



Daniel P. McCoy  
Albany County Executive

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**CAPITAL REGION**  
**Transportation**  
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# Albany County Complete Streets Symposium Summary November 30, 2023



**PLANNING 4 PLACES**  
Assisting communities since 2009

**Sam Schwartz**  
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# Albany County Complete Streets Symposium Summary

## Introduction & Background

An RFP for Complete Streets Workshops was released by the Capital Region Transportation Council in August 2023 and the team of Planning4Places, LLC, Sam Schwartz, and JMT was selected. On November 30, 2023, a Symposium sponsored by Albany County, spearheaded by the Albany County Department of Health, was held, kicking off the Transportation Council's Workshop contract. Outreach for the Symposium included invitations to individuals and agencies and organizations throughout Albany County, including all municipalities. The Symposium was free of charge and breakfast and lunch were provided. The Symposium also was available for continuing education credits offered by the American Institute of Certified Planners (AICP) for CM credits. More detailed information on each of these elements of the Symposium can be found below.

The Symposium began with presentations and discussions between presenters and attendees, included break-out groups that assessed Complete Streets concept ideas for urban, suburban/village or rural locations within Albany County, and concluded with viewing of a recent CDTA bus installation, a view of a pop-up demonstration project created for this Symposium, and an overview of walk and safety audits that participants could take back to their communities.

## Welcome & Introductions

Katherine Ember, AICP, Founding Principal, Planning4Places, LLC opened the Symposium, and introduced Sandy Misiewicz, AICP, Executive Director of the Capital Region Transportation Council. Sandy Misiewicz provided a welcome to attendees and introduced Assemblymember Pat Fahy who welcomed attendees, provided information on legislation that supports Complete Streets efforts, and answered questions from the audience. Sandy next introduced Interim Commissioner Maribeth Miller and County Health Commissioner Lisa Ramundo who both welcomed attendees and discussed Complete Streets as part of their Department's efforts.



Kathy Ember introduced members of the Consultant Team responsible for presenting at the workshop from the Consultant Team of Planning4Places, Sam Schwartz, and JMT. James Levy, AICP - Principal,

Planning4Places, Mike Flynn, AICP, LEED AP - Senior Principal & General Manager, Sam Schwartz, and Angie Hernandez, AICP - Planning Section Head – NE Region of JMT, introduced themselves.

## (Re)introducing Complete Streets

Mike Flynn presented on “(Re)introducing Complete Streets.”

- Mike briefly reviewed “What are Complete Streets” and discussed the benefits of Complete Streets related to health outcomes, transportation safety and mobility, economic development, and environmental benefits.
  - Ethan Warren asked about the information on the slide about how many trips are short and whether that includes full trips. The group discussed trip chains (i.e., going to a series of destinations from home to school, to work, or running errands) and measuring those trips.
- Carrie Ward provided an overview of upcoming before and after economic analysis to be conducted by the Capital District Regional Planning Commission, complementing crash data review and pedestrian, bicycle, and vehicle counts to evaluate implementation of Complete Streets projects.
- Mike Flynn provided information on current events and funding opportunities. It was also noted that CRTC received a SS4A planning and demonstration grant in partnership with the Cities of Albany and Watervliet. Carrie Ward provided additional information about the project.
  - There was a question about what level of service “LOS” means. The term describes traffic flow and performance measures. Mike Flynn explained LOS and Jim Levy and Kathy Ember provided some additional context discussing that a change between LOS D and E could mean a few seconds in some cases. It is a slight delay for the benefit of Complete Streets and roadway safety. The delay can be equivalent to a delay created by other typical driving scenarios including waiting for a garage door to open or waiting in a drive-through line.
- Mike Flynn provided information about Vision Zero and the Safe System Approach. He also discussed the Safe Streets & Roads for All Program (SS4A). There was discussion about planning grant money and what funding is available. Mike noted there is funding for plans and implementation. Carrie Ward noted that in 2023 the name of the planning portion of the program was changed to planning and demonstration versus just planning. Demonstration projects are a priority focus of the program. CRTC included demonstration project in their 2022 SS4A application and the SS4A funding will be funding demonstration projects as well.

## Complete Streets Design Considerations

Angie Hernandez presented “Complete Streets Design Considerations.”

