

# **APPENDIX D**

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## **PUBLIC OUTREACH**

# **APPENDIX D**

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## **PUBLIC WORKSHOP #1**



## MEETING SUMMARY

### Scotia Downtown Connections Plan Village of Scotia, NY

**Agenda:** Public Workshop #1  
**Date & Time:** Thursday August 12, 2021, 5:30 to 6:30 pm  
**Platform:** Zoom Webinar

Panelists:		
Name:	Representing:	Email
Andrew Tracy	Capital District Transportation Committee	<a href="mailto:atracy@cdtcmpo.org">atracy@cdtcmpo.org</a>
Mayor Tom Gifford	Village of Scotia	<a href="mailto:tgifford@villageofscotiany.gov">tgifford@villageofscotiany.gov</a>
Justin Cook	Village Scotia	<a href="mailto:jcook@villageofscotiany.gov">jcook@villageofscotiany.gov</a>
Lisa Wallin	MJ Engineering & Land Surveying, P.C.	<a href="mailto:lwain@mjels.com">lwain@mjels.com</a>
Andris Blumbergs	MJ Engineering & Land Surveying, P.C.	<a href="mailto:ablumbergs@mjels.com">ablumbergs@mjels.com</a>

#### Pre-Workshop Info:

1. Panelists joined at 5:00 to test webinar functions, video, sound volume and confirm roles.
2. The recording was started, and all public attendees were admitted at 5:30 pm.

#### Webinar Summary:

1. Lisa Wallin welcomed the public to the workshop, introducing herself and Andrew Tracy with the CDTC.
2. Andrew gave an overview of the study and its purpose as well as a background of the CDTC and their involvement with the study.
3. Mayor Gifford briefly spoke on the project and its importance to the Village.
4. Andrew handed the remainder of the presentation off to MJ. Lisa gave the technical presentation which covered the following:
  - a. Zoom Webinar "How To"
  - b. Purpose of Meeting
  - c. Study Overview
  - d. Existing Conditions Summary
  - e. Complete Streets
  - f. Next Steps
  - g. Opportunities for Participation
5. Poll questions were asked throughout the webinar. The poll results are as follows:
  - How would you best describe your association with the project area? Select all that apply.
    - Village Resident – 67%
    - Commuter – 17%
    - Business Owner or Store Manager – 0%
    - Other – 17%
  - How often is a business or residence on Mohawk Avenue a destination of yours?
    - Daily – 29%
    - About Once a Week – 57%
    - About Once a Month – 0%



- Once or Twice a Year – 14%
  - Do you walk or bike to Mohawk Avenue to access your destination?
    - Yes – 57%
    - No – 43%
  - If you have walked along Mohawk Avenue, how would you best describe your experience?
    - Welcome, no issues with accessibility – 0%
    - The streetscape is nice, but condition has degraded over time – 100%
    - It is not safe to walk along Mohawk Avenue – 0%
    - I don't walk along Mohawk Avenue – 0%
  - If you have biked along Mohawk Avenue, how would you best describe your experience?
    - Easy, no issues with biking in the vehicle travel lanes – 0%
    - Biking is difficult where parking is permitted – 22%
    - It is not safe to bike along Mohawk Avenue – 67%
    - I don't bike along Mohawk Avenue – 11%
  - Do you bike along Mohawk Avenue to reach a destination or as part of a longer ride?
    - To reach a destination – 22%
    - Mohawk Avenue is part of my route – 11%
    - I don't bike along Mohawk Avenue – 67%
  - Do you feel there is sufficient public parking available within the study area?
    - Yes – 60%
    - No – 40%
    - I'm not sure / I don't park within the study area – 0%
  - Has the number of vehicles parking on the street decreased due to the COVID-19 pandemic?
    - Yes – 33%
    - No – 22%
    - I'm not sure – 44%
  - In your opinion, what is the primary contributing factor to vehicle crashes with the study area?
    - Road layout / geometry – 0%
    - Parking – 0%
    - Insufficient or unclear signage – 0%
    - Other – 100%
  - What types of complete streets features do you think would be beneficial to implement along Mohawk Avenue?  
Choose all that apply.
    - Curb Extensions – 26%
    - Median Refuges – 10%
    - Improved Pedestrian Signals – 13%
    - Improved Signage for Bicycles – 10%
    - Bike Lanes or Shared-Use Lanes – 19%
    - Bike Amenities, Such as Bike Racks – 3%
    - Bus Pullouts – 19%
  - Would you consider a small reduction of on-street parking to implement complete streets features?
    - Yes – 100%
    - No – 0%
    - Need More Information – 0%
6. The Q&A session included both written comments through the chat function and live questions through the “raise hand” function. All questions were addressed by the end of the meeting.
  7. Justin Cook from the Village of Scotia spoke on his excitement for the study elaborated on the importance of public involvement in regard to the study.
  8. The meeting concluded at 6:30 pm.



**Summary of Q & A Session:**

The Q&A session began at 6:15pm. The following discussion points were raised during the Q&A Session that warrant further consideration and/or discussion between the Village, CDTC, and MJ.

1. Mayor Gifford stated that he never bikes Mohawk Avenue and prefers Glen Avenue because it's safer. He also stated that the CDTA did not provide enough bikes at the racks located near the public parking lot.

**Action Item:** Comment noted.

2. Justin Cook asked if it was possible to change the classification of a roadway once it's been designated as a truck route.

**Action Item:** CDTC will discuss with NYSDOT the next time they meet.

3. George stated that it is very difficult to cross at the Mohawk Avenue / Route 147 intersection. He also stated he would like to see the updated crossings/signals in Scotia like they have for Sunnyside Road and Freemans Bridge.

**Action Item:** Comment noted.

4. It was stated that the locations of CDTA bus pull offs might require the property takings of adjacent businesses.

**Action Item:** Andrew explained that the bus pull offs would be installed within Village right-of-way and would not require property takings or the removal of any adjacent buildings.



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## Introductions

### Project Sponsors

Village of Scotia, Capital District Transportation Committee

### Consultant

MJ Engineering & Land Surveying, P.C.

### Study Advisory Committee



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## Meeting Agenda

- Zoom Webinar “How to”
- Purpose of Meeting
- Study Overview
- Existing Conditions Summary
- Complete Streets
- Next Steps
- Opportunities for Participation



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## Zoom Webinar “How To”

There will be several interactive polls during the presentation – please participate!

