

IN MOTION



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

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Quotable Quote

*"Sometimes your only available transportation is a leap of faith."
— Margaret Shepard,
author*

2017 UNIFIED PLANNING WORK PROGRAM (UPWP) UPDATE

Our current Unified Planning Work Program (UPWP) identifies transportation planning activities that are undertaken by either the CDTC staff, CDTC's member agencies, or by consultants during the two years, beginning on April 1, 2016 and ending on March 31, 2018. This comprehensive work plan coordinates all federally-funded transportation-related planning activities in the region.

Every year the UPWP is reviewed and updated, with the mid-term update usually being more administrative and less substantive. This year's mid-term update began when we received guidelines for UPWP development in November 2016 from the Federal Highway Administration (FHWA) and the NYS Department of Transportation (NYS DOT). Staff began reviewing task descriptions and financial tables in December so that we would meet our deadline of March 14, 2017. In order to meet this deadline, our Planning Committee approved this update at their February 1st meeting, and our Policy Board will approve it at their March 2nd meeting.

For this UPWP administrative update for 2017-2018, we have reviewed and updated the financial tables, added a new task, and made minor adjustments to a few tasks. A few of the highlighted changes include:

- Carried over unspent funding for our Regional Safety Plan, our Regional Greenway Plan update, and our Regional Freight Plan implementing studies from fiscal year 2016-2018 to 2017-18.
- Moved funding from other tasks to our Bike/Pedestrian Planning and our Transportation Improvement Program tasks to account for increased staff effort for these tasks.
- Added to the description of the Provision of Technical Services task to include our recently approved agreement with the Town of Malta to review traffic impact studies and determine local mitigation fees. This will assist the Town with the implementation of their Generic Environmental Impact

Statement (GEIS) recommendations, in the same manner that we have worked with the Town of Colonie.

- Added a new linkage study, the Patroon Creek/Washington Avenue Corridor Study, recently approved by the Policy Board. This will study Washington Avenue adjacent to the University at Albany's Uptown Campus, and make recommendations for pedestrian and traffic safety improvements to better align the transportation network with the built environment.

Some of the other highlights include:

- An innovative truck survey of S. Pearl St. in Albany to determine the number, origins, and destinations of trucks passing the Albany Housing Authority (AHA)'s Ezra Prentice Homes. Working with project team members including the City of Albany, AHA, and the NYS DOT and with many interested stakeholders including the residents, the Port of Albany, and the NYS Department of Environmental Conservation, this survey will use automated license readers to identify how trucks transit the area. It will also suggest reasonable alternate truck routes to be considered by the truck generators.
- New application rounds for the Capital Coexist Mini-Grant Program and the Complete Streets Education & Technical Assistance Workshops.
- Implementation of policy changes from MAP-21 and the FAST Act and their subsequent regulations, including performance measure data, baselines, and targets and systems to monitor progress and address performance improvements.
- Support of Capital CarShare and CDTA's new regional bikeshare.
- Completion of I-787/Hudson Waterfront Corridor Initiative.

For more information about each of the above program areas and tasks, see our website at www.cdtcmpo.org or contact our program manager at 518-458-2161.



LINKAGE CORNER

CDTC's Community and Transportation Linkage Planning Program (Linkage Program) continues in 2017 as a key task in the 2016-2018 Unified Planning Work Program. The Linkage Program provides integrated land use and transportation planning assistance to Capital Region communities and is designed to implement the adopted policies of CDTC's New Visions 2040 plan. New Visions 2040 is CDTC's federally required long range regional transportation plan that guides transportation planning and capital project funding decisions in the Capital District.

The foundation of the Linkage Program is the recognition that the region's quality of life, mobility and economic vitality are dependent upon improved local land use planning and on better integration of land use and transportation decision making. Linkage Program strategies seek to:

- Support urban revitalization and redevelopment of existing commercial and/or residential areas
- Improve street connectivity and reduce driveway conflicts through access management
- Enhance and develop activity centers and town centers
- Enhance and develop transit corridors and transit supportive built environments
- Encourage a greater mix and intensity of land uses in municipal centers
- Develop bicycle and pedestrian-friendly site design standards
- Create an integrated multi-modal transportation network

SOLICITATION FOR 2017 PLANNING INITIATIVES

In November 2016, CDTC solicited for new projects supported by \$100,000 in federal planning funds for consultant support and \$75,000 for staff technical assistance. Two submissions were received, requesting \$112,500 for consultant assistance. The submissions were from the City of Albany and Town of Wilton.

