

IN MOTION

Volume 13, Issue 3

March 2021



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

INSIDE THIS ISSUE:

<i>One Year From NY on Pause: Impact of COVID on Transportation in the Capital District</i>	1
<i>Albany Bicycle and Pedestrian Linkage Study Wraps Up</i>	2
<i>Village of Ballston Spa Pedestrian and Bicycle Master Plan</i>	3
<i>CDTC Tools of the Trade</i>	4
<i>A New "Ditch the Car" Campaign is in Development for 2021</i>	4
<i>Over \$55 Billion in Freight Moved in the CDTC Region</i>	5
<i>Tune In to YouTube for More CDTC</i>	5
<i>City of Troy - South Troy Industrial Road Phase I Complete</i>	6
<i>CDTC Launches Capital Coexist 2.0</i>	7
<i>Gov. Cuomo Announces \$200 M in "Bridge NY" Funding</i>	7

Quotable Quote

"It takes as much energy to wish as it does to plan"
-Eleanor Roosevelt

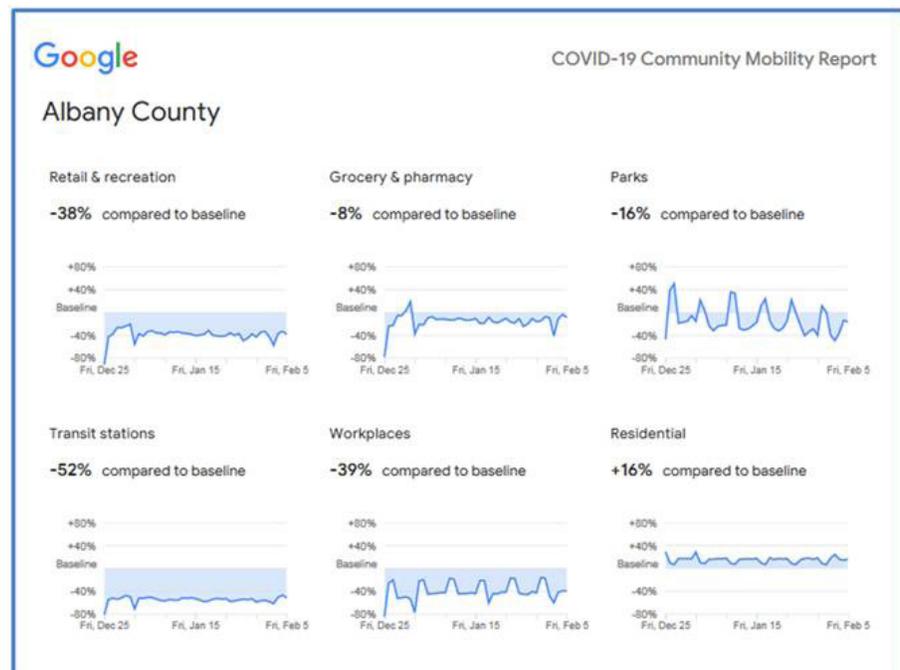
One Year From NY on Pause: Impact of COVID on Transportation in the Capital District

On March 22, 2020, the New York State on PAUSE Executive Order took effect, and was followed by a decline in travel across all modes. Since then, vehicle travel has gradually recovered to its pre-COVID baseline, but with reported shifts in trip purposes and in the time-of-day of travel.

According to Streetlight Data Inc.'s COVID Transportation Trends' report, there is less AM peak travel but greater mid-day travel as compared to the pre-COVID baseline. Streetlight attributes this shift to a rise in mid-day errands enabled by work-from-home and a rise in E-commerce deliveries. Streetlight also reports a decrease in vehicle trips in city centers, and an increase in trips away from traditional core urban areas.

Data provided by Google Mobility Reports suggests that, in Albany County, there has been a 38% decline in retail & recreational trips and a 39% decrease in workplace commutes, along with a 16% rise in residential trips through February 2021.

