

**CAPITAL DISTRICT
TRANSPORTATION COMMITTEE**

5 COMPUTER DRIVE WEST

ALBANY, N.Y. 12205

518-458-2161

1989 Regional Transportation Plan Report

June 1989

1989
REGIONAL TRANSPORTATION PLAN
REPORT

PREFACE

This document represents the second annual *Regional Transportation Plan Report* of the Capital District Transportation Committee (CDTC). Over the past fifteen months since publication of the *1988 Report*, significant progress has been made toward refinement and implementation of the Regional Transportation Plan. The major steps taken in the past year include the following:

- * *The Rebuild New York 1988 Bond was passed by voters, providing critically needed funds for highway and bridge work over the next few years.*
- * *Albany County responded to the lack of available resources for county highway and bridge infrastructure work by authorizing a \$25 million bond, as well.*
- * *Agreement was reached among New York State, Rensselaer County, the Town of North Greenbush, the City of Rensselaer and the CDTC regarding a full funding package for the I-90 Exit 8 Connector.*
- * *Major elements of the Major Facilities Improvement Plan were completed by the New York State Department of Transportation, including Rt 146 in Clifton Park, the Cohoes Arterial and the Erie Boulevard reconstruction in Schenectady.*
- * *CDTA initiated the era of wheelchair-accessible fixed route service.*
- * *Recommendations from CDTC's Wolf Rd/ Airport Area Study and NYSDOT's Saratoga Springs Study were adopted as part the of Major Facilities Improvement Plan.*
- * *CDTC established its "Systematic Traffic Evaluation and Planning" (STEP) model and was contracted by the Town of Clifton Park to develop the first local version of the regional model.*

As a result of these and similar efforts in past years, today's highway, transit and inter-regional transportation facilities provide generally safe and convenient travel to residents and businesses in the Capital District. However, effective maintenance and rehabilitation of the existing transportation system will continue to

require significant investment. As traffic pressures continue to mount, it is imperative that we effectively manage the existing system and make the strategic improvements that are necessary to meet tomorrow's needs. Otherwise, the economic health of the region will suffer and our quality of life will slowly erode.

This document is designed to briefly summarize:

- * *the status of the existing system*
- * *issues affecting future conditions*
- * *the current Major Facilities Improvement Plan for the area, including changes made in 1988*
- * *CDTC's current effort to produce a new medium range 1995-2000 Plan and a long-range 2000-2015 Plan*
- * *other current activities that will refine or implement the Plan.*

One conclusion is implicit in all of the following discussions: there is much work to be done and addressing funding constraints is central to our ability to do it. In the coming months and years, it will take a cooperative effort on the part of government, business, and the society in general to address the issues and make the improvements cited in this report. Without such cooperation, it is not likely that the transportation system will serve the Capital District in the future as well as it does today.

PART ONE: STATUS OF THE SYSTEM

Pavement Conditions

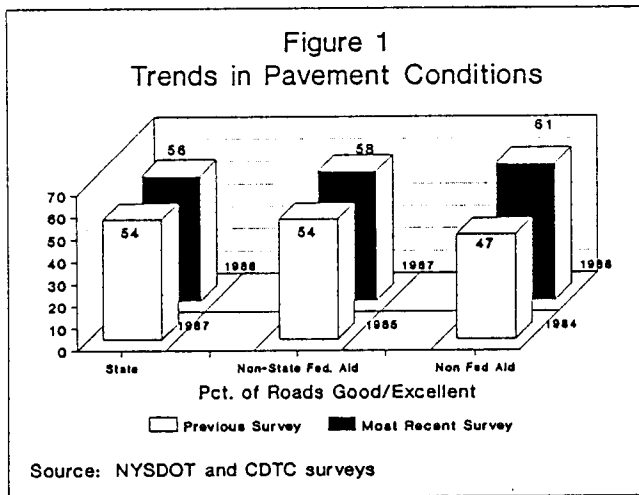
Efforts to reverse a long-term decline in pavement conditions continue to pay benefits -- the overall pavement condition of the federal-aid highway system in the Capital District in 1988 shows modest, but clearly positive, changes from previous years.

The percentage of state system roads in poor condition in 1988 was 22% for the four-county Capital District,

improved from the 24% level of 1987. One of NYS-DOT Region 1's five-year goals is to continue to reduce this value to a value as low as 10%, within current funding. Fifty-six percent of state roads in the Capital District are now in good or excellent condition.

For the non-state roads, CDTC's 1988 sample survey of 200 segments of *non-federal-aid* roads confirms that local government's pavement efforts are bearing similar fruit. For these low-volume roads, the percentage with pavement in poor condition dropped to 23% from 1984's level of 29%. This finding is consistent with findings of CDTC's 1987 survey of county and municipal *federal-aid* roads, which found general improvement in these roads (the most heavily-traveled non-state roads) from conditions of previous years.

Figure 1 represents the improvement in pavement conditions for highways in the four-county Capital District between the latest sets of data.



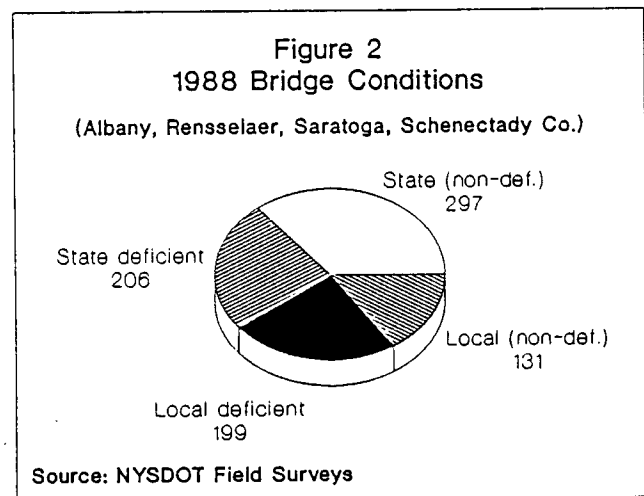
Bridge Conditions

For more than a decade, the number of bridges rated statewide as deficient has increased faster than repairs or replacements could be made. In recent years, more intense NYSDOT bridge inspection programs turned up even more bridge deficiencies. As a result, the number of deficient state, local, railroad and other bridges in the Capital District now stands at 529, representing over 41% of state and 60% of county and municipal bridges. The number of deficient bridges increased in both categories during 1988, despite continued investment in rehabilitation and replacement.

