



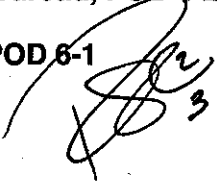
Department of Transportation

ANDREW M. CUOMO
Governor

JOAN McDONALD
Commissioner

MEMORANDUM

TO: M. K. Fay, H'way Data Section, H'way Data Services Bureau, POD 4-2
FROM: R. S. Cherry, Transportation Planning, Region One, POD 6-1
SUBJECT: Functional Classification Change Request
DATE: February 3, 2015



The Region requests the modification of the functional classification of portions of: Reference Route 910D /Washington Avenue in the City of Albany, as well as Route 50 in the City of Saratoga Springs.

Documentation to support the modification of ~ 3.3 miles of Washington Avenue Extension and ~ 1.8 miles of Route 50 from NYS Code 12 / Functional Classification Principal Arterial - Other Freeway/Expressway to NYS Code 14 / Functional Classification Principal Arterial - Other is found in the attached.

We believe that the modifications will align the facilities with their current use and function.

Please contact Pete Rea at 485-0991 with any questions that you may have on this matter.

/rsc

att. FC request WAE and Rt 50
(O:\Planning\Planning and Program Development (Mike Wyatt et al)\Functional Class Changes 2015)

cc. F. Bonafide, RPPM, R-1 (w/o att)
/fc change req 910D and Rt 50

REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE

1. Region: 1
1. County: 1 (Albany)
2. Route Number or Street Name: Washington Ave. Ext. (910 D)
3. From: NY 155
4. To: Fuller Rd (CR 156)
5. Length (xx.xx miles): 3.3
6. Current Functional Classification: 12 – Principal Arterial – Other Freeway / Expressway
7. Proposed Functional Classification: 14 – Principal Arterial Other
8. Existing Route? Yes No
9. If No, the year of proposed construction: _____
10. AADT of facility and parallel/connecting facilities: see attached
11. Justification: (Use an additional sheet if necessary)

Washington Avenue Extension from NY 155 to Fuller Road (CR 156) within the Town of Guilderland and City of Albany in Albany County is currently classified as a 12 – Principal Arterial - Other Freeway / Expressway. Expressways are generally grouped with interstates and freeways, and are defined as divided, high speed, controlled access roadways. While an Expressway designation for Washington Avenue Extension may have once been an appropriate classification, current trends in land use, multi-modal development and the application of the Complete Streets Act make this classification no longer relevant.

Control of access (the regulated limitation of access rights to and from the properties abutting the highway) along Washington Avenue, is characterized as partially controlled, commensurate with what would be expected on an expressway (full or partial control). However, while Washington Avenue is divided, as Expressways are for through traffic, there are 5 points of access within 1.5 miles, 3 of which are signalized. That characteristic is not one that would be expected to be found on an Expressway.

Further, the area surrounding Washington Avenue Extension is mixed use, comprised of commercial (including Crossgates Mall and Crossgates Commons), office, light industrial, residential and high rise residential. Additionally, the area's transit provider, Capital District Transportation Authority, has planned for a Bus Rapid Transit (BRT) service along Washington Avenue Extension. If such plans come to fruition, (they have already been successful in securing a Small Starts grant through FTA) service features will include queue jump lanes and transit signal priority. BRT stations will be outfitted with real time passenger displays and bicycle racks among other amenities.

Cont. →

REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE continued

A paving project along Washington Avenue Extension (NYSDOT PIN 180821) is currently under development to correct pavement deficiencies and improve drainage. As part of this project, crosswalks will be included at signalized intersections and pedestrian phases will be added to the traffic signals.

The application of these pedestrian amenities along with the current land use trends and future transit plans makes the classification of 12 – Principal Arterial – Other Freeway / Expressway along Washington Avenue Extension inconsistent with its current use and emerging multi-modal transportation role in the region. While Washington Avenue Extension will continue to accommodate traffic destined to Interstate 90, it equally serves as a trunk route providing access opportunities and the movement of people and goods between regional activity centers. For these reasons, Region One Planning is requesting a classification change to 14 – Principal Arterial Other.

