

IN MOTION



Newsletter of the Capital District Transportation Committee (CDTC)
Metropolitan Planning Organization for New York's Capital Region

Volume 9, Issue 1

September 2016

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Quotable Quote

"I thought about it while riding my bicycle"
-Albert Einstein on the Theory of Relativity

PERFORMANCE MEASURES

Over the past several months, CDTC staff has been compiling baseline data on a wide range of performance measures related to transportation infrastructure and dynamics in our 4-County region. The full list of measures was laid out in the most recent iteration of the New Visions Long Range Transportation Plan, and is split into 10 main categories, each discussed in more detail below. Many can be viewed with accompanying visuals on our Performance Measures web page.

Infrastructure-

Infrastructure measures focus on the condition of roads and bridges in the region. Both road and bridge condition data is broken out into subcategories (ex. Federal Aid eligible, Interstate) to get a better understanding of which kinds of roads or bridges require the most investment. Currently, those on the interstate system are most likely to be in fair condition or better (roads with a pavement score of >5) with roughly 99% of interstate pavements in these categories. Conversely, only about 88% of locally owned roads meet this criterion. However, the interstate system also has the highest proportion of bridges deemed structurally deficient or functionally obsolete (47% of bridges), while this is true for only 26% of bridges off the federal aid system, many of which are locally maintained.

Safety-

Safety measures deal primarily with fatalities and serious injuries on the region's roadways. Beyond the overall roadway crash data reported, bicycle and pedestrian injuries and fatalities are also included. In the past year there were 51 on-road fatalities and 577 serious injuries. Among these individuals, 14 of those killed and 93 of those seriously injured were bicyclists or pedestrians.

Freight-

Freight measures cover several varied topics related to the quality of infrastructure on the region's Freight Priority Network (FPN), the

mode split of freight in the region's urban core, and the crash history on the FPN. Preliminary data shows that 34% of bridges on the FPN have either structural deficiencies or are functionally obsolete, which is close to the regional average shown in the infrastructure measures (33% overall). As for freight mode split, 75% of freight value is carried by truck while rail and air freight make up about 4% and 1%, respectively.

ADA Compliance-

ADA measures deal with the amount of intersections and sidewalks that comply with federal regulations dictated in the Americans with Disabilities Act. Because of the uncommon difficulty inherent in creating and maintaining a sidewalk and intersection inventory for the entire region these measures are not yet complete, despite federal mandates that facility owners maintain such records as an essential early step in the process of achieving full compliance. CDTC has been working over the past several years to gather such data and will continue to coordinate with the owners of these facilities.

Environment and Technology-

Environment and technology Measures focus primarily on emission levels and geographic distribution, as well as chronic illness indicators related to atmospheric pollution. Greenhouse gas (GHG) emissions from transportation by household show that the municipalities in the lowest quartile for emissions are generally more urbanized and include the cities of Albany, Troy, Saratoga Springs and Rensselaer, while more rural towns on the periphery such as Rensselaerville and Edinburg are in the highest quartile (meaning in this case that they produce roughly double the transportation related GHG emissions than most urban households). However, this is due in part to land use patterns, the prevalence of urban transit use and other factors, while it does not take into account population densities that also dictate the amount of overall emissions.

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LINKAGE CORNER

CDTC's Community and Transportation Linkage Planning Program (the Linkage Program) offers planning assistance via a consultant or CDTC staff for regional/local planning initiatives that link transportation and land use. It is a key implementation activity of New Visions and is the cornerstone of CDTC's local planning assistance and public outreach efforts.

The program provides financial and technical assistance to local communities for planning, with particular emphasis on projects that support implementation of innovative transportation and land use concepts. Examples include strategic zoning code changes/zoning code overlays, the development of complete streets design guidelines, strategic master plans, etc.

CDTC has funded 83 collaborative, jointly-funded studies over the past fifteen years. Study sponsors have included 40 separate urban, suburban and rural municipalities and counties as well as not-for-profits and other public entities. Roughly \$5.5 million in federal, state and local funds have been committed to the Linkage Program since its inception in 2000.

The Linkage Program is one of the most significant cooperative regional efforts in the nation. In recognition of this regional achievement, the Linkage Program received a 2010 National Planning Excellence Award from the Federal Highway Administration, the Federal Transit Administration and the American Planning Association.

