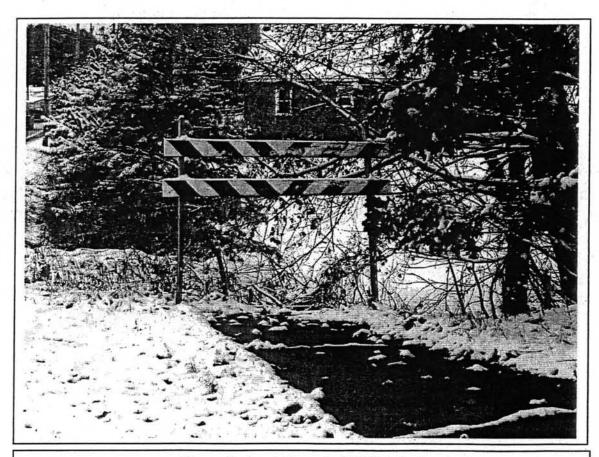
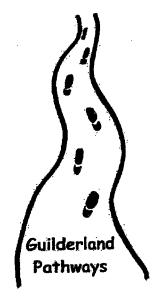


Town of Guilderland Preliminary Sidewalk Master Plan

Presented by the Guilderland Pathways Committee to the Guilderland Town Board, April 1, 2003



Carman Road, east side, north of Old State Road



To: Guilderland Town Board

From: Guilderland Pathways Committee

Date: April 1, 2003

We are pleased to present to you, for your consideration, a Preliminary Sidewalk Master Plan for the Town of Guilderland. We hope that the plan will be viewed as a useful guide for decision-making, and that, after review and revision as appropriate, you will adopt the plan.

This plan is a product of three years of work, the amount of time the Pathways Committee has been in existence, and is a direct spin-off of the Comprehensive Plan and the residents that expressed, overwhelmingly, their desire for a pedestrian-friendly town.

We believe that adopting a sidewalk master plan would have numerous benefits for the town:

1. A plan would assist the neighborhood master planning efforts that are the second phase of the comprehensive planning process.

Instead of starting from scratch, the neighborhood studies can review and refine sections of the Sidewalk Master Plan that are relevant to their area of Town:

2. A Sidewalk Master Plan would assist the Planning and Zoning Boards as they look at new, proposed developments and understand how sidewalks in those developments would fit into the larger picture. It would also help commercial and residential developers understand that the sidewalks they build will not remain isolated, unused fragments, but that their investments will contribute to a planned, connected network of sidewalks that will be an asset to the town.

The Plan would be a guide for the Boards in determining where sidewalks are needed, not only on state and county highways, but, also, on appropriate town roads, such as Winding Brook Drive, McKown Road, East Lydius Street and Church Road.

3. When contemplating highway reconstruction projects in the Town, the State Department of Transportation, the Albany County Highway Department and the New York State Thruway Authority can use the Sidewalk Master Plan as a guide in planning their projects.

Some years ago, if a Town sidewalk master plan had been in place that recommended sidewalks along Johnston Road, it is likely the County would have installed sidewalks as part of its reconstruction.

More recently, because we had made known our desire for sidewalks on Route 155, New York State DOT will be installing sidewalks as part of their rebuilding project.

Two years from now, the Thruway Authority is planning to rebuild the Old State Road bridge. With a Town Sidewalk Plan that indicates a need for pedestrian space on that bridge, the Thruway Authority is likely to give it serious consideration. Similarly, a Town-adopted Sidewalk Master Plan will encourage the Thruway Authority to pay more attention to the severe difficulties for pedestrians on Western Avenue between Church Road and Schoolhouse Road, as the Thruway Authority considers a possible new connection between the Northway and the Thruway in that area.

4. An approved Town Sidewalk Master Plan helps prepare the way for grants for the construction of sidewalks.

This was well demonstrated when the McKownville Planning Study prepared the way for the Town's success in obtaining the \$730,000 TIP Grant for the McKownville sidewalk project. The McKownville project was one of only three new bike/pedestrian TIP projects approved in the entire four-county region.

For all of these reasons, we hope that you will consider a Sidewalk Master Plan to be a useful part of the Town's Comprehensive Plan.

In the preparation of this plan, the present Pathways Committee would like to acknowledge the important assistance of retired or presently inactive members of the Pathways Committee, namely, Hugh Johnson, Frank Padula, Kathy Perrego, David Reid and Bert Schou.

Respectfully submitted,

Lindsay Childs, Chair Al D'Amato Barbara Quint Bob Stricos Sharon Tomeo



Town of Guilderland Preliminary Sidewalk Master Plan

THE GOAL

The goal of this plan is to develop a connected network of sidewalks that allow residents to walk between their neighborhoods and nearby neighborhoods, as well as amenities, such as shops, taverns, restaurants, ice cream stores, schools, libraries, churches, recreational facilities, parks, school grounds and natural areas, and public transportation.

Such a network would:

- Help alleviate traffic congestion and other adverse impacts of traffic (air pollution, oil consumption) by reducing the number of short trips and making CDTA use more attractive
- Improve the public health by encouraging walking (the latest federal study recommends an hour per day of exercise)
- Facilitate the mobility of that portion of the population that is unable to drive by reason of age, health or economic situation
- Expand the transportation options, and, thereby, the quality of life for the Town's residents.

1999 TOWN OF GUILDERI		> 5	
LEVEL OF PRIORITY	PHONE SURVEY	MAIL SURVEY	
High Priority	37.9%	32.1%	
Moderate Priority	33.7%	35.7%	
Low Priority	28.4%	32.2%	
(N)	(95)	(2,892)	
Considering various priori	ties facing the town of Guil	derland for the future.	

THE NEED

During the development of the Town's Comprehensive Plan, 70% of Town residents responding to written and telephone surveys placed a high or moderate priority on the development of pedestrian facilities that would connect neighborhoods and provide pedestrian access to neighboring facilities. As a result, the Comprehensive Plan, passed by our Town Board in August of 2001, emphasized the improvement of pedestrian infrastructure in the Town, and in particular, along the Western Avenue and Carman Road corridors. The Plan called for the formation of the Guilderland Pathways Committee "to begin to formulate a strategy for the development of a comprehensive pathways plan" (page VI-15). As a follow-up to the Plan's recommendations, the McKownville Planning Study, now nearing completion, has as a primary goal the improvement of the pedestrian environment in that hamlet.

This is a draft Sidewalk Master Plan for the Town of Guilderland developed by the Guilderland Pathway Committee.

The Committee hopes that future work on this plan will focus on refining the recommendations, prioritizing the many needs, and continuing to seek funding for its implementation.

The Plan lists sidewalk segments on the Town's highways that we recommend for construction, including discussions of the recommendations.

The list starts with the two major State highway corridors, Western Avenue and Carman Road. Other State, County and Town Roads where sidewalks are needed are then listed alphabetically.

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Guilderland Pathways Plan (Short Term Action)

The Town should establish a Guilderland Pathways committee to begin to formulate a strategy for the development of a comprehensive pathways plan. Initial work by this committee should be to identify sources of funding and technical assistance for the development of this plan. Albany County, the Capital District Transportation Committee, and the Hudson River Valley Greenway should be approached as possible partners in this effort. The committee could also begin to refine the pathways concept as presented in this plan. The nodes of activity that the Town would like to connect, and more specific opportunities for connecting them (such as the Normanskill Stream Corridor below the reservoir) could be identified.

Linkages: This plan should be linked to neighborhood master plans, although the detail in terms of pedestrian movement within the neighborhood is less important to the Pathways plan. The key elements of the plan are major linkages between neighborhoods and other community resources such as shopping centers, government centers, and parks.

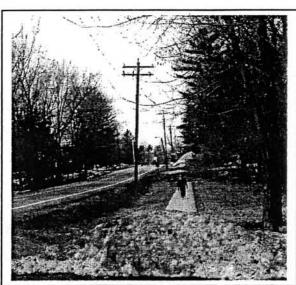
Legislative Agenda: The Town Board should continue to support ongoing implementation activities and authorize professional services as necessary to develop the town-wide Pathways Plan for Town Board adoption.

The Committee has included a preliminary priority for each sidewalk segment, along with an approximate distance (often measured only using a map or a car odometer). The total length of sidewalks recommended for construction, well over 25 miles, reveals the amount of work that needs to be done to bring the Town to the point that residents can travel comfortably and safely by foot.

Three summary tables conclude the report.