AADT and Functional Classification of Washington Avenue Extension and Parallel / Connecting Facilities

Facility	Location	Function Class	Forecast AADT	Recorded AADT	Record Year
Washington Avenue Ext.	NY 155 to Crossgates Mall	12 - Pr. Arterial Other Freeway / Expressway	25,338	25,338	2014
Washington Avenue Ext.	Crossgates Mall to Fuller Rd	12 - Pr. Arterial Other Freeway / Expressway	16,134	16,134	2014
NY 155	US 20 to Washington Ave Ext	14 - Pr. Arterial Other	18,957	18,531	2011
NY 155	Washington Ave Ext to NY 5	14 - Pr. Arterial Other	15,785	15,785	2011
NY 5	NY 155 to I-87	14 - Pr. Arterial Other	27,378	27,378	2010
NY 5	Wolf Rd to Fuller Rd	14 - Pr. Arterial Other	36,753	36,753	2010
US 20	NY 155 to Crossgates Mall	14 - Pr. Arterial Other	30,207	29,306	2010
US 20	Crossgates Mall to Northway	14 - Pr. Arterial Other	53,608	51,617	2009
US 20	Northway to Fuller Rd	14 - Pr. Arterial Other	25,276	24,522	2010
Fuller Rd	Washington Ave to Railroad Ave	14 - Pr. Arterial Other	22,030	22,030	2013
Washington Avenue	East of Fuller Rd	14 - Pr. Arterial Other	19,349	19,483	2011
Rapp Rd	South of Washington Ave Ext	16 - Minor Arterial	3,871	3,871	2014
Rapp Rd	North of Washington Ave Ext	17 - Major Collector	4,542	4,542	2009

Washington Avenue Extension Truck and Speed Data

% Trucks NB/EB	% Trucks SB/WB	85% Speed NB/EB	85% Speed SB/WB	Class/ Speed Record Year
3.20%	3.40%	58.0	58.4	2014
6.30%	5.20%	57.5	53.6	2014

REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE

1. Region: 1
 1. County: 5 (Saratoga)
 2. Route Number or Street Name: NY 50
 3. From: North Broadway
 4. To: I-87
 5. Length (xx.xx miles): 1.78
 6. Current Functional Classification: 12 – Principal Arterial – Other Freeway / Expressway
 7. Proposed Functional Classification: 14 – Principal Arterial Other
 8. Existing Route? Yes No
 9. If No, the year of proposed construction: _____
 10. AADT of facility and parallel/connecting facilities: see attached
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11. Justification: (Use an additional sheet if necessary)

In the City of Saratoga Springs, Route 50 (Broadway) serves as the main thoroughfare through the City, and is classified a 14 – Principal Arterial Other. Upon exiting the City's downtown, Route 50 is referred to as the C.V. Whitney Memorial Highway and classified a 12 – Principal Arterial Other Freeway / Expressway until it reaches I-87. Immediately east of I-87, Route 50 is classified as 16 – Minor Arterial. NYSDOT Region One Planning maintains that the C.V Whitney Memorial Highway segment (1.78 miles), 12 – Principal Arterial Other Freeway / Expressway should be reclassified as a 14 – Principal Arterial Other.

Expressways are generally grouped with interstates and freeways, and are defined as divided, high speed and controlled access roadways. While an Expressway designation for this section of Route 50 may have once been an appropriate classification, current land use trends and the application of the Complete Streets Act make this classification no longer relevant.

Control of access along Route 50 (the regulated limitation of access rights to and from the properties abutting the highway) is characterized as partially controlled, commensurate with what would be expected on an expressway (full or partial control). However, while Route 50 is divided, as expressways are for through traffic, there are five points of access, within 1.7 miles, all of which are signalized. That characteristic, along with posted speed limits of 40 mph and 45 mph are not what would be expected on an expressway.

