

TOWN OF NISKAYUNA
Complete Streets Committee

A G E N D A

January 29, 2021

9:00 A.M.

VIA REMOTE MEETING SOFTWARE

I. CALL TO ORDER

II. ROLL CALL

III. MINUTES

1. June 24, 2020
2. July 31, 2020
3. August 28, 2020

IV. OLD BUSINESS

V. NEW BUSINESS

1. Youth Initiative Nomination

VI. DISCUSSION ITEMS

1. Standard traffic calming measures/requests (Ms. Manzo)
2. Complete Streets Survey (Mr. Levy)
3. Priority Letters (Chairman Chapman)
4. Route 7 Crossing (Chairman Chapman)
5. Co-op Plaza Updates (Ms. Robertson)

VII. REPORTS

VIII. ADJOURNMENT

NEXT MEETING
February 26, 2021
9am Virtually

**TOWN OF NISKAYUNA
COMPLETE STREETS COMMITTEE
Meeting Minutes
June 24, 2020**

Members Present: William Chapman, Chairman
Jim Levy
Tess Healey
Karla Duggal
Paulina Manzo
David Hogenkamp
Dart Strayer

Also Present: Laura Robertson, Planner
Clark Henry, Assistant Planner

I. CALL TO ORDER

The Chairman called the meeting to order at 9:06 AM.

II. ROLL CALL

Lauren Brown was absent / excused.

III. MINUTES

IV. OLD BUSINESS

April 24, 2020.

Chairman Chapman asked for typo corrections to line 25, 55 and 65 and clarified the intention of his statements on line 145. Mr. Levy made a motion to adopt the minutes. It was seconded by Chairman Chapman. The April 24 minutes were unanimously adopted.

I. OLD BUSINESS

II. NEW BUSINESS

IV. DISCUSSION ITEMS

1. Critical Pedestrian Grant by Assemblyman Phil Steck

Chairman Chapman stated that the initial grant from Mr. Steck was \$250,000. He then asked Ms. Robertson to update everyone on the items that are funded under the grant. Ms. Robertson stated that a little under half of the grant was used to repave the bike path a few weeks ago and the remainder of the grant is proposed to go into the crossing at St. Josephs, the sidewalk on Nott Street, and the crossing on Nott Street. The sidewalks on Nott Street are a large part of the budget because they require things like retaining walls. There was a portion of the grant proposed to go into the crossing to Blatnick Park on River Road, but seeing as though there will be some sort of development with Kelts Farm, it does not make sense to pay for it when a developer will. This makes some of the money within the grant flexible.

Ms. Robertson brought up the idea of possibly using the extra money on a road treatment from Orchard Park to St. Josephs, since the sharrow went so positively at the demonstration project on Orchard Park. If the engineers can coordinate with the highway department, there would be an acceptable on road bike path treatment that can be used in some other places that are on the Complete Streets map as well. Chairman Chapman agreed with Laura's idea. Mr. Hogenkamp also agreed with this idea if they can get the Highway Department on board with the street treatments. Ms. Robertson stated that the use of the engineer in this situation will be beneficial because they can show highway the range and what it involves.

Chairman Chapman reiterated what Ms. Robertson said about the proposed uses of the grant and asked if there will be enough money in the budget to complete the Nott Street portion of the grant. Ms. Robertson then replied that there should be no problem finishing the proposed projects and stated that the town board had approved the engineering contract for the design.

Chairman Chapman asked when the crosswalk at St. Joseph's would possibly be done. Ms. Robertson then replied that late summer/early fall is possible, because it was a regular resident request, and is a town priority.

Mr. Ramasubramanian asked about the possible discussion of a push-button signal at this crossing. Ms. Robertson answered that it has been discussed to have a sensor at that spot with a blinking light for the pedestrians using this path. This is still in discussion due to the parking lot there that may trigger the sensor, but the goal is to have a sensor at this area of the bike path.

Mr. Strayer suggested possibly putting a sign that reminds drivers that they should stop due to this incoming path. Ms. Robertson stated that the sight lines are poor at this crossing due to the change in elevation, therefore possibly needing additional signage leading up to the crosswalk. Ms. Healey seconded this statement about the additional extra signage. Ms. Duggal then asked how much these signs would add to the amount of money used from the grant. Ms. Robertson answered that it ranges anywhere from six to twelve thousand dollars.

Mr. Levy asked about the timing for the Nott Street crossing and what the timing is on that specific project. Ms. Robertson said that if the county agreed, this project would go alongside with the St. Joseph's crosswalk, seeing as though a single contractor could do both.

2. On-line survey of walking and biking during COVID-19

Chairman Chapman stated that Mr. Levy had worked on a survey draft that will be sent out to everyone and get approved to see if it is okay to put out for the town residents to answer online. Mr. Levy states this survey is constructed to get input from the residents, and anticipate more participation due to how COVID may have impacted the amount of people walking/biking.

3. Promotional Opportunities for Complete Streets

Ms. Manzo stated that she believes that temporarily traffic calming such as a bike path or a traffic circle would be much more effective right now than a festival because people can physically see what it would be like and do for the area, and they wouldn't be afraid to go to an event like a festival. Mr. Levy seconded this idea, and stated how productive he believes it could be.

Chairman Chapman stated that he had sent out a proposal before this meeting. Ms. Robertson stated that she

80 thinks a drive through Complete Streets treatment is a good idea, especially considering the need to be
81 socially distant. If there is traffic calming, or even installing a chicane, there doesn't have to be a festival.
82 An email can be sent out stating what is being installed and how long they will be up, and then ask for
83 feedback on how the residents feel towards them.

84
85 Mr. Levy stated that if they are going to put up temporary things in the streets in a community to make sure
86 to have a really good public push, and especially make sure the residents that are directly affected know that
87 they are going to be there, and what they are for. Ms. Manzo suggests to wait until after the survey to see
88 what their feedback is. She also suggested adding a question to the survey that had to do with what areas the
89 residents themselves would like to see improvements, and make those suggested areas the project areas. Mr.
90 Strayer agreed with this idea and stated that people still may not be comfortable going to gatherings, making
91 this alternative very likely to be effective. He also suggested that the ideal outcome should be shown to the
92 residents so they don't think hay bales and cones will be directing the traffic permanently. Ms. Healey
93 suggested putting in an educational piece into the survey, and a picture showing what is going to be done; a
94 demonstration.