- Angie Hernandez discussed context and speed management and traffic calming. She noted the term “strood” which is a street/road hybrid where it is not clear whether it is intended to move traffic through quickly or be a street environment where pedestrians are walking, there are shops and restaurants, and car through traffic is not the prominent feature.
  - The attendees asked whether an emergency route needs a wider travel lane (in the City of Albany). The Consultant Team noted that it is not necessarily the case, but it is certainly location-dependent and subject to discussion with emergency providers.
- Angie presented on pedestrian infrastructure. She noted one option of using a pedestrian scramble phase where pedestrians can cross anywhere in the intersection when they have a pedestrian signal.
- Angie asked how many communities already design for 10’ travel lanes? No one in the audience raised their hand.
- With PROWAG, crosswalks and/or curb ramps without a pedestrian crossing need to be removed (for crosswalks or curb ramps that are no longer in use).
  - Attendees discussed challenges with sidewalk maintenance. It was noted that the City of Newburgh is looking to take over ownership of sidewalks.
  - Charles Welge asked how we educate the public about changes to the road. Angie Hernandez noted that post construction and education is vital to let people know what changes are or mean, particularly with new facilities, striping, or markings.
- Mike Flynn continued the discussion on design focused on shared mobility, transit, and freight.
  - Ethan Warren asked about safety issues or concerns related to parklets on busy streets and the usefulness of installations in such locations. Mike Flynn stated it is definitely context dependent on whether or not it makes sense or is desirable.
  - Attendees asked about microtransit and what it includes. Micromobility is personal small vehicles (such as e-scooters, e-bikes) but also there is microtransit which uses smaller vehicles and is generally on-demand public transit.



## Standards and Guidelines

Mike Flynn presented “Standards, Guidelines & Resources.”

- Mike noted that applying design flexibility is encouraged by FHWA. He discussed tort law and liability and noted that there are recommendations when applying design flexibility to document the rationale for the application of design flexibility. Mike discussed the Manual on Uniform Traffic Control Devices (MUTCD), AASHTO Guides, the NYSDOT Highway Design Manual (HDM), ITE Resources, NACTO Guides, and the Small Town & Rural Multimodal Networks Guide by FHWA.
  - Attendees asked about curbside management design standards. Mike Flynn stated that many guides cover the frontage zones – how to keep clear zones, etc. Some municipalities have their own curbside management strategy documents and regulations. Bigger cities generally have more regulations and some look at freight, parking, drop-off zones, etc.
  - Ethan Warren asked about resources for access management/curb cuts. Mike Flynn noted that access management is critical to safety and management of users. Ethan Warren noted that the Dutch have a rule that roads are for through traffic or high accessibility. We don’t have anything that specific here in the U.S. The group discussed how we can understand potential access management opportunities after the fact for retrofits.
- Mike Flynn will provide some resources to the group. Kathy Ember noted they will be included in the workshop summary document.



## Complete Streets Policies & Progress in the Capital Region

Kathy Ember discussed “Policies and progress in the Capital Region.”

- Kathy Ember noted goals from the Capital Region Transportation Council New Visions 2050 and from the Albany County Department of Health, Prevention Agenda 2019-2024. She also provided an overview of the Transportation Council’s Complete Streets Design Guide, copies of which were provided for attendees. She provided an overview of Complete Streets Policies and ten recommendations for Complete Streets policies from the National Complete Streets Coalition. Kathy also discussed best practices of Complete Streets policies and implementation.
- Kathy highlighted efforts underway in Albany County including policies, plans, and studies, as well as other efforts. Currently there are 4 Complete Streets policies in Albany County (Bethlehem, Albany, Watervliet, and Cohoes). Charles Welge noted that Albany County does not have a Complete Streets policy but is looking to develop one. Charles also let attendees know that if there are County-owned roads in their municipality that they would like to consider

Complete Streets treatments, please contact him so that he can advocate for the effort on behalf of the County Health Department.

