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Overview

The New Visions 2040 Plan Update took place over a two year period with an extensive public participation process. Nine subcommittees were used to develop draft materials and recommendations for the Planning Committee. The subcommittees included five ongoing advisory committees: the Bicycle and Pedestrian Advisory Committee, the Complete Streets Advisory Committee, the Freight Advisory Committee, the Regional Transportation Coordination Committee and the Regional Operations and Safety Advisory Committee; and four task forces: the Quality Region Task Force, the Transit Task Force, the Infrastructure Task Force, and the Environment and Technology Task Force. Each of these nine subcommittees consisted of a variety of stakeholders and each subcommittee was charged with developing a white paper which would be used as input for the draft New Visions 2040 Plan. Each of the nine subcommittees met multiple times over an eighteen month period to develop the white papers and draft recommendations.

After the Planning Committee approved the draft white papers for public review in January 2015, CDTC conducted five public meetings throughout the region. These public meetings are summarized in this report. In addition to written and oral comments received, participants were encouraged to fill out a survey about transportation policies and a survey about transportation funding priorities “funding ballot”. The results of these surveys are included in this report.

Based on the nine white papers and public comments received, CDTC developed a draft New Visions 2040 Plan that was approved by the CDTC Policy Board for public review on June 4, 2015. The draft Plan was open for a ninety day public review period. Two public meetings were held in June to receive public comment on the draft plan. During those meetings, participants were asked to comment on draft Plan recommendations using an interactive exercise using hand-held traffic lights so that each individual could signal his/her stance on each proposed recommendation. Results of these meetings are summarized in this paper.

A total of nine newspaper articles were published in local newspapers about the New Visions 2040 Plan, as well as one TV news story.

Based on comments received, staff recommended a number of changes to the draft New Visions 2040 Plan, which were approved by the Planning Committee and the Policy Board. The Policy Board approved the final New Visions 2040 Plan on September 3, 2015.

Public Meetings March 12 through April 7, 2015

In an effort to gather public opinion in regards to the New Visions 2040 plan for regional transportation initiatives, CDTC worked with Zone 5 to conduct public meetings throughout the Capital Region. Over the course of two months, there were 5 meetings held at various public locations amongst the region. Each meeting concluded with workstations where participants could ask specific questions related to each task force: Bicycle/Pedestrian/Complete Streets, Quality Region/Environment & Technology, Operations/Safety & Infrastructure, and Human Services & Transit. A qualitative summary of feedback from each of the meeting locations are listed below:

Schenectady County Community College-March 12, 2015

The series of public meetings kicked off at Schenectady County Community College and had a light turnout. However, the participants were well engaged and had various questions and concerns. Most of the discussion was associated with bicycle and pedestrian transit, while there were also general comments/questions around a lack of funding, as well as, an inquiry about Franklin County having an MPO.

The most discussed topic was in regards to Route 50. Participants noted there are neighborhood concerns with the operations of Route 50. With mounting long delays, they would like to see it as an item of focus in the long term plan. A Town of Glenville board member said that he had reached out to DOT in regards to Route 50 but that DOT does not feel it is an immediate issue in the area.

Other specific locations that arose during the meeting conversation were: Freeman's Bridge Road, Route 50 and Washington Road to Freeman's Bridge Road. These locations were brought up specifically in association with bicycle and pedestrian transit. Concerns about street lighting for walking, pedestrian walking signals and sharing the roadways were discussed. One participant also suggested activating a concept that he saw in Florida, which used a signal light to alert drivers of pedestrians in the crosswalk.

Sand Creek Middle School-March 19, 2015

The next meeting was held at Sand Creek Middle School and had a similar turnout to the previous meeting. Those that did attend were very receptive to the content of the meeting. Two senior citizens were particularly engaged and thus, conversation around transportation involving an aging population was a topic of great discussion. The technology topic of self-driving cars was of interest and was suggested they could enable elderly people to feel more comfortable/safe driving themselves. Elderly pedestrians were also a big topic of discussion with a concern for walking safety on Central Ave. Furthermore, there was a concern around the Beltrone Living Center not having any sidewalks connecting the living center to Wolf Road, as well as, no sidewalks on Aviation road.

One comment that really resonated was that one attendee felt people do not really recognize what is at stake and thus, would like to see more people at these types of meetings. It was stated that instead of making big changes, simply organizing transportation resources better could encourage better transportation. Transit in association with the Airport was also a focal point, expressing a need for better scheduling and more options for getting to the airport.

As expressed during the first meeting at SCCC, the topics of trails, parks and pedestrians were also approached at SCMS. Conversation around walking in the winter was a concern, noting that the sidewalks aren't taken care of well enough to allow for proper walking during the snowy months.

There was a specific concern about Cohoes at Crescent Road. Town of Colonie taxpayers are concerned that they are paying for a road in Cohoes connecting to the Mohawk that they don't use (Cohoes at Crescent Rd). There was suggestion of a complete street approach at this location.

Hudson Valley Community College-March 25, 2015

The meeting at HVCC also experienced a light amount of attendees. One participant was particularly interested in Quality Region, Environment and Technology work station. She explained her concern in regards to using consultants as she felt this could favor a bias. She highlighted the difference between choosing a consultant with valuable experience as compared to using a consultant that everyone else uses. She also stressed the importance of knowing the sources from which the information in the white papers was obtained. She stated, "There's nothing to back up the white papers if there are no sources for the data". Finally, the participant also felt that CDTC should not be promoting electric vehicles and that the government should not be telling people where to live. She agreed with the CDTC policy of equitable transportation investment for urban, suburban and rural areas.

Other attendees raised questions on Complete Streets, looking for clarification on the practicality and cost benefits of such initiatives. Once explained, they seemed to understand the positives of creating walking and biking lanes, especially in city sections.

As was also noted during the SCMS meeting, the lack of accessible sidewalks during the winter was an issue that was raised. Furthermore, it was mentioned that the lack of shoulders on the streets prevents people from walking or biking any time of year; especially in rural areas. "When roads get repaved they tend to leave the shoulders in bad condition making it a concern to walk or bike in the shoulder and forcing pedestrians/bikers to go onto the street."

Again, another topic that was previously brought up was the idea of better-connected transit travel (i.e.: more linked to flight schedules, etc.).

Finally, there was also discussion about safety education and questions about whether or not CDTC was involved in educating the community on safer transportation.

Empire State Plaza- March 31, 2015

This meeting had a larger turnout and very engaged attendees. They were very interested in the entire picture - who CDTC is, what they do, how they do it, and the timing involved with New Visions Plan. One participant was interested in seeing a breakdown of allocated funds by task force. Another was unclear in how CDTC would be able to incorporate public feedback into the 9 technical plans. A question about conducting historical evaluations of area transportation and using the information for new planning purposes also came up. One attendee admitted, "It was hard for me to understand what you do, that's why I came today."

Overall, specific discussion weighed heavily on bicycle and pedestrian transit but did also include other topics. Commuting was brought up in that attendees felt there should be more 'park and rides' offered, specifically in Troy and Saratoga. Trolley and/or light rail systems were also mentioned as possible solutions to help public travel. Again, the discussion of trails was raised and how to transport bikes to the trail system. An attendee was also interested in the possibility of a bike share program.

As evidenced in past meetings, the topic of driver safety education was also discussed.

Bus transportation was also a topic that garnered a lot of attention. Specific comments included increased ridership on the 224, decreasing bus stop frequency to promote more ridership, and a proposed separate bus lane for greater efficiency. One opinion stated that the public transit options are worse for areas with better income. Navigator was also of interest and generated questions around features and release date. Bus stops for those with disabilities and for the elderly were also suggested to increase ridership.

Storms and natural disasters was another topic brought up in association with infrastructure and safety. One attendee wanted to know if there were plans to accommodate for the changing weather patterns. Furthermore, it was questioned whether or not the transition to Complete Streets took weather into consideration so that there wasn't redundancy of work.

Saratoga Music Hall- April 7, 2015

This meeting wrapped the series of public meetings and had a very specific interest in the Ballston Spa area. The topic of Global Foundries and the development that has come along with it was of interest in regards to transportation. One citizen was concerned with the studies being conducted on Malta and Stillwater, noting that the impact of boundaries extends beyond the two towns. She went on to explain that there is pressure for that area to be developed and that the surrounding expansion of business has affected through-traffic in areas that aren't being studied for traffic control. Overall, there was also a lot of concern about the Rt. 50 and 67 intersections. In particular to intersections, one person asked what criteria was used to select intersections for studies, how the studies are used once completed and where they are published. Another member thought Ballston Spa Village should be linked to the new Walmart project on 67.

From a more general stance, there was a good amount of interest in Complete Streets and pedestrian transit. To encourage more walking in winter and furthermore, use fewer chemicals to rid of snow/ice; the solution of heated sidewalks was suggested. It was asked whether or not it is within CDTC's power to actually influence trends and gave an example of other cities that have recognized that they cannot accommodate increasing traffic and have tried to push more towards biking and pedestrian means of traffic.

A public education offering, as well as enforcement was a concern brought up to the bicycle and pedestrian workstation. The attendee mentioned that he sees bicyclists and pedestrians disregarding the law and safety measures, though is unsure if they're uninformed or just don't care. He went on to suggest posting signs (like Delmar in the Town of Bethlehem) that makes pedestrian laws evident (like pedestrians must walk facing traffic). Another member also suggested a flag system to increase pedestrian visibility and safety. The concept was to put yellow flags on each side of the street, pedestrian picks up the flag on one side, walks across intersection, and deposits it back in the barrel on the other side. One member mentioned a specific example that made a huge difference was when Delaware Avenue was redone- there wasn't enough space to put in bike lanes but they put bike pictures big in the middle of the lane and signs that said bikes can use entire lane. This made a noticeable difference in the way bikes were able to maneuver.

Another topic that seemed to be of great interest, as is also had been at past meetings was that of trails. One attendee saw trails as a huge tourist attraction and felt more could be done to promote their use. It was also suggested that there needs to be a complete easements policy and that there should not be an easement ever again that does not include trails, because it is limiting the growth of trails; most just include sewer and water. An interesting note was that one attendee noticed how people are more invested in bridges and the Northway's work and won't question that funding. However, people always question where money is going to come from or the importance of funding trails and bike paths.

Qualitative Conclusion

While there were many individual location-specific concerns brought up at each meeting—as discussed above—there were also some very clear overarching topics of interest/concern. Overall, the public seemed very attentive to bicycle and pedestrian transportation options and issues. There was an overwhelming response of concern for the safety of bicyclists/pedestrians, as well as the need for more access to 'walkable' sidewalks and safe bike lanes. Overall, meeting attendees felt more educational workshops about safety would benefit bicyclists, pedestrians, and drivers alike.

Airport Transit was also a topic that resonated with attendees throughout the meetings. It was suggested that there be initiatives to create more options for getting to/from the airport as well as better aligning already existing options with flight schedules. These comments came from attendees of all ages throughout the Capital Region.

While there was interest and conversation throughout the meetings in regards to technology like self-driving cars, electric cars and smart traffic lights, attendees seemed to think these items were more entertaining than actionable. Overall focus on immediate needs remained with bicycle and pedestrian transit.

Quantitative Data









Additionally, outside of the qualitative data that was collected for the CDTC New Visions Public Opinion Outreach, two quantitative measures were introduced. The first was a 'funding ballot' tool originally developed by CDTC that was converted by the Zone 5 team into a digital format that could be viewed through a microsite. The purpose of this tool was to gather insight from the public to understand where they would allocate federal funds for various transportation initiatives. The second tool was a 25 questions survey that touched on each of the major workshops included in the CDTC public meetings and also gathered some demographic information of the participants who partook in the tool.

Funding Ballot

The following data is an aggregate of the available information that was collected from both print and digital versions of the ballot. The total clean sample consisted of 41 participants.

The tool allowed individuals to freely input amounts to each of the 8 major areas of the CDTC New Visions Plan. The only contingencies were that individuals could not place all of the funds into one initiative and that the total of the funds must equate to \$100.

Federal Transportation Funding Policies
If you had \$100.00, how would you spend it on transportation?

 <div>\$ <input type="text"/> .00</div>	 <div>\$ <input type="text"/> .00</div>	 <div>\$ <input type="text"/> .00</div>	 <div>\$ <input type="text"/> .00</div>	<p>= TOTAL \$0</p> <p>SUBMIT</p>
 <div>\$ <input type="text"/> .00</div>	 <div>\$ <input type="text"/> .00</div>	 <div>\$ <input type="text"/> .00</div>	 <div>\$ <input type="text"/> .00</div>	

As you can see from the data below, individuals found a great importance in road and bridge infrastructure as well as bicycle and pedestrian needs. This was followed closely by bus transit as well as rail. The only major differences in data between average allocation and total are prevalent with alternative fuel disbursement. On average, both travel demand and alternative fuel received \$11.00 per person, however, the total overall for travel demand is \$36.00 higher. After reviewing the raw data, it expressed that those whom did place merit in travel demand management would allocate a larger number of the total funds than those who placed funds towards alternative fuel options.

Figure 1 - Total Allocated Funds

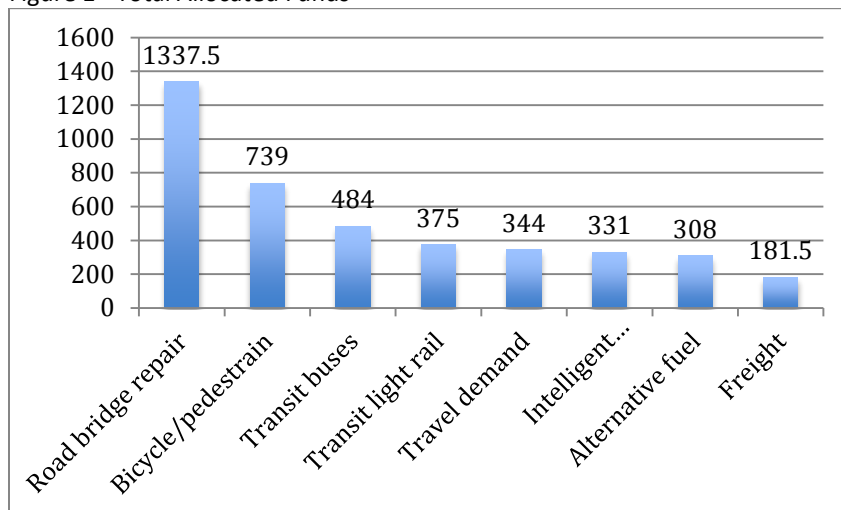
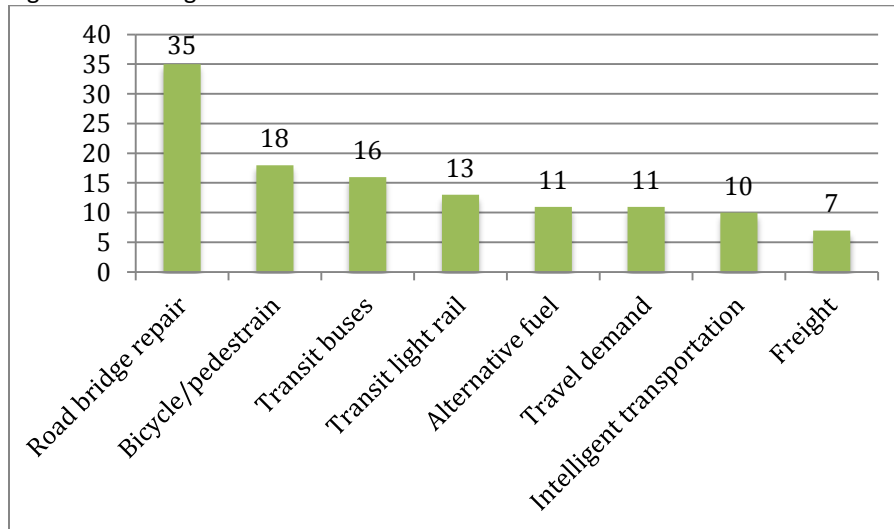


Figure 2 – Average Fund Allocation



25 Question Survey

The survey tool developed focused on the following areas within the major concepts of the CDTC New Visions Plan:

- *General Public Perception and Public Demographic information*
- *Transit*
- *Complete Streets*
- *Bicycle and Pedestrian*
- *Highway Congestion*
- *Safety*
- *Environment*

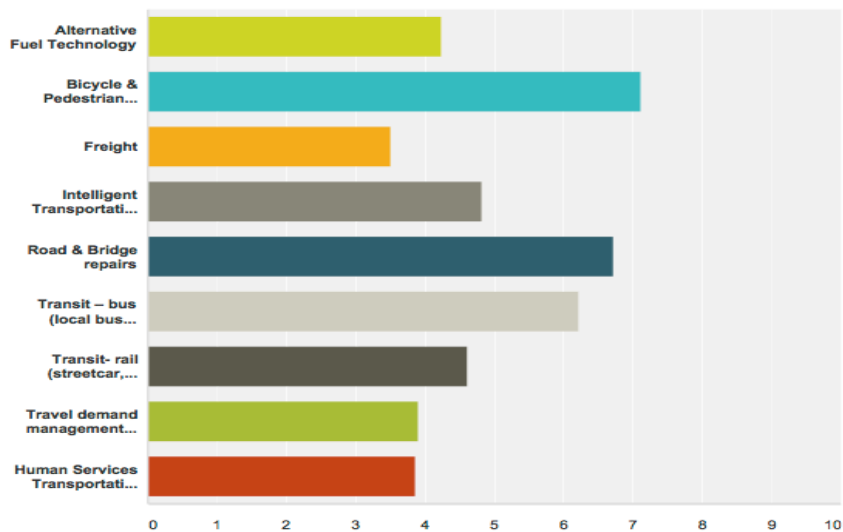
During the 5-week span in which data was collected, there was a clean data set of 82 responses. A few respondents who completed a majority of the survey were also included as members of the pool creating a total sample of 89 participants.

The below information is the aggregation of the total responses to the data. For areas in which participants were allowed or prompted for open response we have selected a few quotes to best demonstrate the trend of the open responses presented. Complete open response and data set will be provided to CDTC in a separate PDF file for review and personal records.

Future and Importance of Regional Planning - Overall, of the individuals who completed the survey, 91% believed that planning for future transportation in the Capital Region is important. Individuals were asked to rank the initiatives of CDTC in regards to future planning and how they would rank what is most important in that process. As seen in the figure below, 42% of individuals placed the highest importance on road and bridge repairs, second being bicycle and pedestrian needs. The items of lowest importance were Freight (26%), Alternative fuel technology (20%), and Rail-Transit (17%).

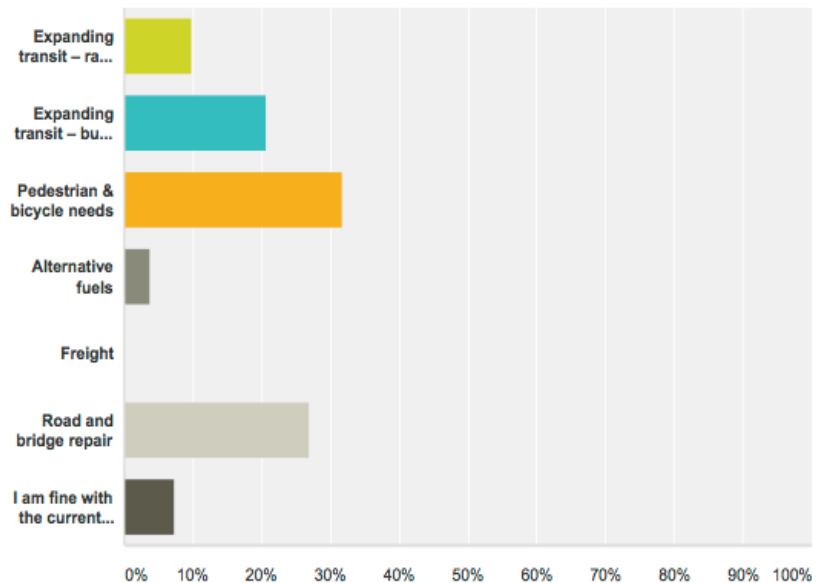
When asked to discuss where they believe the focus of the New Visions 2040 plan should be the consensus of respondents placed a larger value on Bicycle and Pedestrian needs above that of Road and bridge repairs.

