

 **Kickoff Meeting**
June 25, 2019





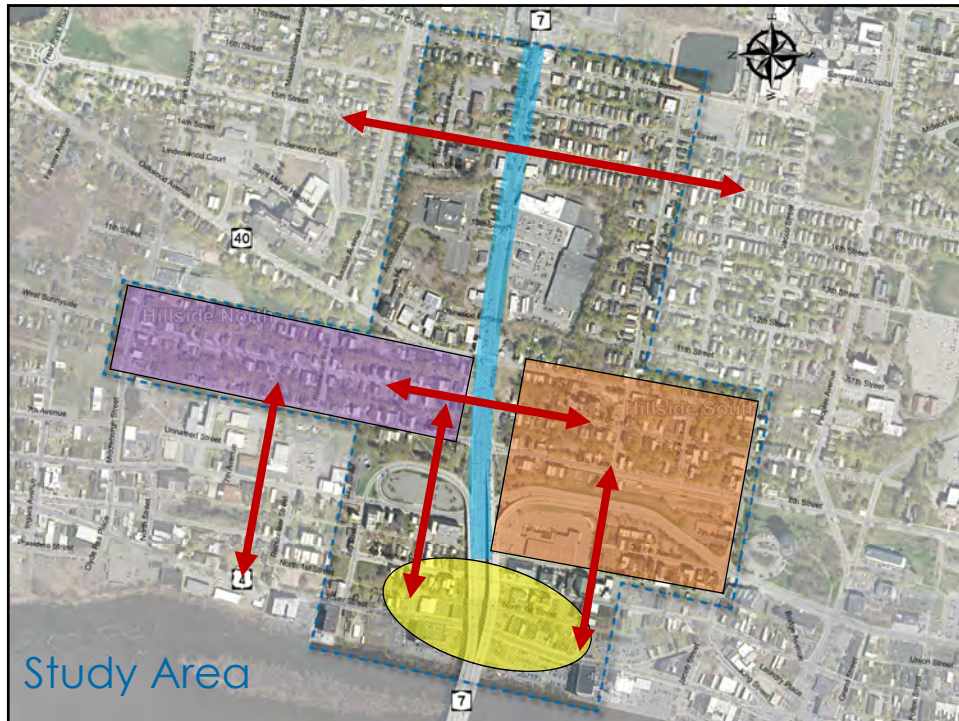
   

Agenda

1. Welcome/Introductions
2. Study Area and Scope
3. Project Goals
4. Previous Studies
5. Data/Performance Measures
6. Recap/Next Steps
7. Field Walk

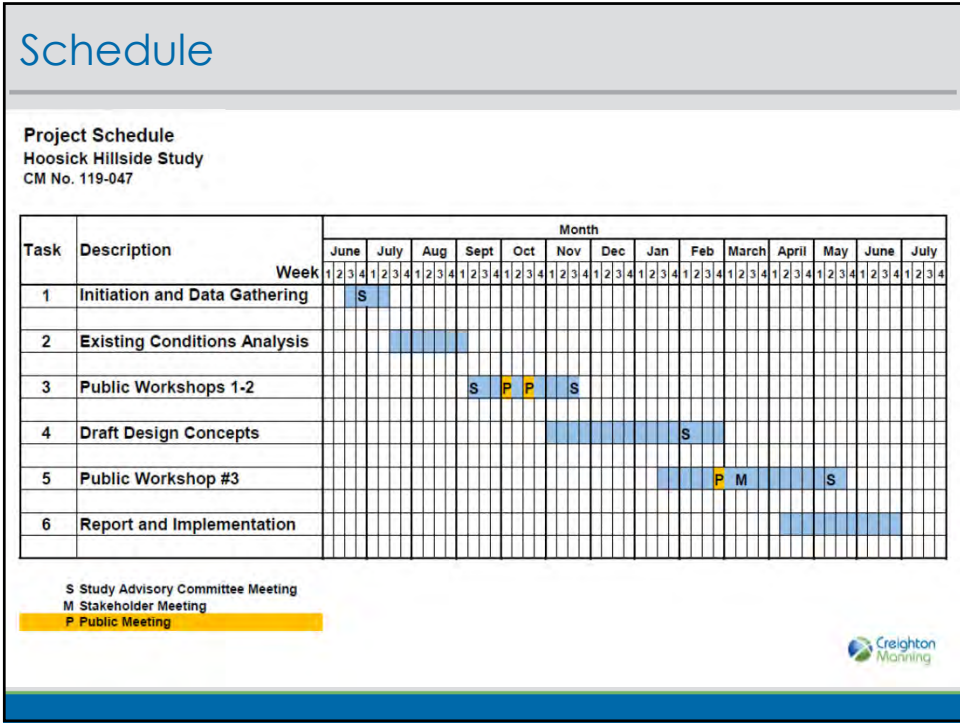


The diagram is a circular graphic with a blue outer ring and a green inner ring. In the center, the text "COMPLETE STREETS" is written in white. Five icons are arranged around the center, each in a white circle: a car for "Auto", a bicycle for "Bicycle", a bus for "Transit", a person walking for "Pedestrian", and a bus for "Commuter".



