

**Meeting Notes**  
**December 14, 2021**

1.0 New Business

1.1 Welcome & Introductions

**Attendance:** Carrie Ward (CDTC staff), Kris Fitzgerald (2k Design), Jacob Beeman (CDTC), Jennifer Hogan (NYSDOH), Jen Ceponis (CDTC staff), Sarah Bilofsky (2k Design), Alanna Moran (VHB), Lynn Walkuski (Town of Glenville), Janette Kaddo Marino (Bikeatoga), Tim Gustafson (Epstein), Ivan Vamos, Katherine Ember (Planning4Places), David Woodin (Town of Waterford), Rima Shamieh (CDTC staff), Melissa Cherubino (Town of Glenville), Ed Brennan (Albany Bicycle Coalition), Ed Davidson, Susan Olsen (NYSDOT), Lindsey Bradt (CDTA), Ethan Warren (CDTA), Steve Feeney (Schenectady County), Tina Carton (City of Saratoga Springs), Martin Daley (CDRPC), Charles Welge (Albany County Department of Health), Linda von der Heide (Rensselaer County), Fred Mastroianni (GPI), Valerie Deane (NYSDOT), Art Clayman (Cycle Schenectady), Rogerio Rodrigues (CMPAC), John Mitchell (Halfmoon Trails), John Gillivan (Albany Bicycle Coalition), John DiMura (LaBella), Barbara Nazarewicz (Stantec)

1.2 Presentation: Village of Ballston Spa Pedestrian & Bicycle Master Plan, VHB

Alanna Moran introduced the plan. The purpose was to enhance the Village Central Business District, surrounding area, and the NY Route 50 Corridor by promoting economic development...

The Study Area included the central and eastern portion of the Village, in addition to the area connecting to the Zim Smith Trail. Key issues including trade-offs between space needed for parking and for bicyclists. The need to retrofit the existing built environment is also challenging. Recommendations can be categorized into area-wide pedestrian and bicyclist treatments, location specific pedestrian connectivity, Zim Smith connection, concerns regarding intersections and access, and...

Kathy Ember discussed the public engagement and outreach approach. This included two focus groups with downtown business owners, one about the Zim Smith Trail, and one focusing on the area outside the downtown area. There was an outdoor in-person open house, a demonstration project with a survey for feedback. The project website is <https://projects.vhb.com/ballstonpapbmp/default.htm>.

1.3 Presentation: Schenectady Trails Comprehensive Wayfinding Plan, 2k Design

Sarah Bilofsky introduced the approach to the wayfinding approach for the Empire State Trail/Erie Canalway Trail in Schenectady. The goal was to gather key background and priorities create structure and consistency. The Plan was distributed on November 16<sup>th</sup> and covered in local media including the Gazette and Times Union. Feedback will be gathered through the end of the year. [LINK TO THE PLAN](#).

1.4 Advisory Committee Structure & Guidelines

The previously established objectives for the committee are

- Transparency in transportation planning and funding decisions

- Provide meaningful input in local & regional transportation planning decisions with the goal of institutionalizing bicycling and walking
- Build relationships between stakeholders, advocates, and decision-makers
- Provide constructive guidance on bicycle and pedestrian issues
- Ensure residents have an opportunity to give input and receive a response

Ivan suggested including more connection with neighboring areas. Janette Kaddo Marino asked how to better integrate safe bicycle and pedestrian connections across interstate access points, bridges, and other major gateways.

The Advisory Committee will maintain a regular meeting schedule, set long-range goals, provide regular presentations on Capital Region projects and transportation trends related to walking and bicycling, and develop an annual work plan.

The Advisory Committee will not endorse political candidates or have any political involvement, narrowly focus on member pet causes, lose sight of the big picture of considering bicycles and pedestrians as part of every project and process, be solely comprised of community members, or organize recreational activities.

### 1.5 CDPHP *Cycle!* and Scoot

Lindsey Bradt noted that this year there was over 71,000 rides, and the program also expanded into Warren County. There were over 1,100 rides in that area this year. They are in discussions for additional expansion areas next year, which will be announced in the spring. Next year there are expected to be 50-60 e-bikes with about 400 pedal bikes. Scoot was rolled out slowly over the summer, with numerous sessions to teach people how to ride the scooters. People are encouraged to always wear a helmet.

### 1.6 Empire State Trail Map

New York State has created a large format map brochure.

### 1.7 2022-2023 UPWP

CDTC will be evaluating and prioritizing UPWP proposals received for the next year's work plan starting April 1<sup>st</sup>.

### 1.8 2022-2027 TIP Solicitation

Staff is currently evaluation the TIP proposals received by the December 3<sup>rd</sup> deadline.

### 1.9 Capital Coexist 2.0

The program is wrapping up.

### 2.0 Smart Communities

Staff recently held a few focus groups, one on non-motorized transportation and new mobility. The project website includes a video of the focus group. [\[LINK\]](#)

### 2.0 New Visions

The next webinar for the virtual learning series will be December 21<sup>st</sup> at 3:30-5pm on the new infrastructure bill.

### 2.1 Ongoing Planning Initiatives

See the table from the meeting agenda.

### 2.2 Ditch the Car Campaign

Rima noted that there was no bike to work challenge in 2021, but instead a “[Ditch the Car](#)” campaign for all types of trips (other than recreation) and all ages. It launched in early June and ran into early October. 84 people participated and logged over 1,700 trips. Next year we plan to hold a Ditch the Car campaign along with a Bike to Work Challenge.

### 2.3 Other Planning and Project Updates

John Mitchell noted that Saratoga County produced a bike map

### 2.4 Upcoming Meetings

The next meeting is scheduled for January 11<sup>th</sup> at 9am via Zoom. Please [register in advance](#).



Connecting Friends  
**Ballston Spa PBMP**  
Pedestrian & Bicycle Master Plan

# Village of Ballston Spa

## Pedestrian and Bicycle Master Plan

Presented by  
**Alanna Moran**  
**Katherine Ember, AICP**

June 30, 2021

"A Village of Friends"

