

2019-24 TIP PJP Review



Overview

- What is the TIP?
- Timeline
- BPAC's Role
- Funding levels

Transportation Improvement Program (TIP)

- 5-year capital plan for federal transportation funding
- For CDTC about \$63 million per year including all State and local projects
- Must reflect recommendations, goals, and priorities in the long-range regional transportation plan (New Visions)!
- Must contribute to achieving new performance targets!

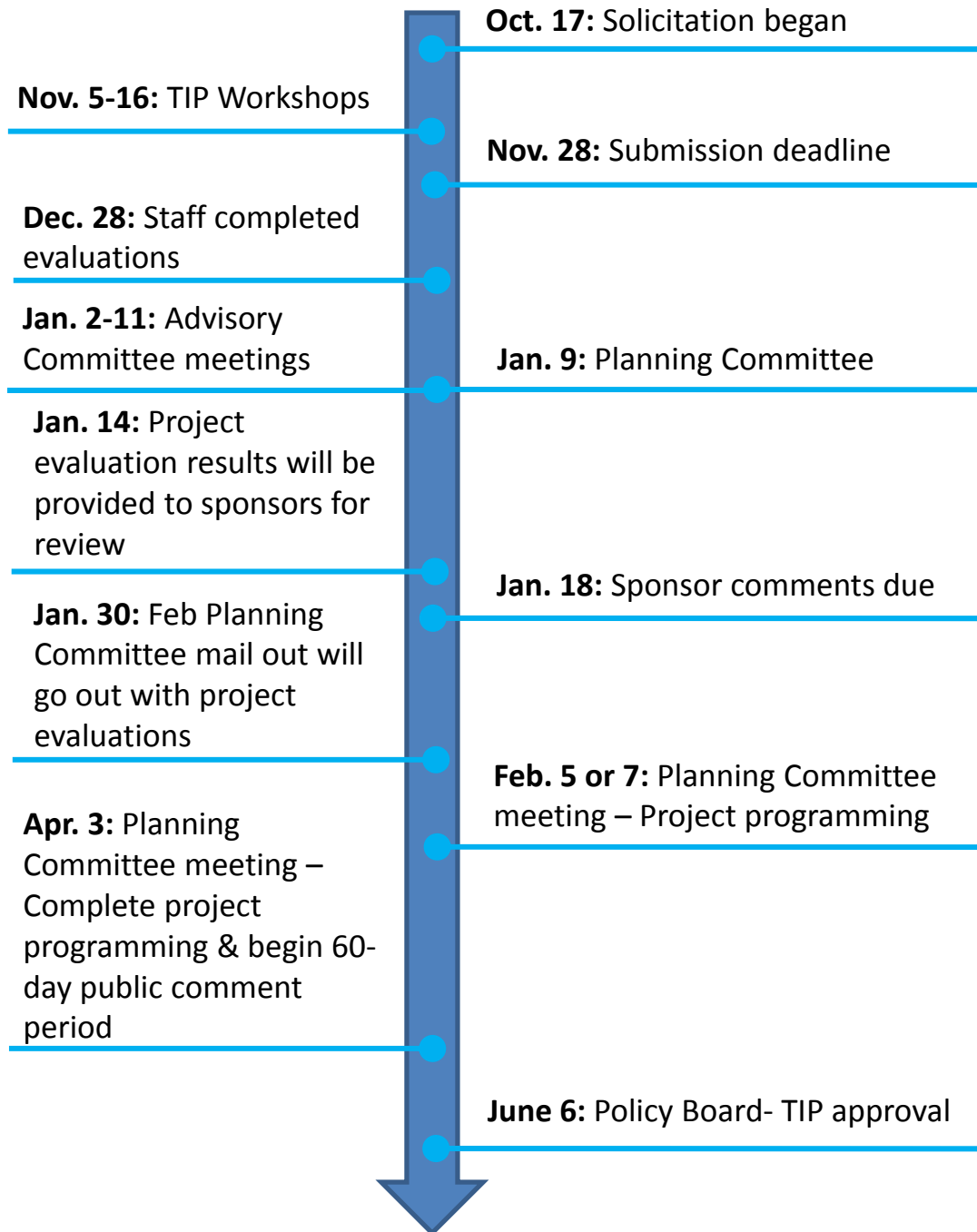


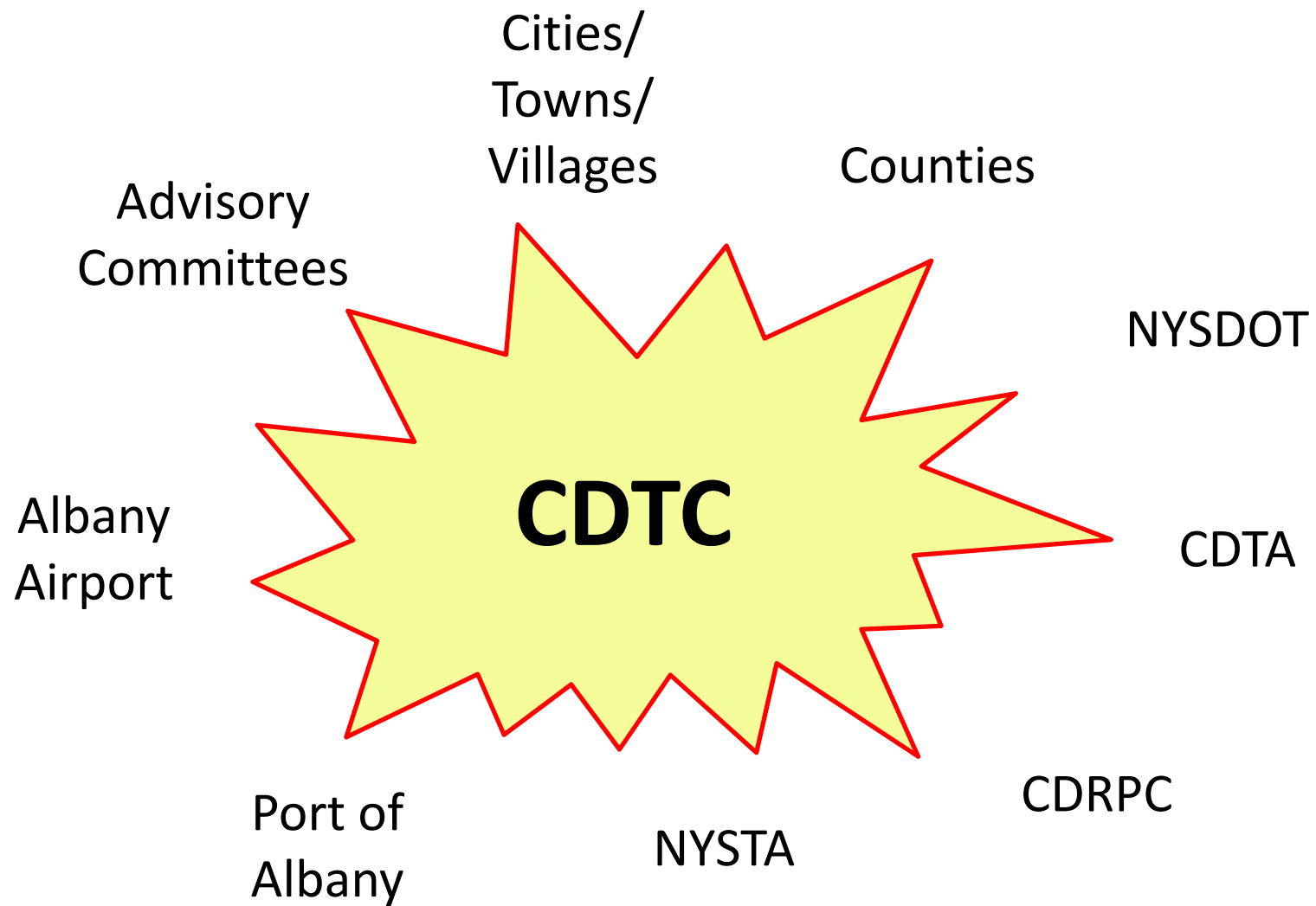
Performance Based Planning Requirements

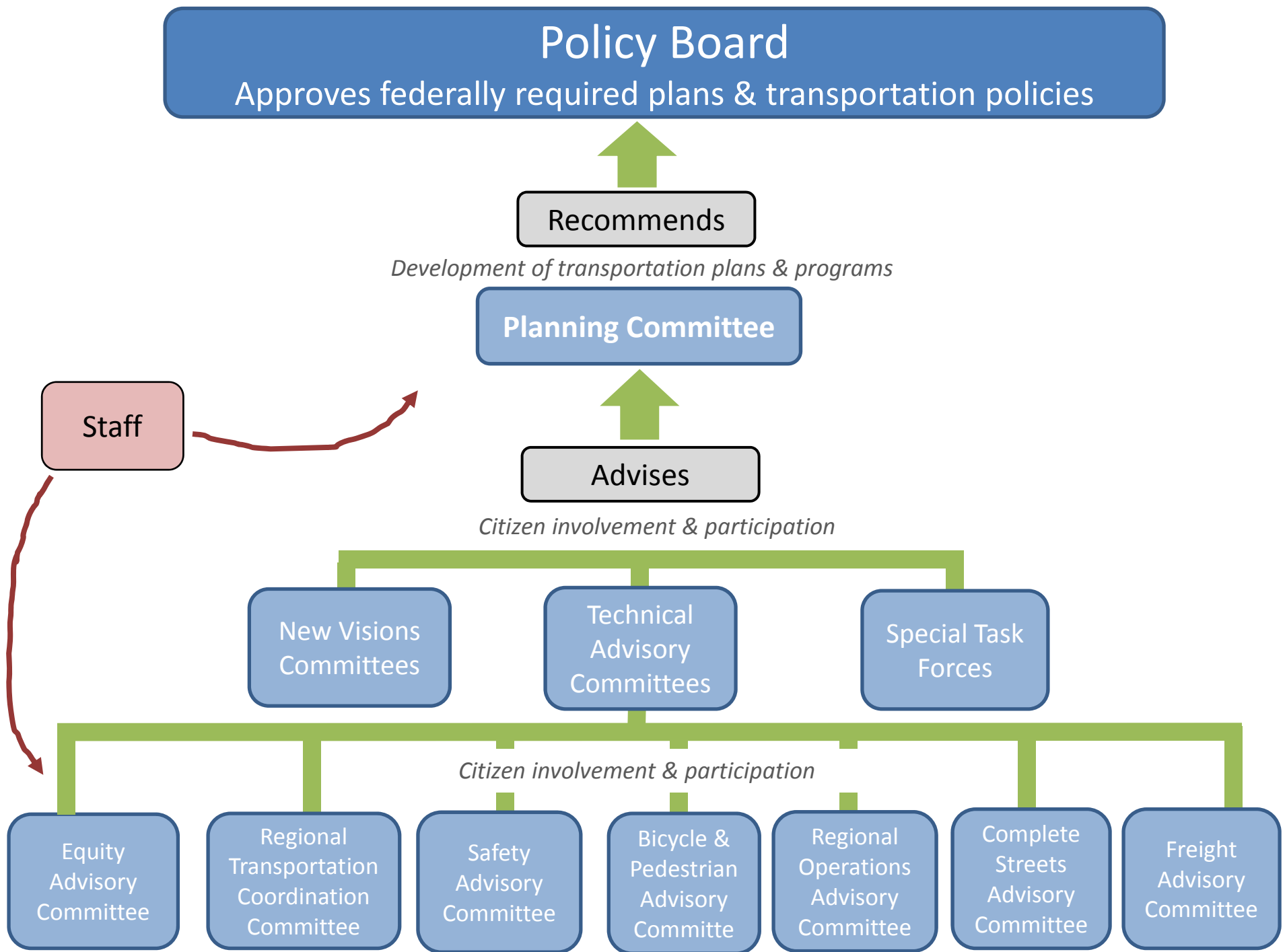
Pursuant to MAP-21 (and carried through into the FAST Act), MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.

T i m e l i n e







Funding

Capital District Transportation Committee Flat Funding Estimate for the 2019-24 TIP

All Amounts are Matched Millions of Dollars

28-Sep-18

FFY		2019-20	2020-21	2021-22	2022-23	2023-24	Total
Year in 2016-21 TIP		4	5				
Year in 2019-24 TIP		1	2	3	4	5	1 to 5
Fund Source	Roll-In	Program Capacity	Program Capacity	Program Capacity	Program Capacity	Program Capacity	Program Capacity
NHPP	4.767	-0.648	3.696	32.445	32.445	32.445	105.150
STP Flexible	13.126	1.623	3.254	10.295	10.295	10.295	48.888
STP Urban	-11.448	-2.341	3.767	8.58	8.58	8.58	15.718
HSIP Highway	1.658	1.159	2.262	2.595	2.595	2.595	12.864
STP NFA Bridges	-2.333	0.149	0.88	0.88	0.88	0.88	1.336
Total	5.770	-0.058	13.859	54.795	54.795	54.795	183.956

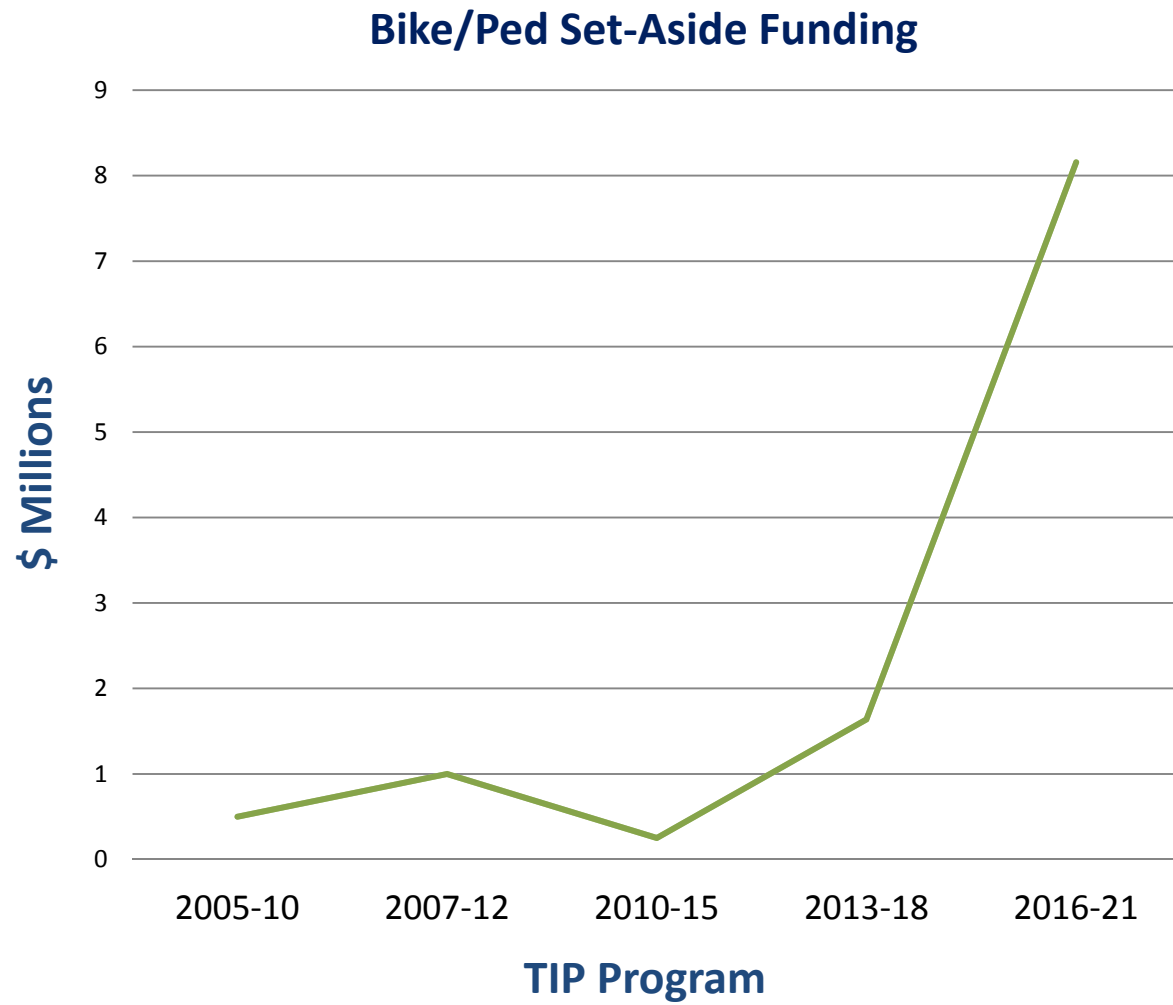
Notes

- 1) The last two years of the 2016-21 TIP are the first two years of the 2019-24 TIP.
- 2) The Roll-In is the balance after 2018-19, calculated from Summary Table 4 on 9/26/18.
- 3) Programming Balance for 2019-20 and 2020-21 are from Summary Table 4.
- 4) Programming Balance for 2021-22, 2022-23 and 2023-24 are flat funding from 2020-21.
- 5) Cost increases to existing projects will decrease programming capacity.

2016-21 TIP

Project Type			Cost (\$M)	% of TIP	Number of Projects
Pavement Preservation Projects			9.536	9.8%	9
Pavement Beyond Preservation Projects			2.251	2.3%	1
Bridge Preservation Projects			34.729	35.6%	7
Bridge Beyond Preservation Projects			37.020	38.0%	6
Bicycle and Pedestrian Preservation Projects			0.721	0.0007%	2
Bicycle and Pedestrian Beyond Preservation Projects			7.436	7.6%	7
Other Beyond Preservation Projects			2.857	2.9%	2
Low Volume Local Projects			2.907	3%	7
		Total	97.457	100%	41

Funding



Funding

2019-24 Bike/Ped Set-Aside

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PROJECT NAME:

MERIT CATEGORIES	NUMERIC VALUES	SCORE
COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE)		
Land Use Compatibility	SCORE -1 to +3	0
Smart Growth	SCORE -1 to +3	0
Environmental Justice	SCORE -1 to +2	0
Accessibility / ADA / Universal Design/Human Services Transport	SCORE -1 to +2	0
	SUBTOTAL -4 to +10	0
APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)		
Preservation/Renewal of Existing	SCORE -2 to +5	0
Complete Streets	SCORE -2 to +5	0
	SUBTOTAL -4 to +10	0
MULTI-MODALISM (10 POINTS POSSIBLE)		
Transit	SCORE -2 to +5	0
Pedestrian	SCORE -1 to +3	0
Bicycle	SCORE -1 to +2	0
	SUBTOTAL -4 to +10	0
ENVIRONMENT & HEALTH (8 POINTS POSSIBLE)		
Sensitive Area Preservation/Mitigation	SCORE -1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE -1 to +2	0
Alternative Fuels Support	SCORE -1 to +2	0
Other Health Benefit	SCORE -1 to +2	0
	SUBTOTAL -4 to +8	0
REGIONAL BENEFIT (5 POINTS POSSIBLE)		
Benefit beyond project to transportation system or quality region	SCORE -2 to +5	0
	SUBTOTAL -2 to +5	0
ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)		
Economic Impact	SCORE -2 to +5	0
	SUBTOTAL -2 to +5	0
SAFETY & SECURITY (5 POINTS POSSIBLE)		
Additional Safety Benefit Beyond Crash History	SCORE -1 to +3	0
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE -1 to +2	0
	SUBTOTAL -2 to +5	0
OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	0
Use of Beneficent Advanced Technologies	SCORE -1 to +2	0
	SUBTOTAL -2 to +5	0
FREIGHT (5 POINTS POSSIBLE)		
Freight and Goods Movement	SCORE -2 to +5	0
	SUBTOTAL -2 to +5	0
PERFORMANCE (3 POINTS POSSIBLE)		
Anticipated Effect on all Performance Targets	SCORE -1 to +3	0
	SUBTOTAL -1 to +3	0
INNOVATION (2 POINTS POSSIBLE)		
Innovative Solutions	SCORE 0 to +2	0
	SUBTOTAL 0 to +2	0
PROJECT DELIVERY (2 POINTS POSSIBLE)		
On Schedule/On Budget	SCORE -2 to +2	0
	SUBTOTAL -2 to +2	0
PROJECT MERIT CATEGORY SUB TOTAL		
Total from Line Items Above	SUBTOTAL -29 to +70	0
Scaled to 50 points		0.0

B/C RATIO		
B/C Ratio Value (imported from separate analysis)	SUBTOTAL 0 to +50	

PROJECT TOTAL (UP TO 100 POINTS)		
Merit Categories + B/C Value	TOTAL -21 to 100	0.0

Evaluation Methodology

(Appendix H in TIP Document)

Merit Score + B/C Ratio = Total Project Score

← MERIT POINTS TOTAL

← B/C SCORE CONVERTED TO POINT SCALE

← TOTAL PROJECT SCORE

APPROPRIATE INFRASTRUCTURE SUBTOTAL SCORE		0
MULTI-MODALISM (10 POINTS POSSIBLE)		
Transit (5 points)		
Project substantially furthers a major CDTA regional transit initiative or a transit-related CDTC "Big Ticket" initiative. Project implements a new transit priority network or substantially expands transit or transit access.	5	
Project is on or physically connects to a transit priority network and adds 3 or more transit components. Alternatively, project's primary purpose is transit improvement and over 50% of cost is directed to transit components. Transit components include: <ul style="list-style-type: none"> • Bus-only travel lane • Transit shelters, including concrete pad and access to board transit • Concrete transit pull-offs (bus bays) adjacent to the roadway • Curb extension at bus stops • Sidewalks • Transit signal priority Queue jumps • Park and Ride lots of at least 25 spaces • Innovative pedestrian crossings • Accessibility above ADA guidelines • Pedestrian signage throughout project area • Land set aside for future transit components • Multi-use paths 	4	
Project is on or physically connects to a transit priority network, and includes at least one new transit component or upgrade (renew or repair) to existing transit components. If transit components are removed, there must be a net gain, with other transit component(s) added and/or upgraded.	3	
Project is not on and does not physically connect to a transit priority network but does have a transit route present and the project adds transit component(s)	2	
Project is not on and does not physically connect to a transit priority network, nor is a transit route present, and the project adds transit component(s).	1	
Project has neutral effect (no known impact, positive or negative) on transit, and does not add, upgrade, or remove transit components.	0	
Project is not on or does not physically connect to a transit priority network and removes transit component(s) without replacement/upgrade.	-1	
Project is on or physically connects to a transit priority network and removes transit component(s) without replacement/upgrade. Alternatively, project is determined to have a serious negative impact on transit.	-2	
TRANSIT SCORE		
Pedestrian (3 points)		
Project improves accessibility, safety, or connectivity of pedestrian infrastructure ~AND~ is within, or making a connection to, a Tier 1 Pedestrian District.	3	
Project improves accessibility, safety, or connectivity of pedestrian infrastructure ~AND~ is within, or making a connection to, a Tier 2 Pedestrian District	2	
Project improves accessibility, safety, or connectivity of pedestrian infrastructure while not being located within a defined pedestrian district.	1	
Project has neutral effect (no known impact, positive or negative) on pedestrian infrastructure.	0	
Project removes pedestrian infrastructure (e.g., sidewalk, crosswalk, ped signals, signage, etc.) without replacing or enhancing it.	-1	
PEDESTRIAN SCORE		
Bicycle (2 points)		
Project is on, or making a connection to, the linear Bike Network and the project's primary purpose or significant focus is on bicycle infrastructure/accommodations.	2	
Project is not on or directly connected to the linear Bike Network but it improves accessibility, safety, or connectivity of bicycle infrastructure in a non-incidental way (e.g., project installs bike lane, widen shoulders specifically for bike usage, or implements comprehensive bicycle signage program). Projects such as highway repaving which may incidentally improve bicycle travel (e.g. by improving pavement condition) are excluded from receiving point value and are considered neutral.	1	
Project has neutral effect (no known impact, positive or negative) on bicycle infrastructure/accommodations.	0	
Project removes bicycle infrastructure/accommodations (e.g., bike lane, multi-use path, signage, pavement markings, etc.) without replacing or enhancing it.	-1	
BICYCLE SCORE		
MULTI-MODALISM SUBTOTAL SCORE		0

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Merit Score + B/C Ratio = Total Project Score

← MERIT POINTS TOTAL

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← B/C SCORE CONVERTED TO POINT SCALE

PROJECT TOTAL (UP TO 100 POINTS)		
Merit Categories + B/C Value	TOTAL -21 to 100	0.0

← TOTAL PROJECT SCORE

Benefit/Cost Methodology

For all projects except “bike/ped”:

Facility Life + **Safety** + Mobility + User Cost = **Total Benefits / Annualized Cost**

How do we calculate safety benefits?

Art as much as science – Loosely based on state HSIP

A) All Crashes

i. Estimated annual crash cost without improvement (existing conditions):

Crashes per year X Before Project Crash Cost = Annual Crash Cost (Cost/Crash)

ii. Estimated annual crash cost with improvement (proposed conditions):

Crashes per year X **Crash Reduction Factor** X Average Cost Per Crash = Annual Crash Cost (Cost/Crash)

iii. Safety Benefit (\$1,000's/Year) = Existing (cost/crash) - Proposed (cost/crash)

\$ value of crashes reduced

B) Repeat for bicycle crashes, if needed

C) Repeat for pedestrian crashes, if needed

(A + B + C) = Annual Safety Benefit

Bike/Ped Evaluation Methodology

Safety	Market Potential	Cost Effectiveness
A	A	A
A	B	A
A	C	B
B	A	A
B	B	B
B	C	C
C	A	B
C	B	C
C	C	C

CDTC developed an alternative calculation for Bike/Ped projects, largely related to the limitations of the regional travel model.

All numbers are translated to a relative “measure” as they are not precise.

*Based on a Calculated
Safety Benefit*

*Based on the modeled short
trip response on the
bicycle/pedestrian version
of CDTC's Systematic Traffic
Evaluation and Planning
(STEP) model*

*Compares the Market
Potential against the
project cost*

$$2x \text{ Market} + 2x \text{ Safety} + \text{Cost Effectiveness} = \text{Weighted Score}$$

STEP Model

Systematic Traffic Evaluation and Planning

Pedestrian parameters

Distance threshold: 2.5 mi

Speed (no sidewalks or trail): 1 MPH

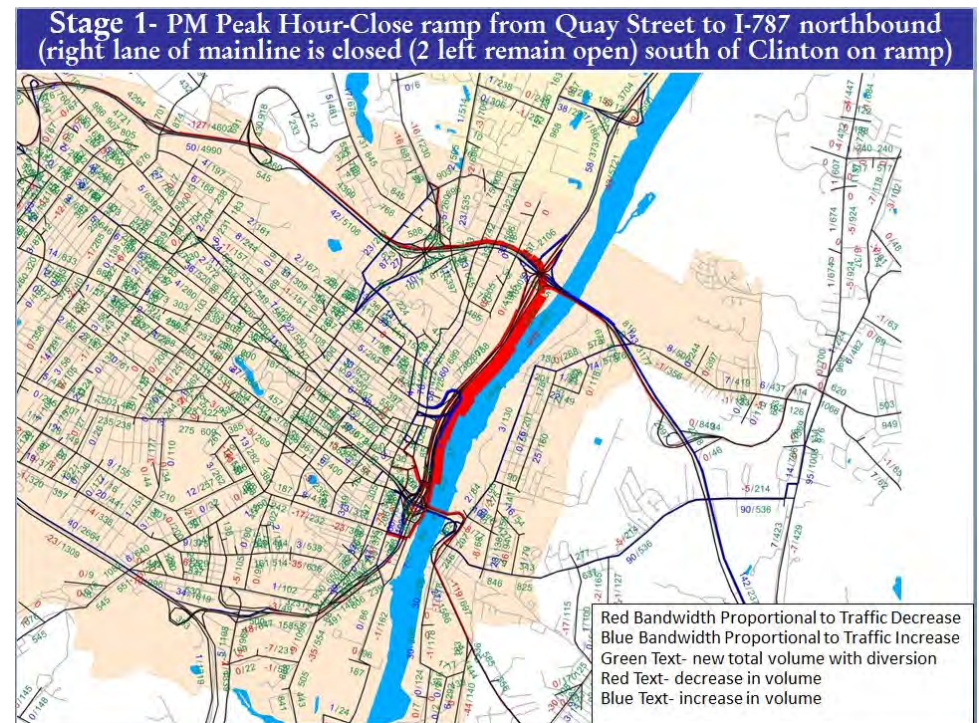
Speed (available sidewalk or trail): 3 MPH

Bicycle parameters

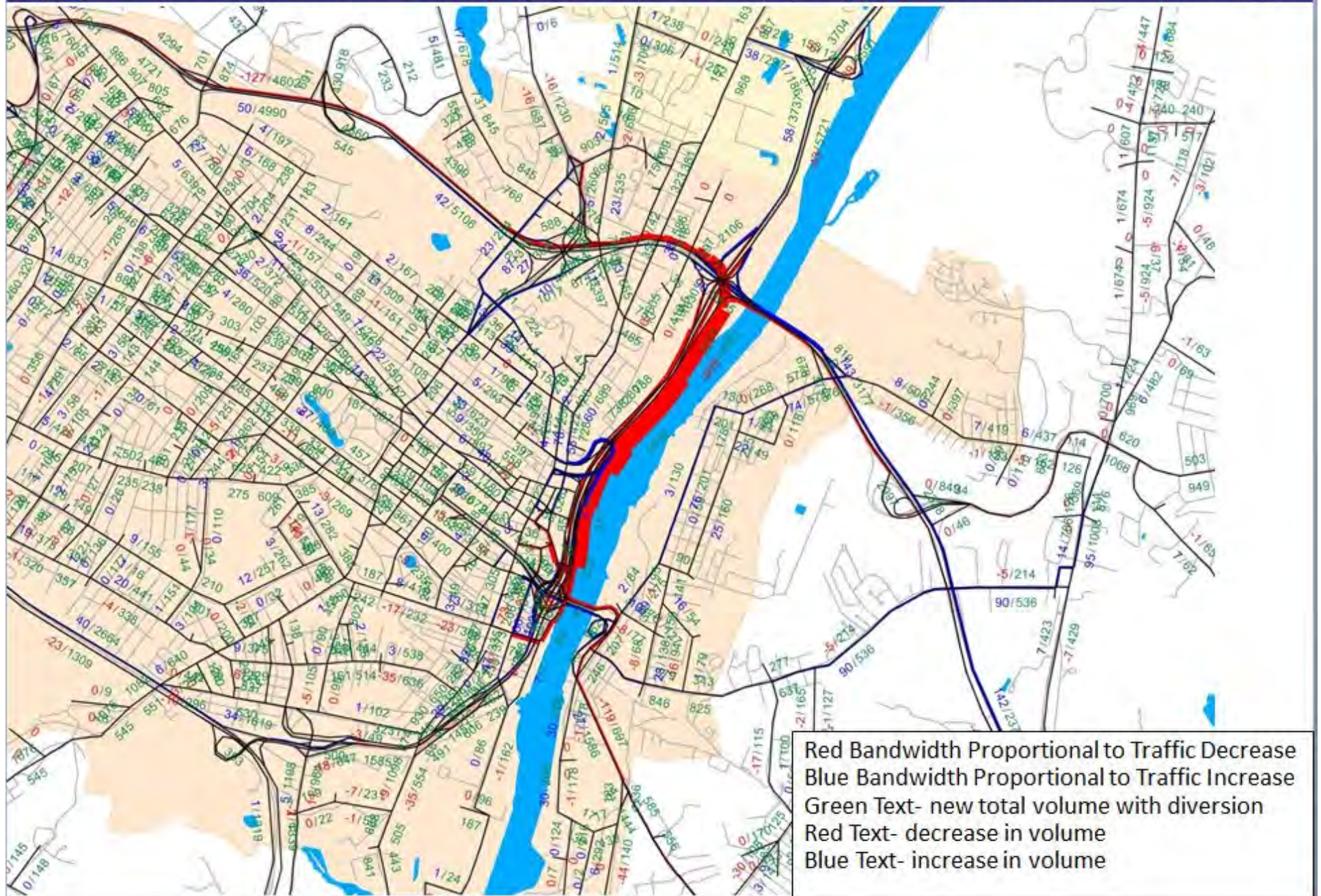
Distance threshold: 10 miles

“Bicycle Friendly” street speed: 10 MPH

Bike Lanes or Trails: 15 MPH



Stage 1- PM Peak Hour-Close ramp from Quay Street to I-787 northbound (right lane of mainline is closed (2 left remain open) south of Clinton on ramp)



Here we go...

Candidate Project Overview

Project Type	Number Received	Total Cost (\$M)
Bike/Ped	19	\$24.478
Bridge – Preservation	11	\$115.01
Bridge – Replacement	15	\$184.676
Pavement – Preservation	37	\$102.373
Pavement – Reconstruction	4	\$59.292
Intersection	4	\$17.998
Safety	4	\$12.140
Other	5	\$37.596
	Total	\$553.64

Ground Rules

Remember the New Visions 2040 planning & investing principles

- Investing in a Quality Region
- Economic Development
- Regional Equity
- Complete Streets
- Bicycle & Pedestrian Transportation
- Transit
- Infrastructure
- Safety & Security
- Travel Reliability
- Freight
- Environment
- Technology

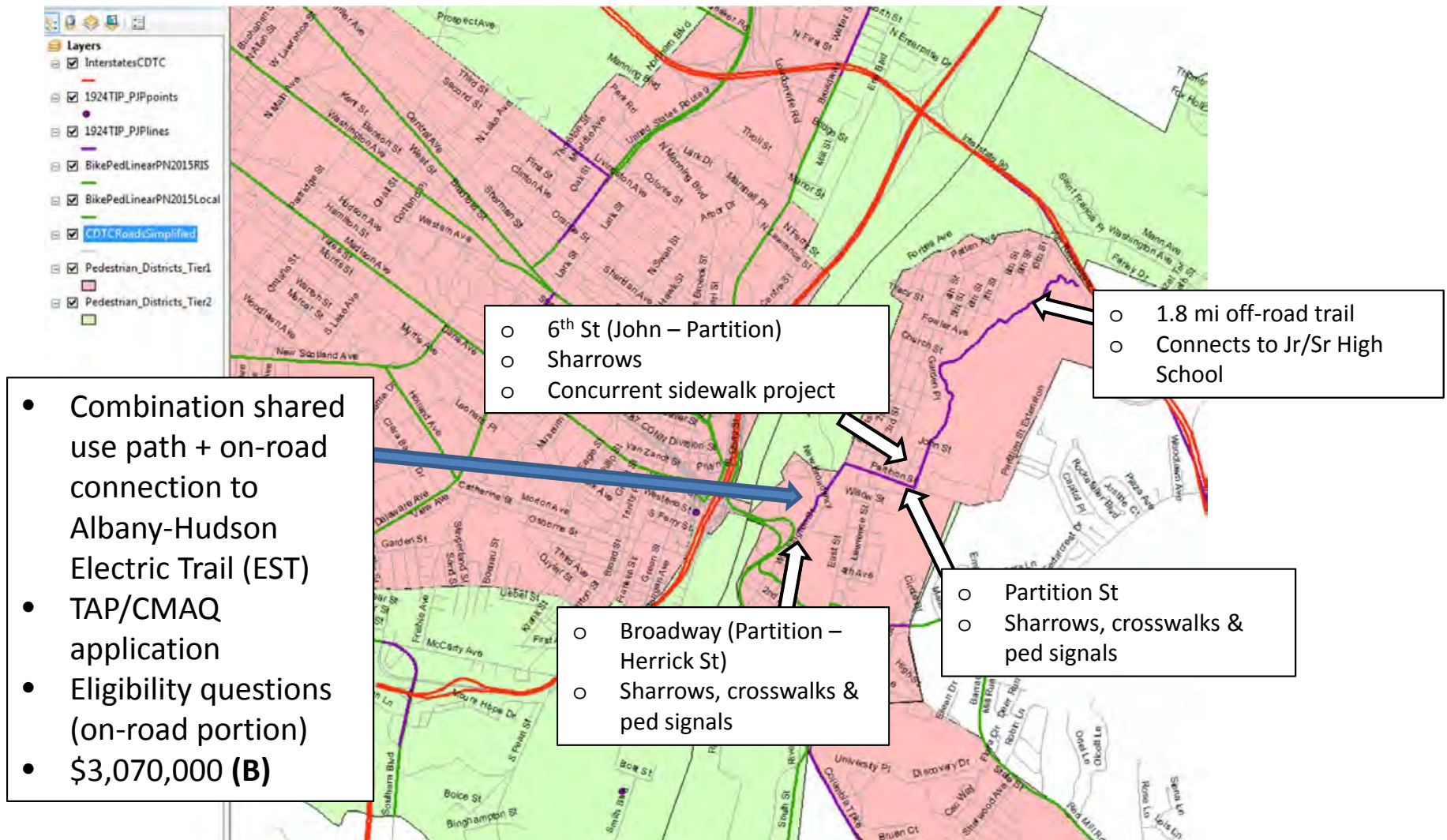
- No advocating for your own projects
- Stick to the facts
- Have respect for other members' thoughts & opinions
- This is not a design charrette - We are not making recommendations on how the sponsor *should* design, implement or construct the proposed project
- There may be opportunities to propose Complete Streets features during design phase
- The Committee will not provide recommendations on what types (ex. bridge vs. bike/ped) of project should receive funding; the Committee will not recommend any type of project receive no funding

“Bike/Ped” Projects



Black Bridge trailhead, Green Island

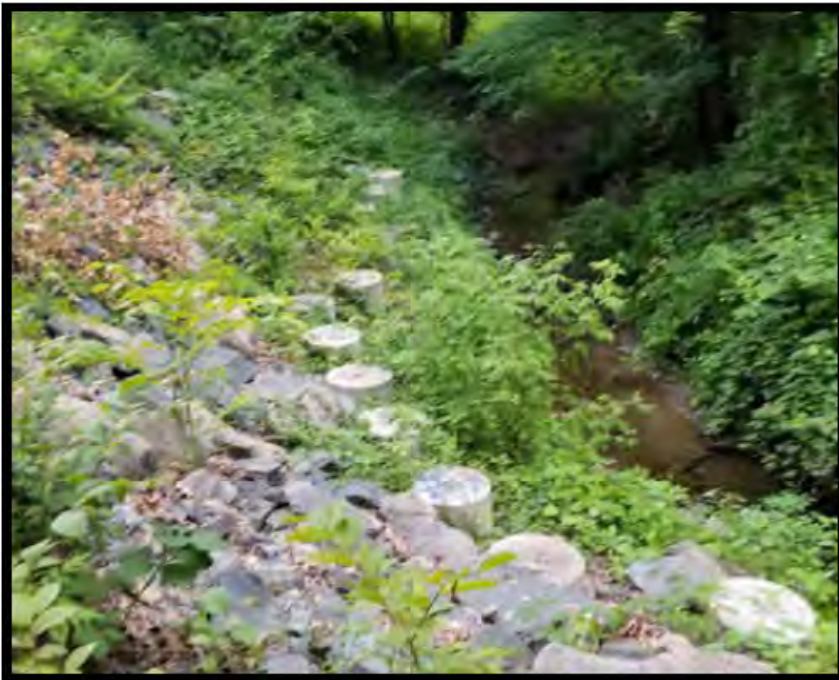
Rensselaer Bicycle & Pedestrians Access Improvements



