

IN MOTION

September 2021



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

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Quotable Quotes

"Putting the TIP together is a little science and a little art. The CDTC has developed a very sensible process for soliciting, evaluating, and subsequently placing projects into the TIP."
–FHWA/FTA 2008 Certification

"I look forward to working with our many state, regional, and local partners to plan for and implement a safe, resilient and modern transportation system."

–Sandy Misiewicz, AICP

CDTC Welcomes New Executive Director, First Woman to Lead Organization

Sandra Misiewicz, AICP was appointed the Executive Director of the Capital District Transportation Committee in August. Misiewicz has served CDTC for more than 20 years – most recently as a Principal Transportation Planner – developing some of CDTC's cornerstone initiatives including the Transportation and Community Linkage Planning Program and the Technical Assistance Program with CDRPC. Misiewicz also led CDTC's Safety and Transit Programs. She is the first woman to lead the organization in its 56 year history.

Misiewicz has a Masters in Urban and Regional Planning and a Graduate Certificate in Geographic Information Systems from the University at Albany, and a Bachelors in Environmental Studies from Binghamton University. She has served as Chair of the New York State Association of Metropolitan Planning Organizations Safety Working Group, and is a member of the American Institute of Certified Planners and the American Planning Association.

Misiewicz is originally from Clifton Park and is a graduate of Shenendehowa High School. As a current Albany resident she is very familiar with the Capital Region and all of its unique communities. Misiewicz's vision for creating a safe, resilient, and modern transportation system was notable throughout the process of searching for CDTC's next director. CDTC established a search committee, advertised nationally, and interviewed qualified candidates during a four-month process.

Albany Mayor Kathy Sheehan said, "The Capital District Transportation Committee plays an integral role in ensuring the walkability and safety of our region's thoroughfares, and I cannot think of a better person to lead this organization into its next chapter than Sandra Misiewicz. Sandy has the experience, insight, and vision necessary to lead this vital organization, and I look forward to working with her in the years to come."

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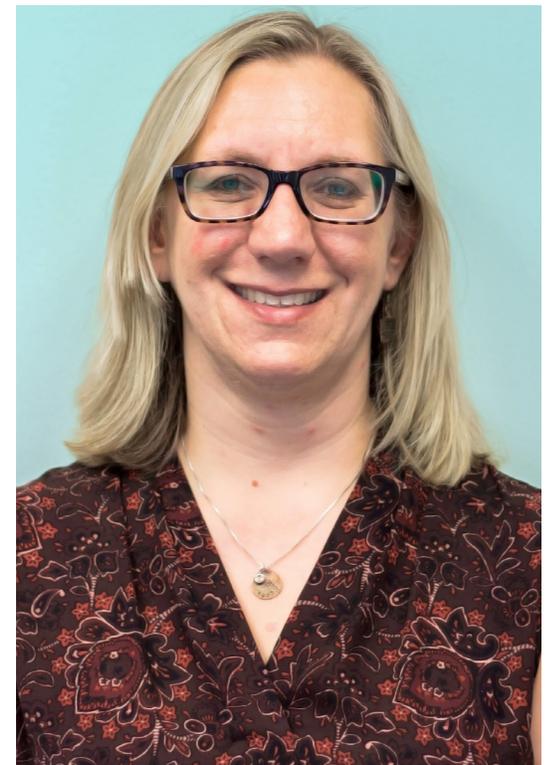


Image: Sandy Misiewicz | Source: CDTC

Data Collection Services

In September 2021, CDTC will be initiating a Data Collection Services project. The consulting firm Quality Counts, LLC was selected to collect the data. The project scope is divided into two main tasks:

1. Traffic data collection – collection of vehicle counts, speed, and vehicle classification data on roadways throughout the CDTC planning area. Counts will be conducted on roadways where there may have been changes in travel patterns due to COVID-19 impacts, new developments, shifts in freight travel, or other factors. The count data will be used to monitor shifting traffic patterns and to support Congestion Management Process Planning, Freight Priority Network monitoring, and other regional transportation initiatives.
2. Horizontal curve data collection – data will be collected on segments of local roads with horizontal curves to support implementation of CDTC's Local Road Safety Action Plan and future safety planning efforts. 'Ball-banking' instruments will be used to measure lateral acceleration experienced by vehicles driving through curves in order to determine appropriate curve safety treatments.