NEW SCOTLAND HAMLET ZONING REFINEMENTS AND DESIGN

The Town of New Scotland completed its first Linkage Study, the New Scotland Hamlet Master Plan, in July 2012. It focused on an area referred to as the "hamlet," located at the intersection of New York State Routes 85 and 85A. The Hamlet Master Plan effort was the culmination of development pressures and a series of small studies.

The predominantly rural community recognized the importance of establishing a clear vision for the Hamlet area, which is also the Town's largest Commercial zone. It wanted to attract new businesses and development while maintaining its rural, hamlet character.

The selected consultant team, Behan Planning, led the Town through the Master Plan process. Based on feedback from the public, the plan identified appropriate future land uses, conceptual development patterns, and corresponding transportation enhancements for the hamlet and its surroundings, like connecting to the future

Albany County Helderberg Rail Trail.

The critical next step to implementing the vision identified in the Master Plan was a zoning update. The last zoning update was completed in 2000. The Town was awarded another Linkage Study in 2013 to develop zoning language and design guidelines needed to implement Hamlet Master Plan.

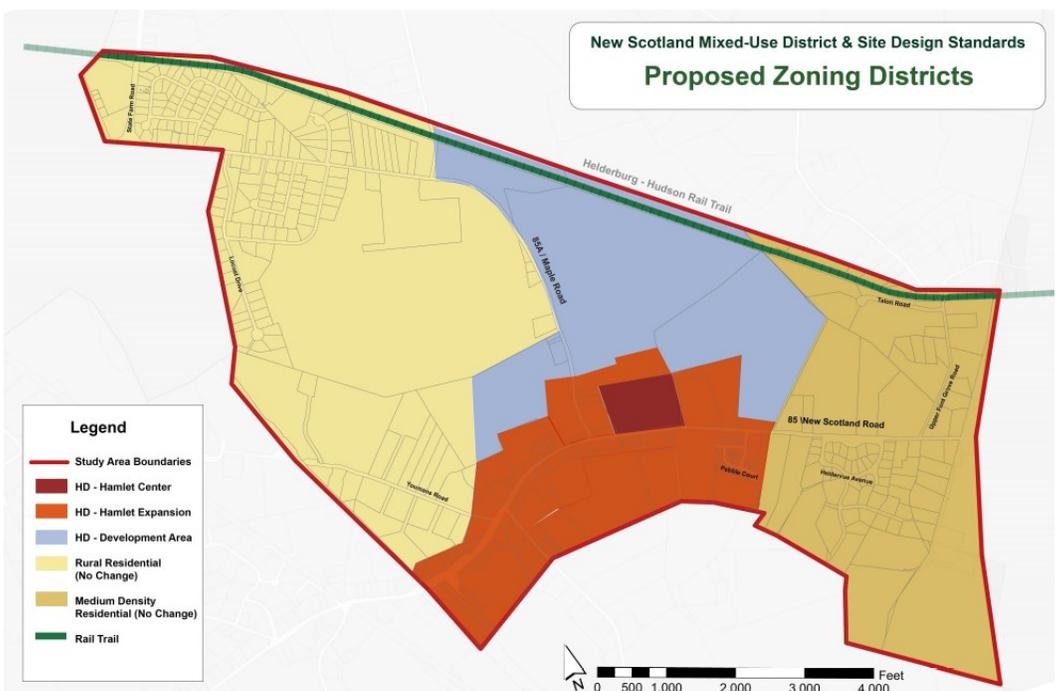
AECOM was selected to lead New Scotland through the process of achieving its goals by developing zoning for the hamlet area that would maintain commercial viability and landowner equity while allowing for a more dynamic and desired future land use pattern.

New zoning must balance the area's significance as the town's largest commercial zone and the community's vision for development in size and character that is in keeping with community character and the highly scenic nature of the Town.

After extensive public outreach, a meeting with large landowners, and two public workshops, and with direct participation of the study advisory committee, which is comprised of interested local residents, new zoning language has been drafted and is under review. See below for the proposed districts.

The new zoning language drafted by AECOM proposes three new zones within the hamlet area, which would encourage an orderly mix of moderate-intensity commercial and residential uses in a walkable development pattern that will support the vitality of a new Hamlet Center for the Town of New Scotland, while protecting important viewsheds and open space.

It also encourages a network for systems that facilitate vehicular, pedestrian, and bicycle use within an interconnected street pattern. The final zoning language is anticipated to be completed in Fall 2016.



