1.0 New Business

1.1 Welcome and Introductions

1.2 Final Capital District Trails Plan Presentation, Behan Planning and Design

   Trails plan has been released, following a four county-wide public effort. It primarily reflects core trails, with some supporting trails. The plan proposes 200 miles of new trails, to accompany the existing 89 miles. The committee requested VMT and greenhouse gas reduction numbers for each trail segment, for use with grant applications. Committee members discussed regional coordination and joint-efforts in regards to branding, signage procurement, and sponsorships.

   Other questions and comments followed. The committee was informed that Michael Franchini presented the plan to the Chamber of Commerce, and the plan has been formally adopted by CDTC's Planning Committee. Trails were identified and ordered according to a prioritization matrix. Implementation guidance is included in the plan. Drone footage is available for municipalities and promotional purposes, and trail segments are available in GIS shapefiles. The trails plan can also be adopted by individual communities as a base for their own bike/ped, trail, and/or Complete Streets plans.

1.3 CDTC Updates

   1.3.1 Trails Plan next steps – See above.

   1.3.2 TIP Schedule Update – The Planning Committee approved amendments to two existing TIP projects - the Watervliet cycle track and Freeman’s Bridge addition of a shared-use pathway. The Planning Committee also approved a $6.5 million Bicycle & Pedestrian Network Set-Aside for the 2019-24 TIP.

   1.3.3 Capital Coexist Mini-grants: Applications due Jan 31st

      $40,000 was requested for projects, with $25,000 available. A subcommittee will meet later in February to recommend projects for funding.

      Albany County Library has a materials lending library for the grants! Unused!
1.3.4 Los evaluation subcommittee – CDTC has begun reviewing and testing around a dozen methodologies for bike and pedestrian LOS with a subcommittee and staff. CDTC will produce a white paper on the findings.

1.3.5 Regional Safety Action Plan update – no updates at this time.

1.3.6 2019 Bicycle & Pedestrian Education Series – APBP webinar on February 20th.

1.3.7 Complete Streets Advisory Committee Update(s) – no updates.

1.3.8 Smart Communities Task Force Update – CDTC expects a Smart Streetlights Guide for the Capital Region from Saratoga Springs, with techs and specs.

1.4 TAP/CMAQ – NYSDOT had received a number of pre-applications and the final application deadline was August 16th. No updates on finalists.

1.5 Linkage Updates – See Linkage update table.

1.6 Local Program Updates

Schenectady County Public Health has a NYS grant for pedestrian safety education with agencies and various areas.

Albany will be producing a bicycle and pedestrian master plan. The Albany Connector Trail is in design phase.

Saratoga Springs is producing wayfinding/signage for the Greenbelt Trail. Planning is ongoing for the Connector Trail to Downtown, and for the Downtown Extender – inner core connector. Greenbelt Trail work is planned.

The Champlain Canal Trail is creating an Action Plan, and coordinating with the Erie Canalway.

Bike Rescue is installing Fix-It stations around the region for bicyclists.

Troy is undergoing a sidewalk assessment that is volunteer-based.

Albany County still has a Lending Library for pop-up projects!!!

Bethlehem is pursuing a street tree inventory with a Community Forestry grant.

1.7 Other Updates – Bike to School Day is May 8, 2019, and Bike to Work Day is May 17, 2019.

2.0 Upcoming Meetings

Meetings are open to the Public. The next CDTC Bicycle and Pedestrian Advisory Committee meeting is March 12, 2019 at 9:00am at CDTC.
Agenda

Welcome & Introductions

Presentation: Final Capital District Trails Plan, Behan Planning & Design

CDTC Updates
  • Trails Plan next steps
  • TIP Schedule Update
  • 2019 Capital Coexist Mini-Grant Applicants
  • LOS evaluation subcommittee update
  • Regional Safety Action Plan update
  • 2019 Bicycle & Pedestrian Education Series
  • Complete Streets Advisory Committee Update(s)
  • Smart Communities Task Force Update

NYS/USDOT Updates
  Pedestrian Safety Action Plan
  TAP/CMAQ

Linkage Updates – see Linkage update table

Local Program Updates

Other Updates
## 2019-24 TIP Schedule Update

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 17</td>
<td>New Candidate Project Solicitation emailed and mailed.</td>
</tr>
<tr>
<td>November 5 – 16</td>
<td>TIP Applications (PJP) Workshops</td>
</tr>
<tr>
<td>November 28</td>
<td>New Project Proposal Deadline (Sponsors have 6 weeks to submit proposals.)</td>
</tr>
<tr>
<td>December 28</td>
<td>Staff initial evaluations complete (Staff has 4 weeks to evaluate.)</td>
</tr>
<tr>
<td>January 9</td>
<td>Planning Committee meeting – Candidate Project lists available</td>
</tr>
<tr>
<td>January 2 – 11</td>
<td>CDTC Advisory Committees meet to discuss projects.</td>
</tr>
<tr>
<td>January 14</td>
<td>Project evaluation results provided to sponsors for review.</td>
</tr>
<tr>
<td>January 18</td>
<td>Sponsor comments on evaluations due to CDTC</td>
</tr>
<tr>
<td>January 29 or 30</td>
<td>February Planning Committee mail out with completed CDTC Project evaluations</td>
</tr>
<tr>
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<td>Planning Committee meeting – Project programming</td>
</tr>
<tr>
<td>April 3</td>
<td>Planning Committee meeting – Complete project programming and begin 60-day public comment period.</td>
</tr>
<tr>
<td>June 6</td>
<td>Policy Board meeting – 2019-2024 TIP approval</td>
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## 2019-24 TIP Schedule Update

<table>
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<td>February X</td>
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<td>Planning Committee meeting – Complete project programming and begin 60-day public comment period.</td>
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</tr>
</tbody>
</table>
2019-24 TIP Update – Planning Committee Actions

- A579 Watervliet Bike Path – TIP Amendment approved
- S238 Freemans Bridge Over the Mohawk – TIP Amendment approved
- Project scores are available
- Project fact sheets can be found on CDTC website: http://www.cdtcmpo.org/news/solicit/351-tipprojectlist2
- Planning Committee voted on set-asides
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<tr>
<th>TIP #</th>
<th>Description</th>
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<th>FFY 20</th>
<th>FFY 21</th>
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<td>Lake Avenue Corridor Improvement Project</td>
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<td>Franklin Street Cycle Track</td>
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<td>*Hampton Lake Loop Trail and Regional Connections Project</td>
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<td>Carman Road Sidewalks</td>
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<td>*Rensselear Bicycle &amp; Pedestrians Access Improvements</td>
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<td>*Missing Links Program</td>
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<td>NY 146 and NY 146A Bicycle and Pedestrian and Bicycle Access Improvements</td>
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<td>Freemans Bridge Road – Multi-Use Path</td>
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<td>Dix Bridge - Clarks’s Mill Road (CR42) over the Hudson Steel</td>
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<td>Glenmont Road Bridge Widening Project</td>
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<td>Grooms Road Multi-Use Trail Connection to Moe Road Multi-Use Trail</td>
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<td>French's Mill Bike/Ped Bridge</td>
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<td>Gun Club Road Sidewalk</td>
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<td>*Route 5S Pedestrian/Bicycle Access Improvements</td>
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<td>*Washington Avenue Ped/Bike Connection</td>
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<td>TAP/CMAQ</td>
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# 2019 Capital Coexist Traffic Safety Ambassador Mini-grant Applicants