The significant contribution of the Rebuild New York 1988 Bond proceeds is required simply to prevent the net number of deficient bridges from increasing over coming years.

For the foreseeable future, bridge deficiencies will continue to be a major concern in the Capital District and will continue to command a lion's share of available capital resources. Of the highway capital program contained in CDTC's *Transportation Improvement Plan, 1989-94*, over half of the funds are devoted to bridge rehabilitation and replacement.

Figure 2 represents the current bridge deficiency situation in the Capital District.



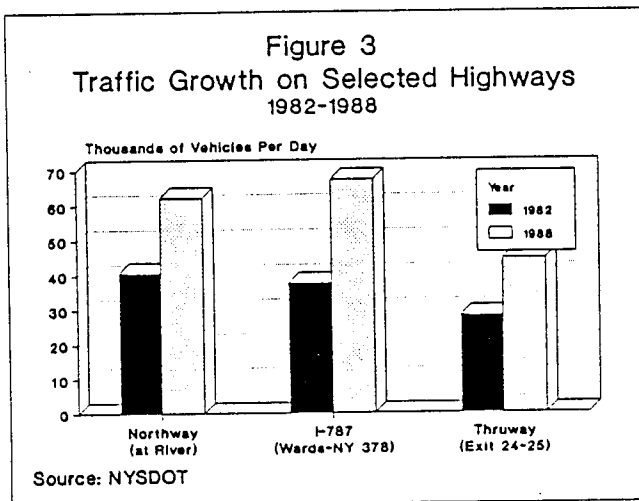
Traffic Growth

Travel needs are generally met by a well-supplied highway system in the Capital District. Overall, the extent of traffic congestion is limited and the duration is brief, particularly when compared with New York City metropolitan area concerns.

However, continued traffic growth is beginning to challenge the typical Capital District commuter's expectation of free-flow travel. Examination of traffic growth throughout the Capital District during the 1980's indicates that the rate of traffic growth has varied from facility to facility.

The most rapid growth during this decade has occurred on commuter highways oriented to work places in Albany County. This fast growth has occurred primarily on limited-access highways and on other

commuter facilities for which there is no parallel limited access route. Average annual daily traffic (AADT) volumes increased by 52 percent, 60 percent, and 47 percent, respectively, on sections of the Northway, I-787, and the Thruway (see Figure 3) between 1982 and 1987. Traffic growth at the far reaches of the Capital District urban area (and beyond) is proceeding at an equally-rapid pace. The Northway between Exit 17 and the Warren County line shows a 58% increase between 1981 and 1988, while a 49% increase was posted on I-90 between Exits 11 and 12 in Rensselaer County over the same period.



For major commuter routes which have no parallel limited access highway, growth has been similarly high. Thus, Albany-Shaker Road in the vicinity of the Albany County Airport has experienced a 65% growth over the past decade and NY 7 increased by 30% between 1981 and 1987.

In contrast, traffic on the remainder of the highway system has been modest, increasing at rapid rates (3% annually or greater) only in proximity to local development. Daily Mohawk river crossings, for example, are only slightly changed from traffic levels of 1980 with the exception of the Northway bridge.

The message contained in this mixed bag of traffic information is that traffic growth in the Capital District reflects the following circumstances:

** employment levels are up – two-wage-earner-households are the rule rather than the exception – implying more commutation.*

** the housing and employment markets continue to "regionalize" with an apparent increase in inter-county commutation, particularly commutation to Albany County, and an apparent increase in work trip lengths.*

** auto ownership levels continue to climb from 1980 levels (the number of households with two or more vehicles increased from 45% in 1980 to an estimated 53% of all Capital District households in 1988) – implying lower auto occupancy, lower rates of transit use, and more cars per commuter trip.*

Transit

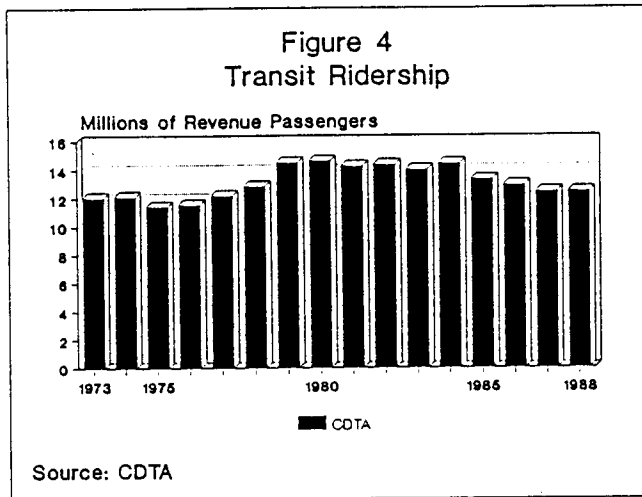
Transit usage in the Capital District continues stable in absolute terms at approximately 50,000 daily riders on CDTA and private operators' services. Ridership has fluctuated from year to year in a range between 12,000,000 and 15,000,000 riders annually since a long-term decline was reversed in the mid 1970's. Current CDTA ridership is about 15% less than peak levels of the 1979-80 energy crisis, totalling 12,400,000 riders in 1988. Transit serves approximately 6% of commuter travel, down from previous levels. Growth continues to occur in suburban usage, as evidenced by CDTA's continuing expansion of park-and-ride services (including new park-and-ride lots in North Greenbush and Bethlehem), by the cooperative public-private effort to increase service to Wolf Rd., and by the continued increase in demand for Upstate Transit's commuter service between Saratoga and Albany counties.

Two decades of federal and state capital assistance and effective facility and service planning efforts by CDTA leave CDTA in the attractive situation of having an up-to-date fleet and service facilities. State and local government support has adequately replaced cutbacks in federal operating assistance, and mortgage tax proceeds in recent years have exceeded CDTA expectations, allowing modest improvements in service without fare increases. (The last CDTA general fare increase occurred in April, 1985.)

CDTA's STAR service to the disabled continues to blossom, experiencing a 30% growth in ridership between 1986 and 1987 and a 100% increase between 1987 and 1988. CDTA is currently acquiring three more vehicles to allow the STAR service to operate with only a 24-hr., rather than a 48-hr. advance notification.

