

TOWN OF NISKAYUNA
Complete Streets Committee

A G E N D A

July 30, 2021

2:30 P.M.

IN THE SCHAEFER ROOM

Hybrid Attendance Available

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. MINUTES**
 - 1. June 25, 2021**
- IV. OLD BUSINESS**
 - 1. Wyoming Ave Memo (attached)**
 - 2. 20 MPH School Zone letter to NYSDOT (attached)**
- V. NEW BUSINESS**
- VI. DISCUSSION ITEMS**
 - 1. Complete Streets connections for School Improvements – Update meeting with School**
 - 2. Complete Streets Survey Results (Mr. Levy)**
 - 3. Standard traffic calming measures/requests – Mordella Drive, Colonie**
 - 4. Grants Update – Plum St Sidewalk**
 - 5. Complete Streets Accomplishments / Website (Chairman Chapman)**
- VII. REPORTS**
 - 1. Plum St Sidewalk – Looking for Grants**
 - 2. Crescent Road and Clifton Park Road**
- VIII. ADJOURNMENT**

NEXT MEETING

August 27, 2021

At 2:30 pm

**TOWN OF NISKAYUNA
COMPLETE STREETS COMMITTEE
Virtual Meeting
Meeting Minutes
June 25, 2021**

Members Present: William Chapman, Chairman
Jim Levy
Tess Healey
Paulina Manzo
Karla Duggal
Dart Strayer
Elise Corbin, Student Committee Member

Also Present: Laura Robertson, Planner
Jean Foti, Planning Clerk

I. CALL TO ORDER

The Chairman called the meeting to order at 2:30pm.

II. ROLL CALL

Mr. Hogancamp was absent for the meeting.

III. MINUTES

There were no minutes to approve.

IV. PUBLIC CONCERNS

There was no one in the public in attendance.

V. MEEING

Community Survey

Complete Streets Committee community Survey done in March 2021. Committee members have arranged narrative answers provided by survey respondents into grouped categories as a step in summarizing answers to each question. The next goal is to prepare a draft report that would include data tables and a brief narrative summary of answers provided by citizens who completed the survey. Chairman Chapman said he was willing to make a first stab at writing a narrative for the results for each question.

Wyoming Avenue next steps

The Committee recommended that Laura Robertson prepare a memo to Police and Public Safety Committee recommending that the Town: 1. Call for a stop sign at Wyoming and Baker (to

replace the current Yield sign at Wyoming and Baker); 2. Consider a neck down of Wyoming Avenue as it intersects with Baker Avenue; 3. Clear the foliage on Wyoming Avenue so the traffic sign at Wyoming and Baker Ave is clearly visible to motorists, and also look at trimming foliage on Baker Ave near intersection with Wyoming Avenue so that motorists and pedestrians are better able to see each other near this intersection; and 4. Recommend that the Town evaluate the necessity of a 4 way stop sign at the intersection of Lexington Avenue and Baker Avenue. Grenoside Avenue also has a Yield sign at the intersection with Baker Avenue. The Town may want to consider at Stop sign (instead of Yield) at this intersection as well.

Safe Pedestrian and Bike Access to schools.

Town Officials met with School District Officials to discuss the pedestrian and bike access priorities letter sent to the School District on April 2, 2021

A. The Town of Niskayuna will work with the Niskayuna School District on a letter to the State Department of Transportation requesting the creation of a 20 mph School Zone on Balltown Road in front of Craig Elementary School. Reducing the average speed of cars on Balltown Road in front of Craig Elementary would be an important pre-condition to consideration of a crosswalk on Balltown Road at the Craig Elementary School intersection. Paulina Manzo volunteered to work with Laura Robertson on preparing a draft letter to the State DOT requesting the 20 mph School Zone designation.

B. The School District recommended that Town Complete Streets Committee representatives meet with the School District architects who are working on improvements to each school that will be funded with recently approved bond funding. This meeting would be to discuss the Town's recommendations to the School District on how to make each school campus safer for walkers and bikers which were first presented in the September 18, 2020 correspondence to Timothy Bonaparte, Architect for the School, from the Town to the School District. The Committee recommended that Jim Levy and Paulina Manzo join Laura Robertson as representatives from the Town at this upcoming meeting.

Crescent Road and Clifton Park Road intersection near the Co-op Block

Laura Robertson said she will summarize the comments received from the public on alternate designs for the intersection of Crescent Road on to Clifton Park Road and also concerning the parking area on the West end of the CO-OP block which houses Lange's Pharmacy and an upcoming new restaurant. These comments will help create a final design plan for this area, a design that will be easier for pedestrians and motorists to negotiate.