Project Scope

1. Initiation and Data Gathering
2. Existing Conditions Analysis
3. Public Workshops #1-2
4. Draft Design Concepts
5. Public Meeting #3
6. Report and Implementation Strategy



- ## Public Participation Plan
- Technical Committee – As needed
 - Advisory Committee – (5 meetings)
 - NYSDOT meeting – (1 meeting)
 - Public Meetings – (2 Rounds)
 - Materials
 - Website
 - Surveys
 - Public Notices (i.e. Flyers/Handouts)
 - Email

Communication Plan/Roles & Responsibilities

- Technical Advisory Committee (TAC)
 - City & CDTC to Jointly Manage the Study
- Study Advisory Committee (SAC)
 - Guide the Study
 - Facilitate data/information flow
 - Engage with stakeholders at public meetings

Critical Success Factors

- What is most important to you?
- What outcome do you want to see?
 - Neighborhood Connections
 - Hoosick Street Pedestrian & Bicycle Crossings
 - Improvements under Collar City Bridge

Draft Purpose and Need

The purpose of this study is to improve pedestrian and bicycle connectivity to, from, and between the Hillside North and South neighborhoods and Downtown, while maintaining traffic operations on Hoosick Street.

Due to the large volume of high-speed traffic on Hoosick Street, there is a need to minimize the negative impacts of traffic in neighborhoods and provide safe and convenient pedestrian and bicycle crossings throughout the study area.

Previous and Ongoing Studies

- Hoosick Street Corridor Study (CHA, 2000)
- Hoosick Street Phase II Corridor Plan (Saratoga Associates, 2004)
- Transaction Screen Report prepared for Crog Realty (URS Corp., 2004)
- Hoosick Street Corridor (MapInfo – Thompson, 2004)



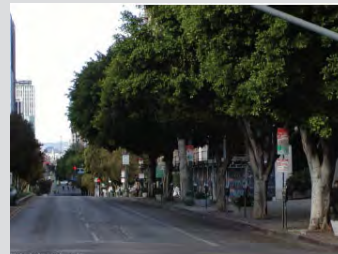
Previous and Ongoing Studies

- Hoosick Street Rezoning (2005)
- TRIP Community that works Study (2017)
- NY Route 7 Comprehensive Pedestrian Safety Study (2017)
- Troy Bicycle Connections Plan (2018)
- Realize Troy Comprehensive Plan (2018)
- On-Going Studies
 - CDTA Bus Rapid Transit (BRT)
 - Pedestrian Safety Action Plan (PSAP)



Major Takeaways

- Pedestrian safety, access and circulation, minimizing traffic impacts to neighborhoods
- Gateway & Traffic Calming
 - Raised Medians
 - Curb Bump-outs
 - Speed Tables
 - Access Management



Major Takeaways

- Sidewalk Connections & Pedestrian Cut-throughs
- Mixed-Use Redevelopment
 - Residential, Recreational, Office, Commercial
- Neighborhood Identity and Branding
- Parking Availability/Perceived Availability



Previous Improvements/Ongoing Efforts

- Previous Improvements
 - Sidewalk ramps
 - Pedestrian push buttons and timings
 - No Turn on Red at 10th Street and 15th Street
 - Exclusive Pedestrian Phase at 10th Street
 - Speed limit signs
- Ongoing Efforts
 - River Corridor BRT
 - PSAP
 - Riverfront Bikeway/Walkway

Data Needs

- GIS Shapefiles
 - Parcels
 - Zoning/Land Use
- Bicycle Racks/Storage
- Crash Data
- Transit Data

Data Collection

- AM and PM Peak Hour Turning Movement Counts
 - Hoosick Street/8th Street (2013)
 - Hoosick Street/10th Street (2013/2017)
 - Hoosick Street/15th Street (2013)
- Peak Hour travel times (with help from CDTC?)
- Speeds on 9th?
 - Automatic Traffic Recorders (ATRs)

Performance Outcomes/Measures/Tradeoffs

- Highway Capacity Manual (HCM) Level of Service (LOS) for vehicle delay
- Landis Bicycle Level of Service (BLOS) for comparison of bicycle alternatives
- Qualitative analysis of pedestrian and transit enhancements
 - Safe crossing opportunities
 - Availability of infrastructure