- Angie Hernandez described the City of Cohoes Saratoga Street study that is underway.
- Kathy Ember led a discussion about Complete Streets implementation and the group discussed challenges to implementation. There was a lot of discussion about parking lane removal as a challenge and working with the public to imagine a different road configuration.
  - Tess Drauschak noted that when she was working for Capital Roots, there was a very active group of volunteers (many of whom were professionals in the field), and a lot was able to get done. In Cohoes, it difficult to find volunteers to sit on the volunteer boards. Attendees agreed that it has become difficult to recruit volunteers for Board and Committees.
- The City of Albany staff noted additional projects underway or recently completed:
  - Brevator St is a 60+’ wide concrete street. They are looking to design a road diet.
  - From Clinton Street to Broadway there is a bike lane striping project. It will provide a bicycle network connection from the Empire State Trail up Clinton Avenue up to Manning Blvd to Hackett Blvd.
  - The Skyway downtown was recently completed. It is a huge asset to the Downtown area.
- The group discussed challenges in Complete Streets implementation including:
  - In the suburbs there are many dead-end streets that do not connect to one another.
  - New car technology s seem to be very distracting.
  - It seems like night collisions with pedestrians are increasing in frequency.



## Overview of Workshop Pop-Up Demonstration Project

Kathy Ember presented on “Overview of Workshop Pop-up Demonstration Project.”

- Kathy provided some fundamentals about pop-up demonstration projects and described some local demonstration project implementation efforts. She discussed the pop-up installation on Thurlow Terrace that included an elongated median and bump-outs that attendees could view at the end of the Symposium.

## Concept Ideas for 7 Locations

Jim Levy presented on “Concept Ideas for 7 Locations.”

- Jim highlighted previous discussions and ideas for three locations in Albany County where there are opportunities for Complete Streets improvements including Columbia Street (Cohoes), I-787 Ramps (Watervliet), and Route 155 and Nott Road (Guilderland). The group discussed opportunities for improving connections across highway ramps and for high visibility crosswalks.
- Attendees were asked to pick a break-out group to discuss opportunities for improvements in four locations. The point of the exercise was to take what we learned through the workshop and look at these areas to see how they be enhanced (as appropriate) including looking for opportunities for adding streetscape amenities (such as street trees and pedestrian-scaled lighting), opportunities for improved crossings, high-visibility crosswalks, traffic calming, etc. Attendees were provided with existing conditions photos and the Consultant Team shared some information about the key locations. Attendees identified the following needs and Complete Streets implementation options:

### Western Avenue (Guilderland)

- Median in turn-lane
- Queue jumper for buses
- Reduce travel lanes?
- Connections to bus stops
- Sidewalks on Palma to Western Avenue
- Shorten the crosswalks
- Bump-outs or adjust curb slightly
- Bus shelter near shopping center
- Bus stops at major intersections
- Opportunity for alley behind instead of driveways on Western Avenue
- Pedestrian crossing sign
- Street trees
- Pedestrian-scale lighting
- Access management (shared driveways)
- Road diet would add more options for the road only having 3 lanes



### Central Avenue (Colonie)

- Prioritize crossings at bus stops
- Reduce lane size
- Reduce 2-way turns, just 1-way turn lane
- Increase lighting
- More pedestrian crossing
- HAWK
- Reduce driveway widths and number
- Shared Use Paths
- Planted median
- Ped fencing

### 2<sup>nd</sup> Avenue (Watervliet)

- Bikes should remain on Broadway where there is a new (EST constructed) cycle track
- Keep 2nd Avenue pedestrian focused
- It is a heavily used pedestrian walking environment, particularly for kids walking to school
- Access management
- Add street trees
- Signage to EST
- Bump-outs
- Straighten crosswalks
- Safe Routes To School

### Eagle Street (Albany)

- Lack of lighting (especially at underpass)
- No trees (sun/wind)
- Accessible route? Ramps
- Snow clearing? (hilly)
- No bike lanes
- Wide!
- Bus routes
- Human-scale
- Seating
- Comfort/protection
- Murals
- Connect to Lincoln Park



- The Consultant Team provided a summary of the break-out group discussions (see above) and shared some renderings of some thoughts from the Consultant Team for those locations. There were some similar improvements recommended but attendees expanded on the ideas and looked at the larger network to make their recommendations.
- Kathy Ember invited attendees to meet outside to discuss the CDTA installation, view the pop-up demonstration project at Thurlow Terrace, and discuss walk and safety audits.

### Walk/Safety Audit and Review of Pop-up Demonstration Project

- Ethan Warren, CDTA, described the recent CDTA improvements on Western Avenue. The group discussed the details including the furniture (benches, shelter, pedestrian fencing in the median) and then viewed the pop-demonstration project on Thurlow Terrace. Angie Hernandez and Kathy Ember highlighted the walk audit that was provided to attendees.
- Two hand-outs were provided to attendees from AARP's Walk Audit Tool Kit Worksheet – "Sidewalks, Streets and Crossings Walking Audit" and "Build a Better Block." Angie also noted that the "Safe Routes to School National Partnership Walk Audit Tool Kit" is also a good resource.
- The workshop concluded around 3:45 PM.



