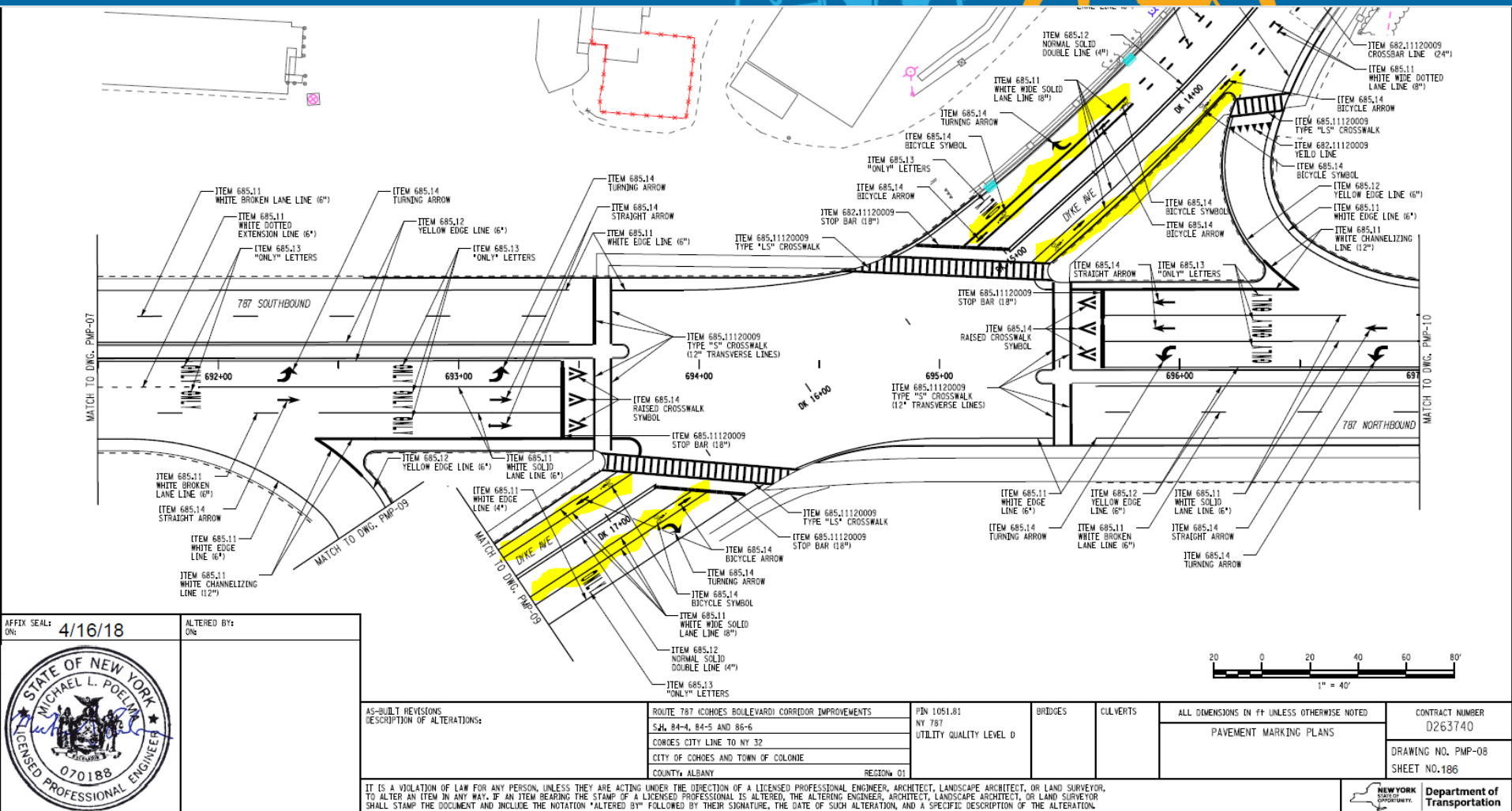
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