

# MEETING SUMMARY

## Sand Creek Road Complete Streets Study Village of Colonie, NY

**Agenda:** Final Public Input Session  
**Date & Time:** Wednesday, January 10, 2023, 6:00 PM – 8:00 PM  
**Platform:** Open House at the Village Family Recreation Center

Study Advisory Committee Attendees:	
Name:	Representing:
Ed Sim	Village of Colonie
Jim Rubino	Village of Colonie
Frank Prevratil	Village of Colonie
Jamie Blot	Village of Colonie
Hannah Curran	Village of Colonie
Jacob Beeman	Capital Region Transportation Council
Rima Shamieh	Capital Region Transportation Council
Consultant Team Attendees:	
Megan Bacon, Lisa Wallin, Andris Blumbergs, Connor Detrick - MJ Engineering & Land Surveying, P.C.	

There were 67 attendees that signed in; the sign in sheets are attached. Additional staff from the Village attended to assist in conversations at the meeting.

The comments received during the open house as well as through the website are summarized in the attached table with responses provided.

Comment #	Comment	Response
1	Turning lanes should be considered on Hunting Road so that left-turning traffic does not impact right-turning traffic.	This will be added to the report to be considered and evaluated during the design phase.
2	Consider 10'-0" travel lanes on Sand Creek Road to encourage lower speeds.	The minimum allowable travel lane width on Sand Creek Road is 11'-0" in accordance with industry-standard design criteria for roadways.
3	The multi-use path should be extended to Wolf Road or bike lanes should be provided. Shared-use lanes are not desired.	Extending the multi-use path / providing bike lanes from Mordella Road to Wolf Road was considered. Due to the extensive utility relocations and property acquisitions required to implement these types of recommendations and the low bicycle traffic on this portion of Sand Creek Road, shared-use lanes represent the most feasible option when considering costs and impacts.
4	Many residents along Sand Creek Road did not approve of the multi-use path in front of their properties.	A 3rd concept will be added to the report that instead shows the multi-use path ending at the intersection with Hunting Road, a sidewalk from Hunting Road to Wolf Road, and shared-use lanes from Hunting Road to Computer Drive South.
5	The sidewalk on Mordella Road is not warranted.	Many residents and the Village Traffic and Safety Committee are in favor of the sidewalk on Mordella Road to provide a safe pedestrian connection between Sand Creek Road and the school.
6	A group Q&A session would have been preferred. More input from residents is needed.	Input / sentiments are noted. Residents were given the opportunity to provide input at the first public input session as well as via the study's website that has been active since Spring 2023. Additional opportunities to provide input will be made available during preliminary design of the project once funding is secured.
7	Several comments from attendees who are not in favor of the recommendations were received.	Input / sentiments are noted.
8	Were textured/colored crosswalks considered instead of raised crosswalks?	Textured / colored crosswalks were considered; however, available vehicular speed data indicates that speed-deterrent measures are warranted on Sand Creek Road. The raised crosswalks would provide a safer pedestrian crossing while deterring speeding.
9	Where do bicyclists traveling northbound on Sand Creek Road go once the shared use lanes end?	The bicycles traveling northbound would need to turn left onto Mordella Road to enter the multi-use path. If Bicycle Facility Alternative A were selected, the northbound shared-use lane could be extended to Delafield Drive to provide bicyclists with a crosswalk to cross the road.

Comment #	Comment	Response
10	Several utility and drainage issues were reported.	These issues would be addressed in design prior to construction.
11	Several areas were identified to have sight distances issues: (1) 602 Sand Creek Road, (2) stop sign leaving Hannaford Plaza onto Computer Drive South, (3) 88 Delafield Drive.	(1) (3) Language is included in the report to recommend that all landscaping within the Village's right-of-way be trimmed back to provide more adequate sight distance. Sight distance would be evaluated during the design phase. (2) The stop sign leaving the Hannaford Plaza is outside of the Village's right-of-way / jurisdiction. This issue would need to be mitigated by the property owner.
12	A traffic signal should be considered at Family Drive South to alleviate peak hour congestion.	This intersection was not evaluated under this study. However, concerns will be noted in the report.
13	An eastbound turn lane should be considered at Sunset Boulevard to alleviate peak hour congestion.	This intersection was not evaluated under this study. However, concerns will be noted in the report.
14	The intersection at Sand Creek Road and the Hannaford Plaza should be evaluated.	A center turn lane is recommended within this segment of Sand Creek Road to mitigate delays caused by vehicles attempting left turns into the Hannaford Plaza.
15	A roundabout should be considered at Computer Drive South.	A roundabout alternative and an upgraded signal alternative were evaluated at the Computer Drive South intersection and the reductions in vehicular delays for both alternatives were comparable. It was determined that adding left-turn lanes and retiming the existing signal would provide a more cost-effective option and was favored by both the Village of Colonie and the Town of Colonie. When the project is funded, both the traffic signal and roundabout options will be re-evaluated based on current traffic data at that time.
16	The curbed median recommendation was well received, but there are concerns regarding emergency vehicle access during peak times.	The fire department was consulted during concept development and brought these concerns to the Study Advisory Committee's attention. A median is recommended; however, the final treatment shall be determined in design after further coordination with emergency services.
17	Consider additional lighting in areas where there are crosswalks across Sand Creek Road.	Street lighting is recommended along Sand Creek Road. Specific lighting locations would be determined during the design phase.
18	The owner of the Smile Zone had several questions regarding the parking lot reconfiguration and proposed path: 1. Owner would like confirmation that the reconfiguration would not result in the loss of any parking spaces and that the	1. At this time, the plans shown are conceptual level only. If and when the recommendations receive funding in the future, the project will go through design where the feasibility of the reconfiguration will be further evaluated, in coordination with the

Comment #	Comment	Response
	<p>proposed layout is feasible.</p> <ol style="list-style-type: none"> <li>2. There is an existing irrigation system where the path and driveway entrance are laid out. Who is responsible for the cost and labor if relocation is needed?</li> <li>3. Owner would like parking lot construction to occur outside of business hours as the lot is typically full. Business hours are Monday – Thursday from 7 am – 5 pm and Friday from 8 am – 1 pm.</li> </ol>	<p>property owner.</p> <ol style="list-style-type: none"> <li>2. All privately owned features between the road and highway boundary are the responsibility of the owner to relocate onto their property. If the recommended improvements impact any privately owned features beyond the highway boundary, a right-of-way agreement would be created during the design process to cover the cost and labor of the required relocations.</li> <li>3. If and when the recommendations receive funding in the future, this requirement can be written into the construction contract.</li> </ol>
19	When there are crashes on Central Avenue, traffic is often diverted to Sand Creek Road.	This comment has been noted.
20	National Grid is surveying the corridor to replace / relocate poles along Sand Creek Road.	This comment has been noted.
21	Several attendees stated that they did not wish to see Sand Creek Road widened.	The travel lanes on Sand Creek Road are currently 11'-0" wide. This is standard for this classification of road and therefore, the study is recommending that the 11'-0" travel lanes be maintained. Several residents expressed concerns during the first public input session about the lack of adequate space on Sand Creek Road to bike from the neighborhoods to the commercial area near Wolf Road. To alleviate these concerns, 13'-0" shared-use lanes are recommended from the end of the multi-use path to Computer Drive South. The shared-use lanes could be implemented within the existing footprint of Sand Creek Road; however, the southbound shoulder would then be reduced to a non-standard width.