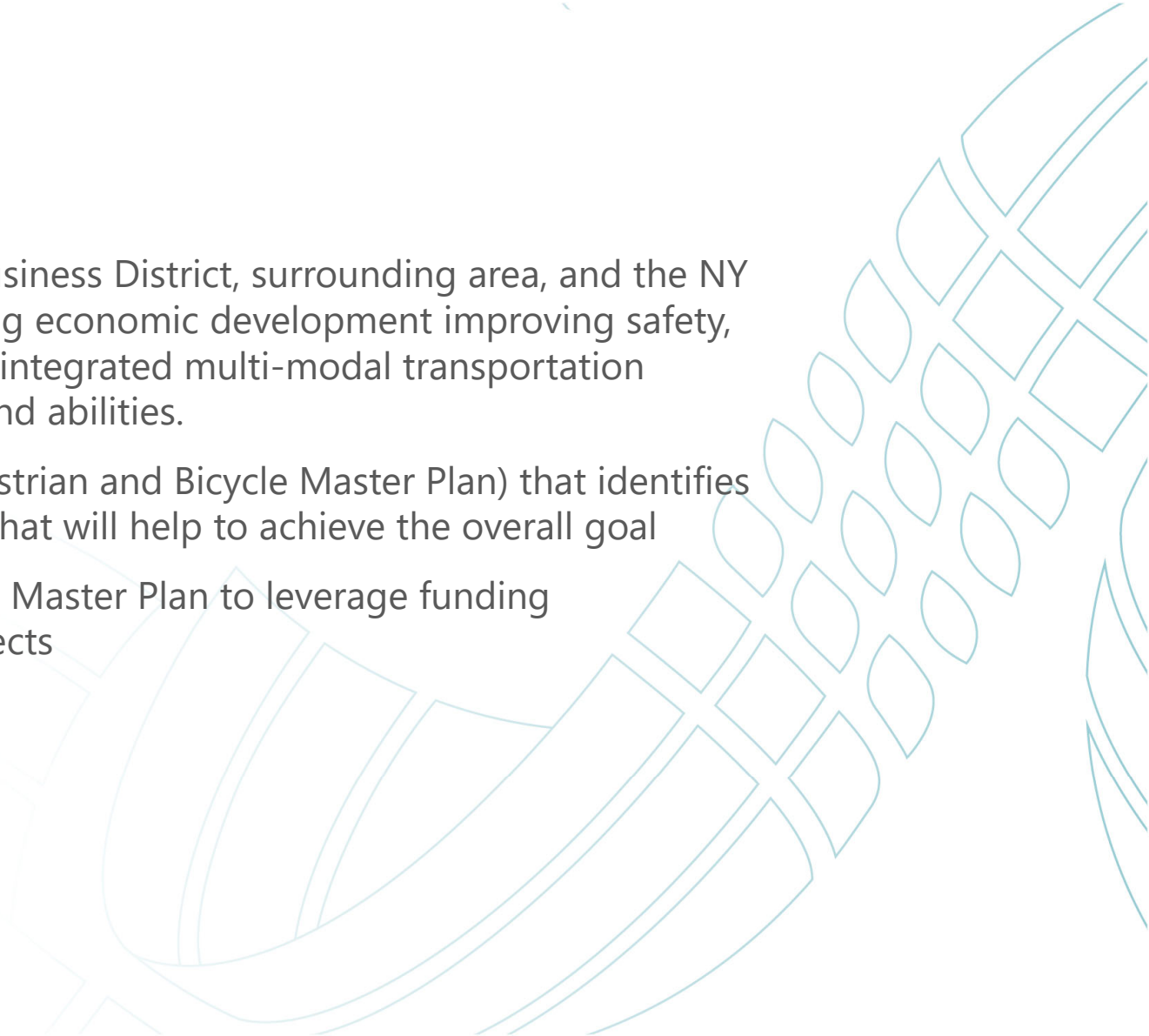


Ballston Spa Rotary

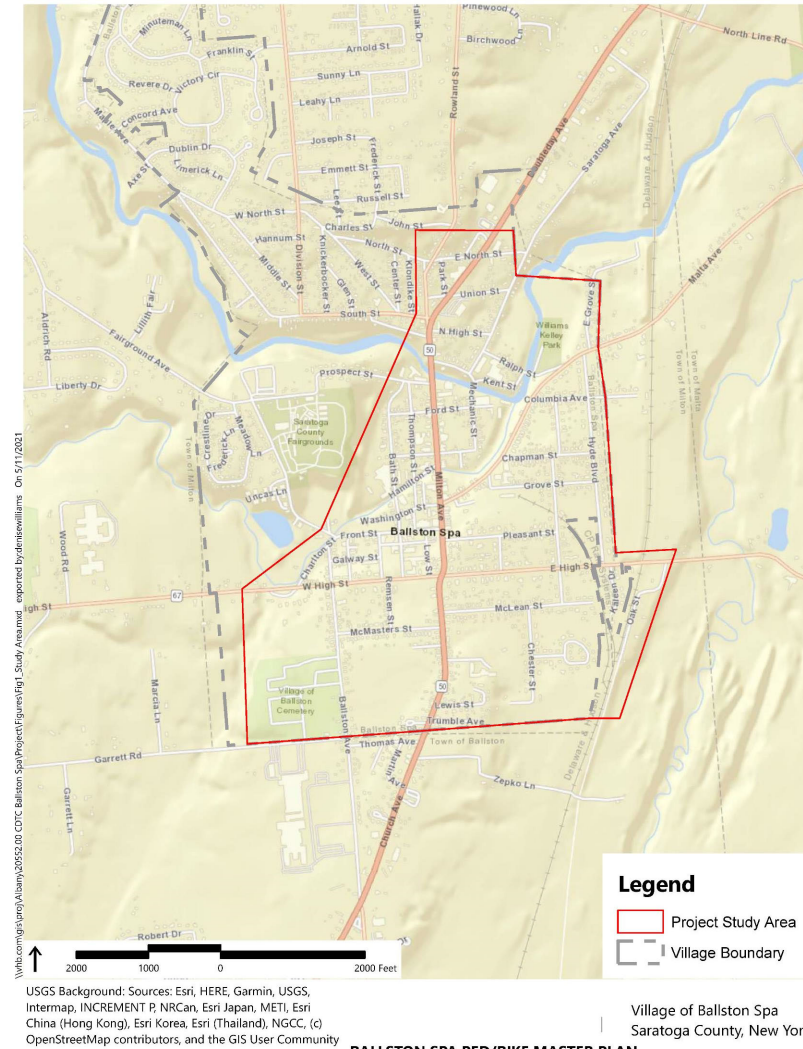


# Plan Purpose

- Enhance the Village Central Business District, surrounding area, and the NY Route 50 corridor by promoting economic development improving safety, and creating a connected and integrated multi-modal transportation network for users of all ages and abilities.
- Have a plan in place (the Pedestrian and Bicycle Master Plan) that identifies specific multi-modal projects that will help to achieve the overall goal
- Use the Pedestrian and Bicycle Master Plan to leverage funding opportunities for specific projects



# Study Area



**Study Area**

# Key Issues

- Previous & Current Studies have informed many key issues
  - Village of Ballston Spa Economic Development Plan
  - CDTC Complete Streets Workshop
  - CDTC Capital District Trails Plan & Saratoga County Plan for Zim Smith Trail
- Trade-offs
  - How to increase parking while providing dedicated space for bicyclists?
  - How does the community want to use their public space?
- Design standards and guidelines
  - Find flexibility within the guidelines while adhering to standards
- Retrofit situations
  - The built environment can cause roadblocks to preferred design
- Prioritization
  - Take advantage of available opportunities – even if the project isn't the top priority



# Previous and Current Studies - Highlights

- Village of Ballston Spa Economic Development Plan (2020)
  - Infrastructure (including sidewalks and pedestrian crossings) was identified as one of the top 3 challenges facing the Village
  - Improve walkability/connectivity
  - Develop a sidewalk improvement plan
  - Increase parking in the Central Business District
  - Connect to the Zim Smith Trail
- Capital District Trails Plan
  - Connect the Zim Smith to Saratoga Spa State Park
- County Plan for Zim Smith Trail (the spine)
  - Feasibility study for heading north from Oak Street to the Saratoga Spa State Park
  - Fewest impediments to construction

# Plan Recommendations

- Area-wide pedestrian and bicyclist treatments
- Location specific pedestrian connectivity
- Connectivity to the Zim Smith Trail
- Intersection and Access Concerns
- Implementation and Funding Opportunities



# Area-wide Pedestrian and Bicyclist Treatments

- Sidewalks
- Paved shoulders
- Marked crosswalks
- High-visibility crosswalks
- Raised crosswalks
- Curb extensions
- Rectangular Rapid Flashing Beacons (RRFBs)
- Marked shared lanes
- Bicycle lanes
- Shared-use path/sidepath



*Raised crosswalk*



*High-visibility crosswalk*



*"Sharrow" marking*



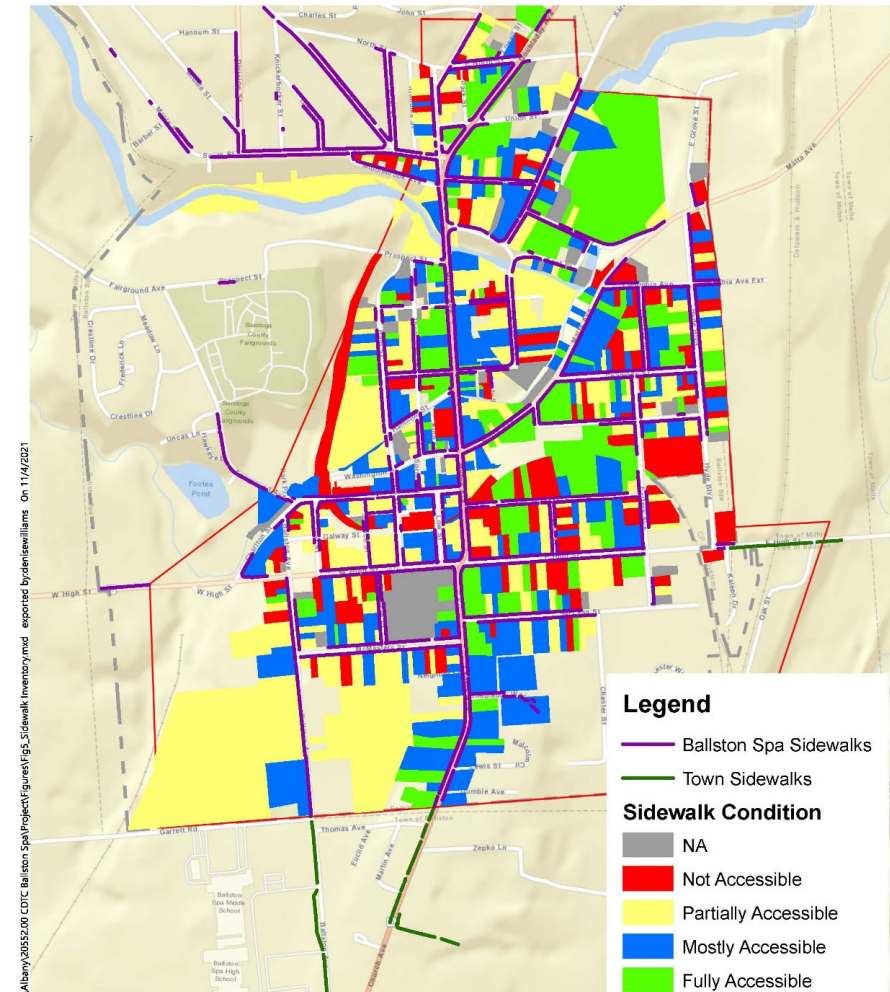
*RRFB*



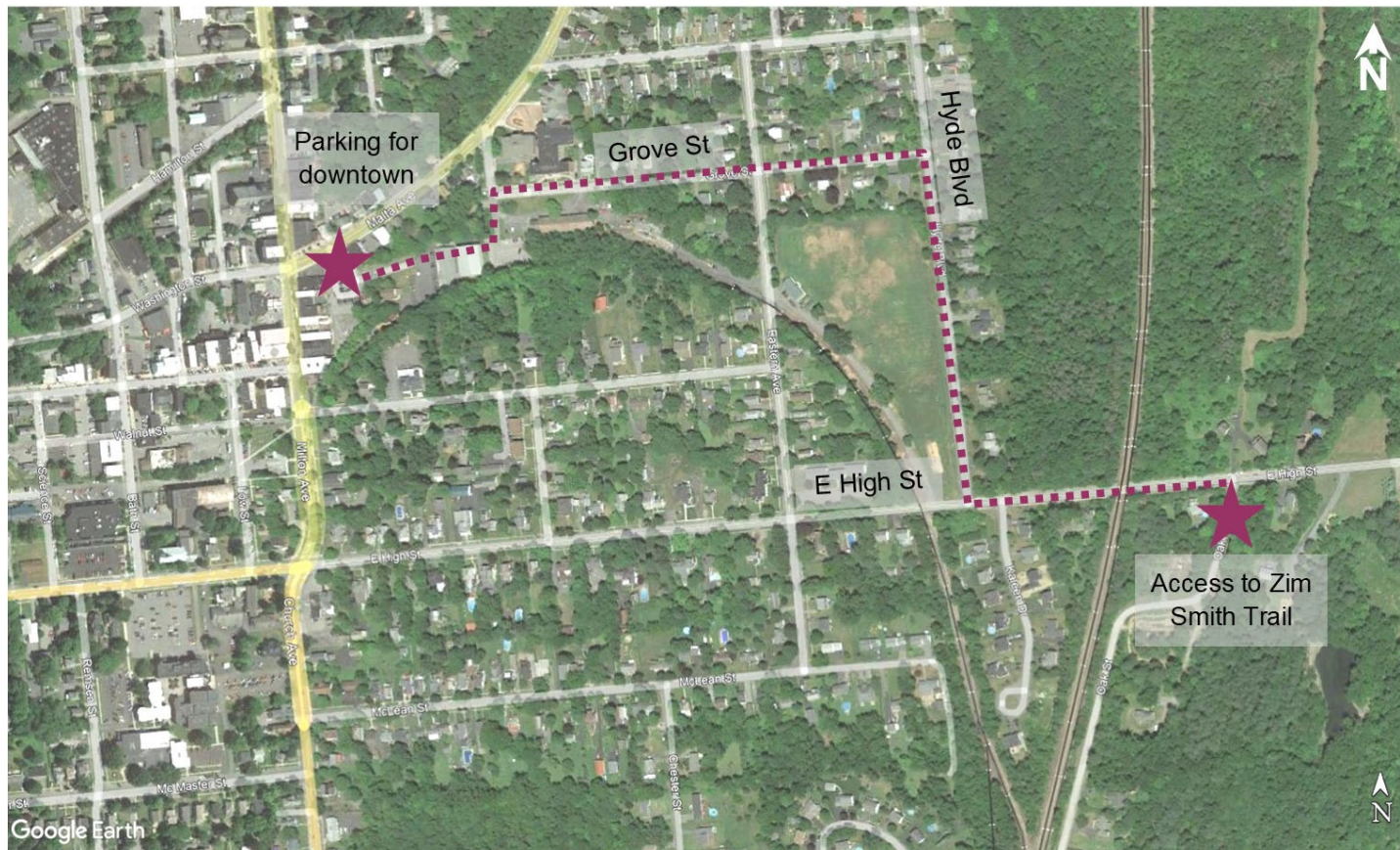
# Pedestrian Connectivity

Complete an ADA transition plan in the study area and the Village.

