

# IN MOTION

Volume 11, Issue 4

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

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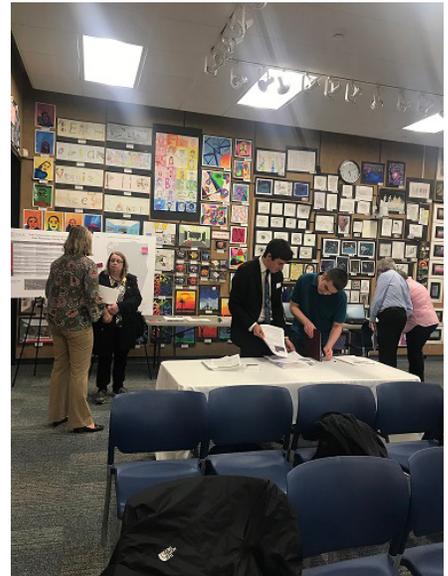
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## 2019-2024 Transportation Improvement Program Adopted

Since October 2018, CDTC has been working to update its capital program of transportation projects known as the Transportation Improvement Program (TIP). The 2019-2024 TIP covers the five Federal Fiscal Years (FFYs) between October 1, 2019 and September 30, 2024. Projects that utilize federal transportation funds in Albany, Rensselaer, Saratoga and Schenectady counties (with the exception of the Village of South Glens Falls and the Town of Moreau) are required to be included in the TIP. A wide range of project types utilize federal transportation funds including road paving, bridge repairs and replacements, sidewalk construction and rehabilitation, trail development, CDTA transit facilities and many others. Project sponsors include State Agencies, Regional Authorities, Counties, Cities, Towns and Villages.

Between November 2018 and January 2019, CDTC staff evaluated 99 candidate transportation projects from 24 different project sponsors, reviewed the status of existing projects in the 2016-2021 TIP that need to be moved into the new TIP and identified regional set-asides related to Local Low Volume Roads and Bridges, NYSDOT Maintenance, Bus Rapid Transit, Transportation Demand Management and Bicycle/Pedestrian projects.

(Continued on Page 3)



## Quotable Quote

*“Everywhere is within walking distance if you have the time”*

*- Steven Wright*



Images from the May 7th TIP Public Meeting, Source: CDTC

## 2019 Bike to Work Day Challenge

The Capital Region Bike to Work Day Challenge was held on National Bike to Work Day, May 17, and was a huge success despite the rainy weather. A record-breaking 678 people and 98 teams registered for the event, racking up 6,732 miles and preventing the release of 2.7 tons of CO<sub>2</sub>.

Highlights of this year's Challenge include the City of Troy's first celebratory Bike to Work Day ride on May 16, and the first winner of the Highest Participation Rate (Small Employer) in Rensselaer County, which went to Alta Planning + Design. Honest Weight Food Co-op cleaned up in Albany County by sweeping the Largest Team and Highest Participation Rate (Large Employer) categories. The City of Watervliet launched their new team with an impressive 20% staff participation rate, winning the Municipal Challenge trophy and ending the City of Cohoes' three-year winning streak.



Saratoga Springs Public Library won Highest Participation Rate (Large Employer) for the fourth year in a row, and won Largest Team for its third straight year. NYS Department of Conservation's Region 4 Office is still the longest trophy holder on record, having won Schenectady County's Highest Participation Rate (Large Employer) category for a sixth year. Donald Guest is a newly minted champion, having won the trophy for Longest Commute in Schenectady County.

Students from seven schools in Saratoga and Albany Counties participated in the Bike to School Challenge, which took place the week of Bike to School Day, May 8. Hamagrael Elementary won the Largest School Team trophy in Albany County while Lake Avenue Elementary School won in Saratoga County, both continuing their undefeated reigns.

This year's Challenge featured a social media raffle where participants who posted content on Instagram, Twitter or Facebook with the hashtag #b2w518 were entered to win an iPool2 gym bag, a one-month CDTA bus pass, a one-month CDPHP Cycle! Bikeshare membership, or a one-year Cruiser Plan membership. A video of the raffle draw was posted on CDTC's YouTube channel.

For more pictures and the full roster of winners please visit [www.cdtcmpo.org/biketowork](http://www.cdtcmpo.org/biketowork).



