

TOWN OF NISKAYUNA
Complete Streets Committee
A G E N D A

July 7, 2023 (June Meeting)
2:30 P.M.

Schaefer Room, Town Hall & Hybrid Google Meets

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. PRIVILEGE OF THE FLOOR**
- IV. MINUTES**
 1. May 19, 2023
- V. OLD BUSINESS**
 1. Grant Writer Assistance – Climate Smart Grants (Hillside & Birchwood Safe Routes to School)
- VI. NEW BUSINESS**
 1. Draft Comprehensive Plan Chapter “Mobility and Transportation” (Duggal/Kuzsman)
- VII. DISCUSSION ITEMS**
 1. Grant Updates – Crosswalks at St Josephs and Upper Union
 2. Plum St Sidewalk Progress Report
 3. Spring Complete Streets Demonstration Projects
 4. Winnie Road Easement – Audrey Cox
 5. Priority Letters
- VIII. REPORTS**
- IX. ADJOURNMENT**

NEXT MEETING
July 28, 2023 at 2:30 pm

**TOWN OF NISKAYUNA
COMPLETE STREETS COMMITTEE**

**Remote Meeting via Google Meets
Meeting Minutes
May 19, 2023**

Members Present: William Chapman, Chairman
Karla Duggal
Jim Levy
Avi Barr, Student Representative
Andrew Millspaugh
Catherine Kuzsman
Jessica Krokowski

Also Present: Laura Robertson, Planner

I. CALL TO ORDER

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

II. ROLL CALL

Theresa Healy, Elise Corbin and Ben O’Shea were excused today.

III. PRIVELEDGE OF THE FLOOR

An email from Barbara Burgess from Mountainview Ave asked about making a connection between the 2 pieces of Mountainview Ave from Rosehill Blvd, Ruffner Road down to Hempstead Way to improve the walking path that currently exists. Ms. Robertson said she can check with the Highway Department to see what can be done to improve this space.

Chairman Chapman asked if the paper road can be paved but it was agreed that the grade was just too steep. He suggested maybe mowing the existing path more frequently then.

Aliza Mesbahi of 2184 Story Ave. Ms. Mesbahi contacted Complete Streets in reference to the gate at Hillside Elementary - she would like it open more during day light hours. She will research info on the easement for that area. It is a safety issue for students walking on Van Antwerp Rd to get to Hillside Elementary. This gate being open would make it safer to walk directly to Hillside without having to walk all the way down Van Antwerp Road.

IV. MINUTES

1. April 28, 2023

Chairman Chapman made a motion to approve the 4/28 minutes, seconded by Karla Duggal. Upon voting the 4/28 minutes were approved unanimously.

38 **V. PUBLIC CONCERNS**

39 There were no public concerns today.

40 **VI. OLD BUSINESS**

41 Chairman Chapman mentioned the Priority letters that were sent to the Town Supervisor. Ms.
42 Robertson stated she attended a meeting with DOT and she shared the priority letters referencing
43 Niskayuna's Goals and Adopted Priorities. The DOT representatives there reaffirmed that the
44 information is in line exactly with what the Town should be doing. She thanked everyone on the
45 committee especially Chairman Chapman for pushing to get these letters on the agenda.

46 Chairman Chapman stated that Paulina Manzo and the veteran committee members as well as the
47 new folks identified some issues with state, county, the school district and the town that need to
48 be worked on. Having goals is important to put in writing and to show what the Committee is
49 working on.

50 Planning Board referrals –Mohawk Gulf Course is still in preliminary approvals. Regardless of
51 what form this takes the Planning Board took the Complete Streets recommendation for a
52 multiuse path from E Country Club Drive to Ruffner Road. The other update, the sidewalk on
53 South Fagen Ave, was also adopted by the applicant and the Planning Board but it did receive a
54 negative recommendation for an SUP by the Planning Board for a number of reasons, thus the
55 applicant has put that application on pause.