We note that Western Avenue east of Carman Road, as well as Route 155, Fuller Road and Carman Road, were identified as part of the Capital District's Priority Bicycle-Pedestrian Network during the CDTC New Visions planning process in the 1990's. Improving the pedestrian environment along those highways is therefore of regional concern, a fact of potential significance when seeking funding for sidewalks along those routes.

An important consideration that has guided our priorities is to fill gaps between existing pieces of sidewalk. For at least two decades the Town has required developers along Western Avenue and Carman Road to construct sidewalks on their frontage. The result of that requirement is a large collection of disconnected, hence rarely used, sidewalk fragments. Developers who constructed these sidewalks could reasonably argue that their investment in the sidewalk they constructed was wasted. In addition, the Town is committed to clearing snow off the sidewalks in the Town, and clearing snow from a collection of disconnected sections of sidewalk is less

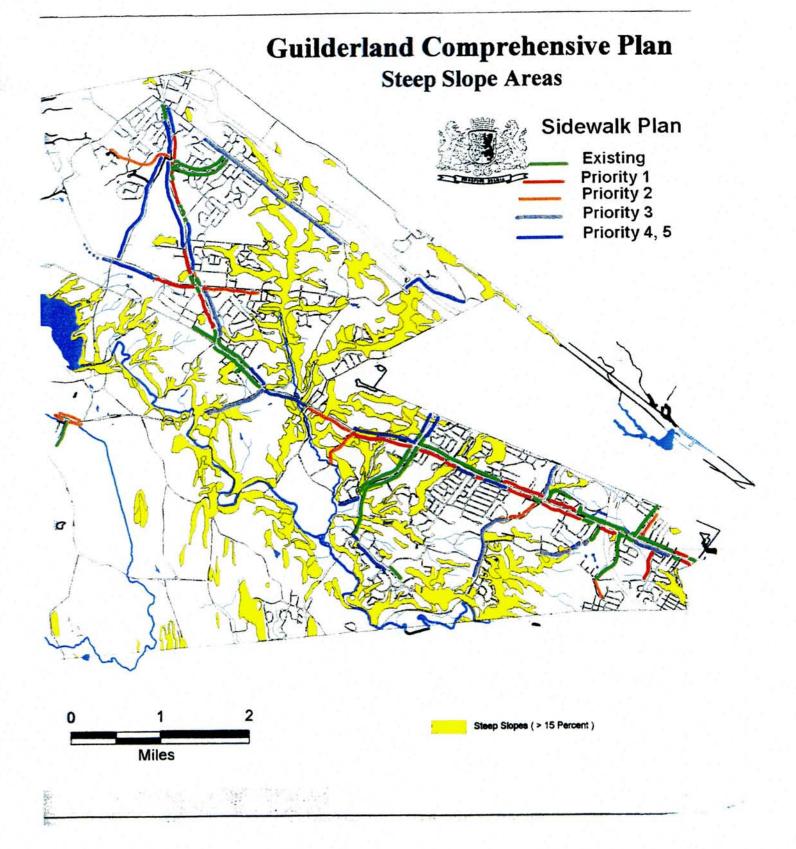


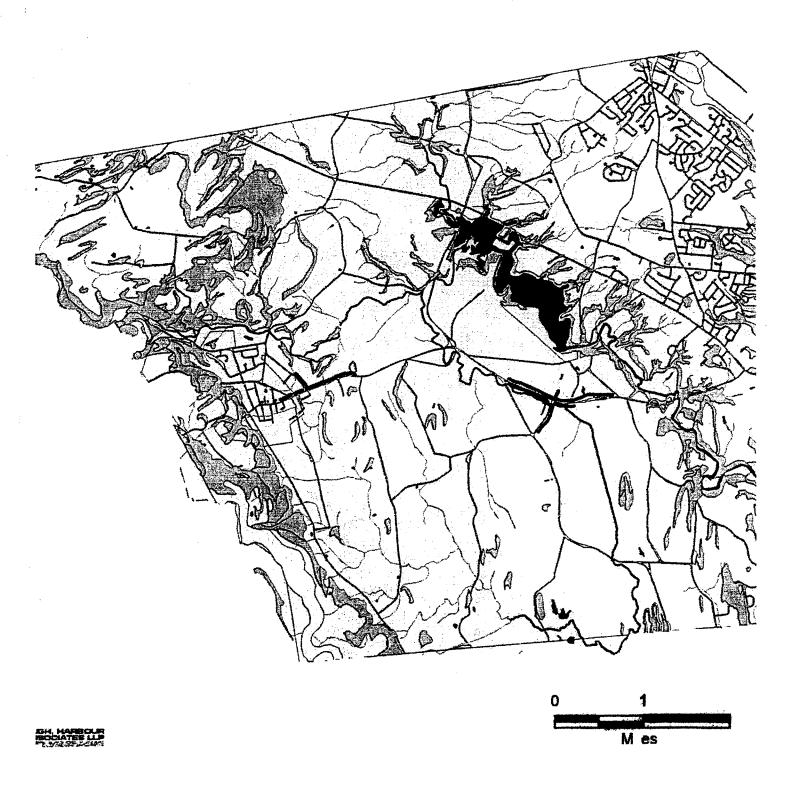
Carman Rd. north of Lone Pine Rd.

efficient than clearing a continuous sidewalk. For these reasons, the highest priority for new sidewalk construction is attached to sidewalks that would connect existing sidewalk sections to create a continuous sidewalk that would be useful and easy to maintain.

This report does not include specific recommendations for walkways to connect public sidewalks to businesses and other amenities. However, providing convenient pedestrian access (often through parking lots) to buildings is a frequently overlooked aspect of site planning. Some examples of overlooked connections include:

- Gipp Road to the upper Filenes entrance to Crossgates
- the Old State Road/Carman Road intersection to Carman Plaza and the Corner Ice Cream Shop
- Western Avenue to Mangia's and TGI Fridays
- The Price Chopper at 20 Mall to Mall Road and Regency Apartments
 Pedestrian access to buildings from off-site, as well as sidewalks, should be made a routine consideration of site plan review.





I. Western Avenue and Carman Road

Western Avenue, McKownville, North side (Albany City Line to Rapp Road):

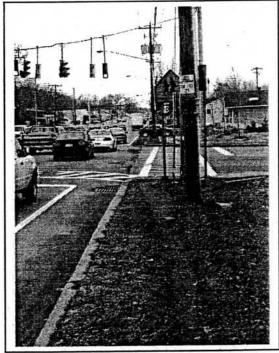
Recommendations:

Short term: Fill in sidewalk gaps and repair all sidewalks in this area

There is a nearly connected sidewalk on the north side between the City line and Church Road. However, the sidewalk east of Fuller Road is in need of rehabilitation, as the low elevation and poor drainage causes puddles to form in wet weather (and icing in the winter). In a number of places, the sidewalk is narrowed by encroaching vegetation. East of Knowles Terrace are several gaps that force the pedestrian onto the highway shoulder.

There are missing sections of sidewalk between the Crossgates English Couplet (across from the cemetery) and the Johnston Road/Western Avenue/Crossgates Mall Road intersection. Some of the missing pieces are on residential lots. Some (such as at the northeast corner of the Johnston Road/Western Avenue/Crossgates Mall Road intersection) are on commercially zoned lots that may be developed soon. A sidewalk on that northeast corner parcel, however, would be desirable for users of the CDTA, since bus users living along Johnston Road have no sidewalk to step onto when they depart a westbound bus.

This portion of Western Avenue is included in the McKownville Planning Study. The Town has obtained a major Enhancement Grant to address deficiencies in the sidewalks on both sides of Western Avenue between the Albany line and Fuller Road.



The bus stop at Crossgates Mall Road

Western Avenue, McKownville, South side, Albany Line to Johnston Road:

Recommendation:

Short term: Fill in sidewalk gaps; provide pedestrian safety in the Northway flyover bridge area

This portion of Western Avenue contains large gaps in the sidewalk network. The gaps between the City line and the Burger King are included in the Enhancement Grant.

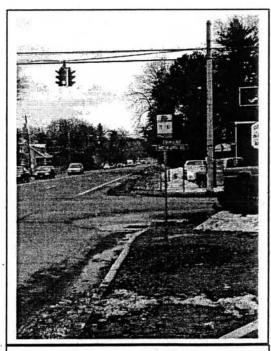
The most difficult gap to fill is the gap between Schoolhouse and Church Roads. Crossing the eastbound free right turn lane and passing under the Northway flyover bridge is the most dangerous pedestrian movement in the Town. It will take a great deal of creative thinking to make this area a safe pedestrian passageway. The NYS Thruway Authority is studying the Exit 24 area. If an outcome of that study is to alter the Fuller Road Alternate in the area of Western Avenue, the implications to pedestrian movement along Western Avenue of any alterations should be closely monitored.

