

# BIKING IN GUILDERLAND

**Guilderland Pathways Committee  
Bicycle Task Force (Hugh Johnson, Bob Stricos)**

**May 18, 2004**

Guilderland is a challenging town for bicyclists. The state highways in the town were not built with bicycling (or walking) in mind. Routes 20, 146 and 155 have bike lanes or bikeable shoulders along much of their length, but the gaps in those lanes and the speeds and volumes of the traffic make them unattractive for cycling by other than experts. Most of the town and county collector streets have layouts and pavement and right-of-way widths that date from the 19<sup>th</sup> century. If a cyclist wishes to ride on one of those streets, it is usually necessary to share the road with vehicular traffic, and the volumes and speeds of the traffic makes these streets unacceptable to other than expert cyclists.

The first section of this report gives a detailed description of the quality of the Town's main collector and arterial highways for bicycling as transportation. The second section examines rural routes in the Town that have been proposed over the past 25 years for recreational cycling. The judgments and recommendations are those of the Bicycle Task Force. Both members are expert cyclists who have commuted regularly by bicycle in and around Guilderland and Albany for many years.

Before proceeding to those two sections, it is useful to review some ideas from the Oregon Department of Transportation's Bicycle and Pedestrian Plan, 1995. The Oregon Plan is considered to be a national model of its kind.

- What kinds of cyclists should be accommodated?

The Oregon Plan notes that some plans have segregated bicyclists according to skills: riders with highly developed skills (experts), riders with moderate skills, and children and beginners. The approach of ODOT is that bicycle facilities should safely accommodate the majority of users. "Roads designed to accommodate cyclists with moderate skills will meet the needs of most riders; special consideration should be given close to school areas, where facilities designed specifically for children should be provided." (p. 48)

- ODOT Design standards.

Shared roadways.

"Shared roadways function well on local streets and minor collectors, and on low-volume rural roads and highways.... Shared roadways are suitable in urban areas on streets with low speeds--25 mph or less--or low traffic volumes (3,000 Average Daily Traffic or less, depending on speed and land use)." (p. 66)

## Shoulder bikeways.

Paved shoulders, 6 feet wide, are desirable. “When providing shoulders for bicycle use, a width of 6 ft is recommended. This allows a cyclist to ride far enough from the edge of pavement to avoid debris, yet far enough from passing vehicles to avoid conflicts. If there are physical width limitations, a minimum 4 ft. shoulder may be used. Shoulders against a curb face, guardrail or other roadside barriers must have a 5 foot minimum width or 4 ft from the longitudinal joint between a monolithic curb and gutter and the edge of travel lane. On steep grades it is desirable to maintain a 6 foot (minimum 5 foot) shoulder, as cyclists need more space for maneuvering.” (p. 67)

As will be seen, very few of the town’s highways meet the Oregon DOT standards. For recent average daily traffic volumes on several of the highways, see Appendix 1.

### 1. Biking for transportation.

A motorist traveling on the town’s highways will notice that Carman Road and Western Avenue east of McCormack’s Corners has been designated as part of New York State Bike Route #5, and several of the town’s collector roads have Shared Roadway signs with bicyclists pictured on the signs. We state up front that while these routes are bikeable by expert cyclists, they are NOT recommended for children, or for adults with moderate skills who do not feel comfortable riding in moderate to heavy traffic, with vehicles in some cases whizzing past at nearly interstate speeds. The Shared Roadway signs were placed for both motorists and cyclists, but their presence, or the presence of Bike Route #5 signs, does NOT mean we endorse riding on any of these roads.

Several of the highways below are on the Capital District Transportation Committee’s Priority Bicycle/Pedestrian Network. This listing means that the CDTC considers them important transportation routes that *should be* bikeable. In most cases the listing does not mean that the routes *are* bikeable!

The following detailed comments will detail the difficulties. The personal comments are by Hugh Johnson, an expert cyclist.

#### **ROUTE 20 (WESTERN AVENUE)**

Route 20 traverses from east to west 13 miles right through the heart of Guilderland, and with the exception of the NYS Thruway, is the busiest artery in town. Many large trucks also travel on this route, less so on weekends. East of McCormack’s Corners, Route 20 is also a portion of NYS Biking Route 5 that connects Albany and Buffalo.

Westbound from Albany.

Heading west from Albany, right after entering the hamlet of McKownville in Guilderland, the shoulder virtually disappears for about a tenth of a mile. We hope that the TIP sidewalk improvements scheduled for McKownville in the near future will address this problem.

Once past this problem, the highway contains a 3-4 foot shoulder in pretty good shape right to Fuller Road.

West of Fuller Road, the shoulder narrows a little. DOT recently moved the bike path to the left of the entrance ramp to the Northway. However, just past that ramp, the shoulder approaching the intersection of Western Avenue and the southbound Fuller Road Alternate (southern terminus of the Northway) is rather bumpy, as the asphalt was never smoothed after the lane was moved.