56 **1. Transportation Chapter of the Comprehensive Plan**

57 The question was asked, does the Comprehensive Plan Committee want just comments or more
58 involvement with this from the Complete Streets. Complete Streets would be willing to try their
59 hand at a rough draft. Complete Streets has a spreadsheet with 20 or so school projects they want
60 to see get done in Town as well as the safe routes map. They have ideas to make the Town more
61 bike and pedestrian friendly. The Comprehensive Plan committee was interested in a joint
62 meeting in July with Complete Streets. They were hoping that Complete Streets could present
63 their draft on the chapter updates then.

64 Ms. Duggal stated she would help a subcommittee start drafting an updated Chapter. Ms
65 Kuzsman would also like to be on the sub-committee as well as Chairman Chapman.

66 Ms. Robertson suggested to include some of the responses from the survey to residents in the
67 Chapter as well as the priority list and even weave in some of the goals that have been adopted.
68 She also suggested adding accomplishments from the last 5 years including cross walks and
69 traffic circles that make the Town more walker and biker friendly.

70 Jim Levy offered to be on the sub-committee as well. He stated there would need to be a draft
71 plan by July 10 in order to be able to present at the Comprehensive Plan Committee meeting on
72 July 18. Mr. Levy stated he will start with high level results and fill in with detail from certain
73 questions.

74 **2. Route 7 Safety and Traffic Calming Measures**

75 Chairman Chapman and Chairman O’Shea spoke with Detective Ian Munger and the Chief of
76 Police, Jordan Kochan, about neighborhood issues as well as Wyoming Ave. Chairman
77 Chapman asked the Police Department if they could share information on Troy Rd to address the
78 five fatality incidents and the other safety issues. Chairman Chapman thanked Ian Munger for
79 attending the last Complete Streets meeting. He stated the Supervisor and Chief of Police have
80 taken an interest in Complete Streets and are including Complete Streets issues in their
81 discussions.

82 Ms. Robertson added that Route 7 is still on the top of the priority letters except the schools. She
83 noted the CDTC received a grant from safe routes for all to do more specific planning which will
84 be better for implementation in the future. Chairman Chapman and Ms. Robertson discussed
85 with the limited time, other grant opportunities that could hopefully get the Town some major
86 pedestrian improvements while the CDTC is working on the study that will help the Town be
87 much more competitive for safe streets for all.

88 **V. NEW BUSINESS**

89 **i. Grant Writer Assistance**

90 Ms. Robertson said the Climate Smart Communities Grant is time sensitive. They would like to
91 submit for the creation of sidewalks and safe routes to schools, which in turn can remove
92 vehicles from the road making less greenhouse gas emissions. Hillside and Birchwood were
93 chosen. The grant needs letters of support, hopefully the Complete Streets network can help with
94 this. Hillside would need support for the Cornelius sidewalk and possibly the Plum sidewalk.
95 The County submitted for Grand Boulevard sidewalks so possibly those could be submitted.
96 Birchwood would be a crosswalk and some sidewalks in the vicinity of the crosswalk. Along
97 with letters of support it would be helpful to have student counts from that area as well.
98 Chairman Chapman stated he could work on priority letters and Mr. Levy with all his experience
99 with grant writing could look over some of the grant questions.

100 Chairman Chapman asked the committee if anyone had thoughts on sidewalk preference either
101 concrete sidewalks or asphalt.

102 Mr. Levy said there are a lot of issues to consider, cost being one also some people prefer it to
103 look like a sidewalk rather than a pathway. Ms. Kuzsman said with the lot sizes not being very
104 deep, she thinks people will prefer concrete sidewalks. Visually it will be better but also give the
105 appearance of being a safer pedestrian access. Ms. Duggal asked the question which costs more
106 the definitive answer was concrete. Mr. Levy, Ms. Duggal and Ms. Kuzsman decided concrete
107 makes sense for Birchwood and Cornelius.

108 A snow removal question came up, Chairman Chapman stated on Town roads the homeowner is
109 responsible for snow removal on the sidewalks.

110 Ms. Robertson is reaching out to the grant writer and will set up a meeting with anyone that
111 would like to come so the Town can get the application in as quick as possible.

