

Capital District Transportation Committee
Planning Committee
April 2021 Meeting

>>Jen Ceponis: Mike we are connected to YouTube now, I made you the host

>>Mike Franchini: All right, thank you I think we just uh made quorum so we can get started

>>Steve Iachetta: Excellent good morning and welcome everyone to the April 7 meeting of the Capital District Transportation Committee, Planning Committee. Um I am Steve Iachetta it is an honor privilege thank you for allowing me to service as chair. I hope everyone is enjoying the wonderful spring weather and happy spring holidays um that is my introduction. Uh we used to do self-introductions but I guess we are just a picture on a screen for today and welcome back to the office CDTC's staff, Tuesday Wednesday Thursday. So economic recovery appears to be underway and we may get back to normal sometime soon. um are there any visitor issues at this time wishing to address the planning committee at this time it's an open floor just speak up going once going twice hearing none

uh we'll advance to the item three adoption of our prior meeting minutes, we last met on February 3rd the minutes were distributed in advance in our excellent website thank you staff for updating the website. All materials are there individually including the minutes of February 3. I would entertain a motion to adopt these meeting minutes to make them official, are there any corrections or revisions to note from the February 3rd Planning Committee meeting at this time except the motion or revisions any comments, Michael Valentine do you find any typos grammar technically correct

>>Sean Maguire: this is Sean from Colonie I will move those

>>Steve Iachetta: any revisions suggested so we got a motion and a second

>>Mark Castiglione: second

>>Steve Iachetta: Thank you Mark all in favor please say aye raise your hand otherwise indicate affirmation

AYE

>>Steve Iachetta: very good any abstaining or opposed please speak up unmute if there's any uh any concerns going once going twice item three is hereby adopted thank you um moving into the presentation section of our advanced agenda today we have Carrie Ward and Nelson Nygarrrd, on the City of Albany Bicycle and Pedestrian Master Plan. This is an exciting uh continuation of our past efforts and we're getting great press on the skyway and other initiatives let's hear from is it Carrie and Nelson at this time are you ready

>>Carrie Ward: Meritxell I think you're you should be good to start I don't need to introduce you

>>Rachel Font: okay perfect good morning everyone uh I'm Meritxell Font I'm a principal at Nelson Nygarrrd and I was the project manager for the Albany Bicycle and Pedestrian Master Plan and with me there's Alyson Fletcher she was the deputy project manager for the project. I am not sure if uh, can I share my screen is it okay

>>Mike Franchini: I just made you co-host so does that work

>>Meritxell Font: yep perfect can you all see my screen

>>Mike Franchini: yes

>>Meritxell Font: Perfect, well first of all I'd like to uh clarify what we're going to show is an executive summary but the full plan is available on the project website and CDTC has copies and as well as the city of Albany. Therefore, we have a brief presentation uh and where it is a structure, uh as shown in the slide. So first we are going to go um we are going to share the vision and goals of the plans, so setting the stage then we are going to show a brief summary of the existing conditions. Therefore, what are the key challenges that we saw doing that then we are going to explain what we did as the community engagement and we will continue with bicycle and pedestrian recommendations policies programs and procedures and finally the implementation considerations

so uh, we worked uh during that was a one year long project um and we work closely with the citizen advisory committee and the technical advisory committee so everything you see here was shared with them and agreed with them we started with defining as i said the vision of the plan so we agreed that more of Albany should be served by walking and biking networks that are welcoming intuitive and continuous walking biking and transit are viable transportation options that support the sustainable future streets feel safe and comfortable for all people who use them and finally uh sorry you need to move the images uh a culture of awareness and compassion supports everyone who uses Albany streets.

We also uh put a strong emphasis on equity, so we agreed with the agenda of the city of Albany in regards to equity so promoting safe walking and cycling also promotes equity. non-drivers include people with lower incomes who cannot afford the car, children young adults the elderly and people with disabilities. walking and biking promote much needed mobility options to these people and this plan aims to close gaps in walking and biking infrastructure where it would have the most equitable impact. the goals that we agreed for the plan are as follows

First one improve walking and biking networks so they are viable transportation options, second instant device elected officials, policy makers law enforcement officials and road rail designers to take responsibility for including walking and biking as part of the transportation

system third provide the shared awareness of and responsibility for street safety among all users of Albany streets fourth educate community members about the pleasures and concrete benefits that are that arise from incorporating walking and biking into their daily lives fifth prioritized walking and biking to create resiliency in Albany's transportation network and the last one delineate potential private and public funding sources for strong bicycle and pedestrian network

uh moving on to the key challenges that we discovered um during the existing conditions analysis so first I wanted to mention that uh ASAPs for this project uh we had Creighton Manning who led this part of the project and what we did for that first we reviewed existing plans existing projects and approved projects for the city and then we work with the GIS data set of the city as well what we saw so I'm going to have some maps to show you here so first we looked at how difficult it was to cross some segments of the streets of Albany and basically that's the news of crossing analysis that we did which is based on the number of lanes that people have to cross the traffic volumes and the speeds of the streets and how close uh the signalized intersection or a mid-block crossing with the median is

so what you see here so that the orange and red segments would be the ones that should be improved because these are launch segments that don't provide a safe place to cross for pedestrians we also looked at the sidewalk inventory and we saw that there were some areas without any sidewalk on the western part of the city uh again we looked at the crossings that were wide so there's a lot so some of the streets in Albany are really wide and they represent an issue for some of the users to cross we also looked at the 2009 bicycle master plan and we saw that uh some of the proposals were uh we call that were unsuitable for all ages and ability and we looked at the level of stress to come to this conclusion and the level of stress some of you may know but that's an indicator that looks like the presence of bike infrastructure the width of the bike infrastructure as well as the width of the street and the traffic volumes and the speeds of the volumes adjacent to the biking infrastructure if any um that's a level of stress so the higher it is the more stressful it is to be biking on the network

uh we also looked at the uh where were the key uh destinations and attractions and we saw that there were a lot of gaps especially connecting downtown with the western part of the city and last we looked at the crash data of the last five years um and we saw that cars are more likely to hit people walking and biking in areas with higher environmental justice uh sensitivity and I'll pass it to Alyson now

>>Alyson Fletcher: thanks, um like we had teamed with Creighton Manning on this we also had to help with being planning for doing the public engagement during this process so it is important in addition to this you know desktop analysis that we have been doing here understanding the user experience of everyone that lives these systems on a daily basis

therefore, we had many different means of reaching out to people especially given the circumstances of the pandemic this is a 12-month process the city also and CDTC assisted in going out of their way to have additional meetings to try to find different ways to reach people through

phone we had lots of online surveys we had an online web presence and we had a number of advisory meetings with the technical and the citizen committee as we went along we also hosted two quick build pilot projects on the street in the fall to have the chance for people to discover this as a drop in in person by seeing some examples of testing things before you build it on the street

um some of the things we also teased out through this next slide Meritxell, is just you know what are the key barriers to walking and biking so if we know what the challenges are through the analysis that we're doing you know what is the perceptual factors in the user experience, contributing to that, and how that shifts and prioritize how we are doing the design of the facilities that come through the infrastructure I will skip ahead a couple slides Meritxell um so then you will see in the plan there is a number of maps of our particular recommendations and one of our goals especially as it relates to the bike network is how to get a complete network for different users on different hierarchy of different types of streets

therefore, the yellow lines here are key facet of this plan, which is traffic calm to bike boulevards through the neighborhoods to connect residents

between where they live and other key areas in the city the blue lines are the protected bike infrastructure trying to get this wherever we could in the city in a complete network to invite that in more inclusive all ages and ability cycling throughout the city on the next slide we walk through some of you know the national trends and challenges and studies and analysis in terms of on the next slide who you know what is more inviting to people and what's also relating to this level of express stress and comfort in the experience of cycling and next slide um you know and then what are these facilities look like we wanted to provide a lot of concrete examples of how to envision you know what the standards could be for these different levels of infrastructure and how a different layer of network of these systems throughout Albany could fit into the streets

and two slides forward um there's also a number of different things about you know how to go about selection and prioritizing different types of facilities that they go on the street and next slide um then there's a section on the proposed pedestrian network you know there's an inventory of the city of where are sidewalks existing where are they missing you know is it on one side of the street or the other what are the volumes of those streets um and also what's possible for where to add them given the right-of-way constraints and so we've laid out some plans for how to enhance the network perspective to that

next slide there's also going to be some maps in there that speak to the ease of crossing the number of things in terms of what's the distance from curve to curve how many lanes are there how much volume is there and also what are just the standard best practices that should be integrated into the intersections to make sure that these are more predictable and safe for those people on foot going across these intersections

