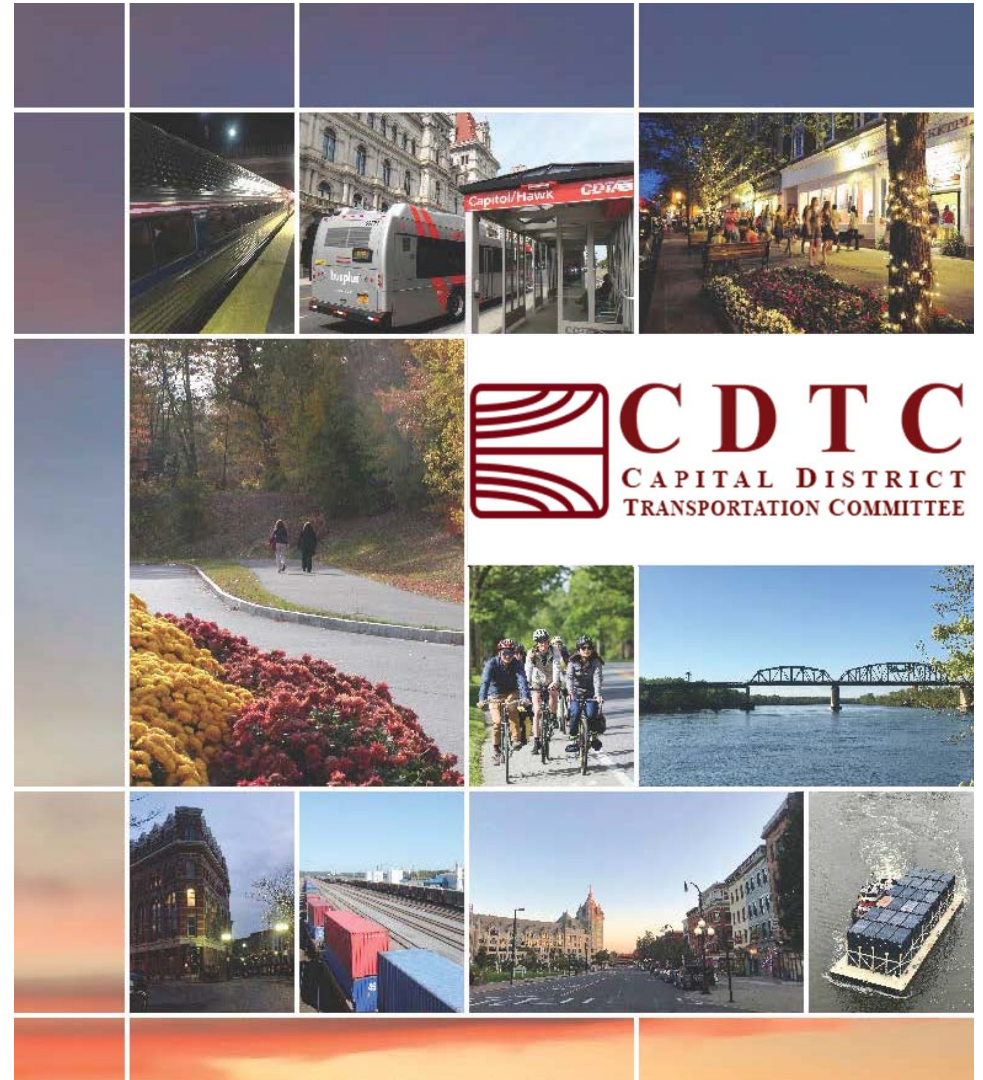




Building a Walkable & Accessible Capital Region For All

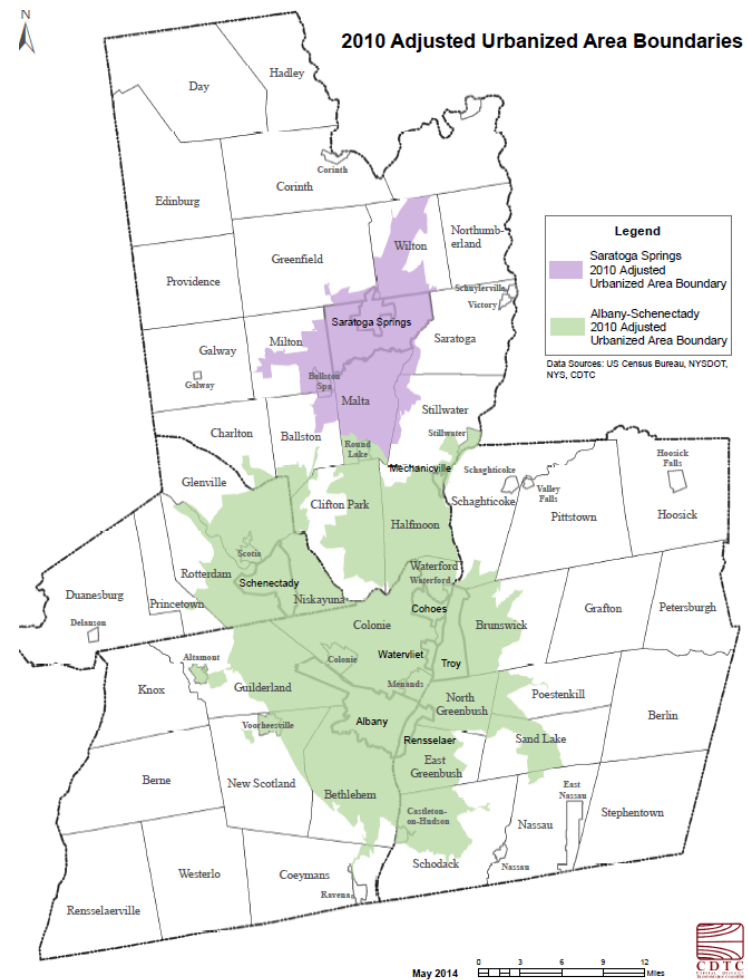
May 19, 2021

Jen Ceponis, Sr. Transportation Planner II
Carrie Ward, Sr. Transportation Planner



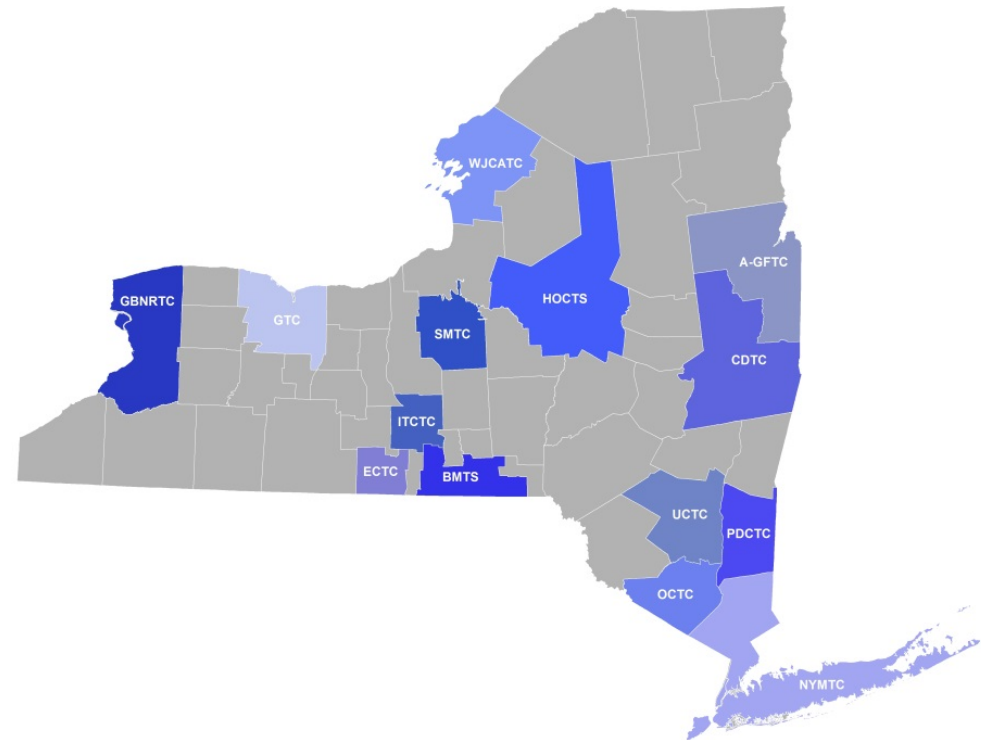
Capital District Transportation Committee

- Established in 1964
- Population: 825,000+
- 77 municipalities
- 2 metropolitan areas
- Metropolitan Planning Organization (MPO)



