



Village of Scotia Complete Streets Workshop October 14, 2018



PLANNING **4** PLACES

Sam
Schwartz

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This workshop was sponsored by the Capital District Transportation Committee.



Introduction & Background

CDTC is the federally-designated Metropolitan Planning Organization (MPO) for Albany, Rensselaer, Saratoga, and Schenectady counties, and 78 municipalities including the cities of Albany, Schenectady, Troy and Saratoga Springs. In late 2017, the CDTC released its second RFP seeking consultant assistance (the first round of workshops was completed in 2016) to develop and implement a Complete Streets educational and technical assistance workshop series for local jurisdictions looking to develop and implement Complete Streets policies.

On behalf of local member jurisdictions, the CDTC workshop series offered to administer the consultant contract and serve as project manager for workshop development and implementation. The CDTC developed a competitive selection process to award four workshops, and then partnered with the Village of Scotia, the three other municipalities, county officials, CDTA, NYSDOT, and nonprofit organizations, business and community groups, and interested residents to ensure that all those with a stake in the outcome would have the opportunity to be actively involved in the Complete Streets workshop.

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 and ideas to overcome them.

Workshop Development Process

The Workshop was a collaborative development process that included Village Staff, CDTC Staff, and the Consultant Team. Village and CDTC Staff sent invitations to representatives from the Village, County, NYSDOT, CDTA, and other interested organizations. In all, over 20 attendees participated in the Workshop, held at the Village Fire Department.

Workshop Agenda

The Workshop agenda was developed based on identified needs outlined in the Workshop request application as well as discussions with Village Staff, and a detailed survey completed by the Mayor. The Workshop focused on potential future project opportunities, design options and opportunities, and coordination opportunities, and a review of prior studies.

Workshop Notes

The following pages provide a summary of the discussions undertaken at the Workshop. The Workshop began at 10:15 a.m. with a welcome from Mayor Kris Kastberg and Chris Bauer, CDTC. This was followed by introductions from everyone in attendance.

Kickoff Exercise

- The Workshop began with an exercise looking at aerials of segments of the Sacandaga Road corridor, Mohawk/Schonowee corridor, and Mohawk Avenue in the Downtown area. Attendees were asked to note the first transportation-related idea that comes to mind

when looking at the aerials ("When I see this corridor, I see _____"). The comments noted by attendees included the following:

- Sacandaga Road near High School
 - "Hazard" - only 1 crosswalk
 - No sidewalks, especially by gas station, but a new site plan in the works
 - Sidewalk quality is poor on school side
 - Better behavior has occurred following installation of school zone
 - Future traffic – new development is going up here
 - A straight unobstructed stretch of road
- Mohawk and Schonowee / Glen (near bridge landing)
 - "Off to the races" // "Oh, God!"
 - Lack of signage to direct drivers out of driveways, and access has been limited
 - State's right-of-way here is very wide
 - Very wide intersection, and south leg has no pedestrian marked crossing
 - Non-compliance of the no left turn restriction
 - High pedestrian volumes here accessing Collins Park
 - A deceleration zone coming off the bridge into the Village
- Mohawk Ave in Village Downtown
 - Crossings by pedestrians outside of crosswalks (more needed?)
 - Parking areas curbside are not well defined, and visibility is challenging for in/out of driveways
 - Sacandaga's green arrow signal creates constant turning volumes

Overview of Complete Streets

- Attendees were asked to define what they believe Complete Streets include. The following ideas were mentioned:
 - A street that allows for "traffic" by pedestrians, vehicles, and bicycles.
 - A street where you want to be...one with good aesthetics.
- Attendees were then asked how many have heard about Complete Streets prior to the Workshop announcement. More than half the room had heard the term.
- Attendees were then asked if they believe they understand what Complete Streets incorporates/means. Not quite half of attendees said they know what Complete Streets are and what they typically include.
- Attendees were asked if they walk regularly in the Village today...with kids...and why or why not. Attendees responded with the following statements:
 - Regularly in summer, but with 2 young kids we must be more cautious about route choice

- E.g. there are no sidewalks on Washington Ave
 - Children in the Village do walk to school, from many directions. And the Village does promote walking with a 2-mile requirement for school busing for older kids.
 - “My son walks to High School now but his prior route to Middle School worried me more”
- The final question for this module asked attendees what opportunities currently exist in Scotia based on the Complete Streets basics presentation material and discussions so far. Responses included the following:
 - Question: what’s the relationship between Complete Streets and a Master Plan?
 - Answer: You can keep them separate, with an overarching CS Policy. Alternatively, you can create something that is more specifically tied to a Comprehensive Plan, wherein the Plan points out specific corridors or locations that should receive attention, and/or with incorporation into zoning, design guidance, etc.
 - It was noted that examples of Complete Streets policies from Watervliet and Niskayuna were provided in the handout packet, along with a Scotia-focused Complete Streets Toolkit document.
 - Based on one attendee’s recent stay in Copenhagen, there could be opportunities for pedestrian and bicycle-specific signals, more frequent transit, etc.
 - The bike lane into Schenectady requires a transition to the street, and it doesn’t feel safe the way it is engineered.
- Attendee asked whether a bike lane always requires sacrificing a lane of traffic?
 - It always depends on the context and geometric constraints.
- Attendee noted that even at well-engineered intersections with an RRFB, you can still never be sure that a vehicle driver will yield the right-of-way as legally required.
 - It was noted that the “safety in numbers” phenomenon has been a means to reduce crash rates.

Where have we been, and where are we going?

- Attendees were asked if there are any anticipated needs for new bus stop locations or bus routes given (re)development that has taken place in the Village recently. Responses included the following:
 - Routes were cut a few years back
 - There could be a need for an increased investment. The main bus stop in the center of the Village is often used, but there is no shelter or accommodation to speak of. We could use physical improvements to existing stop locations.
 - Electronic signage and real-time arrival information at bus stops would also be helpful.
- Attendees were asked for their near-term and top priorities or next steps. Responses included the following:
 - Broken links in the sidewalk network need to be addressed (e.g. around Collins)

- Safer crossing opportunities of Sacandaga around the schools are definitely needed
- Mohawk Ave, particularly in the 2-lane sections – what kind of non-vehicular accommodation or traffic calming can we explore?
- Freedom Park needs accessible parking along with pull-off area(s) for safe drop-offs and pick-ups
- Providing safe pedestrian accommodation for crossings to/from Freedom Park
- Median entering the Village (gateway treatment)
- Lower speed limit in Downtown corridor along Mohawk
- There are no easy ways in and out of the Village by bike – once you're in, it's relatively ok
 - It was noted that many of these ideas are going to be covered in conceptual design improvements discussions in a later module. It was good to see that the identified needs are generally consistent amongst attendees and with those identified by the consultant team when they developed the materials for this workshop.

CDTC Trails Presentation

- A question was asked regarding how Scotia is involved/can get involved.
 - Jennifer Ceponis from CDTC responded that the report will be shared once complete and CDTC will meet with the Village if interested.
 - A "Scotia Loop Trail" was included as element #34 in the "Supporting Trail Network" and can be explored further. There will be more detail in the final plan.
 - These are just proposed routes for the time being, ideally requiring limited land acquisition, however further details will need to be sorted out. Since CDTC doesn't initiate projects, it will be up to local municipalities such as Scotia to move forward.
- A question was asked regarding how much cooperation from railroads is needed and how to go about acquiring rights-of-way.
 - The Albany Electric trail is an example. Converting rail rights-of-way to trails preserves the linear spatial footprint, so if rail is reactivated in the future the land is still available.

Detailed Design Module

- Attendees were asked if they are hearing talk regarding bicycle and pedestrian safety in the Village. Overall, everyone generally agreed it is a current topic of discussion and the following comments were provided:
 - Especially around Freedom Park
 - Talk about crosswalks near/at Corporation Park
- A question was asked about funding sources.
 - CDTC receives funding for Complete Streets projects through the TIP process where federal money is programmed. Part of the qualitative analysis for CDTC for

- reviewing funding applications focuses on how applicants address pedestrian/bike and Complete Streets elements, needs, and priorities.
 - CDTC programs the highest percentage of its funding for Complete Streets of any NYS MPO.
 - Downtown Revitalization Initiatives (DRI) and sustainability initiatives also provide funding opportunities.
 - Federal programs like TAP and CMAQ are also available.
- A question was asked about who makes the decisions on some of these design interventions being discussed?
 - It depends on jurisdiction – DPW typically would on Village streets. NYSDOT has control of their streets and their signals.
 - It was noted that Villages like Scotia can articulate their priorities to NYSDOT. In fact, NYS has a Complete Streets Law and Policy. It helps if the municipality has matching priorities and has articulated what it wants.
 - It's notable that many of the Village's issues are on NYSDOT roads. (Routes 50, 147, and 5).
 - The CDTC Linkage program involves multiple agencies (local, regional, state, others) and local officials that come to the table together to develop plans and concepts together. This program can be very helpful in addressing the issues and raised previously. These studies are typically small-scale area or corridor studies that municipalities want to undertake to plan for the future. Solicitations are put out annually.
 - Additional details can be obtained from Chris Bauer at CDTC.

Conceptual Design(s) Discussion

- It was noted that the Gateway treatment for Mohawk has been proposed before, but it is still an issue that needs to be addressed.
- Concept: Schonowee Avenue and Washington Avenue sharrows
 - Seems cheap and easy, and wouldn't require roadway width expansion
 - How far up would the facility go?
 - This would have to be determined.
 - Mayor Katzberg noted plans for a sidewalk extension north along Washington Avenue, consistent with the concept shown, and previous plans for a trail along Schonowee Avenue.
 - It was asked if a motorist would understand what a sharrow is?
 - Adjustment period would be required. Signs can help ("share the road" or "bike route"). Centerlines can be useful too, though they aren't used on residential streets in the Village currently.
 - Concern expressed over how bikes can be accommodated with the Jumpin' Jacks driveway.
- Alt Concept: Schonowee sidepath along river side (instead of sharrows in the road)

- Additional design consideration would be needed for the transition from Washington Avenue sharrows to this proposed sidepath. Need to be careful about the sharp turn and line of sight for vehicles. It was noted that an additional crossing on Washington, just outside the area shown in the image, might be necessary.
- What kind of width is required for the sidepath?
 - Minimum of 10 feet is acceptable, but 12 feet would be ideal.
- It's good to see space adjacent to the river used effectively in this rendering.
- Paving considerations over a gas line would have to be considered. This is what prevented further consideration of this connection in the past.
- Concept: Schonowee Ave near Jumpin' Jacks: New crosswalk markings and curbs to reduce curb cut length and improve access to park.
 - It was noted that a multi-use path that crosses the bridge terminates in this location. Would the Village want to connect the multi-use path from the Bridge to a Schonowee sidepath?
 - The consultant team agreed and intended for the improvement shown to be a sidepath. They will edit the conceptual sketch so that the facility adjacent to Jumpin' Jacks is shown being wider looks like a sidepath.
 - It was noted that yellow bars on this diagram are the detectible strips for ADA compliance at curb ramps.
 - Introducing a curb would calm the "free for all" that currently exists with the Jumpin' Jacks parking lot.
 - It was noted that costs of moving light poles can fall on municipalities. Here, moving just one pole might be worthwhile.
- Concept: Mohawk / Schonowee / Glen intersection
 - Converting the existing island to one with some low-greenery, a proper sidewalk, and a Scotia sign isn't necessarily much of a Complete Streets improvement as the island already exists, however, it would improve the pedestrian aesthetic environment, improve accessibility, and create a gateway feature alerting drivers to the fact that the corridor condition was changing (i.e. you are entering the Village at that point). This work would require coordination with NYSDOT.
 - It was noted that State land in Scotia already contains plants and flowers, so we think it is realistic to show new plantings.
 - There's no crosswalk on south leg of the intersection.
 - SSE's professional judgement is that if it can be worked into the signal timing and not totally derail traffic operations, a south leg crossing is highly desirable here. Especially for connections to/from parking to the west and the park + Jumpin' Jacks to the east.
 - Could consider installing a planted median as part of a gateway treatment which converts into a center turn lane at the business curb cuts and retains access to businesses.