next slide and next um you'll see in this one there's also some considerations about you know proximity to transit stops and other things you know everyone's a pedestrian at the first leg of their trip relative to those and then we also looked at factors like traffic calming you know things that benefit everybody in terms of safety in the streets not just the people walking and biking but everybody getting around and an important thing of this on the next slide is that you know traffic calming features are also something can be very important you know a mix and match in terms of what's suitable for bike boulevards to invite the safer traveling on the side streets and these connected lower stress networks

next slides and um you know the infrastructure is not everything so there's also an outline of different policies and procedures and programs you know education and enforcement especially are a really big part of the picture of making sure the system works and is comprehensible

and usable and understandable for everyone and on the next slide there's some example programs like you know policies on speed we know that speed has an impact on the likelihood of whether you might survive a traffic incident or not and so you know what is what does the city of Albany want to do respective to that and on the next slide we also talk about you know Wayfinding programs you know if you have these bike lover networks you might have to wiggle from street to street and how to do that signage system on the street and what are the national standards for that and next slide

and then another thing is just tracking and metrics and you know assessing where you are you know this process gave us a litmus of where Albany has been in the past recent years with all of their planning efforts and where you are today but we also laid out some potential locations for collecting bike pad counts in the future so that you can get that understanding on a more regular basis of is the system supporting more activity is it shifting the routes that people are taking and so we set up a system for continuing that ongoing work and tracking the city's progress and lastly the last chapter of the report is about just various implementation considerations like i mentioned there's some project scoring

one of the things we're thinking about with the project scoring is you know how to get the goals and the values you know baked into what projects are happening when and if those shift based on you know is safety shifting are there equity measures in the city how can that relate to how it prioritizes how the money is spent and also what's feasible and implementable or where are the grants available for the projects themselves we also talk about how to align it with other processes and agency coordination and how to seek funding and what are the key factors in getting that in terms of timeline and the performance factors that are expected of those so that's it for our presentation hopefully we have some time for your questions thank you

>>Steve Iachetta: thank you Alyson and Meritxell. Any questions on this presentation on the bicycle pedestrian master plan for the city of Albany at this time about slide 27 had proposed bike lanes is there a goal to connect those it looks like there are a few concentrated areas that may not have been connected um and is there a comparative analysis section to see how Albany fairs with comparable um cities I'm familiar with Syracuse has dedicated green lanes they actually paint their asphalt green I'm not sure if that's a good idea or not but uh warrants discussion possible consideration any thoughts on that connecting bike lanes and uh green lanes for designating high school and uh any thought of uh skating also I'm an avid inline skater and that's great fitness activity that needs to be segregated from bicycles to some extent in some areas so anyway just trying to get a little discussion forward any other thoughts

>>Alyson Fletcher: yeah i definitely feel like there could be some branding to them the systems themselves you know to create some excitement around them like what you're talking about in Syracuse i think the national trend in terms of all the new mobility scooters in line skating you know skates are going off the shelves in the markets and stuff is that they tend to you occupy the bicycle infrastructure itself in most cities that tends to be where the practice has been heading um so that's discussed probably on a pretty minimal level in terms of how that's discussed in the report because we also didn't get very much feedback with respect to the demand or concerns about that during the process but um but yeah there's definitely still some key gaps in the network there's a couple dotted lines in the map about facility or alignment needs to be determined because there's some tricky trade-offs in a couple of particular segments we worked hard with CDTC and the city on working through those and some of it needs further analysis

>>Meritxell Font: and adding to that we paid attention to the connectivity piece so we mapped in the same map there's the trails network and we their color differently if they're paved or not but we tried like pretty hard like with a lot of back and forth uh to make sure that also the western part of the city which seems to be less connected with all the in all the modes right that could there was a way to get there uh despite the some of the difficult barriers especially road barriers that um represent for bicycle bicyclists and pedestrians but I think the branding and the Wayfinding should be a great a big piece of or outcome or a big recommendation for that because uh what we heard during the outreach the first meetings i remember from the citizen advisory committee is that some people suddenly they don't feel they walk somewhere not far from downtown and they don't know where to go or where's the safest path but for pedestrians and we heard that from people with some disabilities and i think that maybe the infrastructure is there but people don't know which routes they should be taking

>>Steve Iachetta: so is there consideration of the green uh painted pavement says Syracuse and maybe uh Manhattan where else i know it's done a few other places uh is that considered or not uh would you rely on only signage

>>Meritxell Font: no i mean some we in some places they paint the whole protected bike lane green but we were just discussing with Alyson before this meeting that this comes with a maintenance cost so maybe it's not needed to paint the hallway in green but especially when there's a moment at intersections where the bicyclists don't know where to link different bike infrastructure in different road segments it in these places we think it's important to paint or to put some kind of different pavement or some guidance for the bicyclists to know where they can or should link to the next segment. In addition, bike boxes so there is many recommendations bike boxes at intersections are recommended to be painted as well so that it is clear where the bicyclist can wait safely.

>>Steve Iachetta: there's DOT regulations on this is Scott Lewindon still in your main office bob do you know Scott Lewindon was a very avid or active bicycle uh-pedestrian advocate uh probably 10 15 years ago he probably retired um

>>Mike Franchini: he has retired Steve

>>Steve Iachetta: um DOT signage what is it bicycle emblems or what is the dot regulation bob any thoughts on that for bike lanes

>>Bob Rice: i mean it's pretty broad subject matter Steve depending on whether it's a shared lane you know you know from share of the road type things through two separate facilities and of which intersecting with the road becomes you know literally another uh intersection that you know each one rather needs its own uh treatment style but with the advent of the solar panels has somewhat really changed the game in terms of warning devices though of the cost relative a lot of times warning signs you had to get power to the site and that was a big problem but now uh with solar charges going well I think it is opened up the toolbox of uh being creative in terms of safety improvements and signing

>>Steve Iachetta: you are positive thank you for that um so is this a 20 or a 30-year forward-looking master plan what is the time horizon looking forward Meritxell stroll or Alyson

>>Meritxell Font: i would say normally it's a 10-year it should be revised frequently so what we recommended with the metrics in the Recommendations is some of the some things make sense to review them annually right uh the last plan here was 2009 so i would say in 10 years this should be like looked more in detail but maybe Carrie and Zack don't share this opinion so let me know what was the plan for the city

Steve Iachetta: thank you any other thoughts

>>Liz Kormos: I had a question what's your thoughts we just started a pedestrian and bicycle uh study in the village of Ballston Spa much smaller mile and a half across we have a lot of gaps in our sidewalks you know ends the streets no sidewalks corners etc. um given that putting in a bike lane is a lot less expensive than putting in sidewalks what's your thoughts on you know in the interim until you can get the funding to fill in the gaps on the sidewalk of people using the bike lanes for walking what's you know what's your feeling on that

>>Alyson Fletcher: I think there has been some experimentation on this front on how to transform shoulders uh with some bollards um playing around with markings but a lot of this is in flux now there is a commenting process on through the NUCTD on the MUTCD Manual on what's going to be allowed in it but there's definitely still a lot of cities across the country you know testing things out and experimenting with like wider shoulders that have bipped markings and ballers in them but it you know it may not fit your context but it has to be worked through

>>Meritxell Font: Also, you would move forward with an uh multi-use stone we recommend a width of at least 10 feet if available because if not i mean depending on the volumes of pedestrians and bicyclists right but five feet it is the minimum for pedestrians if you add bicyclists then we recommend a minimum width of 10 foot

>>Liz Kormos: okay thank you

>>Steve Iachetta: any other thoughts it's about 10 10 o'clock now we want to move into uh action items any final closing remarks ready to move forward thank you for your excellent presentation item four on our agenda is a running story on fiscal constraints tip summary table four has been evolving um showing balance between the current year and out to 20 22 23 we stay within generally five percent either side Michael's going to lead us on this continuing discussion and refer to table four latest up-to-date versions at the mpo.org website there it is on the screen so you are ready Michael what is that

>>Mike Franchini: sorry I don't mute myself uh yes so this is really meant for uh information purposes you know so that uh everybody understands before any of the tip amendments that we are fiscally constrained uh under this under the guidelines um the only issue that we have right now is the third year but again we this is the same as the last month the third year will be the first year in the new TIP update so that'll be changed or should be changed when the TIP update starts so we are fiscally constrained so that everybody knows uh before we uh before we go into any of the TIP amendments

>>Steve Iachetta: thank you Michael any questions on the overview table four hearing none we will move forward is that right Michael uh item five, are we ready? okay item five is our Tip program proposed amendments are we doing this in order A B and uh I think we've got time there was a request for a revised agenda but i think we're holding the 5a review at this time Sandblay count hamlet sidewalk enhancements