## Additional Information Requested by Symposium Attendees

Following questions from attendees about access management, sidewalk furniture/curb zone design, and curbside management, Mike Flynn provided the following resources. Additional resources are also included below about using adopted NACTO guides on federally-funded projects and information on funding availability.

### Access Management

- FHWA Access Management Resource  
<https://highways.dot.gov/safety/other/access-management-driveways>
- Proven Safety Countermeasures: Access Management (FHWA)  
[https://safety.fhwa.dot.gov/provencountermeasures/corridor\\_access\\_mgmt.cfm](https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt.cfm)
- Access Management Resources & Learning Portal (TRB)  
<https://accessmanagement.info/>
- Access Management Manual (TRB)  
<https://www.trb.org/Publications/AMM14.aspx>
- Access Management Best Practices (KTC)  
[https://rosap.ntl.bts.gov/view/dot/58627/dot\\_58627\\_DS1.pdf](https://rosap.ntl.bts.gov/view/dot/58627/dot_58627_DS1.pdf)
- How to Measure and Communicate the Value of Access Management (NCHRP)  
<https://www.trb.org/Publications/Blurbs/182924.aspx>
- Access Management Communication Toolkit (NCHRP)  
[https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_1032Toolkit.pdf](https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_1032Toolkit.pdf)
- FDOT Access Management:  
<https://www.fdot.gov/planning/systems/systems-management/access-management>
- Multimodal Access Management Guidebook (October 2023)  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/access-management/fdot-multimodal-access-management-guidebook\\_oct2023.pdf?sfvrsn=95abdf85\\_1](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/access-management/fdot-multimodal-access-management-guidebook_oct2023.pdf?sfvrsn=95abdf85_1)
- Montgomery County, MD Access Management Study  
[https://montgomeryplanning.org/wp-content/uploads/2023/05/Access-Management-Study-Report-072122\\_Final.pdf](https://montgomeryplanning.org/wp-content/uploads/2023/05/Access-Management-Study-Report-072122_Final.pdf)

### Sidewalk Furniture/Curb Zone Design

- Sidewalk Design Best Practices (NACTO)  
<https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>
- Pedestrian Safety Guide: Street Furniture/Walking Improvements  
[http://www.pedbikesafe.org/pedsafe/countermeasures\\_detail.cfm?CM\\_NUM=2](http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=2)
- NYC Street Design Manual  
[Furniture Siting Guidelines.pdf \(nycstreetdesign.info\)](https://www1.nyc.gov/assets/streetsdesign/pdf/Furniture_Siting_Guidelines.pdf)
- NYC Pedestrian Mobility Plan (Guidance on clear path/walk lanes):  
<https://www.nyc.gov/html/dot/html/pedestrians/pedestrian-mobility.shtml>
- 8 Principles to Better Sidewalks (TheCityFix)  
<https://thecityfix.com/blog/8-principles-better-sidewalks-hillary-smith-paula-manoela-dos-santos/>

- Construction Techniques to Lessen Maintenance for Sidewalks and Paths (FHWA)  
<https://highways.dot.gov/safety/pedestrian-bicyclist/guide-maintaining-pedestrian-facilities-enhanced-safety/6-construction>