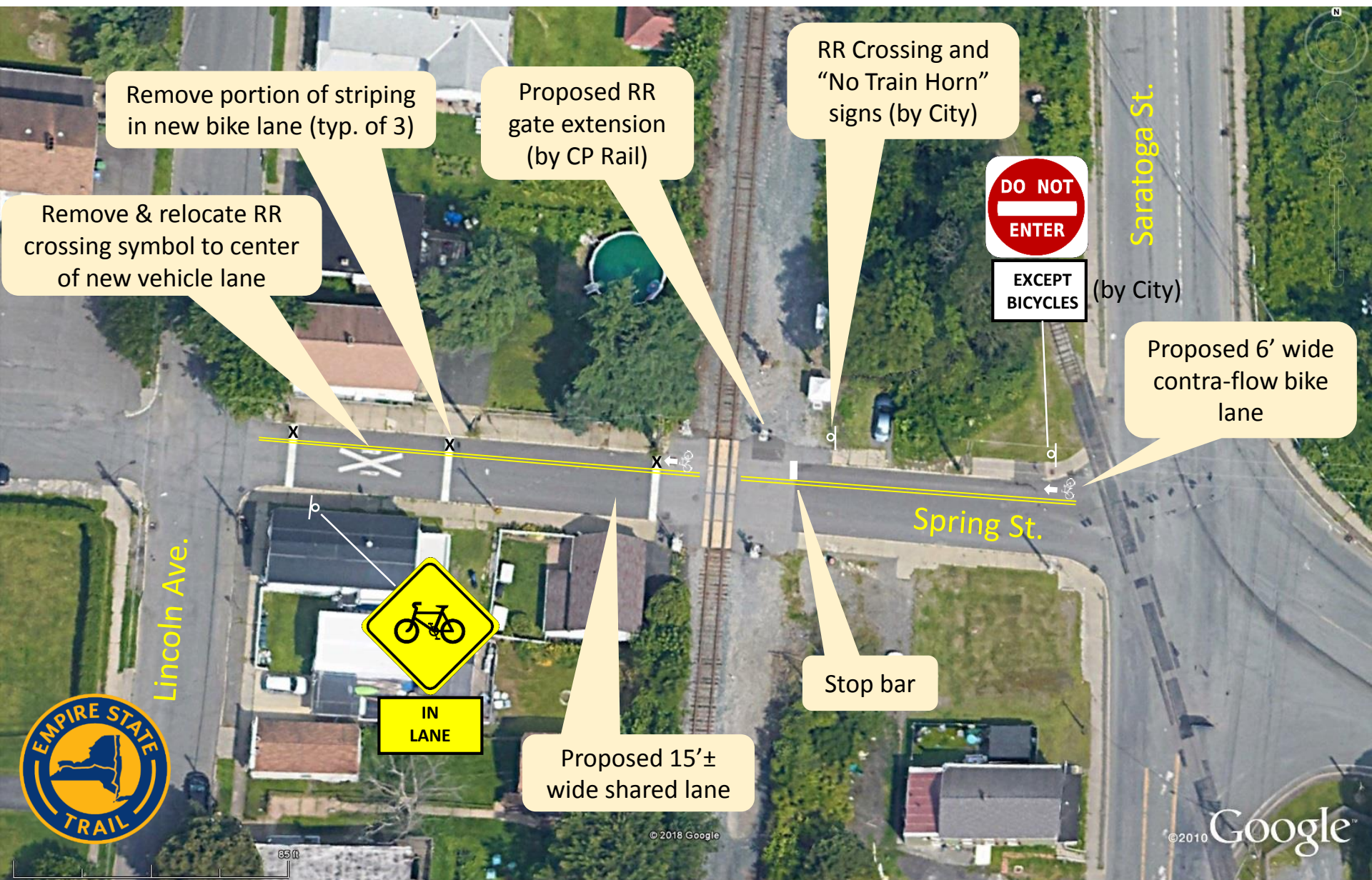