112

113 **II. DISCUSSIONS-Grant Updates**

114 Chairman Chapman states Ms. Robertson received a call from the county (Paul Sheldon) also his
115 past conversations with Mayor McCarthy generally indicated that if we can find the resources to
116 finish the sidewalk on Nott Street going from Baker Avenue down to the town line which is
117 about to Garner Avenue he would do his best to find the money to go from Garner to Lexington
118 Parkway. Paul Sheldon informed Ms. Robertson that he was going to try to see if the County
119 could fund this small section of sidewalk. Chairman Chapman also wants to give credit to the
120 County legislator Tom Constantine who reached out to Mr. Sheldon. This has been a problem for
121 at least 20 years.

122 1. Saint Joseph's and Upper Union Street

123 Upper Union Street is substantially complete. Ms. Robertson was at Union Street taking pictures
124 for grant reimbursement. There is side walk on either side of a high visibility crosswalk that has
125 a push button and rapid flashing beacon. It all worked well, just need to seed the one side and
126 paint over the old crosswalk. Ms. Robertson was very happy to see residents using the new
127 crosswalk. On St Josephe's the crosswalk is in but the rapid flashing beacon is supposed to be
128 installed in the next couple days. Cars are still parking there even though there are signs not to
129 and it is fenced off. This may stop once the landscaping is in and the flashing beacon but Ms.
130 Robertson is going to speak to the Police Department. Mr. Millspaugh asked when Ms.
131 Robetson speaks with the Police Department if it would be possible to put some of the temporary
132 by order of the police and no parking signs there. It was also recommended to ask the Chief if
133 they could patrol and maybe give citations for violators.

134 Mr. Levy stated it's all about physical changes and changing people's habits takes time but the
135 Town is getting there.

136 Chairman Chapman said even with the older crosswalks that have been in place you almost need
137 to make eye contact with the drivers to make sure they are going to stop while you are in the
138 cross walk. Social habits take time to change.

139 2. Plum St Sidewalk Progress Report

140 Ms. Robertson said TDE reached out to our contractor about a week ago and asked for the bid
141 but we still don't have it. I feel we will have it by next week. The bid will dictate if we have
142 enough funding or we add it into the Climate Smart Grant or something else.

143 3. Spring Complete Streets Demonstration Projects

144 Chairman Chapman said that they decided that they were going to do the bike lanes on
145 Lexington, it is just a matter of talking to the home owners to see if we can hit the 70 percent
146 mark of people agreeable to having it painted. Ms Robertson said Trisha Bergami will help with
147 this. Mr. Levy was asked if he still has a rendition of what the bike lane would look. It can be
148 used to do door to door work to show residents. Mr. Levy suggests putting that in with the letter
149 along with some other explanations.

150 It was stated that semi-permanent paint can't be used to mark the bike lane, they will use tape.
151 The initial drawings have been shared with the Highway Superintendent and the Fire Chief. The
152 drawings were adjusted to widen the travel lanes for the fire trucks. Chairman Chapman said the
153 Committee would need to do a reminder to the Fire Department and Police Department when
154 they are ready to paint so they know it is coming and don't get a surprise.

155 4. Safe Streets for All preparation for 2023

156 The Committee decided to wait for the CDTC to finish the traffic safety plan and not go for the
157 July 10 deadline of 2023 but try for 2024.

158 5. Pedestrian Connections to School Campuses

159 Chairman Chapman stated he should follow with a letter to the schools thanking them for
160 meeting with the Town and thanking them for having the engineers and architects for the school
161 district do some designs on their own for safer pedestrian connections to each school campus.

162 6. Winne Road Easement- Audrey Cox

163 Ms. Robertson has spent some time on deed research on the Winnie Road property, she is still
164 trying to locate the original utility deed and has also been working with the Town Clerk on it.
165 Chairman Chapman the contact name is Bernie Martinese.

166 Chairman Chapman asked to see a picture of Winnie Road where it goes into Adam and Ms.
167 Robertson shared her screen. Ms. Robertson said there may be a conservation easement on the
168 parcel but that shouldn't necessarily impact our ability to get a pedestrian easement.

169 Chairman Chapman asked who do you make a request to if there is a conservation easement, is
170 there a Planning group or someone that supervises those. Ms. Robertson said it depends on who
171 is holding the conservation easement and exactly what it says in the deed.