- There is a bus stop is here on the eastbound side of Mohawk Avenue. This location should be reviewed for access and comfort improvements.
 - A future traffic study to holistically rethink the design of this complex intersection may be worthwhile.
- Concept: Glen Avenue as a parallel route to Mohawk Avenue for bikes. This concept provided both a concept with sharrows and one that is more of a Bike Boulevard treatment with bumpouts.
 - There's a lot of parking on Glen Avenue. It was asked if bumpouts would work.
 - Yes, they can and typically are integrated into an environment with on-street parking.
 - Physical bumpouts could be a challenge to snow removal.
 - Snow removal is a consideration.
 - The Village has received calls from bicyclists on how to get access the Village Green and the bike parking that has been installed.
 - A counter-argument was noted regarding encouraging bicycles on Mohawk Avenue to provide immediate access to retail opportunities instead of having them ride on a parallel "Off-Main Street" route. The road could potentially utilize Sharrows, with NYSDOT approval, but anything beyond sharrows would likely require one side of on-street parking to be removed.
 - A parallel "Off-Main Street" option is within the control of the Village and provides a facility for the "8-80" age cohort briefly discussed earlier in the Workshop.
 - It was noted that current Town of Glenville planning for Freemans Bridge Road, future intended improvements to the Trail, and connectivity from Schonowee Avenue, along Glen Avenue to the Village/Town border to the west could be a valuable connection/dedicated bike route.
- It was noted that after a Complete Streets Policy is written, a next step could be a more Village-wide look at pedestrian and bicycle priority networks and to create a prioritization framework.
 - It was again noted that CDTC funds plans for concepts like this or a Bicycle Master Plan, through the Linkage program.
- Concept: Access to the High School – Sacandaga Road crosswalk moved into Village boundary.
 - Existing crosswalk location is adjacent to convenience store and the property across Sacandaga Road from the High School is being redeveloped and will have sidewalks.
 - A question was asked if a second crosswalk in? If so, is Dairy Circus the right location or should it be located further in toward Neal Street?

- There is also no safe access to Middle School, either. A discussion was undertaken regarding the feasibility of leveraging a crossing near the south side of High School to facilitate a connection to the Middle School.
- Concept: Sacandaga Elementary School and Broad / Seeley St intersection
 - It was noted that a portion of Broad St is not in the Village, but in the Town
 - Left side sidewalk could be good: simpler crossing and connects to High School. However, the right-side sidewalk could be more challenging.
 - School access is already a challenge: pick-up and drop-off situation is already very complicated. Needs a holistic look.
 - Complete Streets improvements could be part of the solution, but more thought and discussion on the proper improvements is certainly needed.
 - Drainage would be looked at with more detailed design; it was noted that these examples were just preliminary/high-level concepts to create discussion today and provide ideas for future discussions. Green infrastructure can – and should - be part of Complete Streets, as was illustrated earlier today.
- Prompt: It was asked if, in concept, the Village could consider removing on-street parking to make bicycle connections. This question was raised with caveat that the discussion is not considering removing parking from Mohawk Avenue and would likely just require it being removed from one side of a residential street, not both.
 - Some attendees thought it could be considered in some areas, others were not as sure.
 - Sunnyside was noted as a potential candidate, but others weren't sure this was a feasible location.
 - A question was asked about making a policy that the relatively low volumes on residential streets would mean the Village doesn't really need to put down marked bike lanes.
 - Sharrows or bike boulevards could be an option in these locations.
 - Perhaps certain segments can be prioritized, and then leave the more challenging locations for a longer-term discussion/effort to see how implementation of the easier locations is received by the community.
 - A first step is creating a committee to flesh out the priorities and "put some lines on the map."
 - The Traffic Safety Committee already exists to discuss similar issues and they might be able to do more.

Conceptual Design(s) Discussion

It was noted that implementing the ideas discussed today would significantly enhance Complete Streets within the Village.

Next Steps/Projects:

- Identify a champion to promote and push Complete Streets opportunities in the Village.
- Coordinate with the Department of Public Works to discuss future paving projects and identify potential opportunities.
- Begin discussing potential funding streams and how they might be prioritized against other competing needs (such as how Complete Streets projects might fare for consideration as one of only a few potential Consolidated Funding Application project submissions/requests)
- Begin identifying outreach and engagement opportunities with residents to assess their input on Complete Streets concepts and prioritization for future projects.
- Work to progress previously contemplated ideas (like the pathway along Schonowee Avenue) as well as Demonstration Projects/Conceptual Improvements presented at the Workshop (including connections to Sacandaga School), and ideas discussed during the Workshop.
- Organize the multi-organization committee to look together at a plotted map and identify priority locations for Complete Streets actions to be considered further.
- Develop performance measures to help document current conditions and show progress toward future goals.

Referenced Resources & Links

Throughout the workshop different resources and guides were discussed or noted. There are many publicly available resources that can be consulted and organizations that can be contacted for assistance with Complete Streets. Please note: some of the following resources/guides must be purchased.

- Capital District Transportation Committee (CDTC)
New Visions 2040 Plan
<http://www.cdtcmpo.org/rtp2040/2040.htm>
Complete Streets Advisory Committee
<http://www.cdtcmpo.org/compst/compst.htm>
Bicycle and Pedestrian Committee
<http://www.cdtcmpo.org/bkpedtf.htm>
- New York State Department of Transportation Complete Streets:
<https://www.dot.ny.gov/programs/completestreets>
- National Complete Streets Coalition
<http://www.smartgrowthamerica.org/complete-streets>
- City of Philadelphia Green Streets Program
http://www.phillywatersheds.org/what_were_doing/green_infrastructure/programs/green_streets
- FHWA Small Town and Rural Multimodal Networks
www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/
- AARP – Planning Complete Streets For an Aging America
https://www.aarp.org/home-garden/livable-communities/info-08-2009/Planning_Complete_Streets_for_an_Aging_America.html
- American Association of Highway Traffic Officials (AASHTO) – Green Book, Guide for the Planning, Design, and Operation of Pedestrian Facilities, Guide for the Development of Bicycle Facilities, Roadside Design Guide
<https://www.transportation.org>
- American Planning Association (APA) – Complete Streets
<https://www.planning.org/research/streets/>
- Federal Highway Administration (FHWA) – Manual on Uniform Traffic Control Devices (MUTCD)
<https://mutcd.fhwa.dot.gov>
- Institute of Transportation Engineers (ITE) – Designing Walkable Urban Thoroughfares
<https://www.ite.org/pub/?id=e1cff43c%2D2354%2Dd714%2D51d9%2Dd82b39d4dbad>
- National Association of City Transportation Officials (NACTO) – Urban Street Design Guide, Urban Bikeway Design Guide, Other Guides
<https://nacto.org/publications/design-guides/>
- Transportation Research Board (TRB) – Highway Capacity Manual
<http://www.trb.org/Main/Blurbs/175169.aspx>

Appendix

Materials Distributed to Workshop Attendees & Other Reference Material



VILLAGE OF SCOTIA COMPLETE STREETS TRAINING WORKSHOP

Workshop provided by:



Workshop Objectives

- Understand what Complete Streets are and the multi-faceted effort they entail
- Learn how to plan and create streets that are safe for all users
- Learn how to build active and healthier communities

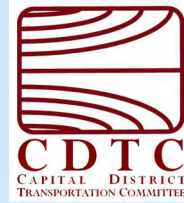
WHEN:

October 17, 2018
10:00am – 2:30pm

WHERE:

Village Hall -
Upstairs Meeting
Room/Courtroom
4 N. Ten Broeck St.





Scotia Complete Streets Implementation Workshop

Workshop Objectives:

- Understand the benefits of Complete Streets
- Understand design solutions
- Identify funding opportunities and low-cost solutions
- Explore policy types and local examples

Presentations & Discussion Sessions

9:45 am to 10:00 am	Registration/Sign-in (<i>Light breakfast fare</i>)
10:00 am to 10:05 am	Attendee Introductions
10:05 am to 10:10 am	Ice Breaker Exercise: "A Complete Street is ____"
10:10 am to 11:10 am	Complete Streets Overview – What are Complete Streets/Examples
11:10 am to 11:30 am	Where have we been...where are we going?
11:30 am to 12:15 pm	Design Tools: Designing for context, design tools, guides & resources
12:15 pm to 12:45 pm	Lunch & CDTC Regional Trail Plan Overview Presentation

Interactive Project Examples

12:45 pm to 2:00 pm	Project Development Process
2:00 pm to 2:30 pm	Next Steps & Group Exercise/Project Concepts



VILLAGE OF SCOTIA
COMPLETE STREETS WORKSHOP
OCTOBER 17, 2018



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VILLAGE OF SCOTIA
COMPLETE STREETS WORKSHOP
OCTOBER 17, 2018



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



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



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

Complete Streets



A TOOLKIT FOR IMPLEMENTING COMPLETE STREETS IN THE VILLAGE OF SCOTIA, NY

Complete Streets are streets for everyone –

No matter who they are or how they travel

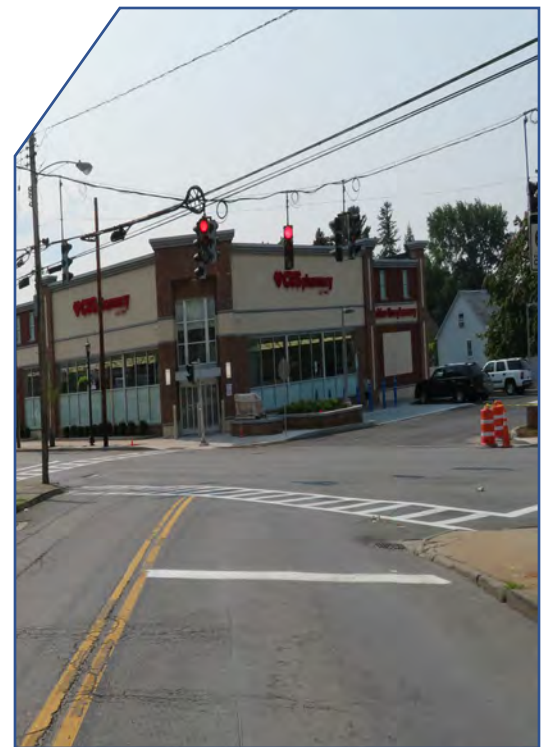
Why do we need Complete Streets?

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.



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.

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)

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 aren't getting any cheaper and planning/coordinating infrastructure investments across all municipal departments should reduce costs overall.

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

What is the **SAFETY** benefit?

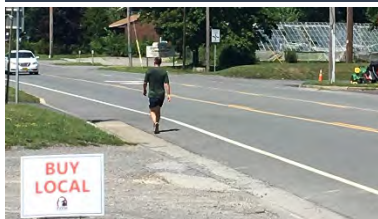


Pedestrian Crash analysis findings show that approximately 15% of fatal crashes between 2005 and 2014 involved pedestrians.

Pedestrian Crash Reduction Potential:

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

What is the **HEALTH** benefit?



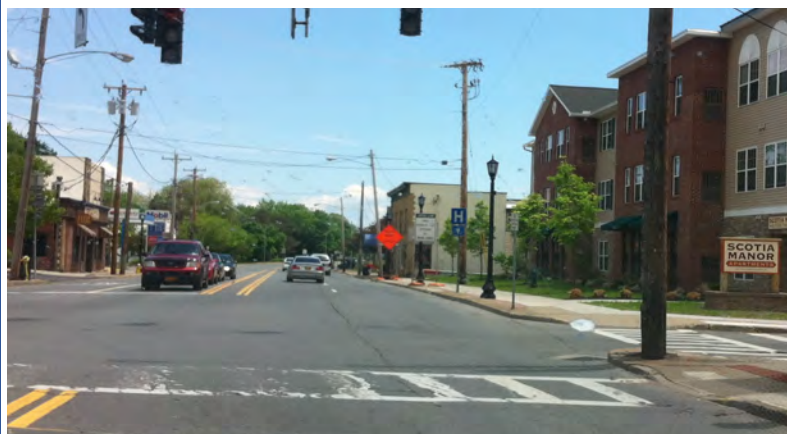
There are wide-ranging benefits from implementing Complete Streets. There is currently a health crisis in this country highlighted by the following statistic:

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

- Diabetes
- High Blood Pressure
- Other Chronic Diseases

Scotia Statistics:

- 6.7% of Scotia residents do not have access to a vehicle.
- 1,686 residents (~22%) in Scotia are under 16 years of age meaning they can not drive and must get a ride or find alternative means of transportation.
- 5.9% of workers 16 and over walked to work. This is much higher than the County as a whole at 3.4%. Another 4.6% took public transportation or used a mode other than a car, truck or van. (U.S. Census 2016 ACS estimate)



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.cdtcmpo.org/page/66-project-programs/complete-streets/52-complete-streets-advisory-committee

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

Online & Print Resources

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

<http://www.cdtcmpo.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 immediately adjacent to the road.