HUMAN SERVICE TRANSPORTATION NEWS

The Capital District is home to over 90,000 people with reported disabilities and a growing senior population, resulting in significant numbers of people with transportation challenges.

The Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program, or Section 5310, is designed to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

It supports transportation services *planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities*. Eligible projects include "traditional" capital investment and "nontraditional" investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services, such as [CDTA's STAR bus service](#).

Projects are selected through a competitive process and must address the identified needs, gaps and barriers listed in the

Urbanized Area	Albany-Schenectady-Troy	Saratoga Springs	Totals
Total Available Federal Funds (FFY2014/2015)	\$633,407	\$98,995	\$732,402
Total Federal Funds Requested by Eligible Applicants	\$766,244	\$108,587	\$874,831
Available Funds minus Eligible Requested Funds	\$132,837	\$9,592	\$142,429

Table 1

[Capital District's current Public Transit - Human Services Transportation Coordinated Plan](#) adopted in September 2015. Coordination efforts are required.

Eligible capital or "traditional" projects include buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; mobility management programs; and acquisition of transportation services under a contract, lease, or other arrangement, including vouchers or pre-paid fare cards.

Eligible "nontraditional" activities include travel training; volunteer driver programs; building

an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, ridesharing and/or vanpooling programs; and mobility management. NYS DOT released the 2016 solicitation on May 31st; the application deadline was July 1st.

CDTC established an evaluation committee including NYS Departments of Health and Transportation, the NYS Office of Aging and CDTC staffs. The com-

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EJ/ TITLE VI TASK FORCE

CDTC recently established a new Environmental Justice and Title VI Task Force. The objective of the Task Force is to ensure CDTC's conformance with Title VI and Environmental Justice by helping to ensure that no person is denied benefits of CDTC's planning process. This includes assignment of federal transportation funds to specific capacity, bridge, pavement, transit, and bicycle/pedestrian transportation projects.



The group's input on equitable public investment and environmental justice issues will contribute to upcoming planning efforts for our region's future transportation investments. The Task Force will meet quarterly for two years, after which it will forward a recommendation on its continuation to CDTC.

Through an application process over the summer, CDTC sought candidates who are employees, members or active participants of Community Based Organizations that advance equity for low-income and minority populations, or who are local elected representatives of districts where a majority of residents are people of color and/or low-income. Priority was given to people of color and low-income candidates, and to those who applied by August 12th.

For additional information, please contact Carrie Ward at 518-458-2161 or cward@cdtcmpo.org.

FEDERAL FUNDS SUPPORT PEDESTRIAN SAFETY

In 2014, NYSDOT coordinated with the municipalities along Route 5 on a pedestrian safety study (Central Avenue and State Street). Known as the Comprehensive Pedestrian Safety Study of NY Route 5, the study focused on an engineering assessment of pedestrian infrastructure and an analysis of pedestrian crashes and developed recommendations for improving pedestrian safety.

Approximately \$1.8 M in federal Highway Safety Improvement Program funds were used to implement short term recom-

mendations at locations in the corridor including:

- Responsive pedestrian pushbuttons (including "elevator" and "talking" style)
- Updated traffic signals with improved pedestrian timing including all red phases and leading pedestrian intervals
- Pedestrian countdown timers
- Ladder style crosswalks
- Curb ramps with detectable warning strips
- Additional traffic signs for both drivers and pedestrians

- A reconfigured median at the Colonie BusPlus Station adjacent to Colonie Center and Northway Mall

A key aspect of this effort was that NYSDOT implemented the improvements using federal funds at locations that they do not own or maintain, in the Cities of Albany and Schenectady. Partnerships like this, especially those that seek to reduce pedestrian fatalities and injuries, are essential in times of limited funding.

ADA TRAINING

Federal Highway Administration (FHWA) ADA experts will lead a free all-day ADA (Americans with Disabilities Act) training on Friday, September 30th. The focus will be local government requirements for ADA Transition Plans for pedestrian access routes, including sidewalks and curb ramps.

As you may know, all government entities with over 50 total employees are required to have an ADA Transition Plan. The Plan evaluates existing barriers to access and describes the methods the municipality will use to make its facilities accessible over a reasonable time period. Municipalities with fewer than 50 total employees still must evaluate any existing pedestrian access routes.