Mohawk Hudson Bike path – possible connection in Town of Colonie

Jim Levy brought to the attention of the Complete Streets Committee that the Town of Colonie may be looking at a connecting path from Troy Schenectady Road to the Mohawk Hudson Bike Path. The connection would be from a street west of Keeler Motors that would extend to Old River Road and then to the Mohawk Riverside Landing Park in Colonie where it would connect to the Mohawk Hudson Bike Path (if I have this correct). Complete Streets committee members

noted that as things now stand there are not enough connections to the MHBT at the east end of Niskayuna along Troy-Schenectady Road. The Complete Streets Committee is in support of this connection to the MHBT in Colonie coming over from Troy Schenectady road at a street near Keeler Motors. The Complete Streets committee still remains supportive of a side path on Rosendale Road that would connect Niskayuna Road to the entrance to the Train Station park which connects to the MHBT. Committee is also still supportive of a sidewalk or sidepath extending on Rosendale Road down from Troy Road to a possible round-about at the intersection of Rosendale Road and Old River Rd. At an earlier meeting the committee asked Laura Robertson to send Schenectady County a letter letting them know we supported this sidepath if the County were to go forward with the round-about.

Plum Street sidewalk extending from Van Antwerp to Hillside Elementary parking lot sidewalk

Laura Robertson said that Committee's interest in a sidewalk on Plum Street from Van to Hillside (one housing lot) had been forwarded to the Town's grant writer. Committee members were also supportive of including a sidewalk on Cornelius Avenue from Ray Street to the entrance sidewalk at Hillside Elementary. Laura reported that the Town Board Economic Development and Planning Committee was aware of the Committee's interest in these two sidewalks and had seen the letter from a resident on Cornelius Avenue asking for town consideration of a sidewalk on Cornelius for the safety of students and parents who walk to the school. Laura said the town may choose to pursue grant money for these proposed sidewalks. Chairman Chapman obtained an electronic copy of the Town of Glenville "Tri-District Safe Routes to School Project" ; Climate Smart Communities Grant Program grant application to the state of New York in 2019, from which grant money was used for a sidewalk to Sacandaga Elementary in Scotia, sidewalk or sidepath along Alplaus Avenue in Alplaus, a sidewalk on Southard Road that will serve Glencliff Elementary School (sidewalk to connect to Alplaus Avenue), and sidewalks that will serve O'Rourke Middle School on Lake Hill Road in Glenville. Data and narrative answers to questions in this Glenville grant application may be useful to grant applications prepared for the streets in Niskayuna.

Traffic calming resource document, signage for bikepath, draft road safety guide

Paulina Manzo shared with the committee a draft sign that would be placed at entrances to the MHBP in Niskayuna that would remind bike path users of safety and courtesy measures that users of the bikepath should observe. Committee members felt the draft sign by Paulina was very informative and the recommendations efficiently presented. Paulina sent the sign to committee members by e-mail attachment and members may offer any additional comments. Second, Paulina sent a new version of the traffic calming methods that have been used in Niskayuna and other communities. Paulina has provided a brief description of the traffic calming method and picture of the method in use on a street or road. Paulina and Jim Levy have made an effort to find examples in communities that are close by so that committee members and other residents who view these examples might be able to drive to a location and see the traffic calming method in actual use. Committee members should take a careful look at the methods we have assembled so far. In the same e-mail sent to Committee members, Paulina has worked on a draft Road Safety Guide for Niskayuna that would be a pamphlet available in paper or on-line (on our Complete Streets Website?), that would offer residents a set of safety tips for: (a) pedestrians, (b) cyclists,

and (c) drivers. Committee members are asked to review this draft guide. I notice that one of the cycling safety tips was “don’t ride on the sidewalk”. This led me to think about people I have seen riding their bikes on the sidewalks on Troy Road (state highway, Route 7). This is a state road with 45 mph hour traffic and more than 30,000 vehicle trips a day.

Grants update

(a) CO-OP block road and sidewalk improvements grant; CO-OP block along Nott Street from Clifton Park Road to Balltown Road. Laura Robertson informed that Committee that the Nott Street Safety Improvement Project design had been submitted by Schenectady County to the NY State Department of Transportation (NYDOT) for their review. The Nott Street Safety Improvement Project will not go out to bid until state DOT approval of the design for the project has been received. Bids usually have to be out to the public for 30 days. It is not clear whether this project will be commence this summer or fall.

