

IN MOTION



Newsletter of the Capital District Transportation Committee (CDTC)
Metropolitan Planning Organization for New York's Capital Region

Volume 9, Issue 2

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Quotable Quote

"Why do they call the place you park your car a driveway and the place you drive your car a parkway?" – George Carlin, comedian

CUMULATIVE IMPACT ASSESSMENT IN THE CAPITAL DISTRICT

Development projects and other human actions often have notable impacts on communities, neighborhoods, individuals, and ecosystems. Traffic increases associated with construction of a medical office building, shopping plaza, residential subdivision, or soccer fields can have a noticeable effect on the livability and safety of a neighborhood. Most development projects in New York – especially those with a large traffic impact – require an environmental review in accordance with the State Environmental Quality Review Act, commonly referred to as SEQRA.

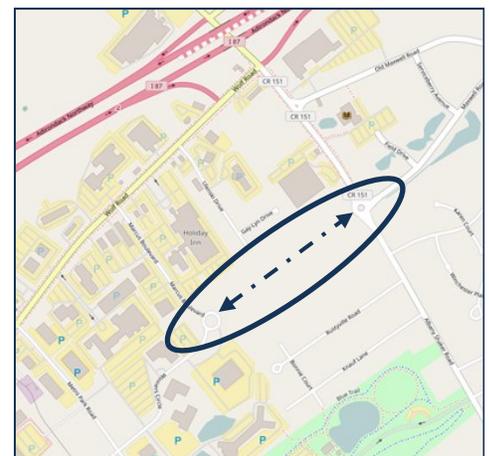
While the impact of a single development may be small, the combined effects of multiple developments are of much greater consequence. Cumulative impacts occur when the individual effects of many actions combine over time and space, and typically have a combined impact greater than the individual projects added together.

Although typically focused on single project impacts, SEQRA explicitly requires projects undergoing environmental review to formally assess cumulative impacts through a process known as the Generic Environmental Impact Statement (GEIS). Where individual environmental assessments and EIS's focus on a small scale in which the "footprint" or area covered by each individual development component is considered, the GEIS process enlarges the scale to assess effects over a larger area that may cross neighborhood or even community boundaries.

The GEIS process has been used extensively throughout New York – and in the Capital District – for more than 30 years. Notably, the Towns of Colonie, Clifton Park, Malta, and East Greenbush have used the process to establish mitigation plans for traffic improvements in their communities. The Town of Colonie's effort calculates future traffic based on projected development, and sets forth transportation improvements to mitigate expected traffic. See the image at right for an example. Recognizing that improvements to the trans-

portation network must be made if future development is to occur, Colonie's GEIS process analyzed various methods of funding those improvements.

The inadequacy of local, state and federal funds to meet the need for new infrastructure left communities like Colonie and others searching for ways to accommodate new growth without raising taxes. Notably, the town of Colonie pioneered the use of mitigation costs for the implementation of the Airport Plan using the GEIS process as the framework. Using SEQR as the legal basis for the costs, and carefully calculating each development's contribution to the need for mitigation, allowed Colonie to avoid the legal prohibition against generic "impact fees".



A future roadway connection under Colonie's Airport Area GEIS will ease congestion on Wolf Road.

The approach also eliminated the need for costly individual traffic impact studies of each and every development proposal. Mitigation cost is calculated based on a development's traffic impact. Over 25 years, roughly \$27 million in mitigation costs have been assessed for over 300 projects. Actual costs collected total about \$18 million, which includes \$6 million in privately built improvements and right-of-way donations.



LINKAGE CORNER

CDTC's Community and Transportation Linkage Planning Program (the Linkage Program) offers planning assistance via a consultant or CDTC staff for regional/local planning initiatives that link transportation and land use. It is a key implementation activity of New Visions and is the cornerstone of CDTC's local planning assistance and public outreach efforts.

The program provides financial and technical assistance to local communities for planning, with particular emphasis on projects that support implementation of innovative transportation and land use concepts. Examples include strategic zoning code changes/zoning code overlays, the development of complete streets design guidelines, strategic master plans, etc.

CDTC has funded 83 collaborative, jointly-funded studies over the past fifteen years. Study sponsors have included 40 separate urban, suburban and rural municipalities and counties as well as not-for-profits and other public entities. Roughly \$5.5 million in federal, state and local funds have been committed to the Linkage Program since its inception in 2000.

