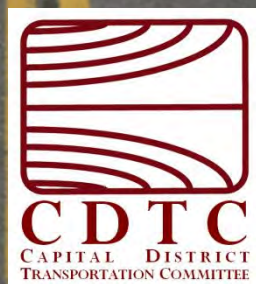


Town of Niskayuna Complete Streets Implementation Workshop August 14, 2018



PLANNING 4 PLACES

Sam
Schwartz

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This workshop was sponsored by the Capital District Transportation Committee.



Introduction & Background

The Town of Niskayuna was one of four communities in the Capital Region selected to receive a Complete Streets training Workshop in 2018. This Workshop is a follow-up to the very successful introductory Workshop provided in 2016, which led to the revamping of the Safe Routes to School Committee to become a Complete Streets Committee, along with the adoption of a Complete Streets Policy through a resolution adopted by the Town Board.

This Workshop was focused on implementation of Complete Streets strategies. A thorough review of what Complete Streets are and why they are important was conducted to kick-off the Workshop. Implementation discussion was generally focused on Complete Streets design opportunities and how to overcome obstacles to implementation through policy and other requirements.

The workshop provided attendees who are new to Complete Streets with discussions of completed and potential Complete Streets implementation efforts, an open discussion of some obstacles identified since the 2016 Workshop, and ideas to overcome them.

Workshop Development Process

The Workshop was a collaborative development process that included Town Staff, CDTC Staff, and the Consultant Team. Town and CDTC Staff sent invitations were sent to over 70 individuals from the Town, County, NYSDOT, CDTA, and other interested organizations. In all, over 25 attendees participated in the Workshop, held at the Niskayuna Town Hall.

Workshop Agenda

The Workshop agenda was developed based on identified needs outlined in the Workshop request application as well as discussions with Town Staff, a short online survey provided to all potential attendees, and a detailed survey completed by Town Planning Staff. The Workshop focused on potential future project opportunities developed through a review of the 2016 Workshop notes and input from Town Staff and from the Complete Streets Committee.

Workshop Notes

The following pages provide a summary of the discussions that took place at the Workshop.

The Workshop began at 10:00 am.

Introductions: Chris Bauer, CDTC, opened the Workshop with an overview of the program. He introduced the consultant team from Planning4Places and Sam Schwartz City Strategies, and then attendees introduced themselves.

Module 1: Overview and Local Examples Presentation

Mike Flynn, Director of City Strategies for *Sam Schwartz*, began the Workshop with a presentation on Complete Streets basics. This presentation resulted in robust discussion from the audience about how various Complete Streets elements function, along with discussion of connectivity benefits, land use considerations, and retrofitting existing communities. Given the land uses and existing development in Niskayuna, street retrofits are the most likely Complete Streets implementation scenarios. Comments included considering design implications of new development and connectivity of neighborhoods vs. cul-de-sacs, for example, and a related discussion of preventing speeding traffic via cut-through streets, which can result in high traffic volumes and speeds in residential neighborhoods.

A comment was made that most of the Town was first developed in the 1930's to 1950's, with more intense development occurring in later years. The utilities, particularly drainage, are not adequate for the demands found within the Town today and they are only getting worse with time. Jim Levy, Principal with Planning4Places, noted that while it is understood that there are constraints related to soils and existing conditions in the Town, green infrastructure is a complementary element of Complete Streets implementation and can help with drainage issues. Mike Flynn concluded the discussion by noting that Complete Streets cover many areas – infrastructure, stormwater, sewer, safety, health, mobility, etc.

It was noted that children commuting to school by walking isn't occurring at the levels it used to, which creates both a health issue (lack of physical activity) and a traffic volume and congestion issue with parents driving kids to school. The undesirability of walking to school, due to safety concerns and lack of infrastructure, was noted as a consideration for whether or not to walk to a destination. Physical and psychological barriers have a real impact on desirability to walk or bike.

A comment was made that sidewalks should be required to be installed by a developer instead of by the public at a later date. Home values could be higher with sidewalks, home buyers would know what they are getting, and it eliminates the need to retrofit for sidewalks – which as previously mentioned is always more difficult. A comment was made that paved off-street multi-use side paths should have a yellow center line to denote space dedicated to the different directions of the path. A related concern about maintenance, especially with maintaining miles of painted lines, was discussed. A comment was made that elected officials could attend "walk audits" to gain a better understanding of the real barriers that are faced by those who aren't driving in the Town.

Module 2: Key Complete Streets Elements

Mike Flynn discussed key elements of Complete Streets. A question about liability was raised and answers were provided from multiple individuals, including the Consulting Team. It was noted that municipal liability is low if Complete Streets elements are designed and implemented according to applicable standards. A comment was made that flashing beacons that are activated by sensors and not blinking 24/7 are preferable.

Lunch Presentation:

Jim Levy showed four videos developed by the NYS Association of Metropolitan Planning Organizations (NYSAMPO). The videos focus on bicycle safety and have been produced and aired on television stations and on a YouTube channel managed by the NYSAMPO. Following the videos, Jennifer Ceponis from CDTC provided a presentation of the on-going Capital District Trails Plan (regionaltrailperspectives.weebly.com).

The presentation brought about several questions from attendees. A question was asked about the availability of funding for trail maintenance. Jennifer Ceponis noted that there is some funding available for projects like repaving the Mohawk-Hudson Bike-Hike Trail (MHBHT). Steve Feeney, Schenectady County, noted that the County receives funding from the Canal Corporation to repave their segments of the trail through a 50% / 50% grant program. Federal funds with an 80% / 20% match are also available and the State has funds as well, particularly with the recent Empire State Trail initiative. A large segment of trail is being paved in the Amsterdam area.

It was noted that Lions Park is one of the most popular trail locations in the region. Ridership numbers increased significantly from 2006-2016. Trail use in the region is also up significantly with an estimated 25,000 users per mile. In addition, more people are walking or riding bikes to the trail instead of driving to it.

A question was asked about average maintenance costs for trails. Jennifer Ceponis noted that there is very little hard data on maintenance costs being tracked but CDTC is looking nationally for current information. It was noted that the Town has many miles of trails and with those come maintenance needs. While the Town has a capable Highway Department, the unit does not have enough staff to keep up with all the maintenance needs. Jennifer Ceponis noted that support mechanisms like "friends of the trail" or "adopt a trail" groups and funding availability will be included in the plan.

Module 3: Why Implement Now

Mike Flynn discussed the reasons to implement now. These included the fact that transportation projects are not getting any cheaper, the need to minimize future retrofits, the importance of coordinating with other future projects (such as sidewalk or curbing work), and to generally plan for future transportation needs and choices. No questions were raised from this presentation.

Module 4: The Tie-in: Implementation Goals from 2016

Mike Flynn and Ben Rosenblatt discussed goal setting from 2016 and how it relates to conditions today. Several multi-modal projects have been completed since the 2016 Workshop and the top goals have also been implemented; however, some of the goals have not been reached. The remaining portion of the discussion (in Module 5) discussed ways in which the Town can continue to make progress, including through formalization of certain systems and processes related to Complete Streets.

Module 5: Moderated Discussion & Demonstration Projects

Several common issues were identified and reiterated as they were discussed previously.

These issues included the need to identify maintenance costs, ensure sidewalks are developed concurrently with housing or commercial development, and ensure that the design of infrastructure is consistent with best practices in Complete Streets, and adheres to ADA requirements. An example was provided where a sidewalk was placed too close to the road and the resulting pitch of the sidewalk across driveways is too steep (this relates to the Module 2 discussion of ensuring curb cuts are designed to allow for safe pedestrian crossings by all sidewalk users). Another recommendation was that during the development review process, infrastructure be included with the construction of a development if it is desired and that underground infrastructure be designed in such a way that eliminates or minimizes the need to move or excavate existing infrastructure, remove trees, and generally disturb private property.

The Complete Streets Committee Chair noted that the Committee has a list of approximately 15 priorities, and other items could be added. It was noted that the Committee should work to improve the list to include everything discussed today. The Committee should also talk with the Tree Council about their project list and the Planning Board to share the ideas being discussed. Mike Flynn noted that it may be worthwhile to consider developing and adopting a plan so that everyone and everything is included, in a comprehensive and easily understood and communicated Complete Streets project list. It was mentioned that the Tree Council was discussing creating a mapping application and it could be possible to include different layers of information from each committee.

The Town Planner stated that one issue that still needs to be worked on is how to plan more in advance for projects that are going to occur, such as repaving projects. While it was uncertain why coordination across Departments has not come about as discussed in 2016, it was noted as an element that could be improved. Ben Rosenblatt noted that a master list of potential projects that can be referenced by all Departments and all Committees would be useful. Mike Flynn stated that

a “Champion” – someone who advocates for Complete Streets across Departments and Committees and who is generally the single point of contact for Complete Streets communication would be useful. Having a plan on paper makes it easier to point to actual needs and requirements and installing a Complete Streets “Champion” in Town Government, along with strong leadership on Complete Streets implementation processes, is vital. In addition, a Complete Streets Checklist that is used for all projects in the Town would help to coordinate across Departments and would improve future Complete Street implementation. It was noted that future conversations should include the Girl Scouts/Boy Scouts (who might be interested in being involved in implementing specific safety improvements).

It was noted that the Town has an approximately 1-year running schedule of repaving projects and it should be relatively easy to coordinate and discuss the project list early in the planning process. Mike Flynn noted that sharing an annual list of planned repaving projects for consideration of potential Complete Streets elements should become the standard operating procedure. This could be supported by an agreed upon timeline that would line up projects across Departments throughout the Town. Syncing projects in advance will minimize conflicts and issues during implementation. The first year is the hardest to get this type of effort underway, because the processes will all be new, but once formalized it becomes easier as the years pass. Chris Bauer noted that in his work with municipalities across the Capital Region, he has seen this as one of the toughest elements to tackle and get a handle on. But for a Town like Niskayuna, which already has a Complete Streets policy and has put much thought into the issue, it would be a logical next step.

It was noted that a common design element in the Town is drainage “wings” that create a slope on the side of the road. There was concern that these could create safety issues for elements like bike lanes. Ben Rosenblatt noted that designs must consider existing conditions but that there are usually methods to deal with many of the typical design concerns – including quick-build toolkits. Mike Flynn noted that it may be worth examining the current standard design details to see if an element being used should be reconsidered based on other priorities, such as Complete Streets, being part of the overall design picture.

It was noted that one major issue is the placing of trees over water mains behind the curb line (typically the lines are in-line with fire hydrants). Trees over water mains create a significant problem and it would be a win-win both for the Town and for the homeowner if trees didn’t have to be removed to access a water main.

