2019-24 TIP PJP Review
Overview

• What is the TIP?

• Timeline

• BPAC’s Role

• Funding levels
Transportation Improvement Program (TIP)

- 5-year capital plan for federal transportation funding
- For CDTC about $63 million per year including all State and local projects
- Must reflect recommendations, goals, and priorities in the long-range regional transportation plan (New Visions)!
- Must contribute to achieving new performance targets!
Performance Based Planning Requirements

Pursuant to MAP-21 (and carried through into the FAST Act), MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the United States Code [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.
Oct. 17: Solicitation began

Nov. 5-16: TIP Workshops

Nov. 28: Submission deadline

Dec. 28: Staff completed evaluations

Jan. 2-11: Advisory Committee meetings

Jan. 9: Planning Committee

Jan. 14: Project evaluation results will be provided to sponsors for review

Jan. 18: Sponsor comments due

Jan. 30: Feb Planning Committee mail out will go out with project evaluations

Feb. 5 or 7: Planning Committee meeting – Project programming

Apr. 3: Planning Committee meeting – Complete project programming & begin 60-day public comment period

June 6: Policy Board- TIP approval

Policy Board- TIP approval
Policy Board
Approves federally required plans & transportation policies

Recommends
Development of transportation plans & programs

Planning Committee

Advises
Citizen involvement & participation

Staff

New Visions Committees
Technical Advisory Committees
Special Task Forces

Citizen involvement & participation

Equity Advisory Committee
Regional Transportation Coordination Committee
Safety Advisory Committee
Bicycle & Pedestrian Advisory Committee
Regional Operations Advisory Committee
Complete Streets Advisory Committee
Freight Advisory Committee
# Funding

**Capital District Transportation Committee**  
**Flat Funding Estimate for the 2019-24 TIP**  
*All Amounts are Matched Millions of Dollars*  
*28-Sep-18*

<table>
<thead>
<tr>
<th>FFY Year in 2016-21 TIP</th>
<th>2019-20</th>
<th>2020-21</th>
<th>2021-22</th>
<th>2022-23</th>
<th>2023-24</th>
<th>Total</th>
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**Notes**
1) The last two years of the 2016-21 TIP are the first two years of the 2019-24 TIP.
2) The Roll-In is the balance after 2018-19, calculated from Summary Table 4 on 9/26/18.
3) Programming Balance for 2019-20 and 2020-21 are from Summary Table 4.
4) Programming Balance for 2021-22, 2022-23 and 2023-24 are flat funding from 2020-21.
5) Cost increases to existing projects will decrease programming capacity.
## 2016-21 TIP

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Cost ($M)</th>
<th>% of TIP</th>
<th>Number of Projects</th>
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<tbody>
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<td>Pavement Preservation Projects</td>
<td>9.536</td>
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<td>Pavement Beyond Preservation Projects</td>
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<td>Other Beyond Preservation Projects</td>
<td>2.857</td>
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<td>Low Volume Local Projects</td>
<td>2.907</td>
<td>3%</td>
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<td>Total</td>
<td>97.457</td>
<td>100%</td>
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Funding

2019-24 Bike/Ped Set-Aside

¯\_(ツ)_/¯
Evaluation Methodology
(Appendix H in TIP Document)

Merit Score + B/C Ratio = Total Project Score

### Project Name:

<table>
<thead>
<tr>
<th>Merit Categories</th>
<th>Numeric Values</th>
<th>Score</th>
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<tbody>
<tr>
<td>Community Quality of Life &amp; Equity (10 Points Possible)</td>
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<tr>
<td>Land Use Compatibility</td>
<td>-1 to +3</td>
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<td>Smart Growth</td>
<td>-1 to +3</td>
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<td>Environmental Justice</td>
<td>-1 to +2</td>
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<tr>
<td>Accessibility / ADA / Universal Design/ Human Services Transport</td>
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<td>Subtotal</td>
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<tr>
<td>Appropriate Infrastructure (10 Points Possible)</td>
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<td>Preservation/Rehab of Existing</td>
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<tr>
<td>Complete Streets</td>
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<tr>
<td>Subtotal</td>
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<tr>
<td>Multi-Modalism (10 Points Possible)</td>
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<tr>
<td>Transit</td>
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<tr>
<td>Pedestrian</td>
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<td>Recycle</td>
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<td>Anticipated Effect on all Performance Targets</td>
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<tr>
<td>Merit Points Total</td>
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### B/C Ratio

<table>
<thead>
<tr>
<th>B/C Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>B/C Ratio Value (imported from separate analysis)</td>
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<td>Subtotal</td>
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<tr>
<td>0 to +50</td>
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### Project Total (Up to 100 Points)

<table>
<thead>
<tr>
<th>Merit Categories + B/C Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
</tr>
<tr>
<td>0 to +100</td>
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</table>
## Multi-Modalism (10 Points Possible)