Figure 3 – Ranked Importance of CDTC initiatives



	1	2	3	4	5	6	7	8	9	Total	Score
Alternative Fuel Technology	8.54% 7	4.88% 4	8.54% 7	2.44% 2	20.73% 17	13.41% 11	12.20% 10	9.76% 8	19.51% 16	82	4.23
Bicycle & Pedestrian (bikeways, accessible sidewalks and trails)	21.95% 18	31.71% 26	17.07% 14	13.41% 11	4.88% 4	3.66% 3	6.10% 5	1.22% 1	0.00% 0	82	7.11
Freight	1.22% 1	2.44% 2	10.98% 9	4.88% 4	12.20% 10	15.85% 13	10.98% 9	14.63% 12	26.83% 22	82	3.50
Intelligent Transportation Systems (connected and actuated traffic signals, real-time traffic information systems, permanent variable message signs, etc.)	3.66% 3	17.07% 14	7.32% 6	10.98% 9	14.63% 12	8.54% 7	21.95% 18	6.10% 5	9.76% 8	82	4.82
Road & Bridge repairs	42.68% 35	9.76% 8	8.54% 7	10.98% 9	4.88% 4	4.88% 4	7.32% 6	7.32% 6	3.66% 3	82	6.72
Transit – bus (local bus routes, express bus, bus rapid transit)	10.98% 9	18.29% 15	23.17% 19	17.07% 14	6.10% 5	14.63% 12	4.88% 4	3.66% 3	1.22% 1	82	6.22
Transit- rail (streetcar, light rail, commuter rail)	10.98% 9	4.88% 4	9.76% 8	18.29% 15	9.76% 8	6.10% 5	9.76% 8	13.41% 11	17.07% 14	82	4.62
Travel demand management (Capital CarShare, bikesharing, carpooling, vanpooling, etc.)	0.00% 0	4.88% 4	7.32% 6	12.20% 10	9.76% 8	23.17% 19	9.76% 8	24.39% 20	8.54% 7	82	3.91
Human Services Transportation (for seniors/individuals with disabilities)	0.00% 0	6.10% 5	7.32% 6	9.76% 8	17.07% 14	9.76% 8	17.07% 14	19.51% 16	13.41% 11	82	3.87

Figure 4 – Planning for New Visions 2040



Answer Choices	Responses
Expanding transit – rail (streetcar, light rail, or commuter rail)	9.76% 8
Expanding transit – bus (local bus routes, express bus, bus rapid transit)	20.73% 17
Pedestrian & bicycle needs	31.71% 26
Alternative fuels	3.66% 3
Freight	0.00% 0
Road and bridge repair	26.83% 22
I am fine with the current focus of the New Visions 2040 plan	7.32% 6
Total	82

Transit Needs and Importance in the Region - Participants were asked to speculate whether or not they feel it is important to build a rail system in the future throughout the Capital Region. 63% of individuals stated that they believe planning for a future rail initiative is important and of that percentage 30% felt that it was very important to plan for rail (*Figure 5*). Participants were then asked to expand upon this idea to detail out of 7 area types where they felt the most need or best use of rail would be for future development. Overall, a rail system that would connect the cities of Albany, Schenectady, and Troy were deemed most valuable (37%, *Figure 6*) and a rail system connecting Saratoga to Rensselaer County was deemed least valuable (75%, *Figure 6*).

Finally, as transit needs grow, additional funding resources need to be explored to continue transit projects to enhance an individual's quality of life and ensure safe travel.

CDTC posed to the participants several potential sustainable funding mechanisms for transit operations and asked them to choose which of the following they would support:

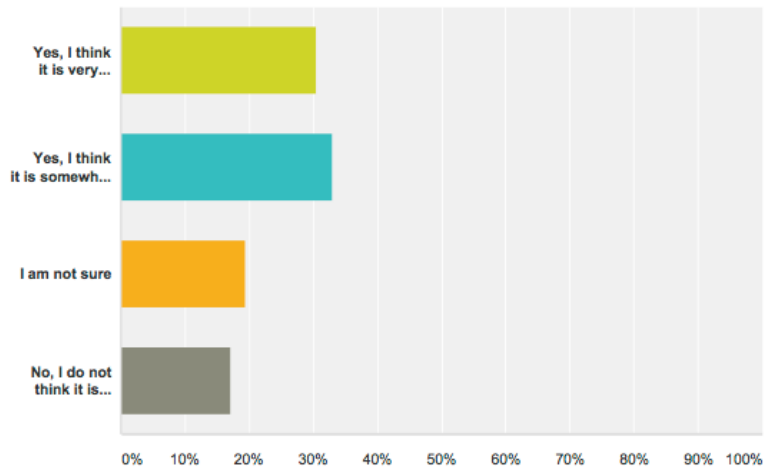
- *Increased government subsidies (sales tax increase)*
- *Increased contributions from businesses (special assessment districts)*
- *Increased fee on riders (fare increases)*

They were also provided a response choice if they did not approve of any CDTC suggestions as well as provide alternative options if they saw fit through an open response section. Overall, increasing government subsidies was the most favorable option (63%) but that was followed closely by increasing contributions from businesses (57%). Values for this section do equate to over 100% as multiple choice multiple response was available for this question type (Figure 7).

Some individuals speculated alternative options that were not presented from the provided listing. For the purposes of the report a few of the direct quotes were pulled from the data set, the total response data will be provided to CDTC in a separate file.

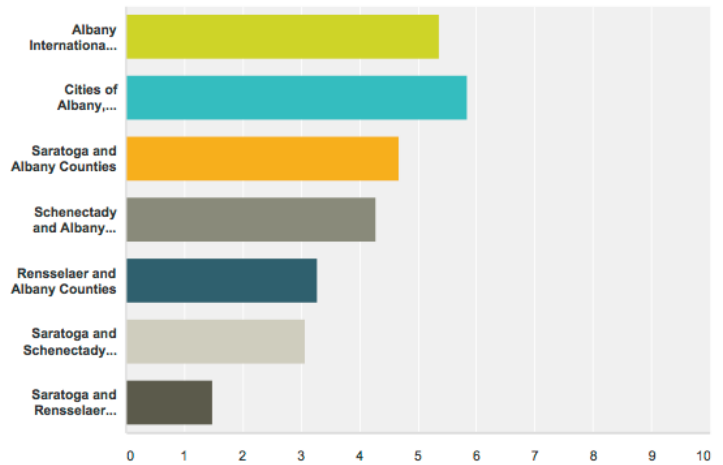
- ❖ “Higher gas taxes”
- ❖ “Transit Incremental foundation district along transit routes”
- ❖ “Commuter tax for those that don’t live in city centers dedicated to transportation”
- ❖ “Mortgage taxes (similar to current funding mechanisms); Developer fees on new development in the suburbs and exurbs (dual benefit of discouraging this type of development); hotel tax”
- ❖ “Increase gas tax to a dedicated transportation fund.”
- ❖ “All three [funding mechanisms] plus improved CDTA Universal Access expanded cooperation.”
- ❖ “Tax on cars over certain cost (but exemptions for alt fuel.”
- ❖ “Depends on the type of transit cost efficiency or type—i.e. car—gas tax.”
- ❖ “Higher gas tax; raise vehicle registration fee.”
- ❖ “Public/private partnerships.”

Figure 5 – The Importance of Rail for Capital Region’s Future



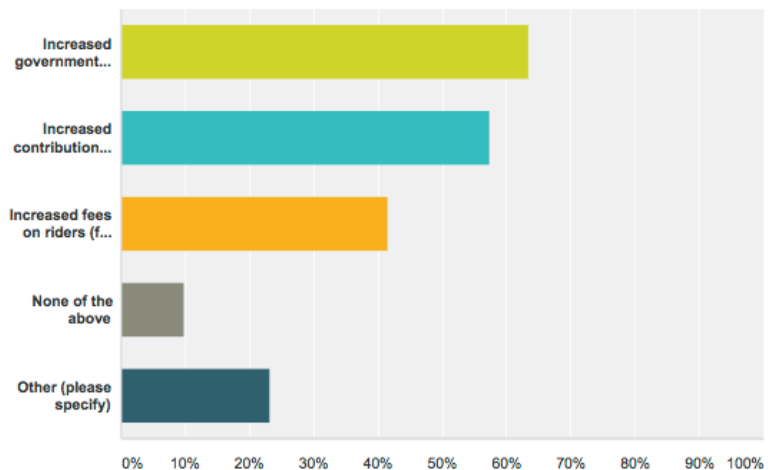
Answer Choices	Responses	
Yes, I think it is very important	30.49%	25
Yes, I think it is somewhat important	32.93%	27
I am not sure	19.51%	16
No, I do not think it is important	17.07%	14
Total		82

Figure 6 – The Importance of Future Rail Connections



	1	2	3	4	5	6	7	Total	Score
Albany International Airport and Rensselaer Train Station	29.27% 24	26.83% 22	15.85% 13	14.63% 12	8.54% 7	2.44% 2	2.44% 2	82	5.37
Cities of Albany, Schenectady, and Troy	37.80% 31	34.15% 28	14.63% 12	7.32% 6	2.44% 2	1.22% 1	2.44% 2	82	5.84
Saratoga and Albany Counties	17.07% 14	12.20% 10	24.39% 20	15.85% 13	28.05% 23	2.44% 2	0.00% 0	82	4.67
Schenectady and Albany Counties	6.10% 5	14.63% 12	18.29% 15	32.93% 27	20.73% 17	4.88% 4	2.44% 2	82	4.28
Rensselaer and Albany Counties	2.44% 2	3.66% 3	17.07% 14	15.85% 13	26.83% 22	25.61% 21	8.54% 7	82	3.28
Saratoga and Schenectady Counties	6.10% 5	8.54% 7	7.32% 6	10.98% 9	8.54% 7	48.78% 40	9.76% 8	82	3.07
Saratoga and Rensselaer Counties	1.22% 1	0.00% 0	2.44% 2	2.44% 2	4.88% 4	14.63% 12	74.39% 61	82	1.49

Figure 7 – Funding Mechanisms for Transit Operations



Answer Choices	Responses
Increased government subsidies (sales tax increase)	63.41% 52
Increased contributions from businesses (special assessment districts)	57.32% 47
Increased fees on riders (fare increases)	41.46% 34
None of the above	9.76% 8
Other (please specify)	23.17% 19
Total Respondents: 82	

Complete Streets, Bicycle, and Pedestrian needs in the Capital Region - Participants were asked whether or not they felt it was important to make more streets in the Capital region “Complete Streets” and the consensus was a resounding yes at 93%. Of that, 78% felt that it was very important to have more Complete Streets in the Capital region and 76% of people would like to see more of the CDTC’s funds placed into this transportation initiative. The sampled participant pool feels strongly enough about this initiative that 76% would accept a decreased width in vehicle traffic lanes to build bike or transit lanes only (Figure 8).

This audience represents a varying level of bicycle and pedestrian activity. The majority of the sample uses bicycle and pedestrian trails a few times at year (35%). However, several others also use it on weekly basis (21%) and monthly basis (24%, Figure 9).

Participants were then prompted to discuss what they felt are the biggest issues facing both pedestrians and bicyclists in this area. CDTC provided the following range of items for both categories as well as an open response option for individuals to provide additional information outside of the responses provided. Totals for these two questions did exceed 100% as the question design was a multiple choice multiple response. The charts for the following data are presented as Figure 10 and Figure 11. Participants stated that the three biggest issues facing pedestrians in the Capital District were unclear roads, trails, and sidewalks during the winter months. These factors increase travel difficulty (71%), the roads not being designed with pedestrians in mind (70%), and drivers not paying enough attention or yielding to participants (61%). Open response items featured

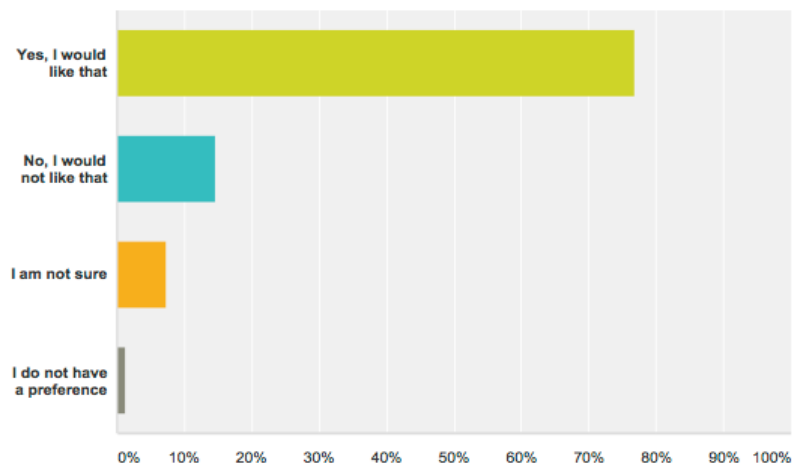
statements that had a high focus on increasing education, issues with crossing technology, and sidewalk design and construction. Complete statements are located within the CDTC data report.

- ❖ “Better education of drivers AND pedestrians.”
- ❖ “Intersections and traffic lights are not pedestrian-friendly.”
- ❖ “Crossing signals are unreliable and confusing in Albany many pedestrians cross unsafely.”
- ❖ “Pedestrians’ knowledge of safe travel needs to be expanded in schools, and community centers with facts, figures, pictures of death.”
- ❖ “Crossing signals are unreliable and confusing in Albany. Many pedestrians cross unsafely.”
- ❖ “Pedestrians and drivers do not know or ignore the rules of the road. Need more education and enforcement. Excessive motor vehicle traffic.”

When discussing what the three greatest issues are facing bicyclists in the Capital Region participants stated the roads are not designed with bicyclists in mind (80%), drivers do not pay attention to bicyclists and fail to yield to them (67%), and that there are not enough bike lanes (65%). Other comments provided through open response focused on either party being considerate on the roadway, roadway laws, knowledge, and practice as well as the lack of buses providing adequate rack space for bicyclists.

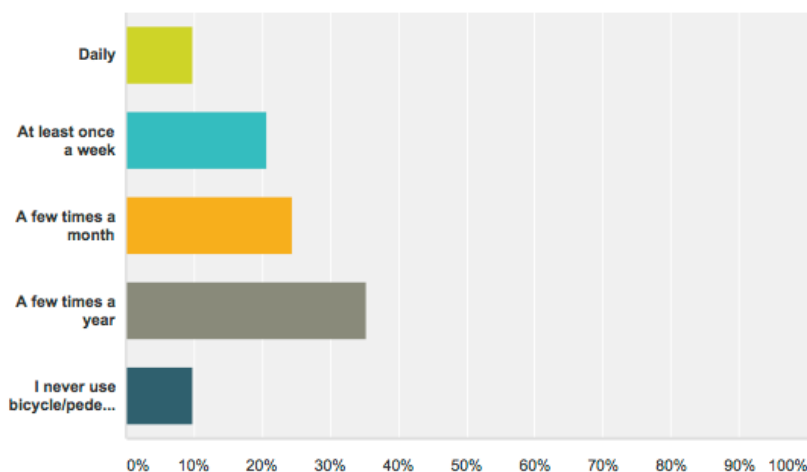
- ❖ “Bicyclists and drivers do not know or ignore laws, excessive motor vehicle traffic.”
- ❖ “Drivers do not understand how to share the road safely with cyclists.”
- ❖ “Buses need to add more racks or allow bicycles on bus.”
- ❖ “Bikers not considerate of drivers.”
- ❖ “Failure to plow bike trails consistently from community to community is a major impediment to bicycle commuting in the winter.”
- ❖ “Some bicyclists need more law enforcement/education too. Get them off the sidewalks in downtown Albany. It’s unsafe for pedestrians to be dodging them.”

Figure 8 – Width Reduction in Exchange for Bike Only/Transit Only Approval



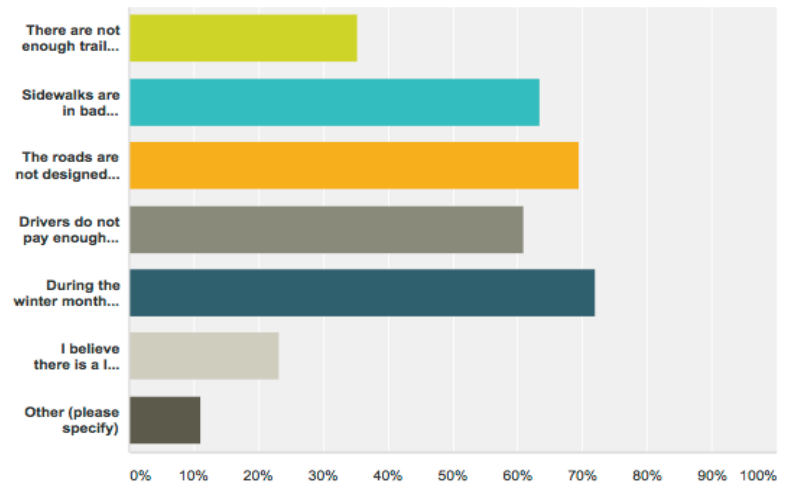
Answer Choices	Responses	
Yes, I would like that	76.83%	63
No, I would not like that	14.63%	12
I am not sure	7.32%	6
I do not have a preference	1.22%	1
Total	82	

Figure 9 – Average Bicycle/Pedestrian Trail Use



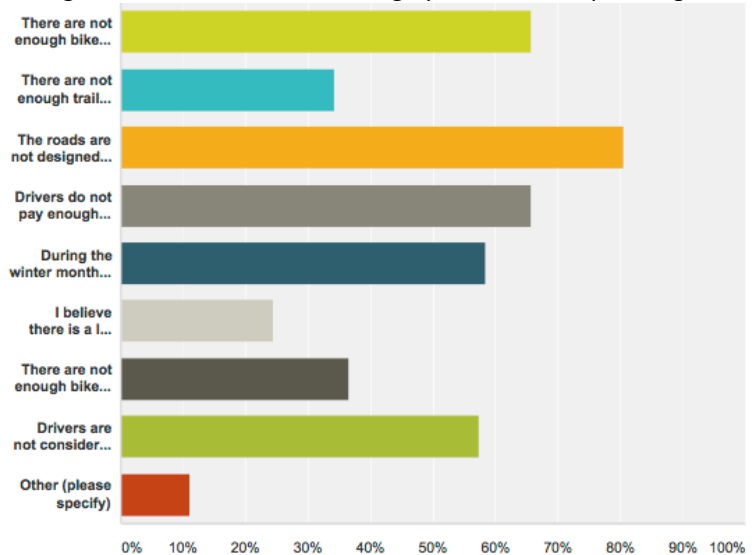
Answer Choices	Responses	
Daily	9.76%	8
At least once a week	20.73%	17
A few times a month	24.39%	20
A few times a year	35.37%	29
I never use bicycle/pedestrian trails in the Capital District	9.76%	8
Total	82	

Figure 10 – Greatest Issues Facing Pedestrians in the Capital Region



Answer Choices	Responses
There are not enough trails or paths	35.37% 29
Sidewalks are in bad condition, or not enough sidewalks	63.41% 52
The roads are not designed with pedestrians in mind	69.51% 57
Drivers do not pay enough attention to pedestrians and fail to yield to them	60.98% 50
During the winter months unclear roads, trails, and sidewalks makes it hard to travel	71.95% 59
I believe there is a lack of interest in the community to increase pedestrian travel	23.17% 19
Other (please specify) Responses	10.98% 9
Total Respondents: 82	

Figure 11– Greatest Issues Facing Cyclists in the Capital Region



Answer Choices	Responses
There are not enough bike lanes	65.85% 54
There are not enough trails or paths	34.15% 28
The roads are not designed with bicyclists in mind	80.49% 66
Drivers do not pay enough attention to bicyclists and fail to yield to them	65.85% 54
During the winter months unclear roads, trails, and sidewalks makes it hard to travel	58.54% 48
I believe there is a lack of interest in the community to increase bike travel	24.39% 20
There are not enough bike racks in the Capital District to leave bikes safely	36.59% 30
Drivers are not considerate of cyclists	57.32% 47
Other (please specify)	10.98% 9
Total Respondents: 82	

Traffic Management and Congestion - Participants were provided the following statement and asked to agree or disagree based on their own personal experiences: *“The traffic in the Capital District is well managed but can sometimes be congested.”*

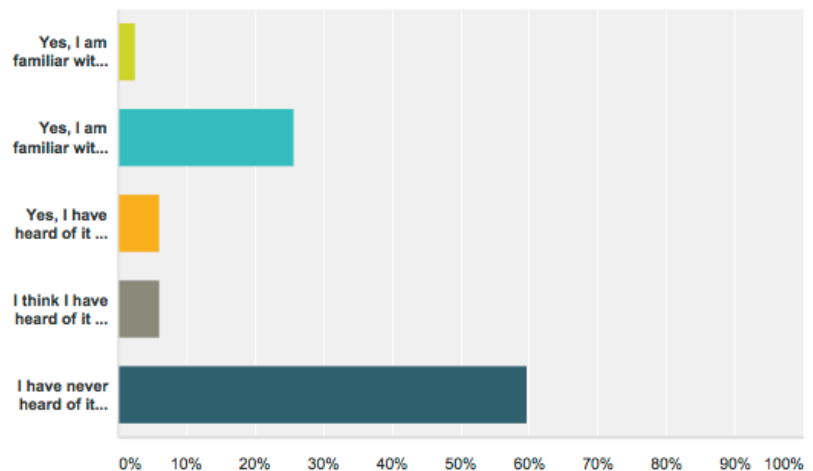
Overall, 55% of individuals agreed with this statement, while 27% disagreed and the remaining 18% was either unsure or did not have an opinion on the statement provided. Those who did not agree were then prompted and asked why they did not agree. Many of the areas or reasons why individuals did not agree stem from the perspective that it is congested more often than sometimes and that the management of the traffic systems are not up to the caliber that they would expect or believe should be currently instituted.