172 Chairman Chapman asked to see Flower Hill connection. Ms. Robertson showed that if you can
173 get to Winnie this would allow all the people on Winnie Road to access this neighborhood safely
174 and access the Mohawk Hudson bike hike trail without having to walk all the way down Route 7
175 and cross on the sidewalks.

176 Chairman Chapman believes the first step is Winnie Road. If an easement is granted that would
177 free the property owner from any legal liability from pedestrians or bikers that may fall. They
178 wouldn't have to shovel the snow on the easement either. Ms. Robertson agreed, it would be
179 owned by the Town and covered under Town insurance.

180 Chairman Chapman said any progress that could be made by the Town Attorney or other Town
181 Officials on that would be a good thing.

182 **REPORTS**

183 There were no Committee Reports this meeting.

184 **III. ADJOURNMENT**

185 Chairman Chapman made a motion to adjourn the meeting. Second by Ms. Duggal. The meeting
186 adjourned at 4:00pm.

DRAFT

TRANSPORTATION & MOBILITY

INTRODUCTION

The Town of Niskayuna can be described as a collection of diverse neighborhoods that connect by way of its roads and public transportation, and to a lesser extent through its sidewalks and multi-use paths. In the past, the goal of our streets was to move vehicular traffic as quickly and efficiently as possible, and pedestrians and other users were seen as a secondary consideration in the design of the transportation system. This approach, however, did not always consider the needs of its aging population, the safety of its pedestrians/bicyclists and the public health consequences of relying on vehicles to navigate around our neighborhoods, employment centers, schools and other destinations. As an alternative approach, communities in New York State have embraced the concept of Complete Streets which strives for safe and accessible transportation options for all users.

COMPLETE STREETS ARE 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.

In Niskayuna, the town adopted a Complete Streets Policy in January 2017 (insert link to policy – could not find it on Niskayuna website). In addition, a community based Complete Streets advisory committee was formed to

study areas of the town where Complete Street solutions could be implemented and advise the Town Board or Planning Board as to the best practices for implementation. The type of Complete Streets solutions can vary significantly depending on level of traffic, population density and the characteristics of the neighborhood. This can range from high traffic corridors with separate lanes such as NY Route 7, to minor residential streets where multiple modes might be accommodated on a single paved lane. In all cases, the goal is the same which is to make it safe to walk or bike to our schools and other destinations, drive safely and use transit when available.

The residents of Niskayuna are supportive of Complete Streets improvements to our transportation system as shown in their comments from the 2018 (?) Niskayuna Complete Streets Resident Survey (note – was it only Question 14 that addressed transportation. It just would make sense to highlight some of their responses here.) For example, many respondents noted the need for more pedestrian and bicycle routes, including more bike paths and sidewalks; more bike lanes and sharrows; as well as widened shoulders. Survey respondents also voiced a need for more crosswalks and enhancements to existing crosswalks. Please note the example of the crosswalk on River Road across from Blatnik Park (exhibit 1). The new crosswalk has flashing lights that are activated by the walker/bicyclist.



Exhibit 1

The Transportation and Mobility Chapter will highlight the major transportation issues (or goals?), achievements and recommendations for future improvements for the town of Niskayuna. The four transportation issues(goals) include:

1. **Safety:** Improve safety on our transportation network for all users including vehicles, bicyclists and pedestrians.

Niskayuna Complete Streets Survey

(Maybe have Snapshot of cover page of survey or add Question 14 here.)

Question 14: If you have any additional thoughts on pedestrian bicycle safety in the Town of Niskayuna, please provide them.

2. **Mobility:** Strive to increase transportation choices for all residents. Providing safe and convenient alternatives to private vehicles reduces traffic, protects the environment and promotes a healthier lifestyle.
3. **Accessibility:** Improve accessibility to our schools, parks, employment centers and other destinations.
4. (Note – Forgot what the fourth issue/goal is?. (This section on issues will depend on the format of the other sections of the Comprehensive Plan. Once we have this information, we can go forward with the Transportation Chapter.)

Add map here of Niskayuna that is color-coded with streets, fixed transit routes and bike/ped multi-use paths.