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<tr>
<th>Project Sponsor</th>
<th>Contact</th>
<th>Contact Email</th>
<th>Sponsor Type</th>
<th>Project Type</th>
<th>Location</th>
<th>Total Project Cost</th>
<th>Total $ Requested</th>
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</thead>
<tbody>
<tr>
<td>Albany Bike Rescue</td>
<td>Dan Craven</td>
<td><a href="mailto:albanybikerescue@gmail.com">albanybikerescue@gmail.com</a></td>
<td>non-profit</td>
<td>Bicycle Voucher Program</td>
<td>Albany</td>
<td>$6,363.50</td>
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<tr>
<td>Albany County DPW</td>
<td>Bill Van Alstyne</td>
<td><a href="mailto:william.vanalstyne@albanycounty.gov">william.vanalstyne@albanycounty.gov</a></td>
<td>local government</td>
<td>Bicycle &amp; Pedestrian Safety Gear Giveaways</td>
<td>Albany County</td>
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<tr>
<td>Bethlehem PD</td>
<td>Commander Adam Hornick</td>
<td><a href="mailto:shornick@townofbethlehem.org">shornick@townofbethlehem.org</a></td>
<td>local government</td>
<td>Walk &amp; Roll Fest</td>
<td>Bethlehem</td>
<td>$6,255.00</td>
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<tr>
<td>Capital Roots</td>
<td>Calvin MacDowell</td>
<td><a href="mailto:healthycommunities@capitalroots.org">healthycommunities@capitalroots.org</a></td>
<td>non-profit</td>
<td>Pedestrian safety campaign</td>
<td>Rensselaer &amp; Cohoes</td>
<td>$6,380.00</td>
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<tr>
<td>Niskayuna</td>
<td>Laura Robertson</td>
<td><a href="mailto:lrobertson@niskyuna.org">lrobertson@niskyuna.org</a></td>
<td>local government</td>
<td>“Biking along the Boulevard” pop-up</td>
<td>Niskayuna</td>
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<tr>
<td>Rotterdam PD</td>
<td>Lt. Kyle Girard</td>
<td><a href="mailto:kgirard@rotterdamny.org">kgirard@rotterdamny.org</a></td>
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<td>Helmet fitting &amp; giveaways</td>
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<tr>
<td>Saratoga Springs</td>
<td>Tina Carton</td>
<td><a href="mailto:tina.carton@saratoga-springs.org">tina.carton@saratoga-springs.org</a></td>
<td>local government</td>
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<tr>
<td>Schenectady County DOH</td>
<td>Carrie Dunn-Herrera</td>
<td><a href="mailto:carrie.dunn-herrera@schenectadycounty.com">carrie.dunn-herrera@schenectadycounty.com</a></td>
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<td>Bike Rodeo Series (8 events)</td>
<td>Schenectady County</td>
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<td>Waterford</td>
<td>David Woodin</td>
<td><a href="mailto:woodind@town.waterford.ny.us">woodind@town.waterford.ny.us</a></td>
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<td>School zone pedestrian safety campaign</td>
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<td>Feb 20</td>
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<td>Viewing Low-Stress Networks Through an Equity Lens</td>
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<td>Mar 20</td>
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<td>Navigating Without Curbs: Accessibility on Shared Streets</td>
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<td>Apr 17</td>
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<td>Designing Streets for the Speeds You Want</td>
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<td>Maintaining Green Infrastructure: Hints for Success</td>
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<td>Finding Common Ground with First Responders: Enhancing Safety and Maintaining Access in Street Design</td>
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<td>Education and Encouragement: Bringing the Right People Together</td>
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Smart Communities Update

LED Smart Streetlight Guidebook

Letters of interest due Friday, February 22nd
<table>
<thead>
<tr>
<th>STUDY NAME AND LOCATION</th>
<th>SPONSOR, PROJECT CONSULTANT, CONSULTANT COST AND CDTC CONTACT</th>
<th>DATE PROGRAMMED</th>
<th>STATUS</th>
<th>ESTIMATED COMPLETION DATE AND COMPLETION TIME (ORIGINAL UPWP FUNDING DATE TO ESTIMATED COMPLETION DATE)</th>
<th>PROJECT WEBSITE LINK</th>
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<tr>
<td>ALBANY COUNTY</td>
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<tr>
<td>1. Albany Patroon Creek/Washington Avenue Corridor Study</td>
<td>city of Albany, Creighton Manning Engineering, $96,000</td>
<td>Planning Committee Selected 2/1/17. Policy Board Approved UPWP 3/2/17</td>
<td>The Study Advisory Committee is reviewing the draft final report and expects to meet in February to provide final comments.</td>
<td>February 2019 22 Months</td>
<td><a href="https://washingtopatrooncorridor.eweby.com">https://washingtopatrooncorridor.eweby.com</a></td>
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<td>RENSSELAER COUNTY</td>
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<td>1. Hoosick Street Parkway Implementation Study</td>
<td>City of Troy, TBD $92,500</td>
<td>Planning Committee Selected 2/7/18. Policy Board Approved UPWP 3/1/18.</td>
<td>The signed Memorandum of Understanding has been received by CDTC. The Request for Expressions of Interest is under development by CDTC and the City.</td>
<td>August 2019 15 Months</td>
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<td>SCHENECTADY COUNTY</td>
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<tr>
<td>1. Craig-Mall Complete Streets Study</td>
<td>City of Schenectady Place Alliance, $90,000</td>
<td>Planning Committee Selected 2/7/18. Policy Board Approved UPWP 3/1/18.</td>
<td>First study team meeting was held January 24, 2019. The Study Advisory Committee invitations have been sent out with first SAC meeting anticipated the week of February 11th.</td>
<td>August 2019 15 Months</td>
<td>TBD</td>
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<td>CDTC NON-LINKAGE PLANNING INITIATIVES</td>
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<tr>
<td>1. Greenway Trails Plan</td>
<td>Regional Behan Planning $148,502 Jen Ceponis</td>
<td>Included in 2016-2018 UPWP RFP Issued August 2017</td>
<td>The final report was released in January and is available at <a href="http://www.cdctcmpo.org/trails">www.cdctcmpo.org/trails</a>. This study is now complete.</td>
<td>December 2018 13 months from date of contract execution.</td>
<td><a href="http://www.cdctcmpo.org/trails">www.cdctcmpo.org/trails</a></td>
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<td>2. Regional Safety Action Plan</td>
<td>Regional VHB $175,000 Sandy Misiewicz</td>
<td>Included in 2016-2018 UPWP RFP Issued September 2017</td>
<td>The consultant team is developing a full draft report to be available for internal review in early March.</td>
<td>January 2019 12 months from date of contract execution.</td>
<td><a href="http://www.cdctcmpo.org/safetyplan">www.cdctcmpo.org/safetyplan</a></td>
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<td>3. I-787/Hudson Waterfront Corridor Study</td>
<td>Regional CHA $350,000 Sandy Misiewicz</td>
<td>Included in 2016-2018 UPWP RFP Issued April 2014</td>
<td>The final report will be available in February following CDTC final review. It will be posted to the project and CDTC's websites.</td>
<td>December 2018</td>
<td><a href="http://787waterfronstudy.blogspot.com/">http://787waterfronstudy.blogspot.com/</a></td>
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<td>4. Municipal Smart City Street Light Conversion and Evolving Technology Guidebook</td>
<td>Saratoga Springs Smart Communities Program Consultant TBD $20,000 Jen Ceponis</td>
<td>Added to the 2018-2020 UPWP</td>
<td>A Request for Proposals is available with submissions due on February 22, 2019.</td>
<td>March 2020</td>
<td>TBD</td>
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<td>Sponsor</td>
<td>Project Name</td>
<td>CDTC Consultant Share</td>
<td>Local Consultant Share</td>
<td>Requested CDTC Staff Technical Assistance</td>
<td>Total Effort</td>
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<td>Albany</td>
<td>Bicycle and Pedestrian Master Plan Update</td>
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<td>Rensselaer</td>
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<td>Wilton</td>
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*CDTC added $10,000 in technical assistance time for these studies based on past experience.*
Save the Date(s):

Bike to School Day: May 8

Bike to Work Day: May 17

NEXT CDTC BIKE & PED ADVISORY COMMITTEE MEETING: March 12, 2019 at 9:00AM at CDTC
# Trails Plan

[Image of trails and people biking and walking]

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**TABLE OF CONTENTS**

- **INTRODUCTION**
- **THE CAPITAL REGION TODAY**
  - Regional Market Context
  - Recreational Market Trends
  - The Socio-Economic Benefits of Trails
- **PUBLIC OUTREACH**
  - Wiki Map
  - Online Survey
  - Initial Branding & Marketing Concepts
- **TRAILS VISION PLAN**
  - Capital Region Vision
  - Albany County Detail
  - Rensselaer County Detail
  - Saratoga County Detail
  - Schenectady County Detail
- **SOCIO-ECONOMIC BENEFITS**
  - Introduction
  - Future Trail Use
- **IMPLEMENTATION STRATEGY**
  - Implementation Roadmap
  - Marketing Strategy
- **TRAILS MANAGEMENT BEST PRACTICES**
- **APPENDIX**
  - Trail Resources
  - Appendix A: Trail Construction Impacts
  - Appendix B: Residential Property Value Impacts
  - Appendix C: Annual Trail Related Spending Impacts
  - Online Survey Results