## Curbside Management

- Curbside Management Resources (ITE):  
<https://www.ite.org/technical-resources/topics/complete-streets/curbside-management-resources/>
- Curbside Management Practitioners Guide (ITE):  
<https://www.ite.org/pub/?id=C75A6B8B-E210-5EB3-F4A6-A2FDDA8AE4AA>
- FHWA Curbside Inventory Report:  
[https://www.fhwa.dot.gov/livability/fact\\_sheets/curbside\\_inventory\\_report.pdf](https://www.fhwa.dot.gov/livability/fact_sheets/curbside_inventory_report.pdf)
- Parking & Curbside Management Toolkit (Regional Plan Association):  
<https://rpa.org/work/reports/parking-and-curbside-management-toolkit>
- Curb Appeal: Strategies to Improve Transit Reliability:  
<https://nacto.org/tsdg/curb-appeal-whitepaper/>
- Managing Curbside Productivity (Public Roads newsletter):  
<https://highways.dot.gov/public-roads/summer-2021/managing-curbside-productivity>
- Curbside Management overview (IPMI):  
<https://www.parking-mobility.org/2019/05/06/curbside-management-managing-access-to-a-valuable-resource/>
- Dynamic Curbside Management study (NCHRP):  
<https://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4868>
- ITE ArcGIS Curbside Management Tool:  
<https://github.com/ITE-Curbside/curbside-management-tool>
- NYC Curb Management Action Plan:  
<https://www.nyc.gov/html/dot/downloads/pdf/curb-management-action-plan.pdf>
- Sam Schwartz curbside management plan peer review:
  - San Francisco (Curb Management Hierarchy/Prioritization)
    - The San Francisco Municipal Transportation Agency (SFMTA) published a [Curb Management Strategy](#) in February 2020. The foundation of the Curb Management Strategy is a set of Curb Functions—access for people, access for goods, public space and services, vehicle storage, and movement—which are prioritized according to surrounding land use. The Curb Management Strategy is intended to provide a toolbox for planners working on street design and make planners’ rationale for their proposals accessible to the public. The drafting of the plan was managed by a dedicated curb management team at SFMTA, which was formed by consolidating staff and processes dealing with curb use from across the agency.
    - San Francisco’s Curb Management Strategy recommends the prioritization of enforcement based on city policy priorities, such as “Vision Zero, [Transit First](#), and accessibility.” Increasing funding to enforcement and employing “data-

driven and detailed evaluation” of enforcement is recommended to reduce instances of the sidewalk- and double-parking and blocking of intersections and bus zones. The Strategy also recommends altering the city’s fine structure so heavier fines are levied against parking violations that compromise safety or worsen congestion.

- Seattle (Curb Management Hierarchy/Prioritization, Curb Occupancy Charging)
  - Seattle’s Department of Transportation has set out [priorities](#) for the use of curb space within the Seattle 2035 Comprehensive Plan. Priorities are based on a hierarchy of curb uses ordered according to the typology of a given street. Seattle’s curb management plans refer to the curb as the “flex zone,” reflecting the increasing diversity of uses, and need for flexibility, at the curb.
  - Seattle DOT manages a comprehensive set of policies and programs to price occupation of curb space. Occupancy of the right-of-way is charged not only according to the size of the disruption, but also according to the density of the area around the right-of-way and the level of disruption to users. When receiving a permit to block curb space, users must pay a set rate per day. If the blocked parking spaces are metered, users pay an additional daily fee in exchange for lost parking revenue.
  - To make this information accessible and transparent, Seattle DOT provides several online resources. An [online calculator](#) allows the public to get estimates daily fees for permits to block sections of the right-of-way, and interactive maps provide information on street classifications and [active temporary no-parking zones](#).
- Philadelphia (Reserved Loading Zones, Leveraging Technology)
  - The city of Philadelphia has embraced new technologies to manage use of their most in-demand curb space. Led by the city’s Smart Cities division and the Philadelphia Parking Authority, the ongoing Smart Loading Zones pilot has established reservable loading zones in busy areas of Center City. Commercial drivers and fleet managers can reserve space in loading zones ahead of time, and users pay only for time they occupy the loading zone, paid by the minute.
  - Philadelphia has also considered further steps to digitize their curbs. The city was a founding member of the Open Mobility Foundation, which is developing the Curb Data Specification (CDS). This is a common data format that allows cities to catalog and publish physical assets and regulations on the curb, and easily collect data on curb use and demand. Large-scale adoption of standards like CDS would make it possible for curb users to locate available space before their arrival, reducing cruising and double-parking, and allow cities to more nimbly adapt curb regulations to changes in demand.