(Continued on Page 6)



Source: Google COVID-19 Community Mobility Reports
<https://www.google.com/covid19/mobility/>

CDTC Linkage Program Updates

Albany Bicycle and Pedestrian Linkage Study Wraps Up

The update to the City of Albany's Bicycle Plan and new Pedestrian Plan are now wrapping up. The project team conducted most of the public input virtually due to the ongoing pandemic. An online WikiMap allowed community members to add problem areas for consideration. By the end of the project over 624 people had visited the website and over 100 people made contributions. The team held seven community listening sessions, one of which was with a bicycle users group, and six zone-based neighborhood meetings.

In addition, the team met with the American Council of the Blind – Capital District Chapter, Rapp Road Residents, Pine Bush Neighborhood Association, Albany Neighborhood Naturally Occurring Retirement Community, and the South End Neighborhood Association. Staff also made a number of direct phone calls to a random sample of residents, and talked in-person with people waiting in outside lines at food distribution events. Also in person, the team held a bicycle-focused demonstration project on Melrose Avenue, and a pedestrian-focused demonstration at the intersection of Morton Avenue and Eagle Street.



The proposed biking network includes, for most segments, a recommended treatment based on a goal of providing an all ages and abilities network. On higher volume and higher speed roadways, either dedicated facilities or alternate parallel routes are recommended. Facilities on lower volume and lower speed streets, often residential in nature, will often necessitate pairing with traffic calming, such as curb extensions, on-street parking, and median islands. The plan also recommends intersection treatments by bicycle facility type.

Pedestrian recommendations include additional sidewalks on some streets, crossing improvements for signalized and unsignalized intersections, and additional features. Recommendations for additional sidewalks focus on providing sidewalks on at least one side on most local streets, and on both sides on main routes. Recommendations for crossing improvements focus on streets that are hard to cross, are near key destinations with high levels of pedestrian traffic, and on high collision corridors.

The plan proposes an implementation priority based on each contributing project's impact on safety, equity, filling in network gaps, meeting anticipated demand, and connecting parks. It also proposes a number of programs, policies, and procedures to complement and encourage a low stress bicycle and walking network.

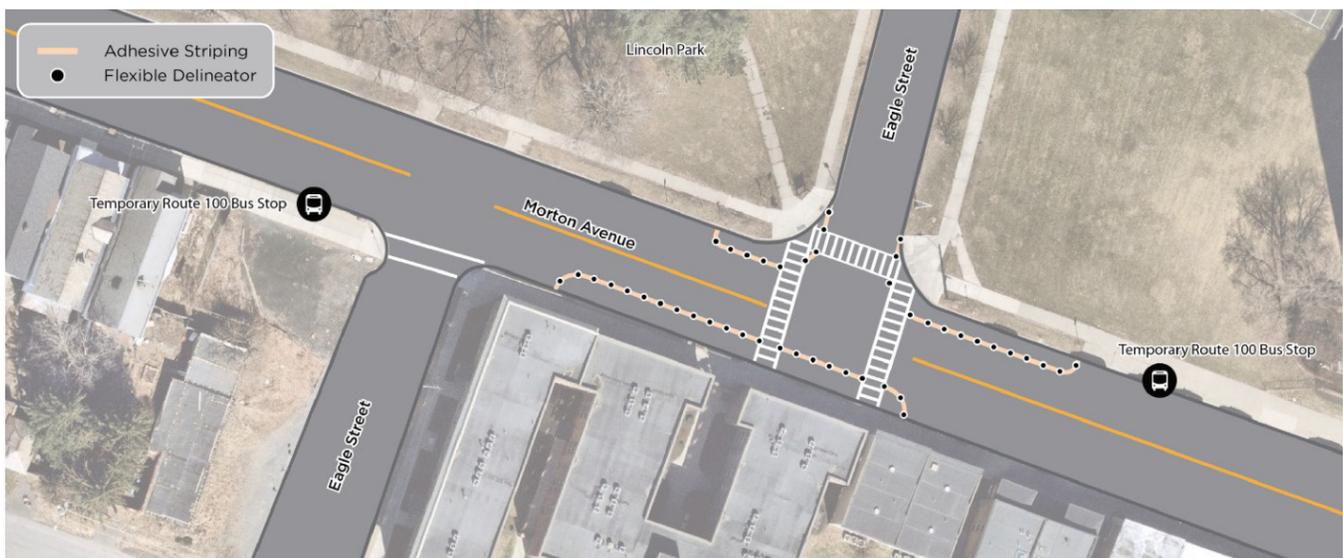


Image: Illustration of temporary curb extensions installed at Morton Ave. and Eagle St.