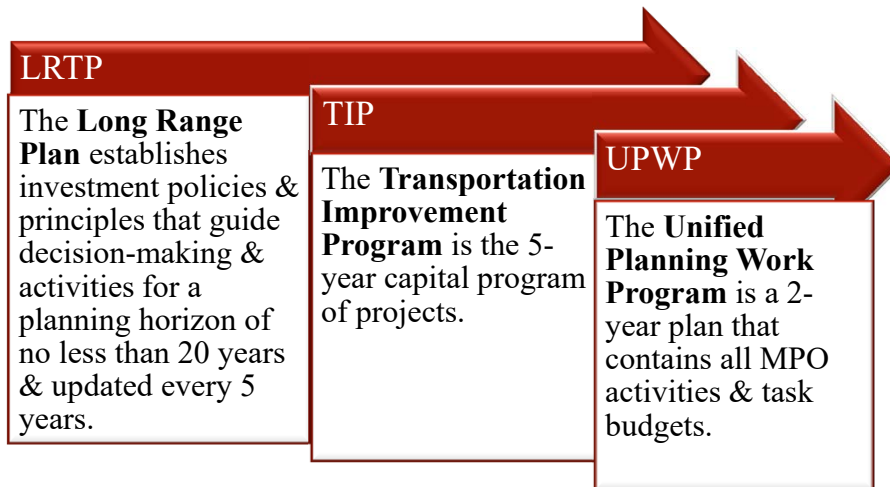
Metropolitan Planning Organization (MPO)

- Federal Highway Act of 1962
 - Urbanized areas of 50,000+
 - Designated by the Governor
- Forum for cooperative multi-modal transportation decision-making
- Federal transportation funding is channeled through MPOs and their planning process
- 3-C's: continuing, cooperative, comprehensive



There are 14 MPOs in NYS

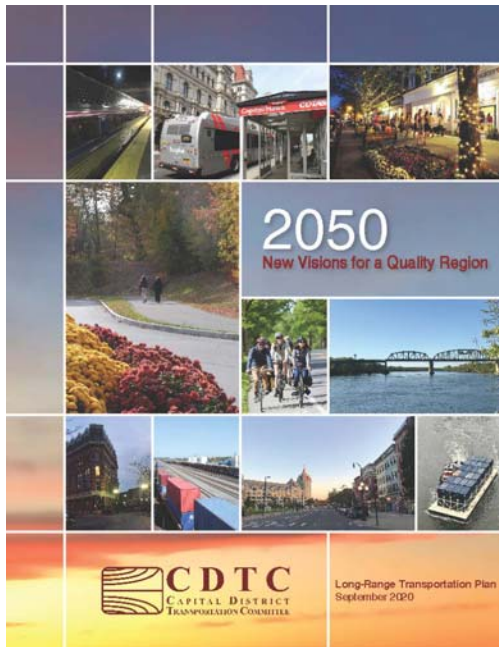
MPO Products



National Goals:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement & economic vitality
- Environmental sustainability
- Reduced project delivery delays

New Visions Planning & Investment Principles



- 1 Invest in a Quality Region
- 2 Support Economic Development
- 3 Make investments regionally equitable
- 4 Preserve and manage the transportation system
- 5 Maintain travel reliability
- 6 Invest in safety
- 7 Invest in security
- 8 Invest in Complete Streets
- 9 Encourage bicycle and pedestrian travel
- 10 Move freight efficiently
- 11 Invest in transit
- 12 Provide essential mobility for all
- 13 Prioritize affordable and convenient travel options
- 14 Preserve the environment
- 15 Leverage technology

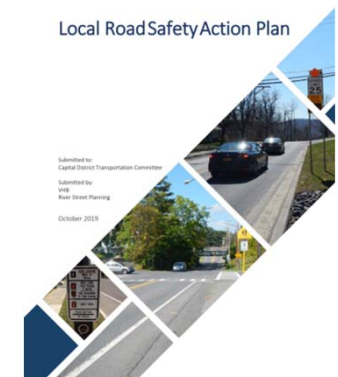
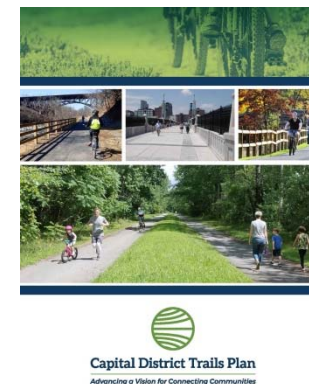
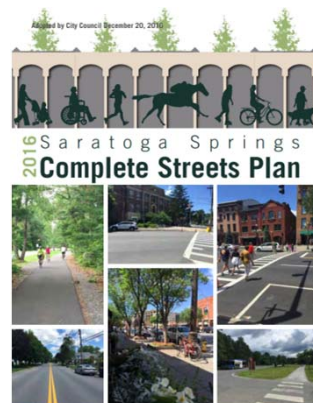
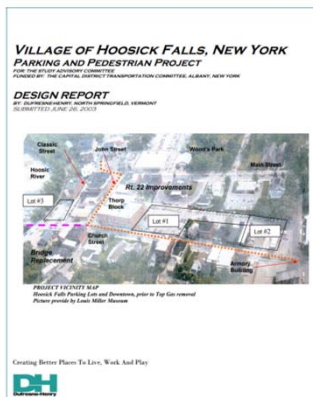
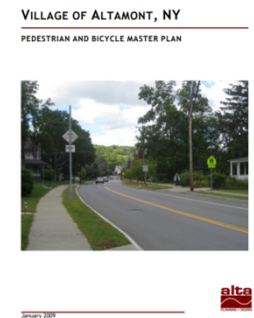
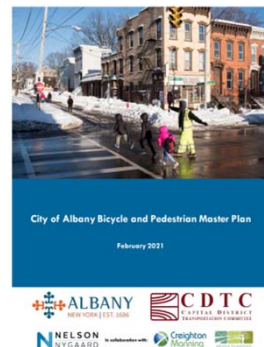
Encourage Bicycle & Pedestrian Travel

Recognize walking & bicycling as socially, economically, & environmentally responsible & health approaches to improving the performance of our transportation system. Bicycle & pedestrian improvements will be considered from the perspective of developing a system & not just based on whether a particular facility is currently used. A regional system of sidewalks, bicycle facilities, & multi-use trails will encourage safe bicycle & pedestrian use.



Delaware Ave, Bethlehem

Planning Documents



Everyone is a Pedestrian

- In a parking lot
- At the bus stop
- In the crosswalk
- On the road
- Hail a cab
- On a trail
- On the sidewalk



Obstacles to Walkability

- Roadway design
- Poor land use planning
- Safety concerns (real & perceived)
- Lack of coordination



Central Ave., Albany

Walkability Goals

- Conformity
- Accessibility
- Mobility
- Resiliency
- Connectivity
- Equity
- Opportunity
- Reliability
- Safety
- Livability

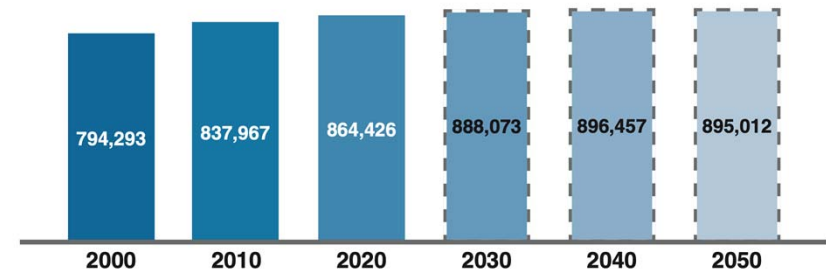


Monument Square, Troy

Trends Snapshot

- Development without growth
- Increase in driving
- Changing needs
- Road & bridge network with a replacement value exceeding \$30 billion
- All modes rely on roads & bridges

Slow Growth Region



Capital Region Greenhouse Gas Emissions by Source



Capital Region Infrastructure Snapshot



Moving People & Goods



Why Build a Walkable Capital Region?

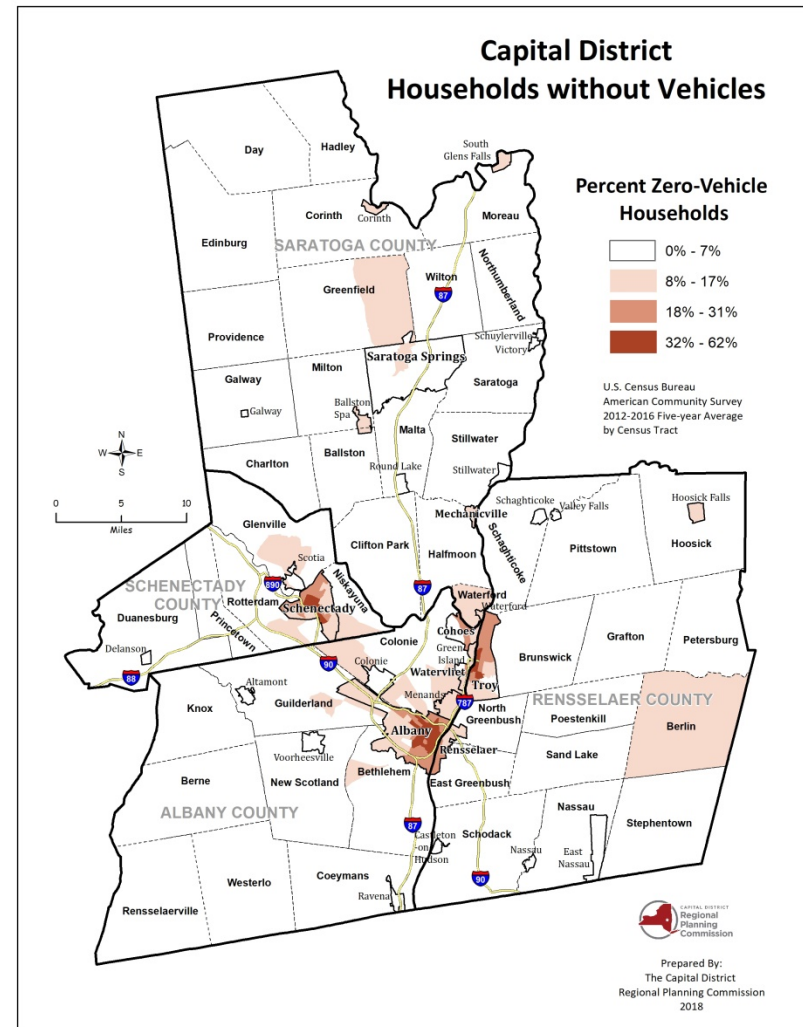
- Reduces congestion
- Improves traffic safety
- Health benefits
- Increases access to transit
- Economic development
- Creates space & comfort for mobility assistance device users
- Reduces parking demand