(b) completion of sidewalks along Nott Street from Baker Avenue in Niskayuna to Lexington Parkway in Schenectady. New York State froze the grant money for this sidewalk project (about two blocks of sidewalk) due to COVID-19 epidemic. The project is designed and ready to go (Niskayuna and City of Schenectady have co-operated on a plan to do this work) and we are waiting for the State to unfreeze the funds

Complete Streets Accomplishments pages

Chairman Chapman is still working on this. Laura Robertson suggested meeting with Clark Henry to discuss this task as he has been working on something similar for the town’s Architectural Review Committee

Mordella Road in Colonie as example of street with speed humps

Tess Healey offered comments on the importance of a sidewalk on Cornelius Avenue. Tess also mentioned that many motorists are driving fast on Nicholas Avenue after leaving Hillside Elementary School or on the way to Hillside Elementary in the morning. Tess asked if speed cushions might be appropriate for Nicholas Avenue. The Committee members discussed speed cushions and also speed humps. The example provided by Paulina in the traffic calming examples notes that speed humps reduce speed by 15-20 mph. Speed humps are shorter than a “speed table”; the height of a speed hump is 3” to 4” (at the peak of the hump) and they are approximately 12-13 feet long (e.g. 6 foot incline and then 6 foot decline back to the roadway). Speed humps are easier for large trucks, snow plows, or emergency vehicles to cross over. Jim Levy also mentioned 3 other streets near schools in Niskayuna that could benefit from speed humps, and these were Rankin Road between Clifton Park Road and Balltown Road (i.e. entrance roadway to the high school); Dexter Avenue, the road behind Van Antwerp Middle School where motorists drive fast and many students walk the road to reach or walk home from Van Antwerp Middle School; and Cornelius Avenue.

Jim Levy reported that there is a street in Colonie that serves a school and which also has speed humps. This example is Mordella Road in Colonie, which is 0.6 miles long and runs between Central Avenue (corner where Finkle Jewelers sits) and Sand Creek Road. Chairman Chapman

158 encouraged members of the Complete Streets Committee to drive this road as it is a nearby
159 example of a road with speed humps (or cushions) that are on a road that serves a school.

160 **Demonstration Project**

161 The committee members briefly discussed some ideas for a demonstration project for 2021.
162 There is still a need to settle on a project.

163 Chairman Chapman thanked the committee for attending the June 25, 2021 meeting. Our next
164 meeting (July 30, 2021) will be in-person and will most likely be held in the Board room at
165 Niskayuna Town Hall. Attendance by zoom will still be an option for members.

166 **VIII. ADJOURNMENT**

167 With no further business the meeting was adjourned at 3:56 pm.



TOWN OF NISKAYUNA

PLANNING DEPARTMENT

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Niskayuna, New York 12309-4381

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Town Planner

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MEMO

From: Complete Streets Committee

To: Town Board & Public Safety Committee

Date: 7/30/2021

RE: Wyoming Ave Traffic Recommendations

At the Complete Streets Committee meeting held on July 30, 2021, the Committee reviewed the data they have collected for Wyoming Ave in 2021 as well as data and input concerning the surrounding area and submitted the following recommendation for the Town Board's consideration:

1. Install a stop sign on Wyoming and Baker (replacing the yield)
2. Install a stop sign on Grenoside and Baker (replacing the yield)
3. Remove brush and tree limbs on the corner of Wyoming and Baker
4. Review asphalt on Wyoming and Baker and remove any excess pavement on curves (if any) to shorten the area that pedestrians are crossing
5. Recommend the Town Board do a study at Baker and Lexington to evaluate whether a 4 way stop intersection is warranted.
6. Leave the electronic speed limit sign on Wyoming Ave in order to do a traffic comparison between before and after the stop sign installation.

The Complete Streets Committee voted XXXX on the above recommendations to the Town Board and Public Safety Committee.



Yasmine Syed
Town Supervisor

TOWN OF NISKAYUNA

SUPERVISOR'S OFFICE

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Niskayuna, New York 12309-4381

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Mark Pyskaldo, Regional Traffic Engineer
NYSDOT Region 1 Traffic Mobility and Safety
50 Wolf Road
Suite 1S50
Albany, NY 12232

RE: School Speed Zone in front of Craig Elementary School

August 10, 2021

Dear Mr. Psykaldo,

We are writing on behalf of the Town of Niskayuna and the Niskayuna Central School District in support of establishing a School Speed Zone on Balltown Rd. / Route 146 in front of Craig Elementary School.

Both the Town and School strongly support reducing the current speed of 35 MPH to 25 MPH, from 7 am to 6 pm on School Days with flashing beacons for .25 miles along Balltown Rd / St. Rt. 146 from the entrance to Craig Elementary School. In order to establish a Speed Zone here, Craig Elementary School meets the following DOT requirements:

- All levels of Craig School are under grade 12
- Some of the students walk or bike to school
- The Speed Zone would reduce speed by 10 miles per hour (from 35 MPH to 25 MPH)

We are requesting a meeting between the NYSDOT, Niskayuna Schools and Town at your earliest convenience to discuss the steps for implementing a school zone in front of Craig Elementary. We look forward to working with you to make our community a safer place for our children.