95 Chairman Chapman suggested that if residents were not on board with the temporary traffic calming idea,
96 giving people examples in neighboring areas that already have existing calming methods, and give them the
97 opportunity to drive those streets if they are curious about how it works could also be good outreach. Local
98 examples are a good use of showing the residents that it is done locally and can be effective.

99 Mr. Levy pulled up a local example in a very similar neighborhood and demonstrated how this may work if
100 put into use here. Mr. Strayer asked about the dimensions of the pavement shown in the shared screen,
101 where Mr. Levy then replied about how the width of this ROW is much wider than the typical lanes already
102 throughout Niskayuna. The location needs to be taken into consideration before deciding treatment; factors
103 being location, speed, how much pavement you have or want to take away.

104 Chairman Chapman asked if the highway department would be okay with a temporary traffic calming
105 project and asked if they always have to be on a Town road, in comparison to a County road. Mr. Strayer
106 suggests that it should be a street that has voiced concerns already. Ms. Robertson stated that looking in Old
107 Niskayuna for the use of the chicanes would be a good idea due to the fact that it had already been
108 mentioned more than once. She then suggests a subcommittee getting together to work on this, and making
109 sure that the highway department is on board and aware of the proposed ideas.

110
111 Chairman Chapman proposed doing a form of outdoor bike fair, where you start at the town hall, ride the
112 bike path, and get a feel for crossing three major intersections. Following this would be the opportunity to
113 give feedback on the crossings and paths and the new temporary traffic calming. Mr. Levy responded that
114 there have been a few biking events that have been cancelled due to precautions, so it is best to get the
115 Town Supervisor okay with the idea. He stated it would also be a good idea would be to post a large QR
116 code with an educational link, or demonstration that is virtual so people can learn, and feel comfortable
117 while practicing social distancing. Ms. Manzo reiterated the fact that the residents should have access to
118 completely understand so there are no blind spots.

119 Mr. Levy suggested having several of these temporary projects and having residents do a comparison on
120 what they works best. Ms. Robertson seconded this idea.

121 Chairman Chapman thanked the Board for a great discussion.

4. Crescent/Clifton/Nott St Engineering Study

Mr. Robertson the Town would like to look into surrounding treatments to the Nott Street improvement project, and coordinate their improvements with the County. One of the biggest things discussed is narrowing down the Clifton Park Crescent intersection and looking at potentially working on Crescent Ave. She stated that she will send this idea out to bid, talk with some engineers, and have the Town Board choose an engineer. Ideas could be run through the Complete Streets. Chairman Chapman made a note that the Town Board made a decision that they wanted to recommend keeping the entrance to the co-op parking on the south side of Nott Street, and not removing it like the County wanted to. He also stated that the County has a point in wanting to move this along because the money has not been spent in a few years. Ms. Robertson commented that it will come when the costs are figured out and the Town Board is willing to support the contract. Once the contract is awarded and the engineers start looking through treatments, the plan is to get public input on ideas as well and possibly put together a package and reach out to the neighbors to try and make the Old Niskayuna area better.

5. Committee Accomplishments

Chairman Chapman stated he feels it is important to be able to summarize what the Complete Streets Committee has worked on and what has been accomplished. He suggested possibly using an option to express not only the safety challenges/features, but also point out accomplishments like repaving the bike path, the push button crosswalk, etc. This could be an inventory of everything that has happened, whether it were things that were endorsed, or things that had been improved because of the Complete Streets Committee. He suggested working on a chronological list of events so people can understand what the Committee does. Ms. Manzo asked where this list would be located. Chairman Chapman responded that it could be somewhere on the website. Ms. Manzo then suggested putting a link to things like the mission statement so that if anyone is interested has full access. Mr. Strayer seconded these ideas.

6. Comprehensive Plan Updates

Chairman Chapman stated that the goals for this still need to be put together.

Discussion: Promoting bikeability and walkability to Schools

Chairman Chapman brought up Christine Brooks of Rosendale Road, and how she is interested in the connection between the Iroquois school and the Granger building, and how people park in the parking lots to hike, bike, or walk. He also stated that adding a path that ran from Upper Union to Mayfair, which then traveled Rosendale and ultimately reached the Grange building would open up a lot of homes to get to these schools and to these preserves such as the Lisha Kill preserve. He also states that this would be a move made by the County, not the Town. Mr. Levy adds that Ms. Brooks' idea should be utilized, with the understanding that this project is expensive. Chairman Chapman stated that the idea of money is understood, but even just the proposal will show that eventually we would want to expand to the traffic circle, and up River Road. Ms. Manzo asks if there is any possibility of a grant that they could apply for this kind of project. Chairman Chapman stated that a grant would be the first thing in mind, but considering the process is strenuous, asking the bonding authority to possibly defer some of the money, or even borrow it considering how cheap the borrowing rates are right now.

Chairman Chapman stated that this project contributes to the schools, and how they are considering divvying up the grades within the buildings. The use of biking and walking access to and from these schools

164 can be extremely beneficial to the students.

165 Ms. Duggal asked to clarify the sections in which Ms. Brooks is referring to in her proposal. Chairman
166 Chapman states that she is supportive behind the idea of a sidewalk or multi use path along Rosendale Road
167 in its entirety.

168 Ms. Manzo asked if a proposal is necessary in order to start this process. Chairman Chapman stated that he
169 copied the county legislatures and the Town Board trying to kick start this motion. There has been minimal
170 feedback at this time, besides possible dimensions, obstacles, and the idea of how expensive it might be.

171 Chairman Chapman reiterated how good this will be for the community and students and walkers and how
172 beneficial a hike and bike path. Ms. Duggals seconded this and supported the idea to the fullest.

173 The committee stated that they are supportive of this proposed hike and bike path along Rosendale Road. It
174 was also discussed that the virtual bike tour loop and the chicanes should be available and put up at the
175 same time, collecting the data all together.

176

177 **VI. REPORTS**

178 **VII. ADJOURNMENT**

179 Chairman Chapman thanked everyone for attending. The meeting was adjourned.

180

**TOWN OF NISKAYUNA
COMPLETE STREETS COMMITTEE
Meeting Minutes
July 31, 2020**

Members Present: William Chapman
James Levy
Karla Duggal
Lauren Brown
Paulina Manzo
Theresa Healey

Also Present: Laura Robertson, Planner
Clark Henry, Assistant Planner

I. CALL TO ORDER

The Chairman called the meeting to order at 9:10 AM.