- ❖ “Traffic lights are not well timed and traffic signs (i.e. stop and yield) are often confusing.”
- ❖ “Traffic is horribly congested, especially at the Twin Bridges, Route 50 Corridor, Route 9 Corridor, Central Avenue, Western Avenue, I-787, and Route 7.”

- ❖ “Poorly engineered systems are still in place.”
- ❖ “Planning is okay but spending on transportation continues to be underfunded and reactionary rather than done proactively in anticipation of congestion and safety issues”
- ❖ “It is always congested. City of Albany has too many stop lights not timed.”
- ❖ Regarding congestion: “Not well managed.”
- ❖ “We need to do more to get people out of personal vehicles.”
- ❖ Regarding congestion: “It is not well managed in winter months.”
- ❖ Regarding carshare: “I would like to use it, but my neighborhood isn’t served.”

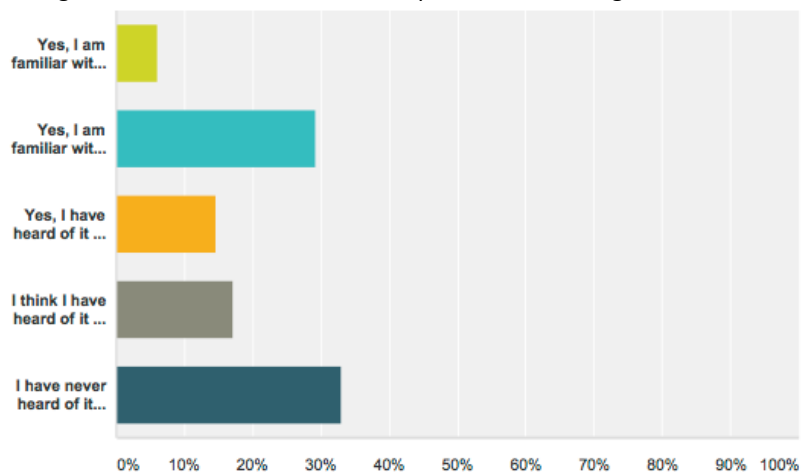
Participants were asked to comment on their knowledge and potential future experiences with the iPool2 program and the Capital Carshare program. In both instances (*depicted in Figures 12 and 13*) a majority of individuals had little to no experience/knowledge of the programs in place. 60% of individuals had never heard of iPool2 and 33% had never heard of Capital Carshare. However, the knowledge gap between Capital Carshare was almost 50% less than that of iPool2. The sample consensus stated that 41% were not sure whether they would use the Capital Carshare but a combined total of 31% of individuals would consider using it, of that percentage 17% would do so only under certain conditions that included but is not limited too; cost efficiency, safety, availability, and reliability.

Figure 12 – Awareness of iPool2 Program



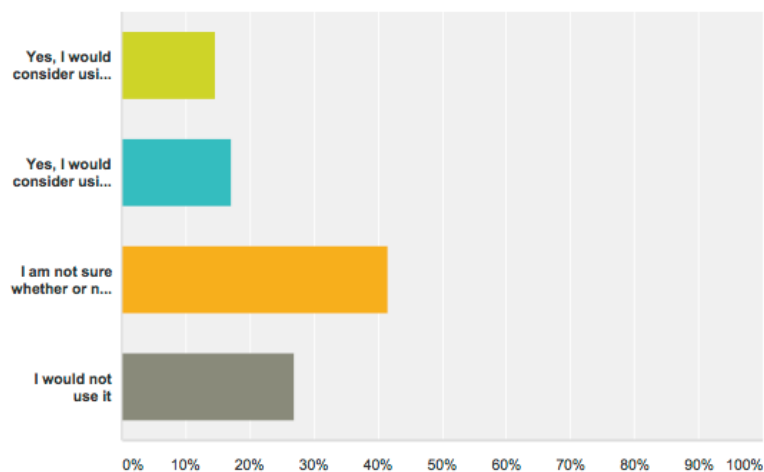
Answer Choices	Responses
Yes, I am familiar with it and I use it	2.44% 2
Yes, I am familiar with it but do not use it	25.61% 21
Yes, I have heard of it but I am not very familiar with it	6.10% 5
I think I have heard of it but I am not sure	6.10% 5
I have never heard of it before this survey	59.76% 49
Total	82

Figure 13 – Awareness of iPool2 Capital Carshare Program



Answer Choices	Responses
Yes, I am familiar with it and I use it	6.10% 5
Yes, I am familiar with it but do not use it	29.27% 24
Yes, I have heard of it but I am not very familiar with it	14.63% 12
I think I have heard of it but I am not sure	17.07% 14
I have never heard of it before this survey	32.93% 27
Total	82

Figure 14 – Potential Future interest in Capital Carshare Program



Answer Choices	Responses
Yes, I would consider using it	14.63% 12
Yes, I would consider using it under certain conditions (cost effective, safe, available, reliable, etc.)	17.07% 14
I am not sure whether or not I would use it	41.46% 34
I would not use it	26.83% 22
Total	82

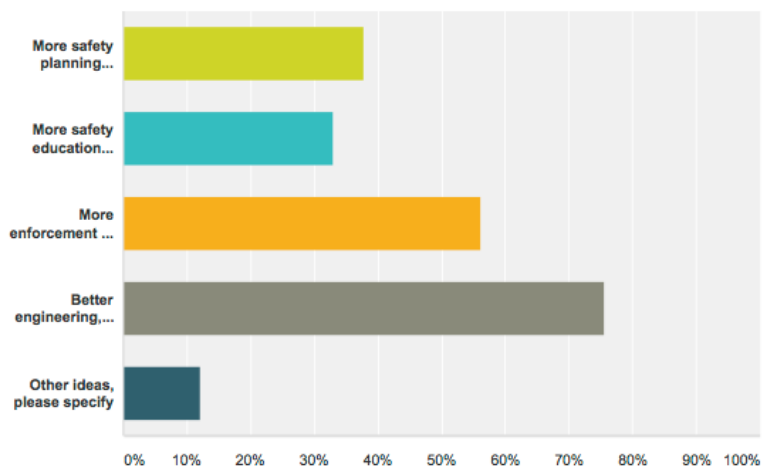
Transportation Safety Efforts - Participants were provided the following statement and asked to agree or disagree based on their own personal experiences: *“The Capital District is designed with the safety of all travelers in mind (drivers, transit users, pedestrians, bicyclists, etc.)”*

Overall, 73% of the sample population did not agree with this statement. When asked to provide more detail to their response many of the comments related back to individuals stating that the road was designed for drivers and the that considerations of bicyclists, pedestrians, and other transit operations were second to them or not considered at all.

- ❖ “The area is mostly designed with cars in mind, proof of that is the lack of sidewalks in most communities, adequate, and safe areas for people to wait for the public bus and the need to have a car to get around this area.”
- ❖ “We prioritize cars over pedestrians and other forms of travel.”
- ❖ “The Capital District roads were built for car owner convenience.”
- ❖ “Most street and intersections are NOT safe for cyclists and pedestrians. I have a life-threatening encounter every time I walk and ride. Cars are oblivious to walkers and riders.”
- ❖ “No parking 10’-15’ near intersections so vision of area is less obstructed.”
- ❖ “We don’t have enough bike infrastructure. Billboards are not enough.”
- ❖ “Bicycle/ped options currently unsafe.”
- ❖ “Too few bike/ped facilities; too little enforcement. Stop trying to accommodate increasing traffic. It doesn’t work.”
- ❖ “Cars are safe, pedestrians and bicyclists are not.”
- ❖ “Bus employees in from outer areas.”
- ❖ “I feel the roads are built with only cars in mind.”
- ❖ With regard to question 17 (is the Capital District designed with the safety of all travelers: “No--It favors vehicles.”
- ❖ With regard to question 18—which ideas increase safety the most: “I think we need a combination of the above.”
- ❖ “Pedestrian safety is not prioritized.”
- ❖ “It is dangerous to be a pedestrian. I’ve been hit while walking home from work. Drivers are clueless.”
- ❖ “Improve operation of existing crossing lights/signals. Many do not work, are poorly timed, or are at wrong intersections.”

When asked to speculate over some ideas that would increase safety the most, 76% of respondents indicated that better engineering that resulted in safer road design would be the most beneficial. Participants also showed high favorability towards more enforcement to discourage unsafe driving (56%), more safety planning (37%), and more safety education programming (33%). Respondents provided other input through open responses but there was little to no trend of continuity.

Figure 15 – Ideas to Increase Safety in the Capital Region

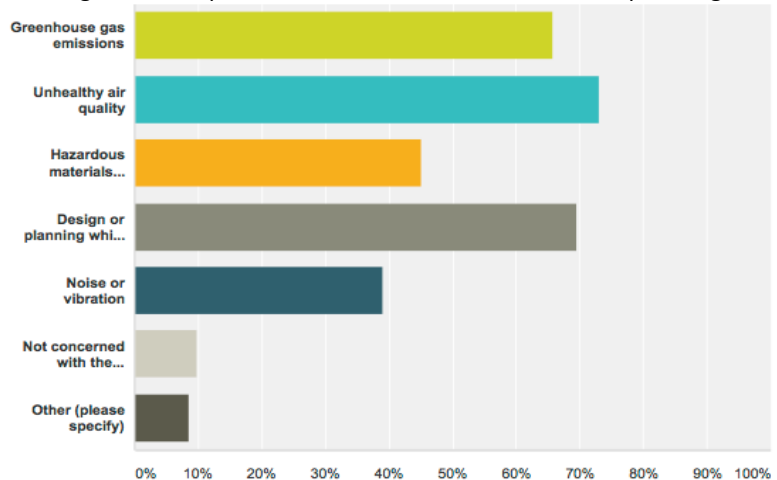


Answer Choices	Responses
More safety planning (safety performance measures, a regional safety plan, safety evaluation plan)	37.80% 31
More safety education programs	32.93% 27
More enforcement to discourage unsafe driving	56.10% 46
Better engineering, that is safer road designs	75.61% 62
Other ideas, please specify	12.20% 10
Total Respondents: 82	

Alternative Energy and Environmental Impacts of Transportation - Participants were provided the following statement and asked to agree or disagree based on their own personal experiences: *“I am concerned about the environmental effect transportation has on the Capital District.”* Overall, 78% of the sample population agreed with this statement. Those who did not agree with the statement believed that either the population density here does not create a large enough impact on the environment or that enough efforts have already been done in consideration of the environment

Participants were asked which environmental issues they felt are most important in regards to transportation. The sample majority identified unhealthy air quality at 73% to be the largest issue. This was followed closely by design or planning that impacts storm water and wetlands (69%) and greenhouse gas emissions (66%). Other areas where individuals expressed concern were with land use and zoning, salt pollutions, and the deterioration and expansion of roadways.

Figure 16– Important Environmental Issues in the Capital Region

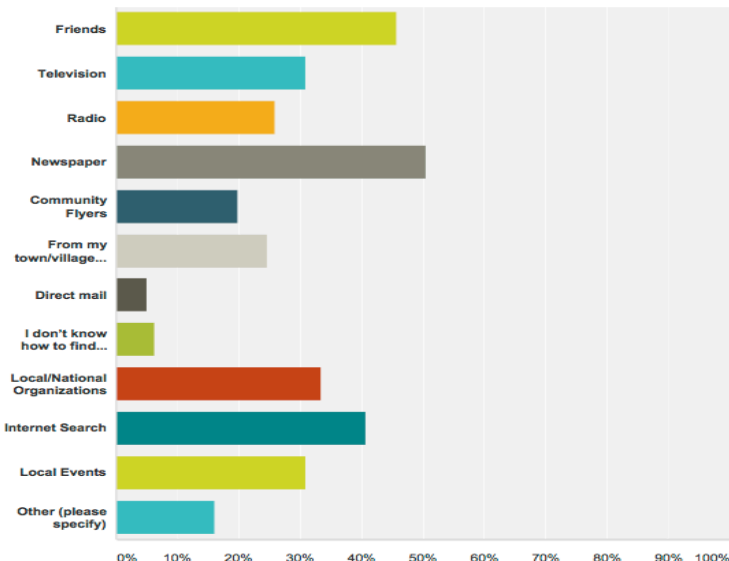


Answer Choices	Responses
Greenhouse gas emissions	65.85% 54
Unhealthy air quality	73.17% 60
Hazardous materials safety	45.12% 37
Design or planning which impacts stormwater and wetlands	69.51% 57
Noise or vibration	39.02% 32
Not concerned with the environmental effects of transportation	9.76% 8
Other (please specify)	8.54% 7
Total Respondents: 82	

- ❖ Related to most important environmental issues for transportation: “Adequate integration of climate change impacts in planning.”
- ❖ Related to most important environmental issues for transportation: “Generally all to a certain degree.”
- ❖ “Land devoted to use by roads, etc.”
- ❖ “Need more public transit.”
- ❖ My house vibrates from traffic a block away.”

Awareness in the Community - As part of the demographic information that participants had the option of providing information on, the survey asked where individuals located information pertaining to their community. The three largest sources were from the newspaper (50%), friends (46%), and via internet search (40%).

Figure 17 – Information Awareness Channels in the Community



Many of the participants who completed this survey identified as between the ages of 50 and above, Caucasian, and above a \$100,000.00 combined household income. Gender displayed an equal dispersion.

- ❖ “Emails from knowledgeable people.”

Quantitative Conclusion

Similar to concerns discussed throughout the public meetings, those who completed the funding ballot and/or survey also felt that bicycle and pedestrian needs should be the focus of CDTC’s New Visions plan.

Specific issues facing bicyclists and pedestrians in the Capital District were also in-line with those raised at the public meetings:

- ❖ Unclear roads, trails, and sidewalks during the winter months increases travel difficulty
- ❖ Roads not being designed with bicyclists or pedestrians in mind
- ❖ Not enough bike lanes
- ❖ Drivers not paying enough attention or yielding to bicyclists/pedestrians

Again, there was a high focus on increasing education to help ease bicyclists & pedestrian safety concerns. In fact, 73% of the sample population did not agree with this statement: *“The Capital District is designed with the safety of all travelers in mind (drivers, transit users, pedestrians, bicyclists, etc.)”*. Overall, respondents felt planning for future transportation initiatives was a very important task faced by CDTC.

Overall Conclusions

The qualitative and quantitative data both presented very similar feedback as far as the public's opinion on where CDTC should be focusing its efforts for future transportation planning. The most prevalent overall concern was that of safety. Those who attended the meetings and/or completed the survey raised questions and suggestions around offering safety courses/workshops to the public to ease concerns. They felt it could have a direct impact on crashes and how people interact while using different forms of transportation.

This ties directly into bicycle and pedestrian transit, which was the biggest topic of each of task force. Not only were people concerned with safety for bicyclists and pedestrians, but also in regards to their availability of options for bike lanes, sidewalks, and trails. Seasonal concerns were prominent in that the communities don't feel that the sidewalks are taken care of well enough to provide for safe walking on sidewalks. Overall, they also didn't feel that there was ample space in some areas for proper sidewalks or bike lanes. The idea of Complete Streets was generally accepted since that gave all forms of transportation safer, more reliable outlets in which to travel.

Finally, the region of Ballston Spa was another high priority item discussed through the meetings, survey, and email communications. Route 50 in particular was brought up frequently and citizens would like to see that area included in transportation studies and paid closer attention to in general. It seemed that the public appreciated being part of this process and gladly gave their feedback in areas they deemed of concern. They recognized the difficulty in pre-planning many years in advance and thought the public meetings could be well attended as the content was important to those that live and work in the Capital Region.

Public Meetings in June, 2015

After previously gathering the public's general opinion on the regional transportation initiatives of the New Visions 2040 plan, CDTC conducted a second round of public meetings in the Capital Region. Two meetings were held—one at the Empire State Plaza and the other at Niskayuna Town Hall—where CDTC presented the final draft plan recommendations of New Visions 2040 for public feedback. The meetings consisted of two segments, first a traffic light exercise to gauge opinions on each of the key recommendations in the New Visions 2040 plan, followed by workstations where participants could ask specific questions related to each task force. A qualitative summary of feedback from the second round these meetings are outlined below.

Empire State Plaza June 16, 2015

General Discussion

There were several questions and comments of note during the general discussion. One individual asked if CDTC is currently exploring funding opportunities at State or Federal levels for road maintenance. Another attendee inquired about coordination between CDTC and local universities in regards to the location of university buildings and transportation routes, specifically SUNY Albany and the relocation of the campuses. It was suggested that CDTC should have a closer relationship with university personnel. There was also an individual who referenced the \$40 raise in highway fees by NYSDOT and asked where the money is going. Finally, there was an individual who needed confirmation that the MTA is a separate entity than CDTC's Regional Planning Committee.

Traffic Light Exercise

In an effort to present key recommendations of the New Visions 2040 plan in an engaging manner, we conducted an exercise using hand-held traffic lights so that each individual could signal his/her stance on the proposed recommendation. Each person received two double-sided traffic lights (red/green and yellow/white) that correlated to a particular conclusion. Responses are outlined below.



Public Opinion on Recommendations

1. Mostly all of the participants agreed with the recommendation of continuing to seek adequate funding to fully implement the plan. Only one person opposed the recommendation and there was a question posed about the possibility of raising taxes to help fund transportation initiatives.
2. All participants agreed with the recommendation to increase funding for transportation initiatives. One participant also commented that we should anticipate and plan for more migration of people from downstate New York due to an increase in natural disasters like Super Storm Sandy.
3. The recommendation to explore innovative funding sources was met with mostly green lights while there were a few individuals who requested more information. Those who were hesitant to give their approval on this recommendation were unsure of exactly where the money would come from and go to.
4. All participants unanimously approved CDTC's recommendation to improve its public outreach and marketing efforts.
5. All participants agreed with the recommendation to update and upgrade project selection criteria. One individual also suggested taking the cost of crashes into account and allocating funds towards hospitalization as a result of crashes. The notion of phasing out fossil fuels was also suggested.
6. All participants were in favor of developing a training program specifically targeting local planners, local planning board members and other stakeholders to assist them with making informed and educated planning decisions.
7. The recommendation to complete the I-87 Exit 4 Airport Connector Project was met with mixed responses. While most participants were in agreement with the recommendation, some individuals indicated that they had no opinion on this matter or needed more info to arrive at a decision. Discussion around this recommendation included uncertainty around how moving the overpass to the other side of the Northway would improve access to the airport. There was also concern for safety since one individual felt there were too many exits on the Northway, too close together. However, this was due to confusion around an 'Exit 3' being added to the Northway as opposed to a modification on Exit 4. There was also discussion around mass transit options for better access to the airport. Participants stated that current transit options (specifically CDTA busses) are not punctual and are unreliable for travel to the airport. Furthermore, there was concern around the concentration of this project for cars only and that there is not enough access to the airport for other modes of transportation.

8. All participants agreed with CDTC's recommendation to expand its project review process to further evaluate greenhouse gas emission impacts during TIP project selection.
9. The recommendation to consider the significant impacts of totally automated vehicles brought up varying opinions. Most participants agreed, though there were some neutral opinions as well as individuals who required more information. One participant commented that they believed the priority to be a focus on clean-energy vehicles including electric and hydrogen fuel cells, but not natural gas. Another participant likened self-driving cars to a light rail in that they are both providing transportation without drivers.
10. Opinions were also mixed in regards to the development of bicycle and protected bicycle lanes. The majority indicated that they agreed with the recommendation, though there were a few that disagreed. Those who were not in favor of bicycle lanes questioned the cost efficiency of such an initiative, and inquired about stats such as the number of people who bike in the Capital Region and whether that number stays consistent throughout the year or decreases significantly in poor weather conditions and during the winter seasons. There was also an inquiry about the possibility of a tax on bikes, bike inspections or road fees for bikers, citing that the responsibility to develop the bike lanes is being pushed onto drivers and bikers should help to compensate for the costs.
11. All participants agreed on the recommendation to measure the economic impacts of bicycling, walking, and transit infrastructure.
12. There was undisputed approval of the recommendation to complete the proposed trail/greenway projects.
13. All but one person was in favor of promoting the use of Complete Streets design and implementation guidelines. The one outstanding individual had no opinion.
14. Participants had mixed opinions on the recommendation to investigate new funding mechanisms to support CDTA transit operations. Most were in favor of the recommendation, though some others did indicate that they had no opinion or needed more information. It was mentioned that transit passes should be considered instead of parking spots, whether provided by employers or through a pay-in system.
15. Mostly all participants were in favor of promoting bus/transit only travel lanes. Only one person disagreed and there were a few individuals who requested more information. It was noted that it's tough for students to safely get back and forth between SUNY's uptown and downtown campuses. One suggestion was to combine the corridor with a protected bike lane, giving a dual purpose to the project with the same funding. However, another participant was hesitant

in that they thought college students will skateboard and rollerblade in bus lane, thus creating a lot of problems.