Recommendation: Have DOT resurface this section, which is about a tenth of a mile long.

West of FRA, Western Avenue has a pretty good shoulder for the next 3/4 of a mile to Johnston Road/Crossgates Mall Road (Rapp Road). Past the Johnston Road intersection, the shoulder is still wide enough to safely accommodate a skilled cyclist, but includes a storm grate that is not level with the rest of the road near the Westmere Fire Station.

Recommendation: Have DOT smooth the difference in height between the grate and the remainder of the shoulder.

Mostly good shoulder is found between the Fire Station and Route 155. Just east of Route 155, a small portion of curb sticks out between the bus turnout and the turn lane to Route 155 north. This section can be troublesome during times of heavy traffic, since at one point, a cyclist has no room between the curb and the right turning lane.

West of Route 155, there is about a quarter mile stretch with no shoulder east of the Kaikout Kill gorge. A cyclist has no choice but to ride in the right travel lane and this can prove dangerous. DOT has placed a Shared Roadway sign near the Route 155 intersection to warn motorists of this problem. Our understanding is that the lack of shoulder cannot be fixed in this area. (However, during this past winter, several large and nasty potholes appeared, taking up much of the right hand lane right after Route 155. They need to be fixed.)

Just east of the traffic signal at Mall Road, a good shoulder picks up again, near the bottom of the hill. This shoulder goes to the Guilderland Elementary School/Winding Brook Drive intersection, but then narrows to become almost useless in spots again between the School entrance and Willow Street. The shoulder widens slightly, to maybe 3 feet at best, west of Willow Road and in the fall of 2003 was negotiable since it had been cleared of debris. In the past, however, this section had been blocked with debris. Upon climbing the gentle hill, the shoulder narrows once more just east of Hartman's Corners, the intersection with Route 146 South.

West of Hartman's Corners the bike shoulder picks up again and for the most part, is very nice all the way to Route 158 with one striking exception. That exception is when approaching McCormack's Corners--the intersection of Route 20 with Route 146 North (Carman Road). New York Bike Route 5 turns right at this point, and a cyclist proceeding to the right on Bike Route 5 will encounter no problems making the turn. However, if one wishes to proceed straight (west) on Route 20, the cyclist has to be aware of a conflict with the essentially free high-speed right turn available to motorists bearing right onto Carman Road. Motorists often exceed the posted 40 MPH

speed limit. Aside from this situation, the shoulder is good to Route 158, about 3 miles of pretty much uninterrupted good surface. Occasionally, debris is on it, but so far has not been enough to force a bicyclist onto the travel lane for more than a brief moment.

**Recommendation:** Have DOT make the right lane on westbound Route 20 at Carman Road a right turn lane only. That way, at least a cyclist will know that if he/she moves over to the next lane, there will be no conflict with motorists heading west on Route 20.

After the intersection of Route 158, the shoulder is much older, having not been resurfaced in years. While going up the first hill after Rt. 158, the shoulder becomes depressed like a gully. While manageable, the shoulder is often filled with debris in this area (namely apples), which can make it tricky, especially going east on the downhill. The depressed shoulder lasts about a quarter of a mile, then becomes level with the road again and is in generally fair condition all the way to the Princetown Border.

Eastbound from Princetown.

Between Princetown and McCormack's Corners, the shoulder on the eastbound side is of the same consistency as on the westbound side just mentioned above. Since near Princetown one comes down a fairly significant downhill, caution is advised since there are bumps and some rocks along the shoulder.

Continuing east from McCormack's Corners, one does not face a problem at Hartman's Corner with traffic turning south onto Route 146 south as DOT placed the bike path between the rightmost eastbound travel lane and the right turn lane onto Route 146. The shoulder continues to be pretty good going down the long gradual hill east of Hartman's Corners, but then disappears when reaching the bottom of the hill. DOT placed a Shared Roadway sign at this point which helps, but a cyclist still must ride partially in the rightmost travel lane for the two tenths of a mile from the bottom of the hill to just past Foundry Road.

**Recommendation:** Place a shoulder in this spot, about two tenths of a mile!

The shoulder begins again after Foundry, narrow in spots but generally manageable. While the width actually increases after Winding Brook Road, DOT did not paint the shoulder for about a quarter of a mile. The rightmost travel lane in that area is 14 feet wide, and is known by DOT as a "Share Lane".

**Recommendation:** Have DOT paint the lines in this area just for the motorist's sake.

A narrow shoulder continues to the signalized intersection at Mall Road, the western entrance of 20 Mall, then disappears once more from Mall Road to Route 155. In addition, there are some grates on the far right edge of pavement. All of this makes this section particularly troublesome to negotiate, just as on the westbound side heading from Route 155. Unfortunately, there appears to be little room to widen this portion; thus DOT has placed a Shared Roadway sign in this area, and even cut the bushes near the sign.