There are few sidewalk fragments between Church Road and Johnston Road. A sidewalk here would be desirable because the safest place to cross Western Avenue anywhere in Guilderland is at the English Couplet at the entrance to Crossgates Mall.

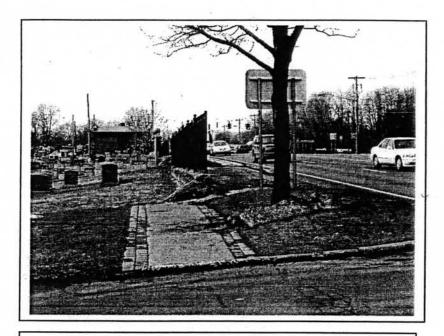
The McKownville Planning Study will address these deficiencies in detail.



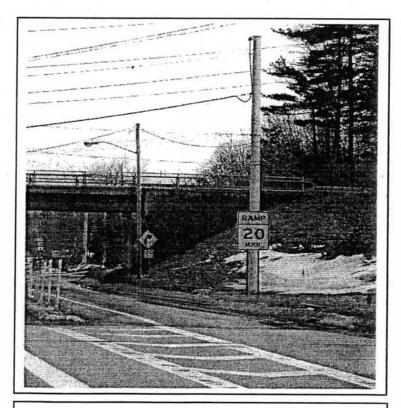




The bus stop at McKown Road



Western Avenue looking west towards the Crossgates English Couplet



Western Avenue at the Northway On-Ramp

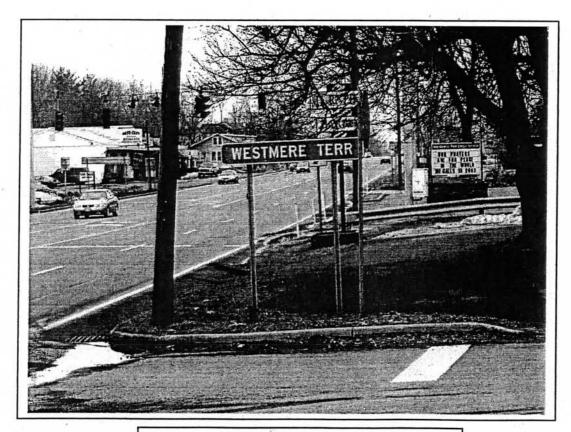
Western Avenue, Westmere, North Side (Crossgates Mall Road to Route 155):

Recommendation:

Short term: Fill in sidewalk gaps

Between Crossgates Mall Road and Gipp Road are a small number of missing sidewalk fragments totaling around 100 feet. (The Western Turnpike Rescue Squad is scheduled to construct a sidewalk on its frontage.) This sidewalk would connect the Gipp Road neighborhood, Westmere Terrace and Camp Terrace with the businesses along Western Avenue and at the Johnston Road-Western Avenue intersection, and the Westmere School. In 1992 the Town received estimates ranging upward from \$30,000 to fill in the gaps and fix various curb cuts to meet ADA standards.

Between Gipp Road and Route 155 there is a connected sidewalk in good condition, much of it constructed by DOT.



Western Avenue at Westmere Terrace

Western Avenue, Westmere, South side, Johnston Road to Fletcher Road:

Recommendation:

Short term: Fill in sidewalk gaps between Johnston Road and Kraus Road, and between Venezio and Witte

Medium-long term: Fill in the remaining sidewalk gaps

Between Johnston Road and Kraus Road there are only four gaps between sidewalk fragments. This section is particularly important as it provides a pedestrian connection between the Westlawn neighborhood and the shopping and school grounds at Johnston Road. Filling these gaps is a high priority.

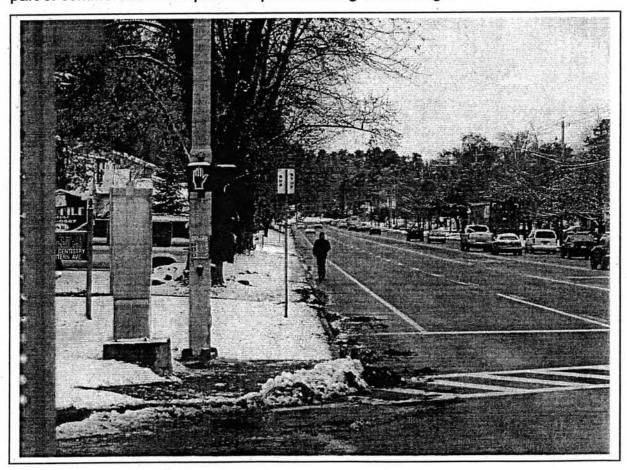
Even before completing the sidewalks east and west of Johnston Road on both sides of Western Avenue, it will be important to improve the pedestrian environment at the Western Avenue-Johnston Road intersection, especially for CDTA users living south of Western Avenue in this area.



Western Avenue east of Westmere Beverage

Between Kraus Road and Fletcher Road there are few sidewalk fragments and a number of residences. Because the frontage is narrow, often the natural location for a sidewalk is over the water line. (We note that in other communities, having sidewalks over water mains is not considered a problem. In the Town of Bethlehem, the Superintendent of Highways states that he has no trouble with sidewalks over water mains because it is extremely rare that a whole water main has to be removed. If there is a section of water main that ruptures, the rupture lifts up the square sections of sidewalk over it, which can be replaced with ease. At other times, if their department wants to replace a section of pipe, they lift the square sidewalk section(s) and replace it when they are finished.)

The highest priority in this area of Town is between Venezio and Witte. A sidewalk in this section would allow the eastern portion of Westlawn access to the neighborhood shopping at Witte Road (Cumberland Farms, Robinson Hardware), and the signalized crossing of Western Avenue at Witte Road, connecting to neighborhoods on the north side of Western Ave. It is possible that this sidewalk section could be constructed as part of commercial development of parcels along this frontage.



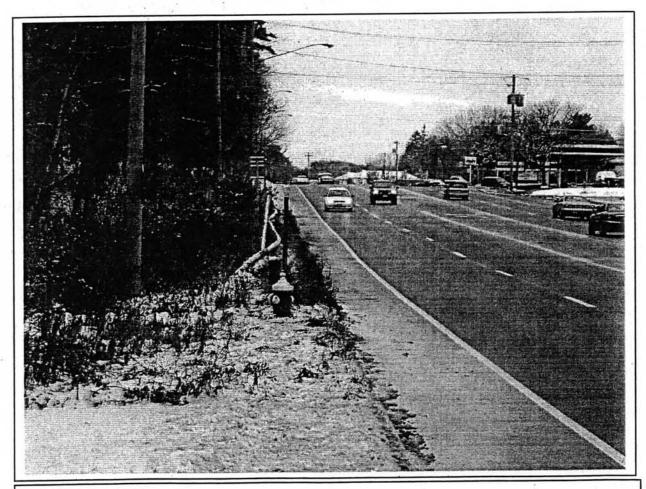
Western Avenue west of Palma Boulevard

Western Avenue, Fletcher Road to Highwood Circle:

Recommendation:

Short term: Construct a sidewalk adjacent to the Blockhouse Creek ravine.

This 900' stretch along the south side of Western Avenue contains no sidewalk fragments and no businesses. It is adjacent to the ravine of the Blockhouse Creek. Pedestrians wishing to walk between Westlawn and the Route 155 area with its many residential communities, businesses and amenities (Christ The King Church, Star Plaza, OTB, Key Bank, CVS, Arome d'Italia ice cream, Dunkin Donuts, 20 Mall) have no alternative but to travel along Western Avenue because of the "moat" effect of the Blockhouse Creek. All of the historical paths between Westlawn and the Route 155 area have been blocked by residential development.



Western Avenue at the Blockhouse Creek

Pedestrians seeking to walk along Western Avenue are forced either to cross Western Avenue (with no signalized crossing west of Witte Road, three blocks to the east of Fletcher Rd.) to reach the sidewalk on the north side, or to walk along the highway on the south side, either on a narrow, often overgrown stretch of ground next to the guide rail, or in the bike lane of the highway itself, within four feet of 24,000 vehicles per day consisting of automobile and truck traffic traveling upwards of 40 mph. The same hazards apply for residents of Highwood Circle and Hawthorne Gardens as they attempt to reach the neighborhood businesses (Westmere Plaza, Robinson Hardware), other residential neighborhoods, and amenities to the east.

