

**City of Cohoes
Van Schaick Island Transportation and Revitalization Plan**

**Public Workshop #2 (January 29, 2008)
SUMMARY**

Public Workshop #2 for the *City of Cohoes Van Schaick Island Transportation and Revitalization Plan* was held on January 29, 2008 at 6:30 pm at the Van Schaick Elementary School. The purpose of the meeting was to present and receive comments on the preferred Land Use Alternative, as well as the Transportation Management Plan and the Transit & Multi-Modal Plans developed to accommodate the growth associated with the preferred alternative. The workshop was advertised online on the City of Cohoes website Events calendar and at the School District's website. Physical notices were posted at the Library, City Hall, and at the schools. The workshop was attended by about 50 people (attendance sheets attached).

The meeting was facilitated by Tom Johnson and Alanna Moran of Creighton Manning Engineering, and Doug Robbins and Elizabeth Burling of Kise Straw & Kolodner. Mayor McDonald provided comments about the goals of the project. Following a brief PowerPoint presentation, community members were invited to view and express their opinions on the Preferred Land Use Alternative and the Transportation, Transit & Multi-Modal Plans. In general, public opinion for the land use and transportation plans was very favorable. General themes and specific comments, or concerns, are summarized below:

Preferred Land Use Alternative – High Density

The high-density preferred land use alternative received very positive feedback with residents generally looking forward to the potential for change in the corridor.

Transit

In general, the potential for transit on the island was received with positive feedback though there was a comment that a local route through the neighborhoods was "ludicrous." It is noted that for transit to be available on the islands that the Capital District Transportation Authority (CDTA) density requirements must be met prior to installation of a service line.

Corridor-Specific Improvements

The Corridor-Specific Improvements were also met with positive feedback though there were some questions raised with the bump-out and roundabout improvements. Specific concerns included whether Ontario Street would be narrowed to accommodate the bump-outs at the Park Avenue intersection and how grades on Ontario Street would affect the operation of a roundabout at Delaware Avenue, especially in the winter. It is noted that the travel lanes on Ontario Street will not require narrowing to accommodate bump-outs at the Park Avenue intersection. The bump-outs would be constructed to minimize pedestrian crossing distances while also minimizing impacts to parking and access to adjacent parcels. Prior to construction of a single-lane roundabout at

Delaware Avenue, all potential design constraints would be thoroughly investigated. Based on initial field reviews, the grades on Ontario Street do not appear to negatively affect the construction and operation of a roundabout at Delaware Avenue.

Island-Wide Improvements

The Island-Wide Improvements were met with the most questions and concerns of the evening; primarily with regards to the closure of Van Schaick Avenue between Continental Avenue and the access to the pond parking lot.

The road closure was met with positive and negative comments because the vehicular route from Delaware Avenue to Van Schaick Avenue and then to Bridge Avenue is an alternate route from Ontario Street. It was noted that routes from Park Avenue to Bridge Avenue, and from Delaware Avenue to Bridge Avenue via Van Schaick Avenue and around the pond would still be available.

A second area of comment included the extension of Jackson Avenue to create a vehicular connection to Delaware Avenue. The concern appeared to be primarily due to an anticipated increase in traffic from River Walk and Water's View through the existing residential neighborhood on Jackson Avenue. The assumption was that no one would want to use the roundabout and would therefore travel along Jackson Avenue to other cross streets to the west of Delaware Avenue and therefore increase traffic through the neighborhood. However, accessing Ontario Street through the roundabout from these residential areas will be much easier than traveling along Jackson Avenue.

Questions were raised as to whether Delaware Avenue will be widened near Van Schaick Avenue. It was confirmed that Delaware Avenue will be widened as part of construction of Admiral's Walk.

The final area of concern was the northeast quadrant of River Street and Breslin Avenue located one block south of Ontario Street. It was expressed that sight distance at that location is severely limited due to an existing fence and the location of vehicles parked along River Street and Breslin Avenue. The suggestion was for River Street to be converted from a two-way street to one-way southbound south of Ontario Street.

Bicycle Route

The proposed bicycle route over the Bridge Avenue Bridge and toward Delaware Avenue via Van Schaick Avenue and/or Hudson Avenue also received positive feedback.