



Active Transportation
Advisory Committee

Meeting Notes

Date: October 10, 2023
Start Time: 9:00 a.m.
End Time: 10:30 a.m.
Facilitator: Chaim Simon
Study/ Project/Task: 4.67 Active Transportation

AGENDA ITEMS

1. Attendance

Ethan Warren, Senior Planner, CDTA
Charles Welge, Director of Public Health Planning & Education, Albany County Department of Health
Linda von der Heide, Principal Planner, Rensselaer County Planning
Lindsey Bradt, Emerging Mobility Manager, CDTA/CDPHP Cycle!
James Rath - Interim Executive Director, Capital Streets
Valerie Deane, Senior Transportation Analyst, Transportation Department
Kris Alfonso, NYS Department of Health
Steve Bratspis, Logistics and Operations CDPHP Cycle!
Ed Brennan, President, Albany Bicycle Coalition
Ed Snyder - Director of Business Development at GPI
Dan French, Program Manager, State Physical Activity and Nutrition Program, Division of Chronic Disease Prevention, NYSDOH
Nate Owens, Senior Planner, Town of Bethlehem
Peter Knutson, Director of Bureau of Engineering, Schenectady County
Dave Woodin, Director of Planning, Waterford
Chaim Simon, Transportation Council
Rebecca Odell, Transportation Council
Jen Ceponis, Transportation Council
Rima Shamieh, Transportation Council

2. Feature Presentation: Albany & Crane Streets Complete Streets Study, Fuss & O'Neill with Land Art Studios and Creighton Manning Engineering

Mary Moore Wallinger presented an update about the Alban & Crane project. The team is proposing new bike lanes, traffic calming including daylighting, new lane configuration and converting Chrisler Ave to one-way traffic. Project website: <https://www.craig-main-connection.com/albany--crane-streets.html>

3. Discussion items:

a. Regional Trail Planning



Active Transportation
Advisory Committee

Meeting Notes

i. Online Trail Map Launch

The Transportation Council has released a new online trail mapp for the region. The map contains information about the surface and permitted uses. Map link:

https://experience.arcgis.com/experience/42b97acc49d44925ab6fdcadb8fd38f?data_i d=dataSource_1-18aae30878a-layer-13%3A109&org=CDTA&views=View-4

ii. 2023 Trail Counts

The Transportation Council conducted counts at nine locations throughout the summer. If there is a need for a count somewhere it can still be arranged before winter.

b. CDPHP Cycle! season updates

CDPHP Cycle deployed an entirely new system and fleet this season. There are 200 e-bikes and 60 regular bikes currently out. New regular bikes will be put on the streets as they're ready. The season will last as long as possible until winter weather sets in.

c. NYS MPO Bicycle & Pedestrian Working Group updates

NYS DOT has released the Cost Estimate Tool which is used by Transportation Council staff to estimate project costs for bike/ped infrastructure.

d. NYS Active Transportation Plan, NYSDOT

The plan is currently on hold due to staffing changes.

e. Transportation Council Complete Streets Policy

The policy is almost completed and will guide Transportation Council planning projects.

f. [Bipartisan Infrastructure Law \(BIL\)](#)

Information about grants can be found at the above link.

g. [Safety Education & Encouragement Program](#) – open through November

Applications are due Nov. 3 for this program which provides small grants for police and schools to run events promoting safety.

h. Metropolitan Transportation Plan (*New Visions*)

The Coordinated Human Services Transportation Plan has been completed and the Congestion Management Process draft has been completed.

i. Status of Planning Initiatives

Attached to the end of these notes.

4. Other Updates

- Albany County received a federal grant for active transportation and will be seeking input through a survey soon.
- Capital Streets is reviewing the City of Albany budget and will be releasing a memo.
- TAP/CMAQ/CRP application is now available. Applications are due January 9.
- Transportation Council/CDRPC Technical Assistance program deadline has been extended.



Active Transportation
Advisory Committee

Meeting Notes

- We are soliciting projects for the 2024-25 UPWP. Link is here:
<https://www.capitalmpo.org/about/unified-planning-work-program>.

Upcoming events:

- CDRPC/NYPF Fall Planning & Zoning workshop- Oct 20 at HVCC
- NYS LTAP Center

5. Upcoming Meetings:

December 5- 787 Stakeholder meeting

January 9, 2024; April 9, 2024; July 9, 2024; October 8, 2024



CAPITAL REGION
**Transportation
Council**

Active Transportation Advisory Committee

OCTOBER 10, 2023

P L A N N I N G T H E W A Y W E M O V E



WELCOME

Please type your name, title, and what organization or municipality you are representing today into the chat.



Hybrid Meeting Guidelines

- Mute your microphone
- You can choose to use just the phone function
- You can choose to turn your camera off if you want
- Use Zoom's chat function or "raise hand" if you have a question during the presentation
- The Transportation Council is no longer recording Planner Forum meetings

AGENDA

1. Welcome & Introductions
2. Feature Presentation: Albany & Crane Streets Complete Streets Study, Fuss & O'Neill with Land Art Studios and Creighton Manning Engineering
3. Discussion items:
 - a. Regional Trail Planning
 - b. CDPHP *Cycle!* season updates (CDTA)
 - c. NYS MPO Bicycle & Pedestrian Working Group updates
 - d. NYS Active Transportation Plan, NYSDOT
 - e. Transportation Council Complete Streets Policy
 - f. Bipartisan Infrastructure Law (BIL)
 - g. Safety Education & Encouragement Program – open through November
 - h. Metropolitan Transportation Plan (New Visions)
 - i. Status of Planning Initiatives
4. Other Updates
5. Upcoming Meetings



CAPITAL REGION
**Transportation
Council**

Albany & Crane Streets Complete Streets Study

Fuss & O'Neill with Land Art Studios and Creighton Manning
Engineering



Albany & Crane Streets Complete Streets Study

October 10, 2023

<https://www.craig-main-connection.com/albany--crane-streets.html>





AGENDA

1. Project Overview
2. Project Approach
3. Community Engagement
4. Design Concepts
5. Balancing Needs
6. Next Steps



PROJECT TEAM



PROJECT SPONSOR

CDTC

- Jennifer Ceponis
- Stephen Maples

CITY OF SCHENECTADY

- Kristin Diotte
- Christine Primiano
- Sylvia Jimison
- Chris Wallin

DESIGN TEAM

FUSS & O'NEILL (Formerly PLACE Alliance)

- Ian Law, Associate + Sr. Project Mgr., RLA

LANDART STUDIO

- Mary Moore Wallinger, Principal, RLA

MUTUAL DESIGN

- Johan Matthews, Principal

CREIGHTON MANNING ENGINEERING

- Jesse Vogl, Planner
- Michael Amabile, Project Manager
- Ken Wersted, Senior Engineer

STUDY ADVISORY COMMITTEE

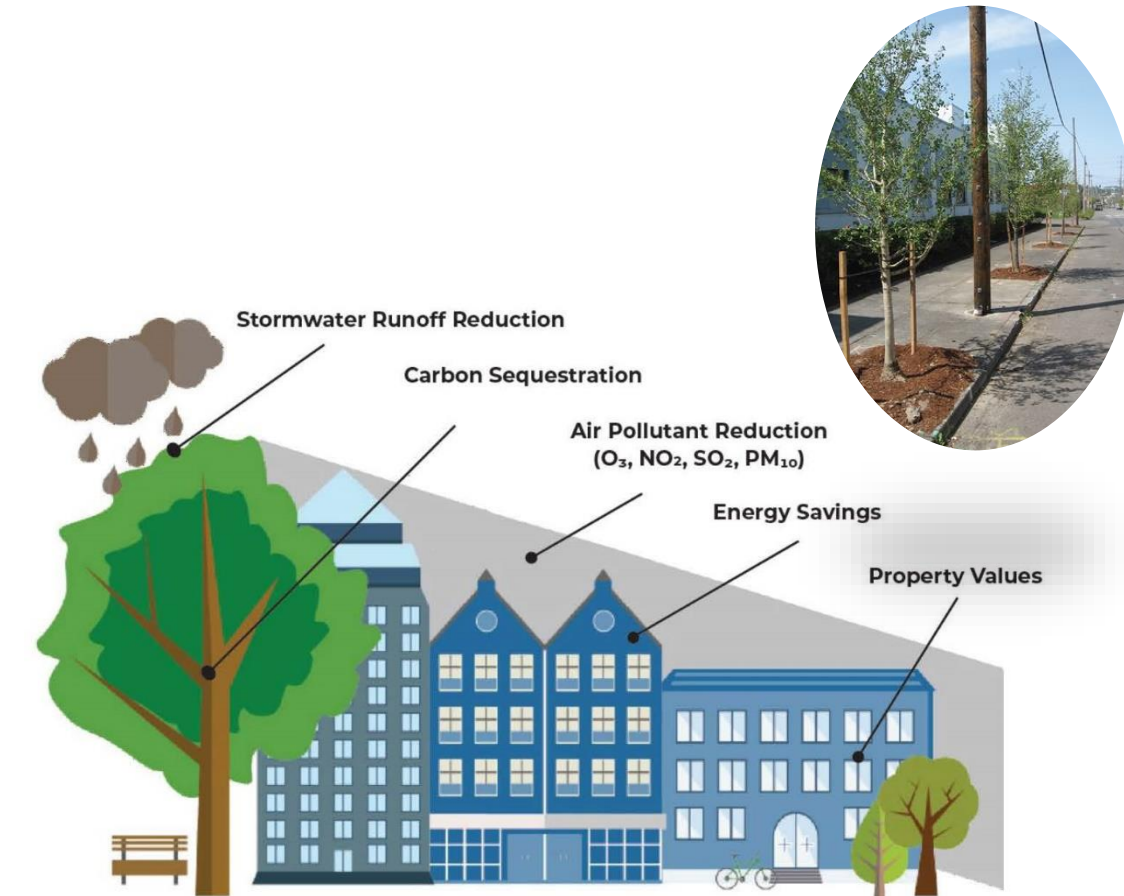
- Residents
- Business Owners
- Community leaders
- Institutional Stakeholders (CDTA, SCSD, CDRPC, Schenectady County, Not-for-Profits, etc.)



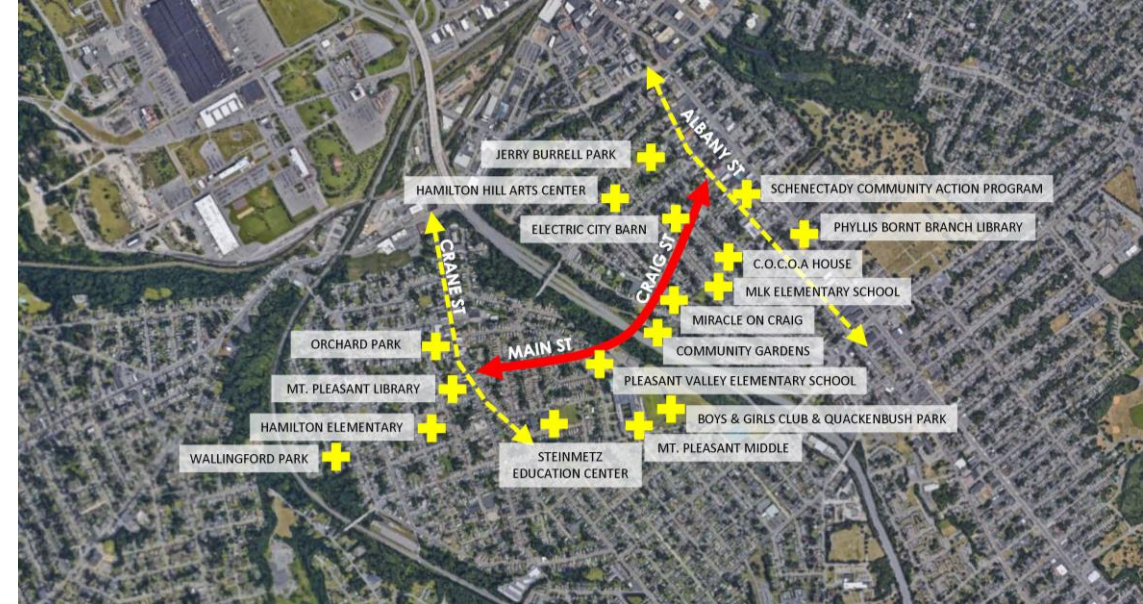
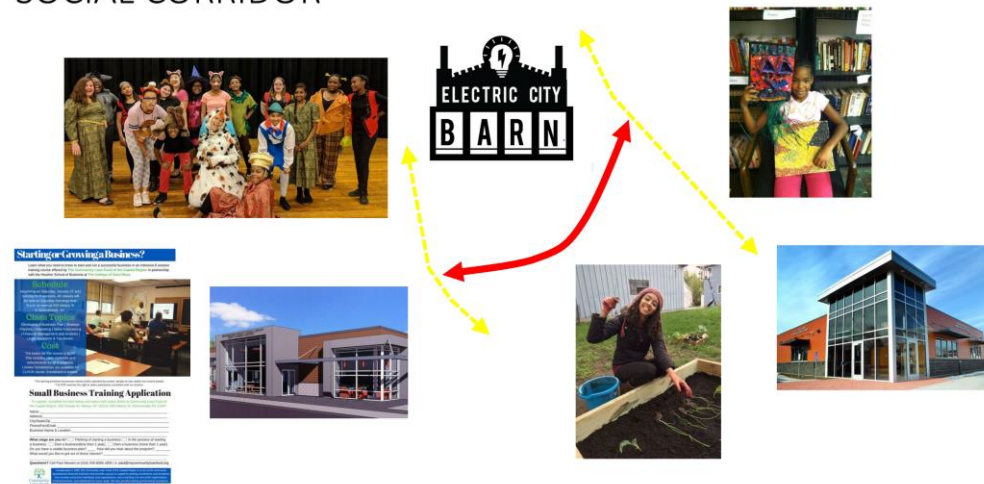


PURPOSE + NEEDS STATEMENT

Inspired by the Craig-Main Connection, the purpose of the Albany & Crane Streets Complete Streets Study is to work with the **Hamilton Hill and Mont Pleasant Neighborhoods** to identify Complete Streets designs that will better serve the neighborhoods through creation of **safer, more efficient and more inviting corridors** that encourage and **promote local businesses** and take into consideration the **needs of all travelers, including pedestrians, cyclists, transit riders and motorists.**



BRIDGING THE GAPS: BUILDING BOTH A PHYSICAL AND SOCIAL CORRIDOR



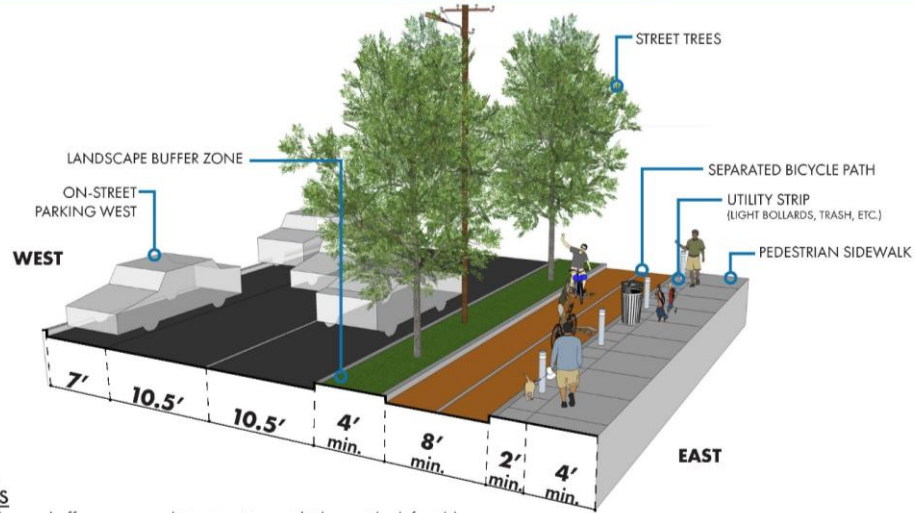
The Craig-Main Connection is a neighborhood-based Complete Streets project that reflects the ideas and inspirations of the community to transform the Craig Street and Main Avenue Corridor into a safe, inviting and inspiring connection between residents and community points of interest. The community-led transformation of the corridor from an automobile-driven design to one that considers all travelers (including pedestrians, cyclists, and transit riders) is intended to facilitate and enhance linkages between community anchors such as schools, economic centers and not-for-profit community organizations.

