1.0 New Business

1.1 Welcome and Introductions

1.2 CDPHP Cycle! Update, CDTA
- Hub-to-Hub requirement ended – increasing ridership by allowing trips to start and end anywhere in the system area
- Bike lanes and the bike share both benefit each other: chicken and egg situation
- Request for Heat Map

1.3 Henry Street Pilot, Tina Carton – Saratoga Springs (see attached)
- Complete Streets Plan and Greenbelt Trail Plan
- Create a vast network of trails between State Parks and the Zim Smith Trail
- Henry Street Pilot ran from September 14th through September 29th, with a kick-off event
- 9' Parking Lane, 10' Motor Vehicle Lane, with a Protected Cycle Track
  - Utilized Temporary Tape, cones, MUTCD-signage: All laid out in approx. 4 hours
- Some design impacts: parking allowed too close to driveways, increasing vehicle turning radius, leading to conflict with cones
- Public engagement: ribbon cutting, community survey, news coverage
  - Survey 300+ responses: 59% approved of the pilot, 64% wanted to see it made permanent
  - Huge online and social media impacts
- Pedestrian traffic increased on Henry Street with the pilot, as did bicycle traffic, and motor vehicle traffic did not significantly change
- 85th-percentile speed reduced by approximately 3 mph
1.4 CDTC Updates

1.4.1 New Visions 2050 Update
- Proposed tasks include:
  - On-going data collection on-street and on trails,
  - Tracking economic impacts, capital costs, and maintenance costs,
  - NACTO automation recommendations (see Portland, Maine),
  - Provide feasibility studies for municipalities,
  - Explore health impact assessments (either with projects or regional)
  - Add online mapping
  - Cultivate partnerships
  - Safety Education
- Increase discussions surrounding snow removal

1.4.2 2019 Capital Coexist Mini-Grants
- All projects have been completed

1.4.3 2020 Capital Coexist Mini-Grants
- New round coming up! Projects must have very carefully tracked materials to get the reimbursements. On-street projects now require letter(s) of support for use of the public ROW. MOU no longer required with applications.

1.4.4 Bicycle & Pedestrian Education Series
- 2019 Series wrapping up, 2020 Series upcoming

1.4.5 Complete Streets Advisory Committee Updates
- None at this time

1.4.6 Smart Communities Task Force Update
- None at this time

1.5 NYS/USDOT Updates
- EST is coming into its final construction year

1.5.1 Pedestrian Safety Action Plan
- Fifth and final PSA with DOT airing in June

1.5.2 TAP/CMAQ
- No updates.

1.6 Linkage Updates – see Linkage update table

1.7 Local Program Updates
- Patroon Creek Greenway Advocacy
  - 6 mile long trail between Fuller Road and Tivoli Preserve
CDTA is working on the River Corridor, Phase 2 on-going, Phase 3 upcoming, River Corridor BRT launch in fall 2020

Albany finished up the Lark Street Study – removing the Belgian blocks, added intersections, bump-outs, street furniture, and lighting. Bike-Ped Master Plan selected Nelson-Nygard to be the consultant.

ABC is preparing for 2020 rides, advocacy, Albany Bike-Ped Master Plan,
Cycle Schenectady has been established to increase advocacy in Schenectady

Zim Smith Trail didn’t get completed this construction season

Saratoga Springs preparing to work on Missing Links sidewalk gap filling project

1.8 Other Updates

2.0 Upcoming Meetings

Meetings are open to the Public. The next CDTC Bicycle and Pedestrian Advisory Committee meeting is January 14th, 2020 at 9:00am at CDTC.
HENRY STREET PILOT
SHORT-TERM PROJECT FOR
LONG-TERM CHANGE

8'-0"
Parking Lane

10'-0"
South Bound
Vehicle
Travel Lane

Varies 9'-2" to 10'-0"
Cycle Track

Buffer
2016 COMPLETE STREETS PLAN
2014 SARATOGA GREENBELT TRAIL PLAN
HENRY STREET: Connections to SGT Downtown Connector

Legend
- Trail Alignment

Saratoga Greenbelt Trail Downtown Connector

Vision for High Rock Avenue
PROJECTED EXPANSION
of the CAPITAL DISTRICT TRAIL SYSTEM
AFTER IMPLEMENTATION

200 MILES
OF NEW TRAILS

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

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 the Projected
for the Future Trail System
PART OF A LARGER CAPITAL DISTRICT TRAILS PLAN – Connecting Trails in Saratoga County
OUR TRAILS ARE POPULAR!

Source:
2016 Capital District Trails Plan
2018 Capital District Trails Plan

**Railroad Run Trail**
Saratoga Springs
Trail length – 1.3 miles

<table>
<thead>
<tr>
<th>Estimated Annual Usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saratoga YMCA</td>
</tr>
</tbody>
</table>

**Spring Run Trail**
Saratoga Springs
Trail length – 1.1 miles

<table>
<thead>
<tr>
<th>Estimated Annual Usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Ave</td>
</tr>
<tr>
<td>Excelsior Spring Ave</td>
</tr>
</tbody>
</table>
MAIN GOAL: Provide safe and accessible experience to users of all ages & abilities.
PILOT: HOW IT WORKS

**Time Interval:** Two-week pilot test from Saturday September 14, 2019 and ran through the evening of Sunday Sept. 29, 2019