The Linkage Program is one of the most significant cooperative regional efforts in the nation. In recognition of this regional achievement, the Linkage Program received a 2010 National Planning Excellence Award from the Federal Highway Administration, the Federal Transit Administration and the American Planning Association.

CDTC SEEKS PROPOSALS FOR ITS 2017-18 LINKAGE PROGRAM

The Linkage Program supports implementation of the adopted planning and investment principles in New Visions 2040, the long range regional transportation plan, by providing integrated land use and transportation planning assistance to local communities.

The Linkage Program emphasizes seven broad planning strategies that are consistent with New Visions 2040. The seven strategies are to:

- Support urban revitalization and redevelopment of existing commercial/residential areas;
- Improve street connectivity and reduce driveway conflicts through access management;
- Enhance and develop activity centers and town centers;
- Enhance and develop transit corridors and transit supportive built environments;
- Encourage a greater mix and intensity of land uses in municipal centers;
- Develop bicycle and pedestrian-friendly site design standards;
- Create an integrated multi-modal transportation network.

The 2017-2018 Linkage Program will be focused on implementation activities related to completed Linkage Program plans or other completed local planning work (i.e. Comprehensive Plans, Waterfront Revitalization Plans, etc.). CDTC will be prioritizing the programming of Linkage Studies following three tiers of eligibility as described below. Note that for all three tiers of eligibility, the proposals must:

- Be directly related to a recommendation of a completed Linkage study or other adopted local plan and/or an adopted local policy (i.e. complete streets resolution).

- Have a clear and direct connection to transportation issues.
- Be consistent with Linkage Program strategies and New Visions 2040 principles.

The three tiers of eligibility are:

1) Transportation concept feasibility studies in corridors that have a funding commitment for a federal, state or local pavement project or other multi-modal transportation project in the next three years.

2) Any of the following four project types that do not have a funding commitment for a federal, state or local pavement project or other multi-modal transportation project in the next three years:

- Linkage or other adopted local plan transportation concept feasibility studies
- Complete streets guidelines or complete street feasibility studies
- Strategic zoning code changes/overlays and/or site design guidelines
- Official mapping

3) Other types of planning work.

Eligible applicants must be public entities within CDTC's planning area of Albany, Rensselaer, Schenectady and Saratoga Counties (with the exception of the Town of Moreau and the Village of South Glens Falls).

Preferred applicants are towns, cities, villages and counties.

Other applicants may include State agencies or non-governmental entities such as not-for-profits and public authorities (with a letter of support from the municipality or municipalities in which the study is located).

CDTC is proposing to fund no more than three Linkage Program projects in the April 2017 through March 2018 federal fiscal year. Approximately \$75,000 in CDTC staff time and up to \$100,000 in consultant budget authority has been reserved to support the 2017-18 Linkage Program. The submission deadline is Friday, December 16, 2016 and awards will be made at the February 2017 CDTC Planning Committee meeting with funds becoming available for use after April 1, 2017. For more information, visit www.cdcmpo.org/linkage.



An officer leads a ride on a temporary bike lane installed in September as part of the Schenectady Bike Infrastructure Master Plan

STILLWATER ROUTE 4 REZONING & DESIGN GUIDELINES

This Town and Village of Stillwater project will create a seamless zoning code and associated design guidelines, providing regulatory consistency along Route 4. The draft is available on the Town and Village websites, and public comments will be accepted until January 20th, 2017.

The project promotes walkable mixed-use development, protects and preserves rural and historical areas north of the Village and near the Saratoga National Historical Park, and enhances and supports economic development and revitalization along the Route 4 Corridor. The project is scheduled to be completed by March 2017.

There are three zoning districts proposed for the Village, as follows:

- V3 Neighborhood: Promote a range of housing types and opportunities in keeping with the surrounding neighborhood and encourage walkability to surrounding neighborhoods and the Village mixed use areas.
- V4 Mixed Use: Promote and retain the existing historic character and traditional Village streetscape, enhance the Village downtown identity by encouraging mixed use development, street level activity, and walkability to surrounding neighborhoods, and encourage additional public access to the Hudson River.