Just east of Route 155, in front of CVS, is a little tricky, in that one has to dodge two storm grates while trying to stay to the right as far as possible, all without a real shoulder. With the CVS to the right, there appears to be no room to widen the highway to provide an acceptable shoulder.

Continuing eastbound, a good shoulder is the rule from just past CVS all the way to Johnston Road. However the cyclist needs to be very alert to the large volume of traffic that enters and exits Cosimos Plaza and other businesses along this section.

East of Johnston Road, the shoulder narrows more than on the other side. At the same time, there are a couple more grates, near Fresno's Restaurant, which again dip below the main road surface and force the cyclist into the right lane briefly at this point. I am not sure much could be done to improve this problem.

At and east of Church Road is the most dangerous portion of the route. If one follows the bike route, a cyclist would be completely cut off from Route 20, ending up on the ramp to the Northway! In order to best negotiate this section, the cyclist is forced to ride right down the white lines separating the two rightmost lanes, beginning where the third, rightmost lane begins by the McDonald's entrance west of Church Road. From this point, vehicles will be passing on either side. This process is further complicated if the traffic signal at Church Road for eastbound traffic on Route 20 is red, since a bicyclist will then lose all momentum gained from the previous slight downhill. It is further complicated by the behavior of motorists looking for the Northway who suddenly realize, east of Church Road, that they need to move right from the rightmost through lane into the Northway ramp. Cyclists feeling less comfortable in traffic probably do not want to negotiate this section traveling between the through lane and the Northway ramp, but rather will want to stay to the right through the Church Road intersection, then, near the Thruway Bridge, stop and wait for a break in the traffic on the Northway ramp to move across it to the right edge of the rightmost eastbound travel lane. However, during peak travel hours, crossing the Northway ramp can take a very long time and be far more risky than staying on the right edge of the through lane throughout.

Recommendation. The GPC should petition DOT to correct this situation by moving this portion of the bike lane into the second lane (as they did on the opposite side) so that motorists seeking to get on the Northway would know to go around the cyclists.

Once past the Northway ramp, an acceptable but not great shoulder returns and continues right through McKownville to the city line. A cyclist entering the city of Albany might be pleasantly surprised to find that the bumpiest section of Route 20 has been recently paved.

## **ROUTE 146**

Route 146 is another main route through Guilderland, traversing from northeast to southwest about 8 miles through the town. Traffic on this road is quite heavy, and includes a fair amount of trucks. As mentioned earlier, Route 146 between Route 20 and the Rotterdam town line (Carman Road) is part Bike Route 5. Carman Road has a narrow but bikeable shoulder all the way to the Rotterdam

Line. I don't think much can be done to improve this section. (Bike Route 5 continues through Rotterdam into Schenectady where it eventually hooks up with NY Route 5.)

The other portion of Route 146, lies between Hartman's Corners at Route 20 and Altamont. Between Route 20 and Guilderland Center the highway has a 3-4 foot shoulder in pretty good shape, having been reconstructed just a few years back. This road is actually not a bad road to bike on, as long as the cyclist is comfortable with motorists passing at speeds occasionally in excess of 60 mph. Between Guilderland Center and Altamont, the shoulder is narrower but is still very bikeable except in Altamont where the road is under construction and will be well into 2004. It appears that within the village of Altamont shoulders will be so narrow that the cyclist will have to share the road with traffic (which, however, will normally be moving at more reasonable speeds.)

## **ROUTE 155**

Route 155, New Karner Road, is the third main route through Guilderland, going north and south. It enters Guilderland briefly south of the CSX railroad overpass, passes through the Pine Bush section of Albany, reenters Guilderland at the Charles Park-Karner Industrial Park intersection north of Route 20, and ends up in the village of Voorheesville, about 4 miles further to the south. The highway north of Western Avenue contains some of the heaviest traffic of any two-lane highway in the Capital District. For cycling, conditions vary along the road as follows:

Between Route 5 and the recently reconstructed railroad bridge, Route 155 has a nice 4 foot shoulder.

Between the railroad bridge and Old State Road, the shoulder is variable in condition.

A nice 4 foot shoulder is found from Old State Road south to the Washington Avenue intersection, especially over the recently renovated bridge over the NYS Thruway just north of Washington Avenue.

The intersection with Washington Avenue Extension is difficult. For a cyclist traveling southbound on Route 155, making a left onto Washington Avenue is quite tricky since the middle lane is used for motorists to turn left turn or head straight. An alternative would be to bike to the right side of the intersection, Madison Avenue (on the west side of where Washington Extension ends), and cross Route 155 perpendicularly when the light is red (assuming the traffic signal recognizes a bicycle waiting on Madison Avenue!).

Between Washington Avenue and Western Avenue, Route 155 has very bumpy and disjointed shoulder, making it dangerous for everyone.

Due to the variable shoulder and the very heavy and often fast moving traffic, biking should be avoided on Route 155 north of Route 20, as much as possible.