We will break to address questions at the end of the presentation

- To post a question, utilize the “Q & A” function in your Zoom Webinar panel
- Use the “Raise Hand” feature
  - If on a telephone, use \*9 to Raise hand and \*6 to mute/unmute

Following the webinar, written comments can be submitted via the project website:

[www.ScotiaConnections.com](http://www.ScotiaConnections.com)

A recording of the webinar will be posted on the project website



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## Purpose of Public Workshop #1

- Introduce study and review the existing conditions information
- Provide the public an opportunity to share their experiences with the corridor
- Receive broad input from the public that will inform the development of the draft concept plan



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## Study Overview: Project Limits



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## Study Overview: Objectives

- Improve pedestrian, bicycle and transit experience in the Village's Central Business District along Mohawk Avenue
- Preserve the quick and efficient movement of commuters and freight through the Village
- Enhance the safety, accessibility, and enjoyment of the area for all user groups
- Improve connections to the Mohawk Ave corridor from points throughout the Village

**Goal:**  
Develop a Plan,  
endorsed by the  
Village, that will be  
used to pursue  
funding opportunities  
and guide  
implementation of  
improvements



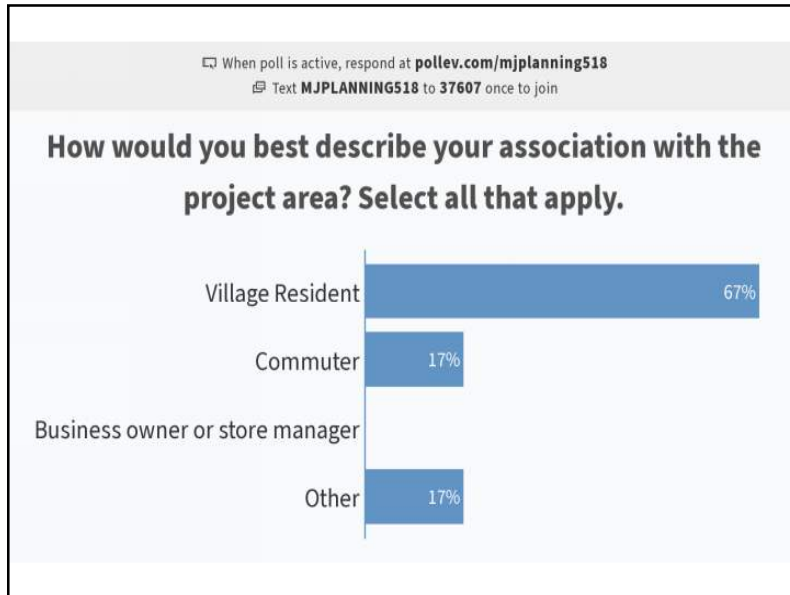
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## [INTERACTIVE EXERCISE]

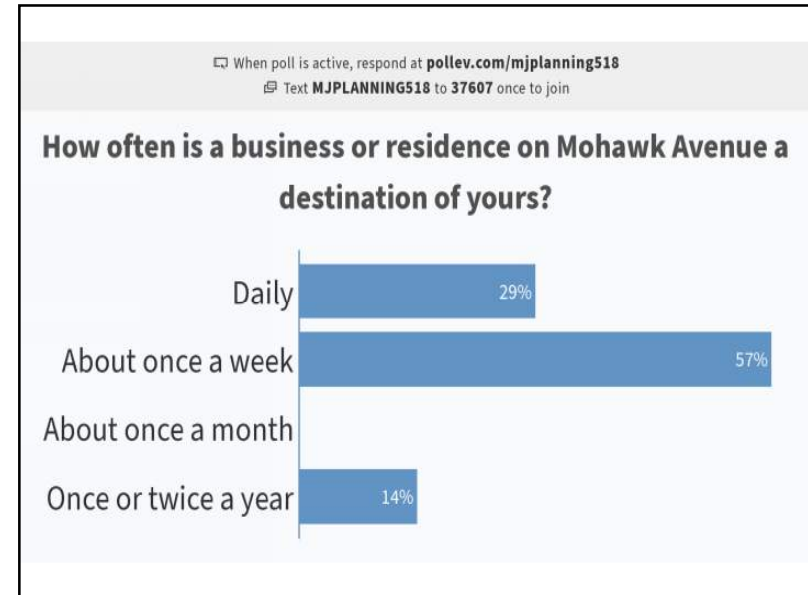
- Please go to [pollev.com/mjplanning518](http://pollev.com/mjplanning518)
- Text **MJPlanning518** to **37607**
- Scan the QR code below



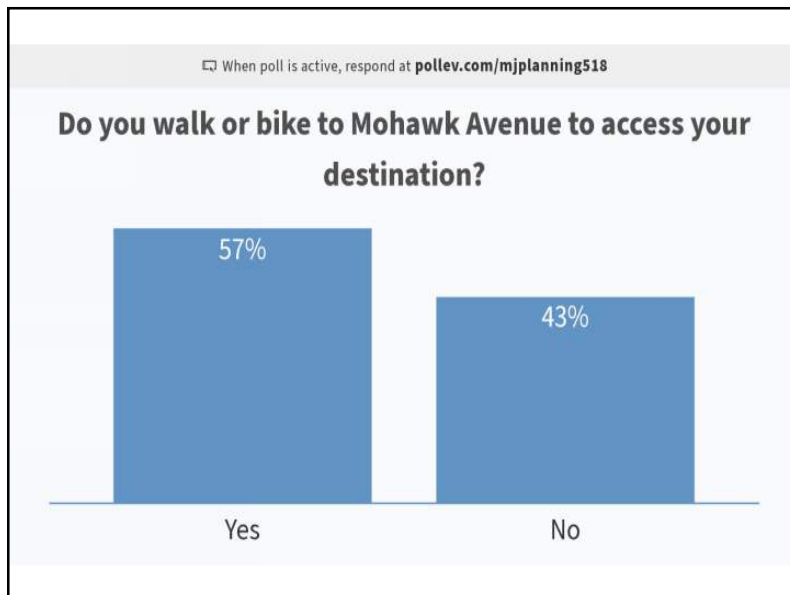
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## Previous Related Studies

- Eastern Gateway Study (*Village of Scotia, 2001*)
- Complete Streets Workshop (*CDTC & Village of Scotia, 2018*)
- NY 5 & NY 50 Intersection Traffic & Complete Streets Case Study Review (*CDTC & CDRPC, 2019*)
- Scotia Waterfront Concept Implementation Plan (*CDTC & Village, 2009*)
- Capital District Trails Plan (*CDTC, 2019*)

The previous studies can be accessed from the project website:  
[www.ScotiaConnections.com](https://www.ScotiaConnections.com)