2023 Goals for Niskayuna Complete Streets Committee

ADOPTED 3/31/2023

Infrastructure

- 1. Route 7 Road Safety and Traffic Calming Measures.** Route 7 in Niskayuna (also known as Troy Schenectady Road) has had 4 traffic fatalities in the last 12 month period (as of February 2023). The Complete Streets Committee will continue to provide support recommendations to Town and County officials who are requesting that the New York State Department of Transportation (NYSDOT) implement road safety and traffic calming measures on State Route 7 in Niskayuna.
- 2. Submit application under Safe Streets and Roads for All (SS4A) funding.** The Federal Bipartisan Infrastructure Law of 2022 (BIL) establishes the Safe Streets and Roads for All (SS4A) program that will provide federal funding to prevent roadway deaths and serious roadway injuries. The Complete Streets Committee will encourage and provide support for Town and County officials to prepare an application in 2023 under this funding program that will address one or more road safety projects in Niskayuna.
- 3. Plum Street Sidewalk** - Monitor completion of a sidewalk along **Plum Street** from Van Antwerp Road to the sidewalk at the end of Hillside Elementary School parking lot. Town of Niskayuna will fund sidewalk along the front of one home on Plum Street, school district to pay costs of the sidewalk on school property that will connect to the existing sidewalk in the parking area of the school.
- 4. Grand Boulevard Curbs and Bike Lane** - Support planning by Schenectady County to install new curbing on **both sides of Grand Boulevard** from Nott Street up to Van Antwerp Road and to include a **painted bike lane** on each side of Grand Boulevard along this route.
- 5. Push Button Crosswalks on Nott Street and on River Road** - Continue to support the Town Complete Streets Committee recommendation to Schenectady County that a **push button crosswalk** be added to the intersection of **Regent Street and Nott Street** (county road) and continue to monitor the completion of a push button crosswalk be added to **River Road (county road) at St Joseph's Drive** which is funded by grant money.
- 6. Pedestrian and bike paths added to Niskayuna Schools** – Continue meetings with Niskayuna School District officials to ensure that pedestrian and bike path improvements that have been recommended by the Complete Streets Committee are included in planned improvements at each the eight school campuses in the school district. These school campus improvements could be funded as part of approved bonding resolutions in 2021 by school district taxpayers or by new bonding resolutions that may be put before school district taxpayers for approval.

7. **Birchwood Lane Side path or Sidewalk -and Push Button Crosswalk** at entrance to Birchwood Elementary. Work on possible funding sources and prepare preliminary plan for side path or sidewalk on Birchwood Lane from Route 7 to the Town Line with the Town of Colonie that will serve students and parents who wish to walk from nearby neighborhoods to Birchwood Elementary School. Support installation of push button crosswalk on Birchwood Lane at entrance to Birchwood Elementary School. Students and parents walking to Birchwood Elementary would have a safe walk path along Birchwood Lane.
8. **Cornelius Avenue Side path** - Work on possible funding sources and prepare preliminary plan for side path or concrete sidewalk along Cornelius Avenue between Story Avenue and Hillside Elementary School. Students and parents walking to Hillside Elementary would be out of the roadway used by cars and buses.
9. **Rosendale Road Bike-path and/or sidewalk construction** - Work on feasibility and possible funding sources for an asphalt side path on Rosendale Road from Rosehill BLVD to Lishakill Nature Preserve and concrete sidewalk on Rosendale Road from Upper Union to Mayfair Drive. Side path would enable pedestrians and bicyclists to safely reach Rosendale Elementary and Iroquois Middle School and the Lishakill Nature Preserve using Rosendale Road
10. **Clifton Park Road/Nott Street/Crescent Road intersection** – Support going forward with design improvements at the intersection of Clifton Park Road and Nott Street and the intersection of Clifton Park Road and Crescent Road that will allow for safer and more orderly auto traffic movement, pedestrian movement, and car parking at these intersections. The Complete Street Committee has forwarded recommendations to the Town.
11. **Complete missing bike path segments on Hillside Avenue** between Providence Avenue and Banker Avenue. This will provide a safer pedestrian and bike route to the Town Pool and Community Center and a closer connecting link to the Mohawk Hudson Bike Path. Encourage Town Officials to send a request to National Grid, the US Army Reserve Center, and apartment complexes on Hillside Avenue to complete segments of the bike path that lie along the frontage of their property adjacent to Hillside Avenue.
12. **Use of Utility Corridors for additional bike and pedestrian access** – Continue to investigate the feasibility of bike and pedestrian trails that would lie under power line corridors in the Town of Niskayuna. Even an agreement between the Town and Utility Corridor operators that would allow residents to use existing dirt trails would be a useful as a recreational resource and a way to add further connectivity to the existing town wide bike and pedestrian path system.