Between Route 20 and Voorheesville, Route 155 is presently under massive renovation. Before the renovation, the road surface and shoulders in this area were in such bad disrepair that I avoided it at all cost. During the construction period, the road will be nearly impossible to bike. But as of the

date of this report, a very clean 4 foot shoulder has been completed between Nott Road and Wormer Road. When completed in 2004, this section of Route 155 will have a 3-4 foot rideable shoulder along its entire length.

## **WASHINGTON AVENUE EXTENSION**

This highway is in Albany, but is often used by Guilderland commuters. Washington Avenue Extension has a 3-4 foot shoulder along its entire route. The two miles between just east of Route 155 and just past the Springsteen Road intersection on the south side and just past the Rapp Road intersection on the north side contains a low-speed, low-volume access roads on each side, a better place to bike. Unfortunately, they end shortly after the intersection with Washington and Gipp Roads, forcing the cyclist to ride on the shoulder of the main highway. A cyclist heading for Crossgates would most likely prefer to remain on the south access road in front of the Teresian House, bear right on Rapp Road and enter the Crossgates parking area on a short bikeway from Rapp Road just north of the Gipp Road intersection. A cyclist continuing east on Washington Avenue past Springsteen Road has to cross an exit ramp for traffic heading to Crossgates Mall, which can be very dangerous since cars often move as fast as 65 mph in this area. Eastbound vehicular traffic often platoons in this area because of the traffic signal at Springsteen, so a cautious cyclist may want to pause to avoid crossing the Crossgates ramps in the middle of a platoon. East of the exit ramp of Crossgates Mall I have had more flat tires than anywhere else in the region, due to the huge amount of debris, including broken glass, found on this section. The intersection of Washington Avenue and Fuller Road is one of the busiest in the region. Westbound, between east of Fuller Road and the north access road at Rapp Road, cycling is even more challenging because of the free right turn lanes at Fuller Road, at Crossgates and at Crossgates Commons.

Washington Avenue Extension is proposed for the CDTC Priority Network, but bicycling should be avoided on this road as much as possible.

## **FULLER ROAD**

This shared roadway lines up basically north and south, about 2 miles long. The southern half of the section between Washington Avenue and Western Avenue is in Guilderland. Several years ago this section of the road from just north of the SUNY/CESTM entrance at Tricentennial Drive to Western Avenue was restriped from four to two lanes plus a center turning lane. In my opinion, this change has been for the better. Before, with two lanes and no shoulder, I was honked and yelled at many times by motorists. Now, I almost never am. The single travel lane has an unmarked shoulder (shared lane) about three feet wide. There are some storm grates and rough spots but overall it is not a problem for an expert cyclist. The traffic is very light in the morning (even while Western Avenue becomes congested). However, traffic increases markedly by afternoon. I have ridden this road many times. Traveling northbound, never have I had a problem turning left into the CESTM complex, though it does become more challenging by afternoon. Having a traffic signal at the intersection of Tricentennial and Fuller helps a lot.

Fuller becomes much nastier north of Washington Avenue. At this point, there are still two lanes in each direction with no center turning lane. Traffic is often heavier on this section than that below Washington Avenue. The surface is rather rough and at this point, motorists feel as if you are

holding them up. The highway is designated a Shared Roadway, but personally, I almost never use this section. If biking to Colonie, a better route is to use Gipp Road and Rapp Road and the service road along Washington Avenue Extension, cross Washington Avenue at the Rapp Road traffic signal, and then use Rapp Road and Lincoln Avenue or Jupiter Lane to reach Central Avenue.

The only cheap recommendation for Fuller Road is to paint lines to delineate a shoulder on Fuller Road south of Tricentennial Drive. Making Fuller Road bicycle-friendly between Washington Avenue and Central Avenue, given the high traffic volumes, would be very expensive.

## **OLD STATE ROAD**

Old State Road between Carman Road and Washington Avenue Extension has been marked as a Shared Roadway. During peak travel hours traffic volumes are substantial. For the most part, and at off-peak hours, it is okay to bike on for experienced cyclists. Between Siver Road and East Lydius Street, and east of Kings Road there are no shoulders--both for cycling and for the longevity of the pavement, paved shoulders should be added. The bridge over the Thruway and the approaches to the bridge force cyclists (and pedestrians) into the travel lane of the road. The next time the bridge is reconstructed, we me we recommend that the Town and the Thruway work together to make the bridge safer for non-motorized travel. (The bridge was scheduled for reconstruction in 2005, but an accident that damaged the bridge in 2003 required earlier repairs, and we now don't know when the bridge will be reconstructed in the future.)

## **JOHNSTON ROAD**

This County road has no shoulders and cyclists must share the road. This arrangement is usually adequate for experienced cyclists except during the height of the rush hours. Shoulders would be desirable both for cyclists and for the numerous pedestrians who walk along the road north of Klink Road. However, the last time the County proposed rebuilding the highway many residents along the road rallied against making it straighter and wider, for fear that volumes and speeds on the highway would increase. Cyclists should be prepared for motorists consistently exceeding the speed limit, sometimes by 20 MPH or more. Also occasionally, large trucks access this road as well.