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[Logo of Capital District Trails Plan: Advancing a Vision for Connecting Communities]
# Draft Trails Plan

## Table of Contents

**Introduction**

**The Capital Region Today**
- Regional Market Context
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- The Socio-Economic Benefits of Trails

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- Online Survey
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- Capital Region Vision
- Albany County Detail
- Rensselaer County Detail
- Saratoga County Detail
- Schenectady County Detail

**Socio-Economic Benefits**
- Introduction
- Future Trail Use

**Implementation Strategy**
- Implementation Roadmap
- Marketing Strategy

**Trails Management Best Practices**

**Appendix**
- Trail Resources
- Appendix A: Trail Construction Impacts
- Appendix B: Residential Property Value Impacts
- Appendix C: Annual Trail Related Spending Impacts
- Online Survey Results
To this end, the following specific goals are identified as subsets of this effort:

1. DOCUMENT EXISTING AND PLANNED TRAILS. Document the asserted local and regional trails which have already been established throughout the capital region.

2. IDENTIFY GAPS. Identify missing areas or gaps in the existing trail system which should be connected or could be connected as part of a larger regional network.

3. PUBLIC OUTREACH. Reach out to the public to learn how they are using these existing trails, what new trail linkages they would like to see, and what types of uses or activities would be popular.

4. MEASURE ECONOMIC IMPACT AND OTHER BENEFITS. Identify what the measurable economic benefits are of the local trail system, and project how these benefits might affect the capital region as part of an expanded network.

5. PRIORITIZE DEDICATED OFF-ROAD TRAILS. Where possible, identify and prioritize the creation of safe off-road trail corridors, while understanding that on-road bike paths may be necessary to help complete connections.

6. CONNECT POPULATION CENTERS AND BUSINESS NODES. Provide trail connections with areas of concentrated residential and business activity to help support commuting travel.

7. ILLUSTRATE THE PLAN. Develop an overall vision plan map and description for the future regional trail network which establishes the “core” regional network trails, and may also include some secondary trail connections which help to augment the core system.

8. PRIORITIZE THE NETWORK. Establish a prioritization matrix for implementation, with emphasis on those connections which are more readily viable or shovel-ready.

9. VISUALIZE THE NETWORK. Develop video footage of existing and planned trail linkages through the use of aerial drone photography which can be used to help support and market the local trail system.

10. BRANDING & MARKETING. Develop an overall branding and marketing plan which would strengthen and support this regional trails network, and help support local economic development.

This section reviews the current snapshot of the Capital Region today, reviews emerging recreational market trends, and attempts to quantify the many different benefits of having a local trail system. The purpose of this analysis is to help understand where we are today so that we can compare and forecast the projected impacts of a larger regional trail system in the future. In a later section of this plan, Economic Benefits and Other Impacts, we calculate the anticipated benefits of an expanded future trails network proposed for the Capital District. Much of the analysis provided here is summarized from the full economic report, which is provided in the appendix.

REGIONAL MARKET CONTEXT

The Capital District, as a whole represents a population of over 800,000 people, which is projected to grow at a faster rate than the rest of New York State. Between 2020 and 2030, this area is estimated to grow at a rate of 1.6 percent, whereas the state overall will have a growth rate of only 0.5 percent. Total employment is also projected to grow 11.6 percent between 2014 and 2024, with 75,770 new jobs expected to be added in the Capital District in the coming years. While the unemployment rate for the Albany-Schenectady-Troy area peaked in 2010-2012 at around 7.3 percent, the rate has since continued to improve, and as of 2016, it is 4.10 percent. All of this is very good news for a metropolitan area which is striving to remain competitive, but it is important not to get complacent. As the local population and economy continues to grow, the Capital District needs to continue to provide amenities and services which will help attract new residents and businesses in this competitive market.
Greenways and trails are a burgeoning national movement, responding to an increased national interest in outdoor recreation and exercise. Bicycling is one of the most popular outdoor sports in America. A recent 2014 benchmarking report from Breakaway Research Group (Breakaway Research Group, 2015) indicates that 34 percent of U.S. population rode a bike at least once in the prior year. Bicycles are used for commuting to work as well as for pleasure and fitness. The same research indicated that 32 percent rode for recreation and as much as 13 percent rode for the purposes of transportation.

**ON A ROLL**

Another research report by Glaiken Townley Group (Edmondson, B. 2011) identified trends in the U.S. Bicycle Market as follows:

**BICYCLING IS NOT JUST FOR KIDS ANYMORE.**

The number of children who ride bicycles declined more than 20 percent between 2000 and 2010, while the number of adults who ride increased slightly.

**ENTHUSIASTS ARE DRIVING GROWTH.**

More than 21.6 million adult Americans rode a bicycle 109 days or less in 2010, about the same as the number who rode that often in 2000. But another 3.4 million rode in 110 days or more, and the number of frequent cyclists increased 17 percent over the decade.

**WOMEN ARE LESS INTERESTED IN BICYCLING.**

About 10.2 million women rode 109 days or less in 2010, a decrease of 15 percent since 2000.

**...BUT FEMALE ENTHUSIASTS ARE ON THE RISE.**

The number of women who rode 110 days or more increased by 1.5 million and increased 8 percent during the decade. At the same time, the number of men who ride that frequently increased 15 percent.

**OLDER RIDERS RIDE MORE.**

Participation in bicycling falls off after the age of 55, particularly among women, but male riders who belong to the enormous baby-boom generation show few signs of slowing down. In fact, riding days for men tend to increase after they reach age 65.

According to the National Bicycle Dealers Association, in 2013 the bicycle industry sold over $6 billion worth of bikes and related equipment. There is also an observed correlation between miles of bike paths and number of bicycle dealers, as observed in Denver and Atlanta.

The building of physically separated bike lanes, from roadways and pedestrians, has increased significantly since 1991, with the passage of Intermodal Surface Transportation Efficiency Act which allocated federal funds to the construction of bicycle and pedestrian infrastructure. In 1992 only 50 bicycle infrastructure projects received federal funding, by 2010 that number grew to 2,763.

Bicycle sharing systems are an increasingly popular service in urban areas around the world. It provides a rentable bike at a low cost, typically for 30 to 45 minute ride increments. In 2014, there were only 17 large municipal bike-share systems worldwide; by 2015 there were more than 800.

Building trails and greenways can lead to booms in trail-oriented development, because they are an in-demand amenity. In fact, the building of Minneapolis Midtown Greenway spurred more than $750 million worth of new residential development. Bicycle-friendly communities and destinations are beneficial for tourism and encourage tourists to have longer visits, spend more, and return more often. In South Carolina, the Sea Pines development had 15 miles of paved trails that led to the creation of a total of 31 trails across Hilton Head Island because of a high demand for bicycling and bike rentals.

With the increasing trends in bicycling and recreational trail use, the Capital District should be positioning itself to take advantage of this growing market and provide amenities which attract these users.
THE EXISTING TRAIL NETWORK IS GROWING

The Capital District currently enjoys a growing network of on- and off-road multi-use paths and bike routes which people use for recreation, exercise, and transportation. Between 2009 and 2015, the local trail network has grown from 74 miles to 188 miles of dedicated off-road routes, with another 4 miles being added in just the past 2 years. This number is projected to continue growing, with an estimated 186 miles of off-road trails by the year 2020. In addition, there are now 274 miles of on-road bike routes. (This includes state [103 miles] and county [56 miles] bike routes but does not include bike lanes or shared streets [CRT] which hold a comprehensive database of these facilities.)

Total Trail Mileage

- 2009: 74 miles
- 2014: 107 miles
- 2016: 188 miles
- 2020: estimated 186 miles

THE NUMBER OF TRAIL USERS IS GROWING

The new trail counts provided in the 2016 Regional Trail Perspectives study show trail usage in the area has been on the rise. Lonsdale Park in Niskayuna recorded a 60% increase over 2006 traffic, with 56,506 people on the trail during the month of August alone.