Proposed Empire State Trail Route (Cohoes and Green Island)



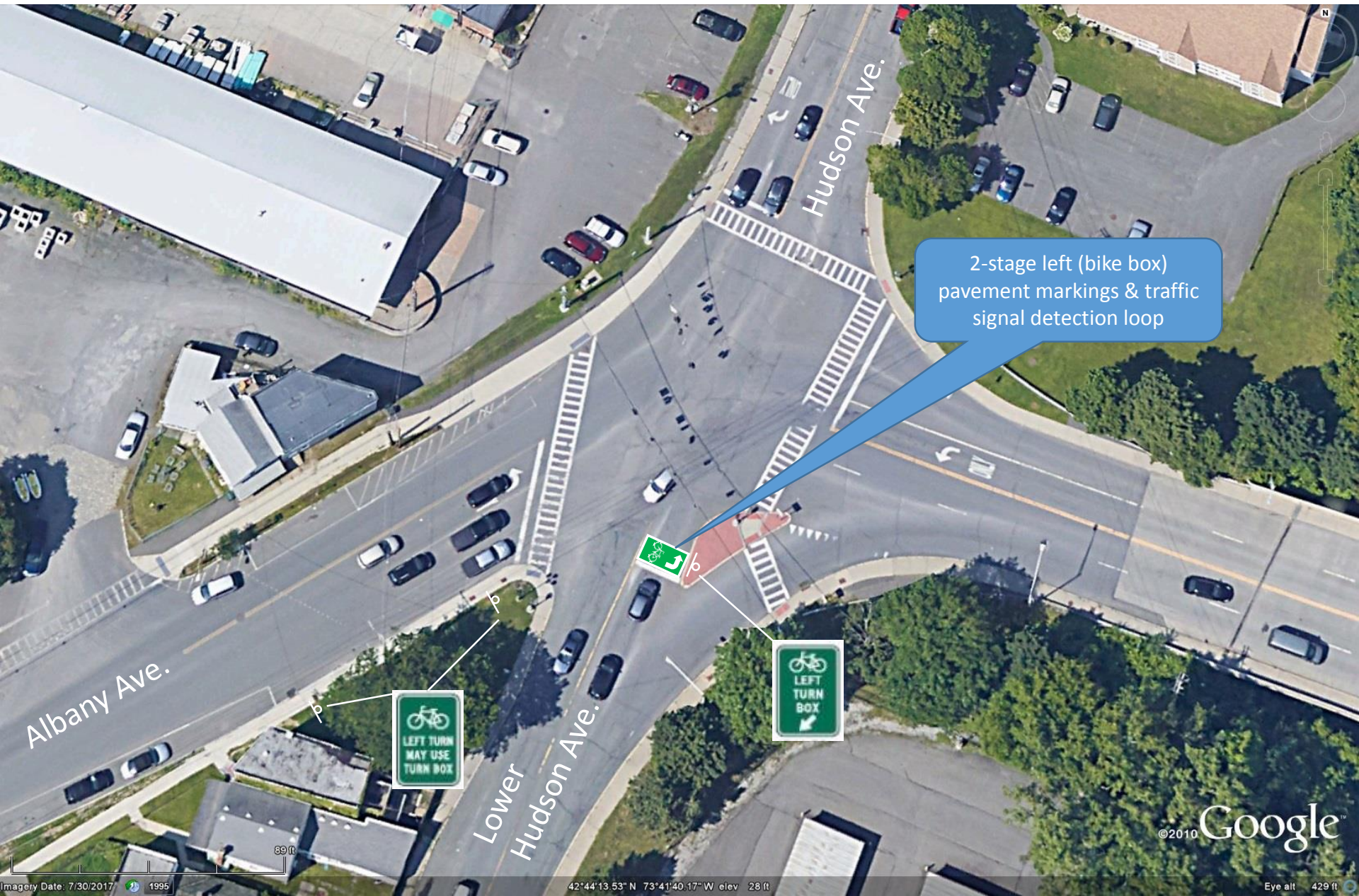
Department of Transportation





Spring Street Contra-Flow Lane

Two-stage left for EST Northbound





Proposed Project Sites



Existing railroad bridge along Segment 1





Thank you!

- For more information please visit:
- <https://www.ny.gov/programs/empire-state-trail>



Capital District Transportation Committee

PRESS RELEASE

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FOR IMMEDIATE RELEASE

2019-2024 Transportation Improvement Program Open House

Public Invited To Review \$490 Million in Capital District Transportation Projects

ALBANY, NY April 30, 2019 – The Capital District Transportation Committee (CDTC) will be hosting a public open house to unveil the Draft 2019-2024 Transportation Improvement Program (TIP). The TIP is a federally required document that contains a list of highway, bridge, and transit projects that utilize federal transportation funds in Albany, Rensselaer, Saratoga and Schenectady counties, with the exception of the Village of South Glens Falls and the Town of Moreau which are in the Glens Falls urbanized area. The 2019-2024 TIP covers the five Federal Fiscal Years (FFYs) between October 1, 2019 and September 30, 2024.

This public open house will be held at the **Colonie Public Library, 629 Albany Shaker Road, Loundonville, NY 12211 on Tuesday, May 7th between 4:00 p.m. and 7:00 p.m.** Local officials, business leaders, community planners/engineers and members of the general public who are interested learning about road, bridge, bicycle, pedestrian, freight, transit and other transportation projects being funded in the next five years are invited to stop by to review draft materials and provide comments.