Federal and state transit capital funding available to the Capital District has been sufficient in recent years to meet all of CDTA's priority needs, to expand Upstate Transit's fleet, to pursue three "trolley look" buses for the city of Albany, and to commit \$4.5 million toward a downtown pedestrian walkway connecting the Empire State Plaza with the Albany County Civic Center.

Figure 4 shows the annual ridership figures for CDTA from 1973 through 1988.



PART TWO: IDENTIFIED ISSUES

Pavement and Bridge Issues

Through the use of lower-cost repairs and other "fast track" techniques, NYSDOT has turned the corner on pavement conditions for the near future. Similarly, as noted above, local pavement projects are reducing the number of highways in poor condition.

However, over the long haul, additional resources will be required to follow through on a comprehensive repair program that includes extensive (and costly) road reconstructions.

For example, the upcoming NY 7 project in Niskayuna and Colonie will consume 25 to 30 million dollars in reconstructing 6.5 miles of roadway. NY 5 (Central Avenue) requires similar physical reconstruction between Albany and Schenectady, but financial resources are available for only a portion of this work. NYSDOT's long-term pavement management strategy depends upon finding new funding to continue the

amount of work made possible by the Rebuild New York Bond program.

Off the state system, while pavement repairs are reducing the number of roads in poor condition, wholesale reconstruction is needed on a wide range of important roads, from Maple Ave. in Glenville to Albany-Shaker Rd. in Colonie to Oakwood Ave. in Troy. Currently, federal, state, and local funding is inadequate to undertake this needed and costly work.

The reconstruction cost vs. funding availability conflict is greatest on the FAUS system, for which \$2.5 million in federal funds each year must be spread over 1,000 lane-miles of important state and non-state roadway. This does not allow any significant reconstruction with federal aid, and state and local resources are not sufficient to fill the gap.

CDTC's 1986 survey of local highway officials indicated that 90% defer needed work each year and that modestly-designed reconstruction was performed on only one percent of all non-state roads in 1985. CDTC has identified an approximate \$10-\$15 million annual funding gap for highway maintenance on the non-state road system (federal-aid system and local system roads) in the four counties. New York State's action in 1989 to eliminate all "Marchiselli funding" for federal-aid projects on local highways has laid a further burden on local governments ability to undertake highway and bridge work, by quadrupling the local match required on all federal-aid projects.

NYSDOT information, produced through the Governor's Roadway Improvement Committee (GRIC) in 1987, identifies a continuing state system need statewide of \$200 million per year above permanent funding levels.

Without supplemental funding after the expiration of the Rebuild New York 1988 Bond, and increased funding levels for non-state highway reconstruction, it is unlikely that long-term pavement conditions on the state system can remain at current levels.

The concern is more critical with regard to bridges. The GRIC figures show a need for a supplemental \$325 million annually statewide above permanent funding levels just to stay even with deterioration on state and non-state bridges. Again, the 1988 Bond provides for this necessary funding for the next few years. Even greater resources would be necessary to reduce the number of deficient bridges from the current undesirably-high level.

It is essential that we continue to provide the necessary funding after the 1988 Bond period if we are to avoid continued bridge restrictions and closures in the future.

Addressing funding needs now is made even more imperative by the expiration of current federal highway legislation in 1992 -- the shape and size federal programs beyond that point are currently unknown.

In summary, the outstanding issues are that:

- * permanent resources are not in place for necessary highway reconstruction
- * bridge needs continue to be the most significant highway infrastructure concern in the Capital District
- * action on an adequately-sized permanent funding program for state and local highway and bridge work is needed soon, prior to the exhaustion of the 1988 Bond funds and expiration of the current federal highway legislation.

Traffic Congestion Issues

While infrastructure repair needs have commanded attention in recent years, traffic capacity improvements have been placed on the back burner. Renewed attention to congestion and related land use, safety, and economic development issues is called for.

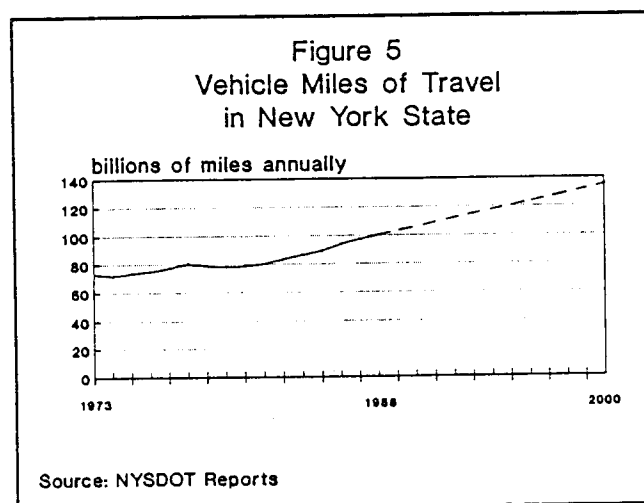
CDTC's traffic forecasts prepared in the early 1980's indicated that the next 30% increase in vehicle travel in the Capital District will increase the number of congestion spots by 70% to 100% unless steps are taken. Much of the impact can be expected to be felt in the "inner" suburban areas (Colonie, Guilderland, Bethlehem, Niskayuna, East and North Greenbush, Clifton Park, etc.) and in the "outer" suburban areas along the Northway corridor and the I-90/ Rt. 43 corridor in Rensselaer county. In these areas, significant traffic growth cannot be handled by the current system largely composed of two-lane state and local roads. Yet these areas are expected to see a growth in travel of over 2,000,000 vehicle miles per day (about 75% of all traffic growth in the region) between 1980 and 2005.

In addition to capacity concerns on suburban commuter arterials, continued traffic increases on the major Interstate roads (the Northway south of Exit 8, sections of I-787 and I-90 in Albany county) will be a cause for con-

cern before the turn of the century. In many cases, current traffic levels have already exceeded forecasts for year-2000 traffic.

If traffic continues to grow at a 3-4% annual pace, the Capital District's relative ease of mobility will suffer even more significantly -- CDTC's early 1980's forecasts assumed growth of only 1-2% over 25 years!

Figure 5 represents current statewide forecasts of traffic.



Current funding is not sufficient to allow treatment of many of the identified capacity concerns -- there are no plans for building a "second Interstate system", for example. Many of the capacity issues identified in the 1981 Major Facilities Improvement Plan are not associated with the funds needed to make the recommended improvements. The response will have to be a combination of new public and private revenues, better management of existing capacity through careful consideration of land development, and more effective use of transit options. Transportation Systems Management (TSM) options such as carpool/bus only lanes, staggered work hours, and the like, will become attractive alternatives to inordinate delay on major highways.

