



# Town of East Greenbush Complete Streets Implementation Workshop September 24, 2018

PLANNING4 PLACES

Sam  
Schwartz

## Table of Contents

Introduction & Background .....	2
Workshop Development Process.....	2
Workshop Agenda.....	2
Workshop Notes .....	2
Kickoff Exercise .....	3
Overview of Complete Streets.....	3
Where have we been, and where are we going? .....	5
Detailed Design Module.....	6
CDTC Trails Presentation.....	6
Design Discussion.....	7
Design Discussion.....	8
Next Steps/Projects: .....	10
Referenced Resources & Links .....	11

This workshop was sponsored by the Capital District Transportation Committee.



## Introduction & Background

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

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

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

## Workshop Development Process

The Workshop was a collaborative development process that included Town Staff, CDTC Staff, and the Consultant Team. Town and CDTC Staff sent invitations to representatives from the Town, County, NYSDOT, CDTA, and other interested organizations. In all, over 16 attendees participated in the Workshop, held at the Town of East Greenbush Community Library.

## Workshop Agenda

The Workshop agenda was developed based on identified needs outlined in the Workshop request application as well as discussions with Town Staff, a short online survey provided to attendees, and a detailed survey completed by the Director of Planning and Zoning for the Town of East Greenbush. The Workshop focused on potential future project opportunities, design options and opportunities, and coordination opportunities developed through discussions with the Town Planner, and a review of prior studies.

## Workshop Notes

The following pages provide a summary of the discussions undertaken at the Workshop. The Workshop began at 9:45 a.m. with a welcome from Jack Conway - Town Supervisor, Chris Bauer - CDTC, Adam Yagelski - Director of Planning and Zoning for the Town of East Greenbush and included introductions by everyone in attendance.

## Kickoff Exercise

- The Workshop began with an exercise looking at an aerial of the 3<sup>rd</sup> Avenue Extension corridor and asking attendees to note the first transportation-related idea that comes to mind when looking at the aerial. The comments noted included the following:
  - Congestion
  - A main thoroughfare
  - Increased development
  - Lack of identity
  - Regeneron
  - Division between commercial and residential
  - Auto-oriented

## Overview of Complete Streets

- Attendees were asked to define what they believe Complete Streets include. The following ideas were mentioned:
  - Accessible (for all)
  - Safe
  - "Hard to define"
- Attendees were then asked how many have heard about Complete Streets prior to the Workshop announcement. Approximately 75% of attendees said they had heard of it previously.
- Attendees were then asked if they believe they understand what Complete Streets incorporates/means. Approximately 50% of attendees said they know what Complete Streets are.
- An image of a side path was shown on one of the slides and it was noted that the functionality of the side path, both for commuters as well as for exercise by employees during the day. It was mentioned that there are a surprising number of cyclists using this side path so there is definitely demand for the facility. This is something to consider in relation to future development, such as Regeneron's Tempel Lane Campus.
- Attendees were asked if they can walk in East Greenbush, and if so, where do they go? Responses included the following:
  - Used to walk to my kid's school but do not anymore.
  - I live close enough to walk to work, but I don't due to the lack of sidewalks.
  - My son (age 16) walks to and from his job. We encouraged him to find a job that was within walking distance.
  - There are frequently pedestrians on Columbia Turnpike where there is a sidewalk, including walkers who to out for lunch (particularly to access Stewart's).
  - People go to the Lake to walk in a loop, but they don't really have the ability to walk for functional purposes. The Town has a limited sidewalk network.
  - I live less than a mile from my job and I do not walk. Part of the issue is the topography and the hills.

- The number of households without access to a vehicle was noted. It was mentioned that the number seems high. The consultant team stated that the data comes from the U.S. Census and the number could be due to seniors or younger people (likely in apartments) who don't have vehicles.
- Attendees were asked how walkable and bikeable grocery stores in, and near, the Town of East Greenbush are today. Answers included the following:
  - There was an opportunity to improve walkability and bikeability with Market 32 and the density of nearby housing. A safe and direct walking connection doesn't currently exist.
  - Hannaford is totally detached from the sidewalk network with a large parking lot you must walk through to access the store.
    - Note: This is a common situation which helps drive the point that getting private development on-board with Complete Streets during the site planning and development review process is vital.
- A slide was presented discussing crashes and fatalities. A question was asked regarding the likely reason(s) for a spike in fatalities nationwide – are they due to distracted driving and smartphones. Mike Flynn noted that recent Governors Highway Safety Association Distracted Driving findings did note that the issue is partially to blame for the current fatality rates.
- Attendees were asked what Complete Streets opportunities, issues or needs do you see in East Greenbush now that we have covered the basics? Answers included the following:
  - Schools, first and foremost. Connections to schools and creating Safe Routes to Schools should be prioritized.
  - Retrofitting vs. Planning – For retrofits, without some help, we generally do not have the budget for Complete Streets type improvements. Improvements that come about as part of developments is a different discussion and more likely.
  - We need to investigate large trip generators and create some kind of method for prioritization. All users should be considered simultaneously during prioritization – the concept of traffic throughput should be one element of many.
  - The Albany-Hudson Electric Trail is coming to East Greenbush and we could capitalize on creating connections to it. This will be a shared-use bicycle and pedestrian trail along the 35-mile Albany-Hudson Electric Trolley corridor from Hudson, NY to Rensselaer, NY – running through Rensselaer and Columbia Counties.
  - Columbia Turnpike is a trouble spot due to speeding.
  - Improvements we have seen in neighboring areas have indeed resulted in bringing bicyclists and pedestrians to them, so we should see where such opportunities exist here.
    - It may be useful to simply start-off with paint.



- Taking advantage of the repaving schedule in the Town is an opportunity as well. Utilizing the repaving schedule and paint schemes can be a simpler, useful, and cost-effective combination.
- Commercial property owners in the Town are fairly progressive. As the Albany-Hudson Electric Trail is developed, we should work with them to see what opportunities are achievable.
- Looking at “goat paths” is a way to identify latent demand and potential opportunities to explore.
- We need to forecast future development and create “connectability.” The idea of a “bike lane to nowhere” which just abruptly ends and doesn’t create full connections should be avoided if possible.
  - People want to get to “places” in Town
- When NYSDOT repaves Columbia Turnpike, we need to ensure that whatever striping is put down is done properly and maximizes the potential of the road for all users.
- CDTC staff noted that East Greenbush is somewhat unique in the region as being a high-growth community.
- It was noted that there was a bit of public opposition to the Albany-Hudson Electric Trail and we tried to provide property owners with information directly through grassroots outreach and work.
- We generally have a great, well-functioning Town. What we want to do on the macro planning level is improve connectivity. The Town was not built for a Complete Streets-oriented culture. We are trying to make a major change and it is a challenge.

#### Where have we been, and where are we going?

- Route 4 has become our “Wolf Road” – it isn’t Routes 9/20 as noted in a previous study.
- Attendees were asked for their thoughts on the future of East Greenbush in consideration of Complete Streets. Answers included the following:
  - In addition to the list presented of potential future opportunities, the Consultant Team mentioned that a good next-step might be to organize a group to look together at a plotted map and identify priority locations for Complete Streets actions to be considered further. This effort could prioritize projects and even set deadlines such as near-term or far-term.
- CDTC noted that they have an inventory of CS policies region-wide and that communities all have different levels of ordinances/resolutions/policies.
  - Examples from Niskayuna and Watervliet are included in the packet.
- There hasn’t been a discussion about creating a Complete Streets policy in East Greenbush to date.
  - The Comprehensive Plan can provide an opportunity to address the concept formally in a Town document. Elements of Complete Streets can be included, and development of a Complete Streets Policy will be discussed further.

- We should not only create a policy but identify a champion to help promote and push Complete Streets in the Town.
- CDTC staff noted that when projects come to them (and NYSDOT), if a municipality already has a Complete Streets Policy adopted it helps with project scoring/reviews.
- Codifying the ideas that already exist could be very useful at this stage for East Greenbush, via a Policy or other opportunity.
- Route 4 and Columbia Turnpike are real challenges. Unfortunately, we have moved off those roads for Complete Streets elements because they are simply so tough. We have been focusing elsewhere for walkability, for exercise, etc.
  - Furthermore, retrofitting these corridors will be incredibly expensive, including having to undertake on-going maintenance.
    - The consultant team noted that the Albany-Hudson Electric Trail will provide a parallel route to Columbia Turnpike for much of its more developed section.
    - The concept of Complete Networks is worthwhile to keep in mind as some streets will be very car-centric and sometimes placing your best pedestrian and bicycle facilities on a parallel corridor with less volume and lower speeds is a better choice.
  - Interestingly, during construction and reduction to 1-lane per direction on September 20, 2018, Columbia Turnpike seemed to function ok. It could be worth looking into some kind of pilot project based on this experience.
- CDTC staff noted that road diets don't always reduce traffic capacity. MassDOT and Michigan DOT have recently produced some data showing this. Providing dedicated turn lanes really helps efficiency in traffic movement, even when a through-lane is removed.