>>Mike Franchini: yeah just Steve just really quick I want to talk just briefly about one project that is in the package uh when it comes to the a change in the uh TIP amendment that was approved by project selection by the sponsor and CDTC we've been you know we it's our practice to make sure the Planning Committee knows uh about these tip amendments that do not need planning committee action uh so what I put on the screen I think you have is the information in your packet about tip project number r340 this was a project in rensselaer county basically Rensselaer East Greenbush and DOT decide to expand the scope of the project and they're using mitigation fees to expand the scope of the project so this is only for information purposes but again it's our practice to make sure that members know about all these changes to the TIP. Thank you

>>Steve Iachetta: thank you Michael are there any questions on this uh informational item rensselaer 340 is state pin 1089.79 intersection of us four and i-90 safety improvements using mitigation fees it's a busy area seems go once going twice we'll move forward to the item 5a principle 310 state pin 1760.34 is the sand lake hamlet sidewalk enhancements also in the advanced agenda is supervisor Nancy Perry on the line a brief overview thank you

>>Monica Ryan: the planning coordinator Monica Ryan for sand lake is on Nancy Perry is not

>>Steve Iachetta: uh Monica Ryan please take go with a summary overview for our members thank you

>>Monica Ryan: uh sure so we have um been in the design phase of this project um and back in uh 2016 uh let's see 2018 we did find ourselves with some fiscal constraints and had requested a scaled back project that included maintaining our sidewalk construction pro design and construction project in the hamlet of sand lake the repair project for our sidewalk system in west sand lake and then um um and then only design well actually we weren't even sure but potentially just design um all of this um uh and then um removal of a project in our third hamlet of Averill park due to some fiscal constraints over the course of design we ended up completing the design of our multi-use path which was one of the projects we did not feel we would be able to construct and at the same time we were working with dot on some of the repair work and curbing that was needed for these projects is all on state roads route 66 and 43. everything all of the improvements we were doing are on both of those state highways

so in partnership with d.o.t they identified that they would help with the repairs in west sand lake uh curbing and other identified um uh repair work for that part of the project which um the town had originally assumed we would be partnering with d.o.t not sure where that would end up but that we would actually be paying for a good portion of that um uh in as part of this project and in our match um in the end um uh we are able to get a lot of that repair work dot is going to be funding that we did the design we paid for the design as part of this project but they are 100 funding the repairs to the system in west sand lake um and as a result, we um wanted to re-look at you that

funding for the multi-use trail path on 43 which was originally funded as part of this project um and we had done the design portion for um we are able to build um uh with the amendments we have requested we would be able to build um 1400 feet I am sorry uh yes 1400 feet of that multi-use path um due to the shifts and how things are being paid for in west sand lake and putting that piece back in with just a 74,000 increase in our TIP

um we had originally I think requested 800 feet of multi-use path um we are now building um a park network of trails um in on a piece of land in our um just um nature trails in Averill park and working to try to get more walkability in Averill park in other ways um by extending the multi-use path another um number of feet we get to almost the entrance to where those pathways start and it would connect up to that system which wasn't even um it's been an entirely volunteer effort and we didn't even foresee that when we proposed this originally that if we extended the path a few hundred feet we'd be at the point of connecting these two things

so with the addition of seventy four thousand dollars we can we can get the multi-use path built and connected to a point where we could connect to a trail system that we're we have uh been working on a volunteer level in the hamlet of April park and ultimately be able to do something for that hamlet that otherwise wasn't going to happen as part of this project due to other town fiscal constraints um so there's a lot here a lot of a lot of little parts that needed to be shifted but ultimately that's what we're trying to do and I have Creighton manning hopefully on the on the call too if um or on the meeting too if um if we have really technical questions

>>Steve Iachetta: thank you Monica good overview um so the impact on our TIP is uh is it 82,000 um is that correct sheriff I'm reading this right does not need to go to the policy board uh but it's a minor issue on um so it's planning committee vote on this uh as a scope change for addition of the multi-use path um any other questions for Monica at this time before we vote

>>Andrew Kreshik: yeah one uh Andrew Kreshik city of Troy just wondering Monica you had mentioned that there's still a little gap uh for connectivity what's the hurdle there and would it be a good time to include that as part of this project

>>Monica Ryan: actually there's not it's not there's not really a gap we can we have to cross what we will have to cross um the road and um we can we are pretty much at a point where there is no gap we there's a ditching starts on 43 a fairly big ditching project uh or ditching situation um so we've carried the multi-use path up to that point because after that you'd have to enclose ditches and do a bunch of things but it works out that um we are we're working with the property owner across the street to secure an easement so that we can get as close as possible to that point with our cross into the um town trail network if we cannot get that easement we can run the town trail a little farther east um where we do have actual town access

um it is just creating a more of a boardwalk scenario and more trail than we actually need so we are hoping to just, be able to efficiently cross um in where the trail at where the trail network ends but either way I think we'll be able to get the cross it's just a matter of we will have to have um a crossing of a 43 either way to get over there but um I think we'll be in good shape on and won't have a gap ultimately um

>>Andrew Kreshik: thank you

>>Steve Iachetta: any other questions uh schedule on this you reference a scheduled change to the construction phase can you clarify that briefly

>>Monica Ryan: sure yeah we um last year last September um we were asked to um to um obligate by um CDTC to dot to obligate push this forward um into 2122 for construction um we're actually ready to go and would really like to get this project done in 2021 um so we'd like to go back to our original schedule um instead of instead of pushing it into 2122 which was requested so we're just ready to go and we'd like to mean everyone's kind of chopping out the bit so if possible we'd like to put this back in this fiscal year

>>Steve Iachetta: take advantage of good weather any other questions or comments before we vote on this entertain emotion ocean who's that Joe

>>Andrew Kreshik: Andrew

>>Steve Iachetta: Andrew thank you Andrew second bye

>>Bob Rice: Steve I will second

>>Steve Iachetta: all right thank you bob all right all in favor please say aye or raise your hand

AYE

>>Steve Iachetta: any abstaining or opposed please speak up make sure you're on mute going once going twice item 5a is hereby adopted by the planning committee thank you very much Monica and all yeah thank you all right item 5b Chris Wallen will present on the uh Schenectady 242 state pin 1760.42 Broadway uh 1207 miles south of weber street to 4th street mill and Phil enclosed this was in our advanced agenda Chris you're ready to present

>>Chris Wallin: i am ready can you hear me

>>Steve Iachetta: yes thank you

>>Chris Wallin: no problem so this is a pavement preservation project paid for STP urban it was a standard tip project not a set-aside such as some others we are at the stage of PSE we have our final design uh ADP approved by the state however when we went through our final estimate for a uh sorry I just heard somebody talking um there was a discrepancy in the amount I sat down with our consultant MJ Engineering and we reviewed the discrepancies going through um a couple of factors that we point out in here are um both that the timing of this with asphalt prices uh last year would have been a better year this year not so much with materials as well as the city wanting to do signal improvements on the corridor we have done signal improvements such as these in the past uh on our Broadway and Gunderland

pavement preservation project on that project the city also put up a city share um you know I've been moving forward under the mark Kennedy guys that the municipalities are responsible for costs of upgrading signal equipment that is inherent to making the signals work and accepting the pedestrian accommodation such as push buttons and pet heads

so I asked MJ to break out those costs they broke out those costs and uh came that the city needs approximately I believe it was 175,000 in local share money to um upgrade our existing signals to accept the new pedestrian accommodations um so i did put that in there as a city share um this is also similar to what's going on with our PSAT project where uh we're doing some uh local share on that as well with regards to pedestrian infrastructure and then um there is a lot of curb ramps since it's an uh urban location that needed to be upgraded so at every one of those where there's a curb ramp that's deficient we need to upgrade it so this is um to add necessary funding to complete the project in my level to the to the peak ability so that we get the best product at the end of the day and it's not just a mil and Phil project but a project that really enhances the corridor for the better of uh pedestrians and motorists Steve are you talking

>>Steve Iachetta: sorry thank you thank you Chris I got to remember that mute button um uh add a little levity is Broadway the side of the historic Erie Canal is that the rate

Chris Wallin: Broadway is not the site of the canal I mean Erie boulevard Broadway's areas of canal Broadway is uh adjacent to it for a portion but it is a main corridor is actually probably one of the only corridor uh into the Rotterdam area um you know whereas we have state union not they uh we have many corridors that connect along what's essentially almost the BRT red line um the Broadway corridor is alone uh in connecting Rotterdam and the southwestern portion of the state to the city so it's an it's an important corridor and one that has seen a large increase in in traffic over the years