Funding options such as local impact fees, formula assessment of highway improvement costs, and increases in user fees will be necessary. The GRIC program identifies a statewide shortfall in permanent funding of \$340 million annually just to hold congestion on state facilities at current levels. Additional funds would be needed for major *non-state* routes with capacity needs. For the four-county area, CDTC has

estimated capacity needs at \$150-\$400 million over 20 years. (These estimates are currently being refined as part of CDTC's Regional Transportation Plan update -- see below.) The only alternative to new funding is deterioration in service.

As for infrastructure repair work, New York State's elimination of its "Marchiselli funding" practice has quadrupled the local government cost of advancing federal-aid intersection and other highway capacity projects. This action further reduces the funding available for capacity work.

In February, 1989, NYSDOT released its draft handbook on Public/Private Highway Financing, and redoubled efforts to pursue special state enabling legislation for transportation development districts. Since that time, CDTC has worked to refine the approach so that a common, defensible set of principles and procedures for public/private cost sharing can be implemented throughout the Capital District. The principles seek to coordinate highway development work with traffic impact analysis and land use planning. This effort holds great promise for producing a fair and practical method of sharing project costs.

In summary, the congestion issues are that:

- * resources are not in place to allow system-level capacity improvements when warranted*
- * continued traffic growth will occur on a generally "complete-as-is" highway system*
- * the bulk of traffic increases will continue to be felt in suburban areas and along major travel corridors*
- * highway development work, traffic impact assessment and land use planning must be pursued in a coordinated fashion to make sure that traffic improvements contribute to a comprehensive plan for the area*
- * funding of improvements will involve a mix of federal, state, local and private revenues*
- * action on the GRIC program and other funding initiatives is needed soon.*

Transit Issues

The continuation of a viable transit service is important for economic, social, and environmental reasons.

Long-range continuation of the transit system in the Capital District depends on continued public capital and operating assistance. The Capital District currently has ample federal capital funds, but whether the \$30-40 million needed to replace CDTA's fleet in the 1990's will be there will depend on the federal budget climate of that time. Similarly, CDTA's ability to continue its current services is connected to continued state and local commitment to fund the bulk of operating support. Major change in this commitment would necessitate restructuring of transit service delivery in the Capital District.

Budgetary concerns at both the state and federal levels threaten to jeopardize both capital and operating assistance programs in the near future. New York State's recent reduction from provision of 100% to only 50% of the required non-federal match on capital projects is one example of the impact of budget issues on transit funding.

Transit service will also be affected by the changing nature of commutation patterns. With most of the commuter growth in coming years expected to be between suburbs (rather than from suburb to city), adjustment will be needed in CDTA's route structure. But providing a high level of transit service to the diverse Wolf Rd., Pinebush, Clifton Park, and North Greenbush "tech park" office complexes will be much more costly than serving the traditional downtown or factory was in the past. Financial help from the business community may be necessary to make these suburban services viable; or, alternative methods of service delivery may have to be explored.

Changes in land use patterns, coupled with increased auto availability, point to an expected 10% drop in transit ridership by 2005. This drop can be at least partly offset by increases in park-and-ride and suburban-destination increases if service responds to the changing demand. Major increases in ridership, short of a change in the cost or availability of gasoline, are not likely.

CDTC's 1981 analysis of rail options still appears valid; on the basis of cost, no light rail or commuter rail services are called for in the Capital District in the next 20 years. Rail services would carry price tags in the hun-

dreds of millions. In the Capital District, bus technology, including specially equipped "suburban" (high seat) buses for express service and extra-long "articulated" buses for high ridership corridors, will be more appropriate than rail options into the 21st century.

Beyond these issues, the question of how best to involve private operators in the delivery of service still requires further analysis. CDTA must explore the merits of contracting for service from private operators, while the state must continually review its operating assistance program to public and private operators to ensure its continued effectiveness.

Service to the elderly and handicapped will be an issue of increasing concern into the next century as this population group increases in size and influence. Beyond maintaining and expanding CDTA's STAR service, CDTA is purchasing wheelchair lifts on all of its new regular route buses. To meet growing demand, the services of dozens of human service agencies with their hundreds of vehicles will also have to be coordinated much more successfully than at present.

In summary, the key transit issues are that:

- * transit service will continue to require public commitment of capital and operating assistance, in jeopardy because of federal and state budgetary problems*
- * conventional transit ridership will be hurt by changing land use patterns and increased car ownership*
- * growing markets exist for services to suburban employment centers, but these services are costly to provide*
- * the role of the private operator in delivering services must be examined further*
- * a viable transit system is essential to energy contingency plans*
- * continued expansion of STAR services can be expected*
- * the need for better coordination of human service agency transportation will continue to grow*

PART THREE: THE MAJOR FACILITIES IMPROVEMENT PLAN

Background

CDTC last performed a major overhaul to the Major Facilities Improvement Plan in 1981. At that time, the old 1971 system plan was retired and a new plan was adopted. The new plan was a composite of:

- * Major facilities already in place*
- * Major improvements programmed on the Transportation Improvement Program (TIP)*
- * Adopted recommendations from sub-regional studies, corridor studies, and NYSDOT project development work (even if not yet funded)*
- * A priority list of sub-regions for further analysis*

The priority list of sub-regions was based upon an extensive needs analysis. The analysis examined pavement, bridge, accident, congestion, and land use concerns. Over 150 "small areas" were combined into 47 sub-regions and ranked by priority of need.

The top 10 sub-regions, based upon the magnitude of existing pavement, bridge, accident, and congestion concerns in 1980 were:

- 1. South Schenectady/Rotterdam*
- 2. Colonie (Wolf Rd., Albany-Shaker Rd., Sand Creek Rd, Rt. 9)*
- 3. Rt. 5 corridor*
- 4. Rt. 50 corridor*
- 5. Balltown Rd. corridor*
- 6. McKownville (Western Ave., Fuller Rd.)* ✓
- 7. Rt. 155 (Rt. 20 to Rt. 5)*
- 8. North Schenectady CBD (Erie Blvd. corridor)*
- 9. Rt. 66 corridor (Troy-Wynantskill)*
- 10. Exits 8 and 9 on the Northway.*

Using the priority list, CDTC identified sub-regions for further study if plans or projects were not already in place.