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## Existing Conditions

- Data Collection
- Zoning & Land Use
- Roadways Characteristics & Traffic Data
- Pedestrian Accommodations
- Bicyclist Accommodations
- Freight
- Transit
- Parking
- Crash History
- Environmental, Social, Economic Resources



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## Existing Conditions: Data Collection

- Site visits conducted during Spring of 2021
- Additional data was obtained from various sources
- Bike and pedestrian counts to be collected Summer-Fall 2021



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## Existing Conditions: Zoning

- Retail Commercial (RC), General Business (GB)
- Central Business Overlay



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## Existing Conditions: Land Use

- Primarily commercial and community services
- Generally consistent with a Business District
- Improvements within the public right-of-way

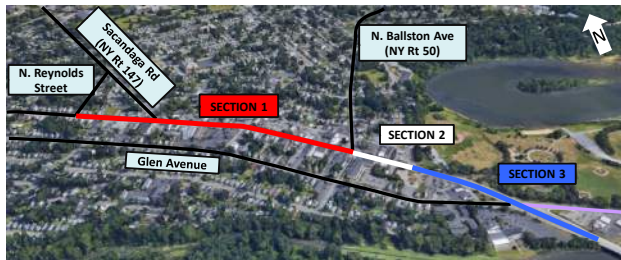


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## Existing Conditions: Roadway

### Mohawk Avenue Corridor

- NY Route 5
- 5 signalized intersections, 2 intersections stop-controlled

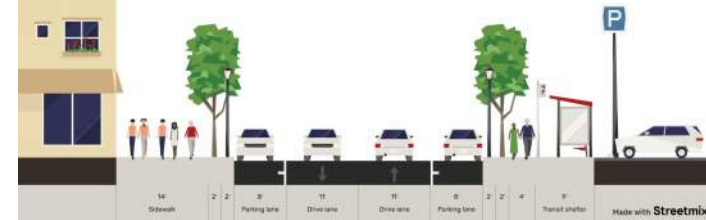


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## Existing Conditions: Roadway

### Mohawk Avenue - Section 1

Reynolds Street to Ballston Avenue (NY 50)



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## Existing Conditions: Roadway

### Mohawk Avenue - Section 2

Ballston Avenue (NY 50) to Collins Street

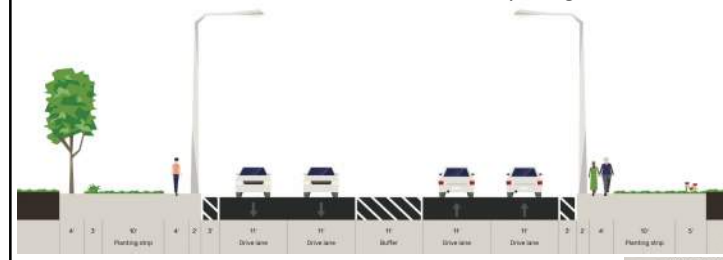


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## Existing Conditions: Roadway

### Mohawk Avenue - Section 3

Collins Street to Western Gateway Bridge



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## Existing Conditions: Pedestrian Accommodations

- Sidewalks 4-5 ft wide minimum
- Curb ramps & crosswalks at crossing locations
- Pedestrian signal equipment at the 5 signalized intersections
- Benches, trash receptacles
- Decorative pedestrian lighting



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## Existing Conditions: Pedestrian Accessibility



Sidewalk and curb ramp slopes

Pedestrian path width reduced at street tree locations



8-in wide stamped asphalt / brick inlay



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## Existing Conditions: Bicycle Routes & Accommodations

- Two CDTA bike-share hubs at Village Parking Lot
- Mohawk Ave is a part of NY Bicycle Route 5, a signed on-road route



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## Existing Conditions: Bicycle Routes & Accommodations

- NY Bicycle Route 5
- Signed on-road route, 365 miles from Niagara Falls to NY/MA state line
- Scotia Loop Path
- 8.2 mile on/off road route, existing Scotia Glenville Trail to MHBT
- Additional planned adjacent bike connectivity projects



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**[INTERACTIVE EXERCISE]**

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- Text **MJPlanning518** to **37607**
- Scan the QR code below






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When poll is active, respond at [pollev.com/mjplanning518](https://pollev.com/mjplanning518)  
Text **MJPLANNING518** to **37607** once to join

**If you have walked along Mohawk Avenue, how would you best describe your experience?**

Welcoming, no issues with accessibility.	
The streetscape is nice, but condition has degraded over time.	100%
It is not safe to walk along Mohawk Avenue.	
I don't walk along Mohawk Avenue.	

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**If you have biked along Mohawk Avenue, how would you best describe your experience?**

Easy, no issues with biking in the vehicle travel lanes.	
Biking is difficult where parking is permitted.	22%
It is not safe to bike along Mohawk Avenue.	67%
I don't bike along Mohawk Avenue.	11%

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**Do you bike along Mohawk Avenue to reach a destination, or as part of a longer ride?**

To reach a destination.	22%
Mohawk Avenue is part of my route.	11%
I don't bike along Mohawk Avenue.	67%

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## Existing Conditions: Traffic Data

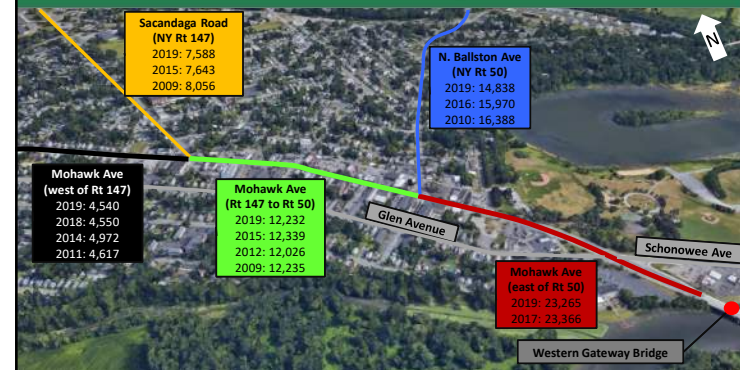
Traffic Summary of Roadways with Study Area				
	Roadway Name	Total Traffic Volume	Truck Traffic Volume	% Trucks
Section 1	Mohawk Avenue (NY Route 5) – I-890 to NY Route 147	4,540	470	10%
	Sacandaga Road (NY Route 147)	7,588	386	5%
	Mohawk Avenue (NY Route 5) – NY Route 50 to NY Route 147	12,232	599	5%
	North Ballston Avenue (NY Route 50)	14,838	708	5%
Sections 2 & 3	Mohawk Avenue (NY Route 5) – Western Gateway Bridge to NY Route 50	23,265	829	4%

