

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

March 3, 2023 (February Meeting)
2:30 P.M.

Remote Meeting

I. CALL TO ORDER

II. ROLL CALL

III. PRIVILEGE OF THE FLOOR

IV. MINUTES

V. OLD BUSINESS

VI. NEW BUSINESS

1. Planning Board Referrals – New Projects
 - i. Mohawk Golf Club
 - ii. 3900 State St, Union St Projects
 - iii. 31 East St
 - iv. The Broken Inn
 - v. Rivers Ledge of Niskayuna Phase 2
 - vi. Polsinelli Dr Subdivision
2. Transportation Chapter of Comprehensive Plan
3. 2023 Goals and Priority Letters
4. Route 7 Safety and Traffic Calming Measures

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. Safe Streets and Roads for All (SS4A) preparation for 2023
5. Pedestrian Connections to School Campuses
6. Winnie Road Easement – Audrey Cox

VIII. REPORTS

1. Committee Member Reports

IX. ADJOURNMENT

NEXT MEETING

March 31, 2023 at 2:30 pm (Remote)

**PROPOSED 22-LOT
SUBDIVISION**
(12 TOWNHOMES-10 SINGLE FAMILY)

ADVANTAGES:

**1. EXISTING HOME ON RUFFNER ROAD
REMAINS**

CONCERNS:

**1. 11TH HOLE OF GOLF COURSE MUST
BE MODIFIED**

**2. CONNECTING ROAD WILL BE
CLOSER TO THE SIDE OF EXISTING
HOMES ON RUFFNER ROAD
COMPARED TO SCHEME #1
(50' & 55' VS 60' & 110')**

**3. 0.5± ACRE ADDITIONAL
DISTURBANCE**

4. 75± LF ADDITIONAL NEW ROADWAY

**5. DEAD END LONGER THAN 750' MAY
REQUIRE SPECIAL APPROVAL PER
FIRE CODE**

**MAIN ACCESS VIA
RUFFNER ROAD**

**EMERGENCY ACCESS
VIA EX. EASEMENT TO
RUFFNER ROAD**

**SCHEME
#2**

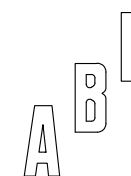
**ALTERNATE LAYOUT - RUFFNER ROAD STUB
AVERAGE DENSITY DEVELOPMENT
MOHAWK GOLF CLUB**

1851 UNION STREET & 1245 RUFFNER ROAD

TOWN OF NISKAYUNA

COUNTY OF SCHENECTADY

STATE OF NEW YORK



ENGINEERS, LLP

411 Union Street
Schenectady, NY 12305
518-377-0315 Fax 518-377-0379
www.abdeng.com

DATE:
FEBRUARY 8, 2023

SCALE:
1" = 200'

DWG.
5429A-ALT-2

SHEET OF
2 12

File: V:\PROJECTS\ANY\6\050685\000\09_DESIGN\DRAWINGS\01_SHEETS\C-001_EXISTING_CONDITIONS.DWG
Saved: 2/17/2023 4:19:21 PM Plotted: 2/27/2023 1:10:00 PM Current User: Dickerson, Devin LastSavedBy: 7895



- SITE COVER FOR 17, 25, 33, S. FAGAN:**
- TOTAL PROPERTY (≈1.09 ACRES)
 - BUILDING COVER (≈0.07 ACRE)
 - DRIVEWAY COVER (≈0.10 ACRE)
 - WOOD COVER (≈0.28 ACRE)
 - GRASS COVER (≈0.64 ACRE)
 - IMPERVIOUS AREA (≈16%)

Drawing Copyright © 2023

CHA

111 Winners Circle, P.O. Box 5269
Albany, NY 12205-0269
518.453.4500 / www.chacompanies.com

MATTHEWS AUTO GROUP,
3900 STATE ST,
SCHENECTADY, NY 12304

M

Matthews Kia of Schenectady

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

MATTHEWS KIA
PARKING LOT EXTENSION
PROJECT

No.	Submittal / Revision	App'd	By	Date

EXISTING
CONDITIONS

Designed By:	Drawn By:	Checked By:
DD	HB	DD

Issue Date:	Project No:	Scale:
XXXXX	080685	AS SHOWN

Drawing No.:

C-001

File: V:\PROJECTS\ANY\6\050685\000\09_DESIGN\DRAWINGS\01_SHEETS\C-100_CONCEPT_SITE_PLAN.DWG
Saved: 2/23/2023 4:42:28 PM Plotted: 2/27/2023 1:10:09 PM Current User: Dickson, Devin Last Saved By: 5513



Drawing Copyright © 2023

CHA

111 Winners Circle, PO Box 5269
Albany, NY 12205-0269
518.453.4500 | www.chacompanies.com

MATTHEWS AUTO GROUP,
3900 STATE ST,
SCHENECTADY, NY 12304

M

Matthews Kia of Schenectady

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE
ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL
ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND
SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE
STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING
ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND
SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE
NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE
DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION
OF THE ALTERATION.

