

FUNCTIONAL CLASSIFICATION CHANGE REQUEST

Functional Classification

Functional classification is the process by which streets and highways are grouped into classes according to the character of service they are intended to provide, with recognition that individual roads and streets do not serve travel independently. Rather, travel involves movement through a network of roads and it becomes necessary to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

A roadway's functional classification is a major factor in determining the appropriate design criteria. (Other factors include traffic volumes, operating speed, terrain, development density and land use.)

Changes in Functional Classification

Changes in functional classification are requested by NYSDOT's Regional Office, in consultation with responsible local officials, and requests can occur at any time based on identified change in service that the route provides in the current year. In cases where a facility traverses a Regional, county or municipal boundary, coordination with adjoining jurisdictions must occur to ensure functional classification continuity. All requests in Urban areas require the endorsement of the MPO. The requests are submitted to NYSDOT's Main Office (MO) Highway Data Services Bureau by the Regional Planning & Program Manager (with the RPPM's recommendation). If concurrence is obtained from NYSDOT's MO, the request is forwarded to Federal Highway Administration (FHWA) for review and final approval.

Request

Endorsement of the functional classification changes of the three facilities identified below is sought to provide the opportunity to better align highway design geometrics and features with the character of service (function and form) of the facility (ies).

- 1) Facility: NY 787 (Cohoes Boulevard), from Tibbits Avenue to NY 32 (Saratoga Street)/New Courtland Street/Saratoga Avenue – a length of 1.81 miles.
 Current Functional Classification: 12 – Principal Arterial (Expressway)
 Proposed Functional Classification: 14 – Principal Arterial (Other)

- 2) Facility: Washington Avenue Extension (910D), from NY 155 to I-90 eb Exit 2 ramps – a length of 3.3 miles.
 Current Functional Classification: 12 – Principal Arterial (Expressway)
 Proposed Functional Classification: 14 – Principal Arterial (Other)

- 3) Facility: NY 50, from North Broadway to I-87, a length of 1.78 miles.
 Current Functional Classification: 12 – Principal Arterial (Expressway)
 Proposed Functional Classification: 14 – Principal Arterial (Other)

/rsc/fcr for 090116 cdtc pb mtg

REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE

1. Region: 1
1. County: Albany
2. Route Number or Street Name: NY 787 – Cohoes Boulevard
3. From: Tibbits Avenue
4. To: NY 32 – Saratoga Street / New Cortland Street/Saratoga Avenue
5. Length : 1.81 miles
6. Current Functional Classification: 12 – Principal Arterial (Expressway)
7. Proposed Functional Classification: 14 – Principal Arterial Other
8. Existing Route? ☒ Yes ☐ No
9. If No, the year of proposed construction: N/A
10. AADT of facility and parallel/connecting facilities (refer to the attached for a visual depiction):

Facility	AADT	Count Year
On		
NY 787 - Tibbits to Dyke	29,131	2014
NY 787 - Dyke to Bridge	29,428	2015
NY 787 - Bridge to NY 470/Ontario	22,026	2014
NY 787 - NY 470/Ontario to NY 32	28,859	2014
Parallel		
NY 32 - Tibbits to Dyke	5,465	2014
NY 32 Dyke to NY 470/Ontario	5,726	2013
Connecting		
NY 32 (north of NY 787)	16,612	2011
Tibbits Avenue	2,150	2014
Dyke Avenue	2,741	2015
Bridge Avenue	4,924	2011
NY 470/Ontario Street (west of NY 787)	7,916	2014
NY 470/Ontario Street (east of NY 787)	15,389	2014
New Cortland Street	11,928	2015

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11. Justification:

NY 787 serves as an arterial connecting the City of Cohoes and the Town and Village of Waterford to the rest of the region via I-787 and NY 7.

The road is a four lane divided highway (two lanes per carriageway plus turn lanes at the intersections), and access is partially controlled. Within the limits of the proposed functional classification modification, there are five intersections, all of which are signalized, and all have pedestrian accommodations to facilitate the crossing of NY 787.

NY 787 carries approximately 20-30 thousand vehicles per day, of which about 5 percent of which are trucks.

The connecting/intersection roadways are of varied functional classification, as denoted in the table below, and portrayed in the attached.