## **VEEDER ROAD**

This newly reconstructed town road has shared road signs at both ends. I ride on this road quite a bit and find that no matter what time I do, I personally feel relatively safe. I think the town did a good job on this road, and I have never had any problems with motorists on it. Nevertheless, it is not recommended for other than expert cyclists, since the ten-foot travel lanes, curves, hills and very limited sight distance leave no margin of error by either cyclist or motorist.

Recommendation: place an intersection sign at the approaches to Prescott Way from both sides.

## **CHURCH ROAD**

This shared road is a twisty road with ten foot travel lanes and no shoulders. It feels like the country road it once was except for the suburban traffic. Still, I have never felt really unsafe on this



road as the shared roadway appears to be working. As with Veeder Road, Church Road is not safe for less experienced cyclists.

## **SCHOOLHOUSE ROAD**

Of all the roads in the Town that have Shared Roadway signs, I find this by far the most unpleasant to ride on. Between Western Avenue and the Thruway bridge the road was recently rebuilt and has very nice 3-4 foot shoulders. But south of the bridge, forget it. At a bare minimum, what this road badly needs is to pave the myriad of potholes and bumps found south of the bridge across the Thruway. Right now, one is forced to ride right in the middle of the lane with two particularly blind curves to negotiate. A better way to head to Bethlehem/Delmar is to take Russell Road from Western Avenue and make a right on Blessing Road. The geometry, traffic and condition of Schoolhouse Road caused it to be left off the CDTC Priority Network, in favor of Russell Road, where traffic volumes are much lower.

Recommendation: resurface the road between the Thruway bridge and Krum Kill Road, adding a three-foot shoulder as a biking lane. (We understand that Albany County may be rebuilding this section of Schoolhouse Road in the next year or two (2004-5) .)

## **TROUBLESOME INTERSECTIONS**

There are a number of signalized intersections where the signal only allows traffic from side streets when a sensor is activated. In many cases, the sensors are not sensitive enough to recognize a bicycle, and so when no motorist is waiting, a cyclist is forced to bike against the red light.

- 1) The intersection of Willow Street and Route 20.
- 2) The intersection of Witte and Route 20.
- 3) The intersection of Gipp and Route 20.
- 4) The intersection of Church and Route 20.
- 5) The intersection of Old State and Route 146.
- 6) The intersection of Coons and Route 146.
- 7) The intersection of Lydius and Route 146.

While all these intersections have traffic signals, and accommodate pedestrians wishing to cross by providing a pedestrian crossing button, the only way for a cyclist to change the light is to dismount from the bike, cross the side road (while at risk of getting hit by a turning vehicle) to reach the button to change the light (normally located on the left side of the intersection), press the button, get back over to the right side of the road and wait for the light to change.

**Recommendation:** place some sort of device on the right side of each of these intersections, so that cyclists could access the button without dismounting the bike and having to go through all the above. Or, replace the sensor with one that will recognize and respond to a waiting bicycle.

## **2. Bicycling for recreation.**

Many of the roads south of the Normanskill and west of the CSX tracks are used often for bicycling, and have been included in bike routes identified in the past by either previous town bike committees or the Hudson-Mohawk Wheelmen (see Appendix 3). Some of these roads are the following:

### **ROUTE 158**

Coming from Rotterdam, north of Route 20, the shoulder is 4 feet wide and good shape. The traffic volume is usually light, but with some big trucks. South of Route 20, the shoulder is a bit narrower (about 3 feet) making harder to stay on all the time. This section has about the same amount of traffic as the north side, and again with some trucks. Note...the speed limit on this road is 55 MPH, which means motorists may very well pass you at 65.

### **ROUTE 396 (DUNNSVILLE RD.)**

A pretty nice road, but the shoulders are narrow (three feet or less). The saving grace is that traffic volume is usually fairly light and the official speed limit is 45 mph.

### **BECKER RD.**

Becker Road connects Route 158, about a mile south of Route 20, with Dunnsville Road. Nice country road with low traffic volume (although traffic has increased in good weather since the opening of Orchard Creek Golf Course). However, the intersection at Route 396 is somewhat dangerous since there is a "blind" spot to the right, where a twisty hill seriously cuts back on visibility.

### **SIVER RD.**

Siver Road, connecting Willow Street and East Lydius St., is hilly and twisty but overall in good shape. Usually the traffic volume is light.

### **GRANT HILL ROAD AREA**

Grant Hill Road comes off Nott Road. Hilly but a low volume of traffic makes it accessible by even moderately experienced cyclists willing to put with the long hill up from the Normanskill. Even though the road is narrow, I have never had any problems on this road "sharing" it with motorists. Other similar roads in southwest Guilderland include Wormer, Ostrander, Depot (Rts. 201 and 208), Meadowdale (Rt. 202), Frederick, Gardner and Stone Roads. These are all in pretty good shape. Depot Road even has a three foot shoulder, despite being a low volume traffic road, and the speed limit was lowered recently. Note however that on Stone Road between Depot Rd. and Grant Hill Rd. are some of the worse train tracks crossing imaginable. They are so bad, that I always am forced to walk them. The town NEEDS to smooth these out!