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

Village of Scotia "Complete Streets Policy"
Adopted by Board of Trustees, June 11, 2014

Definition:

Complete Streets are defined as roadways that enable safe and convenient access for all users, including bicyclists, pedestrians, persons with disabilities, users of public transportation, and motorists.

"Complete Streets Policy" is a system of implementing complete streets in the Village of Scotia.

Vision:

The vision of the Village of Scotia's Complete Streets Policy is to coordinate and advocate for the development and implementation of plans which promote multi-modal transportation for all users.

Complete streets has been recognized and adopted as policy and law at federal, state, county, town, city, and village levels in the interest of improving transportation options, safety, and accessibility for all.

Design:

Complete Streets design practices include but are not limited to:

Sidewalks, shoulders suitable for cycling, designated bike lanes, bike paths, lane striping, share the road signage, crosswalks, curb ramps, pedestrian crossing signage.

Traffic calming measures such as curb bump-outs, center islands, and pavement markings, and bicycle parking facilities.

Resolution:

Therefore the Village of Scotia resolves to make "Complete Streets " practices part of everyday operations, will approach every transportation, construction, reconstruction, retrofit, or maintenance project as an opportunity to improve public streets and the transportation network for all users. We will work in coordination with other departments, agencies, and jurisdictions to achieve complete streets.

Be it further resolved that the Village of Scotia will attempt to draw upon all possible funding sources to plan and implement complete street elements in order to make such improvements economically feasible.

Be it further resolved that the Village of Scotia intends to add Complete Streets concepts to its comprehensive plan.

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.

CITY OF WATERVLIET
COMPLETE STREETS POLICY

A. DEFINITION OF COMPLETE STREETS

“Complete Streets” means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move through the transportation network.

B. COMPLETE STREETS POLICY

1. The City of Watervliet shall design, build, operate, and maintain a safe, reliable, efficient, integrated, and connected multimodal transportation network that will provide access, mobility, safety, and connectivity for all users. In addition, the city will appoint a Complete Streets Advisory Board to whom quarterly reports on upcoming projects, and previously awarded exceptions, will be furnished.
2. Complete Streets design will promote improved health, economic growth, public safety, recreational opportunity, and social equality throughout the City of Watervliet, and will ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people of all ages and abilities, motorists, emergency responders, freight providers, and adjacent land users.

C. SCOPE OF COMPLETE STREETS APPLICABILITY

1. All City-owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges, and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.
2. All privately constructed streets, parking lots, and connecting pathways shall adhere to this policy.
3. The City shall foster relationships with the State of New York, neighboring communities and counties, and business and school districts to develop facilities and accommodations that further the city's complete streets policy and continue such infrastructure beyond the city's borders.
4. The City shall approach every phase of every transportation project as an opportunity to create safer, more accessible facilities for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance funded by the City of Watervliet, the State of New York, utility companies, and all private development. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects, and maintenance, must also be included.
5. A project's compliance with this policy shall be determined based on the filing of a Complete Streets Checklist Form.

D. EXCEPTIONS

1. All exceptions to this policy, must be reviewed by the Complete Streets Advisory Board and approved by the City of Watervliet Building Department and/or City Engineer, and be documented with supporting data that indicates the basis for the decision. Such documentation shall be made publicly available.
2. Exceptions may be considered for approval when:
 - a) An affected roadway prohibits, by law, use by specified users (such as interstate freeways or pedestrian malls), in which case a greater effort shall be made to accommodate those specified users elsewhere,

including on roadways that cross or otherwise intersect with the affected roadway;

- b) The activities are minor maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and surface treatments such as chip seal or interim measures);
 - c) The City Building Department and/or City Engineer issues a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive, or inappropriate because it would be contrary to public safety; or
 - d) Other available means or factors indicate an absence of need, including future need.
- 3. The City of Watervliet Building Department shall submit quarterly reports to the Complete Streets Advisory Board and the Mayor's Office summarizing all exceptions granted in the previous quarter. These reports shall be submitted after the end of the quarter, and shall be posted online.

E. DESIGN STANDARDS

- 1. The City shall adopt state transportation design standards as well as adapt, develop, update, and adopt interdepartmental policies, urban design guidelines, zoning, and performance standards and other guidelines based upon resources identifying best practices in urban design and street design, construction, operations, and maintenance. These resources include, but are not limited to: the New York State Department of Transportation Highway Design Manual, New York State Department of Transportation Specification Book, the AASHTO Green Book, AASHTO Guide for the Planning, Designing and Operating Pedestrian Facilities, AASHTO Guide for the Development of Bicycle Facilities, ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, NACTO Urban Bikeway Design Guide; Manual on Uniform Traffic Control Devices, and U.S. Access Board Public Right-of-Way Accessibility Guidelines. When fulfilling this Complete Streets Policy the City will follow the design manuals, standards, and guidelines above, as applicable, but should be not precluded from considering innovative or nontraditional design options where a comparable level of safety for users is present or provided.
- 2. Designs for all projects will be context-sensitive, considering adjacent land uses and local needs and incorporating the most up-to-date, widely accepted, ADA compliant design standards for the particular setting, traffic volume and

speed, and current and projected demand. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be complete.

F. IMPLEMENTATION AND REPORTING

1. The City of Watervliet shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

b) One Year Outcomes:

1. Complete Streets Advisory Board. The City will establish a Complete Streets Advisory Board made up of citizen appointees and interdepartmental city employees to oversee the implementation of this policy. The Complete Streets Advisory Board will include members of at least three City departments, Building Department, Public Works, and the Police Department from the City of Watervliet. The advisory board members will be appointed to staggered three-year terms by the Mayor. The advisory board should include citizen representatives from the bicycling, disabled, transit users, youth, and elderly communities and other advocacy organizations, as relevant. This advisory board will meet quarterly and provide a written report to the Mayor's Office evaluating the city's progress and advise on implementation. The purpose of the Complete Streets Advisory Board is to promote health through physical activity and active transportation options for all users, specifically the most vulnerable groups including children, older adults, and those with disabilities. These goals will be accomplished through interdepartmental cooperation that is integral to the structure of the advisory board membership as laid out here.
2. Complete Streets Checklist Form. The City of Watervliet and the Complete Streets Advisory Board shall adopt or design a complete streets checklist form to be filled out during a project review to determine compliance with this policy.
3. Staff Training. The City of Watervliet will train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy.

4. Streets Manual. The City of Watervliet will create and/or adopt a Complete Streets Design Manual to support implementation of this policy.
5. Funding. The City of Watervliet will actively seek appropriate sources of funding to implement Complete Streets policy.
6. Reporting. The Complete Streets Advisory Board or other relevant departments, agencies, or committees shall report on the annual increase or decrease for each performance measure contained in this ordinance compared to the previous year(s). This report will be presented to the Mayor's Office and made available to the public.
7. Coordination. The City of Watervliet will utilize interdepartment project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right-of-way.

c) Three Year Outcomes

1. Inventory. The City of Watervliet and the Complete Streets Advisory Board will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the city's database and will prioritize projects to eliminate gaps in the sidewalk and bikeway networks.
2. Education. The City of Watervliet shall promote complete streets education in partnership with bicycling, disabled, youth, and elderly communities, the school district, and the police department.
3. Capital Improvement Project Prioritization. The City of Watervliet will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

d) Five Year Outcomes

1. Revisions to Existing Plans and Policies. All relevant departments, agencies, or committees will incorporate complete streets principles into all existing plans, manuals, checklists, decision trees, rules, regulations reviews, approvals, and programs as appropriate including, but not limited to, Comprehensive Plans, Economic Development Plans, Bicycle

and Pedestrian Master Plans, Transit Plans, Snow Emergency Plans, Sidewalk Maintenance Plans, and other appropriate plans, manuals, rules, regulations, and programs.

2. Other Plans. The City of Watervliet will prepare, implement, and maintain a Bicycle and Pedestrian Master Plan, a Safe Routes to School Plan, and Americans with Disabilities Act Transition Plan, a Street Tree and Landscape Master Plan, and a Lighting Master Plan.
3. Storm Water Management Plan. The City of Watervliet will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

G. PERFORMANCE MEASURES

1. The City of Watervliet and the Complete Streets Advisory Board shall measure the success of this Complete Streets Policy using, but not limited to, the following performance measures:
 - a) Number of people reached through bicycle and pedestrian education programs;
 - b) Total miles of bike lanes and bike sharrows;
 - c) Linear feet of new or repaired pedestrian accommodations;
 - d) Number of new ADA compliant curb ramps installed along city streets;
 - e) Crosswalk and intersection improvements;
 - f) Percentage of transit stops accessible via sidewalks and curb ramps;
 - g) Rate of crashes, injuries, and fatalities by mode; and
 - h) Rate of children walking or bicycling to school.
2. Unless otherwise noted above, within six months of the adoption of this policy, the City shall create individual numeric benchmarks for each of the performance measures included, as a means of tracking and measuring the annual performance of the ordinance. Quarterly reports shall be posted online for each of the above measures

**ADOPTED BY THE COUNCIL OF THE CITY OF WATERVLIET ON
AUGUST 17, 2017**

**ATTESTED BY THE CLERK OF THE COUNCIL THIS 17TH DAY OF
AUGUST, 2017.**

CLERK



Complete Streets – Past and Future

Village of Scotia, NY
October 17, 2018

Where have we been & where
are we going?