Source: City of Albany Water Department



Source: Catherine Morba

## 2019-2024 Transportation Improvement Program Adopted (Cont.)

(Continued from Page 1)

CDTC’s Planning Committee worked in February and March, along with CDTC’s Policy Board, to select projects for inclusion in the 2019-2024 TIP. The following highlights the major project components:

- 69 existing projects from the 2016-2021 TIP, costing over \$110 million, moved into the 2019-2024 TIP.
- 13 transit-only eligible projects costing over \$107 million per year (bus replacement, preventive maintenance, etc.) were added.
- 48 new unique projects in the categories of Bridge Repair or Replacement, Pavement Repair or Reconstruction, Safety, Bicycle or Pedestrian Improvement, Low Volume Local Roads and Bridges, Intersection Improvements and Other (i.e. Planning Studies and Economic Development related projects) were added costing over \$169 million.
- 5 Bridge New York projects were added costing over \$8 million.

- 3 rail safety projects from NYSDOT were added costing over \$1 million.
- 5 Transportation Alternatives Program projects were added costing over \$14 million.

The total value of projects in the 2019-2024 TIP including all federal, state and local fund sources is over \$730 million.

CDTC held a public workshop to review the Draft 2019-2024 TIP on May 7th during a 60 day public comment period that closed on June 3, 2019. Following final revisions and inclusion of the response to comments, CDTC’s Policy Board adopted the 2019-2024 TIP at its June 6, 2019 meeting. Visit CDTC’s TIP Update webpage at [www.cdtcmpo.org/tipupdate](http://www.cdtcmpo.org/tipupdate) for more information.

Tables 1 and 2 below summarize the new TIP Projects by project type and sponsor type.

Table 1: New TIP Projects by Project Type

Project Type	Cost (\$M)	Number of Projects
Bridge Repair	\$ 61.339	6
Bridge Replacement	\$ 18.761	2
Pavement Repair	\$ 48.001	14
Pavement Reconstruction	\$ 5.521	1
Bicycle or Pedestrian Improvement	\$ 12.866	8
Safety	\$ 11.844	4
Low Volume Local Roads & Bridges	\$ 7.979	11
Intersection Improvement	\$ 2.293	1
Other	\$ 0.866	1
<b>Total</b>	<b>\$ 169.469</b>	<b>48</b>

Table 2: New TIP Projects by Project Sponsor Type

Sponsor Type	Cost (\$M)	Number of Projects	Number of Sponsors
City	\$ 14.786	9	5
County	\$ 12.859	12	4
State	\$ 122.839	18	1
Town	\$ 12.249	6	6
Village	\$ 6.737	3	2
<b>Total</b>	<b>\$ 169.469</b>	<b>48</b>	<b>18</b>

## Smart City Street Light Conversion & Emerging Technology Guidebook

Earlier this year, Governor Andrew M. Cuomo announced the availability of funding for municipalities across the state for the installation of new SMART LED street lights as part of the Governor's Smart Street lighting NY Program. SMART LED street lights can be equipped with internet connectivity and other enhancements that allow municipalities to improve public services such as public wifi, public health, safety, and transportation.

As part of CDTC's Smart Communities Program, which launched in 2018, CDTC is funding the development of a Municipal Smart City Street Light Conversion and Evolving Technology Guidebook. The City of Saratoga Springs proposed the guidebook project to assist them in their efforts to identify the most cost effective SMART LED street lights to begin replacing their existing high pressure sodium street lights. The street lights identified in the guidebook will help achieve the City's dual goals of sustainability and safety.

Evolving technology can reduce greenhouse gas emissions, manage parking, provide charging infrastructure for electric vehicles, collect traffic and other data, and improve traffic safety, especially for pedestrians. The guidebook will be a valuable tool for all municipalities in the Capital District exploring the conversion of their street lights to SMART LED technology.

## Town of Clifton Park Sitterly Road at Woodin Road and Crossing Blvd. Intersection Improvement Project

The Town of Clifton Park has been working to advance a key transportation project that will increase connectivity and relieve congestion between US Route 9 in Halfmoon and the Town Center area in Clifton Park. The Sitterly Road at Woodin Road and Crossing Boulevard Intersection Improvement Project will improve two intersections on Sitterly Road (at Woodin Road and at Crossing Blvd.) and add pedestrian infrastructure to the corridor.

Specific Project Improvements Include:

- New Coordinated Traffic Signals at Sitterly Road / Crossing Blvd. and Sitterly Road / Woodin Road
- Westbound right turn only lane from Sitterly Road to Crossing Blvd.
- Eastbound right turn only lane from Sitterly Road to Woodin Road
- Westbound left turn only lane from Sitterly Road to Woodin Road
- Northbound right turn only lane from Woodin Road to Sitterly Road

- New sidewalk on the North side of Sitterly Road from Crossing Blvd. to Lakeview Drive
- New pedestrian signals and crosswalks at the Sitterly Road / Crossing Blvd. intersection

Once completed, these improvements will improve overall traffic operations, reduce delay, and provide pedestrian infrastructure connecting the residential and commercial land uses along the corridor.

