

Capital District
Transportation Committee

November 7, 2018

Proposed Functional Classification Change

Background:

The Port of Albany is currently served by a network of roadways that connect from the south and north. The north side of the Port is accessed via Church St, with the functional classification of Urban Major Collector and designated as a National Highway System (NHS) Intermodal Connector; and Boat St/South Seventh St, also with a functional classification of Urban Major Collector. Access to the Port from the south side, and through the Port, is achieved through a network of local streets including Smith Blvd, Raft St, Normanskill St, and South Port St. Please see attached map for more details.

The City of Albany and the Albany Port District Commission initiated this request to CDTC to investigate a change in functional classification of the roads serving the Port of Albany.

Functional Classification Guidelines:

Currently, Smith Blvd, Raft St, Normanskill St, and South Port St are classified as Urban Local, owned by the City of Albany, but maintained by the Albany Port District Commission. Church St and Boat St/South Seventh St are classified as Urban Major Collector. Likewise, on the eastern shore of the Hudson River/City of Rensselaer side of the Port, all of the internal roadways, including Broadway, Riverside Ave, American Oil Rd, and Stewart Port Expressway, are classified as Urban Major Collectors.

The roadway system is an interconnected network of facilities channeling traffic in both directions from Arterials to Collectors, then to Locals and back again, the concept of continuity of routes is important to recognize. Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and/or major traffic generators, and funneling them to the Arterial network.

Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Generally, Major Collector routes are longer in length, have lower connecting driveway densities, have higher speed limits, are spaced at greater intervals, have higher annual average traffic volumes, and may have more travel lanes than their Minor Collector counterparts.

According to functional classification guidance, the characteristics are¹:

Urban Major Collectors:

- Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas
- Penetrate residential neighborhoods, often for significant distances

¹ Source: Highway Functional Classification Concepts, Criteria and Procedures, US Dept. of Transportation, Federal Highway Administration, 2013

- Distribute and channel trips between Local Roads and Arterials, usually over a distance of greater than three-quarters of a mile
- Operating characteristics include higher speeds and more signalized intersections

Urban Minor Collectors:

- Serve both land access and traffic circulation in lower density residential and commercial/industrial areas
- Penetrate residential neighborhoods, often only for a short distance
- Distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile
- Operating characteristics include lower speeds and fewer signalized intersections

FHWA encourages applicants to consider mileage guidelines when considering functional classification assignments or revisions. Table 1, attached, displays the current mileage in the urbanized areas of the CDTC region, both before and after the proposed functional class change. In both cases, the percentage of roadways designated as Major Collector falls within the recommended guidelines.

Project Detail and Functional Classification Recommendations:

CDTC staff recommends changing the functional class of the internal Port roadways to Urban Major Collector, including Smith Blvd, Raft St, Normanskill St, and South Port St, for the following reasons:

1. The importance of freight and goods movement are identified as key principles in CDTC's New Visions 2040 Plan. The roadways, by providing access to the Port of Albany, serve an important function vital to the region's economy.
2. The re-classification would be consistent with functional classifications on eastern shore of the Hudson River/ City of Rensselaer side of the Port, where all of the roadways are currently classified as Urban Major Collectors.
3. The roadways provide a connection to the NHS Intermodal Connector (Church St) and the greater NHS/Interstate System.
4. The connections of the roadways through the Port of Albany provide for a system of continuity by allowing continuous access to, from, and through port via the arterial and interstate roadway networks. The system of continuity is achieved by proving connections to the greater transportation network via the Urban Major Collectors currently serving the Port of Albany.
5. The Port of Albany and their tenants are served by a network of roadways that connect from the south and north. The north side of the Port is accessed via Church St, with the functional classification of Urban Major Collector and designated as a National Highway System (NHS) Intermodal Connector; and Boat St/South Seventh St, also with a functional classification of Urban Major Collector. Access to the Port from the south side, and through the Port, is achieved through a network of local streets including Smith Blvd, Raft St,

Normanskill St, and South Port St, accessed via S. Pearl St./NY 32. All of the roadways are 1 lane in each direction. Total pavement width varies between approximately 24' and 30'. There are eleven (11) rail crossings along the roadways; one (1) CSX main line crossing, and ten (10) are minor in nature, serving the tenants of the Port. There is one (1) pedestrian facility, a crosswalk, on Smith Blvd from the Albany Port District Commission building to the Port of Albany. The crosswalk is the only pavement marking along the subject roadways. There are no bicycle facilities. Stormwater is collected via a closed drainage system.

Next Steps:

A "Request for Functional Classification Change" application must be submitted to NYSDOT Region 1 to process this request for re-classifying Smith Blvd, Raft St, Normanskill St, and South Port St as Urban Major Collectors. Local concurrence on the functional classification request is a required piece of the formal submission. The formal application will be completed and submitted to NYSDOT Region 1 for their review if the Planning Committee and Policy Board concurs with this recommended change. NYSDOT Region 1 will review the request and forward the request to NYSDOT Main office which will review and forward the request to FHWA for their final approval.