Members of CDTC's staff will be in attendance to discuss the TIP and take questions. **Two presentations will be given at 4:30 p.m. and 6:00 p.m.** to describe the TIP development process which will be supplemented by informational boards with project information in an open house format. The CDTC is eager to share the draft program of projects and to collect comments or suggestions which can be used to refine and finalize the document.

The TIP is developed in cooperation with the New York State Department of Transportation (NYSDOT), the Capital District Transportation Authority (CDTA) and CDTC's Policy Board which is composed of the chief elected officials of each of the region's eight cities and four counties and members representing the area's towns and villages. Representatives of NYSDOT, CDTA, the Capital District Regional Planning Commission (CDRPC), the New York State Thruway Authority, the Albany County Airport Authority, and the Albany Port District Commission are also voting members.

CDTC anticipates adopting the 2019-2024 TIP at its June 6, 2019 Policy Board meeting, at the conclusion of 60 days of public review. The public review period opened on April 3, 2019 and will conclude by June 3, 2019. For more information about the 2019-2024 TIP, please visit our website at www.cdtcmpo.org/tipupdate.

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Final Project Scores
(as of February 27, 2019)
Sorted by Project Type and Total Project Score (high to low)

					Sponsor Priority (by Project Category)	Potential Fund Source Eligibility	Design Year	Construction Year	Notes	Cost (Matched and Inflated)		Merit Categories		Bike/Ped Weighted Score	Total Project Score
CDTC ID #	Sponsor	Project Name	Project Location	Detailed Project Description						Total Cost Estimate (\$M)	Annualized Cost (\$1,000's)	Total Points	Final Scaled Score		
Bicycle/Pedestrian															
15	Saratoga Springs (City)	Missing Links Program	City of Saratoga Springs, Caroline, Crescent, East, First, Grand, Jefferson, Madison, Seward, State, Third, Vanderbilt, and West Fenlon	Add 3.4 miles of concrete sidewalk (18,110 linear feet), ADA crosswalks, passenger waiting areas (at bus stop locations), signage, street trees and pedestrian amenities such as benches, and in designated areas curbing which may create the necessity to install gutters, drainage structures, cross culverts, inlets or storm drains, or bioswales.	1	STP	2019-2020	2020-2021	<u>TAP/CMAQ candidate.</u> Recommendation from a completed CDTC Linkage Study. Sections are functionally classified as Urban Local. One segment connects two National Highway System State Routes.	4.346	315.7	24	17.1	29	46.1
86	Glenville (Town)	Freemans Bridge Road – Multi-Use Path	Town of Glenville, Freemans Bridge Road from the Scotia-Glenville Loop segment of the Mohawk-Hudson Trail to Dutch Meadows Lane	Construct a 4,800 ft. long protected multi-use path on the west side of Freemans Bridge Road from the Scotia-Glenville Loop segment of the Mohawk- Hudson Bike Hike Trail to Dutch Meadows Lane. The multi-use path would include a 4-ft. wide vegetated buffer strip and three (3) new crosswalks at Sunnyside Road, Sarnowski Drive, and the Lowe’s Home Improvement Center.	1	NHPP STP	2019-2020	2020-2021	CDTC Linkage Study Recommendation.	1.783	129.6	21	15.0	29	44.0
17	Schenectady (City)	Franklin Street Cycle Track	City of Schenectady, Franklin Street from Nott Terrace to Jay Street.	Install a protected two-way cycle track on south side of Franklin Street from Nott Terrace to Jay Street.	1	STP	2020-2021	2021-2022	Related to TIP Project S257: City of Schenectady PSAP. Functionally classified as Urban Local. Recommendation from a completed CDTC Linkage Study	0.519	70.5	27	19.3	22	41.3
