IN MOTION

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

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Quotable Quote

“Owning a car that is not self-driving in the long term will be like owning a horse…” — Elon Musk, engineer and inventor

UNIFIED PLANNING WORK PROGRAM 2016-2018

One of CDTC’s responsibilities is to develop a Unified Planning Work Program (UPWP) for all federally-funded transportation-related planning activities within the four-county Capital Region. The UPWP contains the description and the estimated budget for each task undertaken by either the CDTC staff, CDTC’s member agencies, or by consultants. It includes both reoccurring tasks and new initiatives.

Development of the UPWP began in December and January. Our Planning Committee reviewed and endorsed the 2016-18 UPWP in February 2016, and following a 30-day public review period, our Policy Board approved it in March. The 2016-18 UPWP identifies planning activities undertaken between April 1, 2016 and March 31, 2018.

The intent of the comprehensive work plan is to coordinate all transportation planning activities in the region. The primary sources of federal planning funds include:

- Federal Transit Administration (FTA) Section 5303 and Section 5307 Funds;
- Federal Highway Administration (FHWA) Planning Funds and other capital funds such as from the Surface Transportation Program committed to planning efforts in the Transportation Improvement Program (TIP);
- Statewide Planning & Research Funds;
- U.S. Department of Energy Funds supporting the Clean Communities Program; and
- FHWA Transportation & Community Preservation Program funds.

KEY ACCOMPLISHMENTS OF CDTC’S PREVIOUS 2014-16 UPWP:

- Development of the new 2016-21 TIP
- Local Bridge Preservation Study
- Regional Freight & Goods Movement Plan
- Human Service Agencies Transportation Plan
- Regional Bike Sharing Opportunities
- Capital Coexist Mini-Grant
- I-787/Hudson Waterfront Corridor Initiative
- ADA Working Group
- Public Transit System Planning and Development
- New Project Merit Evaluation Criteria
- In-Person Federal Re-Certification
- Complete Streets Education & Technical Assistance Workshops
- Capital District Electric Vehicle Charging Station Plan

(Continued on page 7)
The development of a City of Albany Complete Streets Policy and Design Manual was proposed by the City of Albany (Albany) to codify complete streets into municipal operations and decision making and enable full implementation of the City of Albany Common Council’s Complete Streets Resolution # 2.11.13. The project has a budget of $90,000 for consultant services.

The City of Albany Common Council adopted Ordinance No. 2.11.13 for Complete Streets requires that the needs of all users be considered in any future street construction, reconstruction, or resurfacing projects as well as public developments, and will be used within the City’s development review process for private developments.

The manual will be used by municipal departments when instituting City street construction, reconstruction, or resurfacing projects as well as public developments, and will be used within the City’s development review process for private developments.

The manual can also be used by municipal departments when collaborating on NYSDOT or Albany County projects, although compliance will be voluntary.

The Complete Streets Policy and Design Manual will establish a typology of streets that classify streets by roadway function; the surrounding context including right-of-way width, building type, and land use; and design controls including design users, vehicular speed and capacity, and multi-modal level of service.

This typology will serve as a methodology to ensure that the design and use of a street will complement the surrounding area, and vice versa.

The selected consultant team is led by MJ Engineering and Land Surveying, based in Clifton Park. A public meeting was held in October 2015. MJ is currently working on a draft of the Policy and Design Manual for public review. Another public meeting will be scheduled to receive comments on the draft.

Performance Based Planning

The most recent federal transportation bills included provisions highlighting a new Performance Based Planning initiative designed to encourage state DOT’s and regional MPO’s to take a more data driven approach to transportation investment. While CDTC has always used performance measures to describe the outcomes of its New Visions Plan, and performs data driven analyses in its modeling, mapping and Federal Aid Project proposal evaluations, this effort will provide an opportunity to refine our set of measures and offer more extensive and accurate reporting on trends and conditions.

Ideally, this initiative will help guide the selection of transportation projects in a manner that produces the most favorable impact on factors like the rate of crashes, travel time reliability etc. In an era of chronic national underfunding for transportation projects, it is hoped that performance based planning will help make optimal use of limited funds by guiding decision makers to the most impactful projects available to them.

While rollout of the official measures has taken several years since the announcement of the initiative, many categories such as safety, system performance and freight movement have either been finalized or are close to completion.