MATTHEWS KIA
PARKING LOT EXTENSION
PROJECT

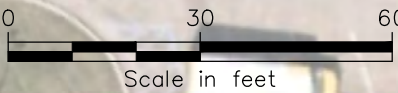
No.	Submittal / Revision	App'd	By	Date

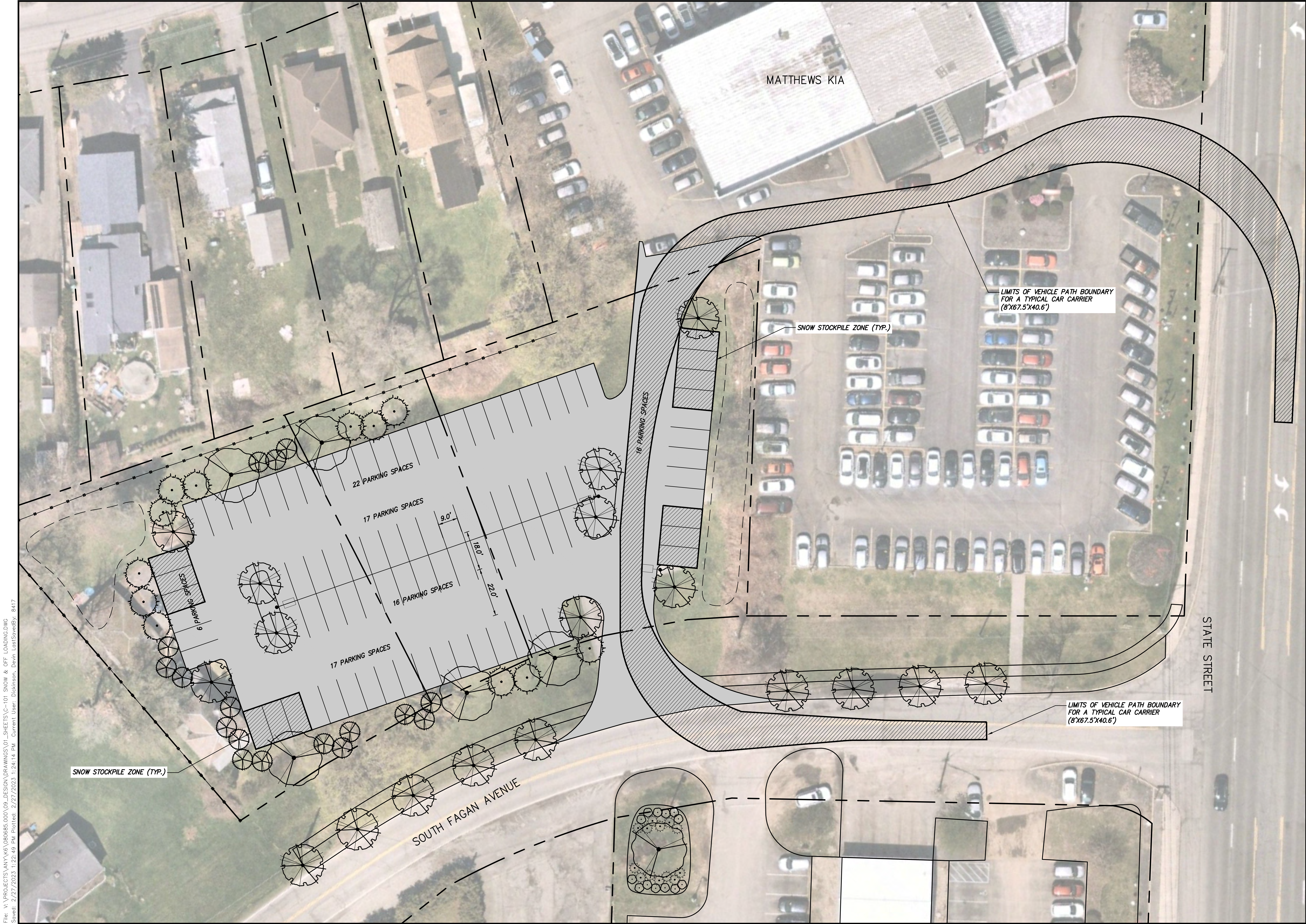
CONCEPT SITE PLAN

Designed By:	Drawn By:	Checked By:
ECH	ECH	DD
Issue Date:	Project No:	Scale:
XXXXX	080685	AS SHOWN

Drawing No.:

C-100





File: V:\PROJECTS\ANY\6\050685\000\09_DESIGN\DRAWINGS\01_SHEETS\C-101_SNOW & OFF_LOADING.DWG
Saved: 2/27/2023 1:22:49 PM Plotted: 2/27/2023 1:24:14 PM Current User: Dickson, Devin LastSavedBy: 8417

Drawing Copyright © 2023

CHA

111 Winners Circle, PO Box 5369
Albany, NY 12205-0269
518.453.4500 | www.chacompanies.com

MATTHEWS AUTO GROUP,
3900 STATE ST,
SCHENECTADY, NY 12304

M

Matthews Kia of Schenectady

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

MATTHEWS KIA
PARKING LOT EXTENSION
PROJECT

No.	Submittal / Revision	App'd	By	Date

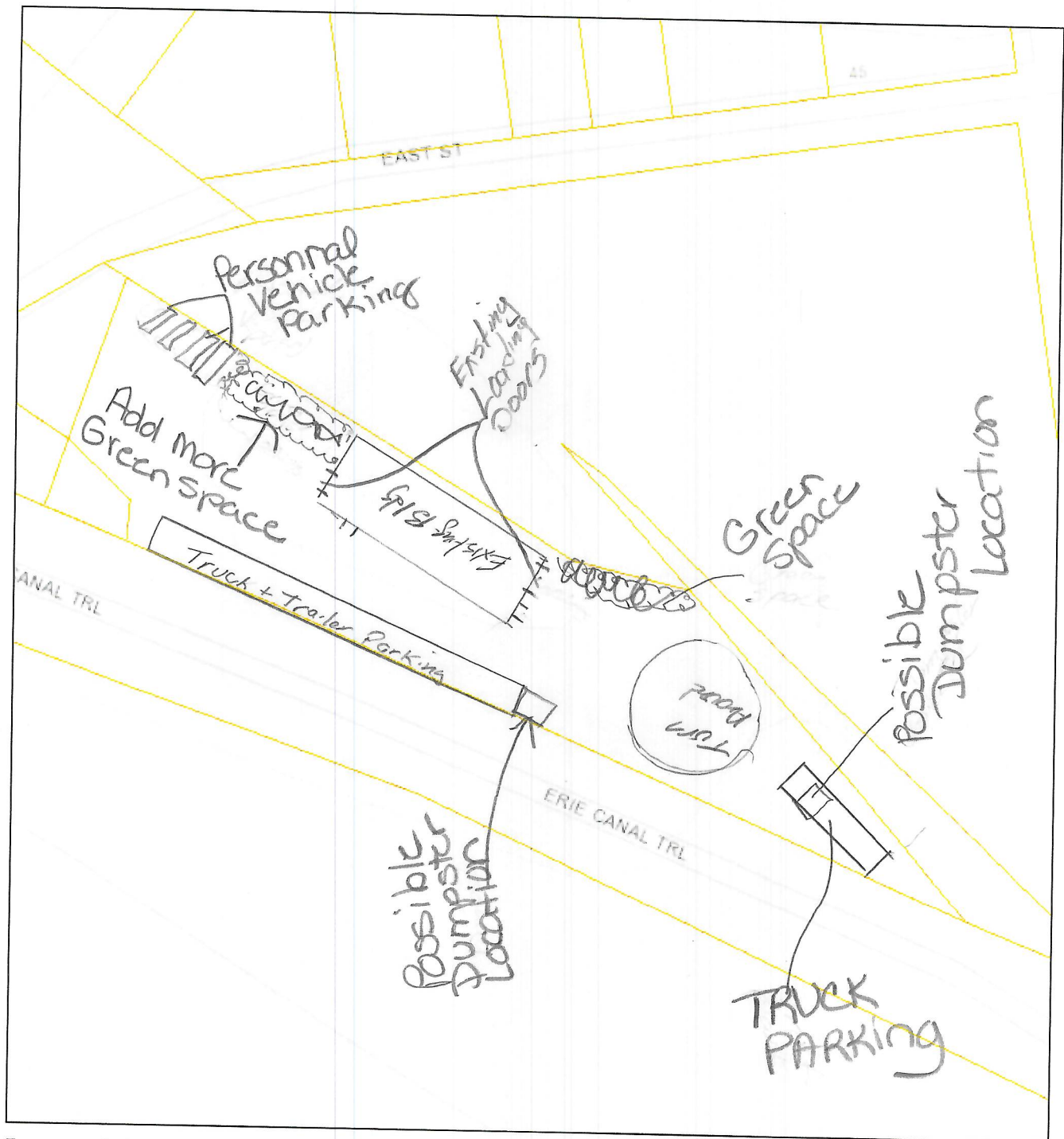
SNOW & OFF
LOADING

Designed By:	Drawn By:	Checked By:
XXX	XXX	XXX
Issue Date:	Project No:	Scale:
XXXXX	080685	AS SHOWN

Drawing No.:

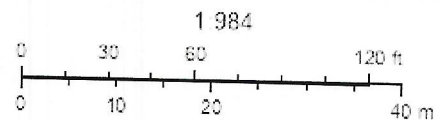
C-101

Untitled Map



December 7, 2022

 Parcels



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox, and the GIS User Community

This map and information is provided as is. We make no warranties or guarantees, expressed or implied. No Author