11	Rensselaer (City)	Rensselaer Bicycle & Pedestrian Access Improvements	City of Rensselaer, Van Rensselaer Drive to 6th St. From 6th St. to Partition St. to Broadway.	Construct a 1.8 mile paved, off-road trail through a 67 acre City-owned property (The Hollow) from Van Rensselaer Drive to 6th Street; add 0.81 miles of on-road sharrows along 6th St., Partition St., and Broadway with signage and crossing upgrades at five intersections including ADA compliance, new high-visibility crosswalks where needed and signage. Add a sidewalk on 6th St.	1	NHPP (small segment) STP	2019-2020	2020-2021	<u>TAP/CMAQ candidate.</u> Sections are functionally classified as Urban Local. One section is a National Highway System Intermodal Connector (Amtrak Station).	3.194	232.0	26	18.6	19	37.6
87	Guilderland (Town)	Carman Road Sidewalks	Town of Guilderland, Okara Drive to just south of East Old State Road	Construct 2,860 linear feet of 5-foot wide concrete sidewalk on the east side of Carman Rd from Okara Drive to an existing sidewalk near East Old State Road. Install high visibility crosswalks and ADA compliant curb ramps.	1	NHPP STP	2019-2020	2020-2021	<u>TAP/CMAQ Candidate.</u> Would connect to the sidewalk being constructed as part of TIP Number A581 (PIN 1760.45): West Old State Road.	0.627	45.6	18	12.9	24	36.9
14	Saratoga Springs (City)	Lake Avenue Corridor Improvement Project	City of Saratoga Springs, Lake Ave from High Rock Avenue to Excelsior Avenue	Improve four pedestrian crossings along Lake Avenue (NY 29). At Lake and Granger Street add and re-align crosswalks and add sidewalks. At Lake and Ritchie Place re-align crosswalks and add curb extensions, pedestrian signs and sidewalks (450 Feet on the Lake Avenue side and 1,110 feet on the Granger Street side total sidewalk for the Granger and Ritchie intersections). At the midblock crossing in front of St. Clement’s School re-align crosswalks and add a Rectangular Rapid Flashing Beacon, curb extensions, in-street signage and sidewalks (520 Feet). At Schuyler Drive add and re-align crosswalks, add curb extensions and add pedestrian signs.	2	NHPP STP	2020-2021	2020-2021	Ritchie Place already has a Rectangular Rapid Flashing Beacon. Project evaluated with sidewalks but if the project can be funded without the sidewalk portion, the City is willing to consider that.	0.218	15.9	18	12.9	22	34.9
79	Clifton Park (Town)	NY 146 and NY 146A Bicycle and Pedestrian Access Improvements	Town of Clifton Park, intersection of NY 146 and NY 146A (Vischer Ferry Rd)	Construct a 10-foot wide paved multi-use path on the north side of NY 146 from Vista Drive to NY 146 and 146A (approximately 2,500 linear feet). Construct new curbing and a 5-foot wide sidewalk on the north side of NY 146 from the Ravenswood Restaurant driveway to School Drive (approximately 2,800 linear feet). Construct a 10-foot wide paved multi-use path on the east side of Vischer Ferry Rd (CR 90) from the Key Bank driveway to Plaid Place (approximately 1,000 linear ft). At the intersection of Sterling Heights Drive (west entrance), Honey Hollow Way and NYS Route 146, install a high visibility crosswalk with Rectangular Rapid Flashing Beacons (RRFB) and signage. At the intersection of Marlboro Drive and NYS 146, install a high visibility crosswalk with RRFB’s and signage. Install bicycle symbols on the shoulders of NY 146. At the signalized intersection of NY 146 and School Drive, install pedestrian activated push button with countdown timers along with two new high-visibility crosswalks, and signage.	2	NHPP STP	2021-2022	2023-2024	<u>NYS DOT Concurrence Required.</u> Related to TIP Project SA304 (PIN 1085.43): NY 146/NY 146A Intersection: Safety Improvements which includes a new roundabout and a multi-use path to be constructed by NYS DOT.	1.319	95.8	18	12.9	21	33.9

