

TIP 2019 -2024 Candidate Project Evaluations
Freight Advisory Committee

CDTC ID#	Committee Comments
General	For bridge projects that are proposing the addition of bicycle and/or pedestrian accommodations, and that also carry freight, consider widening the bridge to the extent possible and practical. The additional separation will help to reduce freight and bicycle and/or pedestrian conflicts, and increase the comfort for users.
General	For on-road bicycle and/or pedestrian projects, or other projects with those elements, consider potential freight implications during the design phase. This includes sufficient turning radii and clearance at intersections where freight vehicles are to be expected, and providing adequate separation between bicyclists and/or pedestrians, to the extent possible and practical.
General	For all projects considering construction of a roundabout, consider the movements of freight vehicles during the design phase. This includes providing adequate turning radii, and limiting the amount of amenities in the center apron, such as decorative plantings, that could be damaged by freight vehicles. Also, consider a low or mountable curb at the center of the circle, instead perhaps utilizing pavers or a stamped concrete, to allow trucks to move easier through a roundabout without causing damage. This includes, but is not necessarily limited to CDTC IDs# 36, 49, 80, 91, and 94.
General	In general, the committee supports the narratives developed by CDTC staff for the Freight merit scoring process. The narratives were provided to the committee prior to the meeting, and reviewed at the meeting.
1	Consider providing adequate separation between the travel lanes and the proposed bicycle and/or pedestrian accommodations, as this route has a high volume of trucks, and is a designated over-dimension route.
32	During preliminary design, consider increasing the bridge clearance height below on Erie Blvd. This location is a common 'pinch-point' for over-dimension loads. Coordinate design activities with General Electric.
36	The committee strongly encourages any future planning and design phases include considerations for the movement of freight vehicles, especially if the preferred design is a roundabout. Any future planning and design phases need to include stakeholder engagement with, at a minimum, Golub Corporation, the Rotterdam Industrial Park, and the many businesses located around the project.
51	The committee noted that the tandem truck lot at NYS Thruway Exit 23 is expected to be removed, and that tandem activities are being relocated to the Port of Albany. This is part of the NYS Thruway's plans to implement barrier-free tolling.
63	Consider a heavier duty pavement/concrete profile at signalized intersections along the corridor. This will help mitigate the "rutting" effects that are common along roadways with high truck volumes.
80	Consider adding an additional westbound "Low Bridge Ahead" sign along the 146 corridor, at or near this project, to warn of the low clearance bridge on Glenridge Rd. This will allow drivers adequate time and options to avoid the low clearance railroad bridge, which has been struck by several trucks. The committee strongly encourages any future planning and design phases include considerations for the movement of freight vehicles, especially if the preferred design is a roundabout.

TIP 2019 -2024 Candidate Project Evaluations
Complete Streets Advisory Committee

CDTC ID#	Committee Comments
General	Bridge projects are long-term investments. The CSAC encourages the project sponsors to incorporate Complete Streets elements to the extent possible and practical.
General	For rural projects, consider wider shoulders whenever possible.
1	Encourages the sponsor to consider pedestrian accommodations from NY 5/Central Ave to Watervliet Shaker Rd, and "Share the Road" signs for the extent.
23	The City of Saratoga Springs is planning to construct a multi-use path along Lake Avenue under the bridge, as part of the City's Greenbelt trail system.
35	Recommends including appropriate bicycle accommodations.
36	Encourages considering recommendations from the Five Corners Transportation and Land Use Linkage Study. Strongly encourages including pedestrian accommodations.
37	Strongly encourages consideration of pedestrian and bicycle accommodations.
38	Consider adding wider shoulders to the project.
40	Consider connecting to the Zim Smith Trail. Consider constructing a multi-use path instead of a sidewalk to provide additional separation and accommodate bicycles.
43	Supports inclusion of pedestrian and bicycle accommodations to accommodate parkland use, future demand, and new developments.
48	Encourages considering connections to the nearby Champlain Canal Trail and the Empire State Trail.
51	Consider including bicycle accommodations.
64	Consider adding bicycle and pedestrian accommodations for those parking north of the bridge to access the Zim Smith Trail south of the bridge.