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION



Streets

Aerials

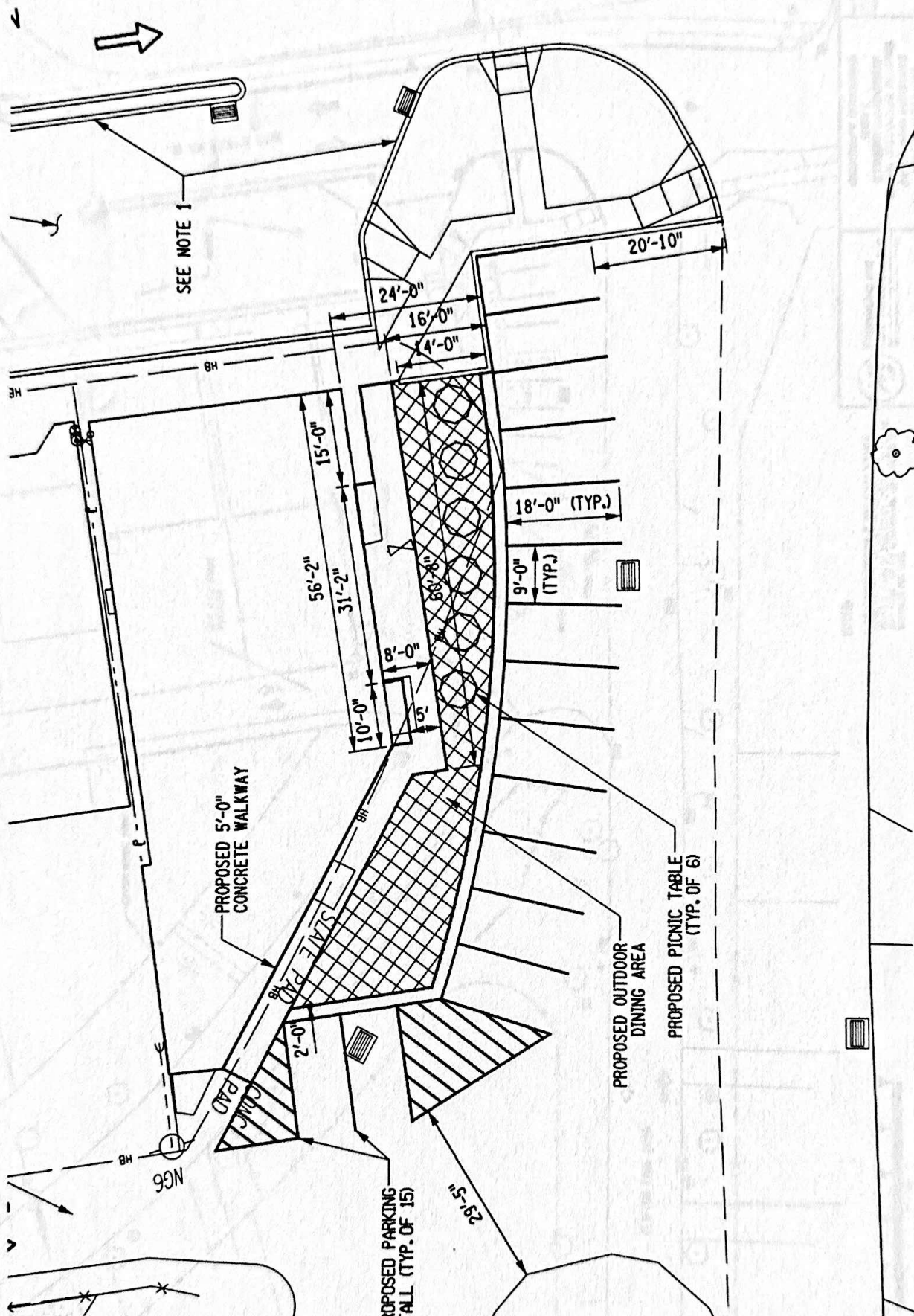


Initial Extent

Zoom In

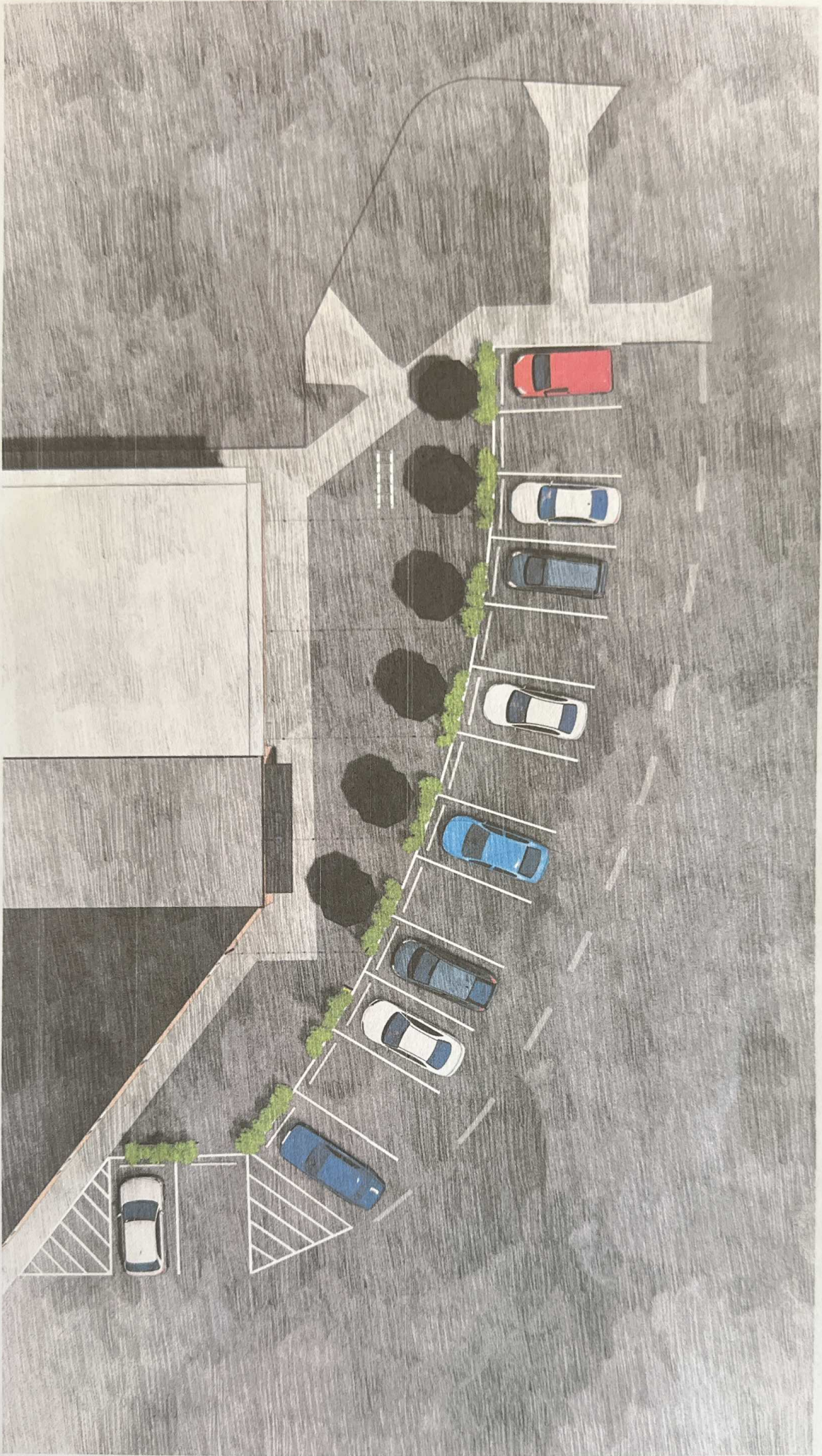
Zoom Out

Show Overview Map









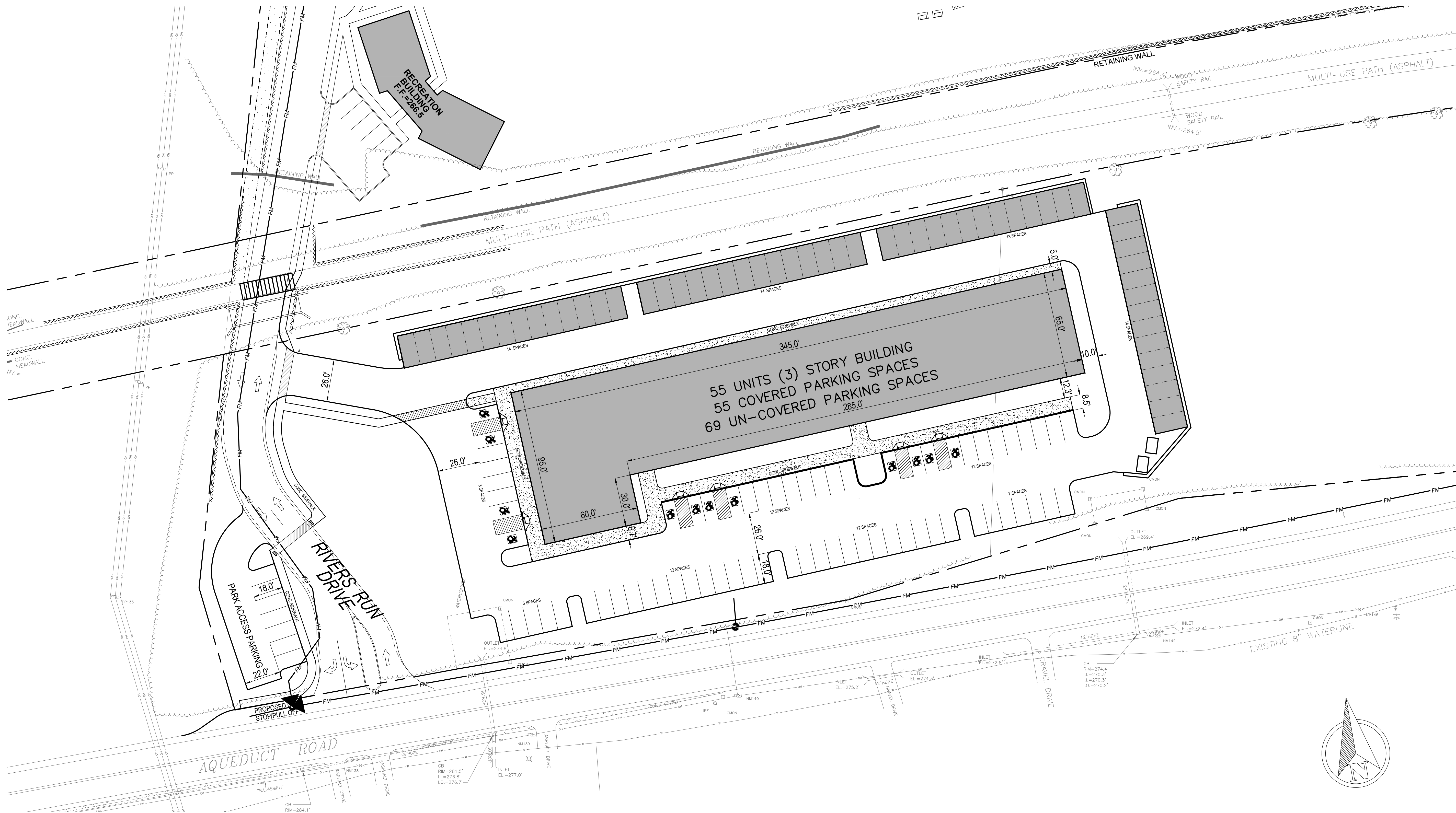


SITE STATISTICS

OWNER: RIVERS LEDGE OF NISKAYUNA
APPLICANT: RIVERS LEDGE OF NISKAYUNA
49 RAILROAD AVENUE
ALBANY, NY 12205
AREA = 5.25± ACRES
USE: SENIOR APARTMENTS AND MIXED USE COMMERCIAL
MAIN BUILDING: 55 SENIOR APARTMENTS + 2,000 S.F. COMMERCIAL
PARKING PROVIDED = 124 SPACES
GARAGE SPACES = 55 SPACES
OUTDOOR SPACES = 69 SPACES
BUILDING HEIGHT - 41'
STAND ALONE COMMERCIAL BLDG = 3,000 S.F.
PARKING PROVIDED = 11 SPACES
BUILDING HEIGHT - 16'

LEGEND

- | | | | |
|---|---|----|-------------------------|
| 1 | HANDICAP RAMP PER ADA STANDARDS | 10 | BEGIN GUIDE RAIL |
| 2 | CONCRETE SIDEWALK | 11 | END GUIDE RAIL |
| 3 | BEGIN CURB | 12 | CROSSWALK |
| 4 | END CURB | 13 | CONNECT TO EX. SIDEWALK |
| 5 | HANDICAP PARKING SIGN (MUTCD R7-8 W. R7-8P) | 14 | DUMPSTER ENCLOSURE |