Source: NYTimes

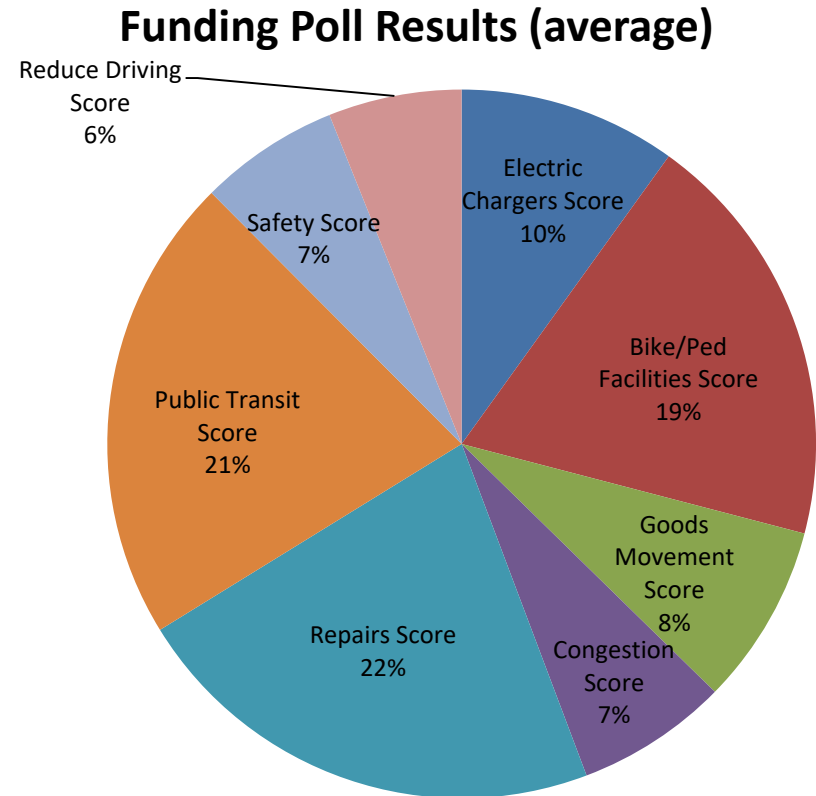
Why Build a Walkable Capital Region?

- 90,000 Capital District households do not have a vehicle (11%)
- The average annual cost of vehicle ownership is \$8,964.25
- Oil & gas is vulnerable to disruption – economic, weather, global conflict, trade & political disputes, & hacking.
- More young adults are delaying getting their drivers license
- Greenhouse gas emissions from transportation
- Mobility freedom – more transportation choices available to more people



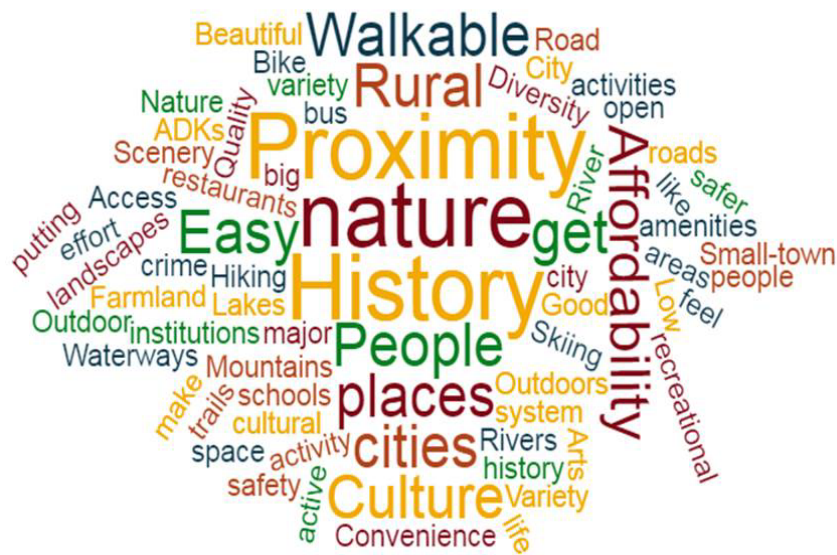
Public Support for Walkability

- Public participation in New Visions 2050
- Virtual public meetings
- Surveys
- Funding poll



Public Support for Walkability

What do you like about living in the Capital Region?

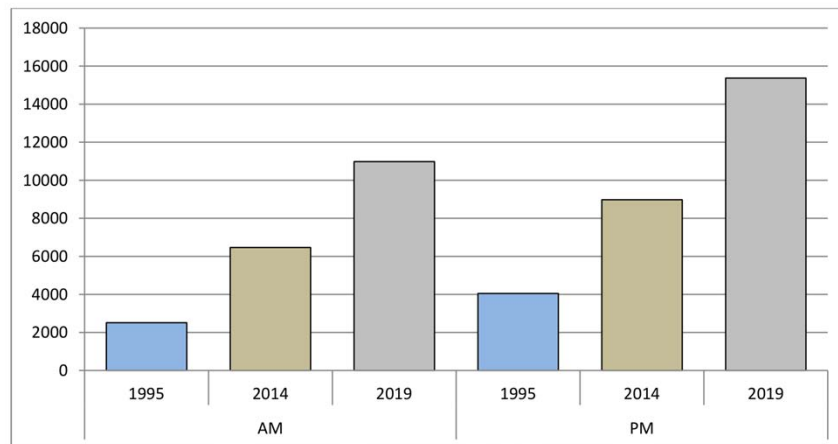


What does “Quality Region” mean to you?