Source: City of Albany

CDTC Linkage Program Updates

Village of Ballston Spa Pedestrian and Bicycle Master Plan

Ballston Spa has always been a walkable Village, however, over time, broken and heaved sidewalks and gaps in the sidewalk system have made it difficult to navigate for pedestrians – especially the elderly, those with disabilities, and children. In some areas of the Village, traffic volumes and speeds also impact the comfort and safety of cyclists and pedestrians, which is a concern for Village officials. The Village of Ballston Spa and CDTC recently kicked-off a new Linkage Study to develop recommendations to improve bicycle and pedestrian infrastructure in the Village’s Central Business District and surrounding neighborhoods and provide connections to the popular Zim Smith Trail, which ends just outside the Village boundaries in the Town of Ballston.

The study intends to document existing bicycle and pedestrian conditions and conduct a series of virtual public outreach events to gather community input and recommendations on bicycle and pedestrian facilities. The final document will lay out a menu of bicycle and pedestrian treatments that can be implemented at various locations throughout the Village. The document will also identify more specific projects the Village could pursue to improve the pedestrian and bicycle experience. The project is being managed by a consultant team lead by VHB Engineering with public engagement support provided by Planning 4 Places. A Study Advisory Committee representing a broad range of Village stakeholders along with representatives of the school district, Saratoga County, CDTC, CDRPC, NYSDOT and CDTA will review the work as it progresses. For more information about the Village of Ballston Spa Pedestrian and Bicycle Master Plan please contact Jacob Beeman at jbeeman@cdtcmpo.org.

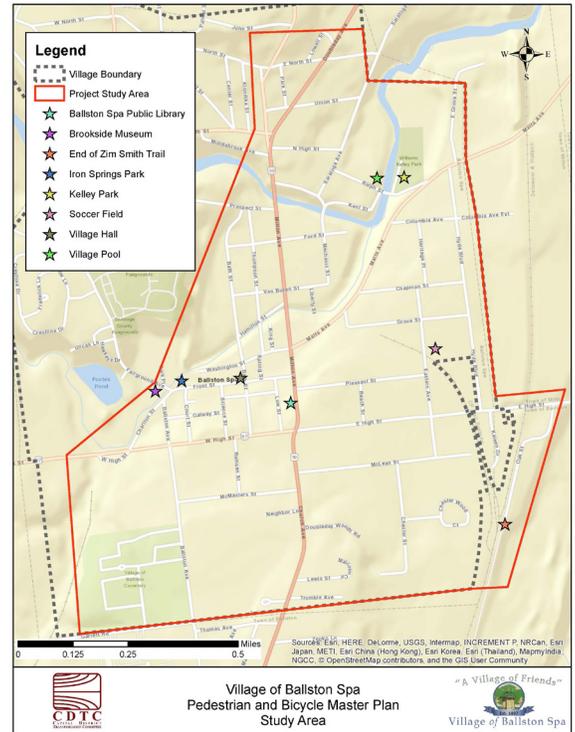


Image: Project Study Area.
Source: CDTC



Front Street, Ballston Spa, N. Y.

Image: Front Street, Ballston Spa
Source: Village of Ballston Spa



Image: Ballston Spa Bird House Project
Source: Village of Ballston Spa

CDTC Tools of The Trade Workshop

CDTC's next "Tools of the Trade" workshop for human services transportation providers is planned for April 1st, from 9am to 1pm, and will be held virtually. While attendance is open to the public, we will require all attendees to pre-register online. (Direct link: <https://forms.gle/59ipVhN35mi3VWUS9>)

The workshops are designed to support providers of human services transportation in providing quality and efficient services. They are a recommendation from the Coordinated Human Services – Public Transportation Plan for the Capital Region (the "Coordinated Plan"), which identifies the transportation needs of individuals with disabilities, older adults, and people with low income, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

This year we will have four sessions. Particularly relevant for the last year, a local doctor will discuss the negative impacts of isolation and methods to reduce those impacts. A number of local providers that use volunteers will hold a panel discussion and brainstorming session on recruiting and retaining volunteers. We will host staff from Tompkins County to learn about their Mobility as a Service project funded by the Federal Transit Administration. Finally, CDTA will discuss the FLEX on-demand service currently operating in portions of Colonie and Guilderland.