An evaluation team consisting of staff from CDTC, NYSDOT, CDTA and CDRPC used the criteria listed in the solicitation material to discuss each of the proposals in detail and made a recommendation to CDTC's Planning Committee for action during its February 1, 2017 meeting.

The Planning Committee approved the City of Albany's Patroon Creek/Washington Avenue

Corridor Study for funding.

The Patroon Creek/Washington Avenue Corridor Study intends to study a segment of Washington Avenue roughly bounded by NY-85, I-90, the Harriman Campus and the University at Albany's Uptown Campus (see below image). This particular area has had and continues to undergo development such as private dormitories, hotels and other commercial uses, leading to increases in vehicular and pedestrian traffic.

Due to the width of Washington Avenue and the locations of the campuses in this area, pedestrians seek to cross at unsignalized locations, creating potential conflicts between pedestrian and vehicular traffic. Through this effort, the City intends to

examine the study area to make recommendations for pedestrian and traffic safety improvements and to better align the transportation network with the built environment.

The City of Albany will be committing to the following milestones beginning April 1, 2016:

1. Within 1 year - Execute the Memorandum of Understanding with CDTC, hire a study consultant and have a kick-off meeting.
2. Within 2 years - 50% of the study scope of work completed by the consultant.
3. Within 3 years - 100% complete.

For more information on the Linkage Program visit www.cdtcmo.org/linkage.htm.



NYS STRATEGIC HIGHWAY SAFETY PLAN UPDATE

The NYS Department of Transportation continues to work with a wide range of state, regional and local safety partners on the update of the NYS Strategic Highway Safety Plan (SHSP). The plan, which is federally required per the MAP-21 Highway Safety Improvement Program rule making (23 CRF Part 924s) must be updated every 5 years. New York plans to complete the update process by August 1, 2017.

A meeting with the core team members was held on September 29, 2016 to discuss past successes of the previous SHSP and the requirements of MAP-21 and the FAST Act. The core team includes representatives from NYS Agencies such as Department of Transportation, Department of Health, the Governor's Traffic Safety Committee, Regional agencies such as the Metropolitan Planning Organizations, including CDTC and federal agencies including the Federal Highway Administration. A draft list of participating safety partners and target performance areas was distributed. In addition, the core team members shared their thoughts about existing and possible new brand-

ing/highway safety slogans to be incorporated in the updated SHSP.

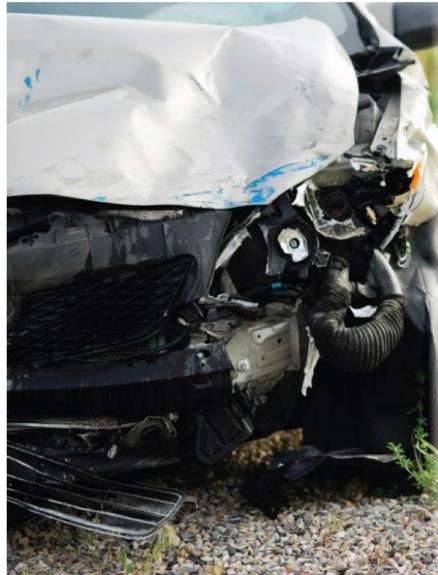
The first of two safety partner workshops was conducted on November 7, 2016 to set the course for updating the SHSP. It provided an opportunity to update new participants on NYSDOT's previous goals and initiatives for reducing fatalities and serious injuries. Emphasis areas were identified based on the state's crash data which represent crash types or traffic safety issues that are over represented in the largest number of fatal or serious injury crashes. The six emphasis areas that were identified and agreed to at the workshop are:

- Driver Behavior
- Age Related Solutions
- Speed
- Vulnerable Users
- Lane Departures
- Intersections