Cost. →

REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE continued

Current land uses along Route 50 include traditional urban development in the City of Saratoga Springs and outside of the City, suburban, auto-oriented development - including manufacturing, schools and community centers, hotels - has emerged. Provisions for pedestrian and bicycle movement are inconsistent. Four of the five signalized intersections are Major Collector roadways that link residential neighborhoods to Route 50. All five signalized intersections address pedestrian connectivity by providing crosswalks across Route 50. Contrasting this cross-walked section, as Route 50 approaches I-87, pedestrian and bicyclists are (currently) prohibited. However, the section of Route 50 past I-87 which consists of the Wilton Mall area, a mobile home park, grocery store plaza and newly created mixed use residential development contains newly constructed sidewalk segments.

A NYSDOT construction project (PIN 172223) currently under development is rehabilitating the Route 50 bridge over I-87. The City of Saratoga Springs has adopted Complete Streets legislation and has been actively seeking opportunities to establish a roadway system that serves all users. In accordance with the community's desire, a 10 foot multi-use path will be constructed alongside the roadway as part of the Route 50 / I-87 bridge rehabilitation project. This multi-use path will serve bicycle and pedestrian movement along Route 50 and provide a critical (on-road) connection for the popular off-road county-wide Spring Run Trail system.

NYSDOT Region One proposes reclassifying the 1.78 mile section of Route 50, referred to as the C.V. Whitney Memorial Highway, from a 12 - Principal Arterial Other Freeway / Expressway to a 14 - Principal Arterial Other. Doing so will better align the current and emerging function of this segment - providing motorized and non-motorized access and regional connectivity - with the proper classification.

AADT and Functional Classification of NY Route 50 and Parallel / Connecting facilities

Facility	Location	Function Class	Forecast AADT	Recorded AADT	Record Year
NY 50	US 9 Overlap	12 - Pr. Arterial Other Freeway / Expressway	19,832	18,860	2011
NY 50	US 9 to I-87	12 - Pr. Arterial Other Freeway / Expressway	27,807	27,235	2013
I-87	Exits 14 to 15	11 - Pr. Arterial Interstate	49,737	46,963	2006
I-87	Exits 15 to 16	11 - Pr. Arterial Interstate	53,573	52,823	2013
I-87	Exit 15 NB Off	11 - Pr. Arterial Interstate	7,717	7,499	2010
I-87	Exit 15 NB On	11 - Pr. Arterial Interstate	5,191	5,044	2010
I-87	Exit 15 SB Off	11 - Pr. Arterial Interstate	5,045	4,902	2010
I-87	Exit 15 SB On	11 - Pr. Arterial Interstate	7,010	6,812	2010
US 9/NY 50	South of North Broadway Split	14 - Pr. Arterial Other	18,956	18,860	2011
NY 29		14 - Pr. Arterial Other	10,781	10,763	2013
NY 50	East of I-87	16 - Minor Arterial	30,362	26,961	2008
US 9	North of NY 50	16 - Minor Arterial	11,391	11,391	2014
Gick Rd		17 - Major Collector	5,894	5,843	2013
East Ave		17 - Major Collector	4,805	4,727	2013
Excelsior Ave		17 - Major Collector	8,037	7,528	2010
High Rock Ave		17 - Major Collector	5,211	5,126	2013
Maple Ave		17 - Major Collector	233	218	2010
Marion Ave		17 - Major Collector	5,377	5,036	2010
North Broadway	North of US 9/NY 50	17 - Major Collector	2,480	2,440	2013

Route 50 Truck and Speed Data

NY 50	% Trucks NB/EB	% Trucks SB/WB	85% Speed NB/EB	85% Speed SB/WB	Class/ Speed Record Year
US 9 Overlap	6.70%	6.53%	49.7	49.1	2004
US 9 to I-87	7.60%	6.40%	49.5	46.2	2013