>>Steve Iachetta: thank you for clarifying the context appreciate that any other questions before we vote on this item 5b it's uh 271 000 is that right fiscal constraint increase 271 000 so it's scope change signal replacement local expense is noted in the outline summary

>>Chris Wallin: no scope change Steve

>>Steve Iachetta: item 5b should be corrected Michael okay got it so this does not go to the policy board and our decision will be the final determinant um any other comments before we vote discussion hearing none um may i request the motion at this time anyone want to move it

>>Steve Feeney: I will move it Steve, Steve Feeney

>>Steve Iachetta: thank you Steve and second bye

>>Bob Rice: I will second again

>>Steve Iachetta: Thank you, Bob well in favor please say aye or raise your hand Aye

AYE

>>Chris Wallin: thank you

>>Steve Iachetta: any abstaining or opposed at this time be sure to unmute going once going twice hearing one item 5b is hereby adopted thank you thank you Chris thank you all and moving forward in our agenda we're up to item six freight planning project selection Michael and Chris Bauer can open up our discussion on item six freight

>>Chris Bauer: hi Steve good morning this is Chris Bauer um I'll handle this part um and it looks like mike already shared the screen so thank you so uh real brief here we have some funding available to undertake one consultant-led freight planning project this year and so to help select a project we developed an online survey where we asked respondents to rank six free planning initiatives those initiatives were from um our regional freight plan and also things that have come up over the past few years from our freight advisory committee so we sent that survey out to the freight advisory committee and also discussed it at your uh February planning committee meeting compiled the results for the February freight advisory committee meeting had a good discussion about it and narrowed the list down to two projects for your consideration

and I'll briefly describe those the first is a regional truck parking survey this was survey ranked number one where we would inventory truck parking supply and demand look at the factors affecting truck parking develop a truck parking tool kit and make recommendations to improve truck parking in the region uh truck parking for those of you who participate on the freight advisory committee know this is a top issue uh regionally for our freight advisory committee and also nationally just about every level the second is local delivery optimization this was survey rank number two in this in this project we would research and identify policies and actions that municipalities can take to support efficient goods deliveries particularly in dense urban areas this again as you know has become more of an issue with increased local deliveries during the Covid 19 pandemic what we're asking the committee to do today is to select one of these two freight planning initiatives that we will then begin scope development and uh begin the process on what will probably be about a plus or minus 12 month process once we get going and uh it's kind of a brief overview and I'd be happy to answer any questions you have about the uh the projects or the process

>>Steve Iachetta: thank you Chris um so discussion on these recommendations

>>Liz Kormos: um I would think that local delivery would be now a hot topic because of the you know pandemic increase the volume of goods being transported that very just a thought

>>Andrew Kreshik: Andrew Kreshik they are both very good recommendations uh i feel compelled to defer to the survey rank number one just because it is the survey rank number one

>>Steve Iachetta: sorry there is construction here at the airport overhead I am on the third floor of the terminal they are putting in some conduit
any additional discussion before we vote to confirm the I guess regional truck parking study as the ranked recommendation or is there further discussion

Mr. speaker I too would voice my support on that regional truck parking study

>>Steve Iachetta: very good are we ready to vote on this recommendation or further discussion anyone uh

>>Sean Maguire: Steve I would like to make a motion to move forward the recommendation for the regional truck parking study

>>Steve Iachetta: thank you Sean and a second bye Andrew and all in favor please say aye or raise your hand AYE

AYE

>>Steve Iachetta: and any abstaining or opposed to the recommendation please speak up I am standing or opposed going once going twice recommendation carries thank you very much Michael Chris and team okay so that's fake planning item seven is next TIP application and evaluation update and sandy and Jen can guide us on a freedom seven sandy are you ready

>>Sandy Misiewicz: sure morning everyone starting my video um so we provided the update in your packet on the overall process um and where things are at with our TIP evaluation update um I'm going to I'm going to pass it to Jen first because today we wanted to focus on the merit score sheet proposals um so Jen if you want to walk through that and we'll discuss that and then we can come back to the other items

>>Jen Ceponis: sure okay Mike so if you want to share your screen and then I'll just narrate and ask you to move a slide Forward everyone has a copy of the recommendations so electronically and so if you want to follow along I'm not going to go through every single recommendation but just kind of provide an overview of how we came up with our recommendations and what kind of the major recommendations are so um you can go the next slide mike why update the tip score sheet um we've adopted a update an updated long range plan in September 2020 we updated new visions 2050 and the tip is one of the ways that we implement the major goals investment principles and policies outlined in the plan next slide

and many of you are familiar with this score sheet but if you're not um what goes into the score sheet are there are 11 categories each category is evaluated based on the proposed project's ability to help achieve a goal within a specific mode a program or new visions performance measure it's a qualitative evaluation of proposed transportation projects the qualitative score is scaled and combined with the benefit cost ratio to determine its final project score and project scores are a tool to assist in prioritizing and ranking projects and programming the TIP but they're not the end-all be-all of how a project gets on the tip next slide

okay so um what changes are we recommending next slide we staff conducted a sensitivity analysis we chose a sample of projects from previous Tips we compared them we compared their scores and then we went back and changed some different elements of a pro of projects like um you know made something beyond preservation instead of preservation added a bike lane took away a bike lane added ADA ramps different you know small elements within a project to see how that affected the score and which categories may be more affected than others so we based on that um and discussion with staff based on feedback you know we've received from previous tip updates we went back and we went through this score sheet and we updated the format to create more consistency with how points are assigned and language

we did not add or eliminate any categories but some you'll see here look slightly renamed like accessibility we removed ADA because really the objective is to assess how projects go above and beyond the ADA we reduced redundant wording and duplication we updated language to reflect current best practices markings and designs current technologies and updated planning documents so we wanted to update language to reflect planning documents like new visions 2050 like the local road safety action plan and other plans that have been adopted since the last tip update, we also provide references to the state and our federal laws and programs that the criteria were inspired by next slide

therefore, we think that the recommendations make the score sheet more consistent with our regional vision so they reflect the new visions planning and investment principles we have updated the big ticket initiatives based on the most recent plan and then we also updated the key regional priorities based on the more recent capital region economic development council report next slide and also consistent with federal and state priorities like the new york state smart growth law the complete streets policy NYSDOT green lights program the climate leadership and community protection act and federal highways alternative fuel corridors program next slide so if you um open up to questions and discussion if you are reviewing it you can definitely send any comments to mike and he'll share it with staff and we can continue to work on and discuss this Sandy I don't know if you have anything else you wanted for that

>>Sandy Misiewicz: nope that was great Jen thanks um the score sheet is I believe in your packet as well as posted on CDTC's planning committee website so if you want to look at the details of what was proposed for changing and again this is draft it is open for discussion we will be coming back to you in the month of July with a revision um to rather go through and hopefully approve at that time

>>Andrew Kreshik: sandy uh Andrew crusher is there a blur Jen spoke on you know a bit more of the focus but where the score actually changes in the in the draft will there be notation as to why or what the decision was to do that whether to increase or decrease or

>>Sandy Misiewicz: I am not sure I understand your question are you saying you know in the context of scoring a project if we are giving a negative score

>>Andrew Kreshik: no um so like uh for example under other environmental health benefits um where the first line item is project includes and there's a lot of editing to it the score had been one or two but the suggestion is to just make it two points so where this actual score changes um is there going to be comments on what the thought was in making that score change

>>Sandy Misiewicz: um i think you know what correct me if I'm wrong Jen the idea between behind or better organizing the scoring was so that a point value wasn't a one or a two that it was very clear to you folks um and to anyone else that a two would be based on whatever that criteria was and then a one would be based on whatever that criteria was um so the idea was to eliminate that sort of that subjectivity between what is a one and one is a two is that right Jen

>>Jen Ceponis: Yes, it was to make it clearer that you know this is the criteria for two points this is the criteria for one point

>>Sandy Misiewicz: right

>>Andrew Kreshik: okay and so the only place where that would exist and it is defined differently is under economic development where you would have a tier structure of zero one or two based upon the project elements

>>Jen Ceponis: Um actually, we should change that to two points for the following um maybe we can go I can go back and revisit that and make sure that's correct

>>Sandy Misiewicz: um and if it's helpful Andrew we can post the existing merit score sheet on the planning committee page so that you can just compare what it was to what we are proposing just in case it is not entirely clear to you

>>Andrew Kreshik: okay thank you

>>Mike Franchini: sure yeah we can do that and the other the other issue is with the scores is the total category score and sub-categories course they did not change uh the criteria may have changed but the total did not

>>Sandy Misiewicz: correct

>>Steve Iachetta: okay so this is still open for committee input um and we'll bring it up again at our next meeting may 5th so this is a running story that we can revisit for further discussion and review and you also noted its guidance nothing concrete