#### Detailed Design Module

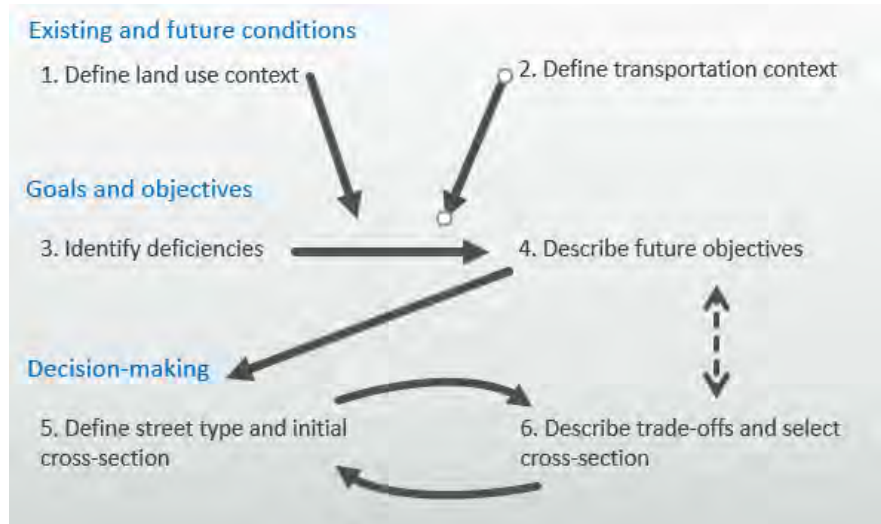
- Attendees were asked after seeing the previous slides, especially the rural tools section, are there any additional thoughts or considerations to note at this time. One item was noted:
  - We need to undertake a street-by-street analysis since widths vary significantly throughout Town.

#### CDTC Trails Presentation

- Jennifer Ceponis from CDTC provided attendees with an overview of the *Capital District Trails Plan*.
- A question was asked regarding the significant increase in trail use activity in Niskayuna. Jennifer stated that CDTC believes this is due, at least in part, to the significant investments to create connections to the trails within the Town.

## Design Discussion

- There was discussion surrounding the need to get the Town Planning Board, Municipal Staff, the Town Board, and property owners engaged in this discussion to help ensure buy-in, particularly for discussions surrounding sidewalks.
  - Attendees discussed the Holistic Project Development Process slide and how it could be useful in engaging everyone as discussed above. The slide is provided below for reference.



- The discussion surrounding “are we measuring what matters?” and “what should we measure to ensure Complete Streets implementation?” brought about some discussion of potential elements that could be measured. Elements that were discussed for potential use in creating performance measures included the following:
  - Crash data
  - Identification of non-vehicular access points
  - Bike and pedestrian counts in strategic locations
  - Identification of “goat paths”
  - Build an additional list of best practices. The Project for Public Spaces has a checklist that could be utilized in creating a list for the Town.
- Attendees were asked what issues are preventing Complete Streets Implementation and the following ideas were noted:
  - A Master Plan for development is needed
  - It all comes down to the ability to find funding
  - There are many steps necessary to prioritizing Complete Streets projects from a Town-wide perspective
  - Development of a 1-3-year Action Plan may help guide implementation



## Design Discussion

- Attendees were asked to once again review the Third Avenue Extension aerial image to see if they see anything differently or see opportunities where they maybe didn't at the beginning of the Workshop. The following answers were provided:
  - There is an opportunity for a multi-use trail along Tempel Lane, which could be linked to Regeneron's Tempel Lane Campus.
  - There appears to be an opportunity for better pedestrian facilities, possibly as a sidepath that also allows for bicycles.
    - It was noted that people are walking along Third Avenue Extension currently.
    - It was also noted that a sidepath on one side of the street could be enough for both pedestrians and bicyclists, to start an upgrade and be cost-effective in implementation.
    - It was noted that originally a north-south road was envisioned but it was scrapped. There may be a possibility for a non-motorized connection along the original proposed alignment.
- Newkirk Senior Housing Project Sharrow Concept:
  - Seniors living at the proposed senior housing development might also use Michael Road to access the future Albany-Hudson Electric Trail.
  - This location should consider how the development will be designed, specifically bicycle storage. If we provide facilities on the street without on-site accommodations, getting seniors to use bikes could be challenging.
- Red Mill Road Buffered Bike Lane Concept:
  - People walk and bike regularly along this corridor
  - There is an opportunity to look at reducing speed limits as well
  - Given that the right-of-way seems adequate to provide bike lanes, it seems like this is low-hanging fruit and could be a great early and somewhat easy win.
- Community Way Emergency Access Sidepath Concept:
  - Seems like a no-brainer given the connectivity between the residences and the community facilities.
  - The challenge here could be with private-ownership issues
    - Would the Town need to take-on liability issues?
    - It is already being used today as a connection, so formalizing this seems like a good idea.
- Forrest Pointe Drive near Market 32 – Closing the Gap Concept
  - It's possible the property owner could see the value of putting the sidewalk in, especially with the direct connection to the Albany-Hudson Electric Trail
- Gilligan Road Sidepath Concept:
  - Seems like a place in the Town where improvements are desperately needed.
  - At times, when the ballfields get busy, the area where the sidepath is marked on the rendering is used for overflow car parking.

- This connection could extend to the Hannaford Plaza and soccer fields.
    - Much of the planning of this is part of the effort needed to holistically decide where we want the connections and how to best integrate those ideas into all relevant site plans going forward.
  - There was a student hit by a car on Gilligan Road which correlates with the consultant team identification of this location as one that has issues and could use improvements.
    - This could be a good location for a HAWK signal across Gilligan.
- Hampton Avenue/McCullough Place Pedestrian Island Concept:
  - Kids definitely walk along this road to get to school so improvements here are certainly warranted.
  - A question was raised regarding how the geometry would work with the concept shown. It appeared that it is designed as a right-in/right-out. P4P staff noted that it is was not intended that the concept suggest it be anything other than a full access intersection and as such they will revise the sketch for the meeting notes to be more consistent with what might come about by retaining all turning movements and providing a pedestrian refuge. Given the bend in the road, McCullough is very wide where it meets Hampton Avenue so treatments to shorten the crossing distance is the intent – not changing the traffic pattern. It was noted for the record that these are just concept sketches and that any decisions would need to go through a full evaluation, assessment, and engineering/design before being installed permanently.

## Next Steps/Projects:

- Develop and adopt a Complete Streets Policy and Resolution.
- Identify a champion to promote and push Complete Streets opportunities in the Town of East Greenbush.
- Work with the Department of Public Works to discuss future paving projects and identify potential opportunities.
  - o A recommendation was made to undertake a street-by-street analysis since street widths are so variable throughout the Town. A potential starting point for this would be to do this in conjunction with discussions about future road paving projects so that the focus is on near-term opportunities, with other roads assessed as time permits.
- Incorporate Complete Streets concepts into the Comprehensive Plan update
  - o Consider including priorities from older planning efforts in any prioritization discussion with the Comprehensive Plan so that it is cross-referenced and repeated as a priority in the most recent planning document.
- Begin discussing potential funding streams and how they might be prioritized against other competing needs (such as how they might fare for consideration as one of only a few potential Consolidated Funding Application project submissions/requests)
- Begin identifying outreach and engagement opportunities with existing landowners along the Albany-Hudson Electric Trail to promote and implement connections to the future trail system.
- Organize the multi-organization committee to look together at a plotted map and identify priority locations for Complete Streets actions to be considered further.
- Increase the reach of the existing "Walking School Bus" groups by applying to CDTC for a mini-grant (when such funding is available) to fund specific activities or actions that can enhance current work activities.
- Develop performance measures to help document current conditions and show progress toward a goal.