Additional cross-cutting areas that the SHSP will include are:

- Data Improvements
- Emergency Services
- Emerging Technologies

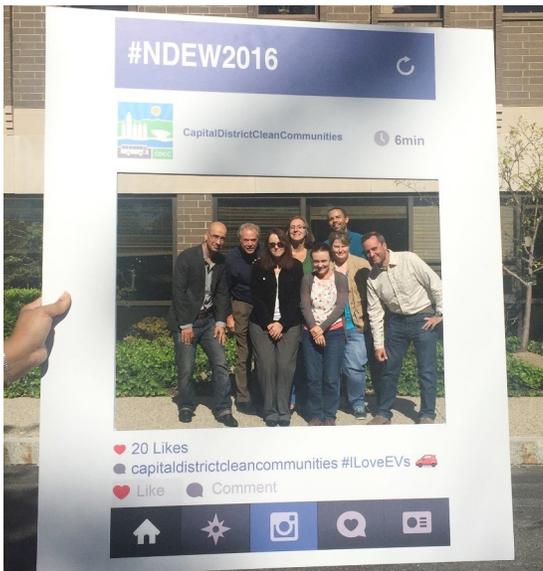
strategies that would lead to establishing performance measures and targets for the respective emphasis areas.



Next steps are to consolidate the emphasis area working group meeting notes and have the group committee leaders schedule conference call meetings in late-January and early-February to reach a consensus on a draft list of strategies. In addition, the second safety partner workshop was held on February 16, 2017 in which the results of the emphasis area working group meetings were shared and discussed.

Workshop participants along with other safety professionals throughout the state were assigned to working groups for each selected emphasis area. Meetings were conducted to provide working group committees with information and guidelines for the development of

To learn more about the federal requirements for the SHSP, visit the FHWA website at https://safety.fhwa.dot.gov/hsip/shsp/quick_ref_guide/



CDTC staff photo for National Drive Electric Week (NDEW)



Save the Date

May 19, 2017



Bike to Work Day 2017

NEW REXFORD BRIDGE

Construction is underway for a project that will replace the Rexford Bridge carrying Route 146 over the Mohawk River and upgrade an approximate three-quarter-mile section of roadway between Riverview Road in Rexford in the town of Clifton Park, Saratoga County, and Aqueduct Road in town of Niskayuna, Schenectady County.

The project includes the new roundabout at Balltown Road, Aqueduct Road and Williams Street in Niskayuna (pictured), and will also add a pedestrian/bicycle path along Route 146 that will connect to the Mohawk-Hudson Bike-Hike Trail. This \$32.5M project is expected to be substantially complete in October 2017.



Image Courtesy Town of Clifton Park

SOCIAL MEDIA AND PUBLIC PARTICIPATION

Over the past several years social media has gained in popularity among virtually every demographic. Websites like Facebook and Twitter have become important fixtures in everyday life that not only connect us with our favorite friends and cat videos, but are becoming increasingly important sources of news and political dialog.

In recognition of social media's growing role in our cultural discourse, CDTC has bolstered its efforts to reach out to the communities of the capital region through our social media pages. Using Facebook and Twitter to advertise public meetings for Linkage Studies or highlight an outstanding transportation policy achievement from one of our Committee members allows us to garner greater exposure for these important events than would be possible through our website alone (which has recently undergone an improvement of its own).

In turn, this increased and consistent exposure within the community bolsters public commentary that is essential for context

sensitive planning and design. In addition to drawing more eyes to a flier for a public meeting, these websites provide a platform to leave comments on transportation planning related issues that may seem more approachable and familiar, not to mention more convenient, than the typical methods of input.



As such this outreach has the ability to bring members of the community into planning policy when they would otherwise not be able to make traditional meetings because of irregular work schedules, transportation issues, or a host of other reasons. In light of this we always welcome feedback on our pages and encourage everyone from the Capital Region to connect with us online as a way to stay involved with transportation infrastructure and policy changes in their community.