### Transit (5 points)
- Project substantially furthers a major CDTA regional transit initiative or a transit-related CDTC "Big Ticket" initiative. Project implements a new transit priority network or substantially expands transit or transit access.
- Project is on or physically connects to a transit priority network and adds 1 or more transit component(s). Alternatively, project’s primary purpose is transit improvement and over 50% of cost is directed to transit components. Transit components include:
  - Bus-only travel lane
  - Transit shelter(s), including concrete pad and access to board transit
  - Concrete transit pull-offs (bus bays) adjacent to the roadway
  - Curb extension at bus stops
  - Sidewalks
  - Transit signal priority Queue Jumps
  - Park and Ride lots of at least 25 spaces
  - Innovative pedestrian crossings
  - Accessibility above ADA guidelines
  - Pedestrian signage throughout project area
  - Land set aside for future transit components
  - Multi-use paths
- If transit components are removed, there must be a net gain, with other transit component(s) added and/or upgraded.
- Project is not on or does not physically connect to a transit priority network but does have a transit route present and the project adds transit component(s).
- Project is not on and does not physically connect to a transit priority network, nor is a transit route present, and the project adds transit component(s).
- Project has neutral effect (no known impact, positive or negative) on transit, and does not add, upgrade, or remove transit components.
- Project is not on or does not physically connect to a transit priority network and removes transit component(s) without replacement/upgrade.
- Project is on or physically connects to a transit priority network and removes transit component(s) without replacement/upgrade. Alternatively, project is determined to have a serious negative impact on transit.

### Pedestrian (3 points)
- Project improves accessibility, safety, or connectivity of pedestrian infrastructure AND is within, or making a connection to, a Tier 1 Pedestrian District.
- Project improves accessibility, safety, or connectivity of pedestrian infrastructure AND is within, or making a connection to, a Tier 2 Pedestrian District.
- Project improves accessibility, safety, or connectivity of pedestrian infrastructure while not being located within a defined pedestrian district.
- Project has neutral effect (no known impact, positive or negative) on pedestrian infrastructure.
- Project removes pedestrian infrastructure (e.g., sidewalk, crosswalk, ped signals, signage, etc) without replacing or enhancing it.

### Bicycle (2 points)
- Project is on, or making a connection to, the linear Bike Network and the project’s primary purpose or significant focus is on bicycle infrastructure/accommodations.
- Project is not on or directly connected to the linear Bike Network but it improves accessibility, safety, or connectivity of bicycle infrastructure in a non-incidental way (e.g., project installs bike lane, widen shoulders specifically for bike usage, or implements comprehensive bicycle signage program). Projects such as highway repaving which may incidentally improve bicycle travel (e.g. by improving pavement condition) are excluded from receiving point value and are considered neutral.
- Project has neutral effect (no known impact, positive or negative) on bicycle infrastructure/accommodations.
- Project removes bicycle infrastructure/accommodations (e.g., bike lane, multi-use path, signage, pavement markings, etc) without replacing or enhancing it.
### Merit Score + B/C Ratio = Total Project Score

**MERIT CATEGORIES**

<table>
<thead>
<tr>
<th>Category</th>
<th>Numeric Values</th>
<th>Score</th>
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<tbody>
<tr>
<td>Community Quality of Life &amp; Equity (10 Points Possible)</td>
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<td>Preservation/Renewal of Existing Streets</td>
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<td>Complete Streets</td>
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<tr>
<td>Pedestrian</td>
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<tr>
<td>Recycle</td>
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<tr>
<td>Benefit beyond project to transportation system or quality region</td>
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<td><strong>Subtotal</strong></td>
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<td>0</td>
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<td>Economic Impact</td>
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<td><strong>Subtotal</strong></td>
<td>-4 to +5</td>
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<td>Safety &amp; Security (5 Points Possible)</td>
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<td>Security and Resiliency to Natural Hazards and Human Caused Events</td>
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<td><strong>Subtotal</strong></td>
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<tr>
<td>Operations &amp; Technology (5 Points Possible)</td>
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<tr>
<td>Traffic Operations &amp; Reliability Improvements</td>
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<td>Use of Beneficiot Advanced Technologies</td>
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<td>Performance (3 Points Possible)</td>
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<td>Anticipated Effect on all Performance Targets</td>
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<td><strong>Subtotal</strong></td>
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<tr>
<td>Innovation (2 Points Possible)</td>
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<td>Innovation Solutions</td>
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<td>Scaled to 50 points</td>
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</tbody>
</table>

**B/C Ratio**

| B/C Ratio Value (Imported from separate analysis) | Subtotal | 0 to +50 |

**Project Total (Up to 100 Points)**

| Metric Categories + B/C Value                        | Total | -1 to 120 | 0.0 |

**Merit Points Total**

| B/C Score Converted to Point Scale                  |       |           |    |
Benefit/Cost Methodology

For all projects except “bike/ped”:

Facility Life + Safety + Mobility + User Cost = Total Benefits / Annualized Cost

How do we calculate safety benefits?