(Traffic volume reported in vehicles per day)



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## Existing Conditions: Traffic Data



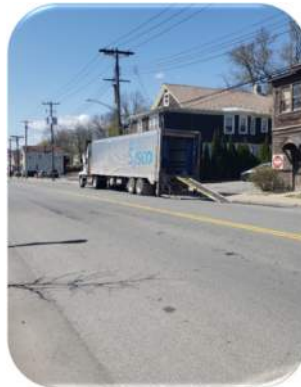
(Traffic volume reported in vehicles per day)



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## Existing Conditions: Freight

- Designated Access Highway west of the intersection with NY Route 50
- NY Route 50 to NY Route 147 – 5% trucks
- West of NY Route 147 – 10% trucks
- Crucial connection for freight utilizing I-890
- Glenville Business and Technology Park located 1 mile west of study limits has multiple businesses that rely on freight for distribution



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## Existing Conditions: Transit

- CDTA operates two bus routes within the study area

**CDTA Route 353**  
Glenville to Schenectady  
4 stops in the eastbound and westbound directions

**CDTA Route 450**  
Schenectady to Saratoga  
2 stops northbound and 1 stop southbound



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## Existing Conditions: Parking

Location	Available Spaces	Parked Vehicles Observed						Average Utilization Observed
		Friday 4/23/21 2:00 pm	Tuesday 6/15/21 11:00 am	Tuesday 6/15/21 4:00 pm	Thursday 6/17/21 11:00 am	Thursday 6/17/21 4:00 pm	Tuesday 8/10/21 4:00 pm	
South Reynolds St to Sacandaga Rd	9	0	2	2	1	2	1	15%
North Reynolds St to Sacandaga Rd	12	1	2	2	0	0	2	10%
Fmr. Tartan Lanes to S. Ten Broeck St	14	1	0	1	0	2	0	5%
Center St to N. Ten Broeck St	13	1	5	3	5	3	4	27%
S. Ten Broeck St to S. Ballston Ave	17	9	3	5	4	8	7	35%
N. Ten Broeck St to N. Ballston Ave	20	6	4	7	6	12	6	34%
Entire Study Area	85	18	16	20	16	27	20	

- Consider historic observations due to pandemic effects



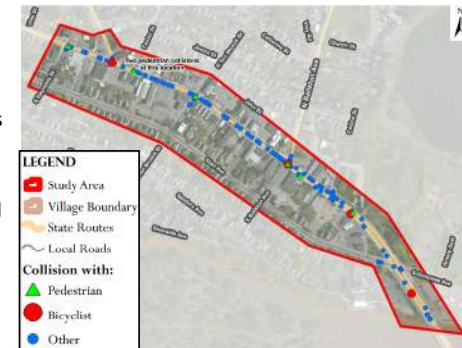
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## Existing Conditions: Crash History

- Crash data obtained by the CDTC (January 2016 - December 2020)

266 recorded crashes

- 4 involving bicyclists
- 7 involving pedestrians
- Of the accidents involving bicyclists/pedestrians, 6 resulted in injury and 1 fatality



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## Existing Conditions: Crash History

### Crash Rate Comparison – Roadway Segments

Roadway Segment	Statewide Average Crash Rate (ACC/MVM)	Crash Rate (ACC/MVM)
NY Route 50 to Reynolds Street (Undivided 2-lane Roadway)	3.7	9.3
Western Gateway Bridge to NY Route 50 (Undivided 4-lane Roadway)	6.4	5.2

- ACC/MVM = Accidents per million vehicle miles traveled
- Primary crash types are Rear End (30.5%) and Overtaking (22.6%)



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## Existing Conditions: Crash History

### Crash Rate Comparison – Intersections

Intersection	Statewide Average Crash Rate (ACC/MEV)	Crash Rate (ACC/MEV)
Mohawk Ave / Sacandaga Rd (Rt 147)	0.32	1.16
Mohawk Ave / Ten Broeck St	0.32	1.07
Mohawk Ave / N. Ballston Ave (Rt 50)	0.17	1.11
Mohawk Ave / Collins St	0.07	0.47

- ACC/MEV = accidents per million entering vehicles
- Calculated rates are estimated



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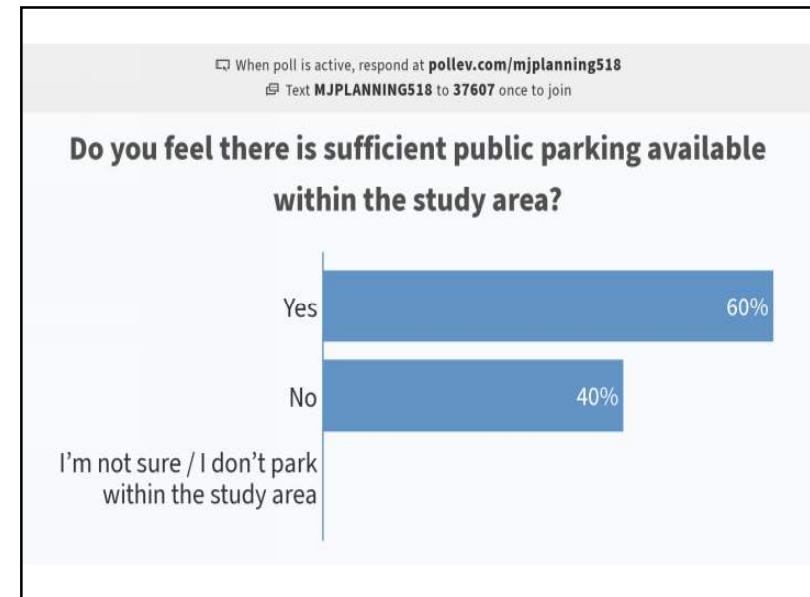
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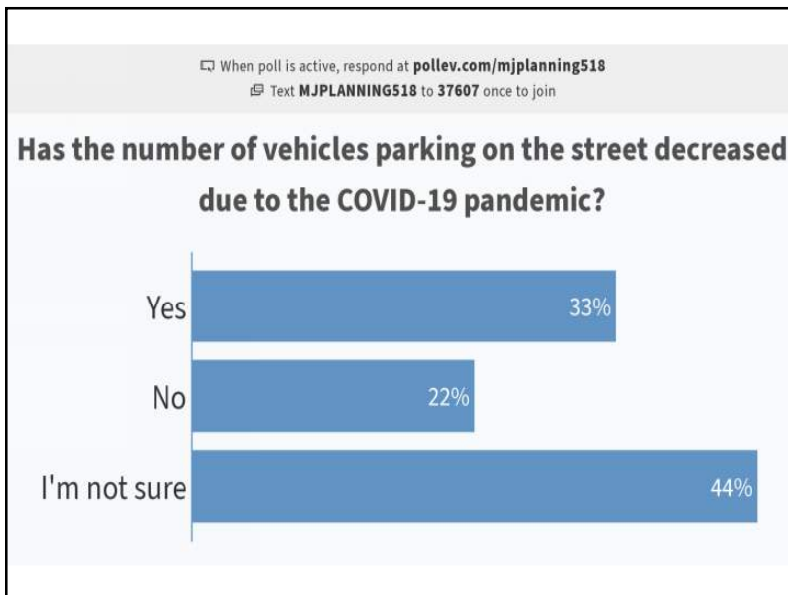




