

**2009 – 2010 ADDENDUM TO THE  
2008 – 2010 UNIFIED PLANNING WORK PROGRAM**

Draft of January 27, 2009

*As Recommended to the CDTC Planning Committee  
for Planning Committee Action Scheduled for February 4, 2009*

A two-year Unified Planning Work Program (UPWP) was adopted in March 2008 by CDTC. This Addendum to the 2008 – 2010 Unified Planning Work Program (UPWP) identifies transportation planning and programming activities added to the '08 – 10 UPWP that are to be undertaken in the Capital District during the last year of the current UPWP cycle (4/1/09 – 3/31/10).

The 2009-10 Addendum to the UPWP includes only those new activities to be added to the existing UPWP tasks or new tasks. A budget is shown for the 2009-10 fiscal year.

**CDTC'S NEW VISIONS REGIONAL TRANSPORTATION PLAN  
AND THE UNIFIED PLANNING WORK PROGRAM**

In recent years, CDTC has built upon the New Visions foundation to explore new areas of cooperative effort. This addendum includes an additional four (4) new Community and Transportation Linkage studies for 2009-10; the aggregate Linkage commitment since 2000 now exceeds 61 studies in over 35 municipalities with a total resource investment approaching \$4,000,000.

*Narratives on the following pages highlight only the additional 2009-10 work effort added to the 2008 – 2010 UPWP. Detailed discussion of accomplishments for all tasks is included in semi-annual progress reports. Task budgets for all tasks are shown in the financial tables.*

## **II. SURVEILLANCE**

### **TASK 2.16 Microcomputer Model Refinement**

As stated in the full 2008-2010 UPWP, after completing documentation of the upgraded STEP Model, CDTC will explore the next phase of STEP Model development, development of a multi-hour, trip chain model. CDTC will also work on updating and integrating the CDTC Mode Choice Model into the STEP Model. The previous CDTC Mode Choice Model was based on TMODEL software. The update will take advantage of the features that are built into the VISUM software for mode choice and transit modeling; as well as extensive data collection efforts by CDTA. The updated Mode Choice Model will provide a tool for transit planning that will be especially valuable in the development of BRT service in the Western/Washington Corridor, as well as other BRT planning efforts.

### **TASK 2.30 Routine Highway Condition Inventory**

As described in the full 2008-2010 UPWP, CDTC conducts regular surveys of the condition of Capital District federal-aid and non-federal-aid non-state roads and highways. In 2009 the every second year survey of non-state federal aid roads will be undertaken. Additionally, the Albany County roadways will be re-surveyed under contract, as well.

## **III. PLAN APPRAISAL**

### **TASK 3.01 Safety and Congestion Management**

CDTC will also continue its involvement in the statewide NYS MPO Safety Working Group. Staff time has been devoted to working with NYSDOT and a wide variety of state safety partners on improving crash data systems in NYS, developing local crash rates for NYS, participation in the MPOs development of a standardized safety assessment for non-state roadways, continued involvement in the Strategic Highway Safety Plan and Traffic Data Systems plans for NYS, and further work with the NYS Police and other entities on rolling out TraCS.

CDTC will undertake upwards of five safety assessments throughout the Capital Region through 2010. Safety Assessments are a formal safety performance examination of an existing or planned transportation facility (i.e. road, intersection, sidewalk, multi-use path, or land use development) by an independent, qualified, and multidisciplinary team. An assessment team considers the safety of all users, qualitatively estimates and reports on safety issues, and suggests opportunities for safety improvement. Consultant assistance will be required to undertake the safety assessments.

#### **IV. IMPLEMENTATION PLANNING AND PROGRAMMING**

##### **TASK 4.67 Bikeway / Pedestrian Facility Planning**

For 2009, effort under this task will include development of bicycle education/safety materials. It is anticipated that this bicycle education program will be developed in a way for ease of use in various environments including urban, suburban, and rural areas of all sizes. This effort will involve out reach to and collaboration with other agencies and stakeholders.

#### **V. PROVISION OF SERVICES**

##### **TASK 5.01 Albany County/Towns of Colonie and Guilderland: Railroad Avenue Corridor Study (Deleted)**

##### **TASK 5.29 City of Troy: Congress & Ferry Street Corridor – Mixed Use Development Study (Deleted)**

**TASK 5.XX Albany County/Town of Colonie/Town of Guilderland: Railroad Avenue Corridor Study** (this study was originally programmed in the 2007 - 08 Addendum to the 2006-08 UPWP but could not be progressed as budgeted. That study was deleted, as indicated above, and funds were given back to CDTC. For the 2009 Linkage Solicitation the project sponsors submitted a new study proposal and that study was approved for funding by the Planning Committee in January 2009 as described below).