Art as much as science – Loosely based on state HSIP

A) All Crashes

i. Estimated annual crash cost without improvement (existing conditions):

   Crashes per year \times \text{Before Project Crash Cost} = \text{Annual Crash Cost} \ (\text{Cost/Crash})

ii. Estimated annual crash cost with improvement (proposed conditions):

   Crashes per year \times \text{Crash Reduction Factor} \times \text{Average Cost Per Crash} = \text{Annual Crash Cost} \ (\text{Cost/Crash})

iii. Safety Benefit \ ($1,000’s/Year) = \text{Existing} \ (\text{cost/crash}) - \text{Proposed} \ (\text{cost/crash})

   \$ \text{value of crashes reduced}

B) Repeat for bicycle crashes, if needed

C) Repeat for pedestrian crashes, if needed

\ (A + B + C) = \text{Annual Safety Benefit}
Bike/Ped Evaluation Methodology

<table>
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<th>Safety</th>
<th>Market Potential</th>
<th>Cost Effectiveness</th>
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<tbody>
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</table>

CDTC developed an alternative calculation for Bike/Ped projects, largely related to the limitations of the regional travel model.

All numbers are translated to a relative “measure” as they are not precise.

Based on a Calculated Safety Benefit

Based on the modeled short trip response on the bicycle/pedestrian version of CDTC’s Systematic Traffic Evaluation and Planning (STEP) model

Compares the Market Potential against the project cost

2x Market + 2x Safety + Cost Effectiveness = Weighted Score
**STEP Model**

*Systematic Traffic Evaluation and Planning*

**Pedestrian parameters**
Distance threshold: 2.5 mi  
Speed (no sidewalks or trail): 1 MPH  
Speed (available sidewalk or trail): 3 MPH

**Bicycle parameters**
Distance threshold: 10 miles  
“Bicycle Friendly” street speed: 10 MPH  
Bike Lanes or Trails: 15 MPH
Stage 1 - PM Peak Hour: Close ramp from Quay Street to I-787 northbound (right lane of mainline is closed; 2 left remain open) south of Clinton on ramp.

Red Bandwidth Proportional to Traffic Decrease
Blue Bandwidth Proportional to Traffic Increase
Green Text - new total volume with diversion
Red Text - decrease in volume
Blue Text - increase in volume
Candidate Project Overview

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<tr>
<th>Project Type</th>
<th>Number Received</th>
<th>Total Cost ($M)</th>
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<tr>
<td>Bike/Ped</td>
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<td>Bridge – Preservation</td>
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<td>Bridge – Replacement</td>
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<td>Other</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$553.64</strong></td>
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</table>
Ground Rules

Remember the New Visions 2040 planning & investing principles

- Investing in a Quality Region
- Economic Development
- Regional Equity
- Complete Streets
- Bicycle & Pedestrian Transportation
- Transit
- Infrastructure
- Safety & Security
- Travel Reliability
- Freight
- Environment
- Technology

• No advocating for your own projects
• Stick to the facts
• Have respect for other members’ thoughts & opinions
• This is not a design charette - We are not making recommendations on how the sponsor should design, implement or construct the proposed project
• There may be opportunities to propose Complete Streets features during design phase
• The Committee will not provide recommendations on what types (ex. bridge vs. bike/ped) of project should receive funding; the Committee will not recommend any type of project receive no funding
“Bike/Ped” Projects

Black Bridge trailhead, Green Island
Rensselaer Bicycle & Pedestrians Access Improvements

- Combination shared use path + on-road connection to Albany-Hudson Electric Trail (EST)
- TAP/CMAQ application
- Eligibility questions (on-road portion)
- $3,070,000 (B)
Lake Avenue Corridor Improvement Project

• C/O Saratoga Springs
• 4 pedestrian crossing improvements:
  • Lake @ Granger
  • Lake @ Ritchie
  • Lake @ St Clement/East Side Rec
  • Lake @ Schuyler
• +RRFB at school/rec area crossing
• 450 lf sidewalk Lake Ave – Granger St to rec parking lot; 1,100 lf sidewalk on Granger St from Lake – Caroline; 521 lf sidewalk on Lake from rec parking lot to Schuyler
• $210,245 (A)
Missing Links Program, Saratoga Springs

- C/O Saratoga Springs
- 12 streets
- Ped improvements: new sidewalks (3.4 mi/18,110 lf), ADA crosswalks, passenger waiting areas (at bus stop locations), signage, street trees & amenities (ex. benches & curbing)
- Advances City’s complete street policy & various plans
- $4,177,414 (B)
State St: One Side (60' width)
- Add sidewalks (with curbs) to streets b/t 1st and 3rd St.

Third St: One Side (60' width)
- Add sidewalks (with curbs) b/t N. BDWY and State St.

Seward St: One Side (50' width)
- Add missing sidewalk (no curb) b/t Pearl St. and Morgan St.

First St: One Side (50'60' width)
- Add sidewalks (with curb) street from N. BDWY to State St. and add missing segment in front of north side playground.

Grand Ave: One Side (60'/66', East of West Ave. 50')
- Add sidewalks (with curb) b/t Hyde St. and West Ave.
- Add sidewalks (with curb) between West Ave. and Glenham Rd.