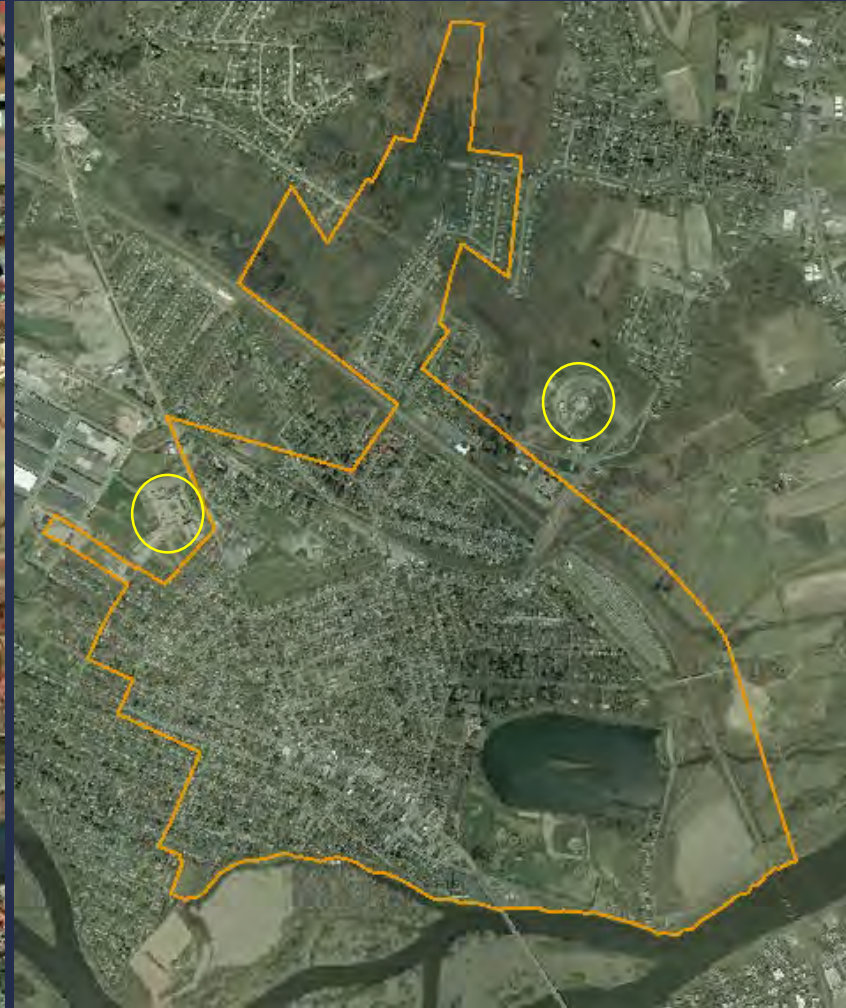
Some things have changed...some haven't

○ Development Areas

1994



2000



2017

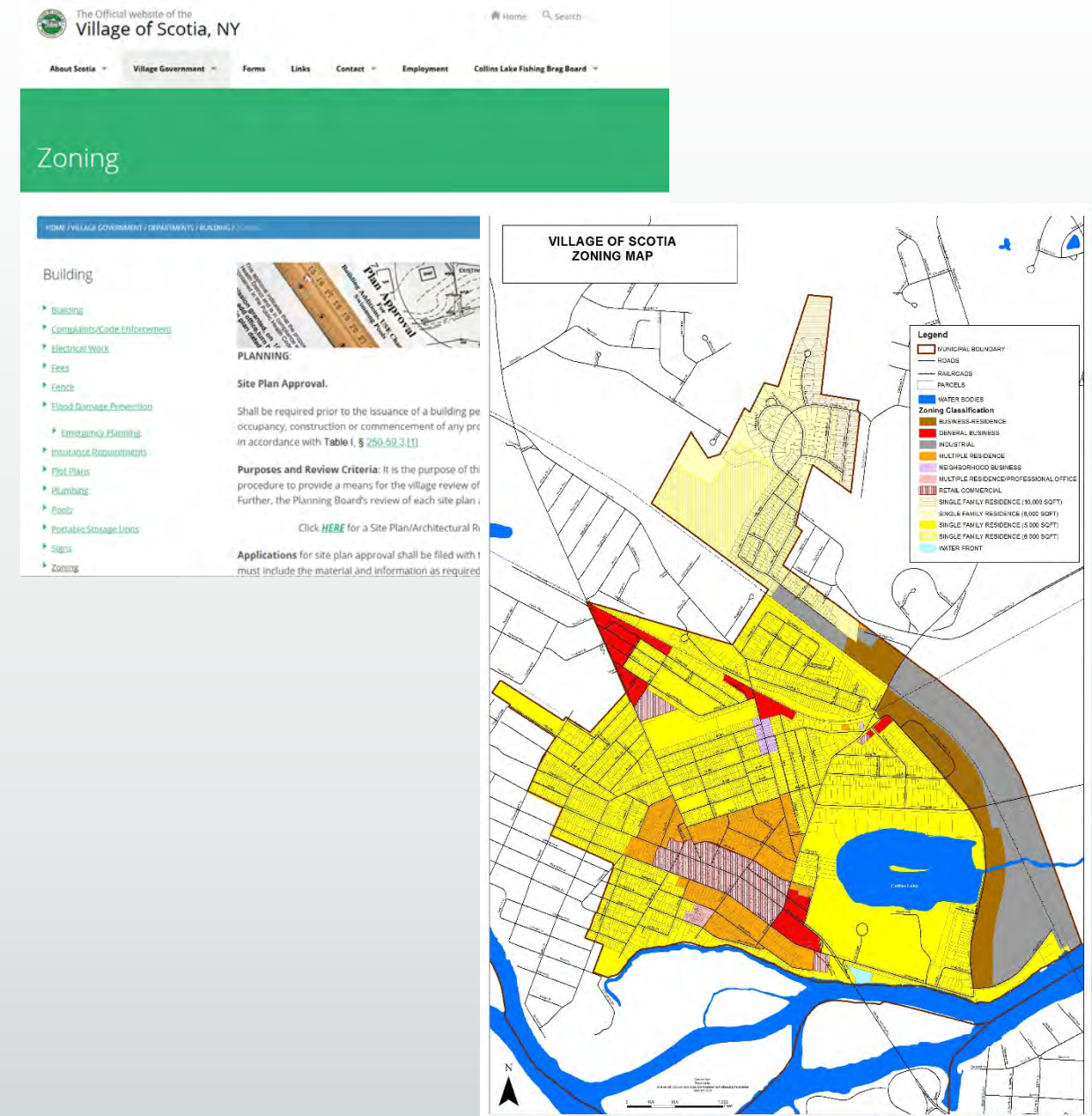


Much of the Village has sidewalks



Where have we been?

- Central Business District Overlay
 - Architectural Review
 - Building, Materials & Landscaping
- Design Guidelines
- Village Master Plan
- Zoning



Where have we been?

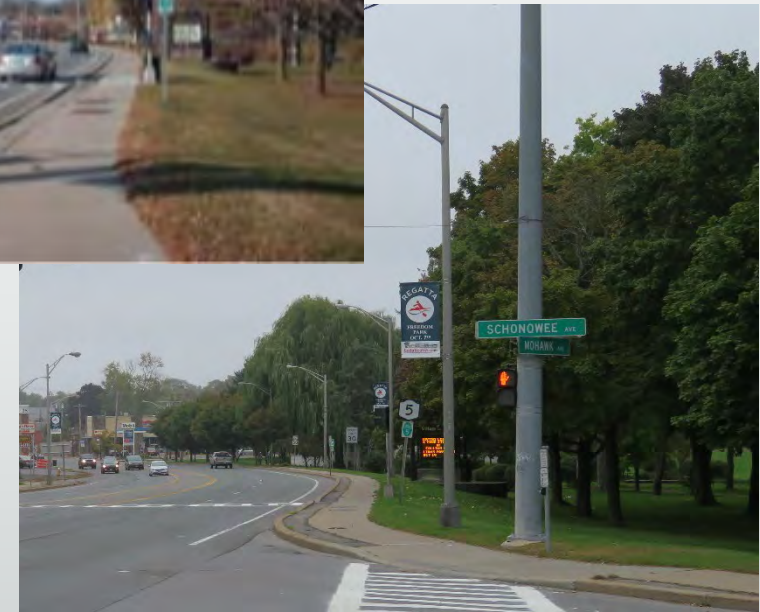
- 2009 Scotia Waterfront Concept Implementation Plan
 - Purpose: "...to identify proposed improvements to the Scotia waterfront area in order to enhance existing resources and to improve traffic flow (vehicle, pedestrian and bicycle) and parking.
 - River Walk: Highest Priority b/c of riverbank restoration.
 - From Washington Avenue to Jumpin' Jack's
 - Boulevard Entry/Livingston Avenue Ext.
 - Extend Livingston Ave. to Kiwanis Way w/ blvd. For traffic flow improvements
 - Enhancement of north side of Schonowee Ave.
 - Add benches, trash receptacles, etc.



COLLINS PARK AREA WATERFRONT

Where have we been?

- 2009 Scotia Waterfront Concept Implementation Plan
 - 2009 Existing Conditions – Some things change...some don't



Where have we been?

- §10: Business Improvement Districts
 - "...Construction, improvements and provision of services...pursuant to such District Plan..."
 - "All said services shall be in addition to, and not a substitution for, required municipal services provided by the Village of Scotia on a village-wide basis."



Chapter 10: Business Improvement Districts

[HISTORY: Adopted by the Board of Trustees of the Village of Scotia: Art. I, 12-11-1996 by L.L. No. 14-1996; Art. II, 4-9-1997 by L.L. No. 3-1997. Amendments noted where applicable.]

Where have we been?

- §110: Bicycle Paths
 - Details prohibited activities along the Riverfront Bike and Hike Path
- Not Complete Streets but certainly a recognition of the importance of the Path...required separate regulations that would generally be unacceptable anywhere in the Village...



Chapter 110: Bicycle Paths

[HISTORY: Adopted by the Board of Trustees of the Village of Scotia 10-9-1985 as L.L. No. 5-1985. Amendments noted where applicable.]

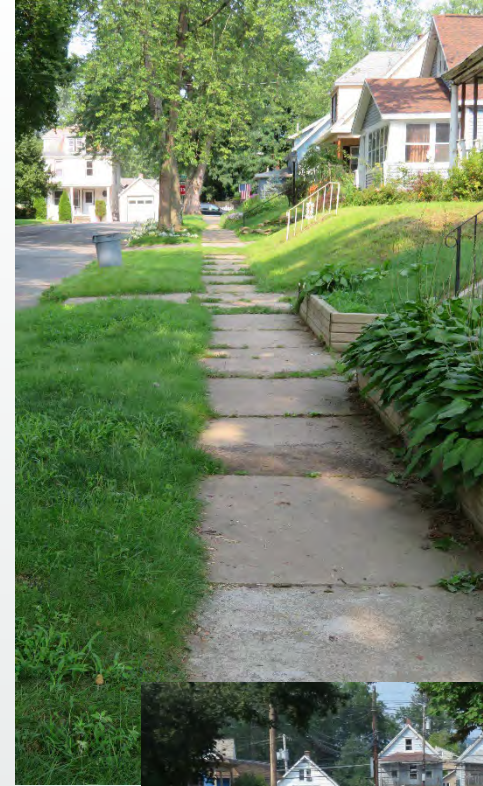
Where have we been?

- §210: Streets & Sidewalks
 - Excavation requirements & General use requirements
 - Care of sidewalks & repairs of sidewalks
 - Maintenance required by property owner
 - CBD has design requirements
 - No specifications for residential sidewalk found in code
 - Can patch up to 25% of 4'x4' square with non-concrete material

Chapter 210: Streets and Sidewalks

[HISTORY: Adopted by the Board of Trustees of the Village of Scotia as indicated in article histories. Amendments noted where applicable.]

Are there residential sidewalk specifications?



Where have we been?

- §240-50: Schedule XXI: Bus Stops
 - Section is reserved
 - Specifies bus stop locations

Has there been a need, or may there be a need in the future, to add or change bus stop locations based on any of the following:

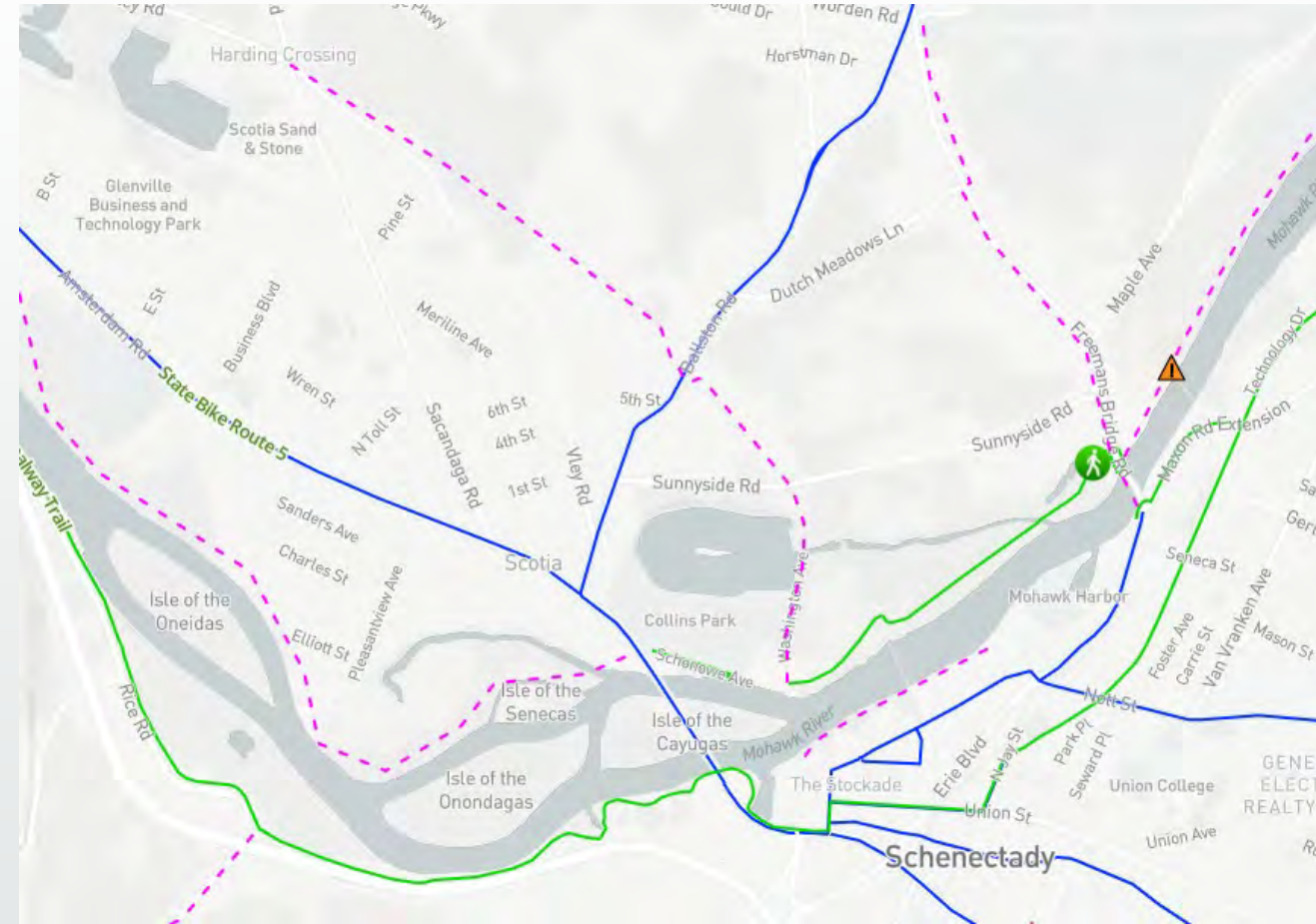
- New multi-family residential
- New hotel on Sacandaga Road
- Aging in place considerations



Past and Future...