Both the Coordinated Plan and the Tools of the Trade are guided by CDTC's advisory committee on human services transportation, the Regional Transportation Coordination Committee. The group meets four times each year. The next meeting will take place in July due to the Tools of the Trade. If you would like to join this group, or have questions about the Tools of the Trade, please contact Carrie Ward at cward@cdtcmo.org.



Image: Tools of the Trade Workshop, 2016, Source: CDTC

A New "Ditch the Car" Campaign is in Development for 2021

CDTC staff is working to expand last year's successful Pledge to Ride Campaign, which focused on bicycling, to include more travel modes. In past years the region celebrated National Bike to Work Day with the Bike to Work Challenge. The 2019 event attracted dozens of teams and over 675 participants, mostly from office-based workplaces in the state capital. Due to the 2020 pandemic shutdown that led to widespread teleworking, the Bike to Work Challenge was replaced with a Pledge to Ride Campaign. The Pledge to Ride Campaign encouraged bicyclists of all ages and abilities to pledge to ride a bike for any reason – commuting to work, running errands, or for recreation – and post about it on social media.

Efforts in 2021 are focused on developing a Ditch the Car Campaign to encourage all travelers to bicycle, walk, carpool/vanpool, or ride the bus more frequently. The new campaign aims to emphasize the convenience and environmental benefits of using these modes for our everyday activities, whether that is a commute to work, running errands or making a social call. Shifting just a few trips a week from driving alone to a bike ride, bus ride or walk can make a difference on your physical health and mental wellbeing as well.

In addition to shifting focus from biking only to all non-single occupancy vehicle modes, staff is looking to expand the campaign into the summer and early fall rather than limiting it to early spring. Last year's Pledge to Ride Campaign was held from May 1 to June 5. This year CDTC hopes to run the Ditch the Car Campaign into October to support National Walk to

School Day on October 6. Extending the campaign will also allow us to integrate National Dump the Pump Day on June 17, which encourages people to ride the bus rather than drive.

Plans for 2021 are shaping up and will be announced in the coming weeks. We hope you'll join us by ditching your car in 2021!



Image: 2019 Bike to Work Day Facebook Post
Source: Creighton Manning Engineering Facebook Page

Over \$55 Billion in Freight Moved in the CDTC Region

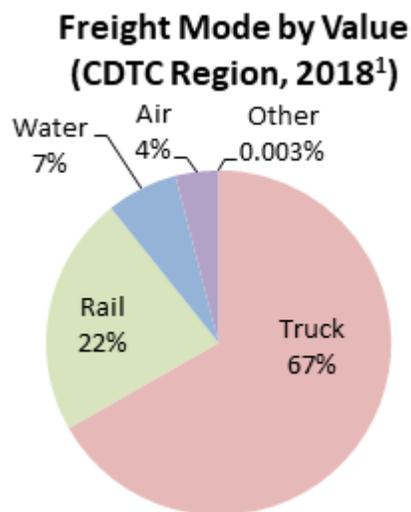
Freight movement provides a direct connection between transportation and the economy. According to the IHS Markit TRANSEARCH data, in 2018, 51 million tons of freight, valued at an estimated \$55.6 billion moved to, from, and through the CDTC region.

CDTC recently obtained the IHS Markit 2018 TRANSEARCH data set through a partnership with the New York State Dept. of Transportation. The TRANSEARCH data set is a comprehensive and unified, multi-modal goods movement database, which includes tonnage and value, by commodity and transportation mode, at the county level for public and private sector freight planning. The data set provides an excellent high-level view of how the region’s freight profile fits into the national and international economies.

The CDTC region has an exceptional multi-modal freight transportation network. The region sits at the nexus of two interstate highways, I-87 and I-90. Most freight in the region, measured by dollar value and tonnage, moves via trucks over the region’s roadways, however, this is lower than the national average of approximately 80%. The region’s extensive rail network, served by three Class I railroads and several short lines, allows a greater than national average share of freight volume and value to be moved by rail. Likewise, our historic location along the Hudson and Mohawk Rivers, allows our region’s port facilities to move a significant share of freight by water.