- Washington, DC (Short-term loading zones, Development Review)
  - In 2014, Washington, DC began setting curb policies based on neighborhood typologies. Curb management in Washington, DC is managed by the Curbside Management Division of the District Department of Transportation (DDOT), which was formed from the previous Parking & Ground Transportation Division and consolidated some curb management practices from other divisions.
  - In 2018, DDOT piloted the use of pick-up/drop-off (PUDO) zones to manage increased demand for for-hire vehicles. Initially, these zones were concentrated in busy nightlife areas, where FHV activity is high. Since then, PUDO zones have been [expanded](#), and were an important tool in dealing with increased demand for delivery during the COVID-19 pandemic. DDOT ran another curb management pilot in 2019, establishing reservable commercial loading zones that delivered significant reductions in double-parking.
  - DDOT's Curbside Management division works with developers to study the potential impacts of new buildings on curb use and develop curb management plans for new buildings. This ensures that curb management staff are informed of new potential impacts to the curb, and developers and other city planning units are aware of the importance of curb management.
- International (All of the above)
  - Curb management plans are increasingly commonplace among international cities. The city of Toronto published a [Curb Management Strategy](#) in November 2017. Like other cities, Toronto's plan establishes priorities for curb usage by corridor typology.
  - Curb regulations in London are handled primarily by the city's 32 boroughs; the borough of Southwark included curb management policies—including better management of freight and deliveries, and trials of new technologies—in their [2019 Movement Plan](#). The borough of Lambeth recently released a [Kerbside Strategy](#), which establishes a set of priorities around which the borough will reprogram at least 25% of its curb space.
  - International cities are also taking steps to make information about curbside regulations readily available to the public: Paris offers an [interactive online map](#) of all loading zones in the city, with information about, and street-view photography of, each loading zone.

#### Using Adopted NACTO Guides on Federally-Funded Projects

- Memo from FHWA on Design Standards, FAST Act and Infrastructure Investment and Jobs Act Provisions  
<https://www.fhwa.dot.gov/design/standards/231116.cfm>
- The Infrastructure Bill Grants Cities More Control Over Street Design (NACTO)  
[https://nacto.org/wp-content/uploads/2022/03/NACTO-Design-Authority-for-Cities.pdf?utm\\_source=NACTO+Newsletter&utm\\_campaign=70f7461ebc-EMAIL\\_CAMPAIGN\\_2019\\_04\\_22\\_04\\_58\\_COPY\\_01&utm\\_medium=email&utm\\_term=0\\_8f3492144e-70f7461ebc-338670497&mc\\_cid=70f7461ebc&mc\\_eid=462718b0b3](https://nacto.org/wp-content/uploads/2022/03/NACTO-Design-Authority-for-Cities.pdf?utm_source=NACTO+Newsletter&utm_campaign=70f7461ebc-EMAIL_CAMPAIGN_2019_04_22_04_58_COPY_01&utm_medium=email&utm_term=0_8f3492144e-70f7461ebc-338670497&mc_cid=70f7461ebc&mc_eid=462718b0b3)

#### Federal Funding Availability

- Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds  
[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)

## Appendices

**Albany County Complete Streets Symposium**  
**University at Albany Downtown Campus – 135 Western Avenue**  
**Milne Hall Room 200 (Fossieck Room), Albany, NY**  
**November 30, 2023**

**Agenda**

|                                                                 |          |
|-----------------------------------------------------------------|----------|
| A. Registration                                                 | 9:00 AM  |
| B. Welcome & Introductions                                      | 9:15 AM  |
| C. (Re)introducing Complete Streets                             | 9:30 AM  |
| D. Complete Streets Design Considerations                       | 10:00 AM |
| E. Short Break                                                  | 10:45 AM |
| F. Complete Streets Design Considerations (Continued)           | 10:55 AM |
| G. Standards and Guidelines                                     | 11:40 PM |
| H. Lunch provided by the Transportation Council                 | 12:00 PM |
| I. Overview of Workshop Pop-Up Demonstration Project            | 12:30 PM |
| J. Complete Streets Policies & Progress in the Capital Region   | 12:45 AM |
| K. Short Break                                                  | 1:30 PM  |
| L. Concept Ideas for 7 Locations                                | 1:40 PM  |
| M. Wrap-Up & End of Workshop Component                          | 2:45 PM  |
| N. Walk/Safety Audit and Review of Pop-up Demonstration Project | 3:00 PM  |

## Complete Streets Resources

### General Resources

#### Capital Region Transportation Council Complete Streets Resources

<https://www.capitalmpo.org/page/66-programs/complete-streets/71-complete-streets-resources>

#### Capital District Complete Streets Design Guide

[https://www.capitalmpo.org/images/planningcommittee/2022\\_Planning\\_Committee/November/VI-B\\_Capital\\_District\\_Complete\\_Streets\\_Design\\_Guide\\_221025\\_Headings.pdf](https://www.capitalmpo.org/images/planningcommittee/2022_Planning_Committee/November/VI-B_Capital_District_Complete_Streets_Design_Guide_221025_Headings.pdf)