- Identify the priority locations for repair and construction
- Use the sidewalk inventory to identify sidewalk gaps
- The gaps in the sidewalk network should be filled in by the property owner of individual parcels or by the Village.



# Connectivity to the Zim Smith Trail



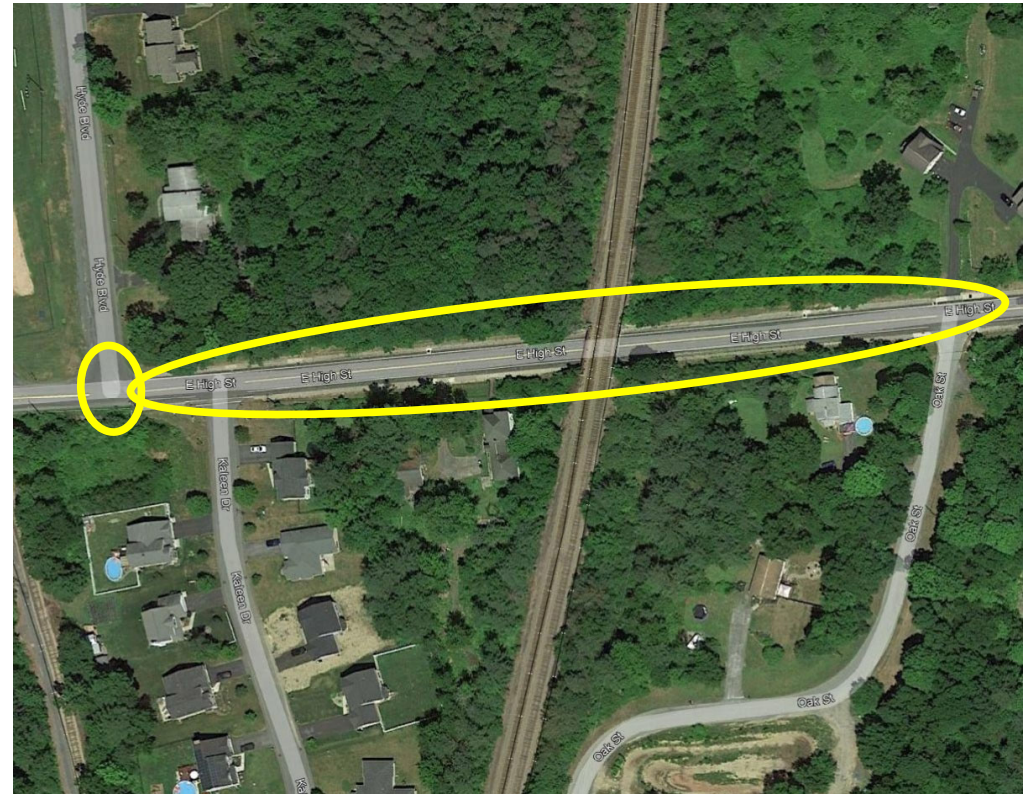


# Connectivity to the Zim Smith Trail

Re-stripe East High Street from Oak Street to Hyde Boulevard with 10-foot travel lanes and 5-foot bike lanes or wider travel lanes with sharrow symbols.

Provide wayfinding signage directing Zim Smith Trail users to Hyde Boulevard to reach downtown.

Install a high visibility crosswalk on the east leg of East High Street at Hyde Boulevard with approach signage.



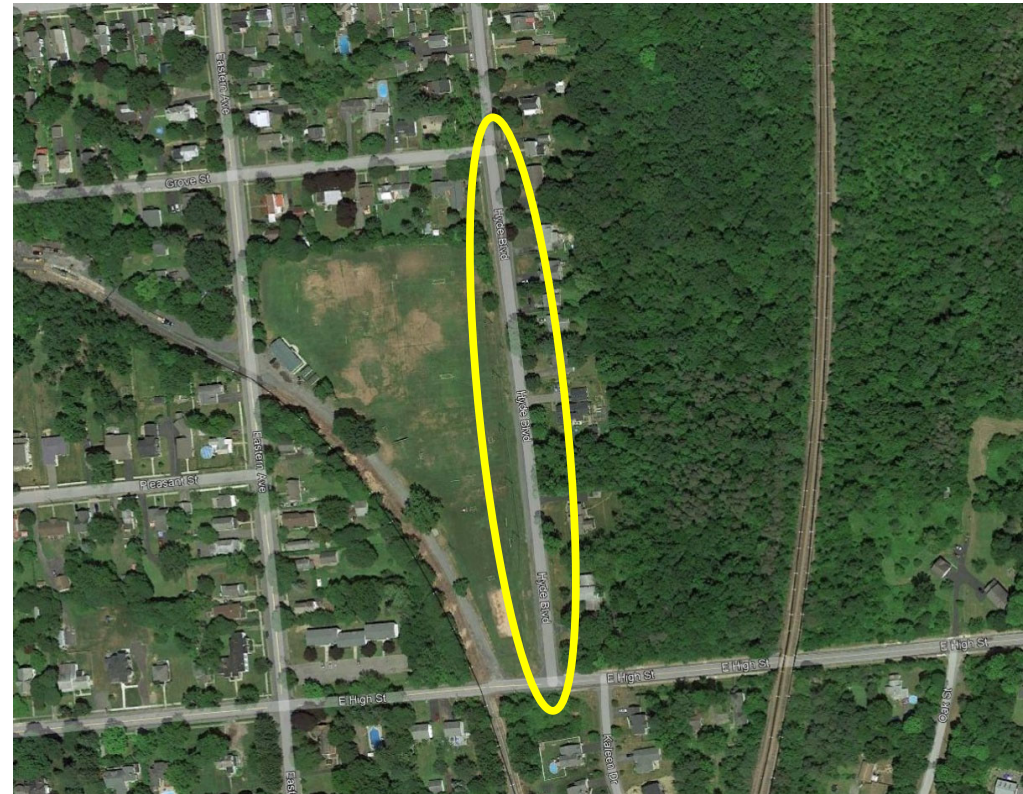


# Connectivity to the Zim Smith Trail

Widen Hyde Boulevard between East High Street and Grove Street to provide sidewalks, bike lanes, and separate the travel lanes with centerline striping.

Other options include removing on-street parking on one or both sides of the roadway, removing the maintenance strip, or using a different type of bicycle treatment like a two-way bicycle path or a single side path to serve bicyclists on one side of the roadway.

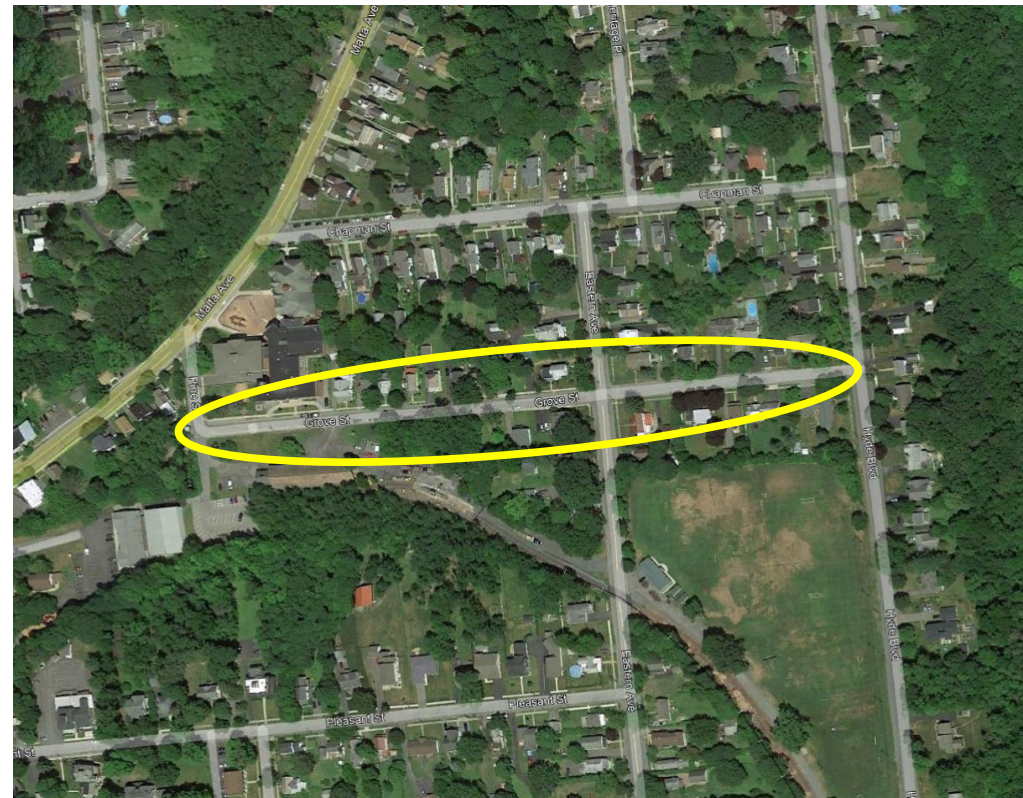
Construct a parking lot on the south end of the soccer fields to replace any lost parking.



# Connectivity to the Zim Smith Trail

Provide wayfinding signage, sharrows, and Share The Road signs on Grove Street between Hyde Boulevard and Pine Street directing bicyclists to downtown and the Malta Avenue parking lot.

Complete the sidewalk network on Grove Street.





# Connectivity to the Zim Smith Trail

Provide wayfinding signage between Grove Street and the Malta Avenue parking lot and install sharrow markings with Share the Road signs.