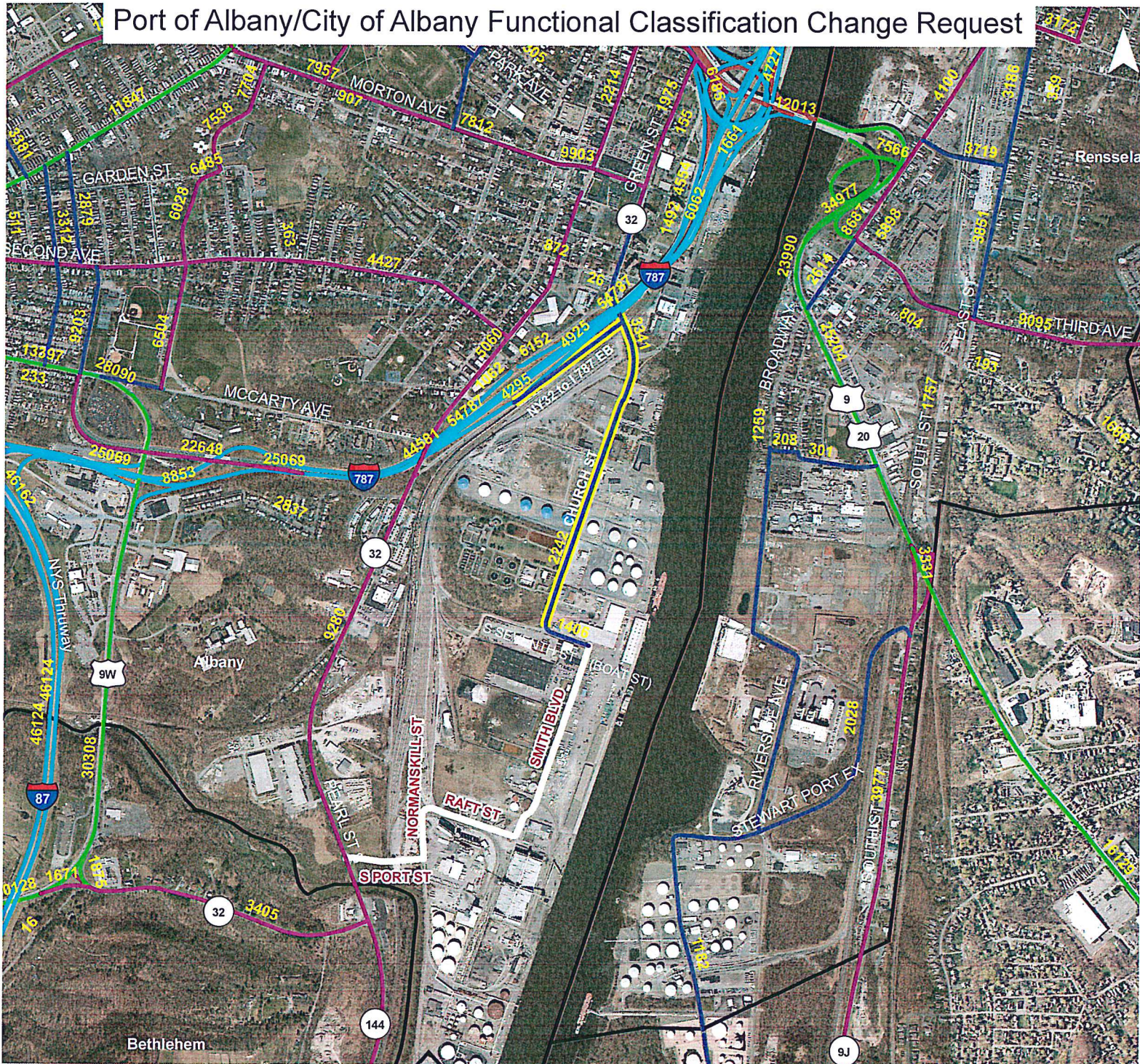
Table 1: CDTC Mileage by Functional Class, Urbanized Area Only

Functional Classification	Current Percent (%) of Centerline Mileage¹	Proposed Percent (%) of Centerline Mileage	Mileage Extent for Urban States²
Principal Arterial - Interstate	3.10%	3.10%	1-2%
Principal Arterial - Other Freeways & Expressways	0.73%	0.73%	0-2%
Principal Arterial - Other	6.50%	6.50%	4-5%
Minor Arterial	7.94%	7.94%	7-12%
Major Collector	11.72%	11.75%	7-13%
Minor Collector	1.12%	1.12%	7-13%
Local	68.88%	68.86%	67-76%

¹Source: HPMS System Length – 1985 to present, NYSDOT, 2017

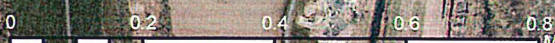
²Source: Highway Functional Classification Concepts, Criteria and Procedures, US Dept. of Transportation, Federal Highway Administration, 2013

Port of Albany/City of Albany Functional Classification Change Request



Legend

- 2010 Functional Classification
- 11 Principal Urban Arterial Interstate
- 12 Principal Urban Arterial Expressway
- 14 Principal Urban Arterial Other
- 16 Urban Minor Arterial
- 17 Urban Major Collector
- NHS Intermodal Connector - Port
- Roads requesting Functional Classification Change/Upgrade from FC 19 to FC 17
- 3405 AADT
- City
- Town



September 2018