Air cargo moved at the Albany County International Airport is essential for moving high-value, time-sensitive freight. While air cargo does not move the most tonnage, it moves the highest value freight, valued at over \$100,000 per ton, as compared to approximately \$940 per ton via truck. The TRANSEARCH data does not include belly freight moved on passenger airlines, a significant portion of total air freight. Likewise, it does not include last-mile residential parcel deliveries.

Using the TRANSEARCH data, CDTC has developed regional level estimates of inbound, outbound, and intra-regional freight, by mode and tonnage. CDTC is currently developing county-level freight movement estimates for each county in the region, and analyses of top commodities and external trade partners. Please do not hesitate to contact Chris Bauer (cbauer@cdtcmpo.org) at CDTC to discuss how you might utilize TRANSEARCH data for your planning efforts.



Source: ¹Disclaimer: Includes content supplied by IHS Markit or its third-party provider; Copyright © IHS Markit or its third-party provider, 2020. All rights reserved

Tune In to YouTube for More CDTC!

Like many agencies and organizations responding to the COVID-19 pandemic and the New York State Department of Health guidelines on social distancing and other public health safety measures, CDTC has shifted many of its activities and events to virtual platforms. One of the essential tools to expanding access to CDTC meetings and events has been YouTube. CDTC uses YouTube to live stream meetings that are typically opened to the public, including Planning Committee, Policy Board, and the Bicycle and Pedestrian Advisory Committee. To enhance the CDTC YouTube channel and increase opportunities to engage with ongoing CDTC activities, recorded webinars and other meetings have also been uploaded. These videos have allowed Capital Region residents to tune into YouTube at their convenience to learn about metropolitan transportation planning.

To find CDTC on YouTube and subscribe to its channel, visit www.youtube.com and search “Capital District Transportation Committee.”



One Year From NY on Pause (Cont.)

(Continued from Page 1)

Transit use has declined due to COVID. In December 2020, CDTA ridership was 32% lower than it was in December 2019. According to a national survey conducted by the University of Illinois Chicago, 74% of survey respondents regard riding public transportation during COVID as a 'high-risk' activity. The Albany Parking Authority reports a decline in metered on-street parking of 49% through November 2020 as compared to the prior year. Off-street garage parking has fallen 73% in the same timeframe. This further suggests a decline in traditional commuter travel as a significant portion of the workforce is still working from home.

CDTC is planning to conduct traffic counts to better quantify the shift in traffic throughout the Capital District. Traffic data will be conducted with the aim of determining which roadways have seen large changes in traffic, and how traditional peak rush hours have shifted. CDTC will continue to monitor all available data to better inform planning decision-making.

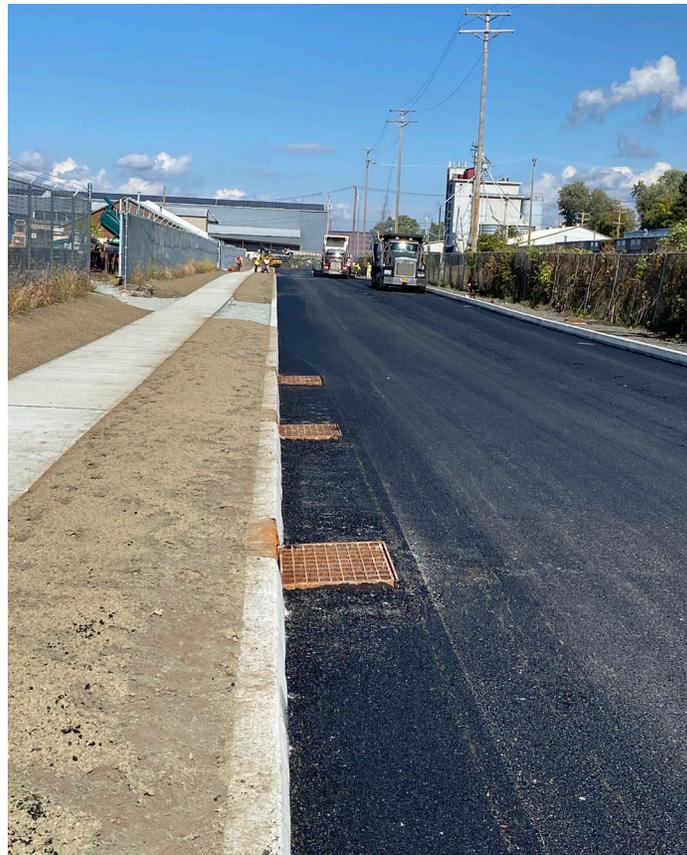
City of Troy - South Troy Industrial Road Phase I Complete