East Ave: Both Sides(100' width)
- Add sidewalks (with curbs) from Rt. 50 to Excelsior Ave.
- Add sidewalks (with curb) b/t N. BDWY and Rt. 50.
- Add missing sidewalk links (with curb) b/t Excelsior Ave and Lake Ave.

Vanderbilt Ave: One Side (Assumed 50')
- Add sidewalks (with curb).

Madison St: One Side (50' width)
- Add missing links (no curb).

Jefferson St.: One Side (50' width)
- Add sidewalks (with curb) b/t Crescent St. and Crescent Ave.

Crescent St: One Side (50' width)
- Add sidewalks (with curb) from Thoroughbred Dr. to Vanderbilt Ave.

Caroline St.: One side (Assumption 50' Width)
- Add sidewalks (no curbs) from Caroline Elementary to Henning Road.
Franklin Street Cycle Track

• C/O Schenectady

• Convert 4-lane street to 2-lane multimodal greenway w/2-way cycle track

• Related to Craig & Main Linkage Study; advances Bike Master Plan & city’s Smart City initiatives; Park Loop Trail project

• Connects to Nott St bike lane & Vale Park Trail, Metroplex’s reconfigured Jay St & MHBHT connection

• $499,200 (A)
Dix Bridge - Clarks’s Mill Road (CR42) over the Hudson Steel

- Northumberland–Saratoga Co (borders Washington Co)
- Lead paint abatement & painting but no impact to bridge deck
- Bike/Ped bridge in Hudson Crossing Park; on Champlain Canal Trail/EST
- $741,000 (C)
Glenmont Road Bridge Widening Project

- Bethlehem
- Widen bridge 1.5’ to accommodate new 5’ sidewalk on north side (related to 9W roundabout project)
- On Town B/P network & recommended in 9W Linkage Study
- $700,000 (C)
Clifton Country Road Pedestrian Enhancements

- Clifton Park (TAP/CMAQ)
- Replace shared use path, fill in gaps in system, add high-visibility xwalks, & upgrade for ADA compliance
- On Town B/P network & recommended in 9W Linkage Study
- $1,538,000 (B)
Grooms Road Multi-Use Trail Connection to Moe Road Multi-Use Trail

- Clifton Park
- New 10’ wide path on south side to Grooms Point Dr, then switches to north side to Moe (currently a 2.5 mi trail on Moe)
- Includes high-visibility crosswalks w/RRFB & signage at crossing; push-button signals w/countdown timers at Moe Rd intersection
- $624,462 (C)
Hubbs Road-Main Street Multi-Use Trail

- Clifton Park
- New 10’ wide path on south side of Hubbs & west side of Hatlee to Jonesville hamlet
- Includes high-visibility crosswalks w/RRFB & signage at each crossing (Hatlee/Hubbs; Main St/Long Kill Rd/MacElroy Rd; Hatlee/MacElroy Rd
- $556,543 (C)
NY 146 & NY 146A Bicycle & Pedestrian & Bicycle Access Improvements

- Clifton Park
- Related to 146/146A roundabout project on TIP
- $1,267,760 (B)

Key Features:
- 10’ trail
- High-vis xwalk w/RRFB
- Curbing & 5’ sidewalk
- Sidewalk on south side exists; strip north and south shoulders as bike lanes
- High-vis crosswalk & RRFB at School Dr
Gilligan Road Pedestrian Enhancements

- E Greenbush
- New, 2,000 l.f., 10’ path & 1,000 l.f. sidewalk connecting to existing sidewalk; also includes necessary crosswalks, signage, & signals
- Connection to schools, athletic fields, & AHET
- $657,228 (C)
Hampton Lake Loop Trail and Regional Connections Project

- E Greenbush (TAP/CMAQ)
- Convert Lake Shore Dr. to a 1-way road with multi-use path for non-vehicular traffic around Hampton Lake; will also construct sidewalks & install sharrows (Hampton Ave & Maryland Ave) to connect neighborhood to Columbia Tnpk (US 9&20)
- Will connect to AHET (EST)
- $1,832,700 (A)
Freemans Bridge Road – Multi-Use Path

- Glenville
- Construct 4,800 l.f., 10 ft wide protected multi-use path with a 4 ft landscaped buffer connecting Scotia-Glenville loop segment of MHBHT to new sidewalks that begin at Dutch Meadow Ln. + 4 crosswalks
- Related to recent Freemans Bridge Rd Linkage Study & Capital District Trails Plan
- $1,714,000 (B)
Carmen Road Sidewalks

- Guilderland
- Fill in 2,860 l.f. gap with 5 ft wide sidewalk on east side
- Related to Fort Hunger/Carman Rd Transportation Plan
- $603,180 (A)
East Old State Road Sidewalks

- **Guilderland**
- Construct 2,800 l.f. 5 ft wide sidewalk on south side – will connect to planned & existing sidewalks on Carman Rd & W Old State Rd
- Related to Fort Hunger/Carman Rd Transportation Plan
- $526,988 (C)
French's Mill Bike/Ped Bridge