As an additional benefit these pages allow us to broach topics with the community that may not fit into current local policy where much of our outreach is centered, but which impact transportation on a broader geographic or time scale and are worth consideration. For example, fully autonomous vehicles may seem a lifetime and a world away, but the wide scale application of this technology is fast approaching and will have unfathomable implications for the way city transportation networks are structured.

Sharing an article about a topic like an autonomous car's ability to find their own on-street parking contrasted with the traditional impulse for more parking garages in expectation for future demand gives those interested exposure to a greater breadth and depth of variables related to transportation planning than has been possible in the past.

We can be found on Facebook at @CapitalDistrictMPO and on Twitter at @MPOCDTC.

CAPITAL COEXIST TRAFFIC SAFETY AMBASSADOR MINI-GRANTS

In December 2016, CDTC made \$20,000 available for capacity building projects designed to assist public, private, and non-profit organizations in the Capital Region in providing bicycle and pedestrian safety education training. CDTC received a total of 4 applications requesting about \$13,500.

An evaluation committee consisting of CDTC, Capital District Transportation Authority, New York State Department of Transportation,

and New York State Department of Health staff, as well as a member of the CDTC Bicycle and Pedestrian Advisory Council selected all 4 projects for funding. All projects must be completed by December 31, 2017.

The table at the right shows the funded projects.

Sponsor	Capital Roots w/PAL	City of Cohoes	Hudson Crossing Park	Seton Health Foundation
Project	Bicycle Demonstration	Bicycle Demonstration	Family Bicycle Day	Walking School Bus
Location	City of Albany	Remsen St. Cohoes	Hudson Crossing Park, Schuylerville	Abram Lansing School, Cohoes
Amount	\$3,073	\$4,200	\$1,230	\$5,000

CDTA'S NAVIGATOR UNVEILED

After over a year of pilot testing, CDTA recently unveiled its new Navigator smart card payment system. Transit riders can now use long term fare cards that can be loaded online, at a retail location or via the mobile application (coming later in 2017). The system will improve efficiency by reducing the number of people paying by cash and speeding the boarding process. Navigator will replace CDTA's paper passes and offer a more secure account-based option for riders. The cards can hold multiple types of fare products insuring a wide choice of options for riders.

Navigator cards have a computer chip and work by tapping the top of the farebox (see image) instead of swiping them through the farebox. Once the reader turns green, the fare is accepted. CDTA reduced the number of different types of fares into two basic categories: Frequent Rider, which offers unlimited ac-

cess for 31 consecutive days after being activated; and Pay as You Go which allows customers to load a desired amount. A Frequent Rider pass for CDTA's regular route system is \$65/month, the same as the former 7-day Swiper. Pay as You Go, which functions like cash, provides a discount from the farebox at \$1.30 per ride (instead of \$1.50, or \$2 for BusPlus). The onboard sale of day cards and change cards will be ended to further speed boardings. Navigator's daily cap feature only charges for three paid rides each day (\$3.90 to replace \$4 Day card) before



providing free rides for the rest of the day. NX Customers can purchase Frequent Rider passes by zone while Half-fare and STAR riders will receive a Navigator picture ID card to verify eligibility.

Nearly 3,000 people have already signed up for the program which enables customers to register cards online. This adds new features like automatic replenishment and loyalty rewards. CDTA is working with partners to integrate the card so that it can be used with other regional modes of transportation including bicycle sharing, car sharing, ridesharing and taxicab services. Navigator cards are free, but must be ordered online or purchased at one of the retail outlets. They cannot be purchased on the bus. Existing fare products are planned to be discontinued at the end of 2017.

MADISON AVENUE

The City of Albany is in the process of implementing a Road Diet over the extent of Madison Avenue. The project is re-stripping the roadway, adding a center turn lane and bicycle lanes and removing one lane of through traffic in each direction. On-street parking remains. The project will create a coordinated signal system and upgrade some sidewalks, curb ramps, curbs, and crosswalks. The section from Allen to Partridge Streets is complete (below). The section from Partridge to Lark Streets is planned for 2017. Reducing travel lanes and adding a center turn lane and bicycle lanes are expected to reduce the number of crashes and calm traffic speeds.