## Referenced Resources & Links

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

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



# TOWN OF EAST GREENBUSH COMPLETE STREETS WORKSHOP SEPTEMBER 24, 2018



Name & Title	Department/Committee/Affiliation	E-mail address
Alison Lovell <sup>Planning</sup> <del>Administrative</del> <sup>2018</sup> <del>Asst</del>	Zoning/Planning	alovell@eastgreenbush.org
Larry Edson, Assistant Spt.	East Greenbush CSD	ledson@egcsd.org
Bob Seward, ZBA	<sup>EG</sup> ZBA Member	resward3@nycomp.nv.com
MURIS BAUER	COTC	
Carie Ward	COTC	wardc@dtcnpa.org
Tina Tierney <sup>to Town Board</sup>	East Greenbush	ttierney@eastgreenbush.org
Maurice McGuinness	Rensselaer County Chamber	mcmcguinness@renscocchamber.com
Shannon Romanowski CDYMA Executive Director	CDYMA - Greenbush	sromanowski@cdyma.net
ADAM YAGELSKI	PLANNING & ZONING DEPT., TOWN OF EAST GREENBUSH	AYAGELSKI@EASTGREENBUSH.ORG





TOWN OF EAST GREENBUSH  
COMPLETE STREETS WORKSHOP  
SEPTEMBER 24, 2018



Name & Title	Department/Committee/Affiliation	E-mail address
Richard Henscheid	Town of Albany - EHTD	rhenscheid@townofalbany.us
Jace Conway	Town of EastGreenbush	jconway@eastgreenbush.ny
Andre GILCHRIST	NJ Engineering	Agilchrist@nycls.com
JEFF TAYLOR	TOEG ZBA	ZONINGCLIMATE@EASTGREENBUSH.ORG
Linda Vanderbrake	Rensselaer Co. Planning	Lvanderbrake@renco.org
Brian Kirk	NYS DOT - Reg 1	brian.kirk@dot.ny.gov
Brent Ivory	CDTA	brent@cdta.org



# Appendix

Materials Distributed to Workshop Attendees & Other Reference Material



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



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



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

# Complete Streets



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

*Complete Streets are streets for everyone –*

*No matter who they are or how they travel*

## Why do we need Complete Streets?

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

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

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

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



*Pedestrian facilities at Couse Corners Roundabout.*



## Who Benefits? *Everyone!*

**Safety:** Pedestrian Crashes decrease significantly with complete streets improvements.

**Mobility:** Provides options for everyone.

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

**Social Equity:** More control over expenses. Transportation is the 2<sup>nd</sup> highest family expense.

**Health:** We are moving without *moving!*



*Bicyclists Crossing  
Columbia Turnpike*

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

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

## What is the **HEALTH** benefit?



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

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

- Diabetes
- High Blood Pressure
- Other Chronic Diseases

## Why Implement Complete Streets Now?

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

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

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

46% will walk 1 mile to church or school

35% will walk 1 mile to work

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

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

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

Implementing Complete Streets now can save money in the long run. In general, infrastructure

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

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

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

## East Greenbush Statistics:

- 3.0% (204) of 7,124 housing units do not have access to a vehicle.
- 3,099 residents (~19%) in East Greenbush are under 16 years of age meaning they can not drive and must get a ride or find alternative means of transportation.
- Only 0.5% of workers 16 and over walked to work. This is much lower than the County as a whole at 4.1%. Another 2.2% took public transportation or used a mode other than a car, truck, or van. *(U.S. Census 2016 ACS estimate)*



## What is the **SAFETY** benefit?



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

Pedestrian Crash Reduction Potential:

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

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

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



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



2017 FHWA National Household Travel Survey

# Funding Opportunities

## *Typical Complete Streets funding sources*

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

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

Regional Economic Development Councils (REDC):

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

Consolidated Funding Application (CFA):

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

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

Highway Safety Improvement Program (HSIP):

<https://www.dot.ny.gov/divisions/operating/osss/highway/improvement-program?nd=nysdot>

# Low/No-Cost Options

## *Complete Streets is about using existing resources differently!*

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

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

## COMPLETE STREETS Policies

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

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

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

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

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

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

[www.cdtcmo.org/page/66-project-programs/completestreets/52-complete-streets-advisory-committee](http://www.cdtcmo.org/page/66-project-programs/completestreets/52-complete-streets-advisory-committee)

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

[www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)

## Online & Print Resources

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

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

### **NYSDOT Complete Streets Webpage:**

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

### **NYSAMPO Fact Sheets:**

[http://nysmpo.org/wordpress/?page\\_id=1548](http://nysmpo.org/wordpress/?page_id=1548)

### **National Complete Streets Coalition:**

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

### **American Planning Association Complete Streets Resource Database:**

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

### **Institute of Transportation Engineers (Designing Walkable Urban Thoroughfares):**

[library.ite.org/pub/e1cff43c-2354-d714-51d9-d82b39d4dbad](http://library.ite.org/pub/e1cff43c-2354-d714-51d9-d82b39d4dbad)

### **NYS Complete Streets Act:**

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

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

[https://safety.fhwa.dot.gov/PED\\_BIKE/ped\\_cmnty/ped\\_walkguide/residents\\_guide2014\\_final.pdf](https://safety.fhwa.dot.gov/PED_BIKE/ped_cmnty/ped_walkguide/residents_guide2014_final.pdf)

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



# Complete Streets Focus at the State and Federal Levels

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

## New York State

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

Among other things, this act requires consideration of the convenient access and mobility on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users.

It also calls for design features to accommodate and facilitate convenient access and mobility by all users.

## Federal Highway Administration

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

It also recommends using AASHTO, ITE and NACTO guidance.

## US Department of Transportation

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

About  
**CDTC**



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

[www.cdtcmpo.org](http://www.cdtcmpo.org)

## Complete Streets Considerations & Examples



Sometimes just paint and restriping are needed.



Public transit is an integral component.



Simple changes can make a big impact.



Separated facilities require significant expenditure but provide significant benefits.



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



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



Town of Niskayuna  
Complete Streets Resolution

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

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

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

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

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

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

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

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

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

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



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

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

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

**CITY OF WATERVLIET**  
**COMPLETE STREETS POLICY**

**A. DEFINITION OF COMPLETE STREETS**

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

**B. COMPLETE STREETS POLICY**

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

### **C. SCOPE OF COMPLETE STREETS APPLICABILITY**

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

### **D. EXCEPTIONS**

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

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

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

## **E. DESIGN STANDARDS**

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

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

## **F. IMPLEMENTATION AND REPORTING**

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

### b) One Year Outcomes:

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



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

c) Three Year Outcomes

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

d) Five Year Outcomes

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

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

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

## **G. PERFORMANCE MEASURES**

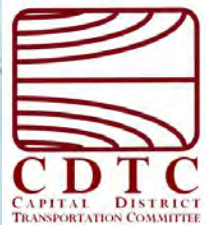
1. The City of Watervliet and the Complete Streets Advisory Board shall measure the success of this Complete Streets Policy using, but not limited to, the following performance measures:
  - a) Number of people reached through bicycle and pedestrian education programs;
  - b) Total miles of bike lanes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

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

**ATTESTED BY THE CLERK OF THE COUNCIL THIS 17<sup>TH</sup> DAY OF  
AUGUST, 2017.**

---

**CLERK**



# Complete Streets – Past and Future

Town of East Greenbush, NY  
September 24, 2018



**Sam  
Schwartz**

Where have we been & where  
are we going?