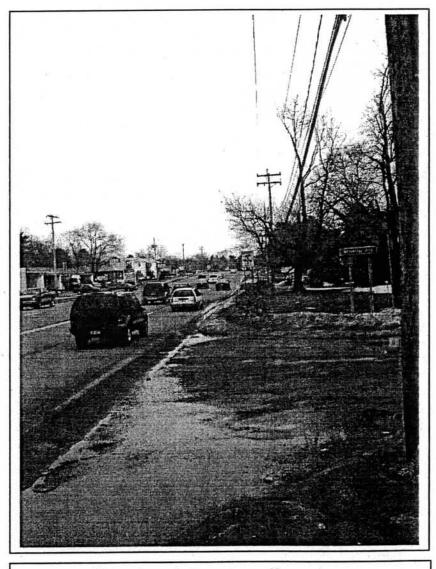
The Guilderland Pathways Committee received a proposal in 2002 from Boswell Engineering of \$5500 to do an engineering study for a sidewalk in this area.

Western Avenue, Highwood Circle and Hawthorne Gardens to Route 155:

Recommendations:

Short term: Fill in sidewalk gaps

The sidewalk in this area has a small number of gaps. Filling in these gaps would be relatively inexpensive, and would improve access for these residential communities to the commercial district at Western Avenue and Route 155 and the planned sidewalks along Route 155.



Western Avenue looking east across Norman Avenue

Western Avenue, Guilderland Hamlet:

Recommendations:

Short term: Construct sidewalks on the south side between 20 Mall and the Library

Medium term: Conduct engineering studies to develop plans and estimates for sidewalks west of Winding Brook Drive.

Medium term: Construct a sidewalk to connect Hartman's Comers and the Western Turnpike Golf Course, and improve the pedestrian crossing of Route 146 at Hartman's Corners.

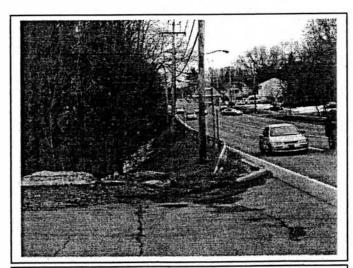
Long term: Construct sidewalks west of Winding Brook Drive

This is an important but very difficult area for sidewalks. Except on the frontage of the Guilderland Public Library, there are very few sidewalk fragments on either side of Western Avenue between Route 155 and Hartman's Corners (at the Stewarts), a distance of approximately 1.8 miles.

The lack of sidewalks west of the Library prevents the Library, the YMCA, and the Guilderland Elementary School from being accessed by foot from the Willow Street neighborhood. The lack of sidewalks east of Winding Brook Drive means that those same destinations and the Pine Bush Preserve are inaccessible from the dense residential communities in the Route 155 area (Heritage, Regency, Presidential, Brandywine).

On the south side, between 20 Mall and Winding Brook, it is likely that sidewalks will be part of the near-term development of the vacant parcels between Mall Road and

Winding Brook Drive (Lia and Beltrone parcels). However, constraining sidewalk construction on the rest of Western Avenue in the Hamlet of Guilderland are the Kaikout Kill ravine on the north side across from 20 Mall, the ravine east of the Hamilton Union Church on both sides of Western Avenue, and the Hunger Kill west of Willow Street. In addition, the front setbacks of buildings from Western Avenue both east and west of the Foundry Road/Willow Street intersection are very small, leaving little room for sidewalks.

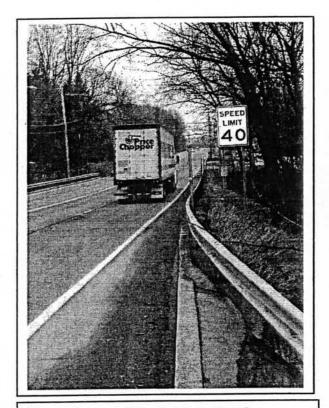


Western Ave., east of Hamilton Union Church

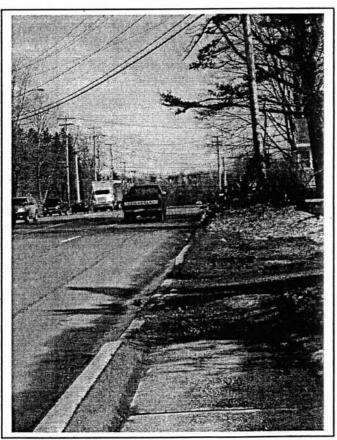
On the north side, a sidewalk should be required of developers of land fronting Western Avenue between Route 155 and the Kaikout Kill ravine, and also between the Kaikout Kill ravine and the Prospect Hill Cemetery (to connect businesses to crosswalks on Western Avenue at the signalized intersections at Route 155 and at Mall Road).

Constructing sidewalks across the ravines in this area will be beyond the fiscal means of the Town. A possible strategy would be to develop cost estimates from engineering studies conducted as part of a Guilderland Hamlet neighborhood study, and then seek State funding or a NYSDOT project for construction of the sidewalks.

A sidewalk connecting the Western Turnpike Golf Course and Hartman's Corners would connect the town's municipal golf course to the Windmill and Okara Drive residential neighborhoods.



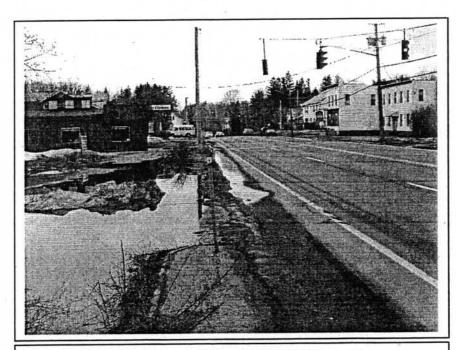
Western Ave., east of Hamilton Union Church



Western Avenue, east of the Guilderland Library



Crosswalk on Western Avenue at Willow Street



Western Avenue, looking west towards Foundry Road

Western Avenue, Hartman's Corners to McCormack's Corners:

Recommendation:

Long term: Fill in sidewalk gaps on north side of Western Avenue

The entire south side has a recently constructed (by DOT) sidewalk. The north side is missing sidewalk only within a quarter mile of Hartman's Corners (at and east of the Governor's Motor Inn). This gap need not be filled until development on the north side of Western Avenue between Hartman's Corners and the Hunger Kill creates a pedestrian demand (for example, if residential development occurs on those parcels).

Western Avenue, McCormack's Corners to the CSX tracks:

Recommendation:

Medium term: Require developers to construct sidewalks on the north side of Western Avenue

A sidewalk on the north side connects McCormack's Corners with Morningside Drive west of Town Hall. Otherwise there are no sidewalks in this area. However, this portion of Western Avenue has high potential for near-term residential development, and a sidewalk would be desirable to connect that new development with Town Hall and its Senior programs, and the neighborhood shopping at McCormack's Corners (Hannaford, CVS, and Carpenter Village).

Carman Road:

Recommendations:

Short term: Fill in sidewalk gaps, west side, Pheasant Run to Western Avenue; east side, Old State Road to Sunset Drive; Lone Pine Road to Jessamine Court.

Medium term: Fill in gaps, east side, Western Avenue to Old State Road; Sunset Lane to Lone Pine Road;

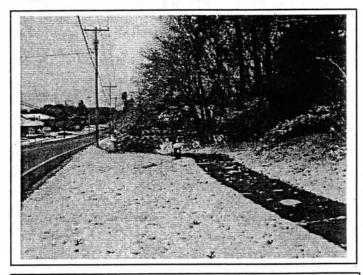
Complete sidewalk, west side, between Fuller Station Road and Pheasant Walk.

Long term: Complete sidewalk, west side, Ronald Place to Fuller Station Road; east side, Jessamine Court to Lydius Street.

All of the sidewalks on Carman Road have been constructed by developers or businesses. They form a patchwork of underutilized fragments. Among the more egregious examples are a sidewalk running into the side of a hill (west side, north of Old

State Road), one running up to the edge of a ravine (east side, north of Old State Road), and two sidewalk fragments on adjacent properties separated by a five foot offset and a 10 foot gap (east side, north of Fuller Station Road).