PEDESTRIAN SAFETY ACTION PLAN IMPLEMENTATION UNDERWAY

The NYS Departments of Transportation (DOT) and Health (DOH) have partnered with the Governor's Traffic Safety Committee (GTSC) on a multidisciplinary, statewide campaign for pedestrian safety. In 2016, the project partners worked with the Governor's office to launch the pedestrian safety website at <https://www.ny.gov/programs/pedestrian-safety-action-plan>. NYS also committed \$110 million in funding over five-years to improve pedestrian safety across Upstate New York and Long Island through the Three E's - Engineering, Enforcement and Education.

Project partners developed a NYS Pedestrian Safety Action

Plan which is planned to run through 2021 and is being implemented cooperatively, with the DOT focusing on engineering improvements, the DOH conducting public education and awareness campaigns, and the GTSC coordinating law enforcement.

The project team is steadily moving forward to implement the plan, as follows.

GTSC has taken the lead on developing a one day Pedestrian Safety Enforcement Training course which utilizes the resources of the National Highway Traffic Safety Association (NHTSA), tailored to the NYS and its enforcement agencies. A statewide pedestrian safety en-

forcement blitz is being tentatively planned for June.



DOH plans to conduct Community Stakeholder meetings with groups including County Traffic Safety Boards, Local DOH's, MPOs, NYSDOT Regions, etc. in four of the 20 Pedestrian Safety

Action Plan focus communities in 2017. The locations in the state are to be determined.

DOH has one Pedestrian Safety related Public Service Announcement (PSA) completed. The See! Be Seen! campaign PSA is available on the pedestrian safety website. DOH is going to develop a new PSA in 2017 with a different Pedestrian Safety message.

DOT is developing a process to implement low cost improvements for pedestrian safety on state touring routes beginning in the second half of 2017. The improvements will initially focus on pedestrian crosswalk striping and enhanced pedestrian signs at uncontrolled locations.

CDTC'S REGIONAL SIDEWALK INVENTORY

CDTC has undertaken an ambitious effort to complete a sidewalk inventory for all 77 municipalities within CDTC's planning area: Albany, Rensselaer, Schenectady, and Saratoga Counties, excepting the Town of Moreau and Village of South Glens Falls.

The primary impetus for pursuing this effort arose from an increasing emphasis by USDOT to ensure that MPO's, State DOT's, and local municipalities are in compliance with the Americans with Disabilities Act (ADA) of 1990, which requires local governments to develop Transition Plans to identify a course of action to bring all programs and services, including pedestrian facilities, into ADA compliance.

CDTC's Sidewalk Inventory is a first step in assisting municipalities with developing a screening process to evaluate ADA compliance of their existing sidewalk facilities.

The inventory is essentially a presence/absence inventory and includes data elements such as surface type, length, start and end points, and NYSDOT ADA ratings for state-owned facilities, where applicable. NYSDOT has already completed an inventory of the condition of the state's pedestrian infrastructure.

The Saratoga Springs Complete Streets Plan Linkage Study, funded in 2014, served as a pilot project to determine a data collection methodology. Student interns used a combination of field work, aerial imagery from various sources and Google Street View to scan the entire City of Saratoga Springs for the presence of sidewalks.

A GIS (Geographic Information System) database was produced as a result of the data collection. In 2015 data collection continued and expanded to additional municipalities, with the added