→ Programmed

*Contingency list - alternate if TAP/CMAQ announcement frees up funding

Final Project Scores
(as of February 27, 2019)
Sorted by Project Type and Total Project Score (high to low)

CDTC ID #	Sponsor	Project Name	Project Location	Detailed Project Description	Sponsor Priority (by Project Category)	Potential Fund Source Eligibility	Design Year	Construction Year	Notes	Cost (Matched and Inflated)		Merit Categories		Bike/Ped Weighted Score	Total Project Score
										Total Cost Estimate (\$M)	Annualized Cost (\$1,000's)	Total Points	Final Scaled Score		
76	Clifton Park (Town)	Clifton Country Road Pedestrian Enhancements	Town of Clifton Park, Clifton Country Road from NY 146 south to Clifton Park Center Road	Replace the deteriorated walkway on the east side of Clifton Country Road from Clifton Park Center Road (south end) to McDonough Way (south end) with new ADA compliant sidewalks. From McDonough Way (south end) to the intersection of Route 146, construct new ADA sidewalks to fill the gap in the existing sidewalk system. On the west side of Clifton Country Road, replace the deteriorated sidewalk from the Bank of America access road north to NY 146. High-visibility crosswalks and ADA accessible ramps will be added at all intersections. At the intersection of Clifton Country Road with McDonough Way and Village Plaza Road, (north end) a pedestrian activated pushbutton with countdown timers will be added at each leg of the signalized intersection. Total length of sidewalk to be replaced or added is 3,600 linear feet.	1	STP	2020-2021	2021-2022	TAP/CMAQ candidate. Intersects with Proposed Project #44: NY 146 Safety Project. Complements existing TIP project SA312: Clifton Park PSAP. Private developers have recently constructed or will be constructing ADA compliant sidewalks on the west side of Clifton Country Road from Clifton Park Center Road (south end) to the southern intersection with the Village Plaza access road. Connects to a National Highway System Route.	1.600	116.2	21	15.0	17	32.0
84	East Greenbush (Town)	Hampton Lake Loop Trail and Regional Connections Project	Town of East Greenbush, Begin at Hampton Ave & US 9&20, follow along Lake Shore Drive and end at Hampton Ave and McNaughton Pl	Conversion of Lake Shore Dr to a 5,000 linear foot multi-use, non-vehicular path around Hampton Lake. Add 3,160 linear feet of sidewalk on Hampton Ave with ADA curb ramps and high visibility crosswalks.	1	STP	2019-2020	2020-2021	TAP/CMAQ candidate. Sections functionally classified as Urban Local. Connects to a National Highway System route.	1.907	138.5	21	15.0	16	31.0
93	Rotterdam (Town)	Route 5S Pedestrian/Bicycle Access Improvements	Town of Rotterdam, NY 5S/Main St from NY 103/Bridge St to Parkis St and on Iroquois St NY 5S to the Erie Canalway Trail	Pedestrian and bicycle access improvements along NYS Route 5S/Main St. from NYS Route 103/Bridge St. to Parkis St., and on Iroquois St., including ADA compliant concrete sidewalk, paved colored bike lanes, high-visibility crosswalks, ped-safety signs, sharrows connecting to the Erie Canalway Trail (Future Empire State Trail), interpretive signage, and landscaping.	Not Indicated	STP	2019-2020	2020-2021	TAP/CMAQ candidate. Sections functionally classified as Urban Local.	2.867	208.3	23	16.4	12	28.4
100	Scotia (Village)	Washington Avenue Ped/Bike Connection	Village of Scotia, along Washington Avenue from Sunnyside Road to the Schonowee Avenue intersection	Construct a multi-use path, sidewalk and crosswalks connecting residential neighborhoods within the Washington Avenue Corridor to the Collins Lake access area and to an existing trail connector to the Mohawk Hudson trail near Schonowee Avenue.	Not Indicated	STP	2019-2020	2020-2021	TAP/CMAQ candidate. Functionally classified as urban local.	0.927	67.3	19	13.6	12	25.6
77	Clifton Park (Town)	Grooms Road Multi-Use Trail Connection to Moe Road Multi-Use Trail	Town of Clifton Park, Grooms Road, Between S. Barney Road and Moe Road	Install a 10-foot wide paved multi-use trail on the south side of Grooms Road, from S. Barney Rd. to Grooms Pointe Drive (approximately 2,575 linear ft.) switching to the north side of Grooms Road from Grooms Point Drive to Moe Road (approximately 730 linear ft.). Install a high visibility crossing with Rectangular Rapid Flash Beacons (RRFB) and signage at the intersection of S. Barney Road and Grooms Road, and the intersection of Grooms Pointe Drive and Grooms Road. At the intersection of Grooms Road and Moe Road, install high visibility crosswalks at three legs of the intersection, pedestrian push button with countdown timers, 6 ADA ramps with detectable warning fields, signage and three new stop bars.	3	STP	2020-2021	2021-2022	The south and south west quadrant pedestrian and bicycle access improvements has been funded through a state Multi-modal grant and will be implemented in year 2019.	0.649	47.2	17	12.1	12	24.1
83	East Greenbush (Town)	Gilligan Road Pedestrian Enhancements	Town of East Greenbush, Gilligan Road between Hays Rd (CR 58) and US Route 9 and 20	Install a 2,000 foot long 10' sidepath, 1,000 linear feet of sidewalk, and related infrastructure (crossings, signage, striping, signals etc.) along Gilligan Road. New pedestrian signals would be added at locations to be determined. The project will include midblock crosswalks with a Rectangular Rapid Flashing Beacon signal.	2	STP	2020-2021	2022-2023	The project need and design was validated and refined during a Complete Streets workshop sponsored by CDTC. Connects to a National Highway System Route.	0.684	49.7	22	15.7	8	23.7
89	Guilderland (Town)	French's Mill Bike/Ped Bridge	Town of Guilderland, French's Mill Road	Reconstruction of approaches to a closed bridge and install prefabricated pedestrian bridge above the existing bridge.	4	STP	2020-2021	2022-2023	Bridge is currently closed. French's Mill Road is functionally classified as Urban Local.	0.543	39.5	16	11.4	10	21.4