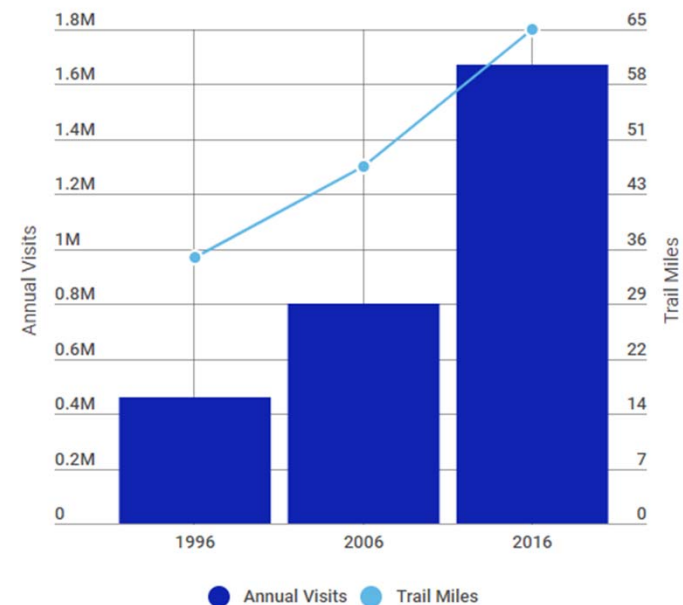


Growing Demand for Walkability

Regional Pedestrian Counts

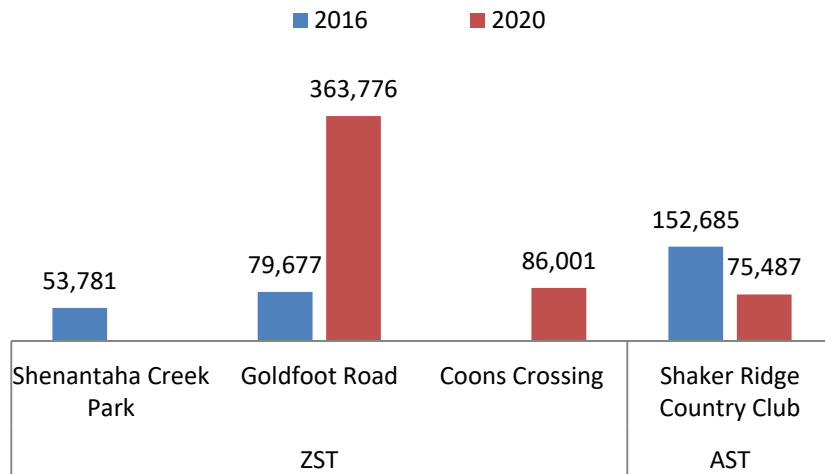


Trail Users Per Mile



COVID Mobility

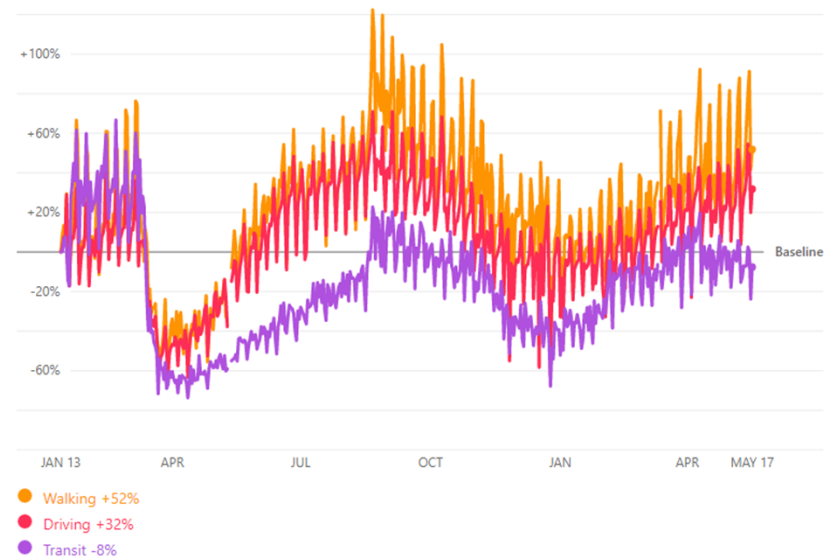
COVID's Impact on Trail Use in the Capital Region



Mobility Trends

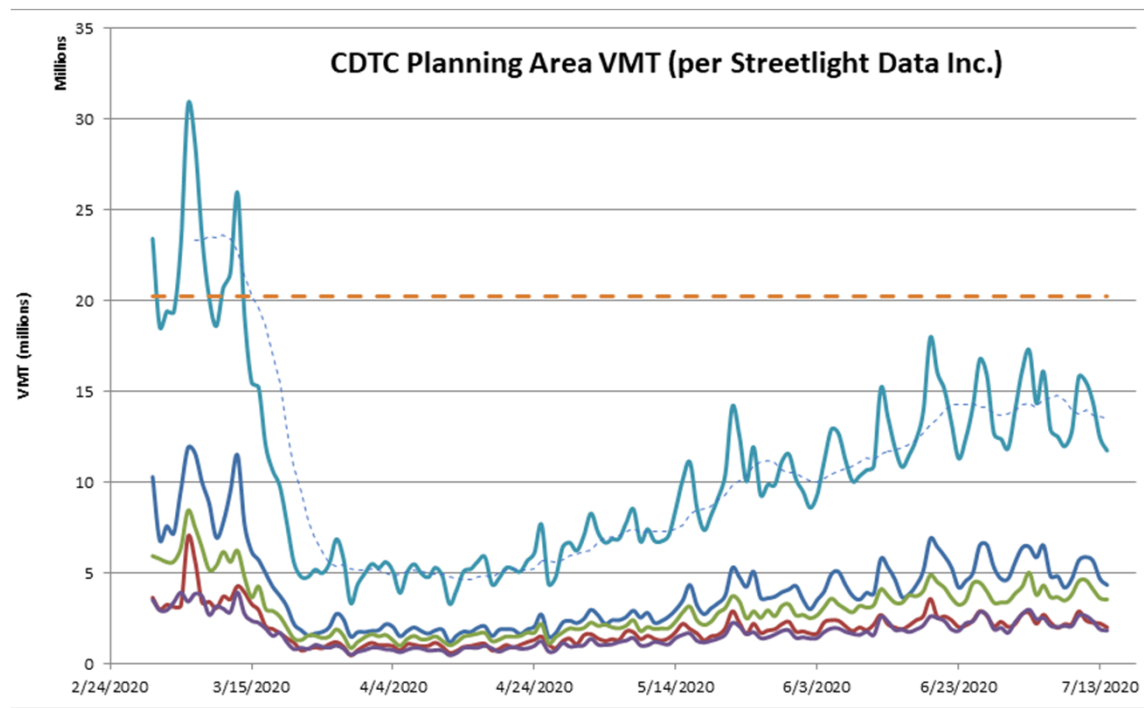
Change in routing requests since January 13, 2020

Search (for example Italy, California, or New York City)
Albany, New York, United States



Source: Apple Maps

COVID Mobility



Open Streets in Troy



Play Streets in Albany



Dine in the street, Saratoga Springs

COVID Mobility

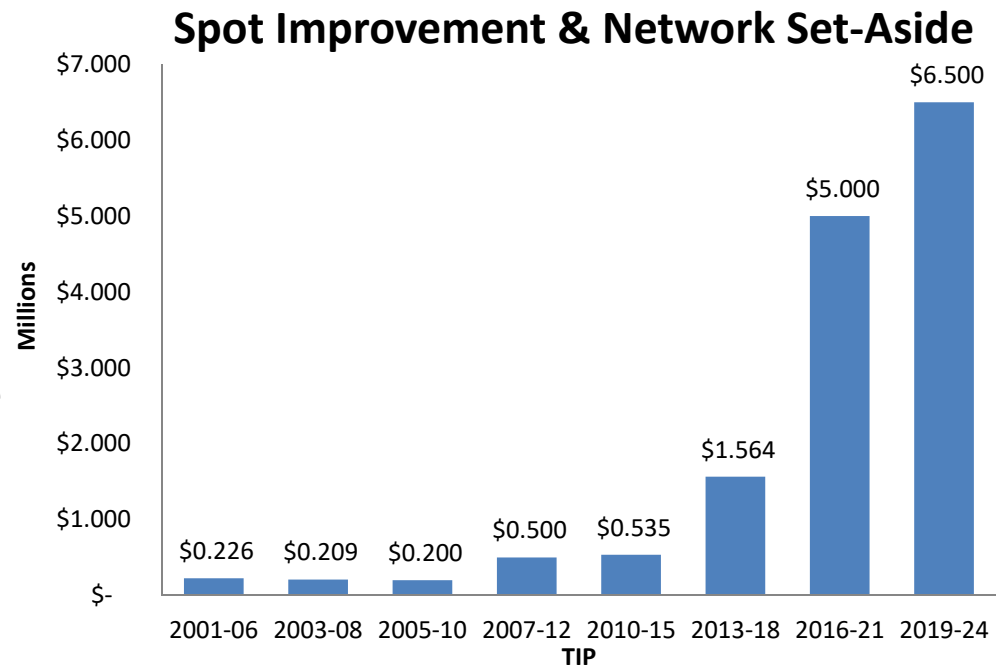


Lark St., Albany



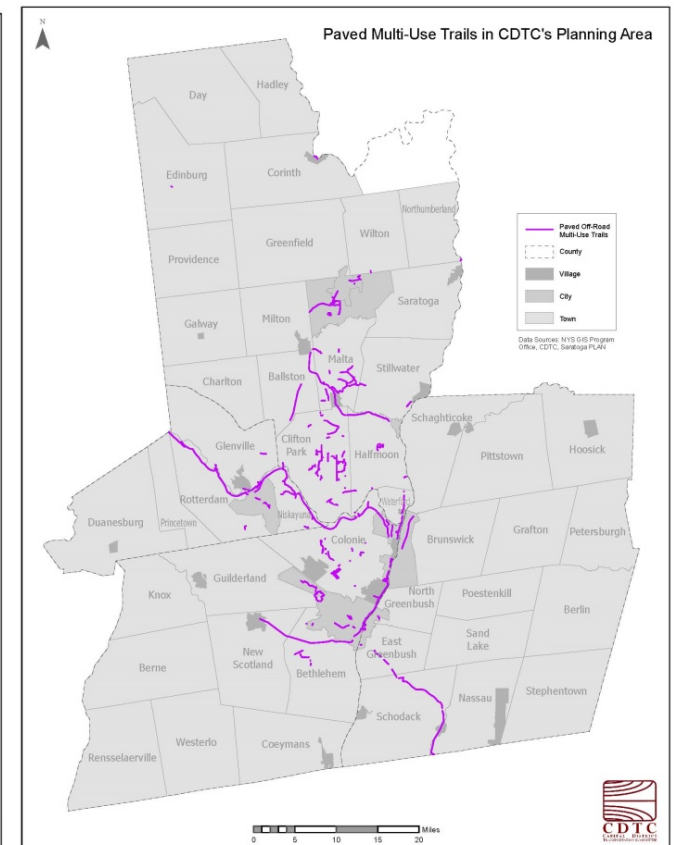
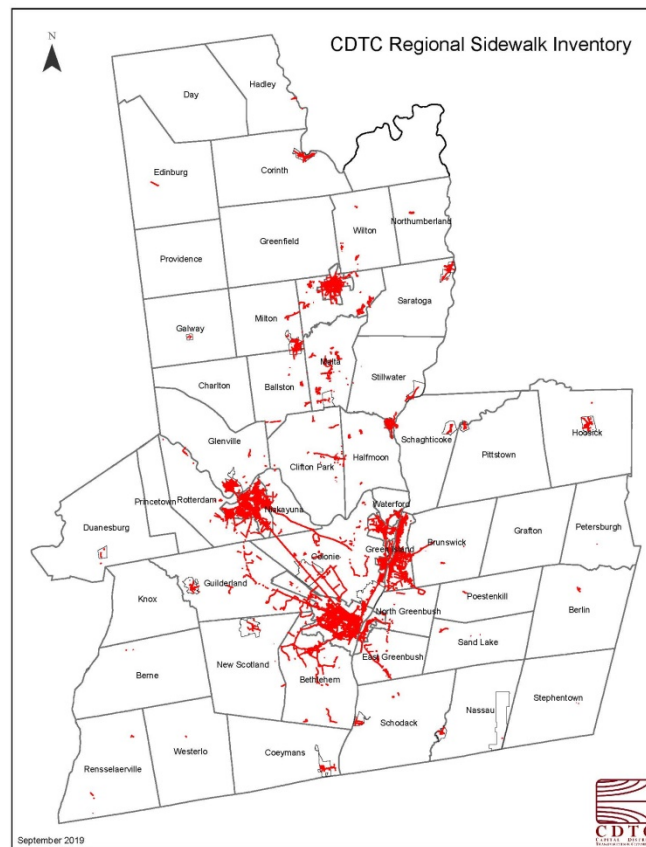
Building a Walkable Region