| 6 | STOP SIGN (MUTCD R1-1 MIN. 30" X 30") | | |
| 7 | NO PARKING ANYTIME SIGN (MUTCD R7-1) | | |
| 8 | BEGIN RETAINING WALL | | |
| 9 | END RETAINING WALL | | |



SKETCH PLAN		BRETT L. STEENBURGH, P.E. PLLC	
PHASE 2 - RIVERS LEDGE OF NISKAYUNA		2832 Rosendale Road Niskayuna, NY 12309 (518) 365-0875 bsteenburgpe@gmail.com	
COUNTY OF SCHENECTADY	TOWN OF NISKAYUNA	STATE OF NEW YORK	ENGINEERING THAT TRANSFORMS IMAGINATION INTO REALITY
DRAWN BY:	CHECKED BY:	SCALE: 1" = 30'	SHEET S-1
CADD FILE:	JOB NO.		
DATE:	MAY 11, 2022		



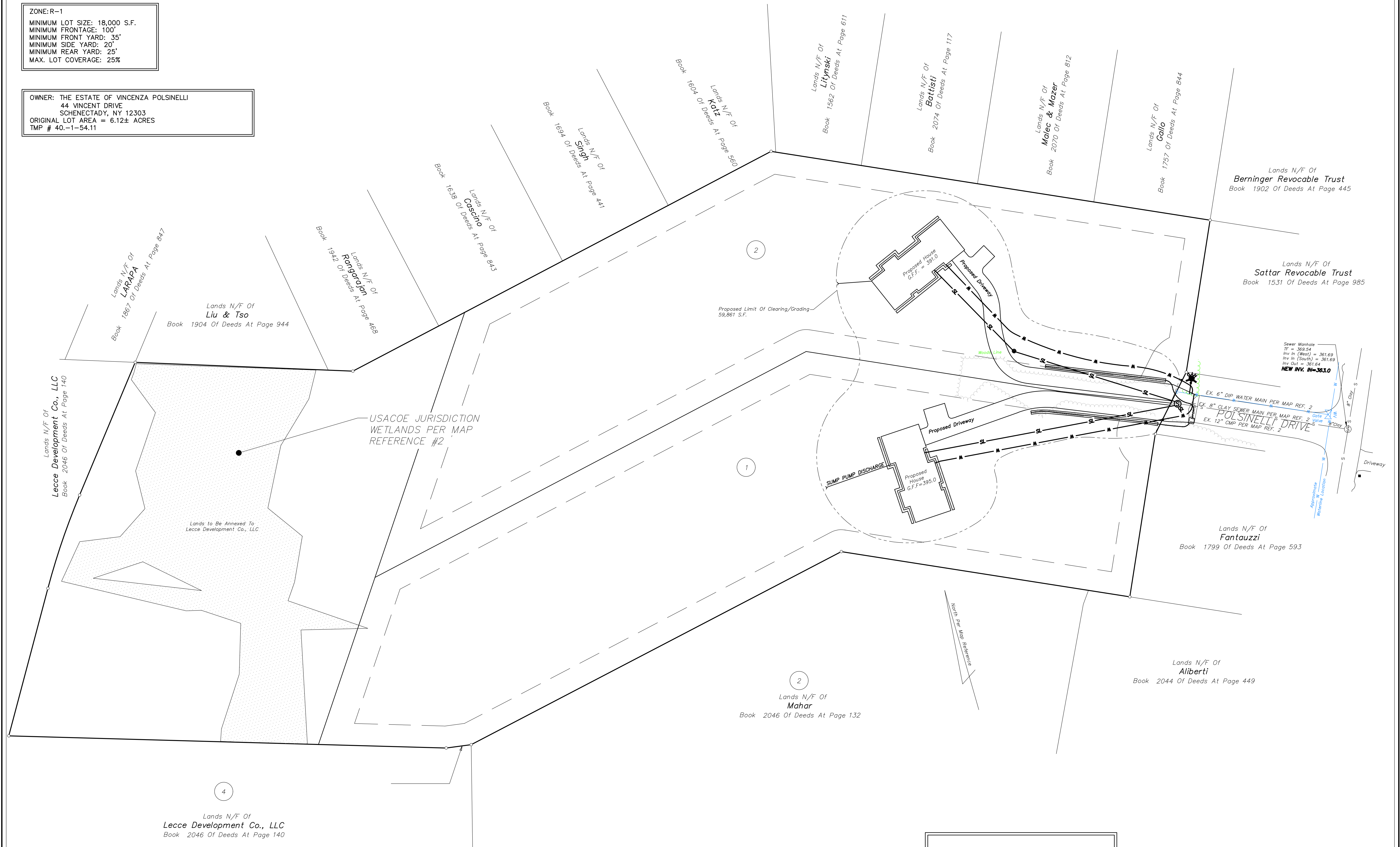
Scaling off these drawings shall be done only for review and approval purposes. Contractors shall not scale drawings for construction data only for layout and construction.
Unauthorized alterations or additions to these drawings are prohibited.
Sub. 2 of the NYS Education Law, § 1209
Copyright 2021 Brett L. Steenburg, P.E. PLLC
of this material is permitted without the express written consent of Brett L. Steenburg, P.E., PLLC.