Identified Workshop Outcomes & Needs

1. There are not enough Highway Department staff to keep up with maintenance needs. The Town would benefit from standard estimates of maintenance costs for infrastructure and could use it to articulate for the need to increase staffing when practical.
2. Stormwater infrastructure is not keeping up with demand and this issue is becoming larger every year. The Town should use Complete Streets projects to provide co-benefits in stormwater management through green infrastructure whenever practical.
3. The Town should work to identify reliable maintenance funding streams.
4. The Town should continue to collaborate with CDTC and test a maintenance cost estimate template once available.
5. The Town should coordinate activities between Departments more formally than has been done recently.
 - For example, the Highway Department should include a Complete Streets representative in the annual review of the street repaving project list and budgeting. The review should involve an evaluation for Complete Streets elements inclusion where applicable.
6. The Complete Streets Committee should formalize its list of desired improvements (in a prioritized manner) and share with other entities such as the Planning Board and Highway Department to achieve wider understanding and comment.
7. Following a wider review of the project list, the Town would benefit from formalizing into a Town of Niskayuna Bike/Ped Plan.
 - A Plan would make completing for grant money easier, by adding more credence to grant applications.
8. The Town should review and formally endorse or adopt FHWA's *Achieving Multimodal Networks* and ensure understanding for all engineers and consultants engaged during any street improvement project.
9. The Town should develop a Complete Streets checklist for use by all engineers and consultants engaged during any street improvement project.
10. The Town should review standard design details to see if any changes can be made in light of additional design considerations (like Complete Streets). Specific attention should be given to drainage (and Green Infrastructure potential), the placement of trees directly over water mains, and/or the location of water mains on private vs. public property, and the provision for EMS access to trails.
11. Connections from Rosendale (potentially off-street as there are drainage issues) and connections from Van Antwerp to Nott Street should be prioritized.



TOWN OF NISKAYUNA COMPLETE STREETS TRAINING WORKSHOP

Workshop provided by:



WHEN:

August 14, 2018

10:00 AM – 2:30 PM

WHERE:

Niskayuna Town Hall
One Niskayuna Circle
Niskayuna, NY

Workshop Objectives

- Understand the multi-faceted effort required to create Complete Streets
- Learn how to plan and create streets that are safe for all users
- Explore best practices for implementation
- Learn how to build active and healthier communities





Niskayuna Complete Streets Implementation Workshop

August 14, 2018

Presentations & Discussion Sessions

| | |
|----------------------|--|
| 9:45 am to 10:00 am | Registration/Sign-in <i>(Light breakfast fare provided by Town of Niskayuna)</i> |
| 10:00 am to 10:15 am | Attendee Introductions |
| 10:15 am to 11:00 am | Complete Streets Overview & Local Implementation Examples Presentation |
| 11:00 am to 11:45 am | Key Complete Streets Elements |
| 11:45 am to 12:30 pm | Lunch*, CDTC Regional Trail Plan Overview Presentation, NYSAMPO videos |
| 12:30 am to 1:30 pm | Discussion of 2016 Workshop Goals, Opportunities & Concerns |

Breakout Groups

| | |
|--------------------|--|
| 1:30 pm to 2:15 pm | Moderated Process Discussion & Sample Project/Concept Review |
| 2:15 pm to 2:45 pm | Wrap-Up & Open Discussion |

* - Lunch provided by CDTC



► WHY IMPLEMENT COMPLETE STREETS NOW?.....2



► LOW/NO-COST OPTIONS AND FUNDING OPPORTUNITIES.....3



► STATE AND FEDERAL FOCUS, LOCAL CONSIDERATIONS AND EXAMPLES.....4



A TOOLKIT FOR IMPLEMENTING COMPLETE STREETS IN THE TOWN OF NISKAYUNA, NY

Complete Streets

Complete Streets are streets for everyone –

No matter who they are or how they travel

Why do we need Complete Streets?

Complete Streets take many forms. They refer to a set of street design concepts that ensures that all users – pedestrians, bicyclists, transit users and drivers – are safely accommodated regardless of how they travel or what their special needs may require.

Complete Streets designs can significantly improve safety and reduce pedestrian-related crashes. It can also help reduce congestion, provide more efficient travel within the community, and spur economic development (*NYSAMPO Complete Streets Fact Sheet*).

Complete Streets improve mobility for the young and old. An AARP study found that 47% of older Americans felt it was unsafe to cross a major street near their home. 56% expressed strong support for adoption of Complete Streets policies.

A 2010 Future of Transportation National Survey found that 66% of Americans wanted more transportation options so that they have the freedom to choose how to get where they need to go – 73% felt that they had no choice but to drive as much as they do while 57% would like to spend less time in their car.



2018 Niskayuna Bike-Pedestrian Festival – one of several officer-led rides for kids.

Who Benefits? *Everyone!*

Safety: Pedestrian Crashes decrease significantly with Complete Streets improvements.

Mobility: Provides options for everyone.

Economic Development: Proven to increase private sector investment and grow the economy.

Social Equity: More control over expenses. Transportation is the 2nd highest family expense.

Health: We are moving without *moving!*





Why Implement Complete Streets Now?

To make the needs of all users the default for everyday transportation planning practices and public works efforts.

People will walk and bike...and some are...but more could.

Whether or not it is designed for a specific mode or action...people are using the infrastructure.

A 2012 CDC study showed that people are willing to walk to nearby destinations:

46% will walk 1 mile to church or school

35% will walk 1 mile to work

Only 1% are willing to walk 3-4 miles to church, school or work.

We are all pedestrians at the beginning and end of our trips!

Complete Streets increase the opportunity for travel along corridors by all users.

Implementing Complete Streets now can save money in the long run. In general, infrastructure improvements and enhancements are not getting any cheaper and planning/coordinating infrastructure investments across all municipal departments should reduce costs overall.

Case studies show that Complete Streets have a significant positive impact on the local economy.

What is the **SAFETY** benefit?



Pedestrian Crash analysis findings show that approximately 15% of fatal crashes between 2005 and 2014 involved pedestrians.

Pedestrian Crash Reduction Potential:

88% with sidewalks
69% with hybrid beacons
46% with medians

Fact: The CDC recommends 22 minutes of walking daily. The average American gets 6 minutes. The median American transit user gets 19 minutes

(T. Littman, Eval. Of Public Transportation Health Benefits)

What is the **HEALTH** benefit?



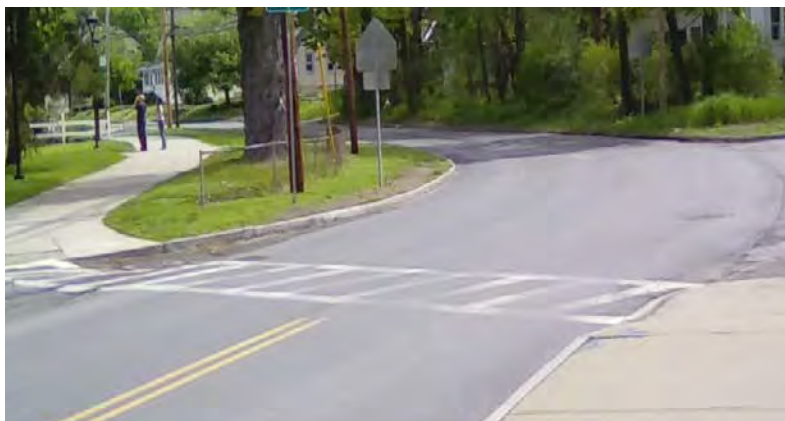
There are wide-ranging benefits from implementing Complete Streets. There is currently a health crisis in this country highlighted by the following statistic:

60% of people are at risk for diseases associated with inactivity including:

- Diabetes
- High Blood Pressure
- Other Chronic Diseases

Niskayuna Statistics:

- 4.4% (333) of housing units in Niskayuna do not have access to a vehicle.
- 4,642 residents (~21%) in Niskayuna are under 16 years of age meaning they can not drive and must get a ride or find alternative means of transportation.
- 1.4% of workers 16 and over walked to work. This is much lower than the County as a whole at 3.4%. Another 2.0% took public transportation or used a mode other than a car, truck, or van. *(U.S. Census 2016 ACS estimates)*



Fact: On average, of all the vehicle trips taken...

~45% are 3 miles or less which are generally bikeable



~21% are 1 mile or less which are generally walkable



2017 FHWA National Household Travel Survey

Funding Opportunities

Typical Complete Streets funding sources

While coordination and planning ahead can provide significant positive impacts and reduce the need for special financing, it isn't always the answer.

There are several funding sources typically used for Complete Streets projects including the following:

Regional Economic Development Councils (REDC):

<https://regionalcouncils.ny.gov/content/capital-region>

Consolidated Funding Application (CFA):

<https://apps.cio.ny.gov/apps/cfa/>

NYSDOT Transportation Alternatives Program (TAP) & Congestion Mitigation and Air Quality Improvement Program: <https://www.dot.ny.gov/TAP-CMAQ>

Highway Safety Improvement Program (HSIP): <https://www.dot.ny.gov/divisions/operating/osss/highway/improvement-program?nd=nysdot>

Low/No-Cost Options

Complete Streets is about using existing resources differently!

Special funding is not necessarily needed. Thinking ahead and coordinating efforts can result in noticeable changes and improvements with little to no additional funding needed.

- Work with local agencies & utilize existing expertise: the Capital District Transportation Committee, New York State Department of Transportation, Capital District Regional Planning Commission, and Schenectady County.
- Attempt to find efficiencies using municipal staff - for example, staff could do some of the work typically done by contractors (clearing, grading, or seeding).
- Intersection improvements are often low(er) cost upgrades that can be easily implemented (crosswalk striping, crosswalk buttons & timers, etc.).
- Restripe roadways to provide adequate width for bike lanes.
- Plan for, design, and construct sidewalks as part of planned drainage, grading roadway widening, or development projects.
- Leverage planned development projects: Municipalities work with developers to bring about the best project(s) possible all the time, often implementing Complete Streets elements. With known expectations and a well conceived plan, implementing comprehensive Complete Streets policies can be seamlessly integrated.
- Business Improvement District (BID) or similar operation: While a BID itself is a specific taxing authority that can be difficult to establish, there is nothing saying that local government and businesses who want to see Complete Streets (and other) changes progress can't work together to plan, fund, and implement specific improvements on a voluntary basis.

COMPLETE STREETS Policies

Policies ensure that the right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users.