• V5: Mixed Use Center: Maximize economic development potential by encouraging infill, reuse, and expansion of businesses while promoting and retaining the existing historic character and traditional Village streetscape, enhance the Village downtown identity by encouraging mixed use development, street level activity, and walkability to surrounding neighborhoods.

ing neighborhoods.

In the Town, this project covers an area buffering the Route 4 Corridor and includes the Saratoga National Historical Park and land in proximity to the Park. There are five zoning districts proposed for the corridor:

- T2 Rural Conservation: Preserve, protect, and promote the rural agricultural heritage of the area while allowing compatible low-density residential development and agricultural-supportive uses and protecting important viewsheds in relation to the Saratoga National Historical Park.

- T3 Neighborhood: Promote a range of housing types and opportunities in keeping with the surrounding neighborhood and encourage connectivity to surrounding neighborhoods, the Town's mixed use areas, and the Trail.

- T3 Gateway: Promote commercial opportunities and residential development in keeping with the rural character of the area and encourage connectivity to and from commercial establishments, the surrounding neighborhoods, and the Trail.

- T4 Riverfront Corridor: Promote and enhance the Town's identity by encouraging mixed use development, street level activity, walkability to surrounding neighborhoods, and additional public access to the Hudson River.

- T5 Gateway: Maximize economic development potential by encouraging infill, reuse, and expansion of businesses while promoting and enhancing the Town's identity by encouraging mixed use development, street level activity, and walkability to connect to surrounding neighborhoods.



CLEAN ENERGY COMMUNITIES PROGRAM

The Capital District Regional Planning Commission is the recipient of a NYSERDA Clean Energy Communities (CEC) Program grant to serve as the manager of the Eastern Upstate New York Territory.

The CEC program is being delivered by CDRPC through a unique partnership of regional agencies that are administering the program in four New York State Economic Development Council Regions: the North Country, Mohawk Valley, Capital Region, and Mid-Hudson regions. In addition

to CDRPC, the Eastern Upstate NY Territory Team includes the Adirondack North Country Association, the Mohawk Valley Economic Development District and the Hudson Valley Regional Council. The Team is also being supported by Climate Action Associates, LLC and Courtney Strong Inc.

The NYSERDA Clean Energy Communities Program provides funding, direct technical support, and recognition to local governments that demonstrate leadership in clean energy. NYSERDA

has identified 10 High-Impact Actions that local governments can implement to save money, foster a vibrant economy, and improve the environment. By completing four of the 10 High-Impact Actions, a local government can earn the CEC designation, as well as a grant of up to \$250,000, with no local cost share, to support additional clean energy projects.

To earn the CEC designation, at least two of the High-Impact Actions must be completed after August 1, 2016. The 10 High-

Impact Actions are: Benchmarking, Clean Energy Upgrades, LED Street Lights, Clean Fleets, Solarize, Unified Solar Permit, Energy Code Enforcement Training, Climate Smart Communities Certification, Community Choice Aggregation and Energize NY Finance. Find out how your community can begin earning financial support and recognition today.

For more information contact: Todd Fabozzi, Director of Sustainability, CDRPC, Phone: (518) 453 - 0850, Email: todd@cdrpc.org

ADA COMPLIANCE

All government entities with over 50 total employees are required to have an ADA (Americans with Disabilities Act) Transition Plan. The Plan evaluates existing barriers to access and describes the methods the municipality will use to make its facilities accessible over a reasonable time period. Municipalities with fewer than 50 total employees still must evaluate any existing pedestrian access routes.

In September, Federal Highway Administration (FHWA) ADA experts led a training for local government requirements on ADA Transition Plans for pedestrian access routes, including sidewalks and curb ramps. In addition, FHWA Office of the Chief Counsel recently held a webinar for municipal legal staffs. In December, regional FHWA civil rights and engineering staff will conduct a webinar on executive level ADA Transition Plan requirements. If you are interested in attending, please contact Kara Hogan at FHWA at kara.hogan@dot.gov.

Finally, CDTC has convened an “ADA Task Force” that generally meets quarterly. Some goals of the Working Group are to serve as a clearinghouse of useful information, to encourage a consistent approach among the region’s municipalities, to help ensure transition plans are done correctly, and to assist with methods of data collection for pedestrian facility inventories. For more information on this group, please contact Anne Benware at CDTC at abenware@cdtcmpo.org or 518-458-2161.