#### National Complete Streets Coalition

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

#### NYSDOT Complete Streets

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

### Complete Streets Policies

#### Smart Growth America Complete Streets Policies

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

#### Smart Growth America 10 Elements of a Complete Streets Policy

<https://smartgrowthamerica.org/10-elements-of-complete-streets/>

### Pop-up Demonstration Resources

#### Albany County Lending Library

[https://www.capitalmpo.org/images/bike\\_ped/capcoexist/Complete%20Streets%20Lending%20Library%20Request%20Form%20-%20final%2020181130.pdf](https://www.capitalmpo.org/images/bike_ped/capcoexist/Complete%20Streets%20Lending%20Library%20Request%20Form%20-%20final%2020181130.pdf)

#### Tactical Urbanism Materials and Design Guide

<http://tacticalurbanismguide.com/>

#### AARP Beginner-Level Placemaking Recipes

<https://www.aarp.org/livable-communities/tool-kits-resources/info-2019/pop-up-beginner-recipes.html>

### Walk/Safety Audit Resources

#### AARP Walk Audit Tool Kit

<https://www.aarp.org/livable-communities/getting-around/aarp-walk-audit-tool-kit.html>

#### Safe Routes to School National Partnership Walk Audit Tool Kit

[https://www.saferoutespartnership.org/sites/default/files/walk\\_audit\\_toolkit\\_2018.pdf](https://www.saferoutespartnership.org/sites/default/files/walk_audit_toolkit_2018.pdf)



Daniel P. McCoy  
Albany County Executive

ALBANY COUNTY  
Cares about our health



| Name            | Title, Organization/Affiliation<br>(if applicable) | E-mail address                   |
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Daniel P. McCoy  
Albany County Executive

ALBANY COUNTY  
Cares about our health



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# BREAK-OUT GROUP EXERCISE

WHAT FITS/IS APPROPRIATE FOR THIS CONTEXT?

- 10-12' travel lanes
- 8' on-street parking area
- 5-6' bike lanes
- Shared lane
- 8-12' side paths
- 10-12' shared use paths
- 5-12' sidewalks
- Traffic calming features
- Street trees
- Pedestrian-scale lighting
- High visibility crosswalks
- Other changes?

# 2<sup>nd</sup> Avenue @ 23<sup>rd</sup> Street (Urban Example)





44'

# Existing Conditions

- Undelineated on-street parking on both sides of the street
- Two travel lanes

[Bike Lanes \(Proposed in Bicycle Master Plan\)](#)



44'

# Existing Conditions

- Undelineated on-street parking on both sides of the street
- Two travel lanes

# Central Avenue (Suburban Example)





# Existing Conditions



Image source: Planning4Places, LLC

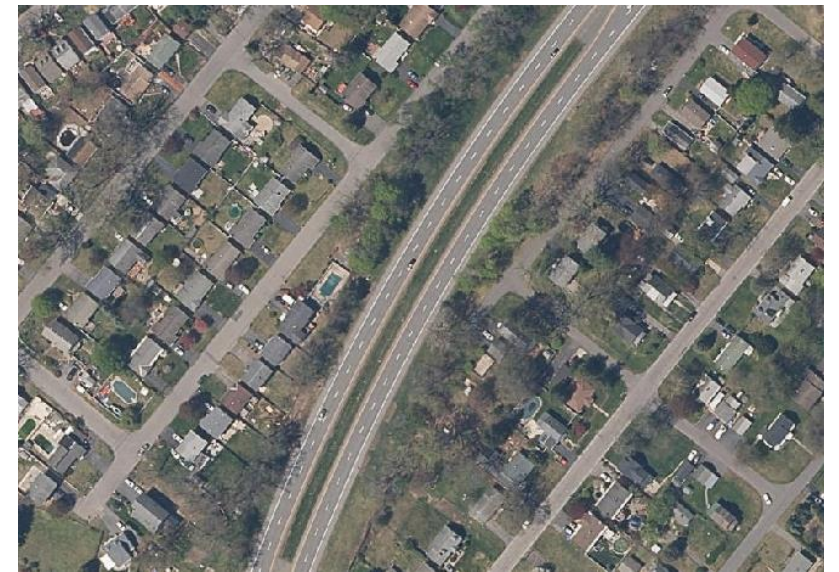
# Existing Conditions

70'