There are many examples of policies that have been adopted and implemented throughout the Capital Region and New York State:

- **Town of Niskayuna, NY**
- Town of Bethlehem, NY
- City of Saratoga Springs, NY
- City of Troy, NY
- City of Cohoes, NY
- City of Watervliet, NY

Copies of policies in NYS have been collated and are available on the NYSDOT website:

<https://www.dot.ny.gov/programs/completestreets>

CDTC has an active Complete Streets Advisory Committee. Information on this Committee can be found on their website:

www.cdtcmpr.org/page/66-project-programs/completestreets/52-complete-streets-advisory-committee

Additional information on where policies have been developed across the U.S. can be found at: www.smartgrowthamerica.org

Online & Print Resources

CDTC Committee(s): Complete Streets; Bicycle & Pedestrian:

<http://www.cdtcmpr.org/committees/advisory-committees-2>

NYSDOT Complete Streets Webpage:

<https://www.dot.ny.gov/programs/completestreets>

NYSAMPO Fact Sheets:

http://nysmpo.org/wordpress/?page_id=1548

National Complete Streets Coalition:

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

American Planning Association Complete Streets Resource Database:

<http://www.planning.org/research/streets>

Institute of Transportation Engineers (Designing Walkable Urban Thoroughfares):

library.ite.org/pub/e1cff43c-2354-d714-51d9-d82b39d4dbad

NYS Complete Streets Act:

<https://www.nysenate.gov/legislation/bills/2011/s5411/amendment/a>

USDOT (A Residents Guide for Creating Safe and Walkable Communities):

https://safety.fhwa.dot.gov/PED_BIKE/ped_cmnty/ped_walkguide/residents_guide2014_final.pdf

- AASHTO/FHWA Green Book; Guide for the Development of Bicycle Facilities
- FHWA Flexibility in Highway Design
- ITE Urban Street Geometric Design Handbook
- NACTO Urban Street Design Guide; Urban Bikeway Design Guide
- AARP Public Policy Institute: Planning Complete Streets for an Aging America
- APA Complete Streets: Best Policy and Implementation Practices
- NCHRP Report 616: Multimodal Level of Service Analysis for Urban Streets
- NYC Street Design Manual

Complete Streets Focus at the State and Federal Levels

CDTC is leading the way on Complete Streets in the Capital Region. NYS and the federal government are also advocating for a change in how we design our transportation corridors.

New York State

Senate Bill S5411A created the NYS Complete Streets Act in 2011.

Among other things, this act requires consideration of the convenient access and mobility on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users for projects that receive state and federal funding. It also calls for design features to accommodate and facilitate convenient access and mobility by all users.

Federal Highway Administration

In 2013, the FHWA released a memo stating that the agency supports "...taking a flexible approach to bicycle and pedestrian facility design."

It also recommends using AASHTO, ITE, and NACTO guidance.

US Department of Transportation

A 2010 Policy Statement noted that "...DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate."

About
CDTC



The **Capital District Transportation Committee (CDTC)**, the funding agency for development of this Toolkit and the associated Complete Streets Workshop Series, is the designated Metropolitan Planning Organization (MPO) for the Capital District. The CDTC carries out federal requirements for cooperative transportation planning and programming within the metropolitan area surrounding the Albany-Schenectady-Troy and Saratoga Springs urbanized areas.

www.cdtcmpo.org

Complete Streets Considerations & Examples



Sometimes just paint and restriping are needed.



Public transit is an integral component.



Simple changes can make a big impact.



Separated facilities require significant expenditure but provide significant benefits.



Side paths can be an effective option for bicyclists and pedestrians when constraints limit work adjacent to the road.



Not every location can provide everything
...some improvements are better than none.



TOWN OF NISKAYUNA

COMPLETE STREETS WORKSHOP



May 17th, 2016





IDENTIFIED WORKSHOP OUTCOMES

"Top 3" Near Term Priorities/Next Steps

- Look into developing a policy or resolution (*having one implemented or adopted can help with funding requests and grant applications*)
- Establish a Committee to spearhead Complete Streets and related activities in the Town.
 - o Work to develop a vision and bike/pedestrian priority network.
- Identify near-term priority low-cost/"low-hanging fruit" **implementation ideas**

Identified "Champions" to involve early in the process to help shepherd implementation

- A Committee of Town Residents (Safe Routes Committee?)
- The Town Public Works Department
- The Planning Department/Town Planner

Key Stakeholders and Officials to keep engaged and updated on progress and activities

- All Town Departments
- Local Business Association/Chamber of Commerce
- Metroplex
- NYSDOT
- Schenectady County Economic Development & Planning Department
- Schenectady County Department of Engineering & Public Works
- CDTA
- CDTC

Preliminary Identified Opportunities/Needs/Solutions:

- Van Antwerp Road – **Drainage issues & a 14" (main) water main that needs to be replaced.** Potential Asset Management/CS Enhancement Opportunity?
- Consider a trail from Van Antwerp Road to Nott Street East that comes out in close proximity to the Shop Rite Plaza.
- Install sidewalks north along Van Antwerp from where they end just north of the CVS up to Van Antwerp Village Apartments.
- Can double-up on field work by undertaking both ADA Transition Plan requirements and Complete Streets existing conditions analysis/needs/opportunities assessment.
 - o *ADA Transition Plans are required for municipalities that have 50 or more employees (seasonal employees/part time employees count). Niskayuna has a current TIP project so it will require following federal aid procedures as outlined in NYSDOT's Procedures for Locally Administered Federal Aid Projects – Chapter 13 states: 13.3.3 ADA Transition Plan 28 CFR 35.105 requires "a public entity that employs 50 or more persons" to prepare a ADA Transition Plan identifying noncompliance in pedestrian accessible routes and facilities in the municipal Sponsor's public right-of-way, along with a plan and schedule for corrective action. It is important to note that these employees can be volunteers, such as firefighters. Additionally, even if the entity does have less than 50 employees (see section 13.3.2) it still needs to conduct self-*



evaluations. Failure to have a Transition Plan may result in federal fund ineligibility.

- Increase availability of alternative transportation options for youth by increasing the available of facilities for them to use
- Look at SRTS options for the section of Rosendale Road from Mohawk Road to Lock 7 Road
- Nott Street East: Add a crosswalk from Town Hall to the Library. Consider placing a movable yield sign in the road during peak times for pedestrian usage (i.e. library overflow parking at Town Hall). Consider using cones or other option to narrow roadway to slow traffic approaching the crossing.
- Assess whether or not the CDTA bus stops and locations are where they need to be today and for the future?
- Increase coordination between different levels of government to enhance Complete Streets implementation
- Nott Street East – look at narrowing the width of the travel lanes.
- Nott Street East/U.S. Post Office – investigate potential to fix offset driveways for the Post Office, Office Complex, and Shop Rite Plaza.
- Investigate the potential to develop a trail along Van Antwerp Road from Nott Street East north to the G.E. Circle. There is a lot of bicycle and pedestrian traffic on this road and no facilities for these users.
- Look at how to improve safety for pedestrians/bicyclists and vehicles making turning **movements out of the Stewart's Shops' driveway** onto Nott Street East.
- Consider potential traffic calming options on residential streets with cut through traffic.

Town of Niskayuna
Complete Streets Resolution

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, pedestrians of all ages and abilities, motorists, movers of commercial goods, and public transportation; and

WHEREAS, streets that support and invite multiple uses and include safe, active and ample space for pedestrians, bicycles, and public transportation, are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles and trucks;

WHEREAS, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gas emissions, and improve the general quality of life; and

WHEREAS, many studies show that when roads are better designed for bicycling, walking and transit use, more people choose these options; and

WHEREAS, section 331 of the Highway Law of the State of New York encourages municipalities to consider complete street design features in the planning, design, construction, reconstruction and rehabilitation of local transportation projects, and

WHEREAS, the Town of Niskayuna established a Complete Streets Committee on June 30, 2016 via Resolution 2016-158, to study areas of Town where Complete Streets solutions could be implemented and advise the Town Board or Planning Board as to the best practices for such implementation; and

WHEREAS, the Complete Streets Committee has recommended that this Town Board establish a Complete Streets Policy to guide the actions of the various Niskayuna Boards and Department Staff during their faithful discharge of duties;

NOW, THEREFORE, BE IT RESOLVED, the intent of the Town of Niskayuna Complete Streets Policy is to give bicyclists, pedestrians, motorists and mass transit equal consideration in the planning and design of all new street construction and street reconstruction undertaken by the Town.

BE IT FURTHER RESOLVED, it is also the intent of the Town of Niskayuna Complete Streets Policy to recognize that local Town streets with low vehicle volumes and slow travel speeds safely and efficiently accommodate bicyclists and pedestrians. However, principal Town roads that are characterized as having high vehicle volumes and high travel speeds, and are important for bicycle and pedestrian travel to access and connect to destinations in and adjacent to the Town, shall be considered for Complete Streets treatment.

4. The Town supports and encourages the Planning and Zoning Board, the Conservation Advisory Council, the Tree Council and the Complete Streets Committee to share ideas between each other and implement Complete Streets solutions to private projects undergoing reviews and approvals whenever possible.
5. The Town supports the promotion of bicycling and walking for health, fitness, transportation and recreation through events, programs and other educational activities, which benefit residents, students, businesses and visitors of all ages and abilities. These activities can be coordinated with the Complete Streets Committee, other Town Committees and Departments, local bicycle clubs, schools, health organizations and other partners

BE IT FURTHER RESOLVED, that the Town Board hereby resolves to establish a Complete Streets Policy as follows:

1. The appropriate Town Departments, including the Engineering and Highway Departments, shall consider the safe and efficient accommodation of bicyclists and pedestrians in all new street construction and street reconstruction undertaken by the Town of Niskayuna.
 - In addition, where the need for bicyclist and pedestrian facilities has been established or is defined in Town planning documents, Town Departments shall consider the addition of safe bicyclist and pedestrian facilities in new street construction and street reconstruction undertaken by the Town of Niskayuna. The addition of the bicyclist and pedestrian facilities shall be consistent with the scope of the improvement project, context sensitive to the surrounding environment, and shall not be disproportionate with the cost of the larger project.
 - Bicyclist and pedestrian facilities are defined as improvements that are above and beyond the normal space, surfaces, pavement markings, and signing that would routinely be incorporated into street design and maintenance for the accommodation of bicyclists and pedestrians. These facilities shall include but not be limited to sidewalks, curb cuts and ramps, marked crosswalks, pedestrian actuated signals, paved shoulders, bicycle route signing, bicycle lanes, bicycle parking facilities, and shared use paths.
 - Bicycle and pedestrian facilities may be planned, designed, developed and maintained in accordance with guidelines adopted by the United States Department of Transportation (USDOT), New York State Department of Transportation (NYSDOT), and the American Association of State Highway and Transportation Officials (AASHTO) or other guidelines approved by the Town of Niskayuna.
 - Additionally, the Town may consider the use of traffic calming applications as an alternative to bicycle and pedestrian facilities. Traffic calming applications help to physically or psychologically calm motor vehicle traffic behaviors, thereby aiding in the development of a safe environment for bicycle and pedestrian travel.
 - If a Town Department determines that the inclusion of bicycle and/or pedestrian facilities are unable to be accommodated on a roadway or within Town right-of-way proposed for construction or reconstruction, the appropriate Department Head shall provide said determination in writing, with supporting documentation, to the Town Board for their information during the review of the project.
2. Furthermore, the Town encourages the NYSDOT and Schenectady County to consider a Complete Streets approach when constructing or reconstructing their respective streets within the Town of Niskayuna.
3. The Town will provide a balanced enforcement of the New York State Vehicle and Traffic Law for motorists, pedestrians and bicyclists. This will include enforcement of pedestrian's right-of-way in crosswalks, bicyclists riding with traffic and all modes sharing the road safely.