16. Only one participant indicated that they disagreed with the recommendation to use established national criteria to identify transit corridors that may have the potential to support streetcar or light rail transit. Some participants requested more information and the majority of the group was in favor of the recommendation. One individual noted that the Capital Region has three urban centers and thus light rail may not work for the Albany region as it does for other cities with one main center.
17. Most all of the participants agreed on encouraging improved intermodal connections among transit providers. One participant cited no opinion and a few others requested more information. The only concern the individual had worried that CDTA will create big parking lots just to charge a fee.
18. The recommendation to organize and hold a workshop to support providers of human service transportation was met with overall agreement; one individual had no opinion and one needed more information.
19. There was unanimous agreement to improve coordination of services by all providers.
20. Most of the group was in favor of assisting communities with ADA compliance requirements; a few participants had no opinions on the recommendation.
21. There were mixed signals from participants (green and red) raised in response to the recommendation to not support increasing road capacity by constructing new lanes. Most agreed but a small group disagreed with the recommendation, asking where the numbers come from since they felt that there is more traffic in the area than ever before due to development in suburban areas. Connecting interstates to arterials was suggested to help traffic and provide better connections to decrease congestion. One specific example that was provided was the inability to connect from the Thruway to Route 155 or Route 85.
22. All participants agreed with the recommendation to right-size our existing roadways.
23. Encouraging the use of ITS and ATM strategies to address congestion was met with mostly agreement. There was one individual who had no opinion and one individual who needed more information to make an educated decision.
24. The entire group was in favor of the recommendation to establish a community traffic engineering and safety evaluation services program.
25. All participants were also in favor of developing a regional safety plan.

26. Increasing security technical support and information dissemination was a recommendation that was favored by all participants.
27. Most participants agreed with the recommendation to develop and publish an infrastructure report card for roads, bridges and other assets, a few individuals requested more information.
28. There was overall agreement with the recommendation to regularly publish summary sheets.
29. Most of the group agreed with the recommendation to develop and progress short-term and long-term freight projects, though some individuals did indicate that they needed more information. There was a question posed, asking if Canadian truckers have a freight tax on our roadways. There was also a comment about not only reducing oil trains going through the Albany area, but also considering some of the dangerous truck cargo that travels through our area and may require additional consideration.

Workstations

Bicycle/Pedestrian/Complete Streets

- A participant has a safety concern about lack of signage at the airport trail at Exit 4 and not having an easily accessible connection leaving the airport at Shaker. “Without a connection you will send bikes on a route going against traffic. They may need an interim plan before phase 2.”
- A participant had a question about getting to/from the bike trail along the Mohawk and the trails in Clifton Park (Vischer Ferry). Is there any way to do a study to see how much it would cost to build a bridge? It would be nice for them to be connected.
- A participant had a question about ADA compliance, wondering why occasionally a crosswalk will end bluntly with no connecting sidewalk.

Quality Region/Environment & Technology

- A participant questioned whether or not CDTC has any views on taxing technology.
- A participant questioned the possibility of bringing Uber to Albany. “There are many people that travel to Albany that are frequent Uber users that are disappointed when they come to Albany and are unable to use the app.” It was noted that using a private sector company could save the city money.
- A participant was concerned about the methods of communication in regards to finding out about these committee meetings.

Operations, Safety & Infrastructure

- A participant commented about the convenient Northway Express often used by the participants' wife and its value. "It drops my wife off right next to her office and is really nice."
- A participant commented about Oregon and how the city and county provide transportation as part of employment.
- A participant commented about the region's strong canal system and how it should be incorporated into transporting bulk commodities (scrap metal, building materials), oversized equipment for GE, GlobalFoundries, etc., and the possibility of oil being transported along canal. It was noted by the participant that they didn't feel that GE could ship their oversized turbines and wind generation blades on trucks or trains so perhaps the canals could offer a solution to this. This must also consider finding a way to work around the seasonal system with the understanding that if the weather continues to change, there's a chance that winter may be more limited than it is now. "I think it would be worth it to put together a strong persuasive piece, as it will be a big deal in next 15 years."
- A participant commented about pre-cast concrete materials (such as Jersey barriers) that are produced in large numbers in Washington County and making them an item that can be ordered ahead and delivered in bulk to reduce truck traffic and save money.
- A comment about including 787 in 'right-sizing' initiatives.
- A question about whether or not they prioritize project selection as per what would be better land use?

Human Services & Transit

- A participant spoke with CDTC representatives regarding their involvement with CDTA for different transit lines and expansion of existing routes.
- Same participant also expressed the desire for automated transit opportunities in the Capital Region such as BRT light rail.
- A participant stated that for a fully automated service they would be willing to pay a higher price than traditional bus fares if this resulted in more direct routes.
- This same individual also was interested in discussing possible destination areas and lines through BRT that would best meet the needs of individuals in the area.

Niskayuna Town Hall June 18, 2015***General Discussion***

During the general discussion there was a comment to note about considering regional traffic engineering apart from individual municipalities or cities. The participants asked that if there was a single city that had a population of all of our Capital Region cities and towns combined, and why there is no traffic engineer on staff. They felt some thought should be given to traffic engineers in specialized regions.

Traffic Light Exercise***Public Opinion on Recommendations***

1. Most of the participants agreed with the first recommendation presented, to continue seeking adequate funding to fully implement the plan. There were a few individuals that disagreed with the recommendation and one that needed clarification that this was not a recommendation of ways to actually attain the funds; just that funding should be sought out. There was also a comment that a 25-year plan of maintaining the infrastructure doesn't seem to be going far enough into the future.
2. A few participants needed more information on the recommendation to increase funding for transportation initiatives but otherwise, the rest of the group agreed with the recommendation.
3. The recommendation to explore the use of innovative funding sources was met with overall positive approval, while a few individuals indicated that they had no opinion on the recommendation.
4. The majority of the group agreed with the recommendation to complete the I-87 Exit 4 Airport Connector Project, while a few participants had no opinion on the recommendation. This recommendation generated a few questions, one in regards to business development (Costco, specifically) on the route to the airport, how it would change traffic flow and whether or not the plan is taking this future development into consideration. There was also a question as to whether or not there will be other projects recommended besides the I-87 Exit 4 Airport Connector Project. Finally, it was asked if this project was focused solely on access to the Airport or to reduce congestion.
5. The recommendation to focus on greenhouse gas emissions was met with mixed responses. Some participants favored the recommendation while others disagreed or needed more information. A question arose as to how there will be a focus on greenhouse gases and another on whether or not greenhouse gases would become more of a priority as a measurement in selection criteria.

6. Most participants agreed with the recommendation to consider the significant impacts of totally automated vehicles, though some did disagree. There were also a few individuals who needed more information. One individual was curious if this would also include freight carrying self-driving vehicles. Another question that arose was in regards to the negative impacts of the self-driving vehicles. One participant commented that these self-driving cars will be a commodity and will not be owned but rather, will be shared as public transportation to allow for less traffic. Finally, there was also a question, asking if the recommendation was included in the plan to have staff spend more time on this effort and who is doing the investigating.
7. Just about the entire group agreed that CDTC should promote the development of dedicated bicycle and protected bicycle lanes. However, there was a comment that a lot of these recommendations would take away funding for “more important” issues such as improving and increasing current capacity of the roads and that this may not be the best place to spend the money.
8. The recommendation to complete the proposed list of trail/greenway projects was met with overall approval. One individual did ask why the Mohawk-Hudson trail was not on the list.
9. There was total agreement on the recommendation to promote the use of complete streets design and implementation guidelines.
10. Promoting bus/transit only travel lanes was a mostly agreed upon recommendation, only one person indicated that they had no opinion.
11. The recommendation to use established national criteria to identify transit corridors that may have the potential to support streetcar or light rail transit was favored by most participants. A couple of individuals had no opinion on the recommendation and there was a question raised as to what kind of criteria is being used now to expand transit.
12. The recommendation to encourage improved intermodal connections among transit providers was met with total agreement.
13. The entire group approved of improving the coordination of human transport services by all providers. One participant wanted to know if this accounted for the private sector transport service, as well as, facilities that have their own buses.
14. The recommendation to assist communities with ADA compliance requirements was met with approval by the whole group.
15. The recommendation to not support increasing road capacity by constructing new lanes drew much conversation. Most of the participants disagreed with the recommendation, some had no opinion and some agreed with the recommendation. Questions arose such as how the existing problems will be fixed now instead of in 10 years and what the meaning of increasing capacity is. An individual asked if increasing capacity would also include public transit on the Northway as well, and another participant questioned if auxiliary lanes would be considered on interchanges where congestion is prominent in particular intersections. There were also

comments such as taking increased tax into consideration to expand capacity on interchange highways, and that the recommendation should not be so black and white and perhaps the wording should be reconsidered. Finally, there was also question with a specific example asking, “Wolf Road has a through capacity that varies as you go along. If you had a congestion point that was constricting capacity that could be solved by adding a turning lane, you would not support that?”

16. The recommendation to right-size our existing roadways was favored by most participants, only one or two individuals disagreed with the recommendation.
17. Encouraging the use of ITS and ATM strategies to address congestion was met with approval by the larger group. A few individuals needed more information on the subject. A comment on the inaccuracy of news traffic reports prompted the suggestion of training for reporting true traffic conditions. There were also a few questions as to whether or not ramp metering and high occupancy tolling are among other strategies being taken into consideration.
18. Developing a region safety plan was a recommendation that all participants were in favor of pursuing.
19. There was total agreement on the recommendation to develop and publish an Infrastructure Report Card for roads, bridges and other assets. An individual inquired about the grading system and what it would be based on. Another participant commented that condition versus function should be clearly distinguished in these ratings so that language can be more easily understood.
20. The recommendation to regularly publish transportation summary sheets was met with unanimous agreement.
21. There was overall agreement on the recommendation to develop and progress short-term and long-term freight projects. Only one or two individuals requested more information.

Workstations

Bicycle/Pedestrian/ Complete Streets

- An individual commented that it seems that the idea of Complete Streets is happening more in other states than in New York.
- A participant questioned how the public views the planning projects.
- A participant questioned the existence of a dedicated bike route on Route 9 and commented that the shoulders on Route 9 are really bad and that they weren’t sure if there is anything CDTC could do to encourage street sweeping, etc.
- An individual asked about there being a new handicap symbol that is New York State-specific.

Quality Region/Environment & Technology

- There was a question to confirm what exactly “quality region” refers to.
- A participant commented to share that they feel that traffic flow is improving.
- An individual asked if the workstations represented a sector of the CDTC staff.
- One participant was curious as to what effects whether or not busses travel on interstates.
- There was a comment in regards to automated vehicles and that the total switch to such methods of transit are the wrong things upon which to focus.
- A participant stated that the real costs of automated vehicles should be presented in the transportation plan model. They felt that removing jobs to cut costs is not the answer and that farmland that exists within urban areas needs to be protected from transportation routes.
- One individual suggested that the plans for Rt. 146 should include a protected bike lane, because they felt it would be an ideal place to do so.

**Human Services & Transit along with Infrastructure, Operations & Safety work stations received little to no interaction from the community at this location.*

Qualitative Conclusion

Overall, those who attended the public meetings were very engaged and were happy to share their opinions on the key recommendations addressed. The traffic light exercise was successful in gathering a snapshot of public opinion and engaged participants in a unique way. It was also a great way to understand which recommendations or task force areas required more explanation. Most recommendations were met with agreement; only a few were problematic or received varying opinions. The recommendations that generated the most discussion and opinions were: complete the I-87 Exit 4 project Airport Connector Project, consider the significant impacts of totally automated vehicles, promote the development of dedicated bicycle and protected bicycle lanes, Not Support increasing road capacity by constructing new lanes, and develop and publish an infrastructure report card for roads, bridges and other assets.

Quantitative Data

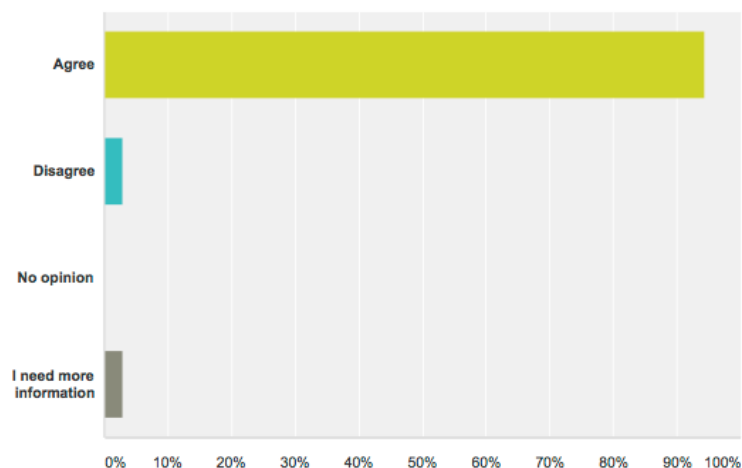
The data compiled presented 53 total participants who took the survey. After the data was scrubbed for incompletions and duplicates, a total of 35 people provided an opinion regarding each of the recommendations made by CDTC in the New Visions 2040 Plan. The clean data will be presented graphically as well as a numeric notation depicting the completion rate as it changed throughout the survey. In areas where individuals left specific comments, those comments will be presented

beneath each graphic representation. Additionally, percentages for each response chosen based on clean data will be shown.

Quality Region Recommendations

Continue to seek adequate funding to fully implement the plan – CDTC should program adequate funding to maintain the existing infrastructure and to make small improvements as our population and our needs grow. The current flat funding will lead to serious, unacceptable declines in physical and service conditions and make even modest improvements difficult to accomplish. *(Completed: 53/53)*

Figure 1.0



Response Percentages:

Agree – 94.29%

Disagree – 2.86%

No Opinion – 0%

I need more information – 2.86%

Written Responses:

I agree more funding is needed but disagree that only small improvements are needed. In addition to completing Phase 2 of the Northway Exit 4 redevelopment; another looming problem is to address severe bottlenecking choke points on the Northway that become acute at morning and evening rush hours, holidays, etc. -- specifically CDTC needs to oversee a redesign of the Northway-1-90 east interchange for southbound drivers as well as the adjoining Thruway Exit 24 off-ramp from the Northway. That whole east-west ramp design was poorly conceived. Also, while I don't see a need to expand the Northway lane capacity between Albany and Clifton Park, CDTC should explore the feasibility/impact of targeted lane expansions to mitigate evening rush hour bottlenecking on Northway between Exit 5 and Exit 7 -- in conjunction with a parallel redesign/expansion of the off-ramp from Alternate Route 7 to the Northway.

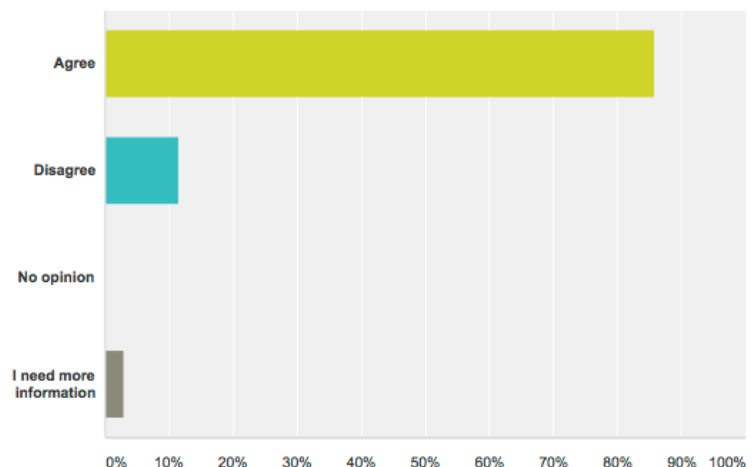
I disagree that only "small improvements" are needed. This area still requires major investments and improvements in terms of upgrading the CDTA bus system as well as highways and local roads. For example, to be more than a marginally relevant transit system that can help reduce traffic on roadways, CDTA's suburban service needs major daily route/service expansion, including to all government buildings (why local government building service is not required is beyond me!); adding regular service between Albany and

Halfmoon/Clifton Park; and shuttle service to all area apartment complexes if the regular buses are too big -- including in Latham. Also, while I am not in favor of a complete widening of the Northway to add lane capacity, significant targeted design improvements must be made at several locations to reduce Northway bottlenecks. These include a redesign of the I-90/Northway interchange and Thruway Exit 24 off ramp from the Northway to the toll booth area; the off-ramp from Alternate Route 7 to I-87 north; and the section of the Northway between Exits 4 and the Twin Bridges (currently there is too much lane changing and merging happening at evening rush hour in this area with insufficient lane capacity/design to keep traffic flowing smoothly; and significant investments needed to address bottlenecks at local "legacy intersections" including at Routes 9 and 155 as well as Routes 2 and Old Loudon Road in Latham. Both of these intersections were designed to allow businesses right at the street corner -- an era before turning lanes were more common sense design options for busy local intersections like these. Your work at Exit 6 proved that these goals can be achieved.

Increase funding for transit, travel demand management, bicycle/pedestrian, complete streets, traffic operations, freight, and human services transportation –

Our country and our region are changing. We are moving to the cities, driving less, buying fewer vehicles and homes, using more transit and bicycles, becoming older and more disabled, and buying more goods from all over the world. In order to address the issues that evolve from these trends, we need to increase funding in the above programs. (Completed: 48/53)

Figure 1.1



Response Percentages:

Agree – 85.71%

Disagree – 11.43%

No Opinion – 0%

I need more information – 2.86%

Written Responses

I agree that we need more funding for CDTA local bus service (separate from their current Bus Rapid Transit infatuation), bicycle/pedestrian initiatives, etc. However, I disagree with the statement that we are driving less in this area. Perhaps statistically this may somehow be an accurate statement but the congested conditions on our local roads and highways separates statistical reality from human reality. This region does a terrible job at offering viable/practical alternatives (such as a better CDTA system) to everyone driving their own car

to and from work.

Need to address insufficient capacity to suburban locations first.

Millennials prefer the cities initially - that is a temporary trend until they have families. The state is losing population to migration out due to tax burden and political corruption.

Explore the use of innovative funding sources – Because federal funding is not keeping up with transportation needs, other sources of funding should be explored, including impact or mitigation fees, user fees, dedicated transportation fees, public/private partnerships, time-based (higher for congested times) and impact-based (higher for heavy vehicles) fee structures, etc. (Completed: 47/53)

Figure 1.2

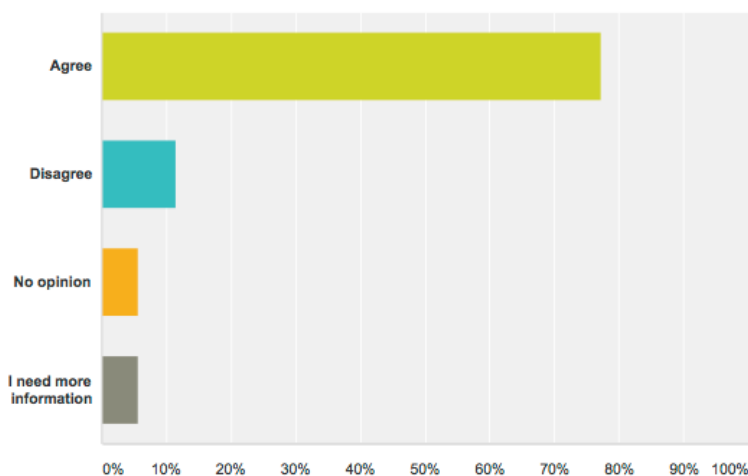
Response Percentages:

Agree – 77.14%

Disagree – 11.43%

No Opinion – 5.71%

I need more information – 5.71%



Written Responses

I agree conditionally. I would need more information but I don't think I could support raising CDTA bus fares without also implementing simultaneous and meaningful "NON- BRT" local route and shelter improvements -- including adding service to all government buildings that have an external public role and some kind of bus or shuttle service to ALL local apartment complexes -- two easy, common-sense ways to boost local bus usage.

I would need more information before I could support raising CDTA bus fares without also implementing significant "NON- BRT" related local route and shelter improvements -- including adding service to all government buildings and a new (Uber-style?) shuttle service between ALL local apartment complexes and CDTA service hubs. This is needed since CDTA has claimed in the past it had problems figuring out how to get its large buses to stop at most apartment complexes in Latham.