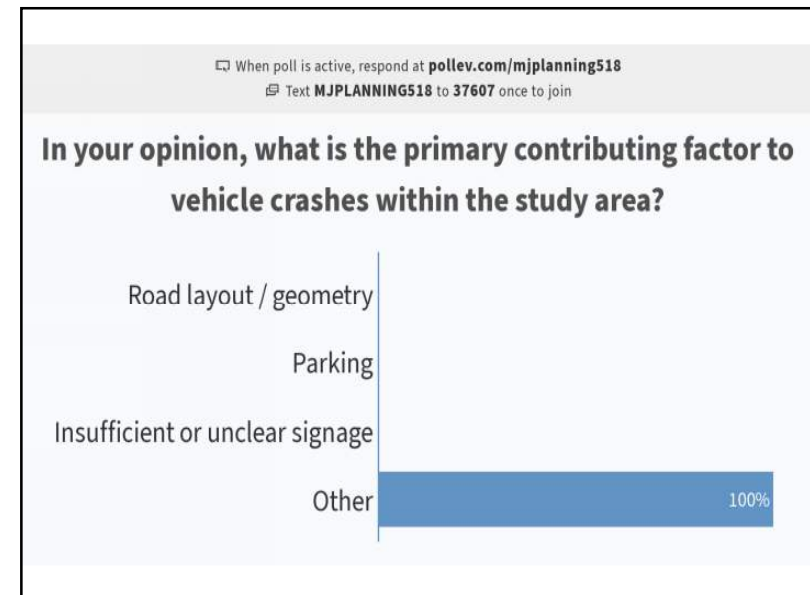

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## Environmental, Social & Economic Resources

- Environmental Screening – wetlands, floodplains, endangered species, historic resources
- Review of Environmental Justice (EJ) and Limited English Proficiency (LEP) data
- Streetscape improvements not likely to negatively impact sensitive resources or populations



US Army Corps of Engineers  
New York District



New York Natural Heritage Program



Engineering and Land Surveying, P.C.

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## Complete Streets

*"Complete streets design is defined as roadway design features that accommodate and facilitate convenient access and mobility by all users, including current and projected users, particularly pedestrians, bicyclists, transit users, and individuals of all ages and abilities."*

- NYSDOT

- Concepts Vary Based on Community Context & Roadway Classification
- Potential for Crash Reduction
- Promote healthy living
- Reduce Environmental Impact
- Economic Benefits



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## Complete Streets: Example Features

### Pedestrians

- Pedestrian Control Signalization
- Curb Extensions
- Crosswalks & Median Refuges



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## Complete Streets: Example Features

### Bicyclists

- Paved shoulders suitable for use by bicyclists
- Bicycle lanes and bicycle parking/storage
- Share-the-road signage



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## Complete Streets: Example Features

### Transit

- Bus pullouts / pedestrian access to bus stops

### Traffic Calming

- Road diets
- Raised crosswalks and ramps

### Safety Enhancements

- Access Management / Curb cuts
- Street and sidewalk lighting



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## Complete Streets: Considerations

### **Modal Hierarchy:**

- Used to make well-prioritized design and operation decisions
- Not all modes can be accommodated on all streets (ROW, safety, etc.)

### **Maintenance:**

- Future maintenance of physical elements and materials
- Public vs. private responsibility
- Snow removal operations and storage



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## [INTERACTIVE EXERCISE]

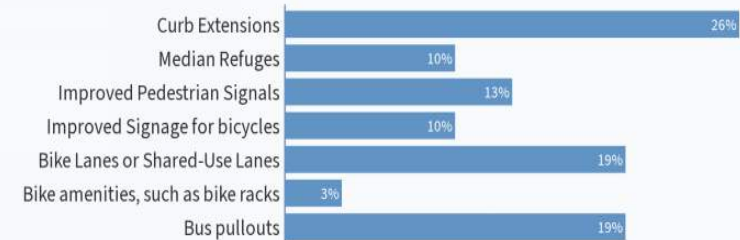
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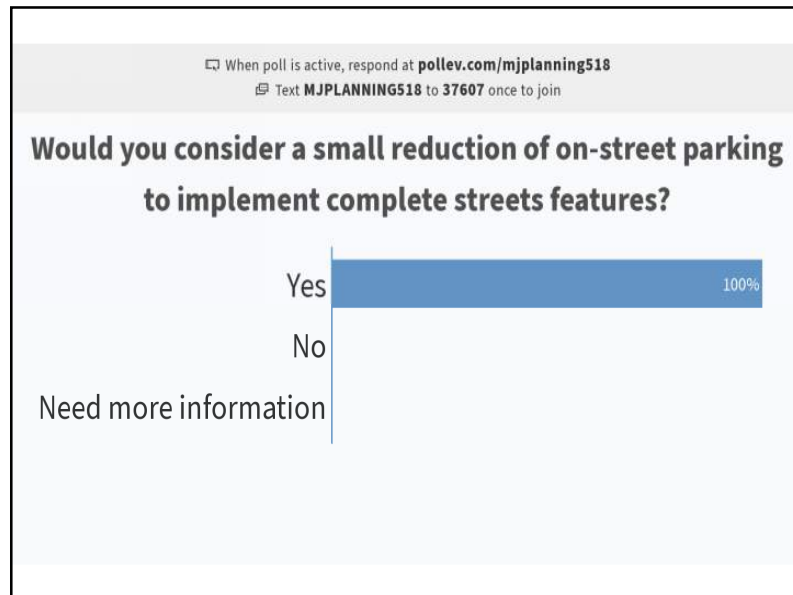
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When poll is active, respond at [pollev.com/mjplanning518](http://pollev.com/mjplanning518)  
Text **MJPLANNING518** to **37607** once to join

**What types of complete streets features do you think would be beneficial to implement along Mohawk Avenue? Choose all that apply.**



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## Next Steps

**Following Public Workshop #1:**

Draft Downtown Connections Plan	October 2021
Pop-Up Table (Location TBD)	October 2021
Public Workshop #2	November 2021
Final Downtown Connections Plan	January 2022





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## How Can I Stay Involved?