BRETT L. STEENBURGH, P.E.
NYS LIC. NO. 0754508

BRETT L. STEENBURGH MAP REFERENCE:
PLAN SET ENTITLED "RIVERS LEDGE NISKAYUNA" AS PREPARED BY
ARICO ASSOCIATES, ENGINEERS, LAND PLANNERS & CONSULTANTS
DATED MARCH 7, 2016 AND LAST REVISED FEBRUARY 2017.

ZONE: R-1
 MINIMUM LOT SIZE: 18,000 S.F.
 MINIMUM FRONTAGE: 100'
 MINIMUM FRONT YARD: 35'
 MINIMUM SIDE YARD: 20'
 MINIMUM REAR YARD: 25'
 MAX. LOT COVERAGE: 25%

OWNER: THE ESTATE OF VINCENZA POLSINELLI
44 VINCENT DRIVE
SCHENECTADY, NY 12303
ORIGINAL LOT AREA = 6.12± ACRES
TMP # 40.-1-54.11



CHAIRMAN OF THE PLANNING BOARD KEVIN WALSH

TOWN ENGINEER MATTHEW YETTO, PE

MAP REFERENCES:

2. MAP ENTITLED "PRELIMINARY PLAT HOMESTEAD PLACE AT ANTONIA PARK SECTION 9" PREPARED BY RAYMOND L. GEMME, PE, LS AND DATED 11/20/2006

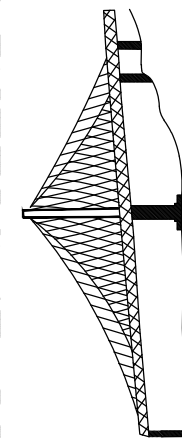
OVERALL SITE PLAN
FRED POLSINELLI

COUNTY OF SCHENECTADY
TOWN OF NISKAYUNA
STATE OF NEW YORK

DRAWN BY: BLS CADD FILE:	CHECKED BY: JOB NO.	SCALE: 1" = 40'
-----------------------------	------------------------	-----------------

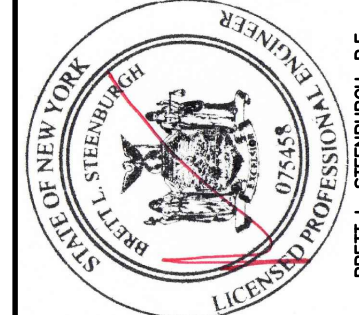
SHEET C-1

BRETT L. STEENBURGH, P.E. PLLC



2832 Rosendale Road
Niskayuna, NY 12309
(518) 365-0675
bsteenburghpe@gmail.com

**ENGINEERING THAT TRANSFORMS
IMAGINATION INTO REALITY**



Scaling off these drawings shall be done only for review and approval purposes. Contractors shall use dimensions and electronic data only for layout and construction.

Unauthorized alterations or additions to this document is a violation of Sec. 7209 Sub. 2. of the NYS Education Law.
Copyright 2021 Brett L. Steenburgh, P.E. PLLC
All right reserved. No use or reproduction of this material is permitted without the express written consent of Brett L. Steenburgh, P.E., PLLC

[illegible]

Transportation

ISSUE AREA: TRANSPORTATION

INTRODUCTION

A community's transportation system should be thought of as the town's circulatory system which includes: roads, sidewalks, multi-use paths, as well as, public transportation. Each of these transportation components are integral and contribute to its overall efficiency and quality. A major component, the road system should be designed to permit safe, efficient, and orderly movement of traffic to meet the needs of the present and future population served. However, in no instance should transportation planning be concerned with transportation services alone. The road and pedestrian network is a key factor in the safety, social workings, and visual impact of a community. As road traffic and speeds increase, the road becomes a barrier, safety becomes a problem, and the sense of neighborhood is lost. Providing strategically placed pedestrian opportunities promotes neighborhood interconnectivity; and provides access to schools, businesses and recreation areas. Therefore, it is important that Niskayuna's plan reflect a transportation system that is not only efficient, but promotes safety and flexibility. It should also respect natural topography, residential features, and present an attractive streetscape that is designed based on function.

Every transportation decision has implications for land use, a relationship that is reciprocal: land use patterns affect travel decisions and travel decisions affect land use patterns. Coordination of transportation and land use decisions results in improved transportation investment decisions, preservation of rights-of-way for future expansion, a proactive arterial management design program, and coordinated planning for transit, pedestrian, and bikeway systems. The Town continues to work with NYS Department of Transportation and Schenectady County Engineering to improve transportation conditions throughout the Town.

For this version of the Plan 2013, the neighborhoods were analyzed to determine issues that affected the entire Town and problems that related to specific neighborhoods.

1. ISSUE: STREET CIRCULATION SYSTEM DESIGN

TOWNWIDE

Niskayuna maintains a street classification system and an "Official Map", which provide a good understanding of its present and future transportation needs. However, the existing street classification system should be updated to reflect the current function and/or to reinforce the existing functional role of selected streets. Also, additions and deletions should be made to the Official Map that anticipates the circulation, safety, and environmental needs of the community.

The Town has maintained a long-standing policy of advocating connecting streets on the Official Map. Connecting streets have the ability of reducing daily trips on a single feeder road that typically services a development. For aesthetics purposes, the Town

should encourage service providers to determine the feasibility and advisability of burying utility lines and proceed accordingly.

In 1993 the Town embarked on a major initiative to study the Balltown Road corridor and contracted with the Capital District Transportation Committee (CDTC) to prepare the Balltown Road Corridor Study. Though the study focused on possible improvements to Balltown Road and adjacent roadways, the study area included the entire Town and parts of adjacent communities. The corridor improvement plan concentrated on Balltown Road, upper River Road, Van Antwerp Road, Aqueduct Road, and those local streets with the potential for significant impact due to traffic diversions or future land development.

A part of the analysis included:

- (1) Demographic and land use information;
- (2) Traffic and traffic control information;
- (3) Vehicular trip generation estimates; and
- (4) Issue of available funding.