RECONFIGURING US ROUTE 9 IN MALTA INTO A COMPLETE STREET

Back in 2013, the Town of Malta developed and enacted a form-based code (FBC) plan for its downtown area. The plan was based on the adopted Downtown Plan which amended the Town’s Comprehensive Master Plan.

The FBC created a “core area” along route 9 where land development would be more concentrated and compatible with New Urbanist and smart growth principles. Although Route 9 was classified as a core street in the FBC, proposed land use development is unable to fully conform to FBC regulations because of the way the road is presently configured.

The purpose of the current Route 9 Linkage Study is to explore the feasibility of reconfiguring US 9 from a higher-speed suburban highway to a feasible

complete street concept that is more in context with a hamlet or village setting. The starting point is the complete street section shown in the FBC plan, which maintains four travel lanes through the core. The study is designed to delve into detailed planning, engineering, and financial issues needed to evaluate the physical feasibility of the proposal.

The test of feasibility may yield one of several outcomes:

- The desired complete street pictured in the FBC plan, or a close variant thereof, can be accommodated without significant grade manipulation, and largely within the confines of a repaving and curbing project.
- The desired section can be accommodated, but eleva-

tions, drainage modification, or other factors necessitate significant roadway reconstruction in order to implement the section.

- Major features of the desired section cannot easily be accommodated without substantial disruption within the corridor, where removal of complete street treatments or reduction in lanes would be required.
- Physical reconfiguration is physically doable, but financially difficult.
- If it is determined that reconfiguring Route 9 is infeasible, other operational and regulatory treatments that will help improve the pedestrian and bicycle environment will be identified.

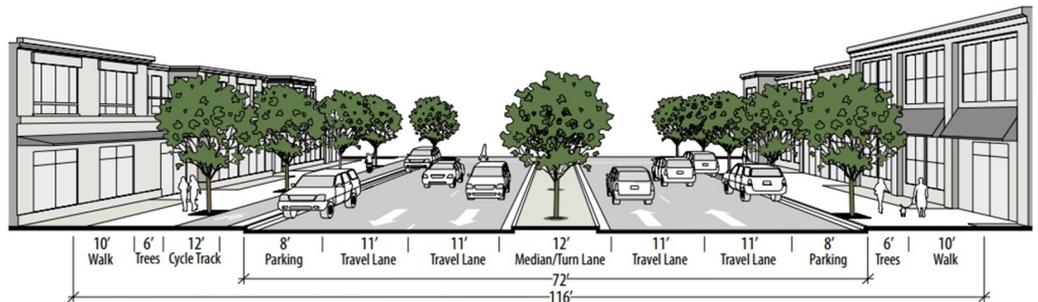


Image: Core Street, Downtown Master Plan Implementation report, 2013

LOCAL FEDERAL AID TRANSPORTATION PROJECT TRACKING

This year CDTC proposed a project tracking effort aimed at documenting the progress of locally sponsored transportation projects funded through our programming. The initiative provides our members with periodic reports about the projects undergoing design or construction in the current federal fiscal year, giving background on project schedule, budget, current cost, milestone completion dates and TIP amendments. These reports allow our members to couch decisions about projects such as amendment proposals, programming etc. in the context of a sponsor’s or project’s recent activity.

Reports provide sponsors advanced notice about upcoming sponsorship obligations. They are more accessible than the TIP listings, since project tracking reports are condensed, limited to projects that are currently in progress or are soon so start, and are mailed with regular committee materials. The information collected helps CDTC staff have a better understanding of project development in the region, which aids in our performance measure initiative and in merit scoring for project proposals.

SCHENECTADY BIKE INFRASTRUCTURE MASTER PLAN

This project was proposed by the City of Schenectady to reassess the priority bike network identified in the 2001 Urban Bike Route Master Plan and to identify implementable treatments that integrate bicycle infrastructure and complete street thinking into the City's transportation network. The Master Plan will:

- Reassess the priority bike network as defined in the 2001 Master Plan to consider new development and redevelopment, new and existing users, CDTA's implementation of Bus Rapid Transit and city-wide transit route changes since 2001 and other completed and planned changes in the City's transportation infrastructure.
- Provide a forum for soliciting new information regarding biking from the public and stakeholders
- Develop a detailed location

plan for informational and wayfinding signs.