- Funding
 - UPWP
 - TIP
- Technical assistance
- Training opportunities
 - Complete Streets
 - NACTO
- Complete Streets Advisory Committee
- Public outreach
- Data collection
 - Infrastructure inventories
 - Pavement conditions
 - Counts
 - Surveys



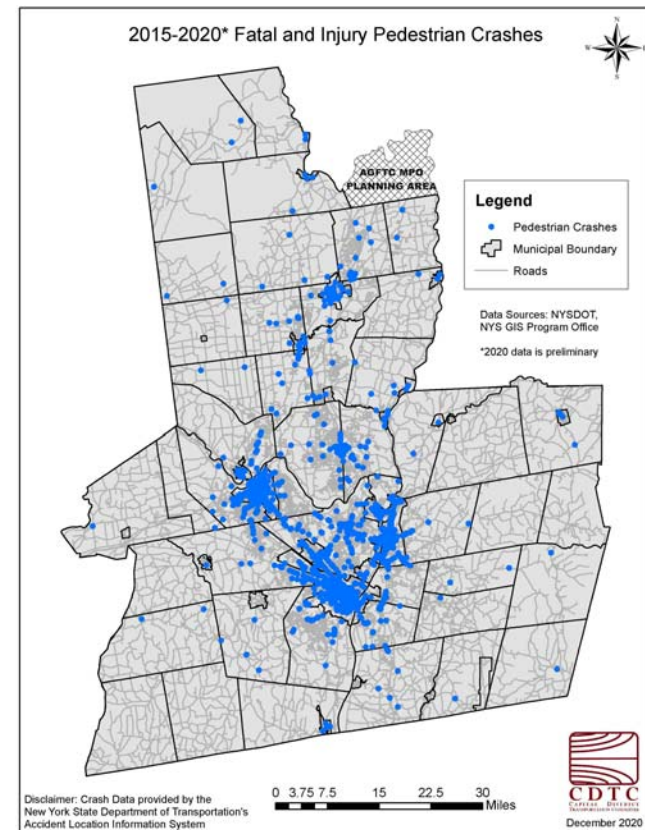
Building a Walkable Region

Year	Trails (Mi.)	Sidewalks (Mi.)
2009	74	-
2014	102	-
2016	118	-
2019	132	1,230
2020	162	1,230



Pedestrian Safety Trends

- Fatal & all injury crashes (2015-2019): 6.8%
- Fatal & serious injury crashes (2015-2019): 11.6%
- Fatal crashes (2015-2019): 25.6%



Goal: Zero Deaths

- We must confront the level of death and injury on our roadways as a result of trade-offs: each decision is literally a matter of life and death.
- Setting a goal of zero deaths and serious injuries requires a deep ethical obligation to develop traffic safety solutions that value every life.



Local Road Safety Action Plan

- Crash data evaluation (6 years)
 - Regional vs. statewide emphasis areas
 - Focus by county, roadway, speed, type, etc.
 - Follow the data to develop specific recommendations by emphasis area – E's of safety
- Tailor recommendations/strategies to the CDTC regional context
 - SHSP: Educate users about new traffic control devices.
 - Regional Plan: Educate users about new traffic control devices by...when, where, how...



Pedestrian Safety Action Plan

- The New York State Pedestrian Safety Action Plan will run through 2021 and is being implemented cooperatively by the New York State Department of Transportation focusing on engineering improvements, the State Department of Health conducting public education and awareness campaigns, and the Governor's Traffic Safety Committee coordinating increased law enforcement.
- The plan targets improvements in communities outside of New York City. The city has an established pedestrian safety program that receives millions in federal funding administered by NYSDOT.

Pedestrian Safety Action Plan Focus Communities			
Rank	City/Town/Village (by # crashes)	County	Crashes
1	Hempstead	Nassau	2,139
2	Buffalo	Erie	1,254
3	Rochester	Monroe	984
4	Syracuse	Onondaga	810
5	Yonkers	Westchester	727
6	Albany	Albany	681
7	Brookhaven	Suffolk	522
8	Islip	Suffolk	516
9	Oyster Bay	Nassau	478
10	N. Hempstead	Nassau	463
11	Babylon	Suffolk	454
12	White Plains	Westchester	354
13	Schenectady	Schenectady	318
14	Huntington	Suffolk	299
15	New Rochelle	Westchester	243
16	Poughkeepsie	Dutchess	243
17	Utica	Oneida	239
18	Niagara Falls	Niagara	226
19	Freeport	Nassau	209
20	Ramapo	Rockland	205

CDTC's Approach to Pedestrian Safety

- Conventional “3Es”
 - Engineering
 - Education
 - Enforcement
- “New Es”
 - Ethics
 - Equity
 - Empathy



Education, Outreach & Enforcement

- Law enforcement training
- Bike safety education
- Capital Coexist mini-grants



Capital Coexist Mini-grants

- Up to \$5,000
- 20% match
- Traffic safety education events & campaigns
- Local governments, non-profits, & first responders
- Annual solicitation

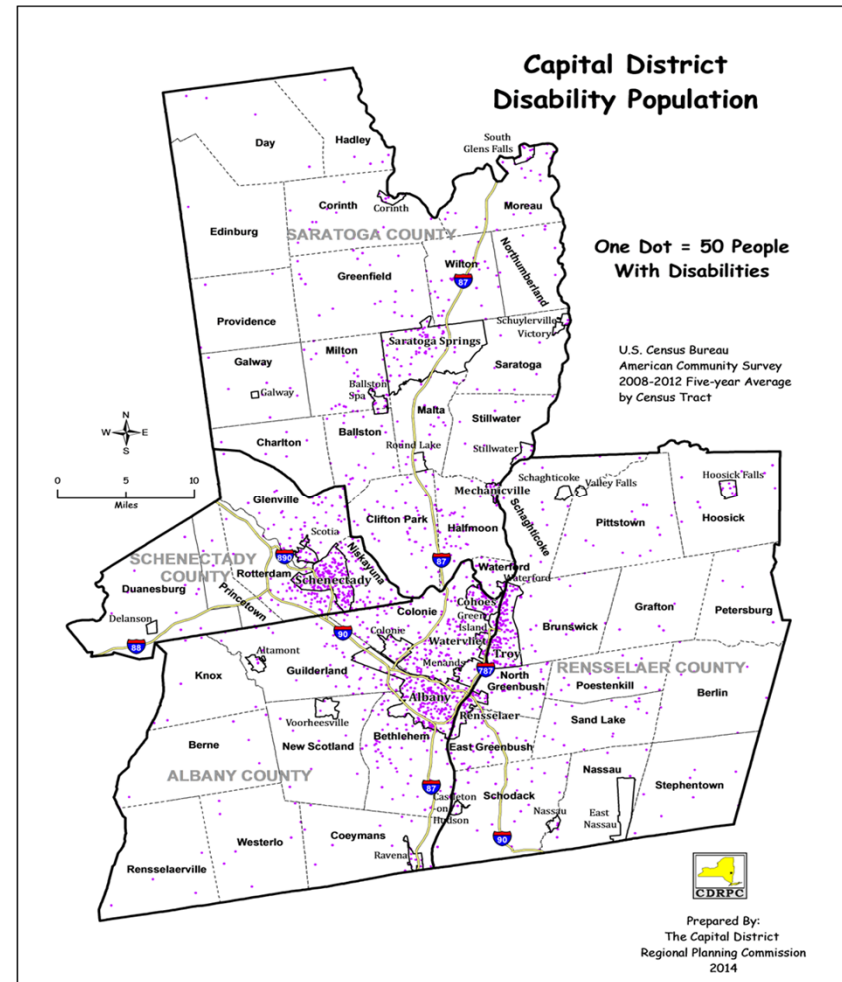
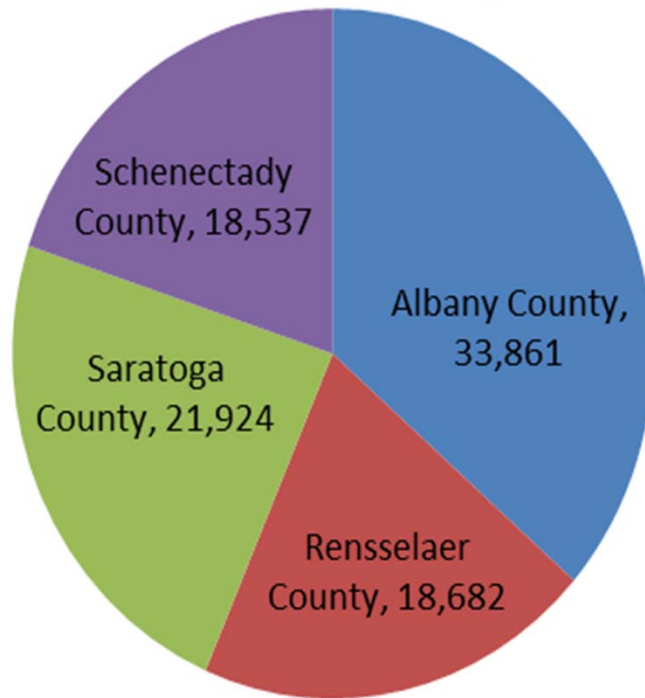