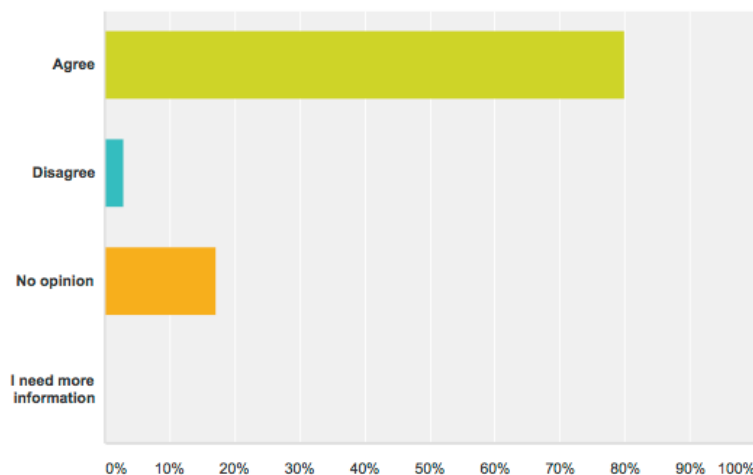
Address better use of current funds not increasing the burden on the citizens - that mentality is driving people out of the state.

Following the lead of Albany County, all public and private employers offering parking spaces as a subsidized perk should be required.

Improve CDTC public outreach and marketing efforts – Too many transportation users, municipalities, businesses, etc. are not aware of the scope and impact of New Visions 2040. CDTC should improve and increase efforts to engage all users, to educate them and to obtain their input.

(Completed: 47/53)

Figure 1.3



Response Percentages:

Agree – 80.00%

Disagree – 2.86%

No Opinion – 17.14%

I need more information – 0%

Written Responses

I agree. This goes for the general public as well. Most people are likely unaware of all the work CDTC does in shepherding projects from idea to completion. Case in point, the Northway Exit 6 redesign has made an incredible difference in the quality of life for local commuters and made the area more business-friendly. If you want to improve CDTC's public awareness, one easy fix would be to offer more readily accessible, publication-ready graphic illustrations of the final project designs -- including of the Exit 4 area. Right now I'm guessing most people don't have any idea of what the Exit 4 area will look like after Phase 2 is finished. Meanwhile, CDTC has a captive audience in terms of the thousands of frustrated commuters who have to travel the Northway every day. Show these folks what you are planning for them.

I agree. This goes for the general public as well. I think most people are not aware of all the successes that the CDTC has had in shepherding various transportation projects to completion -- and the time it takes to make them a reality. Case in point, the "new" Northway Exit 6 bridge design has made an incredible difference in the quality of life for commuters and made the area more business-friendly by eliminating a terrible traffic bottleneck zone. Everyone I know who uses this corridor has something good to say about the current Exit 6 interchange. If you want to improve CDTC's public outreach/marketing, you can start pretty quickly -- and easily -- since you have a captive audience in terms of the thousands of commuters who have to take the Northway every morning and night. I'll wager most of them still have no clue about what the new Northway Exit 4 area (including airport connector) is going to look like. Right now, the public has no access to easy-to-understand illustrations of the multi-phase project.

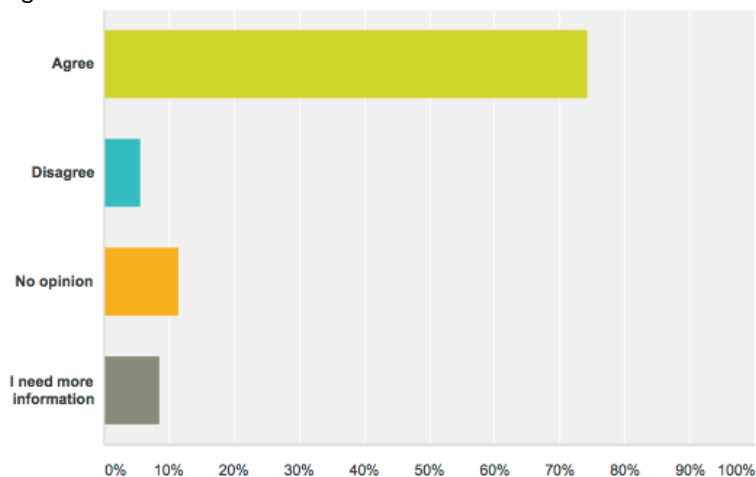
The only images I found were in a PDF project document and they weren't very clear to a non-engineer's eye. If you call up any local news coverage, there are no graphics to accompany the stories. You should immediately make such illustrations available and easy to find.

I agree with everything.

I have been very active on transit issues in Albany, only found out about this meeting a week ago and for that matter the whole New Visions cycle.

Update and upgrade project selection criteria – The existing project selection criteria is relatively technical, relies too heavily on the benefit/cost ratio, does not reflect current priorities or recently emphasized criteria (e.g. economic development, freight, environmental justice, etc.), and is not easily understood by all our members. It also needs to be more directly related to the implementation of the current New Visions principles and performance measures. *(Completed: 45/53)*

Figure 1.4



Response Percentages:

Agree – 74.29%

Disagree – 5.71%

No Opinion – 11.43%

I need more information – 8.57%

Written Responses

Everything was ok with me.

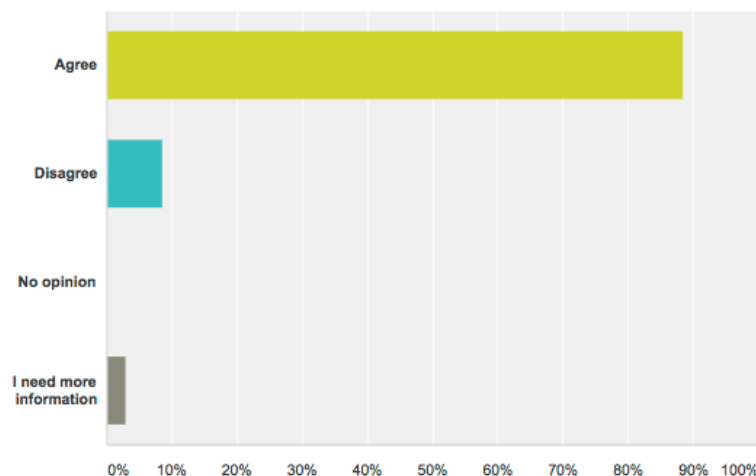
Economic development and impact should be paramount.

The urgent need to phase out fossil fuel dependence should be the overwhelming criterion.

Environmental Justice, quality of life.

Develop a training program that specifically targets local planners, local planning board members and other local stakeholders – CDTC should provide training to local decision makers so that they can make informed and educated planning decisions. Potential training topics should include: Bicycle and Pedestrian Planning & Strategies, Transportation Safety Planning & Strategies, Smart Growth, Complete Streets, Road Diets, Traffic Safety, Transportation and Land Use, Transportation Economic Development, Environmental Justice. (Completed: 42/53)

Figure 1.5



Response Percentages:

Agree – 88.57%

Disagree – 8.57%

No Opinion – 0%

I need more information – 2.86%

Written Responses

When you look at the lack of dedicated bicycle lanes and the absence of regular CDTA service in key areas such as between Albany and Halfmoon/Clifton Park or to numerous government buildings and apartment complexes in the town of Colonie (to name just one area), this is evidence that those who are making local planning/zoning decisions obviously could be doing a better job.

When you look at the lack of dedicated bicycle lanes throughout the area and the absence of regular CDTA service between Albany and Halfmoon/Clifton Park as well as to numerous government buildings and apartment complexes in the town of Colonie, this is evidence that those who are making local planning/zoning decisions (both at the board and staff levels) are the problem.

I feel ok with everything.

This should be a focus and is consistent with the Governor's regionalization approach. Why make every community figure it out for themselves?

Since land use is so heavily influenced by/influences transportation, and occurs at the local level, the MPO should be heavily involved in training locals.

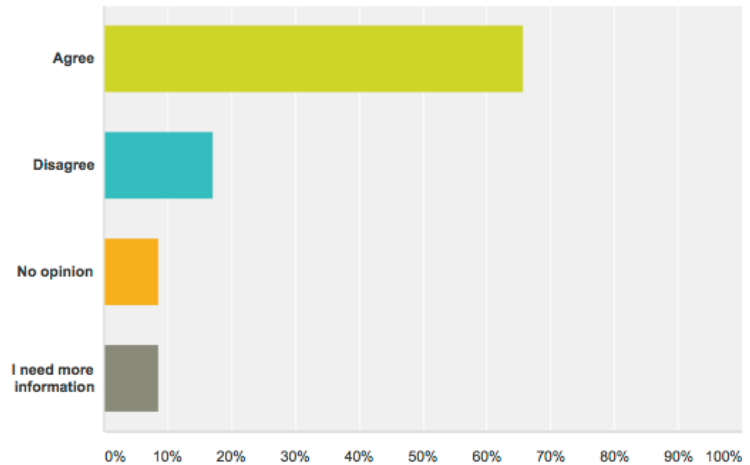
More attention and money needed for disabled persons transport.

The implied movement is not sustainable - look at planning to increase economic growth and reduce taxes. Bike ped is excellent but seasonal. Cost - benefit must be weighed against other projects and focuses that can increase the State's competitiveness rather than decrease it.

Especially for entities with no transportation planner on staff.

Complete the I-87 Exit 4 Airport Connector Project Phase II— Albany International Airport is a regional facility, and Phase II of this project would significantly improve access to the airport. CDTC has a long history of supporting this very important project. *(Completed: 41/53)*

Figure 1.6



Response Percentages:

Agree – 65.71%

Disagree – 17.14%

No Opinion – 8.57%

I need more information – 8.57%

Written Responses

VERY Limited new construction of roads. Funding should be heavily focused on repair.

Yeah, it would help, but I have never had a difficult time getting to the airport. Why spend so much to cut 2 minutes off the travel time to the airport. It's just not needed badly. Much better to put the money into something better, like bike lanes on Madison Avenue, for example.

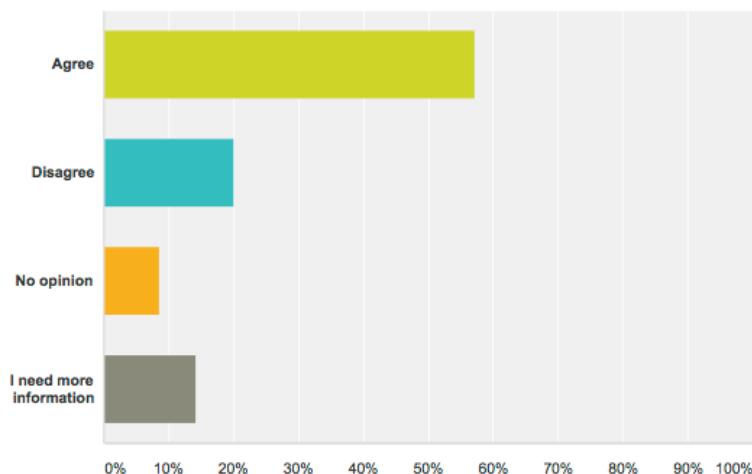
Does this include transit?

How about better bus?

Environment & Technology Recommendations

Focus on greenhouse gas emissions – CDTC should consider expanding its project review process to further evaluate greenhouse gas emission impacts during TIP project selection (*Completed: 40/53*)

Figure 2.0



Response Percentages:

Agree – 57.14%

Disagree – 20%

No Opinion – 8.57%

I need more information – 14.29%

Written Responses

Putting a greater priority on dramatically expanding CDTA suburban service (in addition to Bus Rapid Transit) is a logical element of any greenhouse gas reduction initiative.

Explain TIP! Do not use abbreviations in questions, without explaining them!

Don't spend extra on this. I am an economist who has studied this issue. The world needs places like Kansas to step up to the plate on this and make emissions reductions at 1/10th the cost of New York trying to squeeze more emissions reductions out of our already very responsible energy activities (New York ranks first out of all 50 states in terms of having the lowest carbon emissions per resident).

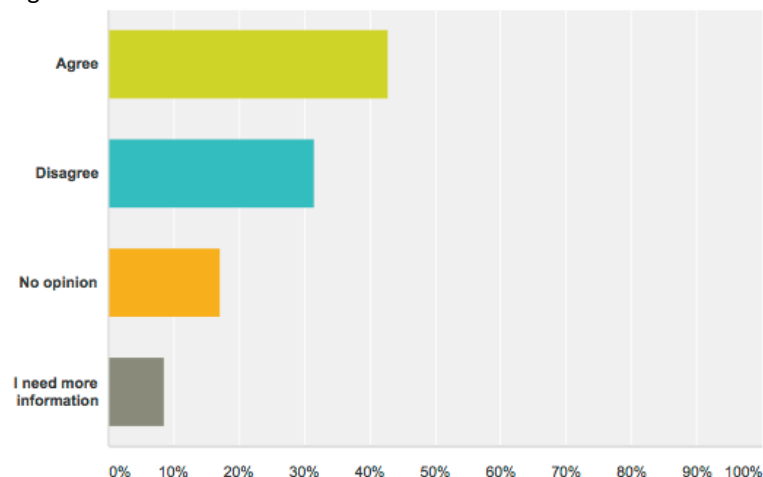
How does such a program increase the State's competitiveness with other states and reduce the tax burden?

Should be the number 1 recommendation. Capital District should be a leader and model for the State. Unless we rapidly phase out GHG emissions with NY in the lead as a wealthy and progressive state we will need to plan for a mass migration from the NYC metro area as superstorms like Sandy become more and more common.

Consider the significant impacts of totally automated vehicles – Totally automated vehicles (connected and self-driving) have the potential to increase road capacity and reduce traffic congestion without constructing new lanes, significantly reduce traffic crashes, increase mobility for people with disabilities and seniors, decrease parking needs, reduce the number of cars, etc. These changes will have a dramatic impact on transportation and transportation planning in the future.

(Completed: 40/53)

Figure 2.1



Response Percentages:

Agree – 42.86%

Disagree – 31.43%

No Opinion – 17.14%

I need more information – 8.57%

Written Responses

I agree their impact needs to be considered but I disagree with the question's apparent focus on their potential benefits. I don't see automated vehicles having such a benign impact on our transportation system unless they have use of dedicated lanes or their own separate/parallel infrastructure.

I am opposed to any sharing of lanes with automated vehicles. I would prefer that automated vehicles be kept in dedicated lanes.

Very difficult to accurately predict. Only an educated guess at this point.

Though I don't believe in or subscribe to any religious doctrine, I applaud religious groups that truly do good for their communities. Similarly, I do not place much value on the promises of automated vehicles, but if it means less motor-vehicle lanes, call me a believer.

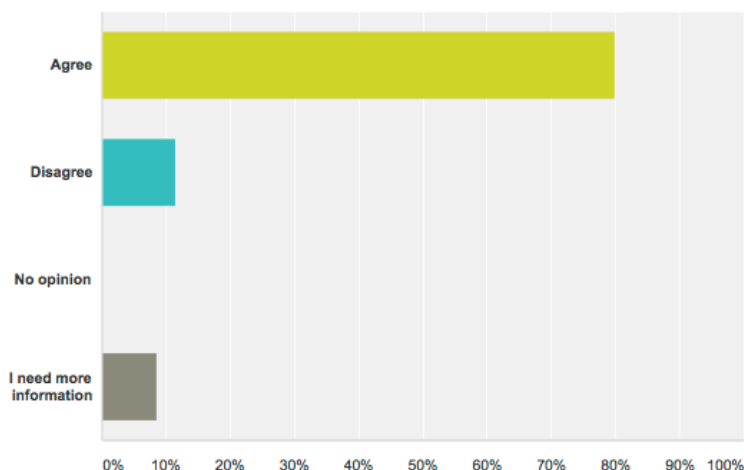
Too early to spend time on such issues - focus on high economic positive impact items.

Much higher priority should be for zero emission vehicles—electric and hydrogen fuel cell. Natural gas is not an acceptable alt fuel. CH₄ is a very strong GHG. Too much leaks from the NG fuel cycle.

Bicycle & Pedestrian Recommendations

Promote the development of dedicated bicycle and protected bicycle lanes – Many bicycle riders do not feel safe in a shared use travel lane, and many vehicle drivers are not considerate of bicycle riders in a shared use travel lane. In order to provide a safer environment to ride and to encourage more bicycle riders, we need to construct more of these bicycles lanes. (Completed: 40/53)

Figure 3.0



Response Percentages:

Agree – 80%

Disagree – 11.43%

No Opinion – 0%

I need more information – 8.57%

Written Responses

I support this statement conditionally. If "promote" is the best you can do, fine. However, I think it's time that CDTC and other government agencies stopped using vague, wishy-washy words like "promote" -- which really don't mean anything and give local government planners too much leeway to ignore the need for bicycle lanes. I would prefer CDTA use more specific words like area municipalities are "required" to offer dedicated bicycle lanes wherever it's technically feasible.

These lanes should be focused on appropriate corridors and not applied everywhere though.

Dedicated bike lanes whenever possible. Sharrows and other on road treatments do not get casual/scared riders out.

I feel this is extremely important. Much more so than preparing for "automated vehicles". Bicycles are here, they work, they're accessible to every income level, and they use very little space compared to motor vehicles. The main things that make riding difficult and dangerous in this region is the car-centric street prioritization, and the lack of adequate infrastructure for bicycles. Protected bike lanes, especially, will allow "non-cyclists" to ride bikes more often and more safely.

You got people who ride on sidewalks, but also against traffic.

I strongly support this recommendation

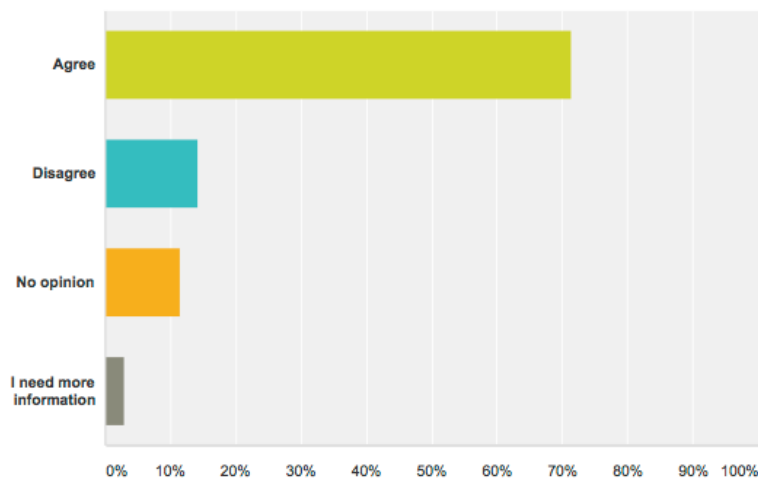
I totally agree with this. Dedicated bike lanes are the way to go!

This is incredibly important for the Capital District, especially Albany. Albany is on the fence in terms of its image being a place where the poor and immigrants live versus a place where the young, hip, well-educated makers and movers love. We need to go hard to create the image for a place where young upwardly mobile citizens choose to live. (Nothing against the poor or immigrants - they should all stay and join in the future success). A strong showing on bike lanes is about the best possible thing Albany could do to promote a good image.

While I agree with bike/ped projects - they need to be funded by private fundraising efforts especially by the users - the use is seasonal - 1/2 the year we are dealing with snow etc.

Measure the economic impacts of bicycling, walking, and transit infrastructure – The beneficial impacts of bicycling, walking, and transit to businesses and public health are well understood, but not well quantified. We will use the latest analytical techniques to better measure and consider these benefits. (Completed: 40/53)

Figure 3.1



Response Percentages:

Agree – 71.43%

Disagree – 14.29%

No Opinion – 11.43%

I need more information – 2.86%

Written Responses

Strongly agree

We live in a walkable city. Let's support multi-modal transportation.

My real answer is "Just Do It".

Keep in mind that the point is seasonal - the state is losing competitiveness - this thought process should be by municipalities themselves - the region needs to focus on positive economic impact projects that improve the business and job outlook and decreases the tax burden.

Include health and environmental benefits. Safety must also be addressed to avoid major health costs.

Protected Bike Lanes Mean Business.