Construct an asphalt path with pedestrian level lighting to separate pedestrians from vehicle and bicycle traffic between Grove Street and the Malta Avenue parking lot.





# Connectivity to the Zim Smith Trail

Provide sharrow markings and Share the Road signs on Hyde Boulevard north of Grove Street. Provide centerline striping.



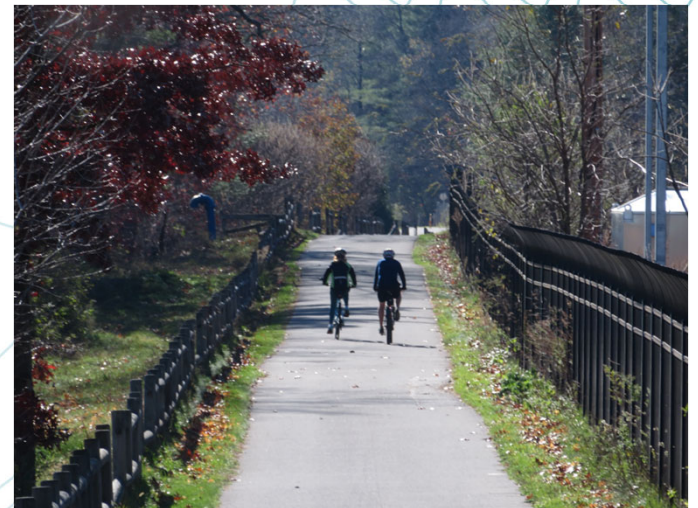
# Public Engagement & Outreach

## **Stakeholder Outreach/Study Advisory Committee Meetings**

- Six Study Advisory Committee Meetings
- Four Stakeholder Focus Groups
  - Two Downtown/Business Owners Sessions
  - Outside of Downtown Area
  - Zim Smith Trail

## **Public Outreach**

- 1<sup>st</sup> Public Open House - June 30<sup>th</sup> @ Kelley Park
- Hyde Blvd Pop-up Demonstration Project - June 28<sup>th</sup> – July 6<sup>th</sup>
- Demonstration Project Survey
- Virtual Public Meeting – November 18<sup>th</sup>



# Public Outreach Materials

- Project Website
- Press Releases
- Postings for social media
- Village of Ballston Spa Website
- E-blasts to Project Distribution List
- Bookmarks, Rack Cards, Flyers distributed throughout the Village and on Route #450





Ballston Spa, NY  
Linkage Study  
Demonstration Project Concept



Image: NYS GIS Clearinghouse

**Hyde Boulevard Concept:**

- Two 11' travel lanes
- Two 5' bike lanes
- Two 7' parking lanes
- 4 bike lane symbols
- 2 sharrows at end of each bike lane

PLANNING PLACES  
BUILDING COMMUNITIES

5.10.21



Ballston Spa, NY  
Linkage Study  
Demonstration Project Concept

PLANNING PLACES  
BUILDING COMMUNITIES



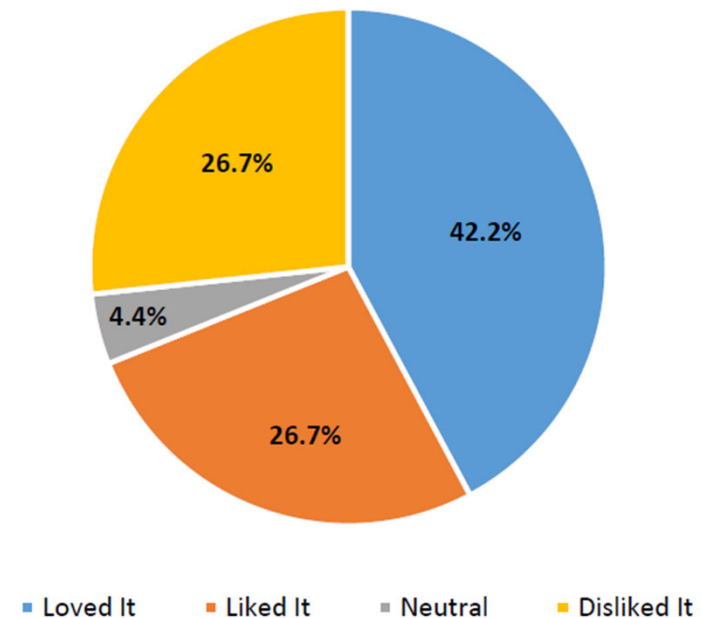
Example from Niskayuna, NY

5.10.21

# Demonstration Project Survey Results

- The majority of survey respondents loved or liked the Demonstration Project (68.9%).
- Comment - "I like that the village may become more safe for bicyclists and pedestrians"
- There were mixed responses to whether they would like a permanent pedestrian and bicycle facilities on their street.

**Demonstration Project Response**





# Project Website

Connecting Friends  
**Ballston Spa PBMP**  
Pedestrian & Bicycle Master Plan

Home

About

Get Involved

Interactive Map

Documents



<https://projects.vhb.com/ballstonpapbmp/default.htm>





# Contact Us

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Connecting Friends  
**Ballston Spa PBMP**  
Pedestrian & Bicycle Master Plan

[Home](#) [About](#) [Get Involved](#) [Interactive Map](#) [Documents](#)



<https://projects.vhb.com/ballstonpapbmp/default.htm>







2k Design

.....  
**PROJECT:**

Schenectady Trails  
Comprehensive  
Wayfinding Plan

.....  
**PREPARED FOR:**

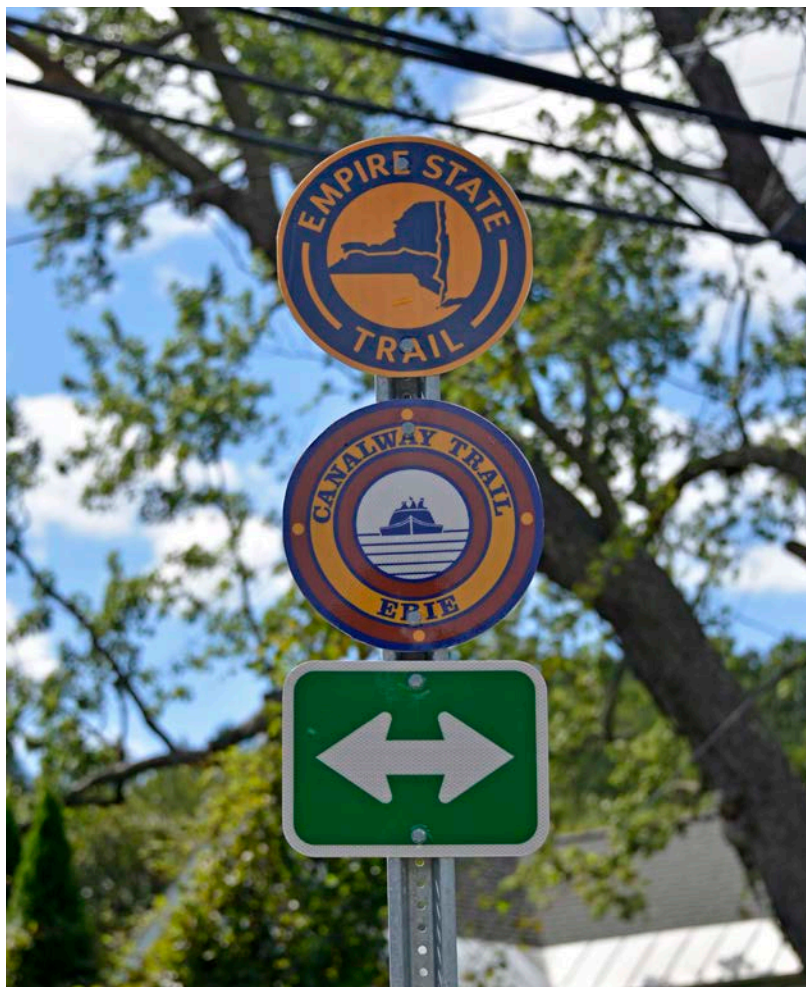
Schenectady County

Metroplex Development Authority

.....  
**PRESENTED:**

November 5, 2021





# Schenectady Trails Comprehensive Wayfinding Plan

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## INTRODUCTION

The launch of New York State's Empire State Trail creates an exciting, valuable opportunity for Schenectady County to better showcase the rich history, unique sites, and many attractions along its trail segment, while also creating a safer and more enjoyable experience for visitors.

Developing a comprehensive wayfinding plan for Schenectady County's trails, integrated with New York State's Empire State Trail branding, will bolster both county and state efforts to enhance the trail experience. Better wayfinding will also drive visitors to local businesses, benefiting the Schenectady County economy.

While wayfinding can be completed in phases, it should be rooted in a comprehensive plan that identifies specific needs for trail etiquette, directional, wayfinding and interpretive signage, as well as digital (online map) and print (map/brochure) wayfinding elements.

**To create this plan, we spent many hours biking the actual trail, observing trail visitors and traffic patterns. This “real time” experience informed recommendations about location, type and content of signs for each trail segment. Drawing on extensive experience developing maps for the Erie Canalway and Empire State Trail, we were also able to make recommendations that integrate with existing state efforts, to ensure efficiency and longevity of the signage investment.**

This plan is designed to guide a coordinated and cost-effective effort that ensures all components maintain consistency while seamlessly integrating with the Discover Schenectady and Empire State Trail brands.

Types of signs were prioritized by wayfinding value, should the project be completed in stages. We recognize there may be additional factors or funding that could alter this order, so the plan was designed to maximize flexibility of implementation.

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**PLEASE REFER TO SIGNAGE LOCATION GUIDE FOR PLACEMENT RECOMMENDATIONS.**

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## 1

**PRIORITY #1:****“Welcome to Schenectady County” Signs****LOGIC:**

Visitors should know they have crossed into Schenectady County before any additional signage is added. Currently, no signage exists at the east and west entry points. A “first handshake,” these two signs are critical in helping visitors establish their location, while also welcoming them and providing helpful information.

**LOCATIONS:**

1. **Western entrance to county;** opposite side of the trail from current “Welcome to Montgomery County” sign
2. **Eastern entrance to county** at Colonie line

**CONTENT:**

- “Welcome to Schenectady County”
- Co-branding of “Discovery Schenectady” and “Empire State Trail”
- QR code, driving to digital map, to show what is nearby



## 2

**PRIORITY #2:****Empire State Trail Etiquette Signs****LOGIC:**

Given the uptick in trail usage during the pandemic, combined with increased efforts by both the county and state to promote the trail, it is critical that users are boldly and consistently reminded of the “rules of the road.”