# Some things have changed...some haven't

2017



2000



1994



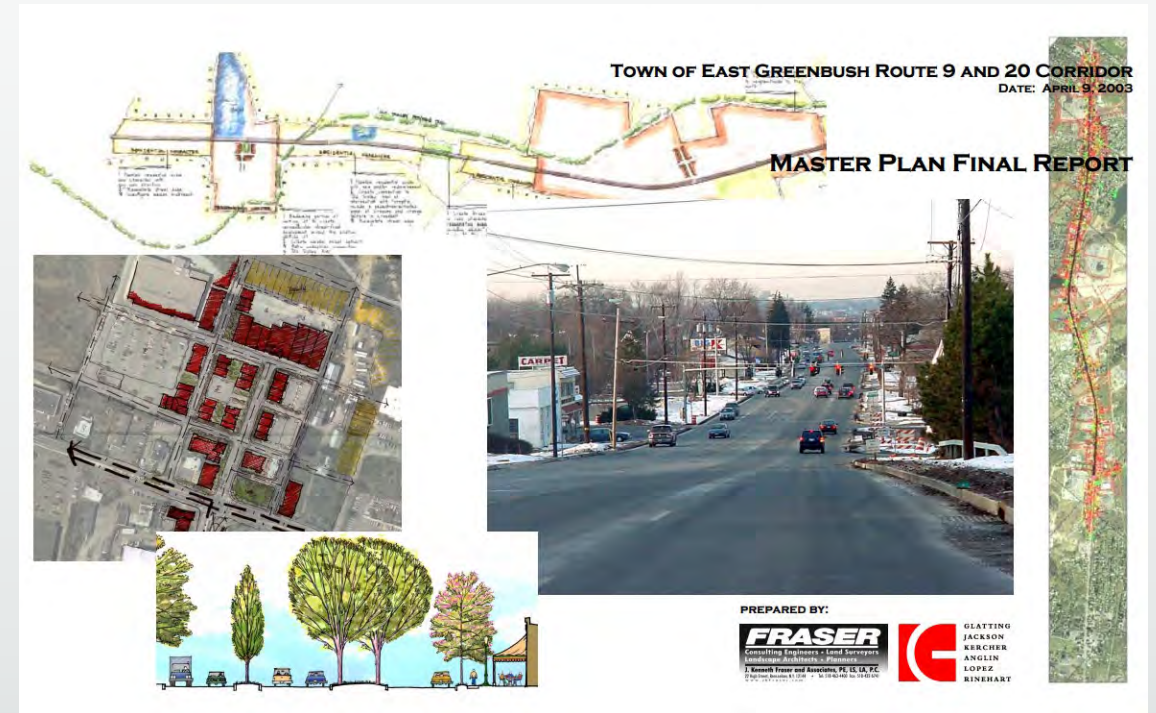
○ Development Areas



# Where have we been?

## Routes 9 & 20 Design Enhancements Corridor Study - 2003

- "...to develop a plan for the 9 & 20 Corridor that identifies a desired street system, access plan and land use structure for the corridor...identifies mechanisms to help achieve the desired vision."
- "Public impression of the existing corridor is that it is a sterile, non-descript automobile oriented environment. Local residents voiced concerns that Route 9 & 20 was in danger of becoming another "Wolf Road" as a result of development pressures..."



# Where have we been?

## Routes 9 & 20 Design Enhancements Corridor Study - 2003

- “Develop *traffic calming* at entrances, residential and pedestrian areas”
- “Implement *traffic calming* throughout the corridor through the use of physical changes and driver perception changes that will cause vehicular traffic to slow down”
- Livable Streets Principle – effectively the beginnings of Complete streets - to make streets accessible, safe, efficient and usable for all...



*Change takes time...*

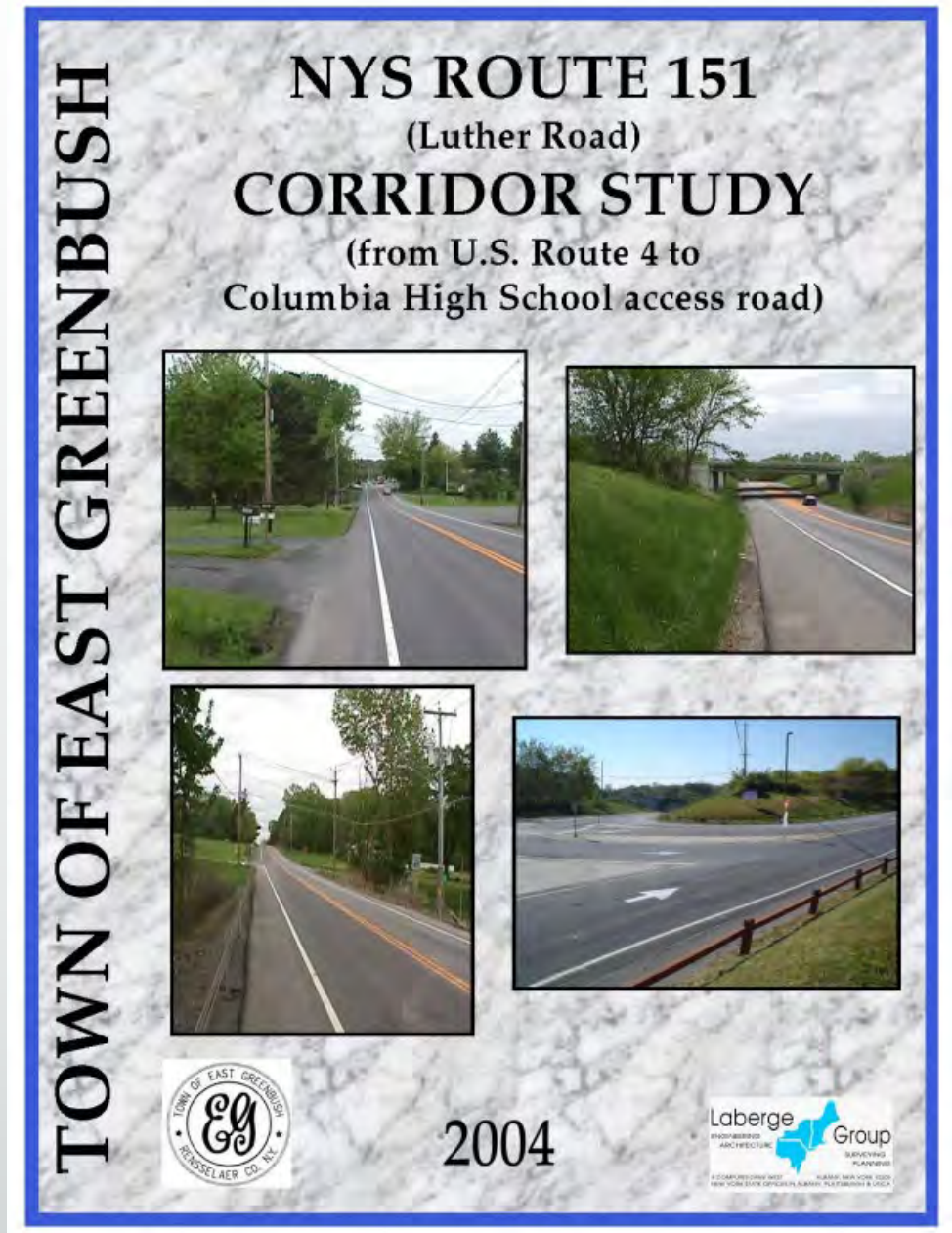


# Where have we been?

## Route 151 Corridor – 2004

- "...to identify short and long-term action recommendations that would improve pedestrian, bicycle and vehicular safety and mobility in the corridor"
- "...with particular concern being pedestrian safety between the High School, Public Library and YMCA facilities, and reducing vehicular congestion...during peak hour..."

*Appears specific ideas from this study, particularly installation of sidewalks have been/are being implemented*



# Where have we been?

## Route 4 Corridor Study - 2006

- "...to examine the Route 4 Corridor within East Greenbush in relation to both the current transportation system, existing adjacent land use and likely future conditions"
- "provide the framework for a planned set of conceptual transportation improvements and management actions that will enable the Town to incrementally pursue its land use and transportation vision and goals for the corridor..."
  - Unified Vision of the Rt. 4 Corridor
  - Implementation Recommendations
  - Plan for the future

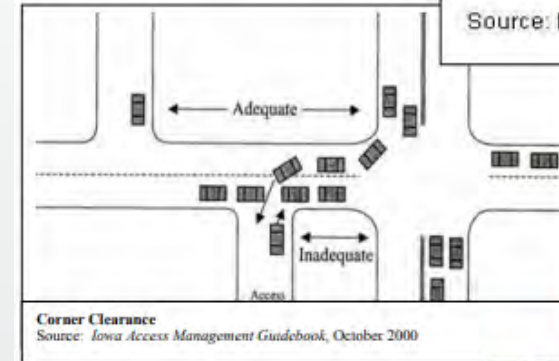


# Where have we been...

**Complete Streets** not a concept in 2006  
Route 4 Study by name, but...

- Discussed **traffic calming** to facilitate a multi-modal future and preserve capacity
- Streetscaping/Landscaping – visual enhancements
- Design (Roundabouts)
- Discussed **access management** techniques

- **Minimize curb cuts** to reduce conflicts between vehicles, pedestrians and bicyclists, and thereby reduce the potential for crashes. Accomplish this by limiting the number of driveways per site, requiring shared access arrangements and finding alternative access where possible (if access from a side road is available, provide access at that location).



- Provide adequate **corner clearance** by locating driveways and major entrances away from intersections and away from each other to minimize

interference with traffic operations, minimize crashes and provide for adequate storage lengths for turning vehicles.

- **Make sidewalks continuous** across driveways to increase pedestrian visibility to turning vehicles.





# Where have we been...

## East Greenbush Comprehensive Plan - 2006

- First drafted in 1970, updated in 1993
- "...focused on land use resources and produces a useful culmination of town-wide and specific area land use and zoning recommendations."
- "The town land use plan should be utilized as the basis for future town land use decision-making."