**Location:** Henry Street from Lake Avenue to Spring Street

**Funded by AARP and CDTC grants**

**Cost + Materials:** No Material Cost to Residents or Businesses. Materials are low cost with minimal effect on storm water management and drainage infrastructure

**Public Involvement:** Dedicated City website page, public presentations, and business owner coordination

**Flex Design:** Designed to be easily adjusted and removed
## PLAN: COMPARISON

<table>
<thead>
<tr>
<th>MAPLE/PUTNAM</th>
<th>HENRY STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike lanes lead to loss of parking</td>
<td>Two-way cycle track with dedicated parking maintains parking spaces</td>
</tr>
<tr>
<td>Safety concerns in front of library with those crossing to get to the alley to go to Broadway</td>
<td>Straight roadway</td>
</tr>
<tr>
<td>Safety concerns with driver sight distance when going through curve on Putnam</td>
<td>Support from the Henry Street Business Association</td>
</tr>
<tr>
<td>Shared lanes would not provide adequate protection to cyclists of all ages and abilities</td>
<td>Support from the Saratoga Springs Public Library</td>
</tr>
<tr>
<td>One-way traffic impacts greater due to number of deliveries to businesses</td>
<td>Access to the library bike rack and bike fixit station</td>
</tr>
</tbody>
</table>
Saratoga Greenbelt Trail
Henry Street Pilot

8'-0"  Parking Lane

10'-0"  South Bound Vehicle Travel Lane

Varies 9'-2" to 10'-0"  Cycle Track

Buffer
FINAL DESIGN
KICK-OFF MEETING
RIBBON CUTTING
COMMUNITY INPUT

We want to know what you think! Take our survey:

Survey: https://www.surveymonkey.com/r/MVPFW6Q

COMMUNITY INPUT

310 Respondents to the survey:

59% of the survey respondents were satisfied with the pilot,
64% would like to see the bike lanes permanent,
52% were satisfied with Henry Street remaining a one-way street, and
71% of the respondents thought that Saratoga Springs needs more bike lanes.
## COMMUNITY INPUT

### Results of outreach

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Dedicated City Website</td>
<td>819 Clicks</td>
</tr>
<tr>
<td>City Combined Social Media Performance (Facebook, Instagram, Twitter, LinkedIn)</td>
<td>19 Posts 13,834 Impressions (People Reached) 5,207 Engagement (People Interacting with posts)</td>
</tr>
<tr>
<td>Saratoga Greenbelt Trail Facebook Page</td>
<td>7 Posts 6,505 Impressions (People Reached) 1,128 Engagement (People Interacting with posts)</td>
</tr>
</tbody>
</table>
TRAFFIC ANALYSIS

- Relatively little change in traffic volumes,
- Pedestrian traffic increased along Henry Street,
- Number of bicyclists significantly increased,
- Changes to a one-way street did not lead to travel delays, and
- Average (85th percentile) speed for motorists decreased from 3 to 4 mph during the pilot.
QUESTIONS?

Contact Information
City of Saratoga Springs
Tina Carton
Admin of Parks, Open Lands, Historic Preservation, and Sustainability
Email:
Tina.Carton@Saratoga-Springs.org
<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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ALBANY COUNTY</strong></td>
<td></td>
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</tr>
<tr>
<td>Albany Bicycle and</td>
<td>City of Albany</td>
<td>Planning</td>
<td>The selection committee is reviewing consultant proposals.</td>
<td>August 2020</td>
<td>TBD</td>
</tr>
<tr>
<td>Pedestrian Master Plan</td>
<td>TBD $90,000</td>
<td>Committee</td>
<td></td>
<td>15 Months</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Carrie Ward</td>
<td>Selected 2/7/19. Policy Board Approved UPWP 3/7/19</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RENSSELAER COUNTY</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Hoosick Hillside Study</td>
<td>City of Troy</td>
<td>Planning</td>
<td>Neighborhood and Business Public Workshops were held in October. A stakeholder meeting is scheduled for early December. The consultant is in the early stages of developing the first draft.</td>
<td>June 2020</td>
<td><a href="https://www.hoosick-hillside-study.com/">https://www.hoosick-hillside-study.com/</a></td>
</tr>
<tr>
<td></td>
<td>Creighton Manning $92,500</td>
<td>Committee</td>
<td></td>
<td>15 Months</td>
<td></td>
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<tr>
<td><strong>SCHENECTADY COUNTY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Craig-Main Complete</td>
<td>City of Schenectady</td>
<td>Planning</td>
<td>Final public meeting was held October 29. Final edits will be made and report will be finalized following the public meeting. Final presentation will be given to the City Council in December for formal adoption by the City.</td>
<td>December 2019</td>
<td><a href="https://www.craig-main-connection.com/">https://www.craig-main-connection.com/</a></td>
</tr>
<tr>
<td>Streets Study</td>
<td>Place Alliance $90,000</td>
<td>Committee</td>
<td></td>
<td>15 Months</td>
<td></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>Dec 18</td>
<td>3:00 – 4:00 PM</td>
<td><em>Education and Encouragement: Bringing the Right People Together</em></td>
<td>.1 CEU</td>
<td>CDTC</td>
</tr>
</tbody>
</table>

*The 2020 Webinar Series has been purchased from APBP but the dates & webinar topics have not yet been announced.*