- Guilderland
- Reconstruct approaches & replace bridge over CSX rails with prefab ped bridge (12 l.f., 8 ft. wide)
- Related to Guilderland Center Neighborhood Master Plan
- $502,211 (C)
Gun Club Road Sidewalk

- Guilderland
- Construct 3,450 l.f. x 5’w wide sidewalk on north side
- Related to Altamont Bike-Ped Plan
- $640,320 (C)
Route 5S Pedestrian/Bicycle Access Improvements

- Rotterdam (TAP/CMAQ)
- Bike/ped improvements – 3000 l.f. improved sidewalk w/ADA compliant ramps + 6,500 of colored bike lanes on both sides of 5S, pedestrian safety signs & sharrows connecting 5S to MHBHT (proposed EST connection), interpretive signage & landscaping
  - $2,756,000 (C)
Washington Avenue Ped/Bike Connection

- Scotia (TAP/CMAQ)
- Fill in gaps & connect sidewalk to Sunnyside Rd; Construct multi-use path from Sunnyside to just south of Collins Lake, bikes will transition to shared lane, then another multi-use path will be constructed along River to connect to MHBHT Scotia connection; crosswalks will be included where appropriate
- $891,000 (C)
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<th>Project Name</th>
<th>Project Cost</th>
<th>Cost Score</th>
<th>Better Demand Score</th>
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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>$8,963,000</td>
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Pavement Preservation Projects

Madison Ave Road Diet, Albany
Broadway Rehabilitation Project

- C/O Albany
- Repair sidewalks, curb ramps, xwalks & ped signals as necessary; Sharrow
- 1 mile from Menands bike connector
- $1,381,700
Central Avenue Rehabilitation

- C/O Albany
- Replace 1,000’ sf of sidewalk & install high visibility crosswalks
- Tier 1 Ped District; on bike network
- $907,873
Henry Johnson Boulevard Rehabilitation

- C/O Albany
- Replace 1,000’ of granite curbing; sharrow
- Tier 1 Ped District; on bike network
- $927,278
Lark Street Rehabilitation

- C/O Albany
- Replace 1,200 sf of sidewalk; sharrow
- Tier 1 Ped District; on bike network
- $714,868
Livingston Avenue Rehabilitation

- C/O Albany
- Replace 40,000 sf of sidewalk, reset 3,000’ granite curb, curb ramps, high visibility crosswalks; sharrow
- Tier 1 Ped District
- $1,279,542
New Scotland Avenue Rehabilitation Project

- C/O Albany
- Replace 15,000 sf of sidewalk, curb ramps, high visibility crosswalks; sharrow
- Connects to Tier 1 Ped District
- $1,319,429
Third Avenue Pavement Rehabilitation & Bike/Ped Improvements

- C/O Rensselaer
- Pavement beyond preservation
- 8 intersections - make ADA compliant; high-visibility crosswalk; new ped signals at Adam & High St
- Sharrows from Bridge – High; convert shoulders to marked bike lanes from High St to city line
- Maybe include bus shelter (will coordinate with CDTA)
- $531,000
Craig Street Pavement Rehabilitation

- C/O Schenectady
- Pavement preservation project w/sidewalk replacement where needed; ADA upgrades
- Related to Craig & Main Linkage Study; advances Bike Master Plan & city’s Smart City initiatives
- Reduce travel lanes 12’ – 10’ and adding 5’ bike lane
- $975,000 ($250k CDBG $)
NY 2 Corridor Project

- C/O Troy
- “R2CP Road Diet” – reduce lane widths and add bike lanes (possibly buffered)
- Improve ped facilities – curb extensions, crosswalks, ADA ramps, ped signals, etc.
- Advanced Bike Plan & other Linkage Study recommendations
- $3,878,400 (B)
Interstate Pavement Preservation Projects

• I-87 Resurfacing Exit 16 to CDTC Planning Area Boundary
• I-87 Resurfacing Exits 11 -13
• I-87 Resurfacing Exits 13-15
• I-90 Pavement Corrective Maintenance Exit 10.5 (at Kraft Road) to NYS Thruway
• I-90 Pavement Corrective Maintenance Hudson River to Exit 10.5 (at Kraft Road)
• I-787 Pavement Corrective Maintenance Exit 3B to Exit 7 (NY 378)
• I-890 Pavement Preservation from Thruway Exit 26 to I-890 Exit 3
Best Road (CR 55) – Pavement Preservation (Low Volume)

- E Greenbush – Sand Lake, Rensselaer Co
- 1.7 mi repaving
- No sidewalks, 2’ shoulder
- $376,000
Brookview Road (CR 5) - Pavement Preservation (Low Volume)

- Schodack – Rens Co
- 1.13 mi repaving
- No sidewalks, 1’ shoulder
- $241,000
Eastern Union Turnpike (CR 49) - Pavement Preservation (Low Volume)

- Sand Lake– Rens Co
- 1.3 mi repaving
- No sidewalks, 1’ shoulder
- $201,000
Fogarty Road (CR 126) - Pavement Preservation (Low Volume)