**Appendix 1. Traffic volumes and highway classifications**  
(from <http://www.cdtcmpo.org/tvr/maps/albcotv.htm>)

East Lydius St (Minor Urban Arterial), Old State Rd to NY 146 (Carman Rd), 4500 (1999)

East Old State Rd:

NY 146 to Kings Rd (Urban Collector), 14,800 (1999)

Kings Rd to Albany City Line (Minor Urban Arterial), 9600 (1999)

Route 20, (Principal Urban Arterial):

McCormack's Corners to Hartman's Corners, 25,600 (2001)

NY 146 to NY 155, 28,300 (1999)

NY 155 to Crossgates Mall, 36,300 (2001)

Crossgates Mall to Fuller Rd Alternate, 41,100 (2001)

Fuller Rd Alternate to Fuller Rd, 28,000 (1999)

Fuller Road to NY 85, 25,200 (1999)

Carman Road (Principal Urban Arterial):

McCormack's Corners to Schenectady County Line, 16,400 (2001)

Schoolhouse Road (Minor Urban Arterial):

Krumkill Rd to I-87 Overpass, 10,400 (1997)

I-87 Overpass to US 20, 10,500 (1997)

[Note: for other roads listed in section 1 the Town Highway Department has the capability to produce counts as needed.]

These counts should be compared with Oregon DOT standards for cycling on shared roadways, quoted at the beginning of the report:

“Shared roadways function well on local streets and minor collectors, and on low-volume rural roads and highways.... Shared roadways are suitable in urban areas on streets with low speeds--25 mph or less--or low traffic volumes (3,000 Average Daily Traffic or less, depending on speed and land use).” (p. 66)

## **Appendix 2. The CDTC priority network.**

The Priority Bicycle/Pedestrian Network was developed by the Capital District Transportation Committee's Bicycle and Pedestrian Task Force in 1995. It was a network that would eventually (by 2016) become a continuous network of usable bicycle and pedestrian facilities. Other objectives of the network were to:

- Identify desirable bicycle and pedestrian travel corridors
- Give a sense of the magnitude of resource needs at the regional level
- Serve as an official plan for bicycle and pedestrian travel
- Serve as a starting point for local planning
- Lend additional legitimacy to cycling and walking.

The routes on the network were viewed as having high potential for use as bike routes, with the proper accommodations.

The Town of Guilderland has 12.9 miles of roads listed on the 1995 network, as follows:

Western Avenue, between the Albany City Line and Carman Road

Carman Road, between the Rotterdam Town Line and Western Avenue

(Note: these two roads are part of New York State Bike Route #5)

Route 155, from the New Scotland Town Line to the Albany City Line

Fuller Road, from Western Avenue to the Albany City Line

In 2003 the CDTC Task Force considered adding other roads to the Priority Network, such as Route 146 from Western Avenue to Altamont, but as of May, 2004 the list had not been revised.

### **Appendix 3. Recreational Bike Routes**

The attached maps show two recreational bike routes identified in the Town of Guilderland. One map dates from 1980, the other from the 1990's. Nearly all of the Town highways on these bike routes have been discussed in the main part of the document.