Craig-Main Connection Complete Streets Study



CRAIG STREET + ALBANY STREET

1 - Sided On-Street Parking: Separated Multipurpose Path



Pro's

- + Landscape buffer accommodates street trees which provide defensible space, calm traffic, improve aesthetic and experience
- + Pedestrians and Bicyclists Separated
- + Utility strip allows for some amenities (trash, bollards, etc.)
- + Provides continuous bike connection along Craig Street with links to MLK School, Pleasant Valley School, Quackenbush Park, and the future Boy's and Girls Club
- + Reduced asphalt zone calms vehicular speeds
- + Wide path could be plowed in winter for pedestrians
- + Differentiating and bright/artistic colored bike path
- + Flexibility in design

Trade Offs

- Loss of parking could inconvenience homes lacking driveway
- Could not be applied on first block at Albany Street
- Landscape strip width minimized to accommodate separate bike lane



MAIN AVENUE

Main Ave Connection Trade-Offs Option 1 : Main Ave One-Way with Connection

Main Ave Connection Trade-Offs Option 2: Main Ave & Forest Rd one-way

Main Ave Connection Trade-Offs Option 3: Improve Main Ave Existing Conditions

OPTION 1 - DIAGRAM A:
MAIN AVE ONE-WAY 36' BLOCK (Crane-Holland)

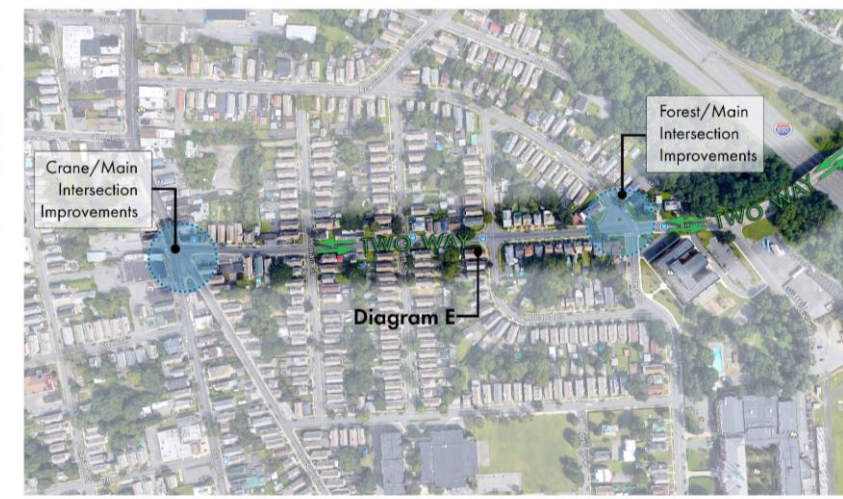
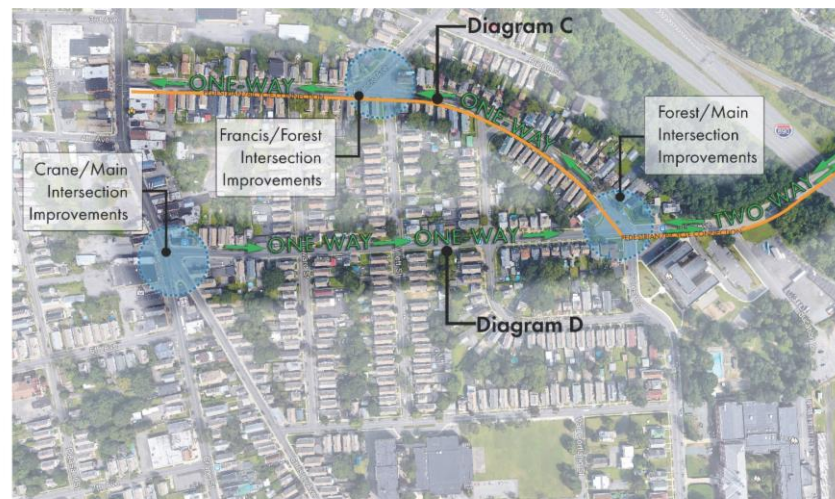
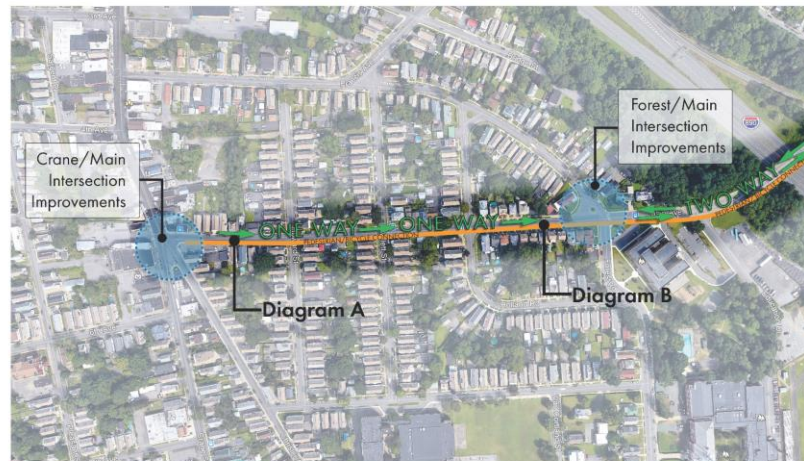
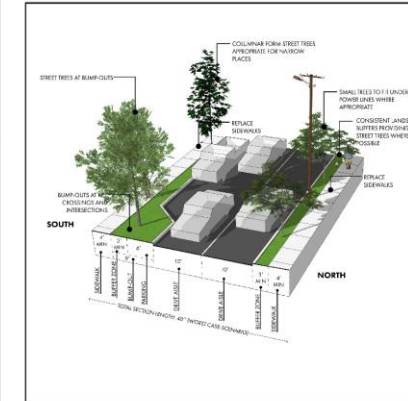
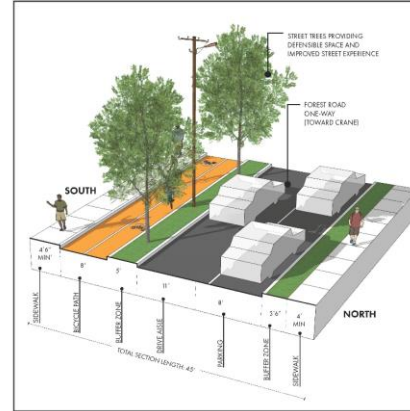
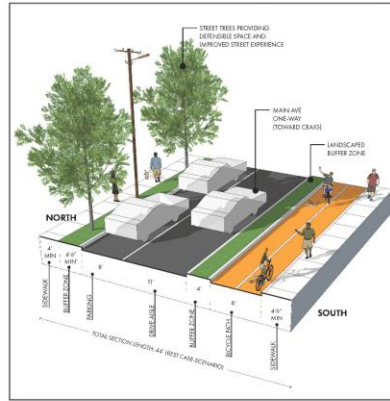
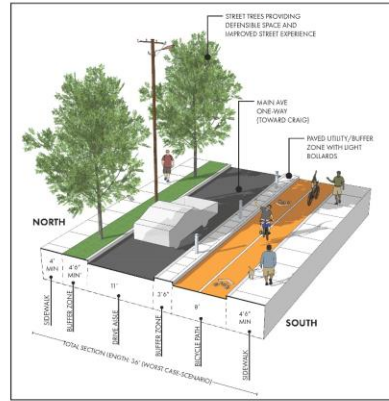
OPTION 1 - DIAGRAM B:
MAIN AVE ONE-WAY 44' BLOCK (Holland-Forest)

OPTION 2 - DIAGRAM C:
FOREST AVE ONE-WAY WITH CONNECTION

OPTION 2 - DIAGRAM D:
MAIN AVE ONE-WAY WITH PEDESTRIAN SIDEWALK

OPTION 3 - DIAGRAM E:
MAIN AVE PEDESTRIAN IMPROVEMENTS

CONCEPT IMAGE
BUMP OUTS

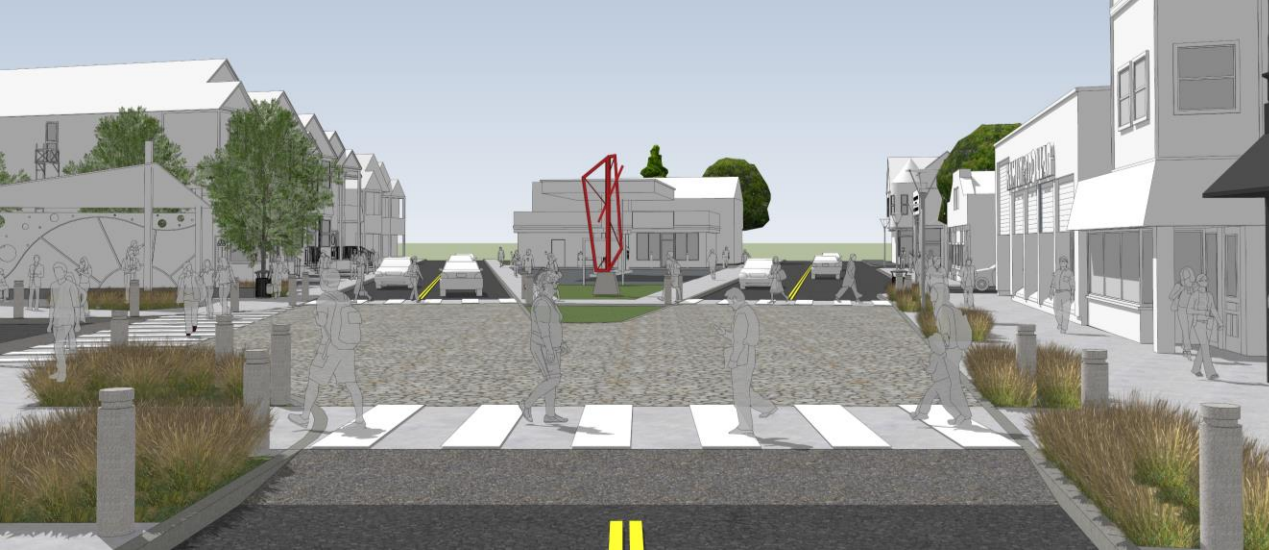


- Pro's**
- + Connects Albany Street neighborhood commercial district to Crane Street neighborhood district
 - + Intersection improvements on Forest/Main
 - + Direct continued bike/ped connection along corridor
 - + Most houses along Main Ave front on side streets (Limited driveway transitions)
- Trade Offs**
- Main Ave becomes one-way
 - Main Ave loses on-street parking from Crane Ave to Holland Rd
 - Possible increase in traffic to adjacent roads

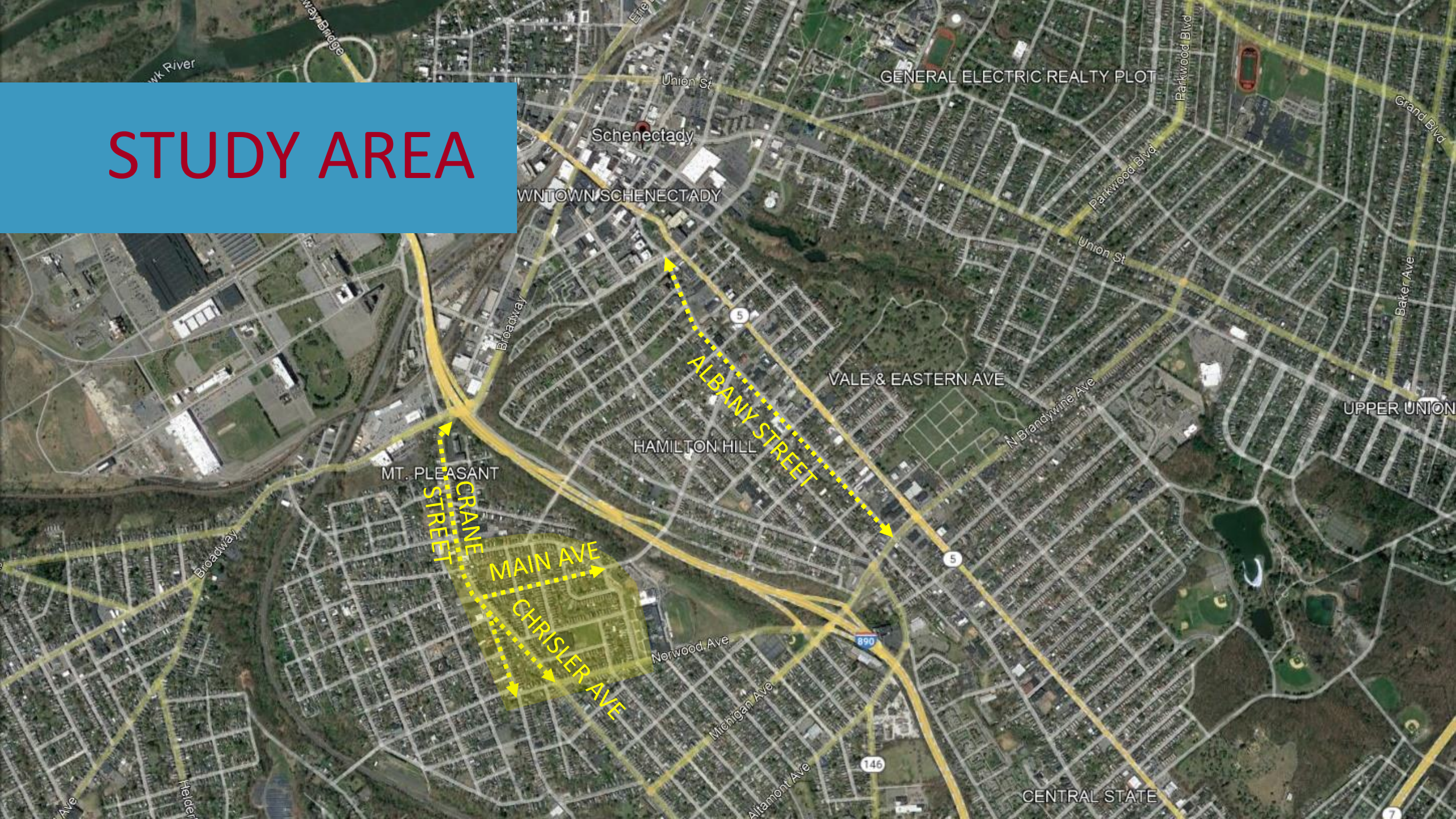
- Pro's**
- + Connects Albany Street neighborhood commercial district to Crane Street neighborhood district
 - + Forest Road width allows more flexibility
 - + Intersection improvements on Francis/Forest and Forest/Main
 - + Main Ave to maintain on-street parking
- Trade Offs**
- Forest Road and Main Ave become one-way
 - Forest Road limited to one side of on-street parking
 - Bike/ped connection not along direct corridor
 - More houses front along Forest Road (More driveway transitions)
 - Possible increase in traffic to adjacent roads

- Pro's**
- + Two-way traffic to remain
 - + Implement street trees where possible
 - + Improved sidewalks
 - + Main Ave to maintain on-street parking
 - + Intersection Improvements
- Trade Offs**
- No direct bicycle connection
 - Few opportunities for street trees
 - On-street parking lane very narrow

MAIN AVENUE, CRANE STREET + CHRISLER AVENUE



STUDY AREA



The Vicious Circle of Poor Walking and Driving Conditions



The Vicious Circle of Poor Walking and Driving Conditions

Impacts to Walkability:

- Unsafe walking condition
- Poor walking surface
- Lack of defensible space
- Lack of Shade
- Reduced Visual Appeal
- Unsafe pedestrian crossings
- Increased driving speeds



Impacts to Driving:

- Promotes speeding
- High Crash Rates at Intersections
- Unsafe Parking
- Unsafe for bicycling



Inspired by the Craig-Main Connection, the purpose of the Albany & Crane Streets Complete Streets Study is to work with the Hamilton Hill and Mont Pleasant Neighborhoods to identify Complete Streets designs that will better serve the neighborhoods through creation of safer, more efficient and more inviting corridors that encourage and promote local businesses and take into consideration the needs of all travelers, including pedestrians, cyclists, transit riders and motorists.

ALBANY & CRANE STREETS STUDY AREA



The purpose of the project is to create a detailed plan for transforming Albany and Cranes Streets into safer, more walkable, and bike-friendly, accessible corridors that better support local businesses and

STAY INFORMED

<https://www.craig-main-connection.com/albany--crane-streets.html>

1. Project Website
2. Walk + Talk Along the Corridors
3. Engage the Study Advisory Committee
4. Preliminary Streetscape Design Concepts
5. Community Engagement Events
6. Concept Selection

Share your Ideas
Shape Your Community

Next Meeting
May 22, 2023

Be a part of the Study Advisory Committee! All meetings are open to the public and community members are encouraged to come and share their input! Our first meeting was held on January 31st and our next meeting will be on April 5th at noon! Click below to be provided with a link to the meeting.

EMAIL ME A LINK FOR THE MEETING

ADD ME TO THE CONTACT LIST
FOR PROJECT UPDATES



COMMUNITY OUTREACH + ENGAGEMENT

We utilized a place based, user-centered research approach in conducting this Study. Prioritising people who reside, work in and/or own businesses in these communities.

Our goal was to
Inform → Invite → Inspire!

OUTREACH + ENGAGEMENT OVERVIEW

PUBLIC OUTREACH

Between December 2022 & July 2023, we directly engaged a diverse mix of residential + institutional stakeholders including, but not limited to:

- *Albany & Crane St Businesses*
- *Albany & Crane St Users + Residents*
- *Albany & Crane St Churches + Nonprofits*
- *City of Schenectady Staff & Public Officials*
- *City of Schenectady School District*
- *Mont Pleasant Neighborhood Assoc*
- *Mont Pleasant Merchants Association*

PUBLIC ENGAGEMENT

We also hosted 2 public events + created 2 surveys so that stakeholders could give in depth feedback on existing issues + possible solutions:

- *Albany St Improvements Open House*
 - June 22 | 4:00 -7:00 p.m.
 - Schenectady Community Ministries
 - 16 survey respondents
 - 20+ participants
- *Crane St Improvements Open House*
 - July 29 | 3:00 -7:00 p.m.
 - Mont Pleasant Branch Library
 - 22 survey respondents
 - 30+ participants

INFORM

Our primary goal was to inform key stakeholders of the possible changes.

To do so, we tabled at community events, posted flyers at high traffic local bus stops and businesses.

Juneteenth Celebration

Local Barbershops +
Businesses

Local Bus Stops



INVITE

Additionally,
we collaborated with
local youth programs
to help get the word out.

These youth from UHPP
helped to distribute over
400 flyers and invited their
neighbors to get involved in
the study and to come to
the open house events.



INSPIRE

Albany St Open House

At each open house, we set up curbside displays and invited patrons and passers-by to give their feedback on the proposed ideas.

July 22 | 4 p.m- 7 p.m.

Schenectady
Community
Ministries



INSPIRE

Crane St Open House

These events also utilized a series of images + incentives that encouraged direct engagement + shared responsibility for selecting streetscape features.

July 29 | 3 -7 p.m.