**TIER ONE LOCATIONS:**

Every major entry point to trail (parking areas and major neighborhoods), including:

1. Pattersonville Trailhead Parking Area
2. Scrafford Lane/Rail overpass
3. Kiwanis International Parking Area
4. Erie Canal Lock 8
5. Mohawk Hudson Bikeway Parking
6. Gateway Landing Park
7. Washington Avenue and State Street (westbound)
8. River Street (Alco Trail entrance)
9. Trail entrance at Jay Street
10. Trail entrance at Nott Street
11. Parking Lot East of Balltown Road
12. River Road Parking Lot
13. Blatnick Park Parking Lot (two signs)
14. Lock 7 Road Parking Lot
15. Ferry Road Trail Entrance
16. Lions Park
17. Eastern Schenectady County Line

**TIER TWO LOCATIONS:**

Long stretches without much signage or high-usage areas, including:

- Washington Avenue at crosswalk
- Before rail underpass and Widewaters, along Thruway, heading east
- Between Kiwanis Park and Historic Lock 23
- Between Maxon Road and GE Circle
- Between Lock 7 and Lions Park

**CONTENT:**

Possible rules for inclusion:

- Dial 9-1-1 for any emergency
- Trail Is Open dawn to dusk
- No motorized vehicles (except approved mobility devices)
- No smoking
- Stay on trail—Respect private property
- Maintain a safe speed
- Keep right
- Pass on left
- Give audible warning when passing
- Stop at all intersections to check for oncoming traffic before crossing
- Pets **MUST** be kept on leash and in control at all times
- Dispose of trash and animal waste in designated bins or take it with you (or Clean up after your pet)
- Ride with traffic on road trail segments







## 3

**PRIORITY #3:****Kiosks for Downtown Schenectady****LOGIC:**

As visitors are entering downtown Schenectady, a large sign showing the trail's path through busier areas is an important safety element. Further, kiosk-style signs physically direct visitors to key attractions and amenities. Because of the concentration of activity, a large "entryway" sign can help guide visitors safely and efficiently to desired locations on and off the trail.

**LOCATIONS:**

1. **SUNY Schenectady**—across the street, before Washington Ave. (replace existing sign; one-sided)
2. **Corner of Union Street and Broadway**, near Centre Street Pub (double-sided). \*NOTE: This is the recommended "gateway" to downtown from the trail. While Jay Street is the preferred location, because it connects directly to the city center and Jay Street pedestrian corridor, it is currently a one-way street, moving away from downtown.

**NOTE:** Discovery Schenectady will be placing new digital kiosks in several locations (Frog Alley; Proctors, Jay Street, SCCC, etc.)

**CONTENT:**

Each kiosk should include a map and listing of major categories. A QR code will allow smartphones to link to the digital wayfinding map to find a list of categories, where users can find specific businesses in each category.

In addition, a limited number of major attractions should also be included. Given the scale of the physical kiosk map, too much information diminishes effectiveness. The QR code format also makes it easy to update and for visitors to easily find what they are looking for.

**Sample categories:**

Parking, public restrooms, dining, shopping, lodging, Historic Stockade, Mohawk Harbor

**Sample locations:**

Rivers Casino, Amtrak Station, Ale Trail sites, hospital/urgent care, Central Park, etc.



## 4

**PRIORITY #4:****Directional Signage****LOGIC:**

Main entry points to the trail, such as sanctioned parking areas, should have prominent signage directing visitors to major attractions and amenities in the vicinity, with mileage. These locations enjoy high traffic volume, are where visits often begin/end, and often have desired amenities.

Tier Two locations would be located at main junctions, guiding visitors to a smaller list of nearby attractions.

**TIER ONE LOCATIONS:**

1. Pattersonville Parking
2. Kiwanis International Parking
3. Lock 8
4. Lock 7
5. Lions Park

**TIER TWO LOCATIONS:**

1. Nott Street
2. Union Street, at Stockade Inn
3. River Road (bottom of hill, below GE Research Circle)
4. Jay Street (Little Italy)

**CONTENT:**

In addition to the locations listed below, a QR code on each sign will quickly connect visitors to the digital map, showing their specific location on the trail, with nearby attractions and amenities.

Potential locations to be listed, with relevant mileage:

- Buffalo (limited number of signs)
- Albany (limited number of signs)
- Amsterdam (west of Schenectady)
- Lock 8 (Schenectady and west)
- The Stockade (closer to Schenectady)
- Mohawk Harbor/Rivers Casino (All)
- Downtown Schenectady (All)
- Lock 7 (Schenectady and east)
- Blatnick Park (Schenectady and east)
- Lions Park (Schenectady and east)
- Hospital/urgent care locations added to signs with closest proximity:
  - Ellis Hospital
  - Mohawk Harbor—Ellis Urgent Care
  - Community Care Physicians Urgent Care—River Road Health Park
  - Surya Immediate Medical Care (Troy-Schenectady Road, near Lions Park)





## 5

**PRIORITY #5:****Interpretive Signs****LOGIC:**

While etiquette and directional signage provide functional wayfinding, interpretive signage is equally important in establishing a sense of place for trail visitors. These signs should be positioned on the trail at significant locations, or more general topic signs can be used to break up long stretches of trail.

Tier Two locations include sites that are off the trail and also target signs that are worn or require updated branding/content.

National Register locations on or shortly off the trail should be a priority: [www.nationalregisterofhistoricplaces.com/NY/Schenectady/state.html](http://www.nationalregisterofhistoricplaces.com/NY/Schenectady/state.html)

**TIER ONE LOCATIONS:**

1. Widewaters, Rotterdam Junction (Leggerio Lane)
2. Old aqueduct at Kiwanis Park (feeds Mohawk from Plotter Kill); there is currently a historic marker
3. Lock 8—Canal history, enlarged Barge Canal
4. Enlarged double Lock 23, Old Erie Canal (National Register of Historic Places)
5. General Electric main plant (old HQ) (National Register of Historic Places) along I-890, where headquarters is visible
6. SUNY Schenectady, the former Hotel Van Curler, on path near kiosk, across the street from college main building

7. Stockade District (National Register of Historic Places. Described by the National Park Service as “the highest concentration of historic period homes in the country”)
  - One at west entry (near kiosk and Van Curler sign)
  - One at east entry (Union Street and Erie Boulevard right side of street in front of granite kiosk/bushes)
8. Nott Memorial (National Register of Historic Places)—position on trail, near soccer fields, facing Union College
9. Rexford Aqueduct Ruins (along trail, on Route 146 overpass)
10. GE Global Research (at top of hill, near main entrance on River Road)
11. Knolls Atomic Power Labs (at stop sign, near main entrance)
12. Lock 7
13. Niskayuna Rail Station, Lions Park (National Register of Historic Places); near actual station building

**TIER TWO LOCATIONS:**

1. Historic Lock 25 (Rotterdam)
2. Proctors Theater (National Register of Historic Places)
3. Schenectady City Hall and Post Office, Jay Street (National Register of Historic Places)

**CONTENT:**

Image-driven design, including historical information and any connection to current use.





6

**PRIORITY #6:**

**Additional Safety Signage**

**LOGIC:**

Every trail segment has unique topography, intersections and historic locations that should include specific safety signage to warn and protect riders.

**LOCATIONS:**

**Steep Grade Signs**

(Use steep grade sign near rail pass at Widewaters as design template)

- Before and after hill into Mohawk River State Park
- Before and after hill near Niskayuna soccer fields and GE Research Center, near Mohawk River State Park (also include sharp turn arrow)
- Before and after hill at GE Research Center entrance
- Before and after hill behind Blatnick Park, River Road

**Stop Signs**

- Every intersection with a roadway

**Light-up Crossing signs**

(mirror the flashing sign on Aqueduct Road, near Rexford Bridge roundabout as design template)

- Maxon Road intersection, due to speed and size of vehicles (tractor trailer route)
- Seneca Street intersection, because nearby hill obstructs driver view of trail

7

**PRIORITY #7:**

**Jay Street/Little Italy Trail Entrance**

**OBSERVATIONS:**

Current concrete barricade on Jay Street is a major eyesore, conveying an unsafe environment. It is not bicycle-friendly and upon approach, appears to indicate the trail is closed, with no clear signage.

**RECOMMENDATIONS:**

- Barricade should be replaced with neon pylons, like those at Maxon Rd. and Seneca St. trail intersections. These can be removed once the full street connection is complete.
- The current sign at the trail entrance is in the wrong location to benefit trail users. It should be moved or replaced with a kiosk or interpretive sign on the opposite side of the trail entrance.





## 8

**PRIORITY #8:****Selfie Spots****LOGIC:**

Posting photos on social media is a popular and desired activity along trails. Creating “selfie spots” encourages visitors to stop in key locations with specific hashtags that connect images to county-run social media channels.

While there is obvious cross-promotional value with the Empire State Trail, the images also support wayfinding. By building a digital footprint of locations along the trail, they help potential and real-time visitors identify specific locations and show the full trail experience (pastoral vs. urban; riverfront vs. wooded areas).

Further, permission can be requested so the County can repurpose photos for trail promotion, website content, future social media posts and other marketing efforts.

**LOCATIONS:**

Locations directly on the trail:

1. Widewaters (replace current concrete barrier with railing for better view and add sign)
2. Lock 8
3. Lookout/Landing, past Lock 8
4. Gateway Landing Park
5. Dutch Reformed Church, Stockade
6. Mohawk Harbor
7. Aqueduct Park or Rexford Aqueduct Ruins
8. Top of hill opposite shelter, at the back of Blatnick Park, overlooking river
9. Lock 7
10. Lions Park

**CONTENT:**

- Consistent design, placed at convenient height for visitors to snap selfies.
- Branded with “Discover Schenectady,” including QR code that links directly to Discover Schenectady’s social media channels.





### OFF THE TRAIL

Directional signage on the trail would drive visitors to important landmarks and attractions nearby, including approximate mileage.

#### Examples:

- Plotter Kill
- Via Aquarium
- Great Flats Nature Preserve
- Mabee Farm
- Schenectady County Historical Society

### ALE TRAIL SIGNS

Each location should have a sign with the Ale Trail logo prominently displayed.

