

Capital District  
Transportation Committee

July 29, 2015

## **Proposed Revisions to the Draft New Visions Plan Based on Comments Received**

**On page 4, add the following two 2 projects to the list of trail/connection projects that are listed in the key recommendation:**

- The Watervliet connection to the Mohawk Hudson Bike Hike Trail/Canalway Trail
- 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

**On Page 4, repeat the following recommendation from page 121 as a key recommendation:**

**Expand BusPlus** to include the Washington/Western and River corridors and continue to enhance the Route 5 corridor to improve reliability and efficiency.

### **Chapter 8: Human Service Transit**

The update of the Coordinated Public Transit-Human Services Transportation Plan is part of the New Visions 2040 Plan. Recommended changes to the Coordinated Public Transit-Human Services Transportation Plan are presented in a separate memo in the Planning Committee mail out. Changes will be made to Chapter 8 of the New Visions draft Plan to be consistent with changes to the Coordinated Plan.

**Bicycle & Pedestrian Priority Network: Replace page 26 with the following (changes are in red):**

The new Priority Network will consist of two components— pedestrian districts and a linear bicycle network. The network has evolved to acknowledge that bicyclists and pedestrians have different needs and what improves safety for pedestrians doesn't necessarily improve safety for bicyclists and vice versa. To develop the Pedestrian Districts, CDTC staff, under advisement of the BPAC, began by mapping fixed route transit, low-income individuals, zero vehicle households, residents 65 years of age or older, residents 65 years of age or older living below the poverty level, and residents reporting a disability. These were mapped to illustrate and identify locations where the most need for safe pedestrian infrastructure exists. Areas of population and employment density were also mapped. For the most part, the identified populations overlapped areas of population and employment density. The next steps incorporated environmental justice populations which identify areas of low-income and/or minority populations, and destinations that generate pedestrian activity which include shopping centers, schools, trails, hospitals and parks. Intersection density, as defined above, and which corresponds to street connectivity, was also mapped.

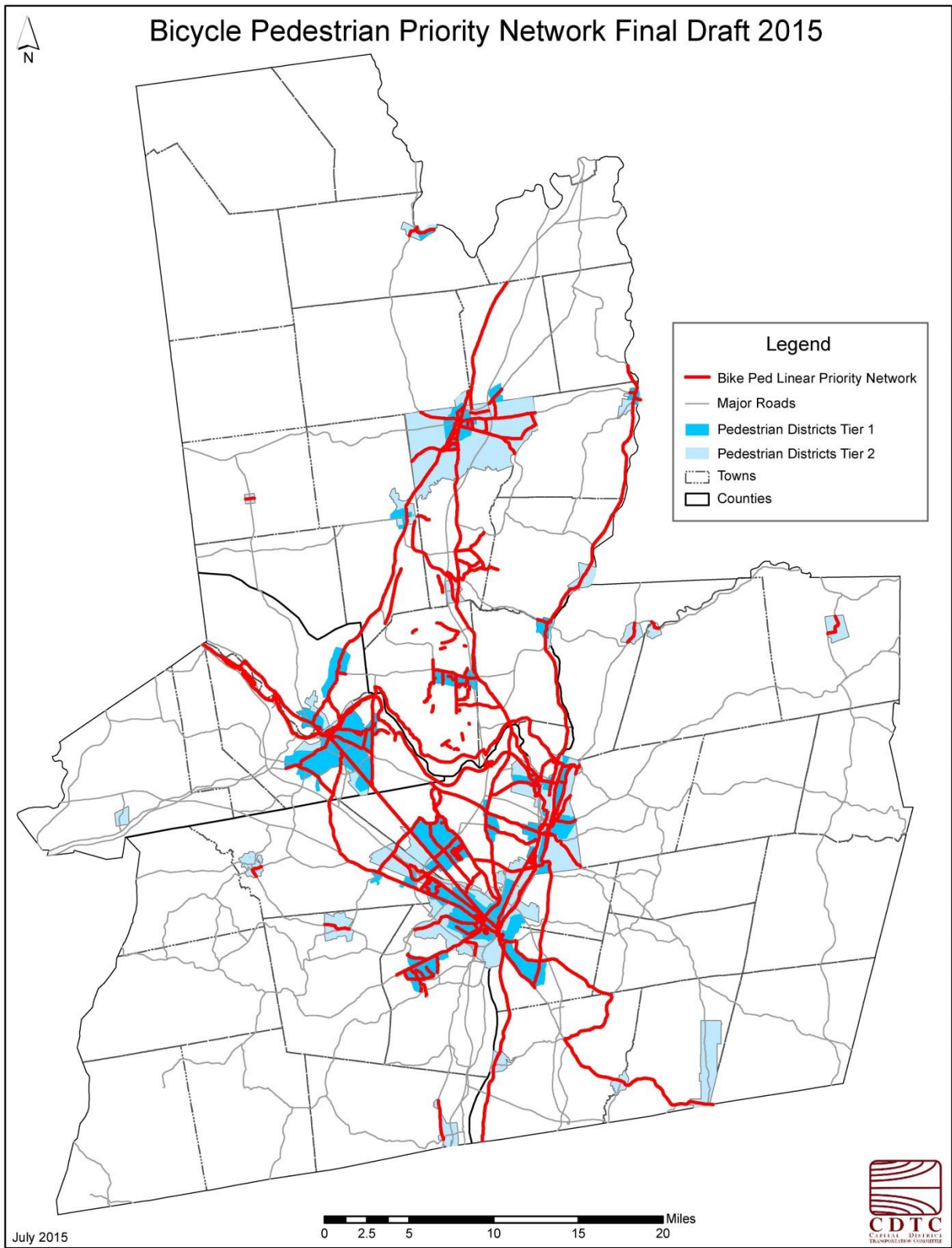
The data layers mentioned above helped guide CDTC staff to draft Tier 1 and Tier 2 Pedestrian Districts. Tier 1 Districts highlight areas that have population and employment density and met at least two of the following additional criteria: proximity to schools, shopping centers, hospitals, parks or trails and Environmental Justice population areas. Intersection density (the number of Intersections containing greater than 3 legs) was also used to identify and evaluate areas of street connectivity in relation to population and employment density. Tier 2 Districts consist of the remaining incorporated areas of all cities and villages that did not meet the criteria used to define Tier 1 Districts.