Mont Pleasant
Branch Library

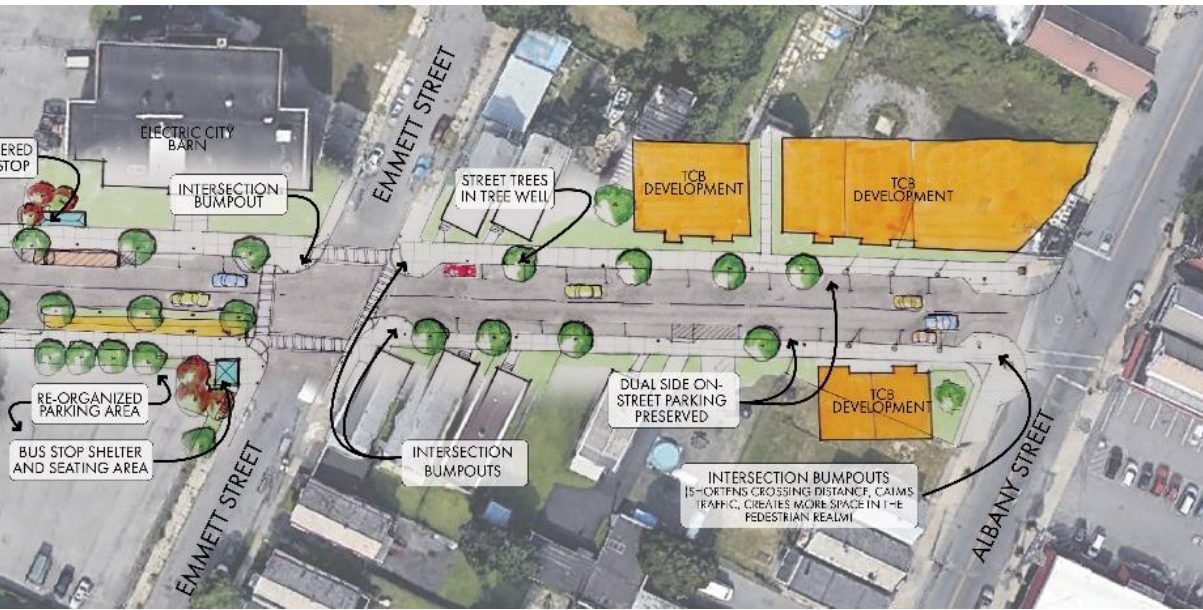




Concepts

1. Intersection Treatments
2. Albany Street
3. Crane Street
4. Chrisler Avenue
5. Main Avenue

Intersection Treatments: Typical Intersection Treatments



- Bumpouts with vertical elements
- Designated crosswalks



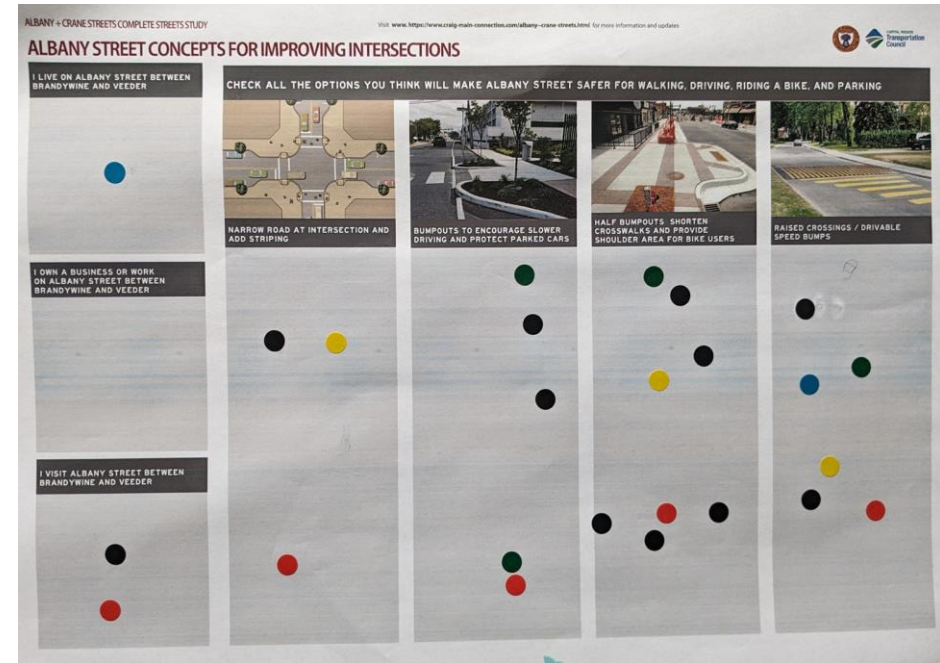
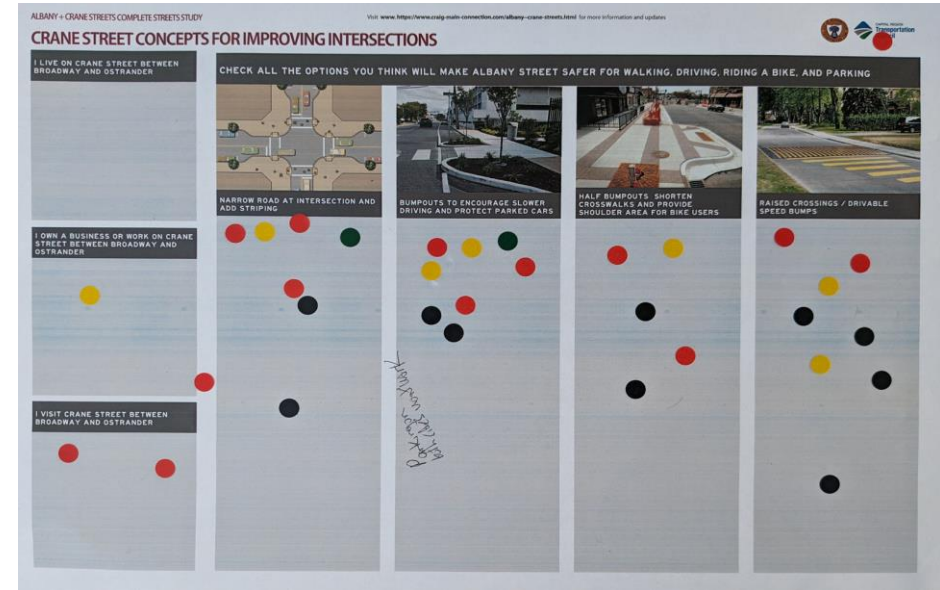
Intersection Treatments: Typical Intersection Treatments



- Bumpouts with vertical elements
- Designated crosswalks
- Rubber speed tables



Intersection Treatments

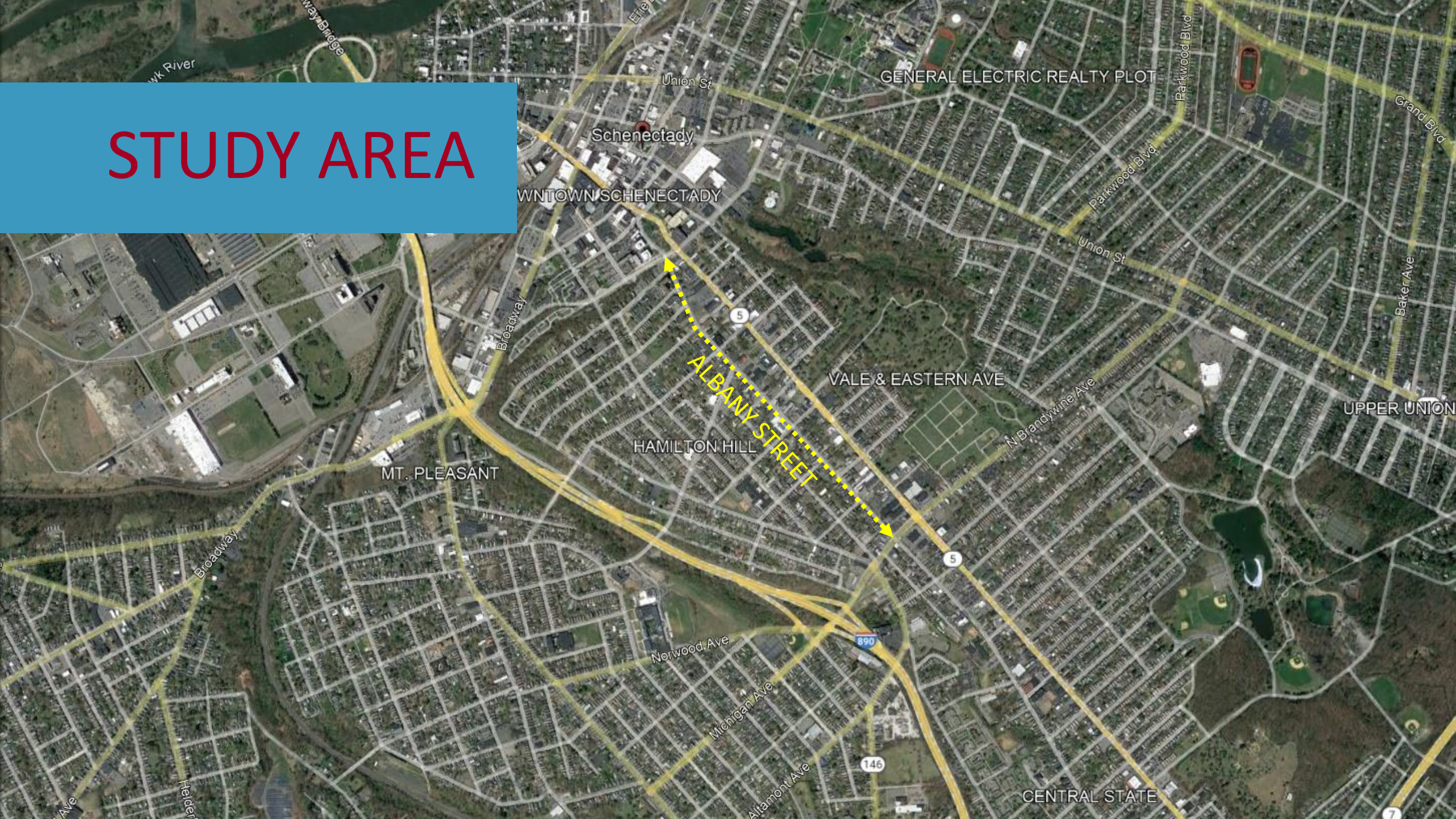




The Three E's

1. Engineering
2. Education
3. Enforcement

STUDY AREA



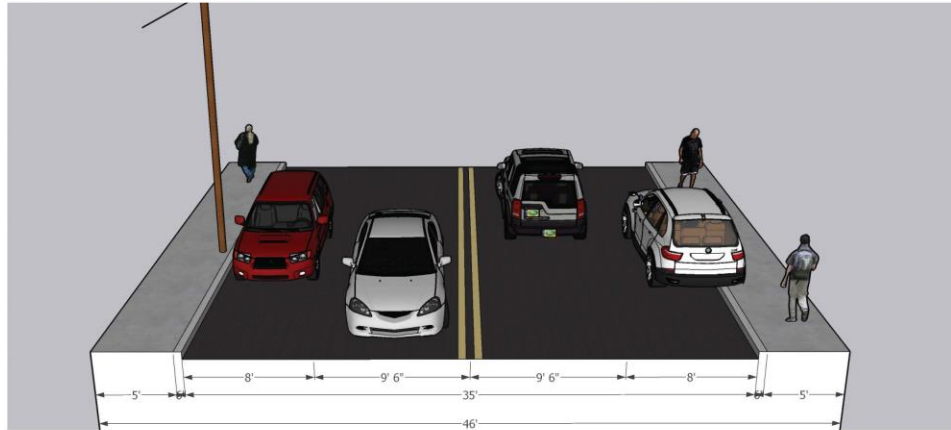
ALBANY STREET: VEEDER AVE TO SCHENECTADY ST



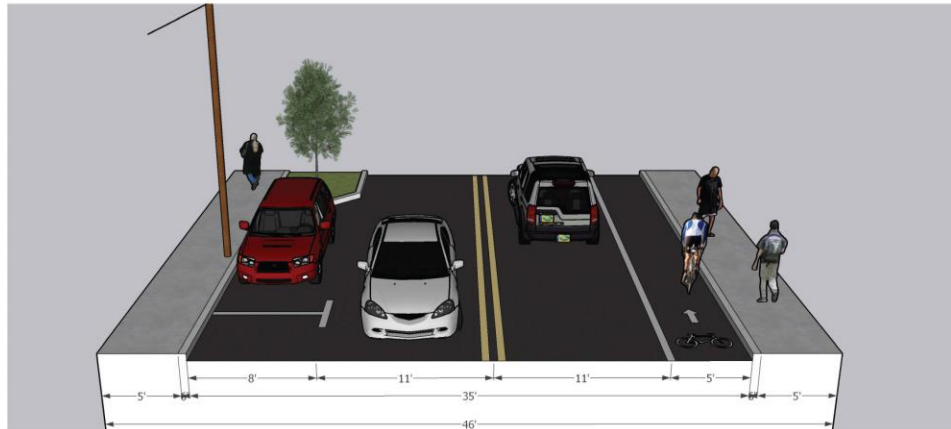
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PROPOSED MODEL VIEW



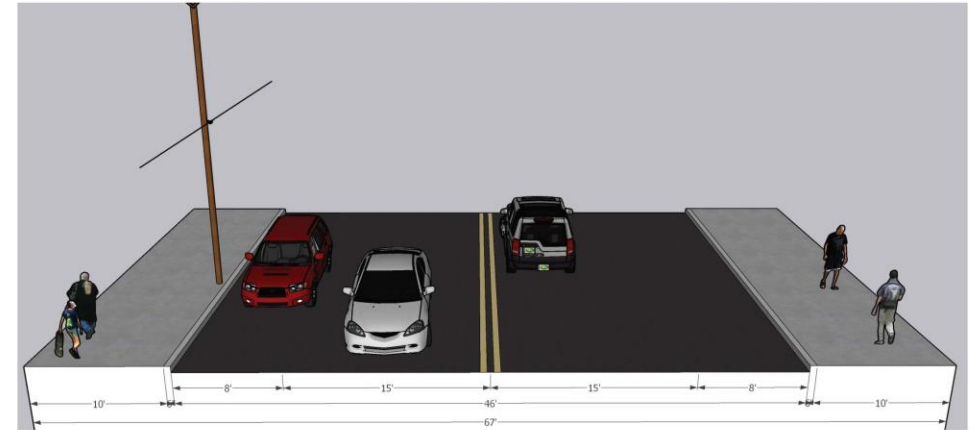
ALBANY STREET: SCHENECTADY ST TO CRAIG ST



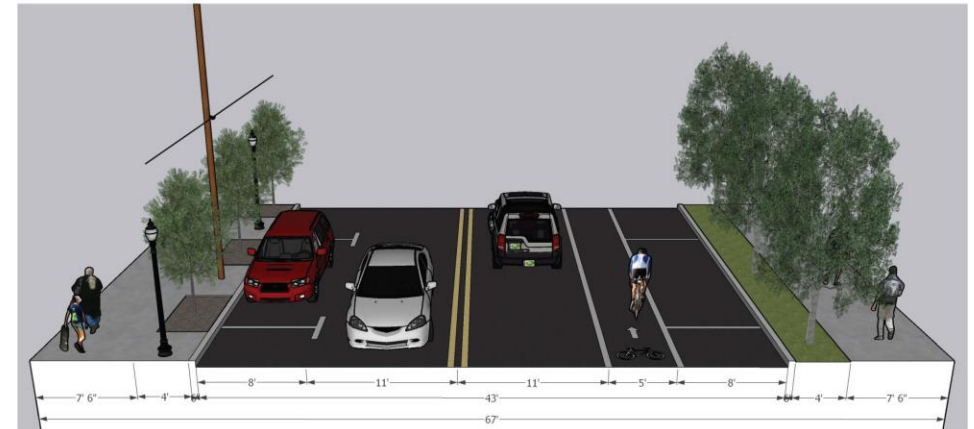
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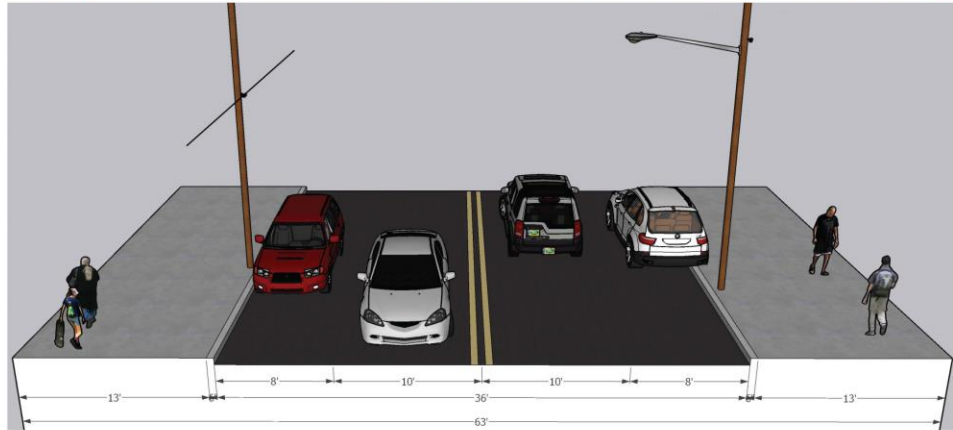
ALBANY STREET: CRAIG ST TO HAMLIN ST



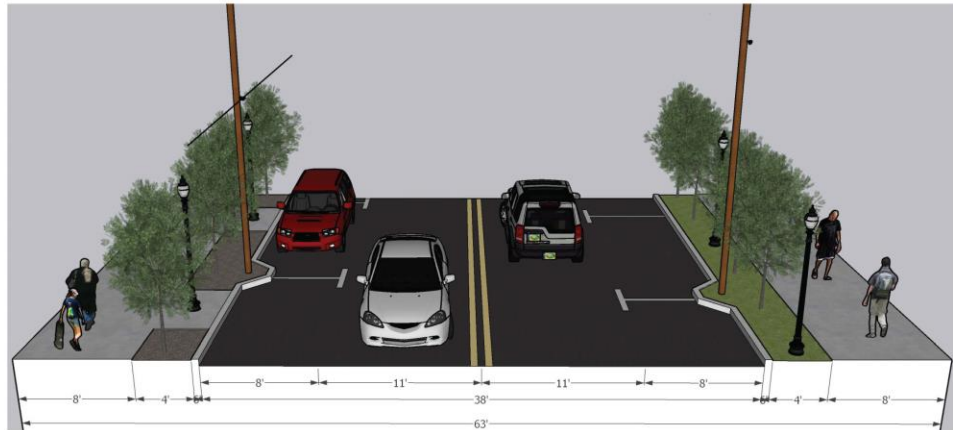
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PROPOSED MODEL VIEW