II. ROLL CALL

David Hogenkamp and Dart Strayer was absent / excused

III. MINUTES

IV. OLD BUSINESS

1. Rosendale Road Hike & Bike Path

Chairman Chapman brought the letter that Karla Duggal sent concerning the Rosendale Road pedestrian connection and stated that Ms. Osterlich had been in communication with residents and would be taking the lead for this project. He said the concept is also supported by people such as Denise Murphy McGraw and Bill McPartlon.

Ms. Duggal said a sidewalk for Rosendale Road is needed. Chairman Chapman seconded this and said the letter was a good start to get this project going. Ms. Duggal then stated that she had been in contact with a resident thought many would be for but some against this project. She stated one of the examples given for why there might have been residents against the project including increased crime rate. Ms. Robertson chipped in and stated that these concerns are fairly common with new sidewalks and bike paths, but education on these projects can show how beneficial they really are to neighborhoods. Chairman Chapman stated that making it known that it is a multi--use path, rather than a sidewalk, might help and suggested that another project after this could be to ask the state to pave a path that connects this path to Lock 7.

Mr. Levy had been in communication with Ms. Osterlich about funding and they both agreed that the community needs to come together and pull together information and background research that will help pitch this project to the County. He presented a map that shows what currently exists, and proposed ideas on connections that would come from this project. He also talked about an estimated

cost of around \$345 thousand dollars for the path, \$44 thousand for the required curb ramps, and approximately \$8500 for painted crosswalks off this path. Overall, with all additional costs, the approximate final cost of the project would likely be nearly one million dollars.

Chairman Chapman asks if this includes property acquisition. Mr. Levy highlighted on the supplied map what the project includes and does not include. He also talked about possible constraints. Chairman Chapman suggests reaching out to the Conservation Advisory Council to see if they would give a letter of support for this project, and provide this to the County representatives. He also stated that governments need to spend money on projects like this to keep the economy flowing which is beneficial and long term.

Ms. Healey asked how much room there is available for the path without having to remove residents' properties. Chairman Chapman answers that the County right away is not too wide and they would need to solidify how much room would actually be available. He also stated that if there were to be easements needed and trees required to be removed, they would replace these trees for these properties.

Ms. Healey asked what the standard width was for a multi-use path. Mr. Levy stated that it is usually 10 feet to be considered multi-purpose and for people to be able to pass safely. Ms. Healey suggested that since some sort of path is better than none, to present 2 different options if the residents with different widths and impacts to properties. Mr. Levy stated that there will absolutely be multiple options presented and talked about as a group, with public input required.

Ms. Robertson stated the map created by Mr. Levy was extremely helpful and thanked him for his work. She was wondering if they could use his work and put together a package for the residents so they understand what some of the options could look like. Mr. Levy also stated that his next step on the map would be to take it to the next level with more detail.

2.) Bike Survey

Chairman Chapman he wanted everyone to look the survey over. Ms. Robertson asked, because people sometimes don't like to identify their specific address, if the first question on the survey could be switched to just street names. Mr. Levy stated that was doable. She asked if they could switch from the use of the word pause to the word pandemic. Mr. Levy agreed the use of the word of pandemic would be fine.

Ms. Healey pointed out that the question title is stated before each question, which could be removed before posting. Ms. Manzo asked if the survey should be tested by the committee before they send it out to make sure it is fully functioning. Ms. Brown stated that she had tried the link, and that it looked good and was efficient. Chairman Chapman asked how to get the word out to residents to find and do the survey. Ms. Robertson suggested sending out a blast email, and post on local social media accounts as well.

3.) Complete Streets Website Update

Chairman Chapman brought up how the website does not have the updated committee members list, and that it should be updated so residents know who is working on these projects, and who to contact. He also stated he would like to see the start date of the committee, Resolution 220 - 13, and the Complete Streets adopted policy. He also wanted to list the accomplishments of what has come from

79 this committee.

80 Ms. Brown stated that keeping the survey on the website permanently, so residents can have an outlet
81 to put their inputs in at any time, would be a good idea. Chairman Chapman seconded this idea. Mr.
82 Levy stated that a good way to go about it is to put up the survey for this period, and then change the
83 links for each blast sent out, so the answers could be in correlation to the time and things going on in
84 the Town.

85 **4.) Complete Street Event - Possible Virtual Tour**

86 Chairman Chapman suggested having a meeting outside with masks and social distancing. Ms.
87 Robertson stated that the virtual meetings have been helpful for people from the town who are
88 interested in the material because these videos are posted and readily available. Ms. Healey stated that
89 it is also a great way to share documents between not only committee members but outside individuals
90 watching as well.

91 Chairman Chapman talked about the prior discussion on how the event would go for residents to try out
92 traffic calming devices. Ms. Robertson brought up that the Town was interested in the Old Niskayuna
93 area. Chairman Chapman asked if they wanted to try traffic circles or chicanes. Ms. Manzo stated that
94 another thing discussed was that they wanted to wait until after the survey was out to see what would
95 work out for the residents.

96 Mr. Levy brought up the point about incorporating the crossings into the survey. Chairman Chapman
97 asked if there should be an added question in the survey of whether or not the responses are residents of
98 Niskayuna or not. Mr. Levy stated that it can be changed within the first question where it asks for the
99 street address.

100

101 Ms. Robertson stated that they have been in communication with residents about the critical pedestrian
102 grant, and the Town Board supported removing the crossing at Kelts Farm because the developer is
103 going to do it. She also stated that this was to be the first order of business once his construction begins.
104 This is considered a very high priority, and there has been a lot of talk with residents about it.

105

106 She also stated that the engineers were working on a standard treatment for road sharrows that could be
107 used throughout the Town for "on street" bike connections but first applied on Orchard Park. Ms.
108 Healey and Mr. Levy completely supported this idea. Mr. Levy stated the use of sharrows will be one
109 of the most useful things in the town.

110 Ms. Healey asked if there were any way to expand this project with sharrows into neighborhoods by
111 Hillside Elementary, towards Co-Op on Regent. This would be in the same region of the Canal Way
112 trail, and the signs presented here. Ms. Robertson stated that this would be the goal but they want to get
113 the Highway on board with the street symbols and signs so they are comfortable with everything.