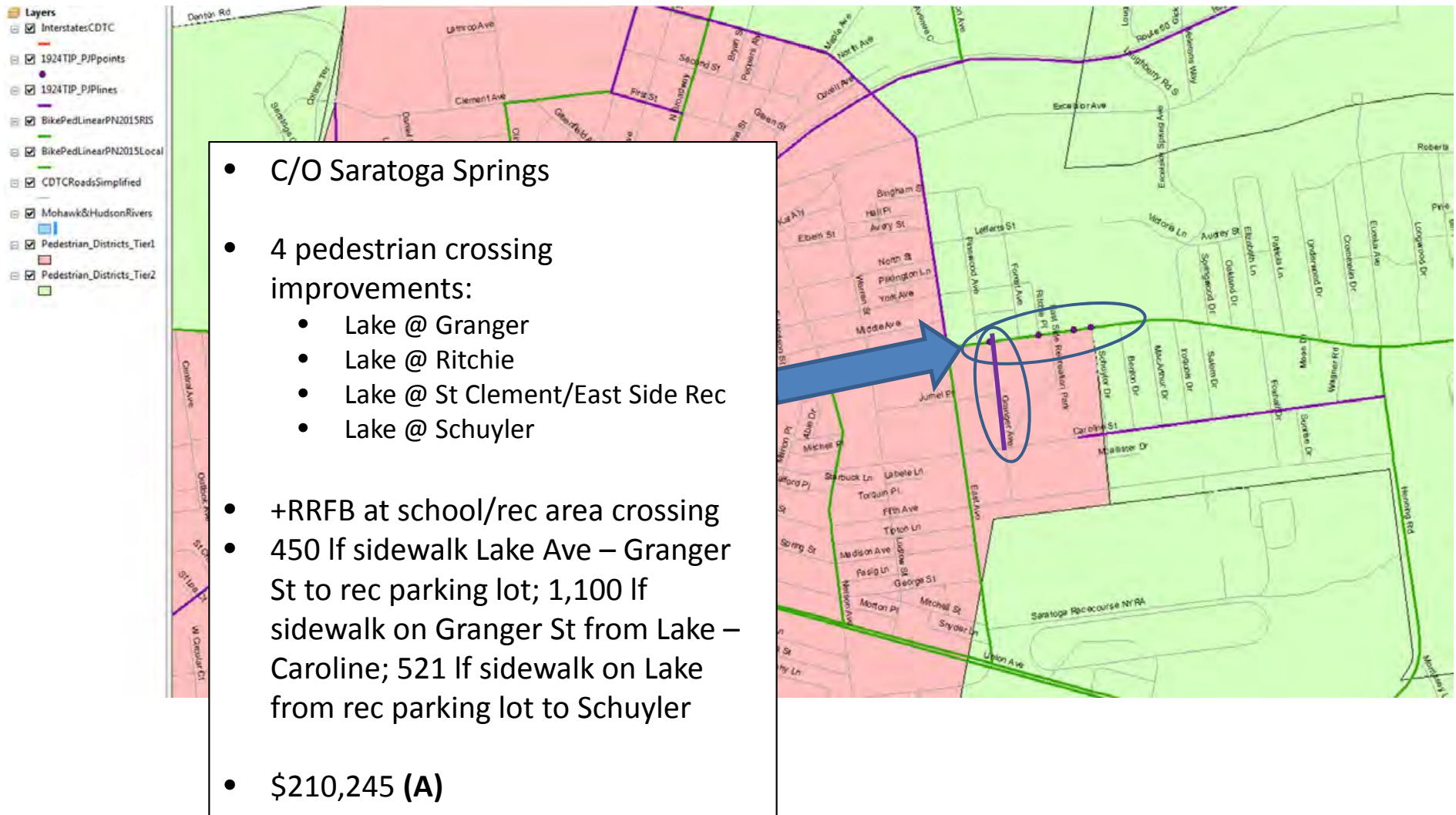


City of Rensselaer **Pedestrian and Bicycle Access Improvements Project Area**

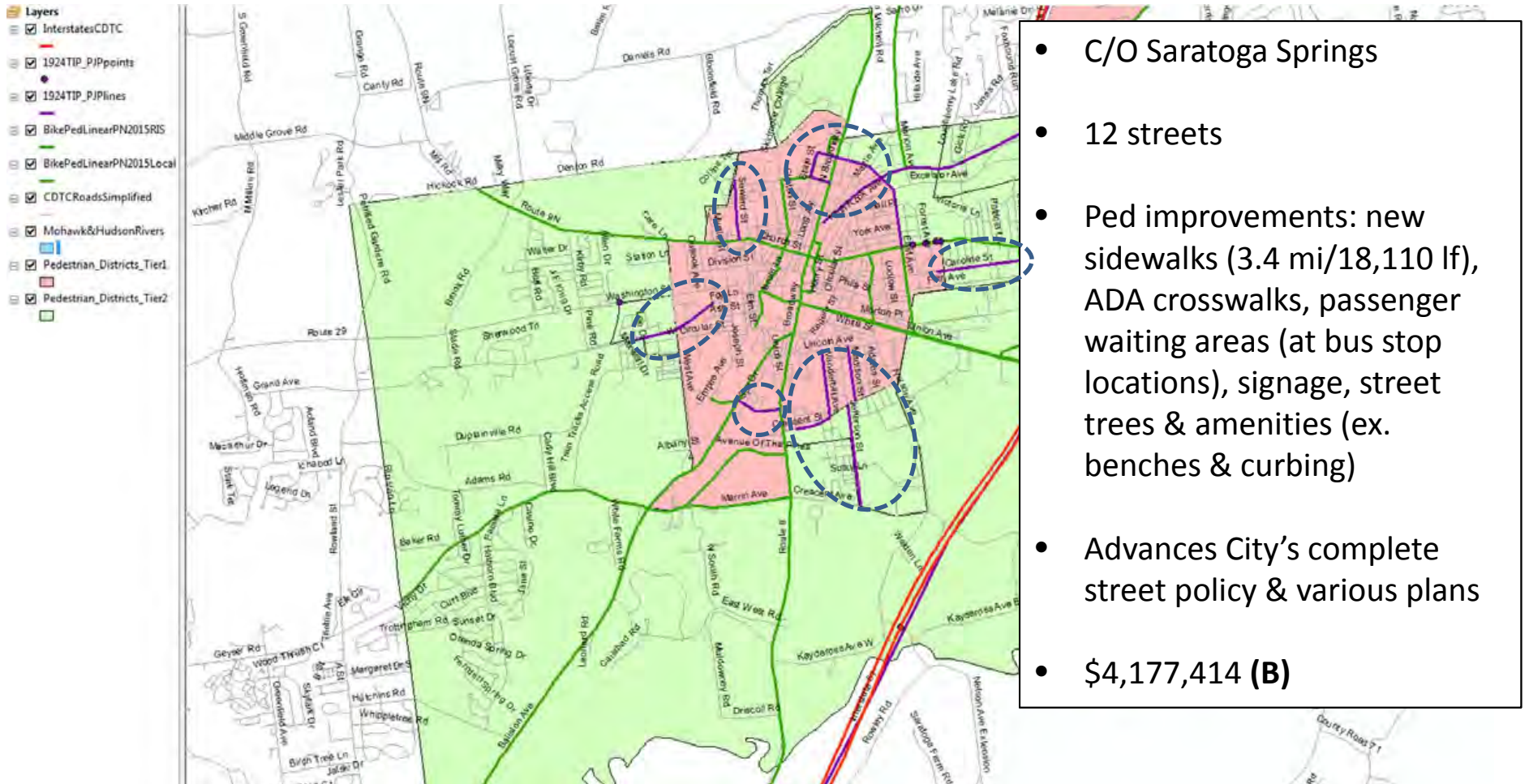


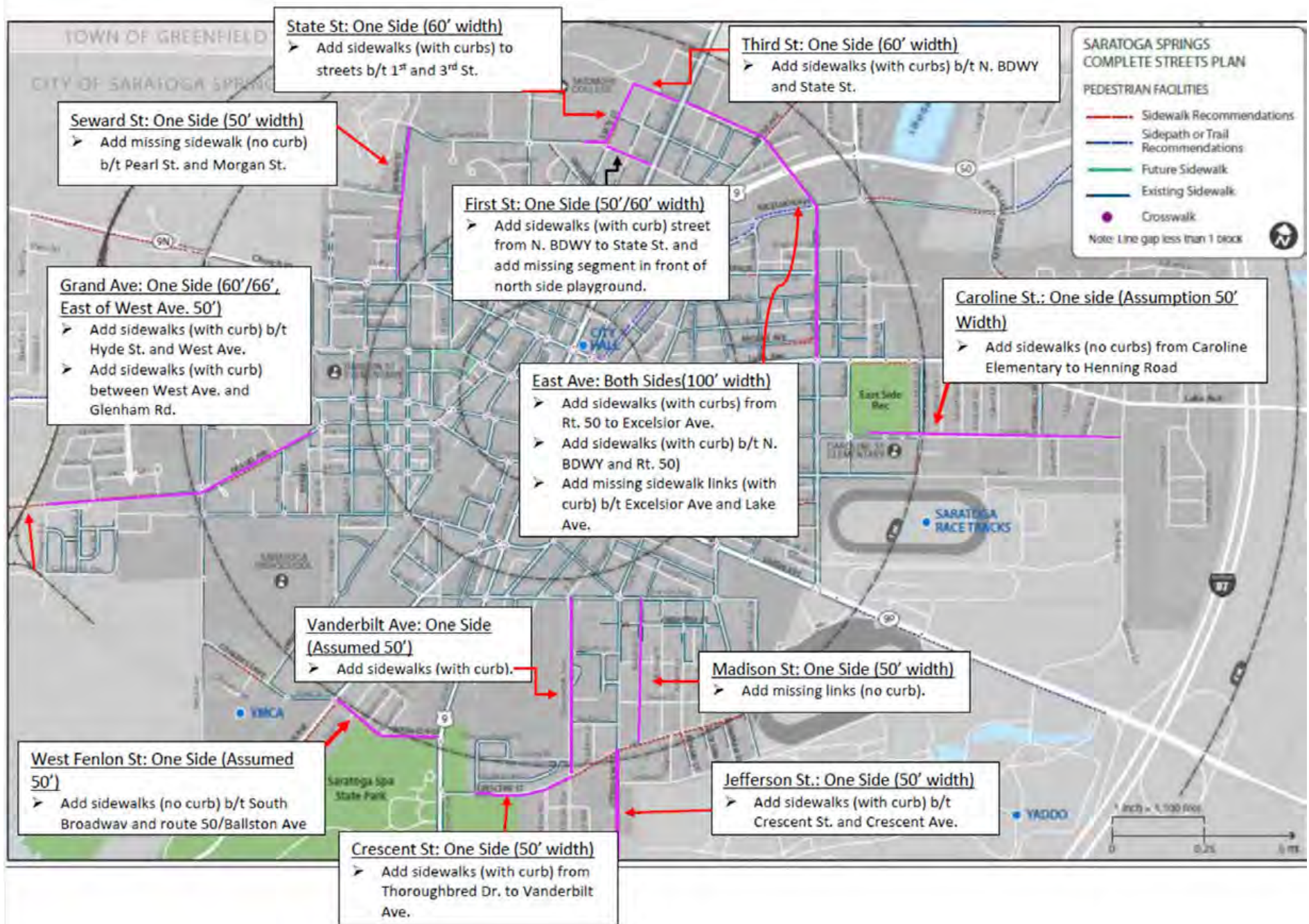


Lake Avenue Corridor Improvement Project

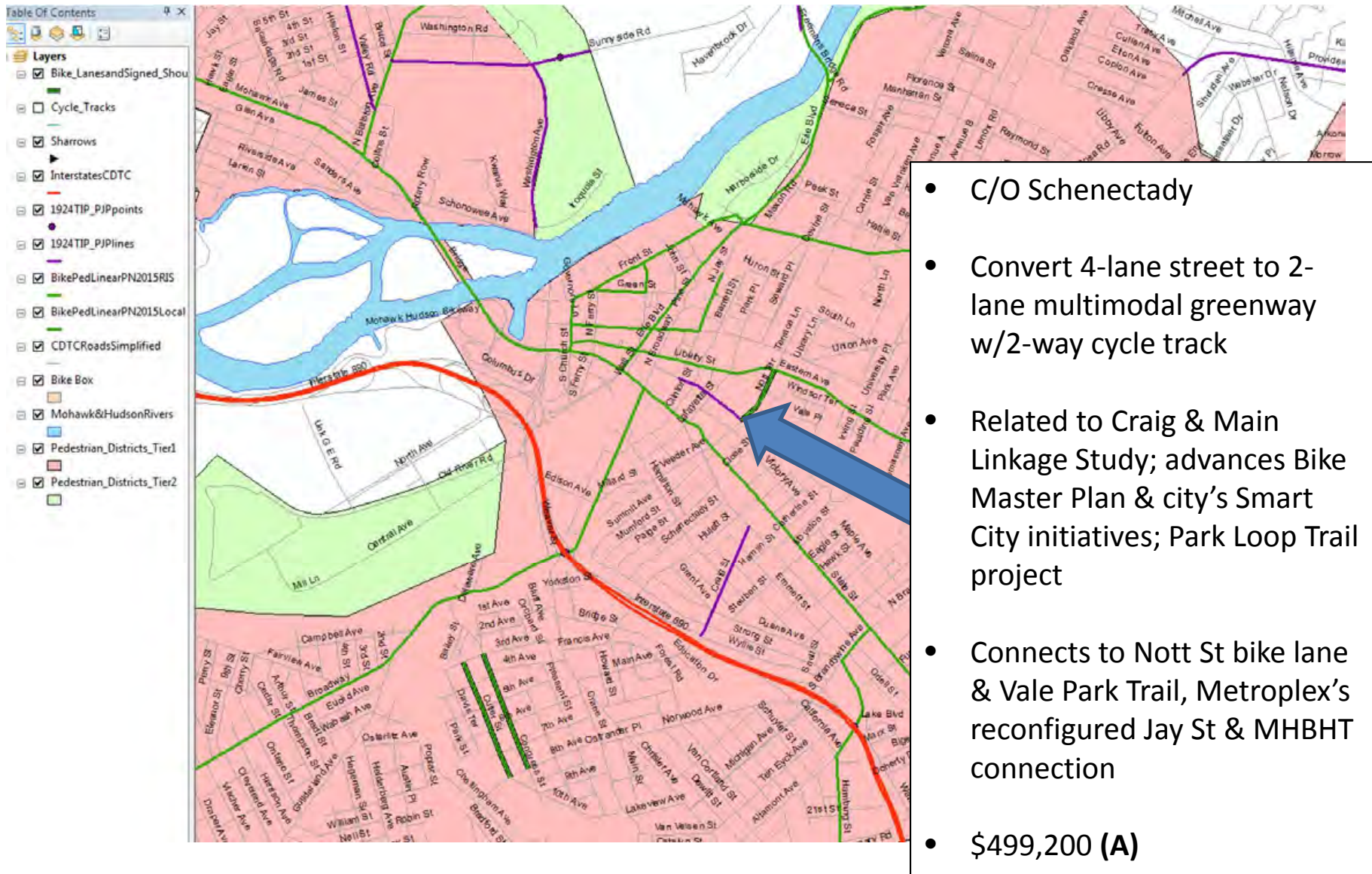


Missing Links Program, Saratoga Springs



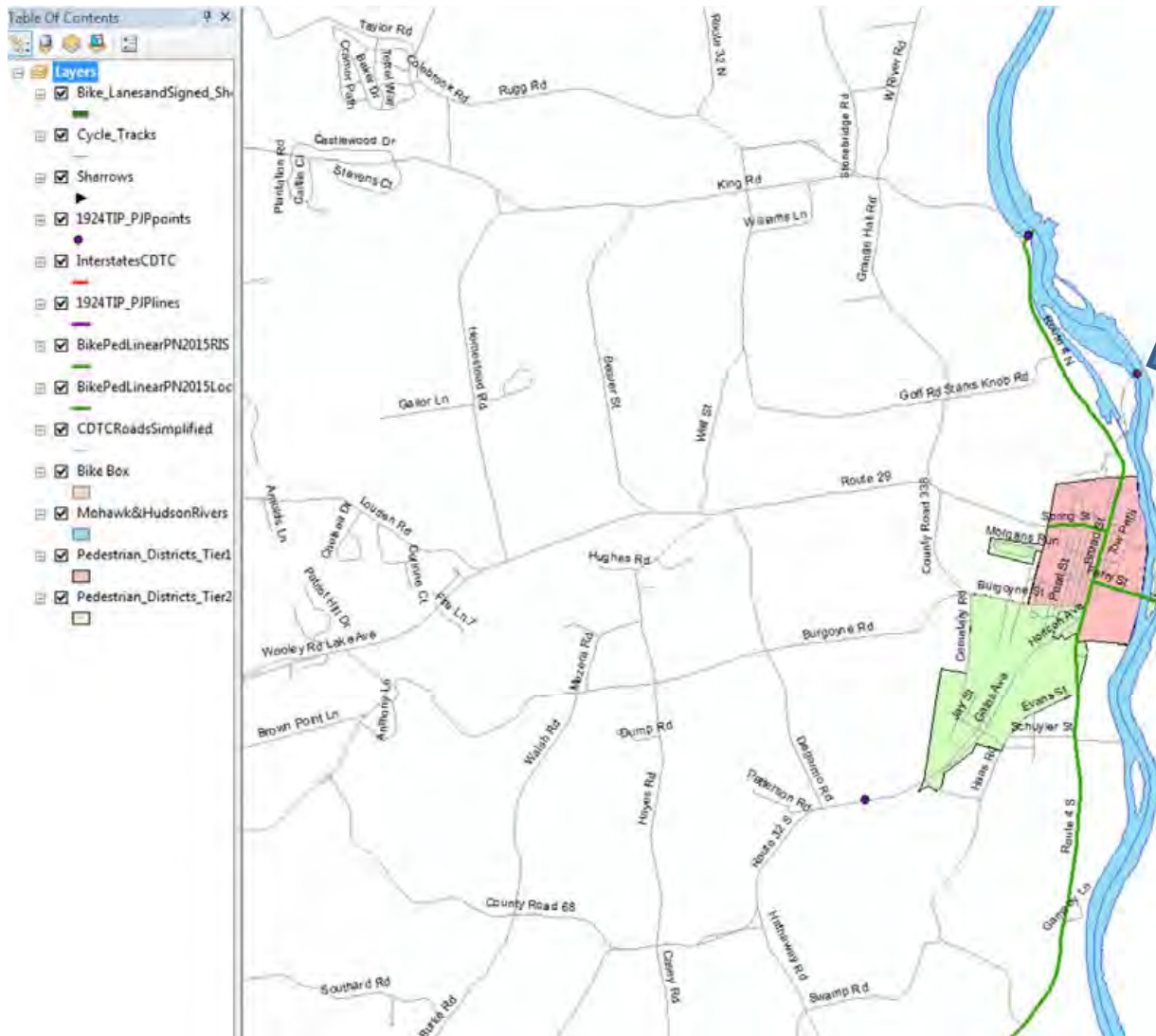


Franklin Street Cycle Track



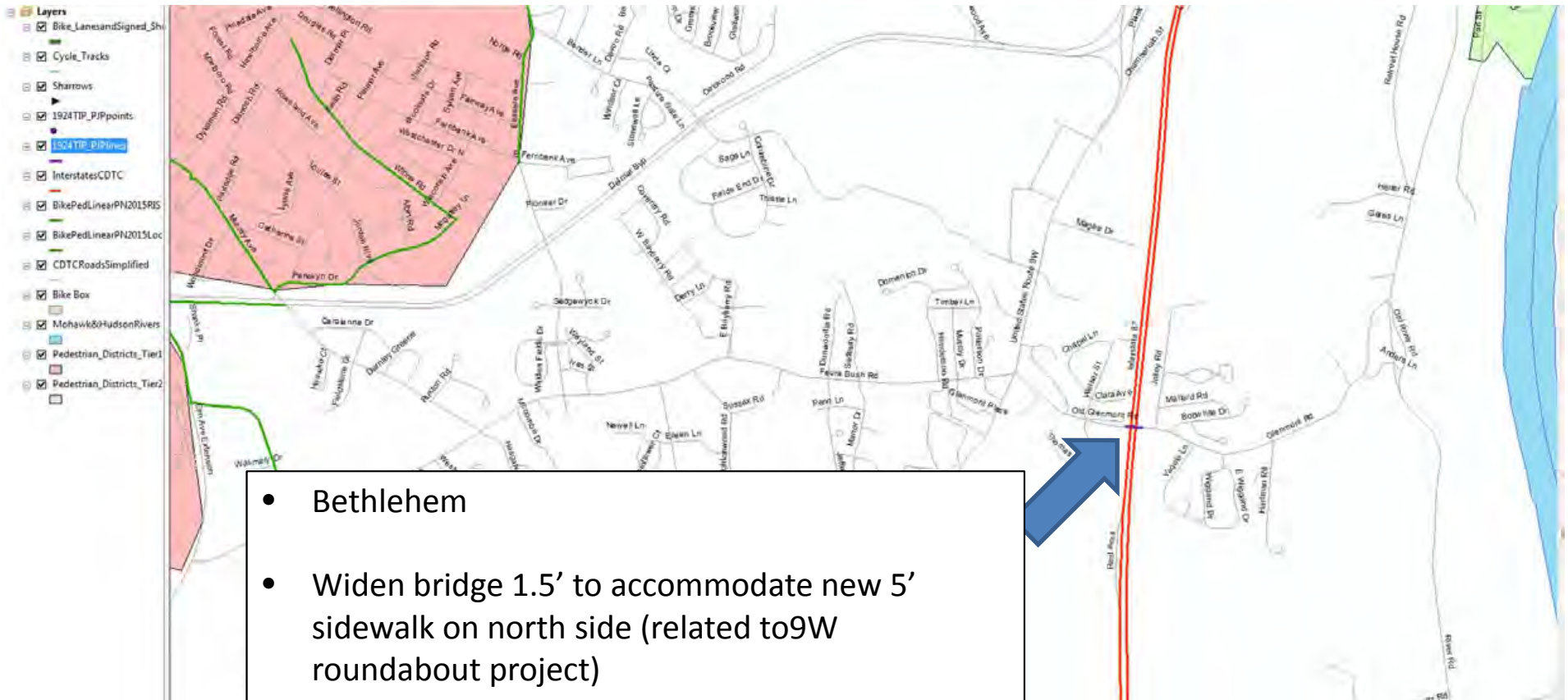


Dix Bridge - Clarks's Mill Road (CR42) over the Hudson Steel



- Northumberland–Saratoga Co (borders Washington Co)
- Lead paint abatement & painting but no impact to bridge deck
- Bike/Ped bridge in Hudson Crossing Park; on Champlain Canal Trail/EST
- \$741,000 (c)

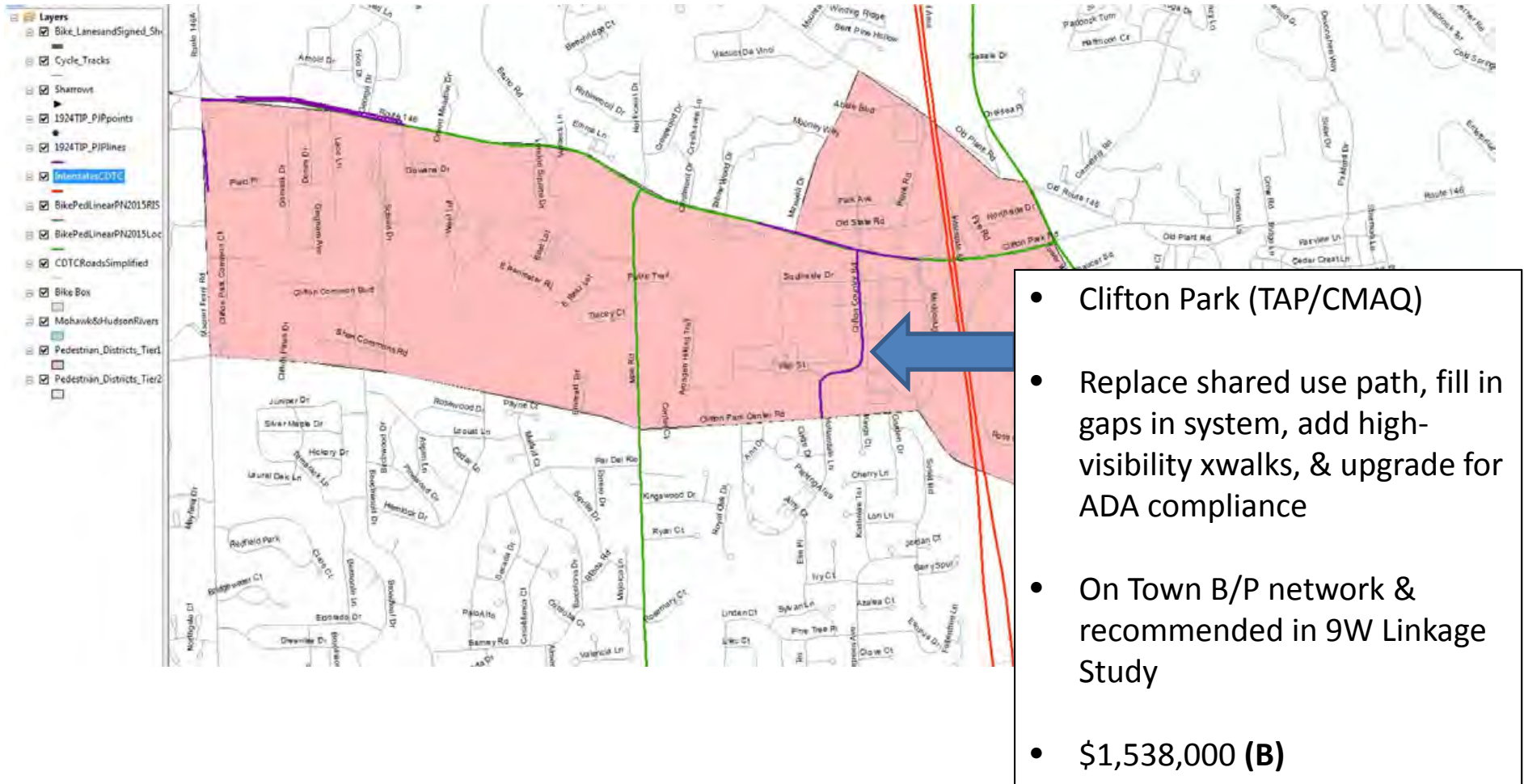
Glenmont Road Bridge Widening Project



- Bethlehem
- Widen bridge 1.5' to accommodate new 5' sidewalk on north side (related to 9W roundabout project)
- On Town B/P network & recommended in 9W Linkage Study
- \$700,000 (c)



Clifton Country Road Pedestrian Enhancements



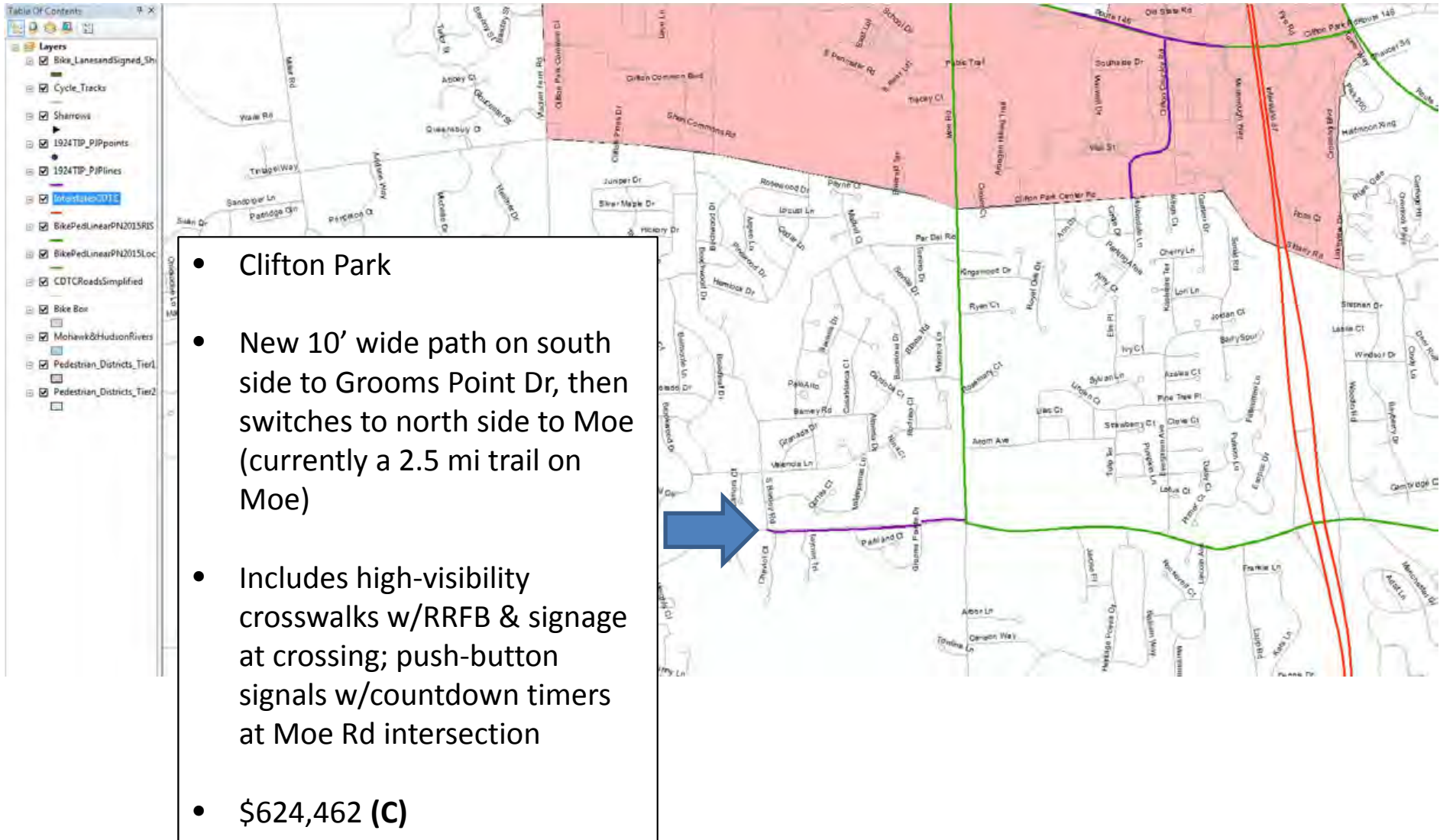
57 Clifton Country Rd
New York

Google, Inc.

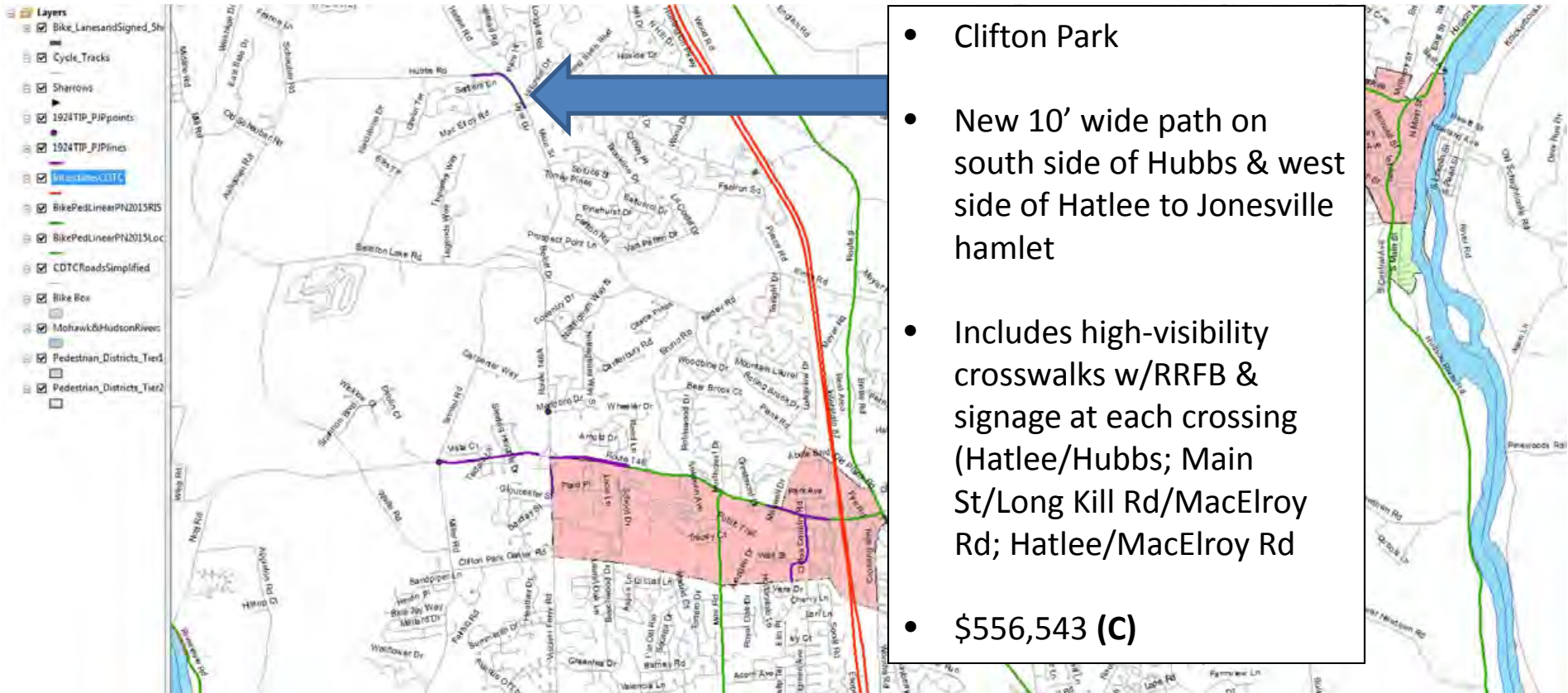
Street View - Jul 2018



Grooms Road Multi-Use Trail Connection to Moe Road Multi-Use Trail

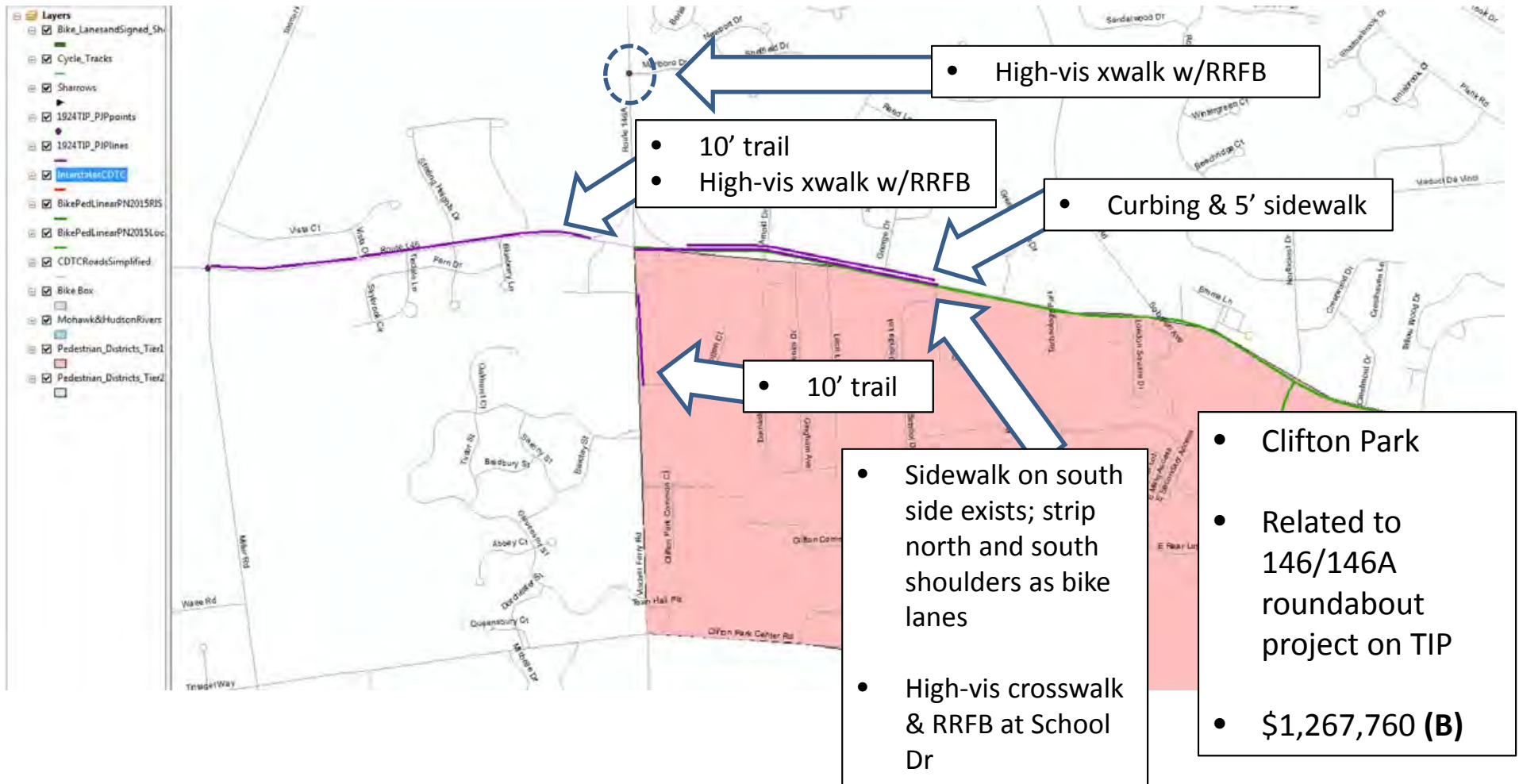


Hubbs Road-Main Street Multi-Use Trail

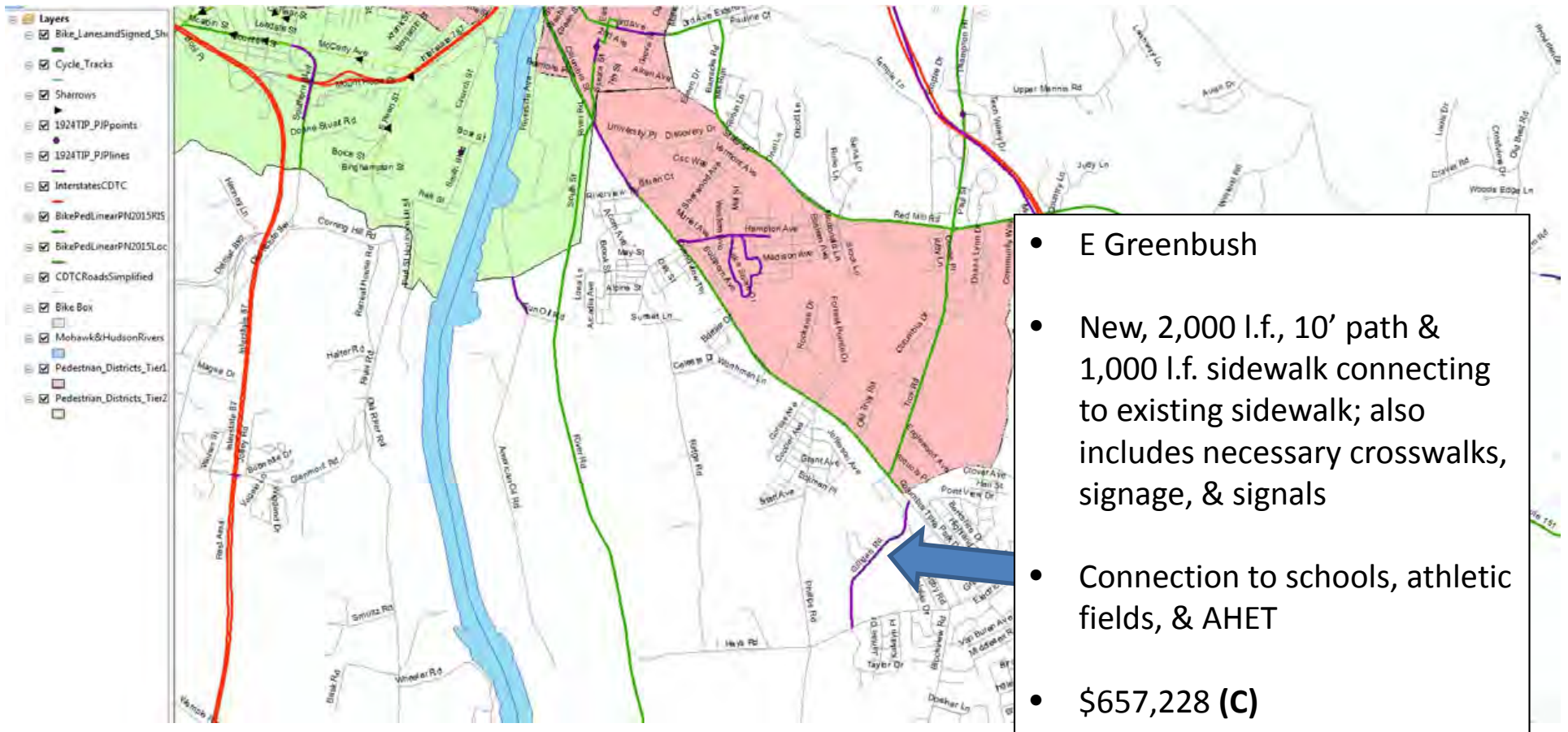




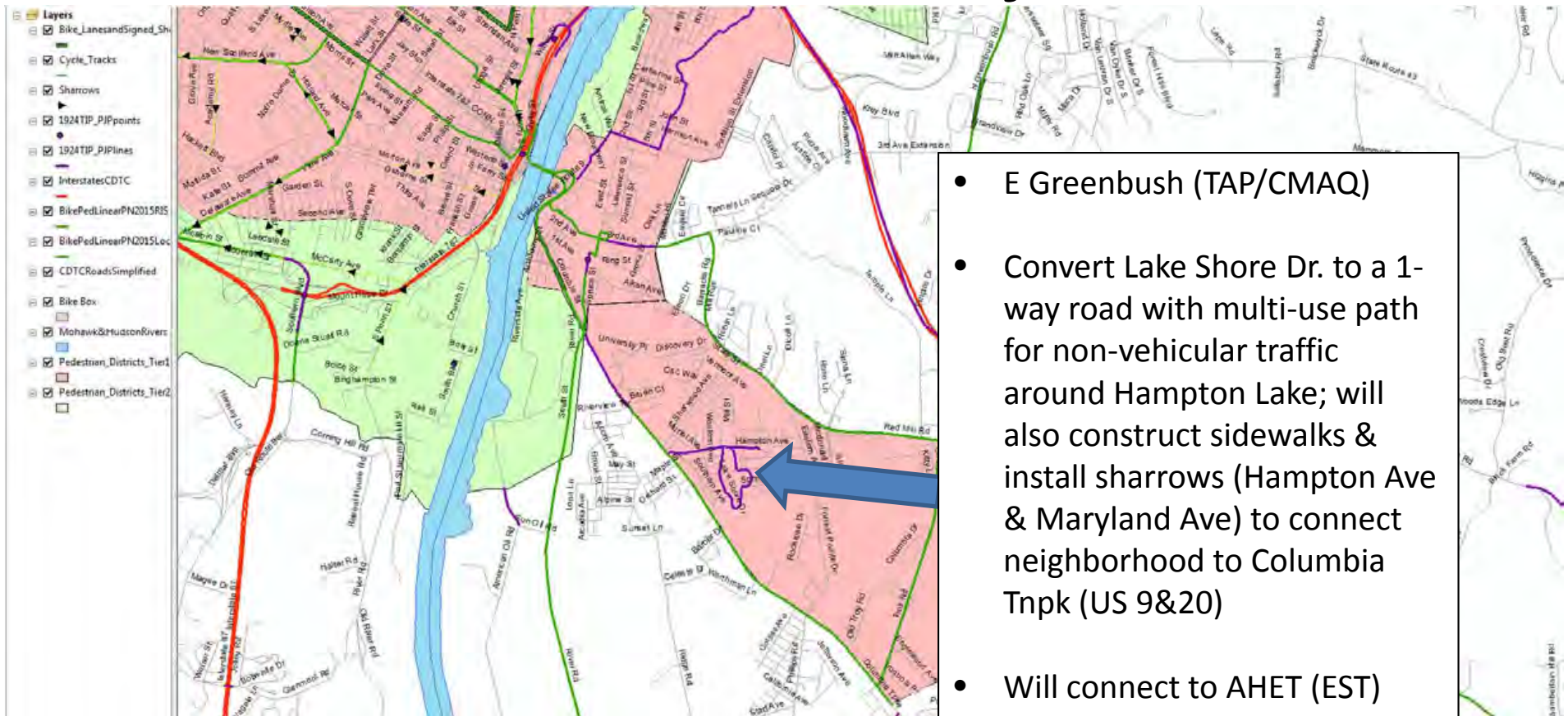
NY 146 & NY 146A Bicycle & Pedestrian & Bicycle Access Improvements



Gilligan Road Pedestrian Enhancements

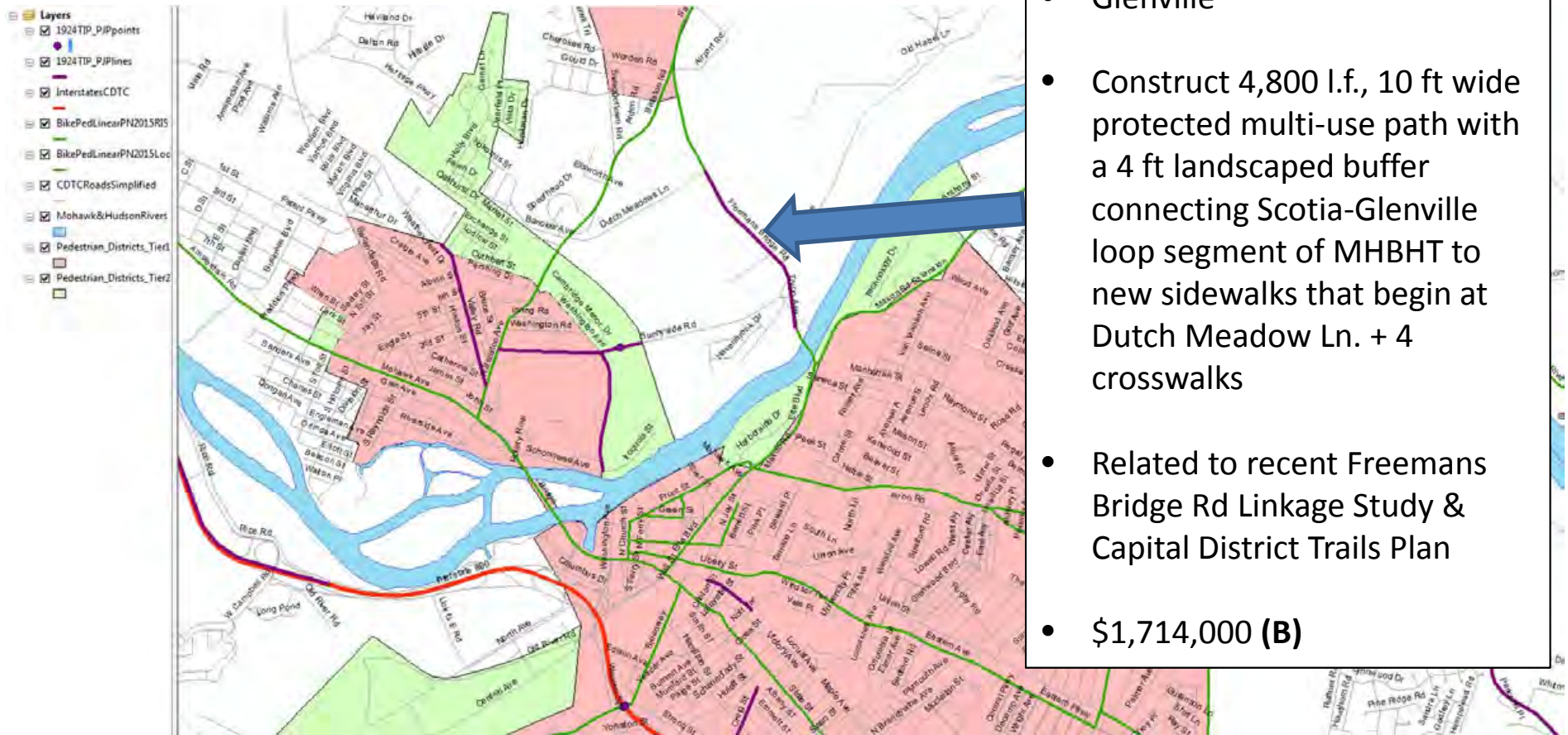


Hampton Lake Loop Trail and Regional Connections Project



- E Greenbush (TAP/CMAQ)
- Convert Lake Shore Dr. to a 1-way road with multi-use path for non-vehicular traffic around Hampton Lake; will also construct sidewalks & install sharrows (Hampton Ave & Maryland Ave) to connect neighborhood to Columbia Tnpk (US 9&20)
- Will connect to AHET (EST)
- \$1,832,700 (A)

Freemans Bridge Road – Multi-Use Path



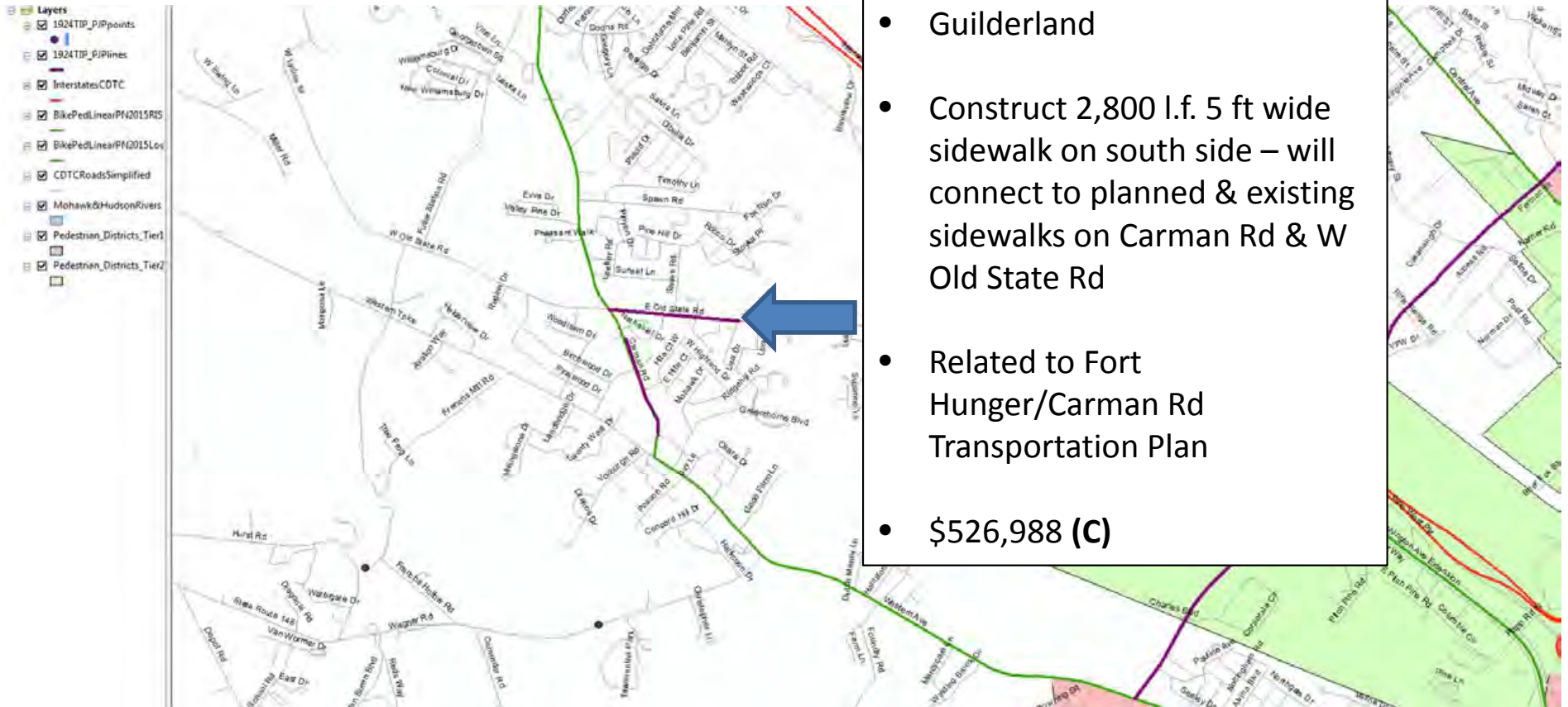
- Glenville
- Construct 4,800 l.f., 10 ft wide protected multi-use path with a 4 ft landscaped buffer connecting Scotia-Glenville loop segment of MHBHT to new sidewalks that begin at Dutch Meadow Ln. + 4 crosswalks
- Related to recent Freemans Bridge Rd Linkage Study & Capital District Trails Plan
- \$1,714,000 (B)