Based on the study findings, CDTC staff evaluated a number of alternative capital projects, their potential impacts on local traffic congestion, and feasibility to proceed based on the preliminary study. The report stated that the pervasiveness of traffic congestion limits the ability of any single improvement or localized set of improvements to significantly improve traffic system performance. Most proposed capital improvement actions would affect relatively small portions of total trips. However, when combined with other capacity action strategies such as arterial management techniques (access controls, turn restrictions) and local demand management (trip reduction ordinances, requirements of transit access where feasible) there are selected capital projects that could prove beneficial.

A traffic simulation model was used to determine the effects of alternative improvement strategies on hourly traffic volumes and levels of service on Balltown Road. One of the more interesting findings is the relationship between improvements to Balltown Road, including Rexford Bridge, and additional capacity actions along the Route 50/Freeman's Bridge Road corridor. An evaluation of existing trip patterns indicated that improvements to Rexford Bridge/Balltown Road alone would not substantively improve traffic conditions and levels of service during the peak hours without improvements to Route 50 in Glenville. The reason for this finding is that once any improvements are made to Balltown Road, it would become the route of choice for many of those who currently use the Route 50 corridor.

The Balltown Road corridor continues to be an area of concern that affects the entire Town because it is the primary north south arterial. This is ranked as the highest priority for this section and encompasses the most complex set of problems. Traffic congestion is found on nearly every major intersection from State Street to the bridge at the river throughout the day with amplified times during the morning and afternoon commutes. Limited improvements have been made over the past 10 years with the

exception of the intersection at Troy Schenectady Road (Route 7) and Union Street. Continual bottlenecks of vehicles frustrates residents and commuters and could have adverse impact on potential future development. Although this committee is tasked with providing specific recommendations for improvements, the collective position is that too many issues need to be resolved by a myriad of agencies well versed in working with traffic design. Substantial upgrades to address the issues will take a major commitment from the Town and surrounding municipalities to develop a comprehensive approach. The first step is to perform a thorough analysis of the corridor which should engage the State Department of Transportation, Town Highway Department, local businesses located in close proximity and any other pertinent entity. Based on that study the Town should consider what the best long term solution is for the Balltown Road corridor and implement a course of action.

Although there needs to be a comprehensive plan for Balltown Road there are immediate items that can be implemented on a smaller scale that will improve the current situation. They are as follows:

Intersection of Balltown Road & Nott Street:

- Issue: Heading eastbound on Nott Street there is not a designated left turn lane to head north onto Balltown Road. Traffic is forced into the right lane and shift back into the left lane to cross the intersection.
- Potential Solution: Restripe the intersection and provide new signage to designate a left hand turn only lane. Reprogram the traffic lights similar to the other 3 directions.

Balltown Road – East Side of Balltown Road from Union Street to Nott Street

- Issue: The Country Club neighborhood and others east of it have bike and pedestrian access along Troy Schenectady Road and Union Street. Linking these areas north of Union by these means is difficult because of the volume of traffic. A multiuse path on the east side of Balltown Road would provide a safe means of access to connect these neighborhoods to the Town Center. Coordination will be required with the Mohawk Golf Club, Town and private residents to reconfigure the streetscape and develop easements on the corresponding properties. The opportunity to add street lights and landscaping would enhance the corridor and improve the current unmaintained overgrowth on the fenced area of the golf course.
- Potential Solution: Provide a multiuse path on the east side of Balltown between Union Street and Nott Street.

Balltown Road – North of Providence Ave

Although the NYS Department of Transportation has long considered improvements and even drawn plans to improve Balltown Road, such as adding a center turning lane on the northern portion between River Road and the Rexford Bridge and a sidewalk to service Craig School, the Jewish Community Center and the Niskayuna Soccer Fields,

funding has not been forthcoming. These suggested changes are improvements worth pursuing.

FACT

- 9.86 miles of new roads have been added since 2003.

NEIGHBORHOODS

On a localized scale the following chart (See Table 2 – Traffic Volume Chart) and Traffic Volume Map documents issues that specifically pertain to each neighborhood along with recommendations for improvements that could be implemented.

Table 2 - Traffic Volume Chart

Location		Issue	Priority	Recommendation
A	Baltown Road from Providence Ave to the Bridge.	Traffic congestion in the north & south direction during peak commuting hours. Surges caused by GE and KAPL	High	<ul style="list-style-type: none"> • Third lane (turning lane) will increase traffic flow, but not necessarily capacity. • Support New York State's plan to install a new bridge with pedestrian access.
B	Intersection of Hillside Ave & Providence Ave.	Traffic congestion at intersection. Currently lacks a traffic light.	Medium	<ul style="list-style-type: none"> • Completed 2013.
C	Intersection of Balltown Road & Aqueduct Road	<p>Traffic congestion on Aqueduct Road from Balltown Road & the bridge.</p> <p>Problem during peak commuting and regattas.</p>	High	Linked to A
D	Intersection of Balltown Road & Van Antwerp Road	Traffic congestion at intersection.	Low	<ul style="list-style-type: none"> • No or poorly designed left turn on to Van Antwerp Road from Balltown Road traveling south. • Turning lane would be nice, but no room. • Relocate the pedestrian crossing off island.
E	Nott Street west of Balltown Road	Poor traffic flow from parking near business district.	Medium	<ul style="list-style-type: none"> • Provide left hand turn east on Nott Street north to Balltown Road. • Allow right hand turn on red north on Balltown Road to Nott Street East. • Improve parking lot arrangement

				onto Nott St. for all businesses.
F	Rankin Road west of Balltown Road	Congestion beginning & end school day and after school activities. Problem occurs when cars make left hand turn onto Balltown and cars stack up on Rankin Road.	Medium	<ul style="list-style-type: none"> • Left hand turn signal for traffic leaving school grounds.
G	Intersection of River Road & Rosendale Road	Traffic congestion at intersection during peak hours. Problem occurs as cars turning left on to Rosendale Road merging with cars on Rosendale Road.	Medium	<ul style="list-style-type: none"> • Install a roundabout. • Install a right hand lane on River Road heading west.
H	Intersection of Rosendale Road & Lock Seven access road	Hair pin turn.	Low	<ul style="list-style-type: none"> • Better signage. • Ease radius of turn – road reconfiguration. • Easing turn may increase road speed.
I	Intersection of Rosendale Road & Vly Road	Hair pin turn.	Low	<ul style="list-style-type: none"> • No recommendation.
J	Consaul Road near Country Gardens development	Traffic congestion along Consaul Road. Curve is bad and will get worse with ongoing and planned development.	Medium	<ul style="list-style-type: none"> • Reduce curvature • Work with County to add multiuse access. • Reducing curvature may increase road speed.
K	Balltown Road between Troy-Schenectady Road & Consaul Road	Traffic congestion along corridor at peak times. Congestion is increasing at other times as well with commercial development.	High	<ul style="list-style-type: none"> • Install turning lane. • Sequence lights in area. • Problem is extending along Balltown Road to RT. 7 • Increase right hand lane on Balltown Road for right turn on to RT. 7 eastbound.
L	Mohawk Road	<ul style="list-style-type: none"> • Steep Grade • Poor visibility onto Rosendale Road. 	Low	<ul style="list-style-type: none"> • No recommendations.
M	State Street near Mohawk Commons	Long delays for side streets entering onto State Street.	Medium	<ul style="list-style-type: none"> • No recommendations. • Problem connected with K.