Public Education on pedestrian, bicycle, and motorist safety

1. **Write up results of Town Survey** – Write up results of Complete Streets Committee survey of Town residents on walkability and bike ability issues that was conducted in Feb-March of 2021.
2. Offer recommendations on **Update of Transportation Chapter of Town of Niskayuna 2023 Comprehensive Plan** – The Complete Streets Committee will offer recommendations to the 2023 Town Comprehensive Plan Committee designed to strengthen access and safety of pedestrian, bicycle, bus, and automobile movement in the Town.
3. **Conduct Demonstration Project in 2023**– Plan and conduct a demonstration project in 2023 that addresses one or more aspects of safe pedestrian, bike, or automobile movement.
4. **Safety signage on Mohawk Hudson Bike Path** – continue to offer recommendations and support to current efforts by Metroplex Development Authority and Schenectady County to add additional safety and directional signage on the Mohawk Hudson Bike Path (MHBT) in Schenectady County
5. **Maintain Source Document on Traffic Calming Measures** – The Committee will continue to add to and maintain a source document of traffic calming measures. Examples include photos of traffic calming measures used in neighboring communities.
6. **Strengthen relationship with Niskayuna Police Department and Niskayuna Highway Department** – Invite Traffic Safety Officer and Highway Department to Complete Streets meeting. Discuss safety of mini-roundabouts.
7. **Make additions to the Town’s website on information about the Town Complete Streets Committee**

(Last revised 3/29/2023 WRC)



TOWN OF NISKAYUNA

PLANNING DEPARTMENT

One Niskayuna Circle
Niskayuna, New York 12309-4381

Laura Robertson
Town Planner

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Fax: (518) 386-4592

lrobertson@niskayuna.org

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

June 8, 2023

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. Safety Measures for State Route 7.

State Route 7 in Niskayuna (also known as Troy Schenectady Road) has had 6 traffic fatalities in the last three years. This record of fatal accidents prompted the Town Supervisor and Chief of Police to reach out to NYSDOT requesting an in-depth analysis of the issues and an exploration of traffic calming measures to increase the corridor's safety. The Complete Streets Committee supports this request to conduct a traffic analysis of State Route 7 in Niskayuna and also examine engineering solutions that would improve traffic calming and road safety such as lower speed limits, narrower travel lanes, pedestrian refuge areas including a raised planted median, and high visibility crosswalks. The Town also recommends exploring this corridor for eligibility under the Safe Streets 4 All Federal Grant and would offer any assistance necessary to the State in preparing an application.

2. School Zone and Crosswalk 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 on Balltown Road. The Town asks that the School District add its support to this request to the State Department of Transportation. 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. Crosswalk on Route 7 and Hickory Road

Provide a crosswalk on Route 7 next to Bellevue Hospital that would connect to Hickory Road which has an existing Bus Stop. This crosswalk should be located along a 1.5 mile stretch of Route 7 between St. David's Lane and Pearse Road where there is no controlled crosswalk for pedestrians or bikers to cross Rt 7. This crosswalk would serve employees and patients of Bellevue Hospital, in particular many people who must use bus service to access the hospital. Currently, Route 7 is a very difficult and dangerous road for pedestrians and bicyclists to cross.

We are requesting a meeting with you about these projects to see if there is an opportunity for partnerships, grants, or other ways to move these priorities forward. Please let us know when you are available, thanks!

Sincerely,

Jaime Puccioni, Town Supervisor

John Della Ratta, Town Board Member, Chair of Economic Development, Historic Preservation and Environmental Conservation Committee

William Chapman, Complete Streets Committee Co-Chairman

Ben O'Shea, Complete Streets Committee Co-Chairman

CC. Laura Robertson, Town Planner
Town of Niskayuna Complete Streets Committee



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PLANNING DEPARTMENT

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Niskayuna, New York 12309-4381

Laura Robertson
Town Planner

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

June 8, 2023

Dear Mr. Fluman,

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. Safety Measures for State Route 7.