114 Chairman Chapman asked if the Canal Way trail was presented on the Town's Complete Street maps so
115 that if someone were interested in seeing where they are they could go look at the map and find them.
116 Ms. Robertson stated that she was not entirely sure but adding it to the map is a good idea.

117 **5.) Pedestrian Connection Grant**

118 Ms. Robertson stated that the engineering has been awarded and the engineers are ready to start. She
119 also stated that they are waiting to meet with the County. As of this moment, the meeting is set for
120 August 3, 2020. They are just waiting on permission from the County to begin design.

121 **6.) Windsor Drive Kelts Farm**

122 Ms. Robertson presented some ideas drawn onto a map that she had for the bike path, and some
123 benefits that would come from it. One of the benefits she presented was that if the roads are not
124 connecting, the bike path can stay on the side of the road for its entirety, so you don't have to cross
125 streets multiple times.

126 Mr. Levy stated that he would like to see this area to be left undeveloped. He stated that it would help
127 for potential future development. Ms. Robertson agreed. She stated that the Town Board was generally
128 okay with the plan as proposed as long as there was no road connection.

129 **7.) Nott Street & Co-Op Block**

130 Ms. Robertson stated that the County said that wrapping the sidewalk around the existing building
131 along Clifton Park Road was outside of the scope of their project but they wouldn't be opposed to the
132 Town doing something. Chairman Chapman suggested reaching out to Metroplex to see if they would
133 help with that aspect. Ms. Robertson agreed, and stated that making a plan that would benefit the area
134 and bringing it to Metroplex would be a good idea.

135 Ms. Manzo asked if there is a space for outdoor seating in this area. Ms. Robertson stated that there is
136 space, and that bringing life to the street would benefit the businesses too. She also stated that the
137 pharmacy is expanding their area.

138 Chairman Chapman stated that this would be a good opportunity for the pharmacy to get a facade grant
139 from Metroplex, so that they could do things like doors and sidewalks on the Nott Street and Clifton
140 Park side. This would make a great conversation to suggest working on a design together with the
141 pharmacy.

142 **8.) Niskayuna School Improvements**

143 Chairman Chapman stated that he had talked to Mr. Sauceberg and suggested that the School Board
144 should offer a virtual tour of the school buildings that show what needs to be fixed, so that residents
145 know what they would be voting for. He also stated that he asked them if their engineers are looking
146 into making each school campus more pedestrian and bike friendly.

147 Ms. Healey stated that she had not been in contact with the school board recently. Ms. Manzo stated that
148 the schools are encouraging parents to have their kids walk or to drive them so there is less reason to use
149 buses, primarily because of COVID and how to get the school up and running during the pandemic.

150 Mr. Levy mentioned that the school had announced their COVID plans for the fall and how it goes
151 towards the proposed plans of having 5th grade in the middle school, making elementary only K-4.

152 Ms. Healey asked if they think the school would be receptive to hearing about the connectivity, due to
153 the COVID situations at hand. She stated that she could write a statement that is focused on
154 encouraging biking and walking to relieve the congestion on the busses.

155 Chairman Chapman suggested that someone from the Committee call the Superintendent of the school
156 and see where they are on the walkability/bike-ability situation. Ms. Manzo stated that it is more than
157 likely that they are aware of the things the Committee is sending them, but they have so much going on
158 getting schools reopening and sports starting that it may be hard to get time to speak with them.

159 Mr. Levy suggested reaching out to the school and seeing if they would allow people from the
160 Committee to do bike and pedestrian counts a few mornings when school starts. Chairman Chapman
161 also suggested drafting an email to send to the School Board with some previous points made, and
162 giving it as a solid tool for them to use so they know the committee is still there and in their corner. Mr.
163 Healey put emphasis on the idea of how this will reduce bus congestion.

164 Ms. Robertson drafted up a quick email touching on the committee points, and suggesting possibly
165 adding additional bike racks before the school term opens up.

166 **I. NEW BUSINESS**

167 1. No new business discussed.

168 **IV. DISCUSSION ITEMS**

169 No discussion items.

170 **VI. REPORTS**

171 No reports

172 **VII. ADJOURNMENT**

173 Chairman Chapman thanked everyone for attending. The meeting was adjourned at roughly 10:56 a.m

**TOWN OF NISKAYUNA
COMPLETE STREETS COMMITTEE
Virtual Meeting
Meeting Minutes
August 28, 2020**

Members Present: William Chapman, Chairman
Jim Levy
Theresa Healey
Paulina Manzo
David Hogenkamp
Dart Strayer

Also Present: Laura Robertson, Planner
Jean Foti, Clerk

I. CALL TO ORDER

The Chairman called the meeting to order at 9:00 AM.

II. ROLL CALL

Karla Duggal was absent / excused.

III. MINUTES

May 29, 2020: Chairman Chapman stated he had one modification to the minutes. He stated on line 195 to change the words bike paths to bike racks. Mr. Chapman added that the Town website has posted the Complete Street Committee and their year term limit but has it as 2019 instead of 2020. With that correction the minutes were unanimously approved.

IV. OLD BUSINESS

There was no old business today.

V. NEW BUSINESS

1. Rosendale Road Hike and Bike Path

Chairman Chapman stated he has good response from County Legislators and has received support from Councilwoman McGraw and Councilman McPartlon. He stated he has received some cost estimates of the project. Chairman Chapman stated that Mr. Levy had some research on Rosendale Road and the houses and utilities that may be affected by a sidewalk being constructed.

Mr. Levy stated he made a map that would show where the side path would go. He estimated at the most basic level, this path would cost upwards of 700,000 dollars. This would not include

35 moving of utilities or payouts for easements. Mr. Levy displayed the mark-up he created for the
36 path.

37 Ms. Manzo asked if this would be a process of going door to door to get a response of how
38 residents feel about a possible sidewalk. Ms. Healey asked what would be the liability if a person
39 was injured on the path that was on a residents land. Ms. Robertson stated the land would
40 become Town land and the Town would be responsible.

41 Ms. Robertson stated before a door to door effort was made, a letter to Rosendale Residents
42 would have to be mailed out informing them of the possible plans for a pedestrian path and that
43 Complete Street Committee members may be stopping by to discuss it. She said it would
44 important to give them the context for any door to door meetings.