Carmen Road Sidewalks



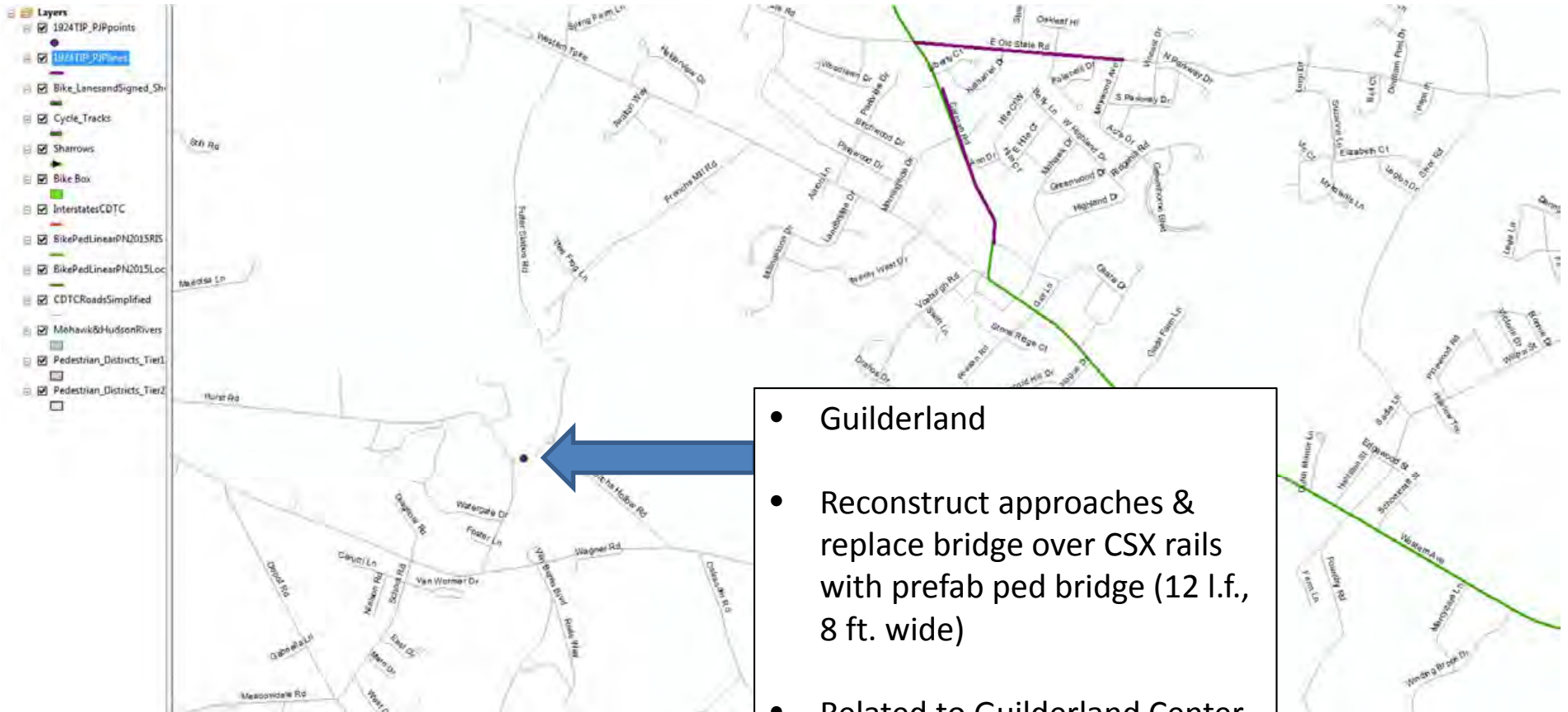
- Guilderland
- Fill in 2,860 l.f. gap with 5 ft wide sidewalk on east side
- Related to Fort Hunger/Carman Rd Transportation Plan
- \$603,180 (A)

East Old State Road Sidewalks

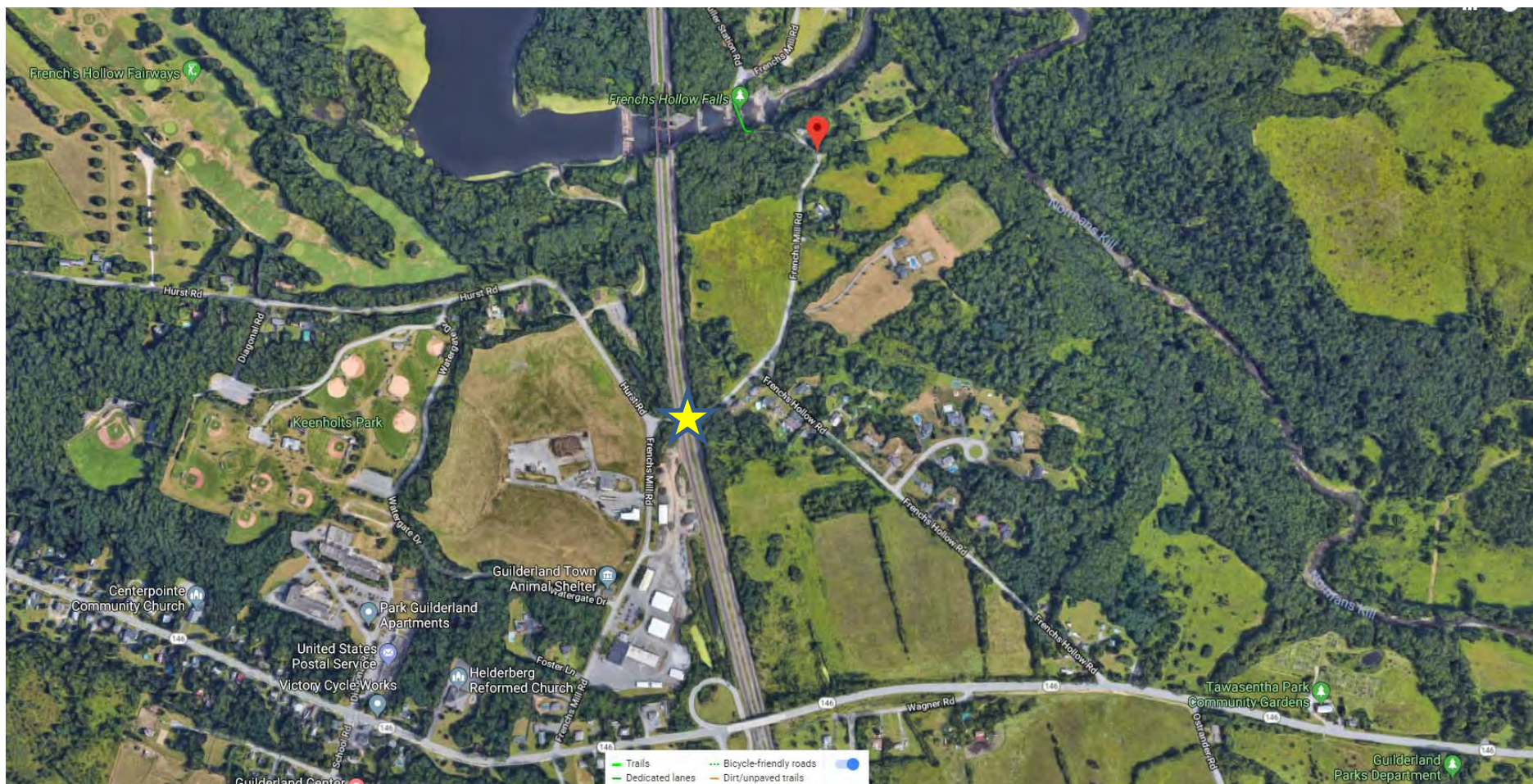


- Guilderland
- Construct 2,800 l.f. 5 ft wide sidewalk on south side – will connect to planned & existing sidewalks on Carman Rd & W Old State Rd
- Related to Fort Hunger/Carman Rd Transportation Plan
- \$526,988 (C)

French's Mill Bike/Ped Bridge

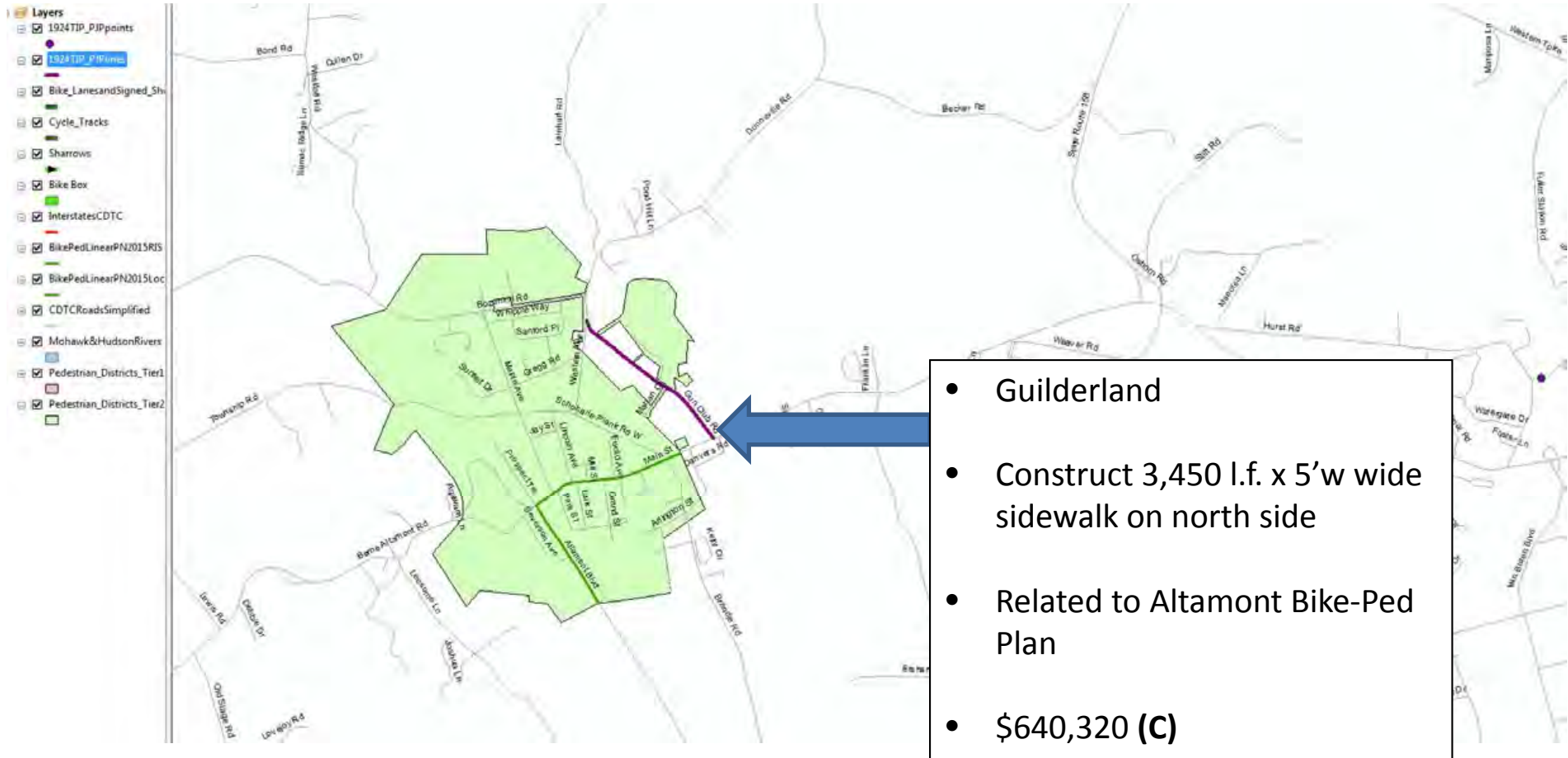


- Guilderland
- Reconstruct approaches & replace bridge over CSX rails with prefab ped bridge (12 l.f., 8 ft. wide)
- Related to Guilderland Center Neighborhood Master Plan
- \$502,211 (C)



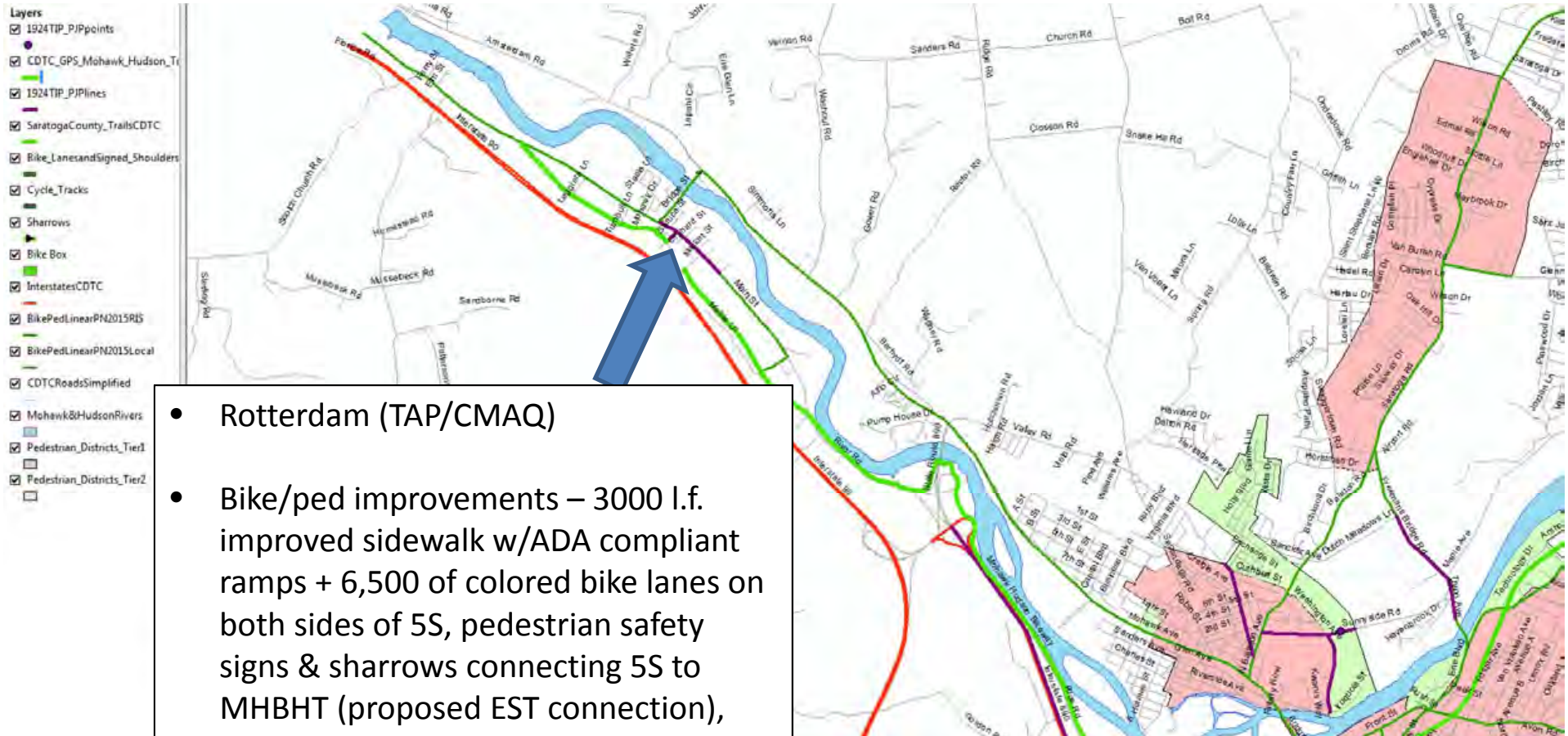


Gun Club Road Sidewalk

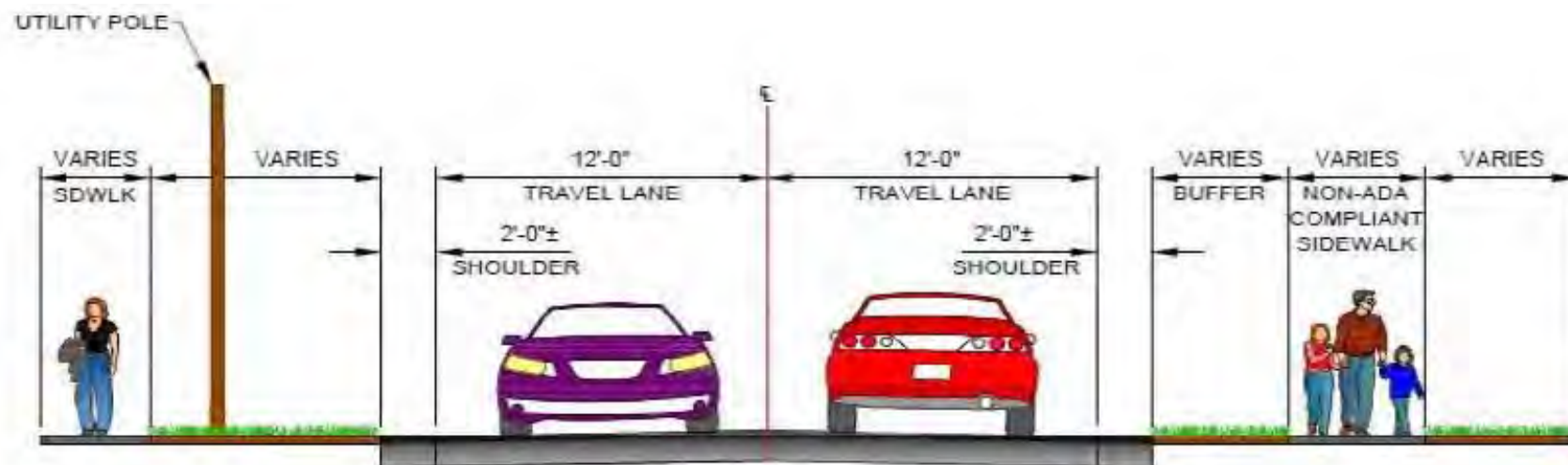




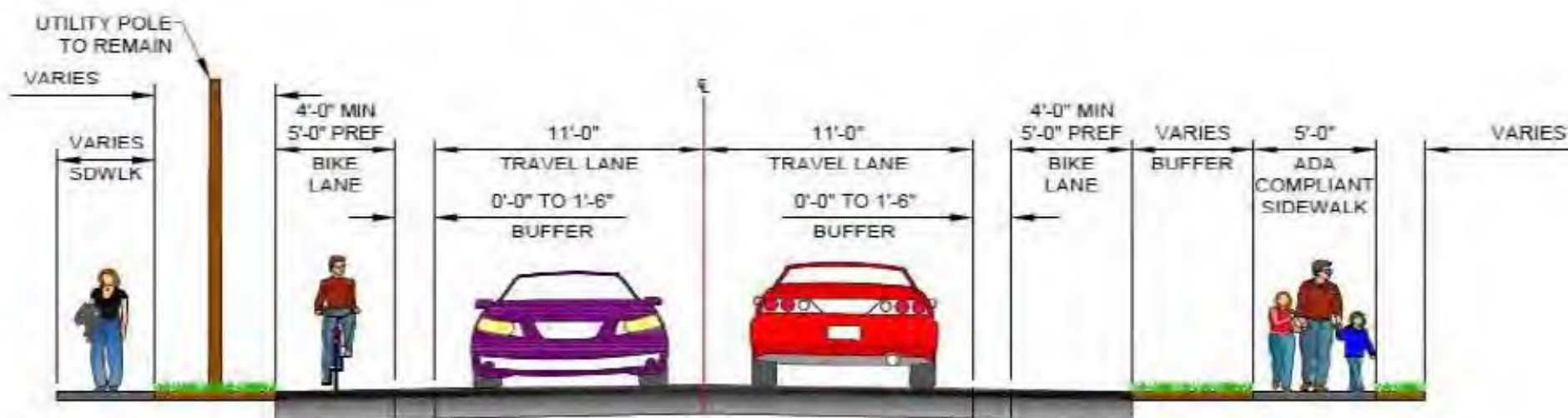
Route 5S Pedestrian/Bicycle Access Improvements



- Rotterdam (TAP/CMAQ)
- Bike/ped improvements – 3000 l.f. improved sidewalk w/ADA compliant ramps + 6,500 of colored bike lanes on both sides of 5S, pedestrian safety signs & sharrows connecting 5S to MHBHT (proposed EST connection), interpretive signage & landscaping
- \$2,756,000 (C)



**Existing NYS Route 5S Typical Section
(Looking North)**



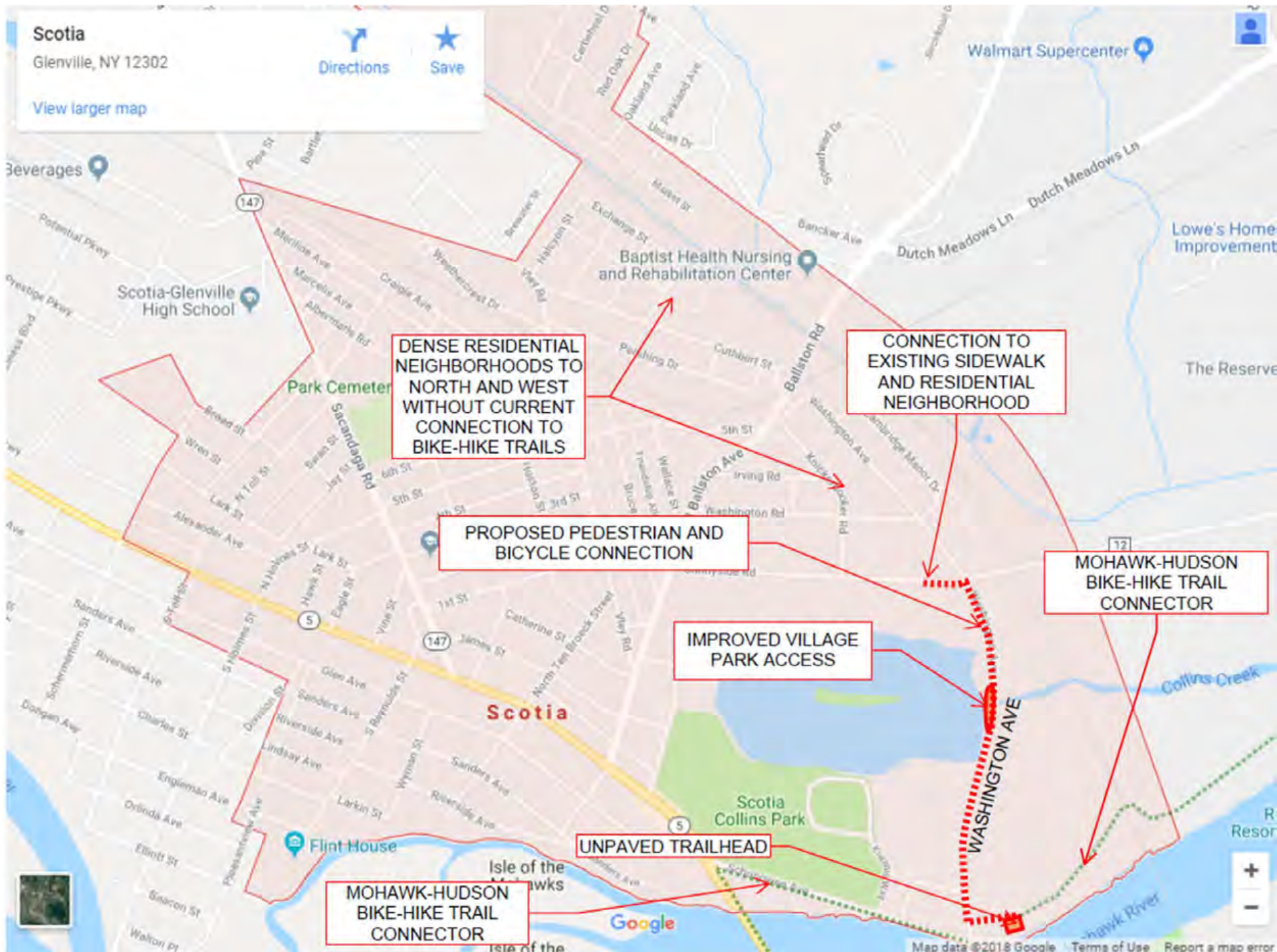
**Proposed NYS Route 5S Typical Section
(Looking North)**

Washington Avenue Ped/Bike Connection



- Scotia (TAP/CMAQ)
- Fill in gaps & connect sidewalk to Sunnyside Rd; Construct multi-use path from Sunnyside to just south of Collins Lake, bikes will transition to shared lane, then another multi-use path will be constructed along River to connect to MHBHT Scotia connection; crosswalks will be included where appropriate
- \$891,000 (c)





Project Name	Project Cost	Cost Score	Better Demand Score	Cost Effectiveness Score
Lake Avenue Corridor Improvement Project	\$ 218,000	A	B	A
Franklin Street Cycle Track	\$ 519,000	A	B	A
Hampton Lake Loop Trail and Regional Connections Project	\$ 1,907,000	A	B	A
Carman Road Sidewalks	\$ 627,000	B	B	A
	\$ 3,271,000			

Project Name	Project Cost	Cost Score	Better Demand Score	Cost Effectiveness Score
Rensselaer Bicycle & Pedestrians Access Improvements	\$ 3,194,000	C	A	B
Missing Links Program	\$ 4,346,000	C	A	B
Clifton Country Road Pedestrian Enhancements	\$ 1,600,000	C	A	B
NY 146 and NY 146A Bicycle and Pedestrian and Bicycle Access Improvements	\$ 1,319,000	C	A	B
Freemans Bridge Road – Multi-Use Path	\$ 1,783,000	C	A	B
	\$ 12,242,000			

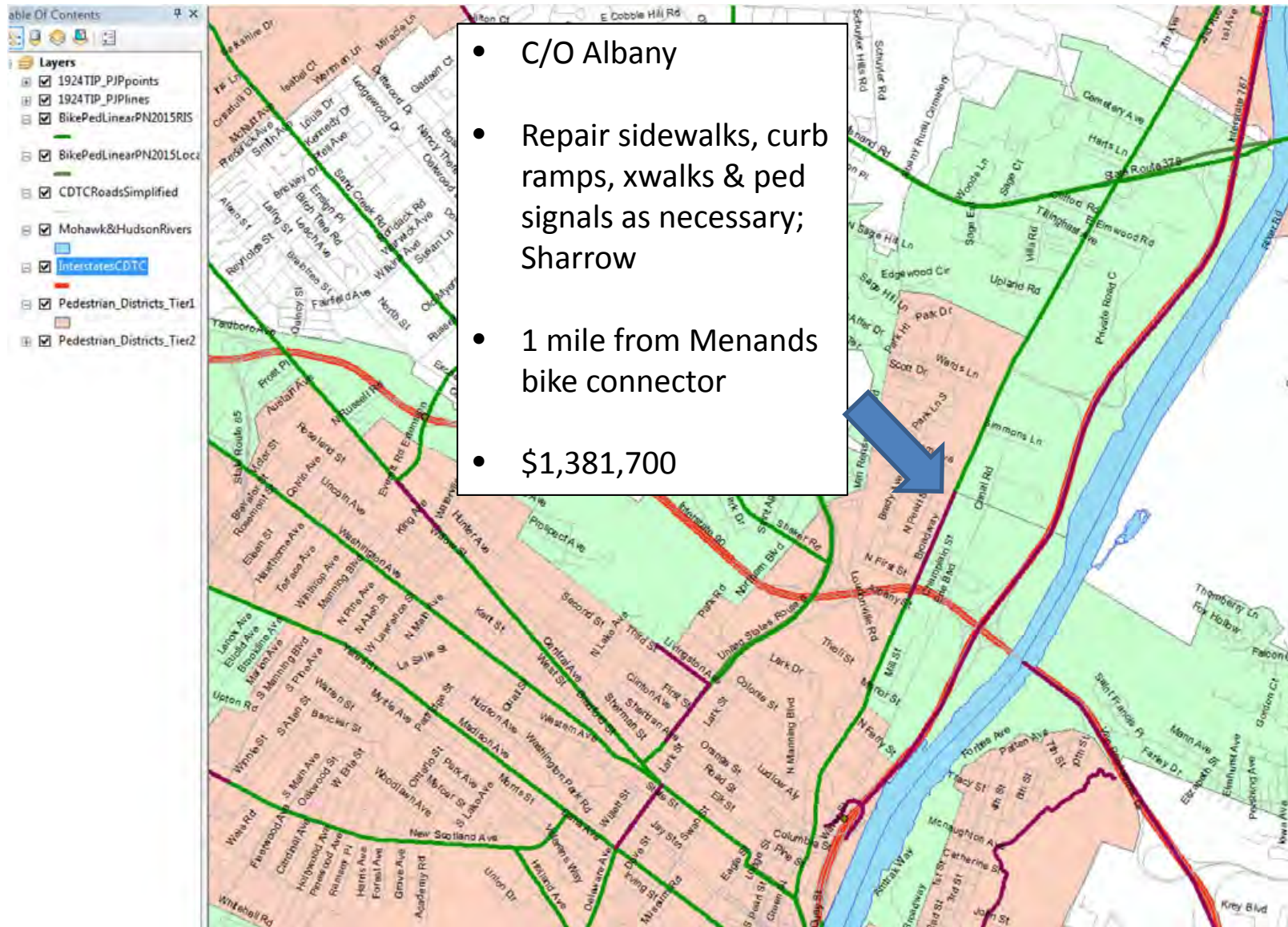
Project Name	Project Cost	Cost Score	Better Demand Score	Cost Effectiveness Score
Dix Bridge - Clarks's Mill Road (CR42) over the Hudson Steel	\$ 771,000	B	C	C
Glenmont Road Bridge Widening Project	\$ 728,000	B	C	C
Grooms Road Multi-Use Trail Connection to Moe Road Multi-Use Trail	\$ 649,000	B	C	C
Hubbs Road-Main Street Multi-Use Trail	\$ 580,000	B	C	C
Gilligan Road Pedestrian Enhancements	\$ 684,000	B	C	C
East Old State Road Sidewalks	\$ 548,000	B	C	C
French's Mill Bike/Ped Bridge	\$ 543,000	B	C	C
Gun Club Road Sidewalk	\$ 666,000	B	C	C
Route 5S Pedestrian/Bicycle Access Improvements	\$ 2,867,000	C	B	C
Washington Avenue Ped/Bike Connection	\$ 927,000	B	C	C
	\$ 8,963,000			