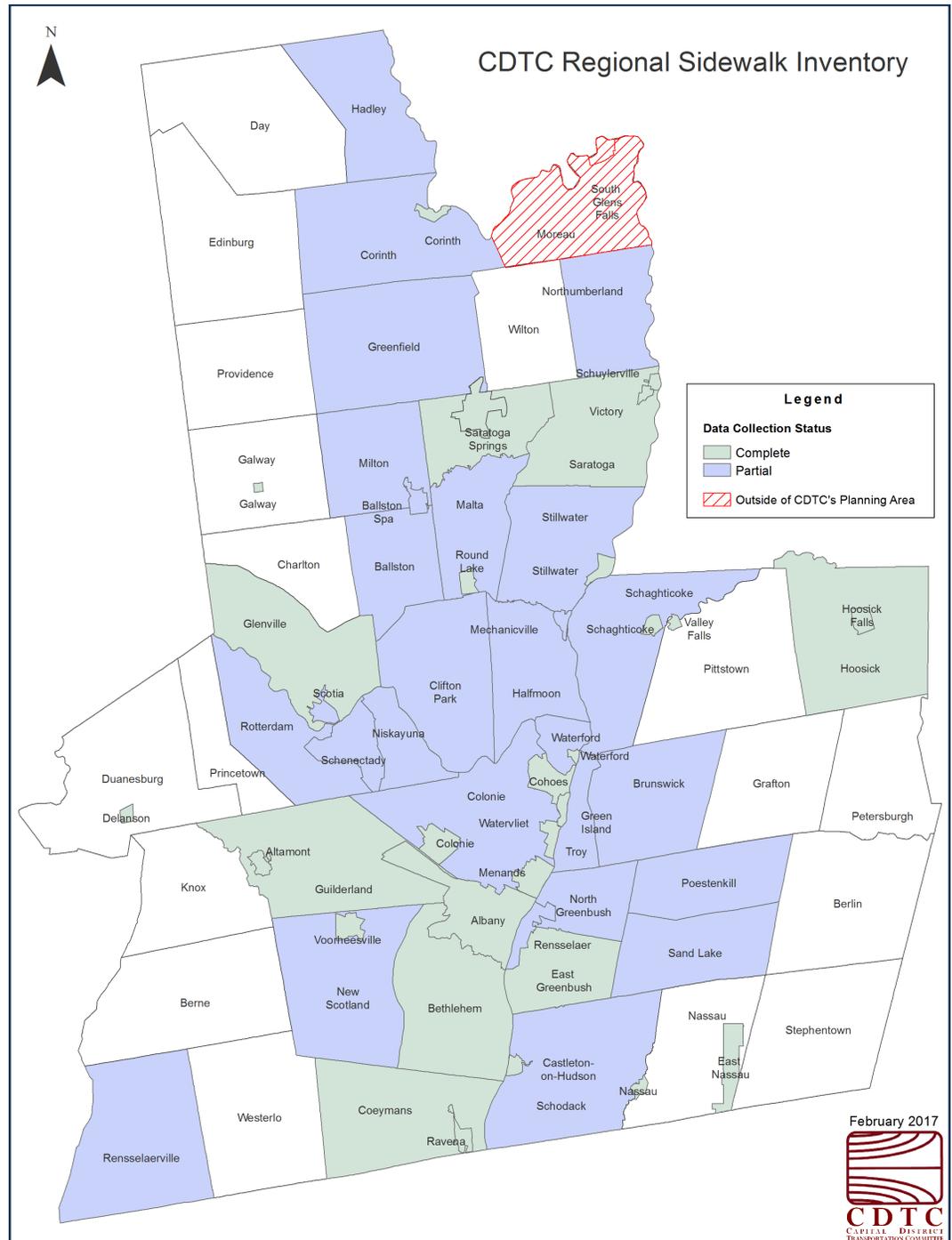
use of GPS (Global Positioning System) technology.

Data collection is ongoing and to date we have completed 40 percent of the region's municipalities (see image). This includes 50 percent of our 8 cities,

90 percent of our 21 villages and 17 percent of our 47 towns.

Once complete the inventory will provide each of our municipalities with a starting point to assess the condition of their sidewalks relative to ADA compli-

ance. In addition to providing a summary of our regional sidewalk mileage, the inventory will be used to help in project programming by identifying existing pedestrian facilities as well as gaps in the pedestrian network.



COMPLETE STREETS EDUCATIONAL & TECHNICAL ASSISTANCE WORKSHOP SERIES

In 2016, CDTC staff, with guidance from CDTC's Complete Streets Advisory Committee, implemented the pilot Complete Streets Educational & Technical Assistance Workshop Series by completing three local workshops, in Niskayuna, Troy, and Malta, and one county-wide workshop in Albany County.

The first workshop held, in May 2016, was a Complete Streets Basics workshop in the Town of Niskayuna. As a result of the workshop, Niskayuna formed its first Complete Streets Advisory Committee, and in January 2017, formally adopted a Complete Streets Policy. Some of the other outcomes from that workshop include developing a vision and bike/pedestrian priority network, and identifying near-term priority low-cost/"low-hanging fruit" implementation ideas.