Mobility & Inclusion



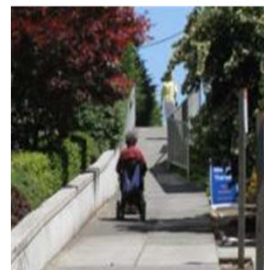
Capital Region Residents

Number of Residents Reporting a Disability



Americans with Disabilities Act Title II

- Government Services
- Must ensure that individuals with disabilities are not excluded from programs, services, and activities
- pedestrian facilities are an example of a program



Title II – Basic Requirements

- Designate an ADA Coordinator
- Develop & post ADA Policy Statement
- Develop & post Grievance/Complaint Procedures
- Complete a self-evaluation of current services, policies, and practices
- Develop a Transition Plan*
- Name/position of official responsible for implementing the Transition Plan

Transition Plans

- Required of government entities with greater than 50 employees (combined full and part-time, includes police)
- Under 50 employees, public entities still need to evaluate programs for discrimination...but no Transition Plan
- Title II requirement that provides a tool to address discrimination in access to **ALL** programs

Transition Plan Elements

- Identify Public Involvement Opportunities
- Develop/Adopt Design Standards
- Identify/list physical obstacles and their location
- Describe in detail the methods the entity will use to make the facilities accessible
- Provide schedule for making the access modifications, and a re-evaluation schedule
- Provide annual schedule if transition plan is over one year long

Public Right-of-Way Accessibility Guidelines (PROWAG)



- Applicable to new construction and alterations of existing facilities
- (Still) undergoing the rulemaking process
- 2011 Notice of Proposed RuleMaking published
- NYSDOT incorporated into Highway Design Manual

Prioritization

- Government Centers/Transit/Public Services...
- Pedestrian Level of Service
- Citizen requests/complaints regarding inaccessible locations
- Population Density
- Presence of Disabled Community
- Cost...

Monitoring Progress

- Use Transition Plan in Annual Planning Cycle
- Track from Initial Inventory (baseline)
- Transition Plan is a “Living Document”
 - UPDATE Regularly (annually/semi-annually)
- Changes in the pedestrian environment (adding street furniture, landscaping, path of travel) have impacts.

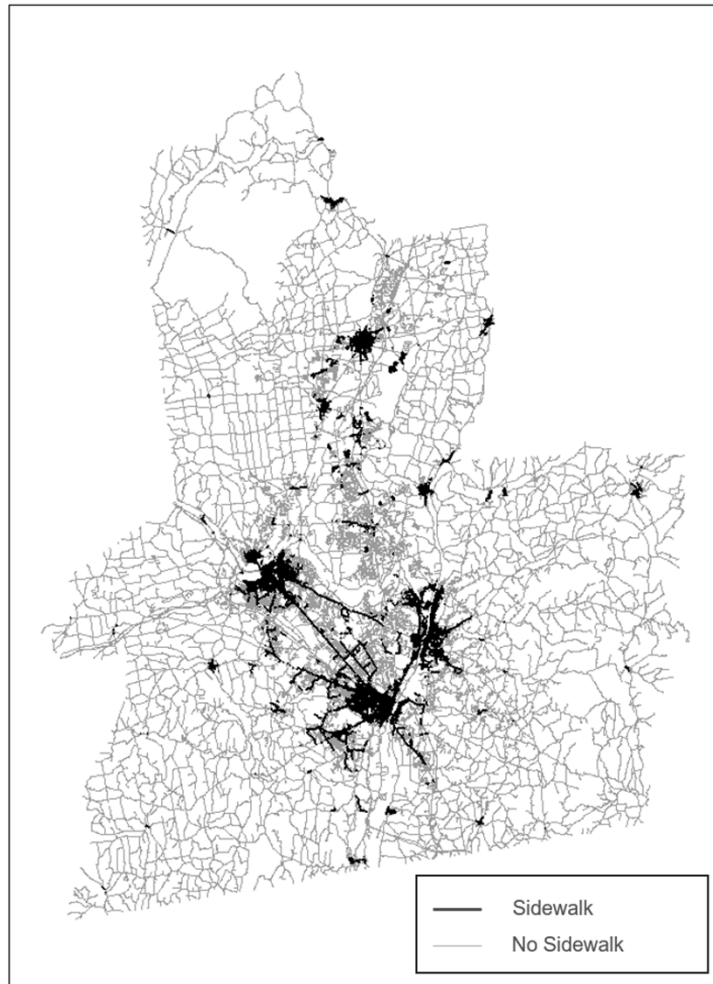
Municipal Surveys

- 2015 and 2018
- Assess existence of Self-Analysis and Transition Plan elements
- Assess what data they had
- Most did not have a comprehensive dataset of sidewalk locations
- Useful tool to start conversations

Presence/Absence of Sidewalks

- Existing data was sparse
- MPO staff/intern effort
- About 3.5 years, 77 municipalities, 1,225 miles
- Mostly online/ortho images, in person in few small villages
- Route number, road name, side of road, start & end points, surface type, length (mi.; ft)
- Transmitted data with letter explaining Transition Plan req'ts

Sidewalk Locations



Transition Plans Contract

- Hired Consulting firm early 2020
- Municipal solicitation April 2020 and 2021
- Requires:
 - In-kind match, cash match optional
 - Muni arrange public input, provide list of stakeholders
 - Letter of support from chief elected official
- 2020 – worked with one town, one city

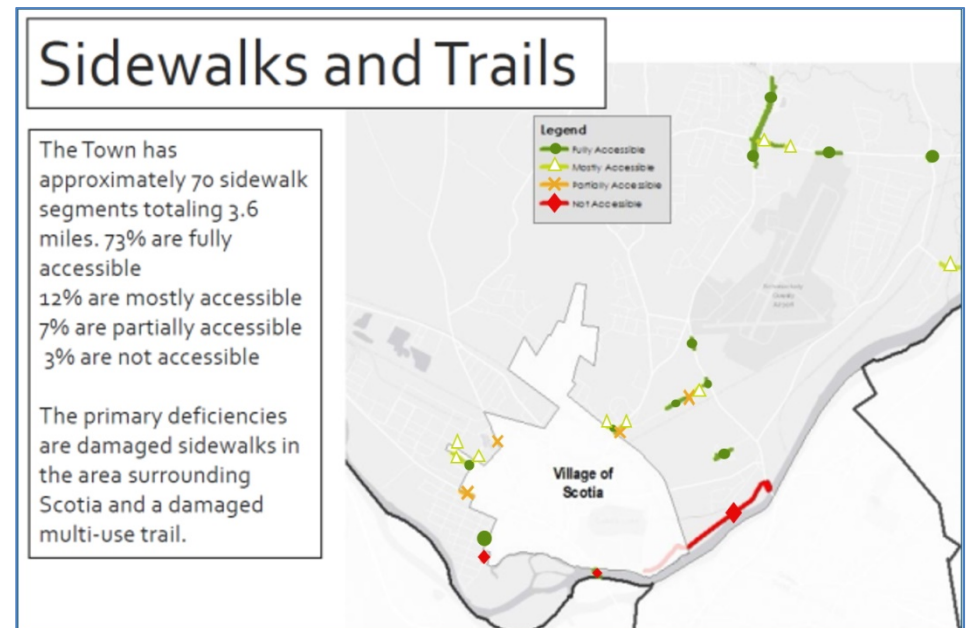
Municipal Process

- Confirm non data collection components
- “Stakeholder” Meetings
 - Invite groups focusing on seniors, people who have disabilities
- Technical Training
 - Whoever collecting data
- Public Meetings
 - Agenda item

The screenshot shows the ArcGIS Survey123 mobile application interface. The title bar at the top reads 'ArcGIS Survey123'. Below it, a blue header bar contains a close button, the title 'Part A.) Intersections (Saratoga)', and a menu icon. The main content area displays the 'Survey123 Evaluation Form for Intersections. Updated 8/6/2020 -BMF'. The first section is 'Collection Date *', which includes a date picker set to 'Monday, Apr...' and a time picker set to '12:06 ...'. The second section is 'Location *', which contains instructions: 'If you are evaluating a pre-existing point from collector, then DO NOT click the map. Doing this will prevent the map from using your current device location.' and 'If you are in the field evaluating a new point, stand ontop of the location you are evaluating and click the map. Let this question use your device location.' Below the text are two icons: a target icon and a map icon. The third section is 'Curb Ramp Features', which includes the question '1) Is there a curb ramp? *' and a reference to 'Reference Appendix A.1'. At the bottom of this section are two radio buttons labeled 'Yes' and 'No'. A grey bar at the very bottom of the screen contains a checkmark icon.

