

ALBANY COUNTY COMPLETE STREETS SYMPOSIUM



September 22, 2016



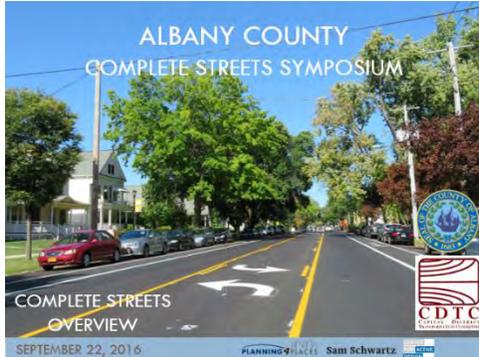
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INTRODUCTION



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 2015, the CDTC released an RFP (Request for Proposals) seeking consultant assistance to develop and implement a Complete Streets educational and technical assistance workshop series to assist local jurisdictions in developing and implementing Complete Streets policies.

CDTC administered the consultant contract as part of the Albany County Department of Health’s (DOH) Local IMPACT grant. CDTC is working with Albany County DOH to improve safe access to walking and cycling facilities throughout Albany County. The objective of the Complete Streets Symposium was to help transportation planning practitioners and decision makers identify and overcome barriers to implementing Complete Streets. Assisting the County and CDTC were the consulting firms of Planning4Places, a Niskayuna-based land use and transportation planning firm, Sam Schwartz Engineering – a leading traffic and transportation planning and engineering firm based in New York City, and the Center for Active Design – a non-profit organization based in New York City.

WORKSHOP DEVELOPMENT PROCESS



The workshops were the result of a collaborative development process that included CDTC staff, Albany County Health Department staff, and the Consultant Team. Based on the application for the workshop that was submitted to CDTC and conference calls prior to the workshop, the Consultant Team developed a draft agenda and set of questions and data requests that helped to develop the workshop and frame the conversation.

Prior to the workshop, CDTC staff, Albany County staff, and the Consultant Team held weekly conference calls to discuss meeting logistics, content, and overall development. Participating in this discussion were Chris Bauer, Anne Benware, Jen Ceponis, and **Chris O’Neill** from CDTC, Charles Welge and Tricia Bulatao from Albany County, Jim Levy and Katherine Ember from Planning4Places, and Mike Flynn and Stacey Meekins from Sam Schwartz, and Suzanne Nienaber from the Center for Active Design.

SYMPOSIUM AGENDA

The symposium agenda follows on the next two pages.



Albany County Department of Health

Complete Streets Symposium

Thursday September 22, 2016

Milne Hall, University at Albany Downtown Campus

WORKSHOP OBJECTIVES:

- UNDERSTAND WHAT COMPLETE STREETS ARE AND THE MULTI-FACETED EFFORT IT ENTAILS
- UNDERSTAND THE WIDE-RANGING BENEFITS OF COMPLETE STREETS –IMPACTING HEALTH, TRANSPORTATION, ECONOMIC DEVELOPMENT, AND MORE
- CONVENE MULTI-DISCIPLINARY STAKEHOLDERS TO SHARE DIVERSE PERSPECTIVES AND LAY THE GROUNDWORK FOR FUTURE COLLABORATION ON HEALTH AND TRANSPORTATION ISSUES
- INSPIRE AND ENGAGE PARTICIPANTS THROUGH COMPELLING PRESENTATIONS AND INTERACTIVE DISCUSSIONS
- UNDERSTAND PERSPECTIVE(S) OF LOCAL MUNICIPALITIES

DRAFT AGENDA

9:00 OPENING REMARKS FROM THE ALBANY COUNTY EXECUTIVE, ALBANY COUNTY DEPARTMENT OF HEALTH COMMISSIONER, AND CDTC EXECUTIVE DIRECTOR

9:30 INTRODUCTIONS

10:00 KEYNOTE:

SUZANNE NIENABER – SHAPING HEALTHY COMMUNITIES THROUGH DESIGN
NATIONALLY RECOGNIZED SPEAKER ON COMPLETE STREETS AND ACTIVE DESIGN

10:45 **BREAK**

11:00 COMPLETE STREETS OVERVIEW

- a. WHAT ARE COMPLETE STREETS? (SEE CDTC HANDOUTS IN YOUR PACKET)
- b. WHY ARE COMPLETE STREETS IMPORTANT TO ALBANY COUNTY?
 - i. **HEALTH**
 - ii. **SAFETY**
 - iii. ACCESS & MOBILITY FOR ALL
 - iv. SOCIAL EQUITY & OPPORTUNITY
 - v. ECONOMIC DEVELOPMENT
- c. THE BREADTH OF COMPLETE STREETS
 - i. IMAGES OF COMPLETE STREETS IN DIFFERENT CONTEXTS
- d. EXAMPLES OF COMPLETE STREETS IN THE CAPITAL REGION

- 11:45 COMPLETE STREETS & PUBLIC HEALTH
- a. GROUP DISCUSSION: WHAT ARE THE BIGGEST PUBLIC HEALTH CONCERNS IN ALBANY COUNTY AS THEY RELATE TO COMPLETE STREETS? WHAT ARE THE OPPORTUNITIES/NEEDS? WHAT COMPLETE STREETS EFFORTS ARE UNDERWAY IN YOUR COMMUNITY?
 - b. TOOLS FOR HEALTHY STREETS
 - i. HEALTH IMPACT ASSESSMENTS (WHAT ARE THEY AND HOW CAN THEY HELP)?
 - ii. SAFE ROUTES TO SCHOOL (WHO, WHAT, WHERE; SPECIFIC EXAMPLES)
 - c. KEY ELEMENTS TO ADVANCE COMPLETE STREETS
 - i. COMPLETE STREETS POLICIES/ORDINANCES
 - ii. ADAPTING NEW/UPDATED STANDARDS & GUIDELINES
 - iii. UPDATING STANDARD DESIGN/REVIEW/APPROVAL/PERMITTING PROCESSES
 - iv. ADOPTING NEW PERFORMANCE MEASURES
 - v. TRACKING PROGRESS
- 12:30 **LUNCH**
- 1:15 GROUP EXERCISE: WALK AUDIT
- a. WALK TO NEARBY LOCATION(S)
 - b. DISCUSS USE OF WALKABILITY AUDIT FORM IN CONTEXT OF LOCATION(S)
- 2:15 REPORT BACK
- 2:45 COMPLETE STREETS DESIGN – GETTING INTO THE SPECIFICS OF WALKABILITY IN ALBANY COUNTY
- a. DEMONSTRATION PROJECT IDEAS & FOCUS GROUP DISCUSSIONS
- 3:45 REPORT BACK
- 4:00 FINAL THOUGHTS FROM PARTICIPANTS, ACTION ITEMS SUMMARY & ADJOURN

WORKSHOP NOTES

The following notes summarize the discussion from the workshop.

The Symposium began just after 9:00AM.

Opening Remarks from the Albany County Executive, Albany County Department of Health Commissioner, and CDTC Executive Director



Daniel P. McCoy – Albany County Executive, Elizabeth Whalen – Albany County Department of Health Commissioner, and Michael V. Franchini – CDTC Executive Director provided opening remarks welcoming the attendees and providing context related to public health and Complete Streets implementation. M. Franchini described CDTC's focus and introduced Katherine Ember, Founding Principal of Planning4Places. Ms. Ember introduced the Consultant Team and participants introduced themselves.

Keynote: Shaping Healthy Communities Through Design (PPT slide presentation)



James Levy introduced the keynote speaker, Suzanne Nienaber from the Center for Active Design (CfAD). She discussed using active design to create healthy communities and opened the presentation discussing some public health statistics (including for Albany County). She detailed obesity rate increases since 1990, the impacts of chronic disease, active design concepts, safety considerations, how to measure success and how to advance the conversation. The Center for Active Design will be coming out with some new publications related to assembly spaces. Following her presentation,

attendees participated in an open discussion:

- Should one-way way streets not be used?
 - o Answer: It depends on the context; in some cities it makes sense to move the automobile traffic through on some streets but generally one-way streets aren't as ideal in terms of Complete Streets.
 - Is it a street or a road? "Stroads"
 - Use of "open streets" when pedestrians and bikers can use the travel lanes (usually on weekends).
- Suggestions for municipalities with reduced design staffs and funding streams?

- o Answer: There are a lot of great design resources (to be discussed in a later presentation) such as the NACTO guide and cost of implementation can be integrated into routine maintenance at a minimal cost. Grassroots advocacy helps move projects forward and sometimes other sources become available (like through Health Departments as the case here in Albany).
- What is a good strategy to address the concerns about density especially given how increased density helps support transit?
 - o Frame it in terms of a mix of uses rather than increased densities. A mix of uses – with destinations to walk or bike to are generally of interest to everyone.
- There was also a discussion of the generational changes related to reliance and preference for cars.
 - o School siting and nursing homes are an issue and often very much affect the potential for walking or biking to school.

Module 1: Complete Streets Overview (PPT slide presentation)



Stacey Meekins and Mike Flynn from Sam Schwartz (SSE) began the workshop with the Ice Breaker Exercise and discussion of Complete Streets. The workshop was well represented by staff and consultants that work in the County as well as elected officials and representatives from Albany County municipalities. **Attendees discussed their ideas about “What is a Complete Street?” including:**

- | | |
|---|----------------------------------|
| - Allows for multiple ways of travel | - Safe/safer |
| - Designed for all | - Fully-functional |
| - Logical | - Fits needs of the neighborhood |
| - Pedestrian-friendly | - Economic Development |
| - Conducive for walkability | - Enjoyable |
| - Designed for all modes (several people) | - Popular |
| - Inclusive | - Convenient for all |
| - Sustainable | - Stimulating |
| | - Resourceful |

Editor’s Note: The CDTC New Visions Regional Transportation Plan – Complete Streets Whitepaper has a definition of Complete Streets [which reads “A common definition of a Complete Street is one that is designed & operated to enable safe access for all users, including: Pedestrians, bicyclists, motorists & public transportation users of all ages & abilities including children, the elderly, and persons with disabilities” (p3)].