Pavement Preservation Projects

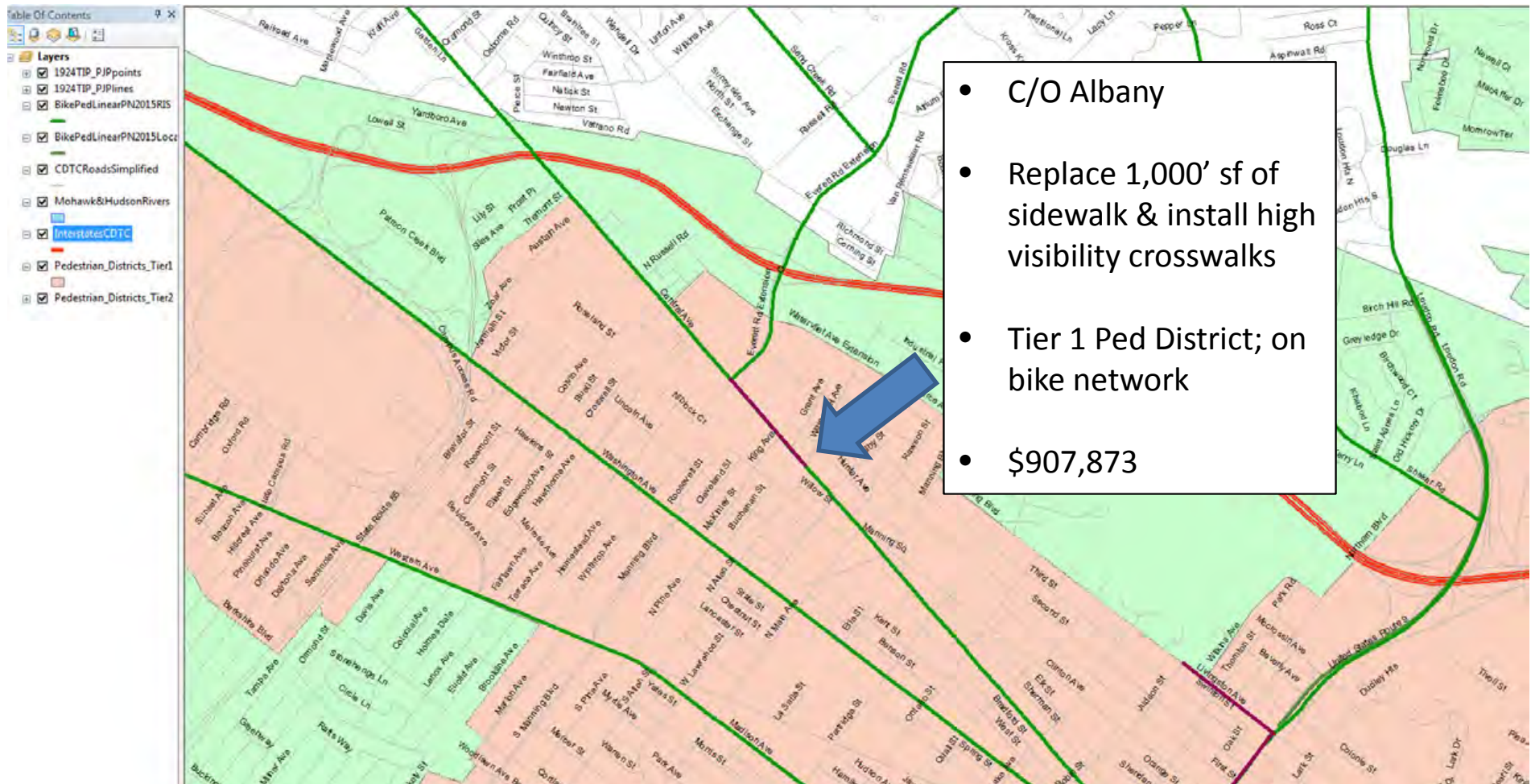


Madison Ave Road Diet, Albany

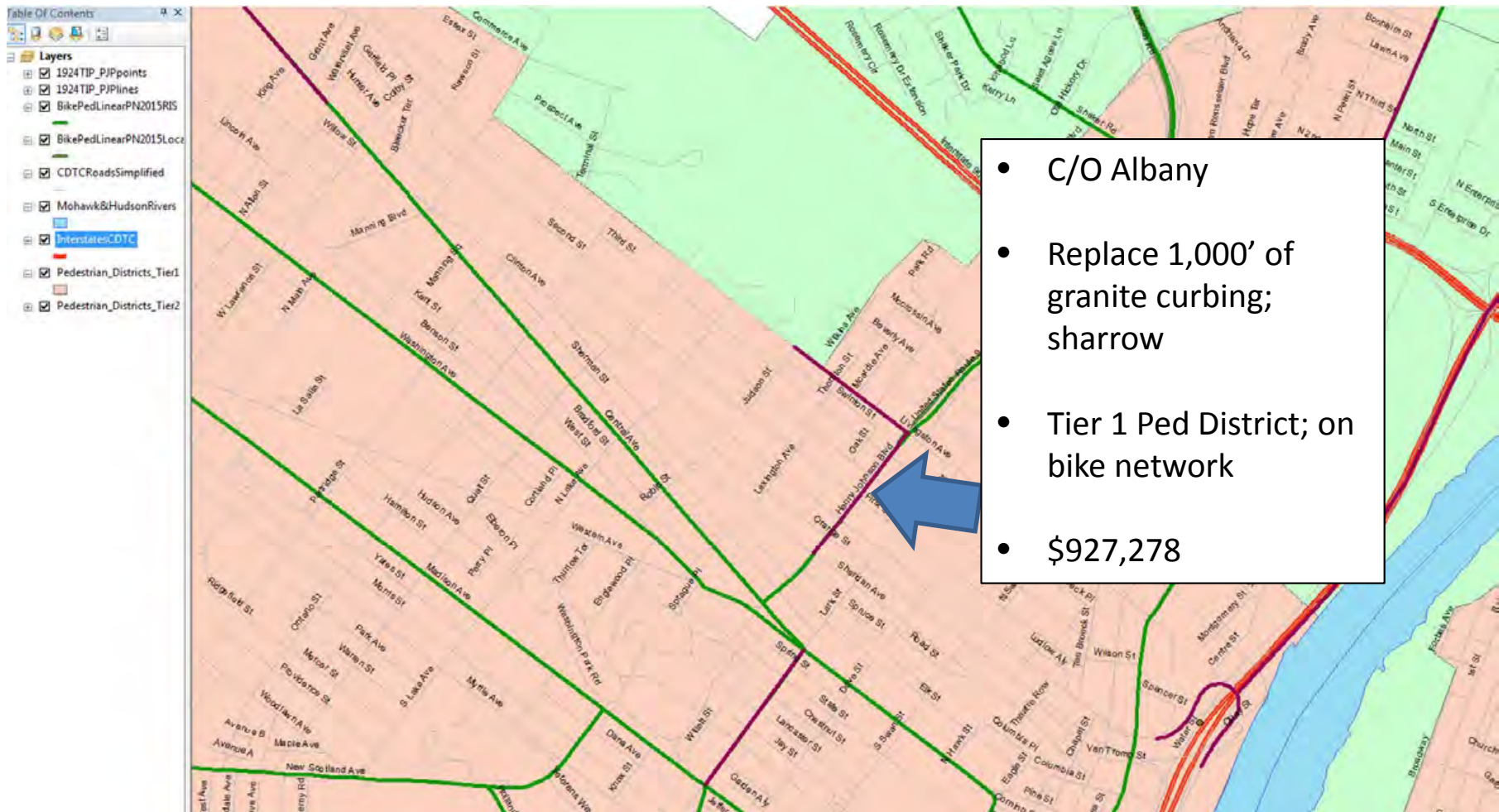
Broadway Rehabilitation Project



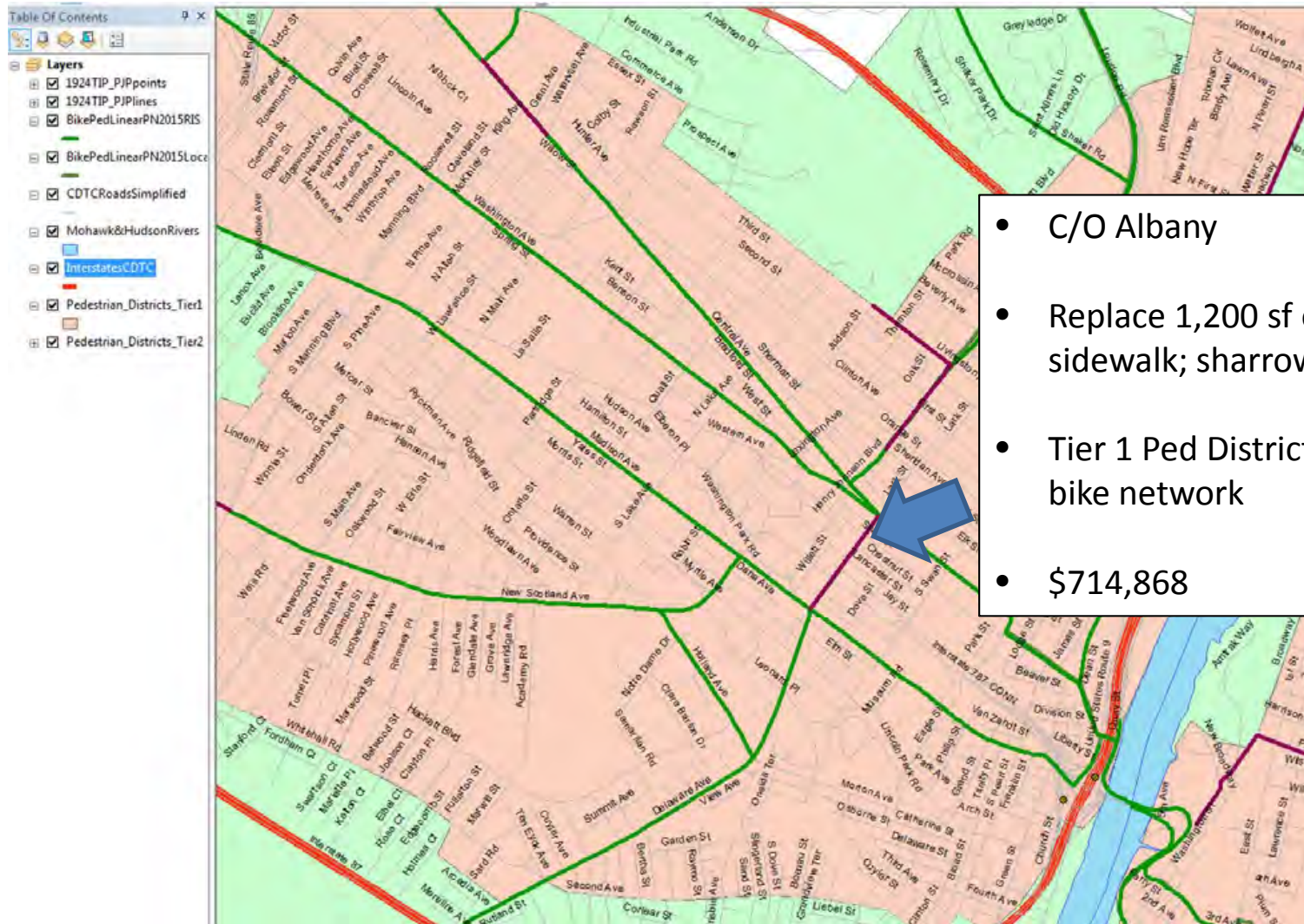
Central Avenue Rehabilitation



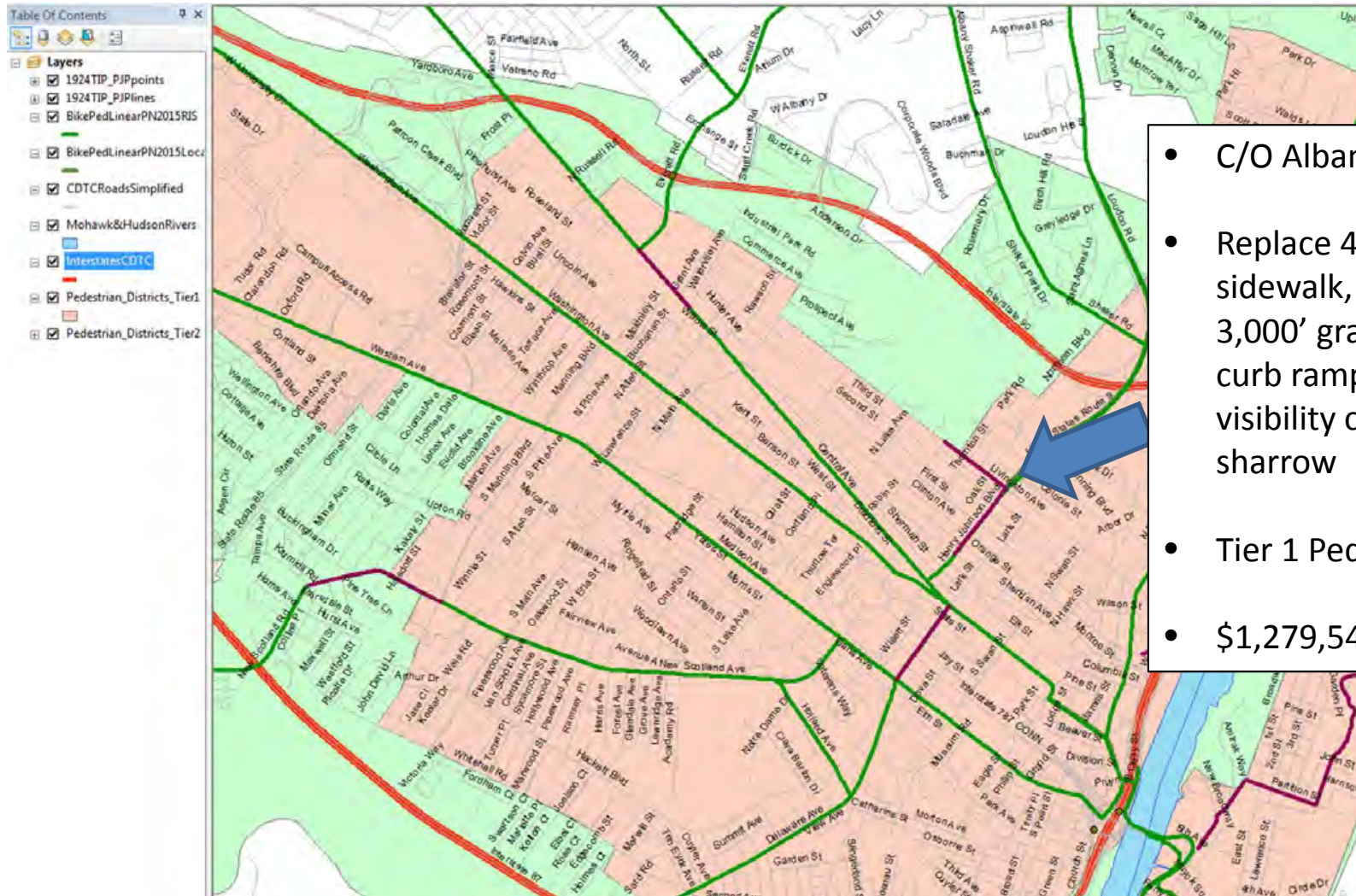
Henry Johnson Boulevard Rehabilitation



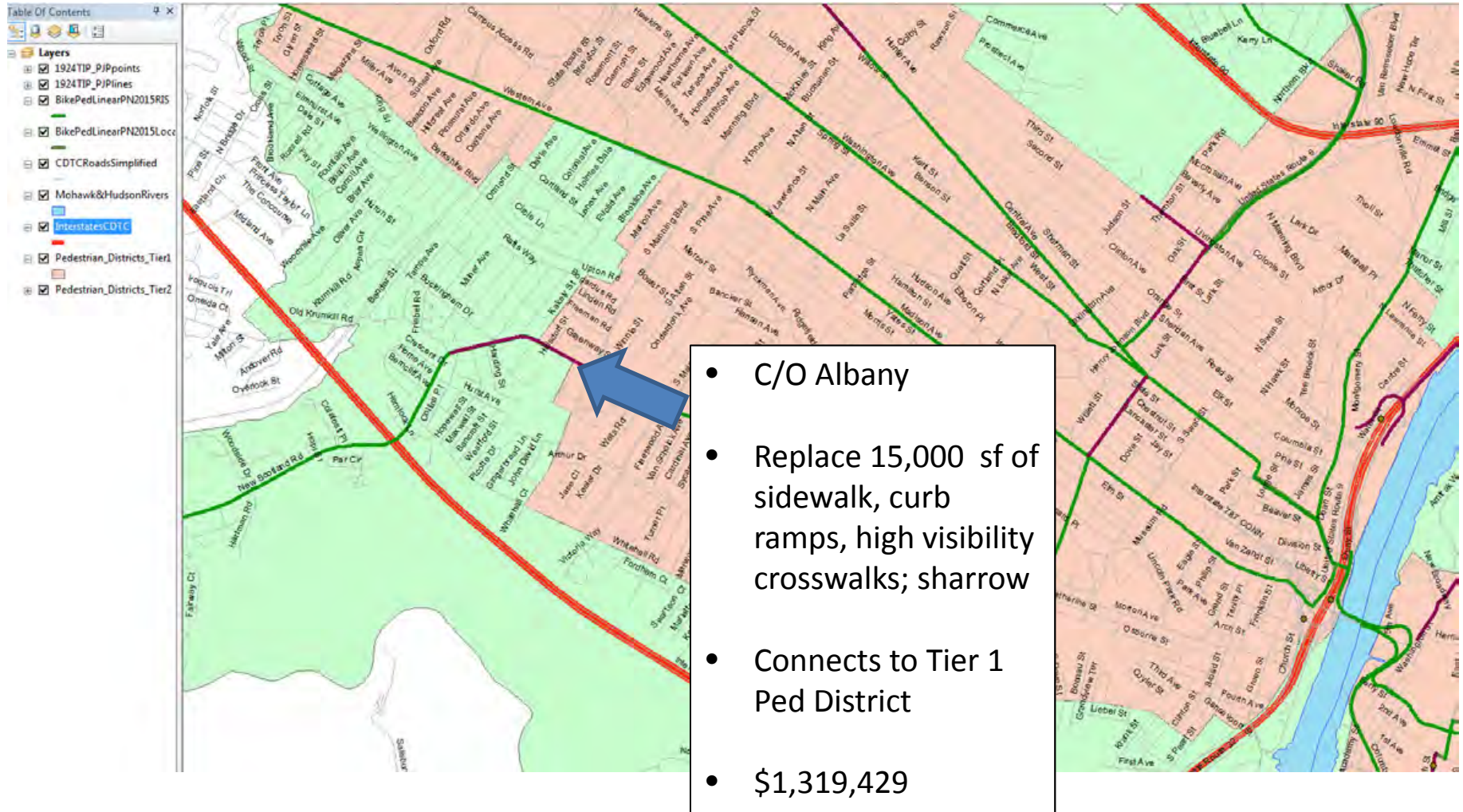
Lark Street Rehabilitation



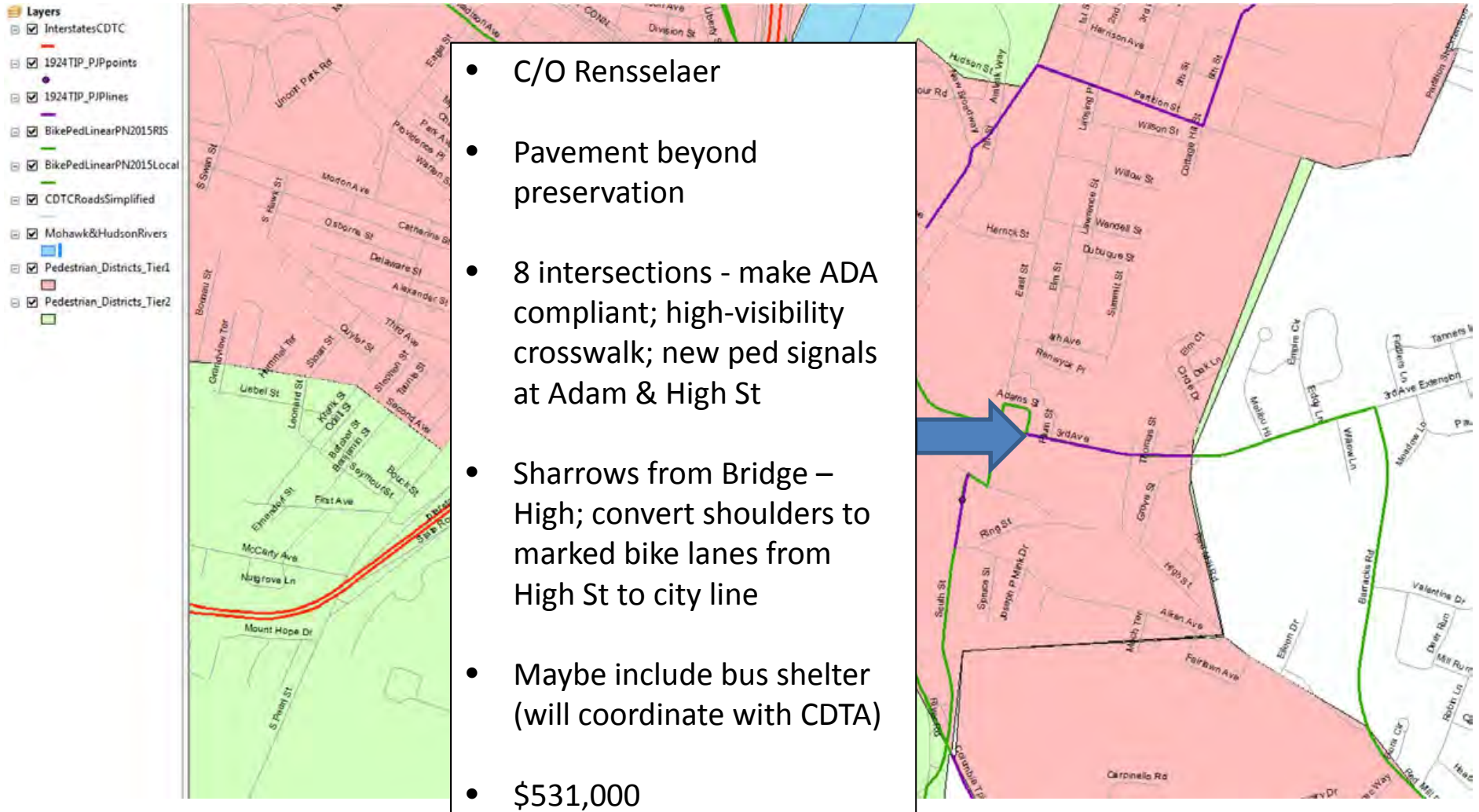
Livingston Avenue Rehabilitation



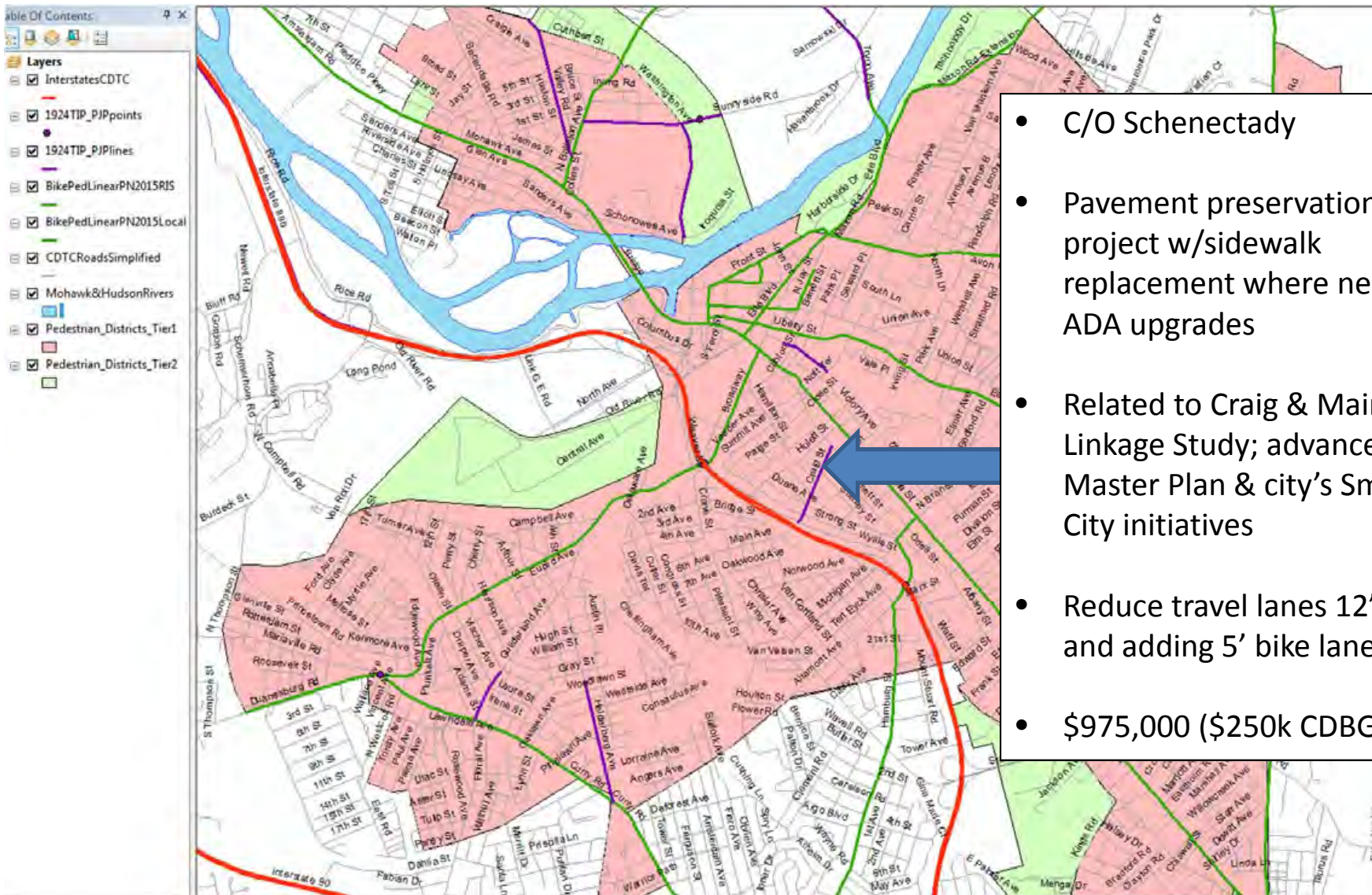
New Scotland Avenue Rehabilitation Project



Third Avenue Pavement Rehabilitation & Bike/Ped Improvements

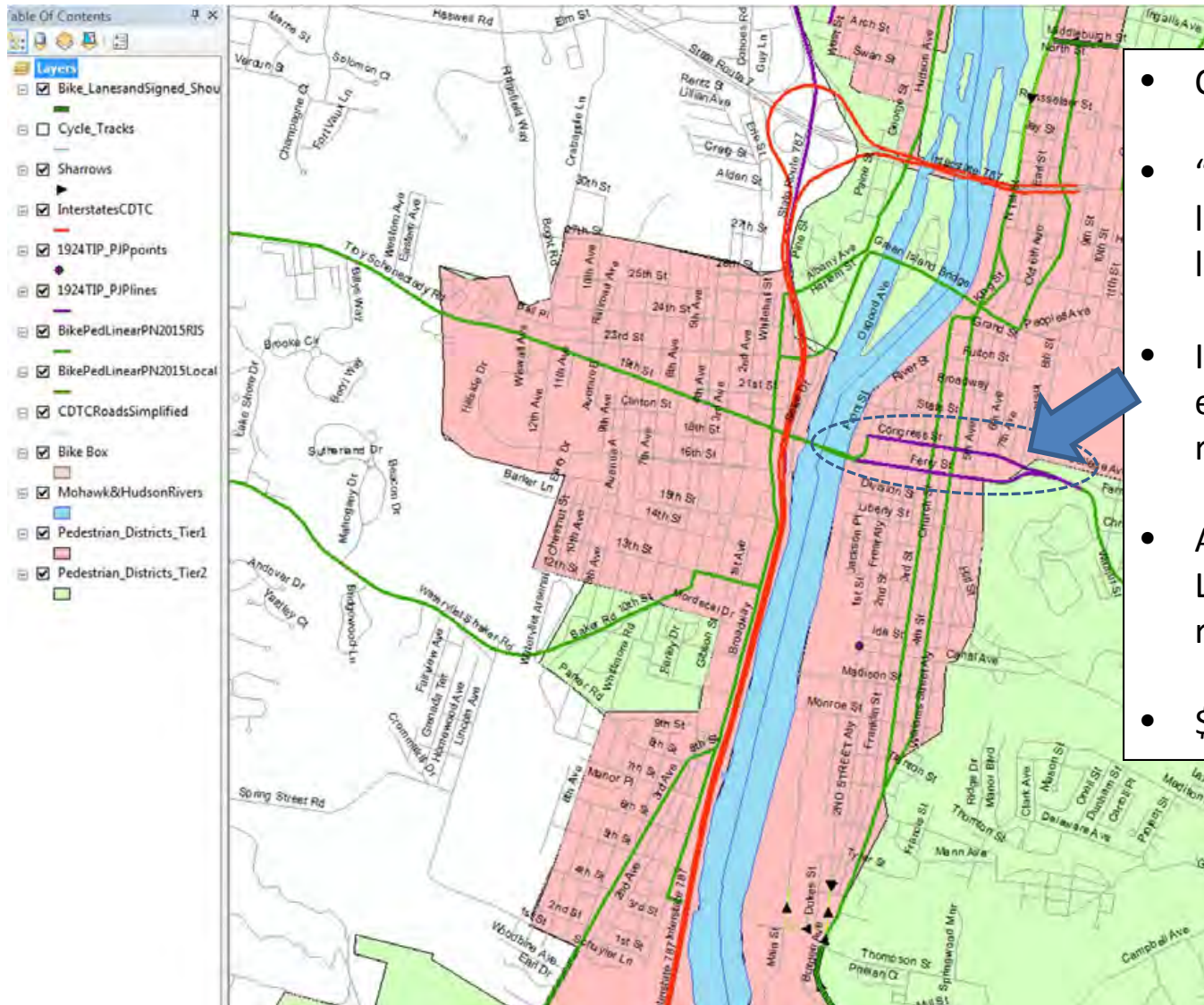


Craig Street Pavement Rehabilitation



- C/O Schenectady
- Pavement preservation project w/sidewalk replacement where needed; ADA upgrades
- Related to Craig & Main Linkage Study; advances Bike Master Plan & city's Smart City initiatives
- Reduce travel lanes 12' – 10' and adding 5' bike lane
- \$975,000 (\$250k CDBG \$)

NY 2 Corridor Project



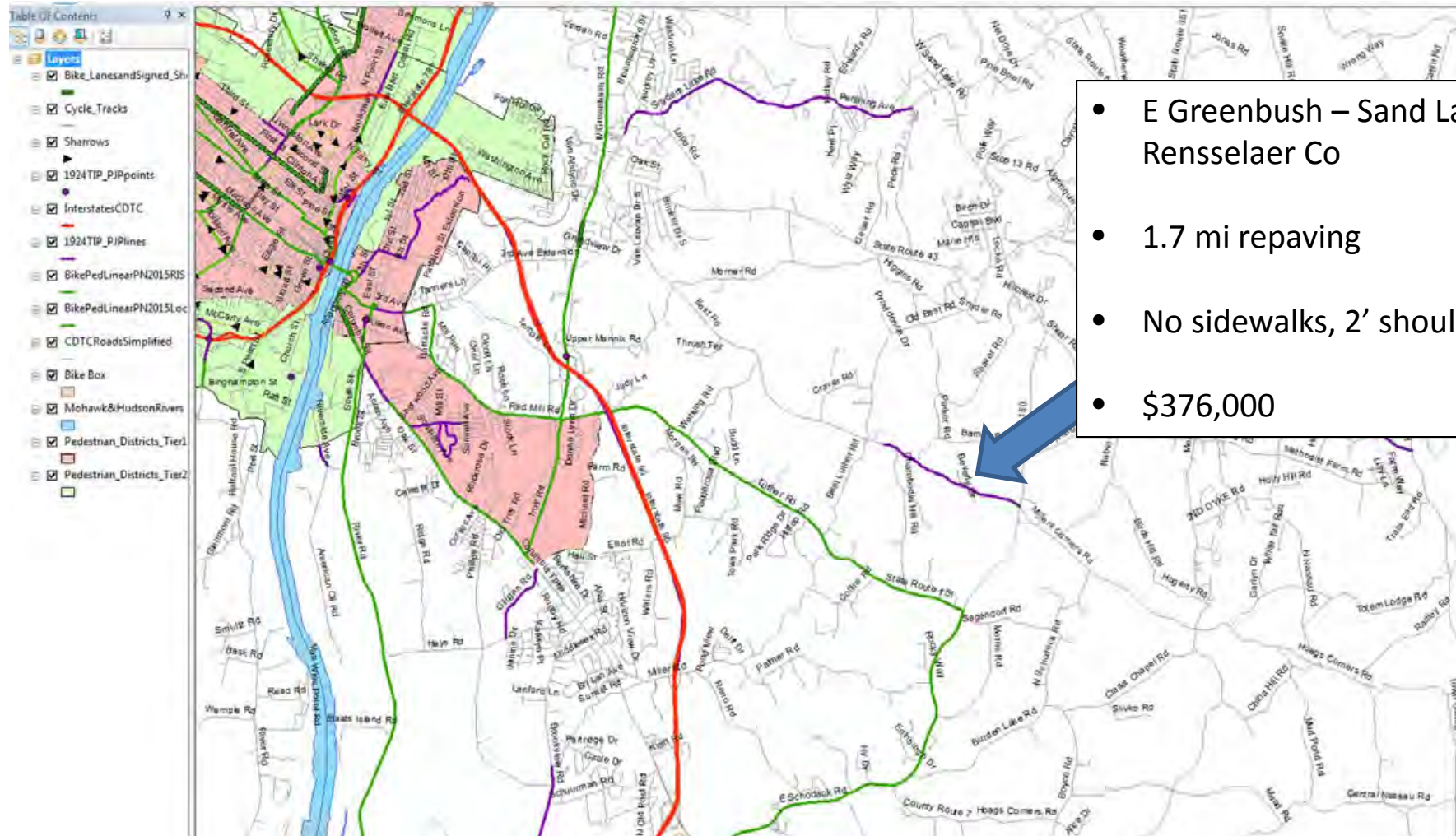
- C/O Troy
- “R2CP Road Diet” – reduce lane widths and add bike lanes (possibly buffered)
- Improve ped facilities – curb extensions, crosswalks, ADA ramps, ped signals, etc.
- Advanced Bike Plan & other Linkage Study recommendations
- \$3,878,400 (**B**)



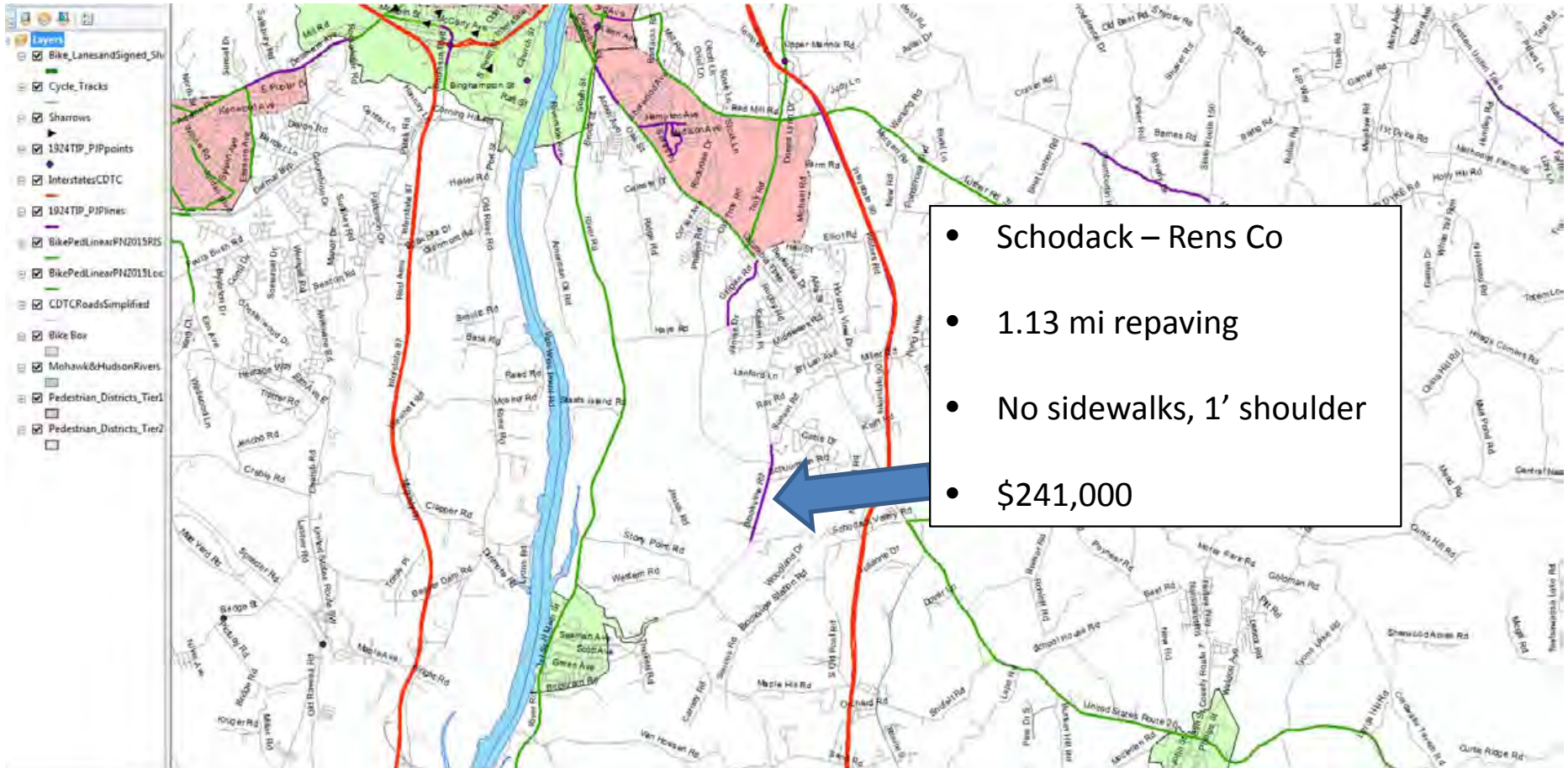
Interstate Pavement Preservation Projects

- I-87 Resurfacing Exit 16 to CDTC Planning Area Boundary
- I-87 Resurfacing Exits 11 -13
- I-87 Resurfacing Exits 13-15
- I-90 Pavement Corrective Maintenance Exit 10.5 (at Kraft Road) to NYS Thruway
- I-90 Pavement Corrective Maintenance Hudson River to Exit 10.5 (at Kraft Road)
- I-787 Pavement Corrective Maintenance Exit 3B to Exit 7 (NY 378)
- I-890 Pavement Preservation from Thruway Exit 26 to I-890 Exit 3

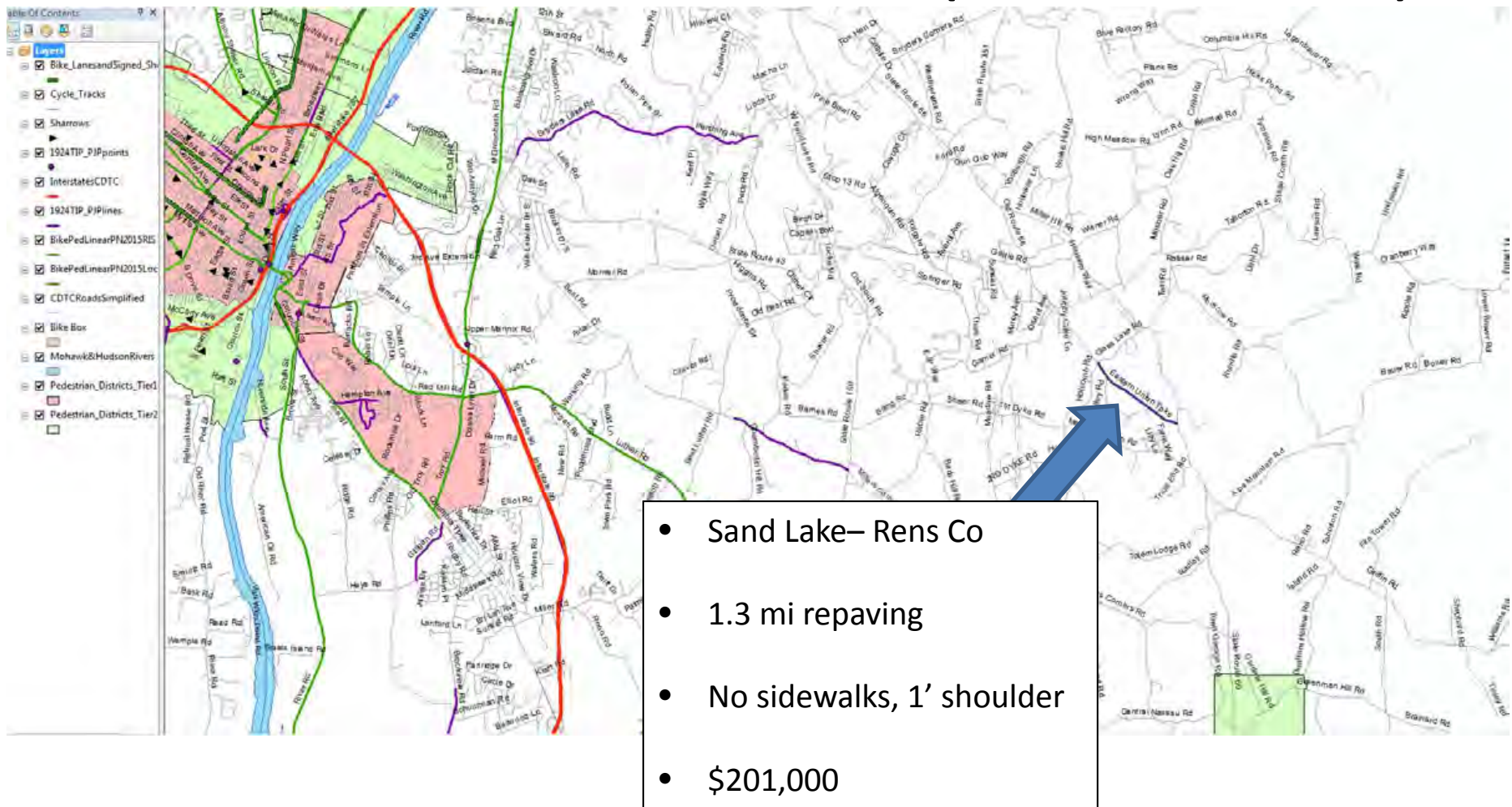
Best Road (CR 55) – Pavement Preservation (Low Volume)



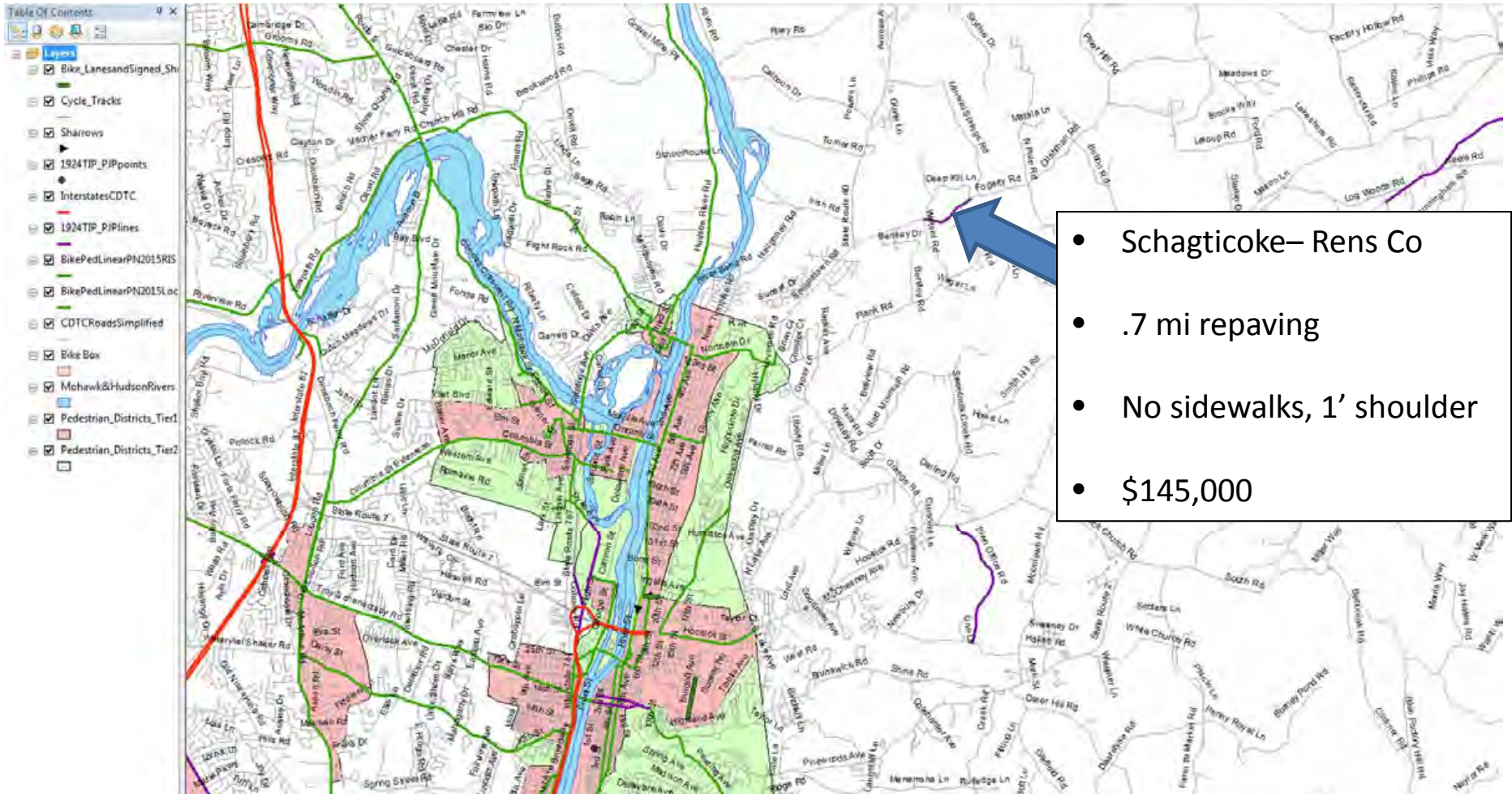
Brookview Road (CR 5) - Pavement Preservation (Low Volume)



Eastern Union Turnpike (CR 49) - Pavement Preservation (Low Volume)

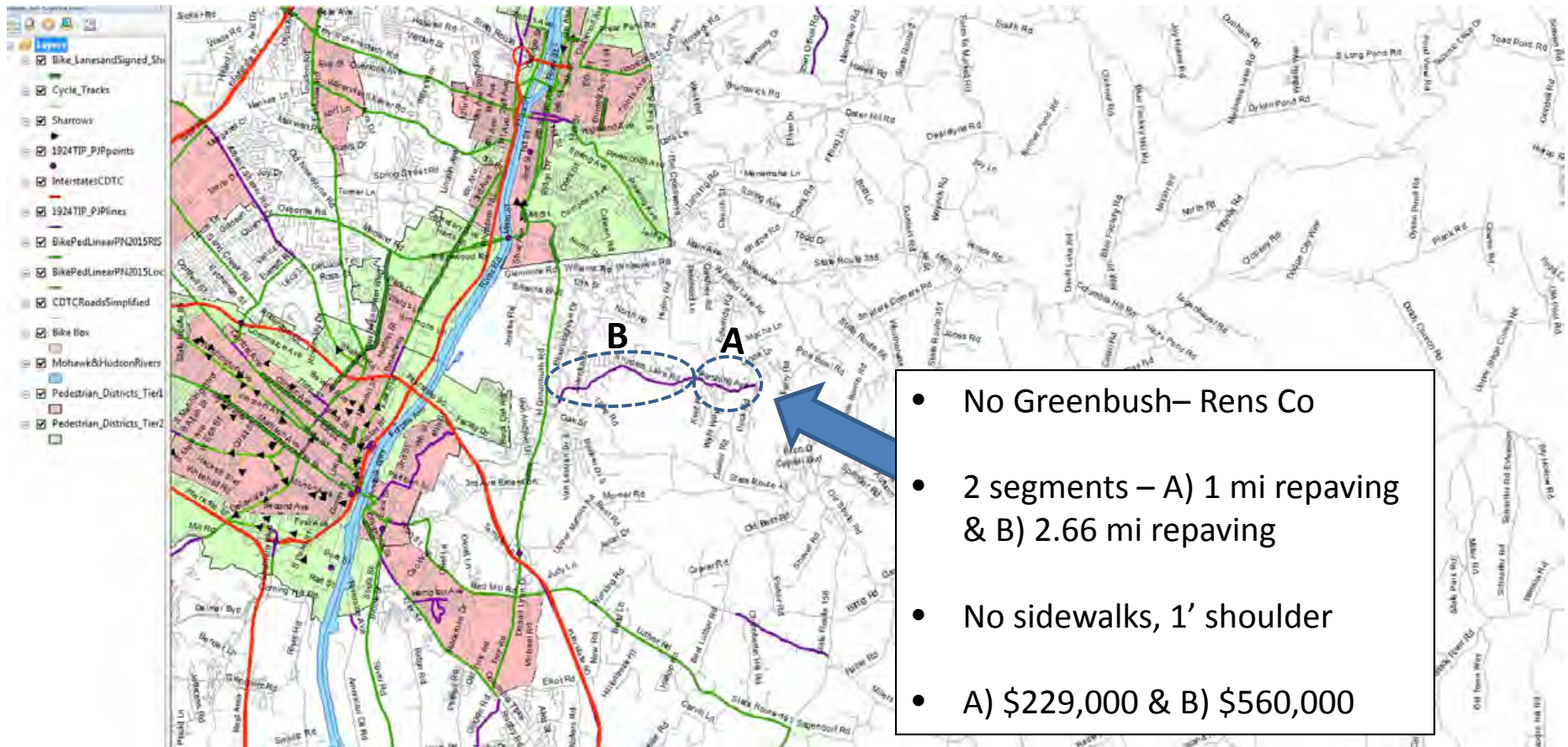


Fogarty Road (CR 126) - Pavement Preservation (Low Volume)

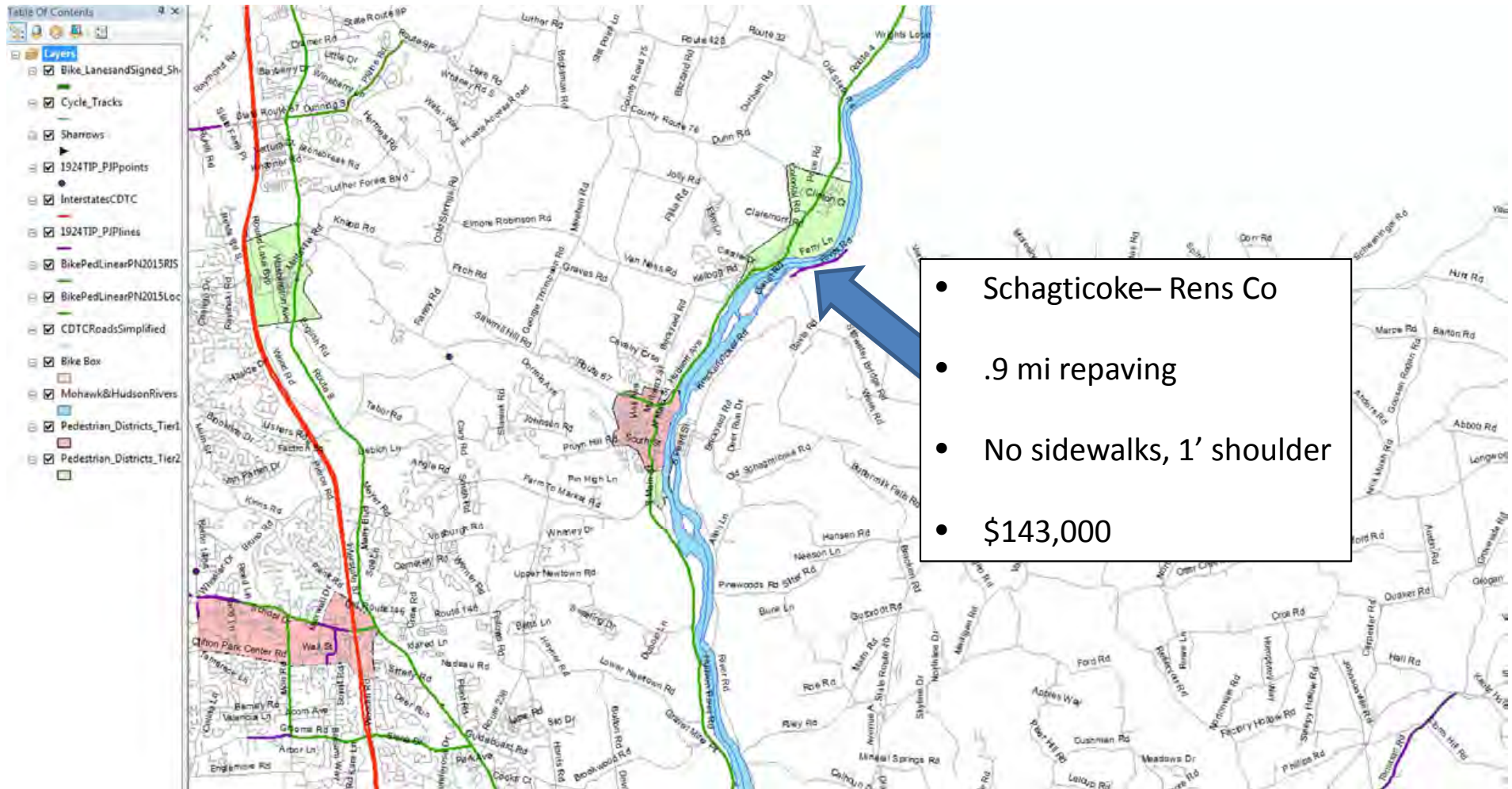


Pershing Avenue (CR 68) - Pavement Preservation (Low Volume)

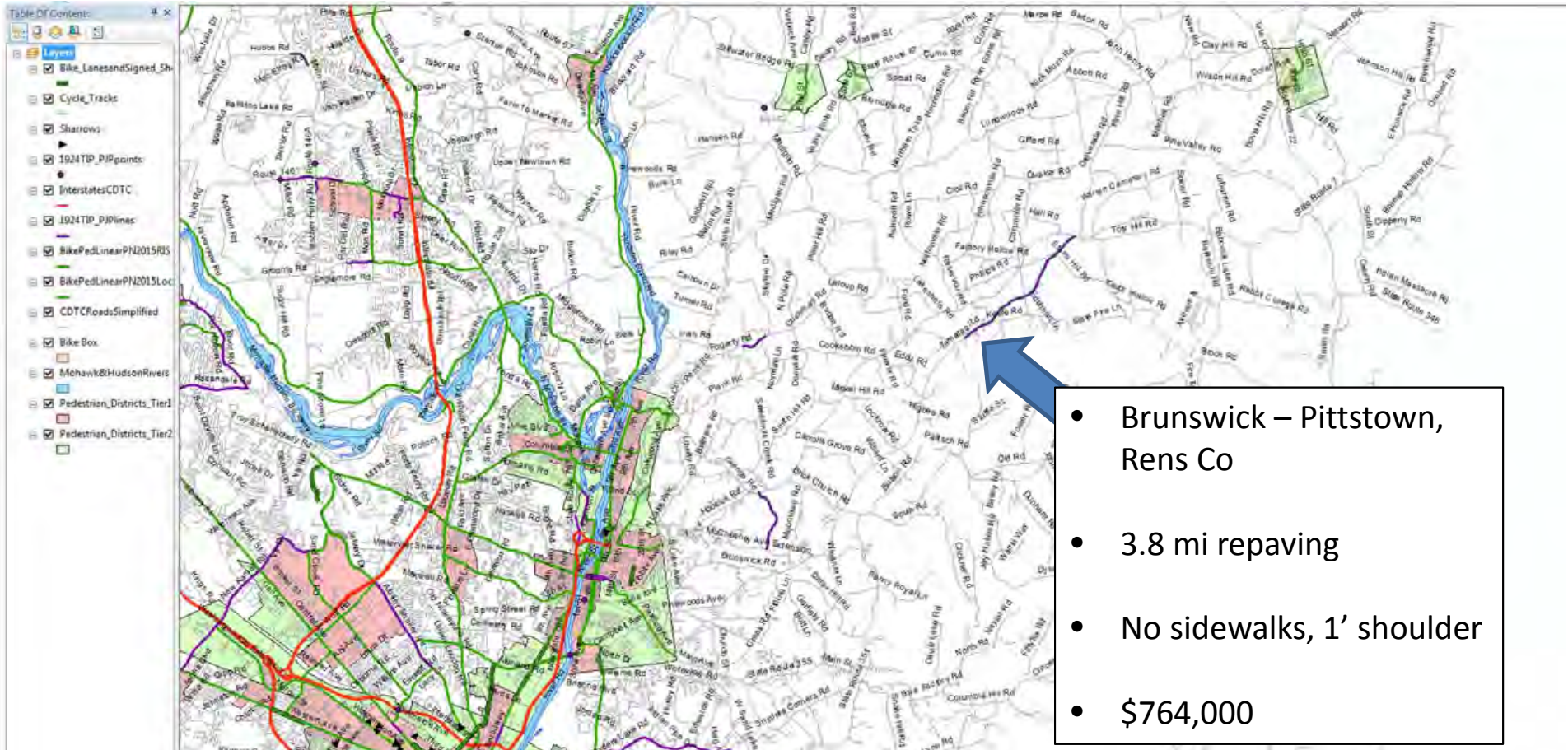
Snyders Lake Road (CR 68) - Pavement Preservation



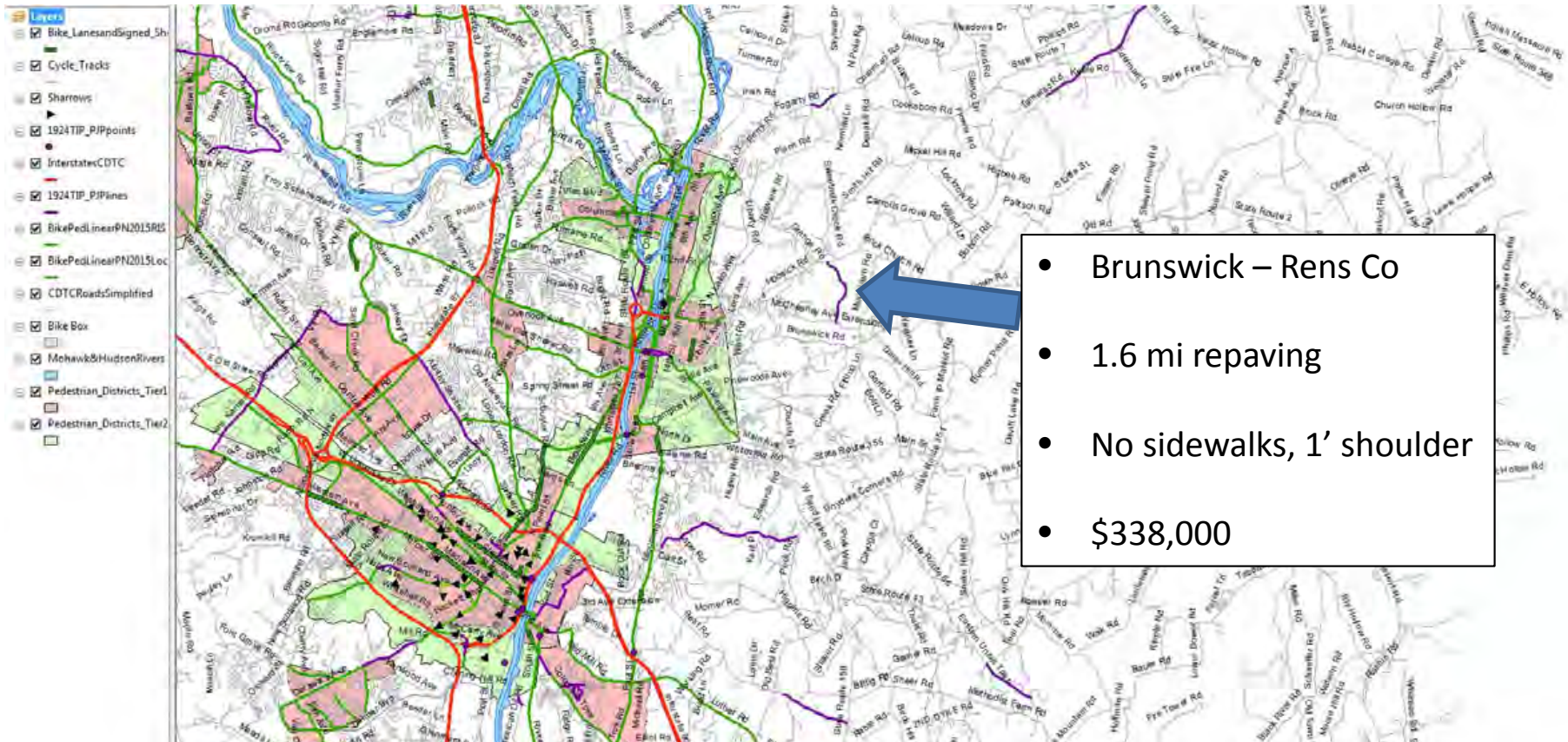
River Road (CR 120) - Pavement Preservation (Low Volume)