- Develop a detailed location plan for pavement markings (e.g. bike lanes, shared use markings, etc.) for priority bicycle routes
- Identify site specific locations for future bike share stations.

Several tasks have been completed including an existing conditions assessment, an initial round of public outreach including a stakeholder meeting and a preliminary draft priority network and report.

The project team also held two bicycle demonstration projects as part of the planning process to test and educate the public about various types of bicycle infrastructure. The first demonstration project was held in July on Washington Avenue between State Street and Union Street to coincide with the Parks and Trails New York Cycle the Erie

Event. Over 700 riders used the contra-flow bike lane during the event.

The second demonstration was held on Craig Street from Albany Street to Delamont Avenue as part of a Craig Street Bike Fest held on September 28th at the Boys & Girls Club. Its numerous sponsors included Stewart's Shops, the Schenectady Police and Fire Departments, Electric City Bike Rescue, Plaine and Son, and a CDTC Capital Coexist Traffic Safety Ambassador Mini-grant. Over 300 people attended and provided extremely positive feedback on the new lane striping including bike lanes, crosswalks, a narrow median and stop bars.

A draft plan is in development and the project team will go back to the public in early 2017 for feedback. For more information, visit the project website at schenectady-bikeplan.weebly.com/.

I-787 STUDY UPDATE

The project team for the I-787/Hudson River Corridor Study has spent the last nine months thoroughly reviewing a long list of potential strategies for meeting the purpose and need of the study over both the short and long term. These strategies are now being compiled into a draft report for review by the various project partners, including NYSDOT, the City of Albany and the various corridor communities in the first part of 2017.



The next public workshop is being considered for May 2017 at which time the full draft report will be available for public review. For up-to-date project details visit <http://787waterfrontstudy.blogspot.com/>

SCHODACK TOWN CENTER FORM BASED CODE

The Town of Schodack developed a Town Center Plan in 2014 that developed a vision for an attractive, pedestrian friendly mixed-use town center.

In order to realize this vision, the existing zoning for this area of town would need to be revised. Through CDTC's 2014-15 Linkage Program, the follow-up work was commenced in 2016 to develop a new form-based zoning code for the evolving Town Center. Form-based zoning utilizes graphics to explain what the desired form and appearance of development should be and create a streamlined development review process which encourages revitalization and redevelopment.

A public workshop was held in May 2016 to discuss the specific details and regulating portions of this form-based zoning. The input received from the public, town officials, landowners, and business owners was used to refine the specifics of the code. The purpose of the form-based zoning code is to enable, guide and implement many of the ideas and visions outlined in the Schodack Town Center Plan, specifically:

- Enable and encourage property reinvestment through renovations, expansions, redevelopment, and new construction to strengthen the private sector position and tax base;
- Create a more vibrant center of activity throughout the day

and night with a reasonable mix of commercial and residential uses supporting one another;

- Provide an attractive mix of green lawns, park space, shade trees, multi-use paths, activity areas and civic uses for the public enjoyment;
- Allow for additional housing types and opportunities;
- Replace the visual prominence of large parking lots with attractive architecture, public spaces and sidewalks to create a more bicycle and pedestrian friendly commercial center with connections to adjacent residential neighborhoods;

- Encourage more efficient use of land area with multi-story buildings which utilize shared parking and structured parking;
- Provide an easy to understand and predictable code through the use of illustrated building form standards which will create the desired types of development and streamline the review and approval process.

A draft form based code is currently being reviewed by the Town of Schodack and the members of the study advisory committee.

SARATOGA SPRINGS BICYCLE, PEDESTRIAN AND PUBLIC TRANSIT PLAN

The City of Saratoga Springs Bicycle, Pedestrian and Public Transit Plan Linkage Study, now known as the Saratoga Springs Complete Streets Plan, was proposed by the City to create a plan for the specific accommodation of all users of the transportation and trails system through development of a Complete Streets Plan for the City.

The plan provides a framework for including all travel modes on existing City streets, and State and County routes within Saratoga Springs. It also will help implement adopted City policies and plans such as the 2013 Greenbelt Trail Plan, the 2011 Climate Smart Communities Pledge, the 2012 Complete Streets Policy, and the 2015 Comprehensive Plan.