State Route 7 in Niskayuna (also known as Troy Schenectady Road) has had 6 traffic fatalities in the last three years. This record of fatal accidents prompted the Town Supervisor and Chief of Police to reach out to NYSDOT requesting an in-depth analysis of the issues and an exploration of traffic calming measures to increase the corridor's safety. The Complete Streets Committee supports this request to conduct a traffic analysis of State Route 7 in Niskayuna and also examine engineering solutions that would improve traffic calming and road safety such as lower speed limits, narrower travel lanes, pedestrian refuge areas including a raised planted median, and high visibility crosswalks. The Town would welcome the opportunity to work with the Schenectady County District Attorney Robert Carney and the County Manager and County Legislators on a unified effort to encourage the State DOT to implement traffic calming and road safety measures on Route 7. The Town would also assist in preparing an application to the Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 Billion in safety grants over the next 5 years.

2. 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 Street in a single spot.

3. Side-path and sidewalks on Rosendale Road to Iroquois Middle School and Lishakill Nature Preserve

Currently there is a sidewalk from Mayfair Road to Rosehill Boulevard along Rosendale Road. It is a heavily used critical pedestrian connection for the Rosendale Estates subdivisions to access schools and churches. The Complete Streets Committee has identified the need for an asphalt side path on Rosendale Road that would extend from Rosehill Boulevard to Iroquois Middle School and then on to the entrance of Lishakill Nature Preserve. As part of classroom science instruction, there are classes at Iroquois Middle School that walk over to the Lishakill Nature Preserve that would use this new side-path. There is also a need to complete the concrete sidewalk from Mayfair Drive down to Upper Union Street. Bicyclists and pedestrians should have a sidewalk/side-path that extends from Upper Union Street to the Lishakill Nature Preserve. The addition of this segment of concrete sidewalk and crosswalks will encourage safe pedestrian traffic to the schools and reduce the need for vehicle trips on Rosendale Road.

We are requesting a meeting with you about these projects to see if there is an opportunity for partnerships, grants, or other ways to move these priorities forward. Please let us know when you are available, thanks!

Sincerely,

Jaime Puccioni, Town Supervisor

John Della Ratta, Town Board Member, Chair of Economic Development, Historic Preservation and Environmental Conservation Committee

William Chapman, Complete Streets Committee Co-Chairman

Ben O'Shea, Complete Streets Committee Co-Chairman

CC. Laura Robertson, Town Planner
Town of Niskayuna Complete Streets Committee



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lrobertson@niskayuna.org

Niskayuna Central Schools
Carl J. Mummenthey
1239 Van Antwerp Road
Niskayuna, NY 12309

June 8, 2023

Dear Mr. Mummenthey,

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 four priorities for implementation in Niskayuna.

1. Safe Bike and Pedestrian access to Schools

The Complete Streets Committee encourages the Niskayuna School District to continue its efforts to provide safe pedestrian and bicycle access to each of the eight school campuses in the district. The School District should carefully consider the specific infrastructure recommendations on bike and pedestrian access provided by architects and construction staff hired by the District for bonding supported upgrades at each school campus and also consider specific recommendations from the Town of Niskayuna Complete Streets Committee for each school campus.

2. School Zone and Crosswalk 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 on Balltown Road. The Town asks that the School District add its support to this request to the State Department of Transportation. 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. Asphalt side-paths at Rosendale Elementary and Iroquois Middle School.

The School District is asked to provide an asphalt trail from Rosendale Elementary School that would extend to the school district property line next to the adjacent River Road Park where it would connect to an asphalt trail in River Road Park that is maintained by the Town of Niskayuna. The asphalt trails in River Road Park are maintained by the Town of Niskayuna and they would ultimately connect to Hempstead Road. Second, the School District would upgrade the current asphalt path that connects Rosendale Elementary School to Iroquois Middle School. The School District plans to assign all 7th and 8th grade students to Iroquois Middle School, and these improved asphalt side-paths will support pedestrian and bike access to Iroquois Middle School and to Rosendale Elementary School.