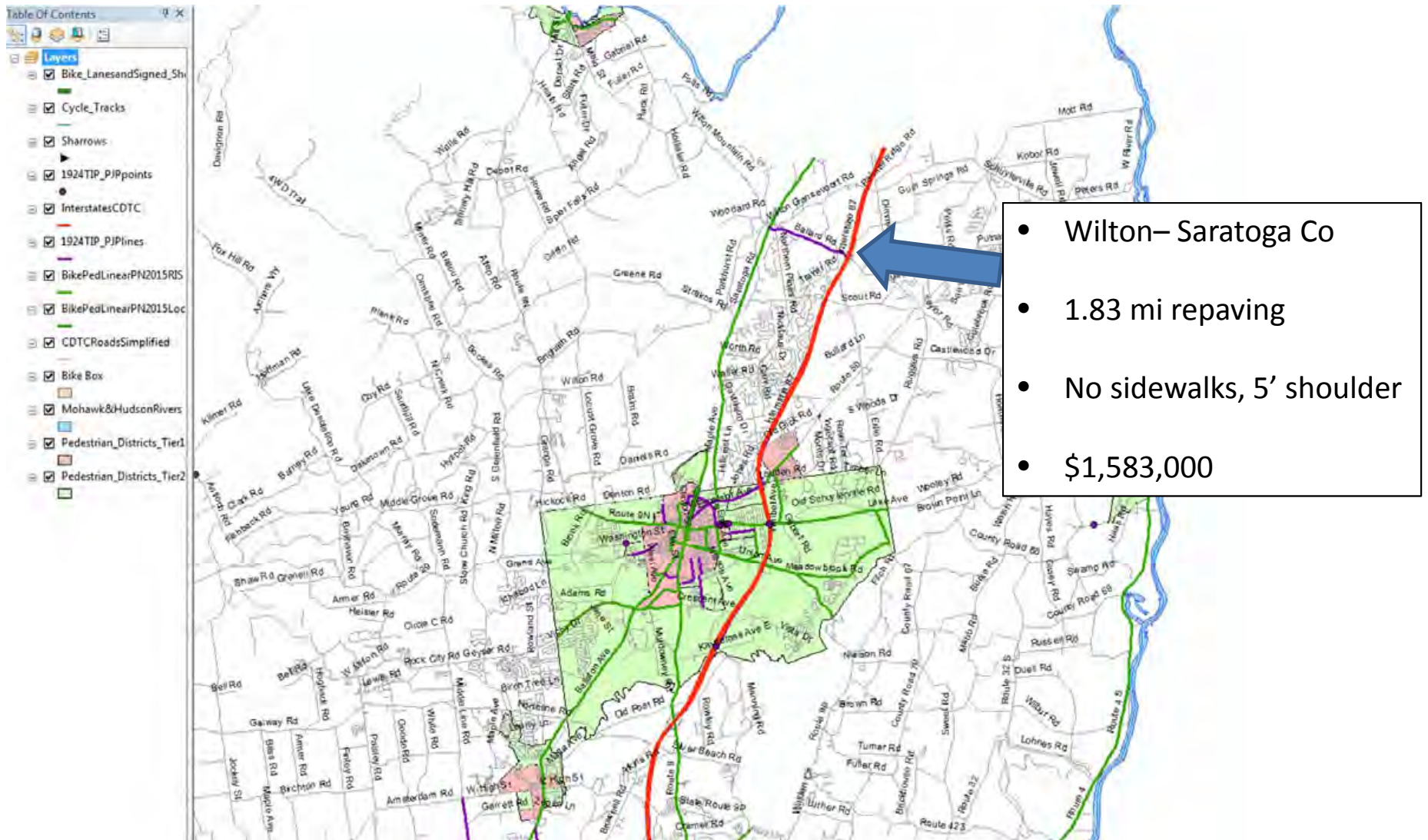
Tamarac Road (CR 129) - Pavement Preservation (Low Volume)



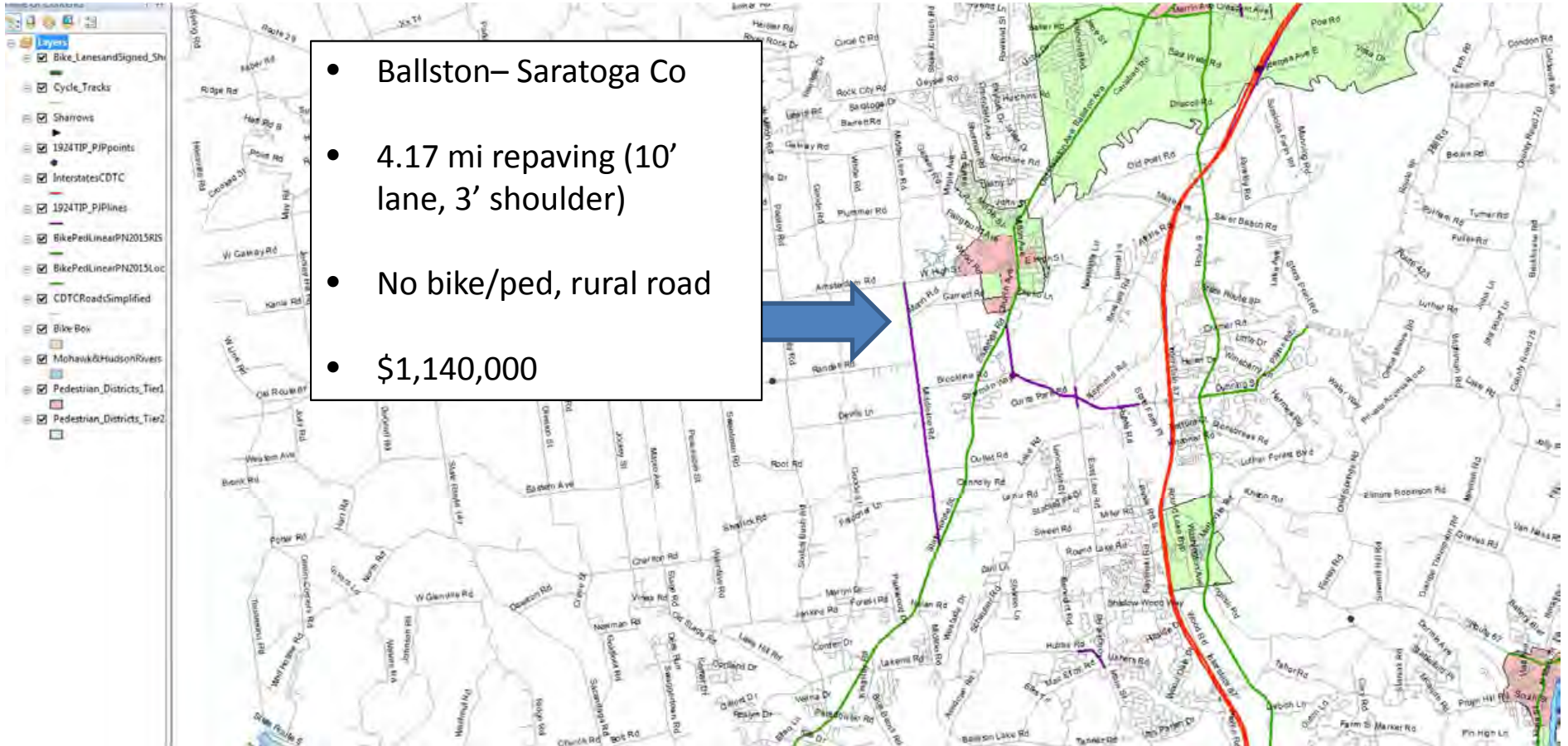
Town Office Road (CR 135) - Pavement Preservation (Low Volume)

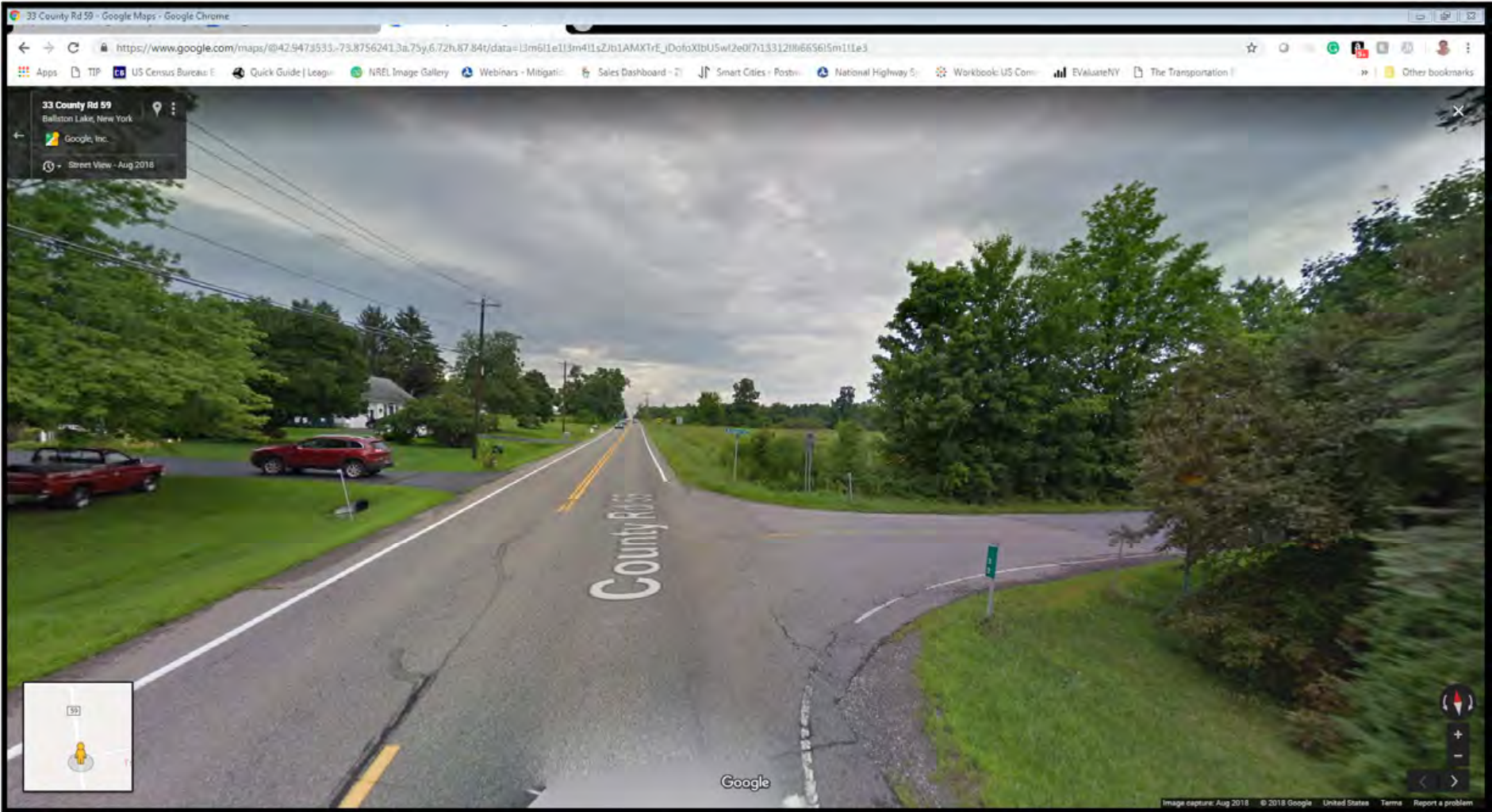


Ballard Road (CR 33) Pavement Preservation

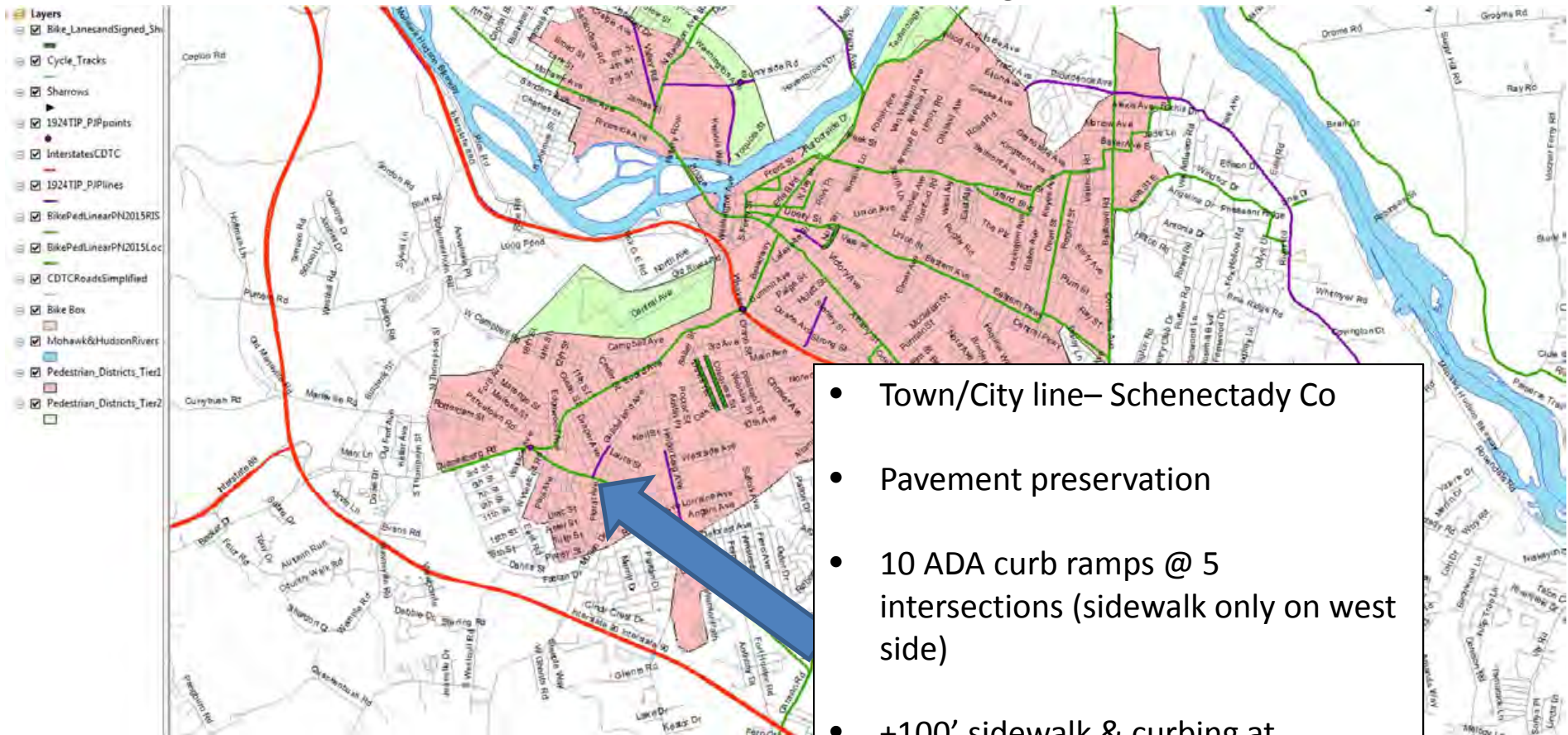


Middle Line Road (CR59) Pavement Preservation





Guilderland Avenue Pavement Preservation Project



- Town/City line– Schenectady Co
- Pavement preservation
- 10 ADA curb ramps @ 5 intersections (sidewalk only on west side)
- +100' sidewalk & curbing at Guilderland Ave/ Irene St (east side)
- \$360,000

2541 Guilderland Ave
Rochester, New York

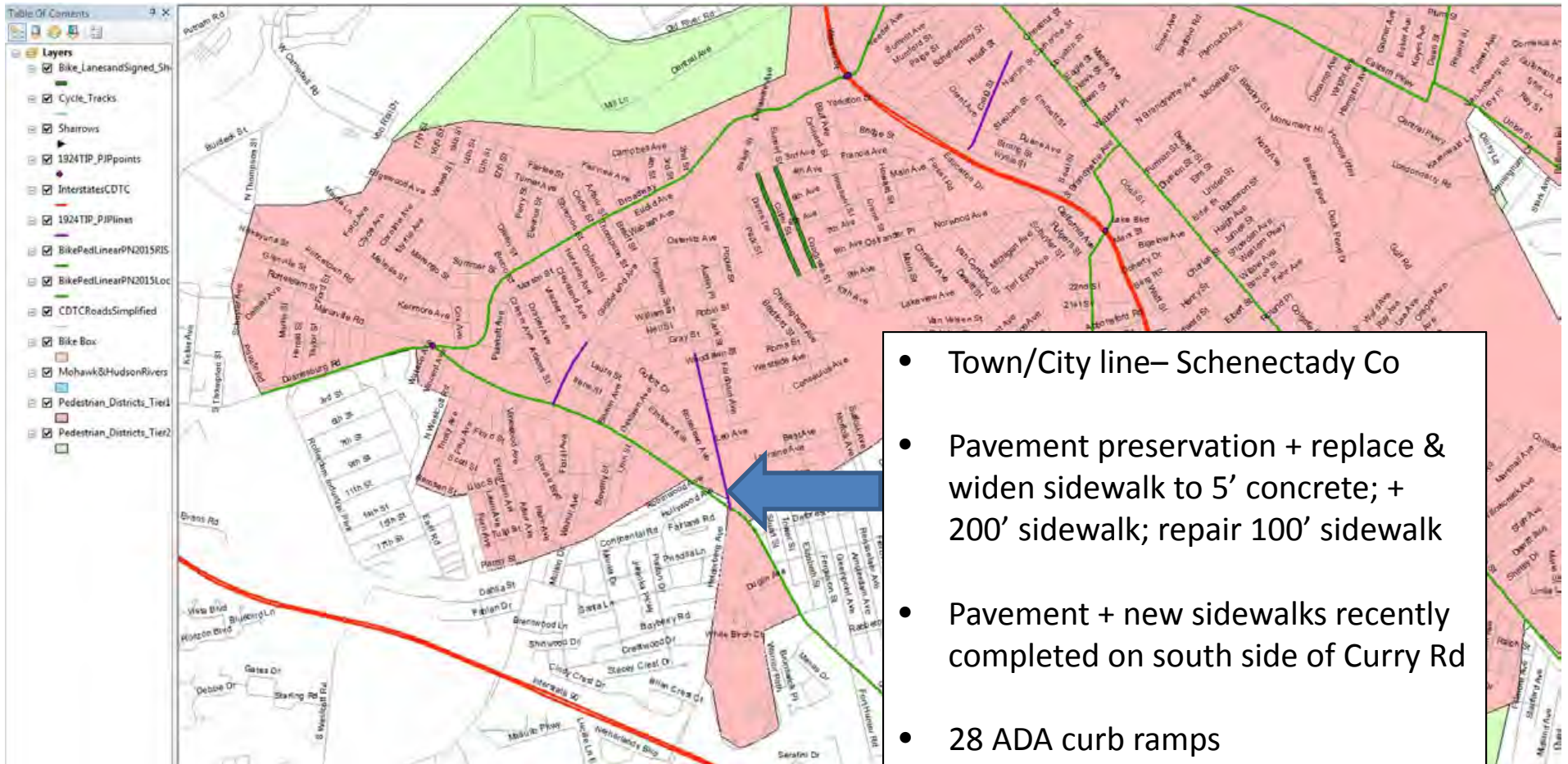
Google, Inc.

Street View - Aug 2018





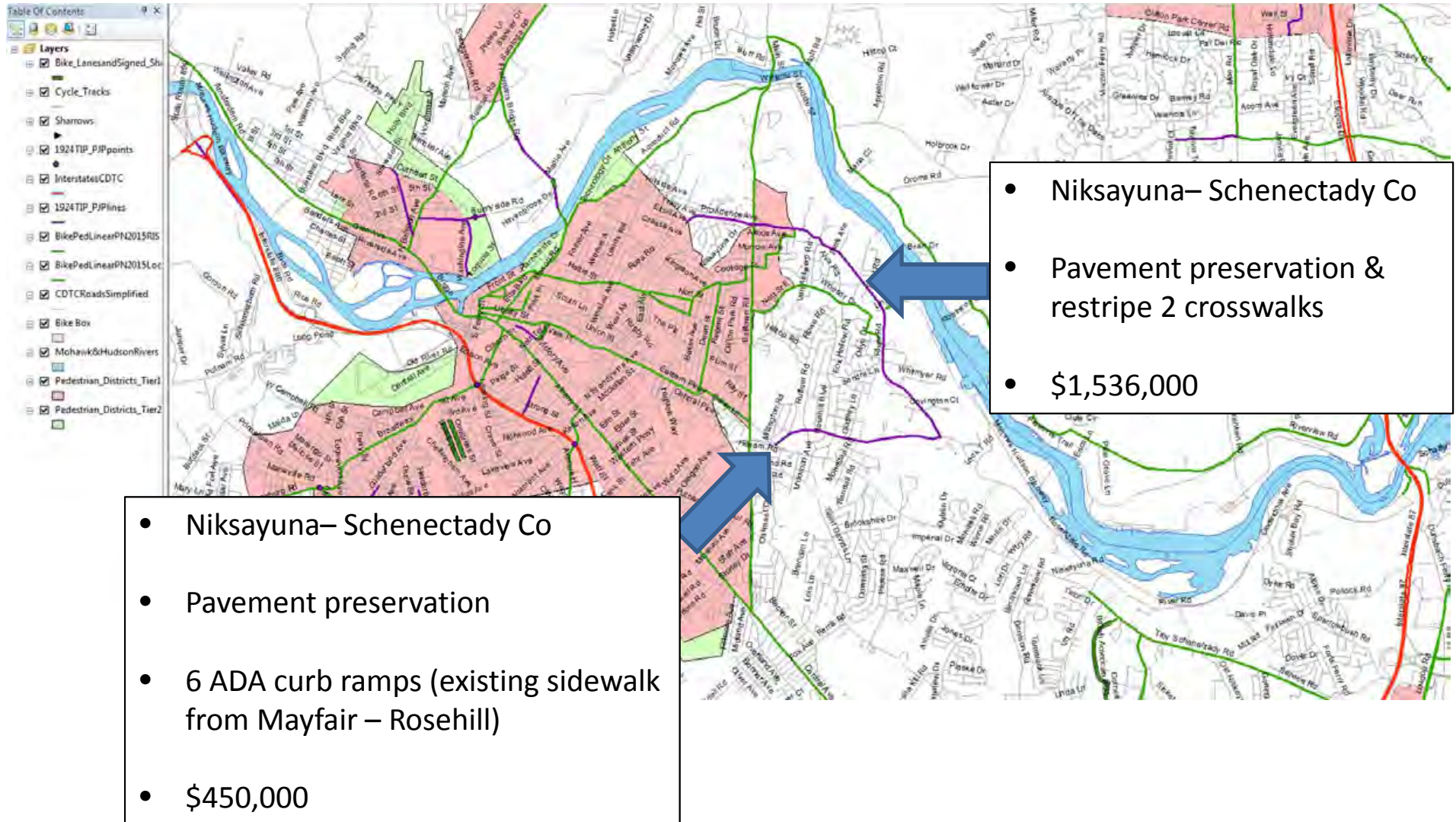
Helderberg Avenue Pavement Preservation Project



- Town/City line– Schenectady Co
- Pavement preservation + replace & widen sidewalk to 5' concrete; + 200' sidewalk; repair 100' sidewalk
- Pavement + new sidewalks recently completed on south side of Curry Rd
- 28 ADA curb ramps
- \$690,000

River Road and Providence Avenue – Pavement Preservation

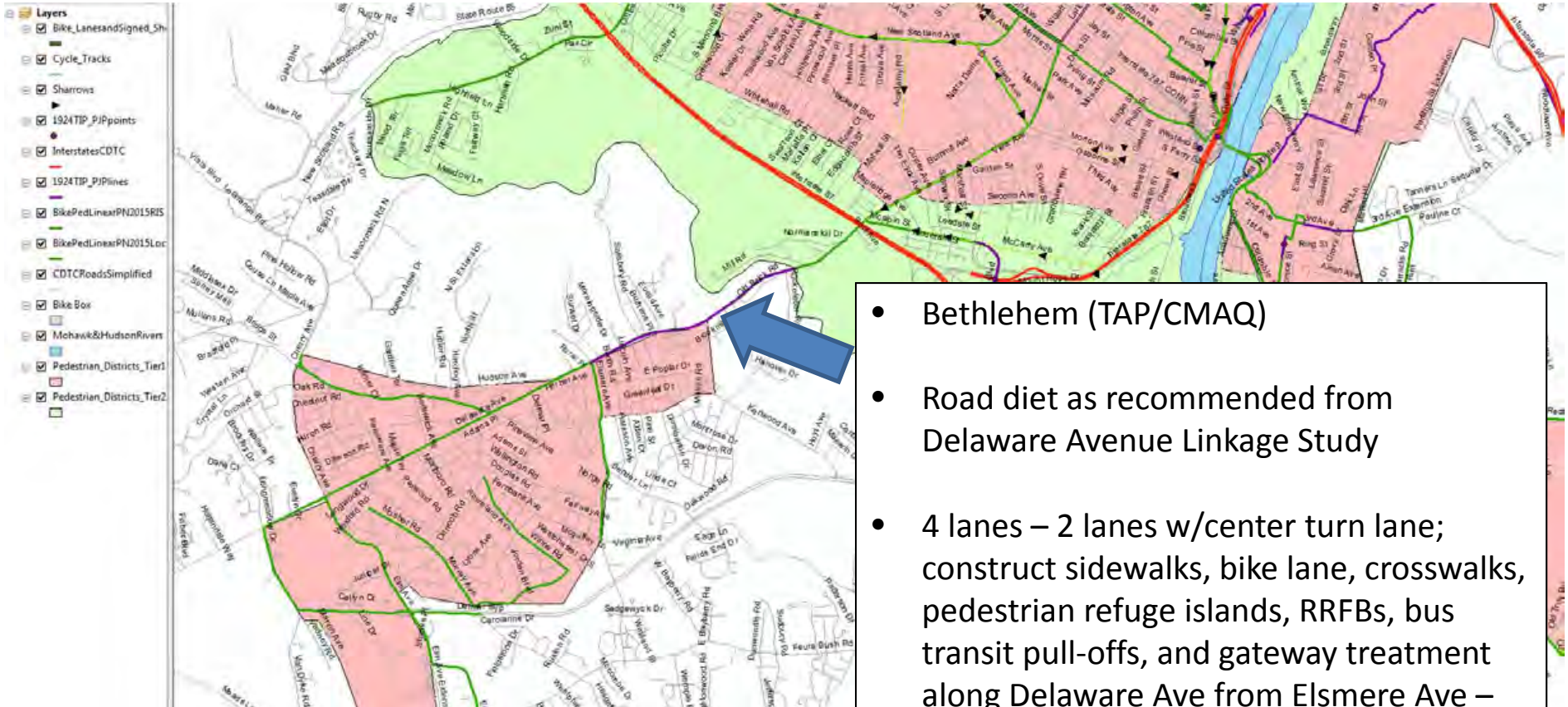
Rosendale Road (CR 158) – Pavement Preservation





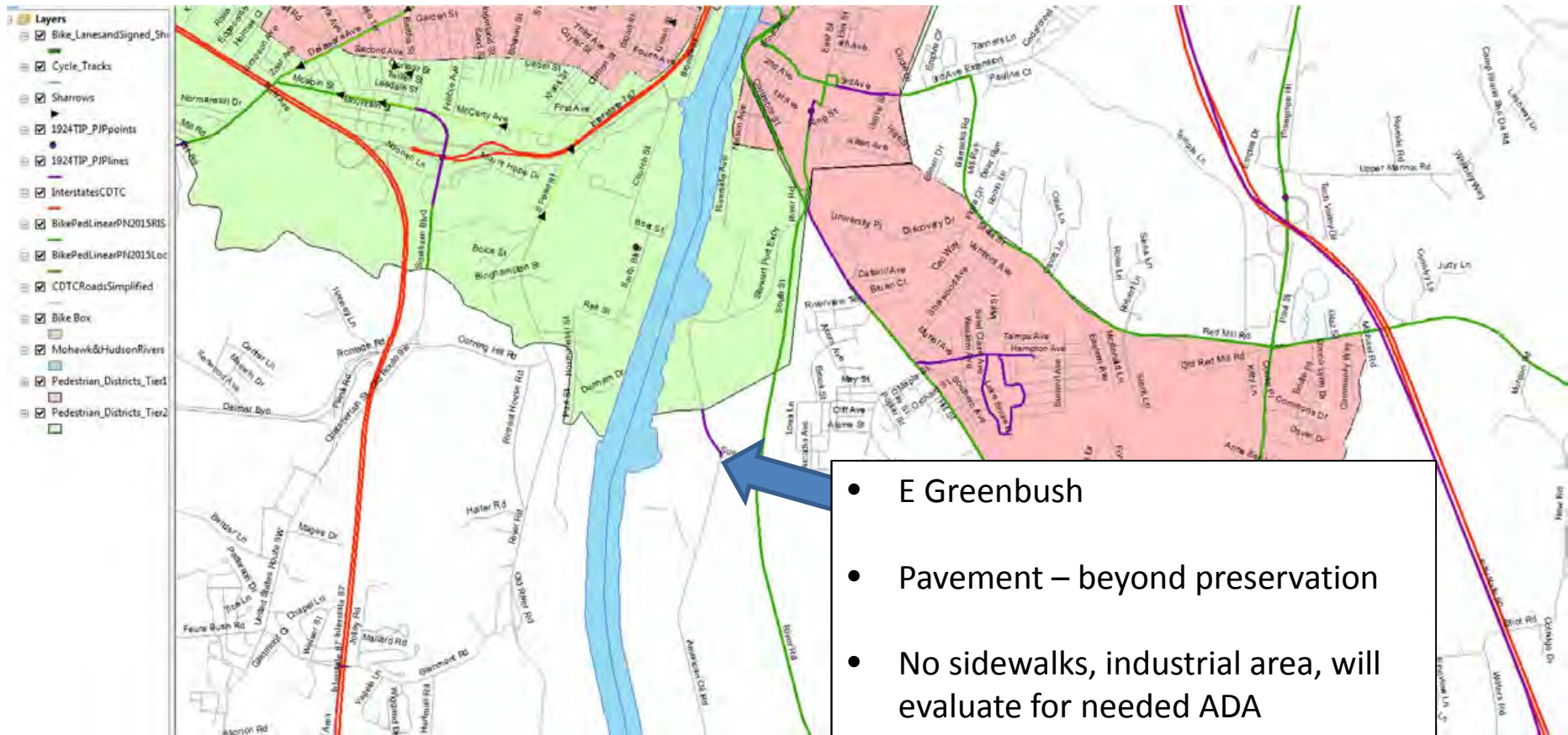


Delaware Avenue Complete Streets & Road Diet Project



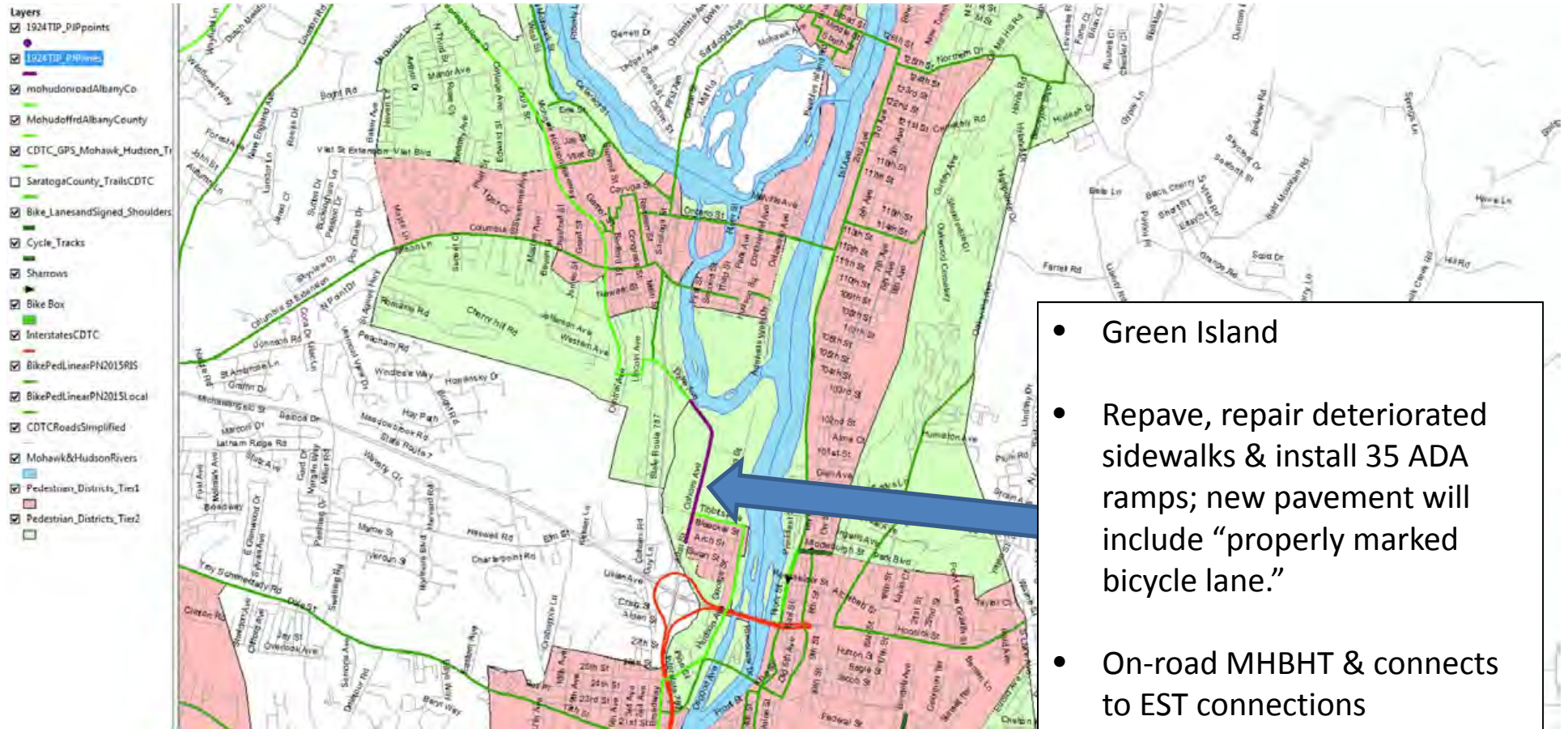
- Bethlehem (TAP/CMAQ)
- Road diet as recommended from Delaware Avenue Linkage Study
- 4 lanes – 2 lanes w/center turn lane; construct sidewalks, bike lane, crosswalks, pedestrian refuge islands, RRFBs, bus transit pull-offs, and gateway treatment along Delaware Ave from Elsmere Ave – Normanskill Bridge
- Request: \$2,900,000 Total Cost: \$5,200,000 (**B**)

American Oil Road Rehabilitation



- E Greenbush
- Pavement – beyond preservation
- No sidewalks, industrial area, will evaluate for needed ADA compliance
- Will install 4' shoulders
- \$426,240

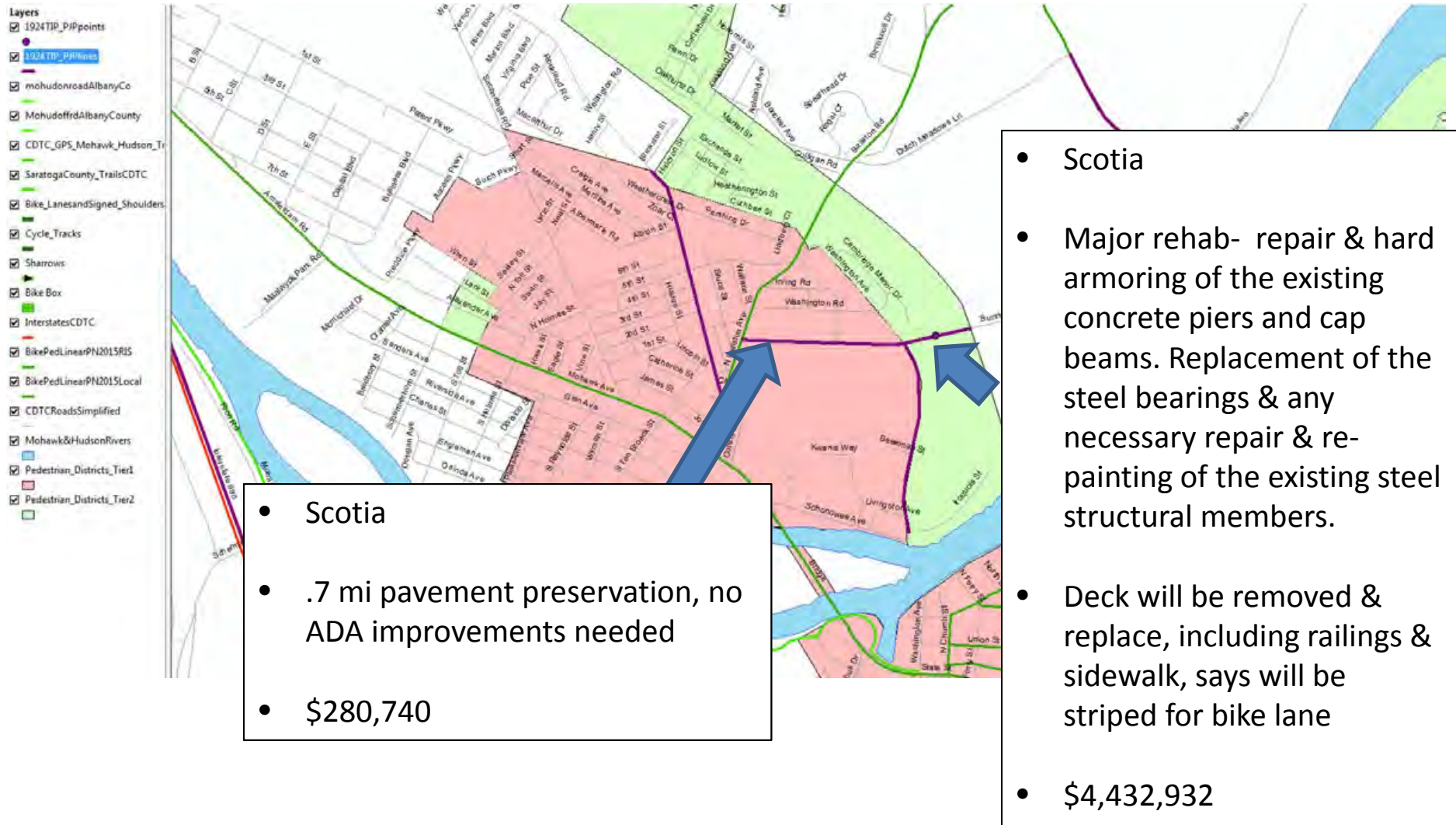
Cohoes Avenue Transportation Improvement Project



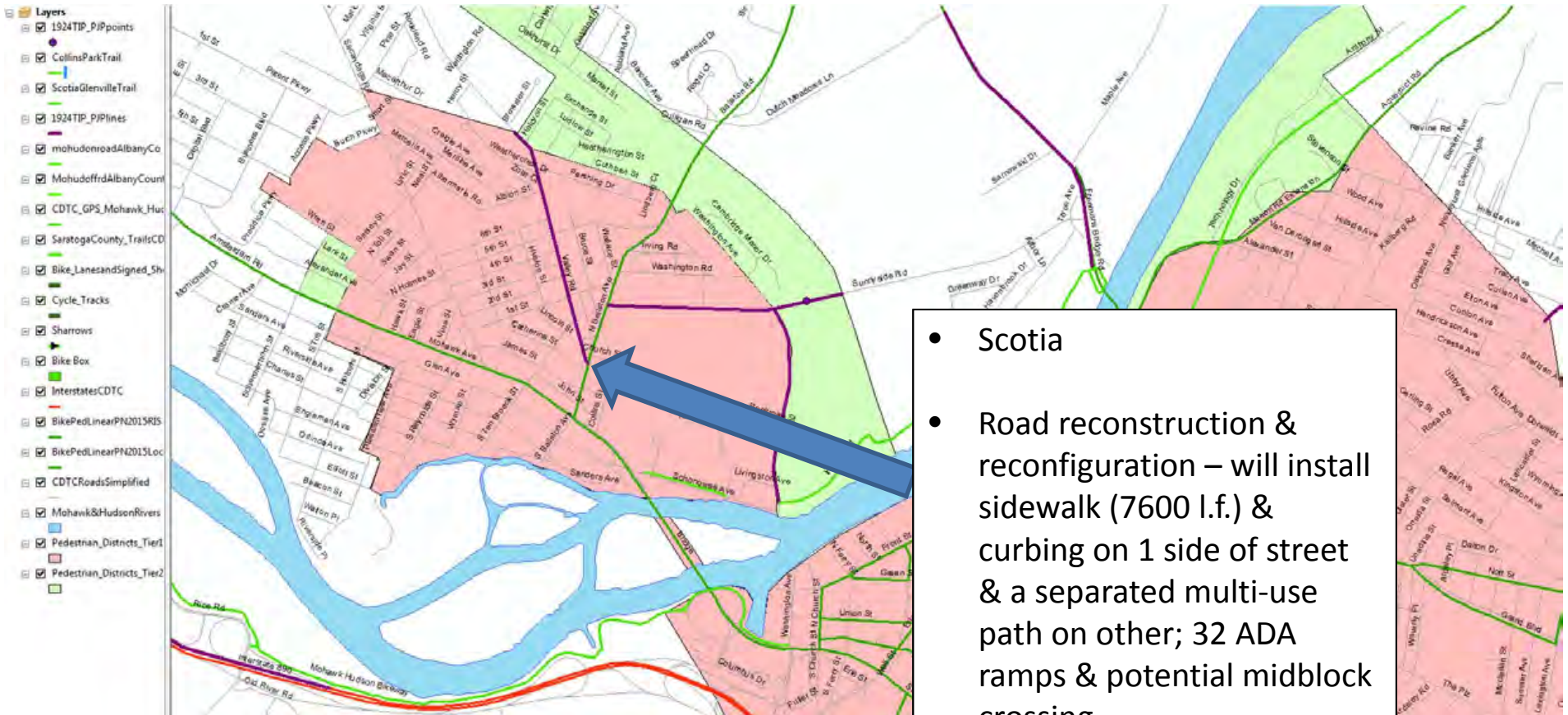
- Green Island
- Repave, repair deteriorated sidewalks & install 35 ADA ramps; new pavement will include “properly marked bicycle lane.”
- On-road MHBHT & connects to EST connections
- \$1,006,774

Sunnyside Road

Sunnyside Road Bridge



Vley Road



- Scotia
- Road reconstruction & reconfiguration – will install sidewalk (7600 l.f.) & curbing on 1 side of street & a separated multi-use path on other; 32 ADA ramps & potential midblock crossing
- Narrow lanes from 13' – 12'
- \$2,600,000



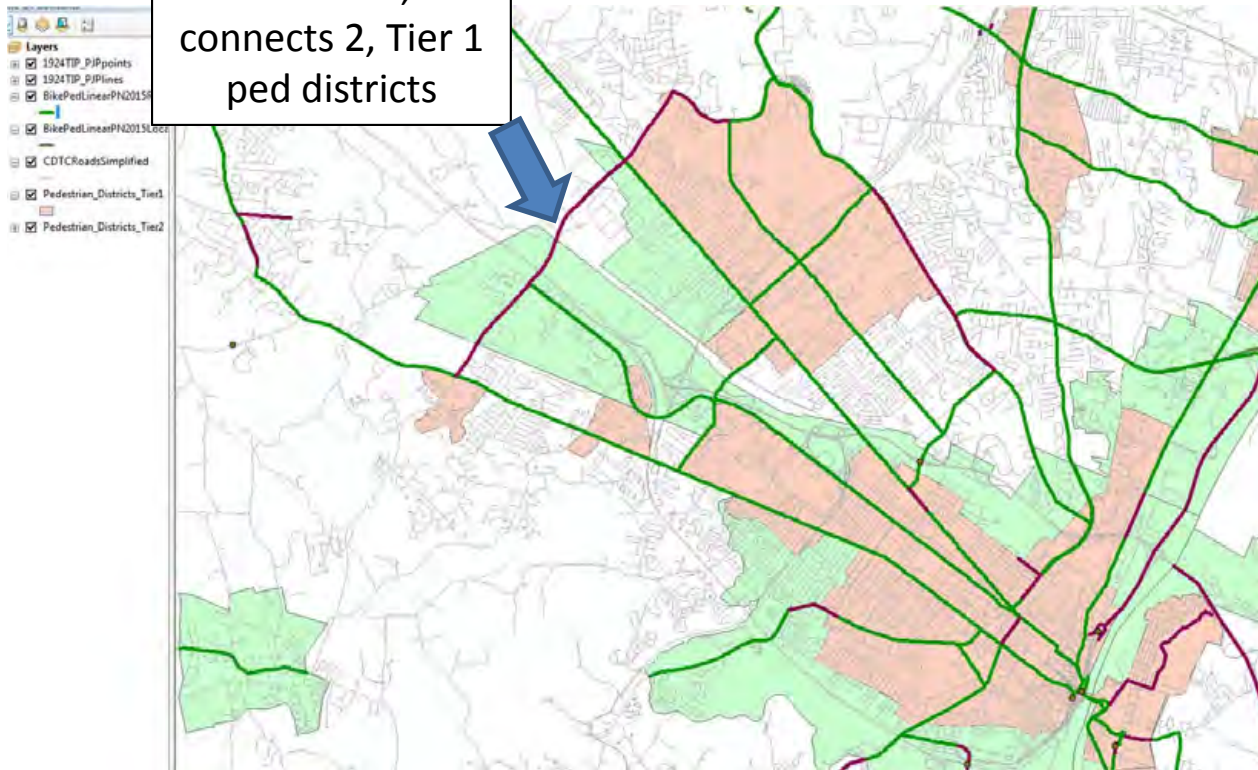
Pavement Reconstruction



Washington Avenue Extension, Albany

NY 155/CR 157 New Karner Road Corridor Rehabilitation

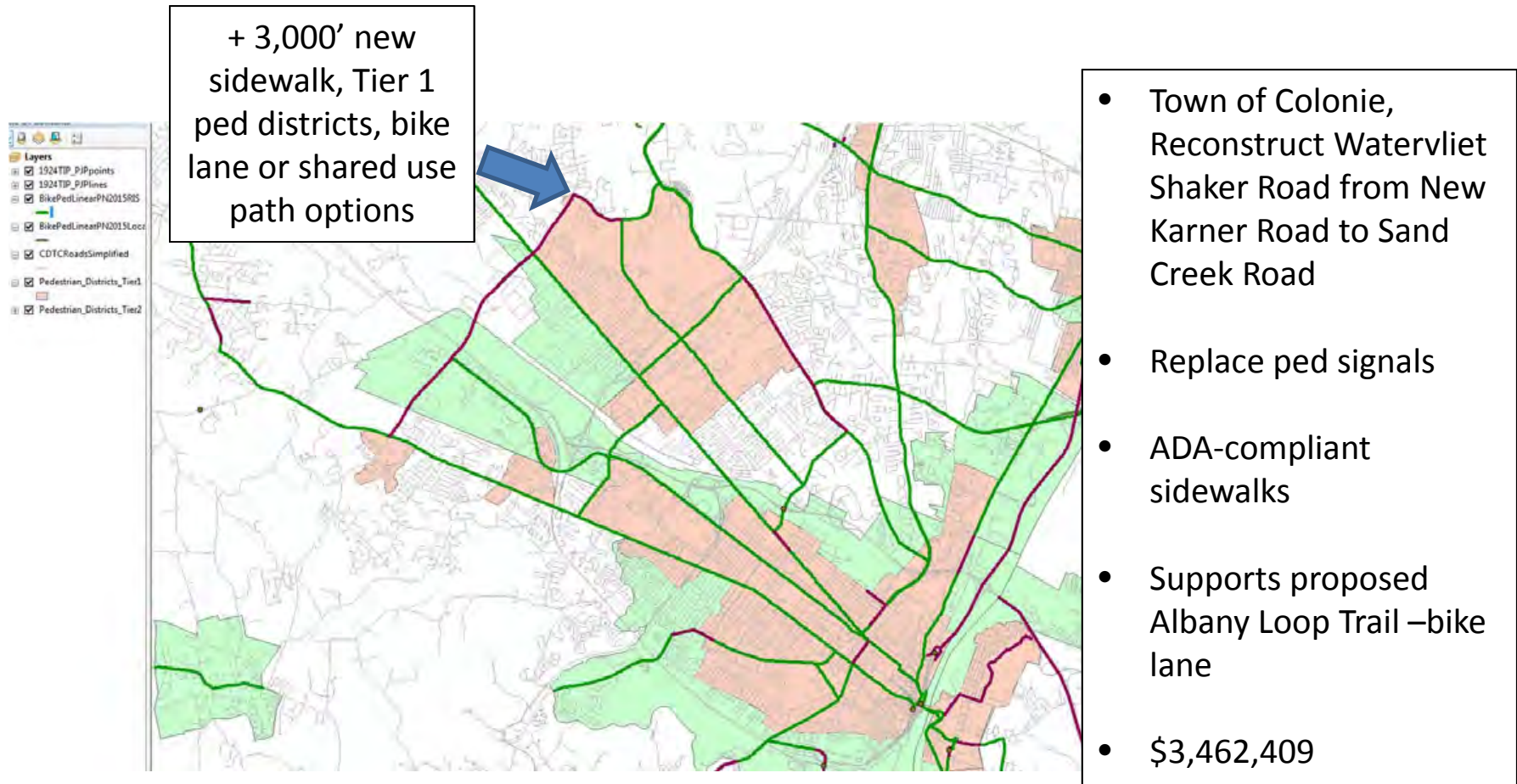
+ 3,400' new
sidewalk,
connects 2, Tier 1
ped districts



- Towns of Guilderland and Colonie, City of Albany and Village of Colonie
- ADA-compliant sidewalks
- 8' shoulders
- Preserves ROW for proposed Albany Loop Trail
- \$5,101,291

NY 155/CR 157 Watervliet Shaker Road

Phase III



continued...