Numerous residential developments are on or adjacent to Carman Road, and numerous amenities front the highway —churches (St. Madeleine Sophie, Lynnwood Reformed, Alliance), shopping (Greulich's, Carman Plaza, Hannaford), an ice cream shop (at Carman Plaza), schools (St. Madeleine Sophie, Pine



Carman Road, east side, north of Old State Road

Bush School) and senior recreation (at Omni). Town Hall, Lone Pine Park and Fort Hunter Park are not far from Carman Road.

Connecting these sidewalk fragments to form a more connected sidewalk network is a high priority. Here are the three highest priority sections:

On the west side, filling in six short gaps (on the Stutz property, the Serafini Real Estate property, three residences and a business near Morningside Drive) would provide a connected sidewalk between Pheasant Walk and Western Avenue.

On the east side, the stretch between Jessamine Lane and Lone Pine Road contains Greulich's, Pine Bush School, Coons Road with its sidewalk, the Omni senior living

community, a day care center (the Maple Leaf Day Care), a crosswalk to St. Madeleine Sophie church and school, the Fort Hunter Fire Dept., Carman Trailer Court, and several apartment/condominium complexes (e.g. Jennings Corner).

The section between Coons Road and Lone Pine Road contains eight sidewalk fragments, providing about two-thirds of the sidewalk needed to provide a connected sidewalk. Portions of this section were proposed for a two-phase Spot Improvement Grant. The Town received in 2002 a grant for the first phase, from Coons Road to the Maple Leaf Day Care, opposite St. Madeleine Sophie Church.

On the east side, a sidewalk along the property south of Sunset Lane (Castagna) would connect Sunset Lane to Old State Road (via the Capital Care sidewalk) and the neighborhood shopping at Old State Road and Carman Road (Carman Plaza).

However, even if these gaps are filled, long sections of Carman Road will remain without a connected sidewalk:

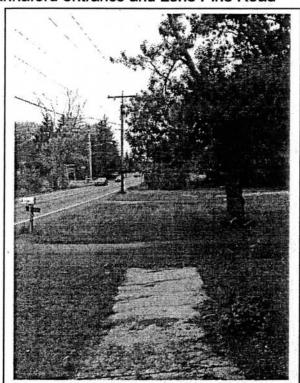
Most of the east side between the Hannaford entrance and Lone Pine Road

(about 1.2 miles, with few sidewalk fragments)

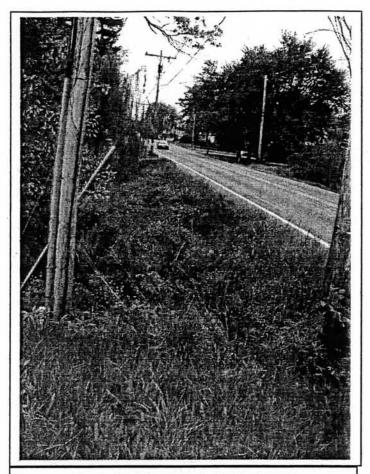
- The east side between Jessamine Lane and Lydius Street (about 0.3 miles, with some sidewalk fragments)
- The west side from Pheasant Run north to Fuller Station Road and then to Ronald Place (about 1.6 miles, with very few sidewalk fragments)

These are listed in approximate priority order. The west side sidewalk will become more desirable once the Empire Avenue sidewalk is completed to Carman Road at Fuller Station Road.

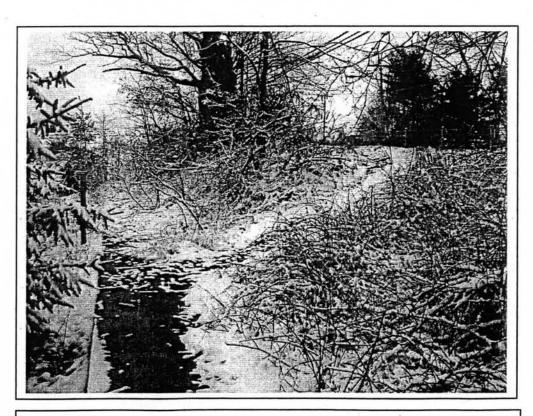
The Carman Road Planning Study, just now underway, should address sidewalks and other pedestrian needs in the corridor in more detail.



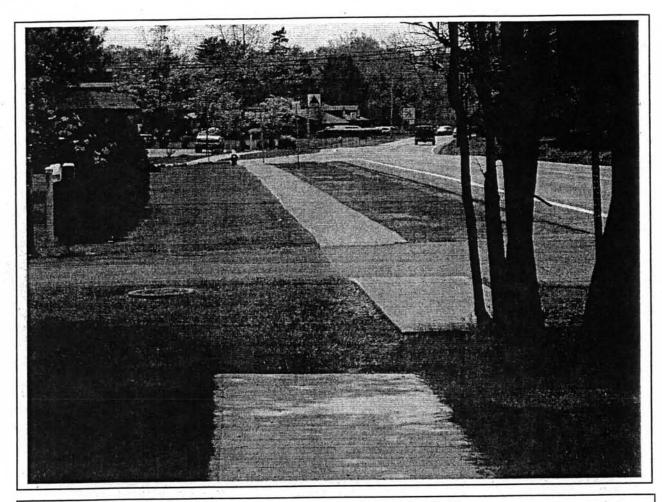
Carman Road, east side, north of Omni Senior Living Community



Carman Road, east side, south of Coons Road



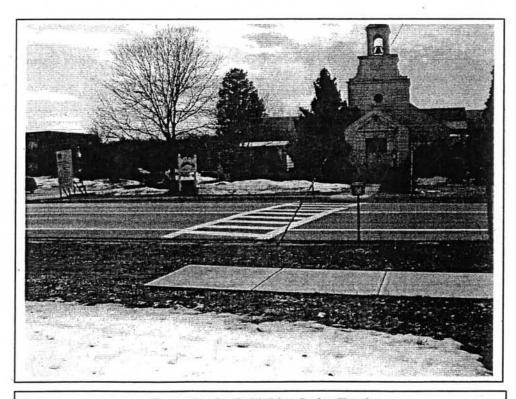
Sidewalk at Guilderland Apartments, west side of Carman Rd. north of Old State Rd.



Carman Road, east side, north of Lone Pine Road



Carman Road, at the southern end of Lynnwood Reformed Church



Carman Road at St. Madeline Sophie Church

II. Other roads that need sidewalks

Church Road:

Recommendations:

Short term: construct sidewalk, east side, Woodlake to Great Oaks Indefinite: construct sidewalk to connect the Lupe parcel to Western Avenue.

Church Road is a narrow road with no shoulders and heavy traffic and is unsafe to walk.

It makes sense to continue the existing sidewalk along the office complex (Great Oaks) south to the adjacent apartment complex (Woodlake) to connect the latter to Western Avenue and its amenities (the McKownville Methodist Church, Crossgates, etc.).

There is a large undeveloped (Lupe?) parcel on the south side of Church Road opposite Newman Rd. that was proposed for 80+ homes some years ago. If this parcel ever returns for a development application, a sidewalk along its length would be very desirable. While it would be difficult to continue the sidewalk eastward on the south side to connect to the apartment complex (Woodlake) and the existing sidewalk fronting the office complex (Great Oaks) near Western Avenue, it would be feasible to install a sidewalk on the north side between Tice and Hungerford, and crosswalks connecting the north sidewalk with sidewalks on the south side. That would give a continuous sidewalk from the Lupe parcel to Western Avenue, the McKownville Methodist Church, the nearby fast-food and sit-down restaurants along Western Avenue, a CDTA stop, and Stuyvesant Plaza. A sidewalk on the south side west of Tice Road would also allow residents on and near Church west of Tice to reach Tice and then walk on neighborhood streets to reach Western Avenue near the Crossgates English Couplet at the Crossgates Entrance. The total sidewalk needed on Church Road is about 3,200 feet.

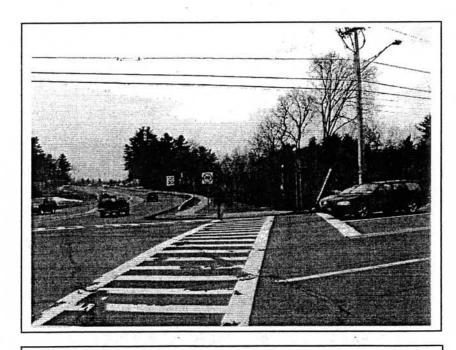
Church Road, looking north from Hungerford Rd.