The City of Troy has recently completed construction of Phase I of the South Troy Industrial Road Project. Phase I of the project includes improvements to the existing East Industrial Parkway, a new 1.3 mile roadway from Main Street / Burden Avenue to Monroe Street, as well as new sidewalks, curbs, drainage and lighting throughout the project corridor.

The project has been long-planned by the city with the purpose of improving the quality of life in South Troy and South Central neighborhoods by re-routing heavy truck traffic away from residential areas. In addition to quality of life benefits, the new roadway also provides access to many vacant parcels of land along the City's waterfront, opening them up for future redevelopment opportunities.

Preliminary Design for Phase II of the project is complete and the City is currently engaged in right-of-way acquisition. Phase II includes the construction of the northern portion of the project from Monroe Street to Adams Street. Once completed, the new South Troy Industrial Road will provide a seamless extension of River Street from Adams Street to Main Street / Burden Ave.

The total project cost of Phase I was approximately \$4.0 Million, including project design, right-of-way acquisition, and construction. Eighty percent of this cost was covered by federal funding programmed through CDTC's Transportation Improvement Program and the remainder was covered by City resources. For more information on the project see the City's Press Release here: <http://www.troyny.gov/mayor-madden-announces-start-of-construction-on-south-troy-industrial-park-road/>



Source: City of Troy

CDTC Launches Capital Coexist 2.0

When CDTC launched the Capital Coexist traffic safety campaign in 2009, its purpose was to promote safe motorist and bicyclist behaviors through education, enforcement, and encouragement. This was achieved through community outreach efforts, supporting law enforcement training and coordinating bicycle skills training for Capital Region residents interested in bicycling for transportation. In 2016, CDTC opened a competitive solicitation for local governments and non-profits to apply for small grants to fund low-cost bicycle safety projects. This program was called the Traffic Safety Ambassador Program and is commonly referred to as the “Capital Coexist Mini-Grants.”



Since 2016, CDTC has funded 34 projects, located throughout the 4-county CDTC area, that aim to expand bicycling and promote traffic safety through community and local government-led events, demonstration projects, and campaigns. With a newly adopted long-range transportation plan, New Visions 2050, CDTC has updated the mini-grant program in an effort to expand its safety education and outreach efforts. For 2021, CDTC has made \$25,000 in Federal Planning Funds available to assist public, private, and non-profit organizations in the region to implement safety projects aimed at road users and safety issues identified as priorities in the CDTC Local Road Safety Action Plan. These include vulnerable users (i.e. bicyclists, pedestrians, motorcyclists), road user behaviors (i.e. distracted driving, impairment), younger and older transportation system users, speed, intersections, and roadway departures.

As expected, CDTC has received considerable interest in the updated program and will identify projects chosen for funding in March. For more information about Capital Coexist and the Traffic Safety Ambassador Grant program, please visit www.cdctm-po.org/capitalcoexist.

Gov. Cuomo Announces \$200 M in “Bridge NY” Funding

Governor Andrew M. Cuomo announced the availability of \$200 million in BRIDGE NY funding for local governments to make their infrastructure more resilient to extreme weather events. The new funding will allow localities to rehabilitate and replace bridges and culverts statewide. It builds upon \$500 million previously awarded to 143 local governments since 2016 for the rehabilitation and replacement of 298 bridges and culverts. These strategic infrastructure investments have enhanced the quality of life for residents and businesses in every region of the State and have provided unprecedented support for making New York’s communities more resilient to the impacts of climate change. This initiative supports the goals of New York’s nation-leading Climate Leadership and Community Protection Act.