Tour By  
**MOHAWK HUDSON WHEELMEN**  
 Bicycle Touring Club

HILLS → UP  
 Moderate Steep

P PARKING  
 SS SERVICE STATION  
 ST STORE

Map prepared by  
**JIMAPCO**  
 Box 1,  
 Burnt Hills, N.Y. 12027

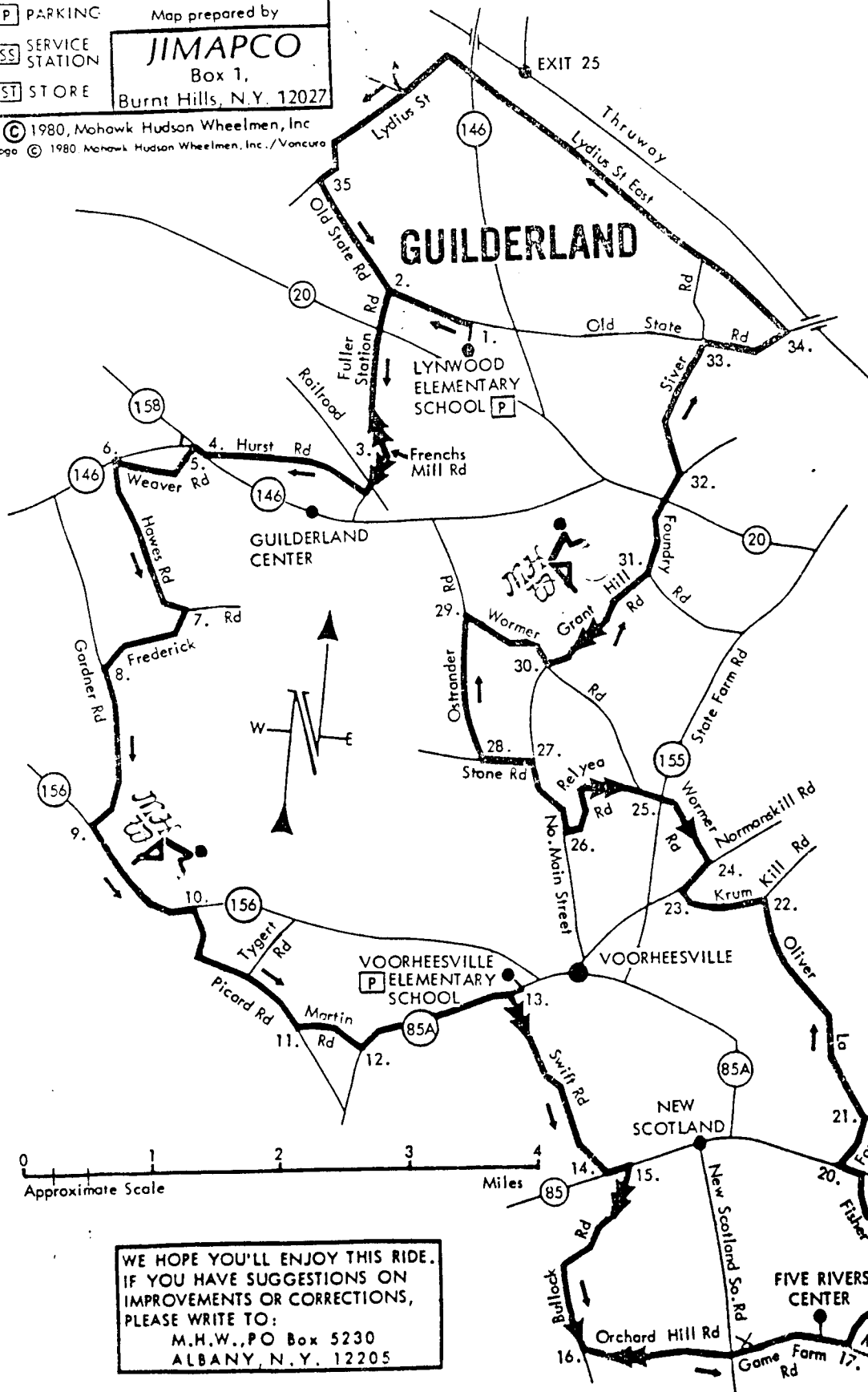
14

**HELDERBERG FOOTHILLS**

40 SCENIC MILES IN THE ROLLING HILLS OF SOUTHERN AND CENTRAL ALBANY COUNTY. THIS TOUR CONTAINS A NUMBER OF BADLY MARKED TURNS AND SOME GOOD HILLS AND, AT TIMES, POOR PAVEMENT. A CHALLENGE FOR EXPERIENCED RIDERS!

START AT LYNWOOD ELEMENTARY SCHOOL ON REGINA STREET OFF OLD STATE ROAD OR AT VOORHEESVILLE ELEMENTARY SCHOOL OFF NY 85A.