A Study Advisory Committee helped guide development of the plan which greatly benefited from input from a wide variety of stakeholders and the public. The project website included a survey and an interactive map where people could note issues and ideas related to the City's

existing transportation system, including existing pedestrian, bicycle, roadway and public transit facilities. Development of the Complete Streets Plan was coordinated with CDTA's Saratoga Route Restructuring effort.

The Complete Streets Plan was established as an important goal within the City's Complete Streets Policy and is the guiding document for the development of a safe network of pedestrian, bicycle and transit routes linking activity centers and neighborhoods within the City, as well as to a larger regional network. The network will develop in phases over time, with identified "Bronze, Silver and Gold" levels of quality that are linked to established national benchmarks. These improvements will make walking, bicycling and riding transit more viable modes of transportation, helping the City meet sustainability goals and contributing to the unique quality of life in the City.

The City's Complete Streets Advisory Board assists with the City's implementation efforts, and a

Complete Streets Checklist is now utilized to review proposed capital projects to ensure that Complete Streets accommodations are consistently integrated. The Geyser Elementary Safe Routes to School project, the new trail crossing between the YMCA and Saratoga Spa State Park and new sidewalks provided by private development along South Broadway are examples of pedestrian and bicyclist infrastructure that are being created within the City through this ongoing process.



The plan emphasizes and acknowledges that implementing Complete Streets in Saratoga involves multiple partners including City departments, County and State agencies, schools, businesses, and citizens. The plan framework recognizes that the context of each street, road, and highway needs to be considered along with ownership and man-

agement of these facilities. Accordingly, the plan uses a flexible approach so appropriate designs can be used; The Manual of Uniform Traffic Control Devices (MUTCD), AASHTO, and NACTO guidelines provide the framework for this approach. The plan identifies priority routes and types of infrastructure required for various streets based on the location of significant active transportation destinations, especially schools, downtown, parks, and other locations. Preferred treatments corresponding to street typologies are identified and will serve as an important reference document to ensure that multi-modal facilities are provided during capital projects, maintenance and reconstruction, as well as when important land use decisions are made.

Alta Planning + Design was selected to complete the study. The Final Plan can be found at: <http://www.saratogasprings.com/pletestreets.com/>. The City Council will consider adoption of the plan at the December 6, 2016 City Council meeting.

LOCAL FEDERAL AID TRANSPORTATION PROJECT TRACKING (CONT.)

(Continued from page 4)

In order to achieve the most accurate sense of these projects' status and evolution, we rely on multiple data sources. TIP listings provide initial scheduling and budget entries, while TIP amendment documentation from Planning Committee and Policy Board meetings provide information on changes made to this information. NYSDOT planning staff has also provided access to periodic project reports from engineering consultants hired by regional municipalities to perform the engineering and technical assistance for project development prior to construction. With these documents we are able to track individual projects in development as they pass through important milestones like the approval of a draft design report or the acquisition of right-of-way.

We also ask Committee members who are sponsoring local federal aid projects to provide the Committee with a brief about a project once it has completed its preliminary design. These two minute summaries give the other members a quick rundown of project scope, changes made to the project during the scoping process, and what issues the project is currently facing, if any. This provides a bit more qualitative information about a project's status and evolution than the mainly quantitative data that otherwise fills the tracker. After presenting the concept to CDTC members at recent meetings they discussed the tracker and will be using it as a vehicle for transparency and accountability within the Committee.



NYSDOT STRATEGIC HIGHWAY SAFETY PLAN UPDATE UNDERWAY

The federal FAST Act has as one of its core programs the Highway Safety Improvement Program (HSIP). The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. One of the requirements of the HSIP is the development and maintenance of a statewide Strategic Highway Safety Plan.

In September 2016, NYSDOT initiated the update process for New York's Strategic Highway Safety Plan (SHSP). The SHSP is a statewide-coordinated safety plan that guides investment decisions toward strategies and countermeasures to reduce fatalities and serious injuries on all public roads.

The plan must be updated every five years and uses data to identify the types of crashes or behaviors which contribute to the greatest number of fatalities and serious injuries in New York State. The SHSP strategies to

reduce the most serious types of crashes emphasize infrastructure and behavioral countermeasures and are developed in cooperation with the 4E stakeholders (engineering, enforcement, education and emergency services) throughout the state. CDTC is one of two MPOs participating as members of the core SHSP update team.