Crossgates Mall Road and Rapp Road:

Recommendation:

Indefinite: Construct sidewalk on the west side of Crossgates Mall and Rapp Roads between Western Avenue and Gipp Road

The southern portion of the Crossgates ring road and the exit to Johnston Road and Western Avenue presently has a sidewalk on the east and south side. To connect the Gipp Road neighborhood and the adjacent neighborhoods in Albany to the shopping at Johnston Road, a sidewalk should be installed on the west side of Crossgates Mall and Rapp Roads between Western Avenue and Gipp Road. Presumably, at some point, the parcel fronting Rapp Road will be proposed for development. When development occurs, much of the desired sidewalk could be constructed by the developer at that time. About 2,500 feet of sidewalk would be needed.



Crosswalk at Johnston Road and Western Avenue

Dr. Shaw Road:

Recommendations:

Medium term: Construct sidewalk along one side of Dr. Shaw Road from Route 155 to Veeder Road

(Very?) long term: If Dr. Shaw Road is extended east to connect to the Lonnstrom parcel and then to Johnston Road, continue the sidewalk on the north side east to Johnston Road.

The planned reconstruction of Route 155 will provide a sidewalk between Dr. Shaw Road and Western Avenue. Residents of Kennewyck have requested a sidewalk along Dr. Shaw Road from Route 155 to Veeder Road, a distance of about 2500 feet. To minimize impact on residences, the best route would be on the north side from Route 155 to Wasentha Way, then on the south side east to Veeder Road. A pedestrian crossing would be needed at this point. Sidewalks on Dr. Shaw Road would have to be constructed by the Town. In the event that Dr. Shaw Road is extended to the east to Johnston Road, the existing sidewalk on the north side of Dr. Shaw Road east of



Sidewalk on Dr. Shaw Road east of Veeder Rd.

Veeder Road should be continued to provide a pedestrian neighborhood connection between the Vale and Kennewyck neighborhoods and Covington Woods and future new subdivisions on the presently vacant parcels between the end of Dr. Shaw Road and Johnston Road (the Tate and Lonnstrom parcels). (Mr. Tate indicated at a 2002 ZBA meeting that his parcel will not be available for development in the near term.)

Along with providing a connection to the Route 155 sidewalk, a sidewalk along Dr. Shaw Road west of Veeder Road would also connect the Vale and Kennewyck neighborhoods to the former Mill Hill property on Route 155 opposite Dr. Shaw Road. A former developer of that property had promised a public path through that land from Route 155 to the edge of Nott Road Park.

Assuming this promise is honored, the Dr. Shaw sidewalk would connect Nott Road Park with the neighborhoods along Dr. Shaw Road.

Empire Avenue:

Recommendation:

As develop proceeds: construct sidewalks on the north side of the road

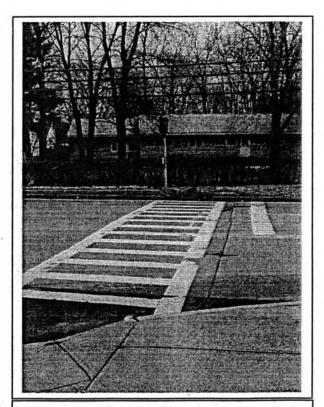
The eastern extension of Empire Avenue between the Crimson Park subdivision and Fuller Station Road is projected to be a neighborhood connector and low-speed access to Carman Road and the Pine Bush School. A sidewalk is needed to provide a safe pedestrian link to connect the neighborhoods with Carman Road and the School.

Fuller Road:

Recommendation:

Short term: construct a sidewalk on the east side of the road between Western Avenue and the southern entrance of SUNYA

Albany County recently installed a sidewalk on the west side of Fuller Road between Western Avenue and Loughlin Avenue in Albany. Presently, there is no sidewalk or path on the east side to serve pedestrians, only a very narrow, well-beaten path. There is a new unsignalized crosswalk at the south University entrance to connect a sidewalk on the University grounds to the sidewalk on the west side of Fuller Road, but pedestrians heading for Stuyvesant Plaza often walk south along the east side of Fuller Road on the narrow path until they find a gap in the Fuller Road traffic. There is a signalized pedestrian crossing at the Executive Park/Fuller Road intersection that connects the sidewalk on the west side to



Fuller Rd. at Executive Park

nothing. It would make sense to construct a sidewalk on the east side at least between the University entrance and the Executive Park intersection.

Winding Brook Drive:

Recommendation:

Medium term: Construct a multi-use path on the east side between Nott Road and Western Avenue.

A multi-use path along the east side of this road would connect Fairwood Apartments and the Nott Road area with the YMCA, the Library, Guilderland Elementary School and the Pine Bush Preserve. The path could also ultimately be part of a longer path connecting the Vail and Kennewyck neighborhoods with the Library (see Nott Road and Dr. Shaw Road, above). The path would be an outdoor amenity for users of the YMCA. The YMCA has already agreed to construct its portion once a sidewalk on a parcel on either side (Beltrone or KAM (Fairwood)) is ready for construction. This entire path could be constructed by private funds as part of developments in the area, hence the timing would depend on the pace of development. The distance from Nott Road to Western Avenue is about 0.6 miles.

III Other Roads

A. Town Roads with sidewalks

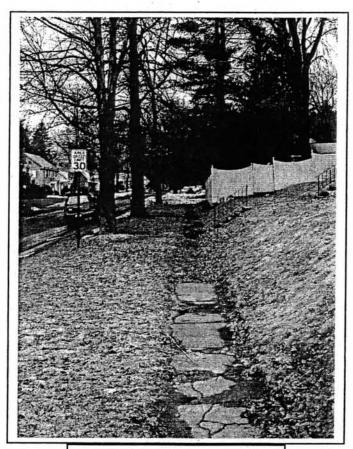
Recommendations:

Work with the neighborhood on the repair of sidewalks on dead end streets in McKownville

Extend the School Road sidewalk through the Park Guilderland grounds to connect Route 146 and Keenholts Park

Maintain the sidewalks on Hague Drive and on Coons Road.

Several Town roads have sidewalks
- Elmwood and the dead-end streets
off Western Avenue in McKownville,
such as Knowles, Waverley,
Brookwood, Norwood, Glenwood
and Parkwood, and Coons Road,
Hague Drive, and School Road



Elmwood Street, east side

The sidewalks on dead-end streets in McKownville are in severe disrepair. In view of the great need for sidewalks on heavily travelled roads elsewhere in the Town, the GPC does not consider repair/replacement of sidewalks on dead-end streets with low traffic volumes to be a high priority. If there is enthusiasm for rebuilding these sidewalks among the residents, then formation of a sidewalk district should be considered to help defray the cost. Elmwood Street is a special case, since there is a significant amount of cut-through traffic on this road. The McKownville Planning Study will address this issue.

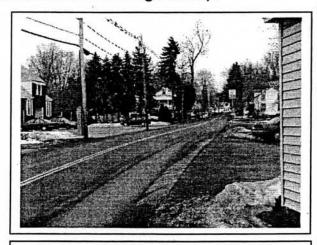
The sidewalk on the High School side of School Road should be maintained as it serves the important purpose of connecting the High School to Guilderland Center with the shops and apartments of Park Guilderland on Route 146 opposite School Road. It would be desirable to extend the School Road sidewalk across Route 146 and through the apartment grounds to provide a direct pedestrian/bicycle connection between Route 146 and Keenholts Park.

The sidewalk on Hague Drive connects Windmill Estates to the sidewalk on Western Avenue east of McCormack's Corners and should be maintained.

The sidewalks on Coons Road connect the Pine Bush School to the adjacent neighborhood. The sidewalk has been advertised as an amenity by real estate agents advertising property in the area.

B. Town roads with no space for sidewalks

Several Town roads need sidewalks, but because of existing development and, in most cases, lack of adequate right-of-way, sidewalks appear to be unfeasible for the foreseeable future. These include Gipp Road, DiBella Drive, Spawn Road west of Timothy Lane, Veeder Road, Vosburgh Road and Willow Street. Where possible, alternate locations for sidewalks should be sought near those roads (for example, as part of development west of Vosburgh Road).



