

IN MOTION

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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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Quotable Quote

"Whether you live in a city or a small town, and whether you drive a car, take the bus or ride a train, at some point in the day, everyone is a pedestrian."

Anthony Foxx-

New York State Association of MPOs (NYSAMPO) 2019 Conference

NYSAMPO held their third, biennial conference this summer from July 15th – July 18th in Downtown Syracuse. More than 200 representatives from the 14 MPOs in New York State, federal and state agencies, municipalities, and private consulting firms attended the 4-day conference, along with 9 exhibitors and 5 conference sponsors.

On the first day of the conference the NYSAMPO Directors held their quarterly in-person meeting. That was followed with NYSAMPO Working Group meetings for the Safety, Bicycle & Pedestrian, Climate Change, and Transportation Systems Management & Operations working groups. The day ended with a bicycle tour of downtown Syracuse on Syracuse Bike Share and Gotcha Mobility bicycles, in which more than 20 riders rode on the bicycle lanes and trails of the city.

The second day of the conference began with welcoming remarks from Rick Marquis, Federal Highway Administration's (FHWA) New York Division Administrator. The first plenary speaker that morning was Alain Kornhauser, PhD., from Princeton University, whose topic was Smart Driving Cars. The afternoon Plenary Session, The Quest for Sustainable Urban Logistics in an Era of Rapid (and Unpredictable) Technological Change, featured Professor Jose Holguin-Veras, Rensselaer Polytechnic Institute, and Peter Plumeau, EDR Group. For the third plenary session on the third day, James Bradbury from the Georgetown Climate Center, spoke about The Transportation Climate Initiative – Developing a Regional Policy for Low-Carbon Transportation.

(Continued on Page 3)



Image of Plenary Speaker James Bradbury, Source: CDTC

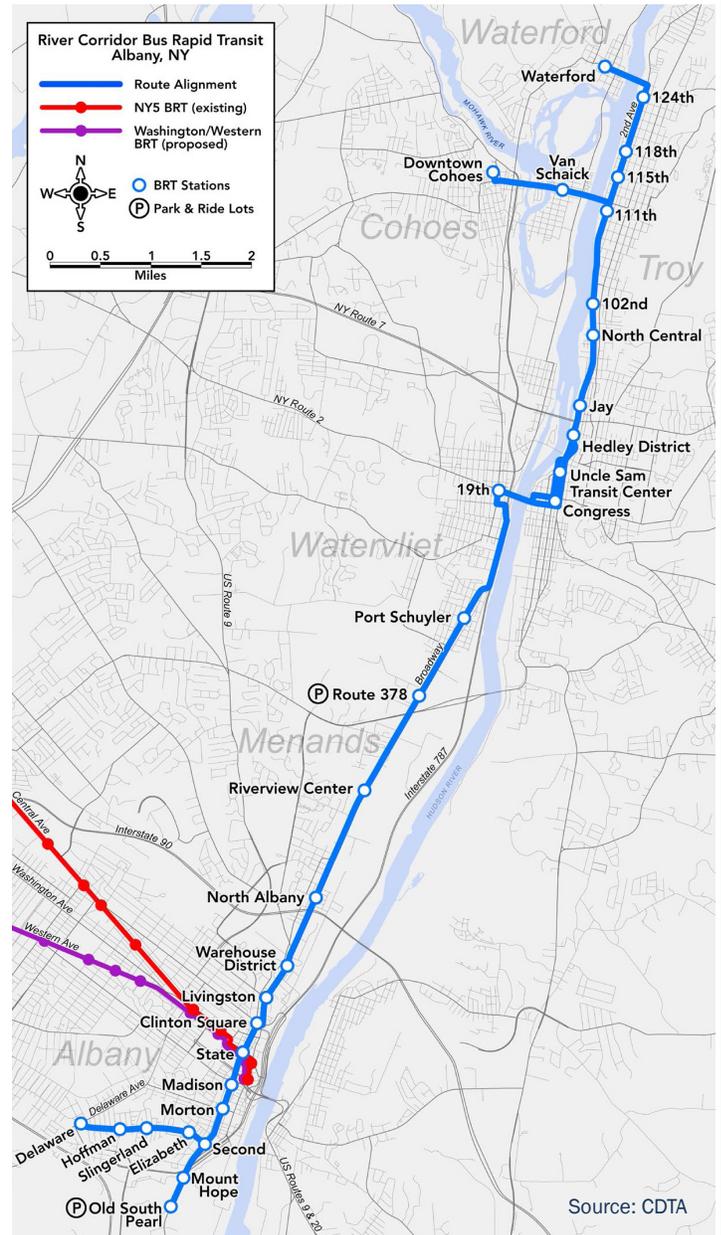
CDTA's River Corridor Bus Rapid Transit (BRT) Line Fully Funded!