WSR: Vly Rd to Sand Creek Rd (Existing)



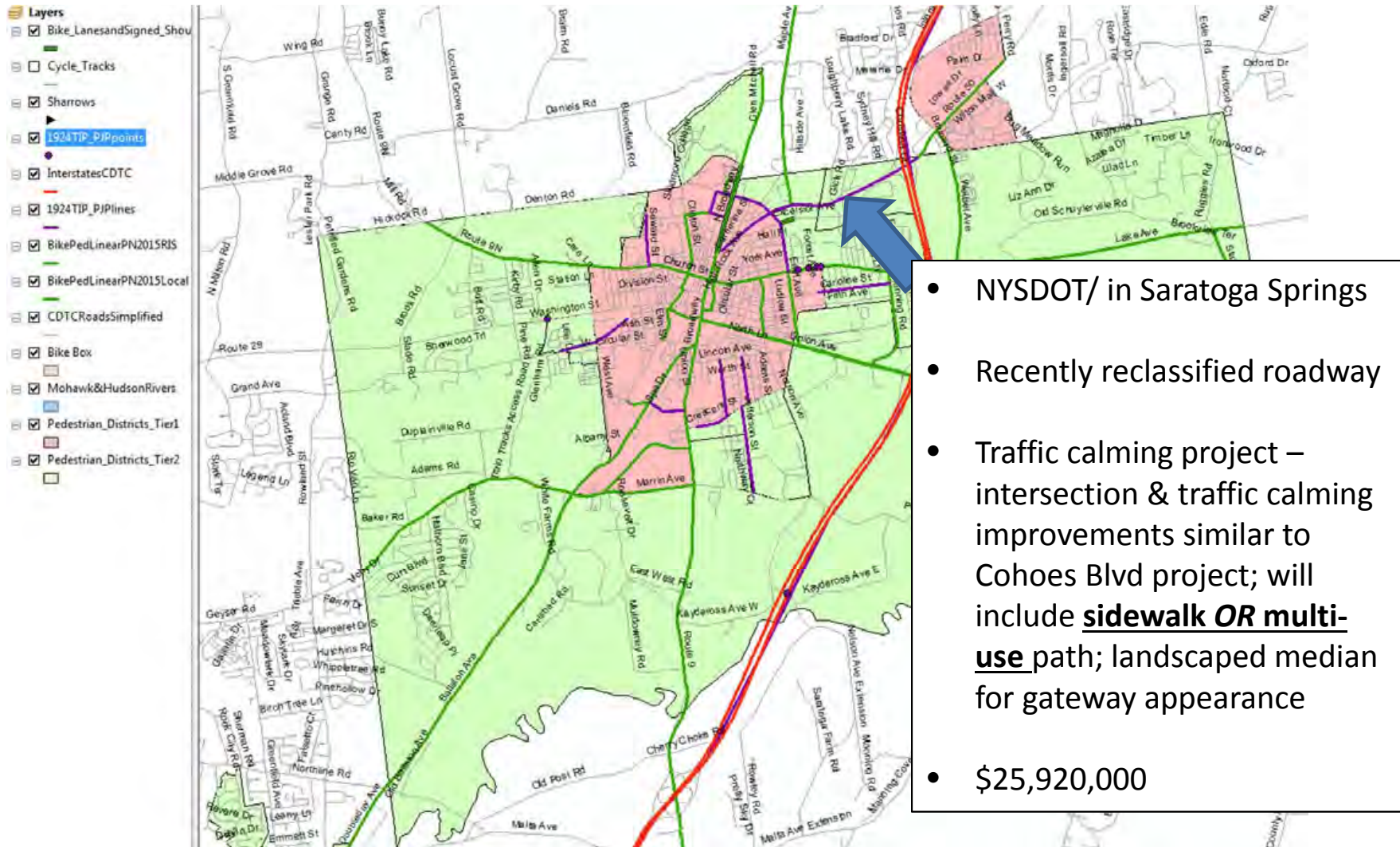
WSR: Vly Rd to Sand Creek Rd (Bike lane alt.)



WSR: Vly to Sand Creek Rd (Shared-use path alt.)



NY 50 Pavement Rehabilitation and Traffic Calming: Broadway to Exit 15



NY 67 Corridor Improvements



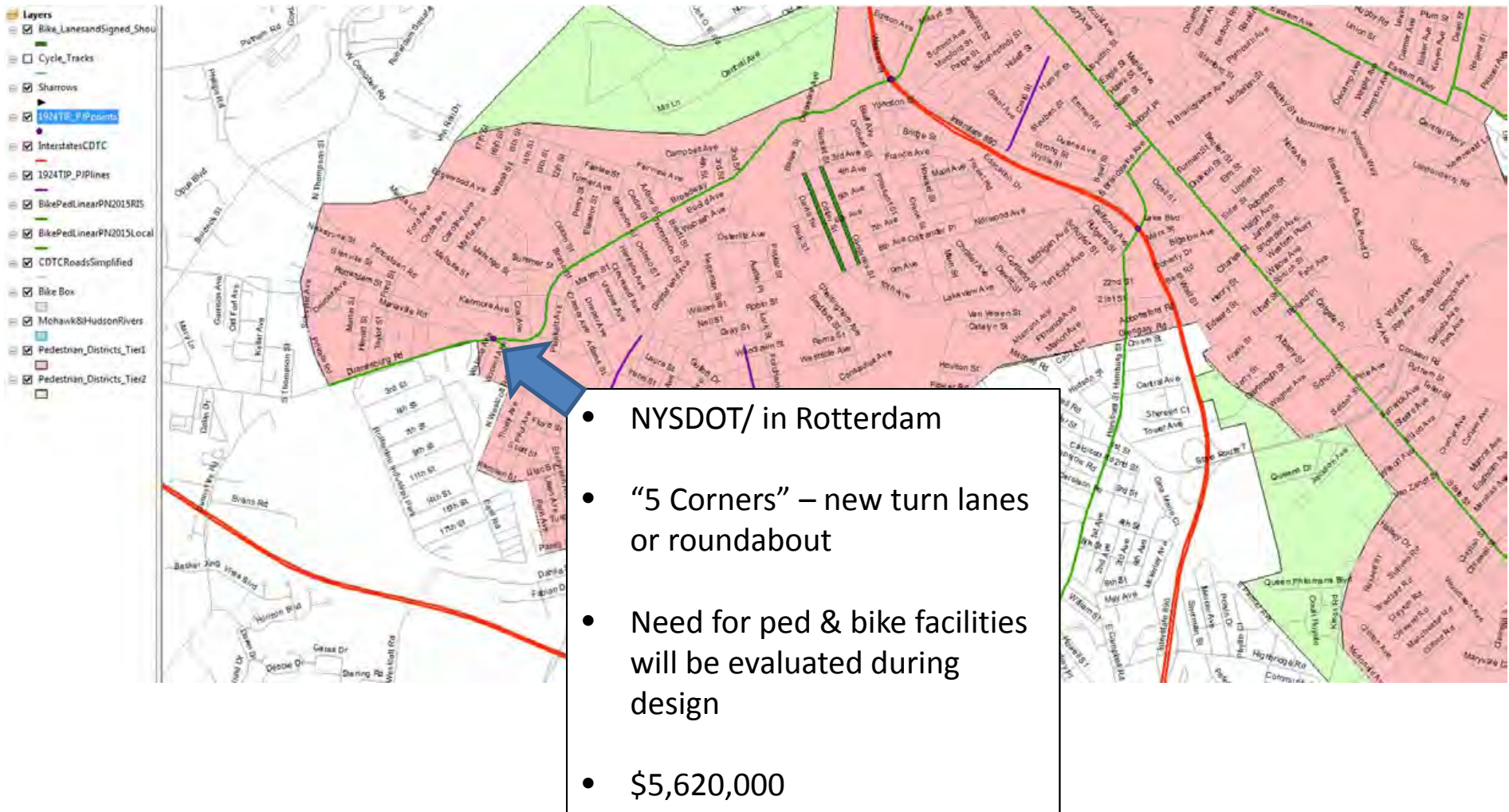
- NYSDOT/ in Malta-Ballston Spa
- Evaluate cost of effective intersection & access management improvements
- Will add sidewalk but evaluate feasibility of other bike/ped infrastructure during preliminary design
- Intersects Zim Smith Trail
- \$20,294,000

Intersection

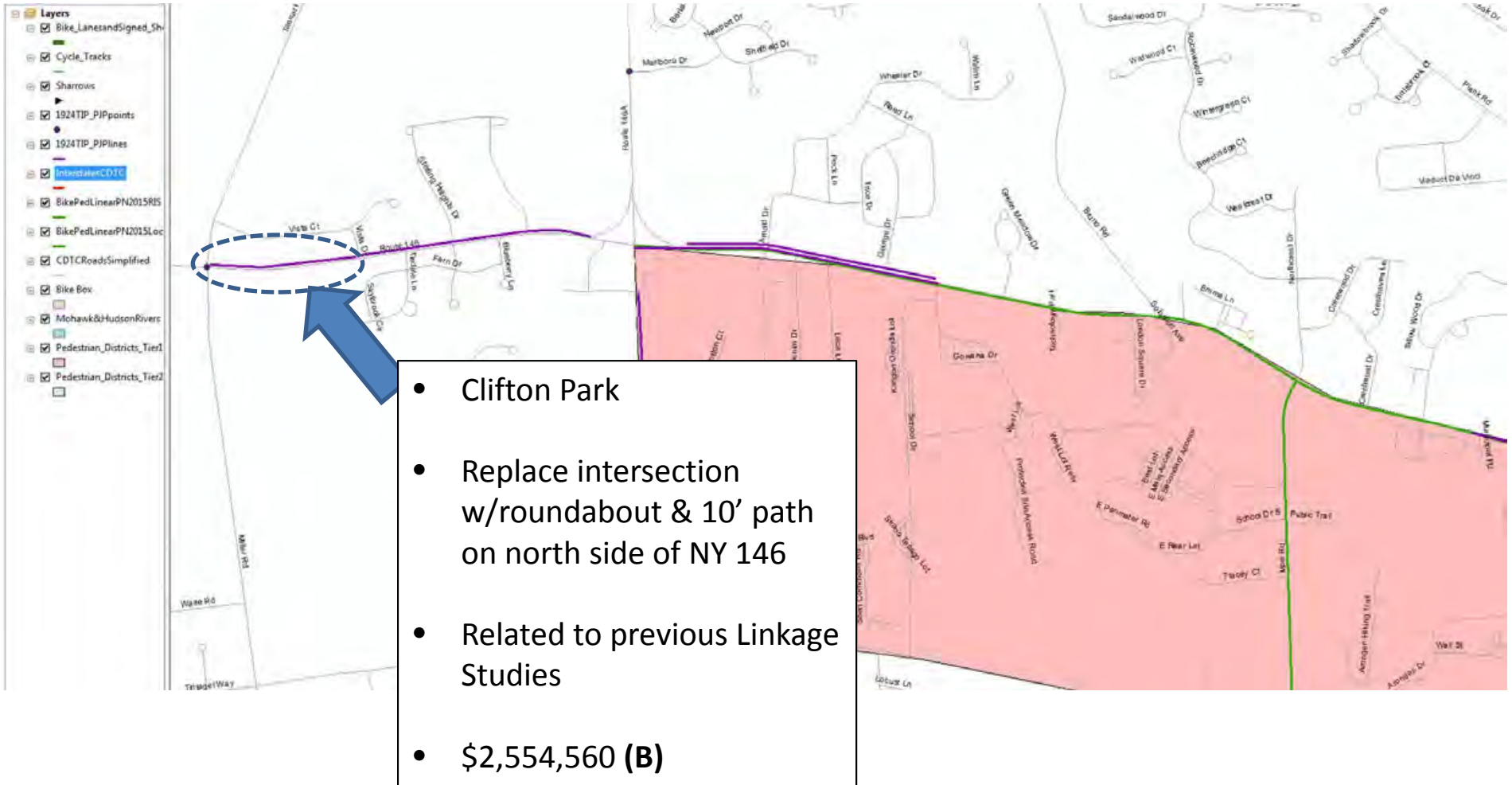


Couse Corners, East Greenbush

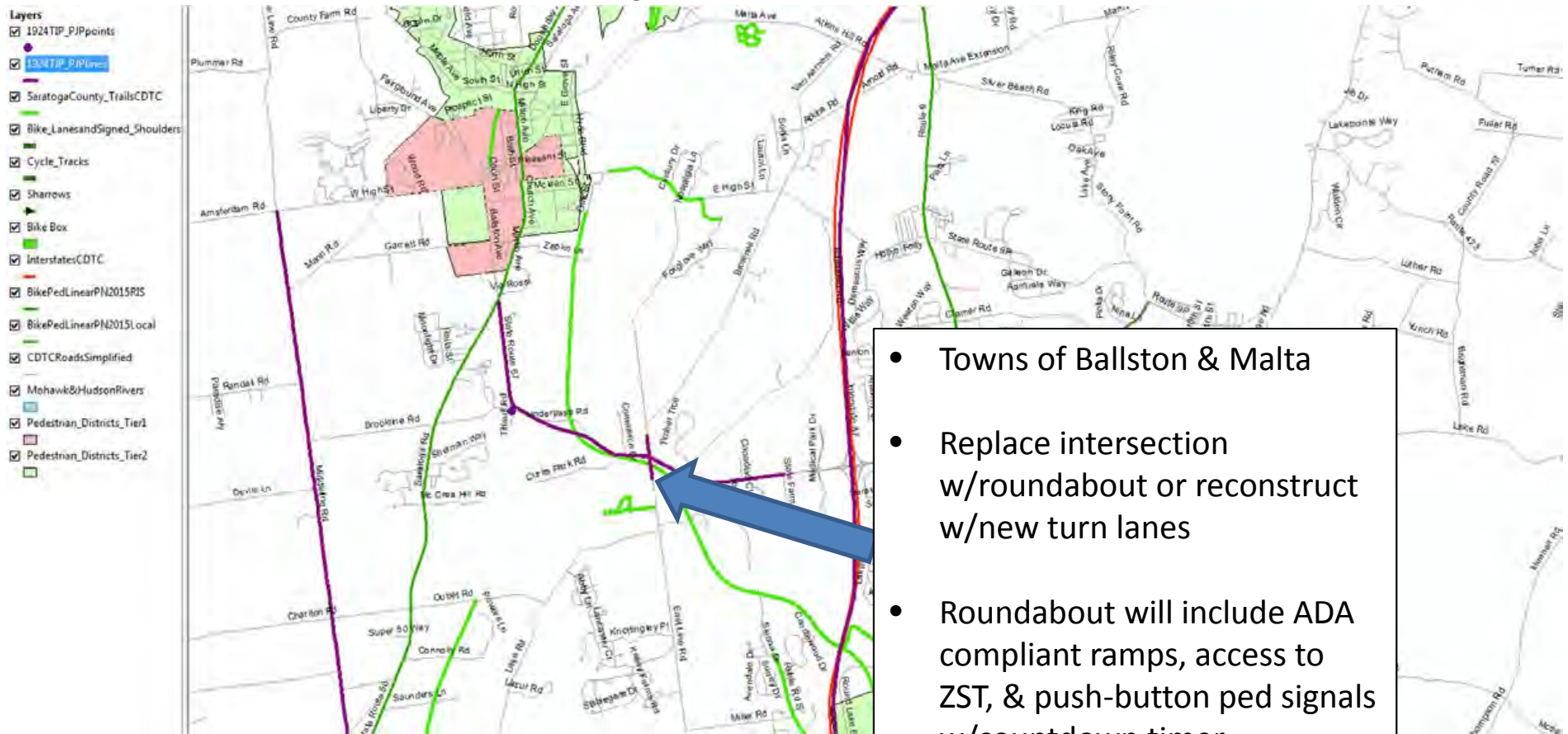
NY 7 at 5 Corners: Rotterdam



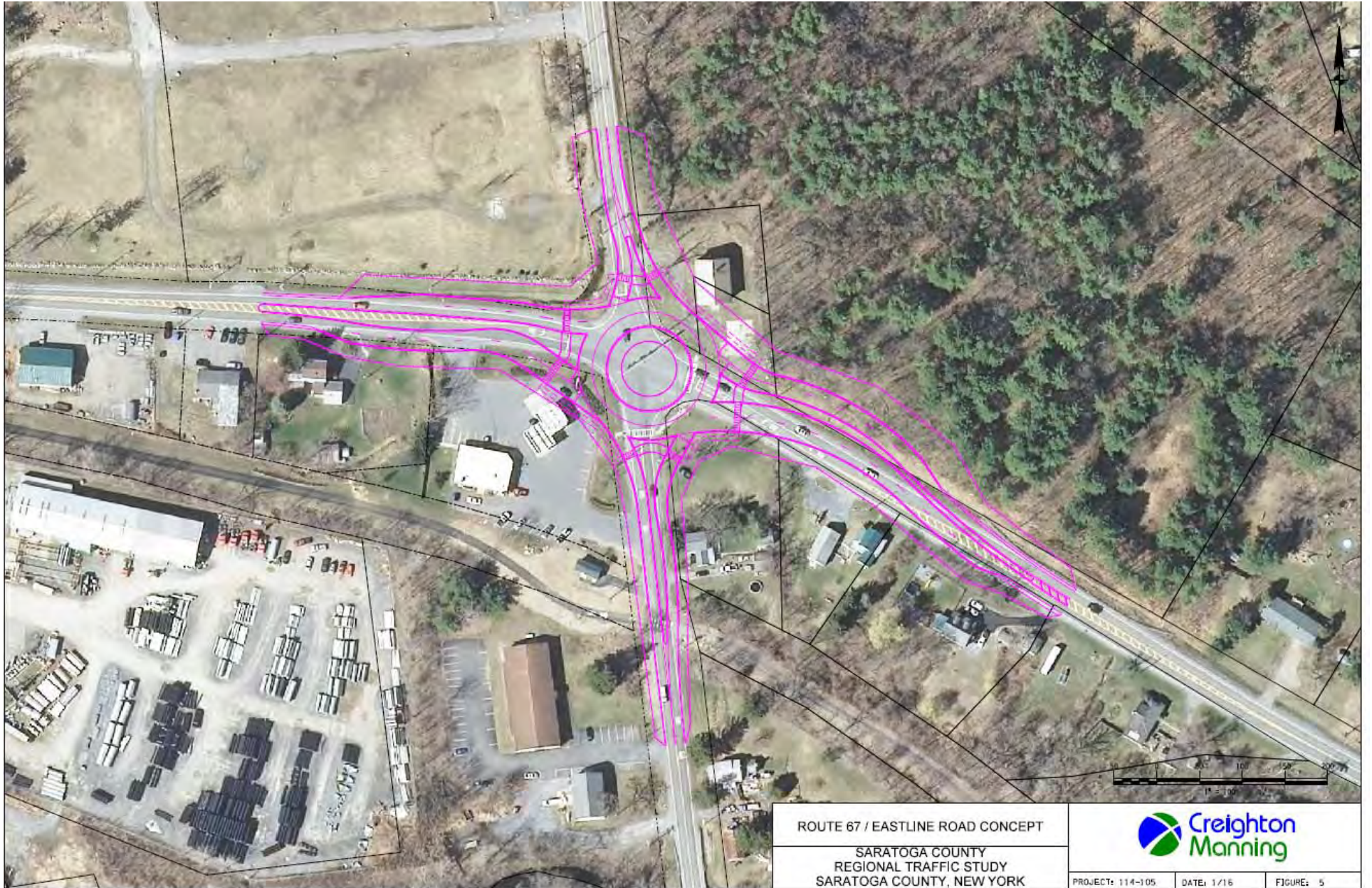
NY 146/Miller Road/Tanner Rd Intersection Improvements

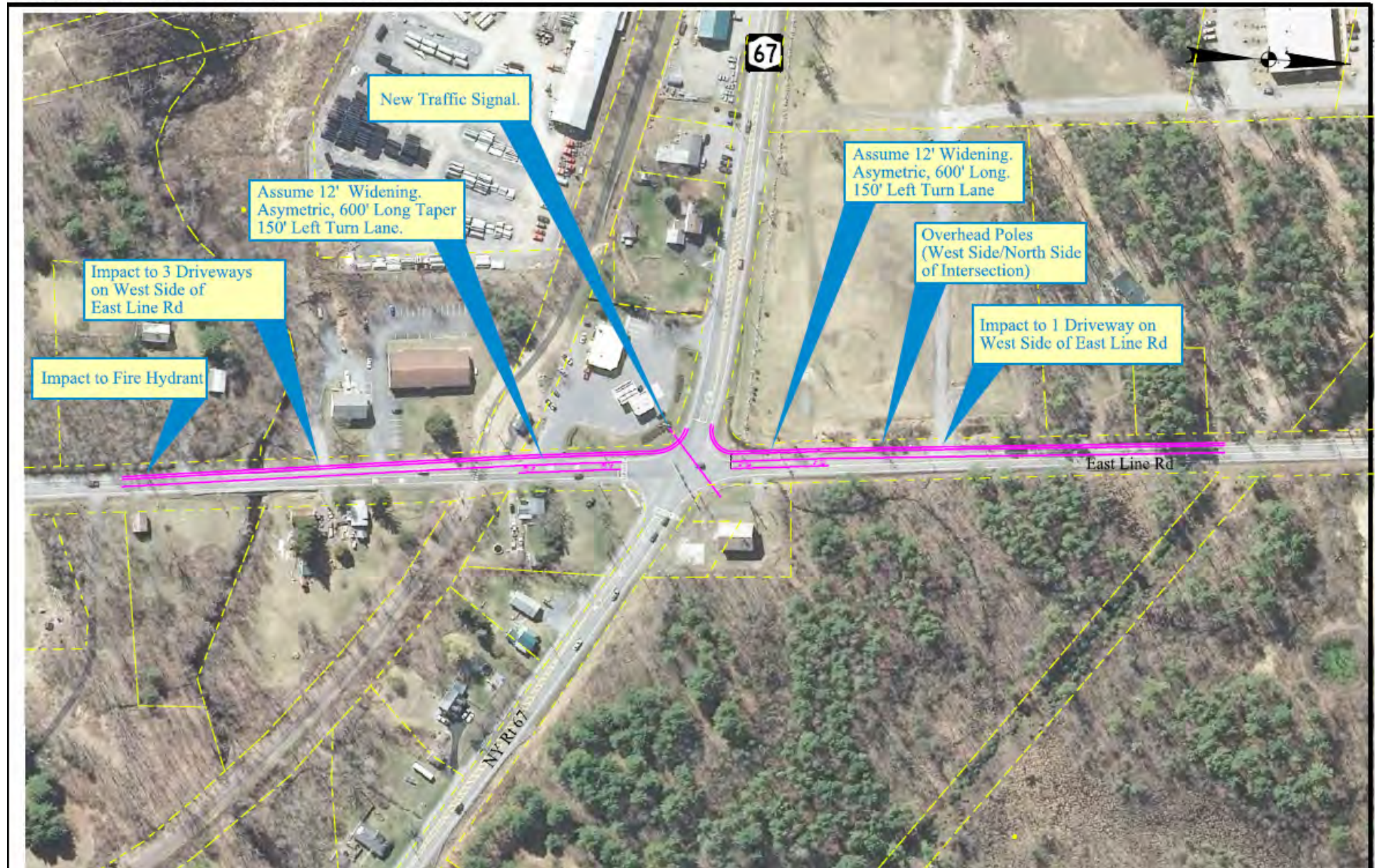


NY 67 and Eastline Road Intersection Improvements

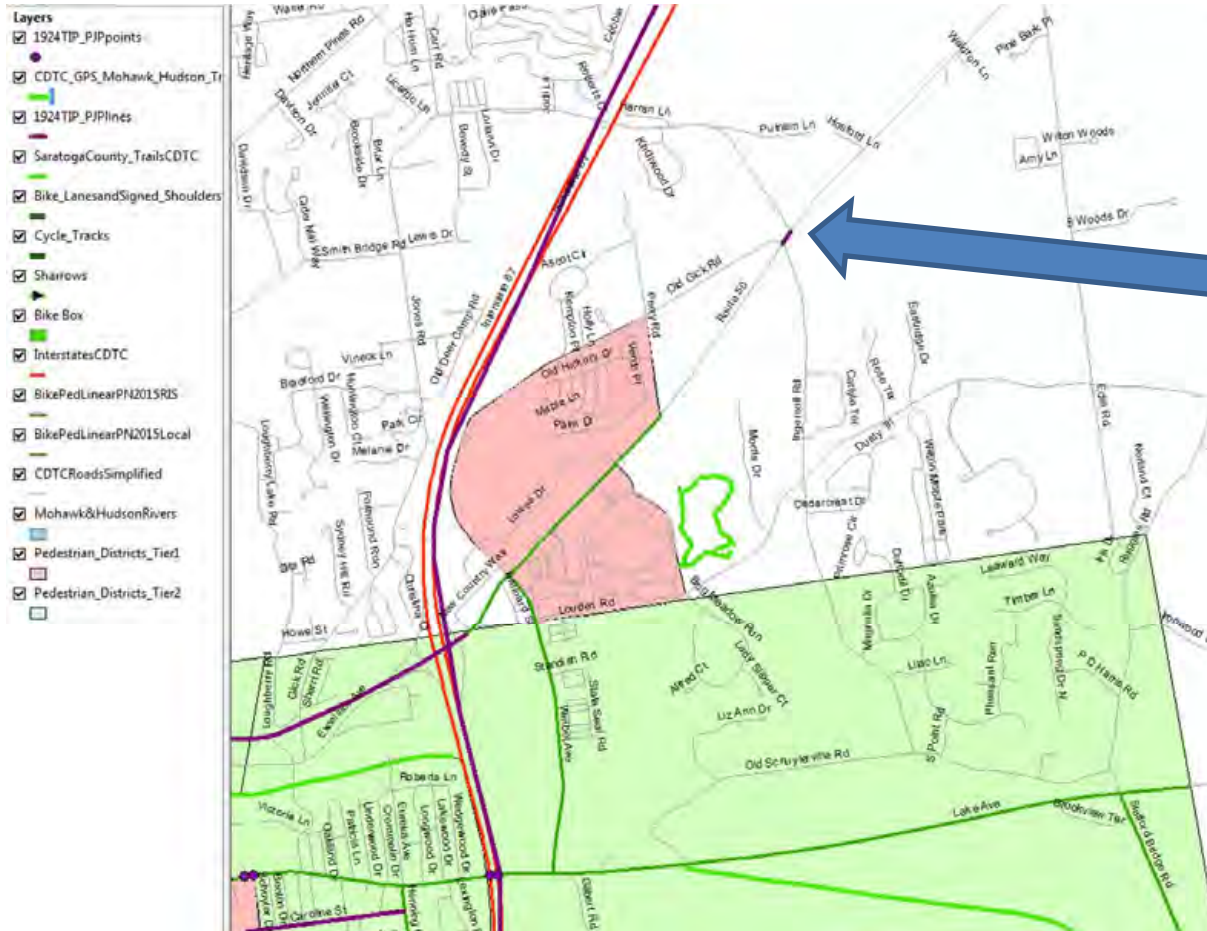


- Towns of Ballston & Malta
- Replace intersection w/roundabout or reconstruct w/new turn lanes
- Roundabout will include ADA compliant ramps, access to ZST, & push-button ped signals w/countdown timer
- Increase shoulder width from 4' – 5'
- \$640,320





NY 50 Safety Improvements



- Wilton
- Install 2 roundabouts – Old Gick/Ingersoll & Jones Rd + add NB lane between roundabouts
- No commitment to specific bike or ped accommodations
- High crash rate
- \$4,908,000

Safety



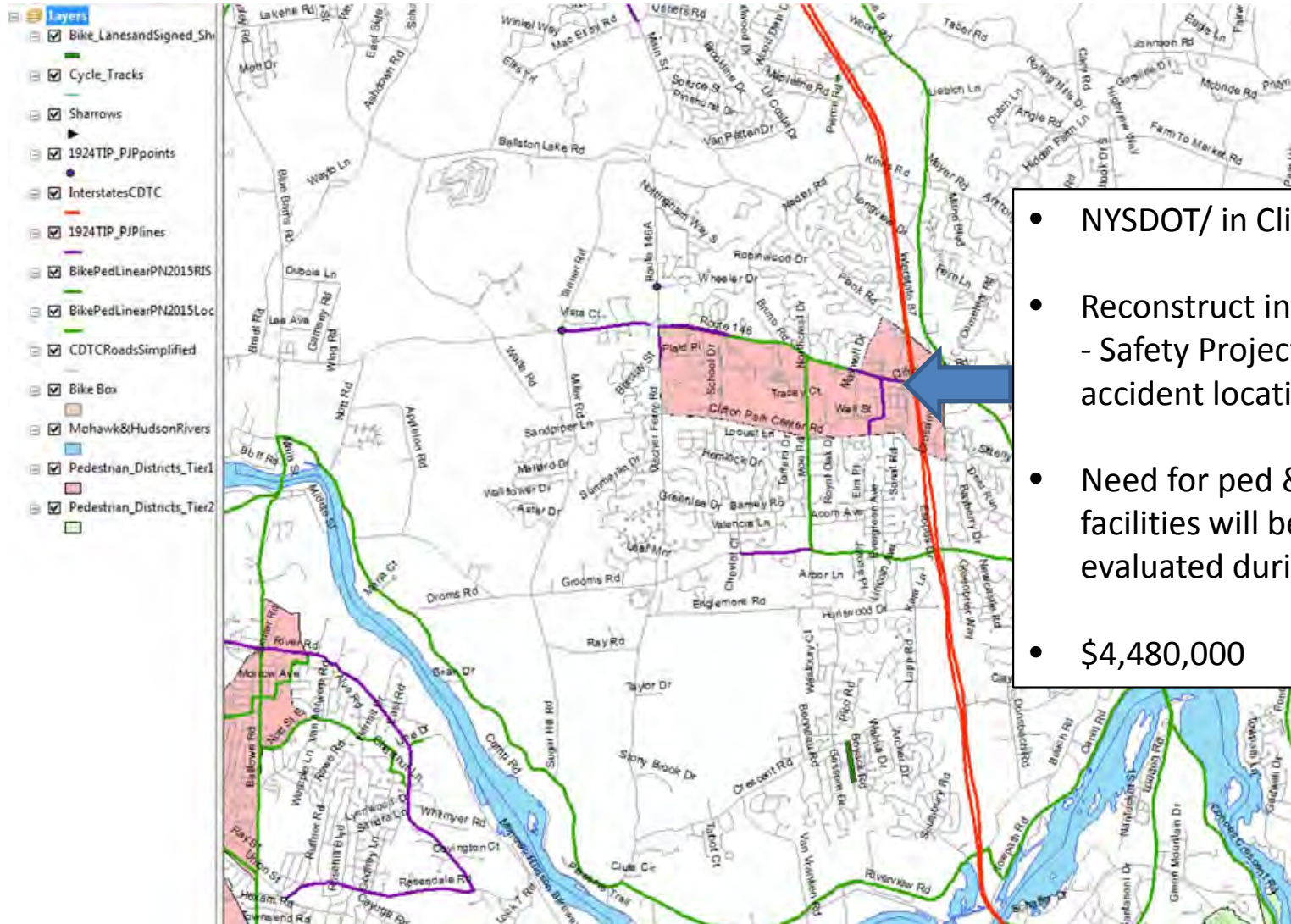
Proposed roundabout at 146/146A, Clifton Park

I-87 Exit 6 Interchange Safety Improvements

On interstate ramps - Town of Colonie, Assess the NY 7 interchange with I-87 at Exit 6 and conduct safety improvements



NY 146 Safety Project, Town of Clifton Park



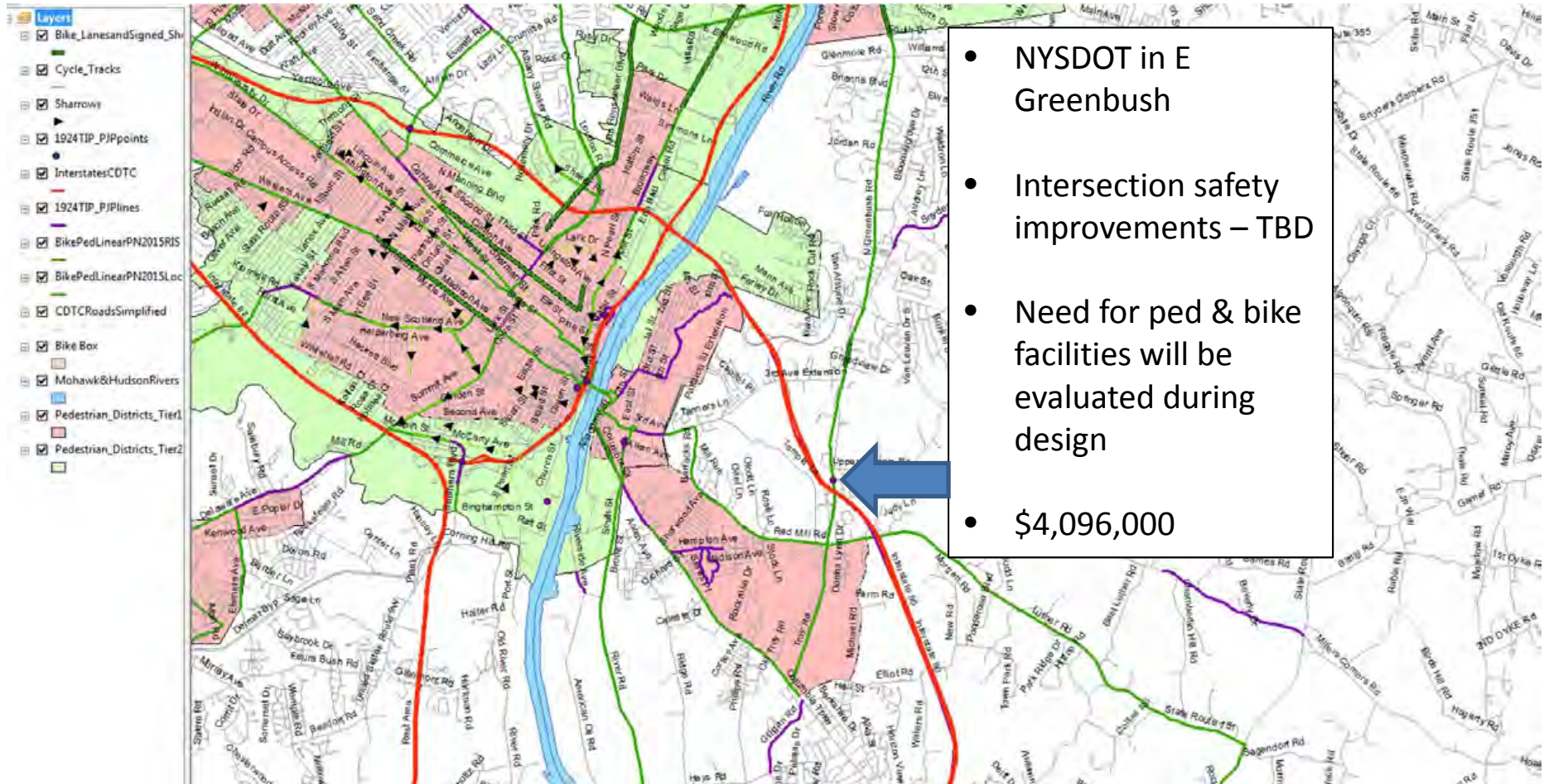
- NYSDOT/ in Clifton Park
- Reconstruct intersection - Safety Project (high accident location)
- Need for ped & bike facilities will be evaluated during design
- \$4,480,000

Albany Shaker Road Corridor Improvements



- Colonie
- Related to Albany Shaker Road Corridor Linkage Study
- Reduce speed from 40mph – 30 mph; driver feedback signs
- Install new traffic light at Shaker Rd Elementary entrance
- New crosswalks with push-button ped signals & ADA-compliant ramps at The Crossings, Maria Dr & Maria Pkwy, Shaker El, Osborne Rd, & Everett Rd
- \$826,190 (A)

US 4/I-90 Intersection Safety Improvements

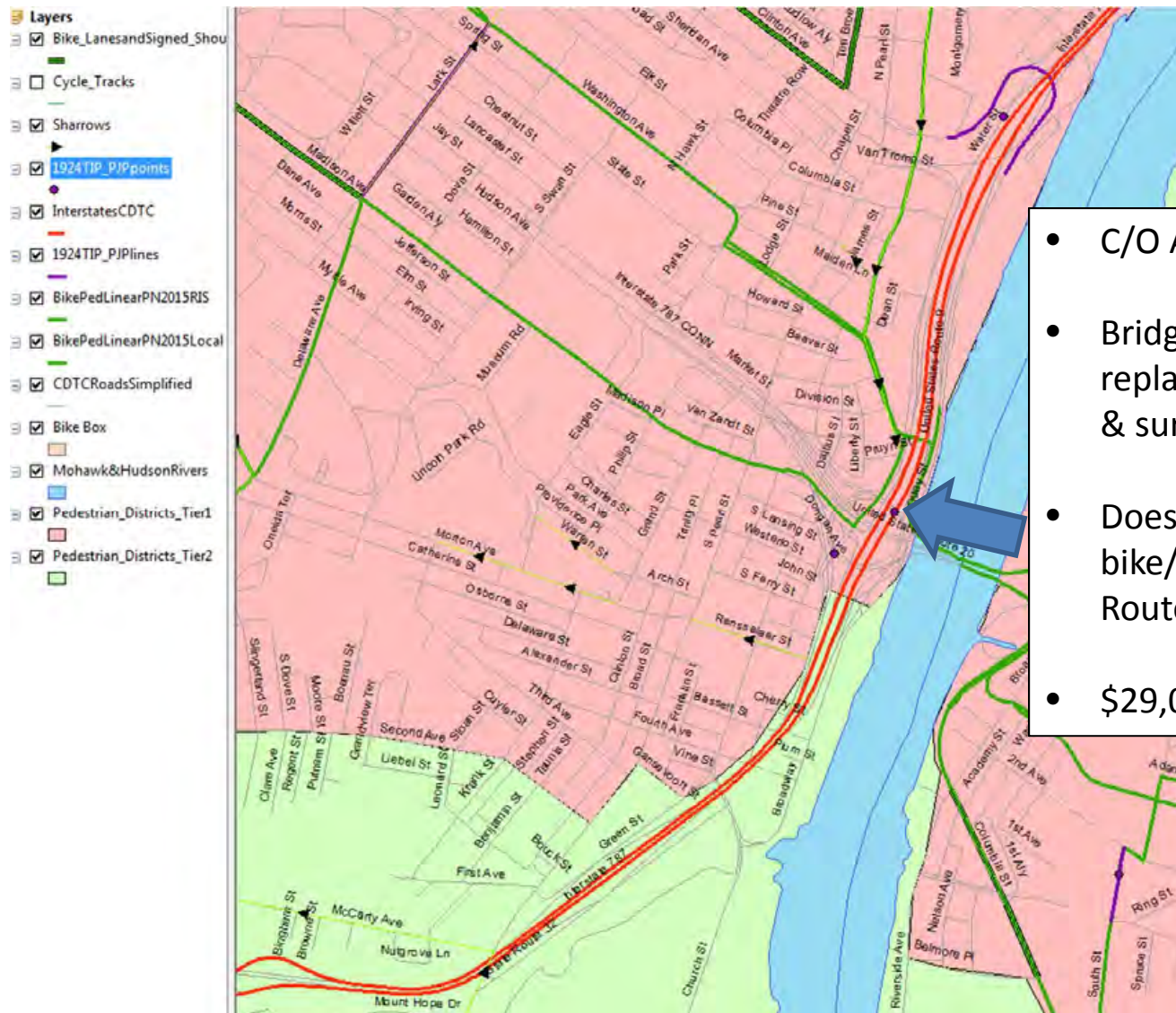


Bridge Preservation



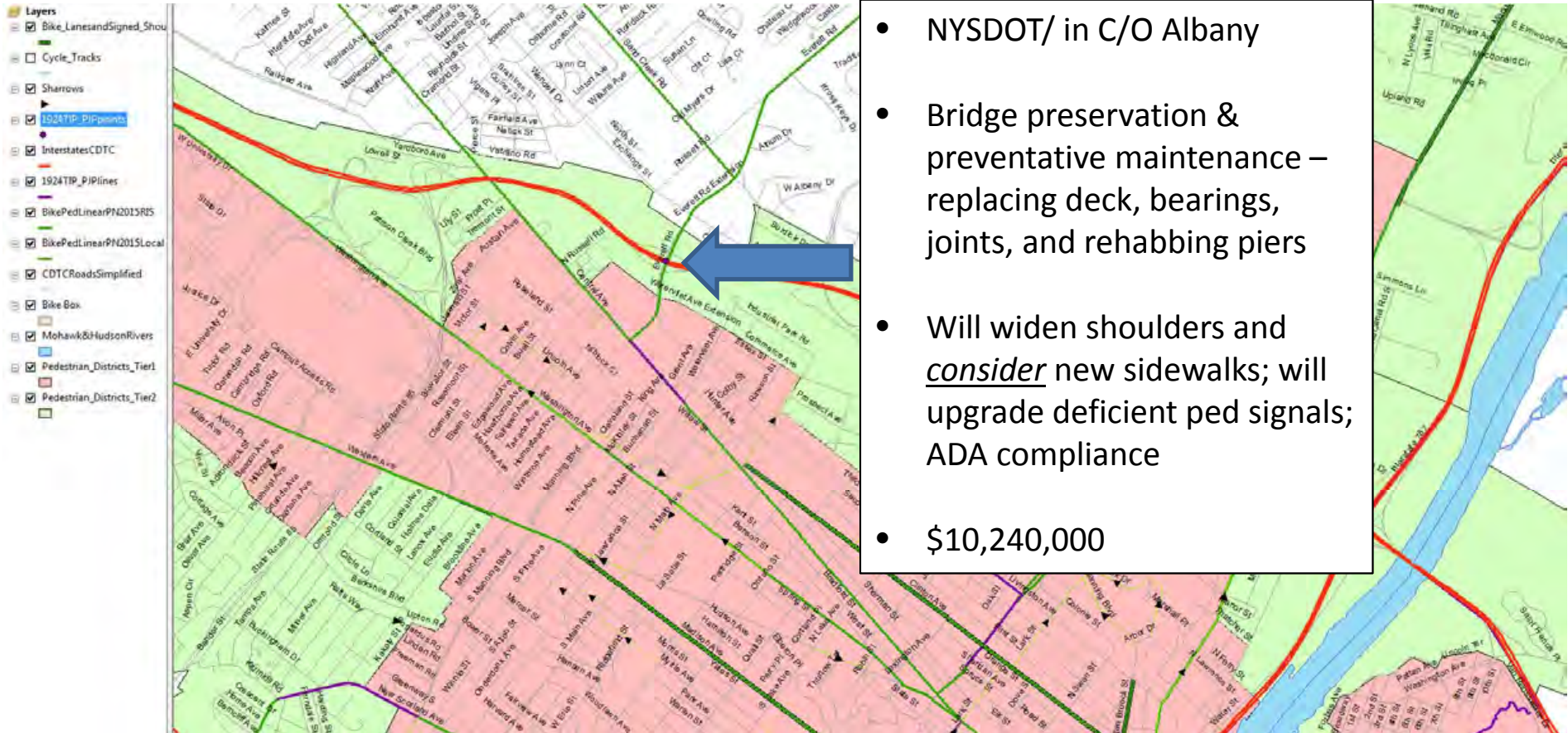
Michigan Avenue Bridge, Schenectady

Dunn Bridge WB TO I-787 SB



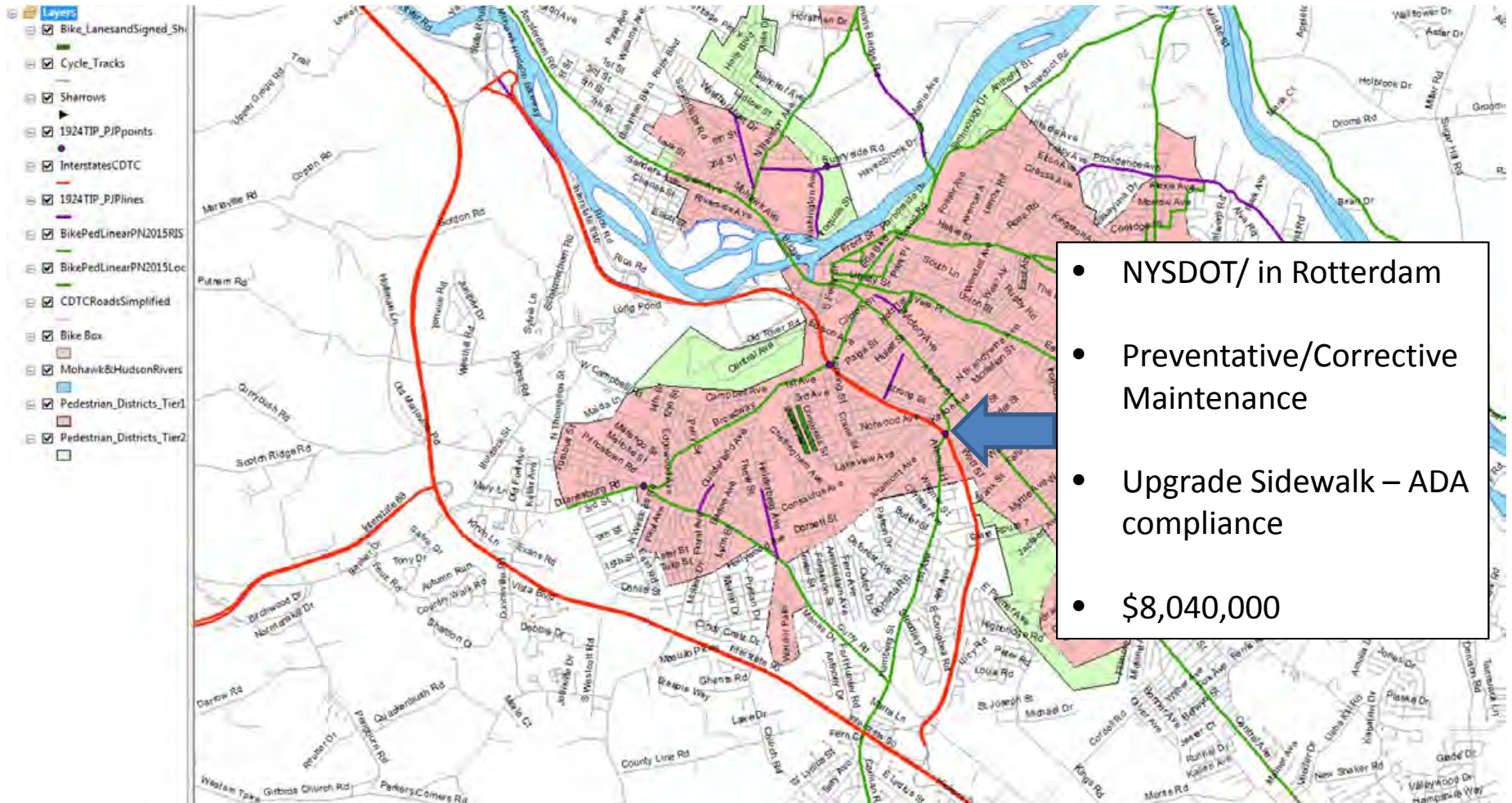
- C/O Albany
- Bridge preservation - Joint replacement, rehab of piers, & surface replacement
- Doesn't mention existing bike/ped path – on State Bike Route
- \$29,000,000