- Wolf Hollow Brewing Company
- Frog Alley
- Mad Jack Brewing/Historic Van Dyck
- Great Flats Brewing
- Druthers Brewing
- Back Barn Brewing (no directional sign)

### ELKAY BOTTLE RE-FILLING STATIONS

Consistent branding and signage would identify key locations for water refilling stations.

- Lock 8
- Kiosk at Broadway
- Mohawk Harbor
- Blatnick Park
- Lock 7
- Lions Park

### FAST FACTS/DID YOU KNOW

Comprised of local trivia or interesting facts that don't warrant a full interpretive sign, they help build interest about off-trail locations and illustrate the history, diversity and environmental features of Schenectady County.

#### Examples:

- History of railroad mileage markers/rail bridge history
- Perreca's—oven going for 100 years
- Originally land of the Mohawk Tribe of the Iroquois Nation
- Pat Riley, Hall of Fame basketball coach, was born and raised in Schenectady.
- General Electric plant has the Zip Code 12345.
- Schenectady introduced the first commercial television station with the creation of WRGB in 1940.

**\*Note:** We have compiled a more extensive list of both locations and topics, should you wish to pursue this additional level of signage.

### EMPIRE STATE TRAIL PARKING SIGNS

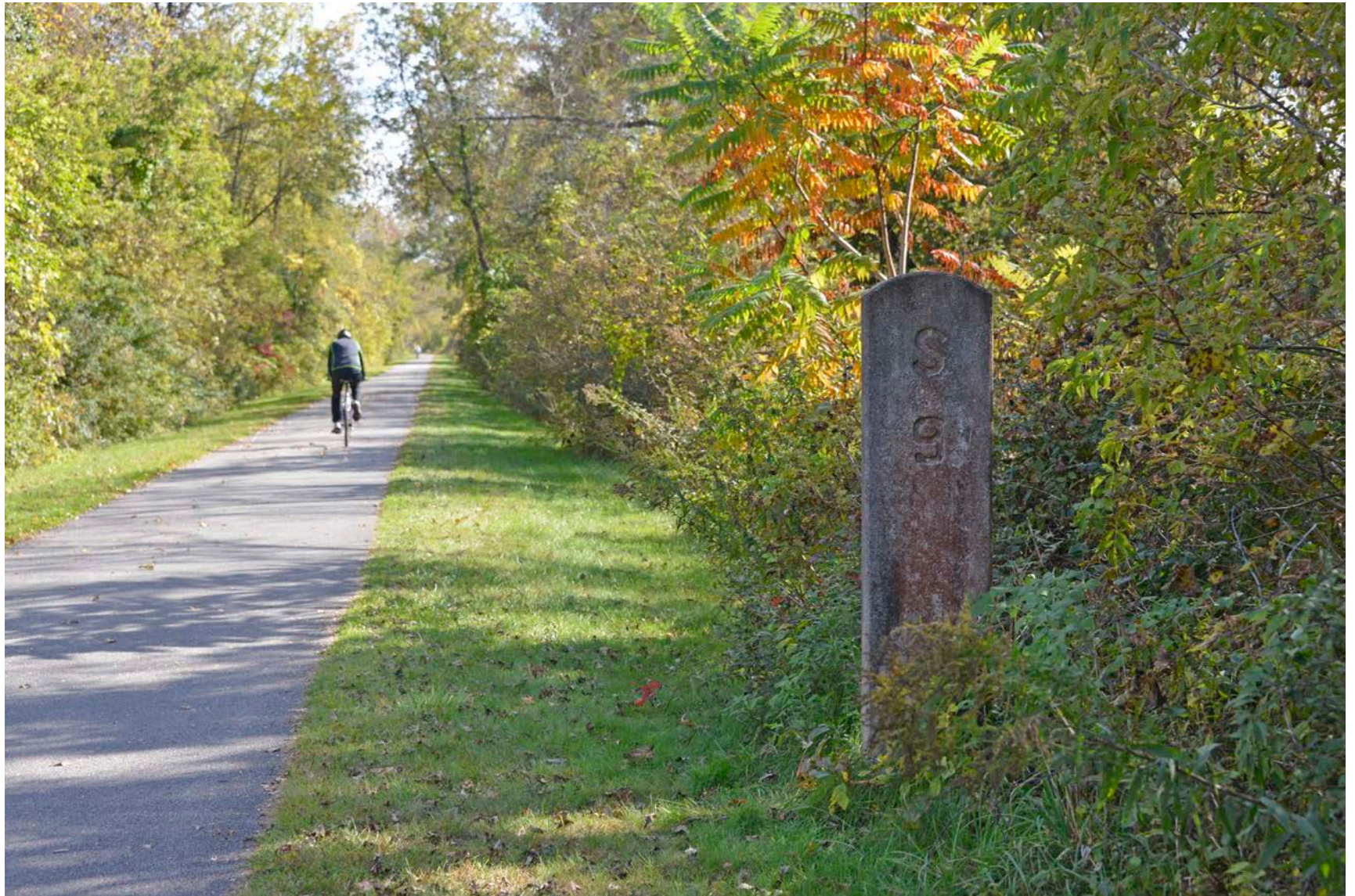
Replicate sign at Patterson parking area for all Empire State Trail sanctioned parking to establish consistency across the trail segment.

### "BIKE ROUTE" SIGNS

Because Schenectady County has an abundance of trail options, existing "Bike Route" signs should identify specific trail names. It will help ensure trail users are following their intended route.







### EMPIRE STATE TRAIL MARKERS

There are some points on the trail that need EST markers for directional purposes. These have been noted in the Signage Location Guide. Additionally, EST trail markers should be located at every roadway intersection with the trail to ensure riders they are on the correct trail and to alert motorists of cyclists' presence and raise awareness. In our research and rides, we compiled a more comprehensive list, including signage inconsistencies along the trail. Should you wish to pursue this part of the plan, we can provide locations and recommended adjustments.

#### Recommended style guidelines:

Currently, the color and design of EST trail markers is inconsistent. Background color of directional arrows varies (green, brown and dark blue). Some locations have a trail marker, some do not. Some are round, others are square. When updated, they should follow the state/federal MUTCD guidelines.

- **Off road:** Circular trail marker; any arrows should have a dark blue background with white arrows
- **On road:** Square, green road sign with circular trail marker; white arrows on green background
- **Placement:** Empire State Trail marker should be positioned above the Erie Canalway Trail Marker

#### Background: ECT/EST Signage

- For decades, the NYS Canal Corp installed 18" round signs marking the Erie Canalway Trail route (on and off road); brown/white arrow signs were used to match the Canalway Trail logo.

- When the Empire State Trail was created, NYSDOT informed the trail team that state/federal MUTCD guidelines required that any trail sign installed on the shoulder of public roads must be the square version with the green background, using green/white arrow. The 18" Empire State Trail marker was acceptable for off-road sections.
- As a general rule, this has been followed: round EST signs on off-road trails, and square on on-road sections. In Schenectady, like other locations, a number of round on-road Canalway Trail signs were already posted, so round EST signs were installed to maintain consistency with those signs. These should be updated.

### PROTECTING INVESTMENT/TRAIL MAINTENANCE

Upkeep by Schenectady County, Town of Rotterdam, Town of Niskayuna and the city of Schenectady is vital to ensure a consistent trail user experience and protect the investment in new signage. Recommended actions include:

- Regular foliage trimming to keep trail markers and other signage visible
- Monitoring for and cleaning of graffiti on signs
- Repainting chipping pylons and gates
- Work with "Friends of Mohawk Hudson Bike Hike Trail" ambassadors to continue monitoring trail, communicating issues and handing out business cards that promote the digital map, once created





Today, an essential companion to wayfinding signage is a real-time, interactive map, designed for mobile phone use. We recommend a map be designed specifically for the trail segment and live on the Discover Schenectady website.

The map currently under development by Discover Schenectady will serve as a “comprehensive directory” of everything available to all visitors. The trail map would complement these efforts and could be offered to visitors seeking more robust travel information, off the trail.

The Visually-Driven Digital Wayfinding Map would be developed specifically for trail users, to assist at every stage of their journey:

- 1. Planning:** Before they arrive, determining which section(s) of the trail to cover, knowing distance, terrain, etc., and connections with nearby, off-trail destinations.
- 2. Arrival:** Assisting the rider in getting to the best location to begin their journey (parking; nearby highway, etc.).
- 3. Throughout:** Using geo-targeting, allowing visitors to see their exact location, gauge the distance/time it will take to reach destinations, and follow more specific wayfinding direction that augments what they see on the trail.

#### DIGITAL MAP DESIGN AND DEVELOPMENT

For efficiency and ease of use, we recommend using Google Maps as the map base. It enjoys a high level of user familiarity and offers an existing package of robust features. A custom map should then be designed that operates at two levels:

- 1. TRAIL SECTIONS:** Separating the map into zones, this higher map level will provide an overview of each trail section, including whether it is more rural/natural; urban; etc.

##### Zones may include:

- Rotterdam to SCCC
- Downtown Schenectady
- The Stockade
- Mohawk Harbor/Glenville Loop
- Niskayuna/Mohawk River

- 2. SPECIFIC WAYFINDING:** The map should also operate as an interactive wayfinding map. By echoing and augmenting key signage and elements along the trail, it can provide constant direction to riders. Amenities, such as water fountains and restrooms, as well as bike shops and food, will be included.





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**ADDITIONAL MAP ELEMENTS, continued****QR CODES**

- QR codes will be created to drive users to the online map.
- When added to physical trail signs, kiosks and the recommended physical map, QR codes instantly enhance the wayfinding experience with real-time information and solutions during the visitor trip on the trail. They can be offered in two ways:
  1. **Geotargeting:** By placing QR codes on the on-trail signage, the map would instantly know a visitor's location (without requesting their GPS). Multiple codes on a specific sign could point them in various directions. For example, a code could say "Find a Nearby Brewery" and the map would pull up their location (at the sign), displaying all of the breweries nearby and/or route them directly to the nearest one.
  2. **Categories:** Alternately, a single (larger) QR code could bring up a list of key selections (e.g. "Breweries", "Restaurants", "Parking", etc.). From there, the user could select the category of interest, with the site still being aware of their location and routing them accordingly. This approach broadens visitors' exposure to potential opportunities they may not be considering.
- **IMPORTANT:** Because QR codes point to specific URLs, a given QR code's functionality could be changed at a future time, without having to replace the code itself on the sign, saving time and money.