- Schaghticoke– Rens Co
- .7 mi repaving
- No sidewalks, 1’ shoulder
- $145,000
Pershing Avenue (CR 68) - Pavement Preservation (Low Volume)

Snyders Lake Road (CR 68) - Pavement Preservation

- No Greenbush– Rens Co
- 2 segments – A) 1 mi repaving & B) 2.66 mi repaving
- No sidewalks, 1’ shoulder
- A) $229,000 & B) $560,000
River Road (CR 120) - Pavement Preservation (Low Volume)

- Schaghticoke– Rens Co
- .9 mi repaving
- No sidewalks, 1’ shoulder
- $143,000
Tamarac Road (CR 129) - Pavement Preservation (Low Volume)

- Brunswick – Pittstown, Rens Co
- 3.8 mi repaving
- No sidewalks, 1’ shoulder
- $764,000
Town Office Road (CR 135) - Pavement Preservation (Low Volume)

- Brunswick – Rens Co
- 1.6 mi repaving
- No sidewalks, 1’ shoulder
- $338,000
Ballard Road (CR 33) Pavement Preservation

- Wilton– Saratoga Co
- 1.83 mi repaving
- No sidewalks, 5’ shoulder
- $1,583,000
Middle Line Road (CR59) Pavement Preservation

- Ballston–Saratoga Co
- 4.17 mi repaving (10’ lane, 3’ shoulder)
- No bike/ped, rural road
- $1,140,000
Guilderland Avenue Pavement Preservation Project

- Town/City line – Schenectady Co
- Pavement preservation
- 10 ADA curb ramps @ 5 intersections (sidewalk only on west side)
- +100’ sidewalk & curbing at Guilderland Ave/ Irene St (east side)
- $360,000
• + 100' sidewalk + curbing
Helderberg Avenue Pavement Preservation Project

- Town/City line—Schenectady Co

- Pavement preservation + replace & widen sidewalk to 5’ concrete; + 200’ sidewalk; repair 100’ sidewalk

- Pavement + new sidewalks recently completed on south side of Curry Rd

- 28 ADA curb ramps

- $690,000
River Road and Providence Avenue – Pavement Preservation
Rosendale Road (CR 158) – Pavement Preservation

- Niksayuna– Schenectady Co
- Pavement preservation & restripe 2 crosswalks
- $1,536,000

- Niksayuna– Schenectady Co
- Pavement preservation
- 6 ADA curb ramps (existing sidewalk from Mayfair – Rosehill)
- $450,000
Delaware Avenue Complete Streets & Road Diet Project

- Bethlehem (TAP/CMAQ)
- Road diet as recommended from Delaware Avenue Linkage Study
- 4 lanes – 2 lanes w/center turn lane; construct sidewalks, bike lane, crosswalks, pedestrian refuge islands, RRFBs, bus transit pull-offs, and gateway treatment along Delaware Ave from Elsmere Ave – Normanskill Bridge
- Request: $2,900,000 Total Cost: $5,200,000 (B)
American Oil Road Rehabilitation

- E Greenbush
- Pavement – beyond preservation
- No sidewalks, industrial area, will evaluate for needed ADA compliance
- Will install 4’ shoulders
- $426,240
Cohoes Avenue Transportation Improvement Project

- Green Island
- Repave, repair deteriorated sidewalks & install 35 ADA ramps; new pavement will include “properly marked bicycle lane.”
- On-road MHBHT & connects to EST connections
- $1,006,774
Sunnyside Road
Sunnyside Road Bridge

- Scotia
  - 0.7 mi pavement preservation, no ADA improvements needed
  - $280,740

- Scotia
  - Major rehab - repair & hard armoring of the existing concrete piers and cap beams. Replacement of the steel bearings & any necessary repair & repainting of the existing steel structural members.
  - Deck will be removed & replace, including railings & sidewalk, says will be striped for bike lane
  - $4,432,932
Vley Road

- Scotia
- Road reconstruction & reconfiguration – will install sidewalk (7600 l.f.) & curbing on 1 side of street & a separated multi-use path on other; 32 ADA ramps & potential midblock crossing
- Narrow lanes from 13’ – 12’
- $2,600,000
Pavement Reconstruction

Washington Avenue Extension, Albany
NY 155/CR 157 New Karner Road Corridor Rehabilitation

+ 3,400’ new sidewalk, connects 2, Tier 1 ped districts

- Towns of Guilderland and Colonie, City of Albany and Village of Colonie
- ADA-compliant sidewalks
- 8’ shoulders
- Preserves ROW for proposed Albany Loop Trail
- $5,101,291
NY 155/CR 157 Watervliet Shaker Road Phase III

+ 3,000’ new sidewalk, Tier 1 ped districts, bike lane or shared use path options

- Town of Colonie, Reconstruct Watervliet Shaker Road from New Karner Road to Sand Creek Road
- Replace ped signals
- ADA-compliant sidewalks
- Supports proposed Albany Loop Trail – bike lane
- $3,462,409

continued...
NY 50 Pavement Rehabilitation and Traffic Calming: Broadway to Exit 15