- Submit additional comments and check for updates on the project website:  
[www.ScotiaConnections.com](https://www.ScotiaConnections.com)
- Stop by an upcoming pop up event - Follow CDTC on social media for dates and locations
- Attend Public Workshop #2 (Late 2021)






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# **APPENDIX D**

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## **PUBLIC WORKSHOP #2**



## MEETING SUMMARY

### Scotia Downtown Connections Plan Village of Scotia, NY

**Agenda:** Public Workshop #2  
**Date & Time:** Wednesday March 23, 2022, 6:30 to 7:30 pm  
**Platform:** Zoom Webinar

Panelists:		
Name:	Representing:	Email
Andrew Tracy	Capital District Transportation Committee	<a href="mailto:atracy@cdtcmpo.org">atracy@cdtcmpo.org</a>
Chris Bauer	Capital District Transportation Committee	<a href="mailto:cbauer@cdtcmpo.org">cbauer@cdtcmpo.org</a>
Mayor Tom Gifford	Village of Scotia	<a href="mailto:tgifford@villageofscotiany.gov">tgifford@villageofscotiany.gov</a>
Ryan Kedzior	Village of Scotia	<a href="mailto:rkedzior@villageofscotia.gov">rkedzior@villageofscotia.gov</a>
Lisa Wallin	MJ Engineering & Land Surveying, P.C.	<a href="mailto:llwallin@mjels.com">llwallin@mjels.com</a>
Andris Blumbergs	MJ Engineering & Land Surveying, P.C.	<a href="mailto:ablumbergs@mjels.com">ablumbergs@mjels.com</a>
Brian Cooper	MJ Engineering & Land Surveying, P.C.	<a href="mailto:bcooper@mjels.com">bcooper@mjels.com</a>

#### Pre-Workshop Info:

1. Panelists joined at 6:15 to test webinar functions, video, sound volume and confirm roles.
2. The recording was started, and all public attendees were admitted at 6:30 pm.

#### Webinar Summary:

1. Andrew Tracy welcomed the public to the workshop, introducing himself and MJ Engineering. He provided an introduction of what CDTC is, a brief overview of the linkage study program and CDTC's involvement.
2. Andrew handed the remainder of the presentation off to MJ. Lisa gave the technical presentation which covered the following:
  - a. Zoom Webinar "How To"
  - b. Study Overview
  - c. Review Materials presented at Public Workshop #1
  - d. Overview of Draft Downtown Connections Plan
  - e. Discuss Concepts
  - f. Closing Remarks
  - g. Comments & Question Period
3. Mayor Gifford briefly spoke on the project and its importance to the Village.
4. Andris Blumbergs assisted Lisa Wallin with the Q&A session. The Q&A session included both written comments through the Q&A webinar function and live questions through the "raise hand" function. All questions were addressed by the end of the meeting. See summary of Q&A below.
5. The meeting concluded at approximately 7:20 pm.



### **Summary of Q & A Session:**

The Q&A session began at 7:10pm. The following discussion points were raised during the Q&A Session:

1. Mike Horan, the attorney for the owner of Ming's at 9 Mohawk Avenue had comments regarding the concept near his client's property. Mr. Horan noted that he and his client were pleased to see that a left turn lane has been incorporated into the raised median to permit left turns into 9 Mohawk Avenue. Mr. Horan also noted that the property owner has concerns with the proposed changes to the driveway and parking lot layout. Since there is no means to access the parcel from the rear, the driveway and parking modification (as shown) will severely hinder delivery operations. Ms. Wallin noted that the design is a concept and is not final, and that stakeholders (property owners) would also be coordinated with during the final design of such improvements.

**Action Item:** Comment noted. MJ will re-visit the driveway and parking layout at 9 Mohawk Avenue.

2. Mayor Gifford stated that the red brick inlay that has been installed within the existing sidewalks is required by Village code. He asked if the code should change now. Ms. Wallin stated that the conflict between the current code and the proposed concept would be noted in the Final Downtown Connections Plan, and that changing the code should be revisited at a later time. Once the sidewalk work is funded and is formally designed, the Village may want to consider different treatments, and the code should be changed to match the design at that time and it is suggested that the code allow more flexibility for this specific element.

**Action Item:** MJ will document the potential need for Village Code changes within the implementation section of the Final Downtown Connections Plan.

3. An attendee asked if the location of the new fire station was considered in the concept. Ms. Wallin stated that the study team has been following the fire station discussions. Both locations recently proposed are within the study limits. Ms. Wallin stated that this study will likely be complete by the time a new fire station location is decided upon, but the Final Downtown Connections Plan would touch upon this ongoing redevelopment effort.

**Action Item:** MJ will document the need to coordinate with future developments, specifically the new fire station, within the Final Downtown Connections Plan.

4. Mayor Gifford asked if it makes sense to permanently remove parking in front of CVS, and asked why parking is not allowed at this location? Ms. Wallin stated that the crash history shows a number of incidents with vehicles traveling down Sacandaga Road turning left onto Mohawk Ave and side swiping parked vehicles in this location. The Village has posted this stretch with "No Parking" signs for this reason. The concept formalizes the current parking restrictions.
5. Mayor Gifford asked if we studied traffic on Ballston Avenue and if we should consider having only one left turn lane and maybe reduce the four lane Mohawk Avenue to three lanes. Ms. Wallin stated that a separate study has been conducted specifically for this intersection already. This study did not re-visit those recommendations because it would require collection of new traffic data, which was out of the scope of this project. More importantly, the data collection effort for this study was conducted during the heart of the COVID-19 pandemic, so any traffic data collected would not be representative of the typical non-pandemic traffic volumes.



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## Agenda

- Zoom "How To"
- Study Overview
- Review Materials from Public Workshop #1
- Overview of Draft Plan
- Discuss Concepts
- Comments & Questions
- Closing Remarks

SCOTIA DOWNTOWN CONNECTIONS PLAN  
Draft Concept Report  
March 2022

Engineering and Land Surveying, P.C.