It has come to our attention that few, if any, government entities in the Capital Region have an ADA Transition Plan that includes pedestrian access routes, and that the United States Department of Justice has begun to enforce this requirement in its investigations, including with local municipalities.

The training will cover laws and regulations, pedestrian access routes, transition plans, detectable warnings, and work zones and maintenance.

Attendance is by RSVP only. For more information on this topic, please contact Carrie Ward, via email cward@cdtcmpo.org, or phone at 518-458-2161.



BUSPLUS PLANNING CONTINUES

Building on the success of the BusPlus Red Line, a Bus Rapid Transit (BRT) service between downtown Albany and downtown Schenectady, the Capital District Transportation Authority (CDTA) is entering the design and construction phases for the next two BusPlus lines.

The Purple Line is an eight-mile corridor that runs through the City of Albany along Washington and Western Avenues. The Blue Line is a 15-mile corridor that runs along the Hudson River connecting Albany, Cohoes, Menands, Troy, Waterford and Watervliet, mostly on Route 32 in Albany County and Route 4 in Rensselaer County.

ability and reducing travel times. The corridor already has over 3 million annual boardings, making it the region's second busiest.

As part of the Red and Purple Lines, CDTA was recently awarded \$770,000 in funding from the NYS Department of Transportation's Highway Safety Improvement Program (HSIP) to enhance customer and pedestrian safety at the Lark and Washington intersection.

The \$1.3 million dollar project includes the installation of a major customer waiting area, a new mid-block signalized crossing, and a new BRT station at the Albany Public Library. It also

al boardings. BusPlus will reduce traffic congestion and stimulate economic development while reducing parking demand in the dense communities along the Hudson River.

In July 2016, CDTA's Board of Directors approved the financing needed to progress the Blue Line through the Federal Small Starts Program. The Small Starts program requires a formal commitment of 20% of the overall funding package, which is estimated at \$5.8 million.

The funds need to come from non-federal funding sources, to be approved before the project can continue to move forward. CDTA will submit a Project Rat-



Image: CDTA

The Purple Line includes the region's largest mall (Crossgates Mall) and multiple campuses including the University at Albany, the College of Nanoscale Science and Engineering, the Harriman Office Campus and The College of Saint Rose.

A bus-only transitway will connect the University at Albany Uptown Campus and Harriman Office Campus, improving relia-

includes intersection redesign work aimed at reducing traffic congestion and increasing safety. Construction on the Washington/Lark project is expected to start later this year.

The Blue Line will service the proposed Uncle Sam Transit Center in Troy serving nearly 4,000 customers daily and projected to have 1.2 million annu-

ing Application in September. The application consists of detailed project information, a project justification, and a financial plan.

The Purple and Blue Lines are expected to be fully functional over the next three years. To watch an animation of the Purple and Blue Lines and for more information on BRT, visit <http://www.cdtcmpo.org/cdta-busplus/167>

PEDESTRIAN SAFETY ACTION PLAN AND FUNDING

On June 20, 2016, Governor Cuomo announced a comprehensive pedestrian safety plan for New York State. The New York State Pedestrian Safety Action Plan is a proactive, multi-agency initiative being implemented over the next five years. As a new resource, the Governor's office established a web page focused on pedestrian safety at www.ny.gov/pedsafety.

The New York State Department of Transportation will focus on engineering improvements, the State Department of Health will conduct public education and awareness campaigns, and the Governor's Traffic Safety Committee will coordinate increased law enforcement. The See! Be Seen! Education campaign is below.

See!

Drivers:

- YIELD for pedestrians at crosswalks and intersections – it's the law.
- Do not block crosswalks when stopping at intersections.
- Slow down and obey posted speed limits.
- Take extra care around schools, playgrounds and neighborhoods.
- Always look out for pedestrians, especially before turning at a green light or making a "right turn on red."
- Never run red lights.
- Be careful when passing stopped vehicles. They might be stopping for pedestrians.
- Pay Attention! Do not text and drive!
- Share the road. It's your responsibility to look for others.

Pedestrian Safety: It's no Accident.

Funded by the National Highway Traffic Safety Administration with a grant from the NY Governor's Traffic Safety Committee

NEW YORK STATE | **Department of Health**

3292 8/15

The Plan identifies 20 focus communities outside of New York City for which additional attention is needed and will be

provided to improve pedestrian safety. The Cities of Albany and Schenectady have been designated as focus communities.