45 **2. On line pedestrian / bike usage survey**

46 Chairman Chapman discussed if the survey was ready to be distributed. Ms. Robertson stated she
47 has been working with Ms. Kim to create a survey that will be able to direct the survey takers to
48 the correct question as they answer each question as Form stack does. It will make determining
49 the need for walkability in Niskayuna easier and identify which areas are used the most.

50 **3. Complete Streets Website update**

51 Chairman Chapman discussed the updates that have been put on the website. He included past
52 work done regarding walkability in Niskayuna and suggested they post upcoming projects to the
53 site. Chairman Chapman asked if the safe routes map could be updated and also added to the site.
54 Mr. Levy suggested adding the 2018 workshop to the website.

55 **VI. DISCUSSION ITEMS**

56 **1. Complete Streets Event this fall (non-festival)**

57 The committee discussed the possibility of a Fall event. Ms. Robertson stated the bike event is
58 still on the calendar and will take place possibly in October around Clifton Park Drive. Ms.
59 Robertson stated they are at the time that a subcommittee is needed to finalize plans. Ms. Healey
60 and Mr. Levy volunteered to help with the subcommittee.

61 **2. Pedestrian Connection Grant**

62 Ms. Robertson asked the group if they had feedback about the letter drafted to send to residents
63 regarding the sidewalks. Ms. Robertson added that the County was asking for pedestrian counts
64 regarding the crossing a St. Joseph's Lane. Ms. Robertson stated she sees people crossing this
65 area all the time at various times of day. Mr. Strayer asked if there was a way for pedestrians to
66 self-report. Mr. Levy stated he did not know of any. Chairman Chapman stated he would
67 volunteer to take a shift to count pedestrians. Ms. Foti suggested getting a possible count with the
68 Niskayuna sports teams that connect to the bike path crossing St. Joseph's. Ms. Robertson stated
69 she will reach out to the coaches and ask for letters of support to state they use this crossing. Ms.
70 Robertson stated she will relate this information to Weston and Sampson.

3. Windsor Drive / Kelts Farm update

Ms. Robertson stated the Town Board was not in favor of the Windsor Drive extension and did not include it in their approvals of the special use permit. She stated that the multi-use path was supported though. Ms. Robertson stated when the County looked at the revised plan they asked for some adjustments to the emergency access due to a fear of creating a pedestrian herd path to connect to Blatnick park at the curve with poor site lines. Mr. Hogenkamp asked Ms. Robertson if the multi-use path could have a more natural turn at one of the areas due to how sharp the planned turn is. Ms. Robertson stated she thought so and will plan on addressing this issue.

4. Niskayuna School Improvements

Chairman Chapman thanked Ms. Robertson for sending the school plans. Chairman Chapman confirmed with Ms. Robertson that the School will be the lead agency on the improvements. Ms. Robertson stated yes, but she stated the Complete Streets Committee can highlight walkable areas and paths that should be focused on at each school. She stated she would send out a letter to the School and School Board asking and noting that the Committee would like to highlight paths to be considered by the school as pedestrian/student access. Chairman Chapman agreed stating the plans as of now are very car centric.

Ms. Robertson stated this is time sensitive and she will include all the recommendations of the Complete Streets into the Town's response to the school. Mr. Hogenkamp asked the timeline to this plan. Ms. Robertson stated she believed it was a long term plan and still needed to be voted on by the residents.

The committee discussed aspects of each school that would benefit from having a walkable route.

Ms. Robertson discussed the importance of actual paths and not just grass, because grass tends to discourage walkers and bikers, especially in poorer weather.

Mr. Levy mentioned a petition that has been circulating regarding the reopening of the access pathway between Hillside Elementary and Grand Blvd. Not everyone on the Committee realized that pedestrian connection had been closed. Ms. Manzo asked for support from the members to advocate for this to reopen from dawn to dusk to coincide with the playground and field hours.

Chairman Chapman stated his support for that pedestrian connection to the schools and stated his support if the project needed the Complete Streets Committee's help.

VII. REPORTS

There were no reports this meeting.

VIII. ADJOURNMENT

Mr. Levy made a motion to adjourn and it was seconded by Chairman Chapman. The meeting was adjourned at 10:30 am



Town of Niskayuna
One Niskayuna Circle, Niskayuna, NY 12309

Youth Representative Position Application

The Niskayuna Town Board is welcoming the next generation of town leaders to participate in local government and has established a policy for the appointment of student representatives to Town Advisory Committees. To be eligible, the student must be a resident of the Town of Niskayuna who is a junior or senior in high school. Students enrolled full- or part-time in a university, two or four-year college, trade or vocational school, or graduate program may also qualify.

If you are interested in participating in local government by membership on any of the following committees, please email this completed form to Laura Robertson, Town Planner, at lrobertson@niskayuna.org by **January 11, 2021 by 5pm**. One student representative will be selected by each committee annually, with appointment beginning in February of 2021. Youths can expect approximately 20 –30 hours of service annually and can expect to participate in functions such as local project reviews, community programs and outreach and Town policy updates. For a description of each committee see the following page.

Check the committee/council/task force in which you are interested (check all that apply):

- ☒ Climate Smart Communities Task Force
- ☒ Complete Streets Committee
- ☐ Conservation Advisory Council
- ☐ Tree Council

Date: 30/12/2020

Name Elise Corbin

Address 1453 Via Del Mar

City Niskayuna

Zip Code 12309

Phone: Home _____

Cell _____

EMAIL seaotterny@gmail.com

School Attending Niskayuna High School

Current Grade Level 10

Can attend monthly: Day Meetings? after school Night Meetings? yes

Briefly list aspects of your experience that you believe qualify you for this advisory committee/council/

I am interested in serving on the Climate Smart Communities Task Force because I'm passionate about doing everything I can to fight and solve climate change. My family is very conscious of our carbon footprint; we use a compost bin, an electric and a hybrid car, a geothermal heating system, and solar panels. We also attended multiple climate marches in Albany in 2017. My father is even on the Schenectady climate task force. These experiences have provided me with an understanding of some effective ways for homeowners and businesses to lower their impact on the environment and raise awareness about doing so. My perspective on the issue of lowering emissions will also be useful to the task force because of my age. People in my generation are naturally concerned about whether they'll have a safe place to live when they're older, and with firsthand experience of this, I will work with the urgency and gravity of the situation in mind. As a student in the Niskayuna school district, I'll also be a useful liaison to the large student population of Niskayuna. There are plenty of things that kids can do to reduce their carbon footprints, and I'll be able to raise awareness at school of some of the strategies the task force is employing.