Willow Street, north of Route 20

Summary of Recommendations

Western Avenue. McKownville, north side, Albany City Line to Fuller Road Alternate:

Short term: fill in sidewalk gaps and repair all sidewalks in this area

0.1 miles of new sidewalk

Western Avenue, McKownville, north side, Crossgates English Couplet to Crossgates Mall Road:

Short term: fill in sidewalk gaps

0.4 miles of new sidewalk

Western Avenue, McKownville, south side, Albany Line to Schoolhouse Road: Short term: fill in

sidewalk gaps

0.6 miles of new sidewalk

Western Avenue, McKownville, south side, Schoolhouse Road to Church Road:

Short term: provide pedestrian safety in the Northway flyover bridge area

0.1 miles of impossible sidewalk

Western Avenue, McKownville, south side, Church Road to Johnston Road:

Short term: fill in sidewalk gaps 0.7 miles of new sidewalk

Western Avenue, Westmere, north side, Crossgates Mall Road to Gipp Road:

Short term: fill in sidewalk gaps

0.1 miles of new sidewalk

Western Avenue, Westmere, south side, Johnston Road to Kraus Road:

Short term: fill in sidewalk gaps

0.1 miles of new sidewalk

Western Avenue, Westmere, south side, Venezio Ave. to Witte Rd:

Short term: fill in sidewalk gap (possibly by developer?)

0.1 miles of new sidewalk

Western Avenue, south side, Fletcher Road to Highwood Circle:

Short term: construct a sidewalk adjacent to the Blockhouse Creek ravine.

0.2 miles of new sidewalk

Western Avenue, south side, Highwood Circle to Route 155:

Short term: fill in sidewalk gaps

0.1 miles of new sidewalk

Western Avenue, south side, Route 155 to the Library:

Short term: construct sidewalk 0.6 miles of new sidewalk

Carman Road west side, Pheasant Run to Western Avenue:

Short term: fill in sidewalk gaps 0.3 miles of new sidewalk

Carman Road east side, Old State Road to Sunset Drive:

Short term: fill in sidewalk gap at Castagna

0.1 miles of new sidewalk

Carman Road east side, Lone Pine Road to Jessamine Court:

Short term: fill in sidewalk gaps 0.7 miles of new sidewalk

Church Road, east side, Woodlake to Great Oaks:

Short term: construct sidewalk 0.1 miles of new sidewalk

Fuller Road, east side, Western Avenue to the southern entrance of U Albany:

Short term: construct a sidewalk 0.4 miles of new sidewalk

Johnston Road, west side, Western Avenue to Oxford Heights:

Short term: construct sidewalk (with help from Albany County?)

0.7 miles of new sidewalk

Old State Road, south side, Carman Road to Gardenview Drive:

Short term: construct a sidewalk to connect Carman Plaza and the adjacent neighborhood 0.1 miles of new sidewalk

Old State Road, south side, Pineview Drive to Regina Drive:

Short term: construct a sidewalk to connect Lynnwood School to the adjacent neighborhood 0.1 miles of new sidewalk

Route 155 at Western Avenue:

Short term (depending on development): Further enhance the 20/155 intersection with pedestrian crosswalks and signals on the north and west sides of the intersection.

Church Road, Newman to Woodlake:

Indefinite: construct sidewalk along the Lupe parcel as development occurs, and connect it to Woodlake Drive.

0.6 miles of new sidewalk

Crossgates Mall Road and Rapp Road:

Indefinite: construct sidewalk on the west side of Crossgates Mall and Rapp Roads between Western Avenue and Gipp Road as development occurs

0.5 miles of new sidewalk

Empire Avenue:

Indefinite: construct sidewalks on the north side from Crimson Park to Fuller Station Road with develoment 0.5 miles of new sidewalk

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Winding Brook Drive:

Indefinite: construct a multi-use path along the east side of this road with development 0.6 miles of new sidewalk

Western Avenue, Morningside Drive to the CSX tracks:

Indefinite: construct sidewalks along Western Avenue with development 1.3 miles of new sidewalk

Western Avenue, Winding Brook to Foundry Road:

Medium term: Conduct engineering studies to develop plans and estimates for sidewalks west of Winding Brook Drive.

0.9 miles of new sidewalk

Western Avenue, Hartman's Corners to the Western Turnpike Golf Course:

Medium term: construct a sidewalk and improve the pedestrian crossing of Route 146 at Hartman's Corners.

0.2 miles of new sidewalk

Carman Road, east side, Western Avenue to Old State Road:

Medium term: fill in gaps 0.4 miles of new sidewalk

Carman Road, east side, Sunset Lane to Lone Pine Road:

Medium term: fill in gaps 0.7 miles of new sidewalk

Carman Road, west side, Fuller Station Road to Pheasant Walk:

Medium term: complete sidewalk

0.9 miles of new sidewalk

Dr. Shaw Road, Route 155 to Veeder Road:

Medium term: construct sidewalk along one side of Dr. Shaw Road

0.5 miles of new sidewalk

Fuller Station Road, Empire Avenue to Carman Road:

Medium term: construct a sidewalk along the northern end of Fuller Station Road, opposite Coons Road, to complete the Empire Ave. sidewalk. Improve the pedestrian crossing at Coons Road.

0.1 miles of new sidewalk

East Lydius Street, Siver Road to Traber Road:

Medium term: construct sidewalk along the south side of Lydius Street

1.1 miles of new sidewalk

Elmwood Street, Western Avenue to Fuller Road:

Medium term: reconstruct a sidewalk on one side

0.2 miles of essentially new sidewalk

McKown Road, Western Avenue to Woodscape Drive:

Medium term: construct a sidewalk between Western Avenue and Woodscape Drive, to access Abele

Park

0.4 miles of new sidewalk

Nott Road, Route 155 to the Park entrance drive:

Medium term: construct a sidewalk on the south side between Route 155 and the sharp curve, and extend it as a sidewalk or bicycle path along the sewer line to the Nott Road Park driveway.

0.3 miles of new sidewalk

Old State Road, south side, Gardenview Drive to Pineview Drive:

Medium term: construct a sidewalk to connect sidewalks recommended above.

0.3 miles of new sidewalk

Old State Road, south side, west of Regina Drive:

Medium term: construct a sidewalk to connect Lynnwood School to development to the west.

1.4 miles of new sidewalk

Route 146, Guilderland Center:

Medium term: construct sidewalks along the north side between French's Hollow Road and Depot Road, and on the south side between the railroad bridge and Depot Road.

1.4 miles of new sidewalk

Route 155, north of Western Avenue:

Medium term: construct sidewalks on both sides from Western Avenue to the Albany city line.

0.4 miles of new sidewalk

Schoolhouse Road, east side, McKown Road to Vaughn Drive:

Medium term: extend the existing sidewalk south of McKown Road

0.3 miles of new sidewalk

Western Avenue, Westmere, South side, Kraus Road to Fletcher Road:

Medium-long term: fill in the sidewalk gaps between Kraus Road and Venezio Ave., and between Witte

Rd. and Fletcher Rd.

0.6 miles of new sidewalk

Western Avenue, Foundry Road to Hartmans' Corners:

Long term: construct sidewalk 0.9 miles of new sidewalk

Western Avenue, north side, Hartman's Corners to McCormack's Corners:

Long term: extend the present sidewalk eastward to Hartman's Corners

0.2 miles of new sidewalk

Carman Road, west side, Ronald Place to Fuller Station Road:

Long term: Complete sidewalk 0.7 miles of new sidewalk

Carman Road, east side, Jessamine Court to Lydius Street:

Long term: complete sidewalk.

0.3 miles of new sidewalk

Fuller Station Road:

Long term: construct a sidewalk and/or multi-use path along or parallel to the road between Old State Road and Empire Avenue.

1.3 miles of new sidewalk

Gun Club Road:

Long term: construct a sidewalk to connect Route 146 to the Altamont Village Park

0.3 miles of new sidewalk

Johnston Road, west side, Oxford Heights to the Lonnstrom development:

Long term: extend the proposed sidewalk south from Oxford Heights.

0.6 miles of new sidewalk

East Lydius Street, south side, Traber Road to Sundew Drive (Primrose Estates):

Long term: extend the proposed Traber-Siver sidewalk to the west

1.1 miles of new sidewalk

Old State Road, Hillview Ave. to Carman Road:

Long term: construct a sidewalk east of Carman Road

0.7 miles of new sidewalk

Old State Road, Lydius Street to Kings Road:

Long term: construct a sidewalk or multiuse path, or walkable bike lanes along Old State Road between Lydius Street and Kings Road; encourage NYSTA to rebuild the Old State Road bridge (in 2005) to

accommodate pedestrians

0.8 miles of new sidewalk or shoulders

Route 146, Western Avenue to Tawasentha:

Long term: construct a sidewalk along Route 146 between Western Avenue and the park entrance (if an off-road path is unavailable)
0.8 miles of new sidewalk

0.0 mmcs of from sidemain

Route 146, Gun Club Road to Altamont:

Medium term: construct a sidewalk along the north side connecting Gun Club Road and the Village of Altamont

0.2 miles of new sidewalk

Route 146, Armstrong Drive to Gun Club Road:

Long term: construct a sidewalk along the north side connecting Knowersville Estates and Gun Club Road.