Everett Road Bridge over I-90, City of Albany



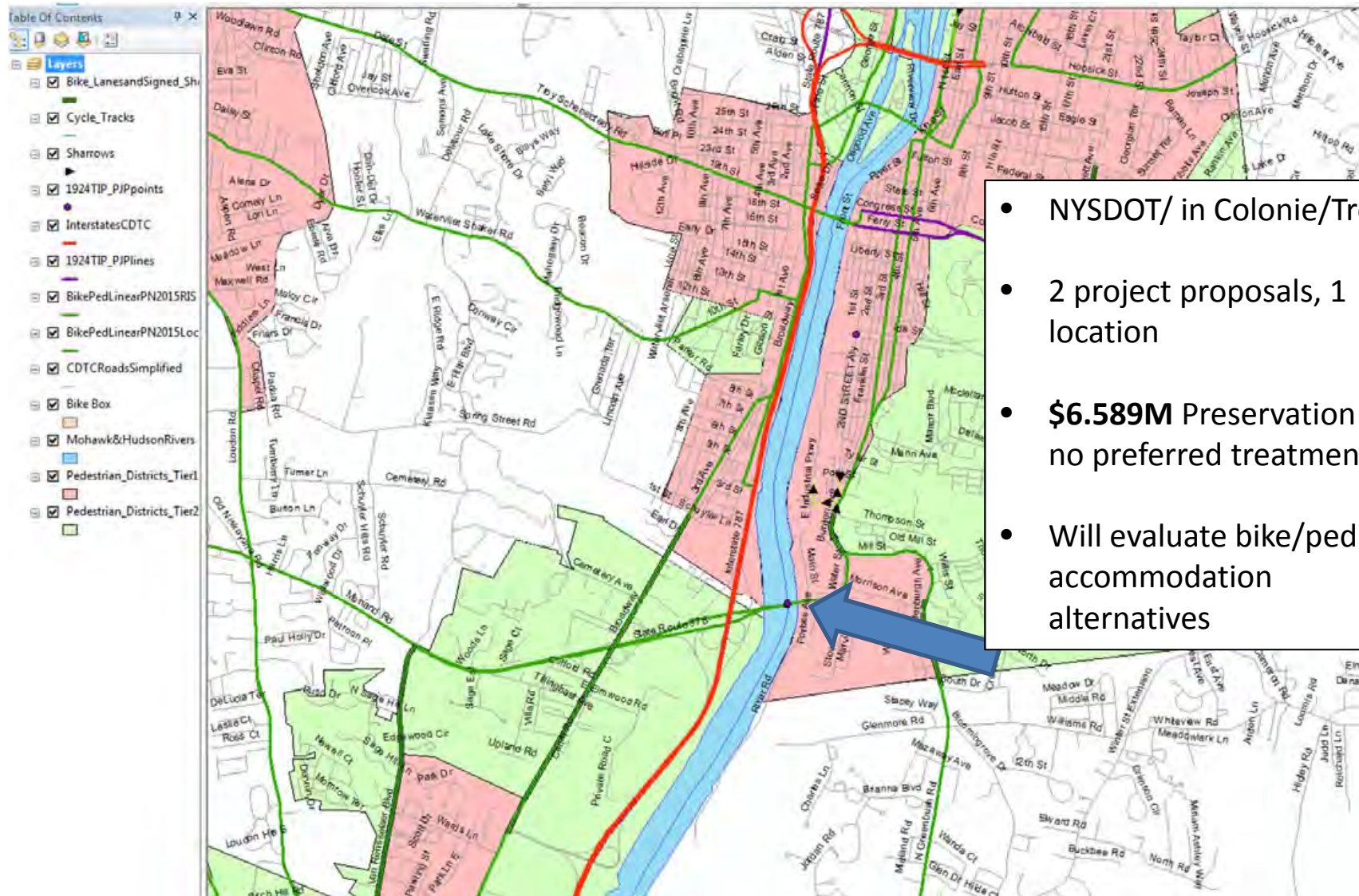


NY 146 Over I-890

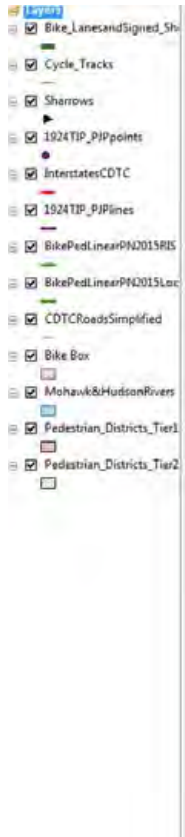




NY 378 Over Hudson Bridge Painting



US 20 Over Schoharie Creek Bridge Deck Replacement



- NYSDOT in Duanesburg
- Bridge preservation
- Currently has sidewalks on north side – sidewalks will be upgraded for ADA compliance
- \$17,250,000

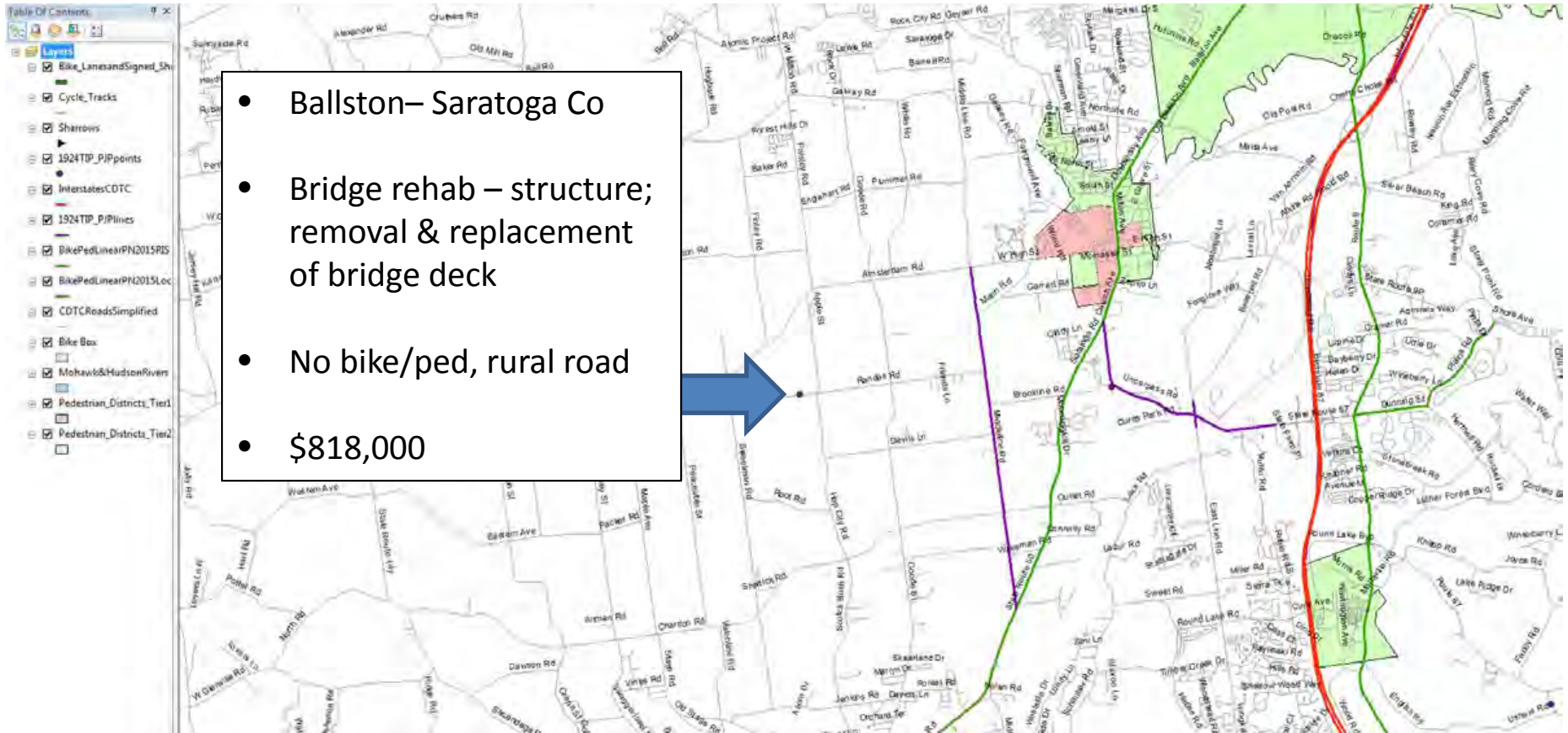




Water Street Bridge over the D&H Railroad

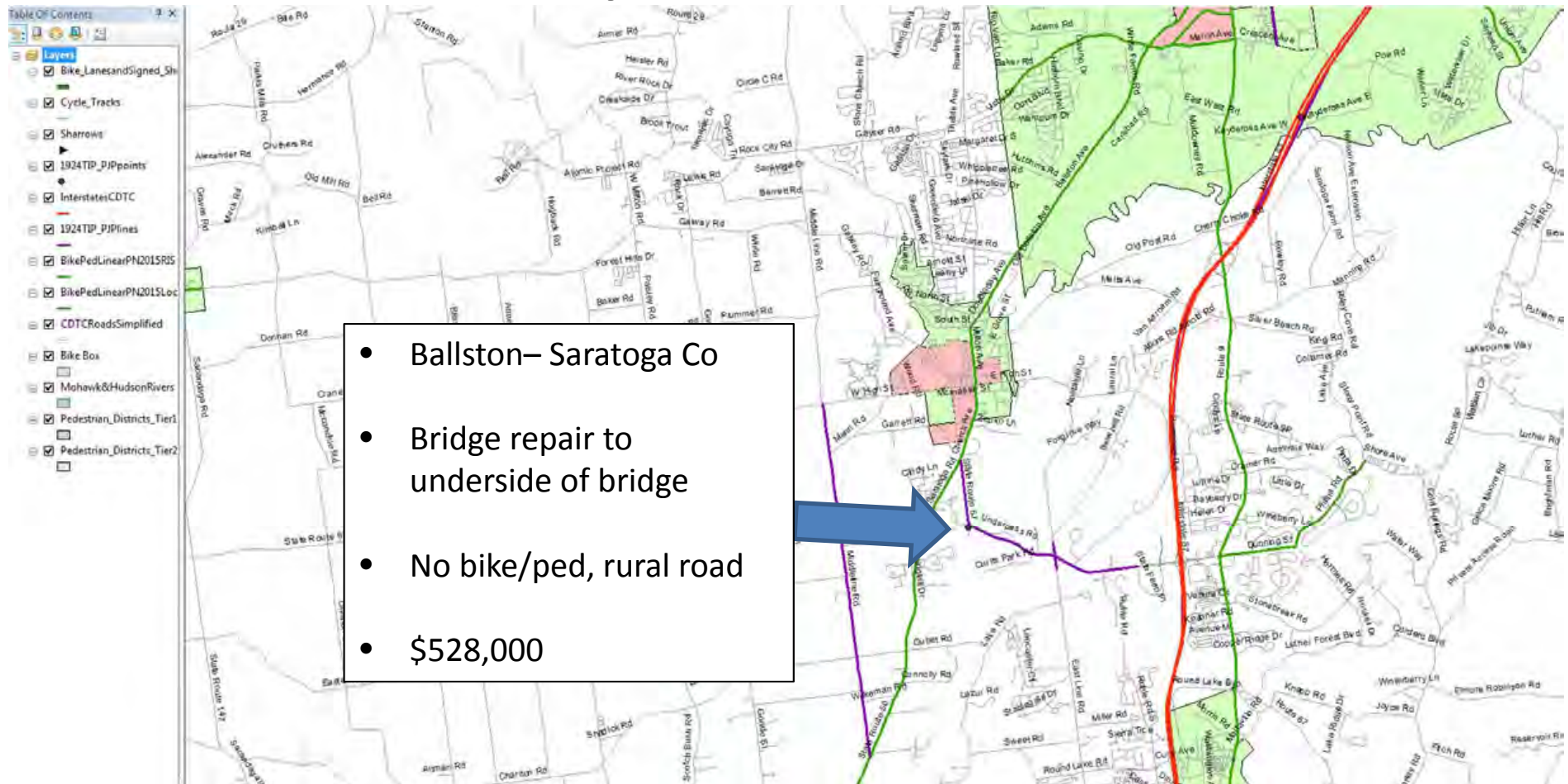


Lasher Road Bridge over the Mourning Kill Rehabilitation



Tiffault Road Bridge over Mourning Kill

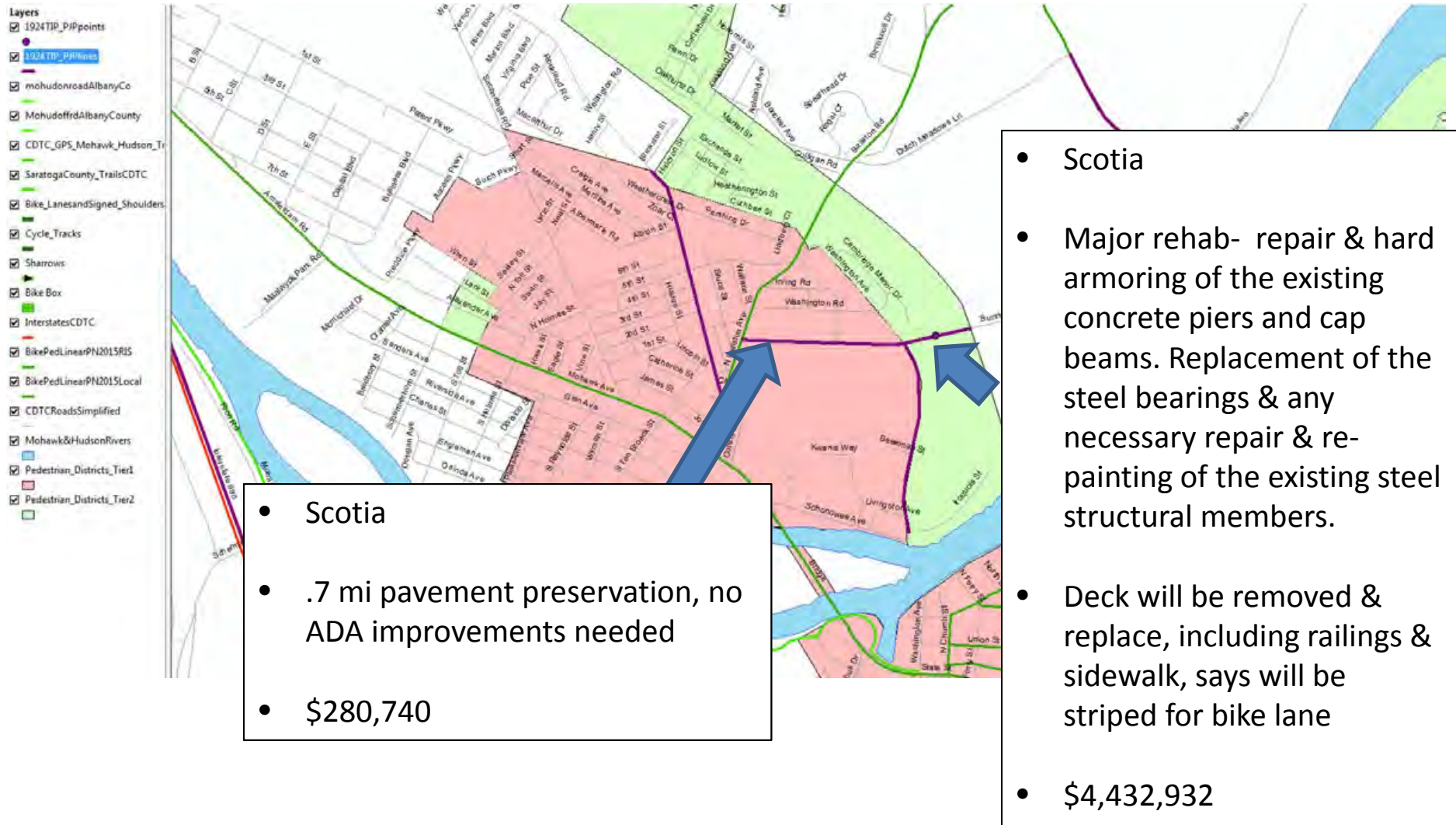
Element-Specific Rehabilitation





Sunnyside Road

Sunnyside Road Bridge



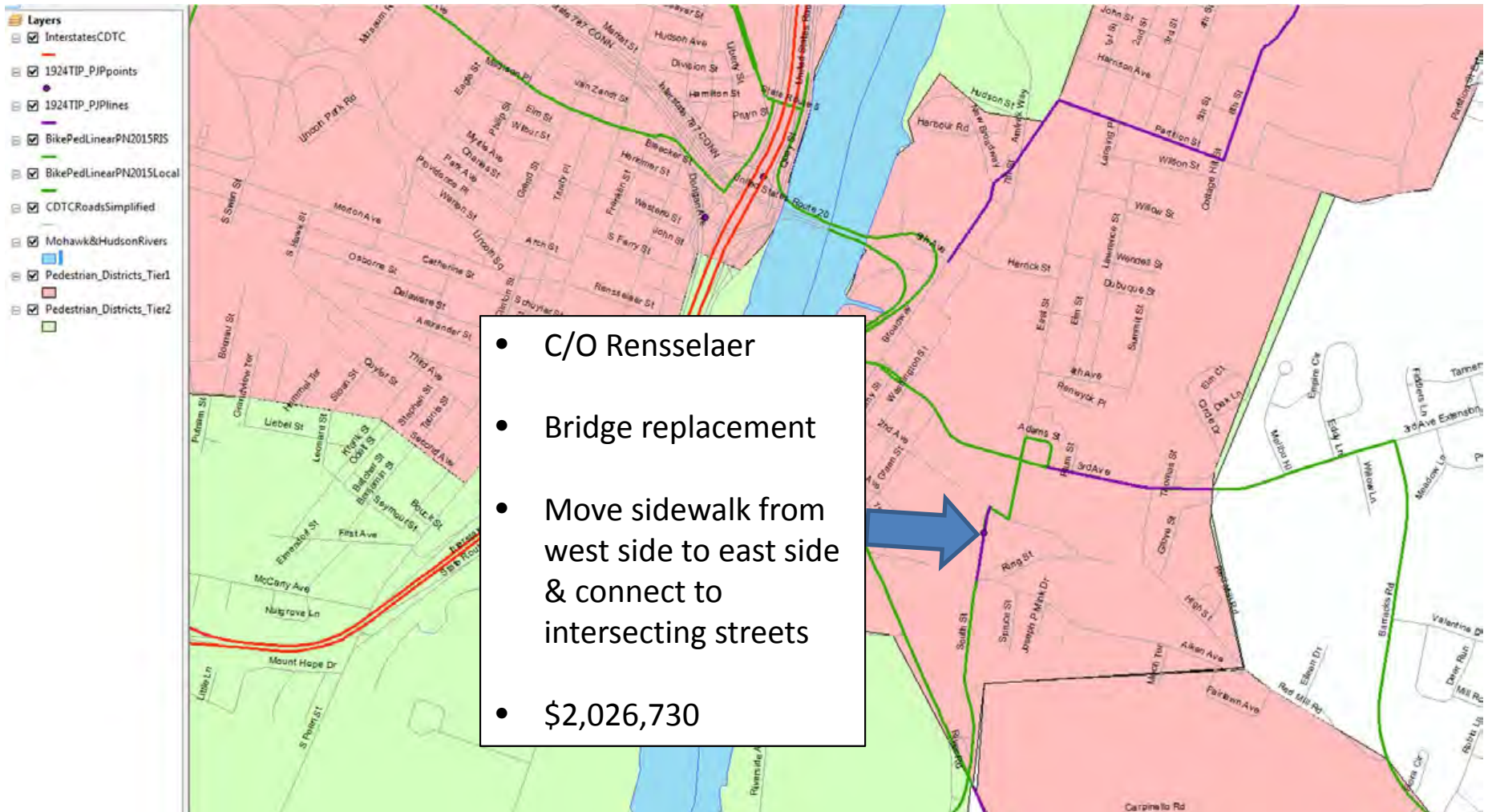


Bridge Replacement

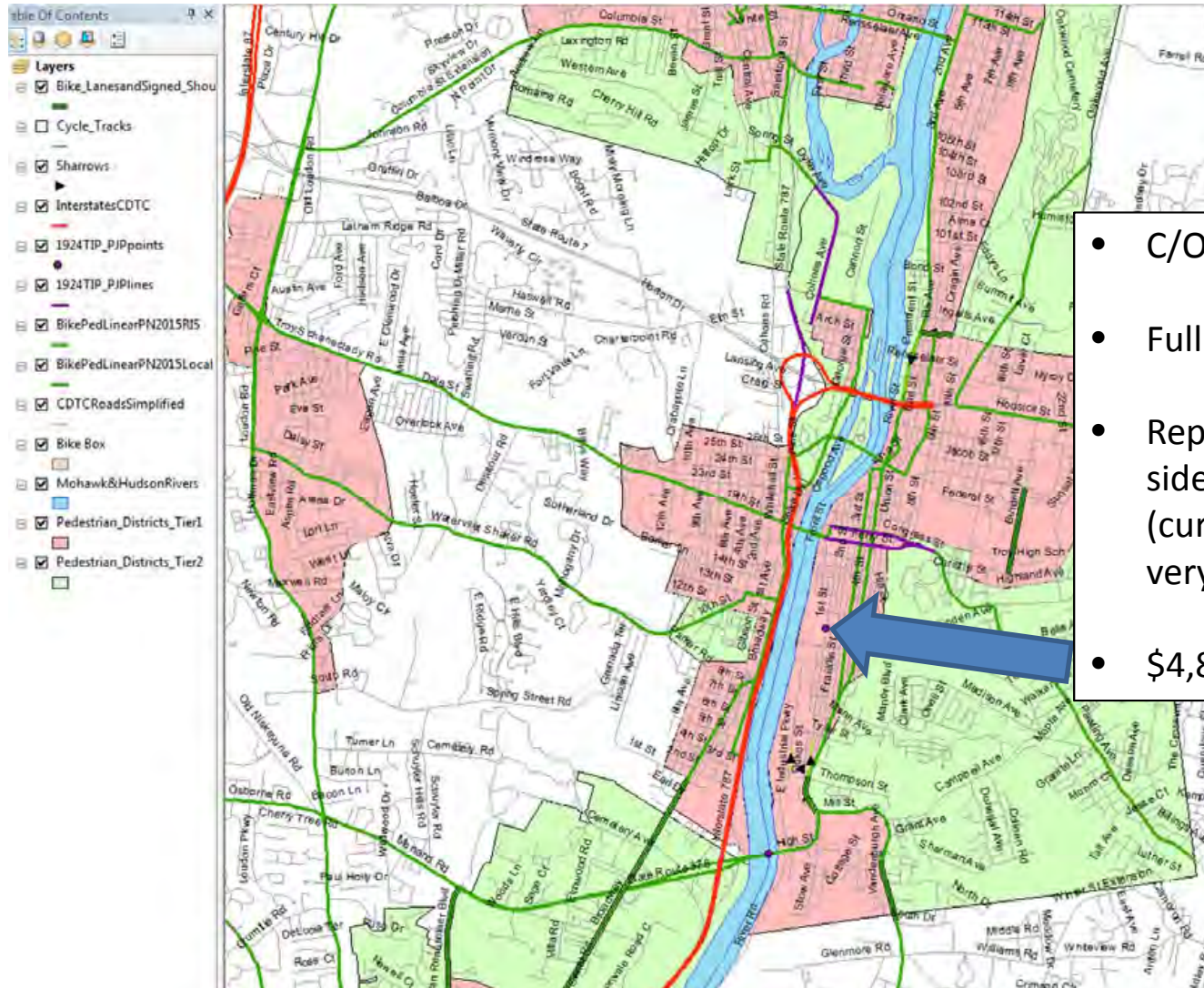


Not the Capital District

South Street Bridge Replacement & Pedestrian Improvements



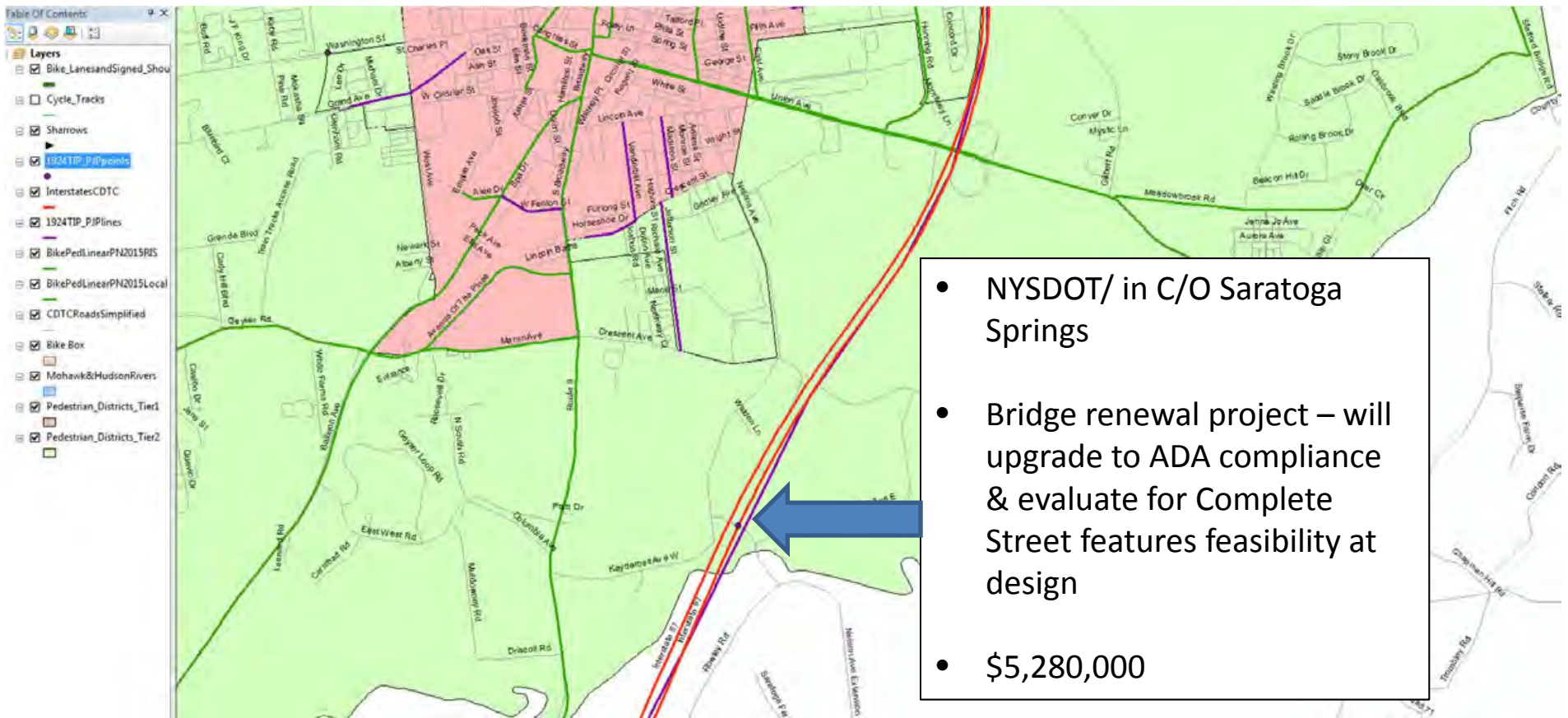
First Street Bridge over Poestenkill Replacement



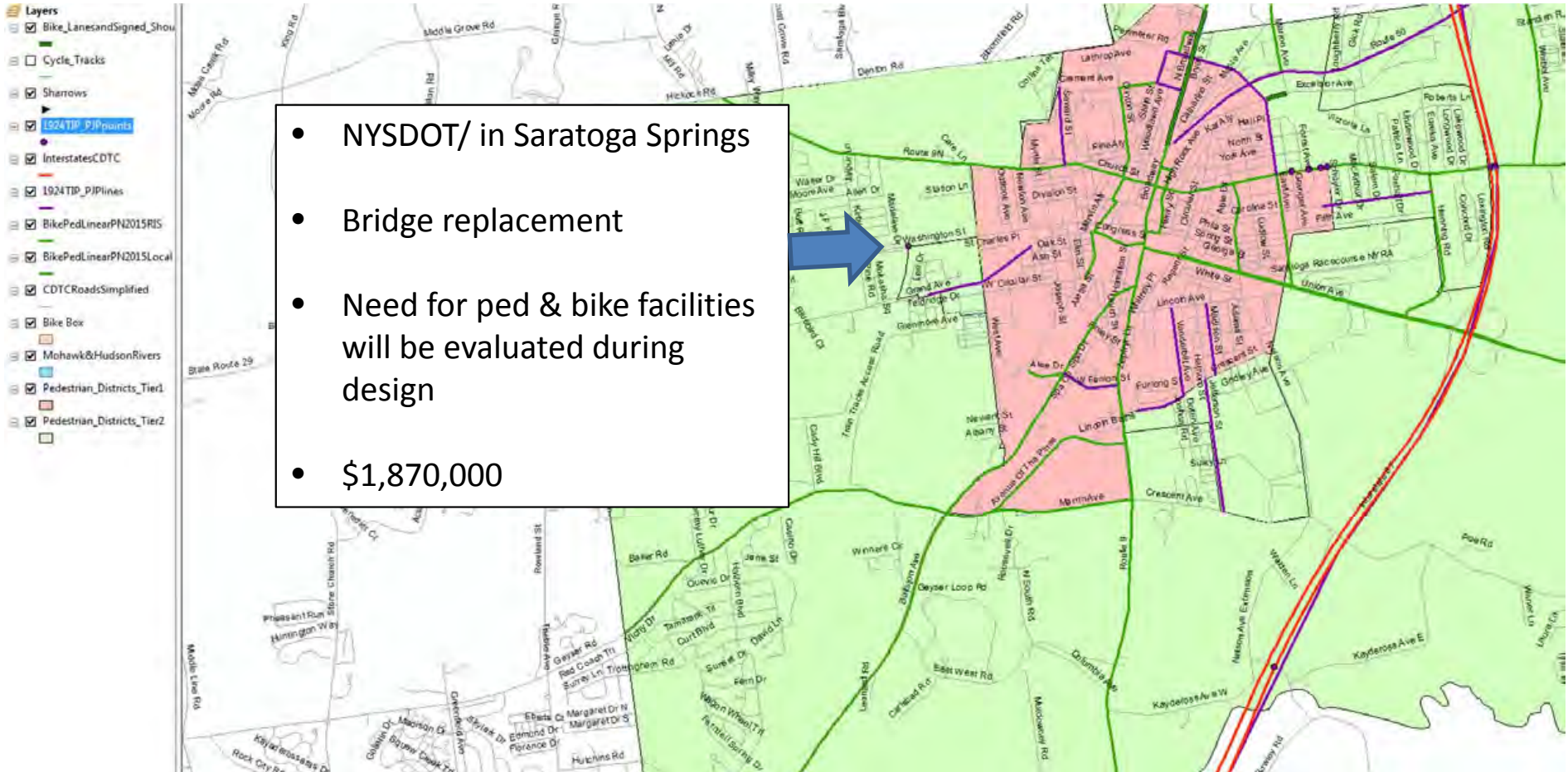
- C/O Troy
- Full bridge replacement
- Replace 100 l.f. & add 200 l.f. sidewalk & add curb ramps (current sidewalk condition is very poor to nonexistent)
- \$4,850,000



Nelson Ave over I-87

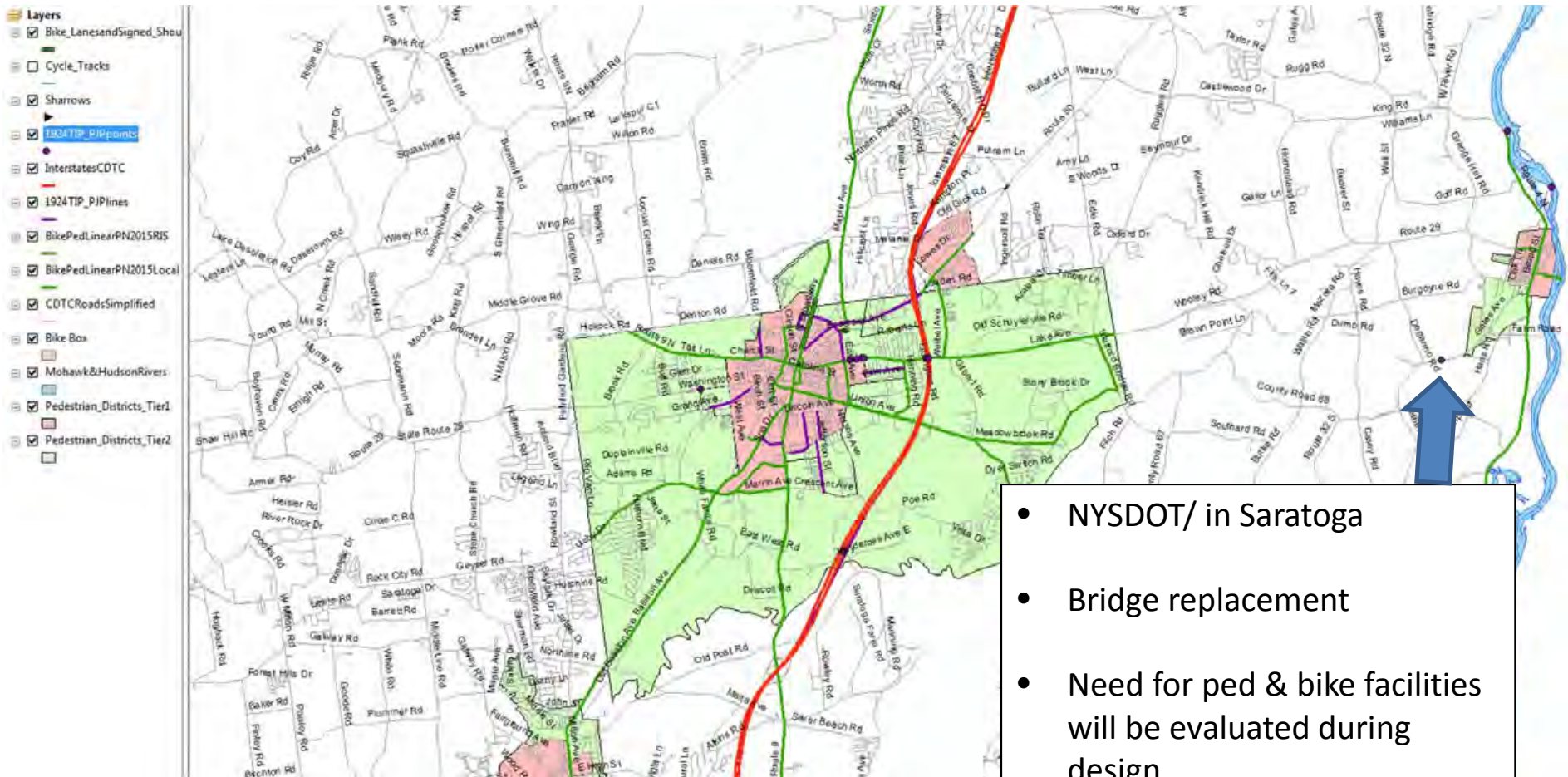


NY 29 Over D&H RR Bridge Replacement



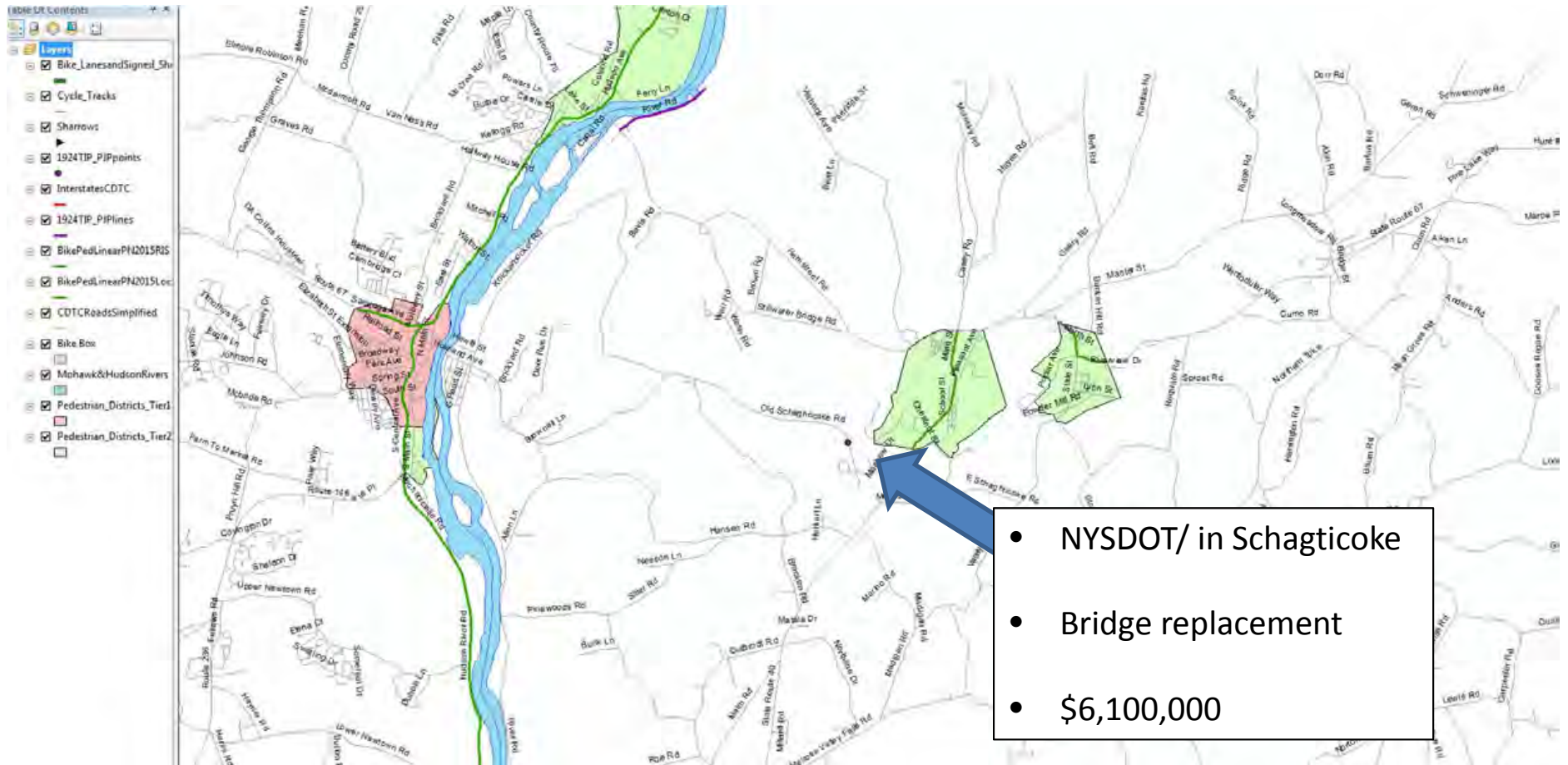


NY 32 Over Fish Creek



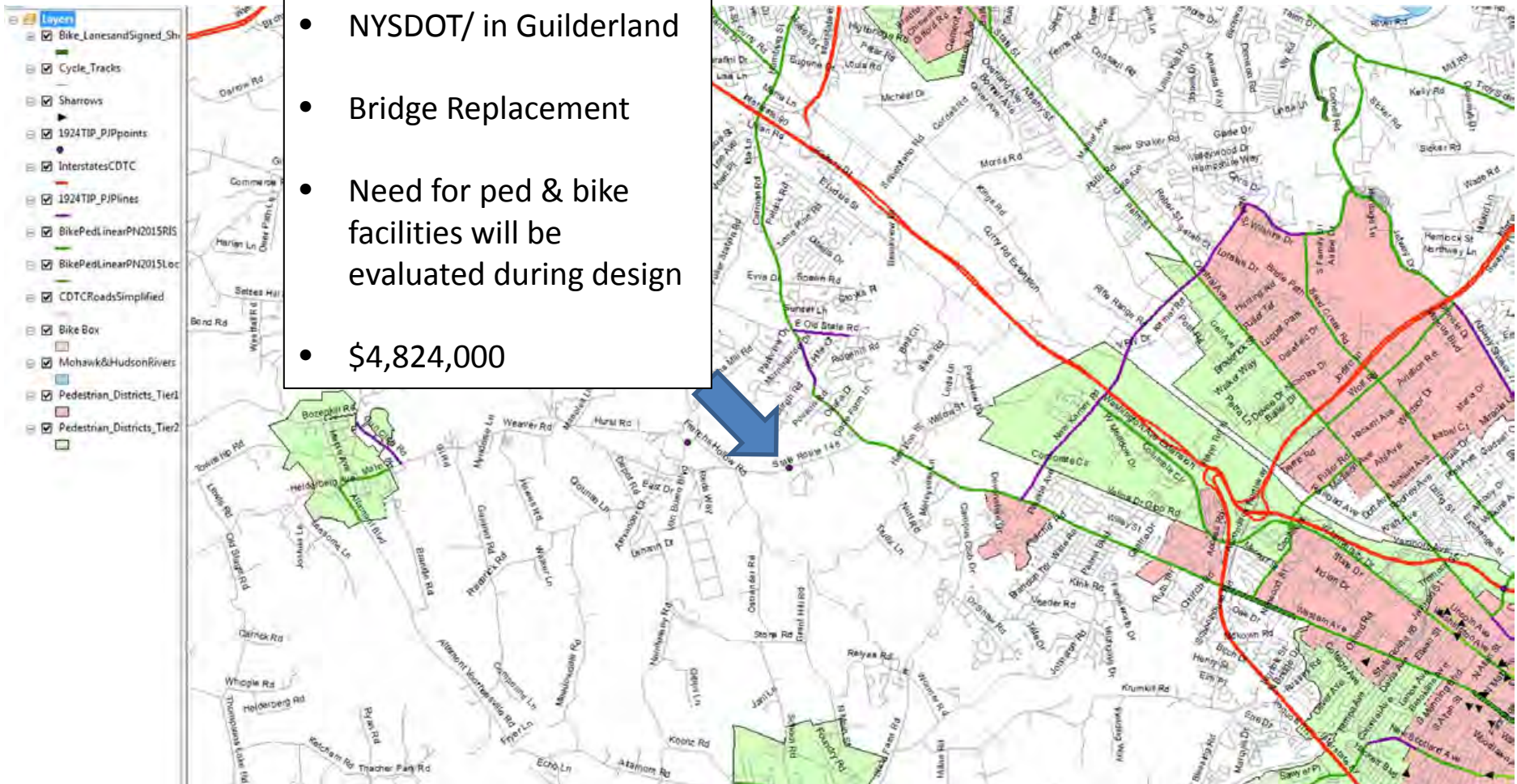


NY 67 Over B&M RR



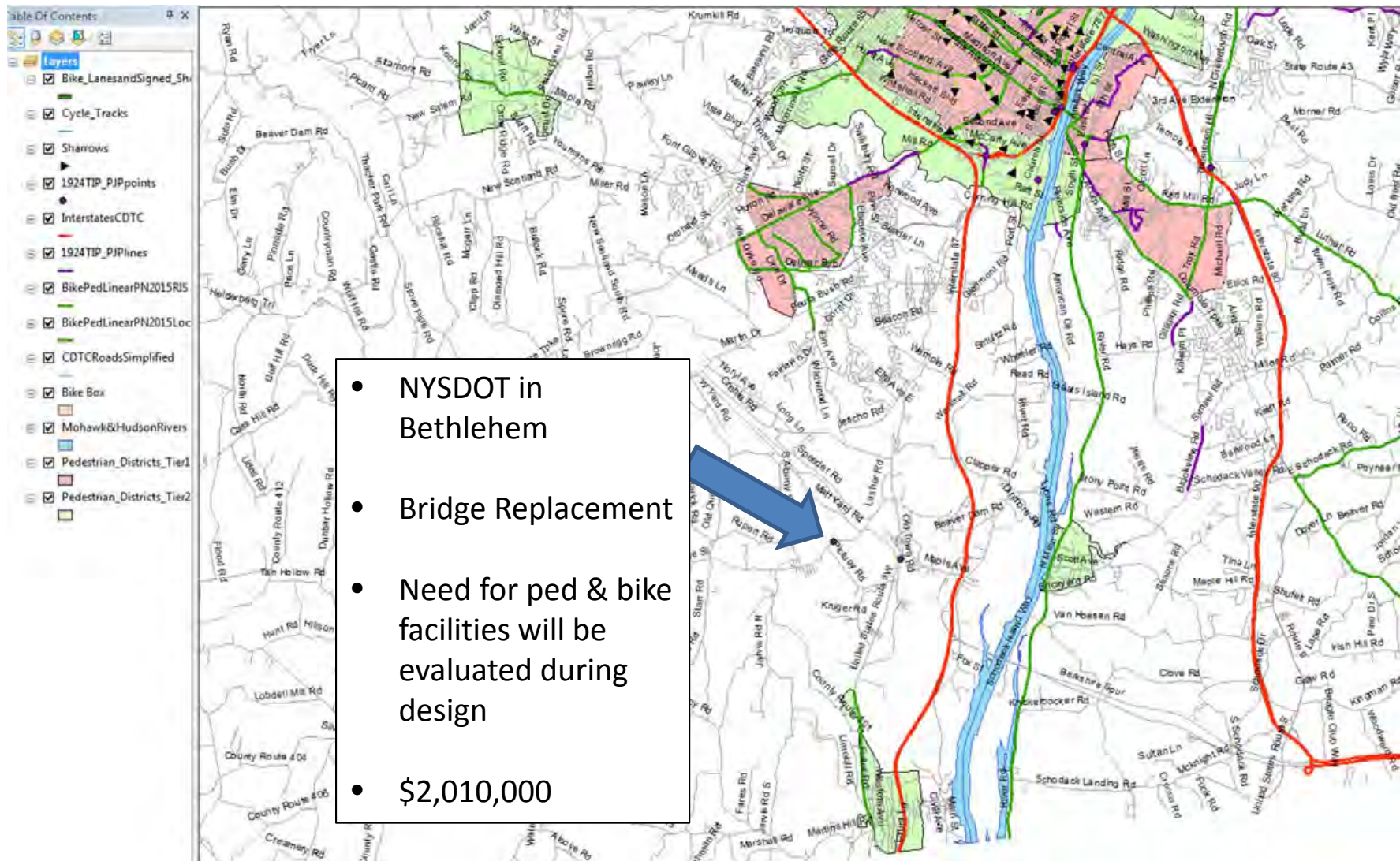
NY 146 Over Normanskill

- NYSDOT/ in Guilderland
- Bridge Replacement
- Need for ped & bike facilities will be evaluated during design
- \$4,824,000