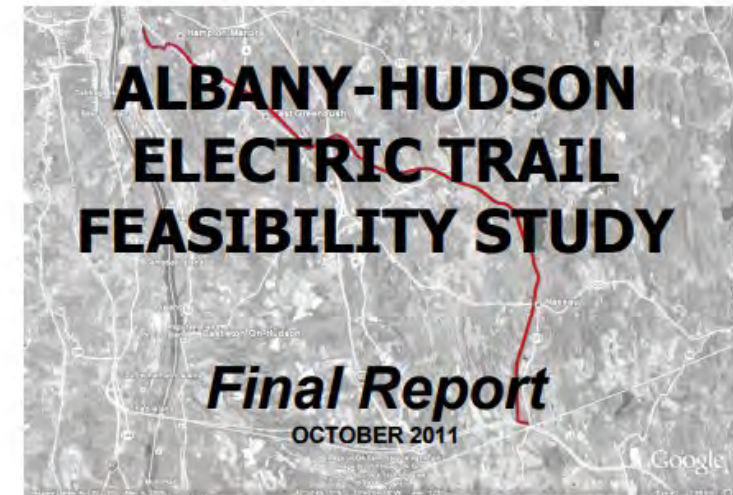




# Where have we been...

## Albany-Hudson Electric Trail Feasibility Study (2011)

- "...to study the feasibility of interconnecting the various municipalities with a multi-use recreational trail."



# Where have we been...

## Creating Healthy Places in Rensselaer County- 2012

- Report looked at land use and transportation patterns and how they affect the built environment and encourage or inhibit walkability and “healthy communities.”
- Focused on East Greenbush & North Greenbush due to the significant growth and development
- Recommended how to make communities more walkable through Complete Streets, Safe Routes to School, and revisions to Town Codes

### Creating Healthy Places in Rensselaer County

Prepared by:

The Capital District Regional Planning Commission

On behalf of:

The Capital District Community Gardens



October, 2012

# Where have we been...

## Amenities Plan - 2012

- "This Study was initiated with the intent of advancing some of the recommendations from for 2002 Parks and Recreation Master Plan and the 2006 Land use Plan."
- "...establish local segments of a larger town-wide multi-use path..."
- "Develop...select segments of the Albany-Hudson Electric Trolley line as a multi-use trail..."
- "...creation of a pedestrian loop path around [Hampton Lake]"
- "Infill missing sidewalk gaps..."
- "Develop a multi-use path connection into the southern end of the Town Park."
- "...Tempel Lane and along the Hudson River to develop...walking paths..."

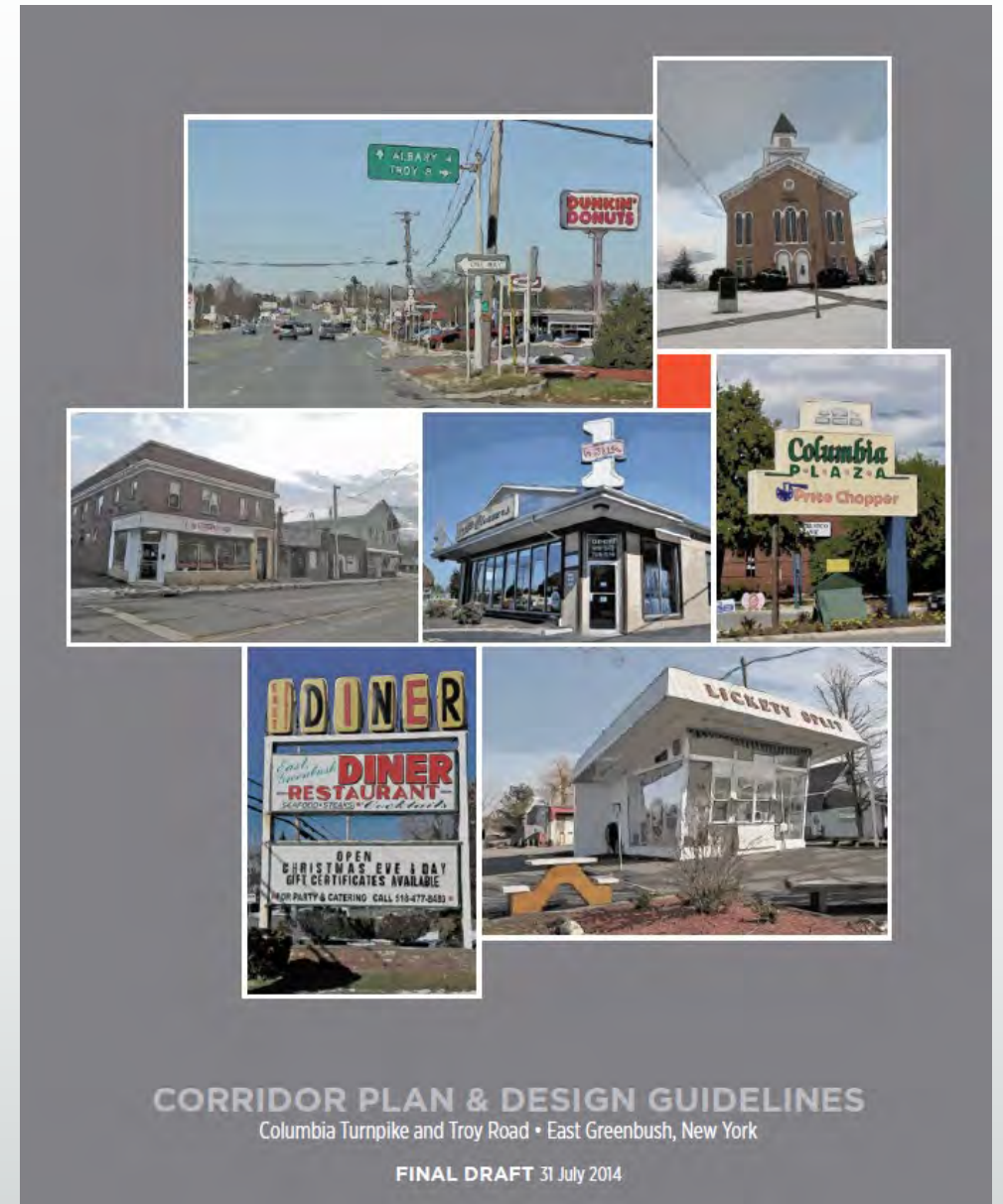




# Where have we been...

## Columbia Turnpike and Troy Road Corridor Plan & Design Guidelines – 2014

- "...the goal of this plan is to improve the quality of life and community character for East Greenbush residents by enhancing the aesthetics of the built environment and fostering vibrant, pedestrian friendly and accessible land use patterns."
- Complete Streets are detailed as a recommended element



**CORRIDOR PLAN & DESIGN GUIDELINES**

Columbia Turnpike and Troy Road • East Greenbush, New York

FINAL DRAFT 31 July 2014

# Where are we going?

## CDTC – Capital District Trails Plan

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

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





# Where are we going?

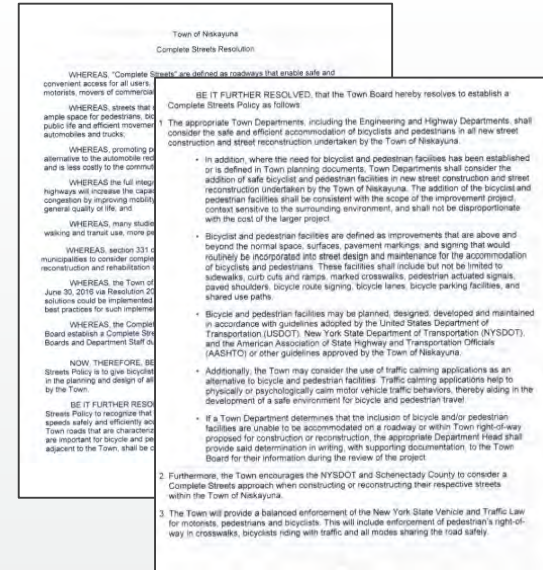
## **Albany-Hudson Electric Trail (AHET) - 2018**

- Shared-use bicycling & pedestrian trail along the 35 mile Albany-Hudson Electric Trolley corridor from Hudson, NY to Rensselaer, NY
- Part of the Empire State Trail
  - When completed in 2020 – 750-mile biking and walking trail from NYC to Canada and Albany to Buffalo



# Where are we going?

- Complete Streets Resolution & Policy?
- Road law and related engineering std's.
- Codify a technical approach to mobility.
- 2018 Comprehensive Plan Update  
(Underway)
- Infrastructure Projects
  - \$2M pedestrian & bicycle improvements work along Route 151 (Luther Road)



East Greenbush,  
Route 151

What have we missed?

What else has been done in the last  
few years?

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



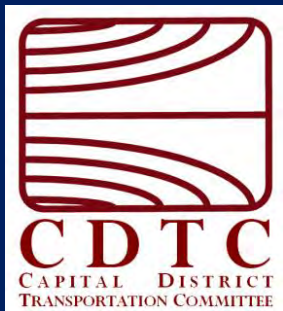


# Town Staff and Officials to keep engaged & updated

- Town Supervisor
- Town Board
- Planning Board
- Community & Recreation
- Emergency Services, esp. Police Department
- Planning & Zoning
- Public Works
- Town Clerk
- Others?