In April 2019, the Federal Transit Administration announced program awards for the FFY 18 Section 5309 Fixed Guide-way Capital Investment Grant Program, also known as Small Starts. Capital District Transportation Authority's (CDTA) River Corridor/Blue Line BRT was allocated \$26.9 million toward construction of the line. These funds, including additional federal, state and local funds, complete the \$42.5 million funding package needed to construct the River Corridor BRT with day of opening anticipated in Fall 2020.



The River Corridor will run 20 buses along the Hudson River Corridor, connecting Waterford, Cohoes, Troy, Watervliet, Menands and Albany. It is the region's second BusPlus rapid transit line - the existing Route 5 corridor runs between Schenectady and Albany. The Blue Line includes uniquely branded buses and stations, transit signal priority, replacement of 10 traffic signals, queue bypass lanes in three locations, real-time bus arrival information, and construction of two park and ride facilities.

This project is part of the regional "Big Ticket" initiative discussed in CDTC's regional transportation plan New Visions 2040 related to bus service expansion and BRT. The Blue and Red Lines in combination with the planned Purple Line or the Washington/Western BRT would round out a system of 40 miles of Bus Rapid Transit in the region. CDTA and CDTC are exploring what's next for transit in the region as part of the update of the New Visions plan and will produce a white paper, with assistance from CDTC's Transit Task Force discussing future strategies for fixed route transit. Potential recommendations include developing a pilot bus lane program, further working with traffic signal operators to enhance transit priority on state and local roadways and to encourage land use development that supports transit and non-driving modes of transportation.



New York State Association of MPOs (NYSAMPO) 2019 Conference (Cont.)

(Continued from Page 1)

The conference technical sessions included 35 speakers from all over the northeastern United States, including speakers from as far away as Missouri and Colorado. Speakers came from federal agencies such as the FHWA and the Department of Energy, and many state agencies such as the New York State Department of Transportation (NYSDOT) and the New York State Energy Research & Development Authority (NYSERDA). Many speakers came from academia including representatives from Princeton, Cornell, Syracuse University, Rensselaer Polytechnic (RPI), UAlbany, and others.

Conference attendees were able to choose from twelve technical sessions over two days. The topics included: Smart Transportation and Evolving Technologies; Asset Management; Mo-

bility as a Service; Practical Long Range Planning; Big Data and Analytics; Safety; Public Transportation; Funding and Finance; Public Engagement Concepts and Approaches; and Active Transportation and Public Health.

The conference ended on the fourth day with training sessions on public involvement and traffic modeling techniques, which were attended by more than 50 people.

The conference was organized by a conference planning committee consisting of staff from several MPOs including CDTC, and NYSDOT. CDTC also provided several speakers for the technical sessions, and arranged for the plenary speakers. Most CDTC staff was also able to attend this highly relevant and extremely valuable learning experience!

New Visions and New York State Climate Change Policy

The Climate Leadership and Community Protection Act was signed into New York State law July 22, 2019. It requires the State to achieve an 85 percent reduction in greenhouse gas emissions (below 1990 levels) by 2050, and offset the remaining 15 percent, possibly through measures to remove carbon dioxide from the atmosphere. It also requires New York State electricity to be 100 percent carbon-free by 2040. The CDTC New Visions Plan strongly supports reductions in greenhouse gas (GHG) emissions, and CDTC will explore ways to ensure that the New Visions 2050 Plan update is consistent with the Climate Leadership and Community Protection Act.

The New Visions Plan addresses environmental impacts and sustainability in a number of important ways and provides a framework for improving regional environmental quality. The New Visions Plan has a strong emphasis on smart growth and fostering a safe, multi-modal and well managed system that works well for all users. The plan contributes to urban revitalization, attractive suburban and rural centers, and preservation of open space, while working to reduce vehicle miles of travel and related greenhouse gas emissions.