>>Bob Rice: Steve is it this bob here okay DOT will be providing you know some written comments so do not want to belabor them here but I still um when we get to project selection it still fundamentally comes down to preservation versus broader scope type projects and I'm still not sure that the scoring criteria help flush that out anymore the way that they currently are you know elements like uh user volumes of the facility or asset condition of the facility just uh the preservation piece seems to be worth more than five points so I will provide more comments but I still at least from the preservation program perspective uh I hope there's some more discussion to be had that's all thanks

>>Mike Franchini: yeah Bob definitely we want to have a separate meeting with the DOT to kind of flush out some of the preservation issues uh especially maybe defining what is preservation uh say for a uh for say an overlay project and things like that so we'll be contacting you and we'll talk to you know talk to you separately in a different in a separate meeting

>>Bob Rice: Yep now, we appreciate that Mike thanks

>>Steve Iachetta: keeping the committee right up to speed with all discussions on this so important for uh safety and capacity for our region any further discussion from members on the project evaluation update uh-just clarifications what i see some evolution I think its progress any other comments okay we can move forward uh capital coexist traffic safety ambassador mini grant program is next item eight on the agenda and Jen Ceponis will give us an overview

>>Jen Ceponis: sure so this year we announced the sixth round of capital coexist traffic safety ambassador grants or a program that we call the mini grants well we actually really we announced it in December 2020 so not quite this year but they were due this year we did expand the program to address problematic traffic safety trends based on the local road safety action plan so sandy and i worked together to make sure that the language and the solicitation for new grant applications uh was more broad and included more types of safety programs and projects just like in previous years the program makes up to five thousand dollars available to local governments first responders non-profits and other organizations for traffic safety education and outreach and we assembled an evaluation committee that consisted of CDTC staff the new york state department of transportation and the new york state department of health and the governor's traffic safety commission

and we reviewed seven project proposals um the requests came in just over twenty one thousand dollars and we did all of them were um eligible and consistent with the goals of the program so we approved funding for all of them there was an asterisk um next to the Albany bicycle coalition just because they had to um to their approval was pending some minor scope change and they were able to accommodate that request the second page of the handout shows uh projects from 2020 that were not able to be implemented because of the pandemic and the new york state on pause guidelines and regulations so these are being rolled over from last year and implemented this year

>>Steve Iachetta: thank you Jen any questions on this mini grant program worthy comments discussion okay thank you Jen ready to move forward item nine is 2021 community planning technical assistance program solicitation so this is a new opportunity sandy and Mark Castiglione on the community planning tap whose first Sandy

>>Sandy Misiewicz: sure I can kick it off um so we wanted to bring um to your attention that we are reopening the technical assistance program for the 2021-2022 fiscal year um the guidelines are in the uh actually they're just now on your on your screens um the only the only minor change really um is uh we added in a sample um commitment letter uh to help sponsors in applying for the project but all the basic criteria remain the same uh we still uh left just for reference last year we funded eight projects ranging from comprehensive planning assistance to corridor safety analyses to uh development of EV parking um guidelines for local zoning so there's been a wide range of activities undertaken in the technical assistance program um we are going to continue the rolling solicitation this year

um so we will be accepting applications until funding runs out through the beginning of December um that's also to account for the pandemic and i think to also give communities some flexibility as things come up um in in the uh where they might need some help on a planning topic uh that there's a resource available to them uh so you know we are bringing this um for discussion if there's any questions or comments

about it let me know um otherwise we will be making this um available to everyone at the end of the week and if mark has anything to add feel free

>>Mark Castiglione: well thank you Sandy for doing the update to the program guidelines it has been a successful program this is we are going to be entering our fourth year of offering the program we have a number of really good projects under our belt thus far i think we're hitting the program goals of reaching communities that need some capacity assistance and also helping communities with a little extra assistance that they would need to advance a project or program that they want to start diving into now that we have a sort of depth and breadth of projects that we've been working on and diversity of projects i think we've really are much better dialed in now in terms of program delivery and being able to satisfy you know the program timelines

and you know what the clients need in terms of their you know project scope and other things the effort you know just as a snapshot sandy mentioned eight projects this year and I took a look at some of the budget numbers from what CDRPC's staff effort involved this past year so we're looking at just from CDTC's CDRPC's perspective um around fifty thousand dollars in total staff effort um that we've contributed supported with UPWP funding uh matched with CDRPC funding this is just our side so it's a significant annual contribution that we're giving back to communities and providing direct technical assistance so i think in that regards it been a successful program and we appreciate the planet committee's continued support of it

>>Steve Iachetta: excellent thank you sandy thank you mark a great cooperative collaborative opportunity to advance our program region-wide any questions for mark or sandy at this time rolling solicitation is user friendly looking forward to the CDTC project delivery update with Jacob Beeman Jacob are you ready

>>Jacob Beeman: I am can you hear me all right

>>Steve Iachetta: yes thank you

>>Jacob Beeman: thanks um so we have a few uh project updates from our monthly consultant updates that we receive first is the town of Clifton Park pedestrian safety action plan had construction obligated in February next we have the city of Schenectady Francis Avenue over i-890 project with design approval granted back in January and a few projects in the city of rensselaer uh the pedestrian safety action plan uh leading was held in February and uh city of rensselaer third avenue pavement rehabilitation project had uh PSNE submitted uh also in February and the city of Rensselaer South street bridge replacement project had right-of-way incidentals obligated also in February finally we have the Schenectady county project not street and ball town road intersection safety improvements with PSNE submitted in march

so that's kind of a the wrap up of our updates since we last met um for next month I'll be reaching out to sponsors uh we'll have four different sponsors uh this month and instead of the typical three sponsors that I reach out to the town of colony town of Edinburgh village of scotia and town of Clifton park so keep an eye out for those emails from me and I'll be just asking for updates on all of your active tip projects that you have right now um also wanted to note that we uh mike is showing the our federal aid project tracking sheet that we always post online with meeting materials we did a kind of a tweak the formatting of it a little bit if you want to scroll down Mike to the bottom basically what we did was uh this month we if you scroll back up just to where it says CDTA TIP project tracking sheet

so this month we received our updates uh our annual updates from CDTA and in doing that uh we decided to kind of reformat the information that we include with CDTA projects because for the most part they are a little bit different than our kind of uh more road and bridge based projects that we deal with on the tip so you'll see we just kind of reformatted uh the CDTA portion a little bit pulled all the CDTA projects to the bottom of the tracking sheet and include kind of a language description of each project on the right-hand side instead of the typical kind of uh date of obligation updates that we see with our other projects

so just wanted to point that out and of course as always encourage everyone to take a look at that spreadsheet and provide us with any updates on your individual projects you know even in between uh our monthly updates that we may be reaching out to you for so with that i think do we have ross or someone from CDTA on the line uh to give an update on the Washington Western BRT project

>>Ross Farrell: uh yep thanks Jacob um well thanks to you and uh Melissa Shanley our grants manager for putting this together because as uh Jacob was saying really our projects don't necessarily fit the same format as many of the local municipalities um and just so you know any anything that has any sort of federal uh money attached to it obviously has to be put on a tip so there's a number of different projects there but I'm going to now uh share my screen and give a as best as I can brief update on the Washington Western BRT which is um you know the largest project on that uh on that sheet so just one second here all right can everybody see map

>>Mike Franchini: yes

>>Ross Farrell: all right all right so this is the uh the purple line uh as it exists today um this has been built in phases and that's what I'm going to go into uh now which is um the final phase is really what is going to happen next but i want to go through everything that has happened over the years um so the first thing I'm going to go through is all of the site work that has been incrementally built uh throughout the years the first set of site work that existed is where the purple line and the red line overlap so if you look down at the corner can you see my cursor hopefully

all right, so down here uh are all the stations with the site work has already been constructed because it was constructed back when we built um the red line and when i say site work anytime we do a BRT station it's the cost really isn't the actual shelter uh and the pylon which is sort of the totem that's next to it um the real cost comes in the infrastructure and that's mostly pedestrian infrastructure and improvements whether that's redoing sidewalks adding traffic calming elements uh pedestrian push buttons things like that other signal types of upgrades so that occurred uh for the purple line uh back when the when the red line was built on the next and as you can see next to it I'm trying to put all of the different funding partners or funding sources that went to each one of these phases um it's not exhaustive but really these are the main partners

so the next is the elements that were uh built in advance of the purple line but had benefits to uh the existing local bus service um a lot of this came down to you know opportunities that presented themselves with partners for example Suny polytechnic who wanted to have access to our bus service but at that point we didn't have any safe location to locate stops so luckily on that project Suny polytechnic actually built us cutouts and pedestrian crossing of fuller road other examples include across gates commons and Crossgates mall which again improved service for pyramid companies who contributed to those projects and the largest which was funded partially from uh the HSIP and the BRT set-aside was the improvements we did at our lark library station which was basically a three block um improvement of the intersections around uh lark and Washington