Scotia is part of the Regional Trails Network

- State Bike Route 5 (Mohawk Avenue)
- County Bike Route 50
- Existing Off-Road Trail Segments, including connection to Freemans Bridge Road (*location of a recent CDTC CS effort*)
- Two (2) proposed trail concepts based on public input
- Connectivity to many other trails



Capital Region Trails Plan

*Advancing a vision
for connecting communities*

Use the "Routes" and "Points" selection below to tell us where we may be missing trails and/or where you would like to see trails in the future.

Existing Conditions

- | | |
|---------------------------|--------------------------|
| Existing Trail - Off-road | Existing Trail - On-road |
| Planned Trail - Off-road | Planned Trail - On-road |
| Trail Concept - Off-road | Trail Concept - On-road |

Public Input

- | Routes | Points |
|--------------------------|------------------------------|
| Existing Trail - Missing | Destination in Need of Trail |
| Planned Trail - Missing | Barrier to Trail Development |
| Trail Concept | |



Where are we going?

CDTC – Capital District Trails Plan

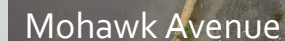
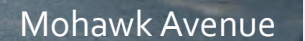
- “...to provide a regional network of connected multi-use paths throughout Albany, Schenectady, Rensselaer and Saratoga Counties.”

More on this from Jennifer Ceponis, CDTC – Workshop Lunch Presentation



- Complete Streets Resolution & Policy
- CDTC Complete Streets Linkage Study need?
- Road law and related engineering std's./updates
- Consider opportunities based on activities happening in the Village and on the Village Border(s)

- Complete Streets Resolution & Policy
- CDTC Complete Streets Linkage Study need?
- Road law and related engineering std's./updates
- Consider opportunities based on activities happening in the Village and on the Village Border(s)



<http://www.cdtcmpo.org/page/10-project-programs/39-linkage-program>

What have we missed?

What else has been done in the last
few years or “on the books”?

What are the “Top 3” near-term priorities & next steps



Town Staff and Officials to keep engaged & updated

- Mayor
- Village Board of Trustees
- Planning Board
- Traffic Safety Committee Members
- Emergency Services, esp. Police Department
- Parks Department
- Public Works
- Town Clerk
- Others?

Key Stakeholders to keep engaged and updated

- CDTC
- NYSDOT
- CDTA
- CDRPC
- School District
- Schenectady County Planning Department
- Discover Schenectady County (Tourism Department)
- Regional Economic Development Council
- County Health Department
- Local Business Associations/Chamber of Commerce
- Others?

Questions?





Village of Scotia Complete Streets Workshop

Moderated Discussion, Demonstration & Potential Projects



**Sam
Schwartz**





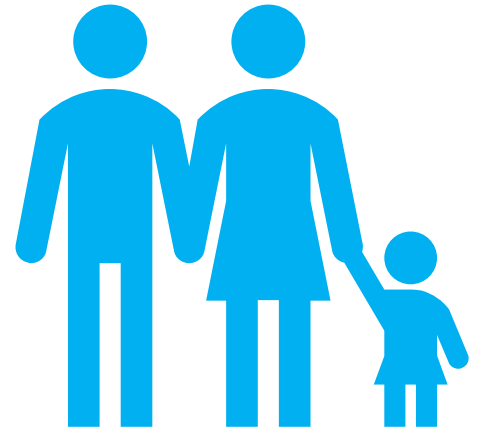
Demonstration Projects and/or
“Quick Win” Potential Conceptual
Improvements

FOR WORKSHOP DISCUSSION ONLY



For Workshop discussion purposes only

*Initial Discussion Locations:
Sacandaga Road near H.S.*





From a Complete Streets perspective, when I look at this corridor, I see _____





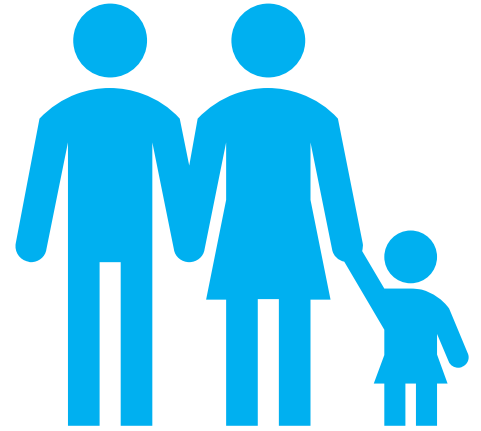
- Opportunity for several enhancements
- Somewhat similar situation to a recent project on Freemans Bridge Road - sidewalk on one side of the road and a sidepath on the other, however...
- ***Maybe move the crosswalk to a more pedestrian-friendly location?***
- ***Add bike lanes (more on this in a moment)***





For Workshop discussion purposes only

Initial Discussion Locations:
Mohawk Avenue Gateway





Library

Dunkin Donuts

Glen Sanders Mansion

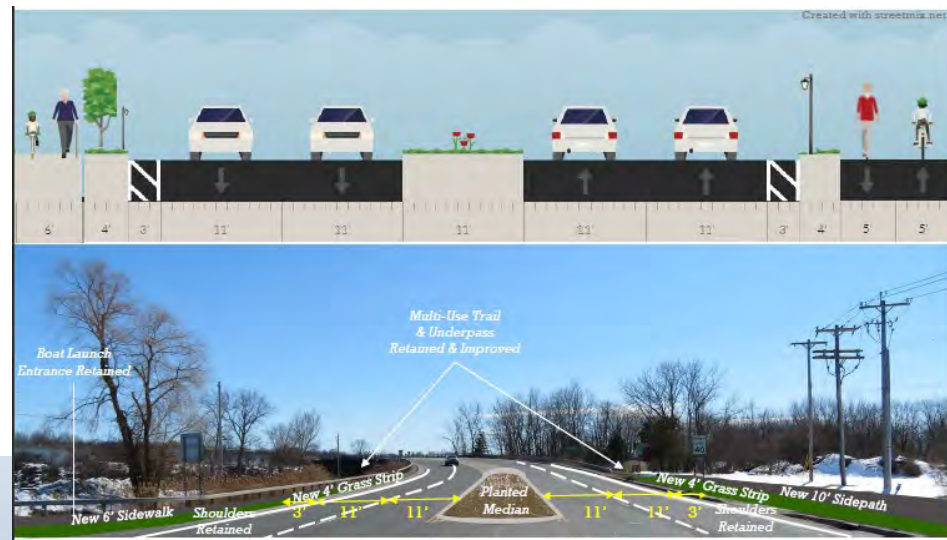
For Workshop discussion purposes only



Collins Park

Jumpin Jack's

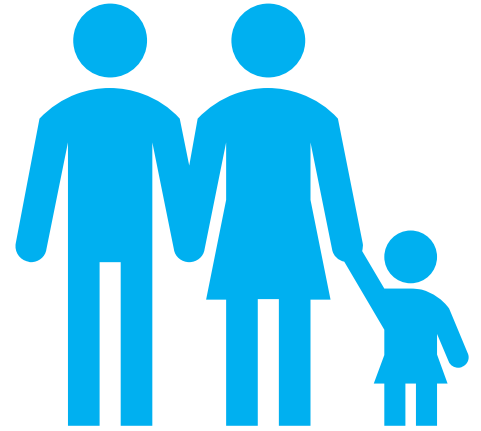
- Opportunity for any number of potential enhancements
- Again, somewhat similar situation to a recent project we worked on in Glenville, NY
- Better pedestrian facilities
- Better cycling markings/signage
- ***Consider a gateway treatment at foot of bridge...more on this in a moment***





For Workshop discussion purposes only

*Initial Discussion Locations:
Central Business District*





- Good pedestrian elements already
- Crosswalks
- Better cycling markings/signage OR **consideration of “off-Main” (Mohawk Ave.) cycling facilities – more on this in a moment**
 - Would require wayfinding back to Mohawk
 - Separates cyclists & vehicles





For Workshop discussion purposes only

Sharrows

Schonowee Avenue & Washington Avenue





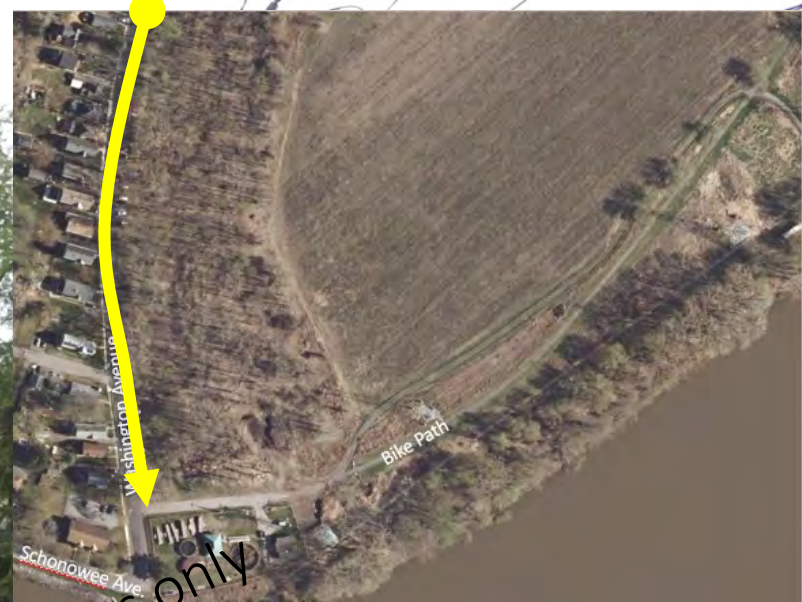
Washington Avenue

Schonowee Ave.