Intersection #	Roadway	Functional Classification
1	Tibbits Ave	Local
2	Dyke Ave	17 - Major Collector
3	Columbia Street	16 - Minor Arterial
	Bridge Street	17 - Majority Arterial
4	Ontario Street (west)	16 - Minor Arterial
	Ontario Street (east)	16 - Minor Arterial
5	Saratoga Street	16 - Minor Arterial
	New Courtland	16 - Minor Arterial
	Saratoga Ave	14 - Principal Arterial

NY 787 travels through the middle of Cohoes, and unlike Expressways, grade separations at major cross roads do not exist. Vehicles and pedestrians desiring to cross NY 787, from one side of the city to the other, must cross at one of the signalized intersections.

As can be expected given the surrounding land uses and zoning (Industrial, Waterfront Mixed, Mixed Use and Office Retail, bordered by significant Residential Multi-Family and Residential), the intersections serve a fair amount of pedestrian traffic, including children walking to/from school.

In recognition that NY 787 carries a large volume of traffic within and through the urban area, carrying a high proportion of the area's traffic on a small proportion of the area's lane mileage, and in acknowledgment of the number of signalized intersections, the volume of cross traffic, the number of pedestrians crossings and use, it is believed that the roadway's current functional classification of an expressway is not appropriate. Rather, its functionality is commensurate with that of a facility with a functional class 14 – Principal Arterial Other.

REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE continued

1. Region: 1
1. County: 1 (Albany)
2. Route Number or Street Name: Washington Avenue Extension (910 D)
3. From: NY 155
4. To: I-90 EB Exit 2 Ramps
5. Length (xx.xx miles): 3.3
6. Current Functional Classification: 12 – Principal Arterial – Other Freeway / Expressway
7. Proposed Functional Classification: 14 – Principal Arterial Other (refer to the attached for functional classifications of surrounding facilities)
8. Existing Route? ☒ Yes ☐ No
9. If No, the year of proposed construction: _____
10. AADT of facility and parallel/connecting facilities: see attached figure and table
11. Justification: (Use an additional sheet if necessary)

Washington Avenue Extension from NY 155 to the I-90 eastbound exit 2 ramps within the Town of Guilderland and City of Albany in Albany County is currently classified as a 12 – Principal Arterial - Other Freeway / Expressway. Expressways are generally grouped with interstates and freeways, and are defined as divided, high speed, controlled access roadways. While an Expressway designation for Washington Avenue Extension may have once been an appropriate classification, current trends in land use, multi-modal development and the application of the Complete Streets Act make this classification no longer relevant.

Control of access (the regulated limitation of access rights to and from the properties abutting the highway) along Washington Avenue, is characterized as partially controlled, commensurate with what would be expected on an expressway (full or partial control). However, while Washington Avenue is divided, as Expressways are for through traffic, there are 5 points of access within 1.5 miles, 3 of which are signalized. That characteristic is not one that would be expected to be found on an Expressway.

Further, the area surrounding Washington Avenue Extension is mixed use, comprised of commercial (including Crossgates Mall and Crossgates Commons), office, light industrial, residential and high rise residential. Additionally, the area's transit provider, Capital District Transportation Authority, has planned for a Bus Rapid Transit (BRT) service along Washington Avenue Extension. If such plans come to fruition, (they have already been successful in securing a Small Starts grant through FTA) service

REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE continued

features will include queue jump lanes and transit signal priority. BRT stations will be outfitted with real time passenger displays and bicycle racks among other amenities.

A paving project along Washington Avenue Extension to correct pavement deficiencies and improve drainage (NYSDOT PIN 1808.21) is currently under construction. As part of this project, crosswalks have been included at signalized intersections and pedestrian phases will be added to the traffic signals.

The application of these pedestrian amenities along with the current land use trends and future transit plans makes the classification of 12 – Principal Arterial – Other Freeway / Expressway along Washington Avenue Extension inconsistent with its current use and emerging multi-modal transportation role in the region. While Washington Avenue Extension will continue to accommodate traffic destined to Interstate 90, it equally serves as a trunk route providing access opportunities and the movement of people and goods between regional activity centers. For these reasons, Region One Planning is requesting a classification change to 14 – Principal Arterial Other.

REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE

1. Region: 1
1. County: 5 (Saratoga)
2. Route Number or Street Name: NY 50
3. From: North Broadway
4. To: I-87
5. Length (xx.xx miles): 1.78
6. Current Functional Classification: 12 – Principal Arterial – Other Freeway / Expressway
7. Proposed Functional Classification: 14 – Principal Arterial Other
8. Existing Route? ☒ Yes ☐ No
9. If No, the year of proposed construction: _____
10. AADT of facility and parallel/connecting facilities: see attached
- _____
11. Justification: (Use an additional sheet if necessary)

In the City of Saratoga Springs, Route 50 (Broadway) serves as the main thoroughfare through the City, and is classified a 14 – Principal Arterial Other. Upon exiting the City's downtown, Route 50 is referred to as the C.V. Whitney Memorial Highway and classified a 12 – Principal Arterial Other Freeway / Expressway until it reaches I-87. Immediately east of I-87, Route 50 is classified as 16 – Minor Arterial. NYSDOT Region One Planning maintains that the C.V Whitney Memorial Highway segment (1.78 miles), 12 – Principal Arterial Other Freeway / Expressway should be reclassified as a 14 – Principal Arterial Other.