Trail Usage Growth

In that same period, the Zim Smith Trail recorded an increase of 296%. The 2017 annual report “Who’s on the Trail” by Parks & Trails New York showed that ridership counts were also being identified along much of the Erie Canalway Trail.

Of the three trails that were counted in both the 2006 and 2016 studies, overall trail use was up about 25%, with an estimated 1.6 million visits to the Capital Trails in 2016. One might conclude that this increase in use is simply attributed to the fact that more miles of trail have been constructed. However, when comparing the number of users per mile of trail, it is apparent that those numbers are increasing just as well. This trend of increased users is great news which supports the growing need for an improved local trail network.

THE EMPIRE STATE TRAIL IS UNDERWAY

In the spring of 2017, $200 million in funding was announced for the Empire State Trail, a 750-mile trail from New York City to Canada and from Albany to Buffalo, crossing right through the heart of the Capital District through each of the four counties. Anticipated to be completed by 2020, the Empire State Trail would create a significant north-south and east-west spine of our regional trail network. Capitalizing on this investment is a sound planning and economic development strategy.

The development of a larger Capital Region trail network which connects to this significant investment would successfully leverage these funds and serve a large audience of people throughout the area.

In September of 2017, it was announced that $12 million of the $200 million Empire State Trail construction funding will go towards constructing 22 miles of multi-use trail and bicycle-friendly on-road enhancements along the Champlain Canalway Trail. The Champlain Canalway Trail serves as approximately one-third of the route between Albany and the Canadian Border. The Albany-Hudson Recreational Trail (AHRT) will be a 35-mile shared-use bicycling and pedestrian trail between the City of Rensselaer and Hudson. This segment of the Empire State Trail includes 27 miles of off-road trail, with 8 miles of enhanced on-road amenities for bicyclists and pedestrians. This project is currently in the public outreach and design phase, with construction scheduled to begin in 2018. Once completed, this AHRT will connect Downtown Albany and the Mohawk Hudson Bike-Hike Trail with the Hudson River Greenway.
THE SOCIO-ECONOMIC BENEFITS OF TRAILS

THE EXPERIENCE OF TRAILS AND GREENWAYS NATIONALLY has indicated that trail and greenway projects can promote job creation and employment by area residents and businesses in several ways.

Trails have a wide variety of use levels depending on their local market and physical context. Trail use studies estimate the volume of trail users, demographic of users, such as origin, age and household income, and trip characteristics. Studies are used to understand travel patterns, spending patterns and potential changes in use due to trail related improvements.

A survey on seven trails in Michigan found that most users used the trail for exercise or recreation and that the proportion of resident use ranged from 56% to 92% of trail users. (Vogt, Nelson and Steger, 2007)

According to a study of 10 trails in southern Nevada, enhancements in trail signage and wayfinding combined with a public marketing campaign increased trail use 53 percent within the period of a year. (Clark, Burum, Shian, Mackintosh, and Coles, 2014)

A survey conducted by Rails-to-Trails Conservancy on the expanding Erie to Pittsburgh trail found that 51.0% of trail users were biking, 27.1% are walking; and the two most popular reasons were for health (54.5%) or recreation (42.8%). (James and Noccom, 2014)

CONSUMER SPENDING

Spending on leisure, jogging, biking and walking is a major aspect of the national economy, but more importantly, a focus of the spending for these activities is the neighborhoods in which the activity occurs. Capturing the spending potential depends on having retail and service businesses located on or near the corridor, and the businesses offering goods and services desired by users. The volume of trail usage and users is an important factor in overall spending potential on a trail.

A 2010 report on several trails in Orange County, Florida, used survey data and a REMI impact model to estimate that the average spending per trail user is $20 per visit, spent on food and beverage, transportation, books and maps, bike maintenance, rentals, and other spending categories. Based on an estimated 1.7 million people using the trails annually, the total estimated expenditure was $32.6 million, which multiplied to $42.6 million in sales. (East Central Florida Regional Planning Council, 2010)

A report on the economic and health benefits of bicycling in Iowa is among many that quantified the economic impact of bicycling by surveying cyclists in the state. The survey results in an IMPACT model that estimated total spending per year by both resident and visiting cyclists, and, multiplied the spending to reach a total indirect and direct spending impact of $52.0 million.

On average, bicyclists spend over $1,200 on an overnight trip on Iowa trails. (Bowers, Roming, Puter, Lansford, and Fair, 2017)

Some reports covered outdoor recreation on a broader scale, such as one report that estimated the economic impact of recreation in Washington State. It was estimated that of $32.6 billion spent on outdoor recreation in the state in a year, $20.5 billion remained in the state, circulated through direct sales, supply chain activities, and household wages. Further analysis was conducted to estimate the impact of the type of land on which recreational activities were conducted and the activities themselves. (Briere and Schneeberger, 2015)

One survey of visitors to and business owners on the Great Allegheny Passage trail sought to estimate the impact the trail had on trailside businesses. Based on financial statements and spending patterns by visitors, businesses estimated that 25 percent of their revenues were attributable to the trail and two thirds of all businesses reported some increase in revenue because of their proximity to the trail. (Cainos, Inc., 2009)

A study completed in 2016 on the usage of Vermont trails determined that they are extremely valuable to the local economy. The out-of-state $30 million dollars in revenue—the key industries being food and beverage, lodging, and outdoor equipment. (Stowe Reporter, 2016)

TRAIL TOURISTS SPEND AN AVERAGE OF $190 PER DAY, ADDING AN ESTIMATED $15.4 MILLION TO THE CAPITAL DISTRICT IN 2016.
In developing an overall vision for a connected network of trails throughout the Capital District, the goal has always been about connections. Connecting from town to town, village to village, trails to trails, and people to people. This vision plan provides the framework for this network, interconnecting important routes throughout the four counties of Albany, Rensselaer, Saratoga, and Schenectady.

The public involvement process from this vision planning effort resulted in a very high number of trail connections being proposed throughout the area. Not every idea proposed could be formalized in this plan, and it necessitated the prioritization of some connections over others. For this reason, the concepts developed in this plan have been categorized into two basic levels: “Core Trails” and “Supporting Trail Networks”.

The Core Trails are those which have been identified and proposed as the primary transportation highways for non-vehicular travel around the Capital District. These routes are often connected to areas outside of our four-county region and usually link together multiple towns or population centers.

The Supporting Trail Network is comprised of secondary connections which often serve lower population areas however are still very important to the functionality of the larger transportation network. In many ways, these trails are not unlike our secondary local road network, providing alternative routes, choices and access to the larger system.

A total of 10 Core Trails and 54 Supporting Trail Network segments have been identified in this plan, which are summarized below and described in more detail on a county-by-county level in the pages that follow. The 10 Core Trails identified would provide a total of over 214 miles of dedicated off-road trails and approximately 76 miles of on-road bike routes. This core trail network would successfully complete alternative transportation routes which connect Albany, Troy, Rensselaer, Schenectady, Mechanicville, Stillwater, Ballston Spa, Saratoga Springs, Schuylerville, Glens Falls and many other area communities.

Many of the trails described below are already constructed, or have been planned for some time. For the purposes of identification in this document, temporary descriptive names have been assigned to newly proposed trails, however it is not suggested that these should be the actual names. Where ever possible, proposed trails were categorized as likely being primarily off-road, on-road, or a mixture of both, depending on initial feasibility. Mileages shown are estimated for planning purposes only.
Draft Trail Vision Maps

CORE TRAILS

The primary core trail network which connects Albany, Rensselaer, Saratoga and Schenectady Counties to each other and surrounding areas.

