

# SUMMARY OF MEETING



ENGINEERS  
PLANNERS  
SURVEYORS

This meeting summary represents the writer’s understanding of the major issues discussed. If you wish to suggest edits or additions, please contact the undersigned.

- DATE:** December 4, 2019
- PROJECT:** Hoosick Hillside Study
- PLACE:** TRIP – 378 10<sup>th</sup> Street
- TIME:** 5:30 p.m.
- PURPOSE:** **The purpose of this meeting was to discuss the study with TRIP and the Hillside North community and obtain their input on transportation problems and solutions in the area.**

## **ATTENDEES:**

<u>Name</u>	<u>Title/Representing</u>	<u>Telephone Number</u>
See attached attendance sheet		

## **SUMMARY:**

1. Hilary Lamishaw welcomed the group and introduced the study, highlighting the importance of improving quality of life in the neighborhood by improving walkability and safe connections. Mark Sargent then provided a brief overview of comments heard at the first two public workshops, before opening discussion. The following topics were discussed:
  - a. Sidewalk Condition – Sidewalk conditions in the neighborhood vary. Because it is the property owner’s responsibility to maintain the sidewalk some segments have fallen into disrepair. TRIP noted that during new construction, sidewalks that are in poor condition are generally replaced. In addition to sidewalk maintenance, snow removal was cited as a concern, as un-shoveled segments act as barriers and cause pedestrians to walk in the roadway.
  - b. New Connections – The group reviewed potential connections identified in the 2014 Hillside-North Neighborhood Plan and discussed the following:
    - i. Rensselaer Street Extension – It was suggested that Rensselaer Street be extended through the Johnstone Supply property to connect 8<sup>th</sup> Street to 6<sup>th</sup> Avenue. This connection could be a full access roadway, multi-use path, or sidewalk.
    - ii. 9<sup>th</sup> Street to Oakwood Avenue – A path was identified from 9<sup>th</sup> Street through the 10<sup>th</sup> Street Park and up the Hill to Oakwood Avenue. It was noted that TRIP owns part of the property on 9<sup>th</sup> Street necessary for the connection, although there may not be sufficient width due to the proximity of an adjacent carport. Residents stated that people often cut through the property south of the TRIP office to get from 10<sup>th</sup> Street to Oakwood Avenue.
    - iii. 8<sup>th</sup> Street to Public School 2 – It was noted that this is an important connection to provide access to and from the school. The path previously identified should be re-examined for feasibility.
  - c. Safety on paths – The group discussed the importance of safety on paths. It was noted that any new paths should be well lit and maintained so that people feel safe using them. Current paths in the neighborhood such as the one from 8<sup>th</sup> Street to the Hoosick Street/6<sup>th</sup> Avenue intersection currently lack lighting and maintenance and do not feel

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safe at night. It was also noted that new paths should have a sufficient buffer from existing houses.

- d. Lighting – The group discussed lighting in the neighborhood and noted that there are places that are not adequately lit at night, which contributes to a perceived lack of safety. It is unclear whether the lack of lighting is due to insufficient lighting or if existing fixtures are not working. The City noted that they are purchasing the light fixtures from National Grid and upgrading to LEDs.
- e. 10<sup>th</sup> Street Park – The park on 10<sup>th</sup> Street is currently below street level and is sometimes referred to as the “Fish Bowl”. Due to the elevation change, the park is not visible from the roadway which contributes to a perceived lack of safety and deters some residents from using the park. In the summer, the park is used for basketball. The group discussed enhancing the park, or potentially relocating the park across the street which could be better suited for public space.
- f. Street Amenities – It was noted that the neighborhood would benefit from streetscape improvements and amenities. Benches were identified as a way to provide pedestrians a place to rest after walking uphill. It was also suggested that outdoor exercise equipment be considered along new paths or park connections. The group acknowledged that amenities would need to be maintained.
- g. Green Infrastructure – Some areas of the neighborhood experience drainage issues and sewage backups. Green infrastructure could be considered to improve drainage and manage storm water, and could also provide a pedestrian buffer and traffic calming.
- h. Cut-Through Traffic and Speeds – The group noted that traffic in the neighborhood has increased due to some new commercial uses. Motorists also use 9<sup>th</sup> Street as a cut-through from Hoosick Street to Middleburgh Street. Residents noted that the neighborhood could benefit from traffic calming measures including speed tables, raised crosswalks, RRFB’s, and driver feedback signs.
- i. Traffic Circulation Changes – The group discussed some potential overall changes to traffic circulation to reduce cut-through traffic. Specifically, dead ending 8<sup>th</sup> Street and 9<sup>th</sup> Street at Hoosick Street while maintaining pedestrian cross-connections and creating an east-west access road between the two was discussed as a potential idea.
- j. Crossing Hoosick Street – It was noted that Hoosick Street is a barrier for pedestrians and people do not feel safe walking along or crossing Hoosick Street. The Hoosick Street/8<sup>th</sup> Street intersection does not provide a marked pedestrian crossing across Hoosick Street. Regardless, some pedestrians walk up Hoosick Street (eastbound) and cross rather than use the path underneath the overpass. Potential improvements for Hoosick Street include a median/pedestrian refuge and improved streetscaping and buffers along sidewalks.

The meeting concluded at 7:30 p.m.

Jesse Vogl, AICP  
Project Planner

cc: Attendees  
File