The plan also supplements other traffic safety programs, including this year's Highway Safety Improvement Program (HSIP) grant awards for projects that enhance safety and mobility on roadways across the state. Five Capital Region projects were awarded funding:

- \$1.3 million for a City of Schenectady project to increase drive awareness of pedestrians on Brandywine Avenue from Wyllie Street to just south of State Route 5 (Central Avenue) in Schenectady through public education, enforcement and roadway enhancements. Safety improvements will include the installation of enhanced pedestrian crossing signals, high visibility crosswalks, ADA compliant sidewalk ramps and signal timing changes.
- \$1.1 million for a NYSDOT project to widen Carman Road in Guilderland, between Jessamine Lane and I-90, to add a two-way left turn lane, new sidewalks on each side of the street, high visibility crosswalks, new pedestrian signals and sidewalk ramps that comply with the Americans with Disabilities Act.
- \$770,000 for a Capital District Transportation Authority project to reconfigure a one-block section of Washington Avenue in Albany between Lark Street and Dove Street to enhance safety for pedestrians, transit riders and motorists. The project will construct a travel lane exclusively for westbound left turns, consolidate six heavily used transit stops, provide a signalized,



Example of new pedestrian crossing infrastructure. The red light at the bottom confirms that the pedestrian phase has been requested.

mid-block pedestrian crossing and extend curbs and revise parking to reduce speeds and traffic congestion.

- \$1.4 million for a City of Albany project to calm traffic on Madison Avenue from Partridge Street to Delaware Avenue and Lark Street, the second phase of similar work planned for Madison Avenue and Partridge. The latest project will reconfigure the street and enhance accommodations for pedestrians and cyclists.
- \$1.7 million for NYSDOT to install centerline rumble strips, or Milled-In Audible Roadway Delineators, on 350 miles of rural, two-lane highways in the Capital Region. Rumble strips are proven to reduce head-on and run-off-the-road vehicle crashes.



NEW TAXI RULES

On August 19, 2016 Governor Cuomo signed NYS Assembly Bill no. A09878A, authorizing the Capital District Transportation Authority (CDTA) to enter into an agreement with any city, town or village located in the 4-County area that regulates taxis.

In order to become effective, the following must occur:

- An "identical ordinance" regulating taxi vehicles and drivers must be developed, and
- at least 2 cities, towns, or villages must adopt the "identical ordinance."

The Cities of Albany, Cohoes, Rensselaer, Saratoga Springs, Schenectady, and Troy; and the Village of Colonie have taxi regulations. However, any city, town or village can choose to adopt the identical ordinance.

The taxi agreements will allow CDTA to administer driver permits and vehicle registrations and licenses for the municipality. This includes medical and drug and alcohol testing, criminal background and DMV checks, and complaints.

The goal of the new law is to provide uniform regional taxi rules and to address some of the complaints and concerns of taxi users, such as rude drivers, dirty cabs, and inconsistent fares.

CDTA is seeking to introduce their new Navigator card and cell phone apps and other ride-hailing apps, like those used by Uber and Lyft, into the local taxi industry. The law also creates a one-stop-shop for taxi licenses and permits, as opposed to having to go to each community to become licensed.

HUMAN SERVICES TRANSPORTATION NEWS (CONT.)

(Continued from page 3)

mittee reviewed each application and then met to finalize scores and rankings. Results were submitted to CDTC's Planning Committee at the August 2016 meeting. The Planning Committee's funding decision is below, and will be considered by the CDTC Policy Board at their September 1st meeting.

Seven applications were submitted within the Albany-Schenectady-Troy urbanized area and one within the Saratoga Springs urbanized area. Requested Funds for each urbanized area exceeded available funds as shown in Table 1.

Since all applications represented important projects filling gaps in transportation services for the target population of seniors and individuals with disabilities but not all projects could be fully funded, the evaluation committee proposed the funding option in Table 2. Partial award recommendations were based on the applicant's overall average

score, amount requested, and balance among proposals.

During this summer's solicitation, CDTC staff received inquiries from municipalities looking to improve transportation for seniors in their community.

CDTC staff is currently planning county-based meetings this fall to bring together county offices for aging/long term care representatives with municipal senior services staff and others to fully understand the full range of options already provided, and to

discuss local unmet transportation needs.

Eligible 5310 program project types and opportunities to participate in the Regional Transportation Coordination Committee will also be discussed.

