

**NY 7 / NY 2 Corridor Transportation and Land Use Plan  
Colonie, New York**

***Public Meeting No. 2  
Design Options Charette  
February 2, 2005***

A public meeting was held on February 2, 2005 to explore design alternatives and land use options in the NY 7 / NY 2 Corridor. The community meeting represented the second public meeting for the NY 7/ NY 2 Transportation and Land Use Study, which is co-sponsored by the Town of Colonie and the Capital District Transportation Committee. A total of 69 people attended the meeting.

The meeting began with an overview of the project, a presentation by the NYSDOT on the status of the I-87/Exit 6 design project, and a discussion of possible land use and transportation ideas for the future. Attendees broke into four groups for the Public Workshop. Group facilitators led discussions about land use and multi-modal transportation options for three distinct sub-areas and then for the corridor as a whole. The sub-areas included:

- Vly Road to Albany Shaker Road
- NYSUT to the Northway
- Latham Farms Vicinity

Numerous comments were received and recorded onto maps. After the break-out sessions, the groups reconvened and each group facilitator summarized his/her group's comments to the entire assembly.

Common group discussions included establishing a bicycle/pedestrian linkage between British American Boulevard and the Mohawk bike trail, pursuing access management improvements including cross connections between parcels and new roadways parallel to Route 7, the need to integrate residential and neighborhood commercial, include pocket parks, and pedestrian connections between uses such as between transit stops and adjacent service areas, and interest in redeveloping the Latham Circle Mall. All comments are summarized graphically on the attached maps.

In addition to the comments annotated on the plans, the following comment was recorded at the end of the public meeting:

- *Overall, the State highway system across the Town is inadequate. There are some plans for improvements such as Morris Road and Exit 3, but most money is being spent on the fringes. The comprehensive plan should send a clear message from the Town to the State to try and get traffic off local roads.*