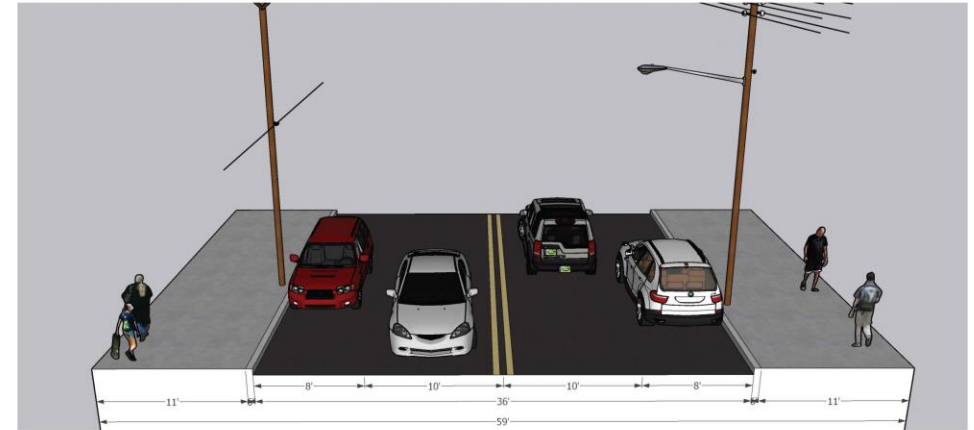
ALBANY STREET: HAMLIN ST TO STEUBEN ST



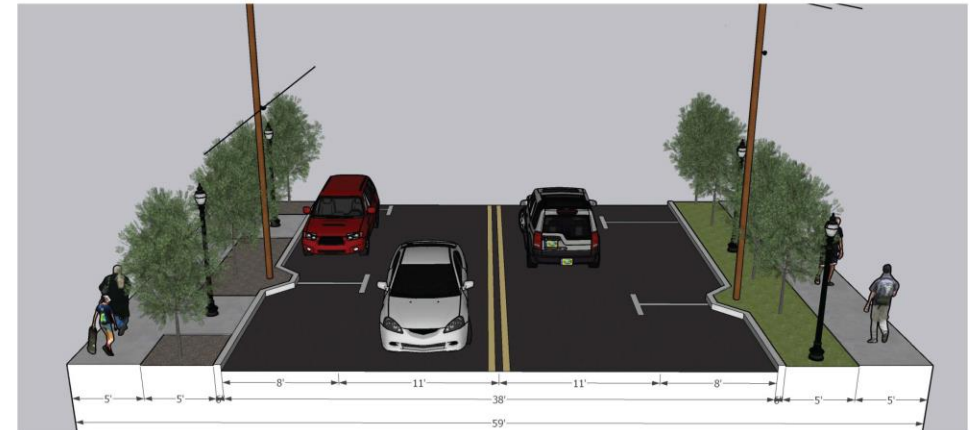
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PROPOSED MODEL VIEW



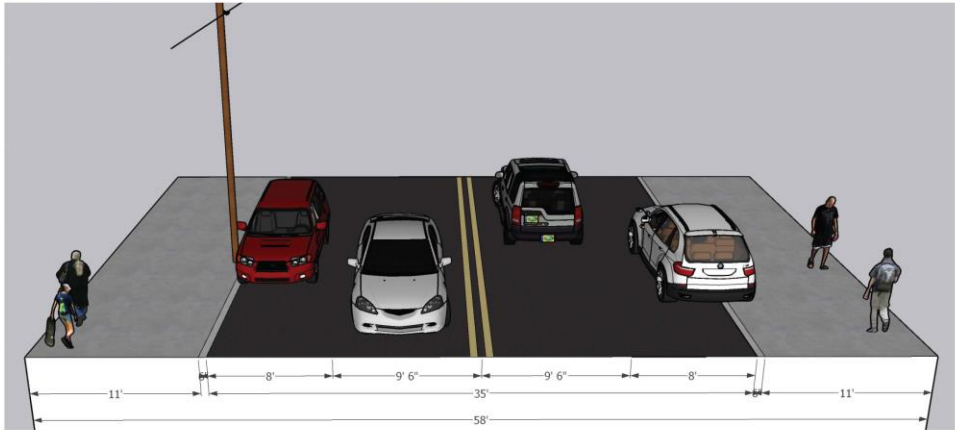
ALBANY STREET: STEUBEN ST TO BRANDYWINE AVE



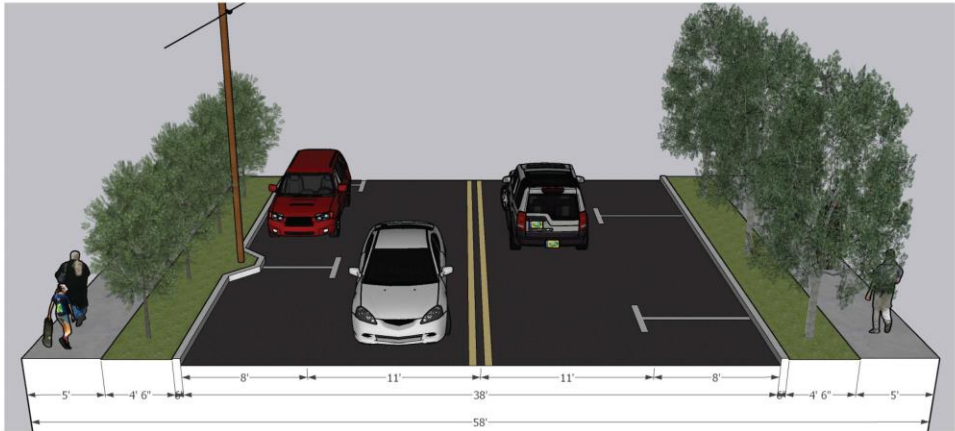
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PROPOSED MODEL VIEW



All renderings, illustrations, or other mapping/imagery created to visualize design concepts are conceptual in nature. Any visualizations used in the study process must be qualified and should avoid excessive detail.

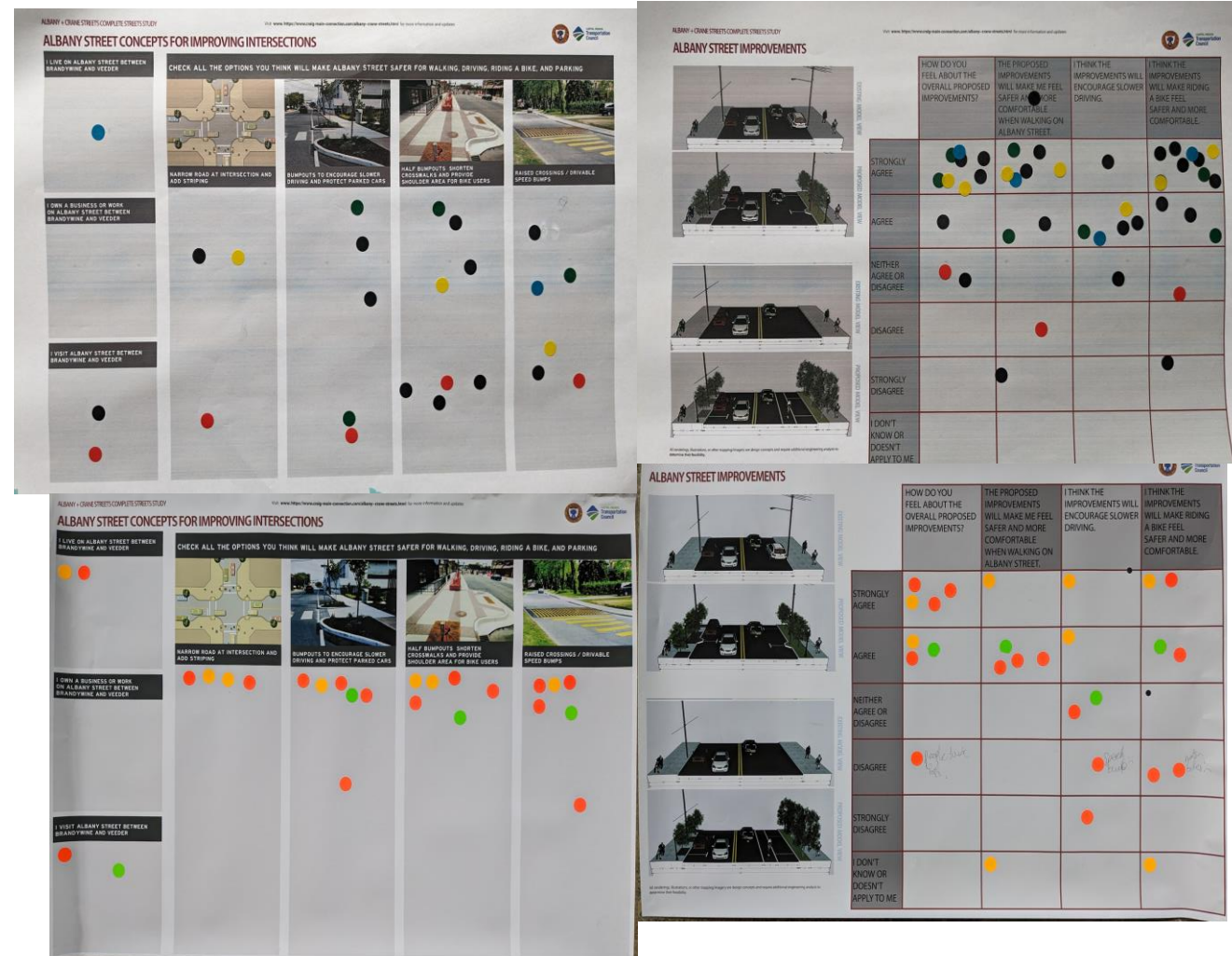
INSIGHTS | ALBANY ST

"We're treated like the backyard of State St..."

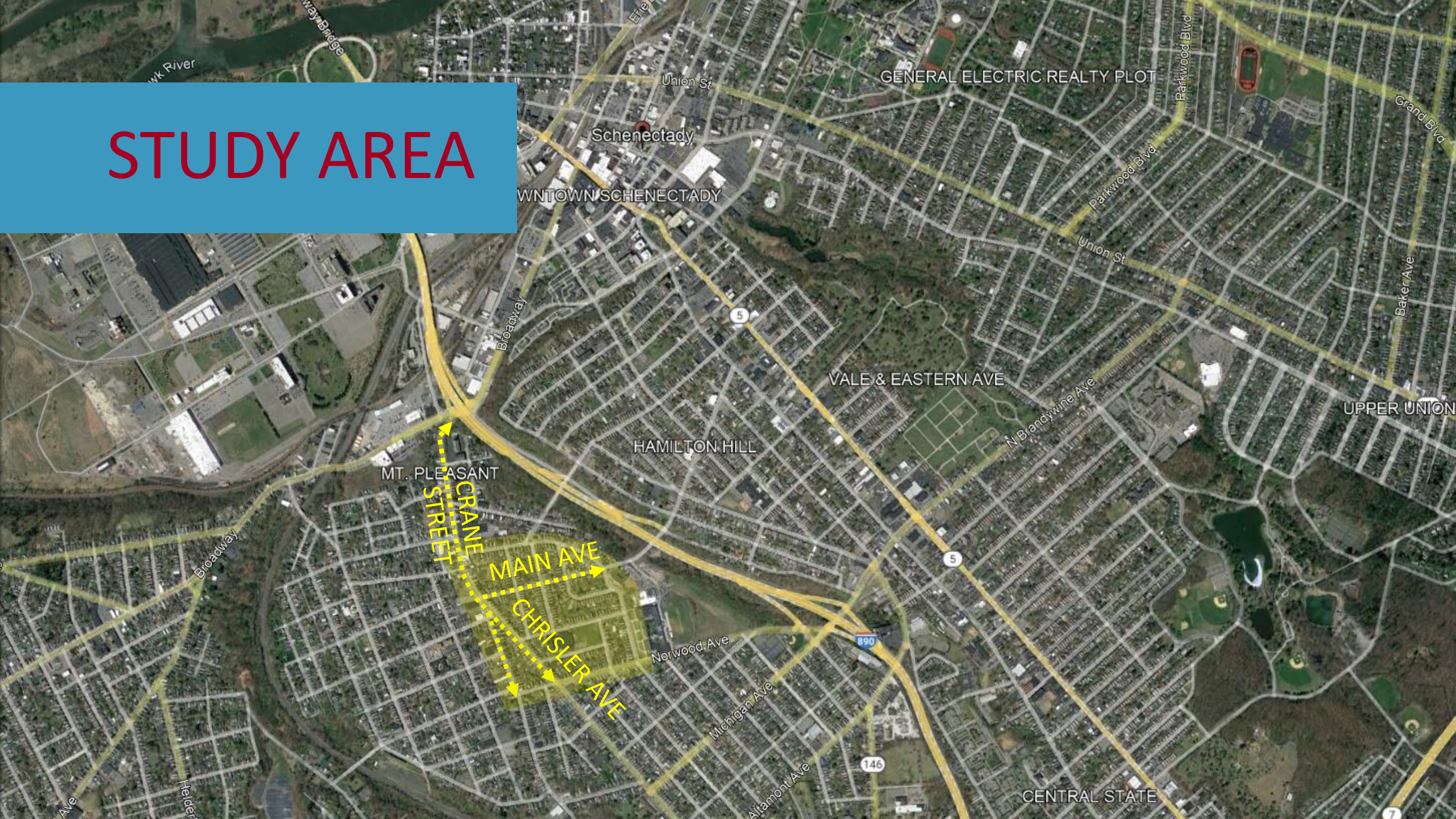
Albany St Findings

We received feedback in 3 main ways:

- **Online Survey**
 - 16 Respondents: Mostly low-mid income white, drivers, over 45 yrs old in area
 - Supportive but unsure whether changes will reduce speeding
- **Intercept Interviews**
 - :) Bumps outs + raised areas that shorten crossings between Brandywine + Veeder
 - :(Not enough shaded areas or trees at bus stops and throughout corridor
- **In depth Interviews**
 - :(Parking on sidewalks reinforces speeding
 - :(Not enough parking close to home
 - :(No Handicapped parking spaces
 - :(Vacant lots reinforcing crime
 - :) Exploration of nearby, shared parking lots



STUDY AREA



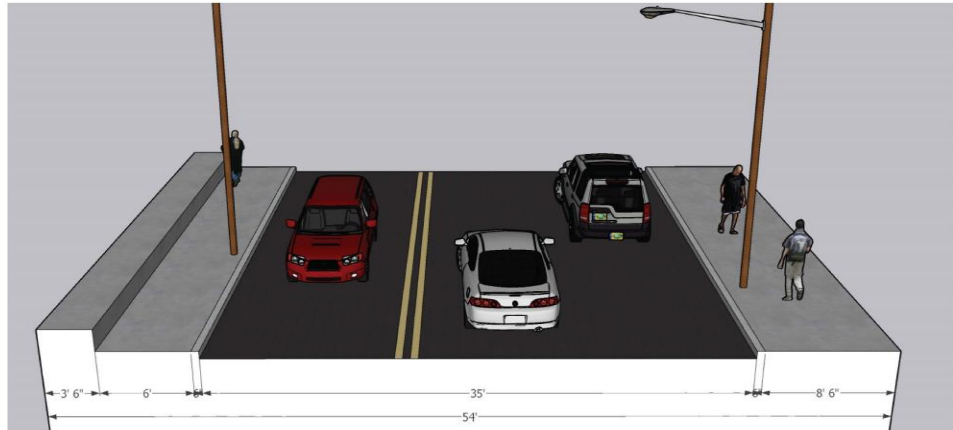
CRANE STREET: BROADWAY TO YORKSTON ST



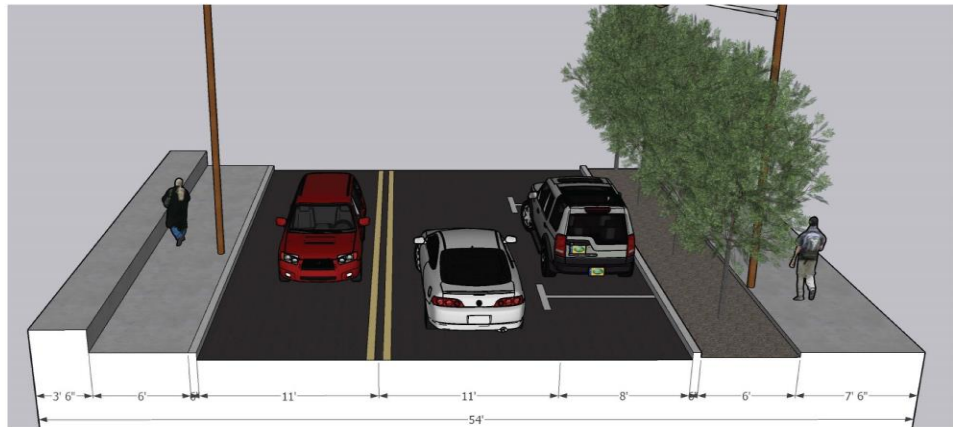
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PROPOSED MODEL VIEW



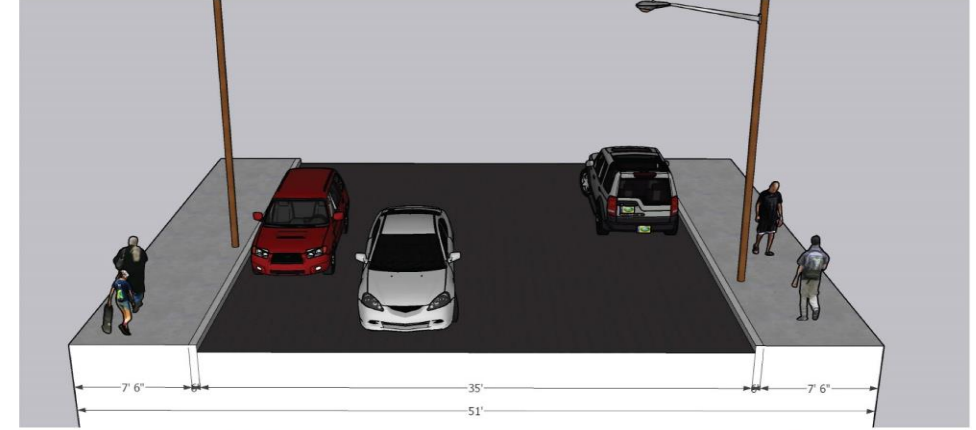
CRANE STREET: YORKSTON ST TO 3RD AVE



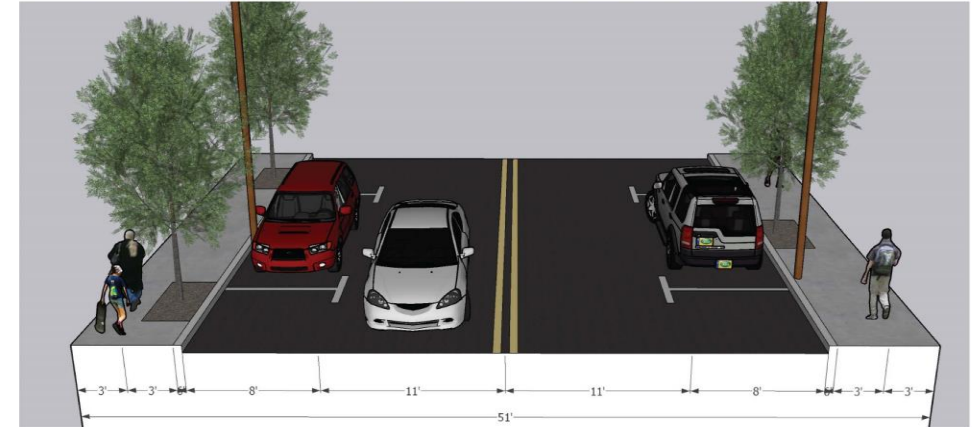
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PROPOSED MODEL VIEW