SUPPORTING TRAILS

Additional trail connections which were identified during the project which provide important support to the larger network.
TRAILS PLAN

CORE TRAILS

- Albany County Helderberg-Hudson Rail Trail
- South End Bikeway Connector
- Albany Loop
- Patroon Greenway
- Hudson Northway
- Mohawk Hudson Bike-Hike Trail
- Albany Hudson Electric Trail (AHET)
- Rensselaer Riverwalk/RPI Trail
- South Troy Riverfront Bikeway
- Uncle Sam Bike Trail
- River Road
- River to Ridge Path
- Ballston Veterans Bike Trail
- Zim Smith Trail
- Champlain Canal Trail
- Saratoga Greenbelt Trail
- Wilton-Moreau Trail
- Schenectady Park Connector
CORE TRAILS

ALBANY COUNTY
HELDERBERG-HUDSON RAIL TRAIL (HHRT)

Off Road Trail • 31.1 miles total (20.3 in Albany)

The existing 9 miles of the Albany County Helderberg-Hudson Rail Trail provide an excellent foundation for the continuation of this popular trail northwest into Schenectady County, and improved connections northeast into the City of Albany. The existing trail, which is currently paved from South Pearl Street to Voorheesville, will continue to be improved to follow the rail line as a multi-use path to Voorheesville at the Albany County Rail Trail Pavilion on Grove Street. From there, a new trail should be established along the rail bed to continue to the Village of Altamont, immediately adjacent to the Altamont Fairgrounds. A trailhead location for the village and fairgrounds—possibly near the Park Street & Fairview Ave intersection—is recommended to take advantage of the population center here and the high number of users which could connect during fairground events. A separate connection at the Altamont Oaks apartment complex would also be possible. This corridor could be rail-with-trail, or a complete rail-to-trail conversion. The planned future segment of this trail would ultimately connect with the planned Schenectady-Helderberg Connector (2), Ravena-Voorheesville Link (6) and the Albany Loop (C). Looking further into the future, this trail should continue north into Schenectady County, passing underneath Interstate 88, and into the Village of Delanson. From there, future considerations should be given to coordination with Schoharie County for a connection into Central Bridge. (Refer to Schenectady section for more detail in that county.)
**CORE TRAILS**

- A: Albany County Helderberg-Hudson Rail Trail
- B: South End Bikeway Connector
- C: Albany Loop
- D: Patroon Greenway
- E: Hudson Northway
- F: Mohawk Hudson Bike-Hike Trail

**SUPPORTING TRAIL NETWORK**

1. Normans Kill Greenway
2. Schenectady-Helderberg Connector
3. I-90 Patroon Greenway Extension
4. Elm Avenue Bike Path
5. Reservoir Run
6. Ravena–Voorheesville Link
7. Consaul Road Bike Path
8. Bike Route 9
9. The Crossings Connection
10. Route 32 Cycle Track
11. Van Rensselaer Bike Path
12. Tivoli Crossing
**TRAILS PLAN**

**CORE TRAILS**
- G: Albany Hudson Electric Trail (AHET)
- H: Rensselaer Riverwalk/RPI Trail
- I: South Troy Riverfront Bikeway
- J: Uncle Sam Bike Trail
- K: River Road
- L: River to Ridge Path

**SUPPORTING TRAIL NETWORK**
- 13: Uncle Same to Mahican Trail Link
- 14: Mahican Trail
- 15: Tomhannock North Ridge Run
- 16: Empire State - Rensselaer Plateau Link
- 17: Wynantskill Trolley Path
- 18: Rensselaer Plateau Ridge
- 19: Corkscrew Rail Trail
- 20: Nassau - Stephentown Path
- 21: Schodack Island - Castleton Connection
- 22: Hoosick to Bennington
CORE TRAILS

- Ballston Veterans Bike Trail
- Zim Smith Trail
- Champlain Canal Trail
- Saratoga Greenbelt Trail
- Wilton-Moreau Trail

SUPPORTING TRAIL NETWORK

- Crescent Towpath Trail
- Greenfield Line
- Geyser Road Trail
- Ballston Spa - Galway Link
- Lake Desolation Path
- Charlton Bike Route
- Saratoga - Schuylerville
- Stillwater - Saratoga Lake
- Bluebird Road Bike Path
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**Total** | **288.90** | **89.30** | **199.60**

Source: Counties listed, NYS Office of Information Technology Services GIS Program Office (GPO) and NYS Department of Taxation and Finance's Office of Real Property Tax Services (ORPTS), and ConsultEcon, Inc.
PROJECTED EXPANSION of the CAPITAL DISTRICT TRAIL SYSTEM
AFTER IMPLEMENTATION

AN INCREASE in TOTAL TRAIL MILES from 89 MILES to 289 MILES

200 MILES of NEW TRAILS

1.1 MILLION ADDITIONAL TRAIL USERS per year*

17,400 NUMBER of POTENTIAL PEAK-HOUR VEHICLE TRIPS REMOVED from OUR ROADS

*Midpoint of Range of Use Projected for the Future Trail System
PROJECTED ECONOMIC IMPACT to the CAPITAL REGION

AFTER IMPLEMENTATION

$23.7 MILLION

ANNUAL INCREASE in DIRECT TOURISM SPENDING in the CAPITAL REGION

$1.4 MILLION
PER YEAR in LOCAL TAX REVENUE

$48.9 MILLION
PER YEAR in TOTAL ECONOMIC ACTIVITY in the CAPITAL DISTRICT

$1.3 MILLION
INCREASE in LOCAL PROPERTY TAX REVENUE
IMPLEMENTATION STRATEGY
OF THE CAPITAL DISTRICT GREENWAY AND TRAILS PLAN

IMPLEMENTATION ROAD MAP:
CONTINUING TO ADVANCE THE CAPITAL REGION TRAIL SYSTEM

Community advocacy and support will be critical to successfully advancing trail projects from concept development and feasibility analysis, to project capital funding, environmental clearance, and right-of-way acquisition through final design and construction. Reaching this latter “shovel-ready” stage has been an important milestone of the region’s growing group of trail advocates. In fact, most of the trails that have been developed in the region started and were promoted by a small group of advocates. These dedicated individuals became organized and consistently over a period of many years volunteered their time and talent to promote trail development. These efforts ultimately have been recognized with support from government leaders, at all levels, and other organizations who have taken on the trail projects and advanced them into reality.

The Elements of Successful Trail Development. Three elements stand out as foundational to advancing the development of a trail from concept to completion: advocacy, planning, and leadership.

Trail advocates are the foundation of a trail project—defining and promoting the concept and providing the voice of continual support for the initiative and helping secure and advance the creation of a conceptual plan that describes the vision for the trail. A creative plan and design is also important to document the various aspects of the trail including what it will provide in terms of benefits, where it would connect and how it can be accessed and developed. Without leadership and support from the elected officials, public trail projects would otherwise die on the proverbial vine. Leadership is a key component toward marshaling the financial and other resources needed to secure the right-of-way and approvals required to open a trail up for public use.

ESTABLISHING AND ADVANCING PRIORITY TRAIL SEGMENTS

Each core trail is part of the overall concept of creating what can serve as a dedicated alternative transportation system for the region. The trails identified as part of the supporting trail network comprise an important secondary system that are critical to the function and usability of the overall network by expanding access to a greater share of the region’s population. These systems provide a framework that would also connect to local bicycle and pedestrian systems to make a more dedicated and interconnected system. The CDTC Bicycle & Pedestrian Priority Network that had been previously developed included a sound methodology that was utilized as a reference in creating this plan for the regional trail system. As part of that priority network, the CDTC established
<table>
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<th>Population Served Per Trail Mile</th>
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<td>*</td>
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MARKETING PLAN

A brand is only as successful as its rollout plan. It must be put to work through consistent applications and marketing efforts so that the brand's visibility will increase and interest will peak. The following deliverables are recommended to market this trail network.

WEBSITE

A website is an important platform to reach all audiences and to inform and engage the public and stakeholders. It can be the hub for all information and resources related to the project and can be tailored to each different audience. For trail users, it can include trail maps, locations of trailheads, information on different trail amenities and difficulty levels, and links to existing individual trail websites. For stakeholders, it can provide the overall plan, updates on progress and information on how to become involved. For sponsors, it should provide sponsorship information and access to brand assets. The website should be responsive (optimized for phones, tablets, and computers alike) so it's mobile-friendly and offers access to every user. From a content standpoint, the site should be heavily branded and include compelling professional photography of the trail network.