Applicant	Project Description	Federal Share (80%) Requested	Project Elements Included	Federal Share Awarded
Albany-Schenectady-Troy Urbanized Area				
Schenectady ARC	Two Vehicles	\$204,709	2 vehicles = full request	\$204,709
Eddy SeniorCare	Four passenger vans	\$196,842	2 vehicles = half request	\$98,421
CDTA	Two travel trainers	\$172,304	2 travel trainers/2yrs = full request	\$172,304
Independent Living Center of the Hudson Valley	Two vans	\$67,160	2 vehicles = full request	\$67,160
Colonie Senior Services	Two vans	\$98,421	1 vehicle = half request	\$49,210
Sunnyview Rehab Hospital	One vehicle w/adaptive driving devices	\$26,809	1 vehicle + adaptive tech = full request	\$26,809
Saratoga Springs Urbanized Area				
Saratoga Bridges	Two vehicles	\$108,587	2 vehicles = full request but at reduced amount	\$98,995

Table 2

TRAILS UPDATE

The Capital District has over 100 miles of multi-use trails. These facilities bring recreational and health qualities to the region while also serving as alternative transportation networks. They connect communities and neighborhoods with commercial centers, parks, and jobs.

In 2006, the CDTC collected extensive trail data, including landowner attitudes towards trails, trail user surveys, and count data at major points on Capital Region Trails and released two reports, one titled Regional Trail Perspectives: A

Survey of Capital District Trail Facilities, and the other called Tech Valley Trails: A Greenways Concept Plan for the Capital Region. With an expanding trail system and changing attitudes towards trails, it is time to update this plan. The new Regional Trail Perspectives looks into how the Capital District and local communities have benefited from multi-use trails.

This effort will include:

- Conducting and analyzing surveys – trail users and trail adjacent landowners

- Collecting trail user count data
- Reviewing existing trail plans and reports
- Revisiting the Regional Greenway Plan to identify potential, planned, and existing trails
- Compile information on design, operations/ maintenance, and public relations for each trail
- Measuring the economic impact of Capital Region trails.

The effort focuses around nine paved, multi-use trails in the region. Currently, over 100 on-

trail surveys have been completed and residential surveys are starting to return in the mail. CDTC has conducted business survey interviews and will soon reach out to trail maintainers.

CDTC released a Request for Proposals to count people using the trails. Parks and Trails NY will be conducting those in-person and automated counts soon. The website for the project is www.cdtcmpo.org/trails, which includes a link for the online trail user survey.

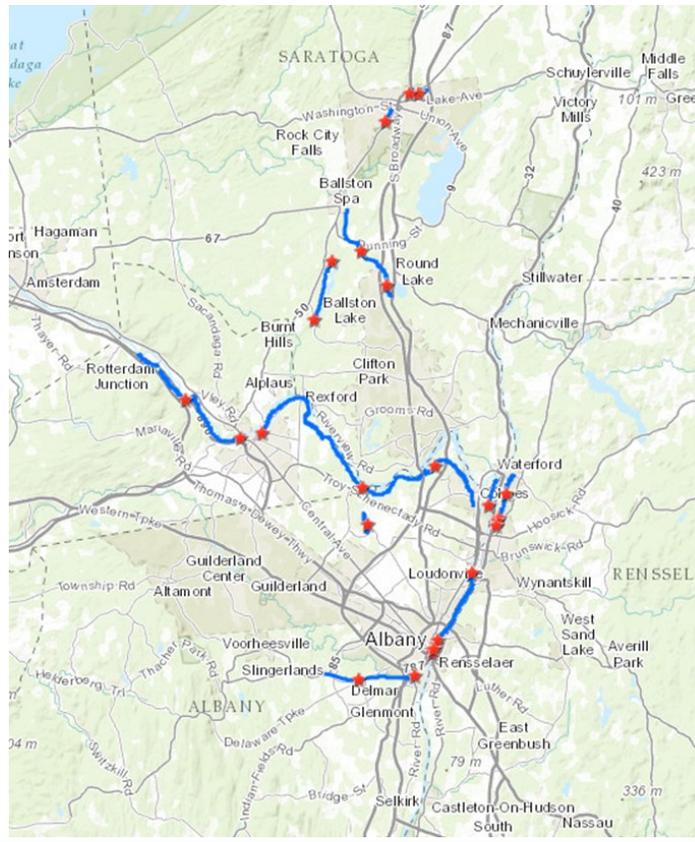
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(Continued from page 6)

Additionally, if you own property adjacent to one of the trails and do not receive a survey in the mail you may request one by emailing trails@cdtcmpo.org. The image to the right shows the trails being surveyed in blue and the anticipated survey locations in red stars. For more information on these trails, see www.cdtcmpo.org/trails.