In June 2016, the second workshop, a Complete Streets Implementation workshop, was held in

the City of Troy. Some of the recommended actions developed during that workshop include identifying the City staff critical to project implementation, gaining a better understanding of internal communications protocols, and developing and implementing a new Complete Streets Checklist.

The Town of Malta's Complete Streets Implementation workshop was held in September 2016, with the goal of implementing the Complete Streets elements of their form-based code. The action items from the workshop include forming a Complete Streets Advisory Committee, and developing a framework to ensure consistent implementation of improvements. The Town also highlighted the need to address any outstanding Complete Streets infrastructure



maintenance issues, and to update the Town's Highway Code Standards to reflect their desired Complete Streets project outcomes.

The final workshop in the pilot series was the Albany County Complete Streets Symposium, developed through a funding

partnership with Albany County Department of Health. In addition to building a common understanding of Complete Streets benefits, policies, and best practices, participants also learned about how to assess conditions

using a walking audit, and about potential low-cost demonstration projects, to build enthusiasm for projects in their communities.

CDTC is preparing for the 2017-18 Complete Streets Educational & Technical Assistance Workshop Series. Similar to the pilot program, CDTC, through a competitive selection process, will solicit local jurisdictions who would like to sponsor a workshop in their community. CDTC will require the sponsor to ensure all those with a stake in the outcome participate in the workshops, including local planning and public works directors, engineering staffs, elected officials, the region's public transit agency, appropriate state and county transportation staff, nonprofit organizations, business and community groups, and interested residents.

Keep an eye out for the solicitation with more details, to be released in Spring 2017.

CAPITAL REGION COMMUNITIES ADOPT LINKAGE PLANNING STUDIES

CDTC strongly encourages municipalities involved with Linkage Program planning studies to formally adopt them as part of their local planning policies.

Adopting the findings of Linkage Studies demonstrates to local, regional, state and even federal organizations the long term commitment to the study when implementation opportunities arise. Recently, two of CDTC's local sponsors adopted their Linkage Program plans.

City of Saratoga Springs

The City of Saratoga Springs

adopted its Complete Streets Plan on December 20, 2016. The Complete Streets Plan was established as an important goal within the City's Complete Streets Policy and is the guiding document for the development of a safe network of pedestrian, bicycle and transit routes linking activity centers and neighborhoods within the City, as well as to a larger regional network.

The network will develop in phases over time, with identified "Bronze, Silver and Gold" levels of quality that are linked to established national benchmarks. These improvements will make walking, bicycling and riding transit more viable modes of

transportation, helping the City meet sustainability goals and contributing to the unique quality of life in the City.

Town of Guilderland

The Town of Guilderland adopted its Westmere Corridor Study on November 15, 2016. The Study was intended to develop a neighborhood plan for the area along Western Avenue between Church Street on the east and State Farm Road and New Karner Road on the west, building on the recommendations included in the 2000 Guilderland Comprehensive Plan.

Western Avenue, or US Route 20, is an urban principal arterial that is intended to enable mobility among major centers of activity in the region and carry high traffic volume. Improvements to transportation are a central element of the study, which also makes recommendations for land use, access management and streetscape improvements, pedestrian-bicycle facilities, and transit improvements.

Both of these final reports are available on CDTC's website.



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ADDRESS CORRECTION REQUESTED

CALENDAR

Please call CDTC to confirm.

- 03/14/17 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 03/23/17 CDTC Linkage Forum @ 9:30 AM, CDTC Office
- 04/05/17 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 04/11/17 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 05/03/17 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 05/09/17 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 05/17/17 CDTC Freight Advisory Committee @ 9:00 AM, CDTC Office
- 06/01/17 CDTC Policy Board @ 3:00 PM, CDTC Office
- 06/07/17 CDTC Linkage Forum @ 9:30 AM, CDTC Office
- 06/28/17 CDTC Planning Committee @ 9:30 AM, CDTC Office

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Editing and Layout: Carrie Ward

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