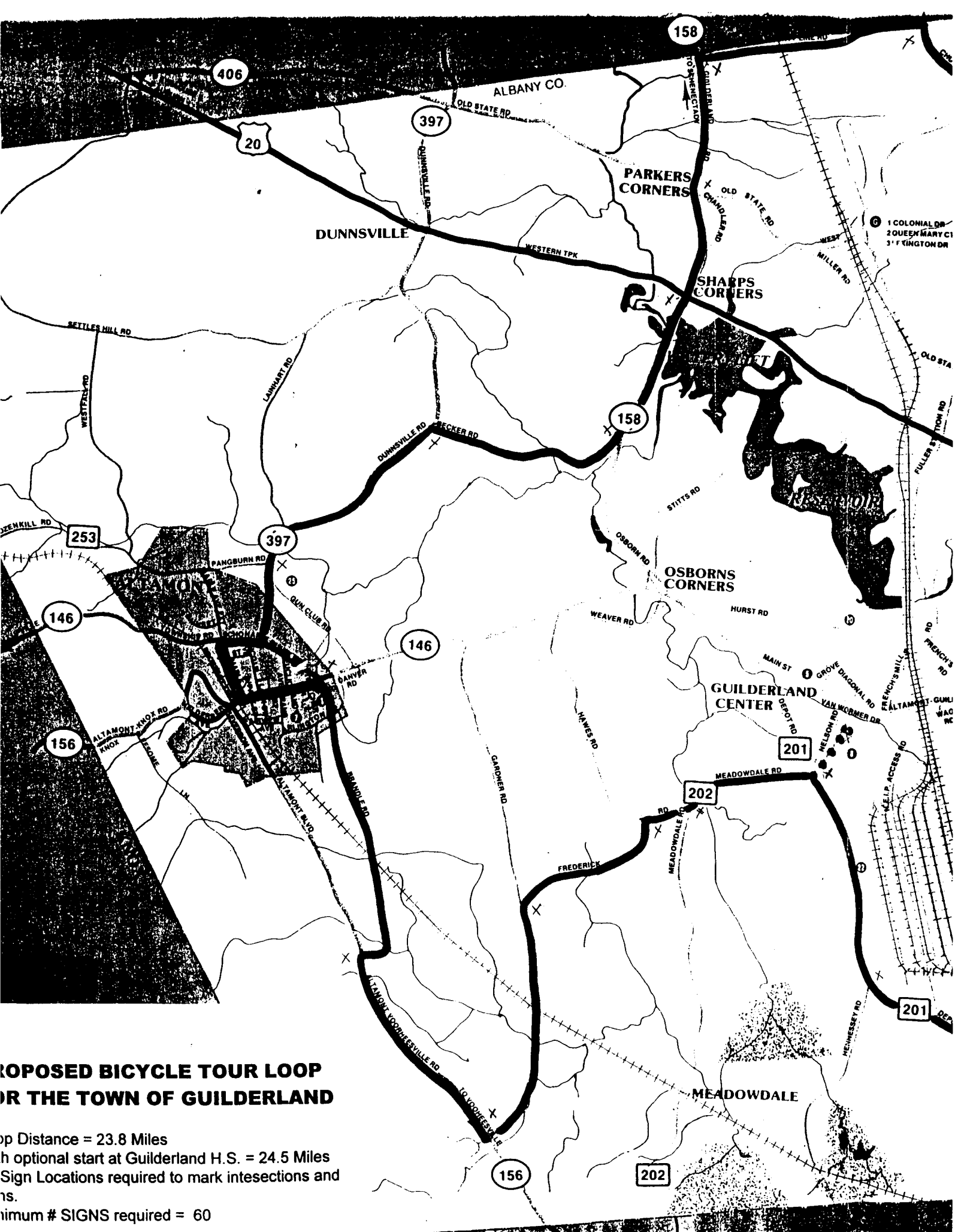
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 Logo © 1980 Mohawk Hudson Wheelmen, Inc./Vancouver



1. L (W) on Old State Rd
2. L (S) Fuller Station Rd  
Careful crossing 20
3. Continue on French's Mill Rd then R (NW) onto Hurst Rd
4. R (W) on NY 146
5. L (W) on Weaver Rd at 3-way Intersection.
6. L (S) on Hawes Rd  
NY 146 is on R
7. R (S) on Frederick Rd
8. L (S) on Gardner Rd (156)
9. L (S) on NY 156
10. R (S) on Picard Rd  
3-way intersection.
11. 2nd L on Martin Rd  
Large White house on left
12. L (E) on NY 85A
13. R (S) on Swift Rd  
Loose Gravel!
14. L (E) on NY 85
15. R (S) on Bullock Rd
16. L (E) on Orchard Hill Rd  
Continue on Game Farm Rd
17. L (NE) on Orchard St  
(3-way Intersection)
18. L (N) on Fisher Blvd  
turn just before 20 MPH sign
19. L (W) on NY 85
20. R (N) on Font Grove Rd
21. L (N) on Oliver Ln  
turn just after PR tracks
22. L (W) on Krum Kill Rd (306)
23. R (E) on Normanskill Rd (203)
24. L (N) on Wormer Pd
25. L (NW) on Relyeo Rd  
poor pavement on downhill! Caution!
26. R (N) on N. Main St (201)
27. L (W) on Stone Rd (201)
28. R (N) on Ostrander Rd
29. R (SE) on Wormer Rd
30. L (E) on Grant Hill Rd  
Loose Gravel!
31. Continue on Foundry Rd
32. L (N) on Siver Rd
33. R (E) on Old State Rd
34. L (NW) on Lydius St East
35. L (SE) on Old State Rd

If you started at any other point than Lynwood Elementary School, turn right onto Fuller Station Road at turn #2, and continue tour.

WE HOPE YOU'LL ENJOY THIS RIDE.  
 IF YOU HAVE SUGGESTIONS ON IMPROVEMENTS OR CORRECTIONS, PLEASE WRITE TO:  
 M.H.W., PO Box 5230  
 ALBANY, N.Y. 12205



**PROPOSED BICYCLE TOUR LOOP  
FOR THE TOWN OF GUILDERLAND**

Loop Distance = 23.8 Miles  
 Loop with optional start at Guilderland H.S. = 24.5 Miles  
 Sign Locations required to mark intersections and  
 mile markers.  
 Minimum # SIGNS required = 60