0.6 miles of new sidewalk

Dr. Shaw Road, Veeder Road to Lonnstrom:

(Very?) long term: If Dr. Shaw Road is extended east to connect to the Lonnstrom parcel and then to Johnston Road, continue the Lonnstrom sidewalk on the north side west to Kennewyck.

0.5 miles of new sidewalk

Mileage of Sidewalk Recommendations

Short term:

Western Avenue, north side, Albany Line to FRA: 0.1 miles Western Avenue, north side, English Couplet to Crossgates Mall Rd.: 0.4 miles Western Avenue, south side, Albany Line to Schoolhouse Road: 0.6 miles Western Avenue, south side, Schoolhouse Road to Church Road: 0.1 miles Western Avenue, south side, Church Road to Johnston Road: 0.7 miles Western Avenue, north side, Crossgates Mall Road to Gipp Road: 0.1 miles Western Avenue, south side, Johnston Road to Kraus Road: 0.1 miles Western Avenue, south side, Venezio Ave. to Witte Rd: 0.1 miles Western Avenue, Fletcher Road to Highwood Circle: 0.2 miles Western Avenue, Highwood Circle to Route 155: 0.1 miles Western Avenue, Route 155 to the Library: 0.6 miles Carman Road, west side. Pheasant Run to Western Avenue: 0.3 miles Carman Road, Old State Road to Sunset Drive: 0.1 miles Carman Road, Lone Pine Road to Jessamine Court: 0.7 miles Church Road, Woodlake to Great Oaks: 0.1 miles Fuller Road, Western Avenue to U Albany: 0.4 miles Johnston Road, Western Avenue to Oxford Heights: 0.7 miles Old State Road, Carman Road to Gardenview Drive: 0.1 miles Old State Road, Pineview Drive to Regina Drive: 0.1 miles

Total short term: 5.6 miles

Indefinite term:

Church Road, Newman to Woodlake: 0.6 miles Crossgates Mall Road and Rapp Road: 0.5 miles

Empire Avenue: 0.5 miles Winding Brook Drive: 0.6 miles

Western Avenue, Morningside Drive to the CSX tracks: 1.3 miles

Total indefinite term: 3.5 miles

Medium term:

Western Avenue, Westmere, Kraus Road to Fletcher Road: 0.6 miles Western Avenue, north side, Route 155 to Prospect Hill Cemetery: 0.3 miles Western Avenue, Winding Brook to Foundry Road: 0.9 miles Western Avenue, Hartman's Cor. to the WTGC entrance: 0.2 miles Carman Road, east side, Western Avenue to Old State Road: 0.4 miles Carman Road, east side, Sunset Lane to Lone Pine Road: 0.7 miles Carman Road, west side, Fuller Station Road to Pheasant Walk: 0.9 miles Dr. Shaw Road. Route 155 to Veeder Road: 0.5 miles Fuller Station Road, Empire Avenue to Carman Road: 0.1 miles East Lydius Street, Siver Road to Traber Road: 1.1 miles Elmwood Street, Western Avenue to Fuller Road: 0.2 miles McKown Road, Western Avenue to Woodscape Drive: 0.4 miles Nott Road, Route 155 to the Park entrance drive: 0.3 miles Old State Road, south side, Gardenview Drive to Pineview Drive: 0.3 miles Old State Road, south side, west of Regina Drive: 1.4 miles Route 146. Guilderland Center: 1.4 miles Route 146, Gun Club Road to Altamont line: 0.2 miles Route 155, north of Western Avenue: 0.4 miles Schoolhouse Road, east side, McKown Road to Vaughn Drive: 0.3 miles

Total medium term: 10.6 miles

Long term:

Western Avenue, Foundry Road to Hartmans' Corners: 0.9 miles
Western Avenue, north side, Hartman's to McCormack's Corners: 0.2 miles
Carman Road, west side, Ronald Place to Fuller Station Road: 0.7 miles
Carman Road, east side, Jessamine Court to Lydius Street: 0.3 miles
Dr. Shaw Road, Veeder Road to Lonnstrom: 0.5 miles

Fuller Station Road: 1.3 miles Gun Club Road: 0.3 miles

Johnston Road, west side, Oxford Heights to Lonnstrom: 0.6 miles

East Lydius Street, Traber Road to Sundew Drive (Primrose Estates): 1.1 miles

Old State Road, Hillview Ave. to Carman Road: 0.7 miles Old State Road, Lydius Street to Kings Road: 0.8 miles Route 146, Western Avenue to Tawasentha: 0.8 miles Route 146, Armstrong Drive to Gun Club Road: 0.6 miles

Total long term: 8.8 miles

Totals:

Short term: 5.6 miles Indefinite: 3.5 miles Medium term: 10.6 miles Long term: 8.8 miles Total 28.5 miles

Priorities Location	lenath	priority	fill	notes
20041017	iongu.	pilolity	gaps?	
20, north side, Knowles to UAlbany	0.1	1	у у	a short gap plus rehab
20, north side, Crossgates to Johnston	0.4	1	,	2 0 9 = p p
20, north side, Johnston to Gipp	0.1	1	у	•
20, south side, City to Hillcrest	0.1	1	,	
	0.1	1.		developers
20, south side, 155 to Winding Brook	0.0	1		uc velopels
20, south side, Church to Johnston	0.7	1		difficult
20, south side, Fletcher to Highwood	0.2	1	v	dinodit
20, south side, Highwood to 155	0.1	1	У	
20, south side, Johnston to Kraus	0.1	1	У	DOT/Thruway? Very difficult!
20, south side, Schoohouse to Church		1		DOT/Thruway: Very dimedic
20, south side, Venezio to Witte	0.1	1		
Carman, east side, Coons to Jessamine	0.5	1	.,	partly funded by CDTC
Carman, east side, Lone Pine to Coons	0.2		У	partly funded by CD1C
Carman, west side, Old State to 20	0.2	1	У	
Carman, west side, Pheasant Run to Old State	0.1	1	У	
McKown Rd.	0.4	1		-
Old State, Carman to Regina	0.5	1		DOTO
146 in Guilderland Center	1.4	2		DOT?
20, Winding Brook to Willow	0.9	2		difficult
Empire Avenue		2		developers
Fuller Rd, east side, 20 to UAlbany	0.4	2		county
Johnston Rd, 20 to Oxford Hgts	0.7	2		county
Old State, Hillview to Carman	0.7	2		
Schoolhouse Road	0.3	2		county
Winding Brook Drive	0.6	2 2 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3		developers
146, 20 to Tawasentha	8.0	3		DOT?
20, south side, Brookwood to Fuller	0.5	3		
Carman, east side, Hannaford to Old State	0.4	3		
Church Rd., Newman to Great Oaks	0.6	3		
Johnston Rd, Oxford to Garnett	0.5	. 3		county
Lydius Street, Siver to Sundew	2.2	3		
Old State west of Fuller Station		3		developers
Rapp Rd., Western to Gipp	0.5	3		developers?
20, north side, Hartmans to Gov. Motor Inn	0.2	4		
20, south side, Kraus to Venezio	0.3	4		difficultlittle frontage
20, south side, Witte to Fletcher	0.3	4		lots of asphalt already
20, Willow to Hartmans Corners	0.9	4		difficultacross the Hungerkill
Carman, east side, Jessamine to Lydius	0.3	4		has some fragments
Carman, east side, Old State to Lone Pine	0.8	4		has some short fragments
Carman, west side, Ronald to Pheasant	1.6	4		has some very short fragments
Dr. Shaw, Veeder to 155	0.5	4		
Fuller Station Road	1.3	4		•
Nott Road	0.2	4		
Old State, Lydius to Kings	0.8	4		
Old State, Regina to Fuller Station	0.5	4		
Route 155 north of Western	0.4	4		developers/State?
Route 146 west of Gun Club	0.2	4		• .
20, north, 155 to Winding Brook	0.6	5		difficult
Route 146, Armstrong to Gun Club,	0.6	5		
Gun Club, 146 to Bozenkill Park	0.3	5		
Cull Club, 140 to Dozolikii i aik	0.0	·		