

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 16, 2019
- PROJECT:** Hoosick Hillside Study
- PLACE:** Troy City Hall – Department of Planning Conference Room
- TIME:** 2:00 pm
- PURPOSE:** **The purpose of this meeting was to review the Public Workshop Summaries and brainstorm draft design concepts with the Study Advisory Committee (SAC).**

ATTENDEES:

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

SUMMARY:

1. Welcome – Rima Shamieh welcomed the group and provided a brief overview of the study. Mark Sargent stated that key objectives for this meeting included reviewing the public input received to date and brainstorming draft design concepts to be carried forward.
2. Review Public Input – CM provided a brief overview of the public comments received at the first two public workshops and stakeholder meeting with Hillside North and TRIP. Concerns included poor connectivity and access, traffic safety, and the perception that Hoosick Street is a barrier that people avoid. Potential solutions from the public included streetscape enhancements, traffic calming, pedestrian and bicycle linkages, and ideas to activate the space underneath the Collar City Bridge.
 - a. Rima Shamieh asked if the summary of public comments included those received from the intercept survey posted online and distributed by TRIP.
 - i. CM responded that the comments received through the survey reiterated themes from the public workshops. **Action: CM to add survey results to public workshop summary.**
 - b. Chris Nolin asked if comments regarding 15th Street were included in the public meeting summary. It was noted that speeds on 15th Street are a concern and that the area could benefit from streetscape enhancements to make it more welcoming, similar to treatments on Burdett Avenue.
 - i. CM responded that the public involvement summary did not specifically identify 15th Street; however, public comments in the detailed meeting notes did pertain to 15th Street. These included streetscape enhancements and CDPHP Cycle usage.
3. Brainstorm Draft Design Concepts – CM presented an overview of preliminary design concepts for the group to consider. The following is a summary of the group brainstorming activity organized by focus area:
 - a. Hillside North – Elements considered in the Hillside North neighborhood included traffic calming and pedestrian connections within the neighborhood as well as from the neighborhood to 6th Avenue.

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- i. It was noted that traffic calming on 8th Street and 9th Street should be explored, although traffic calming on 9th Street may be less significant if changes are made to Hoosick Street to reduce cut-through traffic.
 - ii. The group discussed a previous concept to separate 8th Street and 9th Street from Hoosick Street with an access road connecting 8th and 9th Street. The group agreed that this would result in major circulation changes to the neighborhood that would further separate the neighborhood from the surrounding areas, and therefore should not be pursued.
 - iii. Discussion on the potential pedestrian connections noted that the paths connecting 8th Street to 6th Avenue (5e and 5f) are functionally different from the other paths internal to the neighborhood and should therefore be prioritized. It was also noted that path 5a provides an important connection to Public School 2 and should also be pursued. While the other paths may not be examined in detail, this study can provide design guidelines for future development of these paths.
 - iv. The group discussed reconnecting Rensselaer Street between 6th Avenue and 8th Street and agreed that a roadway is preferable to a pedestrian path if possible. It was also noted that an alternative could be to possibly extend Jay Street between 6th Avenue and 8th Street, although this would require modification to the NY 7 on Ramp.
- b. Hillside South – Elements considered in the Hillside South neighborhood included traffic calming on 8th Street, pedestrian connections between 8th Street and 6th Avenue, and a road diet with bicycle accommodations on 6th Avenue and modification of the 6th Avenue/Hutton Street intersection.
 - i. Discussion regarding the pedestrian path between 8th Street and 6th Avenue at Hutton Street (7b) indicated that the path might not be practical due to the grade and lack of pedestrian friendly land uses on 6th Avenue and Hutton Street. An alternative path was proposed on the south and east sides of the Troy Housing Authority (THA) property.
 1. It was noted that providing a path at Hutton Street would provide better access to the new CDTA Bus Rapid Transit Stop located at the River Street/King Street intersection. Further, potential changes to 6th Avenue and Hutton Street as part of this study could improve the pedestrian experience in the area.
 2. Chris Nolin stated that RPI has plans for the property on 8th Street and that this study should not consider a path through that property.
 3. The idea of an alternate path from Jacob Street to 8th Street through the Capital Roots farm was discussed. The group agreed that this was not preferable to the proposed THA path.
 - ii. The group discussed traffic calming and the identity of 8th Street. It was noted that parking on the west side of the street is generally underutilized and that the roadway could likely be narrowed. Curb bump-outs or chicanes are possible ideas to explore. High visibility crosswalks and possibly RRFBs could be considered on 8th Street as well.
 - iii. The group agreed that this study should examine a road diet on 6th Avenue between Hoosick Street and Jacob Street, including bicycle accommodations or a multi-use path. Modification of the 6th Avenue/Hutton Street intersection should be considered as well as potentially converting Hutton Street to two-way traffic if appropriate.

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- c. Under the Collar City Bridge – NYSDOT controls an extensive amount of land in the area underneath the Collar City Bridge and extending along 6th Avenue. Due to the complex nature of this area, the group considered a lower impact and a higher impact strategy. The lower impact strategy could include traffic calming measures on Hoosick Street, additional pedestrian improvements, and expanded park areas and green space under the bridge. The higher impact strategy could include a multi-use path and relocation of Hoosick Street.
 - i. The group indicated that this study should progress both options – a lower cost enhancements option that could be implemented in the short term, and a longer-term vision option.
 - d. Hoosick Street – Ideas for the Hoosick Street focus area included a pedestrian bridge and path east of Oakwood Terrace and potential medians on Hoosick Street.
 - i. The group agreed that the pedestrian bridge would likely not attract pedestrians from the west due to the grade changes, and that enhanced street level crossings are preferable. A path should connect 11th Street to the Plaza.
 - ii. The group agreed that this study should further examine medians on Hoosick Street.
4. Recap/Next Steps – Mark Sargent stated that in the coming months, the consultant team will further develop the design concepts discussed. After design concepts have been progressed, they will be shared with the committee at the next SAC meeting, which will be scheduled for late February/March.

The meeting concluded at 4:00 p.m.

Jesse Vogl, AICP
Project Planner

cc: Attendees
File