Expressways are generally grouped with interstates and freeways, and are defined as divided, high speed and controlled access roadways. While an Expressway designation for this section of Route 50 may have once been an appropriate classification, current land use trends and the application of the Complete Streets Act make this classification no longer relevant.

Control of access along Route 50 (the regulated limitation of access rights to and from the properties abutting the highway) is characterized as partially controlled, commensurate with what would be expected on an expressway (full or partial control). However, while Route 50 is divided, as expressways are for through traffic, there are five points of access, within 1.7 miles, all of which are signalized. That characteristic, along with posted speed limits of 40 mph and 45 mph are not what would be expected on an expressway.

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REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE continued

Current land uses along Route 50 include traditional urban development in the City of Saratoga Springs and outside of the City, suburban, auto-oriented development - including manufacturing, schools and community centers, hotels - has emerged. Provisions for pedestrian and bicycle movement are inconsistent. Four of the five signalized intersections are Major Collector roadways that link residential neighborhoods to Route 50. All five signalized intersections address pedestrian connectivity by providing crosswalks across Route 50. Contrasting this cross-walked section, as Route 50 approaches I-87, pedestrian and bicyclists are (currently) prohibited. However, the section of Route 50 past I-87 which consists of the Wilton Mall area, a mobile home park, grocery store plaza and newly created mixed use residential development contains newly constructed sidewalk segments.

A NYSDOT construction project (PIN 172223) currently under development is rehabilitating the Route 50 bridge over I-87. The City of Saratoga Springs has adopted Complete Streets legislation and has been actively seeking opportunities to establish a roadway system that serves all users. In accordance with the community's desire, a 10 foot multi-use path will be constructed alongside the roadway as part of the Route 50 / I-87 bridge rehabilitation project. This multi-use path will serve bicycle and pedestrian movement along Route 50 and provide a critical (on-road) connection for the popular off-road county-wide Spring Run Trail system.

NYSDOT Region One proposes reclassifying the 1.78 mile section of Route 50, referred to as the C.V. Whitney Memorial Highway, from a 12 - Principal Arterial Other Freeway / Expressway to a 14 - Principal Arterial Other. Doing so will better align the current and emerging function of this segment - providing motorized and non-motorized access and regional connectivity - with the proper classification.

ADOPTED RESOLUTION 16-4

RESOLUTION OF THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE ENDORING FUNCTIONAL CLASSIFICATION CHANGES REQUESTED BY NYSDOT

WHEREAS, the Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) responsible for undertaking the transportation planning process for the Capital District Transportation Management Area (TMA), which includes the Albany and Saratoga urbanized areas, and the remainder of Albany, Rensselaer, Saratoga, and Schenectady Counties (with the exception of the Town of Moreau in Saratoga County), and

WHEREAS, it is the responsibility of CDTC to work in collaboration with the New York State Department of Transportation and other members to classify all roadways within the Region according to their function or role each plays in serving traffic flow on the region's street and highway network, and

WHEREAS, the New York State Department of Transportation and Federal Highway Administration previously approved an urban area boundary and functional classification map based on population and density data reported in the 2000 Census, and

WHEREAS, changes in population, settlement patterns, and travel patterns necessitate periodic review of roadway classification, and

WHEREAS, the New York State Department of Transportation formally requested that the portion of NY 787 (Cohoes Boulevard) between Tibbits Avenue and NY 32 (Saratoga Street)/New Courtland Street/Saratoga Avenue in the City of Cohoes, the portion of Washington Avenue Extension (910D) between NY 155 and I-90 Eastbound Exit 2 in the City of Albany, and the portion of NY 50 between North Broadway and I-87 in the City of Saratoga Springs be functionally reclassified from principal arterials (expressways) to principal arterials (other) based on an evaluation submitted to CDTC's Planning Committee on July 6, 2016,

NOW, THEREFORE BE IT RESOLVED that CDTC's Policy Board, after thorough review, does hereby request that the functional classification be modified as described above,

ACCEPTED at a regular meeting of the Policy Board of the Capital District Transportation Committee on September 1, 2016.

Date

Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital District Transportation Committee