**PHOTOGRAPHY**

- The map should be image driven, so it shows the rider what the trail looks like—both in advance as well as in real time.
- Similar to the Erie Canalway map design (<https://nycanalmap.com/>), the "drawer feature" should include photography of key features and attractions on that part of the trail.
- These images become visual markers that can be used to plan a trip and gauge location while riding.
- While specific photos should be captured at shoots, using a professional photographer, attractions such as restaurants or lodging can supply photos that can be easily uploaded to fill out the map.

**MAP MANAGEMENT**

- Once the map is developed, Schenectady County would enjoy complete management of all points on the map.
- This includes adding new points of interest, temporarily opening seasonal venues, removing closed shops or restaurants, or changing them should they become something new.
- The map management provides an additional level of wayfinding, by allowing the map manager to specify the exact location of where the map point should appear.
- Typically, Google adds its marker to the center of a location, when pointing visitors to a parking area may be preferred. This level of granular control of map markers significantly enhances the user experience.



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**ADDITIONAL MAP ELEMENTS, continued**

**DATA GATHERING CAPABILITY**

- The digital map system would automatically gather every interaction and store it for future analysis.
- Questions such as: “How many people used that QR code?” or “How many visitors clicked on Proctors Theatre on the map?” could easily be answered, with robust data available for presentations or grant requests.
- Regular reporting each season could inform continual improvement to optimize the trail experience.

**EMPIRE STATE TRAIL LINK**

- Ultimately, the Visually-Driven Wayfinding Map can be linked to the Empire State Trail website and map, providing a richer wayfinding experience for visitors considering the Schenectady portion of the trail.



A physical, printed map of the Schenectady segment of the Empire State Trail is an essential component in a comprehensive wayfinding plan. While many visitors today rely on smartphone technology for real-time navigation, the phone or even computer screen may not satisfy all wayfinding needs.

From serious cyclists to casual day visitors, a physical companion map is a valuable resource for trip planning, on-the-trail troubleshooting and as a visual “snapshot” in reference to the surrounding areas. Many visitors use information on a physical map to research further online.

#### MAP DESIGN

As its name indicates, the printed map should be developed as a companion to the digital version, which offers more capacity for detail and updates. Mirroring the design and branding of both the digital map and kiosk maps, it would showcase the actual trail segment, highlighting towns, key attractions, and amenities, similar to a traditional map.

However, it would also include the same main categories that appear on the digital map. Using consistent QR codes, it would allow the reader instant access to more information online.

Just like the digital map, consistent co-branding with Empire State Trail visually signals that Schenectady is part of a larger trail effort in New York. Because Schenectady will be one of the earlier communities creating this level of trail wayfinding, the region will benefit from supplying more extensive information to visitors.

#### INTRODUCING THE TRAIL

Because both the Schenectady segment and the full Empire State Trail are still new, the physical map also plays a crucial role in introducing the trail to potential users. It makes accessing the trail simple for those who may not necessarily be seeking its adventures.

A printed map should include beautiful images that capture the range of scenery, activities, and attractions along the trail. This serves a more intrinsic wayfinding role—helping visitors envision themselves using the trail.

From Schenectady’s Amtrak station to a large conference at Mohawk Harbor, this piece can easily be used in concert with other marketing materials. We strongly recommend the map be distributed further, via rack holders across the Capital Region and relevant Thruway rest areas.

#### SIZE AND FORMAT

The general size of this piece should be approximately 24”x 9” and would accordion fold into six 4” wide by 17” tall panels and then fold in half to 4” x 9” to allow for distribution in rack brochure holders.





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**PHOTOGRAPHY**

A critical supporting element to both the online and printed map is the procurement of photography. Planned, professional images will provide the appropriate visual cues for trail users to guide them through their travels and to the services, amenities and attractions they seek.

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**CARTOGRAPHY**

While the online version of the map will be generated through Google Maps, that format is not usable in print. For this reason, it will be necessary to create a vector-illustrated map that will be used as artwork on the kiosks and in the printed wayfinding map.





2k Design

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# BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

December 14, 2021





***Upcoming Meeting: Meetings Open to the Public: The next meeting is scheduled for January 11 at 9:00am***

- Welcome & Introductions
- COVID-19 Updates
  - Presentation: Village of Ballston Spa Pedestrian & Bicycle Master Plan, VHB
  - Schenectady Trails Comprehensive Wayfinding Plan, 2k Design
- Discussion: Advisory committee structure & guidelines
- CDTC/NYS DOT/CDTA
  - CDPHP Cycle! & Scoot Season Summary
  - Empire State Trail Map
  - 2022-23 UPWP
  - 2022-27 TIP
  - 2021 Capital Coexist 2.0
  - Smart Communities Update
  - Ditch the Car Pledge Summary
  - New Visions 2050 Implementation
  - Status of CDTC Planning Initiatives
- Other Updates

# COVID-19 Update

- CDTC Office is open 5 days/week
- Staff is in 4 days/week on shift schedule
- Staff can now be reached more easily via the office phone number
- Visitors are allowed at CDTC with an appointment and must wear masks
- Meetings continue to be *mostly* virtual; Planning Committee & Policy Board is “hybrid”
- Staff continues to follow local & state public health guidelines





# Village of Ballston Spa Pedestrian & Bicycle Master Plan







## **From individual marketing projects to comprehensive campaigns**

- |               |              |
|---------------|--------------|
| • Strategy    | • Collateral |
| • Planning    | • Maps       |
| • Branding    | • Guidebooks |
| • Design      | • Signage    |
| • Copywriting | • Exhibits   |
| • Content     | • Websites   |



## Clients and projects





## Schenectady Wayfinding Approach

- Gathered key background and priorities
- Rode the trail, documenting every mile
- Created structure, consistency
- Addressed priorities; highlighted opportunities







## What's Next

- Plan was distributed 11/16/21
- Generated media coverage (Gazette; Times Union; News10)
- Gathering feedback through 12/31/21
- Review feedback and incorporate changes
- Execute plan components





2kDESIGN.COM

## Questions?

### COMMENTS:

[info@schenectadymetroplex.org](mailto:info@schenectadymetroplex.org)

### CONTACT:

[Kris@2kDesign.com](mailto:Kris@2kDesign.com)

# Advisory Committee Structure & Guidelines

## Objectives:

- Transparency in transportation planning & funding decisions
- Provide meaningful input in local & regional transportation planning decisions with the goal of institutionalizing bicycling & walking
- Build relationships between stakeholders, advocates, & decision-makers
- Provide constructive guidance on bicycle & pedestrian issues
- Ensure residents have an opportunity to give input & receive a response



## Advisory Committee Tasks

- Maintain regular meeting schedule
- Set long-range goals
- Expect regular presentations on Capital Region projects & transportation trends related to walking & bicycling
- Act as liaison between community / organization & CDTC
- Develop an annual work plan

## Advisory Committees Should Not:

- Endorse candidates or political involvement (can as individuals)
- Narrowly focus on member pet causes
- Lose sight of the big picture – incremental progress, consideration of bicycles & pedestrians should become part of every project & process
- Be solely comprised of community members (advocacy group)
- Organize recreational activities (clubs)

# CPHP *Cycle!* & Scoot



# Empire State Trail Map

New York State has created a large format, Empire State Trail map brochure:

- When opened, the map is 25" x 36".
- The map provides general information about the trail.
- Website covers more geographic details of the trail: [www.empiretrail.ny.gov](http://www.empiretrail.ny.gov)
- To request printed copies, contact Andy Beers





# 2022-23 UPWP

- December 2021: CDTC staff evaluates & prioritizes projects/studies
- January 2022: CDTC staff shares list of proposed projects with CDTC's Planning Committee
- February 2022: Planning Committee reviews & approves 2022-23 UPWP; 30-day public review
- March 2022: CDTC Policy Board reviews & adopts 2022-23 UPWP



March 2020

# 2022-27 TIP Solicitation

*The 2022-2027 TIP update schedule is subject to change.*



- ~~• September 24 - TIP Workshop~~
- ~~• December 3 - Project Proposals Due~~
- January 2022 - Project evaluations completed. CDTC Planning Committee prioritizes projects for funding.
- February 2022 - CDTC Planning Committee Reviews Draft 2022-2027 TIP
- March 2022 - CDTC Policy Board approves Draft 2022-2027 TIP for public review. Begin 60 day public review process
- March/April 2022 - Virtual Public Workshop held (Date/Time TBD)
- June 2022 - Final 2022-2027 TIP Approved by CDTC Policy Board

9/10/21

6/30/21

# Capital Coexist 2.0





# Smart Communities

**Project Objective:** Develop a Smart Cities Toolbox

**Project website:** <https://www.cdtcsmartmobility.com/>

**Focus Group:** Transit & Non-vehicular mobility

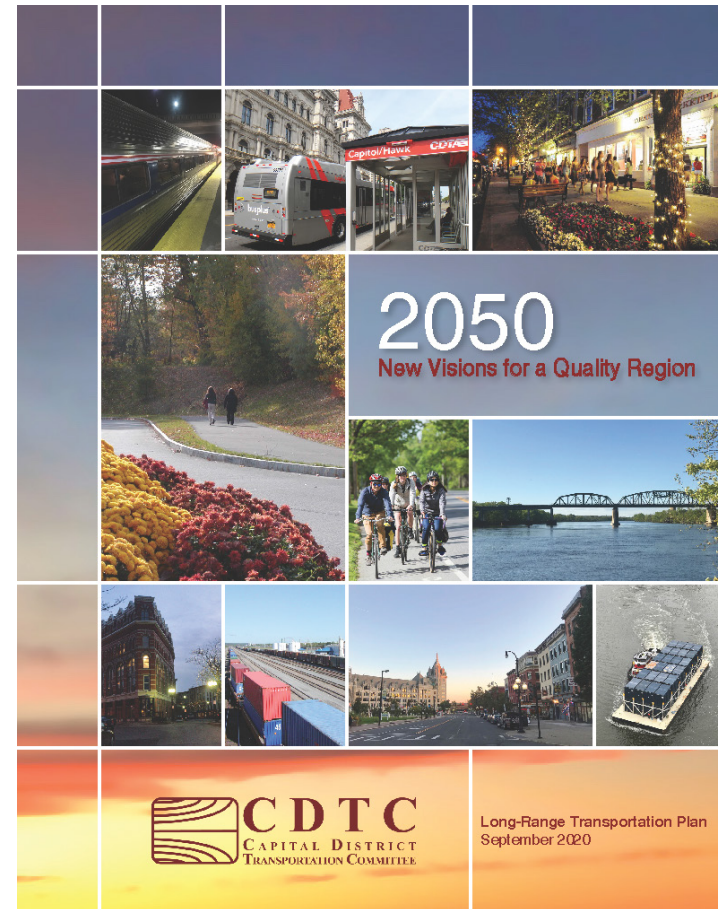
**Consultant Team:** WSP with River Street Planning

# New Visions

- New Visions Virtual Learning Series

Tuesday, December 21 at 3:30 - 5:00 pm: What's in the Infrastructure Bill & How Can the Capital Region be Ready?