you can go today and see and obviously has a huge uh improvement for pedestrians but for our bus services as well next in in orange are the things that were built uh really over the last about year and a half which were funded from uh the tap program as well as our BRT set-aside as well as contributions from UAlbany uh and obviously as every time I say the funding partners I put CDTA first I don't want to not say that CDTA funded these projects we obviously did um but these are all of the different sources that came together um these are two projects that uh one benefits the local bus service today which is the Albany downtown campus we did a number of different uh improvements to allow all of our services to consolidate at Thurlow Terrace on western avenue and if you go there today we put in the center median bus cutouts uh really a huge improvement for the pedestrian environment

and also place making if you go to that station right now the station obviously isn't off the shelter itself but the station the site work is all there and you can see that improvement it's really a great example of what CDTA does when we put in a BRT station next is at Harriman west e-tech so the new expansion of UAlbany onto the Harambee campus we in partnership with UAlbany and office of general services traffic on that roadway eventually there will be traffic signals up there uh and also bus only today there's bus only roadways on that allow our buses to go from the Harriman campus into the university at Albany those don't exist and aren't operating today because e-tech isn't open but they will be at the we hope by the end of this year

and lastly is the rest of the project which isn't just site work that's the key part if you look at the very bottom um this is real really what makes BRT VRT which is you have to buy the BRT buses so there's a purple and silver buses that are going to be all articulated um we're doing an expansion of our Albany garage which has started uh already today to house all of those buses this is probably the this is the largest uh expansion to one of our facilities in CDTA's history which is funny because that what just wrapped up was the expansion of the Troy garage which uh was needed to house the blue line buses um there's also the actual shelters themselves so everywhere that was previously uh built site workwise now needs the actual BRT purple and silver shelters placed on top um and uh lastly is transit signal priority that's actually something I should have talked about during let's call it the green phase

in 2015-2018 the city of Albany upgraded uh all of its traffic signals on Washington and western avenue a huge benefit for us is the fact that now all we have to do is add the TSP equipment on the blue line for example we would actually have to go in and just redo we redid in the city of Albany alone I think about uh eight nine or ten traffic signals where we fully replace them and put in new signals what's great about the purple line is the city of Albany had already done that on Washington western avenue so all we have to do is add in TSP now the rest of the project areas um if you can see the cursor here this is actually our headquarters at uh 110 water valley avenue that's going to be expanded that's the Albany garage

uh these are the different stations on western avenue that are going to have improvements these larger circles here um are where we're building a bus way uh from essentially Fuller Road uh to uh to Breviter that will connect in and out to the Harriman uh west e-tech campus uh the new Albany portion of the bus way is out to bid now uh and at some point as Jeremy smith had done in the past with the construction of the blue line for the river corridor BRT once this is up and going we'll probably have a presentation from him on that we'll also have improvements to the Crossgates small road this is to get our buses from Crossgates smalls station out to uh to the line and be able to work through that area as well that includes a traffic signal at uh or sorry a traffic circle at the uh fuller road alternate exit where it hits cross gate small road um

so there's a lot here I'm just supposed to give one quick update of one project um but I'm happy to ask any questions I can do a more in-depth uh presentation uh in the future uh if needed uh the key part is the final phase is being funded by small starts and we're in the final steps of getting a signed grant agreement the funding has been awarded but you need to cross the t's and dot the i's before you officially receive the funding and we are, hoping that will occur in the coming months um so with that is there any questions about the purple line

>>Steve lachetta: excellent overview thank you ross so any further discussion i presume ridership's coming back presently and

>>Ross Farrell: slowly yep

>>Steve lachetta: good uh we will come to that in our status of planning later anything else on the uh-purple line the red line is a great Success as BRT it's our alternate to uh light rail right there's no further discussion we can move forward to the d.o.t project delivery schedule next that'll be item 11 on our agenda here's the Greg are you ready to give us an overview on dot delivery thank you

>>Bob Rice: bring it up on the screen

>>Steve lachetta: thank you

>>Greg Wichser: yeah thanks mike so really uh you know last planning committee we shared the draft version of the rd. commitment list that you know we have to uh focus on every year and uh this this represents the final um combination of state and local let lists uh within the CDTC area uh one thing to know is it's an it's a robust local let program this year uh there's I think I'll tell you 22 projects uh local let projects this year so it's uh it's going to be a very busy very busy season so uh and we appreciate everyone moving their projects forward uh this was done in a lot of coordination with everybody and we appreciate the multiple requests to verify your dates and costs but uh that's the long and the short of it um are there any questions for me on what's here

>>Bob Rice: you know Greg I think I'd just like to ask our ad for emphasis uh I know it previously we'd talk about red lights green lights that sort of review of this and that was sort of a department sort of initiative but this list now is a much wider distribution uh even particularly to the to the chamber in the governor's office uh a renewed emphasis on delivery and you know I think that's why I appreciate the input

I know we have gone back and forth with this draft list a number of times if uh if they were not comfortable with the cost or schedule but as Greg said, I mean we do have a pretty robust uh-local program for this upcoming year

>>Steve Iachetta: any other questions seven on the DOT list and how many on the local let's see its two four six eight ten twelve bucks 22 local projects with the dates of leading and total construction can we add this to our Planning Committee website Michael it's an excellent intelligence

>>Greg Wichser: yeah i mean it'll certainly be in the in the minutes of this meeting

>>Steve Iachetta: okay

>>Mike Franchini: and we will add it to the website also

>>Steve Iachetta: great yeah it is robust any other questions or comments for uh dot thank you bob and Greg

>>Greg Wichser: now you bet

>>Steve Iachetta: thank you all right moving forward I guess if we're ready that was item 11 now 12 is status of CDTC planning activities which is our staff reports uh we've got five staff ready to report and Jacob is up first on the Ballston Spa bike pad master plan Jacob

>>Jacob Beeman: thanks Steve um so projects moving forward um last week we held our second study advisory committee on April 1st uh held that virtually to discuss our existing conditions report and go over kind of options for our first round of public involvement that's going to be coming up uh in a month or two we then had our study area field walk with masks and social distancing but a group of our study advisory committee members actually got out into the study area and walked the streets of the village of Ballston Spa to kind of gain some insight onto some problem areas and some areas of opportunity that we might be able to work into the project right now the consultant team is our the study advisory committee is working on reviewing the draft existing conditions report and the consultant team is preparing as I mentioned for that first round of public involvement uh likely going to take place sometime in May uh

public involvement is going to be kind of a series of three different uh study advisor study focus groups um we're still trying to work out how we want to target those whether it's going to be by location in the village or by a specific kind of community member type so we're working through that right now but then uh there'll be kind of a fourth and final wrap-up public meeting that we're hoping to try to integrate into some type of outdoor village event uh that'll really go over kind of the first part of the project um and convey to the public are our first assessment of existing conditions and ideas on potential recommendations um so project is moving forward um I'm going to post a link to the project website in the chat um if anybody would like to check that out so that's in the chat if you want to take a look and that's all I have for the Ballston Spa hey study

>>Steve Iachetta: you Jacob any questions you can move forward to 12b is the minions land use regulations update Rima will guide us on this. Rima are you ready

>>Rima Shamieh: sorry just took me a minute to figure out how to unmute myself sorry about that yeah so um the contact has been executed the technical advisory committee has met with um chasing companies um uh who is uh um the consulting team that we that was chosen um and we're currently in process of scheduling the steering the study advisory committee meeting kickoff um yeah some of the things that we're working on right now is the putting together the public participation plan for the project and looks like we're going to be developing a sort of um you know do-it-yourself field visit um so we don't have a big group together uh because of Covid but we're going to do it sort of on our own with some guided materials and a questionnaire so we can get that feedback that information engagement from the steering committee members and that's all I got

>>Steve Iachetta: thank you Rima any questions on them and land use regulations um that's an important update and uh next time the uh 12c agenda is scotia downtown connections plan and Andrew will guide us on this

>>Andrew Tracy: yes good afternoon everybody good morning the scotia downtown connections plan uh linkage study is progressing well the first study advisory committee meeting was held there was great attendance from local stakeholders a lot of great feedback earned uh obtained from that meeting the consultant has prepared a draft website and shared that for review and feedback and we have received some comments already that are being integrated into the draft website and the consultant is also preparing the existing conditions report uh the first piece of the overall final reports and uh we are working with them and with uh village scotia to prepare uh data for that report so the study is progressing well it's uh on schedule and it's going well so far