Data collection is expected to occur in the fall of 2021. Traffic data will be collected on weekdays when school is in session in order to capture normal traffic volumes. When completed, the data collected will be made available to local planning partners. For more information about Data Collection Services please contact Andrew Tracy at atracy@cdtcmpo.org.



Image: Horizontal Alignment W1-8 Chevron Signage | Source: Quality Counts, LLC

New Executive Director

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CDTA CEO Carm Basile said, "Congratulations to Sandy on this well-deserved promotion. As the region's mobility provider, CDTA works closely with the CDTC. We are looking forward to a seamless transition and continuing to bring new and innovative ways to travel to the people of the Capital Region under Sandy's leadership. Sandy's tenure and expertise will continue to move CDTC and the region forward."

New York State Department of Transportation Region 1 Director Pat Barnes, P.E. said, "The New York State Department of Transportation is proud to be a part the Capital District Transportation Committee and cherishes our strong working relationship with its member communities as well as the committee's central staff. We congratulate Sandra on her appointment as CDTC Executive Director and look forward to working together to ensure that the Capital District has an efficient and safe transportation system."

CDTC Executive Director Sandra Misiewicz said, "I am thrilled to have been selected to be CDTC's next Executive Director and look forward to working with our many state, regional, and local partners to plan for and implement a safe, resilient and modern transportation system. It's an exciting time to work in the transportation field and I hope to continue CDTC's tradition of fair and impartial transportation planning and project programming."

Misiewicz replaces Michael Franchini who served as Executive Director at CDTC for nine years. CDTC looks forward to continuing its valuable work in assisting Capital Region communities in becoming more livable, walkable, safe, equitable, and resilient.



Image: Port of Albany | Source: Matt Wade Photography

New Freight Study Seeks to Improve Truck Parking

The availability of convenient and safe truck parking is one of the most important issues to the trucking industry regionally and nationally. Many municipalities in the Capital Region have identified truck parking as a concern in their jurisdiction, making it a top issue with CDTC's Freight Advisory Committee. It has been a focus for the Federal Highway Administration in recent years.

The demand for truck parking is high, especially during the overnight hours. More stringent Federal Motor Carrier Safety Administration hours-of-service rules for truck drivers have exacerbated the need to find safe and convenient places to park when they reach their driving hours limit.

To help address truck parking issues, CDTC is launching the Regional Truck Parking Study as part of the Freight Planning program. The Regional Truck Parking Study will inventory public and private truck parking supply and demand in the region, and identify any negative impacts of truck parking (or the lack thereof) on the trucking industry and local communities. CDTC will be seeking input on truck parking issues throughout the region over the next year.

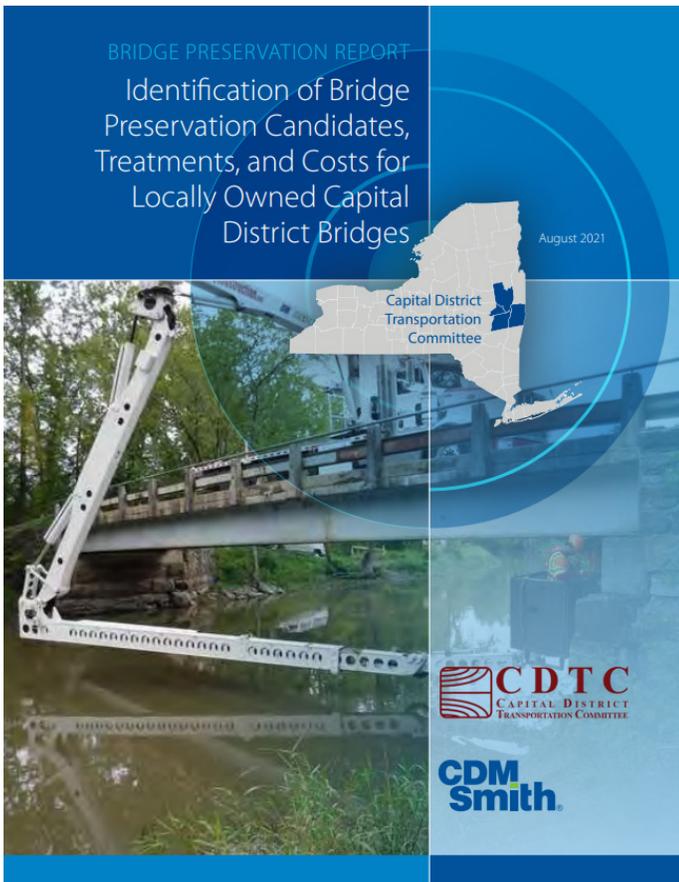
One of the objectives of the Regional Truck Parking Study will be to identify major factors and trends affecting overnight truck parking. For example, truck drivers parking overnight in the region midway through their journeys have different needs than drivers who park before making a delivery or pickup within the region.