S. Meekins and M. Flynn discussed the components of Complete Streets and why they are important. The key is to think of the whole environment as a place to get exercise. Complete Streets in addition to promoting better health also increase economic development (see National Complete Streets links below). Complete networks are important – all Complete Streets elements do not have to be in one street. A Complete Streets policy is about getting communities towards implementation of Complete Streets.

Tricia Bulatao from Albany County stated that the County is working to coordinate efforts and events and to pool resources to facilitate what could be done. Albany County is focusing on six focus areas including Watervliet, Green Island, Cohoes, and Albany – Arbor Hill, West Hill and South End.

Module 2: Complete Streets and Public Health (PPT slide presentation)



S. Meekins and M. Flynn opened Module 2 with the slide presentation. Attendees provided input on the biggest health concerns in Albany County:

- Obesity
- Drug addiction/heroin
- Mental health
- Air quality/asthma
- Aging population
- Chronic disease
- Lyme disease
- Disparities between groups

The attendees also discussed opportunities to address these issues including:

- Create a community feel – get out, walking & socializing
- Learning from each other/collaboration opportunities
- Aging infrastructure will need to be replaced
- Highlight opportunities like the Albany rail trail
- Sharing success stories – like Capital Roots award
- Celebrate successes
- Inspire through success stories
- Promote funding opportunities
- Promote exciting destinations
- Access to waterfront
- Letting people know what is already there
- Information sharing/collaboration

Additionally, the discussion revolved around the following topics:

- A good model for a holistic project development process was Charlotte, NC’s Design Guidelines. Many cities have their own design guidelines – Philadelphia, Boston, Chicago. NACTO is a useful resource among others.

- o Design for the design speed rather than accommodating a type of vehicle alone (i.e. for less frequent use for emergency vehicles and large tractor trailers).
- Demonstration projects are helpful to see how elements operate.
 - o The City of Poughkeepsie is enacting a week-long demonstration project.
 - o **Boulder, CO has a "living laboratory."**
- The City of Troy is developing a Complete Streets checklist and the Town of Niskayuna formed a Complete Streets Advisory Group.
- Capital Roots donates bike racks.
- The City of Albany has Complete Streets legislation and is developing a guide and checklist. This discussion will require departments to coordinate so that improvements are done incrementally (i.e. utility repairs before repaving) and looking at a three-year cycle.
- Wide outside lanes are design standards on collector lanes and shoulders are sometimes paved with inferior materials than travel lanes.
- Capital Roots works with school districts to see if there is an increase in riding to schools.
- The City of Watervliet has a cycle track in design and the plan is to connect the trail to the City.

- *Working Lunch*

Following the start of lunch, S. Meekins and M. Flynn continued a review of design solutions of implementing Complete Streets. The participants generally agreed through some facilitated discussion that hybrid beacons would be a good choice for trail crossings. The Consultant Team encourages the use of buffered bike lanes where there is available right-of-way. CDTC will be announcing a regional bike share program shortly.

Walk Audit



J. Levy reviewed the goals of the walk audit and asked that attendees bring the Walkability Checklist with them as the group went outside for a quick walk audit along Washington Avenue to North Lake Avenue. Attendees discussed the walk including sidewalk conditions (uneven and slanted in some locations), accessibility of ramps at corners, lack of street trees, and the short time available to cross Washington Avenue. The attendees thought that Washington Avenue would be a good candidate for a road diet. The Walkability Checklist can be used in any community and would be a good tool to

use when evaluating priorities for implementing Complete Streets.

Complete Streets Design – Getting into the specifics of walkability in Albany County



J. Levy opened the group discussion/break-out activity and explained the information contained in the conceptual demonstration project material handed out in the workshop packet. Attendees broke into three groups based on their location of interest to discuss possible demonstration projects in the City of Albany (Ontario Street & Partridge Street), City of Cohoes (Columbia Street – Congress Street to Bedford Street), and the City of Watervliet (2nd Avenue & 15th Street). The Consultant Team prepared existing condition photo documentation and measured street right-of-ways with a wheel to start

a preliminary discussion about opportunities to implement Complete Streets efforts. In Watervliet at that location, there is an opportunity to modify a turning radius, add curb extensions, restripe crosswalks, and provide a bike lane with a 2-foot buffer on one side of the street and a bike lane on the other. In Cohoes, there is an opportunity to add a bike lane going up the hill and a sharrow going down the hill, plus restripe the crosswalks. In Albany on Ontario Street, there is an opportunity to restripe crosswalks and add a bike lane and a 2-foot buffer. On Partridge Street in Albany, there is an opportunity to provide a sharrow. Each of the proposed demonstration projects was well received by attendees.

Following a discussion in the break-out group and marking up aerial maps, a spokesperson from each group discussed their group’s recommendations:

- Participants in the Albany break-out group suggested the following:
 - o There was support for the cross-sections on Ontario and Partridge proposed by the Consultant Team
 - o Implement a road diet on Washington Avenue as there is an opportunity to reduce traffic speeds, lane widths, and the number of lanes to make this a more pedestrian-friendly street.
 - o Look at upcoming phase of Madison Avenue Road Diet and incorporate changes related to Ontario and Partridge particularly in terms of cross-walks.
 - o Consider continuing the bike lane on Ontario up to as far as Central Avenue if possible.
 - o Extend bike infrastructure on Partridge - consider adding a bike lane across from the school campus on Partridge (or at least a sharrow if parking remains on both sides and when Partridge widens – add in a bike lane).
- Participants in the Cohoes break-out group suggested the following:
 - o The City Planner was going to work to develop a demonstration project this Fall **if possible (Spring if timing doesn’t work) and will look to tie it to an event.** A parade this Fall runs right along Columbia Street so it could be a key event to showcase the demonstration project.
 - o Extend the proposed demonstration projects from at least Main Street to the intersection with the bike trail. For the demonstration project and implementation, the group discussed looking at the potential for extending it to I-787 to the east and to/past the school to the west.



- o There are other locations in the City where these types of demonstration projects and future implementation opportunities exist and where these ideas as shown should be somewhat easily transferrable.
- o Create better access/wayfinding to the trail entrance off of Shannon Avenue.
- o Add wayfinding signage throughout the corridor – both directional and signage for local businesses.
- Participants in the Watervliet break-out group suggested the following:
 - o There was support for the cross-section proposed by the Consultant Team (2-way with parking lane, bike lane, moving lane (SB), moving lane, curbside bike lane (NB). In fact, the City said that was the basic concept they have been discussing.
 - o The group asked how this design would work at the intersection with 16th Street, where there are heavy right turns. M. Flynn sketched a concept that would remove the SB parking lane near the intersection, shift all of the lanes westward, to create a right turn pocket outboard of the NB bike lane. The NB bike lane could be dashed (and maybe green) in the zone where drivers would cross it to enter the right turn lane.
 - o Likewise, the group was supportive of the design concept at the 2nd Ave/15th St intersection, including the curb extensions.
 - One idea discussed was the option of implementing the curb extensions in temporary materials (e.g. paint or epoxied gravel on the roadway, with flexpost delineators) until funding is available to construct them permanently.
 - The parcel on the SE corner of the intersection (stretching all the way south to 14th Street) is expected to be developed; the developer could be asked to help fund or build some of the intersection improvements as part of their mitigations.
 - o There was general discussion of the City’s plans (in progress) to extend the waterfront trail (which currently ends just south of 19th Street) south via Broadway with a 2-way cycle track or shared use path.

The symposium concluded with a discussion of next steps and final thoughts.

- Cohoes plans to implement the demonstration projects discussed in the group exercise.
- Albany County noted that there is funding availability for demonstration projects.

- The meeting adjourned at 3:00 PM.



COMPLETE STREETS RESOURCES & REFERENCES

Though not necessarily all directly requested in the workshop, all 2016 Complete Streets Workshops have included discussions of identifying Complete Streets implementation resources/guides, low-cost options and green streets implementation assistance. In addition to resources and technical assistance available to the County from CDTC, CDRPC, and CDTA, the Consultant Team has identified some of the resources that can be consulted for Complete Streets implementation:

Capital District Transportation Committee (CDTC)

New Visions 2040 Plan

<http://www.cdtcmpo.org/documents-reports/new-visions-regional-transportation-plan>

Complete Streets Advisory Committee

<http://www.cdtcmpo.org/plans-and-programs/complete-streets>

Bicycle & Pedestrian Advisory Committee

<http://www.cdtcmpo.org/page/57-project-programs/pedestrian/42-bicycle-pedestrian-advisory-committee-bpac>

New York State Department of Transportation Complete Streets:

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

Walkability Checklist (available from several resources including the following):

www.pedbikeinfo.org

National Complete Streets Coalition

<http://www.smartgrowthamerica.org/complete-streets>

<https://www.smartgrowthamerica.org/app/legacy/documents/cs/factsheets/cs-economic.pdf>

<https://www.smartgrowthamerica.org/app/legacy/documents/cs/factsheets/cs-revitalize.pdf>

City of Philadelphia Green Streets Program

http://www.phillywatersheds.org/what_were_doing/green_infrastructure/programs/green_streets

American Association of Retired Persons (AARP) – Planning Complete Streets For an Aging America

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



American Planning Association (APA) – Complete Streets: Best Policy and Implementation Practices

Federal Highway Administration (FHWA) – Manual on Uniform Traffic Control Devices (MUTCD)

Institute of Transportation Engineers (ITE) – Designing Walkable Urban Thoroughfares

National Association of City Transportation Officials (NACTO) – Urban Street Design Guide, Urban Bikeway Design Guide

Transportation Research Board (TRB) – Highway Capacity Manual

IDENTIFIED WORKSHOP OUTCOMES

Near Term Priorities/Next Steps

- Work to implement the demonstration projects and coordinate with Albany County Health Department and CDTC to get the demonstration projects funded for implementation.

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

- | | |
|--|------------------|
| - All Town & Village Departments | - CDTA |
| - Local Business Association/Chamber of Commerce | - CDTC |
| - NYSDOT | - CDRPC |
| - Albany County Health Department | - Municipalities |

Summary of Identified Opportunities/Needs/Potential Solutions:

- Continue to foster collaboration opportunities
- Continue to learning from each other about needs and what is working locally
 - o Share success stories and celebrate success stories
- Create a community feel – get out, walking & socializing
- As aging infrastructure is planned for replacement – ensure Complete Streets elements are part of the discussion
- Promote and utilize funding opportunities

FOCUS GROUP DEMONSTRATION PROJECT IDEAS PACKET

Copies of the demonstration project(s) handout follow below.