The BRIDGE NY application is available to all municipalities authorized to receive and administer state and federal transportation funding. Awards will be made through a competitive process and will support all phases of project development, including design, right-of-way acquisition and construction. Evaluations will be based on the structural condition of a bridge or culvert and its resiliency and significance based upon traffic volumes, detour considerations, the number and types of businesses served and the overall impact on commerce. Consideration will also be given to projects that provide demonstrable benefit for Environmental Justice Communities.

Applications for funding will be accepted January 25, 2021 through May 19, 2021 for culverts, and June 9, 2021 for bridges. Applications and additional information are available at: www.dot.ny.gov/bridgeny.

CDTC Project Solicitation Schedule

CDTC Program	Solicitation Deadline	CDTC Staff Contact
Complete Streets Workshop Series	Rolling Solicitation	Chris Bauer - cbauer@cdtcm-po.org
ADA Transition Plans	Rolling Solicitation	Carrie Ward - cward@cdtcm-po.org



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
www.cdtcmpo.org

Chair

Mayor Kathy M. Sheehan

Executive Director

Michael V. Franchini

Albany County

Daniel P. McCoy

Andrew Joyce

Rensselaer County

Steven F. McLaughlin

Michael E. Stammel

Saratoga County

Preston Allen

Tom Werner

Schenectady County

Anthony W. Jasenski, Sr.

Joe Landry

City of Albany

Mayor Kathy M. Sheehan

City of Cohoes

Mayor William T. Keeler

City of Mechanicville

Mayor Dennis M. Baker

City of Rensselaer

Mayor Michael E. Stammel

City of Saratoga Springs

Mayor Meg Kelly

City of Schenectady

Mayor Gary R. McCarthy

City of Troy

Mayor Patrick Madden

City of Watervliet

Mayor Charles V. Patricelli

Town of Colonie

Paula A. Mahan

Towns and Villages

Nancy Perry, Sand Lake

Mayor Megan Grenier, Menands

Alternates

Philip Barrett, Clifton Park

Mayor Thomas Gifford, Scotia

Albany County Airport Authority

Philip F. Calderone, Esq.

Albany Port District Commission

Richard J. Hendrick

Capital District Regional Planning Commission

Craig M. Warner

Capital District Transportation Authority

Carm Basile

New York State Dept. of Transportation, Region 1

Patrick Barnes

New York State Thruway Authority

Joseph Stahl

Non-Voting Members

Marie Therese Dominguez, NYSOT

Stephen Goodman, FTA

Richard J. Marquis, FHWA

Capital District Transportation Committee

One Park Place, Main Floor

Albany, NY 12205-2628

ADDRESS CORRECTION REQUESTED

CALENDER

For the most up to date meeting information and CDTC virtual meeting log-in information, please contact cdtc@cdtcmpo.org.

Due to COVID-19, all CDTC in-person meetings are cancelled for the foreseeable future. CDTC staff will be working limited hours in the office and will otherwise working from home until further notice.

- 3/4/21 CDTC Policy Board Meeting @3:00 PM, Zoom Virtual Meeting
- 3/9/21 CDTC Bicycle & Pedestrian Advisory Committee @9:00 AM, Zoom Virtual Meeting
- 3/16/21 New Visions Learning Series Webinar @3:30 PM, Zoom Virtual Meeting
- 3/17/21 CDTC Community Planners Forum @9:30 AM, Zoom Virtual Meeting
- 4/7/21 CDTC Planning Committee Meeting @9:30 AM, Zoom Virtual Meeting
- 4/13/21 CDTC Bicycle & Pedestrian Advisory Committee @9:00 AM, Zoom Virtual Meeting
- 4/20/21 New Visions Learning Series Webinar @3:30 PM, Zoom Virtual Meetings
- 5/5/21 CDTC Planning Committee Meeting @9:30 AM, Zoom Virtual Meeting
- 5/18/21 New Visions Learning Series Webinar @3:30 PM, Zoom Virtual Meeting
- 5/19/21 CDTC Freight Advisory Committee Meeting @9:00 AM, Zoom Virtual Meeting

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, NYSOT, or other agencies or governments.

Editing and Layout: Jacob Beeman

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