CDTC will assist Albany County and the two towns with a consultant effort to develop an access and improvement plan for the Railroad Avenue corridor. With its proximity to I-90, Albany NanoTech, and the University at Albany, the study partners are confident that support industries will look towards Railroad Avenue as a prime location in the region to service the emerging technology sector. To encourage revitalization, the study partners will be developing and implementing a plan that will modernize the existing developed areas and change the industrial image of the area to promote redevelopment. The plan will identify roadway, bicycle and pedestrian improvements along Railroad Avenue and multi-modal connections to the University at Albany/Albany NanoTech area and the transit routes along Central Avenue. The plan will be coordinated with the Fuller Road Reconstruction project. The plan will also identify redevelopment opportunities in the Empire Zone related to the Railroad Avenue corridor.

Consultant Total: \$50,000 (\$37,500 federal, \$12,500 local cash match [\$5,000 from Albany County, \$5,000 from Town of Colonie, \$2,500 from Town of Guilderland])

##### **TASK 5.XX City of Albany: Albany Education District Enhancement Study**

CDTC will assist the City of Albany with a consultant study to create a redevelopment plan for the area known as the Albany Education District. This effort evolved out of the 2005 Midtown Colleges and University District Plan. The Study area is roughly bounded by South Main Avenue, Sherman Street, Englewood Place and Park Avenue, an area that includes Albany High

School, The College of St. Rose, and the UAlbany Downtown Campus. The purpose of the plan is to identify transportation/land use projects and design standards to develop a safe and welcoming network of connections between transportation modes, commercial destinations, residences, places of work and schools. The ultimate goal is to stabilize, enhance and revitalize this important section of the City.

Consultant Total: \$95,000 (\$71,250 federal, \$23,750 local cash match)

TASK 5.XX Town of Colonie/City of Watervliet/Village of Menands: Route 32  
Redevelopment Plan

CDTC will assist the Town, Village and the City with a consultant study to create a redevelopment plan for the Route 32 Corridor, also known as Broadway and 3<sup>rd</sup> Avenue, from Route 378 to the South Gate of the Watervliet Arsenal. This effort will 1) evaluate the bicycle and pedestrian environment to ensure safe crossings and facilities that support transit; 2) develop transportation concepts that would provide for more efficient movement of automobile traffic through the narrow cross section of Route 32 in Watervliet; 3) develop access management strategies for adjacent land uses; 4) develop strategies to increase commuter patronage to businesses in the corridor; 5) support Main Street style redevelopment of the corridor for mixed workforce housing and businesses and; 6) assess the Department of the Army's proposed reconfiguration of the South Gate to the Arsenal to ensure commuter and local traffic access through the Route 32/Broadway intersection is maintained.

Consultant Total: \$50,000 (\$37,500 federal, \$12,500 local cash match [\$7,000 from Town of Colonie, \$2,750 from Village of Menands, \$2,750 from City of Watervliet])

TASK 5.XX Town of Sand Lake: Hamlet Linkage Study

CDTC will assist the Town of Sand Lake with a consultant study in the Hamlets of West Sand Lake, Averill Park and Sand Lake to help support the mix of residents and businesses by planning for future growth scenarios. The Comprehensive Plan for the Town calls for mixed use districts in each Hamlet with higher density housing in particular. This will be investigated as part of this study along with access management for the Route 43 and 66 corridors, bicycle and pedestrian connections, parking arrangements and development scenarios for currently undeveloped land in each Hamlet.

Consultant Total: \$55,000 (\$41,250 federal, \$13,750 local cash match)

TASK 5.11 Regional Operations Planning

In response to CDTC's Certification Review by FHWA, the joint CDTC/NYS DOT regional operations committee will explore the appropriate role in regional security planning for the MPO, with the objective of furthering coordination and cooperation among member agencies.

#### TASK 5.XX Route 50 Bicycle/Pedestrian Safety Study

CDTC, NYSDOT Region 1 and the NYS Office of Parks, Recreation and Historic Preservation (NYS OPRHP) will undertake a Bicycle and Pedestrian Safety Study of the Route 50 Corridor in Saratoga Springs from the Saratoga Performing Arts Center pedestrian bridge area to Congress Avenue/New Street. The study area will also include the southern section of West Avenue and Congress Ave/New St around the Saratoga YMCA and the Railroad Run multi-use trail. A consultant will be utilized to assess the existing bicycle and pedestrian conditions in the study area, to develop preferred alternatives for safe bicycle and pedestrian crossing locations (prioritizing major recreational destination connections) and to develop preferred alternatives for traffic calming measures. The City of Saratoga Springs will be engaged in the study process and the study will consider existing planning work and planned development in the area. Americans with Disability Act requirements and an improved pedestrian environment for CDTA transit customers, including safe waiting areas and pedestrian access, will also be considered.

#### **VI. STATEWIDE EFFORTS**

**Shared Cost Initiatives (SCI):** The Mitigation Cost Sharing Initiative has been deleted from the NYSMPO program due to current budget constraints. As a result, CDTC PL funds will no longer be needed for this SCI study.

APPENDIX A  
FINANCIAL TABLES