The project has experienced some delays related to right-of-way acquisition and environmental impacts to the Northern Long Eared Bat habitat located in the project area. Despite these delays, the project is expected to begin construction in the Spring of 2020 and be completed later that year. The total cost of the project is approximately \$ 1.9 million, with a total local contribution of approximately \$ 26,000. The local share will be split evenly between the Town of Clifton Park and the Town of Halfmoon.



Project Location Map, Source: Town of Clifton Park

# New Visions 2050 Plan Update



How can we make the Capital Region a better place by investing in transportation? CDTC is starting to work on an update to the regional transportation plan—called “New Visions 2040”. The New Visions Plan supports keeping our highways and bridges in good condition; providing high quality transit service, and building what we call “complete streets”. Complete streets are streets that are designed for cars, as well as for walking, bicycling, and transit.

New Visions describes the transportation investment needed for sustainable regional economic growth. The region has many assets: good transportation, strong urban areas, affordable and diverse housing locations, good schools, colleges and universities, ease of mobility, modern air and rail transportation facilities, cultural and recreational opportunities and a clean environment—these are significant assets in attracting advanced technology firms.

CDTC remains committed to the maintenance, repair, reconstruction and right-sizing of the existing freight and passenger transportation facilities.

The New Visions 2050 Plan update will be completed by Sep-

tember 2020. While 2050 may seem like a long time from now, transportation investments must consider future conditions even though forecasts cannot be precise. For example, there is great potential that the majority of cars will be self-driving. There may be many other changes in technology and land use that need to be anticipated and considered as much as possible. We must plan for new, smarter, better, and rapidly-changing transportation technology. Advancements in technology, such as self-driving cars, self-adjusting traffic signals, smart phone apps, ridesharing, carsharing, and bike-sharing will have tremendous impacts on future transportation. These impacts can include, but are not limited to, decreasing congestion, providing transportation to more seniors and people with disabilities, reducing traffic crashes, and more. With good planning, we must ensure that changes in technology are used to protect our regional quality of life and support healthy urban, suburban and rural communities.

CDTC will ask the following subcommittees to develop white papers which will update data in each topic area and document accomplishments since the last Plan was approved in 2015. Recommendations will be prepared by each of the following subcommittees.

1. Freight Advisory Committee
2. Regional Operations and Safety Advisory Committee
3. Infrastructure Task Force
4. Bicycle and Pedestrian Task Force
5. Complete Streets Working Group
6. Regional Transportation Coordinating Committee
7. Transit Task Force
8. Quality Region Task Force
9. Smart Communities

## New Visions 2050 Plan Schedule:

<b>May 2019</b>	Subcommittees start meeting. Work on updating needs assessment, and preparing white papers.
<b>December 2019</b>	Working Papers on each major topic (prepared by subcommittees and staff) completed for Planning Committee Review.
<b>February 2020</b>	Preliminary Draft Plan completed for public review. Develop public review process that asks questions, ideas, and opinions, of the public.
<b>June 2020</b>	Final Draft Plan completed; two month public review begins.
<b>September 2020</b>	Final Plan approval by Policy Board

## Community Planning Technical Assistance Program Projects Awarded

The Capital District Transportation Committee (CDTC) and the Capital District Regional Planning Commission (CDRPC) have partnered for a second year on a Community Planning Technical Assistance Program. The program was revamped in 2019 to better target the types of initiatives that are eligible for assistance including those that are small in scale, short in duration, result in a tangible product and resonate with the principles of the New Visions 2040 Regional Transportation plan. Eligible initiatives include but are not limited to comprehensive plan guidance, meeting facilitation, zoning and site planning guidance, data collection and analysis and data mapping. Municipalities or municipally convened groups (i.e. appointed committees, planning boards, etc.) within the designated planning area of the CDTC in the counties of Albany, Rensselaer, Saratoga, and Schenectady were eligible to apply by April 16, 2019.

Following the April 16, 2019 application deadline, CDTC and CDRPC received five applications which were vetted for eligibility and completeness and then evaluated. CDTC and CDRPC recommended all five projects for funding. CDRPC staff will lead four of the projects and CDTC staff will lead one in the Village of Scotia. For a list of all five funded projects please visit [www.cdtcmpo.org/programs/technical-assistance](http://www.cdtcmpo.org/programs/technical-assistance).

## Capital District Clean Communities Zero Emission Vehicle Plan



Capital District Clean Communities has started developing a Zero Emission Vehicle (ZEV) Plan for the Capital Region. The plan will act as an update to the *Capital District Electric Vehicle Charging Station Plan*, completed in 2016, and build upon its recommendations. The ZEV plan will focus mainly on light-duty Battery Electric Vehicles and Plug-In Hybrid Electric Vehicles; however, it will also highlight current conditions for Fuel Cell vehicles, and other ZEVs like Electric Transit vehicles, heavy-duty electric vehicles, as well as E-Bikes, and E-Scooters.