Recommended Website Features:
- Trail Network Map (downloadable & printable)
- Interactive Map
- About Section
- A list of trails within the network and links to trail websites, if available. Additional information could include:
  - Trailhead Locations
  - Trail Amenities & Accessibility Information
  - Difficulty Level
  - Types of Trail Use (Hiking, Biking, Horseback, etc.)
  - Informational Descriptions & Historical Context (if applicable)
  - Connections to Other Trails

SCHEDULE OF TRAIL-RELATED EVENTS
- Reports on Progress of Trail Plan
- Copy of Trails Plan
- Sponsorship Information
- List of Sponsors
- Tools for Project Partners, Existing Trails & Sponsors
  - Logos
  - Brand Guidelines
  - Social Media Graphics
  - Photography
  - Downloadable Trails Report Plan
  - Downloadable Maps
  - Blog Posts/News Section
  - Contact Info

*Guest bloggers could be invited to develop content that can be shared on the website blog, social media and email blasts.

SOCIAL MEDIA

Social media platforms such as Facebook, Instagram & Twitter are great places to share information and resources and to engage with your audience. Given that this network represents a vast amount of trails in the region and this brand is meant to help promote not only the network, but the individual trails, content from specific trails and existing trail users is already abundant. Project partners and trail users should be encouraged to submit photos and content and to share their experiences on the trail network.

SOCIAL MEDIA RECOMMENDATIONS
- Feature trail sponsors
- Share photos & videos
- Share updates on progress of trail network plan
- Share blog posts and news articles relating to project
- Link to project website whenever possible
- Create occasional graphics using trail network branding elements to promote events, openings of new trails and to thank sponsors
- Create a hashtag for the network and encourage audience to use the hashtag on their own posts
- Engage by liking, commenting and retweeting other content
- Hold periodic contests to boost following and engagement
- Identify and engage with social media influencers that have a similar target audience
- Hold Instagram Takeovers with social media influencers
- Boost posts on social media to increase following, engagement and general awareness
- Klout: In high traffic areas, a kiosk should be placed that contains a trail map, the trail network brochure, a sign-in sheet, and any trail specific collateral or information.
- Pole Banners: In high traffic areas where infrastructure allows, pole banners that indicate you are on a network trail with the trail's name and logo should be installed.
- Trail Connection Signage: Directional signage with distance information and trail names should be placed at key connection points within the trail network.
- Banner: Large format vinyl banners with prominent are great for trail specific events and can be easily moved from place to place. Banners can include sponsor logos and trail network branding.
- Trail Head Signage: Trail head signage with trail network branding and trail information should be placed at trail access points.
- Trail Markers: Trail markers should be placed on trees or posts throughout trail network routes.
- Read Signs:
  - Route Signs: Signage for on-road routes to let people know they are on the trail network.
  - Directional Signage: Many people are unaware of trail access points, especially if they are not local. Directional signs along roads that are close to access points should be installed.
THIS PLAN PROVIDES A COMPREHENSIVE MARKETING STRATEGY TO BUILD AWARENESS of existing trails and the potential of new trails to create a multi-county trail network in the Capital District. This trail network provides alternative routes of transportation, connections and commuter options while also providing greater access to the outdoors and endless recreational opportunities. The plan needs to appeal to the general public, local businesses and elected officials alike in order to build support and progress.

This brand and marketing strategy should be used to promote the region and network as a whole and should provide tools to municipalities and tourism promotion agencies (TPAs), as well as independent trail networks and recreation facilities to help promote their own trails.

TARGET AUDIENCE
- COMMUTERS
- CYCLISTS
- LOCALS
- TOURISTS
- NATURE LOVERS
- FAMILIES
- RUNNERS
- CASUAL TRAIL USERS
- HIKERS
- BUSINESSES
- GOVERNMENT OFFICIALS

PROMOTERS
- LOCAL BUSINESSES
- TOURISM PROMOTION AGENCIES
- CHAMBERS OF COMMERCE
- CITIES, TOWNS & VILLAGES
- PARKS & RECREATION DEPARTMENTS
- LAND TRUSTS & CONSERVANCIES
- NON-PROFIT ORGANIZATIONS

THE LINK
- Has overtones of memorable transportation names like the Tube or the Metro
- Represents the relationship between the different trails in the region and between the Empire State Trail and the Capital Region Trail Network
- Artwork alludes to a trail marker and a bike tire

CAPITAL TRAILS NY
- Easily recognizable as a trails network in the Capital District
- Similar to the Empire State Trail name and can be easily linked to the statewide efforts
- Artwork shows trails linking urban and rural regions

CAPITAL CONNECTIONS

THE GREEN LINE
- A reference to routes of mass transit and to alternative and “green” transportation
- Easily lends itself to maps that include the network laid out like a subway line
- The “C” icon portrays a trail, roundabout and a target

UPSTATE PATHWAYS
- “UP” ties into New York State motto of “Ever upward”
- Artwork has transit feel and shows movement
TRAILS PLAN

PRIMARY COLORS

- Pantone 662 C
  - HEX: #001C71
  - CMYK: C:100 M:94 Y:24 K:21

- Pantone 123 C
  - HEX: #FFC627
  - CMYK: C:0 M:24 Y:90 K:0

SECONDARY COLORS

- 100% Black
  - HEX: #000000
  - CMYK: C:0 M:0 Y:100 K:100

- 30% Black
  - CMYK: C:0 M:0 Y:30 K:30

COLOR MODES

The brand’s primary colors were chosen to tie into New York State’s official colors. The Pantone® colors are identified here, as well as the color conversions for RGB (in Hex Code) and CMYK. For black and white printing, or other applications where color is limited, the secondary colors can be used.

FONT USAGE

There are two main fonts within the brand: Nunito and Klinic Slab.

Nunito is the main font, which has been modified for the logo. It is also used for the Trail Designators. Its rounded letters make it friendly and legible. It boast a wide range of weights and styles, making it perfect for headlines and body copy alike.

Klinic Slab is a bold serif font that provides a nice contrast to Nunito and makes it the perfect compliment. It is also available in a number of weights.

PRIMARY TYPEFACE

Nunito
ABCDEFGHIJKLMNOPQRSTUVWXYZ
0123456789!<>@#$%

SECONDARY TYPEFACE

Klinic Slab
ABCDEFGHIJKLMNOPQRSTUVWXYZ
0123456789!<>@#$%
SPONSORSHIPS
Sponsorship opportunities are a great way to get businesses and residents involved with the development of the trail network and to give back. Sponsorship levels that fit all budgets should be available and multiple levels of sponsor recognition should be developed.

CORPORATE SPONSORSHIP RECOGNITION OPPORTUNITIES
- Promotion on trail network website, social media, and email blasts
- Event sponsorship
- Guided staff hikes
- Hosted volunteer trail upkeep workdays
- Company logo on shirts, brochures, bags, and other trail network merchandise

RESIDENT SPONSORSHIP RECOGNITION OPPORTUNITIES
- Bench plaques
- Pavers
- Tree plaque/signage

ADOPT-A-TRAIL
This can be offered as a premium level of support. It can be offered to businesses and individuals to sponsor a trail section with larger donations. Trail adopters can get involved by helping with the upkeep of the trail and they can be recognized by the trail network with signage at each end of their trail segment and with branded merchandise giveaways.

KEY MARKETING PLAN TAKEAWAYS:
- All project materials should have a cohesive look and message so that the brand becomes easily recognizable.
- Project partners and sponsors should be provided with the tools (and free swag!) they need to help promote the trail network.
- Consistent engagement with the media and the public is key to gaining awareness and building support.
- Signage, print collateral, social media, and all other trail network materials and platforms should be treated as branding and marketing opportunities.

*Merchandising will not necessarily be the responsibility of the Capital District Transportation Committee

We sincerely hope that you join Capital Trails NY and show your support by helping to improve our trails, public transportation, and overall quality of life in our unique Upstate New York landscape. Every gift makes our network stronger.