# Key Stakeholders to keep engaged and updated

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



Columbia Tpke.

# Town of East Greenbush Complete Streets Workshop

Moderated Discussion, Demonstration & Potential Projects



**Sam  
Schwartz**



Lake Shore Dr.



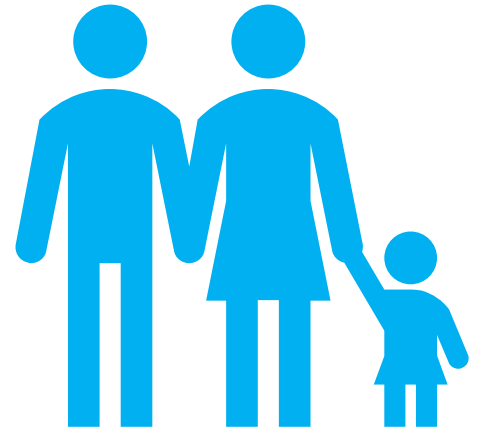
**Demonstration Projects and/or  
“Quick Win” Potential Conceptual  
Improvements**





For Workshop Discussion Purposes Only

# 3<sup>rd</sup> Avenue Extension *Follow-up Discussion*





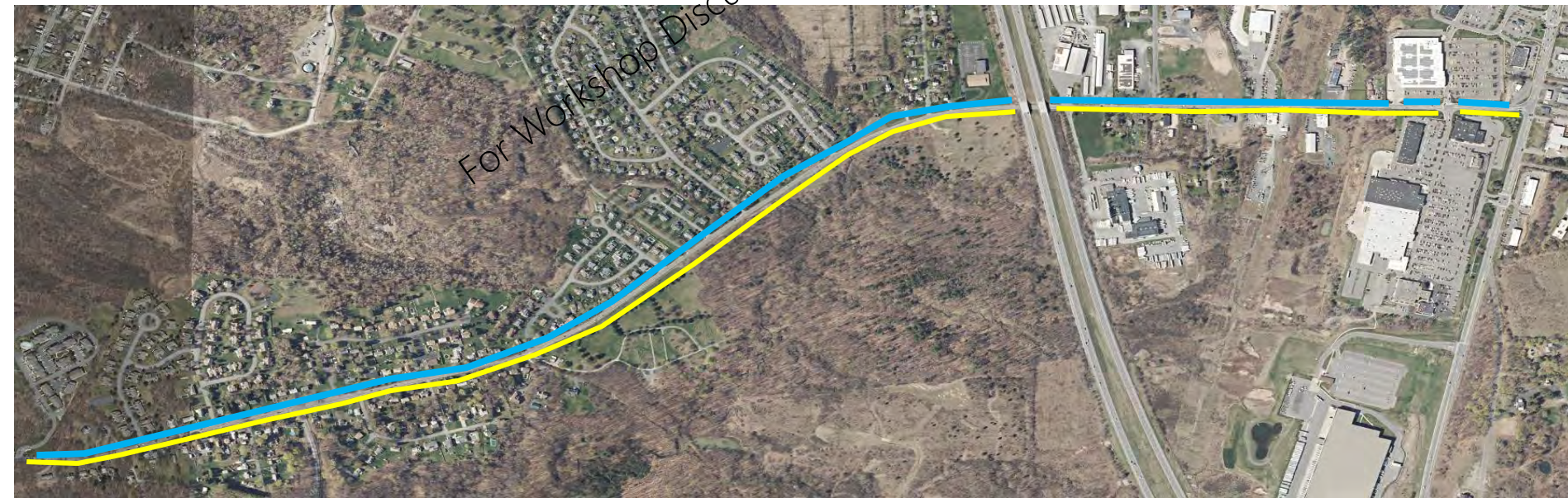
From a Complete Streets perspective,  
when I look at this corridor, I see\_\_\_\_\_

For Workshop Discussion Purposes Only





- Opportunity for any number of potential enhancements
- Somewhat similar situation to a recent project we worked on in Glenville, NY
- Sidewalk on one side of the road and a sidepath on the other.



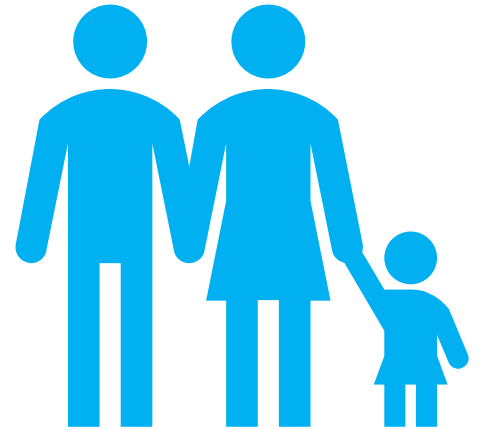
Point A



Point B

For Workshop Discussion Purposes Only

## Town Hall Hillside Stairway







For Workshop Discussion Purposes Only

What is the history with these stairs from  
Southern Ave. to Town Hall?





For Workshop Discussion Purposes Only



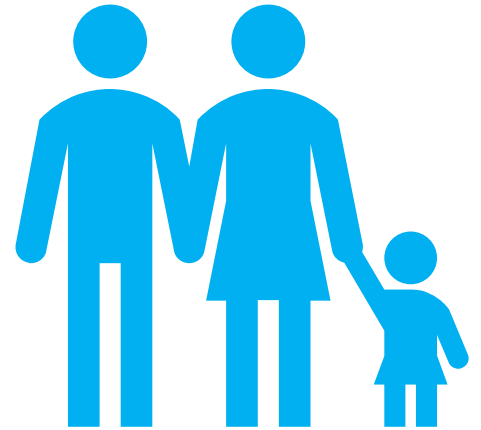
Potential to reconnect Town Hall directly to the Hampton Manor Lake area?