- (2) 3 ½' shoulder areas
- (2) 14' travel lanes, (2) 11' travel lanes
- (1) 13' center median



Image source: Planning4Places, LLC



# Eagle Street (Urban Example)





# Existing Conditions



Image source: Planning4Places, LLC

40'

(2) 20' travel lanes

# Existing Conditions

# Western Avenue (Suburban Example)





# Existing Conditions



65'

- (4) 11' travel lanes
- (2) 4 ½' shoulders
- (1) 12' left turn lane

# Existing Conditions

# Sidewalks, Streets and Crossings WALKING AUDIT

Community Name: \_\_\_\_\_

Starting location: \_\_\_\_\_ Ending location: \_\_\_\_\_

Route: \_\_\_\_\_

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is: ☐ one-way | ☐ two-wayIf more than one lane: Does the roadway have ☐ a median and/or ☐ a pedestrian island?

The street has: ☐ no sidewalk ☐ no sidewalk but needs one ☐ no sidewalk but needs two  
☐ partial sidewalks ☐ a sidewalk on one side of the street ☐ sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

**THE SIDEWALK:**

- ☐ ☐ ☐ 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- ☐ ☐ ☐ 2. Is surfaced with a material that is smooth and consistent (e.g., concrete or asphalt rather than bricks)
- ☐ ☐ ☐ 3. Is in good condition, without cracks or raised sections
- ☐ ☐ ☐ 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- ☐ ☐ ☐ 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- ☐ ☐ ☐ 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- ☐ ☐ ☐ 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- ☐ ☐ ☐ 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- ☐ ☐ ☐ 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- ☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
- ☐ ☐ ☐ 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- ☐ ☐ ☐ 3. Has crosswalks
- ☐ ☐ ☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- ☐ ☐ ☐ 5. Has signage alerting drivers to the presence of pedestrians
- ☐ ☐ ☐ 6. Has a designated bicycle lane
- ☐ ☐ ☐ 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- ☐ ☐ ☐ 1. Are working
- ☐ ☐ ☐ 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop the vehicle traffic
- ☐ ☐ ☐ 3. Have audible prompts for people with vision impairment
- ☐ ☐ ☐ 4. Are placed in appropriate locations (if not, make note of where more are needed)
- ☐ ☐ ☐ 5. Provide enough time to cross (indicate the amount of time provided: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- ☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: ☐ Great ☐ Acceptable ☐ Mixed ☐ Poor

# Build a Better Block

**Would the safe walkability and appeal of the walk audit location or route be improved by any of the following features? Select those you think could help:**

- ☐ 1. Sidewalks (because there aren't any at all)
- ☐ 2. Sidewalk repairs
- ☐ 3. Wider sidewalks
- ☐ 4. Safety barriers between the sidewalk and street (landscaping, low walls, fencing, etc.)
- ☐ 5. Decorative sidewalk features (hanging flower baskets, planters)
- ☐ 6. Crosswalks (because there aren't any at all)
- ☐ 7. Raised crosswalks
- ☐ 8. Artistic crosswalks
- ☐ 9. Pedestrian "bulb-outs" at intersections or crossings
- ☐ 10. Pedestrian island(s)
- ☐ 11. Pedestrian-friendly lighting
- ☐ 12. One-way rather than two-way traffic
- ☐ 13. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
- ☐ 14. Decorative and/or directional (also called "wayfinding") signage
- ☐ 15. Public art (sculpture, wall murals, banners)
- ☐ 16. More street-level/street-facing shops and businesses
- ☐ 17. Shelter from the elements (awnings, outdoor umbrellas, etc.)
- ☐ 18. Green space (such as a small park or "pocket park")
- ☐ 19. Street trees and landscaping
- ☐ 20. Improved landscape maintenance
- ☐ 21. Drinking fountains
- ☐ 22. Public restrooms (or, if already present, better maintenance)
- ☐ 23. Litter removal
- ☐ 24. Graffiti removal
- ☐ 25. Trash receptacles
- ☐ 26. Security features (cameras, call-boxes, etc.)
- ☐ 27. Management of off-leash dogs
- ☐ 28. Repair or removal of vacant or rundown buildings
- ☐ 29. On-street parking
- ☐ 30. Parking garage or structure

## OTHER FEATURES:

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