[WALKABILITY CHECKLIST](#)

A copy of the walkability checklist used for the Walk Audit exercise can be found below.

[NYSAMPO COMPLETE STREETS FACT SHEETS](#)

Copies of the NYSAMPO Complete Streets Fact Sheets follow below.

[SIGN-IN SHEETS](#)

Scans of the sign-in sheets from the Symposium follow below.

[SYMPOSIUM SURVEY](#)

A summary of the survey results can be found below.



CITY OF WATERVLIET

2ND AVENUE @ 15TH STREET

EXISTING CONDITIONS

DETAILS

Residential/Mixed
Use Neighborhood

Public Library

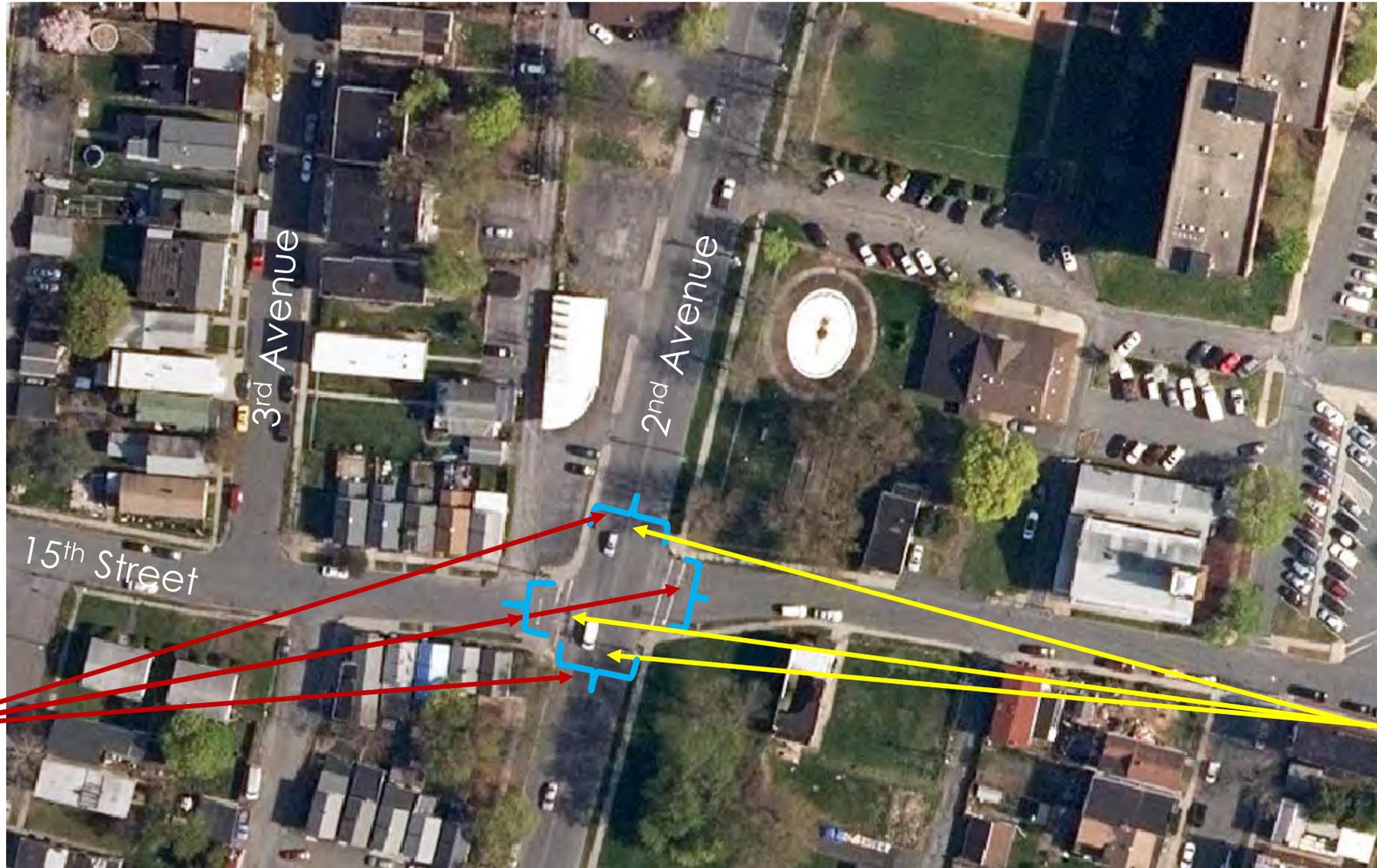
Senior Center

City Hall

15th Street Park

On-Street Parking
on north side of
2nd Avenue

Significant
Crossing
Widths

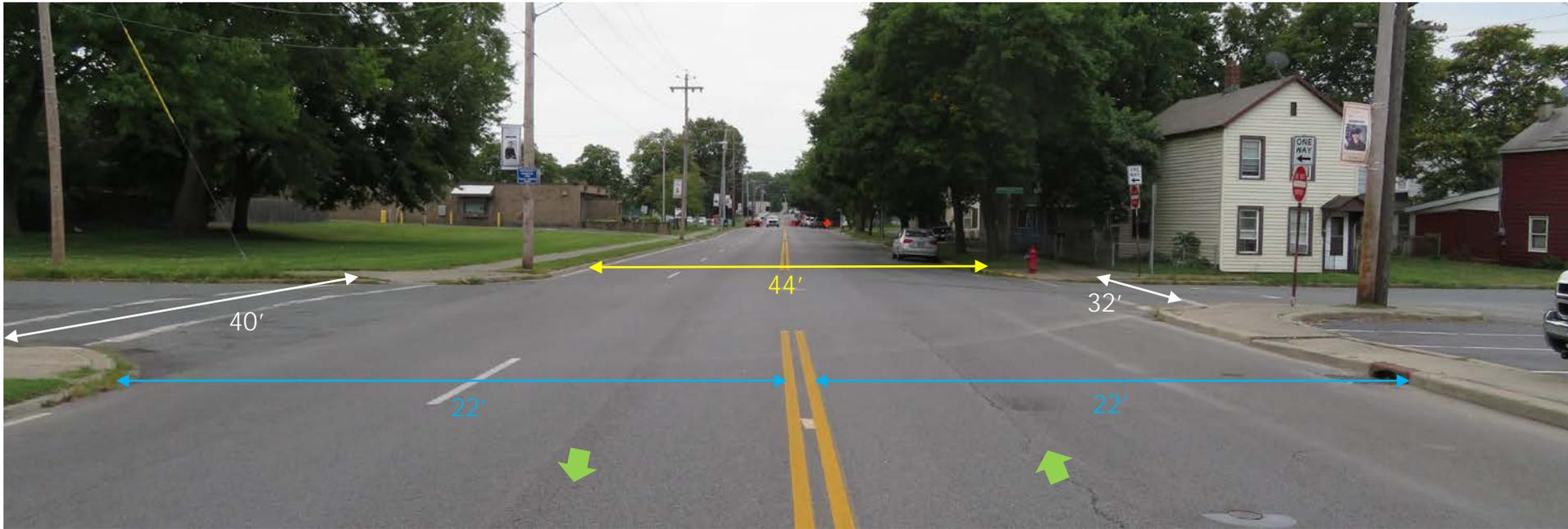


Worn or missing
Crosswalks

➤ 2ND AVENUE @ 15TH STREET

EXISTING CONDITIONS

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► 2ND AVENUE @ 15TH STREET

Note: Lane widths were measured on-site but not by a professional surveyor. All images are concepts for planning purposes only.

CONCEPTUAL DEMONSTRATION PROJECT IMPLEMENTATION IDEAS



➤ 2ND AVENUE @ 15TH STREET

CONCEPTUAL FUTURE POTENTIAL CROSS SECTION



➤ 2ND AVENUE @ 15TH STREET

Note: Lane widths were measured on-site but not by a professional surveyor. All images are concepts for planning purposes only.

NACTO Urban Street Design Guide:

- Parking lane widths of 7-9 feet are generally recommended
- Travel lane widths of 10 feet generally provide adequate safety in urban settings while discouraging speeding. Cities may choose to use 11-foot lanes on designated truck and bus routes (one 11-foot lane per direction) or adjacent to lanes in the opposing direction.