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## Zoom Webinar "How To"

We will break to address questions at the end of the presentation

- To post a question, utilize the "Q & A" function in your Zoom Webinar panel
- Use the "Raise Hand" feature
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Engineering and Land Surveying, P.C.

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## Study Team

Sponsors  
 Village of Scotia, Capital District Transportation Committee

Consultant  
 MJ Engineering & Land Surveying, P.C.

Study Advisory Committee  
 Village of Scotia, Scotia BID, CDTA, NYSDOT, Schenectady County, and residents

Engineering and Land Surveying, P.C.

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## Study Overview: Project Limits



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## Study Overview: Objectives

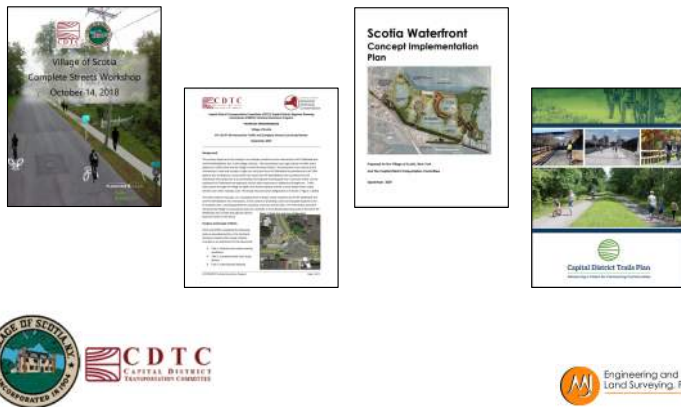
- Improve pedestrian, bicycle and transit experience in the Village's Central Business District along Mohawk Avenue
- Preserve the quick and efficient movement of commuters and freight through the Village
- Enhance the safety, accessibility, and enjoyment of the area for all user groups
- Improve connections to the Mohawk Ave corridor from points throughout the Village

**Goal:**  
Develop a Plan, endorsed by the Village, that will be used to pursue funding opportunities and guide implementation of improvements

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## Previous Related Studies

Previous studies can be accessed from the Study's website:  
[www.ScotiaConnections.com](http://www.ScotiaConnections.com)



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## Existing Conditions

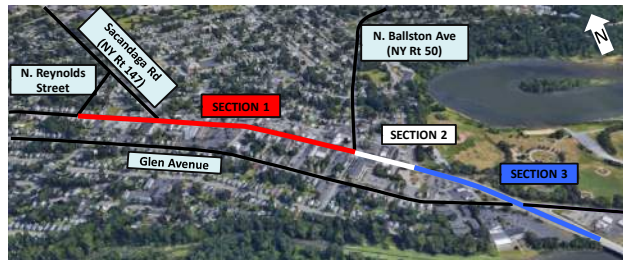
- |   |   |
|---|---|
| ➤ Zoning & Land Use                       | ➤ Transit                                   |
| ➤ Roadways Characteristics & Traffic Data | ➤ Parking                                   |
| ➤ Pedestrian Accommodations               | ➤ Crash History                             |
| ➤ Bicyclist Accommodations                | ➤ Environmental, Social, Economic Resources |
| ➤ Freight                                 |   |

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## Existing Conditions: Roadway

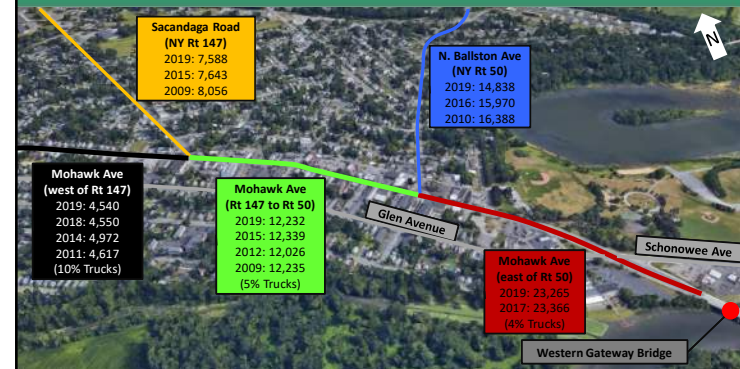
### Mohawk Avenue Corridor

- NY Route 5
- 5 signalized intersections, 2 intersections stop-controlled



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## Existing Conditions: Traffic Data



(Traffic volume reported in vehicles per day)



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## Existing Conditions: Pedestrian Accommodations

- Sidewalks 4-5 ft wide minimum
- Curb ramps & crosswalks at crossing locations
- Pedestrian signal equipment at the 5 signalized intersections
- Benches, trash receptacles
- Decorative pedestrian lighting



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## Existing Conditions: Pedestrian Accessibility



Sidewalk and curb ramp slopes

Pedestrian path width reduced at street tree locations



8-in wide stamped asphalt / brick inlay



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## Existing Conditions: Bicycle Routes & Accommodations

- Two CDTA bike-share hubs at Village Parking Lot
- Mohawk Ave is a part of NY Bicycle Route 5, a signed on-road route



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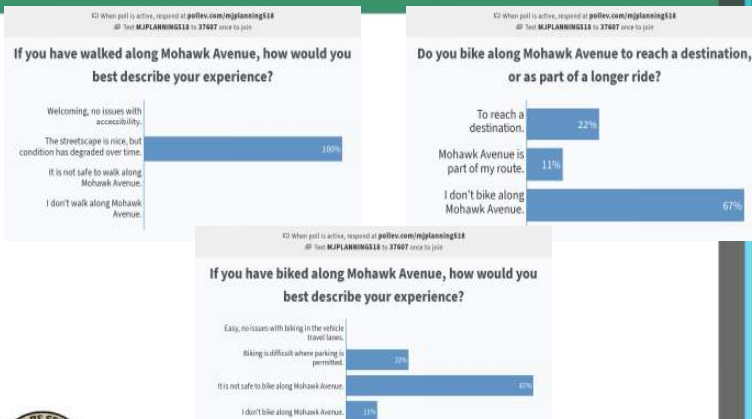
## Existing Conditions: Bicycle Routes & Accommodations

- NY Bicycle Route 5  
Signed on-road route, 365 miles from Niagara Falls to NY/MA state line
- Scotia Loop Path  
8.2 mile on/off road route, existing Scotia Glenville Trail to MHBT
- Additional planned adjacent bike connectivity projects