Complete the following trail/greenway projects:

- a) Uncle Sam Bikeway
- b) Patroon Creek Greenway
- c) Mickey Mahar Trail
- d) Zim Smith Trail
- e) Albany County Rail Trail with a connection to the Corning Preserve trail
- f) Livingston Avenue Bridge bicycle/pedestrian facility

Response Percentages:

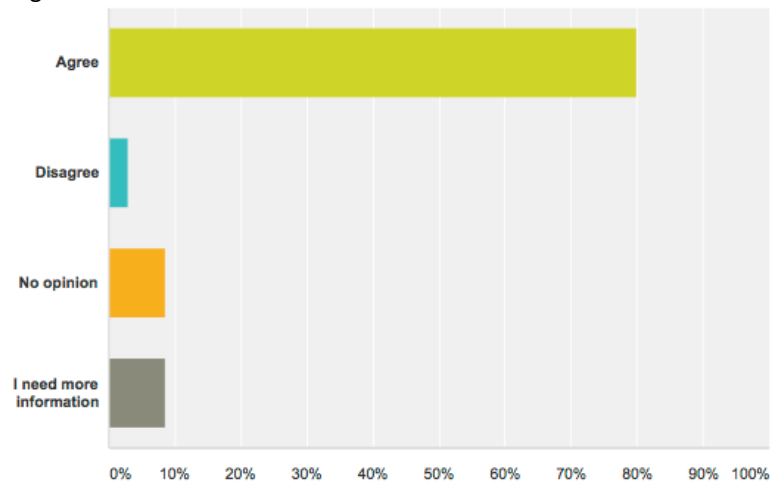
Agree – 80%

Disagree – 2.86%

No Opinion – 8.57%

I need more information – 8.57%

Figure 3.2



Written Responses

Livingston Ave connection 1st.

Nice goals, but not the highest priority.

Strongly agree!!!

Focus on the ones that are most primed for success and will set an example by their strong use. That would be, in my knowledge, the Rail Trail and the Madison Ave bike lanes.

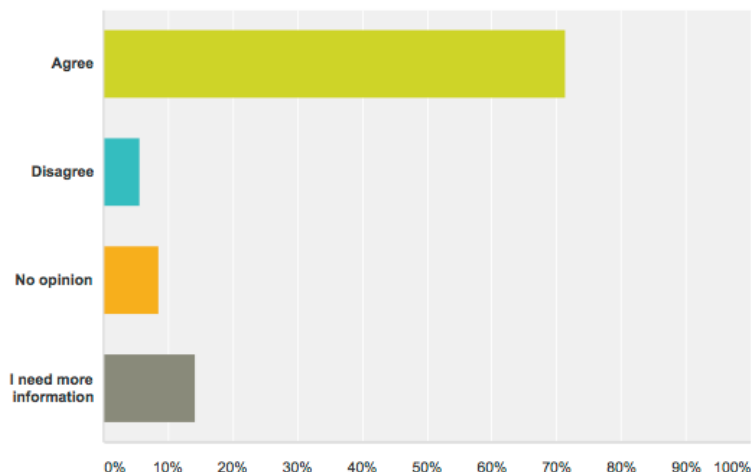
Especially E&F!

Complete them and stop - focus on projects that increase productivity and reduce commute time.

Promote the use of Complete Streets design and implementation guidelines – The number of entities developing and adopting complete streets design standards and guidance continues to grow across the US. Some of these standards and guidelines include: *(Completed: 40/53)*

- a) National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- b) FHWA Guide for Maintaining Pedestrian Facilities for Enhanced Safety
- c) AASHTO Bicycle Facilities Design Guide, 2012
- d) NACTO Urban Bikeway Design Guide
- e) Cornell Local Roads Program Complete Streets Manual

Figure 3.3



Response Percentages:

Agree – 71.43%

Disagree – 5.71%

No Opinion – 8.57%

I need more information – 14.29%

Written Responses

Make sure to include freight in discussion--too often left out. See NCFRP 14 and forthcoming NCHRP 08-96.

Strongly agree. A focus on complete streets is very important.

Let municipalities decide for themselves - CDTC needs to promote economic development or they will be working themselves out of existence.

Transit Recommendations

Investigate new funding mechanisms to support CDTA transit operations:

- a) Novel sales tax concepts such as an alcoholic beverage pouring fee.
- b) Appropriate level of fare increase for the base fare on fixed route services to increase the share of revenue provided by transit customers.
- c) New and expanded transit access agreements for employees in the technology, casino, and non-profit

(Completed: 38/53)

Figure 4.0

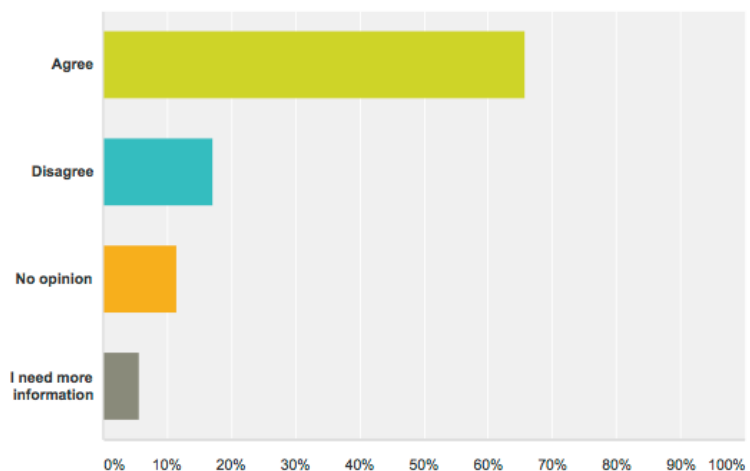
Response Percentages:

Agree – 65.71%

Disagree – 17.14%

No Opinion – 11.43%

I need more information – 5.71%



Written Responses

CDTA's funding streams are outdated and need to be overhauled. However, I think any special local CDTA taxes/fees need to be connected directly or indirectly with CDTA's general mission so I don't get the beverage pouring fee -- makes no sense. Rather, I believe CDTA's local share of funding should be more closely tied to area commercial and residential development/land usage and transportation projects. Also, it's time for NYS and/or the federal government to offer employees a tax break for riding their bicycles or CDTA/other public bus systems and trains to and from work.

CDTA's funding streams are outdated and need to be completely overhauled ...Any special taxes need to be in line with CDTA's general mission so I don't get the beverage pouring fee -- that seems out of left field. Rather, I believe CDTA's local share of funding should be more closely tied to area commercial and residential development/land usage and transportation mitigation. Bottom line is that CDTA -- in its current form -- continues to be largely ignored by local government planning agencies because they are not legally required to make CDTA service available when approving most projects. CDTA service should be required as part of the approval process for most, if not all, residential and business projects in the region served

by the authority.

TIF Funding.

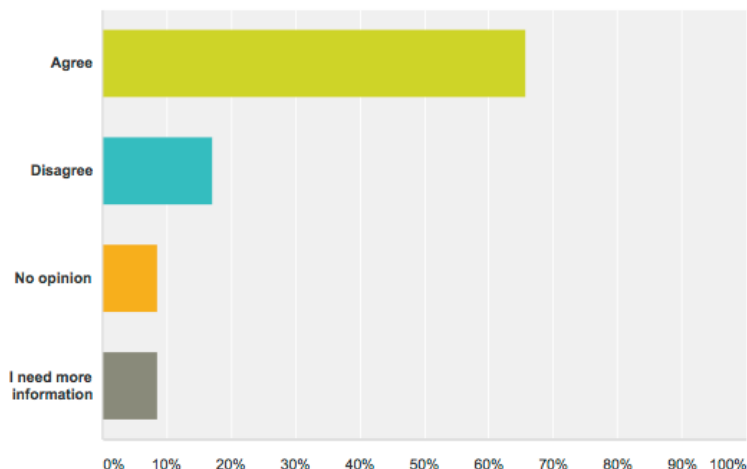
I don't know enough to comment on B and C, but I'll drink to A.

It must be self-sustaining or it isn't justified.

See note on first page--Employees and other entities that provide subsidized parking should provide equal value in transit passes or direct payments to CDTA.

Promote bus/transit only travel lanes – Beyond those already planned for the Washington/Western BRT Corridor, encourage road owners to consider these lanes in various locations throughout the region. Particular attention should be paid to roadways included in the 40 miles of Bus Rapid Transit (Bus Plus). (Completed: 38/53)

Figure 4.1



Response Percentages:

Agree – 65.71%

Disagree – 17.14%

No Opinion – 8.57%

I need more information – 8.57%

Written Responses

With many of our existing local roads and highways lacking enough capacity now, I would need to understand how dedicated transit lanes would be feasible in this area.

Transit becomes viable when it saves time. Only way it will save time is if it is given priority through signals and separate lanes.

Not unless tied with commuter lanes.

Consider sharing with bicycles, skate boards, maybe cross country skiers in season.

Use established national criteria to identify transit corridors that may have the potential to support streetcar or light rail transit. Monitor and re-evaluate these corridors at regular intervals. (Completed: 38/53)

Figure 4.2

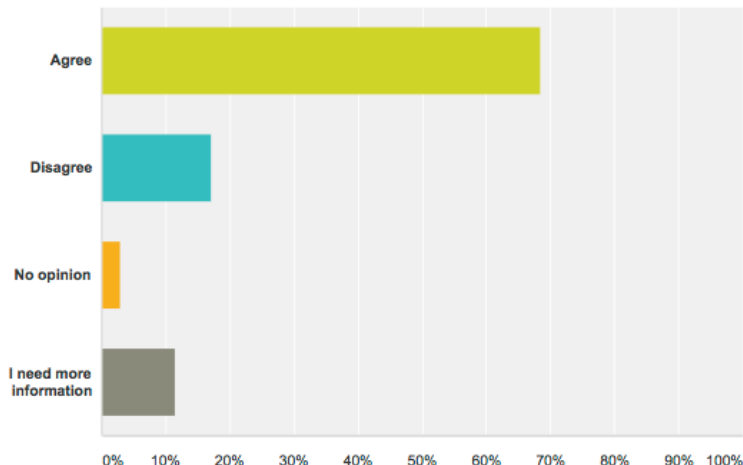
Response Percentages:

Agree – 68.57%

Disagree – 17.14%

No Opinion – 2.86%

I need more information – 11.43%



Written Responses

I am fine with using national criteria as part of making informed decisions but I would prefer that local criteria/public input carry equal or greater weight.

We are better off focusing on dedicated BRT bus ways. No need for the cost of rail.

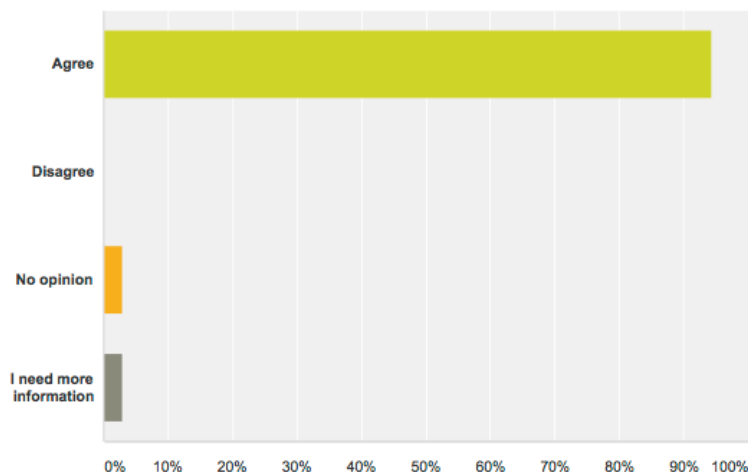
Avoid streetcar. Too often used as econ development and loses its transportation utility

No need to reinvent the wheel.

Look in particular at Albany-Troy, Albany-Schenectady, Troy-Schenectady and service to airport and train station.

Encourage improved intermodal connections among transit providers including Amtrak, intercity bus carriers, and the Albany International Airport as well as connections to walking, bicycling, and driving. Work with CDTA and regional transit carriers, including Amtrak, on the development of shared intermodal stations and transit centers. (Completed: 37/53)

Figure 4.3



Response Percentages:

Agree – 94.29%

Disagree – 0%

No Opinion – 2.86%

I need more information – 2.86%

Written Responses

AMTRAK to state offices/NYS DOT needed. Many meetings in NYC could be done by rail if the connection existed to Rensselaer.

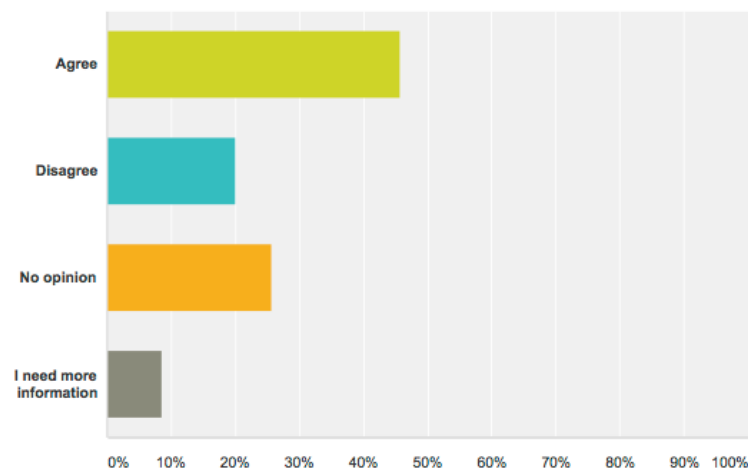
CDTA bus to bus transfers are very important. We need a formal system for a bus approaching a connection to communicate to waiting bus that a passenger wants to transfer; walkie-talkie or light on dashboard.

Human Transit Recommendations

Organize and hold a workshop within 6 months focused on Tools to Improve Human Service Agency Transportation Service Quality and Efficiency. Conduct a day-long workshop with multiple sessions to support providers of human services transportation in providing quality and efficient services.

(Completed: 37/53)

Figure 5.0



Response Percentages:

Agree – 45.71%

Disagree – 20%

No Opinion – 25.71%

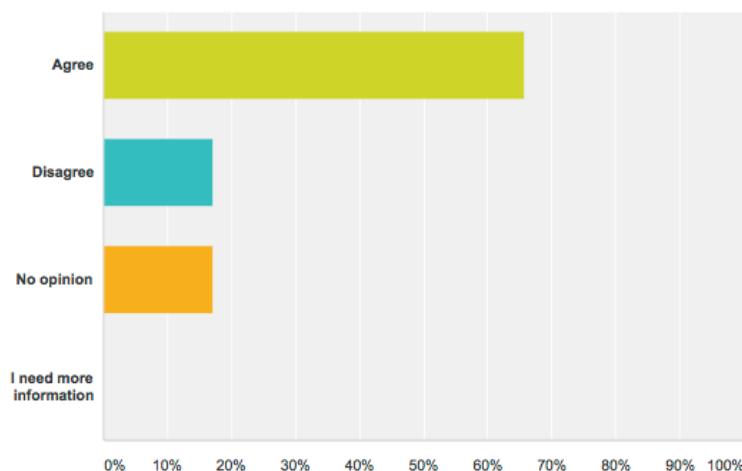
I need more information – 8.57%

Written Responses

Who will benefit? We already know that handicapped access is in desperate need of more funding, more buses, drivers, and expanded routes in Saratoga County.

Improve coordination of services by all providers – In many cases human service transportation providers have no incentive to cooperate or coordinate their services, and in many cases they do not. We need to develop a system which encourages these providers to cooperate and coordinate and not to just compete. Explore opportunities for coordination for other federal programs that are not funded through FTA or FHWA. (Completed: 36/53)

Figure 5.1



Response Percentages:

Agree – 65.71%

Disagree – 17.24%

No Opinion – 17.14%

I need more information – 0%

Written Responses

Get Nano College/University formally involved.

Assist communities with ADA compliance requirements - Facilitate completion of ADA Transition Plans and associated physical improvements to continue to work toward an accessible regional transportation system. Include a method to incentivize and prioritize inclusion of accessible features in federally funded transportation projects through changes to CDTC's Transportation Improvement Program (TIP) project selection criteria. (Completed: 36/53)

Figure 5.2

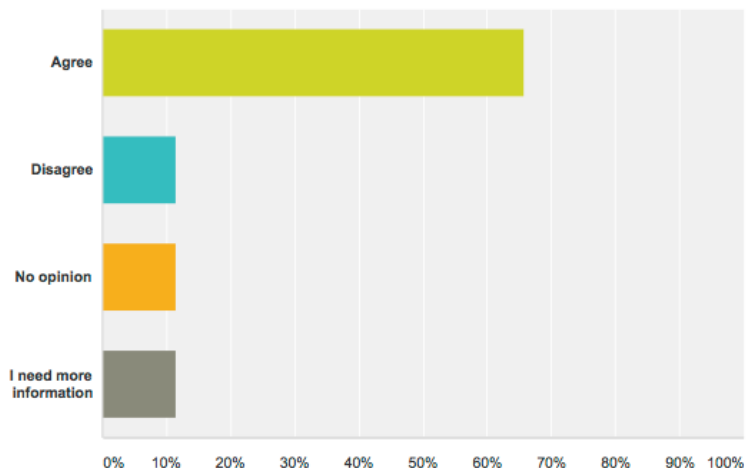
Response Percentages:

Agree – 65.71%

Disagree – 11.43%

No Opinion – 11.43%

I need more information – 11.43%



Written Responses

This should be a very, very high priority. It is lacking, more and more.

Should already be in effect.

Operations, Safety, and Security Recommendations

Not Support increasing road capacity by constructing new lanes – Americans are driving less, not obtaining drivers licenses, not buying cars, moving to urban areas, and biking and using transit more. These trends along with the deployment of totally automated vehicles will decrease traffic congestion and decrease the need for more road capacity. (Completed: 35/53)

Figure 6.0

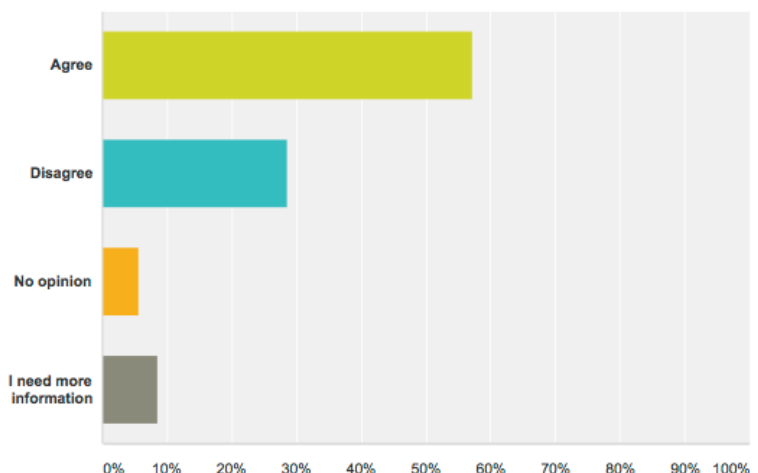
Response Percentages:

Agree – 57.14%

Disagree – 28.57%

No Opinion – 5.71%

I need more information – 8.57%



Written Responses

While I agree that constructing new lanes is not the automatic magic bullet to reducing traffic

bottlenecks, expanding lane capacity in targeted areas will be needed to address key bottlenecks on the Northway -- including the nightmare chokepoint at the combined North loop from the Northway to highway/I-90/Thruway Exit 24 interchange. That area is poorly designed.

This does not hold true with Saratoga county growth.

Hooray! Induced demand is bad. I don't know how much automated vehicles will impact, but adding lanes only hurts the move of people back to cities and TDM strategies.

Recommendation appears to be from those that don't live and work here. Increase lanes etc. on Northway, I-90 from Exit 24 through City to I-787. Add park and ride at every exit on Northway from Exit 15 to the twin bridges.

Except may need contingency plan for potential mass exodus from downstate.

Right-size our existing roadways – Because some of the roads in our region were built years ago based on higher-than-actual forecasted traffic, some of these roads have unused capacity. These roads should be right-sized so that underutilized right-of-way can be used to improve access for other modes of transportation, such as pedestrian, bicycling, and transit. *(Completed: 35/53)*

Response Percentages:

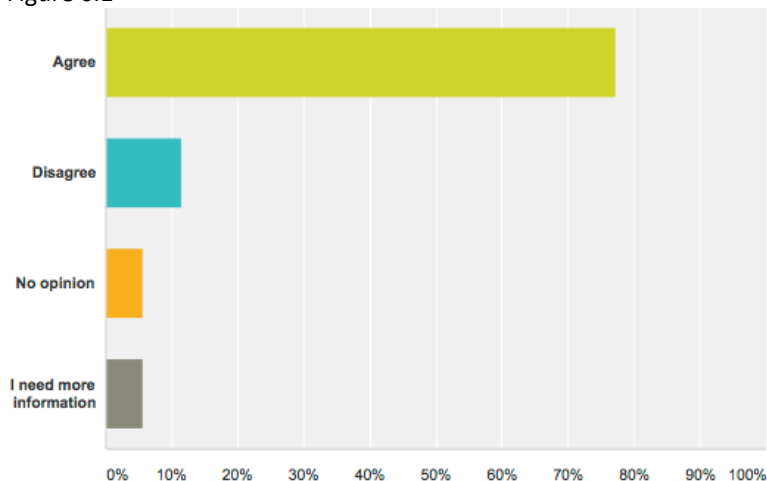
Agree – 77.14%

Disagree – 11.43%

No Opinion – 5.71%

I need more information – 5.71%

Figure 6.1



Written Responses

I'm all in favor of adding dedicated lanes. However, I don't know which roads you are talking about because in Latham -- the center of the universe -- most local roads and highways are often quite busy as far as I can tell.