I would also be interested in serving on the Complete Streets Committee because as an avid cyclist and runner, I understand how important it is to have roads accommodate all kinds of transportation. I know the streets of Niskayuna very well from cycling and running on them, and I'm aware of the places throughout town where cars are a danger to cyclists and pedestrians and the places where they can coexist well.

I've actually done work for this committee before- my mother, Janette Schue, served on the committee in 2018 and helped organize a pop-up festival and bike rodeo at Town Hall that spring. I helped her put up signs around town and in schools, set up the demonstration bike lanes in the street, ran the bike rodeo, and led bike tours of the area with demonstration bike lanes. I'm also on the Niskayuna mountain biking team, which was at the 2018 bike rodeo and helped raise awareness to get more kids on bikes. This previous experience with a Complete Streets Committee event will be a useful asset for me when helping the committee plan future events.

I also have experience writing grants, which is a skill useful to both committees. In 2018 and 2019, I was a member of the NY STEAM Bus team, and I wrote an education grant for them, which they got. Also as a member of the NY STEAM Bus, I gained valuable experience educating kids about the importance of science, talking to adults about the program's work, and finding new technologies for the program to use. I'd be able to use these skills effectively to help achieve the goals of both the Climate Smart Communities Task Force and the Complete Streets Committee.

Committee Descriptions

Climate Smart Communities Task Force

The Climate Smart Communities Task Force was created to support the Town of Niskayuna's efforts to reduce greenhouse gas emissions and adapt to a changing climate. The Town is participating in the Climate Smart Communities Certification program, which requires that the Town take specific actions related to climate change and is organized around ten pledge elements. The CSC Task Force will develop a strategy and work plan for establishing a baseline for the Town's and communities current emissions, recommend reduction targets, identify new strategies for reductions and energy efficiency, and propose ways in which these strategies can be incorporated into the Town's economic development and planning efforts. They work with the Capital District Regional Planning Commission (CDRPC) and different Town Departments to identify grants and other ways for the Town to achieve its Climate Smart goals. Usually meets monthly on Mondays at 5pm.

Complete Streets Committee (CSC)



The Complete Streets Committee is a 9 member board that was created to study areas of Town where Complete Streets solutions could be implemented and advise the Town Board or Planning Board as to the best practices for such implementation. "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, pedestrians of all ages and abilities, motorists, movers of commercial goods, and public transportation. 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. They promote pedestrian, bicycle and public transportation travel through public outreach and events such as pop-up festivals and bike rodeos. They review new street construction and street reconstruction with the Highway Department to try and implement Complete Streets elements when possible. They review Planning Board projects and share ideas between the Boards to implement Complete Streets solutions to private projects and approvals whenever possible. And they try to coordinate between the Niskayuna Central School District and the Town of Niskayuna to develop safe routes to schools and daycares for Niskayuna families. Usually meets the fourth Friday of the month at 9am.

Conservation Advisory Council (CAC)

The Conservation Advisory Council is a 9 member board that was created to provide an environmental perspective on land use proposals, comprehensive plans, stewardship of natural areas, and other issues. They work to protect the biologic integrity of the natural environment by building cooperation and participation between Niskayuna residents, local and state officials, and various public and private industries, agencies, and organizations. The CAC reviews local projects under the State Environmental Quality Review Act (SEQRA) and contributes to local land use decision-making and conservation. They advocate for the "big picture" view needed for natural resource-based planning. In addition to reviewing projects for the Planning Board, Zoning Board or Town Board, they also work on public outreach and environmental protection initiatives such as a biodiversity / low mow initiatives for Town properties and a pesticide reduction / lawn care outreach to Town residents. Usually meets on the first Wednesday of the month at 7pm.

Tree Council

The Tree Council is a board that was created to help preserve the quality and character of the natural environment in Niskayuna in recognition that trees, shrubs and associated vegetation are an important natural resource. The Tree Council's mission is to ensure trees and their associated practical and aesthetic benefits are assured for future generations of Town residents to enjoy. They are in charge of creating a Street Tree Master plan and they work on inventorying the trees that are currently established in Niskayuna. They review development plans for the Planning Board and advocate for retaining existing trees, adding additional plantings and increasing species diversity / using native species whenever possible. They organize Arbor Day and manage the Town's status as a Tree City. They try to work with the Highway Department on Spring and Fall planting projects, maintain a website with information for residents on how to plant and maintain trees, and also work on a variety of different public outreach projects. Usually meets on the second Thursday of the month at 6pm.

Type of Traffic Calming Measure	Description	Photo	Best Application for	Seen in Niskayuna at:
Chicane	Curb extensions or edge-islands that form an 'S'-shaped path of travel on an otherwise straight street which forces vehicle speeds to lower.			
Roundabout	Round islands at intersections that serve to both reduce speeds and organize traffic, routing vehicles around the island rather than directly across the intersection.			
Speed Hump				
Speed Table				
Speed Cushion				
Median				

Niskayuna Complete Streets Resident Survey

Your neighbors on the Town of Niskayuna Complete Streets Committee are looking to create something positive out of the COVID-19 Pandemic. We have all seen a noticeable increase in the number of people walking and biking throughout the Town since the Pandemic began and the Committee wanted to take this opportunity to solicit input from you on your view of walkability and bikeability in the Town - to identify what is working and what needs work.

If you could take a few minutes to complete this survey, we would appreciate it. The Committee has been actively working to identify needs and opportunities to improve the ability of our roads to provide safe use by all modes. We hope that the results of this survey, taken at a time when more people are out of their homes as pedestrians and cyclists than ever before, will help the Committee identify potential walkability and bikeability improvements in Niskayuna.

Please note, this survey is intended to focus on use of your neighborhood streets, sidewalks, and paths and your ability to navigate through your neighborhood and the Town.

1. Where do you live? Please provide your neighborhood or street name as this will provide context to many of the answers you provide in this survey. (*Note: Individual survey results will not be published*).