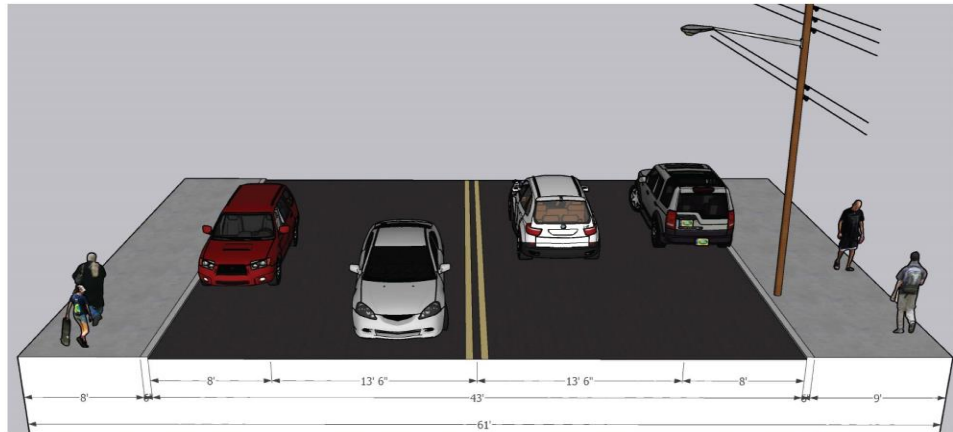
CRANE STREET: 3RD AVE TO MAIN AVE



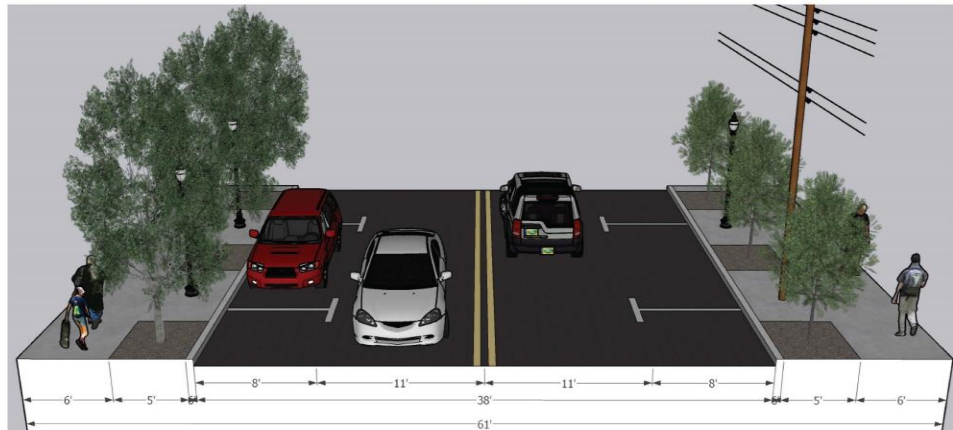
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PROPOSED MODEL VIEW



CRANE STREET: MAIN AVE ST TO 6TH AVE



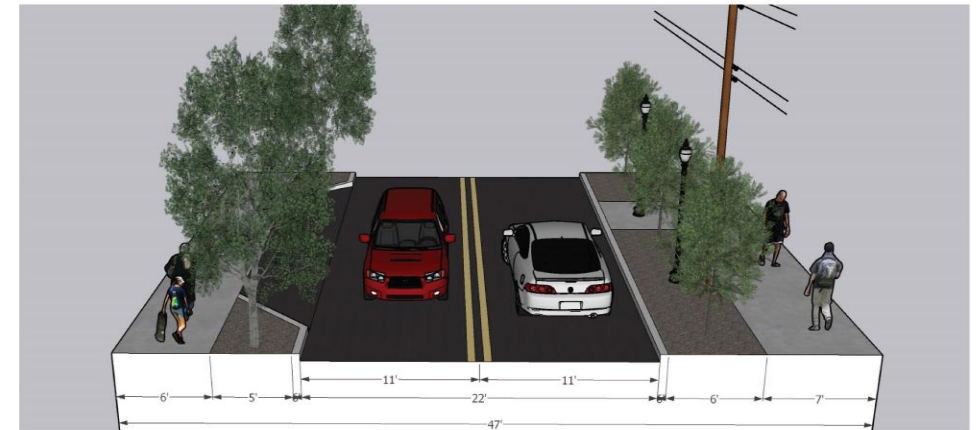
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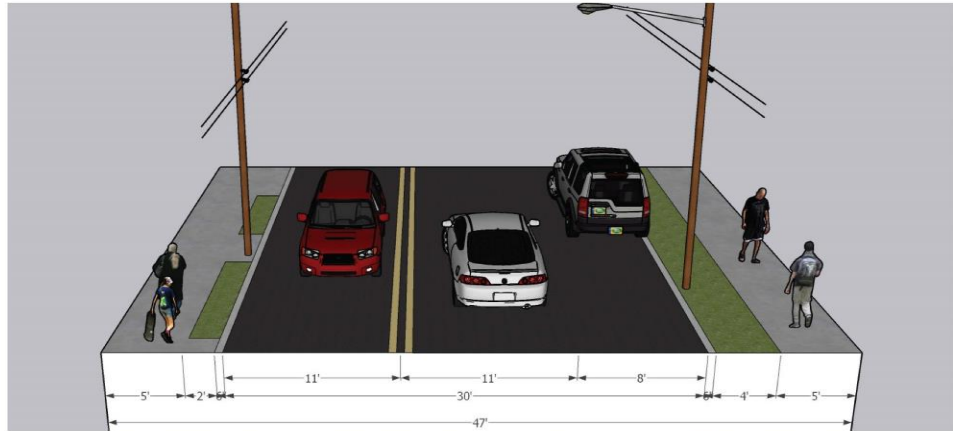
PROPOSED MODEL VIEW



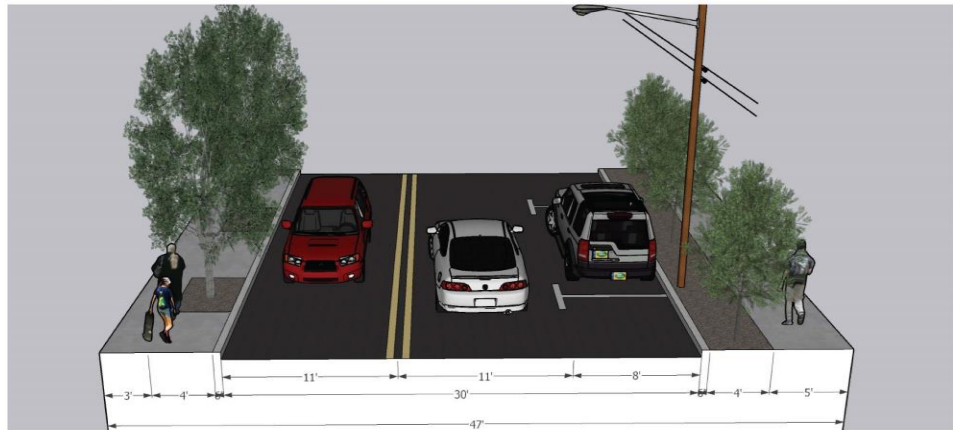
CRANE STREET: 6TH AVE TO 7TH AVE



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EXISTING MODEL VIEW

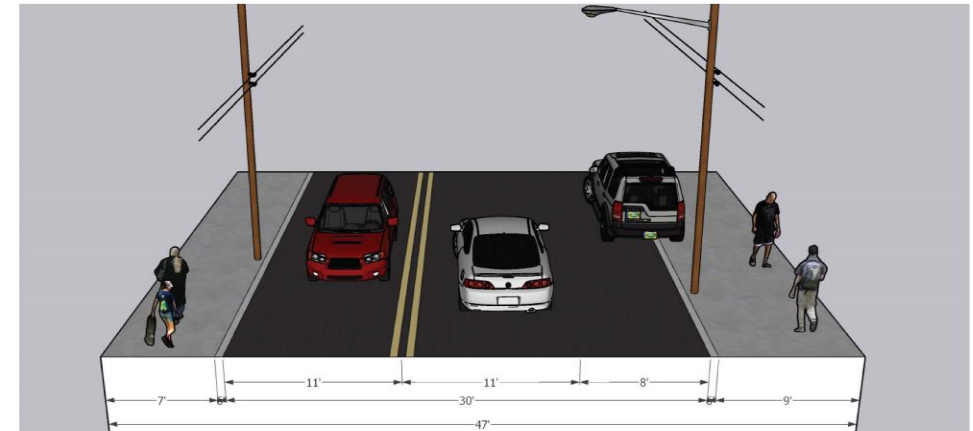


PROPOSED MODEL VIEW

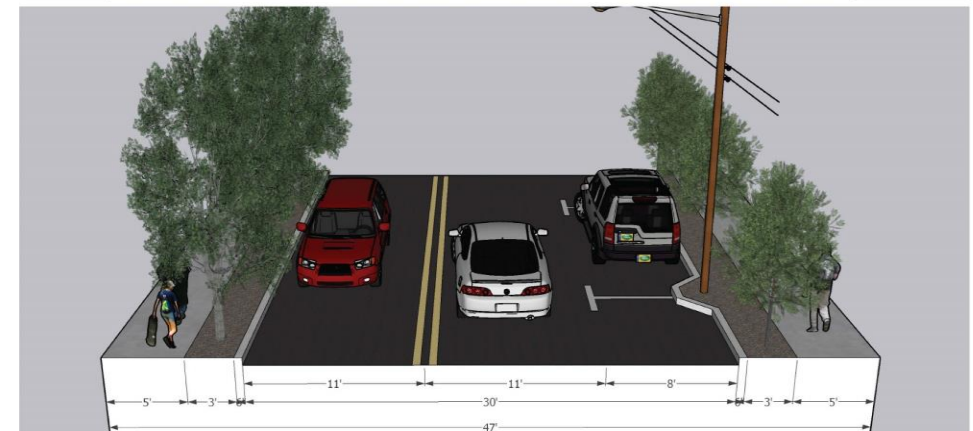
CRANE STREET: 7TH AVE TO OSTRANDER PL



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EXISTING MODEL VIEW



PROPOSED MODEL VIEW

INSIGHTS | CRANE ST

"I've almost been run over twice on 3rd Ave..."

Crane St Findings

We received feedback in 3 main ways:

- **Online Survey**

- 21 Respondents: Mostly low-mid income white drivers, over 45 yrs old in area
 - Many supportive but sceptical
 - Main to one way away from Crane
 - Chrysler one way towards Ostrander

- **Intercept Interviews**

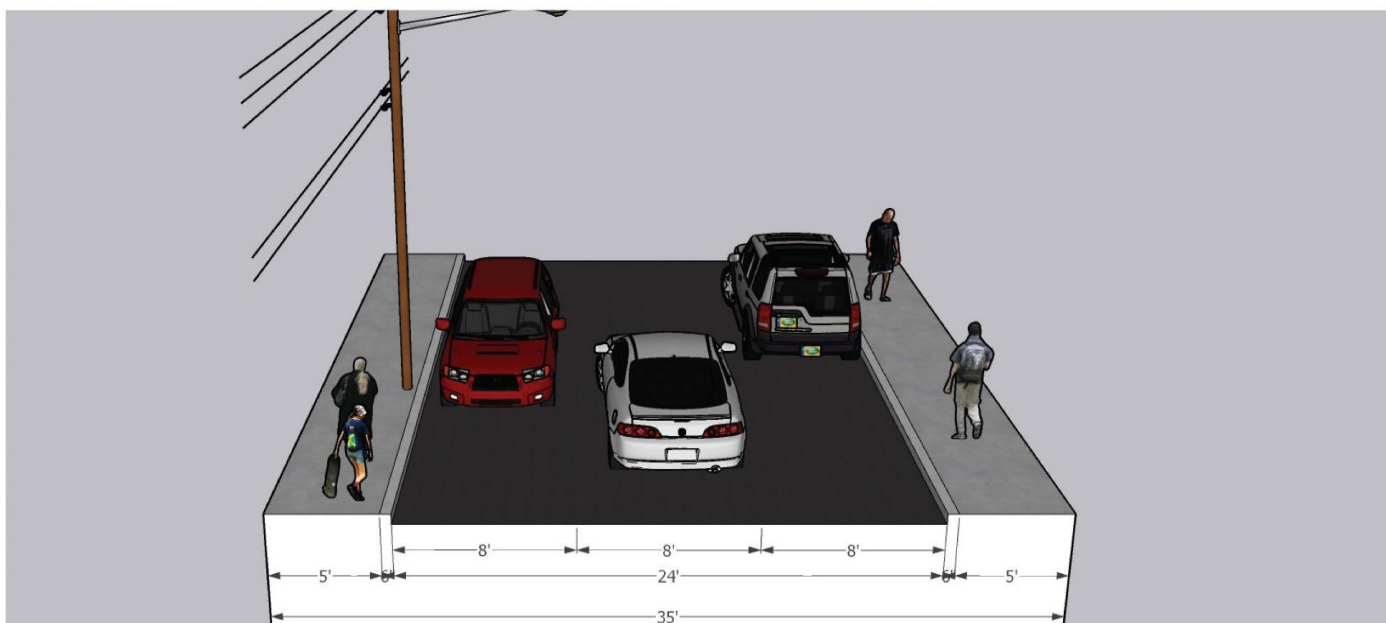
- :(Dangerous collisions around 3rd ave
- :(Over utilized trash bins near businesses
- :(Delayed snow removal blocking sidewalks
- :(No crosswalks especially by Orchard Park
- :(Chrysler one way traffic towards Main Ave
- :(Bumpouts, Raised + Striped areas

- **In depth Interviews**

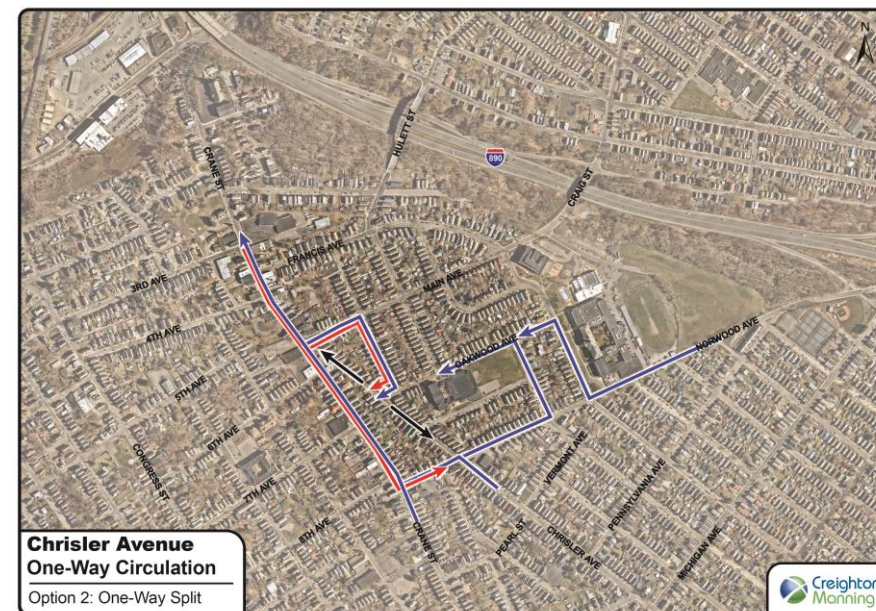
- :(Extended + raised crosswalks at intersection
- :(Deteriorating memorials need better care
- :(Need visitor parking on Crane, Main + Forest especially around school pick up times