FRIEND
$500
- Company logo/listing on website
- Recognition in our quarterly e-newsletter

SILVER
$5,000
All of the previous benefits PLUS:
- Capital Trails NY will manage a volunteer trail workday for your staff
- Company ad with link in quarterly issue of e-newsletters for 1 year
- Trailhead signage sponsorship at location of choosing

CONTRIBUTOR
$1,000
All of the previous benefits PLUS:
- Opportunity to submit one blog post on our website
- Social media mention
- Trail connection signage sponsorship at location of choosing

GOLD
$10,000
All of the previous benefits PLUS:
- Exclusive, permanent logo/name placement on Capital Trails NY’s website homepage (Capital Trails NY is powered by [insert your company name here])
- Exclusive corporate sponsor page on website with short article, photos and description of involvement
- Company logo on all yearly print materials and event t-shirts
- Company ad with link in quarterly issue of e-newsletters for 2 years
- Trail kiosk sponsorship at location of choosing

BRONZE
$2,500
All of the previous benefits PLUS:
- Company ad with link in one issue of e-newsletter
- Premium logo/name placement on sponsorship page
- Pole banner signage sponsorship at location of choosing

We also offer program-specific sponsorships. For more information, please contact xxxxxxxx.
**BRANDED MERCHANDISE**

People love swag! Affordable branded merchandise can be handed out to trail users, sponsors, and project partners to spread the word about the trail network. More substantial merchandise options can be sold to raise money for the trail network. The key is to create quality products that people will want and will proudly use or display.

**MERCHANDISE RECOMMENDATIONS:**

- Vehicle Decals
- T-shirts
- Tote Bags
- Water Bottles
- Keychains
- Embroidered Patches
- Carabiners
- Field Guides
- Magnets
- Mugs
- Mini Flashlights
- Ornaments
- Deck of Cards
- Prints
- Greeting Cards
- Postcards
- Bike First Aid Kits
- Pens

Whether $5 or $5,000, we appreciate all that you can give! Every donation makes an impact.
THE ZIM SMITH TRAIL

Partnership: Intermunicipal Public and Not-for-Profit
Albany County (Landowner)
Town of Ballston
Town of Malta
Village of Halfmoon
Village of Round Lake
Supported by Saratoga PLAN
FRIENDS OF THE RAIL TRAIL (FORT)
BEST PRACTICES: CASE STUDIES IN TRAIL DEVELOPMENT

THE ALBANY COUNTY HELDERBERG-HUDSON RAIL TRAIL

Partnership: Public/Private
Albany County (Landowner)
Town of Bethlehem
Town of New Scotland
Village of Voorheesville
Mohawk Hudson Land Conservancy (Lessees)
Supported by Mohawk-Hudson Cycling Club

BACKGROUND

The Albany County Helderberg Hudson Rail Trail (ACHRRT) is constructed on the former bed of the Delaware and Hudson railroad, which ran from Albany, through Delmar and Slingerlands, and eventually connecting to Rensselaer. This section of rail line provided passenger train service from 1823 up until the 1950’s, and continued freight service up until the 1960’s, after which it became dormant and the railroad tracks were eventually removed in 2004.

In 2010, Albany County purchased over nine miles of the railway corridor for approximately $700,000—with funding equally split between Scenic Hudson and a grant from the New York State Office of Parks, Recreation, and Historic Preservation—for the purpose of creating the multiuse path. A year after the purchase, a collection of volunteer trail advocates formed the Friends of the Rail Trail (FORT), established as a committee of the Mohawk Hudson Land Conservancy (MHLC). This advocacy group was instrumental in organizing the effort and encouraging local officials to move forward on the project of creating the trail that is in use today.

Due to a unique agreement between Albany County, the Town of Bethlehem and the Mohawk Land Conservancy, the conservancy was able to lease a 1.9 mile stretch of the rail corridor. This lease agreement allowed volunteers to begin clearing and cleaning up the trail route, which helped to generate local support and excitement for what was to come. The first section of the trail, which extended from Veterans Memorial Park to the Firefighters Park in Slingerlands, was opened to the public in June of 2011. To help maintain the active portions of the trail which it was leasing, the Mohawk Hudson Land Conservancy developed the “Trail Ambassadors” program, which recruited volunteers who were eager to keep the trail active, safe and clean. The success of this initial strategy led to similar leases on new sections of the corridor, which eventually reached five miles in length to the Village of Voorheesville.

CURRENT STATUS

Since its official opening, approximately 5.1 miles of the trail have been successfully paved and opened to the public, extending from South Pearl Street in Albany to New Scotland Road in Slingerlands. An additional 4 miles of trail—extending from Slingerlands to Voorheesville—is unpaved but is open for walking, jogging or mountain biking.

They have recently completed a signage program that was funded by a grant from the Hudson River Valley Greenway. This signage program was developed as part of communication plan which sought to create a “brand identity” for the Albany County Helderberg Hudson Rail Trail that was easily identifiable, educate the public about the history of the rail line and encourage local support. The sign program included a new logo and trailhead identification to help welcome visitors and establish its identity.
### Albany County Helderberg-Hudson Rail Trail Common Trail Maintenance Costs

<table>
<thead>
<tr>
<th>Equipment Cost</th>
<th>Cost/Hour</th>
<th>Hours/Day</th>
<th>Days/Week</th>
<th>Weeks/Year</th>
<th>Total Equipment Cost/Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mower</td>
<td>$20</td>
<td>6</td>
<td>2</td>
<td>32</td>
<td>$7,680</td>
</tr>
<tr>
<td>Weed Wacker</td>
<td>$1.65</td>
<td>6</td>
<td>3</td>
<td>32</td>
<td>$950</td>
</tr>
<tr>
<td>Plow Truck</td>
<td>$40</td>
<td>1</td>
<td>1</td>
<td>20</td>
<td>$800</td>
</tr>
</tbody>
</table>

**Subtotal:** $9,430 per year equipment costs

<table>
<thead>
<tr>
<th>Labor Cost</th>
<th>Cost/Hours</th>
<th>Hours/Day</th>
<th>Days/Week</th>
<th>Weeks/Year</th>
<th>Total Equipment Cost/Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mowing</td>
<td>3 @ $20/hr</td>
<td>6</td>
<td>2</td>
<td>32</td>
<td>$23,040</td>
</tr>
<tr>
<td>Weed Wacking</td>
<td>3 @ $20/hr</td>
<td>6</td>
<td>3</td>
<td>32</td>
<td>$34,560</td>
</tr>
<tr>
<td>Inspection</td>
<td>1 @ $20/hr</td>
<td>1</td>
<td>5</td>
<td>32</td>
<td>$3,200</td>
</tr>
<tr>
<td>Plowing</td>
<td>1 @ $20/hr</td>
<td>1</td>
<td>1</td>
<td>30</td>
<td>$400</td>
</tr>
</tbody>
</table>

**Subtotal:** $61,200 per year labor costs

**Total:** $70,630 per year total equipment and labor costs

*Source: Albany County Department of Public Works*
**PROJECT SUCCESSES & KEY TAKEAWAYS**

- A key to the success of this trail program was having a dedicated leadership. The stewardship of the Trail Ambassadors program, which had developed very clear guidelines to assist volunteers in what they needed to know and do, greatly helped to advance their goals.

- Successful trail projects like this often start with an advocate at either the grass-roots level (working its way up) or at the highest government level (working its way down). When the HHRT project started, it started as a grass-roots movement that worked its way up. Either way it is done, the overall success of a trail project requires building strong buy-in and support at all levels.

- Trail projects often suffer from start/stop pauses that can halt momentum and lose public attention. It is important to have a plan in place that will help to bridge the gaps during the inevitable pauses and keep a feeling of momentum so that you don’t lose public support.

- When the land was initially purchased by Albany County, they didn’t have the money to construct the trail, and so “No Trespassing” signs had to be erected until construction money could be acquired. This caused a large delay. In order to bridge this gap and maintain some momentum, they developed a strategy of accomplishing a small interim project which would hold the interest of the public and show results. They identified a two-mile section of trail between two town parks which could easily be converted to pedestrian use. By obtaining liability insurance through the conservancy, and developing a three-way licensing agreement with the town, county and the conservancy, they were able to get the No Trespassing signs removed and volunteer labor to open up a small section of the trail and have a ribbon cutting. This interim project was seen as a great success and milestone to maintaining the public support through seeing a goal achieved.

- Once they had the initial success and ribbon cutting of the interim project, they found it was easier to get the same partnerships together for the next section of trail between the Town of New Scotland and the Village of Voorheesville.

- Each successful segment of the trail which was achieved made building support and getting approval for subsequent work that much easier.

- It is recommended that early on in the process, supporters should focus on building an interested constituency and strategic partnerships.

- Always make sure to give ample credit to those who helped make the trail possible – especially policy makers and people in government who help provide crucial funding and approvals.