TOWN OF NISKAYUNA
COMPLETE STREETS WORKSHOP
NISKAYUNA TOWN HALL
AUGUST 14, 2018



| Name & Title | Department/Committee/Affiliation | E-mail address |
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| David Hogenkamp | Complete Streets Com | dhogenkamp@schnestedny.com |
| John DellaRatta | Town board | |
| Lisa Weber | Town Board | |
| | | |
| | | |



TOWN OF NISKAYUNA
COMPLETE STREETS WORKSHOP
NISKAYUNA TOWN HALL
AUGUST 14, 2018



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TOWN OF NISKAYUNA
COMPLETE STREETS WORKSHOP
NISKAYUNA TOWN HALL
AUGUST 14, 2018



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APPENDIX A

NYSDOT Capital Projects Complete Streets Checklist

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-2)

| | | | |
|---|---|--------------------------|--|
| PIN: | <input type="text"/> | Project Location: | <input type="text"/> |
| Context: | <input type="checkbox"/> Urban/Village <input type="checkbox"/> Suburban, or <input type="checkbox"/> Rural | | |
| Project Title: | <input type="text"/> | | |
| STEP 1- APPLICABILITY OF CHECKLIST | | | |
| 1.1 | Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? <i>If no, continue to question 1.2. If yes, <u>stop here</u>.</i> | | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 1.2 | a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i> b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? <ul style="list-style-type: none"> • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</i> <small>* Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.</small> | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 1.3 | Is this project a Cyclical Pavement Marking project? <i>If no, continue to question 1.4. If yes, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:</i> <ul style="list-style-type: none"> • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</i> <small>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</small> | | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 1.4 | Is this a Maintenance project (as described in the "Definitions" section of this checklist) and different from 1.2 and 1.3 projects? <i>If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and <u>stop here</u>.</i> <input type="text"/> | | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| STEP 1 prepared by: <input type="text"/> Date: <input type="text"/> | | | |
| STEP 2 - IPP LEVEL QUESTIONS (At Initiation) | | | Comment/Action |
| 2.1 | Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i> | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="text"/> |

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-3)

| | | | |
|------------|---|--|--|
| 2.2 | Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 2.3 | <p>a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i></p> <p>b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i></p> <p><small>* Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</small></p> | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 2.4 | Is the highway considered important to bicycle tourism by the municipality or region? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 2.5 | Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i> | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 2.6 | Are there existing or proposed generators within the project area (<i>refer to the "Guidance" section</i>) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i> | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 2.7 | Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i> | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 2.8 | Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |

STEP 2 prepared by:

Date:

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment:

☐ Yes ☐ No

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-4)

| STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage) | | | Comment/Action |
|--|---|--|----------------|
| 3.1 | Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.2 | Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.3 | Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18 ? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.4 | Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? Refer to EI 13-021 . | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.5 | Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.6 | Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.7 | Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.8 | Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.9 | Are there gaps in the bike/pedestrian connections between existing/planned generators? Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.) | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.10 | Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) Consult with Traffic and Safety and transit operator, as appropriate | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.11 | Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-5)

| | | | |
|------|--|--|--|
| 3.12 | Is the project on a “local delivery” route and/or do area businesses rely upon truck deliveries that need to be considered in design? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.13 | Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.14 | Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |

STEP 3 prepared by: Date:

Preparer's Supporting Documentation, Comments and Clarifications:

Last Revised 06/22/2015

Introduction

The intent of this checklist is to assist in the identification of needs for [Complete Streets](#) design features on Capital projects, including locally-administered projects.

This checklist is one tool that NYSDOT employs in its integrated approach to Complete Streets considerations. It provides a focused project-level evaluation which aids in identifying access and mobility issues and opportunities within a defined project area. For broader geographic considerations (e.g., bicycle route planning, corridor continuity), NYSDOT and other state and local agencies use a system-wide approach to identifying complete streets opportunities.

Use of this checklist is initiated during the earliest phase of a project, when information about existing conditions and needs may be limited; it is therefore likely that the Preparer will only be able to complete Steps 1 and 2 at this time. As the project progresses, and more detailed information becomes available, the Preparer will be able to complete Step 3 and continue to refine earlier answers, to give an increasingly accurate indication of needs and opportunities for Complete Streets features.

Guidance for Steps 1, 2 and 3

Based on the guidance below, the Regions will assign the appropriate staff to complete each step in the Checklist. The Preparer should have expertise in the subject matter and be able to effectively work with and coordinate comments/responses with involved Regional Groups.

- Steps 1 & 2: Preparer is from Planning; review occurs as part of the normal IPP process.
 - Step 3: Preparer is Project Designer; review occurs as part of Design Approval Document review/approval process.
 - For Local Projects - Local Project Sponsors will be responsible for completing all steps.
- a. A check of “yes” indicates a need to further evaluate the project for Complete Streets features. Please identify in the comment box, or append at the end of the checklist, any supporting information or documentation.
 - b. Answers to the questions should be checked with the local municipality, transit provider, MPO, etc., as appropriate, to ensure accuracy and evaluate needed items versus desirable items (i.e., prioritize needs).
 - c. Answers to the questions should be coordinated with NYSDOT Regional program areas as appropriate (e.g., Traffic and Safety, Landscape Architecture, Maintenance, etc.)
 - d. This checklist should be reviewed during the development of the IPP, Scoping Document, and Design Approval

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-6)

Document; and revisited due to a project delay or if site conditions or local planning changes during the project development process. Continued coordination with the Regional Bicycle and Pedestrian Coordinator is necessary throughout project scoping and design.

- e. It will be assumed that the Project Description and Limits will be as described in the IPP for Step I, the Scoping Document for Step 2 and the Design Approval Document for Step 3. Preparers should describe any deviations from this assumption under "Preparer's Supporting Documentation".
- f. For the purposes of this checklist, the "project area" is within 0.5 mi (800 m) for pedestrian facilities and 1.0 mi (1600 m) for bicycle facilities. In some circumstances, bicyclists may travel up to 7 miles for a unique generator, attraction or event. These special circumstances may be considered and described as appropriate.
- g. For background on Complete Streets features and terminology, please visit the following websites:
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/highway/index.cfm
<http://www.fhwa.dot.gov/publications/publicroads/10julaug/03.cfm>
<http://www.smartgrowthamerica.org/complete-streets/>
- h. Refer to [Highway Design Manual Chapter 18](#), Section 18.5.1 for further information and guidance on the use of this checklist.
- i. For projects with multiple sites, Preparers may choose to prepare multiple checklists for each site.

Definitions

- CAMCI (Comprehensive Asset Management/Capital Investment) Viewer - A web-based GIS application used for planning purposes and located at <http://gisweb/camci/>.
- Generator - A generator, in this document, refers to both origins and destinations for bicycle and/or pedestrian trips (e.g., schools, libraries, shopping areas, bus stops, transit stations, depots/terminals).
- HDM - New York State Department of Transportation's [Highway Design Manual](#).
- Maintenance project - For the purposes of this checklist, maintenance projects are listed as the following project types: Rigid pavement repairs, pavement grooving, drainage system restoration, recharge basin reconditioning, SPDES facilities maintenance, underdrain installation, guide rail and/or median barrier upgrading, impact attenuator repair, and/or replacement, reference marker replacement, traffic management systems maintenance, repair and replace loop detectors, highway lighting upgrades, noise wall rehab/replacement, retaining wall rehab/replacement, graffiti removal/prevention, vegetation management, permanent traffic count detectors, weigh-in-motion detectors, slope stabilization, ditch cleaning, bridge washing/cleaning, bridge joint repair, bridge painting and crack sealing.
- MPO (Metropolitan Planning Organization) - A federally mandated and federally funded transportation policy-making organization made up of representatives from local government and governmental transportation authorities.
- Raised Pedestrian Refuge Medians and Corner Islands - Raised elements within the street at an intersection or midblock crossing that provide a clear or safety zone to separate pedestrians, bicyclists, and other non-motorized modes, from motor vehicles. See FHWA's *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations* at <http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf>.
- Road diet - A transportation planning technique used to achieve systemic improvements to safety or provide space for alternate modes of travel. For example, a two-way, four lane road might be reduced to one travel lane in each direction, with more space allocated to pedestrian and cyclist facilities. Also known as a lane reduction or road re-channelization.
- Transit facilities - Includes facilities such as transit shelters, bus turnouts and standing pads.
- 1R project - A road resurfacing project that includes the placement or replacement of the top and/or binder pavement course(s) to extend or renew the existing pavement design life and to improve serviceability while not degrading safety.
- 2R project - A multicourse structural pavement and resurfacing project that may include: milling, super elevation, traffic signals, turn lanes, driveway modifications, roadside work, minor safety work, lane and shoulder widening, shoulder reconstruction, drainage work, sidewalk curb ramps, etc.

City of Saratoga Springs Complete Streets Checklist

Saratoga Springs Complete Street Policy Vision (May 2012)

The City of Saratoga Springs Complete Streets Policy will encourage the development of a complete streets network throughout the City to create a more balanced transportation system. The Policy shall be consistent with and assist in achieving the goals and recommendations set forth in the City's Comprehensive Plan and other policy documents. The Policy shall ensure new and updated public and private projects are planned, designed, maintained and operated to enable safer, comfortable and convenient travel to the greatest extent possible for users of all abilities including pedestrians, bicyclists, motorists and transit riders.

This checklist is intended to assist the City in achieving its vision for complete streets.

Project Name: _____ **Date:** _____

Project Location / Limits: _____

Project Description: _____

Instructions: For each box checked, please provide a brief description for how the item is addressed, not addressed, or not applicable and include supporting documentation.