For Workshop Discussion Purposes Only

Sidewalks & Sharrows

**Newkirk Road**







Route 151 - Luther Road

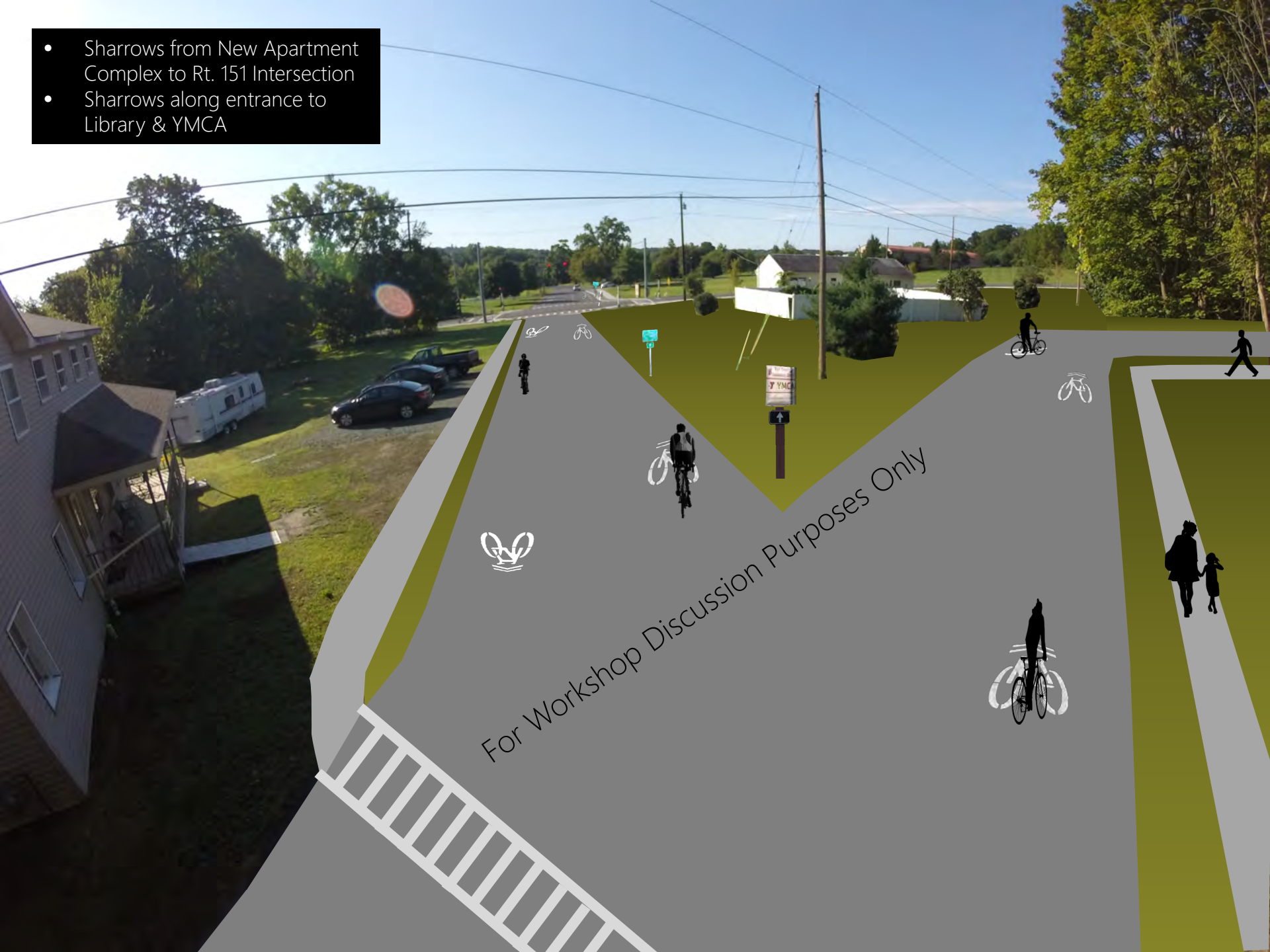
Newkirk Road

06-1  
1-90

For Workshop Discussion Purposes Only



- Sharrows from New Apartment Complex to Rt. 151 Intersection
- Sharrows along entrance to Library & YMCA





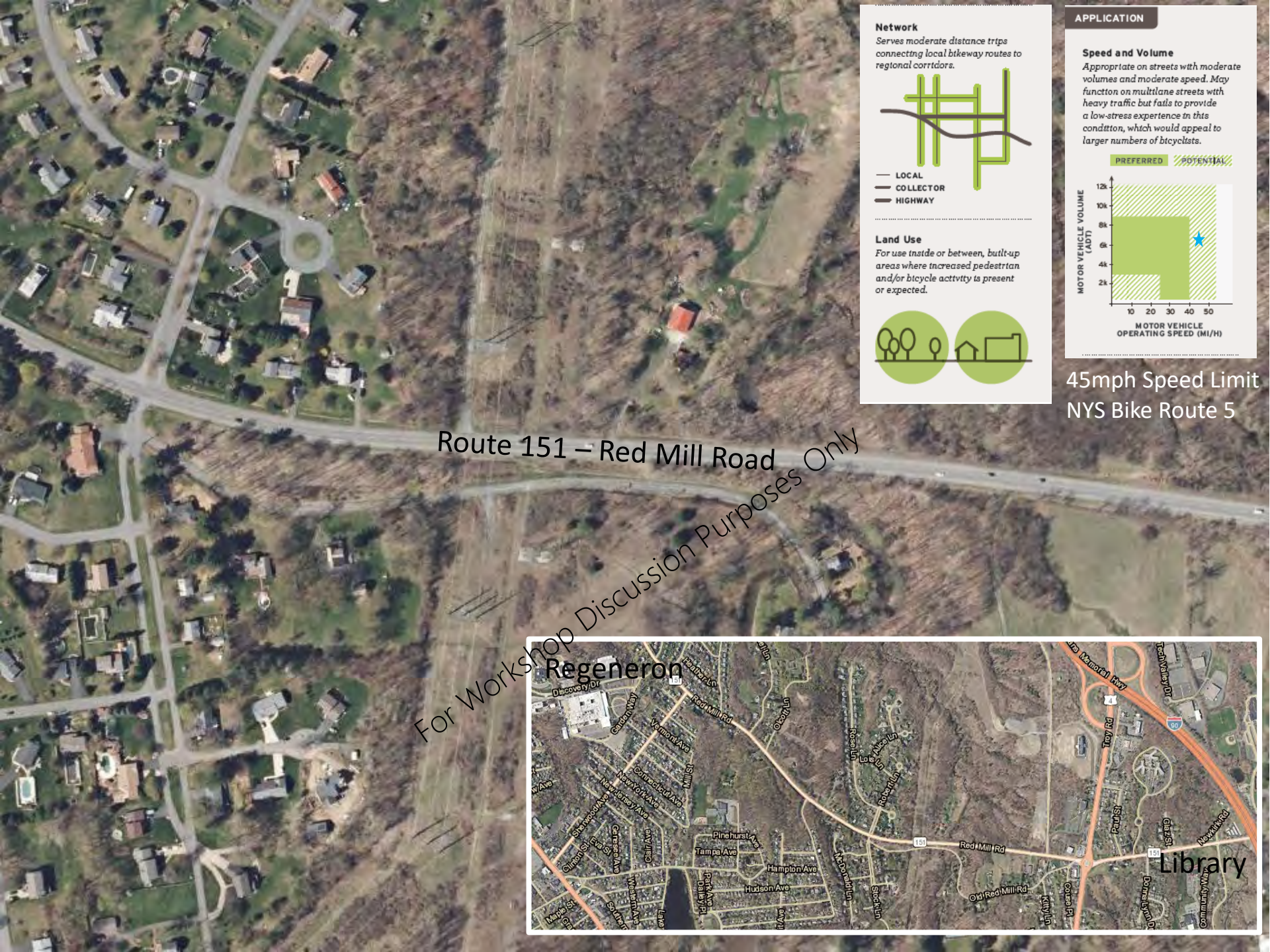
For Workshop Discussion Purposes Only

Buffered Bike Lane

**Red Mill Road (Rt. 151)**







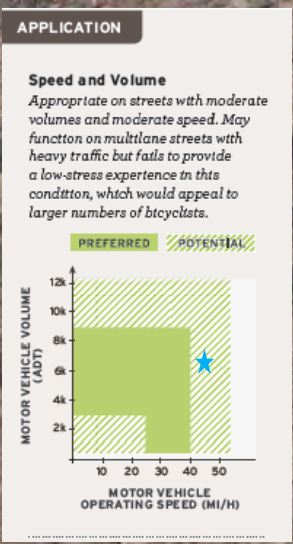
Route 151 – Red Mill Road

For Workshop Discussion Purposes Only

**Network**  
Serves moderate distance trips connecting local bikeway routes to regional corridors.

— LOCAL  
— COLLECTOR  
— HIGHWAY

**Land Use**  
For use inside or between, built-up areas where increased pedestrian and/or bicycle activity is present or expected.



45mph Speed Limit  
NYS Bike Route 5





- 8' shoulders (on average)
- 6.5' bike lane (preferred)
- 1.5' buffer (minimum width rec.)