Bike Path

For Workshop discussion purposes only

- 24' width road
- Sharrows along Washington Avenue connecting with the Bike Path at the intersection with Schonowee Avenue



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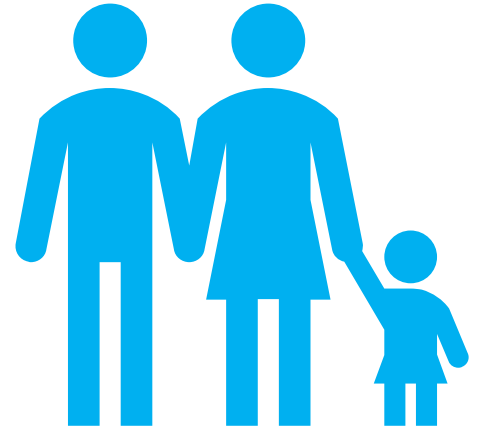
- 24' width road
- Sharrows along Schonowee Avenue connecting with the Bike Path behind where this picture was taken





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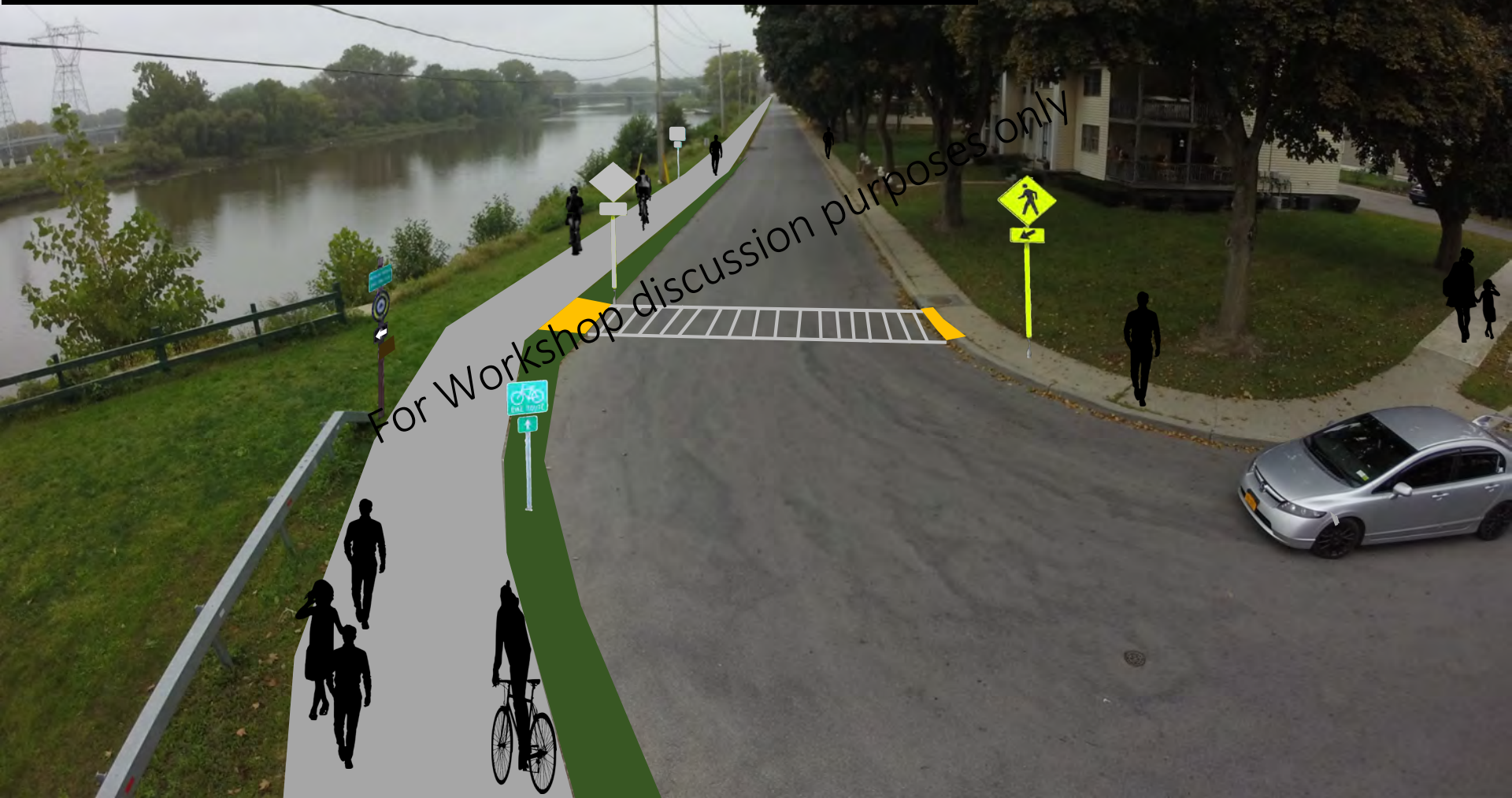
Multi-use Path Connector
Schonowee Avenue



Schonowee Assn
For Workshop discussion purposes only

Washington Avenue

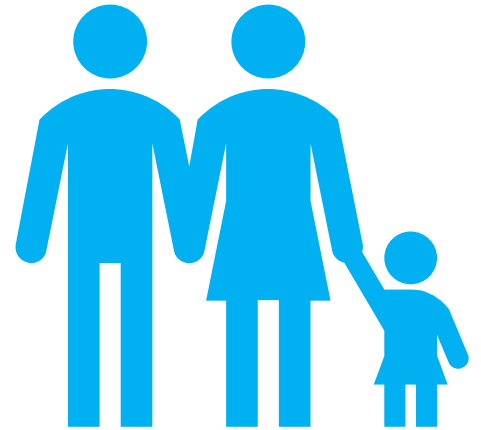
- 24' width road
 - Narrow to two 10' lanes
 - Move river side curb
 - Enough room for 10' sidepath without moving utility poles
- Create a sidepath to connect the trail to the existing sidepath that ends near the boat dock.
- Create a crosswalk to provide access to the sidepath from the existing sidewalk.





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Sidewalk Connections
**Schonowee Avenue &
Jumpin' Jack's**



Mohawk Avenue

Collins Park

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Jumpin' Jack's

Schonowee Avenue



- Add sidewalk to frontage along Jumpin' Jack's
- Redesign parking lot to provide one ingress and one egress
- Improve crosswalk to Collins Park
- Connect sidewalk to existing path

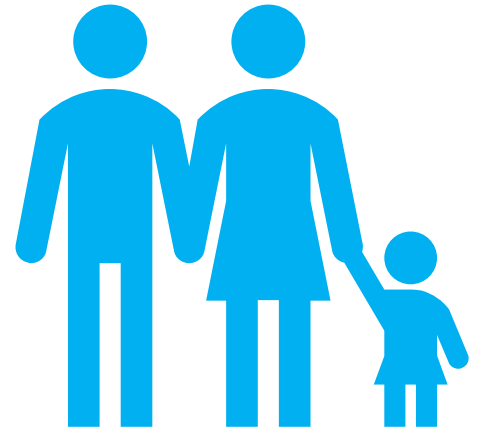




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Gateway

Mohawk Ave @ Bridge





Mohawk Avenue

Collins Park

Jumpin Jack's

Schonowee Avenue

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- Existing Conditions – Mohawk Ave



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- Improve & soften the pedestrian refuge/right turn island
- Create a small gateway feature
- Other Opportunities?



- Group Discussion: Other Opportunities?

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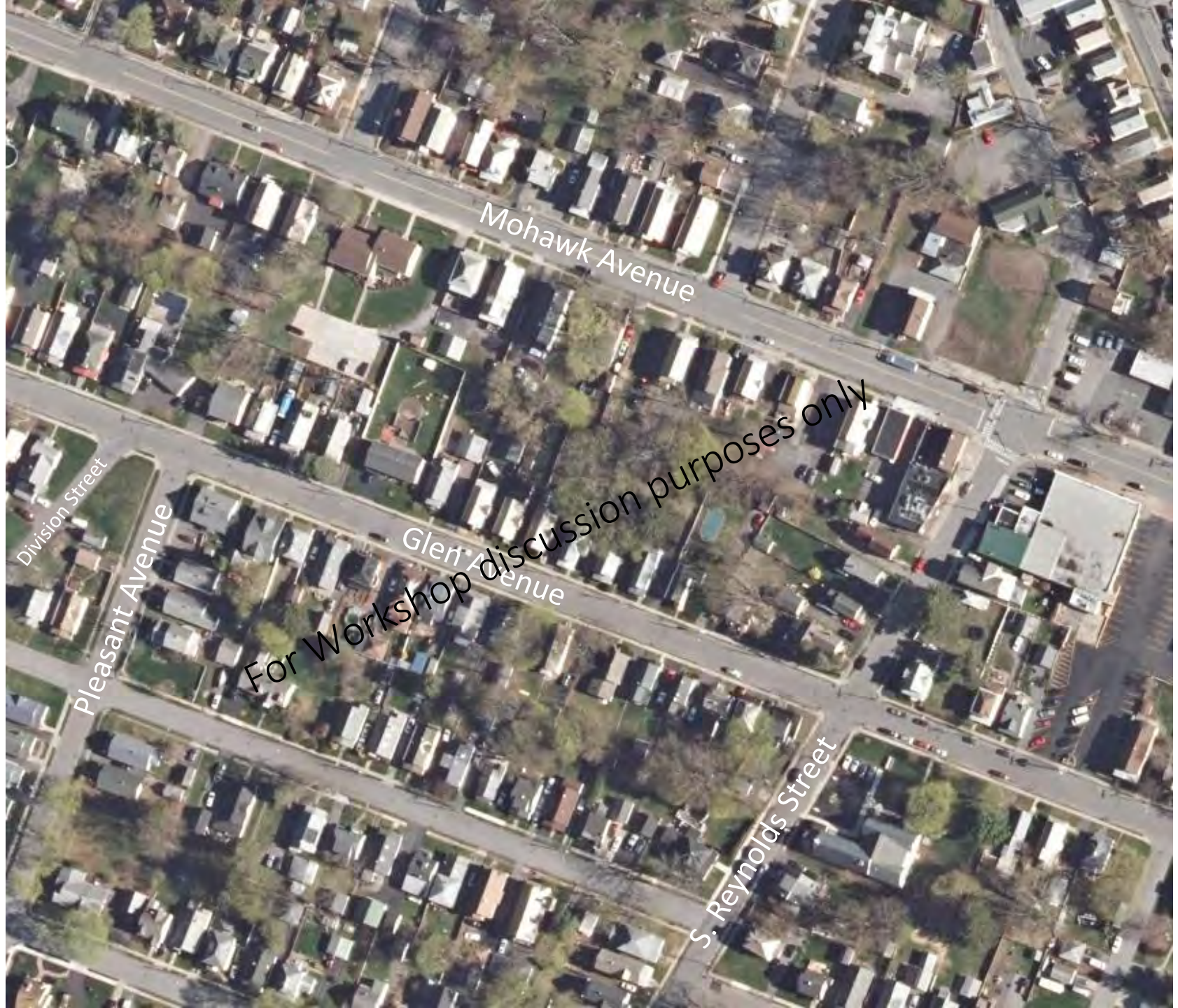


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Sharrows or Bike Boulevard

Glen Avenue





Mohawk Avenue

Glen Avenue

Pleasant Avenue

Division Street

S. Reynolds Street

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Sharrows

- 28' road width
- Low volumes
- Low speeds
- Alternative to Mohawk Avenue
- Wayfinding Signage



- 28' road width
- Low volumes
- Low speeds
- Alternative to Mohawk Avenue
- Wayfinding Signage
- Traffic calming

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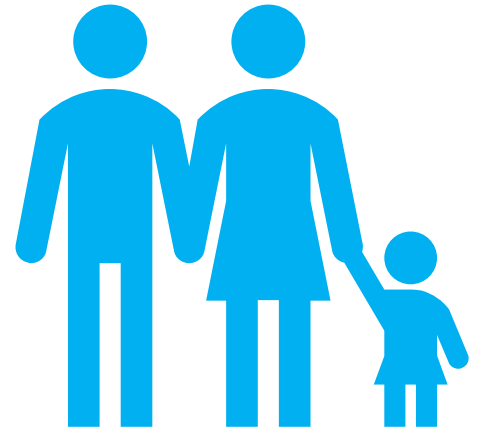