Since the 1981 plan adoption, many major facility improvements (ranging from drainage improvements on Rt. 66 to construction of the new Rt. 7) have been completed. Other planned projects have been deleted from the TIP, while further sub-regional study recommendations have been prepared.

During 1988 alone, two major sub-regional studies and three major facility improvements were completed and construction of several other projects that are recommendations of the plan was initiated.

The Plan

The current Major Facilities Improvement Plan, incorporating changes made in 1988, is presented below. The staging of the plan is revised to reflect project advancements and deferrals. All elements of the 1981 plan are described below, along with their current status. (Stage One of the plan, representing improvements completed between 1971 and 1980, is not shown.)

The Major Facilities Improvement Plan's elements are shown on page seven.

Implementation of the plan, including implementation of the major recommendations of the various studies and project development activities, will require financial resources not currently available. Timing of improvements is tied to funding availability and the requirements of the NYSDOT Environmental Action Plan.

Stage Two: 1981-1990

1. I-88 completion, Route 7 to Thruway Interchange 25A. Status: complete.
2. New Route 7, I-787 to I-87. Status: complete.
3. Freeman's Bridge/ Maxon Rd. improvements. Included replacement of the bridge with increased capacity and extension of Erie Blvd. Status: bridge and extension complete, reconstruction of Erie Blvd. completed in 1988.
4. Cohoes Arterial, Maplewood to Cohoes. Status: completed in 1988.

5. Route 146: Route 146A to Route 9. Status: completed in 1988.

6. Albany Central Business District: transit circulation and "people mover". Status: City of Albany trolley bus application and County of Albany pedestrian walkway application serve to implement these recommendations.

7. Schenectady Central Business District: traffic operations, parking, and pedestrian improvements. Status: The State St./ Jay St. project and the Erie Blvd. project accomplished many of these recommendations. The city is progressing parking improvements on its own, in conjunction with the Broadway Center office development.

8. Rensselaer: Port and Residential Areas. Status: The Port Access Road is scheduled for construction in 1989. Rt 9J work is under construction.

9. Thruway Access: Exit 24 improvements. Status: under construction; largely complete.

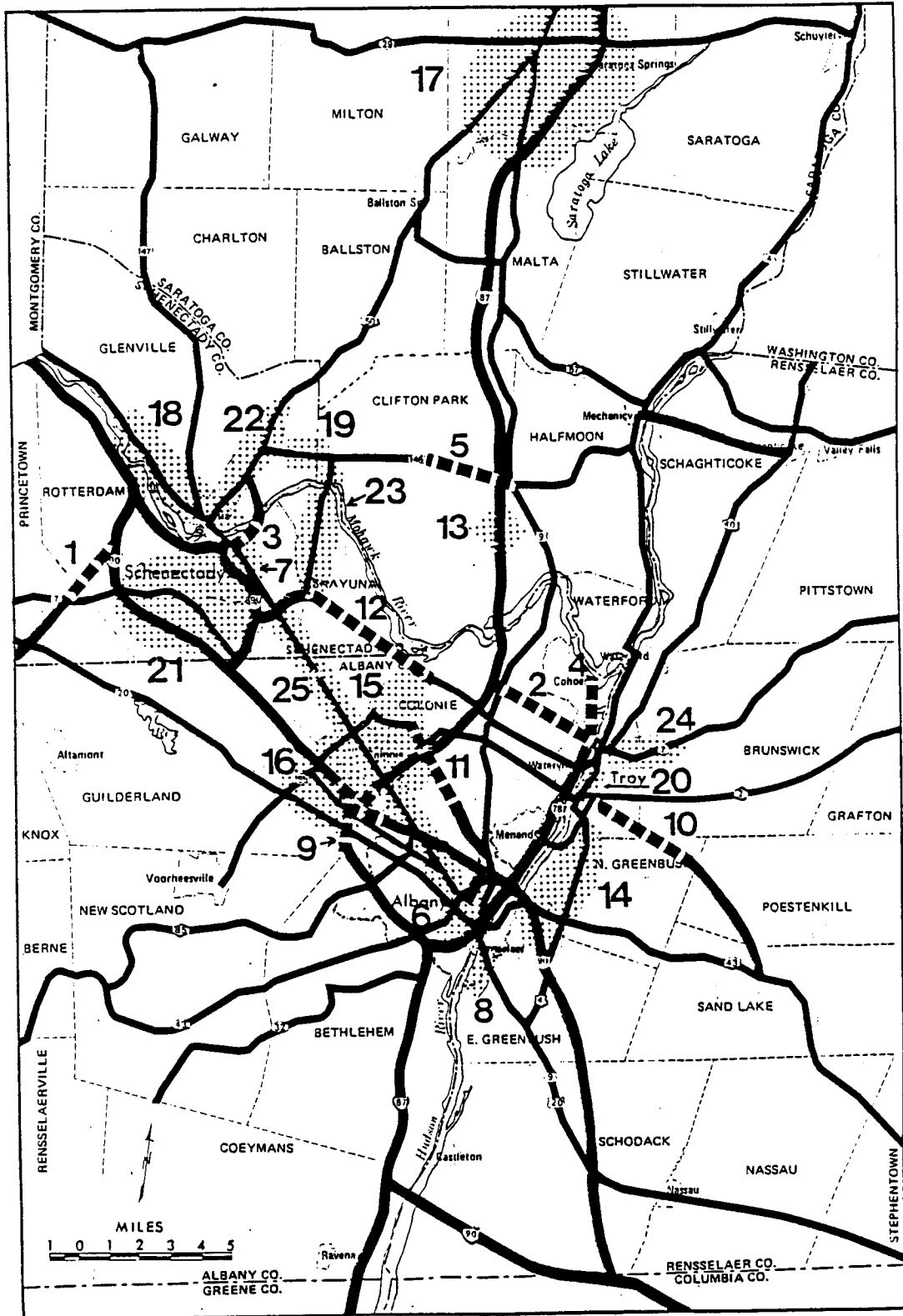
10. Rt. 66: Troy to Wynantskill. Status: Rt. 66 improvements in Wynantskill are complete, as are Phase 1 improvements to Pawling Ave. in Troy. Phase 2 of the Pawling Ave. plans are scheduled for 1989 construction.