The Regional Truck Parking Study will make recommendations on how to improve truck parking in the region – specifically addressing the underlying issues – including exploring the addition of new truck parking spaces, policy, land development code suggestions, way-finding enhancements, and driver education.

As part of the effort, a truck-parking toolkit with local-level policy, zoning, site review and design, and other land use considerations will be developed for Capital Region communities.

CDTC is currently in the process of selecting a consultant for the project. Keep an eye out for the project kickoff and website later this fall. For more information, please contact Chris Bauer at cbauer@cdtcmpto.org.

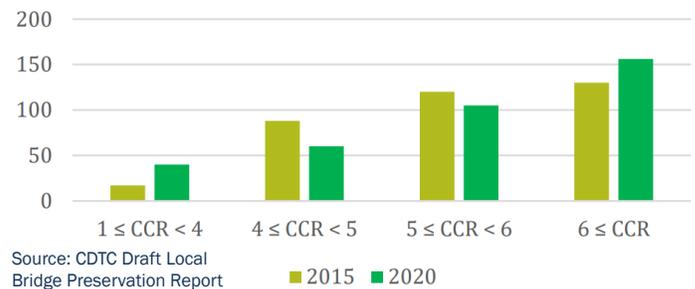
Capital District Locally-Owned Bridges Preservation Candidates, Treatments and Costs: 2021 Update



CDTC is concluding the 2021 update to the Locally-Owned Bridges Preservation Candidates, Treatments and Costs study. Consulting firm CDM Smith was contracted to assess the condition of locally-owned bridges in the region and prepare recommendations for repair. This study serves as an update to the 2015 Local Bridge Study.

There are 377 locally-owned (non-NYSDOT) bridges in the CDTC planning area. Based on 2019 and 2020 NYSDOT Bridge Inspection Reports, approximately 189 of the 377 locally owned bridges are either structurally deficient (81) or functionally obsolete (108).

Computed Condition Rating



Following the 2015 study, new bridge inspection reporting based on AASHTO Element-Based inspection methodology was adopted by NYSDOT. This new methodology allows for the condition of individual bridge elements (such as bridge decks, bearings, girders, etc.) to be reported in greater detail. Due to this improved reporting, there was a large increase to 116 bridges recommended for minor rehabilitation and 116 for element-specific repairs.

The chart above summarizes the change in bridge condition between the 2015 study and the recent study update. The 'Computed Condition Rating' of each bridge falls on a 1-to-7 scale, with 1 being the poorest condition and 7 representing a bridge in perfect condition.

CDM Smith prepared a Program Schedule containing recommended repair time-frames for each bridge requiring treatment. A recommendation for immediate repair was given to 17 bridges. A 2-year repair period is recommended for 53 bridges, a 5-year repair period is recommended for 105 bridges, and 116 bridges are recommended for a 10-year or longer repair period. There were 14 bridges identified by local bridge owners as candidates for in-depth assessments. CDM Smith staff conducted field visits to these bridges to collect additional data and further refine repair strategies. Each of these 14 bridges also received a conceptual cost estimate to aid bridge owners in pursuing funding for repairs.

CDM prepared a planning-level estimate of the total funding need to address replacement and repair costs for the 274 locally owned bridges requiring repair. Conceptual construction costs developed for the 14 in-depth inspection bridges were used to estimate average costs for each category of bridge treatment (full replacement, major rehab, minor rehab, or element-specific repair). Using this method, the total repair cost for the 274 locally owned bridges requiring repair was estimated to be approximately \$168 million. Of this, preservation projects make up \$110 million. (Conceptual costs are for planning purposes only, based on a sample of bridge projects and do not include engineering design or right of way acquisition costs.)