- When the rail line was originally abandoned, there were five separate advocacy groups who were looking to build a trail. To consolidate efforts, the five groups were consolidated into a central committee of the Mohawk Hudson Land Conservancy.
### ALBANY COUNTY

1. **Albany Patroon Creek/Washington Avenue Corridor Study**
   - **Sponsor**: City of Albany
   - **Consultant**: Creighton Manning Engineering
   - **Cost**: $90,000
   - **Contact**: Carrie Ward
   - **Programmed Date**: Planning Committee Selected 2/1/17. Policy Board Approved UPWP 3/2/17
   - **Status**: The Study Advisory Committee is reviewing the draft final report and expects to meet in February to provide final comments.
   - **Estimated Completion Date**: February 2019
   - **Completion Time**: 22 Months
   - **Website**: https://washingtonpatrooncorridor.weebly.com/

### RENSSELAER COUNTY

1. **Hoosick Street Parkway Implementation Study**
   - **Sponsor**: City of Troy
   - **Consultant**: TBD
   - **Cost**: $92,500
   - **Contact**: Rima Shamieh
   - **Programmed Date**: Planning Committee Selected 2/7/18. Policy Board Approved UPWP 3/1/18
   - **Status**: The signed Memorandum of Understanding has been received by CDTC. The Request for Expressions of Interest is under development by CDTC and the City.
   - **Estimated Completion Date**: August 2019
   - **Completion Time**: 15 Months
   - **Website**: TBD

### SCHENECTADY COUNTY

1. **Craig-Main Complete Streets Study**
   - **Sponsor**: City of Schenectady
   - **Consultant**: Place Alliance
   - **Cost**: $90,000
   - **Contact**: Jacob Beeman
   - **Programmed Date**: Planning Committee Selected 2/7/18. Policy Board Approved UPWP 3/1/18
   - **Status**: First study team meeting was held January 24, 2019. The Study Advisory Committee invitations have been sent out with first SAC meeting anticipated the week of February 11th.
   - **Estimated Completion Date**: August 2019
   - **Completion Time**: 15 Months
   - **Website**: TBD

### CDTC NON-LINKAGE PLANNING INITIATIVES

1. **Greenway Trails Plan**
   - **Sponsor**: Regional Behan Planning
   - **Cost**: $148,502
   - **Contact**: Jen Ceponis
   - **Programmed Date**: Included in 2016-2018 UPWP RFP Issued August 2017
   - **Status**: The final report was released in January and is available at www.cdtcmpo.org/trails. This study is now complete.
   - **Estimated Completion Date**: December 2018
   - **Completion Time**: 13 months from date of contract execution.
   - **Website**: www.cdtcmpo.org/trails

2. **Regional Safety Action Plan**
   - **Sponsor**: Regional VHB
   - **Cost**: $175,000
   - **Contact**: Sandy Misiewicz
   - **Programmed Date**: Included in 2016-2018 UPWP RFP Issued September 2017
   - **Status**: The consultant team is developing a full draft report to be available for internal review in early March.
   - **Estimated Completion Date**: January 2019
   - **Completion Time**: 12 months from date of contract execution.
   - **Website**: www.cdtcmpo.org/safetyplan

3. **I-787/Hudson Waterfront Corridor Study**
   - **Sponsor**: Regional CHA
   - **Cost**: $350,000
   - **Contact**: Sandy Misiewicz
   - **Programmed Date**: Included in 2016-2018 UPWP RFP Issued April 2014
   - **Status**: The final report will be available in February following CDTC final review. It will be posted to both the project and CDTC’s websites.
   - **Estimated Completion Date**: December 2018
   - **Completion Time**: http://787/waterfrontstudy.blogspot.com/
<table>
<thead>
<tr>
<th>STUDY NAME AND LOCATION</th>
<th>SPONSOR, PROJECT CONSULTANT, CONSULTANT COST AND CDTC CONTACT</th>
<th>DATE PROGRAMMED</th>
<th>STATUS</th>
<th>ESTIMATED COMPLETION DATE AND COMPLETION TIME (ORIGINAL UPWP FUNDING DATE TO ESTIMATED COMPLETION DATE)</th>
<th>PROJECT WEBSITE LINK</th>
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</thead>
<tbody>
<tr>
<td>4. Municipal Smart City Street Light Conversion and Evolving Technology Guidebook</td>
<td>Smart Communities Program Saratoga Springs Consultant TBD $20,000 Jen Ceponis</td>
<td>Added to the 2018-2020 UPWP</td>
<td>A Request for Proposals is available with submissions due on February 22, 2019.</td>
<td>March 2020</td>
<td>TBD</td>
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</tbody>
</table>
**CDTC 2019 BICYCLE & PEDESTRIAN EDUCATION SERIES**

You are invited to the CDTC Bicycle & Pedestrian Education Series. CDTC has purchased a series of webinars and educational opportunities which it is offering to Capital District public and private sector planners, engineers, and designers at no cost. CDTC offers webinars developed by the Association of Pedestrian & Bicycle Professionals (APBP), Institute of Transportation Engineers (ITE), Pedestrian & Bicycle Information Center (PBIC), and Transportation Research Board (TRB) throughout the year. The webinars are valuable and informative in advancing transportation planning and engineering in the Capital Region. Professional development and continuing education credits are available for most webinars. The schedule will be updated as new educational opportunities are announced.

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>EVENT</th>
<th>CREDIT</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan 16</td>
<td>3:00 – 4:00 PM</td>
<td>Bus Stops with Bikeways: Designing Transit Stops with On-street Bicycle Facilities</td>
<td>.1 CEU</td>
<td>CDTC</td>
</tr>
<tr>
<td>Feb 20</td>
<td>3:00 – 4:00 PM</td>
<td>Viewing Low-Stress Networks Through an Equity Lens</td>
<td>.1 CEU</td>
<td>CDTC</td>
</tr>
<tr>
<td>Mar 20</td>
<td>3:00 – 4:00 PM</td>
<td>Navigating Without Curbs: Accessibility on Shared Streets</td>
<td>.1 CEU</td>
<td>CDTC</td>
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<tr>
<td>Apr 17</td>
<td>3:00 – 4:00 PM</td>
<td>Designing Streets for the Speeds You Want</td>
<td>.1 CEU</td>
<td>CDTC</td>
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<tr>
<td>May 15</td>
<td>3:00 – 4:00 PM</td>
<td>Maintaining Green Infrastructure: Hints for Success</td>
<td>.1 CEU</td>
<td>CDTC</td>
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<tr>
<td>Jun 19</td>
<td>3:00 – 4:00 PM</td>
<td>Finding Common Ground with First Responders: Enhancing Safety and Maintaining Access in Street Design</td>
<td>.1 CEU</td>
<td>CDTC</td>
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<tr>
<td>Jul 17</td>
<td>3:00 – 4:00 PM</td>
<td>Return on investment for Active Transportation</td>
<td>.1 CEU</td>
<td>CDTC</td>
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<tr>
<td>Aug 21</td>
<td>3:00 – 4:00 PM</td>
<td>Getting the Green Light: Improving Actuation and Detection for Cyclists &amp; Pedestrians</td>
<td>.1 CEU</td>
<td>CDTC</td>
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<tr>
<td>Sep 18</td>
<td>3:00 – 4:00 PM</td>
<td>Can We Talk About the Street? Building Support for Controversial Projects</td>
<td>.1 CEU</td>
<td>CDTC</td>
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<tr>
<td>Oct 16</td>
<td>3:00 – 4:00 PM</td>
<td>If We Build it Will They Come? Estimating Demand for Biking and Walking</td>
<td>.1 CEU</td>
<td>CDTC</td>
</tr>
<tr>
<td>Nov 20</td>
<td>3:00 – 4:00 PM</td>
<td>Aging in Place: Designing Communities to Support Mobility</td>
<td>.1 CEU</td>
<td>CDTC</td>
</tr>
<tr>
<td>Dec 18</td>
<td>3:00 – 4:00 PM</td>
<td>Education and Encouragement: Bringing the Right People Together</td>
<td>.1 CEU</td>
<td>CDTC</td>
</tr>
</tbody>
</table>

Capital District Transportation Committee
1 Park Place, Albany NY 12205
(518) 458-2161
Email jceponis@cdtcmpo.org with any questions