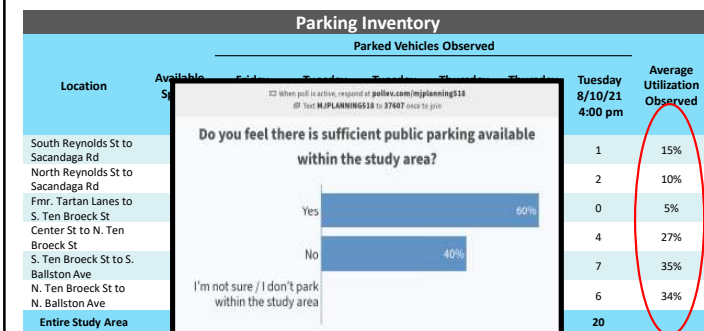
14

## Live Polling Feedback



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## Existing Conditions: Parking



- Consider historic observations due to pandemic effects



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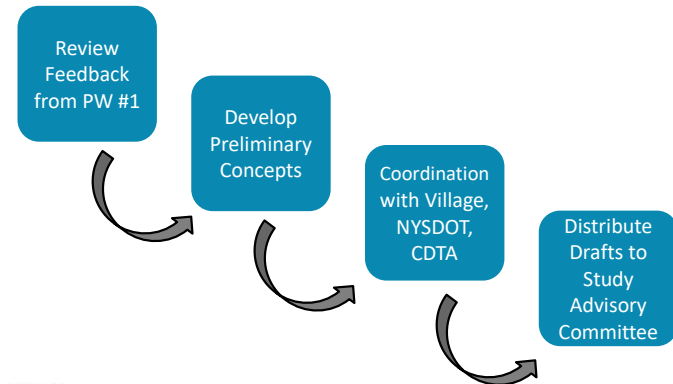
## Concepts: Early Public Input

- Reviewed complete street definition and examples
- Explained modal hierarchy and maintenance implications
- Asked attendees of Public Workshop #1 what was needed!



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## Plan Development



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## Plan Development: Stakeholders

### NYSDOT

- Mid-block crosswalks generally not recommended in 4-lane sections
- Consider PSAP recommended safety measures before RRFBS, Engineering Study required
- Future development

### CDTA

- CDTA prefers not to have bus turnouts on roadways with this traffic volume and speed due to time involved with merging back in

### SAC

- Curbed median vs. business access
- Multi Use path termini
- Mid-block crossing locations
- Gateway features
- Opportunity for bus lane



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## Plan Development: Rating System

- Ability of complete street elements to address corridor needs were evaluated on five criteria

**Intersection and/or Corridor Operation**  
Ability to maintain or improve the level of service for vehicles, pedestrians, bicyclists, transit and freight

**Safety**  
Ability to provide crash reduction measures

**Bicycle Accommodations**  
Bicycle safety improvements made, bicycle amenities provided, and improved connectivity to existing bicycle infrastructure provided

**Pedestrian Accommodations**  
Pedestrian safety improvements made in accordance with the NYS Pedestrian Safety Action Plan, walkability enhanced, and improved connectivity to existing pedestrian infrastructure provided

**Livability Consideration**  
General improvement to, or reduction of quality of life for residents, visitors, and commuters

- A rating system was implemented



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## Mohawk Ave Corridor Plan

- Reconstruct ADA-compliant sidewalks, decorative hardscape buffer along curb line
- Shared-use lane markings on Glen Ave
- Assess need for additional fixtures
- New asphalt top course, striping



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## Mohawk Ave Corridor Plan

- Raised center median, access management



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## Mohawk Ave Corridor Plan

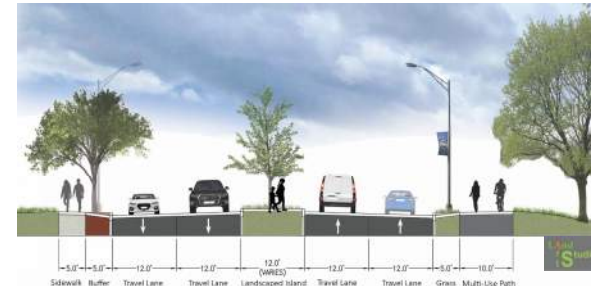
- Raised center median, access management



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## Mohawk Ave Corridor Plan

- Raised center median, access management



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## Mohawk Ave Corridor Plan

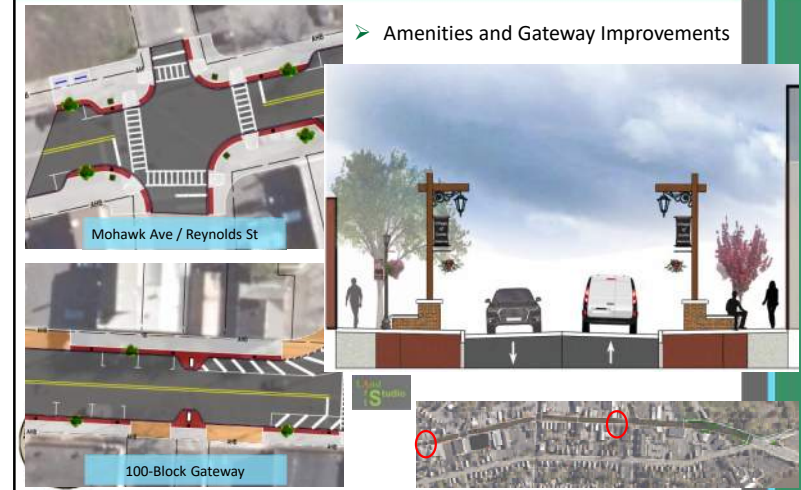
### ➤ Mid-block Crossings



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## Mohawk Ave Corridor Plan

### ➤ Amenities and Gateway Improvements



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## Mohawk / Schonowee / Glen



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## Mohawk / Schonowee / Glen



28

## Mohawk Ave / Ballston Ave (NY 50)



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## Mohawk Ave / Sacandaga Rd



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## Study Status



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## Study Status: What's Next?

- Incorporate public comments
- Update cost estimates

### *How does the concept plan become a reality?*

- Develop Implementation Plan
  - Identify applicable federal, state and local funding sources
  - Specify which sources would fund specific elements
  - Assign priorities to implementation: short term vs. long term
- Final Presentation to the Village Board of Trustees
- Village applies for funding to support design and construction



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## How Can I Stay Involved?

- View concepts and submit additional comments on the study website:  
[www.ScotiaConnections.com](http://www.ScotiaConnections.com)
- Please provide comments by April 4<sup>th</sup>

### PUBLIC PARTICIPATION



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## Questions and Discussion

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