In addition to the handful of national measures, CDTC has compiled several tentative additional measures for the Capital region (in categories like ADA Compliance, transit performance and quality of life) as part of its New Visions 2040 revision process with the help of our constituents, action groups and public input. Data collection for these measures has been underway since the beginning of 2016 and will steadily continue as rules become finalized and progress is tracked year over year.

In the future we hope to produce a succinct and accessible report of these measures that shows readers the status of our region and where we hope to see ourselves in the coming years. These reports can be shared at our in-person public meetings, and will be available on our website and social media pages as a way for the public to get a quick and comprehensive overview of the myriad ways transportation projects impact their everyday life.

Aided by the data and expertise of our partners, including NYSDOT, CDTA and CDRPC, we at CDTC will go above and beyond the minimal federally mandated measures to provide our region with one of the most inclusive and instructive performance measurement systems in the state.

Next up is the City of Troy, who will be hosting a ‘Complete Streets Implementation’ workshop on June 7th. Troy will be exploring ways to streamline implementation of their Complete Streets ordinance.

Quay Street

The City of Albany recently began work on Quay Street and the Corning Riverfront Park, expected in 2016. The project will improve accessibility between the Park and Downtown, the Warehouse District, Arbor Hill, and the South End through improved road crossings and will widen and extend bicycle and walking paths on the waterfront park.

The project received Transportation Enhancement Program funds. Quay Street will go from two lanes to one to accommodate cyclists and pedestrians as well as vehicles and will see new pedestrian signals at Broadway, the Broadway Connector, and Water Street. Nearly 50 parallel parking spots will be added on Quay Street.

The multi-use path will be widened to accommodate two-way cycling and a pedestrian path, and extended south to Quay Street/Broadway and north to Erie Boulevard. A new two-way bike path behind the tidal ponds will provide a bypass around the amphitheater during events.

The project will enhance lighting along the new multi-use paths and Quay Street, and will provide benches, bike racks and trashcans along the paths, and kiosks to promote Albany events and activities.

Complete Streets

The Complete Streets Educational & Technical Assistance Workshop Series is underway!

The first workshop was held in the Town of Niskayuna on May 17th. Niskayuna’s workshop was a Complete Streets Basics Workshop, where attendees learned about the benefits of Complete Streets, design solutions, and how to identify funding opportunities. The workshop also explored Complete Streets policy types, low-cost solutions, and local examples.

Next up is the City of Troy, who will be hosting a ‘Complete Streets Implementation’ workshop on June 7th. Troy will be exploring ways to streamline implementation of their Complete Streets ordinance.

The final workshop will be held in the Town of Malta. The date has not yet been set. Malta’s workshop will also be an ‘Implementation’ workshop, focused on the Complete Streets elements in their form-base code.

The Complete Streets Educational & Technical Assistance Workshop Series program was prepared by CDTC with assistance from the Complete Streets Advisory Committee. The primary purpose of the Workshop Series is to assist local governments in developing and implementing Complete Streets policies.
CDTC held a full day workshop for human service agency transportation providers on April 14, 2016 at The Crossings of Colonie. Over 40 people attended to hear presentations ranging from existing opportunities for inter-agency coordination and collaboration, to new approaches to agency transportation planning and regional mobility management.

The Capital District is home to over 90,000 people with reported disabilities and a growing senior population, resulting in significant numbers of people for whom transportation choices can be limited.

As mobility service needs of individuals with disabilities, seniors and low income residents continue to grow and change around the region, better communication and collaboration among human service agencies and other providers of transportation is increasingly important. Public, private and not for profit transportation providers can benefit from collaboration and coordination activities in terms of better service and cost savings.

To help identify current gaps and overlaps in service and recommendations for improvements, the Capital Region’s Coordinated Public Transit-Human Services Transportation Plan was recently updated. The Regional Transportation Coordination Committee (RTCC) assisted with the plan update and identified plan recommendations.

One key plan recommendation was to hold a “Tools of the Trade” Workshop focused on Human Service Agency transportation providers to provide information and examples of currently available coordination and collaboration initiatives and to foster networking and information sharing that may lead to additional coordination activities.

The RTCC was instrumental in assisting CDTC staff in planning the day-long workshop which included multiple sessions illustrating existing opportunities such as CDTA’s Travel Trainers and contracting, the Center for Disability Services Regional Driver Training Facility, and 511NY, and new ideas such as the Institute for Human Services, Inc. Mobility Management program, among others.