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Sidewalks & Crosswalks

Scotia-Glenville High School



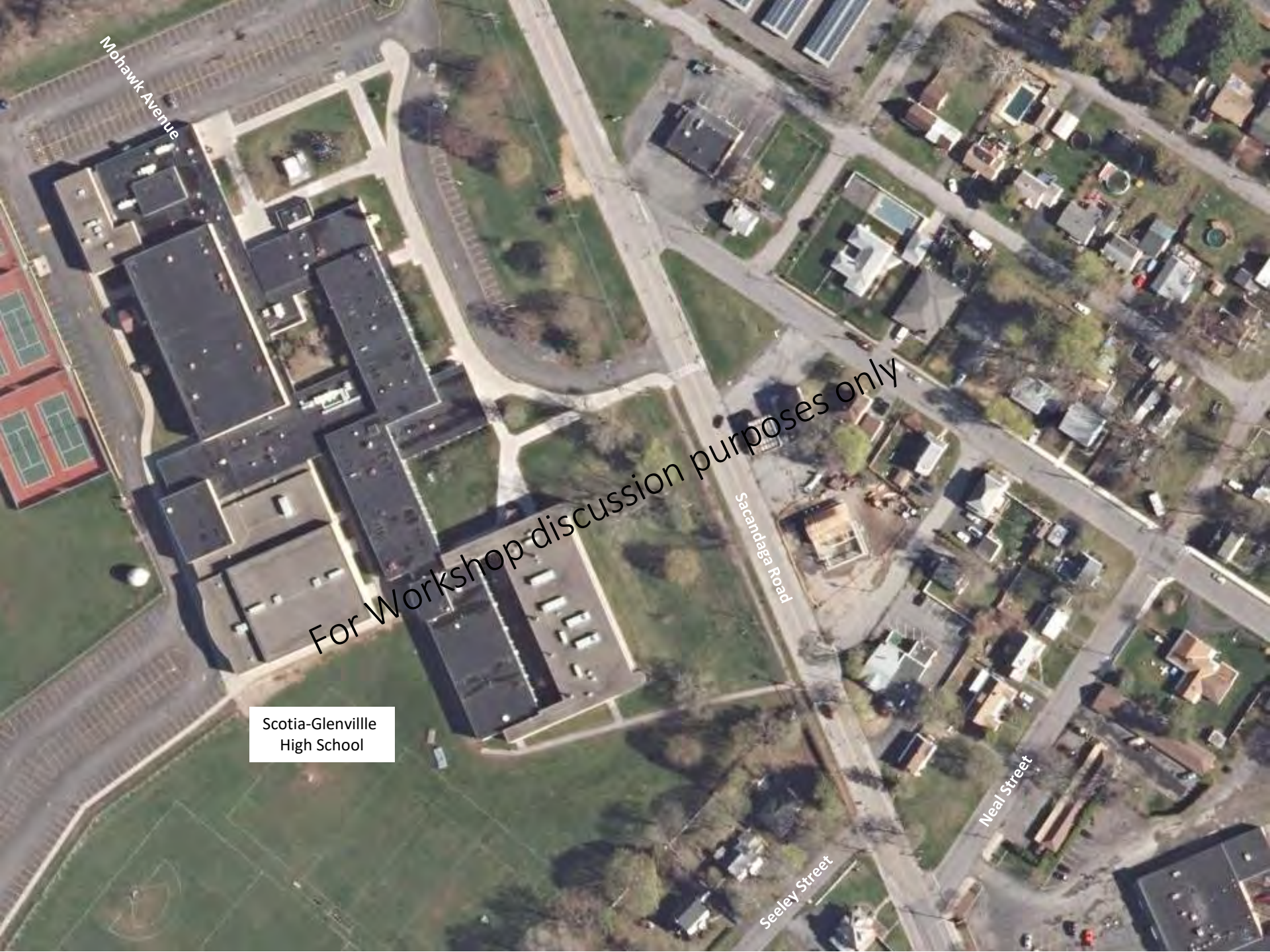
Scotia-Glenville Schools Student Transportation to and from School (Policy 8410)

A. Transportation of resident pupils to Scotia-Glenville Schools and to private and parochial schools within this district.

1. Secondary Schools—pupils attending secondary schools will be eligible for transportation service if they reside in any portion of the district which is beyond two miles from the school which they legally attend, such distance measured by the nearest available route from home to school, or bus pickup location. In providing such transportation, pupils living within the two mile limit, along a regularly established bus route, may be afforded transportation for reasons of safety as determined by Department of Transportation regulations on conjunction with Chapters 69 and 403 of the laws of 1992 (Education Law, Section 3635), if formally adopted by the Board of Education.

2. Elementary Schools—pupils attending elementary schools will be eligible for transportation service if they reside in any portion of the district which is beyond one mile from the school which they legally attend, such distance measured by the nearest available route from home to school, or bus pickup location. In providing such transportation, pupils living within the one mile limit, along a regularly established bus route, may be afforded transportation for reasons of safety as determined by Department of Transportation regulations in conjunction with Chapters 69 and 403 of the laws of 1992 (Education Law, Section 3635), if formally adopted by the Board of Education. Bus stops for elementary school (K-6) children living on main and secondary roads are based solely on student safety with the exception that consolidation of stops will take place wherever, in judgment of the Transportation Supervisor, safety is not a factor.

<https://www.scotiaglenvilleschools.org/school-district-policies/8000-support-services/#student8410>



Mohawk Avenue

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Sacandaga Road

Neal Street

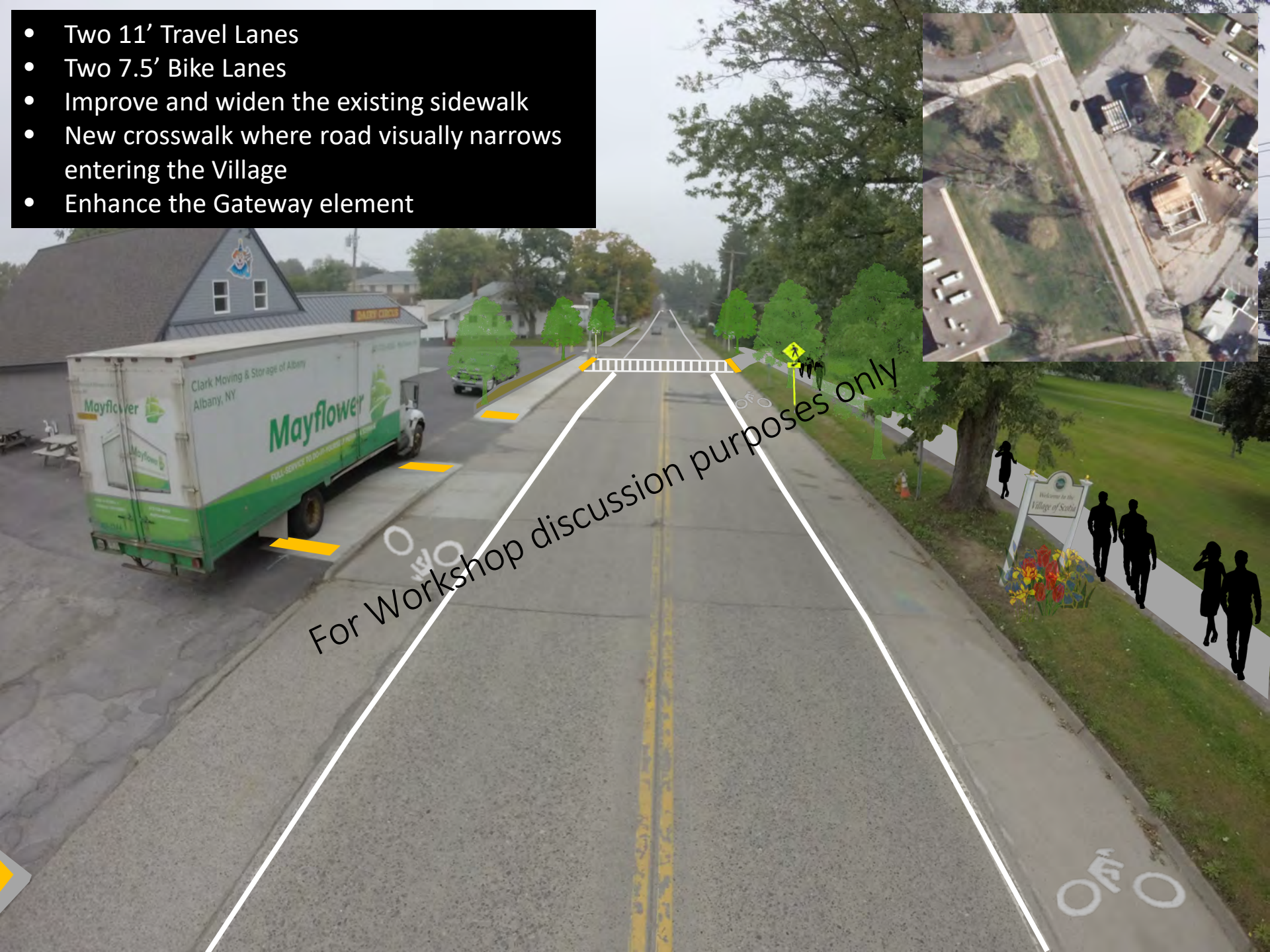
Seeley Street

Scotia-Glenville
High School

- Move the crosswalk to a more pedestrian-friendly section of Sacandaga Road
- Improve the existing sidewalk



- Two 11' Travel Lanes
- Two 7.5' Bike Lanes
- Improve and widen the existing sidewalk
- New crosswalk where road visually narrows entering the Village
- Enhance the Gateway element

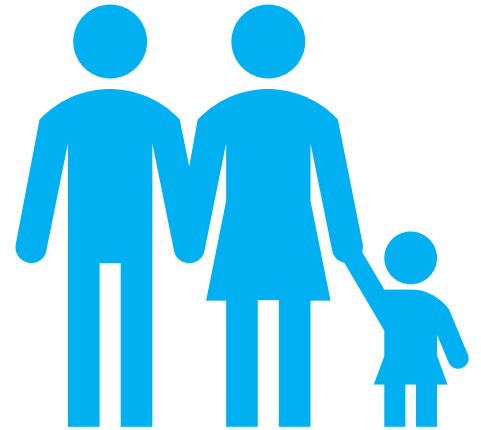




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Sidewalks & Crosswalks

Sacandaga Elementary School




Scotia-Glenville Schools Student Transportation to and from School (Policy 8410)

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Sadandaga Elementary School

Schermerhorn Street

Broad Street

Seeley Street

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Neal Street

- Off-set intersection
- Main entrance to Sacandaga Elementary School
- Existing crossing sign – no crosswalks or sidewalks
- Only Broad Street has stop signs



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Broad Street & Seeley Street Intersection

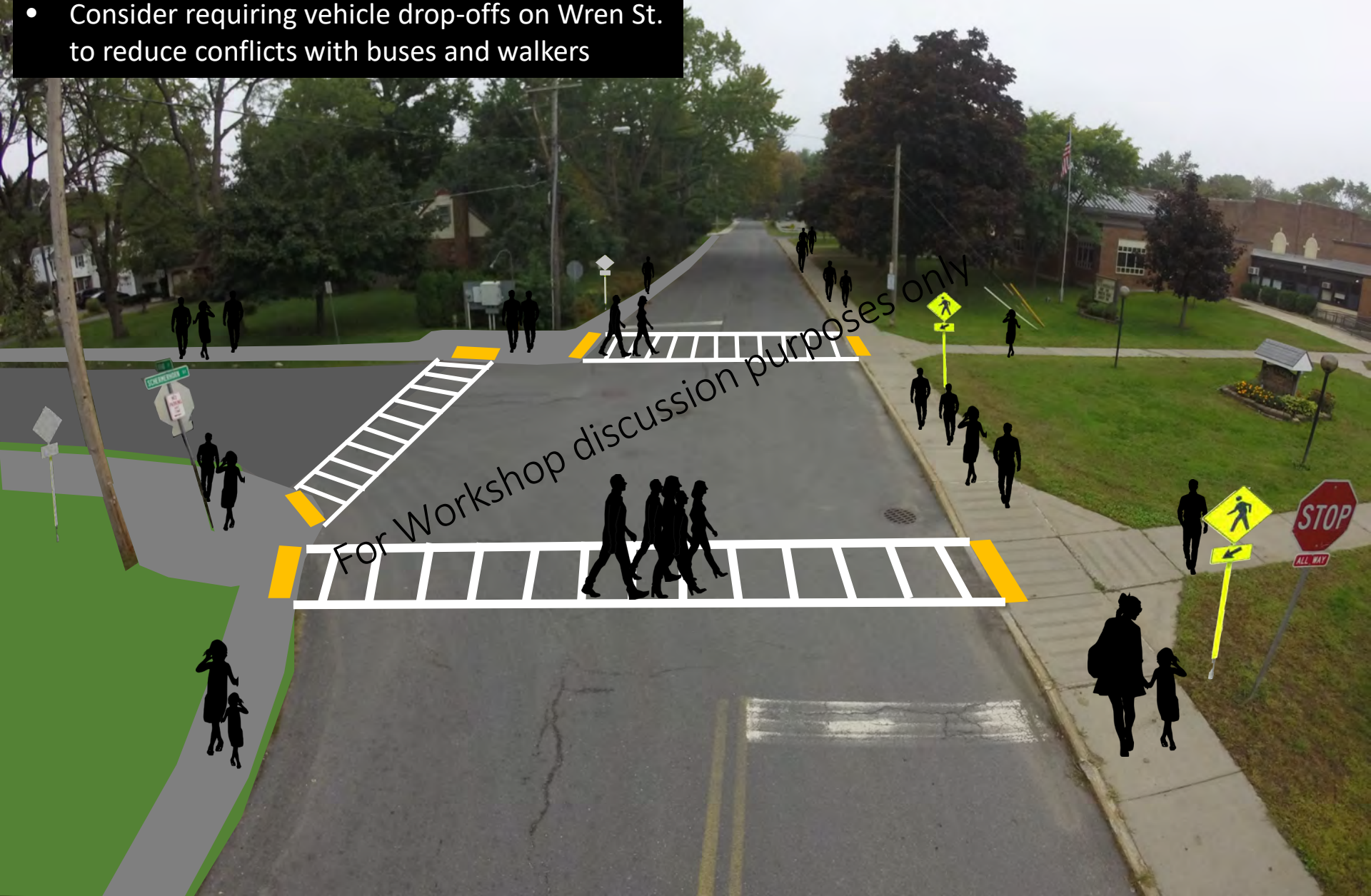
- Narrow right turn radius from Seeley to Broad
- Add Crosswalks on all intersection legs
- Add High-Viz crosswalk signs
 - Consider push-button RRFB
- Add sidewalks on all roads leading to the intersection
- Add stop signs on Seeley to create a 4-way intersection