Street Classification (identify street or streets within the project area)

Principal arterial ☐ Minor arterial ☐ Mixed use collector ☐ Mixed use local ☐
Residential collector ☐ Residential local ☐ Special use street ☐

EXISTING CONDITIONS

| Item to Be Addressed/ Checklist Consideration | YES | NO | N/A | Required Description |
|---|-----|----|-----|----------------------|
|---|-----|----|-----|----------------------|

Existing Bicycle & Pedestrian Operations

| | | | | |
|---|--------------------------|--------------------------|--------------------------|--|
| Do bicycle and pedestrian accommodations exist? (see page 2 for examples) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|---|--------------------------|--------------------------|--------------------------|--|

Existing Transit Operations

| | | | | |
|--|--------------------------|--------------------------|--------------------------|--|
| Do transit facilities exist within the study area, including bus and train stops/stations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|--|--------------------------|--------------------------|--------------------------|--|

| | | | | |
|---|--------------------------|--------------------------|--------------------------|--|
| Is the project area on a transit route? (CDTA Service Routes) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|---|--------------------------|--------------------------|--------------------------|--|

| | | | | |
|---|--------------------------|--------------------------|--------------------------|--|
| Are there bicycle racks, shelters, or parking for transit riders available? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|---|--------------------------|--------------------------|--------------------------|--|

Existing Access and Mobility

| | | | | |
|---|--------------------------|--------------------------|--------------------------|--|
| Do connective opportunities exist with schools, hospitals, senior care or community centers or persons with disabilities within project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|---|--------------------------|--------------------------|--------------------------|--|

| | | | | |
|--|--------------------------|--------------------------|--------------------------|--|
| Are there gaps inhibiting continuous access between schools, hospitals, senior care, or community centers or persons with disabilities within project area?" | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|--|--------------------------|--------------------------|--------------------------|--|

Project Area Context

| | | | | |
|---|--------------------------|--------------------------|--------------------------|--|
| Are there prominent landmarks, recreation, shopping, employment center, cultural centers or other key destinations that offer opportunities to connect this site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
|---|--------------------------|--------------------------|--------------------------|--|

Please list and/or describe planning or policy documents addressing bicyclist, pedestrian, transit, or truck/ freight use for the project area. Examples can include: [City of Saratoga Springs Comprehensive Plan](#), [City of Saratoga Springs Open Space Plan](#), [Capital District Transportation Committee Bicycle/ Pedestrian Priority Network](#), [City Standard Details](#), etc.

PROPOSED DESIGN

| Item to Be Addressed/ Checklist Consideration | YES | NO | N/A | Required Description |
|---|--------------------------|--------------------------|--------------------------|----------------------|
| Complete Streets Design | | | | |
| Bicyclist accommodations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Pedestrian accommodations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Access and Mobility accommodations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Transit accommodations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Truck/ freight accommodations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Streetscape elements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

Bike Facilities:

Off-roadway bike accommodations ☐ Yes ☐ No ☐ NA

Dedicated bike lane ☐ Yes ☐ No ☐ NA

Shared-use lane ☐ Yes ☐ No ☐ NA

Shoulder ☐ Yes ☐ No ☐ NA

Acceptable actuated traffic signal bike detection, including turn lanes ☐ Yes ☐ No ☐ NA

Do signals allow adequate minimum green time for bicyclist to safely cross intersection? ☐ Yes ☐ No ☐ NA

Signage and pavement markings specific to proposed bike facilities ☐ Yes ☐ No ☐ NA

Bicycle safe inlet grates ☐ Yes ☐ No ☐ NA

Bicycle parking, eg. bike racks, bike lockers ☐ Yes ☐ No ☐ NA

Transit Facilities:

Transit shelters ☐ Yes ☐ No ☐ NA

Bus turnouts ☐ Yes ☐ No ☐ NA

Standing pads ☐ Yes ☐ No ☐ NA

Has CDTA been contacted? ☐ Yes ☐ No ☐ NA

Access and Mobility Facilities:

Adequate sidewalk or paved path ☐ Yes ☐ No ☐ NA

Acceptable consideration/provision for accessible pedestrian traffic signal features ☐ Yes ☐ No ☐ NA

Curb ramps, including detectable warning surface ☐ Yes ☐ No ☐ NA

Acceptable slope and cross-slope for driveway ramps, sidewalks, crossings) ☐ Yes ☐ No ☐ NA

Have conflicts been reduced among pedestrian, bicyclists, and motor vehicles (access management)? ☐ Yes ☐ No ☐ NA

Pedestrian Facilities:

Sidewalks on both sides of the street ☐ Yes ☐ No ☐ NA

Striped crosswalks ☐ Yes ☐ No ☐ NA

Geometric modifications to reduce crossing distances such as curb extensions (e.g. bulb-outs) ☐ Yes ☐ No ☐ NA

Acceptable provision for pedestrian traffic signal features (e.g. ped. buttons) ☐ Yes ☐ No ☐ NA

Pedestrian signage for crossing & wayfinding ☐ Yes ☐ No ☐ NA

Safety islands/medians on roadways with two or more traffic lanes in each direction ☐ Yes ☐ No ☐ NA

Enhanced supplemental pedestrian treatments at uncontrolled marked crossings ☐ Yes ☐ No ☐ NA

Connectivity:

Are there proposed connections to other bike paths, pedestrian facilities, or transit facilities? ☐ Yes ☐ No ☐ NA

Are there proposed connections to any key destinations listed on page 1? ☐ Yes ☐ No ☐ NA

Are there proposed connections to neighborhoods? ☐ Yes ☐ No ☐ NA

Streetscape Elements:

Are streetscape elements proposed such as landscaping, street trees, planters, buffer strips, etc? ☐ Yes ☐ No ☐ NA

Pedestrian-level lighting ☐ Yes ☐ No ☐ NA

Public seating or benches ☐ Yes ☐ No ☐ NA

Design Standards and Guidelines

Design meets guidelines such as described below for bicycle/pedestrian/bus/transit facilities? ☐ Yes ☐ No ☐ NA Describe

***American Association of State Highway and Transportation Officials (AASHTO)** - *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities and AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities*; [Public Right-of-Way Accessibility Guide \(PROWAG\)](#); [Manual on Uniform Traffic Control Devices \(MUTCD\)](#); [Americans with Disabilities Act Accessibility Guidelines \(ADAAG\)](#); **National Association of City Transportation Officials (NACTO)** - [Urban Bikeway Design Guide](#). **New York State Department of Transportation** - [Highway Design Manual](#)

SITE PLAN REVIEW ACCESS MANAGEMENT CHECKLIST

| TOPIC | QUESTION | | REVIEW STAGE | | | ANSWER | | |
|---------------------------------------|----------|---|--------------|-----------|--------|--------|----|----|
| | | | CONCEPT | SITE PLAN | DESIGN | YES | NO | NA |
| VEHICLE ACCESS | V1 | Is there an opportunity to reduce the number of site driveways? | √ | √ | | | | |
| | V2 | Can the proposed site provide a cross access connection to an abutting parcel? | √ | √ | | | | |
| | V3 | Can the proposed site accommodate joint or shared access with an adjacent parcel? | √ | √ | | | | |
| | V4 | Can the site be designed to provide an opportunity to allow joint access in the future? | √ | √ | | | | |
| | V5 | Can the proposed project include a cross-access easement for future shared access or cross access? | √ | √ | √ | | | |
| | V6 | Can you achieve access from this parcel to an adjacent traffic signal? | √ | √ | | | | |
| | V7 | Is the site driveway located within the influence area of an adjacent intersection? | √ | √ | √ | | | |
| | V8 | Are turning or access restrictions desirable for a proposed driveway located within the influence zone of an adjacent intersection? | √ | √ | √ | | | |
| | V9 | Is the site driveway located directly across from an existing driveway or at a location allowing for future shared use? | √ | √ | √ | | | |
| | V10 | Does the site plan show the property lines for properties to the rear, both sides, and across the street? | √ | √ | √ | | | |
| | V11 | Does the proposed project connect with the surrounding street system? | √ | √ | √ | | | |
| PEDESTRIAN AND TRANSIT ACCOMMODATIONS | P1 | Does the site plan include a sidewalk connecting to adjacent properties, the adjacent roadway network, and ending at a logical terminus? | √ | √ | √ | | | |
| | P2 | Do sidewalks extend across the driveway opening? | √ | √ | √ | | | |
| | P3 | Is there an adequate pedestrian connection to a transit stop on both sides of the roadway? | √ | √ | √ | | | |
| | P4 | Is there an internal pedestrian connection to connect the building with the parking area? | √ | √ | √ | | | |
| | P5 | Are building entrances located and designed to be obvious and easily accessible to pedestrians? | √ | √ | √ | | | |
| | P6 | If there are multiple buildings on the parcel, is there an adequate pedestrian connection between the buildings? | √ | √ | √ | | | |
| | P7 | Are pedestrian accommodations sited along logical pedestrian routes? | √ | √ | √ | | | |
| | P8 | Does the site include pedestrian lighting where appropriate? | | √ | √ | | | |
| | P9 | Will snow storage disrupt pedestrian access or visibility? | | √ | √ | | | |
| | P10 | Is the path clear from both temporary and permanent obstructions? | | √ | √ | | | |
| | P11 | Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways? | | √ | √ | | | |
| | P12 | Are there any conflicts between bicycles and pedestrians? | | √ | √ | | | |
| | P13 | Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods? | √ | √ | √ | | | |

| TOPIC | QUESTION | | REVIEW STAGE | | | ANSWER | | |
|---|----------|---|--------------|-----------|--------|--------|----|----|
| | | | CONCEPT | SITE PLAN | DESIGN | YES | NO | NA |
| GENERAL INFORMATION AND AGENCY COORDINATION | G1 | Has NYSDOT been identified as an interested or involved agency? If so, has NYSDOT been contacted? | √ | √ | √ | | | |
| | G2 | Has CDTA been identified as an interested or involved agency? If so, has CDTA been contacted? | √ | √ | √ | | | |
| | G3 | Has the county been identified as an interested or involved agency? If so, has the county been contacted? | √ | √ | √ | | | |
| | G4 | Has the Highway Work Permit application process been started? | √ | √ | √ | | | |
| | G5 | Is this one of the 10 opportunity sites noted in the Route 5 Access Management Guidelines? | | | √ | | | |

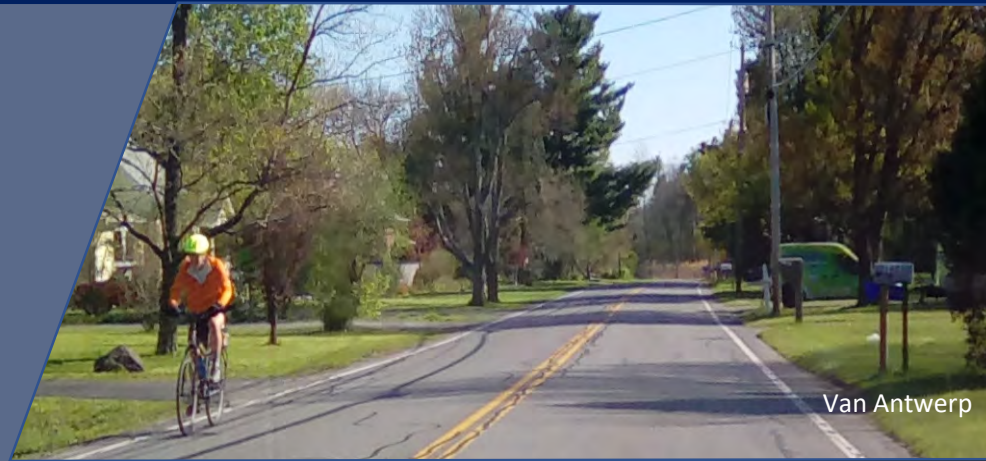


Town of Niskayuna Complete Streets Workshop

Moderated Discussion, Demonstration & Potential Projects



**Sam
Schwartz**



Getting to Implementation: Common Issues (for any municipality!)