Performance measures are a key aspect of the HSIP and the SHSP. The FAST Act requires five annual HSIP performance measures and targets for each state and the MPOs:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

Federal law defines the data sources for the performance measures, largely the national

Fatality Analysis Reporting System (FARS), the Highway Performance Monitoring System (for traffic volume data) and the state motor vehicle crash database (for injury data). Performance targets, however, are to be identified for both the state and all 14 of New York's MPOs through a coordinated and collaborative process.

The state and the MPOs must identify the safety performance targets in 2017 to be approved for use in 2018. For common performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the NHTSA Highway Safety Grants program in the Highway Safety Plan developed by the NYS Governor's Traffic Safety Committee (GTSC).

The current schedule for New York is to establish the state performance targets and finalize the SHSP by the end of June

2017, which coincides with the planned approval of the GTSC Highway Safety Plan. The MPOs will then have 180 to identify their targets. CDTC will have two options when setting targets for each measure. It can establish a numerical target for each performance measure specific to the MPO planning area or it can agree to support the State DOT target.

CDTC will be required to report its selected targets to the state DOT, document the performance measures and targets in the regional transportation plan "New Vision 2040" and describe how investments made in the Transportation Improvement Program support achieving the targets in New Visions. The first year for which performance will be officially measured is calendar year 2018 which will be evaluated based on data made available in late-2019.

CITY OF ALBANY WATERFRONT MULTI-USE PATH CONNECTION FEASIBILITY STUDY

This study is examining alternatives to connect the Mohawk-Hudson Bike-Hike Trail to the Albany County Rail Trail, and making recommendations to accommodate all users on the connection. The study will recommend the best route(s) and method(s) of connection through the southern part of Albany's waterfront to easily and safely travel between the two trails.

The Feasibility Study will take into account existing roadway conditions within the South End and Port Area and examine alternate connections that potentially make use of available private property or state roads. The Feasibility Study will consider, to the

extent possible, all potential routing alternatives, including, but not limited to, suggestions from a wide variety of stakeholders and previous studies. This effort is being coordinated with other efforts being undertaken, such as the I-787/Hudson Waterfront Corridor Study, the Albany Complete Streets Design Manual Linkage Study, and the Hudson River Comprehensive Restoration Plan.

The ideal recommended Multi-use Path connection should be practical and implementable. The study is being guided by a Technical Advisory Committee (TAC) with staff from the City of Albany Engineering, Traffic Safe-

ty, and Development & Planning, New York State DOT, Albany County, the Capital District Regional Planning Commission (CDRPC), the Albany Housing Authority, and CDTC. The project consultant is Alta Planning + Design, with Creighton Manning Engineering as the sub-consultant. In addition the project team is coordinating with the Albany Port District Commission, local bicycle and pedestrian advocacy groups, and neighborhood stakeholders.

The study includes extensive public outreach. The first public workshop was held on June 2, 2016 at the Howe Library. The project team also met with Alba-

ny Housing Authority property managers to discuss impacts to their properties, and conducted a neighborhood face-to-face survey. The input received from the stakeholder and public outreach efforts will be included in the final report.

The project team is currently evaluating the draft alternatives analysis. The preferred alternative will be refined with input from the TAC and the public, based on the analysis of key objectives and pre-determined route screening criteria. For more information please visit the project website at <http://albanywaterfrontconnector.weebly.com/>.



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Peter Osborn, FHWA

Capital District
Transportation Committee

One Park Place, Main Floor
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ADDRESS CORRECTION REQUESTED

CALENDAR

Please call CDTC to confirm.

- 12/13/16 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 12/15/16 Capital District Clean Communities @ 10:00 AM, location TBD
- 01/04/17 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 01/10/17 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 02/01/17 CDTC Planning Committee @ 9:30 AM, CDTC Office
- 02/14/17 CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- 02/15/17 CDTC Freight Advisory Committee @ 9:00 AM, CDTC Office
- 03/02/17 CDTC Policy Board @ 3:00 PM, CDTC Office

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Comments and requests to be added or deleted from the mailing list or to receive the newsletter electronically are welcome and should be sent to:

newsletter@cdtcmpo.org