TIP 2019 -2024 Candidate Project Evaluations
Equity Advisory Committee

CDTC ID#	Committee Comments
34	Requests that this project include signage to reroute Route 9 off of Clinton Avenue in Albany.
40	Supports this project with pedestrian infrastructure.
21	Requests pedestrian and bicycle infrastructure over the bridge.
53	Due to heavy pedestrian use, recommends consideration of enhanced complete streets design features. Requests this project not be included in the Route 9 reroute, as the application notes.
36	Supports this project with sidewalks.
5	Strongly encourages inclusion of crossing infrastructure as necessary.
16	Supports this project.
8	Sponsor should consider addressing the intersections as drivers swerve into the crosswalks when they try to avoid the dips and settled cobbles.
4	Does not support this project, and requests that assumed benefits to members of Environmental Justice communities not be used as a selling point for this project.

TIP 2019 -2024 Candidate Project Evaluations
Regional Operations & Safety Advisory Committee

CDTC ID#	Committee Comments
General	Members were supportive of a safety set-aside using HSIP funds.
22	There is a need for this project but it is possible that the funds could be spent on a higher priority.
39	This is likely to be a major reconstruction into a gateway boulevard entrance to Saratoga where every detail will be addressed. Operationally, the intersection with Broadway in the City should also be addressed - possibly with a roundabout. Rt. 50/Rt. 9 thru the City is an alternate detour for I-87 in the event of a major incident between Interchanges 13 and 15. Signals can have one advantage over roundabouts in general because of the ability to make signal timing changes is can be helpful when traffic from a parallel route needs to be diverted.
40	A new left turn lane on westbound Route 67 for Brookline is an essential improvement need. Also sight distance improvements for both eastbound and westbound Route 67 traffic approaching the Brookline intersection should be evaluated. The Zim Smith trail crossing on Eastline Road just south of Route 67 could use Ped activated Rectangular Rapid Flashing Beacon (RRFB) signs.
44	Much needed improvements for this high volume intersection with high volume turning movements. Great need for pedestrian accommodations as the Town Center development evolves on both the North and South sides of Rt. 146. Many new apartment units and hotel rooms have been built in this area with great need to serve pedestrian travel demand across Route 146 to the many stores, restaurants, service and office establishments. New apartment complex is expected on North side in former K-mart store site. May require the incorporation of a raised pedestrian refuge island along Route 146 separating east and west travel lanes to facilitate safe and efficient N-S pedestrian travel.
48	Depending on the traffic volumes at this location there could be the opportunity to signalize each end of the bridge and convert the bridge to one way traffic + a bike lane for a cost saving alternative.
80	Continuing residential developments in this part of Clifton Park have resulted in increased traffic turning volumes at this intersection. During peak commuter period, very difficult to cross Route 146 in either direction. Left turns out of either Tanner or Miller also very difficult during peak travel periods. Bike and ped considerations needed due to residential growth and presence of Garnsey Town Park off Route 146 to the West of project location.
81	This seems like a relatively low cost request for safety upgrades and improvements. It's very busy in that area for all kinds of motor/ped/ bike traffic.
87	Attaching the pieces of current sidewalks that the town has been trying to add along this road for more than 25 years would be a huge plus, and housing in this area continues to increase and CDTA stops are added.
91	Traffic congestion at this intersection is primarily a peak commuter period issue. Turning lanes are already in place on Rt. 67. Any roundabout should be evaluated with traffic simulation modeling to ensure overall east - west traffic flow will improve. Any roundabout design should incorporate severe chicane roadway design approaches on Rt. 67 to ensure slowing of eastbound and westbound traffic to enable gaps for Eastline Road N-S entry into the roundabout. Per #40 above, RRFB sign installations at Zim Smith bike/ped trail Xing.