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2. We know more residents of Niskayuna have been walking and biking around Town since the Pandemic began than in recent years. On average, how many days per week were you walking or biking in Town before the Pandemic ***(just a reminder - the focus is on your ability to get around your neighborhood/the Town)?***

- ☐ Not regularly
- ☐ Once or twice a week
- ☐ Somewhat regularly
- ☐ Every day
- ☐ Please provide any comments related to this question here.

3. As a follow-up to the previous question, during the Pandemic, how often do you generally walk or bike in the Town?

- ☐ Not regularly
- ☐ Once or twice a week
- ☐ Somewhat regularly
- ☐ Every day

- ☐ Please provide any comments related to this question here.

4. Does it seem like vehicle drivers are more prepared to encounter bicyclists and pedestrians on the street today than in the past?

Agree - Drivers
seem more
patient

About the same
as always

Disagree -
Drivers seem
less patient

☐

5. Anecdotally, members of the Complete Streets Committee have heard that aggressive driving has become a bigger concern during the Pandemic. There are many possible reasons for this, but in general how often do you experience aggressive drivers as a bicyclist or pedestrian?

Infrequently

Sometimes

Often

☐

6. How safe, from a traffic safety perspective only, did you feel when walking or biking throughout the Town before the Pandemic? ***Please focus on your ability to get around your neighborhood/the Town.***

Very Safe

Somewhat Safe

Not Safe

☐

7. How safe, from a traffic safety perspective only, do you feel when walking or biking throughout the Town today?

Very Safe

Somewhat Safe

Not Safe

☐

8. Has your overall impression of your ability to safely walk or bike from your doorstep changed since the Pandemic began?

☐ Yes☐ No☐ Please provide detail for your answer.

9. How do you feel the connectivity is in your neighborhood (ability to get around the neighborhood by walking or biking)?

Very Connected

Somewhat
ConnectedNot Well
Connected☐

10. How do you feel the accessibility by walking or biking is to destinations you would like to reach (parks, stores/shops, other neighborhoods, etc.)?

Very Accessible

Somewhat Acce
ssible

Not Accessible

☐

11. What could be improved or what needs to be improved to increase your feeling of safety, connectivity, or accessibility (***Once again, the focus is on your ability to get around your neighborhood/the Town***)? *Some low-cost ideas include adding signage, striping for bike lanes, striping more crosswalks, etc.*

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12. On those occasions when you have been driving or walking in town after dark and encountered a pedestrian or bicyclist, how often would you say that walkers or bicyclists have had adequate visibility (e.g. flashlight, headlamp, blinking lights, reflective clothing) so that you could easily see them?

- ☐ Almost Always
- ☐ About 1/2 of my encounters
- ☐ About 1/4 or less of my encounters

13. The Niskayuna Complete Streets Committee has held a bike education event in each of the last two years to promote bicycle use and safety. These events were well attended by Town residents. While such a festival is unlikely this year due to the Pandemic, do you want to see these events continue?

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14. The Niskayuna Complete Streets Committee is working on identifying potential Complete Streets/Traffic Calming measures that may be appropriate or desired in the Town, most often through physical changes to the design of a street. Do you believe a physical change/improvement could successfully improve bicycle and pedestrian mobility and safety in your neighborhood? If so, please tell us where, why you believe the existing situation needs to change, and provide thoughts on the type of change you would like to see (if you have a specific change in mind). Finally, would you be willing to talk with a Complete Streets member about a possible demonstration project (5-7 day temporary setup) to "test-drive" a traffic calming measure? If yes, please be sure to provide your name and contact information in the answer box below.

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15. If you have any additional thoughts on pedestrian and bicycle safety in the Town of Niskayuna, please provide them below.

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Done

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SurveyMonkey®

See how easy it is to create a survey.



TOWN OF NISKAYUNA

PLANNING DEPARTMENT

One Niskayuna Circle
Niskayuna, New York 12309-4381

Laura Robertson
Town Planner

Phone: (518) 386-4530
Fax: (518) 386-4592
lrobertson@niskayuna.org

Schenectady County
Rory Fluman, County Manager
County Office Building
620 State Street, 6th Floor
Schenectady, NY 12305

December 16, 2019

Dear

In 2016 the Town of Niskayuna appointed a Complete Streets Committee and adopted a Complete Streets Policy to enable safe and convenient access to our streets for all users and support and invite safe, active and ample space for pedestrians, bicycle and public transportation. This in turn promotes healthy living, cost savings, reduces traffic congestion and helps lower greenhouse gas emissions, improving the general quality of life to New York residents.

One of the tasks for the Complete Streets Committee is to work with Schenectady County on Complete Streets initiatives in the Town of Niskayuna. We have been reviewing priorities and have identified the following top three priorities for implementation in Niskayuna.

1. Crosswalk at Nott Street and Regent Street

The Complete Streets Committee identified this as the best location for school aged children and pedestrians to cross Nott Street. Schools and businesses south of Nott Street are a large draw for pedestrians in the northern neighborhoods. Creating a high visibility crosswalk at this location will increase safety and encourage people to cross Nott St in a single spot. The Town is currently pursuing funding this with a grant.

2. Crosswalk at St. Joseph's Drive and River Road

St. Joseph's Drive and River Road is a high traffic pedestrian and bicycle crossing of River Road because St. Joseph's is at the end of a signed on-road bike path "Canalway Trail" that connects to the Mohawk Hudson Bike Hike Trail (MHBHT) across River Road. The "Canalway Trail" bike route also connects into the Nott St East bike path and Windsor Estates, so this trail connects a lot of neighborhoods and funnels them to cross at River Road if they are going north. The Town is currently pursuing funding this with a grant.

3. Crosswalks and sidewalks on Rosendale Road to Lisha Kill

Currently a sidewalk goes from Mayfair Road to Rosehill Boulevard along Rosendale Road. It is a heavily used sidewalk and critical pedestrian connection for the Rosendale Estates subdivisions to access schools and churches. The Complete Streets Committee has identified the need for the side walk to extend to Iroquois and Rosendale Road schools. The addition of these sidewalks and crosswalks will encourage safe pedestrian traffic to the schools and reduce the need for vehicle trips on Rosendale Road.