During lunch a panel of state agency experts provided the group with information on current state initiatives related to senior and individuals with disabilities’ transportation. Agencies represented include: NYS Departments of Transportation, Health and Aging and the Office for People with Developmental Disabilities.

Workshop participants broke into county-based groups in the afternoon to discuss agency issues and potential collaborative solutions. Discussions were fruitful and several partnering opportunities were identified as well as follow up activities.

CDTC staff will publish a workshop summary soon which will be posted to our website.

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**Senior and Disabilities Services Transportation Providers Workshop**

On June 4th, communities across the nation will celebrate National Trails Day. Trails attract visitors and are an invaluable resource to local communities. CDTC feels trails are an asset economically and a vital contributor to a high quality of life for the region. The Capital District has over 100 miles of multi-use trails. These facilities bring recreational and health qualities to the region while also serving as alternative transportation networks. They connect communities and neighborhoods with commercial centers, parks, and jobs.


This summer, CDTC will begin an update to the 2006 Regional Trails Perspective. Collecting new data will measure changes in trail use and develop baseline data for new trails constructed since the 2006, like the Albany County Helderberg Rail Trail. It will also be used to measure the economic impacts and return on public investment on multi-use trails in the Capital District.

For more information on how to participate and take the trail user survey, visit [www.cdtcmpo.org](http://www.cdtcmpo.org).

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For more information on how to participate and take the trail user survey, visit [www.cdtcmpo.org](http://www.cdtcmpo.org).
CDTC/RPI Local Freight Data Improvement Project

In 2014, the CDTC, in a partnership with the Rensselaer Polytechnic Institute (RPI), was awarded a Federal Highway Administration (FHWA) Strategic Highway Research Program Phase 2 (SHRP2) grant for local freight data improvement.

The FHWA SHRP2 Implementation Assistance Program’s goal is to help State Departments of Transportation (DOTs), and Metropolitan Planning Organizations (MPOs) in adopting solutions that make them more efficient and cost-effective in solving transportation problems.

The understanding of current freight flows and future forecasts is essential to the transportation planning process. Current travel demand models and transportation data sources, however, are better at forecasting passenger movements and behavior, compared to freight. The project was a ‘proof-of-concept’ for implementing innovative local freight data to support CDTC freight planning, projects and programs.

Freight activity is a complex phenomenon involving multiple agents, participants, and functions. The major participants are shippers, carriers, receivers, warehouses, and end-users (customers). Their functions include long-haul transportation such as imports/exports to short-haul delivery and parcel services.

In terms of generation of cargo (tons and trips) there are two main approaches: Freight Trip Generation (FTG) and Freight Generation (FG). The latter means the weight or volume of the cargo generated or attracted while the former means the number of truck trips required to transport it. The FTG also depends on land use patterns and the location of the distribution centers, terminals, ports, etc.

Limited data availability from the agents and participants exacerbates the complexity of incorporating freight into the transportation planning process.

The freight data available from federal agencies are too aggregated to analyze at county level, or lower. The SHRP2 project produced a Dynamic Freight Database for Capital Region, a GIS-based platform where the available freight datasets were fused together.

In addition to preparing the database, the RPI project team also collected various new freight datasets for the CDTC region. The new datasets include GPS data, interviews, and freight data in collaboration with National Cooperative Freight Research Program (NCFRP) Project Number 25.

The team approached various agencies/organizations to acquire data. During this process, many group/individual meetings have been organized to facilitate the communication, either in-person or via phone.

The team also produced FTG, FG, and Service Trips Attraction (STA) models for the CDTC region from the NCFRP 25 data. The database, the new/improved datasets, and the advanced models are all potential tools for freight planning, decision making, and implementation of projects at CDTC.

The project’s final report contains a comprehensive list of potential freight datasets, data sources, process of obtaining them, their compatibility to freight research, level of disaggregation, advantages, limitations, and the future tasks in the field of freight data research.

The report also has an overview of the Dynamic Freight Database, and describes various existing freight datasets that are part of preparation of the dynamic database. As a ‘proof-of-concept’ project the challenges and issues faced are also documented. The final report is available by contacting CDTC staff.

In addition to the new tools developed, the project allowed CDTC to continue fostering a productive working relationship with RPI, and leverage their world-class knowledge of freight transportation.
**CAPITAL COEXIST TRAFFIC SAFETY AMBASSADOR PROGRAM**

In December 2015, CDTC made $20,000 available for capacity building projects designed to assist public, private, and non-profit organizations in the Capital Region in providing bicycle and pedestrian safety education training.