N	Intersection of Birchwood Lane & Troy-Schenectady Road	Right hand turn from Birchwood Lane onto RT. 7, cars double in single lane.	Low	<ul style="list-style-type: none"> • Stripe road to show single lanes.
O	Rosendale Road near schools	Traffic in and out of both schools causes backups during beginning and end of school day.	Low	<ul style="list-style-type: none"> • Suggest to school district to form traffic loop linking the two schools - this would result in one entrance and exit.
P	Balltown Road at Medical Arts Building	Difficult to merge onto Balltown Road. Soccer traffic turning left on to Zenner Road can cause problems for cars traveling west on River Road.	High	<ul style="list-style-type: none"> • Reconfigure discharge driveways onto Balltown Road to angle with traffic. • Add turning lanes. • Enforce no left turns as approved by the Planning Board at the Zenner Building.
Q	RT. 7, Union Street and Crosstown.	Traffic congestion during peak hours.	High	<ul style="list-style-type: none"> • RT 7 generally works well except at this location traffic backs-up. • Improve traffic light timing - coordinate all three lights.
R	Union Street and Balltown Road.	Traffic backs up on Union Street and Balltown Road during peak hours and noon.	High	<ul style="list-style-type: none"> • Connected to problem areas Q and K • Widen Balltown Road north of the intersection to increase the length of left hand turn lane east onto Union Street.

REVISÉD 12/28/04



Figure 2 - Traffic Volume Map

2. ISSUE: PEDESTRIAN MOVEMENT

The requirement for the installation of sidewalks in suburban residential communities is an issue that has generated an ongoing debate. Many feel that in low density areas, sidewalks detract from the semi-rural atmosphere, add unnecessarily to the cost of housing, and are not a safety issue because of low pedestrian volumes. Others feel that regardless of density, an available sidewalk is an important safety precaution since sidewalks have the potential for reducing automobile use. Also, sidewalks are often used by children as play areas, which advocates claim is one of the most important and sometimes overlooked functions of the sidewalk. As an extension to sidewalks, multiuse paths have been a favorable template for current development as they serve more functions than just pedestrian access.

In May of 2002 the Town enacted Local Law # 3 the Sidewalk Installation, Maintenance and Repair Law that promotes the maintenance of safe and adequate sidewalks for pedestrian use by regulating the manner of construction, reconstruction, repair, and maintenance of sidewalks in the Town right-of-way. The Town's Subdivision regulations – Section 189-17B and Zoning Ordinance Section 220-44A(3) Site Plan Review reference sidewalks in relation to the State enabling legislation which permits planning boards to require sidewalks in conformance with local standards. Recently, the Planning Board has required developers to install new sidewalks in areas where they can connect to existing sidewalks.

The Institute of Traffic Engineers' Transportation and Traffic Engineering Handbook provides the following recommendation: "At a minimum, sidewalks should be provided along streets used for pedestrian access to schools, parks, shopping areas, and transit stops." The National Safety Council adopted a policy statement in 1989, which emphasizes the safety aspects of sidewalks and recommends that government jurisdictions adopt sidewalk regulations. The National Association of Home Builders recommends that sidewalks be required within one quarter mile of major pedestrian generators.

A recommended approach developed by the Rutgers University Center for Urban Policy Research is based on performance standards with the need for sidewalks determined on a case by case basis depending on street classification, development intensity, pedestrian traffic, the proximity of schools and shopping, school bus stops, and relation to population areas. As densities increase, more pedestrian movement is to be expected. Similarly, as traffic volume and speeds increase, there is more need for a separate pedestrian way. Additional factors such as the existing sidewalk system and probable future development should also be considered.

Placement of sidewalks can be part of the public street right-of-way or part of a front yard easement. The sidewalk easements are granted in perpetuity for public access and must meet all the design requirements as if they were built in the public right-of-way. The advantage of sidewalk easements, from the developers' perspective, is that it allows the developer to increase the effective development density since these

easements count toward minimum lot sizes. The effect is that the public right-of-way is smaller and the net developable area larger than if the lots were plotted conventionally with the sidewalk in the street right-of-way.

In cluster subdivisions, the traditional placement of sidewalks in the street right-of-way has been replaced by a flexible pedestrian circulation system connecting individual dwelling units with other units, off-street parking, the open space system, and recreational facilities. There are numerous advantages to this layout:

- (1) It conforms better to topographical features;
- (2) Due to separation from traffic, it is safer and more pleasant;
- (3) Pedestrian access from origin to destination may be more direct;
- (4) There is less site disturbance and impervious cover; and
- (5) Costs are reduced.

Additional sidewalks along subdivision streets, however, may also be necessary in cluster developments for access to schools, bus stops, shopping, or other facilities.

FACT

- 2.18 miles of sidewalks have been added since 2003



Rosendale Road and sidewalk heading west.

3. ISSUE: PUBLIC TRANSPORTATION

The Town's favorable location between Albany & Schenectady places it in close proximity to major transportation hubs such as the Albany International Airport and Amtrak stations in both cities.

The Capital District Transportation Authority (CDTA) also provides several bus routes that service the area. Recently a rapid transit bus system "Bus Plus" has been implemented between the downtowns of Albany and Schenectady with a stop in Niskayuna on State Street. This progressive system has covered waiting areas,

widened bus pull offs and timers to coordinate traffic lights that decrease the commuting time for riders. Bus Plus has exhibited good use based on its daily rider numbers; however, local bus routes throughout the rest of the Town have been reduced in the past ten years owing to low rider use.

Currently, buses do not serve the upper Balltown Road businesses north of Nott Street. This is a concern that people that work at these companies must rely on vehicles and cannot use an alternate type of transportation. Commuting by bicycle is possible but is done with caution based on the heavy traffic volume. Walking is not possible as no provisions are made for safe access along Balltown Road.

FACT

- 8.8 miles of improvements to the bike path have been implemented since 2003.

Transportation Goals, Objectives and Implementation Tasks

GOALS - Address areas in the Town that have continual issues with traffic volume or safety concerns and to develop a balanced circulation system that promotes different forms of mobility in a manner that complements the Town's existing and future land uses.

Objective #1 – Pedestrian & Bikeway Safety: The Town should support the development of an interconnected pedestrian/bikeway system.

Implementation Tasks:

1. Use the Town's Geographic Information System (GIS) to identify and map pedestrian traffic generators, existing sidewalks, bikeways, and pedestrian paths and work in conjunction to implement improvements on the Official Map as follows:
2. Develop a pedestrian access and bikeway plan in conjunction with the greenway plan and incorporate these recommended improvements on the Official Map.
3. Develop a bikeway plan to address the transportation needs of local commuters and include these recommended improvements on the Official Map.
4. Require the installation of bikeways and sidewalks as identified on the Official Map.
5. Continue to execute existing Town policy on bike path requirements as recommended by the Safe Routes Committee.

Objective #2 – Arterial Management: The Town, in consultation with State and local agencies, should develop an arterial management strategy to be applied to all its arterials and address such issues as capacity improvements, land use, service roads traffic demand management, transportation system management, and public safety.

Implementation Tasks:

1. Support improvements to the Rexford Bridge and Balltown Road from River Road to Glenridge Road and improvements to Glenridge Road and Route 50.
2. Perform a thorough study on the traffic issues pertaining to Balltown Road and develop a comprehensive approach to implementing improvements. This study shall include the review of the current work on Glenridge Road and new train bridge construction.
3. Require that aesthetic, sidewalks and pedestrian/bicycle friendly considerations are part of any road widening improvements.
4. Continue to participate in the transportation planning and engineering process to minimize the negative impacts of re-alignments on surrounding land uses.
5. Require that residential and nonresidential development proposals along arterials be designed to minimize curb cuts accessing the roadway.
6. Work with local businesses and agencies to promote the establishment of effective demand management strategies such as carpooling, staggered work hours, telecommuting, and bus transit support as a means of reducing highway capacity demand.
7. Participate with CDTA to identify mechanisms to support bus transit operations to serve the Town.
8. The Town should work with service providers and property owners to bury utility lines whenever feasible and appropriate.
9. Design street layouts in new subdivisions that preclude cul-de-sacs.
10. Continue Town action to provide interconnections between isolated subdivisions.
11. Investigate traffic calming measures to help with traffic flow problems throughout the Town.
12. Undertake a town wide traffic study to look at long term traffic flow problems throughout the Town. The Town Board should refer to the committee's recommendations chart to identify problem areas and suggest potential solutions.
13. Pursue funding based on the outcome of the traffic reports.