- NYSDOT/ in Saratoga Springs
- Recently reclassified roadway
- Traffic calming project – intersection & traffic calming improvements similar to Cohoes Blvd project; will include sidewalk OR multi-use path; landscaped median for gateway appearance
- $25,920,000
NY 67 Corridor Improvements

- NYSDOT/ in Malta-Ballston Spa
- Evaluate cost of effective intersection & access management improvements
- Will add sidewalk but evaluate feasibility of other bike/ped infrastructure during preliminary design
- Intersects Zim Smith Trail
- $20,294,000
Intersection

Couse Corners, East Greenbush
NY 7 at 5 Corners: Rotterdam

- NYSDOT/ in Rotterdam
- “5 Corners” – new turn lanes or roundabout
- Need for ped & bike facilities will be evaluated during design
- $5,620,000
NY 146/Miller Road/Tanner Rd Intersection Improvements

- Clifton Park
- Replace intersection w/roundabout & 10’ path on north side of NY 146
- Related to previous Linkage Studies
- $2,554,560 (B)
NY 67 and Eastline Road Intersection Improvements

- Towns of Ballston & Malta
- Replace intersection w/roundabout or reconstruct w/new turn lanes
- Roundabout will include ADA compliant ramps, access to ZST, & push-button ped signals w/countdown timer
- Increase shoulder width from 4’ – 5’
- $640,320

Assume 12' Widening,
Asymmetric, 600' Long Taper
150' Left Turn Lane.

Impact to 3 Driveways
on West Side of
East Line Rd

Impact to Fire Hydrant

Assume 12' Widening,
Asymmetric, 600' Long
150' Left Turn Lane

Overhead Poles
(West Side/North Side
of Intersection)

Impact to 1 Driveway on
West Side of East Line Rd

East Line Rd
NY 50 Safety Improvements

- Wilton
- Install 2 roundabouts – Old Gick/Ingersoll & Jones Rd + add NB lane between roundabouts
- No commitment to specific bike or ped accommodations
- High crash rate
- $4,908,000
Safety

Proposed roundabout at 146/146A, Clifton Park
I-87 Exit 6 Interchange Safety Improvements

On interstate ramps - Town of Colonie, Assess the NY 7 interchange with I-87 at Exit 6 and conduct safety improvements
NY 146 Safety Project, Town of Clifton Park

- NYSDOT/ in Clifton Park
- Reconstruct intersection - Safety Project (high accident location)
- Need for ped & bike facilities will be evaluated during design
- $4,480,000
Albany Shaker Road Corridor Improvements

- Colonie
- Related to Albany Shaker Road Corridor Linkage Study
- Reduce speed from 40mph – 30 mph; driver feedback signs
- Install new traffic light at Shaker Rd Elementary entrance
- New crosswalks with push-button ped signals & ADA-compliant ramps at The Crossings, Maria Dr & Maria Pkwy, Shaker El, Osborne Rd, & Everett Rd

- $826,190 (A)
US 4/I-90 Intersection Safety Improvements

- NYSDOT in E Greenbush
- Intersection safety improvements – TBD
- Need for ped & bike facilities will be evaluated during design
- $4,096,000
Bridge Preservation

Michigan Avenue Bridge, Schenectady
Dunn Bridge WB TO I-787 SB

- C/O Albany
- Bridge preservation - Joint replacement, rehab of piers, & surface replacement
- Doesn’t mention existing bike/ped path – on State Bike Route
- $29,000,000
Everett Road Bridge over I-90, City of Albany

- NYSDOT/ in C/O Albany
- Bridge preservation & preventative maintenance – replacing deck, bearings, joints, and rehabbing piers
- Will widen shoulders and consider new sidewalks; will upgrade deficient ped signals; ADA compliance
- $10,240,000
NY 146 Over I-890

- NYSDOT/ in Rotterdam
- Preventative/Corrective Maintenance
- Upgrade Sidewalk – ADA compliance
- $8,040,000
NY 378 Over Hudson Bridge Painting

- NYSDOT/ in Colonie/Troy
- 2 project proposals, 1 location
- $6,589M Preservation – no preferred treatment
- Will evaluate bike/ped accommodation alternatives
US 20 Over Schoharie Creek Bridge Deck Replacement

- NYSDOT in Duanesburg
- Bridge preservation
- Currently has sidewalks on north side – sidewalks will be upgraded for ADA compliance
- $17,250,000
Water Street Bridge over the D&H Railroad
Lasher Road Bridge over the Mourning Kill Rehabilitation

- Ballston–Saratoga Co
- Bridge rehab – structure; removal & replacement of bridge deck
- No bike/ped, rural road
- $818,000
Tiffault Road Bridge over Mourning Kill Element-Specific Rehabilitation

- Ballston– Saratoga Co
- Bridge repair to underside of bridge
- No bike/ped, rural road
- $528,000
Sunnyside Road
Sunnyside Road Bridge