TIP 2019 -2024 Candidate Project Evaluations
Bicycle Pedestrian Advisory Committee

CDTC ID#	Committee Comments							
General	Freemans Bridge Road should be highly considered due to links and linkage studies.							
General	In 2016, staff/BPAC requested a bike/ped set-aside of \$3.75M (\$750k/year) and the Planning Committee approved a of \$5M (\$1M/year) in the 2016-21 TIP.							
General	Last time, programmed bike-ped projects were about 8% of TIP.							
General	Freeman’s Bridge Road should be considered for funding alongside the other projects.							
General	Potentially try and ask Saratoga into increasing the allocation for bike-pedestrian set-asides.							
General	Dix Bridge is on MPO boundary and may have to be split between MPO TIPs/funding.							
General	Dix Bridge highlighted as an important project – repairing and maintaining bridge now will prolong bridge’s life.							
General	The committee recognized the following projects as high priorities based on their cost and market demand: Lake Avenue Corridor Improvement Project, Franklin Street Cycle Track, Carman Road Sidewalks, and either Freemans Bridge Road, or Hampton Lake Loop Trail and Regional Connections Project, and Dix Bridge. This is subject to change and review.							
	The RG41 "Spot Improvement for Bicycle and Pedestrian Access" program was established in 1997 and the RG103 "Bicycle and Pedestrian Network Set-Aside" was established in 2007. In the previous TIP update, RG103 and RG41 were combined to form RG103. This set-aside is the mechanism for funding projects that improve or maintain the Region's bicycle and pedestrian infrastructure. The CDTC Bicycle and Pedestrian Advisory Committee recommends the following funding for RG103, the Bicycle and Pedstrian Network Set-Aside, in the 2019-24 TIP.							
			1st Year	2nd Year	3rd Year	4th Year	5th Year	Total
	TIP#	Project Description	2019-20 (\$M)	2020-21 (\$M)	2021-22 (\$M)	2022-23 (\$M)	2023-24 (\$M)	Funding (\$M)
General	RG103	Bicycle & Pedestrian Network Set-Aside	1.0	1.0	1.0	1.0	1.0	5.0
11	Important connection to an isolated school. An unpaved trail currently exists and is used for recreation.							
14	Important project for traffic calming. Important corridor linkages.							
17	Environmental justice element – a lot of people bicycle through the park into Schenectady to work and shop. This area is a busy stretch with hills. The proposed project would close some of the gap between Schenectady and the Mohawk-Hudson Bike Trail.							
65	A protective coat of paint on a steel bridge is key for preservation. Bridge maintenance is important to prevent them from being removed or more costly improvements in the future. The Empire State Trail connection will have massive economic benefits with this project.							
75	This project is in close proximity to a large amount of development along 9W– apartments, condos, retail.							
76	This proposed project was a lower priority for funding. The BPAC had a discussion about the opportunity to raise funds for bike/ped improvements through developers of nearby retail and residential developments. The nearby YMCA generates some walking, bicycling, and jobbing activity but it isn’t the most comfortable for non- motorized travel yet. The nearby stormwater pond is a nice feature that could be accessed.							
77	There are several civic/public land uses along Moe Road including the library and schools. A worn “goat path” exists leading to Grooms Rd, indicating that this route is important. Currently feels disconnected due to land-use, designs/layouts.							
78	In close proximity to athletic fields, trails, &Stewarts.							
79	The east half of project is a more vital connection. - if there’s partial funding available, recommend prioritizing improvement proposed for east/north/south of roundabout. Really needs north-south facilitation for bikes and pedestrians. Many north-south cyclists on the corridor. There is currently a Price Chopper and concert hall near proposed roundabout.							
83	Close to many athletic fields. People walk to the school currently, but stop there.							
84	There is a school not far away and there has been lot of development in the area for decades. High number of bicycles and pedestrians near the school! Could make biking a viable option.							
86	Concern about the bridge, which currently has a sidewalk only on one side. Trails connect to college, Schenectady, Mohawk Hudson Trail, hotel. dangerous place (where trail currently ends) to cross Freemans Bridge Rd, would encourage Town to explore a mid-block or enhanced crossing there. There is also senior housing nearby, increasing the need for safe crossing infrastructure. The proposed project would provide a great loop connection to developments, massive residential developments.							
89	Connects to Route 20.							
90	Not a part of Capital District Trails plan. Connects to some commercial developments on south end.							
93	For Empire Trail, desire for as much off-road as possible (but this is *in addition* to that). Hamlet, services, amenities would be linked. 5S is highly ridden by cyclists currently.							
100	Proposed trail links to new Alco Trail in Schenectady, across River. Could provide connection to Mohawk Hudson Trail.							