11. Colonie (part): Albany-Shaker Rd. corridor. Status: reconstruction, widening, and intersection improvements have been completed between the Albany County Airport and Osborne Rd. Albany-Shaker Rd. / Everett Rd. intersection improvements programmed for 1991-92.

Stage Three: 1990-2005

Part A. Locations with Completed or Current Planning Efforts

12. Route 7: Colonie to Schenectady. Status: major reconstruction is scheduled for 1990-91.
13. Northway Exits 8 and 9. Status: NYSDOT has secured federal approval to construct an Exit 8a. Added to TIP in February, 1989; construction scheduled for 1993.



MAJOR FACILITIES IMPROVEMENT PLAN

(current through June, 1989)

- - Major Facility Improvements 1981-1990
- - Major Facility Improvement Areas 1990-2005 and Study Locations

14. I-90 Access/ Rt. 4: North Greenbush to Troy. Status: Memorandum of Understanding outlining financial responsibilities for the interchange and connector road was signed by NYSDOT, Rensselaer County, Town of North Greenbush, City of Rensselaer and CDTC official in the fall of 1988. Engineering work imminent; construction scheduled for 1993-94. *Remaining problems on Rt. 4 near the Troy city line require funding and design concurrence.*

15. Colonie (part): Wolf Rd. corridor. Status: CDTC adopted recommendations from its Wolf Rd. / Airport Area Traffic Study in 1988. These include development of service roads and an airport connector road from a new Northway Exit 3. A followup study of Albany-Shaker Rd. corridor concerns in the Airport area was also completed in 1988. *Requires further environmental review, in conjunction with a Generic Environmental Impact Study of the area, and necessary funding and design agreements.*

16. Pinebush. Status: CDTC has advanced its current major study of issues and options for the arterial system in the Pinebush to the long-range phase. *Requires study completion, public review, CDTC plan concurrence, and necessary funding and design agreements on improvements as warranted.*

17. Saratoga Springs. Status: NYSDOT's project development study was completed in 1988, and CDTC adopted recommendations for both short-range traffic operational improvements and larger scale long-range improvements. The City of Saratoga Springs is pursuing implementation of many of the short-range improvements. *Requires continued inter-governmental discussion, advanced planning, funding and design agreement on long-range improvements.*

18. Route 50 (part). Status: NYSDOT is nearing completion of a study of the need for an Exit 26 bridge to address congestion and economic development issues in Scotia. Route 50 issues in the village are also being examined. The Rebuild New York 1988 Bond includes five million dollars for the Exit 26 bridge and pledges another five million in Thruway funds if local governmental and business leaders are able to secure the remaining funding (about \$24 million). *Requires completion of study, CDTC plan concurrence, supplemental funding and design agreement on improvements as warranted.*

Part B: Locations Requiring Further Planning Effort Not Currently Scheduled

19. Glenridge Road: Maple Ave. to Saratoga County line. Plans are for reconstruction of highway and railroad underpasses. Status: deferred from 1981-1990 period due to funding and lack of design agreement with railroads. *Requires review of options and funding and design agreement on improvements as warranted.*

20. South Troy Improvements: improvements to industrial areas. Status: deferred from 1981-1990 due to transfer of programmed funds to Pawling Ave. *Requires review of options and funding and design agreement on improvements as warranted.*

21. Rotterdam - South Schenectady. Status: sub-regional study identified in CDTC's 1985-1990 prospectus to follow completion of Pinebush activities. *Requires funding and scheduling of a CDTC, NYSDOT, or locally-sponsored land use/ transportation analysis, CDTC plan concurrence and funding and design agreement on improvements as warranted.*

22. Route 50 (part). Status: the section of the corridor outside the village of Scotia will not be affected by the Exit 26 bridge recommendations. *Requires funding and scheduling of a CDTC, NYSDOT, or locally-sponsored land use/ transportation analysis, CDTC plan concurrence and funding and design agreement on improvements as warranted.*

23. Balltown Road/Aqueduct Road/ Rexford Bridge. Status: Rexford Bridge improvements were deferred from the 1981-90 period due to funding constraints. *Requires funding and scheduling of a CDTC, NYSDOT, or locally-sponsored land use/ transportation analysis, CDTC plan concurrence and funding and design agreement on improvements as warranted.*

24. Route 7: Troy to Brunswick. Status: No formal investigation of land use/transportation issues on Hoosick St. in Troy and Rt. 7 into Brunswick has been initiated. *Requires funding and scheduling of a CDTC, NYSDOT, or locally-sponsored land use/ transportation analysis, CDTC plan concurrence and funding and design agreement on improvements as warranted.*

25. Route 5, Albany to Schenectady. NYSDOT is currently advancing an eight million dollar resurfacing project between Fuller Rd. and Karner Rd. (with drainage work to the Schenectady City line) as part of long-term infrastructure renewal for the corridor. Light-rail options for the corridor continue to be a low

priority; traffic concerns continue to grow. *Requires continued NYSDOT project development analysis of remaining reconstruction needs. Also warrants funding and scheduling of a CDTC, NYSDOT, or locally-sponsored land use/ transportation analysis. CDTC plan concurrence and funding and design agreement on improvements as warranted are also required.*

Part C. Locations for Which the Priority Status of the 1981 Plan is No Longer Warranted

Southeast Saratoga County. Status: NYSDOT project development work has concluded; no recommendations for major improvements were identified.

North Troy (North-South access into Troy CBD). Priority status is less warranted, now that the Collar City Bridge, new Route 7, and Cohoes Arterial improvements have been made allowing traffic diversion.

PART FOUR: CURRENT ACTIVITIES

The following planning, programming and implementation activities will be pursued over the next year to refine and carry out the regional transportation plan. The 1990 Regional Transportation Plan Report will reflect the results of these activities.

Systematic Traffic Evaluation and Planning (STEP) Model Development

A major advancement over the past year has been the development of CDTC's "Systematic Traffic Evaluation and Planning" (STEP) model. This detailed representation of over 6,000 highway segments in the four-county area will serve as the basis for regional planning, project-level traffic forecasts and site traffic impact analysis in coming years. The model is based on TMODEL2 computer software, which was selected by a NYSDOT task force in 1988 as the standard for use in micro-computer traffic forecasting in New York. CDTC designed its STEP model specifically to accommodate both regional and local uses of the TMODEL2 techniques. Calibration of the regional model is expected by July, 1989.