Representative Examples



Clinton Avenue - Albany



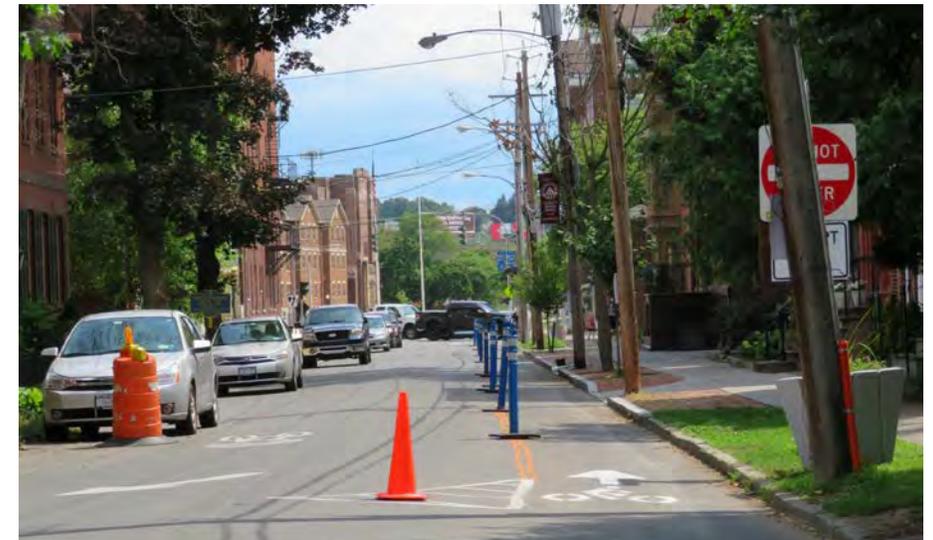
British American Blvd - Colonie



Curb Extension with on-street parking - Mohawk St., Cohoes



Route 2 - Watervliet



Bike Lane Demonstration Project - Schenectady



CITY OF COHOES

COLUMBIA STREET – CONGRESS STREET TO BEDFORD STREET

EXISTING CONDITIONS

DETAILS

Residential/Mixed
Use Neighborhood

Center for the
Disabled nearby

Bus Route 746

Existing
Bike Route

Signal at
intersection

Significant on-
street parking



Significant
Crossing
Width

Worn or missing
Crosswalks

➤ COLUMBIA STREET @ CONGRESS STREET

EXISTING CONDITIONS

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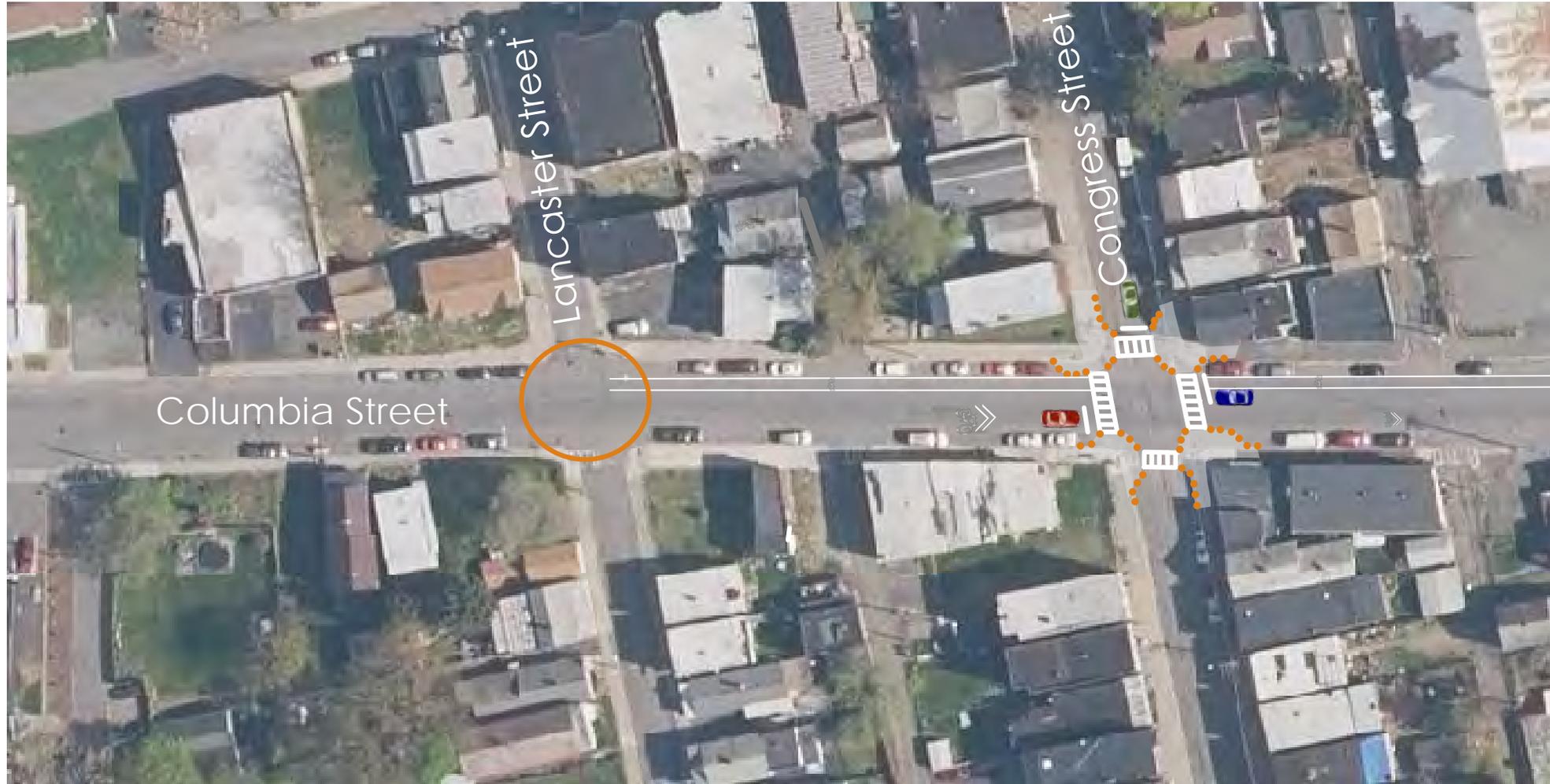
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► COLUMBIA STREET @ CONGRESS STREET

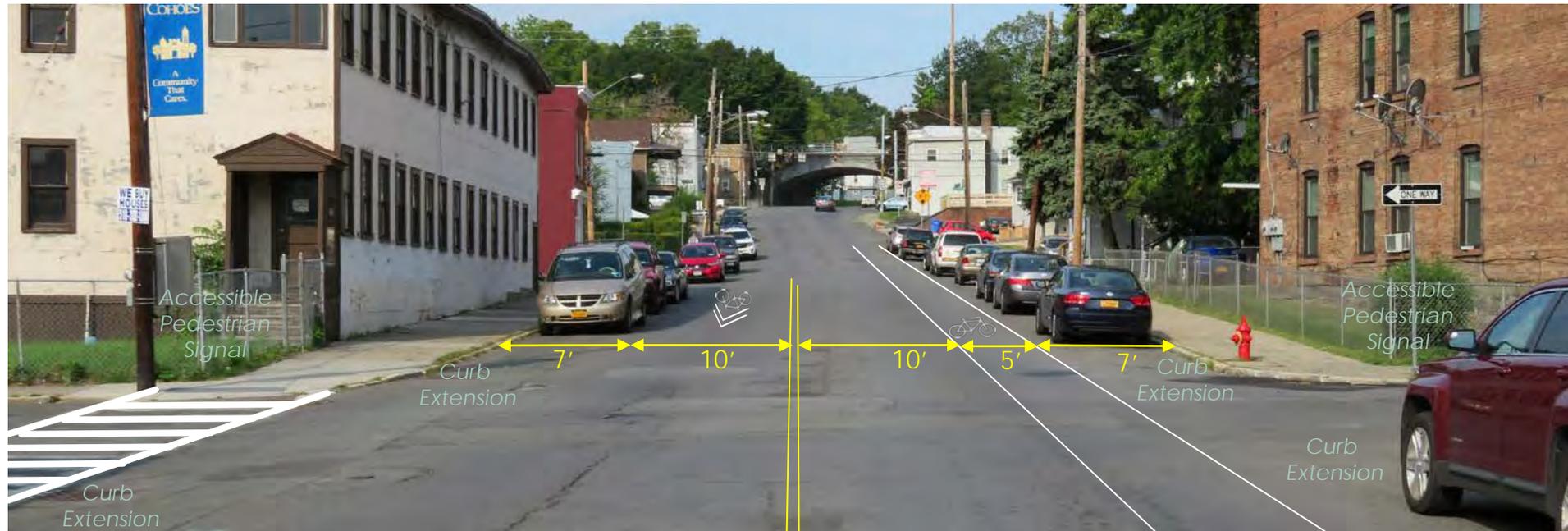
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CONCEPTUAL DEMONSTRATION PROJECT IMPLEMENTATION



► Columbia Street @ Congress Street

CONCEPTUAL FUTURE POTENTIAL CROSS SECTION



► COLUMBIA STREET @ CONGRESS STREET

NACTO Urban Street Design Guide:

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- Travel lane widths of 10 feet generally provide adequate safety in urban settings while discouraging speeding. Cities may choose to use 11-foot lanes on designated truck and bus routes (one 11-foot lane per direction) or adjacent to lanes in the opposing direction.
- Typical Sharrow Applications: As a reasonable alternative to a bike lane in limited circumstances:
 - On downhill segments, preferably paired with an uphill bike lane.
 - Where street width can only accommodate a bicycle lane in one direction.
 - On hills, lanes should be provided in the uphill direction.

Note: Lane widths were measured on-site but not by a professional surveyor. All images are concepts for planning purposes only.

