

**Capital District Transportation  
Committee Bicycle and Pedestrian  
Advisory Committee  
May 9 at 9:00am at American Legion,  
Bethlehem, NY Agenda**

**Attendees:**

**John Mitchell, CCTWG; Jim Mearkle, ACDPW; Lorenz Worden, ABC; Lauren Alpert, City of Albany; Michael Lalli, Albany County; Ken Kovalchik, Town of Bethlehem; Valerie Deane, NYSDOT; Steve Godlewski, Creighton Manning; Linda vonder Heide, Rensselaer County; Daniel Berheid, Alta; Ivan Vamos, NYBC; Scott Duncan, ACDPW; Lisa Ramundo, ACDPW; Lauren Bailey, CDTA; Scott Lewendon, FORT/MHLC; Mike Lyons, Town of Colonie; Brent Irving, Capital Roots; David Downes; Jen Ceponis, CDTC; Aaron Xaevier, CDTC.**

**1.1 Welcome & Introductions**

**1.2 CDTC /Capital Coexist Updates**

**1.2.1 2017 Capital Coexist Mini-Grants**

**1.2.2 Bike Share Update-** Lauren said that the bikes for the upcoming Cycle! program were being shipped and that there was lots of feedback on locations for stations that was helpful in planning the rollout. She said the deployment of the program is on schedule to begin later this summer.

**1.2.3 Reminder(s): May 10 – Bike to School Day / May 19 - Bike to Work Day-** Jen noted that registration for Bike to work and school days have been up online for several weeks and that shirts for those who signed up were in and could be picked up or delivered soon.

**1.2.4 Bike/Ped Data Collection –** Jen noted that the CDTC sidewalk data inventory continues to be augmented, and that CDTC could use any data held by attendees or their associates related to bike/ped infrastructure either from GIS or other programs.

**1.3 NYSDOT Updates**

**1.3.1 TAP/CMAQ –**Jen discussed the recent results for the TAP/CMAQ solicitation. She noted that the region did well overall, and listed the projects that were funded through the project (list is available in reminder email for May meeting with the schedule)

**1.4 Trail Count and Survey Update –** Jen discussed trail survey and count data recently collected by CDTC. She noted that the highest return on the surveys came from the ACRT, and discussed popular uses of the trail as well as problems reported overall through the data collection. The most prominent issue was that some trails were too popular, and that etiquette for interacting with different uses/people was unclear. Most surveyed thought trails were a good use of public funds.

**1.5 Presentation/Discussion: Albany County Helderberg-Hudson Rail-Trail with Albany County, Town of Bethlehem and City of Albany-** Mike Lalli gave a summary of the upcoming work on the trail, noting further paving of the trail to Voorheesville, the installation of a fix-it station by S. Pearl Street with the help of Capital Roots, and a mini-library. He also noted that they are looking for places to direct funds from citizens wishing to contribute to the betterment of

the trail, and noted a buy a bench program as a way to address this. He also discussed issues raised by residents adjacent to the trail, like issues with trespassers, but noted the county did not want to start a precedent of funding fencing as a remedy.

Scott L. discussed the trail ambassador program, where volunteers provide information to trail users if needed, observe usage, and keep the trail clean of rubbish. He also detailed the conversion of historic train stations into trail amenities, and that signage had been and will continue to be installed to let users know the history of the trail.

Ken talked about the Delaware Ave streetscape project as it related to trail connections with the ACRT, such as the connection at Howard St. He noted that a road diet was being assessed for feasibility given the traffic volumes of the road.

Lauren Talked about the City of Albany's efforts to connect the trail to the MHBHT. Currently the Rail Trail stops at S. Pearl, and the city wanted to increase the connectivity of their system, as well as its accessibility and attractiveness. She mentioned that on 5/23 the City, Alta, and CDTC would be hosting a public meeting outlining the preferred alternative.

Scott L Discussed the inception of the trail, noting that several nonprofits came together to form a committee of the Conservancy and with a grant from PTNY began opening the corridor in sections, clearing out the brush and trash by hand and working later with municipalities to do heavier lifting. Eventually the Federal aid kicked in, at which point the development of the trail took off.