The project "Implementation of a Regional GHG Reduction Analysis Tool" was cosponsored by the New York State Energy Research and Development Authority and the New York State Department of Transportation. As a result of CDTC participating in this project, CDTC has a new model for estimating greenhouse gas emissions in the future under different scenarios. The model is called "VERPAT", or the VisionEval Rapid Policy Assessment Tool. CDTC will use this model to evaluate different future scenarios in the Capital District. There are emerging innovations that should be considered in transportation planning such as self-driving cars, ride hailing

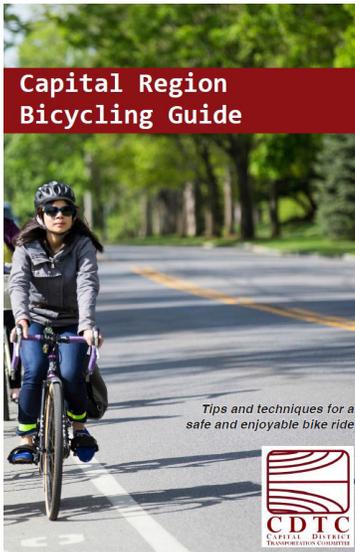
services, electric vehicles, and other new technologies. While it is impossible to know precisely how these new services and technologies will impact transportation in the Capital District, scenario planning allows us to consider likely outcomes and then make sure that our plans and investments support our region's vision for the future.

The VERPAT model indicates that the most important strategy for reducing transportation related GHG emissions in the CDTC area will be promoting electric vehicles. CDTC also strongly supports transit, smart growth and urban reinvestment, walkability and bikability, equity, Travel Demand Management (TDM), congestion management, right sizing of highways and streets, and smart communities. These all contribute to reducing greenhouse gas emissions in our region.



Source: ewind.es

CDTC Capital Region Bicycle Guide Now Available



CDTC has completed its 2018-2019 update of the Capital Region Bicycling Guide. The guide features new material on how to use bicycle facilities in the region, along with new images, diagrams, and a new layout. The guide is designed for use by residents, communities, advocacy organizations, CDTC members, and current and potential bicyclists who want to learn how to ride more comfortably and safely. Topics include bike fitting, green bike lanes, bicycling gear, New York State bicycling laws, and much more. The guide is currently available for individuals or organizations, by contacting CDTC by phone, email, in person, or on our website at <https://www.cdtcmpo.org/page/57-programs/pedestrian/371-bike-to-work-day-2019-skills-and-tips>.

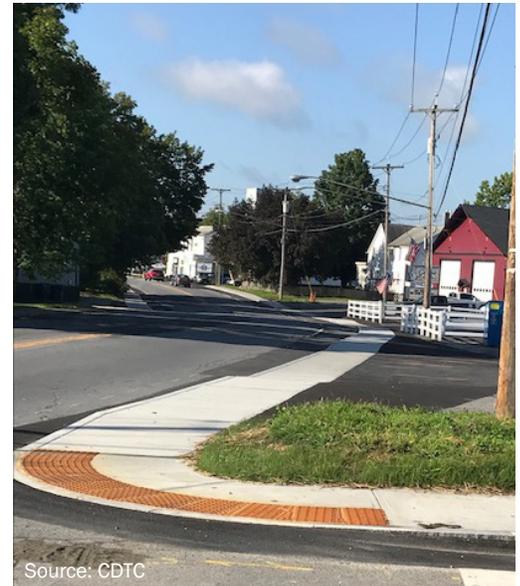
City of Mechanicville's North Central Avenue Pedestrian Safety Project Complete!

The City of Mechanicville has recently completed construction on a new sidewalk project in the heart of downtown. As part of Mechanicville's downtown revitalization efforts, the City wanted to increase safety and improve the pedestrian experience along one of the City's busiest streets, the North Central Avenue Corridor, which previously lacked continuous sidewalks and crosswalks.

The project includes installation of new five-foot wide sidewalks along the west side of North Central Avenue from Saratoga Avenue to the bridge over Tenandeho Creek (Anthony Kill) and on the east side of North Central Avenue from Frances Street to the bridge. The project also includes new sidewalks on the south side of Saratoga Ave. and the north side of Frances Street. The improvements will increase accessibility to local businesses and offer a complete streets experience for all that travel through the corridor.

Construction on the project began in June 2019 and was completed on time and on

budget by early August. The total project cost was approximately \$500,000 with a local contribution of \$100,000 and the remaining costs covered by federal funding programmed through CDTC's Transportation Improvement Program.