>>Steve Iachetta: thank you Andrew any questions on scotia downtown connections Andrew has the next item 12 d as well local bridge preservation report

>>Andrew Tracy: yes um hello again everyone sorry I'm moving my notes around just a moment uh so this this study is also progressing well we are on a slightly accelerated schedule from what we had originally planned due to the bridge new york solicitation coming out uh so the consultant has accelerated their bridge inspection slightly uh because of this field visits are complete uh in all counties except for rensselaer county we are reaching out to rensselaer county to see if they have any bridges that they want a detailed inspection performed on or if they have, any bridges that they intend to prepare bridge, new york applications for so if anyone from Rensselaer County is on the call feel free to reach out to me after planning committee

the consultant CDM Smith has completed all the field visits in in the other three counties though and they are preparing reports from those field visits to distribute to the local bridge stakeholders and CDM Smith is also putting the final changes on a draft study report as well they previously shared um the existing conditions data spreadsheet with us with the local bridge committee and they are now in the process of incorporating that into the draft study report so this study also on schedule progressing well

>>Steve Iachetta: thank you Andrew could you share just a brief executive summary to highlight the number of bridges any significant issues there too just a brief one or two liner can you give us a quick summary for the intelligence of the board

>>Andrew Tracy: uh sure we had intended with regards to the field visits we had intended to do about 20 to 25 field visits about 15 have been completed so far there are a few more that that could be done in rensselaer county if the county is interested uh did you want to know the total number of bridges uh in this study because I can look that up for you as well

>>Steve Iachetta: it's definitely if it's handy I'm sorry I don't mean to put you on the spot but as planners we always like to keep the high altitude view uh in mind and if I recall was it 200 220 how many how many bridges are we talking about and was it roughly half need attention

>>Andrew Tracy: right yeah about half of the bridges were below the condition threshold to warrant um field investigation uh there are 377 bridges in the in the master uh workbook here that are being investigated in total and of those about half were below the identified condition threshold for further investigation so roughly half of them will receive work treatment recommendations and cost estimates and then uh of those the ones um uh you know we're working with the local bridge committee to identify a subset for field investigation as well uh so we've done about 15 field visits and then we intend to do a few more

>>Steve Iachetta: excellent thank you very much any other questions for discussion local bridge preservation

>>Joe Cimino: this is uh Joe Cimino with can I ask a question of Andrew yes go right ahead Andrew um just a question as it relates to the inspection materials that um TDM did you say CDM Smith is the lead on that

>>Andrew Tracy: yep CDM Smith and their sub consultant are doing field visits yes

>>Joe Cimino: as it relates to some of the applications the type of inspection report you said they are going to be reaching out to the locals who have applications going in for Bridge New York go ahead

>>Andrew Tracy: oh uh yeah some of the uh some of the local bridge stakeholders when we were identifying bridges for the detailed field investigations they already knew of some of their bridges that needed attention that they had intended to pursue bridge new york funds on so they were prioritized for field visits um

>>Joe Cimino: so CEO will be providing them directly some of that feedback on their investigations

>>Andrew Tracy: that is right yes

>>Joe: okay understood okay great

>>Andrew Tracy: yep and if you know of any bridges that any local agencies are interested in pursuing bridge new york funding on feel free to reach out to me and I'd be happy to work with the project team to make sure that we can provide all the information we can to assist with preparing the application

>>Joe: yeah there are a number of consultants who've been selected to help with the application so right yeah we can you know we can send you our list certainly and if there's any you know data that could help in the application that we could obtain you know from that CDM study that would be very helpful for our for our consultants so

>>Andrew Tracy: okay

>>Joe: i would be happy to do that thank You

>>Andrew Tracy: thank you

>>Steve Iachetta: good overview very important program thank you Andrew thank you lastly is item 12 e the ADA self-evaluation transition plan for pedestrian infrastructure and Carrie can guide us on this item, the Carrie are you ready

>>Carrie Ward: sure thanks Steve last year we hired the chasing companies to conduct municipal transition plans for us and for the municipalities we funded the town of Glenville and city of Saratoga springs last year and we are just finalizing the report for Glenville and still working on finalizing the condition data collection on Saratoga springs but we were able to reopen the solicitation this year the deadline is currently April 30th um so we're looking for additional municipalities that would like us to complete a transition plan of their pedestrian infrastructure for them

>>Steve Iachetta: thank you Carrie any uh questions or discussion in the ADA transition pedestrian infrastructure review another very important area questions or discussion I can move forward next is item 13 status of planning activities around the committee board first up is CDRPC

>>Mark Castiglione: Thank you, Mr. chairman am I able to share my screen real quickly I just wanted to have a quick update on one of the projects that we worked on

>>Mike Franchini: just made your co-host Mark

>>Mark Castiglione: oh I will be responsible with great privilege comes awesome responsibility I'll be responsible with it all right one second um here we go come on now so thank you to CDTC and CDTA for giving us some data for our Covid recovery dashboard this is primary economic recovery dashboard but as we know mobility data is an indicator of economic activity and thank you also to the airport for providing excellent airport employment data so we took on regional mobility as a component of this regional recovery dashboard funded by Cares Act funding

so you can see the dramatic changes in uh employments and cargo tonnage and also the daily traffic volumes that CDTC was able to compile

there and CDTA's ridership numbers we see we will continue to monitor changes in mobility um as we progress and emerge from the pandemic one of the more interesting data sets in our dashboard is the change of address data so we requested from the united states postal service which addresses had changed from new york city counties to capital region counties and you'll notice a significant spike with the emergence of the pandemic in march of last year continuing basically over historic trends through January 2021

so we'll continue to monitor this situation and you know continue to see whether this is a blip caused by the pandemic or a new trend of people coming out of new york city and moving into the capital district because as we know it's a great place to live work and play and with a reasonable cost of living so we'll continue to monitor this thing um another update is that CDTA CDRPC continues with this spring webinar series so just visit our website and sign up if you need planning and zoning board credits thank you very much I'll stop sharing

>>Steve Iachetta: knowledge is power and this is a great tool for everyone on the committee and all jurisdictions in our region thank you mark its great leadership you have there sharing this data thank you any questions on regional planning activities anything new on the census mark

>>Mark Castiglione: the census is mired in politics at the moment and uh but i guess I'm characterizing that incorrectly um there it's going through an additional level of scrutiny in terms of the methodology and procedures that were filed in the in 2020 given the pandemic and other factors that went into making the count in 2020 unique so a variety of institutions and non-governmental agencies are taking a look at that methodology in advance of the census issuing preliminary numbers

>>Steve Iachetta: in-migration certainly looks positive I hope that can be reflected in one of the updates and it's very positive we were the 46th largest uh consolidated metropolitan statistical area i like to use that in grant applications maybe we'll bump up a notch you think we can make 45th just curious

>>Mark Castiglione: we can only hope Steve

>>Steve Iachetta: that's right thank you that is very positive thank you mark any other questions around the committee next up CDTA is Ross ready

>>Ross Farrell: sure uh and actually this is a great segue because mark had uh just shown the ridership that we've been going through and i think we've been every time i talk it's uh you know continues to be a roller coaster um there was a huge drop in the beginning uh and then we came back when we had to turn off our fare boxes for rear door boarding uh then when we turned that back on it went back down uh and then we hit that second wave and we were consistently below 30 000 uh rides per weekday so you know in 2019 the average was about 55 and actually right before the pandemic

we were averaging about um i think was about 60. and so now is good news is with things reopening uh Steve you were saying there is somewhat of a recovery happening or at least it's noticeable in our ridership because in the last few days at least in the last week or so we've we've started the top 30 000 per week day again so good news uh you know we don't know how much of a roller coaster it's going to keep going or if it's a slow and steady increase obviously that's what we hope uh the biggest impact for us will be actually we won't know until uh September uh when the schools come back and how the schools come back uh because most of the schools make up a huge portion of our overall ridership probably about 25 or 30 percent um hence the reason the purple line is the purple line because of uh UAlbany and saint rose's color um

so we'll see we're hoping it'll continue to increase uh it is a good sign though that it hasn't plateaued it's actually inching back up so I'll report next month uh on where we're at

>>Steve Iachetta: any questions for Ross, thank you ross next up is d.o.t Bob you are great Bob