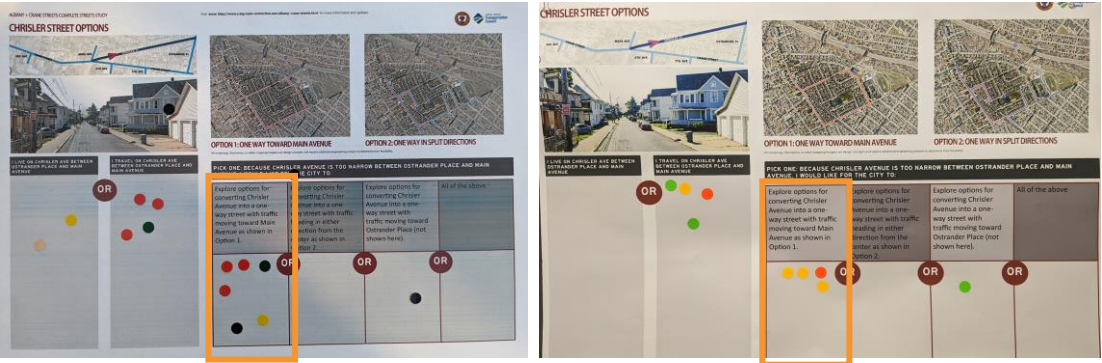
CHRISLER AVE: MAIN AVE TO OSTRANDER PL



Chrisler Ave Concepts

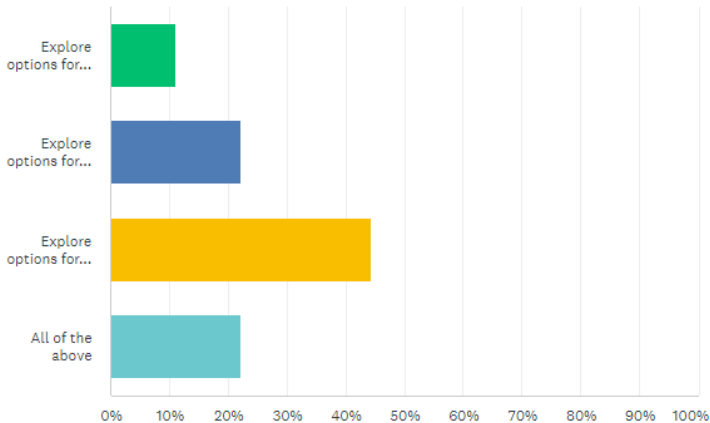


Chrisler Ave Concepts

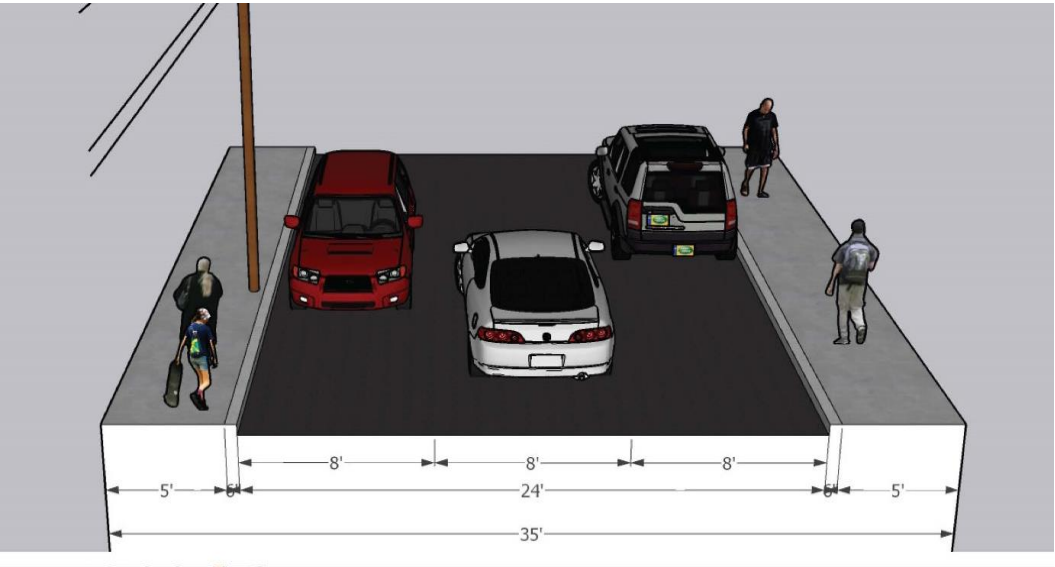


Because Chrisler Avenue is so narrow between Ostrander Place and Main Avenue, I would like for the City to:

Answered: 18 Skipped: 3



ANSWER CHOICES	RESPONSES
▼ Explore options for converting Chrisler Avenue into a one-way street with traffic moving toward Main Avenue as shown in Option 1.	11.11% 2
▼ Explore options for converting Chrisler Avenue into a one-way street with traffic heading in either direction from the center as shown in Option 2.	22.22% 4
▼ Explore options for converting Chrisler Avenue into a one-way street with traffic moving toward Ostrander Place (not shown here).	44.44% 8
▼ All of the above	22.22% 4
TOTAL	18

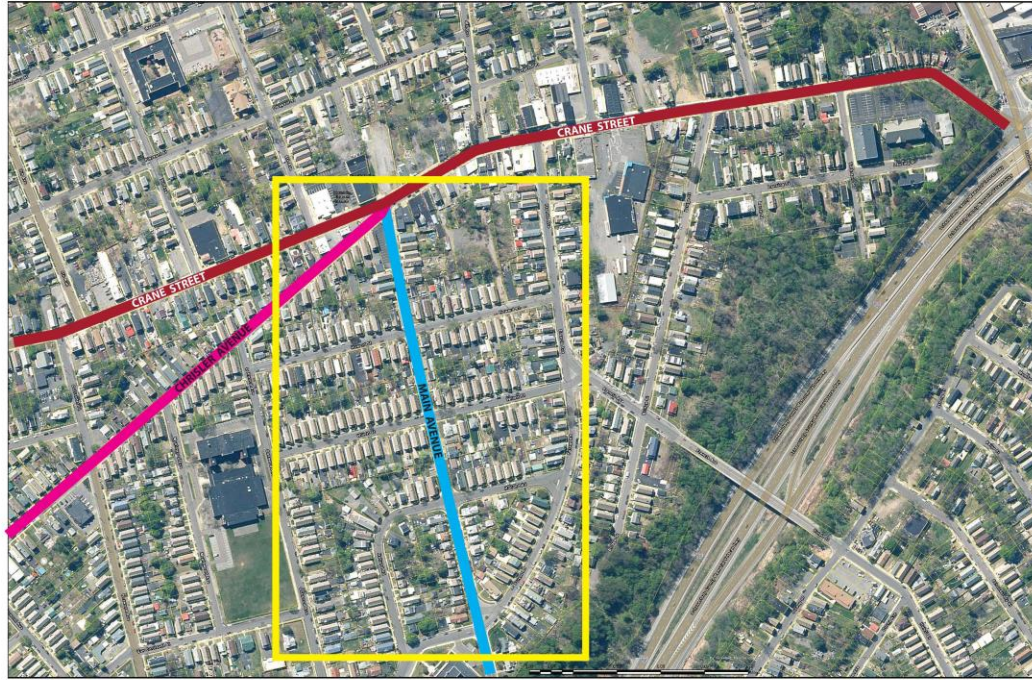


LET'S DISCUSS

- One way into Crane / Main keeps larger connection, but creates longer trips for residents on Chrisler
- Splitting it in the middle would limit it mostly to residential, but would add traffic to some smaller, local roads
- Some preference for one way into Crane / Main intersection



MAIN AVENUE CONTEXT MAPS



MAIN AVENUE SITE PHOTOS



SITE A



SITE B



SITE C



SITE D

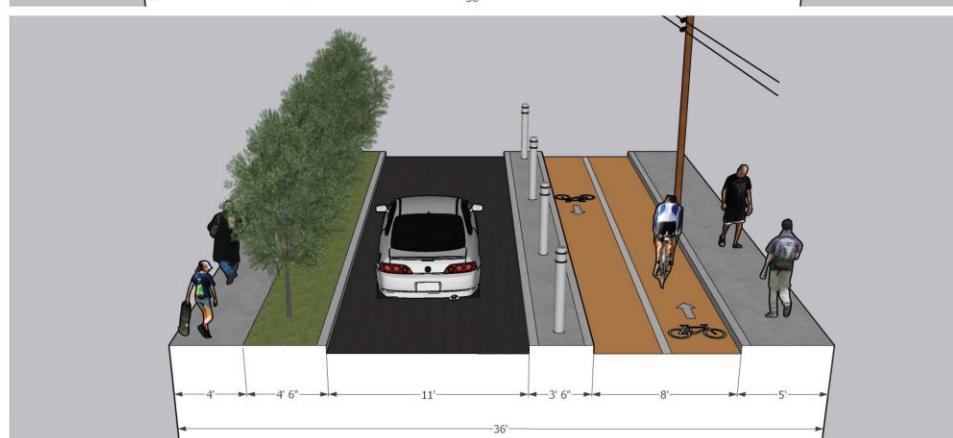
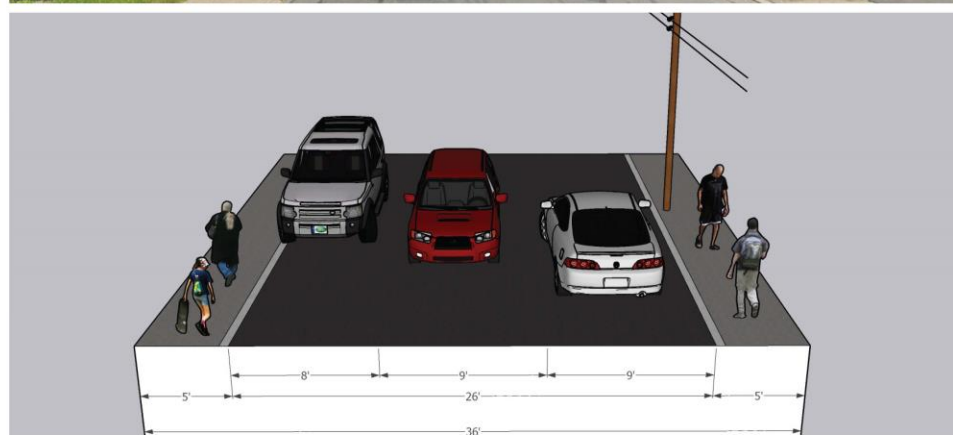


SITE E

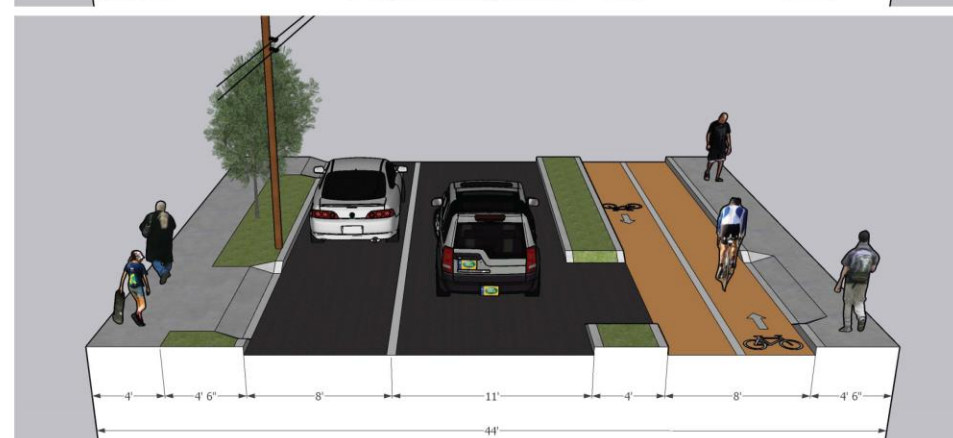
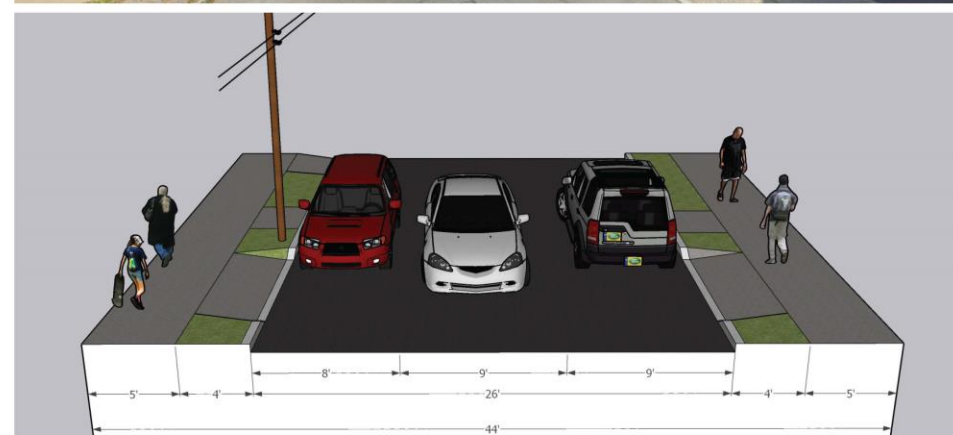


SITE F

MAIN AVENUE OPTION 1: CRANE ST TO WILLETT ST

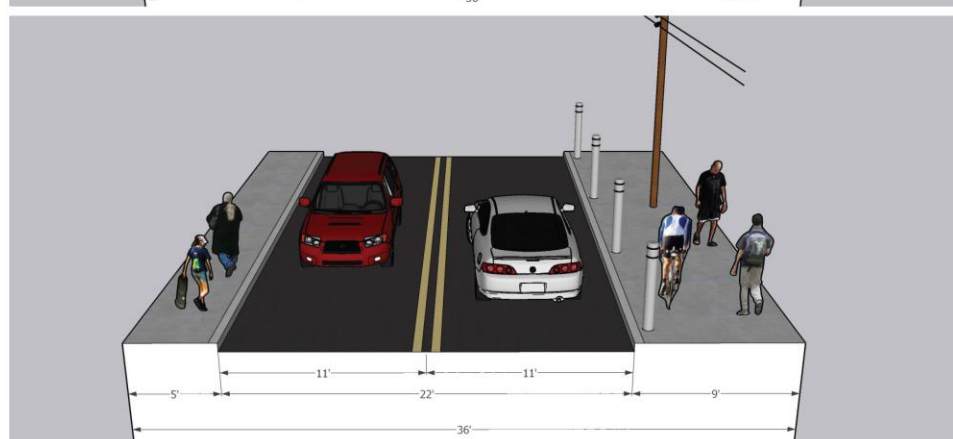
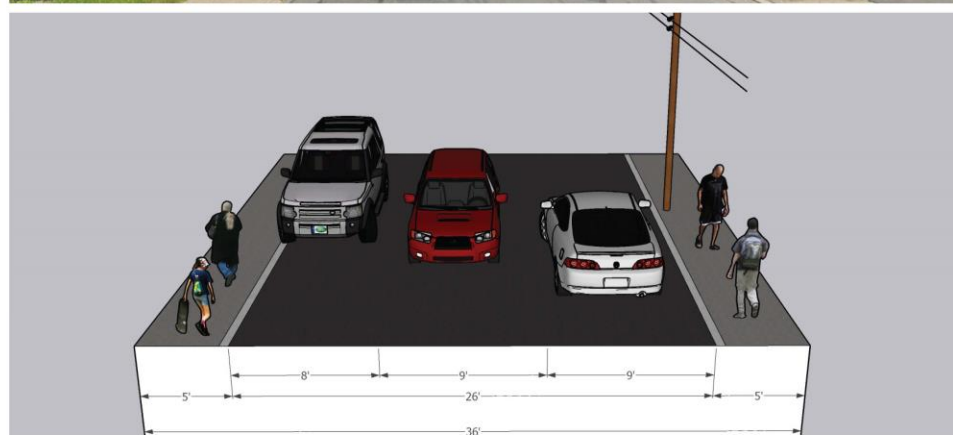


MAIN AVENUE OPTION 1: WILLETT ST TO FOREST RD

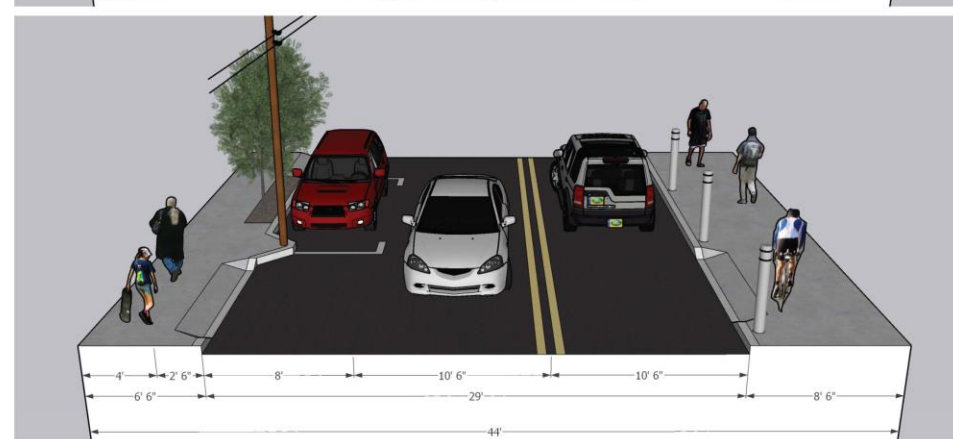
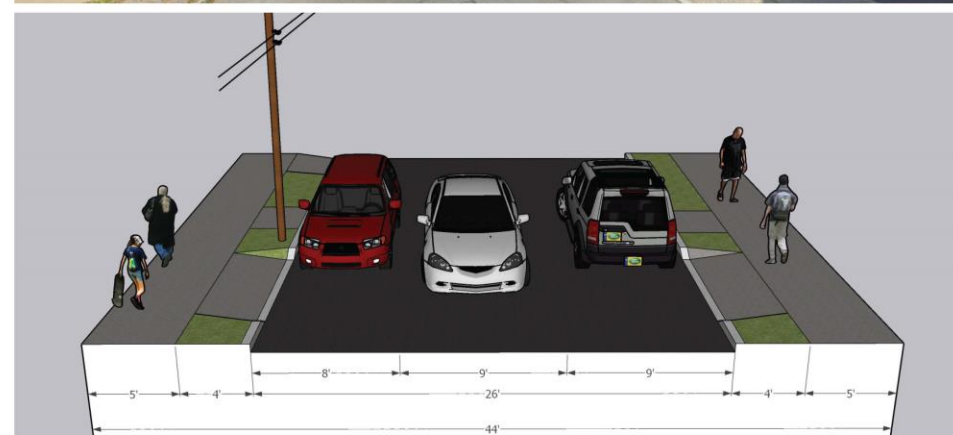


- Negligible change in vehicle delay
- Increased vehicle trip length
- Protected bicycle and pedestrian corridors connecting to neighborhood businesses and downtown
- Possible additional cost, reduced recovery, or reduction in frequency for public transit
- Parking: Loss of 13 ½ hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain
- Speed: May increase due to reduced conflicts

MAIN AVENUE OPTION 2: CRANE ST TO WILLETT ST

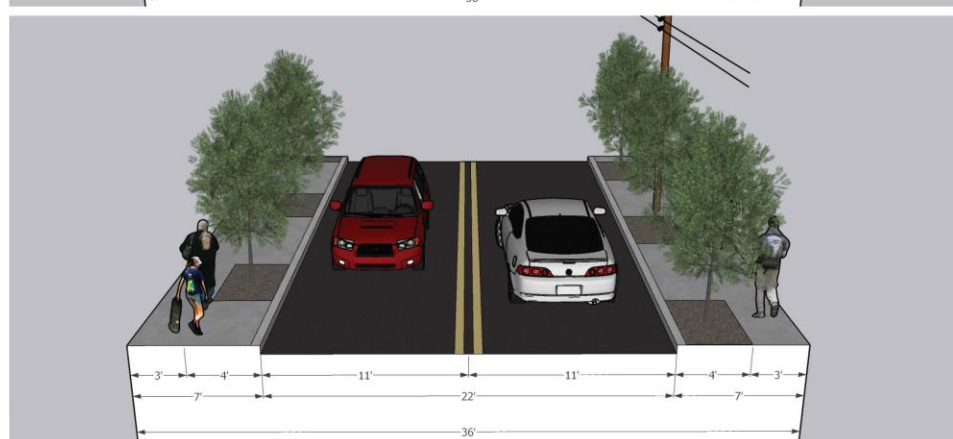
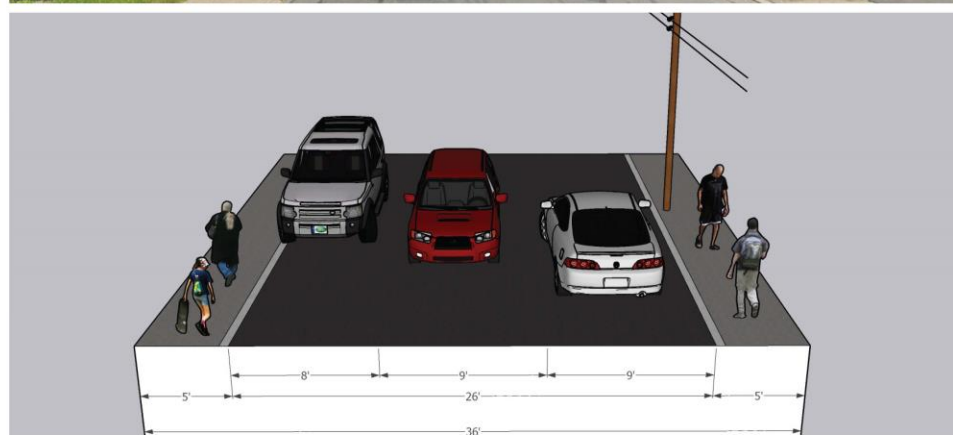