The primary purpose of the plan is to document the progress made since the previous plan was completed in 2016, document current conditions for ZEVs in the Capital Region, identify gaps in the Electric Vehicle charging infrastructure, and identify potential corridors in the region that could be designated as EV-ready corridors. CDCC staff is in the process of collecting background data on ZEV registrations, charging stations, ZEV sales, regional commute times, ZEV owner



demographics, and ZEV rebates and incentives to begin developing an idea of what the current ZEV landscape looks like in the Capital Region.

Plan development will also include a public outreach effort to gather input on the plan and gauge public perception of ZEVs. Over the next few months, CDCC staff will be attending local events to distribute the ZEV survey, EV educational materials, and gather feedback on the ZEV plan. For more information about the plan or to receive a copy of ZEV survey, please contact Jacob Beeman at [jbeeman@cdtcmpo.org](mailto:jbeeman@cdtcmpo.org).



## Draft Local Road Safety Action Plan Available for Public Review

Safety is one of CDTC's top priorities and is considered in everything we do. Since 2018, CDTC has been working with a consultant team led by VHB to review Capital Region crash data toward the development of a Regional Safety Action Plan. Regionally, there were 30,405 crashes reported from 2011 through 2016 on all public roads. Of these crashes, more than half (15,996) occurred on local roads with 11.3% (1,810) resulting in death or serious injury. Given that New York State has a robust crash data investigation program for state owned roadways and that local governments have limited resources to develop their own crash data analysis programs, CDTC and the project team opted to focus this effort on crashes occurring on locally owned roadways, those owned by counties, cities, towns and villages. As a result, the project team rebranded this project as the Local Road Safety Action Plan.

The Local Road Safety Action Plan follows the FHWA Local Road Safety Plan development process and will provide crash reductions through engineering, education, and enforcement strategies targeting the following six region-specific emphasis areas:

- Intersections
- Lane Departure
- Vulnerable Users
- Age-Related
- Road User Behavior
- Speed

Crash data was summarized for each emphasis area to identify local road crash contributing factors and trends. This detailed evaluation led to one unexpected result: fatal and serious injury crashes are infrequent and sporadic on local roads leading to a need to focus on opportunities for systemic and systematic (i.e., policy-based) improvements. Using the crash contributing factors and trends, strategies were recommended to achieve a reduction in fatal and serious injury crashes through engineering, education, and enforcement.



A few of the many recommendations suggested for local governments include:

- Adopt policies that promote safe roadways and intersections. Examples include Complete Street policies and access management plans.
- Adopt a Road Safety Audit (RSA) Program.
- Prioritize the safety of vulnerable roadway users such as pedestrians, bicyclists and motorcyclists in engineering, education and enforcement initiatives.
- Identify intersection risk factors and develop a systemic approach to implementing safety countermeasures.
- Prioritize awareness programs in education related to topics such as night time driving, distracted driving, impaired driving, etc.
- Work with law enforcement to focus patrols in areas of need in conjunction with educational campaigns.

The Draft Local Road Safety Action Plan was unveiled to the public at a workshop on June 12th at the Colonie Public Library. Comments are being accepted through July 12, 2019 and the Draft Plan can be reviewed at [www.cdtcmpo.org/safetyplan](http://www.cdtcmpo.org/safetyplan). Comments may be emailed to [safety@cdtcmpo.org](mailto:safety@cdtcmpo.org) or mailed to Sandy Misiewicz, CDTC, One Park Place, Albany, NY 12205.



### Capital District Transportation Committee

One Park Place, Main Floor  
Albany, NY 12205-2628  
Phone: 518-458-2161  
Fax: 518-729-5764  
Email: [cdtc@cdtcmpo.org](mailto:cdtc@cdtcmpo.org)  
[www.cdtcmpo.org](http://www.cdtcmpo.org)

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Richard J. Marquis, FHWA

### Capital District Transportation Committee

One Park Place, Main Floor

Albany, NY 12205-2628

ADDRESS CORRECTION REQUESTED

## CALENDER

Please call CDTC to confirm.

7/03/19 CDTC Planning Committee Meeting @9:30 AM, CDTC Office

8/07/19 CDTC Planning Committee Meeting @9:30 AM, CDTC Office

8/13/19 CDTC Bicycle & Pedestrian Advisory Committee @9:00 AM, CDTC Office

8/21/19 CDTC Freight Advisory Committee Meeting @9:00 AM, CDTC Office

9/05/19 CDTC Policy Board Meeting @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](mailto:newsletter@cdtcmpo.org)