>>Bob Rice: yeah thanks Steve just a few things quick we're still the solicitation for bridge new york is out and again just want to emphasize the cost estimation we're running into some issues as plans are developed for some of the earlier rounds of the projects with the cost and the overruns being borne by the municipality so again when you're working for those estimates uh Stevie mentioned the skyway it is under construction the ramp was closed on Monday here so it's nice to see that a lot of uh partnering went on to get that done in terms of uh d.o.t staff the commuting telecommuting uh has will continue to at least July 2nd we're at 25 in the office and i think we'll continue to build that up i have most folks are in at least a couple days a week

now uh if Deb Lolick from our staff if you've dealt with her deb is retiring next month and so we're transitioning a lot of the agreement work state local agreements are done by deb and we're getting some quick uh training and assignment to others in the group there so the Troy Menands the 378 the study we're almost complete with our scope rework in consultation with federal highway I hope to have that out by the end of the month if not into may but much more of a scoping focus and a high level public input identifying major environmental hurdles to a particular alignment and then working with CDTC and the regional model sort of some high level traffic analysis

so we I said we hope to see that out shortly uh Pete Millis the region one construction engineer has retired and Craig Blake is now the acting construction engineer uh as you've seen the news I mean the state budget apparently there's an agreement on that it's right now the governor's given some sort of uh presentation on it so there are a number of things in there for this current year the chips allocations were restored to at least 95 percent uh there was a quick payment an additional one for this month that some folks had sent it but it would still roll over to the normal June payment and apparently the budget does have a another 100 million dollars in there this year for chip so and they're also discussion of a program for uh projects on state touring routes in the municipality where it's signed as a state highway but it is actually the municipal jurisdiction although sometimes uh yeah i know in the urban areas that uh it could be an opportunity to get some investment there so those are the things that are going on uh in the report unless there are questions

>>Steve Iachetta: think about any questions on dot development and planning progress next up is the thruway authority let's see who's from through a is it

>>Tim Wainwright: Hey, good morning everybody this is Tim Wainwright

>>Steve Iachetta: thank you Tim

>>Tim Wainwright: um we're uh we're in the process of transitioning from our winter staffing to our summer staffing so that's one of the big changes happening for us on the construction scene our all-electronic toll collection project is gearing back up after its winter shutdown and so you know around the Albany area you know you'll start to see some more of the toll booths being torn down uh that's about it for today unless there are any questions

>>Steve Iachetta: thank you Tim any questions on the thruway authority statewide progress planning development nice smooth ride all right Albany County Airport authorities next

it comes um very good so we are seeing a restoration fairly consistent I hope and think it's a trend not in wood um we are at about 3,000 passengers per day where a year ago we were as low as 47 in April that was the all-time low uh 5000 per day would be the norm of departing passengers ticketed here so that's a very positive indicator people are anxious to travel I personally traveled to Baltimore Atlanta and back through midway all planes were 100 full not a spare seat anywhere very good masking 100 masking throughout the police report our airport i believe is the cleanest all airports are clean and the aircraft air is highly filtered changed over several times a minute so hygiene and sanitation is state of the art and significantly advanced in all areas so if you're vaccinated i guess the trend is everyone's feeling free to travel and there's testing available here at the airport to all any and all people it's a rapid test saliva testing

we're advancing um we've had um sanitized escalator rails throughout and we just awarded touch less buttons on all 19 elevators so we are pushing the envelope and advanced technology state-of-the-art touch less everywhere you go you should not need to touch anything automated doors automated elevator buttons so this is good technology that is coming into place here at all i mean we're very proud to be a national leader among clean airports supporting interstate and even international travel development side we're pushing about 5 million in taxiway rehabilitations advancing studies for new air cargo hangers the master plan is a big topic that we're working on daily uh that'll be our 20-year vision statement advancing and we're holding a lot of interviews with the stakeholders uh tenants pilots uh or interested parties and there'll be uh another second public meeting we had one uh public meeting in February where all the second public meeting both the regional advisory committee and technical advisory committees this late June or July just firming that up now so with that I would welcome any questions and get ready for Tony Vasil if you're still there tony on the court

>>Tony Vasil: yes

>>Steve Iachetta: excellent Tony

>>Tony Vasil: thank you Steve good morning all right uh second quarter of last year implemented what we call the winter port marketing concept that's attempting to develop business during the closure of the great lakes we were successful in getting two ships one from Brazil one from Mexico, which totaled about sixty thousand short tons of slab steel, destined to auto facilities in Canada and the United States and those two vessels in January and February were in port a total of 20 days and our longshoremen federal marine terminals and our people worked from 8 a.m. to 11 p.m. and that was during that cold spell so they did a magnificent job and we're hopeful that we can repeat that and build on that next year another item what's going on the port right now we have a ship in with 32 wind towers or an onshore wind project in western New York we have two pulp vessels coming in import next week with a product for napkins and paper towels we had a scrap steel ship at export with scrap steel for Turkey and we have two heavy lift project cargo ships uh with heavy lift project cargo Destin one to buy Bangladesh and one to India

lastly offshore wind mentioned uh at our February three meeting that we have been successful in working with Equinor and we're going to be building a 600,000 square foot uh assembly facility in conjunction with them and a company out of Canada called Marmon and another company out of Denmark called Welcome and uh what's going to happen is these are the wind towers for two projects for the state of New York the Empire Wind Project and the Beacon Wind Project off of Long Island Sound so the towers will be placed horizontally on a ship or a barge move down to the Hudson either the Brooklyn or another facility uh possibly right to the west to the site and we should start preparing the ground fourth quarter this year and uh start uh building and construction sometime in 2022. so that is the activity going on at the port

>>Steve Iachetta: offshore wind that is a big story getting good press that's exciting Tony thank you for the update

>>Andrew Kreshik: yeah just a quick question this is Andrew Kreshik did uh the blockage of the sewage canal have any impact on the port

>>Tony Vasil: uh with us uh no because we do not have a container a borrowed service or a direct service but it has certainly hampered a lot of other business it is even affected the west coast vessels and just this information if you cancel a ship that was supposed to go through Suez and it went down the east coast of Africa first of all it would have to deal with pirates and then around the Cape and then back up its approximately 5500 miles and it would take oh at 25 miles an hour it would take about eight to ten days for that voyage and the fuel costs would be three hundred thousand dollars so some of the vessels were uh moved around uh through the Cape uh South Africa that is a lot of comment

>>Andrew Kreshik: thank you

>>Steve Iachetta: okay uh thank you Tony thank you Andrew I have to say I'm really disturbed by your profile picture anyone that's seen an electrocution we know that's a bad idea we've got there is that you in the picture

>>Andrew Kreshik: no that's you know just to make sure people are paying attention

>>Steve Iachetta: yeah we are paying attention that is painful do not do an airy thank you Tony I am sorry to digress off the tangent here anything else for Tony on the port district an important uh marine freight uh to advance our regional economy uh local planning initiatives would be next local officers ready to address any significant planning developments at this time i think we have an open floor on item g we have a few municipalities on the committee

>>Mike Franchini: Steve I have some news for the committee okay there is going to be a staff change this summer this yesterday i announced the staff and I am retiring uh in July

>>Steve Iachetta: wow

>>Mike Franchini: so just to give you some notice I've talked to a couple people already but i told staff yesterday mid-July uh will be my last time last age at CDTC with over 30 years of service in the system the other day i calculated that because i represented Albany county that i attended 24 years' worth of planning and policy board meetings uh from what for Albany county and the nine years here as the executive director so for many years every meeting was worth it mark every single one

>>Mark Castiglione: congratulations mike

>>Mike Franchini: thank you

>>Steve Iachetta: congratulations well that's quite a change well thanks Michael all the best um hope you keep in touch any word on your future uh transition plan or succession plan the administer

>>Mike Franchini: as what happened you know nine years ago when I was hired uh the administrative and financial subcommittee is in charge of recruiting and hiring so the notice the advertisement will go out toward the end of this week and the administrative and finance committees you know is made up of the Mayor Sheehan is the chair Carm Basil is vice chair Pat Barnes Joe Landry from Schenectady Joe tom Richardson and Tom Werner so they were most of them actually were involved in my hiring nine years ago but they will be doing the same process this year

>>Steve Iachetta: thanks for keeping us informed big news um

>>Greg Wichser: congratulations

>>Mike Franchini: thank you

>>Steve Iachetta: I'm sure the whole committee anyway look forward to our next few meetings but uh any other comments around the committee on planning and development activities or once going twice at 11 25 i think we're ready to say our next meeting will be may 5th of this board before then we have an April 13th bike pet advisory and April 29th regional operations and safety advisory committee any other meetings mike we'll see you in a in about just less than a month may 5th is our next meeting and we'll do a motion to adjourn any uh closing remarks best Michael motion to adjourn by the chair second thank you for joining everyone thank you for taking time out of your busy schedule we'll keep in touch and

>>Mike Franchini: thank you Steve

>>Steve Iachetta: you are moving forward all the best

>>Bob Rice: congrats mike

>>Mike Franchini: thank you