The study findings emphasize the need for bridge repair funding in the CDTC region. The study also identified numerous bridges that would benefit from low-cost preservation treatments that may extend the life of the bridge and prevent more costly repairs later. CDTC will continue to work with local bridge owners to use the results of the study to pursue funding for repairs in future state or federal funding programs.

The study final report will be made available on CDTC's website. For more information, please contact Andrew Tracy at atracy@cdtcmpo.org.



Image: Buskirks Bridge | Source: Matt Wade Photography

2022 TRANSPORTATION IMPROVEMENT PROGRAM

CDTC Releases Solicitation for Transportation Projects

CDTDC released a new project solicitation on September 10th for the 2022 Transportation Improvement Program (TIP). The TIP represents one of CDTC’s hallmark programs, often providing more than \$100 million in federal funding for transportation projects around the Capital District. The TIP is a multi-year program of transportation projects that are a part of the implementation of New Visions 2050, CDTC’s long-range regional transportation plan.

Each metropolitan planning organization (MPO) is required to develop a TIP—a list of upcoming transportation projects—covering a period of at least four years, that is updated at least every four years. The TIP is developed in cooperation with the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA). The TIP includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities, other transportation enhancements, and Highway Safety Improvement Program (HSIP) projects related to the State’s Strategic Highway Safety Plan. The full TIP includes all regionally significant projects receiving FHWA or FTA funds.

With each solicitation, CDTC’s staff evaluates projects with the Planning Committee before they are approved for addition to the TIP by the Policy Board. Throughout 2021, staff has been updating the project application and evaluation process. Key improvements include migrating to an online application form, adjusting the merit evaluation score process, and improving internal data management.

Examples of projects currently on the TIP include Albany-Shaker Road safety improvements, the NY State Route 2 Bridge over NY State Route 22, New Karner Road improvements, the Washington-Western Bus Rapid Transit “Purple Line,” and trail improvements along Freemans Bridge Road and the Mohawk-Hudson Bike-Hike Trail in the Town of Rotterdam.

CDTC’s TIP covers all municipalities within the Counties of Albany, Rensselaer, Schenectady, and Saratoga, except the Town of Moreau and Village of South Glens Falls. The application and additional information can be found at: <https://www.cdcmpo.org/2022tip>. TIP Project Proposals will be accepted by CDTC through November 5, 2021.

Linkage Study: A Fresh Look at US Route 4

The Town of East Greenbush and the Town of North Greenbush have experienced significant population and employment growth over the last two decades, leading to increased development pressure. A large portion of these land use changes have occurred along and/or nearby the US Route 4 Corridor.

US Route 4 is a key corridor with a variety of large-scale industrial, commercial, and retail establishments. In 2006, the Town of East Greenbush and CDTC completed the Route 4 Corridor Study, a Linkage Study. Recent developments and the potential for continued future growth have prompted the need to revisit the recommendations made in the 2006 Study. This update will take into account development that has occurred since 2006, address current traffic operations deficiencies, identify improvements needed to accommodate future anticipated growth, and make recommendations to improve the transportation system for all mobility options.

The study will examine alternative corridor profiles and develop a preferred concept plan for the US Route 4 Corridor, from Mannix Rd to NY 43. The concept plan will help the Towns continue to pursue their goals of enhancing the US Route 4 corridor, improving mobility, reducing traffic congestion, promoting economic development, improving safety, and creating a connected and integrated multi-modal transportation network.

The intended outcome of the study is a preferred corridor profile, based on an extensive public input process, which provides a clear implementation strategy to improve transportation operations, and accommodates future growth and development.

CDTC is currently in the process of selecting a consultant for the project. Keep an eye out for the project kickoff and website later this fall.

Ditch the Car Challenge Heats Up!

Launched this June, CDTC's first-ever Ditch the Car Challenge has taken off. So far, participants have logged nearly 1,000 trips totaling over 11,500 miles, prevented over 9,000 pounds of greenhouse gas emissions from being released and saved 460 gallons of gas. All that active transportation has translated to almost 200,000 calories burned.