Representative Examples



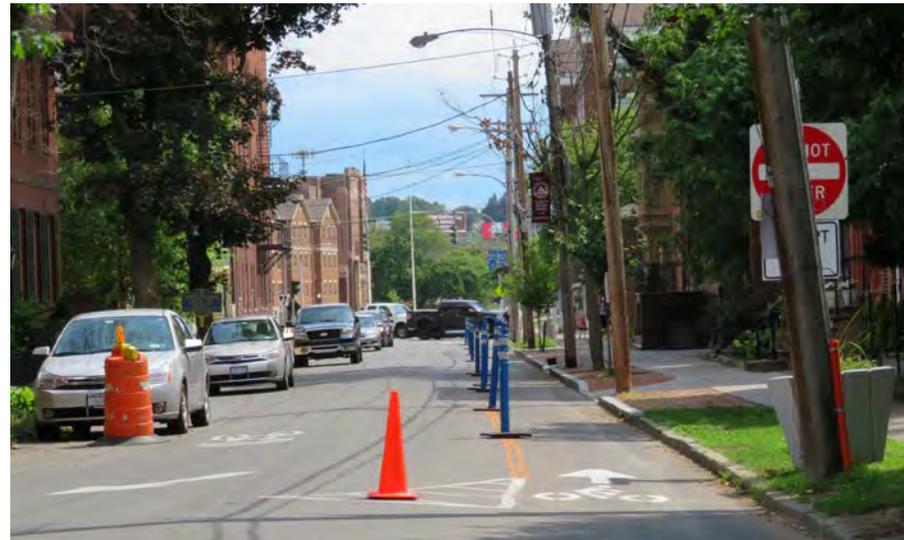
Madison Avenue - Albany



Clinton Avenue - Albany



Morris Street - Albany



Bike Lane Demonstration Project - Schenectady



CITY OF ALBANY

ONTARIO STREET & PARTRIDGE STREET

EXISTING CONDITIONS

DETAILS

Residential/
Mixed Use
Neighborhood

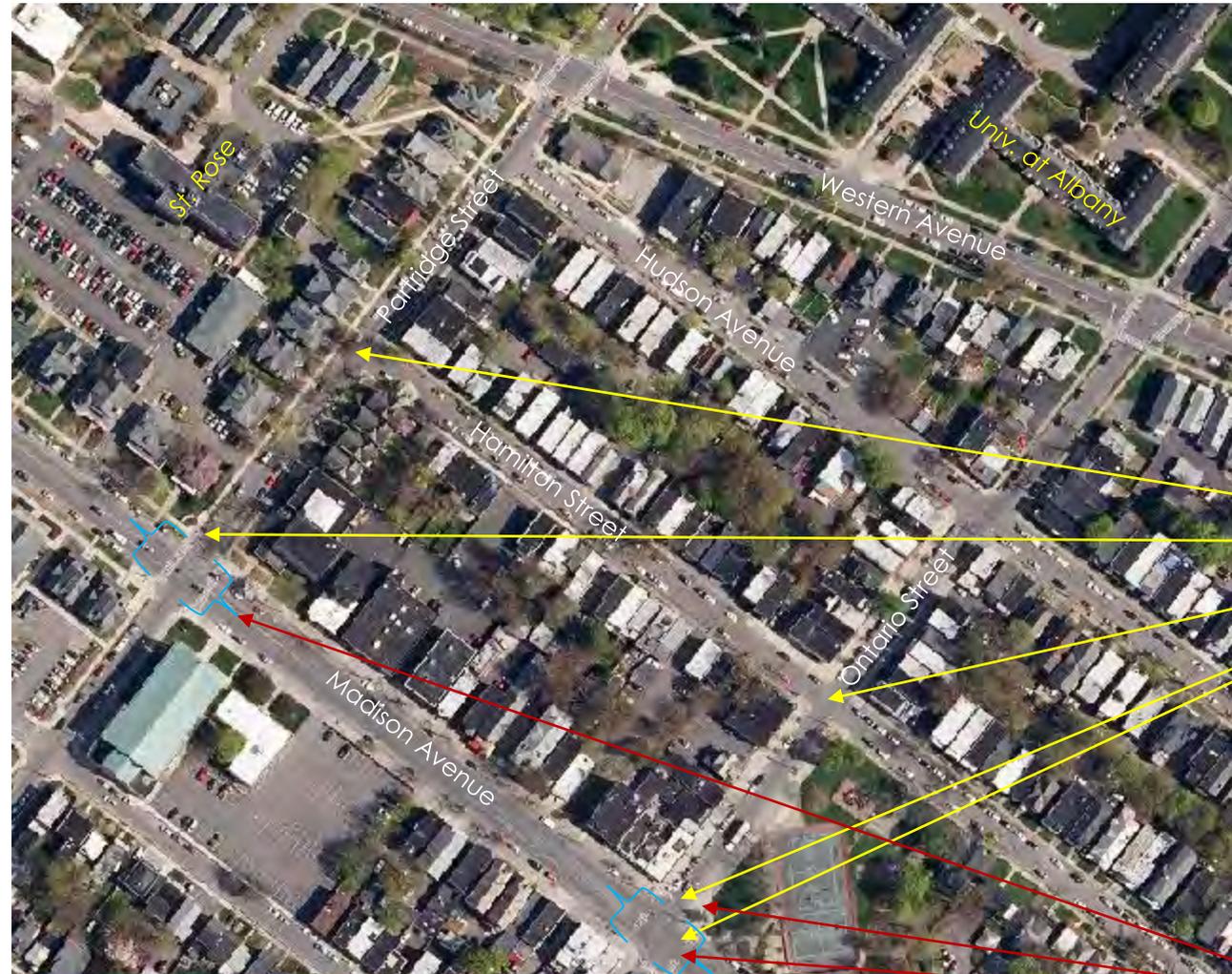
College of St. Rose
University at Albany
LaSalle
Albany High School

"Cross Town" Route(s)

Bus Routes

Ontario – Very wide
one-way street

Partridge – Parking on
both sides, one-way
street



Worn or missing
Crosswalks

➤ ONTARIO & PARTRIDGE STREET

Significant
Crossing
Width

EXISTING CONDITIONS

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▶ ONTARIO STREET near MADISON AVENUE

Note: Lane widths were measured on-site but not by a professional surveyor. All images are concepts for planning purposes only.

EXISTING CONDITIONS

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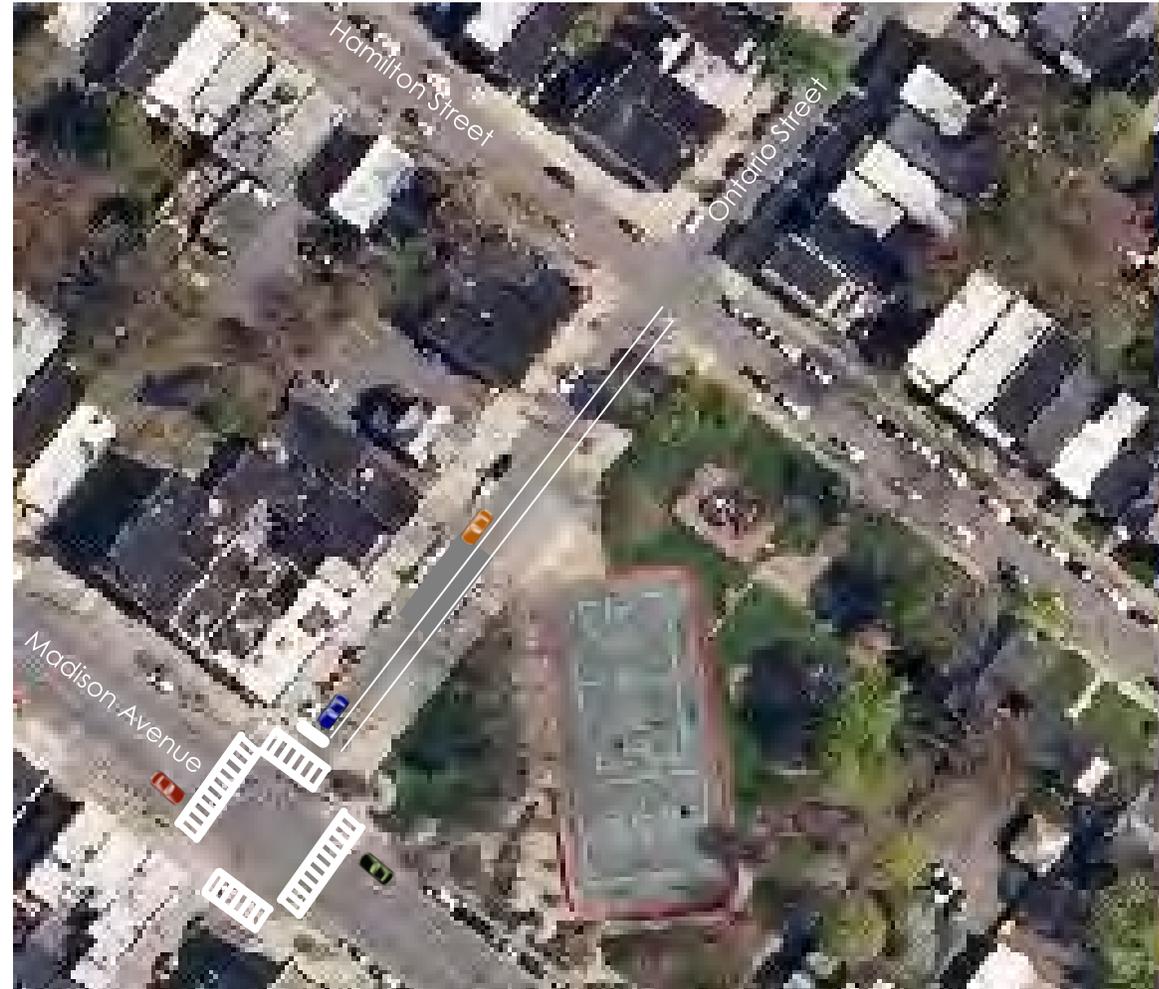
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► PARTRIDGE STREET near MADISON AVENUE

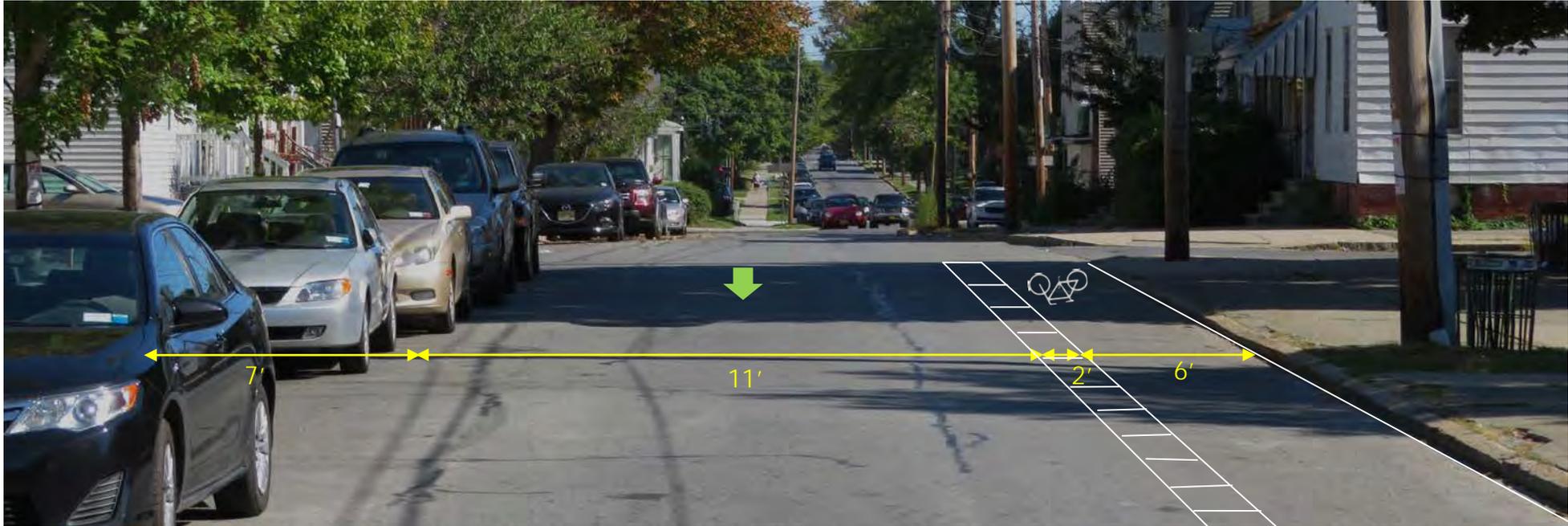
Note: Lane widths were measured on-site but not by a professional surveyor. All images are concepts for planning purposes only.