Source: CDTC

RPI Completes LED Streetlight Report

Regional interest to install LED (Light Emitting Diode) streetlights has grown as state and local governments seek ways to become Smart Communities and reduce energy costs, energy use, improve the efficiency of streetlights and provide lighting that improves public safety. Recently, New York State and the utility companies reached agreement on a tariff or fee that eliminates a major obstacle to installing LED streetlights on state and local roadways. The new agreement allows local governments to choose to upgrade utility owned streetlights to LED for an additional luminaire cost potentially offset by reduced energy use. The tariff is paid to the utility and includes installation, energy use, and maintenance costs associated with the utility owned LED streetlights. Local governments do have the option to buy their streetlights, upgrade and maintain them on their own and only pay the utility for energy delivery and use, however, the new tariff gives local governments another option to upgrade

their streetlight infrastructure.

Building upon past research, the Lighting Research Center (LRC) at Rensselaer Polytechnic Institute responded to a joint Program Opportunity Notice from the New York State Energy Research and Development Authority (NYSERDA) and NYSDOT to replace streetlights on Central Avenue between Madison Avenue and Reber Street in the Town and Village of Colonie. Several types of LED luminaires were installed and evaluated in 2019, in cooperation with National Grid, Creighton Manning, the Town and Village of Colonie, and CDTC. Central Avenue is a particularly important corridor as a Pedestrian Safety Study (2014) found that improved lighting, among other improvements, could help reduce the number of pedestrian crashes along the roadway. For more information on the project please contact Sandy Misiewicz at smisiewicz@cdtcmpo.org

Ongoing CDTC Safety & Operations Initiatives

Planning for Travel Time Reliability Workshop

Travel time reliability is critical to many transportation system users; whether they are vehicle drivers, transit riders, freight shippers and carriers, or even air travelers. On September 11 - 12, 2019, CDTC co-hosted an FHWA Planning for Reliability Workshop in which transportation planners and operators discussed opportunities to integrate reliability and operations into transportation planning using a performance-based approach. Federal law now requires CDTC to coordinate with NYSDOT to set targets on the National Highway System (primarily Interstates and major arterials like US Route 9 or NY Route 7) for the level of travel time reliability. Workshop participants included those responsible for managing the operation of the transportation system including the NYSDOT Regional Traffic Management Center, the New York State Thruway Authority, CDTA and the Adirondack Glens Falls Transportation Council.

Participants included staff from NYSDOT, FHWA, CDTC, the City of Watervliet Police Department, and numerous City staff including the City Manager. After introducing the Audit process, the workshop instructors reviewed low cost countermeasures to improve pedestrian safety, led the group through detailed site visits and facilitated a recap of the field observations. After a group discussion, preliminary findings included the potential need to reduce the turn radius at the corners of some intersections, evaluate the feasibility of lane reductions or road diets for traffic calming and shorter crossing distances and install Manual on Uniform Traffic Control Devices (MUTCD) compliant traffic control devices. A report is currently in development.



**U.S. Department of Transportation
Federal Highway Administration**

reliability efficiency choices

Planning for Reliability Workshop
Advancing Reliability through Operations

Travel time reliability is critical to many transportation system users, whether they are vehicle drivers, transit riders, freight shippers and carriers, or even air travelers. This workshop equips planners and operators to integrate reliability and operations into transportation planning using a performance-based approach. The workshop helps planners and operators elevate reliability as a system goal and performance measure and apply operations strategies to achieve reliability and other system goals. Participants will gain a deeper understanding of the concept of reliability and its measures. Small group exercises allow participants to apply what they have learned to realistic scenarios and leave the workshop with an action plan.

WORKSHOP DATE & TIME:
September 11, 2019
9:30 AM - 4:30 PM
September 12, 2019
9:30 AM - 4:30 PM

LOCATION:
University at Albany's Empire Commons Community Building, Large Conference Room, W University Drive Albany, NY 12222

COST: FREE

Planning for reliability reduces unexpected delays and helps travelers reach their destination on time.

For information on attending this workshop, contact:
Sandra Milewicz, AICP
CDTC Senior Transportation Planner II
smilewicz@cdtcmop.org
Phone: 518-458-2161

- Benefits of Planning for Reliability**
 - Enables decisions based on a more accurate reflection of traveler experience. Planning based only on average travel time rather than accounting for how travel times may vary will miss a major part of the system performance story and likely miss solutions that would directly improve travel times and their predictability.
 - Improves customer satisfaction. Most travelers are less tolerant of the unexpected and tend to remember the few bad days they spent in traffic rather than their average travel time throughout the year. Unreliable travel times penalize travelers with either unexpected delays or unproductive "padding" of their travel time to avoid being late.
 - Elevates consideration of lower cost operational strategies. Travel time reliability better quantifies the benefits of traffic management and operations activities than average travel times.
 - Improves safety. Addressing causes of unreliability, such as traffic incidents through improved incident management, can reduce secondary crashes and congestion-related crashes.
 - Increases economic benefits. Improving reliability increases productivity of travelers by enabling them to reduce "padding" of travel times. Shippers have lower business expenses and can maintain efficient supply chains for just-in-time delivery and manufacturing processes.