1995-2000 Medium-Range Transportation Plan Development

Using the STEP model tools, CDTC staff will identify current and imminent traffic issues in the Capital District. In conjunction with the annual Transportation Improvement Plan development, CDTC will look beyond the coming five year period (1990-1995) to the needs of the succeeding five year period (1995-2000). CDTC will develop a ten-year, medium-range transportation plan that provides a reasonable estimate of the highway capacity, highway repair, bridge repair and transit capital needs of the coming ten years. If traffic growth continues at its present rate, congestion issues can be expected to become significant within the ten-year horizon. The ten-year plan will provide an opportunity to list the needs and set priorities among projects.

2000-2015 Long-Range Transportation Plan Development

CDTC will use the STEP model further to look at traffic forecasts out to the year 2015. Major traffic problems will be examined by testing highway improvements, highway construction on new alignments and various traffic demand alternatives. The role of transit services will be examined as well. This effort will be completed in early 1991.

Commuter Register Publication

One of the most cost-effective methods of addressing congestion and parking problems is to reduce traffic demand through ridesharing. CDTC's ridesharing program, funded by the New York State Energy Office and the Urban Mass Transportation Administration, involves publication of up to 50,000 copies of the *Commuter Register* each month. After five months of publication, CDTC estimates that about 20% of the hundreds of individuals listing in the register have already switched commuting modes. This successful program will continue until mid-1991.

Transportation Systems Management Program -- Phase II

A second NYSEO grant has been initiated in June, 1989. This three-year program will involve collection of detailed, peak-hour traffic information at 400 of the busiest intersections in the Capital District. CDTC has

developed innovative techniques for data collection, including the use of laptop computers and video cameras. CDTC staff will examine congestion at each location and develop recommendations for low-cost improvements to reduce delay and energy consumption.

Completion of Pinebush Study and Exit 26/Route 5 Project Development Reports

Completion of these CDTC and NYSDOT activities will shed further light on the needs, recommended actions, and funding options in each of these areas. The products will serve as the basis for any further implementation work.

Pursuit of Highway Financing for the 1990's and Beyond

The Capital District Transportation Committee, its members, and the CDTC staff continue to have an opportunity to influence the shape of national, state, and local highway financing programs. The New York State Legislature is currently beginning efforts to consider state and non-state highway and bridge needs for the post-Bond period. Issues of dedicated taxes and the overall level of infrastructure and capacity funding must be resolved. In the past, CDTC has supported action on the Governor's Roadway Improvement Committee recommendations and has raised a concern for additional support for non-state system needs. CDTC will continue to support the need for an ambitious state funding program, and will look for opportunities to support efforts to enact necessary legislation.

Public/Private Highway Financing Procedures

As part of its Regional Transportation Plan work, CDTC is seeking to develop a set of common principles, formulas and procedures for use in fairly sharing the cost of highway work between the public and private sector. The procedures build from NYSDOT efforts in this area. The CDTC approach seeks to assure the coordination of development-related traffic mitigation efforts with routine highway projects through the development of a comprehensive plan of improvements for each corridor of interest. During 1989 CDTC will refine these procedures and seek a public/private consensus on their legitimacy and practicality. At that point, use of the procedures by NYSDOT, counties and municipalities will constitute a

major step toward more effective highway development in the Capital District.

Human Service Agency Transportation Inventory and Options

CDTC finished a survey in early 1988 of transportation services provided and required by nearly 300 human service agencies in the four-county Capital District area. A new directory of transportation services is being prepared for distribution. The survey provides the basis for an upcoming study of consolidation and coordination options available to operators hard-pressed by an aging vehicle fleet, high driver turnover, high insurance costs, and ambitious service promises.

Ten-Year Transit Capital Programming

The issues of transit capital availability through 1998 will be considered in a joint CDTA-CDTC study. The effort will combine CDTC's investigation of non-CDTA needs with CDTA's ten-year capital schedule. The result will be a clear answer as to whether the transit resources are available for CDTC to entertain additional transit capital projects on the current TIP. Also, the study will gauge the magnitude of the funding shortfall for CDTA fleet replacement in the second five years.

TIP Implementation

Key elements of the 1989-94 Transportation Improvement Program will be advanced in 1989. They include completion of the Exit 24 reconstruction and Northway Exit 2-6 reconstruction, completion of the Rt 7 project, and initiation of the Broadway/Crane St./ I-890 intersection improvements, the Rensselaer Port Access Road construction, and the Pawling Ave. Phase II improvements. Numerous bridge and bridge deck projects, including significant work on I-787 are also scheduled for 1989.

Implementation of some of these projects (those off the state system) may be jeopardized by the elimination of Marchiselli funding and the resulting need for four times the amount of local match.

Transit implementation in 1989 will include major expansion and updating of CDTA's Albany and Schenectady garages and purchase of express buses for Upstate Transit. The Downtown Albany Pedestrian Walkway project will also be implemented in conjunction with the construction of the Knickerbocker Arena.

CAPITAL DISTRICT TRANSPORTATION COMMITTEE

Planning Committee Members

David R. Atkins, Schenectady County Planning Department

Charles Basner, Federal Highway Administration

Geoffrey Bornemann, Saratoga Springs Planning Department

Douglas Burgey, Planning and Community Development, City of Rensselaer

Richard W. Carlson, New York State Department of Transportation-Region I

Paul L. Cassillo, City of Schenectady

Chungchin Chen, Capital District Regional Planning Commission

Assistant Chief Robert M. Coleman, Department of Traffic Engineering, City of Albany

Edward W. Davis, Bureau of Abatement Planning, New York State Department of Environmental Conservation

Frederick M. Doeing, Department of Public Works, Albany County, Planning Committee Vice-Chairman

Dennis J. Fitzgerald, Capital District Transportation Authority

Lawrence S. Gordon, Saratoga County Planning Board

G. Glen King, Bureau of Budget, Research and Planning, Rensselaer County

Robert Mitchell, Engineering and Planning Services, Town of Colonie

John P. Poorman, Capital District Transportation Committee, Planning Committee Secretary

James F. Rivers, Department of Traffic Engineering, City of Troy, Planning Committee Chairman

Kathy Scarpa, Project Manager, Urban Mass Transportation Administration - Region II