MAIN AVENUE OPTION 2: WILLETT ST TO FOREST RD

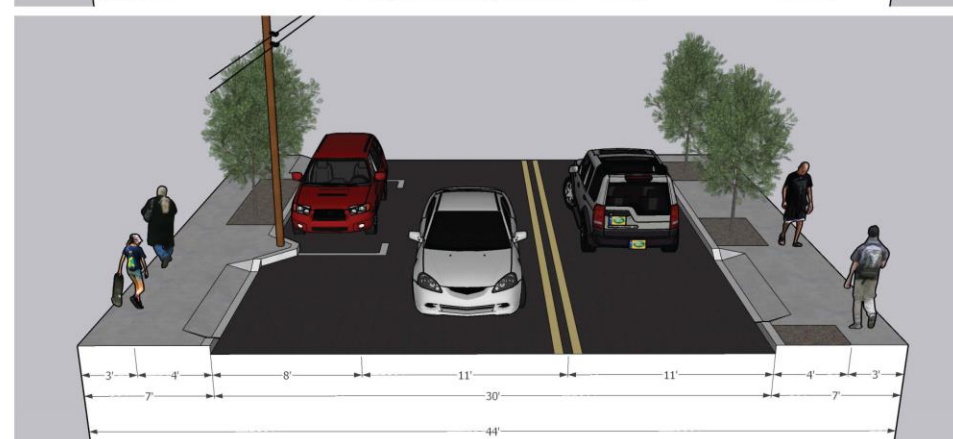
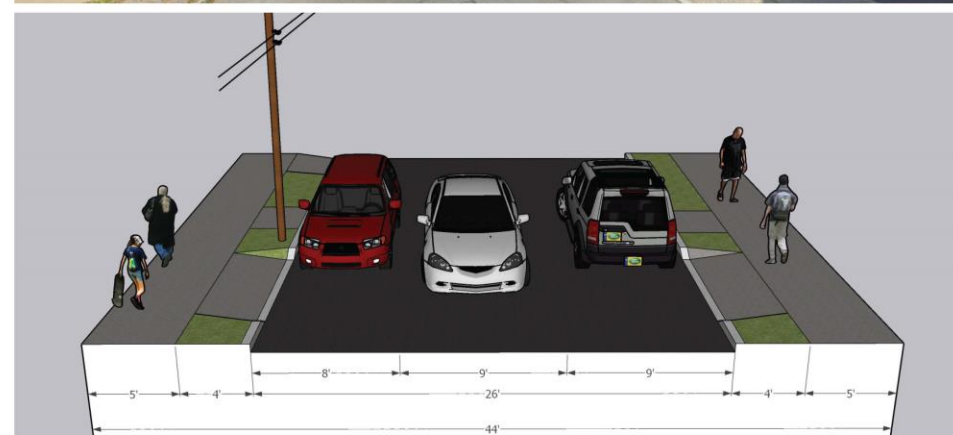


- Negligible change in vehicle delay and no change in trip length
- Increased bicycle and pedestrian comfort
- Loss of 13 ½ hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain
- Limits opportunities for street trees

MAIN AVENUE OPTION 3: CRANE ST TO WILLETT ST

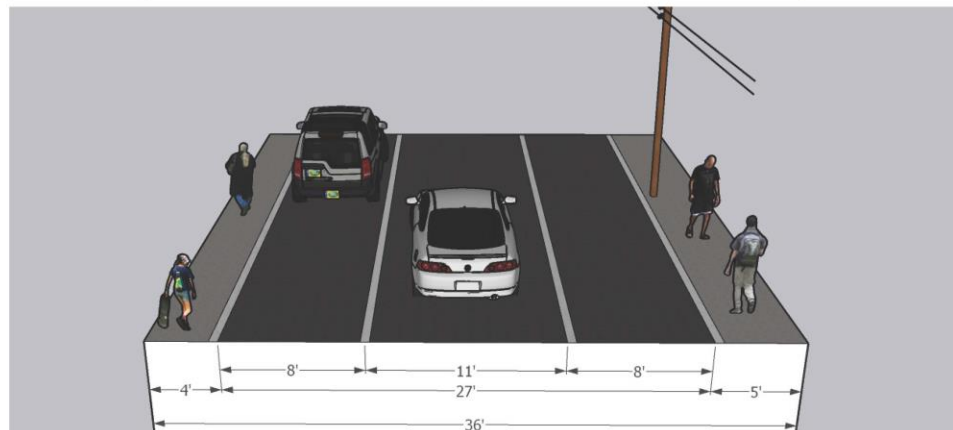
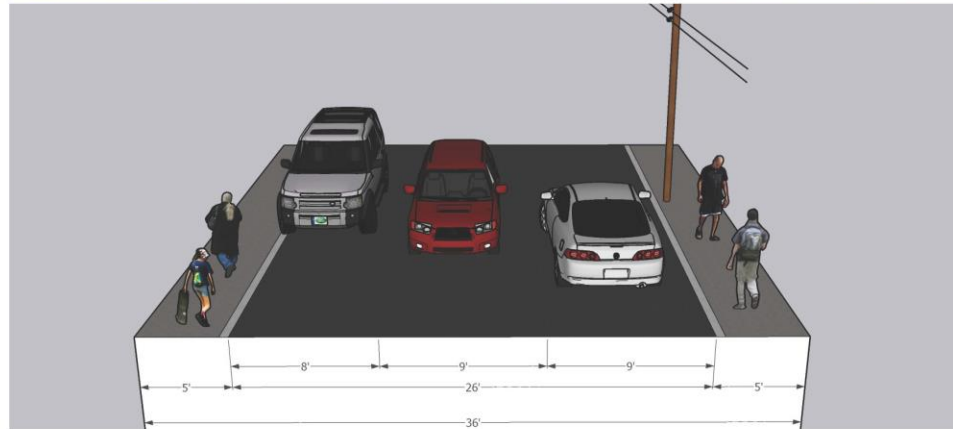


MAIN AVENUE OPTION 3: WILLETT ST TO FOREST RD

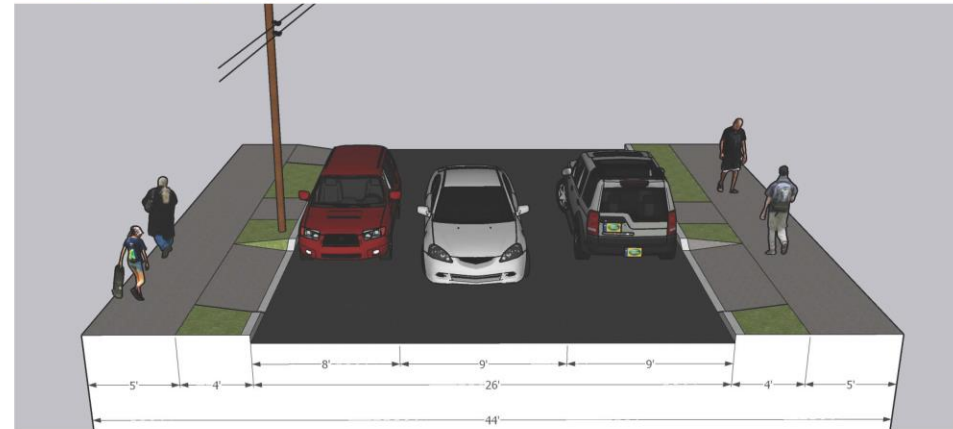


- Negligible change in vehicle delay and no change in trip length
- Minimal change to bicycle and pedestrian comfort
- Loss of 13 ½ hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain

MAIN AVENUE OPTION 4: CRANE ST TO WILLETT ST



MAIN AVENUE OPTION 4: WILLETT ST TO FOREST RD



- Negligible change in vehicle delay
- Increased vehicle trip length
- Possible additional cost, reduced recovery, or reduction in frequency for public transit
- Speed: May increase due to reduced conflicts
- Minimal change to bicycle and pedestrian comfort
- Limits opportunities for street trees

*This 4th concept was added after the SAC meeting in response to a participant's suggestion.

INSIGHTS | MAIN AVE

OPEN HOUSE RESPONSES

ALBANY + CRANE STREETS COMPLETE STREETS STUDY

Visit: www.craig-main-connection.com/albany-crane-streets.html for more information and updates.

MAIN AVENUE OPTIONS

MAIN AVENUE OPTION 1: CRANE ST TO WILLET ST
MAIN AVENUE OPTION 2: WILLET ST TO FOREST RD

WHICH CONCEPT DO YOU PREFER?

MAIN AVENUE CRANE ST TO WILLET ST
MAIN AVENUE WILLET ST TO FOREST RD

PICK ONE

OPTION 1: One-Way to CRAIG with SEPARATED BIKE LANE
OPTION 2: One-Way to CRAIG with SHARED USE PATH
OPTION 3: KEEP TRAFFIC FLOWING IN BOTH DIRECTIONS WITH SOME SAFETY IMPROVEMENTS
OPTION 4: One-Way TOWARD CRAIG ST
OPTION 5: STAY THE SAME

I LIVE ON MAIN AVENUE
I TRAVEL ON MAIN AVENUE
I LIVE WITHIN 2-3 BLOCKS OF MAIN AVENUE

OR

All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

MAIN AVENUE OPTIONS

MAIN AVENUE OPTION 1: CRANE ST TO WILLET ST
MAIN AVENUE OPTION 2: WILLET ST TO FOREST RD

WHICH CONCEPT DO YOU PREFER?

MAIN AVENUE CRANE ST TO WILLET ST
MAIN AVENUE WILLET ST TO FOREST RD

PICK ONE

OPTION 1: One-Way to CRAIG with SEPARATED BIKE LANE
OPTION 2: One-Way to CRAIG with SHARED USE PATH
OPTION 3: KEEP TRAFFIC FLOWING IN BOTH DIRECTIONS WITH SOME SAFETY IMPROVEMENTS
OPTION 4: One-Way TOWARD CRAIG ST
OPTION 5: STAY THE SAME

I LIVE ON MAIN AVENUE
I TRAVEL ON MAIN AVENUE
I LIVE WITHIN 2-3 BLOCKS OF MAIN AVENUE

OR

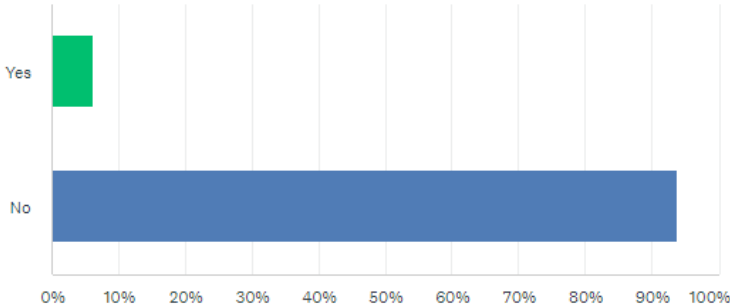
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

INSIGHTS | MAIN AVE

SURVEY RESPONSES

Do you live on Main Avenue?

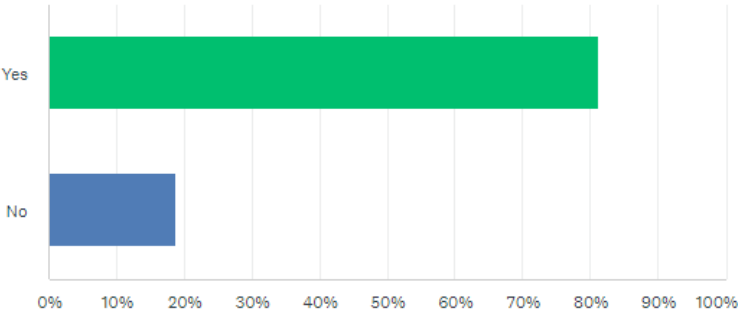
Answered: 16 Skipped: 5



ANSWER CHOICES	RESPONSES	
▼ Yes	6.25%	1
▼ No	93.75%	15
TOTAL		16

Do you live within 2-3 blocks of Main Avenue?

Answered: 16 Skipped: 5



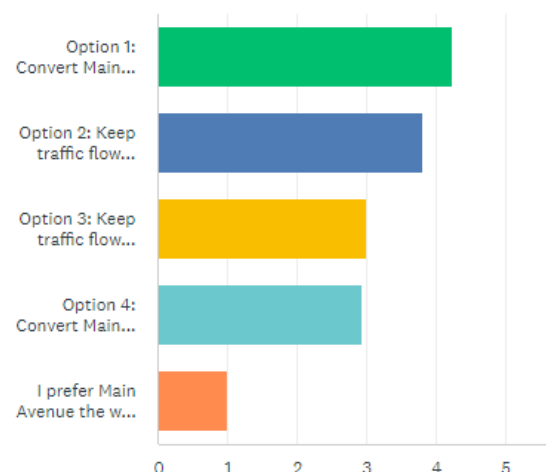
ANSWER CHOICES	RESPONSES	
▼ Yes	81.25%	13
▼ No	18.75%	3
TOTAL		16

INSIGHTS | MAIN AVE

SURVEY RESPONSES

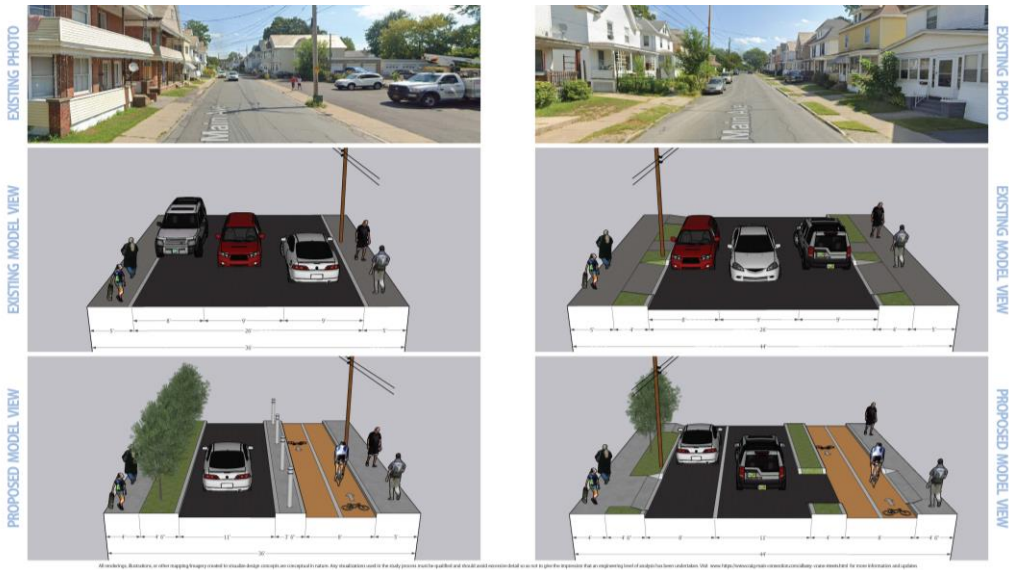
Which concept for improving Main Avenue do you prefer?

Answered: 16 Skipped: 5



	1	2	3	4	5	TOTAL	SCORE
▼ Option 1: Convert Main Avenue to a one-way street with traffic moving away from Crane Street. This idea also adds a protected bike lane that will connect to the one that was championed during the Craig Main Connection project and is scheduled to be built on Craig Street within the next year or two.	56.25% 9	25.00% 4	6.25% 1	12.50% 2	0.00% 0	16	4.25
▼ Option 2: Keep traffic flowing in both directions and add a shared walking and bicycle path on the south side.	31.25% 5	37.50% 6	12.50% 2	18.75% 3	0.00% 0	16	3.81
▼ Option 3: Keep traffic flowing in both directions and make some safety improvements and slightly reduce speed.	6.25% 1	6.25% 1	68.75% 11	18.75% 3	0.00% 0	16	3.00
▼ Option 4: Convert Main Avenue to a one-way street with traffic headed away from Crane Street and retain all existing parking spaces. This concept would include some safety improvements.	6.25% 1	31.25% 5	12.50% 2	50.00% 8	0.00% 0	16	2.94
▼ I prefer Main Avenue the way it is.	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 16	16	1.00

Main Avenue Concepts



LET'S DISCUSS





NEXT STEPS

1. Meet with School District Transportation
2. Project Team Meeting to Finalize Recommendations
3. Cost Estimates and Implementation Strategies
4. Draft Final Report
5. Study Advisory Committee Meeting
6. Final Report
7. Presentation to City Council for Adoption

Regional Trails Planning

1. Online Trail Map Launch

<https://experience.arcgis.com/experience/42b97acc49d44925ab6fdcfadb8fd38f?org=CDTA>

2. 2023 Trail Counts

Counter	Installation Date	Trail / Facility	Facility Type	Installation Site	Location (Lat/Long)	Detach Date	Est. Annual Visits
DGP22080611	6/20/2023	Helderberg-Hudson Rail-Trail	Multi-use trail	Grove Street Trailhead	42.653706, -73.92358	7/11/2023	193,015
DGP21060673	6/29/2023	Edison St Pedestrian Bridge	Pedestrian Bridge	Bridge railing	42.812252, -73.94952	7/11/2023	474
DGP21060671	6/29/2023	Albany Skyway	Pedestrian Bridge	Fence pole	42.65575, -73.74722	7/20/2023	201,775
DGP21060673	7/12/2023	Helderberg-Hudson Rail-Trail	Multi-use trail	Hudson Ave access fence post	42.62465, -73.83314	8/6/2023	348,652
DGP22080611	7/20/2023	Helderberg-Hudson Rail-Trail	Multi-use trail	S. Pearl St. trailhead fence post	42.626846,-73.76757	8/9/2023	84,633
DGP21060671	8/6/2023	Zim Smith Trail	Multi-use trail	Zim Smith Trail East Trailhead	42.912605, -73.70942	9/5/2023	59,964
DGP21060673	8/6/2023	South End Connector Trail	Multi-use trail	Between Vine St. & 4th Ave.	42.638214, -73.75609	9/5/2023	71,173
DGP22080611	8/24/2023	Zim Smith Trail	Multi-use trail	Goldfoot Rd, Round Lake		9/5/2023*	136,371
*stopped transmitting data after 1:00 pm on September 1, 2023							

CDPHP *Cycle!* updates



NYS MPO Bicycle & Pedestrian Working Group



Updates



NYSDOT Transportation Planning updates

- Active Transportation Plan
- Statewide Long-Range Transportation Plan

The New York State Transportation Master Plan will establish a long-range vision and priorities to guide coordinated, forward-thinking planning for transportation. It will serve as New York's long-range statewide transportation plan and is required by federal and state law. The plan will use a performance-based approach, provide direction to statewide transportation investment and policies, and support the unique needs of New York's diverse regions.