Who Should Attend?
The target audiences for the workshop are directors, transportation planners and operations personnel from metropolitan planning organizations (MPOs); representatives from State departments of transportation (DOTs), local governments, and transit agencies; and others involved in the planning process who are interested in integrating operations and reliability into the transportation planning process and other operations planning initiatives.



Source: CDTC

Albany County Traffic Safety Awareness Weekend September 21 & 22, 2019

CDTC staff will be participating in the annual Traffic Safety Awareness Weekend at Crossgates Mall. Stop by our table to learn more about pedestrian and bicyclist safety, local road safety, and our other transportation safety programs. We will have games and giveaways including free LED wristbands!



Source: Altamont Enterprise - Michael Koff

Watervliet Pedestrian Road Safety Audit

Following a statewide solicitation, the City of Watervliet was awarded free technical assistance through the FHWA STEP (Safe Transportation for Every Pedestrian) Program for Pedestrian Road Safety Audits. The Safety Audits were conducted in August on two corridors: 23rd Street between 2nd Avenue (NY Route 32) and the City line near I-787 and 19th Street (NY Route 2) between 2nd Avenue and 12th Avenue. Audit par-

New CDTC Curated Video Library

Over the years local planners and policy makers have expressed the need for access to in-depth resources that go beyond basic transportation planning concepts. In response, CDTC has launched a new Learning Center with a curated video library, www.cdtcmo.org/learn. The video collection is intended as a learning and training tool that can assist municipal officials and planning board members in making decisions and developing policies. The general public can also use it to explore the latest ideas and trends in transportation planning as well as review crucial foundational concepts.

Currently, the collection includes more than 50 videos on a wide range of topics including but not limited to;

- land use - transportation connection;
- freight planning;
- complete streets;
- parking management;
- and autonomous vehicles.

Most of the videos are less than fifteen minutes long, while a handful are 20-90 minutes in length. CDTC staff will review and expand the collection as new videos become available and new topics of critical importance emerge.

CDTC's Community Planners Forum was instrumental in the development of the library by providing feedback on video selections and suggestions on which topics to include. Forum members also suggested including a mechanism for viewers to rate the videos and an easy way to contact CDTC for follow up assistance on topics covered by the videos, two features that CDTC was able to incorporate into the Learning Center. For more information please contact Rima Shamieh at rshamieh@cdtcmo.org.

New Potential for Micromobility Options in the Capital District

Shared micromobility is growing faster than other mobility services in the U.S. According to the National Association of City Transportation Officials (NACTO), people took 36.5 million trips on station-based bike share systems and 38.5 million trips on shared e-scooters in 2018. CDPHP Cycle!, the Capital District's regional bike share system, recorded nearly 35,000 trips at the end of the 2018 season. The advent of "micromobility," or the shared use of very light duty vehicles like bicycles and scooters, has encouraged cities, regional planning organizations and other coalitions to develop and implement rules and regulations to better manage these vehicles and their use.

This past June, the New York State Senate passed a bill (S5294A) to allow Class 1-3 bicycles with electric assist. "Electric assist" means "having an electric motor that provides assistance only when the person operating such bicycle is pedaling, and that ceases to provide assistance when such bicycle reaches a speed of 20-25 mph. The bill prohibits use of electric assist bicycles by persons under 16 years old but relegates other operational regulations, such as the time, place and manner of the operation of e-bikes, to the governing body of any city, town, or village. It also provides the power to prohibit e-bikes entirely to local governments. There are provisions for shared bicycle and

shared e-bicycle systems, such as data protections and a mandate that shared systems have explicit permission to operate from local governments. The entirety of the bill can be found and reviewed at <https://legislation.nysenate.gov>.