David R. Torncello, Community Development, City of Watervliet

Charles G. Valenti, Community Development, City of Cohoes

CDTC Committee Members

The Honorable Louis Anthony, Jr., Mayor of Troy

Leonard S. Barun, Regional Administrator, Urban Mass Transportation Administration, Region II

Harold J. Brown, Division Administrator, Federal Highway Administration

Margaret B. Buhmaster, Vice-Chairwoman, Schenectady County Board of Representatives

John L. Buono, Rensselaer County Executive

Charles E. Cahill, Chairman, Albany County Legislature

Thomas H. Clements, Member-at-Large, Saratoga County, Committee Vice-Chairman

James A. Constantino, Supervisor, Town of Rotterdam

James J. Coyne, Albany County Executive

William J. Daubney, Supervisor, Town of Waterford

Charles Drago Jr., Chairman, Schenectady County Board of Representatives

The Honorable John R. Fascia, Mayor of Mechanicville

Fred G. Field, Member, Capital District Regional Planning Commission

The Honorable Joseph E. Harrigan, Mayor of Rensselaer

The Honorable Karen B. Johnson, Mayor of Schenectady

The Honorable Ellsworth Jones, Mayor of Saratoga Springs

The Honorable Frederick E. Julian, Mayor of Cohoes

Robert G. Lyman, Chairman, Capital District Transportation Authority

Joseph G. Manupella, Chairman, Rensselaer County Legislature

The Honorable J. Leo O'Brien, Mayor of Watervliet, Committee Chairman

John B. Simoni, Chairman, Saratoga County Board of Supervisors

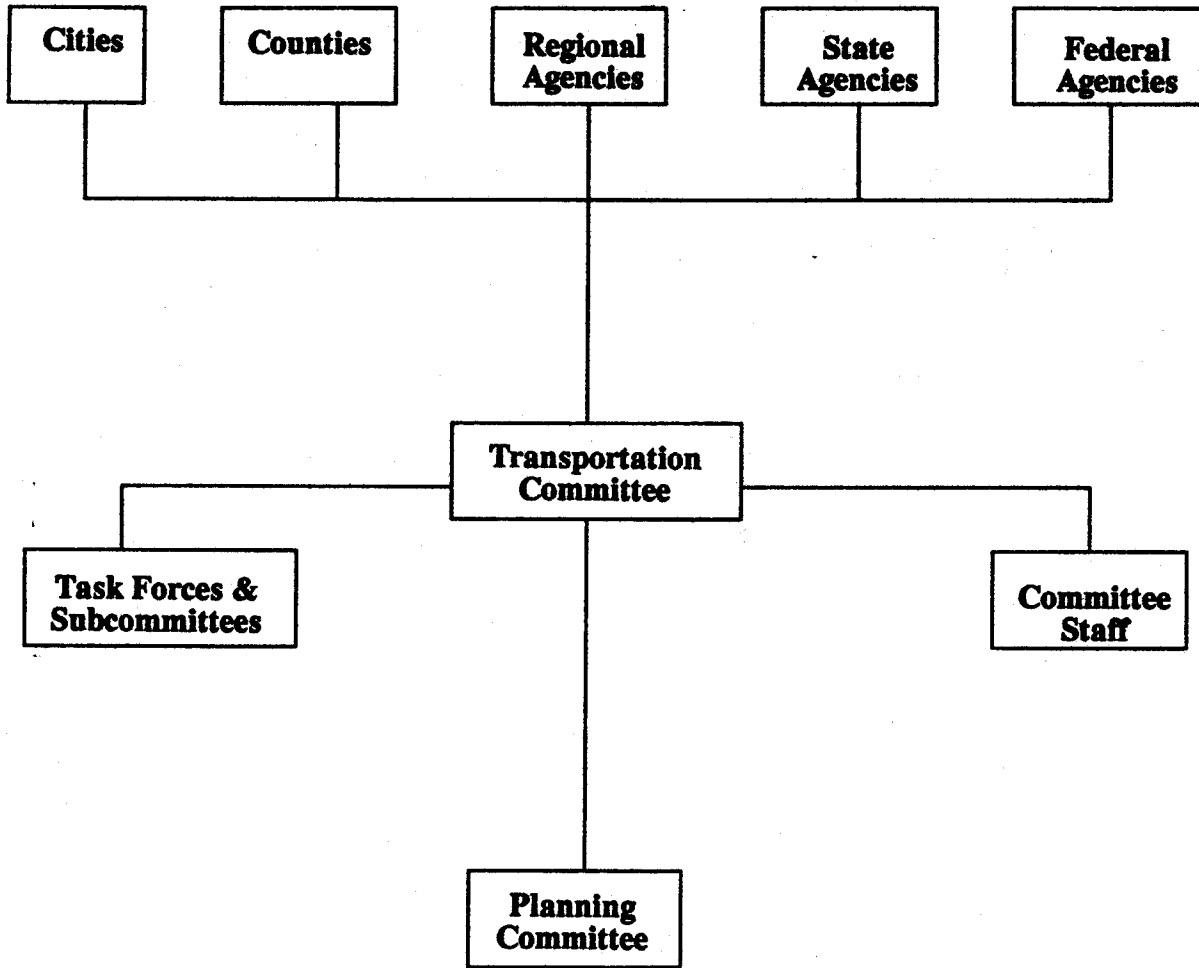
**John E. Taylor, Regional Director, New York State Department of Transportation,
Committee Secretary**

The Honorable Thomas M. Whalen III, Mayor of Albany

Franklin E. White, Commissioner, New York State Department of Transportation

This Capital District Transportation Committee report was prepared in cooperation with local governments, regional agencies, New York State agencies, and the Federal Highway Administration and Urban Mass Transportation Administration of the United States Department of Transportation. The contents do not necessarily reflect the official views or policies of these governmental agencies.

CDTC February, 1989



CDTC ORGANIZATIONAL STRUCTURE

**CAPITAL DISTRICT TRANSPORTATION COMMITTEE
Central Staff**

John P. Poorman, Staff Director
Suzanne C. Igoe, Assistant Director for Management & Finance
David P. Jukins, Senior Transportation Engineer
Deborah J. Stacey, Senior Transportation Planner
Glenn Posca, Transportation Planner
Stephen A. Allocco, Transportation Planner
June Maniscalco, Planning Aide
Sandra Kinnicutt, Secretary