CDTC received a total of 11 applications requesting about $32,000. An evaluation committee consisting of CDTC staff, Capital District Transportation Authority, New York State Department of Transportation, New York State Department of Health, and a member of the CDTC Bicycle and Pedestrian Advisory Council selected 8 projects, awarding a total of about $19,728.

Projects range from bicycle helmet fittings to Fix-It Station installations. All projects must be completed by the end of the year. CDTC anticipates a second solicitation in December 2016!

A detailed summary of grantees is as follows:

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Total Cost</th>
<th>Total Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Public Library/Albany Bicycle Coalition</td>
<td>$8,291.62</td>
<td>$3,727.62</td>
</tr>
<tr>
<td>Town of Bethlehem/Bethlehem Police Department</td>
<td>$2,027.50</td>
<td>$1,077.50</td>
</tr>
<tr>
<td>Capital Roots/Troy Bike Rescue</td>
<td>$4,987.75</td>
<td>$3,597.75</td>
</tr>
<tr>
<td>City of Saratoga Springs/Bikeatoga</td>
<td>$4,965.00</td>
<td>$3,525.00</td>
</tr>
<tr>
<td>Schenectady County Environmental Advisory Council/Electric City Bike Rescue</td>
<td>$1,700.00</td>
<td>$1,200.00</td>
</tr>
<tr>
<td>City of Cohoes</td>
<td>$4,200.00</td>
<td>$3,150.00</td>
</tr>
<tr>
<td>City of Schenectady</td>
<td>$2,000.00</td>
<td>$1,500.00</td>
</tr>
<tr>
<td>Watervliet Civic Center</td>
<td>$2,600.00</td>
<td>$1,950.00</td>
</tr>
</tbody>
</table>

**$30,771.87**  **$19,727.87**

In Rensselaer County, RPI had the most participants and Capital Roots had the highest percent participation (large employer). Matt Brady at RPI won the trophy for the longest commute. In Saratoga County, Skidmore College had the most riders, the highest percent participation (large employer) goes to the Saratoga Springs Public Library, and Ken Williams at the Waterford-Halfmoon Central School District wins the trophy for the longest commute. The highest percent participation for a small employer goes to Elan Planning and Design. Lake Avenue Elementary continues to hold onto the school trophy.

In Schenectady County, Union College had the most riders. The large employer with the highest participation, is NYS Department of Environmental Conservation. The small employer with the highest participation is Land Art Studio NY. Dana Rackliffe of the Von Rollers rode the longest commute.

The City of Cohoes wins the municipal challenge, for the highest percent participation including the mayor or supervisor.

CDTC sponsored competitions for Bike to Work Day, May 20th, and Bike to School Day, May 4th. This year, over 500 people registered for the challenge, amounting to about 5,700 bicycle miles and replacing about 230 gallons of fuel.

The Winners Are:
In Albany County, the trophy for the most riders goes to NYS Dep’t of Environmental Conservation. The AQE/Citizen Action/PPEF had the highest percent participation (large employer). The highest percent participation (small employer) goes to Parks and Trails New York. BER-P’s Mike Soucie rode the longest commute. Hamagrael Elementary won the school trophy.

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The City of Cohoes wins the municipal challenge, for the highest percent participation including the mayor or supervisor.
Unified Planning Work Program 2016-2018 (Cont.)

Emphasis Areas Under CDTC’s New 2016-18 UPWP

For the coming two-year period under CDTC’s 2016-18 UPWP, we will continue to focus on foundational activities with emphasis on the following:

General Tasks

Continue the lead in NYSAMPO working groups, and continue support of NYSAMPO as one of the best models of cooperation in the nation.

Implement the new 2016-21 Transportation Improvement Program

Implement the policy changes from MAP-21 and new FAST Act including developing performance measure data, baselines, and targets and developing systems to monitor progress and address performance improvements.

Continue discussion with NYSDOT on implementing FHWA’s Every Day Counts Initiative, especially with linking NEPA with the planning process.

Implement a new Project Delivery and Tracking system for all TIP projects.

Additional data collection efforts to help support performance measurement.

Expand CDTC’s interactive web mapping content via ArcGIS online.

Safety Tasks

Develop and adopt a Regional Safety Plan.

Conduct a safety study to identify Highway Safety Improvement Program eligible local projects.

Environmental Justice Tasks

Establish an Environmental Justice Task Force.