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(as of February 27, 2019)
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										Total Cost Estimate (\$M)	Annualized Cost (\$1,000's)	Total Points	Final Scaled Score		
78	Clifton Park (Town)	Hubbs Road-Main Street Multi-Use Trail	Town of Clifton Park, Hubbs Road-Main Street Multi-Use Trail, Between Dutch Meadows Drive and Main Street (in the hamlet of Jonesville)	Install a 10-foot wide, asphalt, multi-use trail (approximately 2,900 linear feet) along the south side of Hubbs Road, west side of Hatlee Road to Longkill Road. Install a high visibility crossing with new pedestrian signals (Rectangular Rapid Flash Beacons) and signage on Hatlee Road at the Hubbs Road intersection (across Hubbs Road), at the 4-way intersection with Main Street/Long Kill Road/MacElroy Road and at MacElroy Road (across MacElroy Road).	3	STP	2020-2021	2021-2022	Functionally classified as Urban Local.	0.580	42.1	17	12.1	8	20.1
88	Guilderland (Town)	East Old State Road Sidewalks	Town of Guilderland, Maywood Avenue to Carman Road	Construct a 2,800 foot long, 5-foot wide concrete sidewalk on the south side of East Old State Rd from Maywood Avenue to Carman Road with high visibility crosswalks and ADA compliant curb ramps.	2	STP	2020-2021	2021-2022	<u>TAP/CMAQ Candidate.</u> Would connect to the sidewalk being constructed as part of TIP Number A581 (PIN 1760.45): West Old State Road. Connects to a National Highway System Route.	0.548	39.8	17	12.1	8	20.1
90	Guilderland (Town)	Gun Club Road Sidewalk	Town of Guilderland, Gun Club Road from Western Avenue (NY 397) to Main Street (NY 146)	Construct a 5-foot wide, 3,450 foot long concrete sidewalk, high visibility crosswalks and ADA compliant curb ramps on the north side of Gun Club Rd.	4	STP	2020-2021	2021-2022	<u>TAP/CMAQ Candidate.</u> Functionally classified as Urban Local.	0.666	48.4	18	12.9	6	18.9
75	Bethlehem (Town)	Glenmont Road Bridge Widening Project	Town of Bethlehem, BIN 1022440	Expand the bridge by 1.5 feet to accommodate the space for one 5-foot sidewalk on the bridge.	2	NHPP STP	2019-2020	2019-2020	\$140,000 (20% local match) has been applied to Assemblywoman Fahy SAM/Multi-Modal grant and would be used towards Town's local match. The existing Glenmont Road Roundabout project includes money for design associated with a pedestrian crossing of the bridge, which would be applied to the estimated \$10,000. Crosses over the NYS Thruway (bridge owner).	0.728	52.9	15	10.7	2	12.7
65	Saratoga County	Dix Bridge - Clarks's Mill Road (CR42) over the Hudson River	Town of Northumberland, Saratoga County and Town of Clark Mill's, Washington County, BIN 3306380	Steel Truss Lead Paint Abatement and Painting.	4	STP	2019-2020	2020-2021	Bridge is for bicycle and pedestrian use only. Roadway is functionally classified as Rural Local. Project is related to SA253, PIN 1785.65, Rehabilitation of CR 42 (Dix Bridge) completed in 2014 - and STP-Enhancement project.	0.771	92.0	9	6.4	0	6.4

Total Within Bicycle/Pedestrian Category \$24.478

STATUS OF LINKAGE PROGRAM STUDIES AS OF APRIL 1, 2019

STUDY NAME AND LOCATION	SPONSOR, PROJECT CONSULTANT, CONSULTANT COST AND CDTC CONTACT	DATE PROGRAMMED	STATUS	ESTIMATED COMPLETION DATE AND COMPLETION TIME (ORIGINAL UPWP FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
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ALBANY COUNTY