We understand budget constraints, staff time and prior commitments may make these things difficult to implement initially, but our hope is by bringing them to your attention each year we can start a



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lrobertson@niskayuna.org

Niskayuna Central Schools
Cossimo Tangorra

December 16, 2019

Dear Dr. Tangorra,

In 2016 the Town of Niskayuna appointed a Complete Streets Committee and adopted a Complete Streets Policy to enable safe and convenient access to our streets for all users and support and invite safe, active and ample space for pedestrians, bicycle and public transportation. This in turn promotes healthy living, cost savings, reduces traffic congestion and helps lower greenhouse gas emissions, improving the general quality of life to New York residents.

One of the tasks for the Complete Streets Committee is to work with the Niskayuna Central School System on Complete Streets initiatives in the Town of Niskayuna. We have been reviewing priorities and have identified the following top three priorities for implementation in Niskayuna.

1. School Zone for Craig Elementary School

The Town of Niskayuna received a grant award from the Capital District Transportation Committee/Capital District Regional Planning Committee (CDTC/CDRPC) for technical assistance to evaluate potential improvements to the walking environment along Balltown Road in the vicinity of the Craig Elementary School. The first and most crucial step for Complete Streets improvements for all modes of traffic in that area is to establish a school zone in front of Craig Elementary School.

2. Crosswalk for Craig Elementary School and Schenectady JCC

The second critical step for Complete Streets identified in the CDTC/CDRPC study is the creation of a crosswalk between Craig Elementary School and the Schenectady JCC. Many Craig Elementary School students attend after school programs at the JCC, there is an overlap in staff and the JCC is the shelter in place site for the school. Aerial photography indicates there was a crosswalk between the two as little as 8 years ago, and the lack of crosswalk there now creates difficulty for these two major pedestrian generators.

3. Paving trails connecting River Road Park to Rosendale & Iroquois schools

Many students and pedestrians who live in the Rosendale Estates subdivisions use rudimentary trails that run through River Road Park to access the neighborhood schools. Paving these trails will make them more user friendly and increase their usage. Increased pedestrian traffic will decrease greenhouse emissions.

We understand budget constraints, staff time and prior commitments may make these things difficult to implement initially, but our hope is by bringing them to your attention each year we can start a dialogue about improvements in Niskayuna and communicate with each other when opportunities arise.



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

December 16, 2019

Dear Mr. Pyskaldo,

In 2016 the Town of Niskayuna appointed a Complete Streets Committee and adopted a Complete Streets Policy to enable safe and convenient access to our streets for all users and support and invite safe, active and ample space for pedestrians, bicycle and public transportation. This in turn promotes healthy living, cost savings, a reduction in traffic congestion and helps lower greenhouse gas emissions, improving the general quality of life to New York residents.

One of the tasks for the Complete Streets Committee is to work with NYSDOT on Complete Streets initiatives in the Town of Niskayuna. We have been reviewing priorities and have identified the following top three priorities for implementation in Niskayuna.

1. School Zone for Craig Elementary School

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2. Crosswalk for Craig Elementary School and Schenectady JCC

The second critical step for Complete Streets identified in the CDTC/CDRPC study is the creation of a crosswalk between Craig Elementary School and the Schenectady JCC. Many Craig Elementary School students attend after school programs at the JCC, there is an overlap in staff and the JCC is the shelter in place site for the school. Aerial photography indicates there was a crosswalk between the two as little as 8 years ago, and the lack of crosswalk there now creates difficulty for these two major pedestrian generators.

3. Pedestrian connection to Mohawk Hudson Bike Hike Trail (MHBHT)

Within the last 2 years the Town finished a Transportation Improvement Project that resulted in a pedestrian connection from Flower Hill to the MHBHT. This allows people to access the trail without having to drive to it. A well placed crosswalk across Route 7 will allow more people on the south side of Route 7 to take advantage of this critical pedestrian connection and increase the benefits of this funding.

We understand budget constraints, staff time and prior commitments may make these things difficult to implement initially, but our hope is by bringing them to your attention each year we can start a dialogue about improvements in Niskayuna and communicate with each other when opportunities arise.



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Town of Niskayuna
Niskayuna.....

December 16, 2019

Dear **Sir or Madam,**

In 2016 the Town of Niskayuna appointed a Complete Streets Committee and adopted a Complete Streets Policy to enable safe and convenient access to our streets for all users and support and invite safe, active and ample space for pedestrians, bicycle and public transportation. This in turn promotes healthy living, cost savings, reduces traffic congestion and helps lower greenhouse gas emissions, improving the general quality of life to New Your residents.

One of the tasks for the Complete Streets Committee is to work with **Town of Niskayuna** on Complete Streets initiatives in the Town of Niskayuna. We have been reviewing priorities and have identified the following top three priorities for implementation in Niskayuna.

1. **Sidewalks on Cornelius Street**
2. **Sidewalk on Birchwalk to Route 7**
3. **Sidewalk from Plum to Hillside Elementary**

Sidewalk on Cornelius Street: Many elementary school children and families use Cornelius Street when walking to Hillside Elementary School. However, the sidewalk on Cornelius Street currently ends at Ray Street. This requires that people walk in the street where cars and buses are traveling to drop off and pick up children. A sidewalk would make the trip safer for families and reduce the confusion and separate pedestrians from vehicles. Providing a safe sidewalk all the way to Hillside Elementary School will encourage more people to walk to the school rather than drive. This will reduce the traffic congestion and reduce greenhouse gas emissions.

Sidewalk on Birchwood to Route 7: There is currently no sidewalk on Birchwood Lane making it difficult for pedestrians and bicycles to safely travel to Birchwood Elementary School. Birchwood is a busy through road and walkers need the extra protection on this route to make it to the school.

Sidewalk on Plum Street: There is currently a sidewalk on Van Antwerp Road but there is no sidewalk on the block of Plum Street that connects Van Antwerp Road to Hillside Elementary School. This is a heavily traveled pedestrian and vehicle route to the school. The addition of a sidewalk along this section of Plum Street will separate the pedestrian traffic from the vehicular traffic. This will increase safety at a very congested confluence of buses, cars and pedestrians.

We understand budget constraints, staff time and prior commitments may make these things difficult to implement initially, but our hope is by bringing them to your attention each year we can start a dialogue about improvements in Niskayuna and communicate with each other when opportunities arise.

Please reach out with any questions or concerns. We would love to talk to you about our priorities whenever you have time. Thank you.