CONCEPTUAL DEMONSTRATION PROJECT IMPLEMENTATION



➤ ONTARIO STREET

CONCEPTUAL FUTURE POTENTIAL CROSS SECTION



▶ ONTARIO STREET near MADISON AVENUE

NACTO Urban Street Design Guide:

- Parking lane widths of 7–9 feet are generally recommended
- Travel lane widths of 10 feet generally provide adequate safety in urban settings while discouraging speeding. Cities may choose to use 11-foot lanes on designated truck and bus routes (one 11-foot lane per direction) or adjacent to lanes in the opposing direction.
- Left-side bike lanes are conventional bike lanes placed on the left side of one-way streets or two-way median divided streets.
- Left-side bike lanes offer advantages along streets with heavy delivery or transit use, frequent parking turnover on the right side, or other potential conflicts that could be associated with right-side bicycle lanes. The reduced frequency of right-side door openings lowers dooring risk.

Note: Lane widths were measured on-site but not by a professional surveyor. All images are concepts for planning purposes only.

CONCEPTUAL FUTURE POTENTIAL CROSS SECTION



➤ PARTRIDGE STREET near MADISON AVENUE

NACTO Urban Street Design Guide:

- Parking lane widths of 7–9 feet are generally recommended
- Travel lane widths of 10 feet generally provide adequate safety in urban settings while discouraging speeding. Cities may choose to use 11-foot lanes on designated truck and bus routes (one 11-foot lane per direction) or adjacent to lanes in the opposing direction.
- Typical Sharrow Applications: As a reasonable alternative to a bike lane in limited circumstances:
 - On bicycle boulevards or similar low volume, traffic calmed, shared streets with a designed speed of < 25 mph.
 - To transition bicyclists across traffic lanes or from conventional bike lanes or cycle tracks to a shared lane environment.

Note: Lane widths were measured on-site but not by a professional surveyor. All images are concepts for planning purposes only.

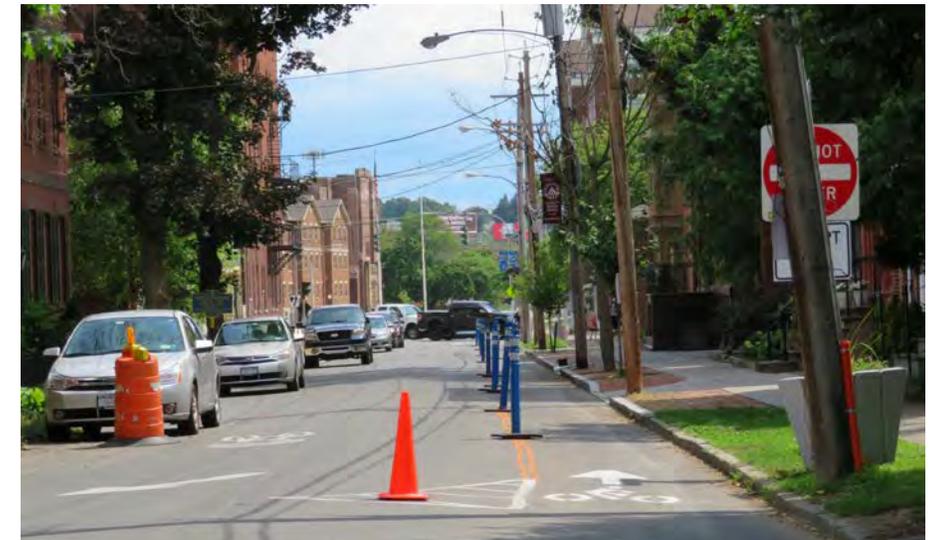
Representative Examples



Clinton Avenue - Albany



Morris Street - Albany



Bike Lane Demonstration Project - Schenectady

Walkability Checklist

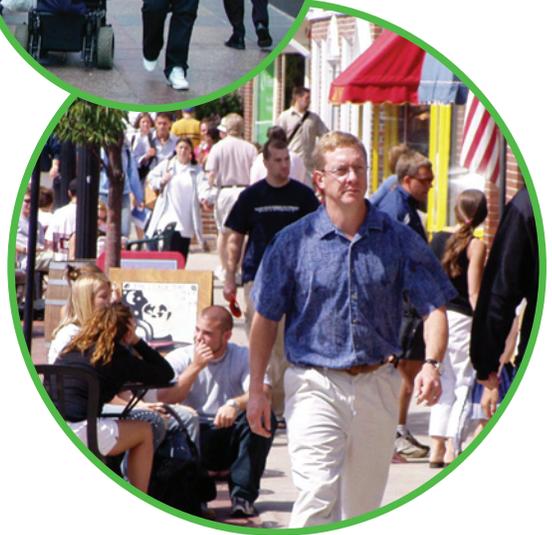
How walkable is your community?

Take a walk with a child and decide for yourselves.

Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a friendly place to walk. Take heart if you find problems, there are ways you can make things better.

Getting started:

First, you'll need to pick a place to walk, like the route to school, a friend's house or just somewhere fun to go. The second step involves the checklist. Read over the checklist before you go, and as you walk, note the locations of things you would like to change. At the end of your walk, give each question a rating. Then add up the numbers to see how you rated your walk overall. After you've rated your walk and identified any problem areas, the next step is to figure out what you can do to improve your community's score. You'll find both immediate answers and long-term solutions under "Improving Your Community's Score..." on the third page.



Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk

Rating Scale:



1. Did you have room to walk?

- Yes Some problems:
- Sidewalks or paths started and stopped
 - Sidewalks were broken or cracked
 - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
 - No sidewalks, paths, or shoulders
 - Too much traffic
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

4. Was it easy to follow safety rules? Could you and your child...

- Yes No Cross at crosswalks or where you could see and be seen by drivers?
- Yes No Stop and look left, right and then left again before crossing streets?
- Yes No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
- Yes No Cross with the light?

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

2. Was it easy to cross streets?

- Yes Some problems:
- Road was too wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - Parked cars blocked our view of traffic
 - Trees or plants blocked our view of traffic
 - Needed curb ramps or ramps needed repair
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

5. Was your walk pleasant?

- Yes Some problems:
- Needed more grass, flowers, or trees
 - Scary dogs
 - Scary people
 - Not well lighted
 - Dirty, lots of litter or trash
 - Dirty air due to automobile exhaust
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

3. Did drivers behave well?

- Yes Some problems: Drivers ...
- Backed out of driveways without looking
 - Did not yield to people crossing the street
 - Turned into people crossing the street
 - Drove too fastp
 - Sped up to make it through traffic lights or drove through traffic lights?
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

How does your neighborhood stack up? Add up your ratings and decide.

1. _____ **26-30** Celebrate! You have a great neighborhood for walking.
2. _____ **21-25** Celebrate a little. Your neighborhood is pretty good.
3. _____ **16-20** Okay, but it needs work.
4. _____ **11-15** It needs lots of work. You deserve better than that.
5. _____ **5-10** It's a disaster for walking!
- Total: _____

Now that you've identified the problems,
go to the next page to find out how to fix them.

Now that you know the problems, you can find the answers.

Improving your community's score

1. Did you have room to walk?

Sidewalks or paths started and stopped
Sidewalks broken or cracked
Sidewalks blocked
No sidewalks, paths or shoulders
Too much traffic

What you and your child can do immediately

- pick another route for now
- tell local traffic engineering or public works department about specific problems and provide a copy of the checklist

What you and your community can do with more time

- speak up at board meetings
- write or petition city for walkways and gather neighborhood signatures
- make media aware of problem
- work with a local transportation engineer to develop a plan for a safe walking route

2. Was it easy to cross streets?

Road too wide
Traffic signals made us wait too long or did not give us enough time to cross
Crosswalks/traffic signals needed
View of traffic blocked by parked cars, trees, or plants
Needed curb ramps or ramps needed repair

- pick another route for now
- share problems and checklist with local traffic engineering or public works department
- trim your trees or bushes that block the street and ask your neighbors to do the same
- leave nice notes on problem cars asking owners not to park there

- push for crosswalks/signals/ parking changes/curb ramps at city meetings
- report to traffic engineer where parked cars are safety hazards
- report illegally parked cars to the police
- request that the public works department trim trees or plants
- make media aware of problem

3. Did drivers behave well?

Backed without looking
Did not yield
Turned into walkers
Drove too fast
Sped up to make traffic lights or drove through red lights

- pick another route for now
- set an example: slow down and be considerate of others
- encourage your neighbors to do the same
- report unsafe driving to the police

- petition for more enforcement
- request protected turns
- ask city planners and traffic engineers for traffic calming ideas
- ask schools about getting crossing guards at key locations
- organize a neighborhood speed watch program

4. Could you follow safety rules?

Cross at crosswalks or where you could see and be seen
Stop and look left, right, left before crossing
Walk on sidewalks or shoulders facing traffic
Cross with the light

- educate yourself and your child about safe walking
- organize parents in your neighborhood to walk children to school

- encourage schools to teach walking safely
- help schools start safe walking programs
- encourage corporate support for flex schedules so parents can walk children to school

5. Was your walk pleasant?

Needs grass, flowers, trees
Scary dogs
Scary people
Not well lit
Dirty, litter
Lots of traffic

- point out areas to avoid to your child; agree on safe routes
- ask neighbors to keep dogs leashed or fenced
- report scary dogs to the animal control department
- report scary people to the police
- report lighting needs to the police or appropriate public works department
- take a walk with a trash bag
- plant trees, flowers in your yard
- select alternative route with less traffic

- request increased police enforcement
- start a crime watch program in your neighborhood
- organize a community clean-up day
- sponsor a neighborhood beautification or tree-planting day
- begin an adopt-a-street program
- initiate support to provide routes with less traffic to schools in your community (reduced traffic during am and pm school commute times)

A Quick Health Check

Could not go as far or as fast as we wanted
Were tired, short of breath or had sore feet or muscles
Was the sun really hot?
Was it hot and hazy?