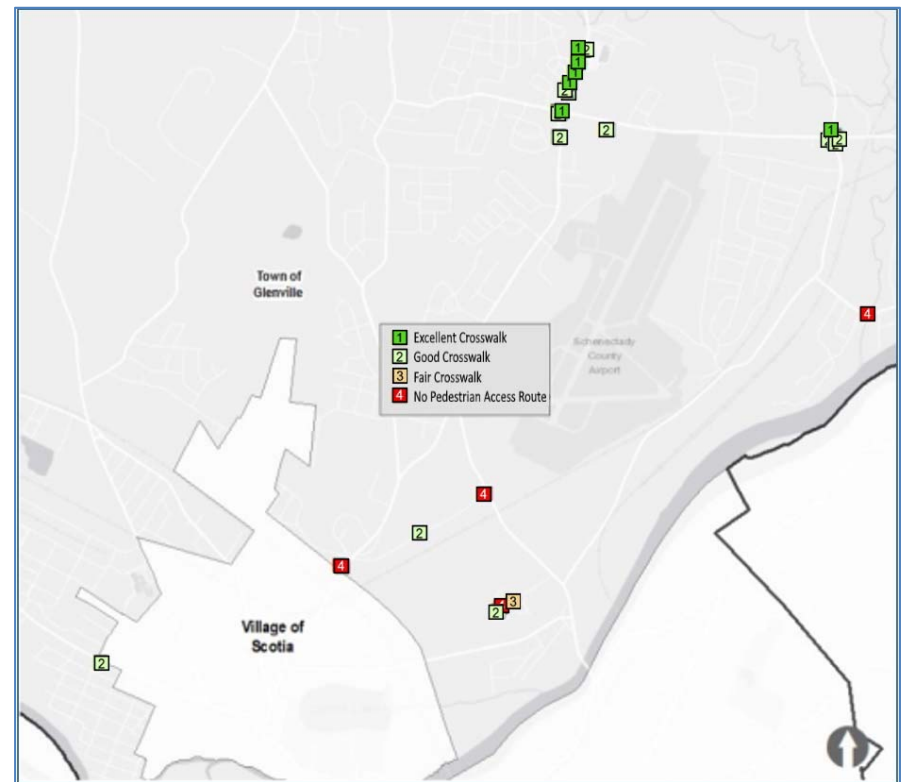
Data Collection Hardware/Software

- Device(s) with internet /data plan and GPS
- ArcGIS Online credentials
- Two apps
 - ArcGIS Collector
 - Survey 123

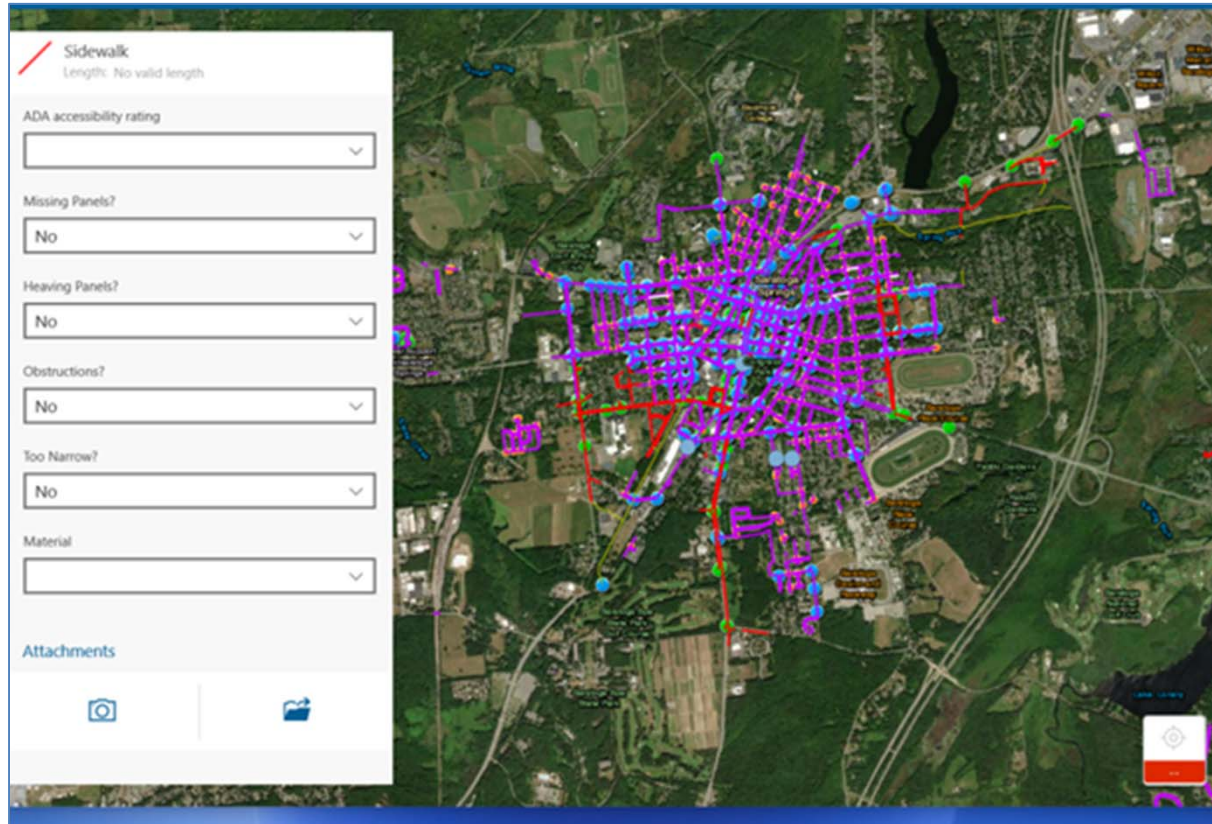


Data Collection Points

- Sidewalks – simple 1 to 4
- Curb Ramps – detectable warning dimensions/contrast
- Pedestrian signals – type, visual/audible/both, access
- Transit stops – access dimensions
- Crosswalks - surface



In-Progress Overview



Sidewalk
Length: No valid length

ADA accessibility rating

Missing Panels?



Heaving Panels?

Obstructions?

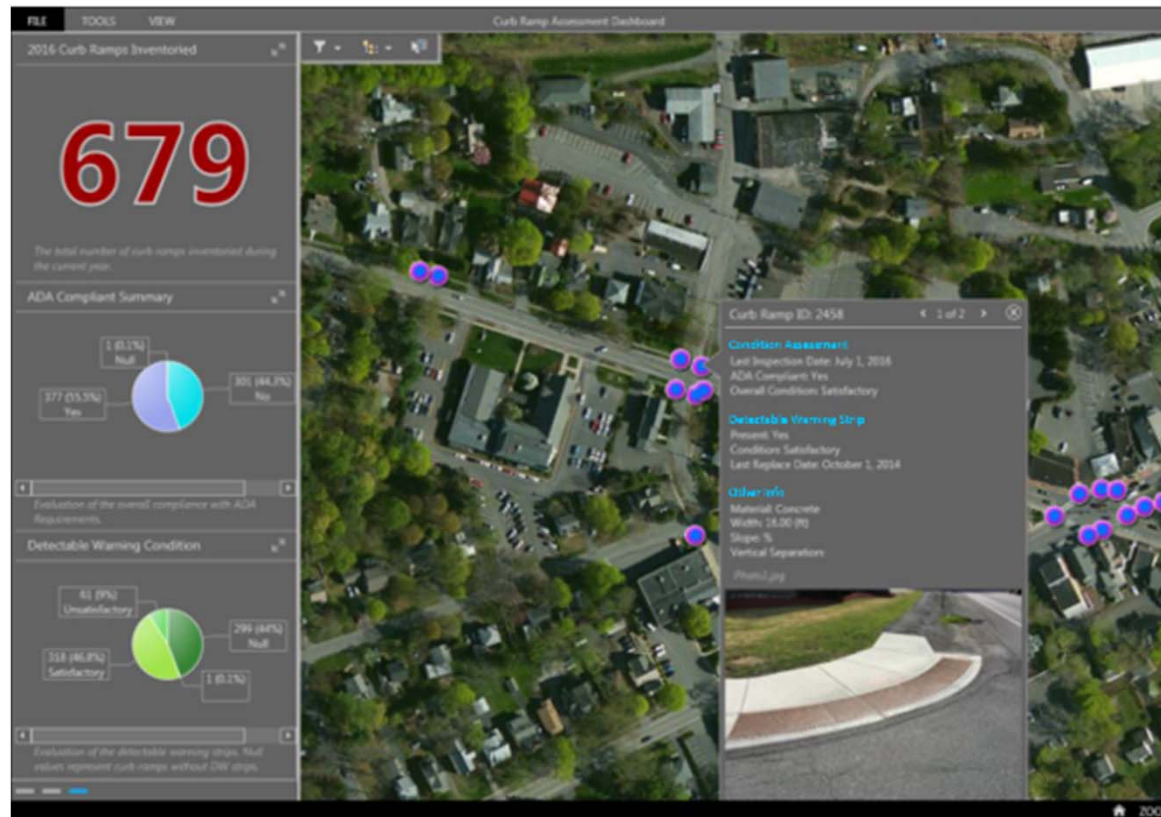
Too Narrow?