- Scotia
  - .7 mi pavement preservation, no ADA improvements needed
  - $280,740

- Scotia
  - Major rehab- repair & hard armoring of the existing concrete piers and cap beams. Replacement of the steel bearings & any necessary repair & repainting of the existing steel structural members.
  - Deck will be removed & replace, including railings & sidewalk, says will be striped for bike lane
  - $4,432,932
Bridge Replacement

Not the Capital District
South Street Bridge Replacement & Pedestrian Improvements

• C/O Rensselaer
• Bridge replacement
• Move sidewalk from west side to east side & connect to intersecting streets
• $2,026,730
First Street Bridge over Poestenkill Replacement

- C/O Troy
- Full bridge replacement
- Replace 100 l.f. & add 200 l.f. sidewalk & add curb ramps (current sidewalk condition is very poor to nonexistent)
- $4,850,000
Nelson Ave over I-87

- NYSDOT/ in C/O Saratoga Springs
- Bridge renewal project – will upgrade to ADA compliance & evaluate for Complete Street features feasibility at design
- $5,280,000
NY 29 Over D&H RR Bridge Replacement

- NYSDOT/ in Saratoga Springs
- Bridge replacement
- Need for ped & bike facilities will be evaluated during design
- $1,870,000
NY 32 Over Fish Creek

- NYSDOT/ in Saratoga
- Bridge replacement
- Need for ped & bike facilities will be evaluated during design
- $2,144,000
NY 67 Over B&M RR

- NYSDOT/ in Schaghticoke
- Bridge replacement
- $6,100,000
NY 146 Over Normanskill

- NYSDOT/ in Guilderland
- Bridge Replacement
- Need for ped & bike facilities will be evaluated during design
- $4,824,000
NY 396 Over Coeyman's Creek

- NYSDOT in Bethlehem
- Bridge Replacement
- Need for ped & bike facilities will be evaluated during design
- $2,010,000
US 4 Over the Hudson River & Canal Bridge Repair

- NYSDOT in Northumberland
- Bridge Replacement – currently has steel deck w/ 9’ lanes which will be widened to 11’
- Need for ped & bike facilities will be evaluated during design
- On State Bike Route & connects to EST
- $20,000,000
US 9W Over CSX/CP Rail Bridge Replacement

- NYSDOT in Bethlehem
- Bridge replacement
- Need for ped & bike facilities will be evaluated during design
- $11,222,000
US 9W/I-787 Bridge Replacement

- NYSDOT in Albany
- Bridge replacement
- New bridge will have sidewalks w/ADA compliant features
- Intersection realignment + possible new travel lanes
- Proposed nearby development + transition to cashless tolling
- $88,000,000
Coons Crossing Road Bridge over Anthony Kill Replacement

- Halfmoon– Saratoga Co
- Bridge replacement
- No bike/ped features
- $1,270,000
North Shore Rd Bridge over Beecher Creek Replacement

- Edinburgh– Saratoga Co
- Bridge replacement- stone arch & steel corrugated arch only, no deck work
- No bike/ped, rural road
- $1,152,000
Antioch Road Bridge over Alder Creek Replacement

- Providence
- Bridge replacement
- No sidewalks, will maintain shoulders
- $1,527,400
Other
Container on Barge Service (Port of Albany from/to Port Authority of NY & NJ)

- Port of Albany – Albany-NYC
- $
Albany Skyway

- C/O Albany
- TAP application
- 787 Study
- Conversion of a 787 ramp into an elevated trail
- Connect bike network & Tier 1 district to trail/waterfront
- Related to existing TIP project A588 - address bridge/structure ($3,125,000)
- $11,290,000 (C)
NY 378 Over Hudson Bridge Replacement

- NYSDOT/ in Colonie/Troy
- 2 project proposals, 1 location
- $6.589M Preservation – no preferred treatment
- Will evaluate bike/ped accommodation alternatives
US 9 Lakefront Pedestrian/Cyclist Underpass Rehabilitation

• Round Lake
• Underpass restoration
• $102,400 (B)
Photos of the existing tunnel:
Ramp running north, parallel to Route 9 on western side, across from lake, from Covel Avenue.

Eligible?
Oct. 17: Solicitation began

Nov. 5-16: TIP Workshops

Nov. 28: Submission deadline

Dec. 28: Staff completed evaluations

Jan. 2-11: Advisory Committee meetings

Jan. 9: Planning Committee

Jan. 14: Project evaluation results will be provided to sponsors for review

Jan. 18: Sponsor comments due

Jan. 30: Feb Planning Committee mail out will go out with project evaluations

Jan. 22: Advisory comments due

Feb. 5 or 7: Planning Committee meeting – Project programming

Apr. 3: Planning Committee meeting – Complete project programming & begin 60-day public comment period

June 6: Policy Board- TIP approval
Comments

http://www.cdtcmpo.org/documents/transportation-improvement-program

Email to: jceponis@cdtcmpo.org by January 22nd

www.cdtcmpo.org/documents/transportation-improvement-program