For Workshop Discussion Purposes Only



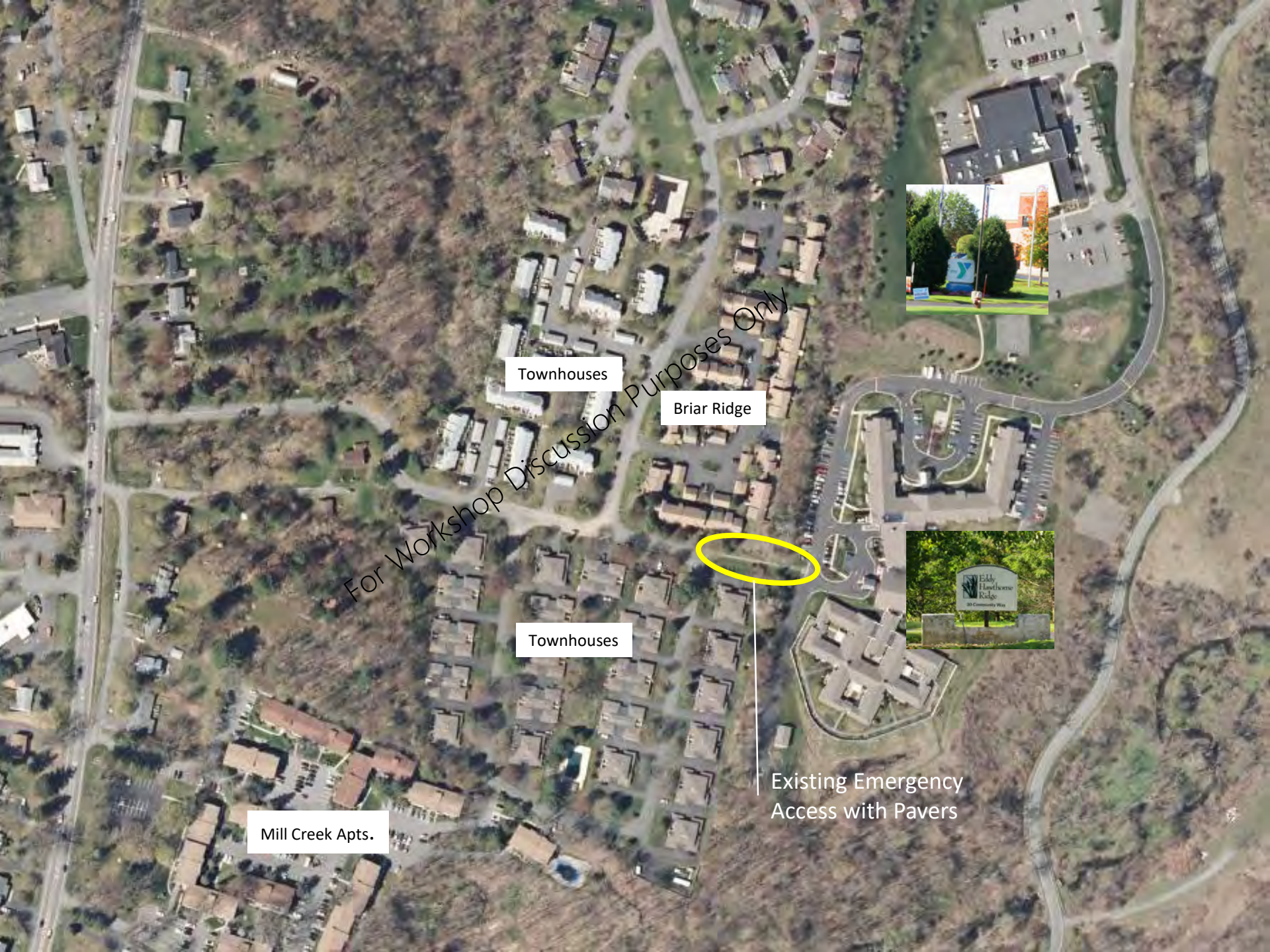


For Workshop Discussion Purposes Only

Sidewalk/Multiuse Path/Neighborhood Connection

## Community Way





For Workshop Discussion Purposes Only

Townhouses

Briar Ridge

Townhouses

Mill Creek Apts.

Existing Emergency  
Access with Pavers





- Existing Emergency Access
- Significant population on east end of this access
- Path would tie-in to existing
- Sidewalks for remaining distance to YMCA & Library



For Workshop Discussion Purposes Only

**NO PARKING**



For Workshop Discussion Purposes Only

Sidewalk & Bike Lanes  
**Forrest Pointe Drive**







Forrest Pointe Apartments  
& Townhomes

Market 32

Apartments

Columbia Tpke.

Forrest Pointe Dr.

For Workshop Discussion Purposes Only



- Sidewalk gap between residential development and edge of Columbia Plaza
- Forrest Pointe is wide enough to put in bike lanes
- Future direct connection to Albany-Hudson Electric Trail
- (2) 10' lanes
- (2) 4.5' bike lanes





For Workshop Discussion Purposes Only

Sidepath  
**Gilligan Road**







Ballfields

Gilligan Road

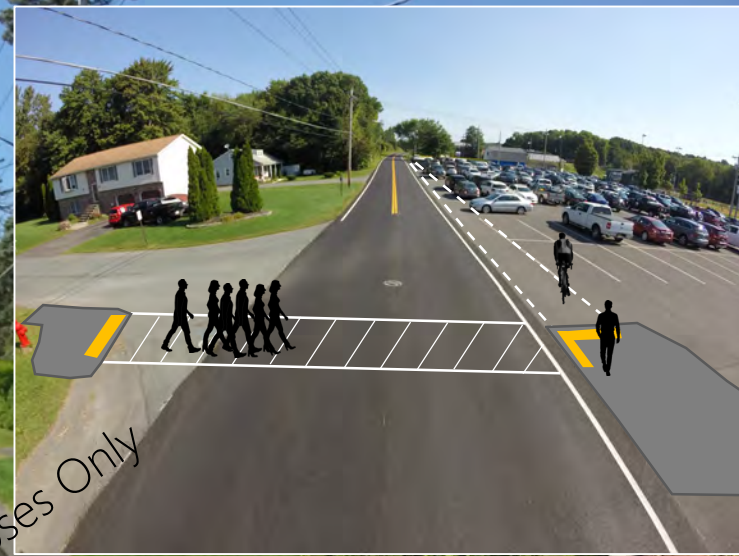
For Workshop Discussion Purposes Only

Howard L. Goff  
Middle School

Petalas Drive



- 10' Sidepath along eastern side of Gilligan Road
- Existing Road is too narrow to use without widening
- Given the likely users being children, a separated facility is the preferred option





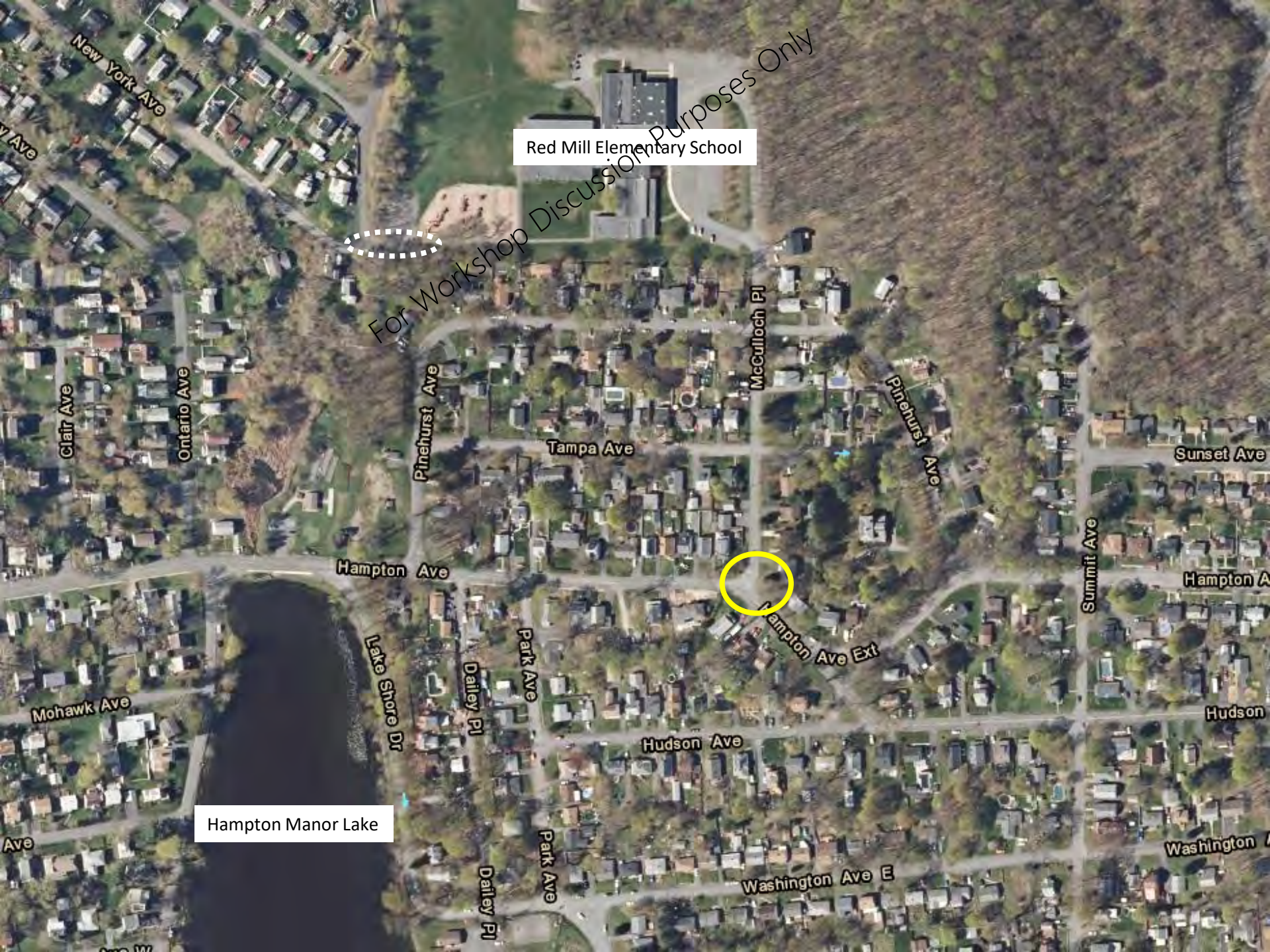
For Workshop Discussion Purposes Only

Sidewalk & Traffic Calming

**Hampton Ave. & McCullough Pl.**







Red Mill Elementary School

Hampton Manor Lake



- Narrow the intersection to slow vehicular traffic at the main entrance to the elementary school
- Add sidewalks for pedestrian accessibility to the school