As part of the Challenge, two prize packages are raffled off each month. Participants have enthusiastically shared photos of their trips on social media and several have contacted CDTC staff with praise for the program. Alfonso Oliveras, a Ditch the Car Challenge participant and July raffle prize winner, wrote, "This is such an awesome initiative! I take the bus to work and have tracked usage since spring. It is very helpful to see mileage and gas savings."

Other participants have reached out with ideas on how to make the program even better, such as Kenneth Wersted who suggested developing a series of exploratory trips to get to know our communities by bike while making fun, kid-friendly stops along the way, such as at ice cream shops.

The Challenge is designed to encourage Capital Region residents to build the habit of replacing car trips with other modes of transportation such as biking, walking, riding the bus, carpooling or using CDTC's FLEX On Demand Transit. Participants register at www.cdtcmpo.org/DitchTheCar and log trips to earn badges and chances to win raffle prizes. The Challenge will run until October 8th.





Image: PYRO Evo Box Counter along the Tedisco Trail in the Village of Ballston Spa | Source: CDTC

Automated Trail Counters Come to the Capital Region

CDTC and Parks & Trails New York have recently acquired automated trail counters for use around the Capital Region. Both organizations selected Eco Counter's PYRO-box technology, which allow for heat sensors to document the directional movement of trail users. PYRO boxes can be mounted to existing vertical poles and some surfaces, allowing for discrete data collection. The counts are completely anonymous and do not use any camera technology. All of the PYRO boxes are battery powered and capable of counting in all weather conditions. CDTC's PYRO Evo boxes will be able to transmit data remotely, facilitating constant automated data collection to staff.

CDTC staff placed an initial counter along the Tedisco Trail in the Village of Ballston Spa for a multi-day count. Staff was able to remotely collect directional count data and provide it to the Village as a part of the on-going Ballston Spa Bicycle and Pedestrian Master Plan Linkage Study.

CDTC is currently soliciting for trail locations to conduct counts on a rolling basis. Staff plans to place two counters for one-year counts along major trails in the region, and schedule shorter-term counts as a part of CDTC's on-going data collection program. Over the years, CDTC staff have conducted manual bicycle and pedestrian counts in urban areas and along trails; the automated counters will help supplement those counts, expanding the count program. Counters will be made available for various studies and as requested by regional partners and CDTC members.

Links and Contacts found in this Issue:

2022 TIP Solicitation: <https://www.cdtcmpo.org/2022tip>.

Ditch the Car Challenge: www.cdtcmpo.org/DitchTheCar.

Freight Parking Study: Chris Bauer, cbauer@cdtcmpo.org.

Capital District Locally-Owned Bridges Preservation 2021 Update: Andrew Tracy, atracy@cdtcmpo.org.

Requests for bicycle and pedestrian counts: jsolano-reed@cdtcmpo.org and jceponis@cdtcmpo.org.



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ADDRESS CORRECTION REQUESTED

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Mayor Thomas Gifford, Village of Scotia

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Mayor Thomas Tobin, Village of Colonie

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Patrick Barnes

New York State Thruway Authority

Phil Serafino, Acting Albany Division

Director

Non-Voting Members

Marie Therese Dominguez, NYSDOT

Stephen Goodman, FTA

Richard J. Marquis, FHWA

CDTC Meetings Calender

Due to COVID-19, most CDTC meetings are being held virtually. For the most up to date meeting information and CDTC virtual meeting registration information, please contact cdtc@cdtcmpo.org.

9/2/21	Policy Board Meeting @3:00 PM, Zoom Virtual Meeting
9/14/21	Bicycle & Pedestrian Advisory Committee @9:00 AM, Zoom Virtual Meeting
9/15/21	Community Planner Forum @9:30 AM, Zoom Virtual Meeting
10/6/21	Planning Committee Meeting @9:30 AM, Zoom Virtual Meeting
10/9/21	Bicycle & Pedestrian Advisory Committee @9:00 AM, Zoom Virtual Meeting
11/3/21	Planning Committee Meeting @9:30 AM, Zoom Virtual Meeting
11/9/21	Bicycle & Pedestrian Advisory Committee @9:00 AM, Zoom Virtual Meeting
11/17/21	Freight Advisory Committee Meeting @9:00 AM, Zoom Virtual Meeting
12/2/21	Policy Board Meeting @3:00 PM, Zoom Virtual Meeting

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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