- start with short walks and work up to 30 minutes of walking most days
- invite a friend or child along
- walk along shaded routes where possible
- use sunscreen of SPF 15 or higher, wear a hat and sunglasses
- try not to walk during the hottest time of day

- get media to do a story about the health benefits of walking
- call parks and recreation department about community walks
- encourage corporate support for employee walking programs
- plant shade trees along routes
- have a sun safety seminar for kids
- have kids learn about unhealthy ozone days and the Air Quality Index (AQI)

Need some guidance? These resources might help...

Great Resources

WALKING INFORMATION

Pedestrian and Bicycle Information Center (PBIC)

UNC Highway Safety Research Center
Chapel Hill, NC
www.pedbikeinfo.org
www.walkinginfo.org

National Center for Safe Routes to School

Chapel Hill, NC
www.saferoutesinfo.org

For More Information about Who Can Help Address Community Problems

www.walkinginfo.org/problems/help.cfm

State Bicycle & Pedestrian Coordinators

<http://www.walkinginfo.org/assistance/contacts.cfm>

FEDERAL POLICY, GUIDANCE AND FUNDING SOURCES FOR WALKING FACILITIES

Federal Highway Administration

Bicycle and Pedestrian Program
Office of Natural and Human Environment
Washington, DC
www.fhwa.dot.gov/environment/bikeped/index.htm

PEDESTRIAN SAFETY

Federal Highway Administration

Pedestrian and Bicycle Safety Team
Office Of Safety
Washington, DC
http://safety.fhwa.dot.gov/ped_bike/

National Highway Traffic Safety Administration

Traffic Safety Programs
Washington, DC
www.nhtsa.dot.gov/people/injury/pedbimot/pedSAFE

SIDEWALK ACCESSIBILITY INFORMATION

US Access Board

Washington, DC
Phone: (800) 872-2253;
(800) 993-2822 (TTY)
www.access-board.gov



Complete Streets

FACT SHEET

Overview

The concept of a “complete street” has been in the transportation planner’s vocabulary for a number of years. It refers to a set of street design concepts that ensures that all users are safely accommodated, regardless of how they travel or what their special needs may be. Consider this description of “First Avenue”: Jennifer may safely drive home from work; Andy, who is visually impaired, can cross the street where there is a traffic signal, and board the bus; Joe and Amy can ride their bikes to school.

Who has adopted Complete Street Policies in New York State?

Fourteen New York State counties or municipalities have adopted Complete Street policies as of 2011:

Buffalo, NY	Complete Streets Policy	2008
New York City, NY	Sustainable Streets Strategic Plan	2008
Bethlehem, NY	Resolution No. 30	2009
Ulster County, NY	Resolution No. 229-09	2009
Babylon, NY	Complete Streets Policy	2010
Brookhaven, NY	Resolution 2010-993	2010
Cuba, NY	Resolution	2010
Elizabethtown, NY	Resolution	2010
Gowanda, NY	Resolution	2010
Islip, NY	Resolution	2010
Kingston, NY	Resolution	2010
Salamanca, NY	Comprehensive Plan: Complete Streets Policy	2010
Rochester, NY	Resolution 2011-356	2011
Town of Lewisboro, NY	Resolution	2011

A complete street design will save money on future transportation retrofits; reduced congestion will provide more efficient travel within your community; and creating complete streets can spur economic development.



Pittsford, New York



Complete Streets Act

This concept was given the force of law in New York with the passage of the Complete Streets Act in August, 2011 (S05411A/A08366). The law took effect on February 15, 2012. The law does not provide any additional funding for complete street design features, so funding decisions should be addressed early in planning stage. It states that “the transportation plans of New York State should consider the needs of all users of our roadways including pedestrians, bicyclists, public transportation riders, motorists and citizens of all ages and abilities, including children, the elderly and the disabled...Therefore, it shall be the policy of the state to consider people of all ages and abilities and all appropriate forms of transportation when planning roadway projects.” The law covers only projects that are funded with federal and state funds. However, NYSAMPO encourages local governments to consider these principles for locally funded projects as well.

The section of the law defining responsibilities of New York State DOT and local agencies that undertake street projects: “Consideration of complete street design. (A) For all state, county and local transportation projects that are undertaken by the Department [of Transportation] or receive both federal and state funding and are subject to Department of Transportation oversight, the department or agency with jurisdiction over such projects shall consider the convenient access and mobility on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users **through the use of complete street design features in the planning, design,**

construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.”

The law further goes on to outline typical design features for complete streets:

“(B) Complete street design features are roadway design features that accommodate and facilitate convenient access and mobility by all users, including current and projected users, particularly pedestrians, bicyclists and individuals of all ages and abilities. These features may include, but need not be limited to: **sidewalks, paved shoulders suitable for use by bicyclists, lane striping, bicycle lanes, share the road signage, crosswalks, road diets, pedestrian control signalization, bus pull-outs, curb cuts, raised crosswalks and ramps and traffic calming measures;** and recognize that the needs of users of the road network vary according to a rural, urban and suburban context.”

The law does provide some exceptions, including:

- Not required for roads, like interstate highways, where use by pedestrians and bicyclists is prohibited;
- Cost is disproportionate to need, based on land use context, traffic volumes, and population density

- Demonstrated lack of need, based on the above factors; or lack of community support;
- Design features would have an adverse impact on public safety.

Given those requirements, there are a number of examples of complete streets design features, based on the understanding that there is no singular design prescription for such a street. Each one is unique and responds to its community context. However, one constant with all features is that safety considerations must always be factored into any Complete Streets design.

While many people associate Complete Streets with an urban or suburban context, there is a place for these strategies in rural areas too. Complete Streets will look different in rural communities than they do in urban, and care should be given to ensure roadways in these villages and hamlets are designed to fit their setting. In town centers, narrower streets, well-marked pedestrian crossings, sidewalks, and street trees can all work to improve safety while maintaining a pleasant, small town feel. On streets where homes are located along one side of the street, sidewalks with accessible curb cuts lining just that side may be the best fit. Sometimes a rural road can be completed by simply providing wide shoulders to allow safe bicycling and walking.

A Complete Street May Include:

- Narrower travel lanes, which contribute to slower vehicle speed and free up space for other uses in the existing right-of-way. A design called a “road diet” may convert a four lane street to two through lanes, a center two-way left turn lane, and space for bicycle lanes. In an urban setting with lower speed limits and a low volume of trucks and buses, ten foot lanes are often sufficient for two lane roads.
- Sidewalks that are wide enough and without obstacles so they can be used comfortably by all pedestrians, including those with visual or mobility impairments. Providing sidewalks that are five feet wide is considered best practice. Four foot wide sidewalks meet current standards, but require additional width at regular intervals per ADA standards to allow wheelchairs to pass one another. Special design attention is necessary where spaces like sidewalk cafes will share the public right-of-way.
- Proper accommodation of pedestrians at intersections, including crosswalks, curb ramps as required by the Americans with Disabilities Act, and accessible pedestrian signals. The latter are designed to accommodate visually impaired pedestrians with a locator tone and computer generated spoken messages. Crossing distance can be reduced through use of curb extensions and median refuge. (see NYSAMPO Fact Sheets on Designing Signalized Intersections to Accommodate All Users and Timing Traffic Signals to Accommodate Pedestrians at NYSAMPO website: <http://www.nysmpos.org>).
- Bicycle lanes or wide paved shoulders, depending on local policy. A new pavement marking called a “sharrow” may also be used when there is not enough pavement width for a bicycle lane. It consists of a bicycle and chevrons pointing in the direction of travel. It guides the cyclist to the proper location on the street, and alerts motorists that cyclists may be there.
- Transit accommodations including special bus lanes or bus pull-outs, and comfortable and accessible transit stops. Bus stops should have shelters, and must be designed so the bus driver can deploy the wheelchair lift or ramp.
- Landscape elements that help curb stormwater runoff such as bioswales, planters, rain gardens and street trees – are mutually beneficial for mobility and the environment. Such green elements contribute to a more comfortable and visually interesting environment for all users. Numerous trees reduce the heat island effect and offset CO₂ while widened sidewalks and increased pedestrian features make the street friendlier to those walking by. Traffic-calming elements like chicanes, pedestrian islands, and curb extensions provide site opportunities for bioswales, street trees, and rain gardens.
- Complete streets are often used to stimulate economic development, ideally as compact mixed-use with both retail, commercial, and residential spaces. Designers must consider how stores and restaurants will receive deliveries, and where visitors and residents will park their cars without interfering with the needs of pedestrians, cyclists, or transit. Concepts include rear delivery access, and strategically placed loading zones with time restrictions.



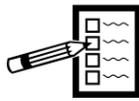
The National Complete Streets Coalition is an excellent source of information on the design and benefits of Complete Streets.

<http://www.completestreets.org/complete-streets-fundamentals/factsheets/>



New York State Association of
Metropolitan Planning Organizations
<http://www.nysmpos.org/>

HOW CAN COMPLETE STREETS BE IMPLEMENTED IN SIMPLIFIED PAVING PROJECTS?



Begin with a simple inventory.

- **Supply:** What is the pavement width? What is the pre-construction layout: number and width of lanes, on-street parking, bus stops, bike lanes, crosswalks?
- **Environment:** What comprises the adjacent land use? Is it a residential street, a neighborhood shopping area, a commercial strip? Is there a school or park on the street? Consider that Complete Streets should fit in the land use context.
- **Demand:** The context will relate to who uses the street and for what purposes. Are there generators of pedestrian activity? Is the street part of an established bicycle network, or a bus route?