- Inconsistent understanding of CS?
- Not enough funding?
- Not enough resources / time?
- Communication gaps?
- Perceived liability concerns?
- Others?

For Workshop Discussion Purposes Only



Getting to Implementation: Functions Required

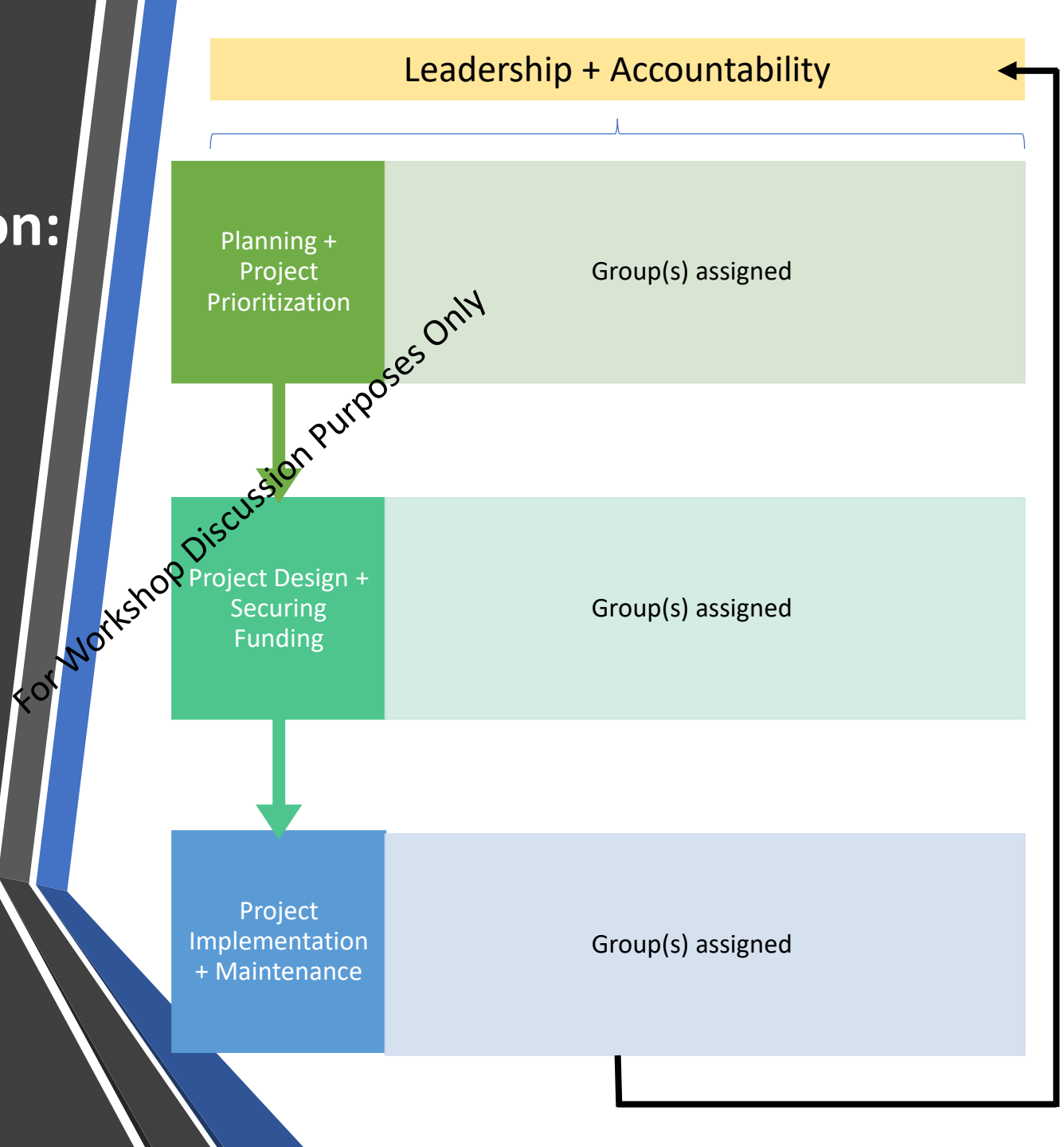
- Leadership and Consistent Vision
- Project Planning and Ideation
- Prioritized Project List
- Securing Funding
- Project Design
- Project Implementation
- Ongoing Maintenance + Evaluation

For Workshop Discussion Purposes Only



Complete Streets Implementation:

Functional Protocol



Getting to Implementation: Resources Needed

- Department Needs
 - Financial Resources
 - Staff Resources
 - Communication Protocols
 - Others?
- Committee Needs
 - Workplan / Project List
 - Volunteer “Staffing” Commitments
 - Communication Protocols
 - Others?

For Workshop Discussion Purposes Only



Cross-Departmental Implementation Coordination

How can regular conversations and scheduled meetings be set up to formalize the processes we have discussed today?

- Designated point person(s) from each group?
- Schedule around existing meetings and/processes?

For Workshop Discussion Purposes Only





Demonstration Projects & “Quick Win” Conceptual Improvements



Grand Blvd

Bike Lane from Schenectady to Van Antwerp





Bike Lanes

Pave Goat Path
into sidewalk

Pave Goat Path
into sidewalk

Crosswalk (Needs
Cross-Hatch)

Crosswalk Needed

Crosswalk Needed

Crosswalk Needed

Pedestrian
Activated Crossing
Signal

Access Management
(Formalize Hillside Access)

Crossing Improvement
Needed
(Bump-Out)

Access Management
(One-way in & out)

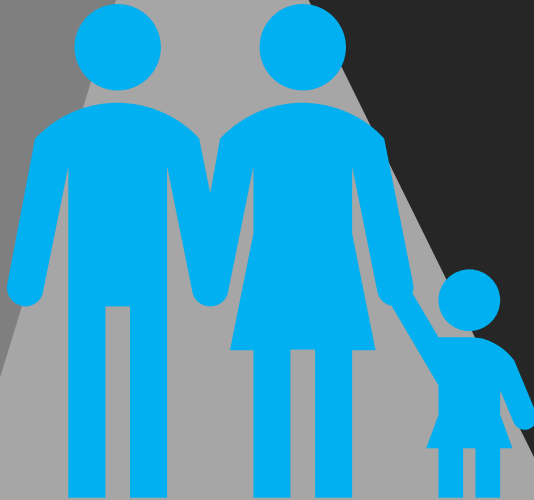
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- 23.5' wide paved area
- 5' bike lane
- 11' travel lane
- 7.5' on-street parking



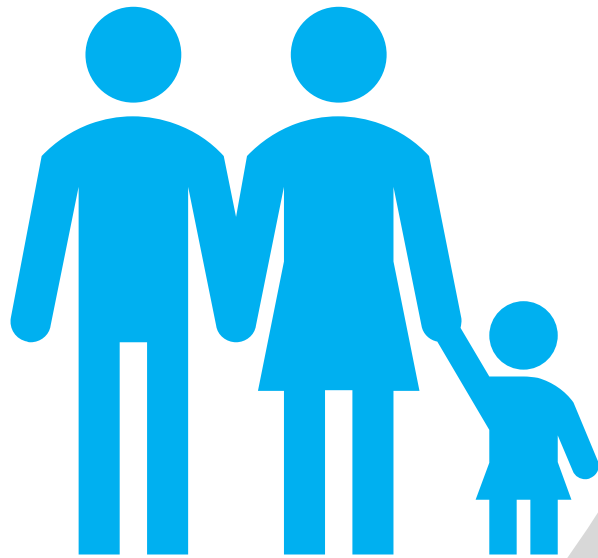
Sidewalks on Cornelius

Bike Lane from Schenectady to
Van Antwerp



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Nott Street East

Crosswalks & Sidewalks at Library & Town Hall



Nott Street East

- Crosswalk from Town Hall to Library
 - Sidewalks to connect to crosswalk
- Striping on side path to delineate sides of the path
 - Signage along side path
- Crosswalk from Shop Rite to Apartments
- Crosswalk from Shop Rite/Starbucks to P.O. and offices