We are requesting a meeting with you about these projects to see if there is an opportunity for partnerships, grants, or other ways to move these priorities forward. Please let us know when you are available, thanks!

Sincerely,

Jaime Puccioni, Town Supervisor

John Della Ratta, Town Board Member, Chair of Economic Development, Historic Preservation and Environmental Conservation Committee

William Chapman, Complete Streets Committee Co-Chairman

Ben O'Shea, Complete Streets Committee Co-Chairman

CC. Laura Robertson, Town Planner
Town of Niskayuna Complete Streets Committee



TOWN OF NISKAYUNA

PLANNING DEPARTMENT

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Town of Niskayuna
Niskayuna Town Board
1 Niskayuna Circle
Niskayuna, NY 12309

June 8, 2023

Dear Niskayuna Town Board,

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 four priorities for implementation in Niskayuna.

1. Safety Measures for State Route 7.

State Route 7 in Niskayuna (also known as Troy Schenectady Road) has had 6 traffic fatalities in the last three years. This record of fatal accidents prompted the Town Supervisor and Chief of Police to reach out to NYSDOT requesting an in-depth analysis of the issues and an exploration of traffic calming measures to increase the corridor's safety. The Complete Streets Committee supports this request to conduct a traffic analysis of State Route 7 in Niskayuna and also examine engineering solutions that would improve traffic calming and road safety such as lower speed limits, narrower travel lanes, pedestrian refuge areas including a raised planted median, and high visibility crosswalks. The Complete Streets Committee recommends working with the Schenectady County District Attorney Robert Carney and the County Manager and County Legislators on a unified effort to encourage the State DOT to implement traffic calming and road safety measures on Route 7. The Committee would also assist in preparing an application to the Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 Billion in safety grants over the next 5 years.

2. Asphalt Trails from Hempstead Road to Rosendale School

Construct asphalt path on Hempstead Road entrance to River Road Park up to the asphalt loop in River Road Park and repave asphalt path from River Road park to the school property line at Rosendale Elementary School (these asphalt links would allow pedestrians and bikers to travel on an asphalt path from Hempstead Road to Rosendale Elementary and Iroquois Middle School). The School District plans to send all 7th and 8th grade students in the school district to Iroquois Middle School starting in Fall of 2026. These connected asphalt paths through River Road Park will be part of a safe access way for students and faculty.

3. 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 extends only from Upper Union Street to Ray Street. This requires that people walk in the street between Ray Street and Hillside Elementary in the same roadway where cars and buses are traveling to drop off and pick up children. A concrete sidewalk and curb on the East side of Cornelius between Ray Street and Hillside Elementary or, alternatively, an asphalt side-path on the West side of Cornelius from Ray Street to the elementary school Avenue would make the trip safer for students and families by separating 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.

4. Sidewalk on Birchwood Lane from Route 7 to Town Line; and Push Button Crosswalk at entrance to Birchwood Elementary School

There is currently no sidewalk or asphalt side-path on Birchwood Lane making it difficult for pedestrians and bicycles to safely travel to Birchwood Elementary School from nearby neighborhoods. Birchwood is a busy through road and walkers need the extra protection on this route to make it safely to Birchwood Elementary School. Parents in nearby neighborhoods have also complained that motorists entering or leaving the school are not as observant of children walking across Birchwood Lane to reach the entrance to the school or walking across the crosswalk on the roadway entrance to Birchwood Elementary to reach the asphalt walk path from Birchwood Lane down to the school. A concrete sidewalk or asphalt side path on Birchwood Lane will provide a safe walk path to the school. A push button crosswalk on Birchwood Lane at the entrance to the school will make for a safer way to cross this busy road. If it is not already in place, a school crossing guard during early morning and later afternoon hours when students are entering and leaving the school would be helpful.

We appreciate you taking the time to work with us on these projects and look forward to finding partnerships, grants, or other ways to move these priorities forward. Thank you!

Sincerely,

William Chapman, Complete Streets Committee Co-Chairman

Ben O'Shea, Complete Streets Committee Co-Chairman

CC. Laura Robertson, Town Planner
Town of Niskayuna Complete Streets Committee