1. Albany Patroon Creek/Washington Avenue Corridor Study	City of Albany Creighton Manning Engineering \$90,000 Carrie Ward	Planning Committee Selected 2/1/17. Policy Board Approved UPWP 3/2/17	The City and CDTC received the final document in March 2019.	March 2019 23 Months	https://washingtonpatrooncorridor.weebly.com/
2. Albany Bicycle and Pedestrian Master Plan	City of Albany TBD \$90,000	Planning Committee Selected 2/7/19. Policy Board Approved UPWP 3/7/19	New study funded through the 2019-2020 Linkage Program.	August 2020 15 Months	TBD

RENSSELAER COUNTY

1. Hoosick Street Parkway Implementation Study	City of Troy TBD \$92,500 Rima Shamieh	Planning Committee Selected 2/7/18. Policy Board Approved UPWP 3/1/18.	Consultant proposals are under review by selection team.	May 2020 15 Months	TBD
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SCHENECTADY COUNTY

1. Craig-Main Complete Streets Study	City of Schenectady Place Alliance \$90,000 Jacob Beeman	Planning Committee Selected 2/7/18. Policy Board Approved UPWP 3/1/18.	First study advisory committee meeting was held February 25th. Consultant is continuing existing conditions data collection.	October 2019 15 Months	TBD
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CDTC NON-LINKAGE PLANNING INITIATIVES

1. Regional Safety Action Plan	Regional VHB \$175,000 Sandy Misiewicz	Included in 2016-2018 UPWP RFP Issued September 2017	The consultant team provided a draft report for internal review in early March. CDTC staff is providing comments mid-March and the draft will be provided to the Regional Operations and Safety Advisory Committee by the end of March.	June 2019	www.cdcmpo.org/safetyplan
2. Municipal Smart City Street Light Conversion and Evolving Technology Guidebook	Smart Communities Program Saratoga Springs Consultant TBD \$20,000 Jen Ceponis	Added to the 2018-2020 UPWP	An evaluation committee is reviewing consultant proposals.	March 2020	TBD

CDTC 2019 BICYCLE & PEDESTRIAN EDUCATION SERIES

You are invited to the CDTC Bicycle & Pedestrian Education Series. CDTC has purchased a series of webinars and educational opportunities which it is offering to Capital District public and private sector planners, engineers, and designers at no cost. CDTC offers webinars developed by the Association of Pedestrian & Bicycle Professionals (APBP), Institute of Transportation Engineers (ITE), Pedestrian & Bicycle Information Center (PBIC), and Transportation Research Board (TRB) throughout the year. The webinars are valuable and informative in advancing transportation planning and engineering in the Capital Region. Professional development and continuing education credits are available for most webinars. The schedule will be updated as new educational opportunities are announced.

DATE	TIME	EVENT	CREDIT	LOCATION
Jan 16	3:00 – 4:00 PM	<i>Bus Stops with Bikeways: Designing Transit Stops with On-street Bicycle Facilities</i>	.1 CEU	CDTC
Feb 20	3:00 – 4:00 PM	<i>Viewing Low-Stress Networks Through an Equity Lens</i>	.1 CEU	CDTC
Mar 20	3:00 – 4:00 PM	<i>Navigating Without Curbs: Accessibility on Shared Streets</i>	.1 CEU	CDTC
Apr 17	3:00 – 4:00 PM	<i>Designing Streets for the Speeds You Want</i>	.1 CEU	CDTC
May 15	3:00 – 4:00 PM	<i>Maintaining Green Infrastructure: Hints for Success</i>	.1 CEU	CDTC
Jun 19	3:00 – 4:00 PM	<i>Finding Common Ground with First Responders: Enhancing Safety and Maintaining Access in Street Design</i>	.1 CEU	CDTC
Jul 17	3:00 – 4:00 PM	<i>Return on investment for Active Transportation</i>	.1 CEU	CDTC
Aug 21	3:00 – 4:00 PM	<i>Getting the Green Light: Improving Actuation and Detection for Cyclists & Pedestrians</i>	.1 CEU	CDTC
Sep 18	3:00 – 4:00 PM	<i>Can We Talk About the Street? Building Support for Controversial Projects</i>	.1 CEU	CDTC
Oct 16	3:00 – 4:00 PM	<i>If We Build it Will They Come? Estimating Demand for Biking and Walking</i>	.1 CEU	CDTC
Nov 20	3:00 – 4:00 PM	<i>Aging in Place: Designing Communities to Support Mobility</i>	.1 CEU	CDTC
Dec 18	3:00 – 4:00 PM	<i>Education and Encouragement: Bringing the Right People Together</i>	.1 CEU	CDTC

Capital District Transportation Committee
 1 Park Place, Albany NY 12205
 (518) 458-2161
 Email iceponis@cdtcmpo.org with any questions