Objective #3 – Transportation Planning: The Town should continue to update and revise its transportation planning tools to reflect both present and future conditions.

Implementation Tasks:

1. Delete from the Official Map proposed roadways located within State regulated wetlands except for roads that are needed to access individual tax parcels or where there is a major benefit to the Town.
2. Investigate the legal implications of removing proposed roadways located within State-regulated wetlands that would otherwise provide direct access to undeveloped parcels as listed on the tax rolls.
3. Add the following roadways to the Official Map that anticipate the circulation needs of future developing portions of the Town: the extension of Anthony Street to Aqueduct Road to align with the Aqueduct Road - Balltown Road connector, and the extension of Banker Avenue to the Aqueduct Road - Balltown Road connector.
4. Regularly update the street classification system for the Town's roadways.

Objective #4 – Neighborhood Improvements: The Town should continue review and consider making physical improvements to the existing circulation system to meet future needs and fulfill functional requirements in the following neighborhoods.

Implementation Tasks:

1. Refer to the Traffic Issues Chart for specific improvements to arterial management.
2. #1 Aqueduct Balltown – Connection link from Balltown Road to Aqueduct Road on north end of Town.
3. #3 Edison Woods - Complete the extension of Windsor Drive to River Road with a multiuse path and connect to the bike path.
4. #6 Monica Heights - Work to eliminate sharp curves on Van Antwerp Road to address safety concerns while minimizing negative impact to surrounding land uses.
5. #10 Avon Crest - Work to eliminate sharp curves on Consaul Road to address safety concerns while minimizing negative impact to surrounding land uses.
6. #12 Schaefer - Provide a sidewalk along Mohegan Road to connect between Route 7 & Rosendale Road.
7. #13 Pearse - Investigate the feasibility of upgrading Pearse Road as a north-south minor arterial corridor route between Route 7 and Consaul Road.
8. #20 Old Niskayuna – Provide sidewalks along Dean Street from the Schenectady city line to Nott Street, Regent Street from Schenectady city line to Nott Street, Palmer Avenue from Grand Boulevard to Story Avenue, Grand Boulevard from Van

Antwerp Road to Schenectady city line. Further consideration should be given to providing sidewalks throughout the entire neighborhood near Van Antwerp Middle School and Hillside Elementary School. These schools located within a traditional neighborhood development can potentially alleviate the escalating school district bus costs by promoting walking and eliminating bus routes in these areas.

Objective #4 – Improved School Access: The Town should work in conjunction with the Niskayuna Central School District to improve pedestrian access to schools.

Implementation Tasks:

1. Continue work to provide pedestrian access from Hempstead Road to Rosedale and Iroquois Schools via River Road Park.
2. Work with the county to continue sidewalk installation on Rosendale Road to Rosendale and Iroquois Schools with surrounding neighborhoods.
3. Work with Birchwood School to provide pedestrian access between school and Lori Drive.
4. Look for opportunities to extend Bentley Road with pedestrian access to Rosendale School.



#3 Edison Woods – Bikepath at Windsor Drive



#10 Avon Crest – Sharp Curve on Consaul Road

2023 Goals for Niskayuna Complete Streets Committee

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 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. **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.
8. **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.
9. **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.
10. **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
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. **Conduct Demonstration Project in 2022**– Plan and conduct a demonstration project in 2022 that addresses one or more aspects of safe pedestrian, bike, or automobile movement.
3. **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
4. 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.
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. **Make additions to the Town’s website on information about the Town Complete Streets Committee**

(Last revised 2/20/2023 WRC)

Complete Streets Committee – Priority letters for 2023 – Revised Feb 28, 2023

Niskayuna Central School District

Proposed 2023 priorities.

- a. **Safe Bike and Pedestrian access.** 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.

- b. **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. The Town asks that the School District add its support to this request to the State Department of Transportation

Crosswalk for Craig Elementary School and Schenectady Jewish Community Center (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. The Town asks that the School District add its support to this request to the State Department of Transportation

- c. **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.

New York State

Proposed 2023 priorities.

- a. **Safety Measures for State Route 7.** State 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). This record of fatal accidents has prompted Schenectady County District Attorney Bob Carney to contact the New York State Department Transportation Office of Traffic Safety and Mobility to see if there are ways to make Route 7 a safer road. The Town would ask the state 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.

b. **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. The Town asks the State Department of Transportation to support this request.

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. The Town asks the State Department of Transportation to support this request.

- c. Provide a **crosswalk on Route 7 next to Bellevue Hospital** that would connect to Hickory Road which has an existing Bus Stop. This crosswalk 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.

Schenectady County

Proposed 2023 priorities.

- a. Safety Measures for State Route 7.** State 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). This record of fatal accidents has prompted Schenectady County District Attorney Bob Carney to contact the New York State Department Transportation Office of Traffic Safety and Mobility to see if there are ways to make Route 7 a safer road (see “Schenectady man admits to killing female motorist while driving high and drunk” Albany Times Union, Feb 12, 2023, p b-2) The Town supports the request by District Attorney Carney and supports asking the state 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. First, the town would welcome the opportunity to work with the Schenectady County District Attorney 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. Second, the Town would appreciate working with the County Manager and other County staff on preparing an application to fund a select set of projects that would improve automobile, bicycle and pedestrian access in the Town. The federal Bipartisan Infrastructure Law (2021) established the Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 Billion in grants over the next 5 years. SS4A program supports regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A funding program is a possible source for monies to support engineering solutions that would mitigate the safety hazards on State Route 7. The Town would like to work on a coordinated SS4A application with the County manager that would address projects in Niskayuna as well as in other municipalities in Schenectady County.

b. Crosswalk at Nott Street and Regent Street

aged Nott The Complete Streets Committee identified this as the best location for school children and pedestrians to cross Nott Street. Schools and businesses south of 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. The Town is currently pursuing funding this with a grant.

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

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. First, the Complete Streets Committee has identified the need for an asphalt side path on Rosendale Road that would extend from Rosehill BLVD 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. Second, there is a need to complete the concrete sidewalk from Mayfair Drive up to Upper Union Street. Bicyclists and pedestrians would have a sidewalk/side-path travel path that would extend from Upper Union Street to the Lishakill Nature Preserve. The addition of this segment of concrete sidewalk crosswalks will encourage safe pedestrian traffic to the schools and reduce the need for vehicle trips on Rosendale Road.

Town of Niskayuna

Proposed 2023 priorities.

- a. **Safety Measures for State Route 7.** State 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). This record of fatal accidents has prompted Schenectady County District Attorney Bob Carney to contact the New York State Department Transportation Office of Traffic Safety and Mobility to see if there are ways to make Route 7 a safer road (see “Schenectady man admits to killing female motorist while driving high and drunk” Albany Times Union, Feb 12, 2023, p b-2) The Town should continue to support the request by District Attorney Carney that the state 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. Second, the town should continue to be part of the stakeholder group that includes Schenectady County District Carney and the County Manager and County Legislators on a unified effort asking the State DOT to implement traffic calming and road safety measures on Route 7.

Third, the Town should work with the County Manager and other County staff on preparing an application to fund a select set of projects that would improve automobile, bicycle, and pedestrian access in the Town. The federal Bipartisan Infrastructure Law (2021) established the Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 Billion in grants over the next 5 years. SS4A program supports regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A funding program is a possible source for monies to support engineering solutions that would mitigate the safety hazards on State Route 7. The Town would like to work on a coordinated SS4A application with the County manager that would address projects in Niskayuna as well as in other municipalities in Schenectady County.

- b. **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.
- c. **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.
- d. **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.

(Last revised Feb 28, 2023, 1:20 pm WRC)