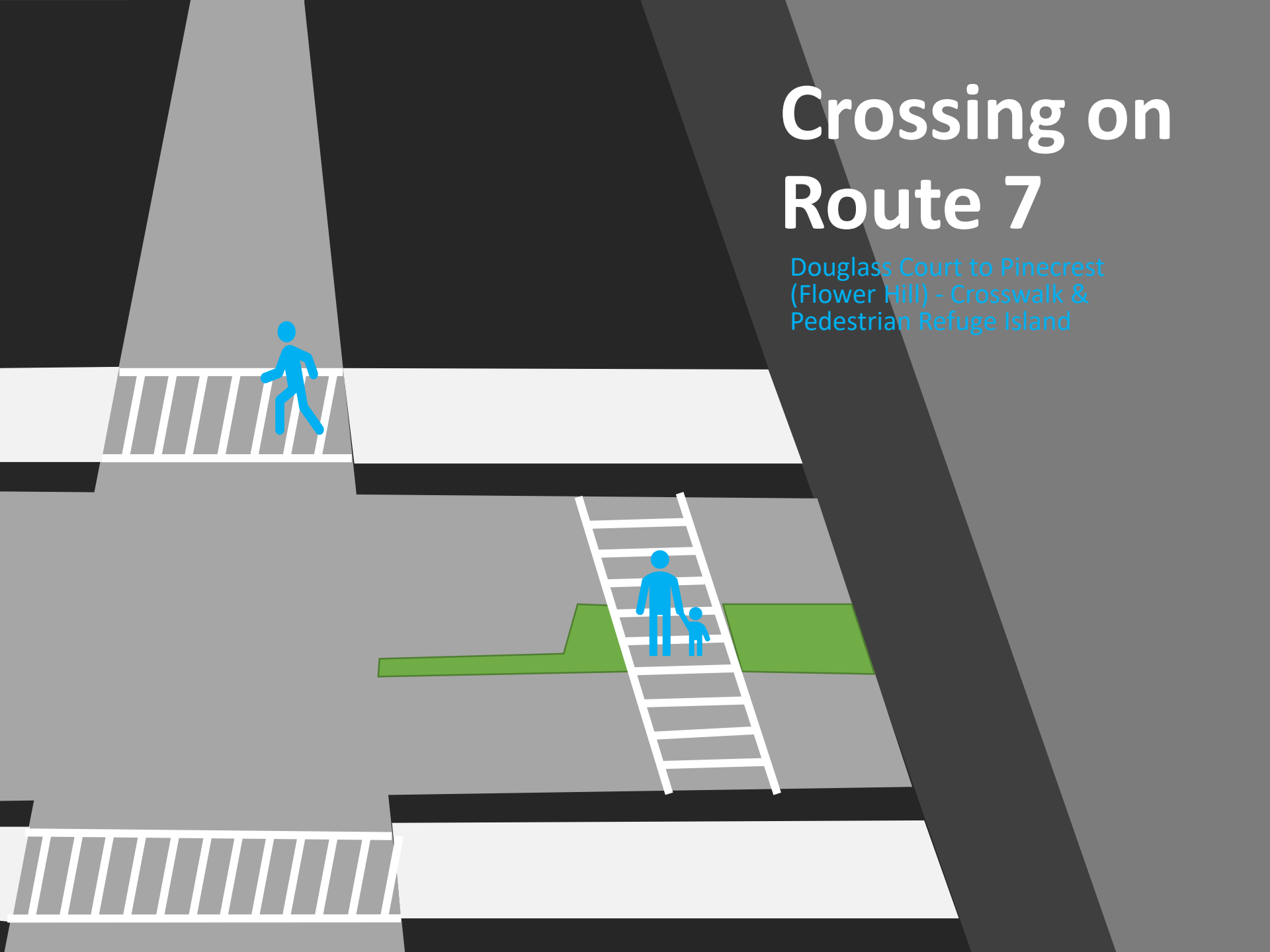




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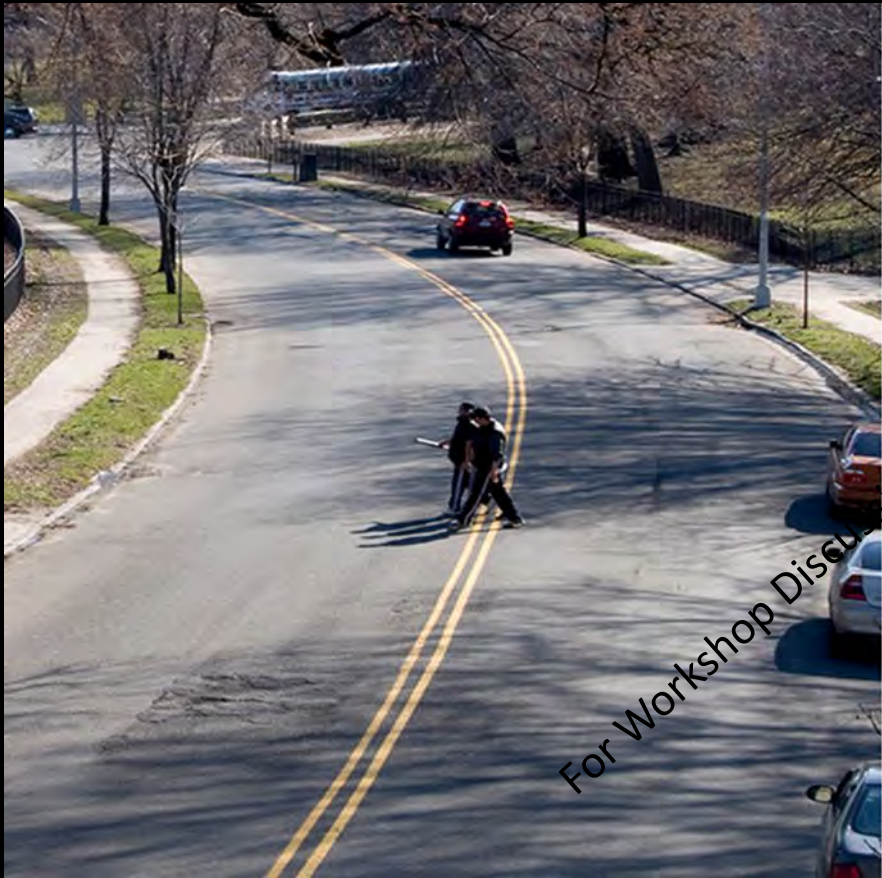
Crossing on Route 7

Douglass Court to Pinecrest
(Flower Hill) - Crosswalk &
Pedestrian Refuge Island



Douglas Ct to Pinecrest (Flower Hill)

Pedestrian refuge & Crosswalks

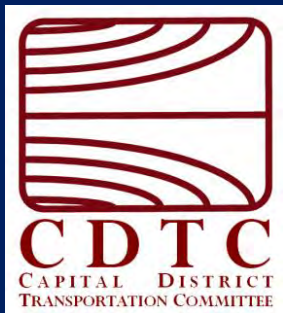


Pedestrian Refuge Islands





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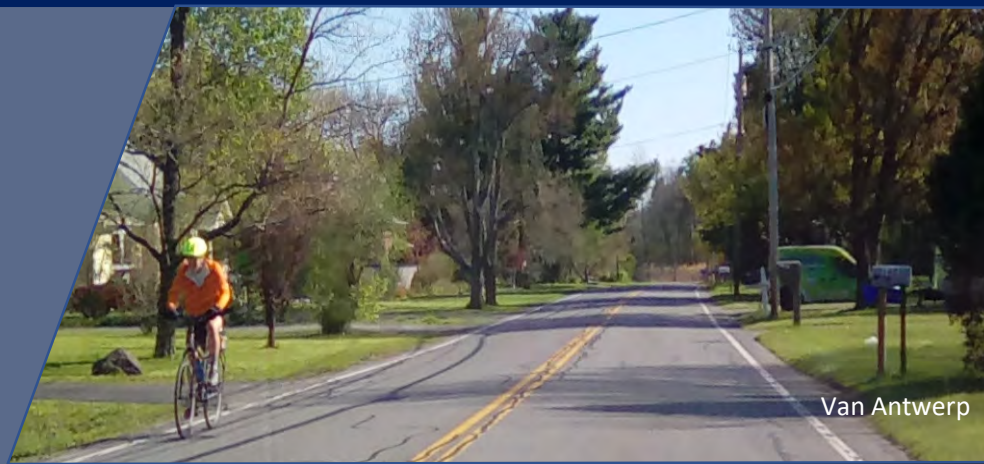


Town of Niskayuna Complete Streets Workshop

Implementation: Moving Forward from 2016

PLANNING **4** PLACES

Sam
Schwartz





The Tie-in: *Implementation*

Goals from 2016 Workshop

TOWN OF NISKAYUNA

COMPLETE STREETS
WORKSHOP



May 17th, 2016



PLANNING 4 PLACES



Look what's been done since 2016...



- Route 146 Bridge Crossing
- Roundabout @ Rexford Bridge
- High-Viz. Road Crossings on Aqueduct. Rd. and River Rd.
- Trail Connection to Zenner Rd. Fields
- Connection to Flower Hill from MHBHT
- Safety Event at Town Hall
- Multi-Use Trail along Alice Wagner Way



2016 “Top 3” Near-Term Priorities & Next Steps

- Look into developing a policy or resolution
- Establish a Committee to spearhead Complete Streets and related activities in the Town
- Work to develop a vision and bike/pedestrian priority network
- Identify near-term priority low-cost/“low-hanging fruit” implementation ideas



2016 Identified “Champions” to help shepherd implementation

- Committee of Town Residents
- Town Public Works Dept.
- Planning Department/Town Planner



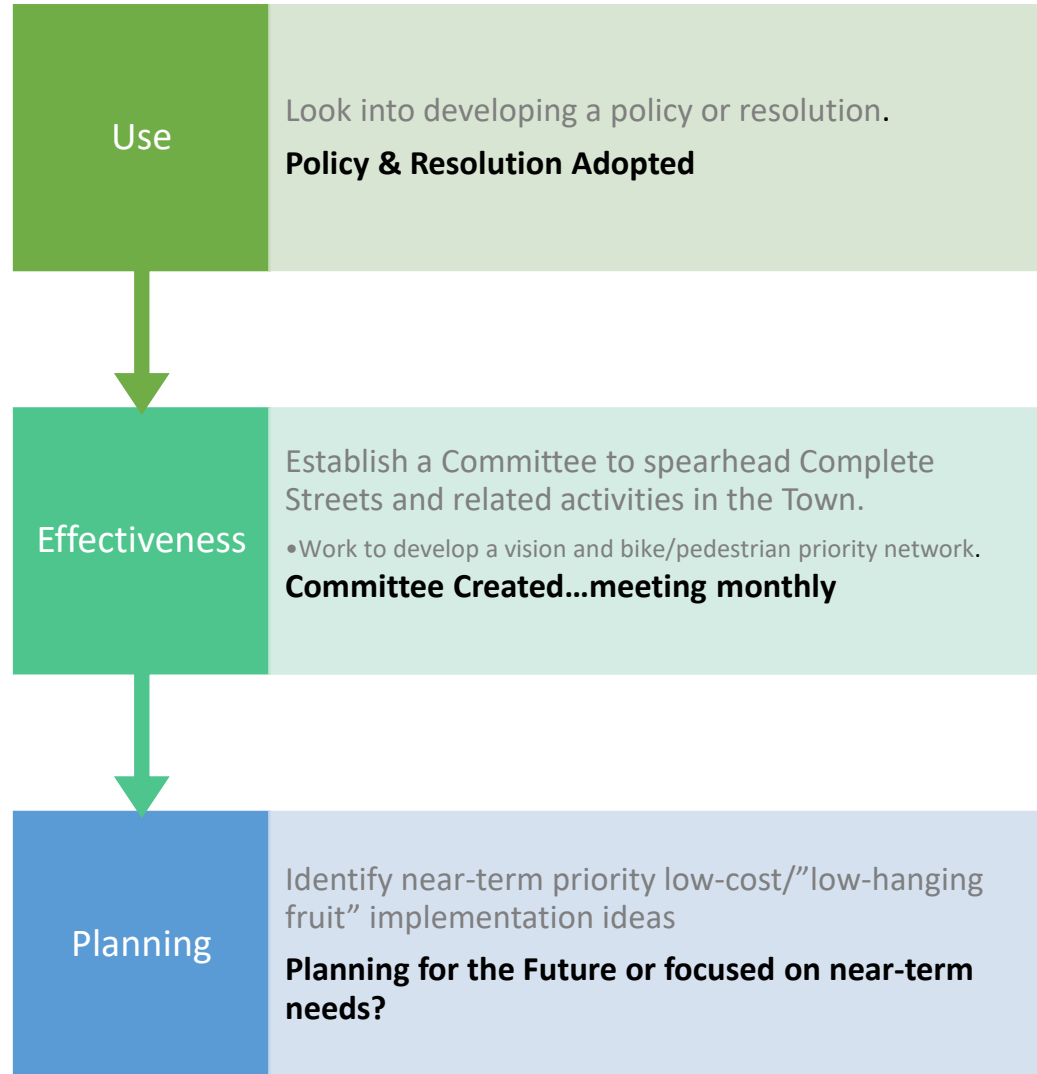
Key Stakeholders to keep engaged and updated on progress and activities