Understand the project context

- **Pavement.** Paving of uncurbed roadways is sometimes limited to the travel lanes. This can leave a drop-off at the shoulder that is unsafe for bicyclists, and a deteriorated shoulder surface that can be a hazard for both bicyclists and pedestrians. Roads should be paved to the full extent of the shoulder, and narrow shoulders widened where possible.
- **Drainage.** Drainage problems like low areas where ponding occurs should be addressed as a matter of course in paving projects. Bicycle friendly drainage grates should be installed.



Consider what can be accomplished with pavement markings.

- **Road diet.** Is this a 4 lane street that can be reduced to 2 through lanes, a center two-way left turn lane, and bike lanes?
- **Bike lanes.** Even on a 2 lane street, there may be sufficient width to accommodate bike lanes. Sometimes space can be gained by limiting parking to one side of the street. When pavement width is not adequate, shared lane markings (“Sharrows”) or a bike boulevard designation can be considered.
- **High visibility crosswalks.** Can pedestrian safety be improved by making crosswalks more easily seen?
- **Curb extensions.** Where there is on-street parking, curb extensions (bulb-outs) can shorten the distance that pedestrians have to cross. While it is preferable that these be raised concrete, at-grade painted extensions have been used successfully.
- **Reverse angle parking.** Where there is sufficient pavement width, this technique improves safety for motorists and cyclists, because drivers exiting the parking space have a clear view of approaching traffic, including bicycles.



Curb extensions: Painted curb extension at Water and Broad street in New York City. (Above)

Reverse angle parking: Before and after photos of reverse angle parking on Hawley Street in downtown Binghamton. (Below)



Consider additional low-cost improvements.

If there is community support for these changes, the municipality may be encouraged to invest some resources to make additional changes as part of the project.

- **Traffic Signals.** Add pedestrian signals with countdown displays where there are none. Use accessible pedestrian signals that have audible and/or tactile indications where engineering judgment finds they would be warranted (refer to *Manual on Uniform Traffic Control Devices* §4E.09-13). Where there is vehicle detection, make sure bicycle detection is provided, including pavement markings to identify where bicyclists should position themselves to be detected.
- **Mid-Block Crosswalks.** If the distance between signalized intersections is long, and pedestrian conditions warrant it, consider a mid-block crosswalk with high visibility ladder markings and a pedestrian-actuated signal or pedestrian hybrid beacon (refer to *Manual on Uniform Traffic Control Devices* §4F). The latter is often referred to as a HAWK (High Intensity Activated Crosswalk) beacon.
- **Curb Extensions.** Construct concrete curb extensions. They are more effective in protecting pedestrians by making them more visible to drivers, which is not the case with at-grade painted extensions.

HOW CAN COMPLETE STREETS ACCOMMODATE GOODS MOVEMENT?

When planners and engineers are considering how to make an existing thoroughfare into a Complete Street, they most often focus on improving accommodations for pedestrians, including those with vision or mobility impairments; cyclists; and transit users when the street is a current or future bus route. Those involved in goods movement



are often left out of the Complete Streets design conversation. But goods movement can be an important

component of Complete Streets, especially when one of the objectives of the new streetscape is to encourage economic development, which often occurs in the form of neighborhood-scale retail and commercial space. Restaurants and shops will require daily deliveries, and residences and offices may rely on parcel services, making truck traffic an unavoidable part of street life.

Planning for goods movement from the outset will help ensure a successful design that truly accommodates all users.

It is important to distinguish between different types of goods movement when looking at land use plans and urban design. Good planning can lead to the creation of a network of urban truck routes that can best accommodate trucks that are not providing local delivery service, whether they are traveling through the city or going from a factory or warehouse/distribution center to a freeway interchange. Once designated, these routes will be less desirable for Complete Street treatment. Local judgment is still important, as in a situation where a “Main Street” serves as a truck route, but must also accommodate all users. Local deliveries and services like garbage removal are the kind of goods movement that must be addressed in the Complete Streets context. Vehicles may

range in size from relatively small parcel service and delivery trucks to tractor-trailers.

While some of our cities were designed with mid-block alleys for rear delivery, most were not. Few neighborhood businesses have on-site loading docks. Most often delivery trucks must compete for curbside space.

Successful Complete Streets projects rely on stakeholder involvement. Outreach to current businesses must include discussion of their delivery needs, with the potential for meeting with their suppliers as well. Find out the type of trucks that are being used, and frequency, duration, and time of day of deliveries. Ask if deliveries can be made in off-hours, when the street is not

busy with people. Then consider loading zones. The City of Philadelphia has included loading zone requests in their Complete Streets program. Determine how much curb front is needed, the hours the loading zone will operate, and the duration of stay (typically no more than 30 minutes). Develop an enforcement plan, which is necessary to make loading zones work. Position loading zones so they will have a minimal impact on parking and bus stops. Local stakeholders can often be helpful in determining an acceptable trade-off in the competition for curb space.

Intersection design should be reviewed to ensure that pedestrian crossing distances are short, while still allowing for delivery truck turning movements.

Consider mountable curbs on medians and roundabouts, and marking stop bars further back to allow turning trucks to swing into the opposite lane.

It is important to plan ahead. If the land use objective is for mixed-use development or redevelopment, consider how the street will accommodate additional truck traffic, and work with economic development officials and developers to create off-street delivery areas.

Most importantly, be creative in accommodating goods movement in your Complete Streets designs as you consider the needs of all users. Ignoring goods movement may detract from the ultimate success of the project and its economic development potential.

IMPLEMENTING COMPLETE STREETS

Implementing Complete Streets projects can be a challenge. The existence of a state law or local ordinance that requires consideration of the needs of all users in project design does not guarantee the creation of a Complete Street. It is the responsibility of transportation and urban planners to work with residents

and businesses on a street that is slated for construction to educate them about Complete Streets and encourage their input on design elements that will meet their needs. The street owner must be engaged early in the project development process as well, to understand the range of options they may be willing to consider. They will know about limitations of the

built infrastructure that are not otherwise apparent. Finding a champion can also be key in garnering support. Decision makers may be more willing to dedicate resources when they see that a Complete Street project is responding to the needs their constituents have identified, and are not perceived simply as a required response to a law.



Before: Raymond Avenue in Poughkeepsie, a four-lane road. (Above)

After: "Road diet" transformation from four lanes into a two-lane street with roundabouts, a median, and improved sidewalks and crosswalks. (Right)



The National Complete Streets Coalition is an excellent source of information on the design and benefits of Complete Streets.

<http://www.completestreets.org/complete-streets-fundamentals/Factsheets>



New York State Association of Metropolitan Planning Organizations

<http://www.nysmpos.org>



ALBANY COUNTY
COMPLETE STREETS SYMPOSIUM
SEPTEMBER 22, 2016
SUNY ALBANY - MILNE 200



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ALBANY COUNTY
 COMPLETE STREETS SYMPOSIUM
 SEPTEMBER 22, 2016
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ALBANY COUNTY
 COMPLETE STREETS SYMPOSIUM
 SEPTEMBER 22, 2016
 SUNY ALBANY - MILNE 200



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ALBANY COUNTY
 COMPLETE STREETS SYMPOSIUM
 SEPTEMBER 22, 2016
 SUNY ALBANY - MILNE 200



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ALBANY COUNTY
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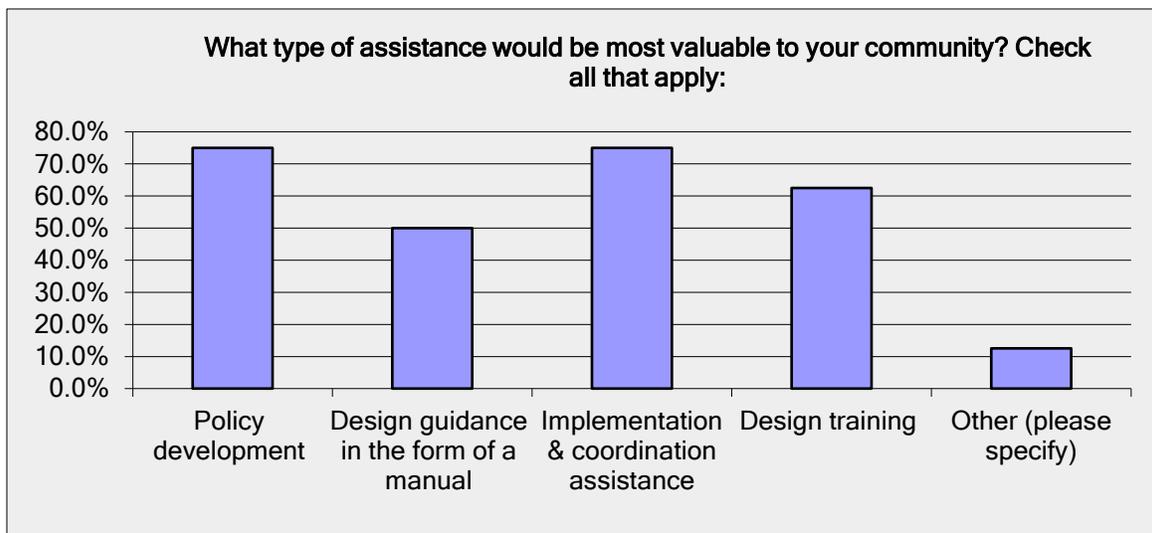
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CDTA OFFICE - 100 W. 3RD
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Albany County Complete Streets Symposium

September 22, 2016

- A Mix of 32 planners, engineers, health professionals, highway maintenance, advocates, and elected officials from local and state governments and advocacy organizations.
- CDTC surveyed attendees, 13 responded
- All rated the sessions a 4 or better, on a scale of 1-5 with 1 being poor and 5 being excellent, except for the Walking Audit which had an average rating of 3.45.
- Attendees responded that they are either working on developing a complete streets policy in their community, in the process of implementing legislation, or unsure if legislation was a good fit for their community or organization.
- Technical assistance needed to implement complete streets in Albany County varies by community, but most survey respondents rated policy development and implementation and coordination assistance as most needed.



Other feedback received attendees included excitement about the momentum complete streets currently has in the region, the effectiveness of the small conference style and interaction at the Symposium, and satisfaction with the conversation linking complete streets to health. Attendees also commented that the visualizations and demonstration project recommendations were very helpful and showed that gradual changes could be made at little cost over time.