Staff expects to complete the survey and count effort this year and to compile those results over the winter. The Regional Greenway Plan, updating the Tech Valley Trails reports, should begin next summer.

The Plan will provide an updated vision for creating a regional greenway system of trails in the Capital Region. Stay tuned for opportunities for public input next summer!



PATROON ISLAND BRIDGE

As one of the most significant infrastructure projects in upstate New York history, the major rehabilitation of the Patroon Island Bridge by the NYS Department of Transportation (NYSDOT) was successfully completed earlier this summer. The bridge carries I-90 over the Hudson River, connecting Albany and Rensselaer Counties. Built in 1968, the bridge became a key link in the nation's freight network, connecting the Port of Albany to the area's interstate system and markets throughout New England and along the Great Lakes. More than 70,000 cars and trucks travel the bridge each day. At its highest point, the 1,795 foot-long span sits 106 feet above the Hudson River.



Years of wear-and-tear, steady traffic growth, brutal northeast weather conditions, and explosion of heavy trucks, took its toll on this critical piece of New York's infrastructure. Inspections in 2007 revealed cracks in floor beam and weld connections, leading the NYSDOT to engineer a cost-effective solution to "fix" the bridge. Instead of replacing the bridge at a cost of more than \$300 million, a far less costly "preservation" alternative was chosen. Part of a larger New York Works program, the project was added to CDTC's Transportation Improvement Program in 2010 using a combination of Federal and State bridge and highway funds. Beginning in 2013, work involved replacing the bridge deck and bearings, repairing and painting steel members, and repairing or replacing concrete columns. The bridge repairs were designed to meet new seismic requirements. As a result of the work completed this past May, the service life of the structure was extended for another 50 years.

PERFORMANCE MEASURES (CONT.)

(Continued from page 1)

Quality Region-

Quality Region measures focus on the quality of life, economic development and environmental justice impacts of federal aid transportation projects programmed here at CDTC. This spring we went through the first merit evaluation of prospective federal aid projects, which included scoring on these issues. Staff is currently using these scores along with other inputs to gauge the quality of life impacts of these projects.

Bicycle and Pedestrian-

These measures cover a wide range of active transportation topics including crash rates, obesity rates, the amount of bicycle/pedestrian related infrastructure investment and active commuting trends. Analysis of investments made during the most recent TIP solicitation re-

veals that over \$11.5 million was spent on infrastructure for Bicyclists and pedestrians, accounting for roughly 12% of the program.

Complete Streets-

Complete streets measures try to discern how prevalent the use and understanding of complete streets design concepts are in the region. Over the course of 2016, about 19 complete streets information sessions were held around the region, and there are currently 4 municipalities that have formally adopted complete streets policies: The cities of Albany, Saratoga Springs & Troy, and the Town of Bethlehem.

Regional Operations-

Operations measures deal with vehicle congestion, travel time consistency and average speeds along major travel corridors in

the region including the Northway (I-87), the Thruway, Route 5, etc. The full list of corridors will be released soon with the operations data on our performance measures web page.

Transit-

CDTA has provided CDTC with an abundance of detailed information regarding their bus service in the past year that allows us to measure everything from ridership productivity (the average number of boardings per hour) to the average fleet and shelter age (7 and 6.35 years, respectively). Data is broken up by CDTA's five route types: BusPlus, Trunk, Neighborhood, Express and Commuter. Among these types, the average boardings per route ranged from commuter routes averaging 68,575 boardings last year, to the BusPlus route which saw 1,823,150 boardings.



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ADDRESS CORRECTION REQUESTED

CALENDAR

Please call CDTC to confirm.

- 10/05/16 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 11/02/16 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 11/16/16 CDTC Freight Advisory Committee @ 9:00 AM, CDTC Office
- 12/01/16 CDTC Policy Board @3:00 PM, CDTC Office
- 12/13/16 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 01/04/17 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 01/10/17 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office

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Comments and requests to be added or deleted from the mailing list or to receive the newsletter electronically are welcome and should be sent to:

newsletter@cdtcmpo.org