Sincerely,

Yasmine Syed, Town Supervisor, Town of Niskayuna

Cosimo Tangorra, Superintendent of Schools, Niskayuna Central School District

At some point in the day, almost everyone is a pedestrian. Unfortunately, pedestrian fatalities are high and increasing annually. The Town of Niskayuna's Complete Street's Committee, in partnership with the Police and Public Safety Committee, put together this brochure to help educate pedestrians, cyclists, and drivers on what their roles are in sharing the streets so we can all be safer together.

Please read this and share it with your families and friends. Whether you're a concerned resident, a parent or a caregiver, we want to make sure you, your loved ones and your neighbors can enjoy our community together -- safely.



The Complete Streets Committee's mission is to create streets that support and invite multiple uses, include safe, active and ample space for those uses and promote pedestrian, bicycle and public transportation travel as an alternative to the automobile in order to reduce greenhouse gas emissions and promote healthy living.

The Police and Public Safety Committee is responsible for traffic, Niskayuna Police Department, Town of Niskayuna Justice Court, Niskayuna Police Benevolent Association, public health and safety, street lighting and safety, animal control, and citizen's concerns.



Created by the
Complete Streets Committee
and
Public Safety Committee
of the

Town of Niskayuna
1 Niskayuna Circle
Niskayuna, NY 12309

Town of Niskayuna



ROAD SAFETY GUIDE

**Safety Tips For
Pedestrians, Cyclists, and Drivers**



pedestrian safety tips



cycling safety tips



- Wear a helmet!
- Don't ride on the sidewalk.
- Ride in the street in the same direction as traffic, as far to the right as you safely can.
- Obey all traffic signals and/or traffic officers.
- Wear light colored clothing and add reflective material and blinking lights to your bike to increase your visibility at night.
- Learn the bike hand signals below to indicate turns:



left turn



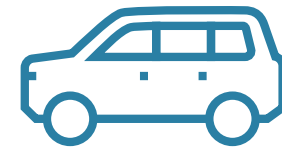
right turn



alternate
right turn



driver safety tips



Cars and Pedestrians:

- Yield to any pedestrians at the crosswalk.
- At intersections and crossings, stop at the painted stop or yield line to keep crosswalks clear for pedestrians.

Cars and Cyclists:

- Bicyclists are fully entitled to "take the lane" by positioning themselves at or near the center of the lane to avoid hazards or if the lane is too narrow to safely travel side by side with motorists.
- Pass bicycles only when necessary and safe: pass to the left of the bicycle at a safe distance (at least 3') until clear.
- Before making a right turn, let bicyclists clear the intersection. When turning left, yield to oncoming bicyclists as you would to any vehicle.



Share the Trail



- **Keep Right / Pass on the Left**
- **Travel at a Safe Speed**
- **Don't Block the Trail**
- **Keep Animals Under Control**
- **Keep the Trail Clean**

(Town Logos here)

Traffic Calming Definitions & Examples

Chicane

Description:

A series of alternating curves or lane shifts that force a motorist to steer back and forth instead of traveling a straight path.



Photo Credit: Richard Drdul - Traffic Calming Flickr Photoset, CC BY-SA 2.0, <https://commons.wikimedia.org/w/index.php?curid=3759526>

Roundabout

Description:

A road junction at which traffic moves in one direction around a central island to reach one of the roads converging on it; a traffic circle. Often used with Yield signs and lane guidance.

Seen in Niskayuna at: River Road and Rosendale



Photo Credit: Paulina Manzo

Mini-Roundabout

Description:

Mini-roundabouts operate in the same manner as larger roundabouts, but with a much smaller diameter. Often used in place of stop signs (or other physically-constrained locations) and without lane guidance or yield signs.



Photo Credit: Marsha Zimmerman

Speed Hump

Description:

Speed humps are 3–4 inches high and 12–14 feet wide, with a ramp length of 3–6 feet, depending on target speed.

Speed humps reduce speeds to 15–20 mph and are often referred to as “bumps” on signage and by the general public.



Photo Credit: <https://nacto.org/publication/urban-street-design-guide>

Speed Table

Description:

Speed tables are mid-block traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and are usually flat-topped, with a height of 3–3.5 inches and a length of 10–22 feet.



Image Credit: <https://nacto.org/publication/urban-street-design-guide>

Speed Cushion

Description:

Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes.



Photo Credit: Jim Levy

Median

Description:

A median is the portion of the roadway separating opposing directions of the roadway, or local lanes from through travel lanes.

Seen in Niskayuna at: Grand Blvd.



Photo Credit: Jim Levy

Curb Extension

Description:

Curb extensions physically narrow the width of the street, creating a shorter crosswalk for pedestrians. They also help highlight the crosswalk area, making it safer to cross as well.



Photo Credit: Flickr/ Richard Drdul