NY 396 Over Coeyman's Creek

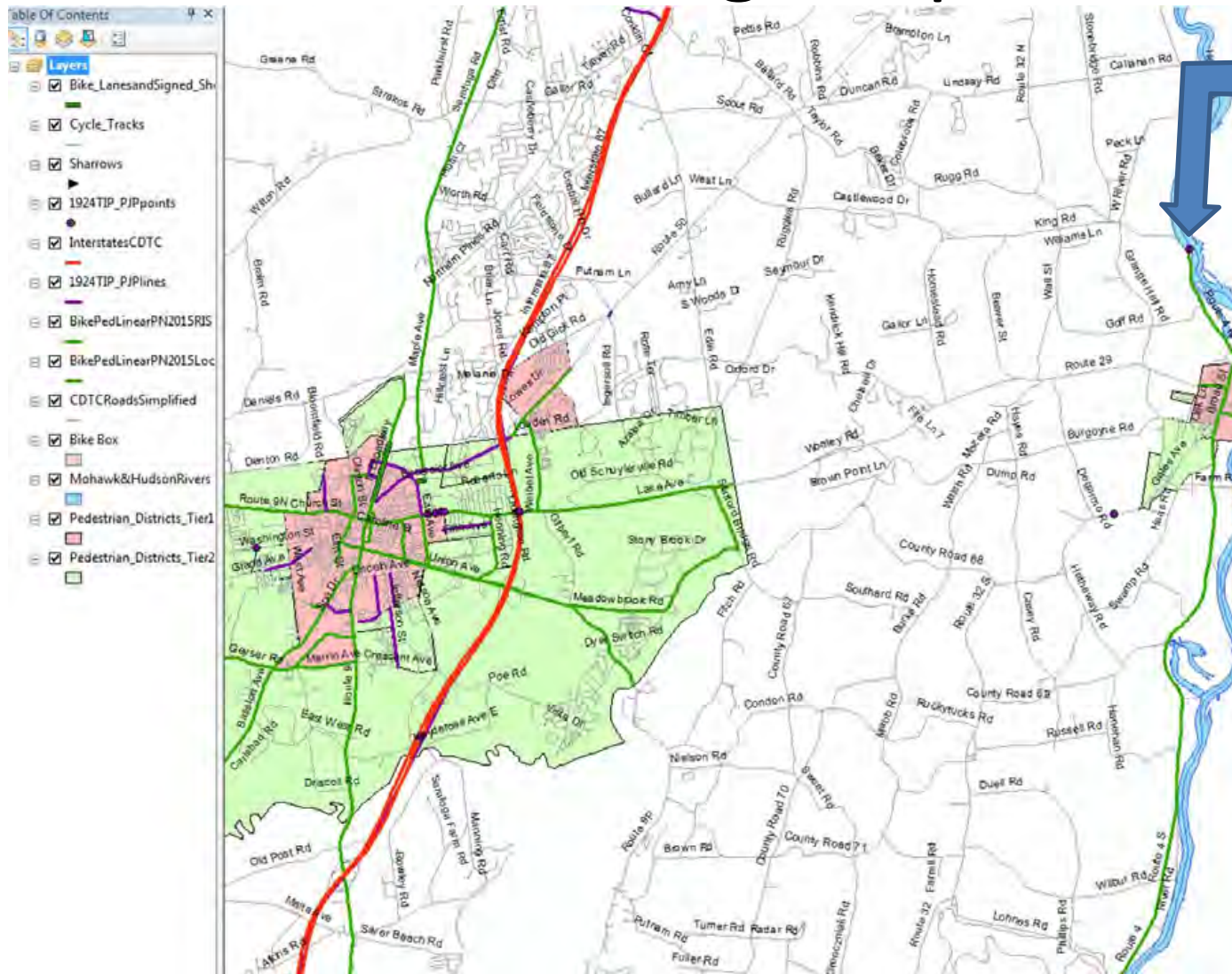


290 NY-396
Selkirk, New York
Google, Inc.
Street View - Oct 2015



US 4 Over the Hudson River & Canal

Bridge Repair

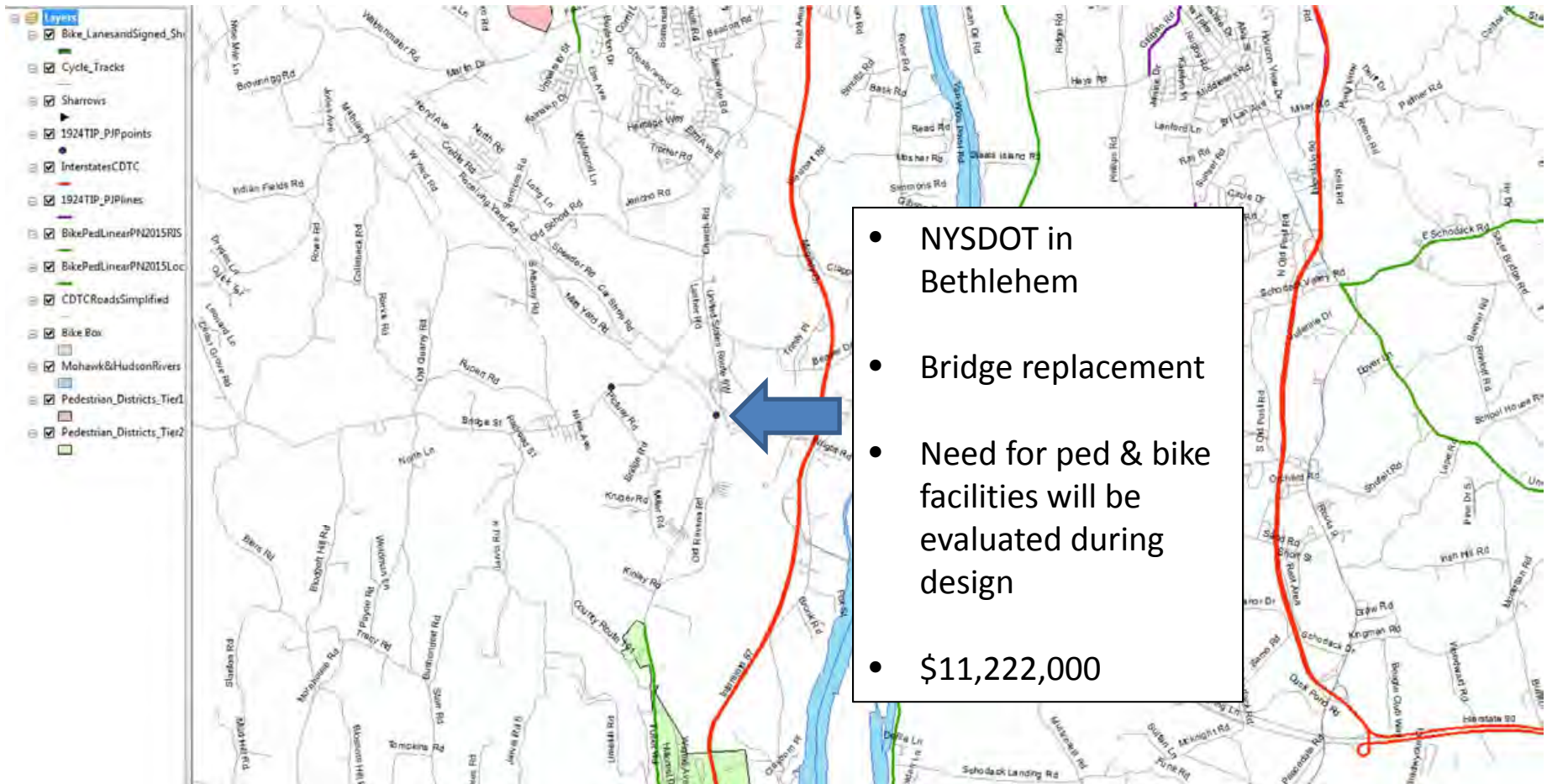


- NYSDOT in Northumberland
- Bridge Replacement – currently has steel deck w/9' lanes which will be widened to 11'
- Need for ped & bike facilities will be evaluated during design
- On State Bike Route & connects to EST
- \$20,000,000

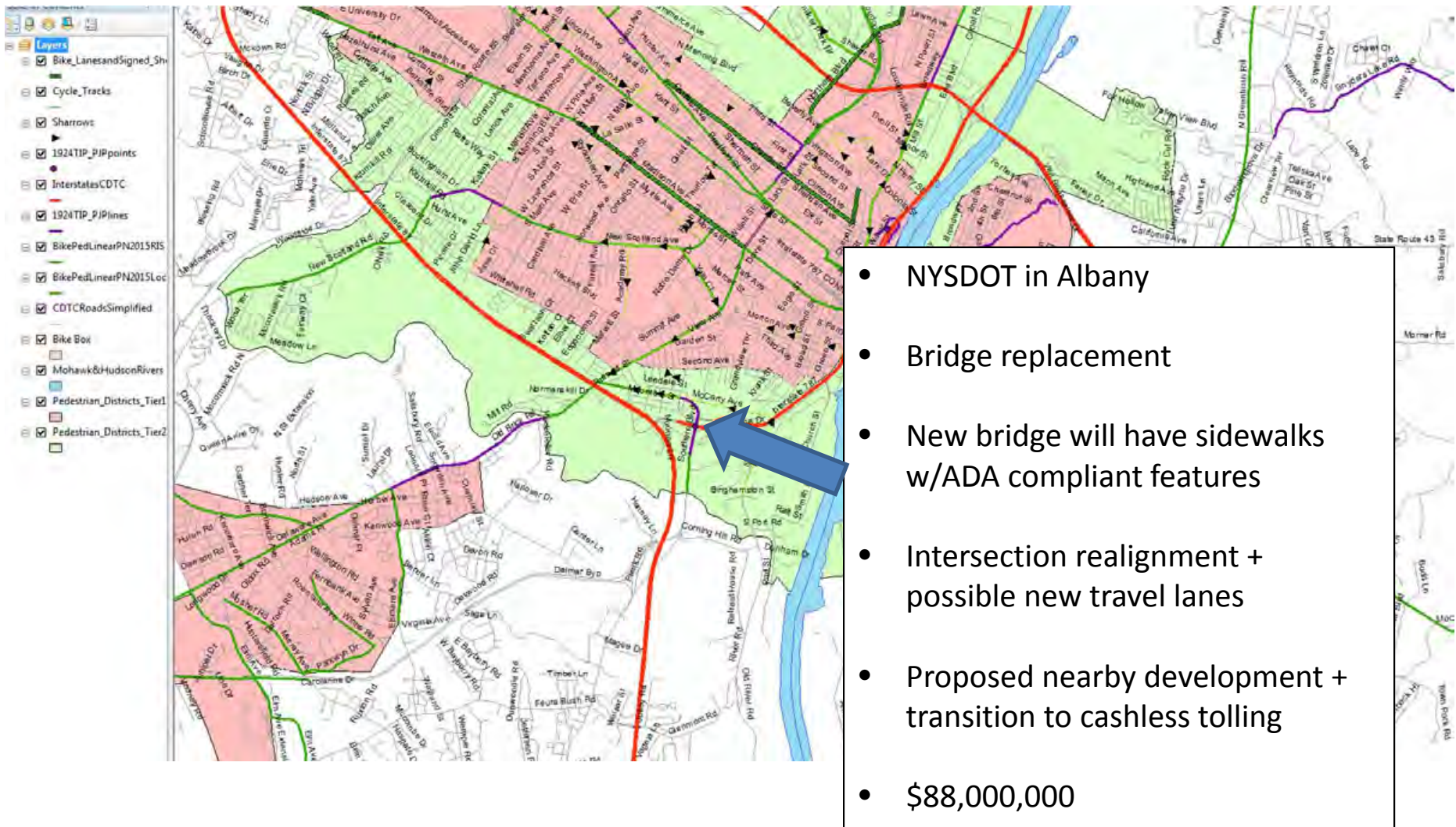




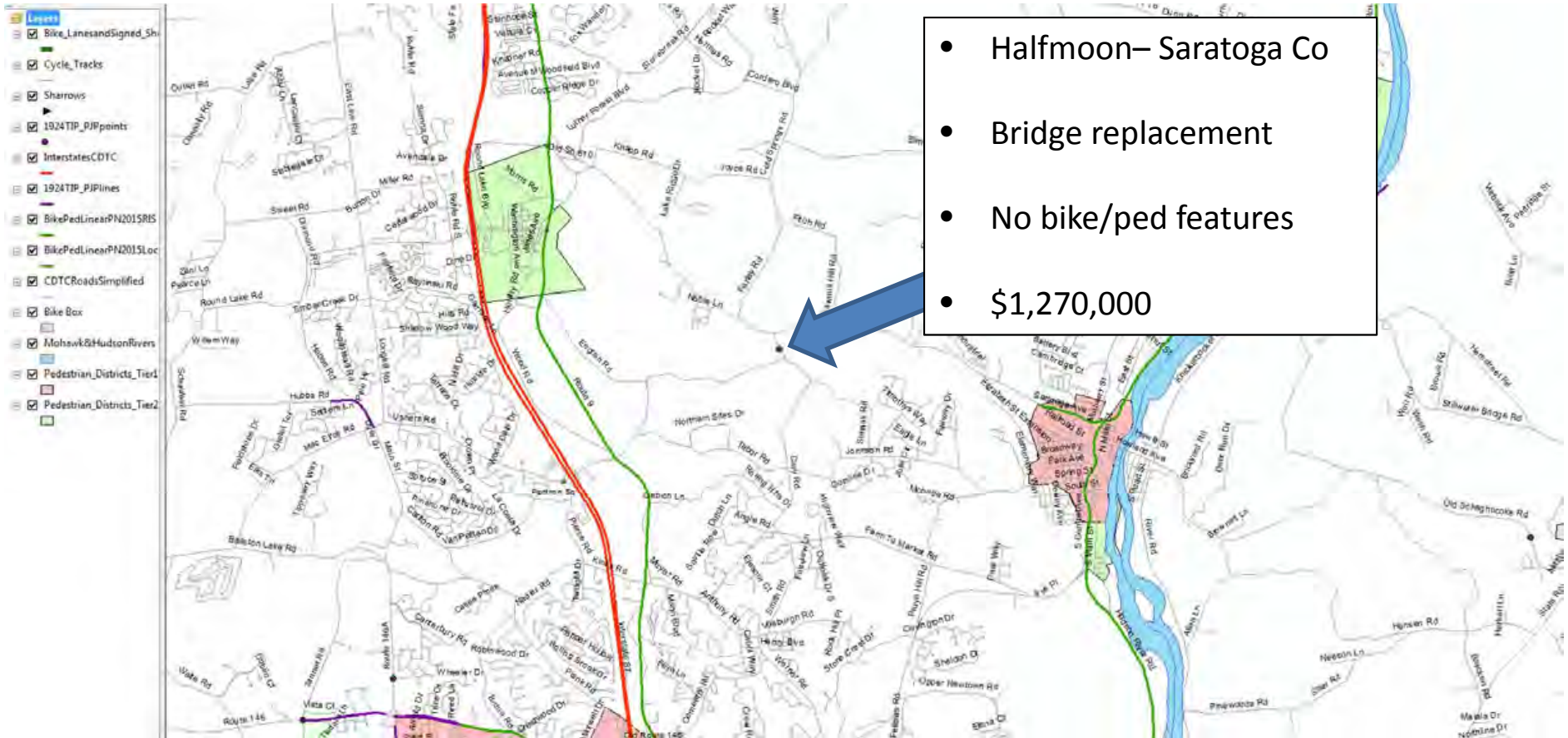
US 9W Over CSX/CP Rail Bridge Replacement



US 9W/I-787 Bridge Replacement



Coons Crossing Road Bridge over Anthony Kill Replacement

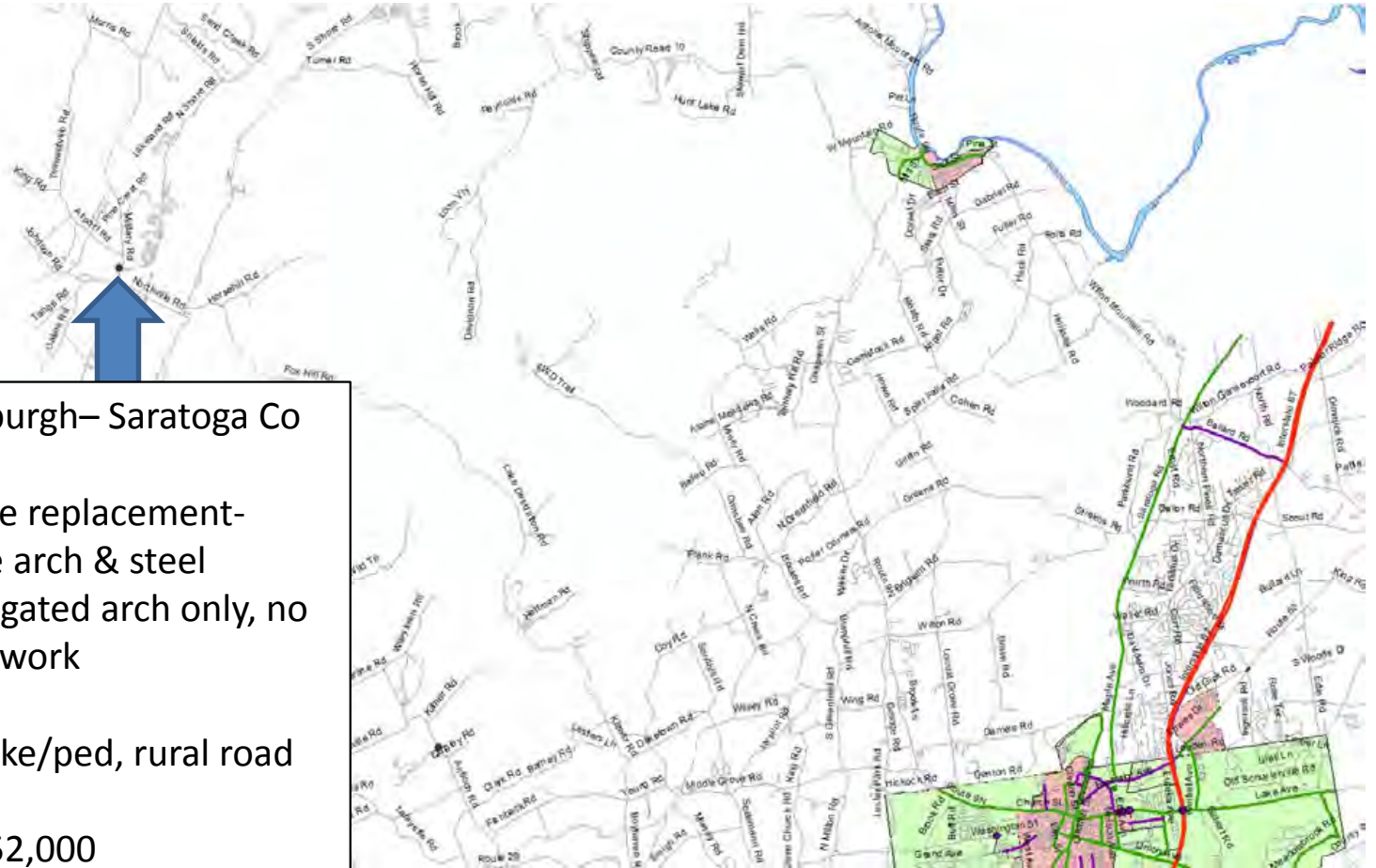


North Shore Rd Bridge over Beecher Creek Replacement

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- Layers
- ☒ Bike_LanesandSigned_Sh
- ☒ Cycle_Tracks
- ☒ Sharrows
- ☒ 1924TIP_P/Points
- ☒ InterstatesCDTC
- ☒ 1924TIP_P/Plines
- ☒ BikePedLinearPN2015R25
- ☒ BikePedLinearPN2015L25
- ☒ CDTCRoadsSimplified
- ☒ Bike_Box
- ☒ Mohawk&HudsonRivers
- ☒ Pedestrian_Districts_Tier1
- ☒ Pedestrian_Districts_Tier2

- Edinburgh– Saratoga Co
- Bridge replacement-
stone arch & steel
corrugated arch only, no
deck work
- No bike/ped, rural road
- \$1,152,000

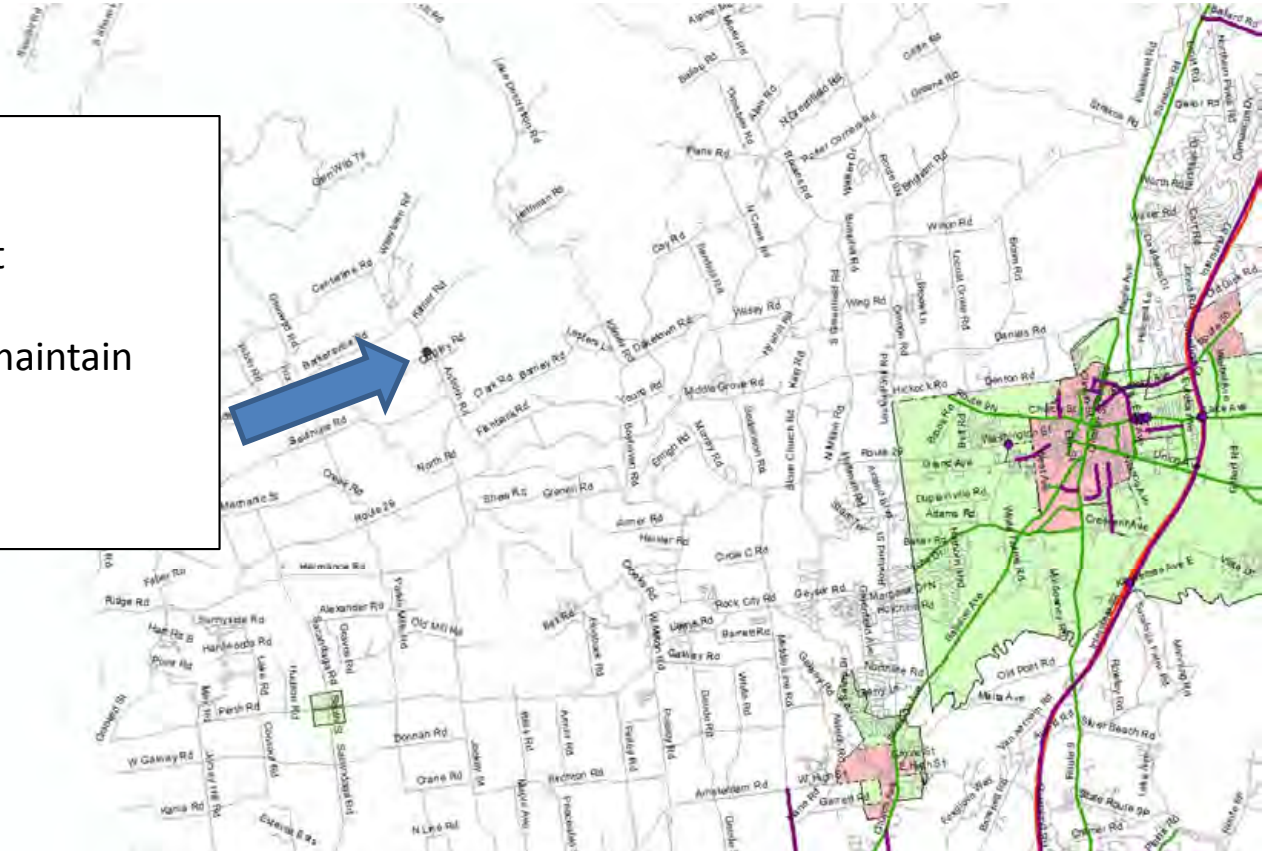


Antioch Road Bridge over Alder Creek Replacement

Layers

- ☒ 1924TIP_PJPpoints
- ☒ 10/28/17_PJPpoints
- ☐ SaratogaCounty_TrailsCDTC
- ☒ Bike_LanesandSigned_Shoulders
- ☒ Cycle_Tracks
- ☒ Sharrows
- ☒ Bike_Box
- ☒ InterstatesCDTC
- ☒ BikePedLinearPN2015RDS
- ☒ BikePedLinearPN2015Local
- ☒ CDTCRoadsSimplified
- ☒ Mohawk&HudsonRivers
- ☒ Pedestrian_Districts_Tier1
- ☒ Pedestrian_Districts_Tier2

- Providence
- Bridge replacement
- No sidewalks, will maintain shoulders
- \$1,527,400





Other

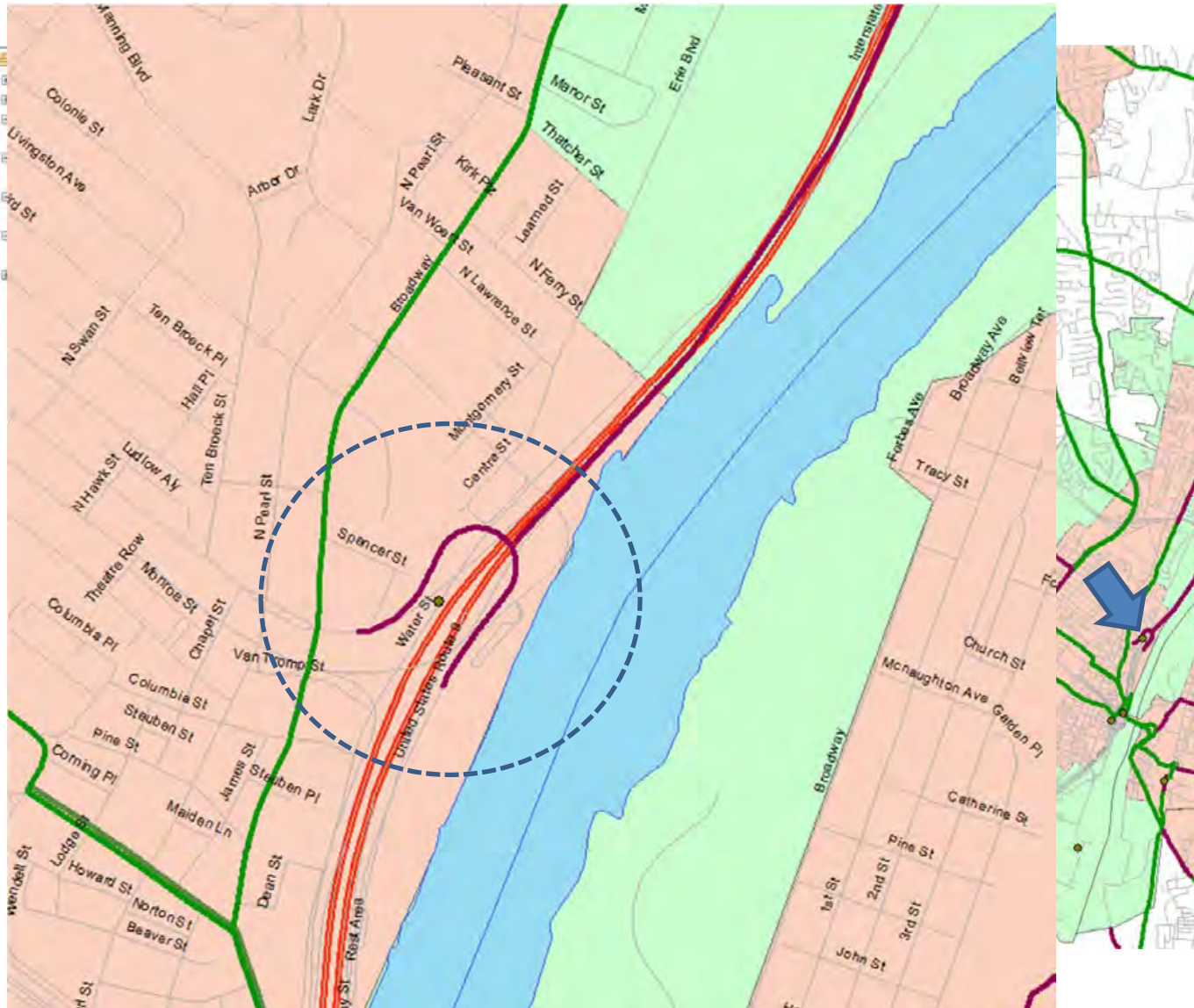


Container on Barge Service (Port of Albany from/to Port Authority of NY & NJ)

- Port of Albany – Albany-NYC
- \$

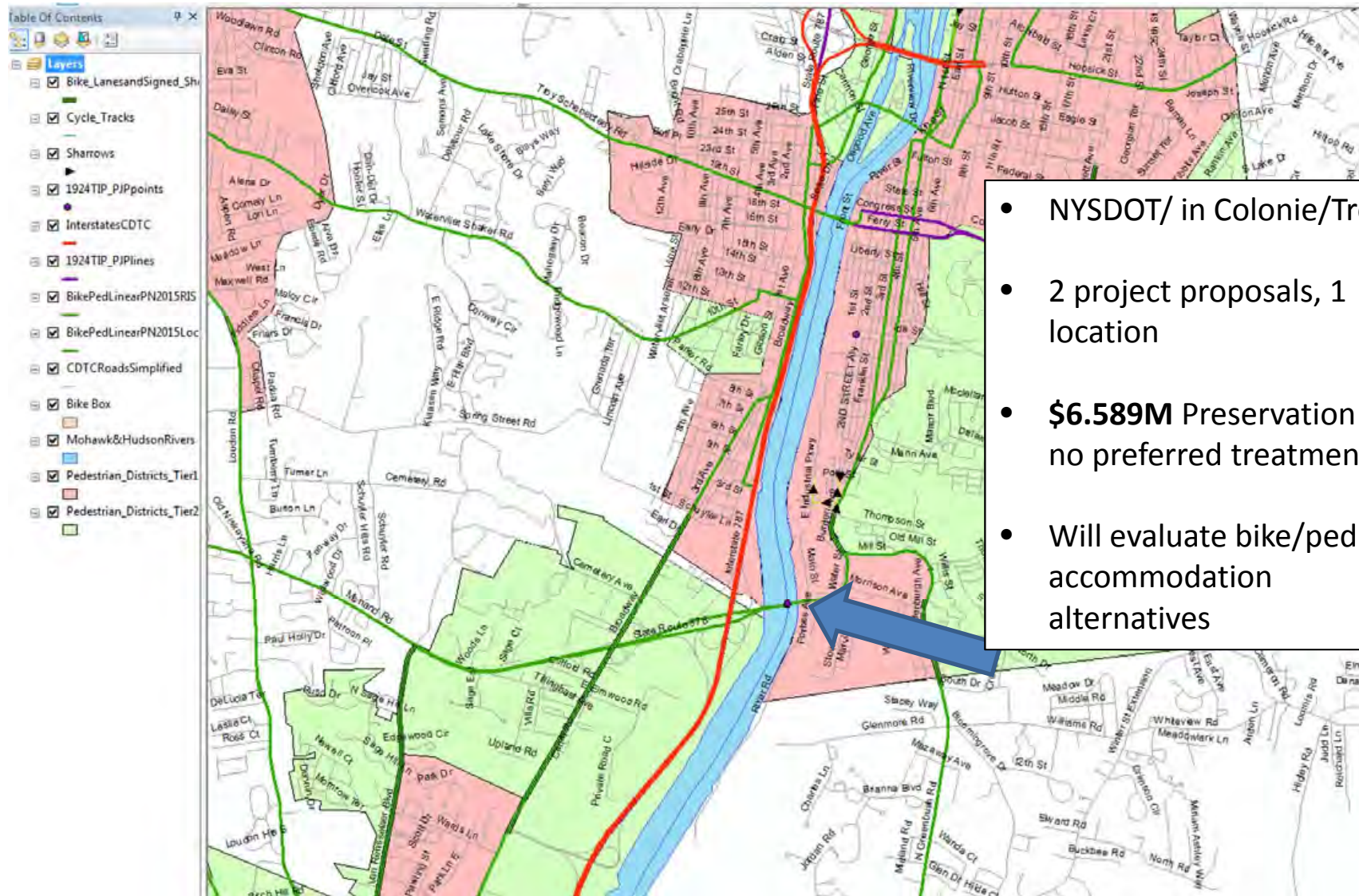


Albany Skyway

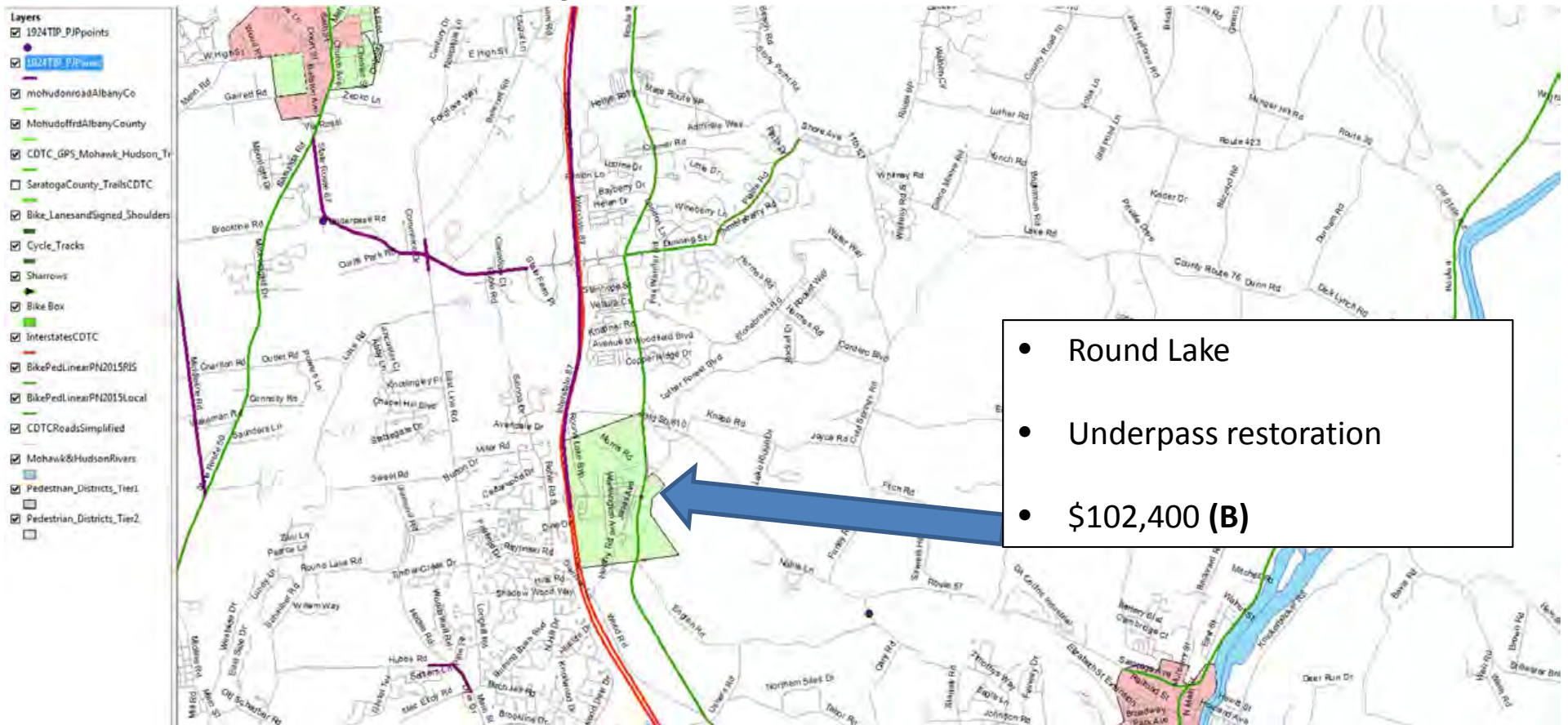


- C/O Albany
- TAP application
- 787 Study
- Conversion of a 787 ramp into an elevated trail
- Connect bike network & Tier 1 district to trail/waterfront
- Related to existing TIP project **A588** - address bridge/structure (\$3,125,000)
- \$11,290,000 **(c)**

NY 378 Over Hudson Bridge Replacement



US 9 Lakefront Pedestrian/Cyclist Underpass Rehabilitation



Photos of the existing tunnel:

Ramp running north, parallel to Route 9 on western side, across from lake, from Covell Avenue.

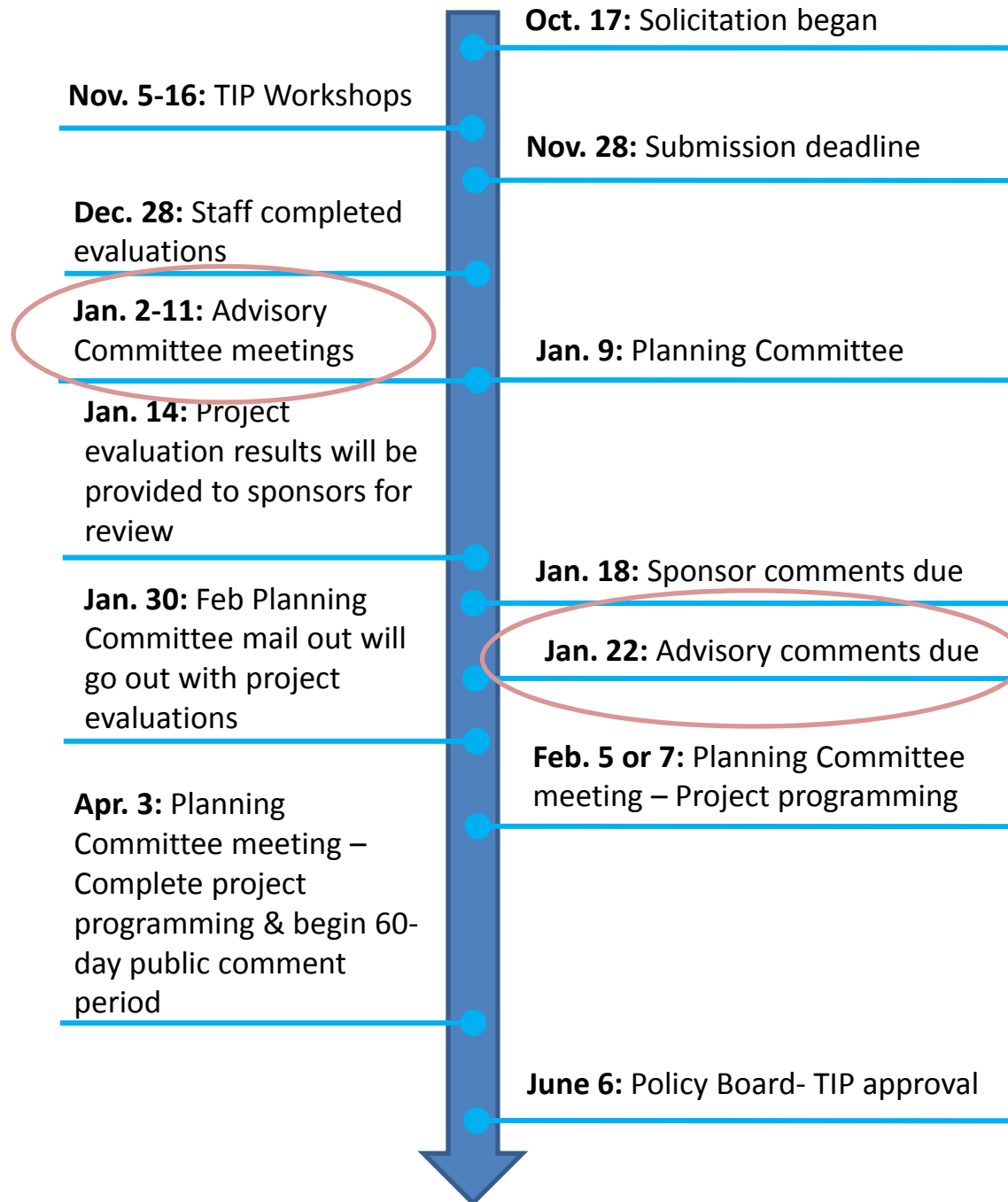


Eligible?

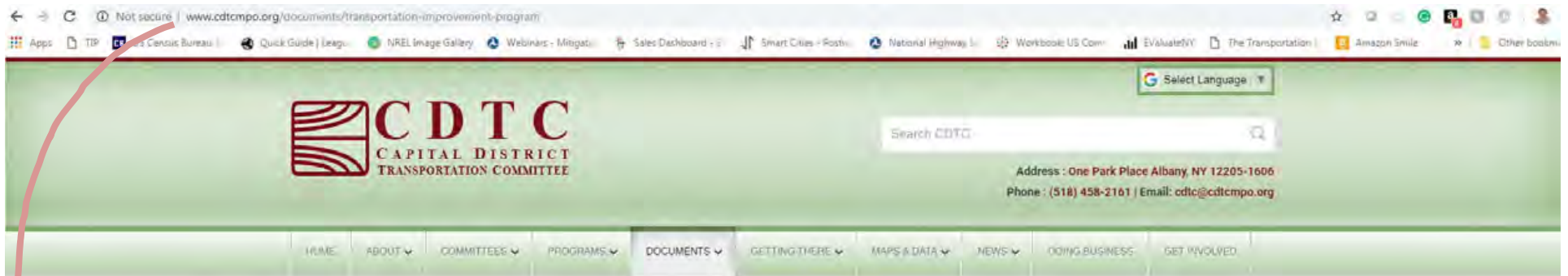
Tunnel looking west from the lake-side.



T i m e l i n e



Comments



2016-2021 Transportation Improvement Program (TIP)

Print Email

The Transportation Improvement Program (TIP) is a multi-year program of transportation... NEW TIP Update for 2019-2024

Email to: iceponis@cdtcmpo.org
by January 22nd

an integral element of a new Statewide Transportation Improvement Program (STIP). New York's practice has been to submit a new STIP no less than every two years, to keep the program current. While CDTC's practice is to maintain a five-year TIP, the federally-required STIP covers only the first four years of the period.



CDTC's current TIP was adopted in June 2016 to cover the period from October 1, 2016 to September 30, 2021 (five years of projects).

TIP Document

[2016-2021 Transportation Improvement Program \(TIP\)](#)

Note: The tables and project listings in the TIP document reflect data as of July 2016. See the project listings section below for current project data.

2019-2024 TIP Project Solicitation

CDTC is currently soliciting for transportation projects to be considered for addition to the 2019-2024 TIP. View the [2019 TIP Update webpage](#) for details.

www.cdtcmpo.org/documents/transportation-improvement-program