New mobility systems can be harnessed to create economic growth and improve access to employment and other opportunities, but communities have to act quickly to ensure micromobility is a service that is shared legally, safely, and equitably. The recent deployment of e-scooters in various cities across the U.S. has created a sense of chaos, as users are unsure what traffic laws apply to them and communities lack infrastructure to accommodate them. But local governments can regulate fleet size, collect fines, and impose other operational requirements on providers. Designating space for bike and scooter parking and use can improve safety and preserve access for all transportation system users. Lastly, community engagement to communicate these rules and any anticipated changes to access and use is paramount for the success of micromobility. As electric assist bicycle and other new micromobility services emerge, CDTC is prepared to provide technical assistance and guidance to communities in the Capital District.

**As of August 2019, Governor Andrew Cuomo has not signed S5294A.*



Image Note: Syracuse demonstrated their new e-bike share system at the NYS MPO Association Conference in July. Source: CDTC

CDTC Staff Participates in U.S. Department of Energy Merit Review

CDTC staff was invited to attend the U.S. Department of Energy’s (USDOE) Vehicle Technology Office Annual Merit Review in Washington, D.C. earlier this summer as part of our involvement with the USDOE Clean Cities program. The Vehicle Technology Office is in its second year of the Energy Efficient Mobility Systems (EEMS) program. This program supports research and development that investigates how disruptive forces such as automated, connected, electric and/or shared (ACES) vehicles will impact energy consumption in transportation and helps communities determine how they can plan for and encourage energy efficient increases in mobility. Staff attended a series of presentations on EEMS research over the course of three days and provided feedback to USDOE on how reciprocal connections between EEMS research and Clean Cities Coalitions, MPOs, and cities could be established.



Staff was invited to the Merit Review based on their experience researching and planning for shared mobility and emerging technologies in transportation. Some of the DOE’s EEMS budget is already being invested here in the Capital District. In 2018, Rensselaer Polytechnic Institute (RPI) received funding for its “Living Lab” project that is investigating energy efficient

logistics of freight movement in the Albany – New York City Corridor. RPI is collaborating with a number of public and private-sector organizations on the project, as well as CDTC and Argonne National Laboratory. The EEMS program established a SMART Mobility Consortium consisting of several National Laboratories including Argonne, Idaho National Lab, Lawrence Berkeley National Lab, the National Renewable Energy Lab and Oak Ridge National Lab. An example of another EEMS project is a study based in Chicago that uses transit network, street network, and land use data to model potential impacts of Connected and Automated Vehicle (CAV) Technologies on Travel Demand and Energy. Living lab projects like RPI’s, demonstrate and assess the return on investment of mobility systems that reduce energy consumption while delivering the benefits of new mobility technology, and provide critical real-world data to inform EEMS research and development efforts.

The new knowledge, insights, tools and technology solutions created through the EEMS program will be valuable to CDTC and the Capital District Clean Communities Coalition in its long-range plan development as well as outreach and education efforts. One of the strategies being used to model impacts of various technologies is scenario planning. The scenarios being used in the EEMS program (see below) are very similar to those being used by CDTC in the New Visions 2050 update. This validates CDTC’s long range planning approach. A library of EEMS research and publications can be found on the Vehicle Technologies Office website at <https://www.energy.gov/eere/vehicles/reports-and-publications>.

Scenario A	Scenario B	Scenario C
<p>Sharing is Caring</p>  <p>New technology (i.e., integrated Apps) enables people to significantly increase the use of transit, car sharing and multi-modal travel. Partial automation is being introduced mostly on the highway system</p>	<p>Technology Takes Over</p>  <p>Technology has taken over our lives, enabling a high usage of automated ride sharing and multi-modal trips as they are convenient and affordable. As a result, private ownership has decreased, e-commerce is common as is telecommuting</p>	<p>All About Me</p>  <p>Fully automated vehicles within households are common with personal ownership resulting in low ride sharing market. The ability to own AVs leads to lower e-commerce and alternative work schedules, and feeds into urban sprawl.</p>

Image Note: The USDOE Vehicle Technology Office’s EEMS program has proposed three scenarios which track closely with scenarios CDTC is considering in the New Visions 2050 Plan update. Source: USDOE



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ADDRESS CORRECTION REQUESTED

CALENDER

Please call CDTC to confirm.

9/10/19 CDTC Bicycle & Pedestrian Advisory Committee @9:00 AM, CDTC Office

9/18/19 CDTC Community Planners Forum @9:30 AM, CDTC Office

10/02/19 CDTC Planning Committee Meeting @9:30 AM, CDTC Office

10/08/19 CDTC Bicycle & Pedestrian Advisory Committee @9:00 AM, CDTC Office

11/06/19 CDTC Planning Committee Meeting @9:30 AM, 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