- All materials & upcoming training opportunities are on website at [www.cdtcmpo.org/nv2050](http://www.cdtcmpo.org/nv2050)
- Request virtual training



Other Planning & Project Updates



### STATUS OF CDTC PLANNING INITIATIVES AS OF DECEMBER 1, 2021

NAME AND LOCAL SPONSOR	SPONSOR, CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	COMPLETION DATE (EST.) AND TIME TO COMPLETE THE PROJECT (FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
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#### LINKAGE PROGRAM

1. Ballston Spa Pedestrian & Bicycle Master Plan Village of Ballston Spa	VHB \$60,000  Jacob Beeman	Policy Board Approved 3/5/20	Study Advisory Committee (SAC) meeting #4 was held on 10/26/21 to discuss comments on the Draft plan and the final public meeting. Consultant team finalized the draft plan based on SAC comments and posted to project website on 11/10/21. The second and final public meeting was held virtually via Zoom on 11/18/21. Following the Public meeting consultant team will finalize the report based on public workshop #2 and circulate to SAC for final review and comments.	November 2021  20 Months	<a href="https://projects.vhb.com/ballstonspapbmp/default.htm">https://projects.vhb.com/ballstonspapbmp/default.htm</a>
2. Land Use Regulations Update Village of Menands	The Chazen Companies \$80,000  Rima Shamieh	Policy Board Approved 3/5/20	The second Study Advisory Committee (SAC) meeting was held 11/4/21 to review the results of the public outreach effort. The summary was posted on the project website. The consultant team is currently drafting the zoning audit and technical review. The next SAC meeting is tentatively set for mid-December.	March 2022  24 Months	<a href="https://villageofmenands.com/government/land-use-regulations-zoning-update/">https://villageofmenands.com/government/land-use-regulations-zoning-update/</a>
3. Scotia Downtown Connections Plan Village of Scotia	MJ Engineering and Land Surveying \$60,000  Andrew Tracy	Policy Board Approved 3/5/20	Draft concept drawings were prepared by the consultant team and feedback was received from DOT and CDTA. Concepts are under revision, and will be shared with the broader Study Advisory Committee.	November 2021  20 Months	<a href="https://www.scotiaconnections.com/">https://www.scotiaconnections.com/</a>
4. Route 4 Corridor Study: Inter-Municipal Update Town of East Greenbush	TBD \$90,000  Chris Bauer	Policy Board Approved 3/4/21	The Request for Expressions of Interest was released on 9/21/21, with a due date of 10/21/21. CDTC received three (3) expressions of interest which were reviewed by the Consultant Selection Committee. The Consultant Selection Committee met on 11/18/21; consultant selection is pending.	February 2023  23 Months	TBD
5. Rensselaer Waterfront Connectivity Study City of Rensselaer	TBD \$60,000  Andrew Tracy	Policy Board Approved 3/4/21	The consultant selection process concluded and the consultant team, MJ Engineering with subconsultant firm Lu Engineers was ranked highest and selected. The contract has been prepared and the project is expected to kickoff November 2021.	December 2022  20 Months	TBD
6. Federal Street Corridor Study City of Troy	TBD \$50,000  Carrie Ward	Policy Board Approved 3/4/21	CDTC received one expression of interest, which the selection committee is reviewing.	December 2022  20 Months	TBD

#### COMMUNITY PLANNING TECHNICAL ASSISTANCE PROGRAM

1. Regional Growth and Infrastructure Capacity Analysis City of Troy	CDRPC, CDTC and Town Staff \$16,626  Chris Bauer	Planning Committee Approved 11/4/20	The draft Transportation Tech Memo was distributed to the City of Troy at the end of August. Once comments are received, they will be reviewed and edits to the memo will be made as needed.	December 2021	N/A
2. Development Growth Trends Analysis Town of Guilderland	CDTC, CDRPC and Town Staff \$12,765  Chris Bauer	Planning Committee Approved 6/2/21	CDTC and CDRPC are finalizing the Development Growth Trends Analysis (Traffic) tech memo, which is anticipated to be delivered to the Town for review by the end of November.	December 2021	N/A

NAME AND LOCAL SPONSOR	SPONSOR, CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	COMPLETION DATE (EST.) AND TIME TO COMPLETE THE PROJECT (FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
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**COMMUNITY PLANNING TECHNICAL ASSISTANCE PROGRAM (Continued)**

3. Existing Conditions and Resource Mapping  Town of North Greenbush	CDTC, CDRPC and Town Staff \$12,364  Teresa LaSalle	Planning Committee Approved 6/2/21	The map deliverables for the project are completed and have been provided to the town.	December 2021	N/A
4. Saratoga Greenbelt – Wilton Connector Trail Project  City of Saratoga Saratoga County/Town of Wilton	CDTC, CDRPC and Municipal Staff \$14,101  Jen Ceponis	Planning Committee Approved 8/4/21	The project team conducted a site visit on November 8th and is currently compiling information to develop an Existing Conditions and Mapping report.	March 2021	N/A
5. Glenridge Road Pedestrian Connections  Town of Glenville	CDTC, CDRPC and Town Staff \$7,766  Rima Shamieh	Planning Committee Approved 10/6/21	New Project funded in October 2021.	December 2021	N/A

**ADDITIONAL CDTC PLANNING INITIATIVES**

1. New Visions 2050  CDTC - Regional	CDTC Staff \$100,000  Jen Ceponis	Included in the 2020-2022 UPWP	CDTC continues to offer the Virtual Learning Series and Virtual Local Government Training. View the schedule and sign up for training at <a href="http://www.cdcmpo.org/nv2050">www.cdcmpo.org/nv2050</a> . CDTC is also monitoring mobility trends and will update and amend the plan accordingly. In October, CDTC developed a Complete Streets mini-workshop for the Town of Colonie, which was presented to Planning and Zoning Board members. The monthly webinar series continued with a webinar titled "Generic Environmental Impact Statements (GEIS) as a transportation planning tool," on November 16th and "What's in the Infrastructure Bill & How Can the Capital Region be Ready?" planned for December 21st. CDTC will release a schedule of webinars for 2022 in December. More info at: <a href="https://www.cdcmpo.org/news/nv-webinars">https://www.cdcmpo.org/news/nv-webinars</a> .	Adopted September 3, 2020	<a href="https://www.cdcmpo.org/nv2050">https://www.cdcmpo.org/nv2050</a>
2. ADA Self-Evaluation and Transition Plan for Pedestrian Infrastructure	City of Saratoga Springs Program capacity: \$75,000  Carrie Ward	Included in the 2020-2022 UPWP	The consulting team is compiling the draft Transition Plan, which project partners reviewed in early November.	Summer 2021	N/A
3. Patroon Creek Greenway  CDTC and City of Albany	Bergmann Associates \$100,000  Jen Ceponis	Policy Board Approved December 2020	The Citizens Advisory Committee (CAC) and Project Advisory Committee (PAC) both met in October and the project team planned and attended various public engagement and stakeholder events, including a multi-use trail demonstration project and trunk-or-treat at Kipp Elementary School. The community liaisons have visited local businesses and organizations to discuss the project and have also launched an Instagram account that regularly develops and posts content about the proposed trail. The Existing Conditions Report has been reviewed and the consultant team is currently developing the alignment analysis to present to the CAC and PAC.	December 2021	TBD

NAME AND LOCAL SPONSOR	SPONSOR, CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	COMPLETION DATE (EST.) AND TIME TO COMPLETE THE PROJECT (FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
4. Bus Lane Feasibility Study  CDTA/CDTC - Regional	Foursquare ITP \$200,000  Sandy Misiewicz	Included in the 2020-2022 UPWP	The first round of public engagement was completed in November. Two virtual workshops and four transit station popup events were held in mid-October. A public survey closed on November 21st and the first of three leadership committee meetings was held on November 17th with representatives from CDTA, City of Albany, City of Troy and CDTC. The consultant team will begin evaluating the candidate corridors to narrow them down to five for further evaluation in December.	May 2022	TBD
5. 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	The NYSDOT Regional Design Services was used to select the consultant for this effort. Kickoff held Sept 2.	TBD	TBD
6. Albany County Loop Trail Feasibility Study	CDTC Staff \$30,000  Jen Ceponis	Albany County support contract 12/8/20	CDTC staff is developing recommendations for implementing an Albany Loop Trail.	February 2023	N/A
7. Regional Truck Parking Study	CDTC Staff \$137,750  Chris Bauer	Planning Committee Approved 4/7/21	The consultant contract language negotiation between CDTC's and consultant's legal counsel has been completed and the final contract has been sent for signatures. The project kickoff will occur after the contract is finalized.	February 2023	TBD
8. Smart Communities Guidebook	WSP \$100,000  Jen Ceponis	Planning Committee Approved 4/7/21	The consultant team completed the Review of Local Policies & Planning Documents and a Peer City Review. Focus Group meetings are scheduled for November-December.	May 2022	<a href="https://www.cdtcsmartmobility.com/">https://www.cdtcsmartmobility.com/</a>
9. ADA Self-Evaluation and Transition Plan for Pedestrian Infrastructure	City of Albany Program capacity: \$75,000  Carrie Ward	Included in the 2020-2022 UPWP	Consultant data collection continues. City staff is moving forward with a partnership with NYS Industries for the Disabled for internal hiring of staff who will collect data.	Summer 2022	TBD
10. Data Collection Services	TBD \$40,000  Andrew Tracy	Included in the 2020-2022 UPWP	The project kickoff was held on November 8th with consultant Quality Counts LLC. Data collection is to begin with some sites being counted the first two weeks of December. Remaining sites will be collected in early 2022 (weather permitting).	Spring 2022	N/A



Thank you!

Next meeting:  
January 11, 9:00 a.m.