- All Town Departments
- Local Business Association/Chamber of Commerce
- Metroplex
- NYSDOT
- Schenectady County Economic Development & Planning Dept.
- Schenectady County Dept. of Engineering & Public Works
- CDTC
- CDTA



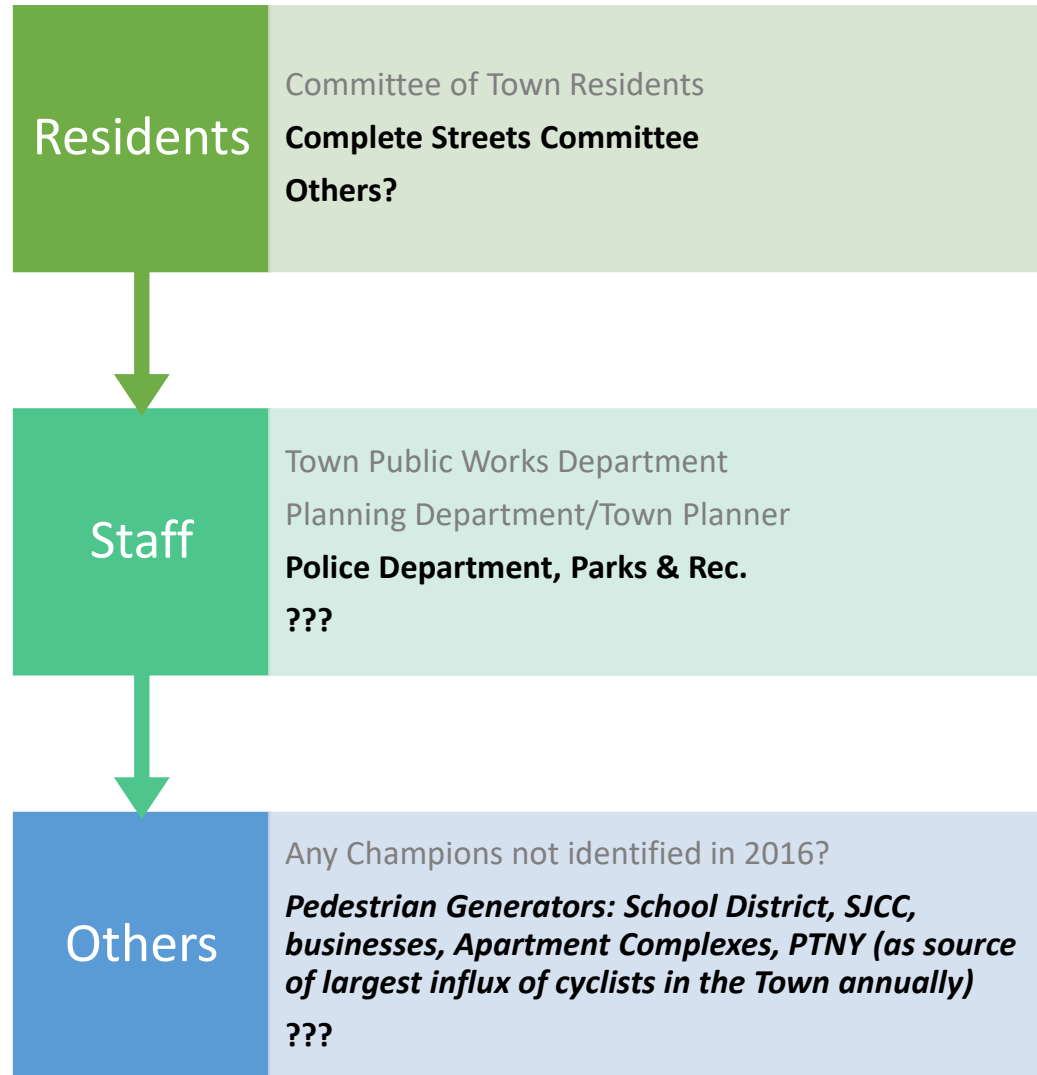
2016 “Top 3” Near-Term Priorities & Next Steps

*What else
needs to be
done?*



2016 “Champions” to help shepherd implementation

*What needs to be
done to further
engage or begin
to engage these
“Champions”?*

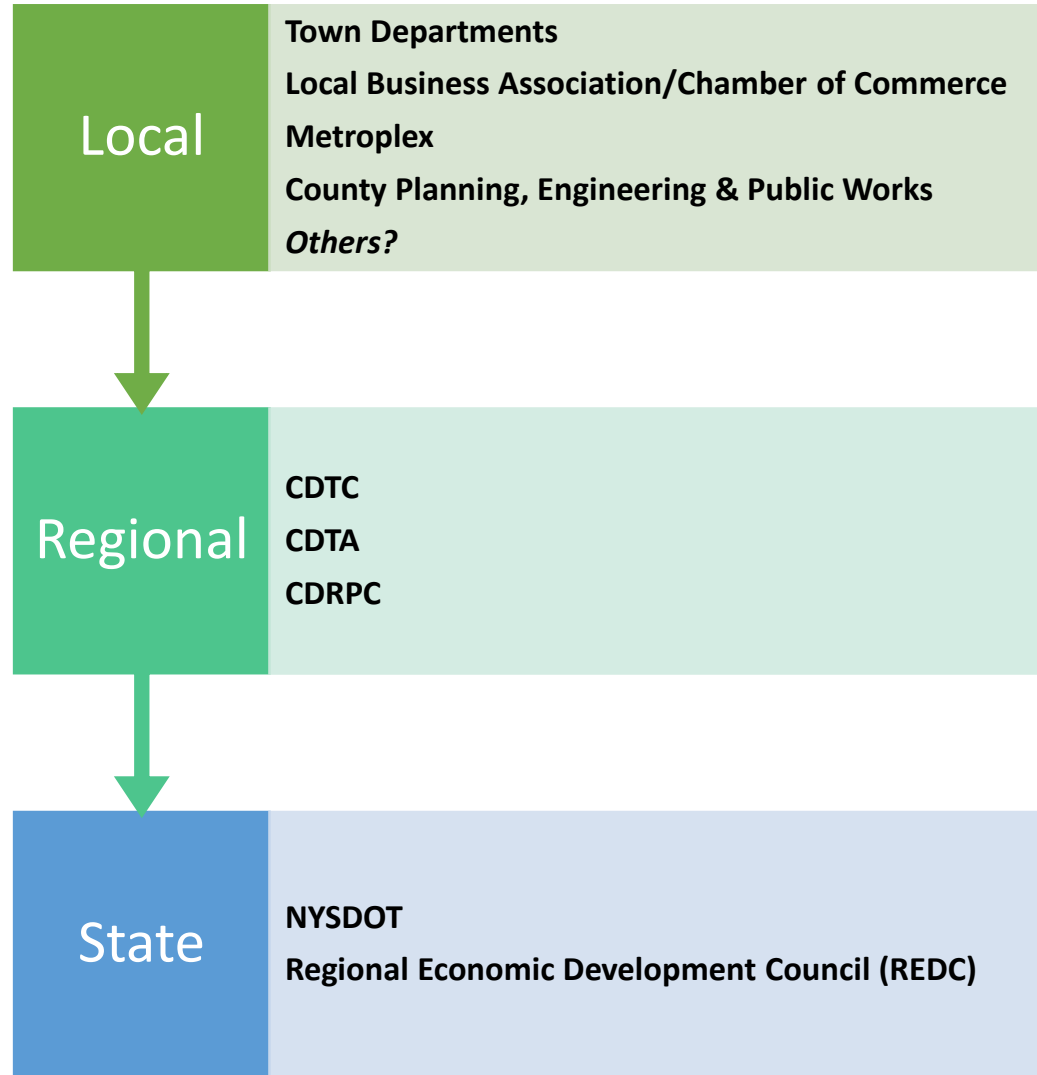


Key Stakeholders to keep engaged and updated on progress and activities

*How much are we
communicating
with each agency?*

*Has there been a
need to coordinate?*

*How could we
coordinate further?*



Status of 2016 Identified Potential Opportunities/ Needs & Solutions

- Van Antwerp Rd.
 - Drainage issues & 14" water main need to be replaced. Might be an opportunity.
 - Trail connecting Van Antwerp Rd to Nott St. East near Shop Rite Plaza
 - Trail (side path) from Nott Street East north to the G.E. Circle (*significant bike & pedestrian traffic*)
 - Sidewalks north from just north of CVS to Van Antwerp Village Apartments
- Nott Street East
 - Look at narrowing lane widths
 - Investigate potential to fix offset driveways for the Post Office, Office Complex and Shop Rite Plaza
- Look at SRTS options on Rosendale Road from Mohawk Road to Lock 7 Road



Status of 2016 Identified Potential Opportunities/ Needs & Solutions

- Investigate opportunities to improve safety for pedestrians, bicyclists & motorists making turns out of Stewart's Shops onto Nott Street East
- Consider potential traffic calming options on residential streets with cut-through traffic
- ADA Transition Plan
 - Undertake ADA Transition Plan requirements and Complete Streets Existing conditions assessment
- Assess CDTA stop locations to ensure they are where they need to be today and into the future.