<https://nystransportationmasterplan.com/>

Complete Streets

- Transportation Council Policy

Purpose: to achieve the region's long-range vision for fair and equitable investments among modes and programs, and to serve all users equitably, including pedestrians, bicyclists, transit vehicles and riders, freight, and personal vehicle drivers and riders.

- Complete Streets Workshops

Bipartisan Infrastructure Law (BIL)

- See www.capitalmpo.org for most updated information
- Carbon Reduction Program – statewide plan in development, due to USDOT by Nov. 15th
- Pilot Program for Transit-Oriented Development (TOD) Planning – applications due October 10, 2023
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program – applications due October 10, 2023

Safety Education & Encouragement Program

- Education & Encouragement Minigrants – applications due Nov. 3rd
- Free Materials Available for Fall
- Walk & Roll To School
 - Ruby Bridges Walk to School Day is November 14th
 - Toolkit & resources available

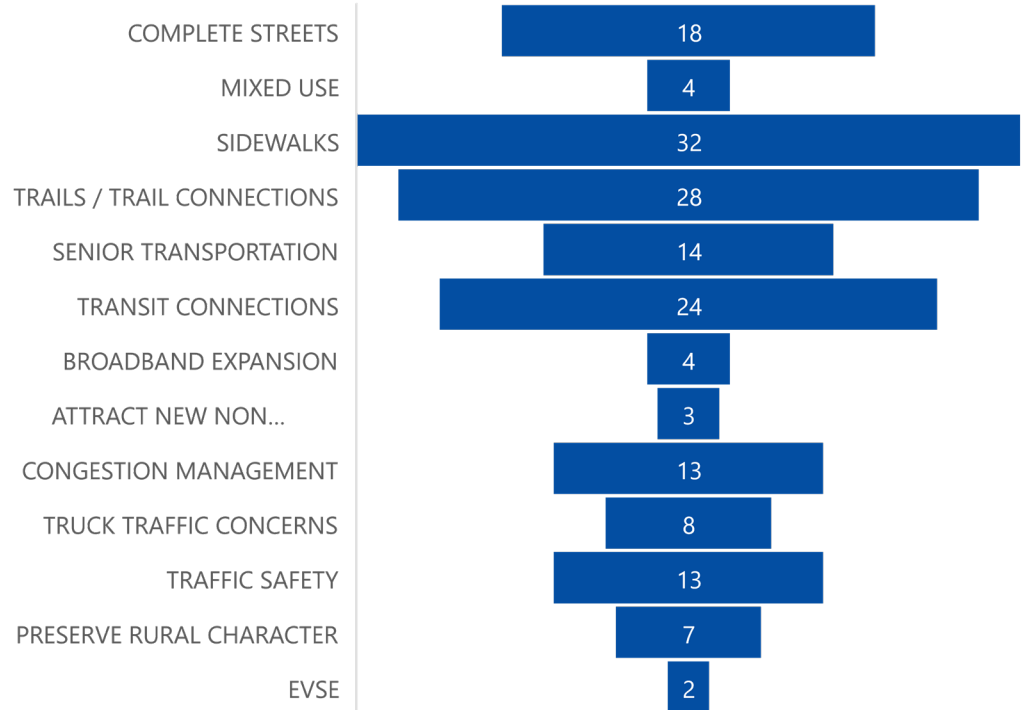


Traffic Safety Education & Encouragement

Metropolitan Transportation Plan (MTP update)

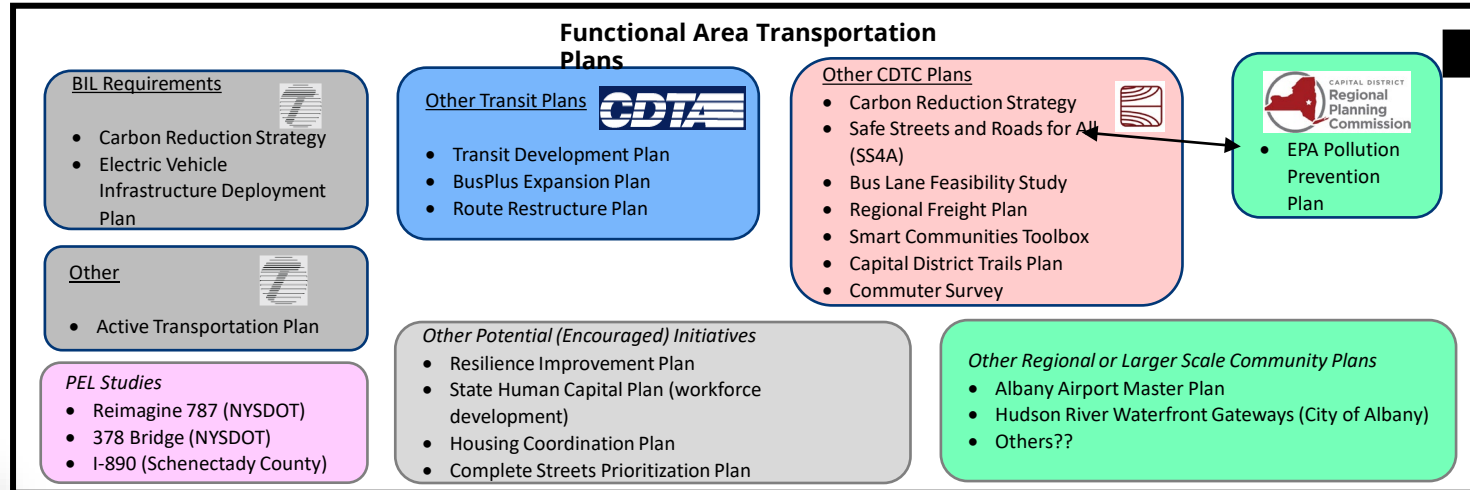
1. Congestion Management Process
2. Coordinated Human Services Transportation Plan
3. Safe Streets for All
4. MTP Branding & Logo
5. Existing Conditions / Gaps Analysis (Regional Trends StoryMap)
6. MTP Survey:
<https://form.jotform.com/cdtcmpo/long-range-survey>
7. Transportation Improvement Program

Regional Comprehensive Plan Themes





← *Coordination of goals, objectives, performance measures, targets, & strategies* →



Top-down:
Long-range plan goals, objectives, measures, targets, & priorities inform other plans, programs & processes

Bottom-up:
Performance-based plans, programs, & processes inform long-range plans



Status of Planning Initiatives

STATUS OF REGIONAL TRANSPORTATION PLANNING INITIATIVES AS OF OCTOBER 1, 2023

NAME AND LOCAL SPONSOR	CONSULTANT OR STAFF, PROJECT COST, TRANSPORTATION COUNCIL CONTACT	FUNDING APPROVAL DATE	STATUS	ESTIMATED COMPLETION DATE	PROJECT WEBSITE LINK
COMMUNITY PLANNING SUPPORT - TRANSPORTATION COUNCIL					
1. Route 4 Corridor Study: Inter-Municipal Update Town of East Greenbush	M.J. Engineering and Land Surveying \$90,000 Chris Bauer	Policy Board Approved 3/4/21	A Study Advisory Committee meeting was held on September 11, 2023. The consultant prepared a draft implementation plan and a revised future operational analysis, which are being reviewed by NYSDOT and the Study Advisory Committee (SAC). Planning for the next round of public outreach is underway.	November 2023	https://nyroute4study.com
2. Town of Brunswick Hoosick Road Corridor Study Town of Brunswick	Creighton Manning Engineering \$99,000 Andrew Tracy	Policy Board Approved 3/3/22	Next SAC meeting is scheduled for October 10th. Draft corridor concepts and results of public input phase one will be presented. Transportation Council staff preparing traffic analysis using STEP model. Project website live at https://hoosickroadstudy.com/	December 2023	https://hoosickroadstudy.com/
3. Sand Creek Road Complete Street Feasibility Study Village of Colonie	MJ Engineering and Land Surveying \$65,000 Jacob Beeman	Policy Board Approved 3/3/22	Consultant is developing the draft complete streets plan. The first draft is expected to be submitted to the project team by 9/28/23. Project team will review and provide comments before SAC meeting #4 which is expected by late October.	December 2023	https://www.sandcreekcompletestreets.com/
4. City of Schenectady Albany & Crane Streets Linkage Study City of Schenectady	PLACE Alliance \$90,000 Jen Ceponis	Policy Board Approved 3/3/22	The Draft Existing Conditions Report and Complete Streets Concepts have been made available to the public. A series of curbside conversations and open houses will take place throughout the community in June to collect feedback from local residents, business owners, and other stakeholders. Transportation Council staff is compiling feedback received from stakeholder meetings with first responders and transportation providers in the study area.	November 2023	https://www.craig-main-connection.com/albany--crane-streets.html
5. All Access Complete Streets Feasibility Study Village of Voorheesville	TBD \$55,000 Rima Shamieh	Policy Board Approved 3/2/23	REI is under internal review and expected to be released by October.	November 2024	TBD
6. Broadway Flood Resilient Multi-Modal Corridor Study Albany County	TBD \$115,000 Jen Ceponis	Policy Board Approved 3/2/23	One proposal was submitted and reviewed by the project team. The contract award is pending.	November 2024	TBD
7. Castleton Complete Streets & Connections Plan Village of Castleton-on-Hudson	TBD \$75,000 Chaim Simon	Policy Board Approved 3/2/23	Three proposals were submitted, and have been reviewed by the selection team. Contract award is pending.	November 2024	TBD
8. Central Avenue West Corridor Study Town of Colonie	TBD \$150,000 Andrew Tracy	Policy Board Approved 3/2/23	Signed MOU returned by project sponsor. Draft scope of work prepared, shared with Town for feedback.	November 2024	TBD

NAME AND LOCAL SPONSOR	CONSULTANT OR STAFF, PROJECT COST, TRANSPORTATION COUNCIL CONTACT	FUNDING APPROVAL DATE	STATUS	ESTIMATED COMPLETION DATE	PROJECT WEBSITE LINK
9. Curry Road & Guilderland Avenue Multi-Modal Study Town of Rotterdam	TBD \$90,000 Carrie Ward	Policy Board Approved 3/2/23	Staff is drafting a Request for Expressions of Interest.	November 2024	TBD

COMMUNITY PLANNING SUPPORT - TRANSPORTATION COUNCIL (continued)

10. Milton Town Center Plan Update Town of Milton	TBD \$100,000 Jacob Beeman	Policy Board Approved 3/2/23	Letter of Interest submissions were due September 15, 2023 and three were received. Transportation Council staff is currently reviewing submissions for completeness and assembling the consultant selection review team.	November 2024	TBD
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COMMUNITY PLANNING TECHNICAL ASSISTANCE PROGRAM - CDRPC/TRANSPORTATION COUNCIL

1. Depot Square Intersection Redesign & Intersection Improvement Pilot	\$20,420 Jen Ceponis	Policy Board Approved Technical Assistance Program 3/2/2023	A preliminary site visit and photo documentation was completed. A trail counter was installed at the Zim Smith East trailhead, additional data collection was completed in mid-September, and a demonstration project is planned for Oct. 27 - Nov. 3.	March 2024	N/A
2. Saratoga Truck Traffic Study	\$9,547 Chris Bauer		The project award letter was delivered in September. Data collection is underway. A project kickoff meeting will be scheduled for October.	March 2024	N/A

ADDITIONAL REGIONAL PLANNING INITIATIVES

1. MTP Update Transportation Council - Regional	Transportation Council Staff \$100,000 Jen Ceponis	Included in the 2020-2022 UPWP	The Transportation Council is working with CDRPC to create a StoryMap highlighting key data points summarizing existing conditions. Staff is coordinating with NYSDOT staff on public outreach and engagement efforts in conjunction with the Statewide Long Range Plan.	Adopted September 3, 2020 Anticipated adoption of next MTP: September 2025	https://www.cdtcmpo.org/nv2050
2. NY 378 Bridge Transportation Scoping/PEL Study NYSDOT	WSP \$400,000 Susan Olsen, NYSDOT Andrew Tracy	TIP Project A605/R344: NY 378 Troy Menands Bridge Study	A NY 378 PEL Steering Committee meeting was held on August 30. Transportation Council staff are continuing to work with the project team to refine STEP model outputs relating to concepts with bridge realignments. Stakeholder outreach continues, including neighborhood meetings, and a stakeholder meeting with the Active Transportation Advisory Committee was held on August 29. The next public meeting is scheduled for late October.	early 2025	https://www.dot.ny.gov/troymenandsbridge
3. Regional Truck Parking Study	Gannett Fleming \$137,750 Chris Bauer	Planning Committee Approved 4/7/21	The consultant prepared a draft report, which is being reviewed internally. Next steps will include SAC and public review, and then development of the final deliverables.	November 2023	TBD

NAME AND LOCAL SPONSOR	CONSULTANT OR STAFF, PROJECT COST, TRANSPORTATION COUNCIL CONTACT	FUNDING APPROVAL DATE	STATUS	ESTIMATED COMPLETION DATE	PROJECT WEBSITE LINK
4. ADA Self-Evaluation and Transition Plan for Pedestrian Infrastructure (Ballston Spa, Guilderland and Troy)	LaBella up to \$110,000 Carrie Ward	Planning Committee Approved 11/2/2022	Data collection is expected to be completed in October.	December 2023	N/A
5. Hoosick Asset Management Plan Town of Hoosick	Stantec \$33,000 Teresa LaSalle	Policy Board Approved 3/3/22	Preliminary results from data collection were reviewed in early August. The consultant team will be making edits to the data and sharing the data with the Town and the Transportation Council and performing additional analyses over the next month.	March 2024	N/A

ADDITIONAL REGIONAL PLANNING INITIATIVES (continued)

6. Design-Engineering Feasibility and Planning Study for Reimagining the I-787 Corridor NYSDOT	Parsons \$5,000,000 Greg Wichser, NYSDOT Kelly Kircher, NYSDOT Chris Bauer Jen Cenonis	TIP Project A609 Reimagining the I-787 Corridor Planning Study	The first series of public meetings kicked off in June. Survey responses have begun to come in and the consultant has started work on some preliminary concepts. Mapping of various environmental, cultural and historic resources is underway. Stakeholder engagement remains ongoing with neighborhood associations, business groups, and Transportation Council advisory committees. Transportation Council staff coordinated with the project consultant to develop and execute a travel demand model sharing agreement. Staff are also working with NYSDOT and the project consultant to develop and share the base year travel demand model(s).	March 2026	https://webapps.dot.ny.gov/reimagining-i-787
7. On-Demand Motor Vehicle, Bicycle and Pedestrian Count Services	NDS (National Data & Surveying Services) Up to \$160,000 Teresa LaSalle	Included in the 2022-2023 UPWP	Vehicular and bicycle and pedestrian counts continue to be undertaken to support Transportation Council planning studies and projects.	18 month contract with an optional one year extension.	N/A
8. Regional Signal Timing Program	GPI \$100,000 Andrew Tracy	Included in the 2022-2023 UPWP	Synchro models being prepared by GPI. Data collection and modeling in progress for Schenectady and Saratoga Springs locations; data collection on hold on New Scotland Ave pending completion of construction.	March 2024	N/A
9. Vision Zero Action Plan	TBD \$1,288,000 Sandra Misiewicz	Policy Board Approved 3/2/23 FHWA Safe Streets and Roads for All Grant Program	The RFP for consultant services to develop the plan was released and proposals are due October 27, 2023.	TBD	N/A

Other News & Updates

TAP / CMAQ / CRP

- \$165M available statewide
- \$5M max request
- 80/20 funding
- Applications due January 9, 2024
- Program details at <https://www.dot.ny.gov/TAP-CMAQ>

Transportation Council/CDRPC Technical Assistance Program

Deadline extended, accepting proposals on a rolling basis.

How to Apply:

If your community is interested in applying, you must contact CDRPC and the Transportation Council to discuss your request.

Send an email to techassist@CDRPC.org or call 518-458-2161 and provide your name, phone number and a time convenient for representatives to call you.

2024 Unified Planning Work Program

- Complete Streets Workshops
- Medium Scale Community Linkage Studies
- Technical Assistance
- Solicitation materials available at:

Upcoming Trainings & Workshops

1. [CDRPC / NYPF Fall Planning & Zoning Workshop](#) – October 20 at HVCC, Troy
2. NYS LTAP Center – [Cornell Local Roads Training Program](#)
 - Grant Writing – How to Get Started (online) – September 28th 11:00 am – 12:00 pm
 - Solutions for Safer Roads and Streets – October 12th in Schenectady County
 - Snow and Ice Control – October 21st in Warren County



OTHER REGIONAL, STATE, OR
LOCAL PLANNING UPDATES

Upcoming Meetings

- December 5, 2023: 787 Stakeholder Meeting (*tentative*)
- 2024: January 9, April 9, July 9, October 8, 2024