I agree, but you should add release excess ROW for economic development purposes too.

Absurd to downsize.

CS is NYS law.

Focus funds on positive economic development items.

Encourage use of Intelligent Transportation Systems (ITS) and Active Traffic Management

Strategies (ATM) to address congestion - These systems and strategies can reduce traffic congestion without constructing new lanes. CDTC should further evaluate and eventually recommend ITS and ATM strategies, including speed harmonization and Dynamic Lane Assignment (DLA) for local interstate highways as national experience increases. *(Completed: 35/53)*

Figure 6.2

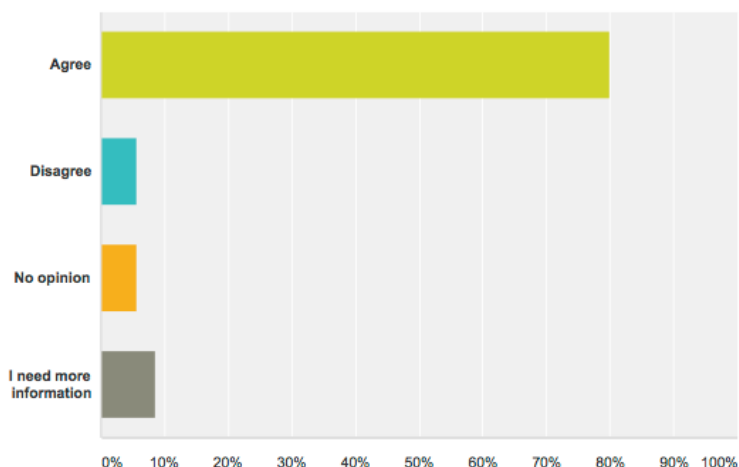
Response Percentages:

Agree – 80%

Disagree – 5.71%

No Opinion – 5.71%

I need more information – 8.57%



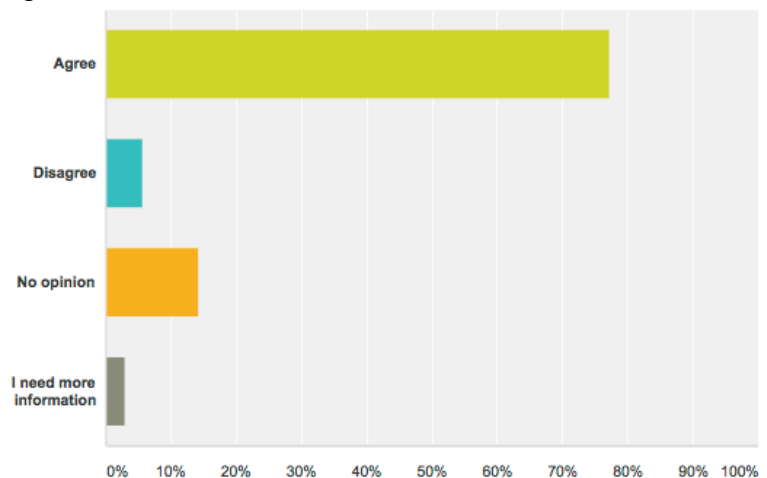
Written Responses

I generally agree but need more information to fully understand DLA and other concepts. On a related note, I think CDTC and other local agencies could do a better job (at least publicly) of using software to identifying key local traffic chokepoints in various communities -- such as at Routes 9 and 155 in Latham -- and inform the public how those bottlenecks will be addressed and in what time frame. For example, several years ago the Town of Colonie missed a wonderful, rare opportunity to add a right-turn lane from 155 to Route 9 North before the property was redeveloped into the Fresh Market-anchored shopping center.

ATM such as speed and incident management should be fully developed for 87/787/90/7.

Establish a Community Traffic Engineering and Safety Evaluation Services Program – CDTC would partner with a municipality to hire a traffic engineering consultant to provide intersection signal analysis, traffic counts, or analysis of potential operational improvements or ITS improvements. CDTC would also partner with a municipality to hire an engineering consultant to provide safety evaluations for potential problem locations identified in the municipality. *(Completed: 35/53)*

Figure 6.3



Response Percentages:

Agree – 77.14%

Disagree – 5.71%

No Opinion – 14.29%

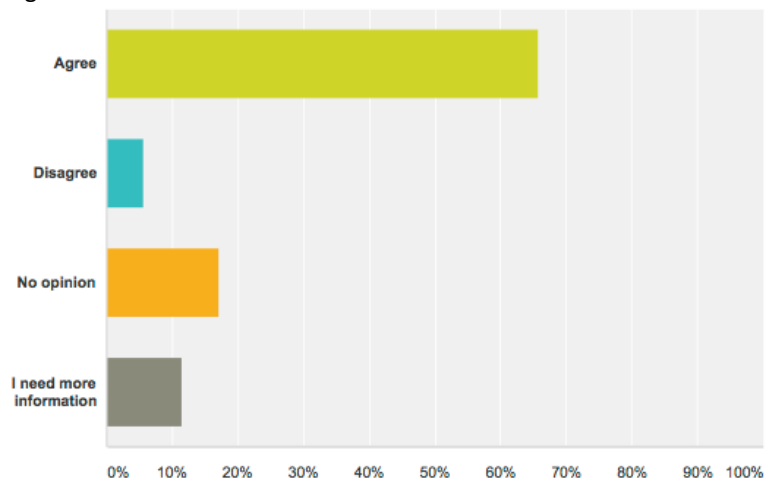
I need more information – 2.86%

Written Responses

There are no responses.

Develop a Regional Safety Plan - Other leading MPOs in the country have instituted Safety Task Forces/Advisory Committees and prepared Regional Safety Reports and Action Plans. This plan would present goals, emphasis areas, statistics, and initiatives, and identify the depth and breadth of safety issues in our area. *(Completed: 35/53)*

Figure 6.4



Response Percentages:

Agree – 65.71%

Disagree – 5.71%

No Opinion – 17.14%

I need more information – 11.43%

Written Responses

What about the CDRPC? This already exists; use it.

Our roads are way beyond other states regarding safety - focus on becoming more competitive.

Pedestrian and bicyclist safety especially.

Increase Security Technical Support and Information Dissemination - CDTC's regional role and technical strength place it in a unique position to provide technical support to emergency agencies and local communities on transportation system analyses such as vulnerability assessments, evacuation scenario development, data compilation and analyses, and best practices and public information dissemination. *(Completed: 35/53)*

Figure 6.5

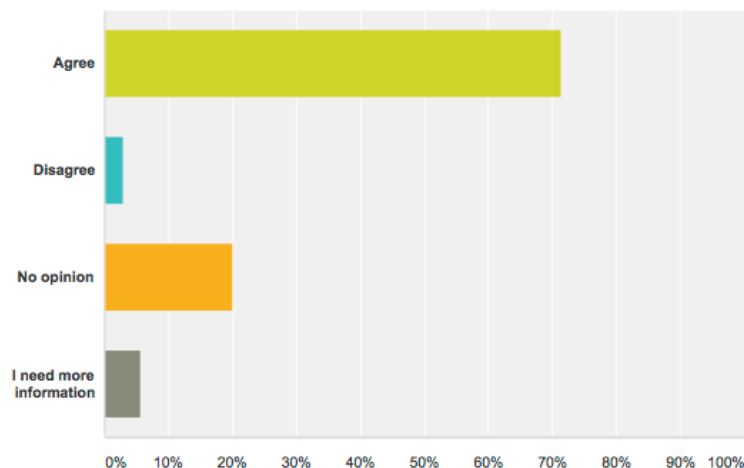
Response Percentages:

Agree – 71.43%

Disagree – 2.86%

No Opinion – 20%

I need more information – 5.71%



Written Responses

There are no responses.

Infrastructure Recommendations

Develop and publish an Infrastructure Report Card for roads, bridges and other assets – Our citizens, leaders, elected officials, and CDTC members cannot bring about change unless they know change is needed. The report card will provide that knowledge and will highlight individual components of the region's transportation infrastructure (roads, bridges, sidewalks, etc.), their physical condition, infrastructure TIP and local projects completed during the previous one or two years, and how well individual goals are being met. *(Completed: 35/53)*

Figure 7.0

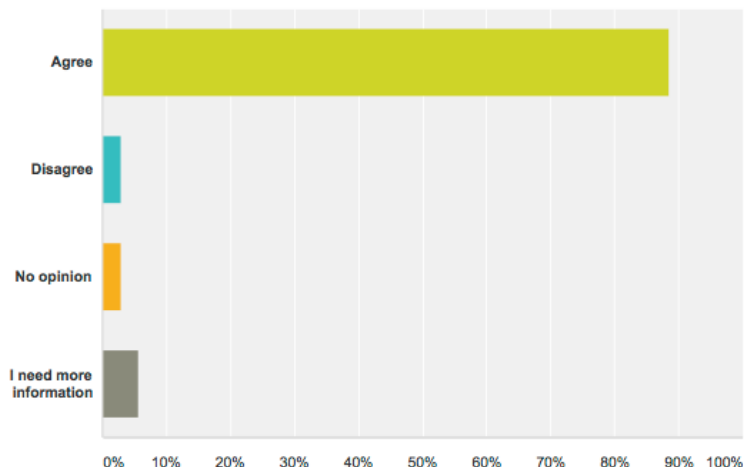
Response Percentages:

Agree – 88.57%

Disagree – 2.86%

No Opinion – 2.86%

I need more information – 5.71%



Written Responses

What role would the general public have in contributing to that report card?

Redundant with what municipalities and County's are doing.

Regularly publish transportation summary sheets (bullets) – Transportation needs advocates and advocates need tools. These transportation summary sheets can be used by our citizens, leaders, elected officials, and CDTC members when they advocate for transportation projects and funding for the various transportation programs described in this document, such as infrastructure, bike/ped, transit, freight, etc. (Completed: 35/53)

Figure 7.1

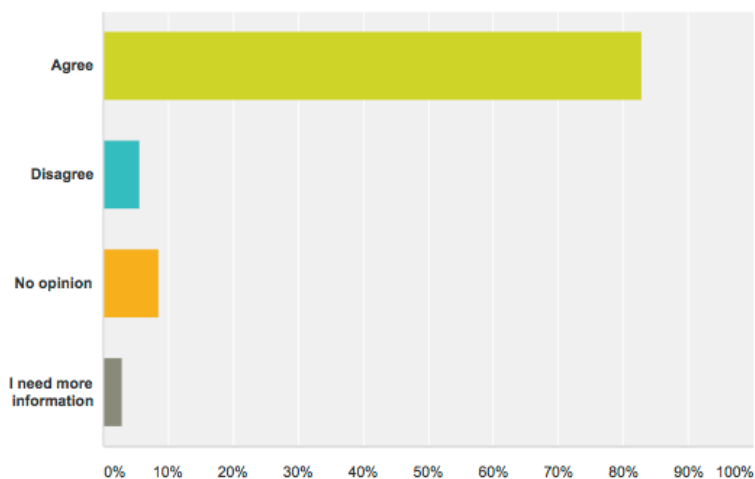
Response Percentages:

Agree – 82.86%

Disagree – 5.71%

No Opinion – 8.57%

I need more information – 2.86%



Written Responses

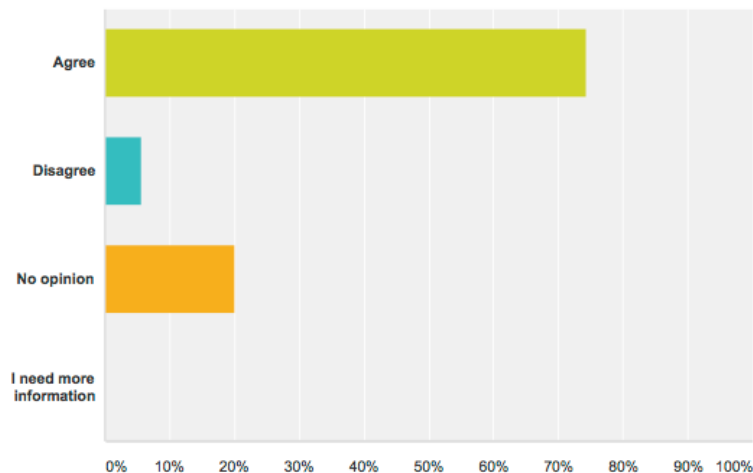
Especially due to the dangerous, explosive freight through region.

CDTC shouldn't be pushing special interests agendas nor using resources accordingly.

Freight Recommendation

Develop and progress short-term and long-term freight projects – The new Regional Freight Study, currently being progressed and scheduled for completion by the end of this year, will identify freight bottlenecks, intermodal connections, land use conflicts, and other issues which can be addressed by further studies, short-term projects, and long-term projects. Once identified, CDTC will work with local sponsors to progress these projects. (Completed: 35/53)

Figure 8.0



Response Percentages:

Agree – 74.29%

Disagree – 5.71%

No Opinion – 20%

I need more information – 0%

Written Responses

Utilize PPP whenever possible. Focus on how to integrate freight needs with CS and other livability goals. Focus on projects that increase reliability (TTI) but avoid building additional lanes outside of very targeted needs.

Especially w/ the explosive freight increase through district rails.

Private sector that owns the system is already doing this.

NTSB says oil trains should not go through urban areas. There will be more Lac-Mégantic with the increase in oil by rail. Not here please.

Quantitative Summary

Overall, individuals found all of the recommendations made by CDTC in the New Visions 2040 Plan to be acceptable as all of the recommendations presented demonstrated the majority of respondents choosing the “Agree” column. Areas that show some concern from public perspective included right sizing our roadways, expressing no need for additional capacity by constructing new lanes, and totally automated vehicles. These same items also trended to being hot button topics during the public meetings that were conducted.

Comments Received by Email and Regular Mail

There were a decent amount of emails captured in response to calling for feedback on the New Visions 2040 plan. They were split between revisions/edits to the existing plan and more detailed recommendations for initiatives moving forward. The emails are summarized below:

❖ *James M. Martin, Town of Glenville Board Member, made the following comments:*

I strongly urge that the CDTC through its planning and capital programs take action to address the growing congestion on NYS Route 50 as it extends through the Town of Glenville and into the Village of Scotia. We at the Town of Glenville are experiencing an increasing number of complaints about the heavy delays at virtually every approaching street/road that intersects with Route 50. Intersection operations are at or are increasingly approaching failure (level of service F). Even more of concern is the increasing accident rate up and down the route. These are developing problems that need immediate attention.

I therefore suggest that funding be appropriated for study and planning for the transportation system along the corridor (vehicular, pedestrian, and transit) for capital improvements that will ultimately and in the near future be listed on the Transportation Improvement Program for construction. From a transit perspective it is my understanding that the Route 50 bus route is one of the most heavily utilized routes on the CDTA system and has demonstrated steady and consistent increases in ridership. Lastly, solutions developed for the corridor should strive to make the corridor an example of what a “complete street” can be and how it can serve to not only meet transportation functions, but complement the surrounding characteristics of the community.

Furthermore, as a specific consideration action is needed to address the congestion and operational failure of the Freemans Bridge Road/NYS Route 50 intersection. In addition to the Route 50 and Freemans Bridge Road approaches, this intersection currently services four (4) additional approaches through a series of signals with long delays. The current condition is defunct and unacceptable. The development of a solution is an ideal circumstance for planning, designing and installing a round-a-bout which will keep this vital intersection working at an acceptable and safe level.

Thank you for your consideration of these points and I look forward to a review of the final 2040 Plan that is inclusive of initiatives that address the stated concerns. I further look forward to the tangible evidence of steps being taken towards solutions to address the needs of the residents along NYS Route 50 corridor and the intersection of Route 50 and Freemans Bridge Road.

❖ *Scott Sopczyk of GGFT Transportation made the following comment:*

For what it’s worth, although Greater Glens Falls Transit does not really operate in CDTC planning area (other than a piece of no. Saratoga), I would be interested in seeing how your long range plan addresses the northward growth of the Capital District as it starts to meet the A/GFTC area. Long term I do see a need to improve the transit services from Glens Falls south into Saratoga Springs and beyond.

❖ *Michael Williams at CDTA was mainly concerned with the River Corridor BRT. He noted that the 40-mile map (Transit White Paper, page 11) and several mentions of the project identify the South End, Lansingburgh, Cohoes, and Waterford as “potential extensions” to the Blue Line but that these*

segments are now definitely part of the project, included in the Locally Preferred Alternative. He supplied a more up-to-date map to use in place of the existing one.

- ❖ *Greg Francese from Parks & Trails New York* was generally pleased with the recommendations in the New Visions 2040 plan but also hoped to see included, a specific recommendation to close the Capital District's remaining gaps of the multi-use Erie Canalway Trail between Watervliet, Green Island, and in Rotterdam.
- ❖ *Gary Nelson* referred to the scheme for the Troy-Rensselaer-Albany Commuter Train (TRACT) proposal as outlined below:
 - Use existing rail between Troy and Rensselaer, and from Rensselaer to Albany for local passenger rail service.
 - This service will connect Troy and the Albany CBD to the Rensselaer AMTRAK station, relieving parking demand at the station and offering a convenient connection for transit access.
 - The service will be combined in South Troy and combined with transit-oriented development (TOD) to redevelop vacant brownfields.
 - A commuter station will be constructed at the west bridgehead of the to-be-reconstructed Livingston Ave. rail bridge, allowing access to the northern end of the Albany CBD and anchoring new TOD there.
 - The service will easily extend to the Schenectady CBD, on the expanded trackage from Albany to Schenectady and using the reconstructed station in the Schenectady CBD.
 - This service will connect the three CBDs with a mode particularly suited to downtown access. It will aid economic redevelopment of the three CBDs. It will provide a regional access to the casino development in Schenectady. The rail corridor will provide a strategic alternative to highways in case of any disruption of the highways and will contribute further to non-automotive modal use.
- ❖ *Scott Miller* suggested three distinct policy elements:
 - NYS DOT (for instance) should assess impact fees for curb cuts (on a per vehicle basis) on state highway segments between hamlets. Such fees should be high enough to force either relocation of commercial zones, or development of collateral transportation networks to support the new traffic.
 - NYSDOT should create and/or assist municipalities in forming commercial transfer of development rights programs to rationalize existing commercial corridor zoning into concentrated hamlet commercial development. Many towns have legacy zoning for linear commercial development and are reluctant to "downzone". Transfer of commercial development rights would preserve property values, but provide large avoided cost benefits to NYSDOT and the community.
 - Infrastructure improvements along primary highway corridors should be discouraged. Absent sewer and water, and absent government subsidies for sewer and water along highway corridors, commercial development pressures would be reduced.
 - In addition to the above elements listed, he noted that state and county agencies need to adopt some radical changes in how they deal with growth in traffic. Rather than being reactive, he'd like to see transportation agencies preserve the traffic capacity of the infrastructure that is in place. He points out that it is customary for local municipalities to zone state (and county) highways as commercial land which has led to linear

shopping/commercial development along highways that were/are meant to transport between cities and hamlets. This type of development, with high numbers of curb cuts, and large side traffic loads has reduced the capacity of our primary feeder highways to less than surrounding residential streets, which are seeing collateral traffic that should be on highways. He brings up the specific location of Route 50 in Milton, Wilton, and Glenville as typical examples. Towns like these continue to pursue “central” avenue commercial development, with the towns of Glenville and Ballston envisioning commercial development along the few remaining functioning sections of NYS Route 50. The town of Ballston rezoned sections of NYS Route 67 to commercial about 10 years ago. Contrast with Route 7 in Niskayuna verses Route 5 in Schenectady or Route 9 in Halfmoon – more Niskayuna models are needed. Overall, he states that transportation agencies need to stop footing the infrastructure cost of commercial development.

❖ *Mike Lyons* provided copy edits for the Transit White Paper as listed below:

- Page 3 spell out “TDP”
- Page 3 short term and long-term recommendations referenced, but at the end of the report there are only intermediate and long term. We should make the same and make sure there’s no time gap (not 0-5 years and then 20+ years – what about 5-20 years)
- Page 5 explain what “Big Ticket” is
- Page 9 the title with “Route 905” in it – add in “Route 5” because the other routes name the routes in the titles, not colors and numbers. Also define it – between Schenectady and Albany
- Accomplishments – add in bike racks on every bus and that it expands the reach of transit
- Page 11 Ridership Trends “twelve universal access agreements” not “universal access twelve”
- TDP 2nd line CDTA... delete “was”
- Amtrak map – add a key? And add in the north creek line in the bullets
- Non-CDTA transit options – add in taxis? Or at least make sure it’s elsewhere in New Visions
- Intermodal facilities say more about the airport, or make sure there’s more about the airport elsewhere in NV
- Page 20 Performance Measures “addition” not “additional”. Add a measure under increased access to transit that says “% of population residing within a bikeable distance”? because of the bike racks and bikes
- Page 22 BusPlus vs. BRT - - at the beginning of the paper say something like: The Capital Region has employed a Bus Rapid Transit system called BusPlus” and then use BusPlus instead of “BRT”
- Page 23 Funding in Comparable systems – Albany capital district (capitalize C.D.)
- Page 24 Austin, Kansas City, and Madison say the states
- Prior New Visions and recent progress – add “encourage municipal adoption of form-based codes that encourage Transit Oriented Development.”
- Recommendations, add in intermediate (or short-term) municipal, transit, and MPO staff education
- New Funding – consider a room tax

❖ *Mike McGlynn* inquired and provided information to the below points:

- RTCC’s consideration of some of the program's funds for cost-sharing with FTA Section 5310 program funds. He stated that improvements of technology for electronic records is a component

of the Infrastructure Program, therefore, the needs of the 2011 Coordinated Plan, such as travel/mobility training to enhance accessibility of senior citizens and individuals with disabilities to the community, including greater coordination with CDTA's Phase II route restructuring and multimodal stations that has occurred since 2011.