Material

Attachments

In-Progress Results



NYSDOT Engineering Bulletin

- EB 20-053 Local Projects Manual, Chapter 13, Civil Rights Requirements, Section 13.3.3, ADA Transition Plan and Section 13.3.4, Design and Construction
- “A Sponsor’s ADA Transition Plan shall include a list of locations ..., including those identified alongside State highways.”

New Challenges

- Connected & automated vehicles
- New electric mobility
- Rapidly evolving technology
- Long-term impacts of COVID



Jay St., Schenectady

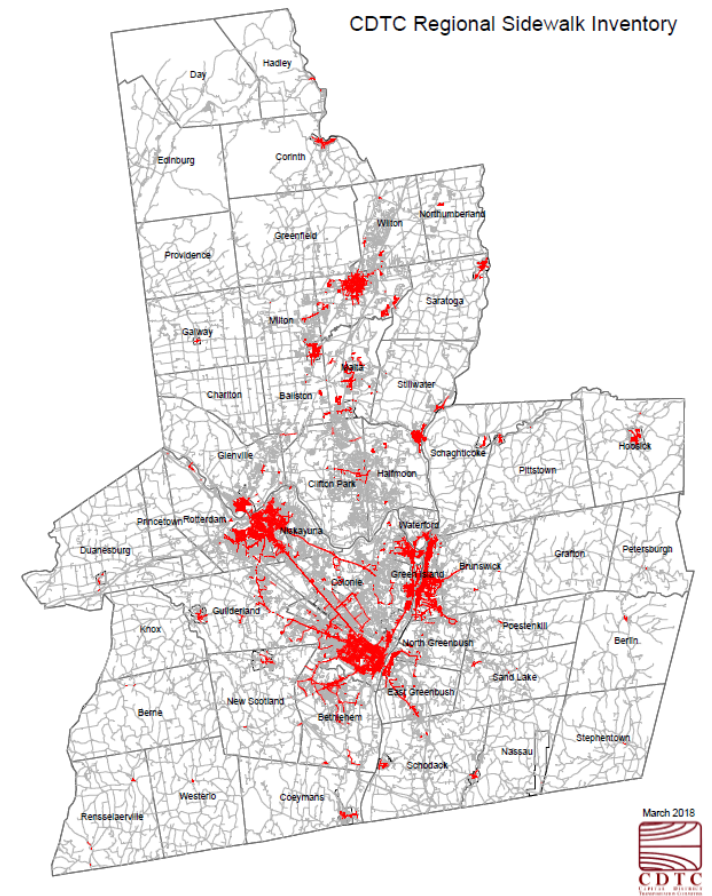
Planning Assistance

- Complete Streets Workshops
- CDTC Transportation & Community Linkage Program
- CDTC / CDRPC Technical Assistance Program
 - Data Collection
 - Data Analysis & Mapping
 - Transportation Safety & Operations Planning
 - General Community / Neighborhood Planning
 - Recreation Trail Planning



Data Collection

- GIS Resources
 - Sidewalk inventory
 - Bike infrastructure inventory
 - Trail database & mapping
- Bike, Ped & Trail Counts
- Survey templates & data
- Safety data & mapping



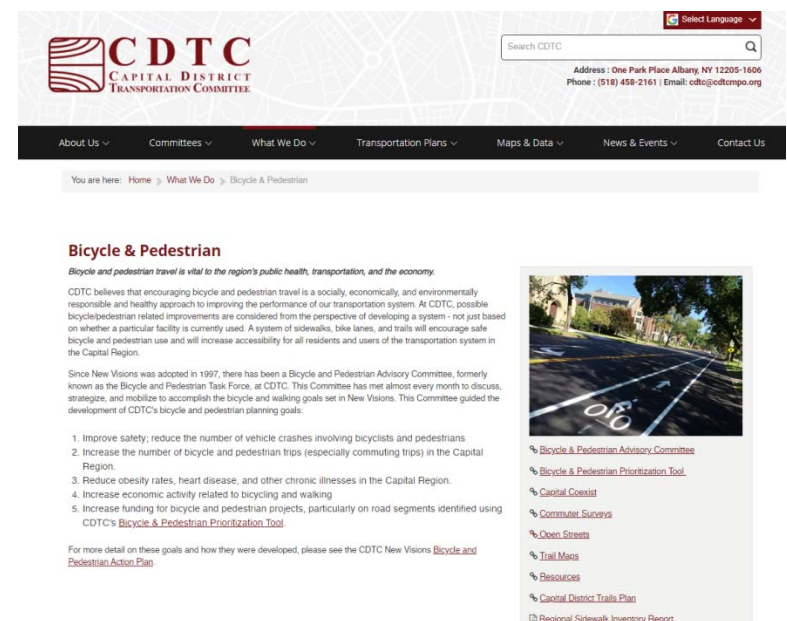
Funding Resources

- Capital Coexist Mini-grants
- Transportation Improvement Program (TIP)
- Transportation Alternative Program (TAP)
- Congestion Mitigation & Air Quality (CMAQ)
- Recreational Trails Program



Other Resources

- Bicycle Level of Service Analysis: How to Measure Bike-Friendliness of Capital District Roadways
- New Visions 2050 Bicycle and Pedestrian Action Plan
- Bicycle & Pedestrian Prioritization Tool
- Capital Coexist
- Trail Mapping
- Capital District Trails Plan
- Regional Trail Perspectives: A Survey of Capital District Trails
- 2016 Trail Count Report
- Regional Sidewalk Inventory Report Walk & Roll to School Toolkit



New Visions Virtual Learning Series

The screenshot shows a web browser at the URL cdtcmpo.org/news/nv-webinars. The website header features the CDTC logo (Capital District Transportation Committee) and contact information: Address: One Park Place Albany, NY 12205-1606; Phone: (518) 458-2161; Email: cdtc@cdtcmpo.org. A navigation bar includes links for About Us, Committees, What We Do, Transportation Plans, Maps & Data, News & Events, and Contact Us. The main content area is titled "New Visions Learning Webinar Series".

New Visions Learning Webinar Series

What is New Visions?

New Visions is the Metropolitan Transportation Plan (MTP) for the Capital Region. The MTP is also known as the long-range regional transportation plan (LRTP). *New Visions* is a blueprint for regional transportation that reflects a shared vision for the future. It is developed collaboratively with communities throughout the Capital Region and with other local, state, and federal agencies. This plan is a statement of principles, strategies, and budgetary emphasis to guide more detailed project decisions as the region invests in a next-generation transportation system. CDTC's approach to transportation planning is comprehensive and holistic – a structured balance between actions that reduce congestion and improve safety, increase access to transportation choices like transit, walking, or bicycling, and benefit economic development efforts.

Virtual Training & Learning Opportunities

The New Visions Learning Series includes local government training and webinars geared towards planners, engineers, and other transportation professionals. Webinars are scheduled for the third Tuesday afternoon of every month. These webinars are virtual and you must register in advance (see the schedule below). Is there a topic or issue you

www.cdtcmpo.org/images/new_visions/NewVisions2050_Final_ForWeb_09_08.... s know by

The collage features various urban scenes: a modern transit station, a bridge over water, a city skyline at night, and a street with trees. The text "2050 New Visions for a Quality Region" is prominently displayed in the center. At the bottom, the CDTC logo and "Long-Range Transportation Plan September 2020" are visible.

Questions?



Email: newvisions@cdtcmpo.org

Text or leave voicemail at **(518) 618-2498**

Or by mail to **1 Park Pl, Albany, NY 12205**

To request paper copies of the New Visions 2050 Plan and related documents, call **(518) 458-2161**.



CapitalDistrictMPO



@MPOCDTC



@MPOCDTC



Capital District Transportation Committee

Learn more at www.cdtcmpo.org