Pedestrian Districts were created to highlight and address the fact that pedestrian movement is more fluid than linear and that investments in pedestrian infrastructure should be made strategically, where there are greater densities of people living or working and in close proximity to pedestrian generating destinations. When a new TIP project evaluation system is adopted, proposed Tier 1 District projects will receive more points than proposed Tier 2 District projects.

The Bicycle Network is a linear network that connects the Pedestrian Districts via major travel routes, as well as making connections to identified pedestrian generators that may be located outside of the proposed Pedestrian Districts. Studies indicate that, like motorists, bicyclists prefer the most direct routes. Again with the advisement of the BPAC, CDTC staff began by mapping Federal-Aid eligible roadways with an annual average daily traffic volume of 10,000 vehicles or more, where bicyclists are not prohibited from traveling on. After reviewing these roads, the following criteria were developed to define the linear network:

- Roads located within a Tier 1 or Tier 2 Pedestrian District (automatic inclusion)
- Roads that are part of a designated bike route (automatic inclusion)
- Roads located within a population and employment density area (automatic inclusion)
- Roads that are part of the Mohawk Towpath Scenic Byway (automatic inclusion)
- Roads that do not meet any of the automatic inclusion criteria but do connect at least two pedestrian generators (schools, parks, trails, hospitals and shopping areas).
- All existing and newly built paved off-road trails and multi-use paths will remain part of the Bicycle Network.

The basis was that these longer routes are attractive to bicyclists and manageable to travel by bicycle, whereas walking would be less feasible. Other Non-Federal Aid eligible and lower volume roads were added to make needed connections. This network will be used in the TIP evaluation process to prioritize proposed projects. Proposed projects on the linear network will receive more points than other proposed projects. The BPAC recommends that project sponsors be held accountable for including bicycle and pedestrian infrastructure elements that are included in TIP applications. If a project is a high funding priority based on its location on the Priority Network and proposed improvements to the bicycle and pedestrian environment, the project must be implemented how it is proposed to maintain the integrity of the Priority Network and TIP evaluation process. Ensuring TIP accountability will require CDTC to develop a system to track TIP projects through completion.



### **Safety Performance Measure Correction**

On page 114, replace “Measure: Rate of fatalities per vehicle mile traveled (VMT)” with  
“Measure: Rate of fatalities per 100 million vehicle miles traveled (VMT)”  
And replace “Measure: Rate of serious injuries per vehicle mile traveled” with  
“Rate of serious injuries per 100 million vehicle miles traveled (VMT)”

**On page no. 13 (labeled page 10), third sentence, insert the words**, “single family” between developed and parcels.