- Improving travel mobility technology networking will address the geographic gaps CDTA's Phase II route restructuring created thereby offering a solution for greater coordinated accessibility for vulnerable individuals. Therefore, expansion of transportation coverage beyond the ADA requirements will also address the NEEDS and GAPS of the 2011 Plan expansion and coordination of fuel purchases and vehicle maintenance contracts among the RTCC agencies and CDTA can utilize FTA Section 5310 operating expenses.
- The 2015 Draft Coordinated Public Transit-Human Services Transportation Plan For The Capital District provides ten (10) strategies and actions for mobility management for public transportation dependent individuals.
- The Regional Transportation Coordinated Committee needs to implement the 2011-2013 Strategic Plan of the Federal Coordinating Council on Access and Mobility and the 2013 New York State Olmstead Cabinet Report.
- The 2011 Survey included in the 2015 Draft Coordinated Plan indicates 109 of 172 respondents or 63% of stakeholders do not provide trip planning for their customers.
 - RTCC needs to contact the National Transit Institute (NTI) regarding transit management courses, such as 'Managing Community Mobility';
 - RTCC needs to apply to the Federal Transit Administration (FTA) for:
 - 'Innovative Public Transportation Workforce Development' program funding;
 - 'Human Resources and Training' program funding.
 - CDTA can assist workforce development through their Travel Trainers staff to improve mobility management;
- Section 2 of the 2015 Draft Coordinated Plan provides information about existing public transportation dependent individuals. Chart 2.21 indicates that above 10% of households in Albany, Rensselaer, and Schenectady counties do not own vehicles, approximately the same percentage as those living in poverty.
- Recommendation #1 can implement findings of the 2011 Survey to improve capital assets and coordinate administration and operations among public and private agencies for mobility management improvements.
 - RTCC can apply for FTA funds to implement Technical Assistance and Standards Development, Section 5314;
 - RTCC can apply for FTA funds to implement Transit Asset Management, Section 5326;
 - RTCC can apply for FTA funds to implement State of Good Repair, Section 5337;
 - RTCC needs adaptive ideas and technology for mobility management projects to submit to CDTC's NEW VISION Plan and Transportation Improvement Program (TIP), such as Research, Development, Demonstration, and Development Projects, Section 5312.
- Recommendation #1 is essential for RTCC to consider for eligibility of the new FTA Section 5310 Enhanced Senior Citizen and Individual with Disabilities program to qualify for needed administrative, operating, and capital project funds from the federal government.
 - RTCC must discuss with CDTA the cost/benefit needs to change CDTA policy to meet new FTA Section 5310 provisions beyond ADA requirements;
 - RTCC needs to utilize Geographic Information System (GIS) with CDTA's Transit Priority Network as a base map with overlay maps of other transportation providers' service areas;

- RTCC and CDTA needs to discuss utilization of CDTA's Universal Access Contract as a coordinated mobility management tool, including qualifications for FTA's Joint Development programs and Public-Private Partnership programs;
- RTCC needs to discuss and renovate mobility management administration in accordance with revised CDTA's Transit Development Plan;
- RTCC needs to expand information sharing among stakeholders in order to attain greater Transit-Oriented Development projects.
- Recommendation #5 for RTCC innovative coordination, information sharing and communication can establish a skilled transit workforce to include:
 - County mobility managers to identify barriers, gaps, and discuss with RTCC community integration solutions;
 - Research additional FTA human resource and training funds and organize pertinent NTI workshops.
- Recommendations #7 and #8 can be enhanced with coordination of the National Highway System (NHS), routes I-87, 50, 7, and routes 9 and 4 in the Glens Falls area.
 - RTCC can utilize FTA's National Highway Performance Program (NHPP) to improve mobility management related to the Federal Coordinating Council on Access and Mobility;
 - RTCC can use New York State Smart Growth Public Infrastructure law to implement mobility management as indicated in the Olmstead Cabinet Report;
 - RTCC can integrate mobility management for senior citizen and individuals with disabilities tourists within the NHPP corridors;
 - RTCC can utilize CDTA's Universal Access Contract within the NHPP corridors to enhance Joint Development projects with Disadvantage Business Enterprises.

One essential component **not** mentioned in the White Paper is the integration of modern street light standards into the transportation modes of pedestrians, bicyclists, and motorists. Roadway lighting systems enhance public safety for users must be integrated into landscape and community zoning features.

The NYSDOT 2014 'Street Lighting in New York State: Opportunities and Challenges' report states "Approximately 1.4 million municipal streetlights illuminate New York State and consume more than 990 GWh annually". And, a footnote indicates "Municipal streetlights are streetlights that are paid for by municipalities. They may be either owned by the municipality or owned by the utility."(pp1)

The NYS Department of Transportation's Highway Design Manual in chapter 12 contains 1995 Highway Lighting standards. One scientifically and fiscally inappropriate standard is "High pressure sodium(HPS) lamps are the Department's preferred type of light source".(pp12-3)

The 2014 "Sustainable Roadway Lighting Seminar" final report indicates the importance of appropriate illumination for motorists, pedestrians, bicyclists, and surrounding community landscapes. "When roadways and their adjacent sidewalks are illuminated by HPS lamps, or to the same measured light levels by lamps such as MH or LED sources with white color appearance, people tend to judge the brightness of the roadway scene as greater under the white light source".(pp.44)

The 2012 Lighting Handbook of the Federal Highway Administration (FHWA) indicates in Section 2.1, **Determination of Lighting Needs**, "The FHWA administers funding for State roadway lighting

projects that meet certain requirements in terms of need. These projects are eligible under Section 148 of Title 23, United States Code (Highway Safety Improvement Program). In addition, these projects are eligible for the increased Federal share under 23 U.S.C. 120(c). When Federal aid is used for a lighting project, the applicant can support the need for a roadway lighting system by including the following items:

- A warrant analysis showing that lighting is a warranted safety feature.
- A project criteria document showing that the design criteria established by AASHTO or the IES will be used and met as part of the design."

FHWA policy (23 CFR 652.5) which requires that the safe accommodation of pedestrians and persons with disabilities should be given full consideration during the planning, design, and construction phases of federal-aid highway projects.

Also, the 2012 FHWA Lighting Handbook, Section 6.4, **Lighting Master Plans**, indicates "Transportation-related lighting is viewed as a key component of community management". The purpose of "Lighting master plans take into account anticipated economic and cultural changes, a community's public image and economic development goals, and technological advancements. The benefits of such plans include the coordination of the various municipal lighting functions, proactively planning lighting for the different areas of a community by recognizing their unique character and needs".

The Capital Region Economic Development Council's Cleaner, Greener Sustainability Plan established an initiative in Section 10, Transportation:

"Optimize transportation system through alternative street design and advanced signal technology: The focus of this initiative is on the complete transportation system, including walking, biking, driving and transit. The intention is to use this initiative to create a balanced system between all of these modes through a variety of physical and technological improvements that will improve travel flow, reduce travel times and make communities more attractive for walking, biking, and transit. Improvements could include connecting the street grid, roundabouts, signal optimization, signal coordination, complete streets design, access management, and energy efficient technology such as LED lighting:.(pp152)

Therefore, a Complete Streets Lighting Master Plan can incorporate recent research and development findings to establish an efficient, consolidated, and cooperative Transportation Improvement Project using federal, state and regional funding sources for an integrated lighting system throughout our communities.

❖ *Lawrence Fabian made the following comments:*

- I looked at your ES and Key Recommendations. I didn't expect to see much about innovative modes and in this sense, I wasn't disappointed.
- I looked for quantitative goals for mode split but didn't see any. Do you have targets numbers for 2040? % SOV. % shared vehicles, transit, walk, bike?

❖ *Elaine Troy made the following comments:*

I wish to support the addition of 2 projects to the list of trail/connection projects that are listed.

The first is the Watervliet connection to the Mohawk Hudson Bike Hike Trail/Canalway Trail. This

project has long been proposed, is supported by the city of Watervliet and a completed linkage study – and is supported by Parks and Trails, NY. This linkage should not be delayed longer.

The second is to program funds for a connection from the western end of the Mohawk Hudson Bike Hike Trail/Canalway Trail in Rotterdam Junction (at the RR tracks) to the continued trail in Amsterdam. This break in the trail needs to be completed for safety reasons. I believe there is a plan to create a tunnel under CSX rail – however, designs for a switchback/bollard crossing have also been completed – and would be cheaper. Whichever solution is used – this gap in the trail needs to be closed.

❖ *Ricky Gomez made the following comments:*

1. Please consider PRT for the Capital District like www.skytran.net or www.vectusppt.com
2. Please consider adding additional biking/walking trails
3. Please consider Ridesharing services like www.uber.com or www.lyft.com

❖ *Ivan Vamos made the following comments:*

Hudson Estuary

As I mentioned, DEC with some broader NE backing, has issued two RFPs for studies of the impacts of storm changes on two specific Hudson Estuarine properties along the lower Hudson. The sea levels projected were dramatic at least for the more extreme scenarios, probably requiring considerable retreat or reconstruction. The upper part of the estuary will have different water level changes, and considering that the current tidal ranges are 4'+ in the CDTC region, and only 2' in the Rockland Co. area, the projected sea level impacts may be more dramatic up river. I don't know and it's worth asking DEC's Hudson Estuary specialist at DEC Fran Dunwell (I took the liberty of sending a cc to Fran in case she has suggestions). Here are a few areas of concern/opportunity:

- I-787 has 50 year old culverts serving the remnants of the Little River in Menands. Also the shoreline bikepath in that area floods regularly now. That expressway will serve as a "dam" backing water into the coastal communities, especially if the culverts fail or jam with debris in a storm. If a redesign is needed, added access to the riverfront can be offered by replacing the culverts with bridges allowing more water flow capability, and allowing boat access into the remnant sections of the Little River, and a trail connecting to the riverfront that adds to the flood-way capability in storm conditions.
- The Hudson shoreline has been channelized and stabilized by bulkheads and other structures built by the Corps of Engineers in many sections of CDTC's concern. Some sections are more than a hundred year old timber structures. Roads, rail lines, several trails, docks and other structures of concern depend on this, sometimes failing works. Several locations are near current high tide levels and require reconstruction or retreat and clean-up. Outlets for storm water or other discharges may require reconstruction, perhaps check-valves to prevent back-up and flooding.

Mohawk, Upper Hudson and upstream tributaries

Congressman Tonko, in part reacting to substantial flood damage convened several "Mighty Waters" conferences. Also the Canal Corp. has been struggling with these storm impacts. In addition to the Canals and navigable waters, roads, rail lines, many shoreline trails are involved. The impacts of climate change on storm impacts are even more difficult to project than sea level rise. Additionally ice conditions may change, perhaps impacting or helping some low communities such as the stockade area of Schenectady.

Perhaps the efforts of the Mighty Waters (studies?) would provide a better assessment of the risks involved. I'd be happy to provide interesting comments regarding the loss of the Thruway's Schoharie Bridge - and the temporary rerouting of the Thruway to the West Shore rail-trail bridge; though just outside of CDTC's area, it's indicative of the potential impacts of floods on transportation systems.

- ❖ *Elisabeth Draper, NYS Office of Parks, Recreation and Historic Preservation, made the following comments:*

In regard to the I-787 Livable Corridor Study:

Please assure that Peebles Island State Park is considered in this Study as it provides access to the waterfront and is located within blocks of public transportation access in Menands. Additionally, the Park is connected by an off-road multi-use trail to Route 470 to the south and is within a couple of blocks of the Champlain Canalway Trail to the north.

In regard to New Visions:

Please consider use of the *2010 New York Statewide Trails Plan* as a reference when working on Bicycle and Pedestrian planning projects. The Plan provides a vision and goals for developing a statewide trails system that would: include providing connections between natural, recreational and cultural areas including business districts; provide opportunities for all New Yorkers to have easy access to trails; incorporate water access into transportation planning; integrate trails into state, regional and local planning processes and much more. The Plan includes a statewide framework for developing a system of Greenway, Long Distance Hiking and Water Trails. All of these systems include connections in the Capital District. The Plan can be found here:

<http://nysparks.com/recreation/trails/statewide-plans.aspx>

Also, please consider the recommendations of the recently completed *2014-2019 Statewide Comprehensive Outdoor Recreation Plan (SCORP)*, *New York State Outdoors: Healthy Living Through Nature*. SCORP has several goals that align well with the recommendations / goals of the New Visions (specifically, bike and pedestrian planning on page 17). The plan can be found here:

<http://nysparks.com/inside-our-agency/documents/201419StatewideComprehensiveOutdoorRecreationPlan.pdf>

- ❖ *Eric J. Hamilton, Executive Director, Mohawk Towpath Scenic Byway Coalition, Inc., made the following comments:*

The Mohawk Scenic Byway Coalition supports the New Visions planning process currently underway. During this process the Capital District Transportation Committee should keep our scenic Byways, specifically those designated as America's Byways®, as a priority. As you know, we have two such byways within our MPO area, the Lakes to Locks passage and the Mohawk Towpath Byway. These are important to educating local residents to our past history and provide another window to make the Capital District a tourism destination.

Of specific interest within the Mohawk Towpath Byway corridor are two segments of highway: one is the Cohoes Crescent Road the second is the Rexford Bridge. These segments of our Byway are two heavily travelled highways within the Byway corridor and require the greatest attention, because of rough road conditions, low traffic capacity and narrow travel lanes. Several recommendations were made by the Byway in our study of the Cohoes Crescent Road completed in 20114 with FHWA Byway Funding. Early design concepts of the Route 146 Rexford Bridge are complete and have been

presented to the public for comment.

Whether implementing a complete streets policy, funding cycling and pedestrian improvements, coordinating public transportation, moving freight, or addressing public safety, enhancing the infrastructure along our America's Byways® will provide local destinations for recreation, heritage awareness, and a "sense of place". This would encourage stay-cations, opportunities near home to "get away" without more elaborate and energy consuming travel arrangements.

Specific recommendations should include:

1. Support priority ranking for transportation planning, safety enhancements, and capital improvements along the designated America's Byways® routes.
2. Elevate the priority of funding for improvements along the Cohoes Crescent Road in the Town of Colonie.
3. Accelerate the design and construction of Route 146 Rexford Bridge over the Mohawk River between the communities of Rexford and Aqueduct.

❖ *Ted Thompson made the following comments:*

1. Young people today appear more interested in electronics, both for amusement and communications, than in personal vehicles. A survey of local school transportation supervisors might give an indication of how many high school seniors are getting "back on the bus" as opposed to acquiring vehicles to drive to school in their last year. If such trends continue into adult years, potential results could include reduced auto ownership, reduced demand for fuel, reduced revenue for fuel taxes, reduced vehicular congestion, and reduced demand for highway infrastructure. (Should some current infrastructure be abandoned. E.g. four lane sections of US Rt. 20 across upstate NY that see very low usage? Politically sensitive.) Conversely, there could be increased demand for occasional vehicle rentals (conventional, Uber, Zip), and increased demand for public transit: bus (e.g. success of BusPlus), light and heavy rail, and air). A currently unresolved concern is whether legislators at the state and federal levels will adjust tax formulas to meet these trends and provide sufficient resources for infrastructure maintenance and development.
2. Increasing use of online shopping may lead to fewer mail-oriented trips with personal vehicles. Already we're seeing many more light parcel vans from major US and foreign vehicle manufacturers to meet the increasing demands for home delivery. A potential downside to this trend is the increase in the waste stream of single-use packaging materials. While there is currently much speculation regarding drone delivery of parcels and perhaps even meals, flight practices, especially near airports and in suburbs with dense tree cover, have yet to be worked out.
3. Hospitals—bad news and good news. Albany Med is building yet a third large parking garage, this encouraging vehicular traffic into an already congested and constricted area. On the other hand, Albany Med, St. Peters and Ellis are building numerous suburban health care facilities, thus reducing the demand for long distance, high speed ambulance runs.
4. The repopulating of downtowns in the Capital District's four major urban centers is a welcome trend both for reducing demand for long commutes and stimulating cultural synergy. Close-in suburbs such as Colonie and Niskayuna appear to be experiencing low home turnover and reduced growth, while Northway towns are still growing; e.g., two major developments on Plant Road in Halfmoon, parallel to Rt. 9, south of Rt. 146.
5. Correction to New Visions literature: No mention is made of the two Chinese bus lines offering service to NYC.

Social Input

While the CDTC social accounts were used extensively to advertise each public meeting. Announcements were posted on Twitter and Facebook. There were a few specific tweets in regards to CDTA such as bringing back #9 on CDTA, which they worked so hard to discourage ridership. Others noted more investment in overall transportation initiatives was needed. It should also be noted that we believe social was a good driving force behind e-survey completion. Two posts on Facebook are included below. As the CDTC social accounts become more consistent in maintaining content, engagement and feedback is sure to rise.



Press Coverage

Times Union June 4, 2015:

<http://blog.timesunion.com/gettingthere/poll-should-drivers-pay-for-every-mile-they-drive/6793/>

<http://www.timesunion.com/news/article/Should-Capital-Region-drivers-be-charged-by-the-6307155.php>

Schenectady Gazette June 4, 2015:

<http://www.dailygazette.com/news/2015/jun/04/regional-officials-little-money-new-roads/?dgzrg>

Troy Record and Saratogian June 8, 2015:

<http://www.saratogian.com/general-news/20150608/more-public-input-sought-for-long-range-transportation-plan>

All Over Albany March 10, 2015:

<http://alloveralbany.com/archive/2015/03/10/capital-region-transportation-future#comments>

All Over Albany March 11, 2015:

<http://alloveralbany.com/archive/2015/03/11/short-commute-small-footprint>

Front page of the Times Union, March 11, 2015:

<http://www.timesunion.com/tuplus-local/article/N-Y-Capital-District-forums-to-discuss-future-of-6126880.php>

Schenectady Gazette, March 10, 2015

http://www.dailygazette.com/news/2015/mar/10/0310_cdta/

Times Union March 16, 2015

<http://www.timesunion.com/tuplus-opinion/article/Editorial-Roadways-of-our-future-6136040.php>

All Over Albany June 16, 2015

<http://alloveralbany.com/archive/2015/06/16/planning-for-how-well-all-get-around-the-capital-r>

Schenectady Gazette, June 16, 2015

<http://www.dailygazette.com/news/2015/jun/16/transportation-group-discuss-new-visions-2040-plan/>

News 10, March 12, 2015

<http://news10.com/2015/03/12/officials-to-discuss-cdtas-new-plan-new-visions-2040/>

Small Group Meetings

CDTC staff met and discussed the New Visions Plan with the following small groups:

- Albany Rotary Club
- The Beverwyck Senior Living Center
- CANA (Council of Albany Neighborhood Associations)
- CDRPC Planning & Zoning Conference
- CDTA (Capital District Transportation Authority)
- CEG (Center for Economic Growth) Local Government Council
- Colonie Senior Services
- Hart Social Club
- Saratoga County Prosperity Partnership
- City of Saratoga Springs City Council
- South Park Neighborhood Association (Albany)
- South Saratoga Chamber of Commerce
- Tech Valley and Beyond Coordinating Committee (CEG, National Grid, etc.)

Newsletter

CDTC has developed a newsletter that highlights current planning programs or processes. This is another tool for the public to become familiar with the workings of CDTC. The September 2015 issue featured an article on New Visions. It was mailed to the overall mailing list of 1,434 recipients and posted on the CDTC website.

Overall Conclusions

In conclusion, the recommendations of CDTC's New Vision 2040 plan overall are well received by the public. Areas such as fully automated vehicles and aspects involving infrastructure resulted in strong opinions from the public. It is noted however that all recommendations did receive a public majority in favor of what CDTC's proposed in the New Visions 2040 plan. Areas such as bicycle and pedestrian efforts are very welcomed and the public strongly favored more efforts placed into complete street initiatives. Human transit and other transit measures feedback trended towards light rail and instances of changes in infrastructure that would directly impact mass transit.