Identify “ladders of opportunity”, of infrastructure and operational solutions that could provide traditionally underserved populations access to essential services such as employment, school, health care, and recreation.

Regional Study Tasks

Complete the I-787/Hudson Waterfront Initiative study.

Implement the recommendations of our new Regional Freight Plan.

Security Tasks

Work with County Local Emergency Planning Committees in the development of their plans, specifically modeling traffic patterns for their critical emergency scenarios.

Transit Tasks

Continued involvement in public transportation planning, including support of CDTA’s update of their Transit Development Plan and their planning for “40 miles of BRT”.

Bicycle/Pedestrian Tasks

Advance, expand to pedestrians, and provide continued support for CDTC’s Capital Coexist bicycle education campaign.


Update the Regional Greenway Plan to identify potential, planned, and existing bicycle and pedestrian trails.

Update our Capital Region Bicycling Guide.

Advertise a Request for Proposals for regional bikesharing programs in our 4 major cities.

Create and publish an updated Mohawk-Hudson Bike-Hike Trail Map.

Alternative Fuel/ Sustainability Tasks

Continue to provide leadership in USDOE Clean Communities Program.

Develop an electric vehicle charging station rebate program.

Along with Capital District Regional Planning Commission, analyze growth patterns in our communities and develop community development profiles which will assist communities in understanding, planning, and implementing sustainable development.

Complete several existing Community and Transportation Linkage studies, and solicit for new ones.

Solicit for new Complete Streets Educational & Technical Assistance Workshops.

Highway and Bridge Tasks

Continue to collect and evaluate highway condition data. Functional Highway Classification Update.

Transportation Improvement Projects

For more information about each of the above program areas and tasks, see our website at www.cdtcmpo.org or contact our program manager at 518-458-2161.

Northway Airport Access

This year’s state budget included $50M for a reconfigured Exit 4 that will connect the Adirondack Northway and Albany International Airport. A request for bids is anticipated by early 2019.

Primary objectives are improving access between I-87 and the Airport as well as I-87 and Wolf Road without precluding future, long-term I-87 mainline improvements, and without impacting I-87 mainline operations between Exit 2 and Exit 5; improving intersection operating conditions in the Exit 4 area and addressing safety concerns in the areas that exceed the statewide average crash rate for similar transportation facilities; and eliminating structural deficiencies of the I-87 bridges over Albany-Shaker Road by providing bridges with a 50-year minimum service life.

The secondary objective is improving connectivity between the existing pedestrian/bicycle facilities on Wolf Road and the facilities constructed as part of the Albany-Shaker/Watervliet-Shaker Road projects.

The Northway bridges over Albany-Shaker Road were replaced in 2015. A new flyover will take northbound Northway traffic over the Northway and behind The Desmond Hotel to a T-intersection with Albany Shaker Road, instead of onto Wolf Road, avoiding two traffic lights. Southbound travelers will have one fewer traffic light, connecting to the same ramp and T-intersection as the northbound flyover. An image of the proposed design is below.
**Capital District Transportation Committee**

One Park Place, Main Floor
Albany, NY 12205-2628

**ADDRESS CORRECTION REQUESTED**

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**IN MOTION** is published by the Capital District Transportation Committee as an aspect of its public outreach program. Funding for the newsletter is provided by the Federal Highway Administration and the Federal Transit Administration as part of CDTC's Unified Planning Work Program. The contents of the articles are the responsibility of the CDTC staff and do not necessarily reflect the policies of FHWA, FTA, NYSDOT, or other agencies or governments.

**Editing and Layout:** Carrie Ward

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

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**CALENDAR**

*Please call CDTC to confirm*

- **06/02/16** CDTC Policy Board @ 3:00 PM, CDTC Office
- **06/14/16** CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- **06/16/16** Capital District Clean Communities Coalition @ 10:00 AM, UAlbany
- **07/06/16** CDTC Planning Committee @ 9:30 AM, CDTC Office
- **07/12/16** CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- **07/27/16** Free CNG 101 Workshop, register at: saratogacng101.eventbrite.com
- **08/03/16** CDTC Planning Committee @ 9:30 AM, CDTC Office
- **08/09/16** CDTC Bicycle-Pedestrian Advisory Committee @ 9:00 AM, CDTC Office
- **08/17/16** CDTC Freight Advisory Committee @ 9:00 AM, CDTC Office
- **09/01/16** CDTC Policy Board @3:00 PM, CDTC Office

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