- Add sidewalk along Broad Street



- Add sidewalk along Broad Street
- Add crosswalks across Schermerhorn St.
- Add signage
- Consider requiring vehicle drop-offs on Wren St. to reduce conflicts with buses and walkers

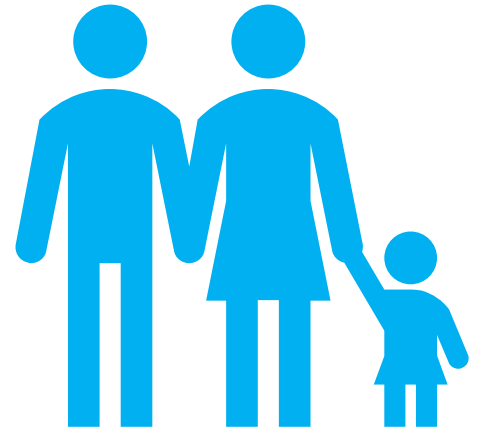




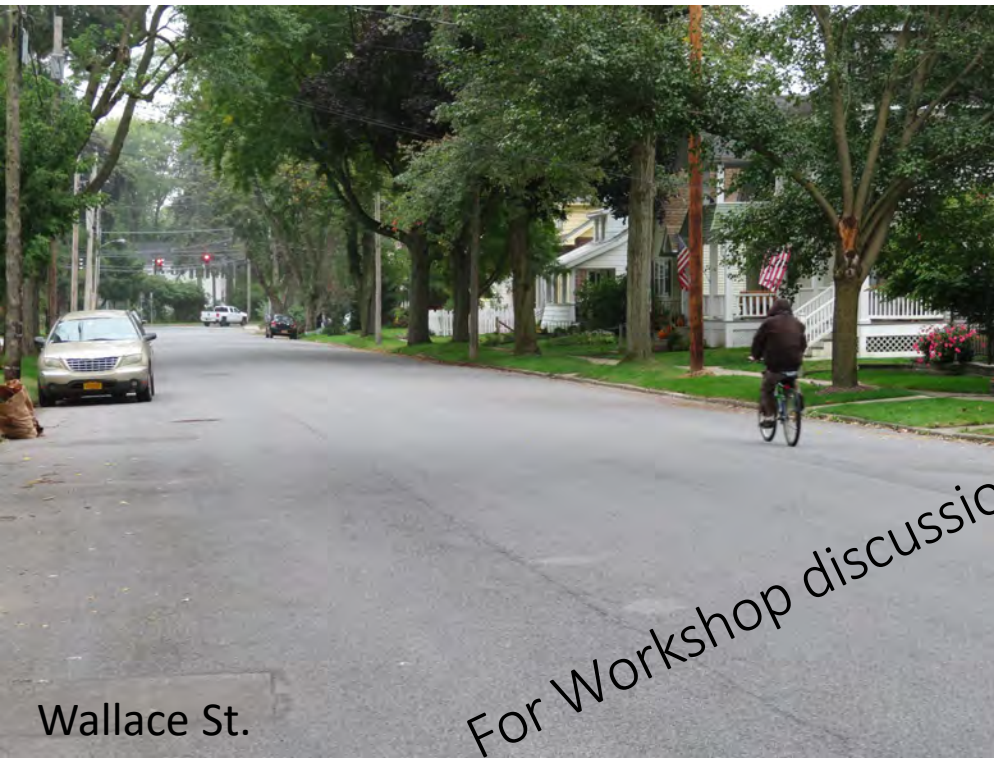
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Connectivity Concept

Connecting Major Destinations



Can we remove on-street parking to make connections?



Wallace St.

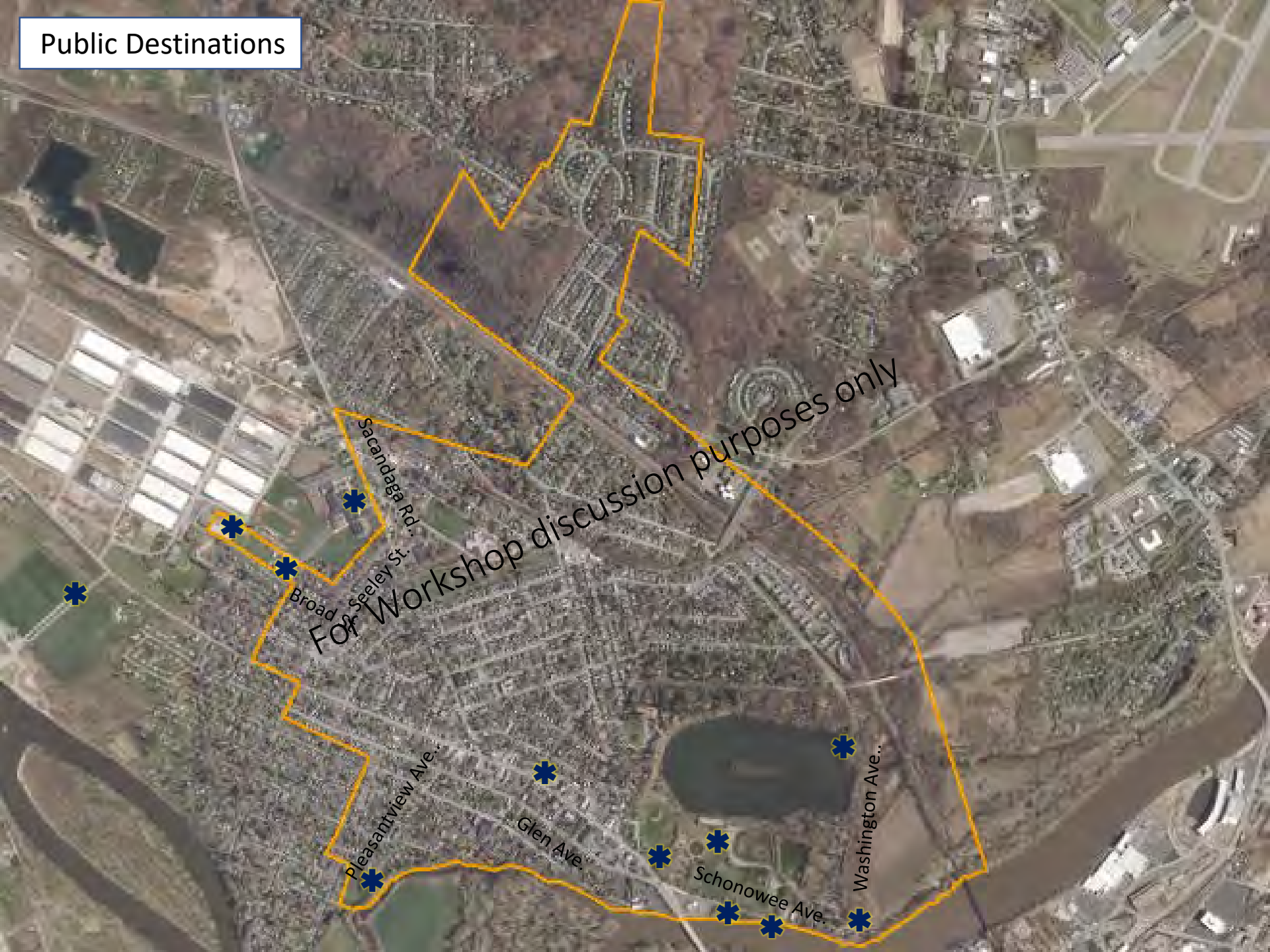


Fifth St. & Root Ave.

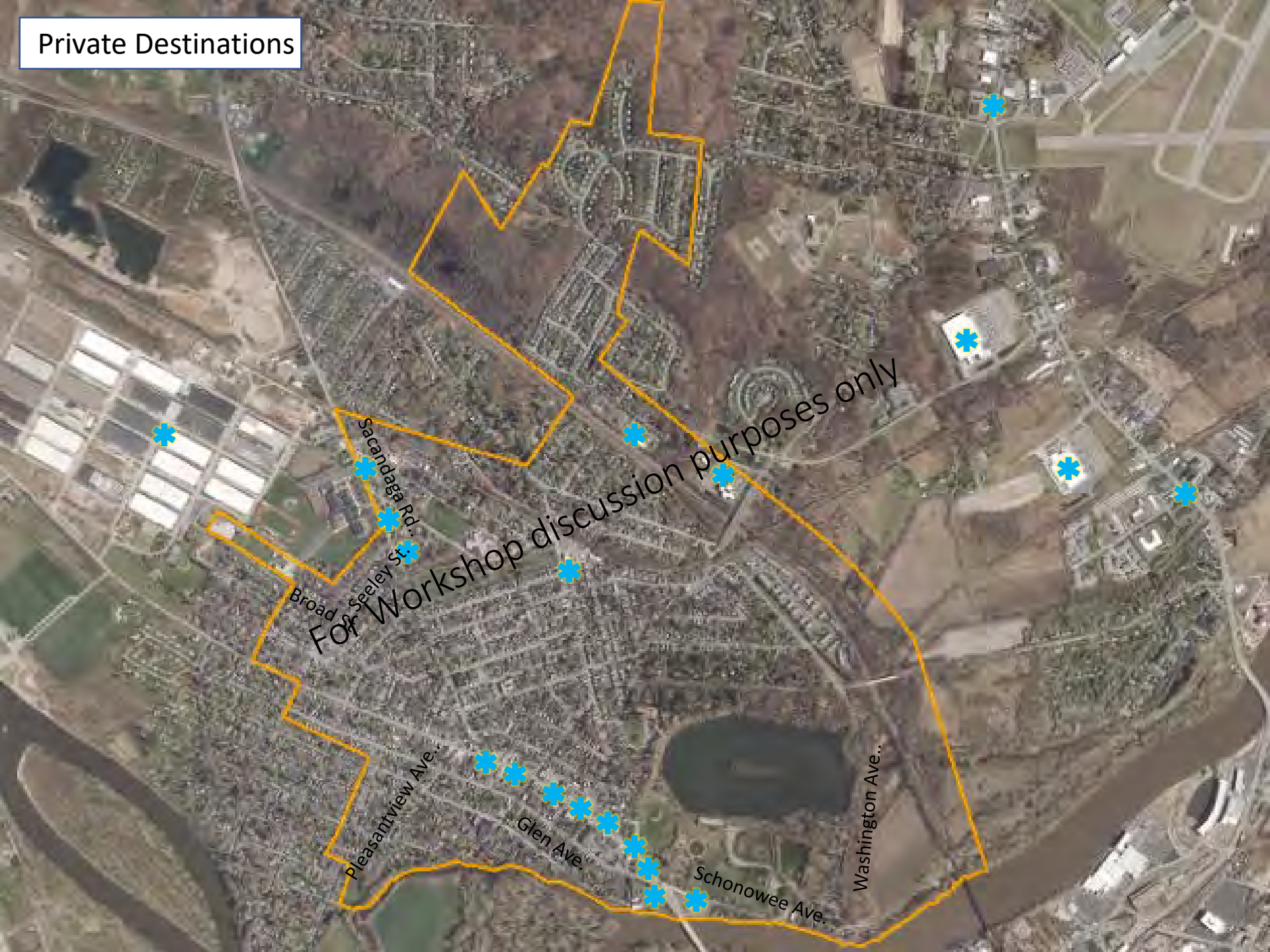


Sunnyside Rd.

Public Destinations



Private Destinations



Routing Prioritization

