

Though not examined for this study, it is likely that the tributaries linking the street ends at Hanley Road and Gertrude Street to the Normans Kill may present similar opportunities as do the Krum Kill tributaries. If considered, these trails must connect to serviceable sidewalks linking to destinations in the neighborhood and ultimately to Western Avenue. The attributes of the stream corridors should be considered with any planning, subdivision and zoning regulations for this area to maximize and rationalize the benefits that can be provided by such enlightened policies.

Aside from the sidewalk along Schoolhouse Road, and the segments of often disconnected bike/pedestrian facilities along Fuller and Western Avenue, there are few streets with sidewalks. Sidewalks along the secondary streets are generally of dated vintage, not ADA-compliant, heaved by trees, and seldom where there is great need for pedestrian connections.

Recommendations

Note: Recommendations TRL-1 through TRL-9 are summarized in Figure 2-1 on the following page.

TRL-1: Freedom Quad – Stuyvesant Plaza Trail Development

- Description: Develop ~2000' stone dust trail along Niagara Mohawk right of way between UAlbany Freedom Quadrangle and Stuyvesant Plaza. Additional potential for extension to CESTM and SUNY Intergenerational Village, as concepts progress.
- Estimated Cost: \$20,000
- Additional Notes: Approximately 1125' of this trail would be in the Town, and the remainder in the City of Albany. As the municipal boundary line is not a logical terminus for the trail (that is, it would need to continue northward to Freedom Quad to fully accommodate the targeted travel route), coordination between the Town and the City will be necessary to complete development of the entire trail.

TRL-2: Western Avenue – Schoolhouse Road Trail Development

- Description: Develop ~475' asphalt trail from eastbound side of Western Avenue at the east end of the Thruway bridge to Schoolhouse Road. Consider installation of a pedestrian/cyclist-activated signal at the Schoolhouse Road intersection.
- Estimated Cost: \$10,000; add \$75,000 for signaling the Schoolhouse Road intersection.

Please click on FIGURE 2-1 on the Web page for the Trail Concepts map. If you wish to print this figure, please note that the figure is approximately 26 inches by 11 inches. It is best printed to a color plotter, and will be very difficult to read if printed to fit an 8 ½ x 11 or 11 x 17 sheet.

- *Additional Notes:* This improvement is an alternative to the sidewalk concept for this alignment presented in Project SW-2. In addition, the bicycle-related improvements presented in Project IS-6 may obviate the need for installation of a signal here as they would be expected to significantly reduce cyclist use of this trail to travel to the east via Western Avenue (that is, there would be little or no bicycle crossing traffic).

TRL-3: Patricia Lane –Westmere Elementary School Trail Development

- *Description:* Develop ~1350' asphalt trail from the dead-end section of Patricia Lane around the rear parking lot of the Westmere Elementary School to a point at which pedestrians and cyclists can safely access the School. Also, a ~500' stone dust spur connecting the main trail to the Town Center would promote pedestrian access to shopping opportunities, and provide residents of the 1700 Designer Residences with access to walking opportunities in the Alton/Hungerford area.



*Figure 2-2
Westerly View from the Dead-End Section of Patricia Lane*

- *Estimated Cost:* \$30,000 (including the cost of the spur trail)
- *Additional Notes:* In past years, this was a well-used pedestrian route, but the current owner of the land upon which these trails would sit has blocked this path and does not appear at present to be disposed toward making the land available for their development. Acquisition of this land or provision of a trail easement as a condition of future development approval for this property may be the necessary means of implementing this concept. As the Alton-Hungerford neighborhood is the only neighborhood in the study area holding the potential for

children to walk to school without crossing a major street, either this trail connection or the sidewalk improvements outlined in Recommendations SW-1 and SW-2 should be high priorities for implementation.

TRL-4: McKown Road – Abele Park Trail Improvements

- Description: Develop ~1300' stone dust trail from McKown Road in the vicinity of Pinnacle Place to Abele Park. Also, improve the existing trail's McKown Road access point (near Woodscape Drive) to enhance clarity and approachability.
- Estimated Cost: \$13,000
- Additional Notes: The new trail would provide a more direct exclusive facility connecting McKownville north of Western Avenue and east of McKown Road with Abele Park. This trail could partially follow the McKownville Reservoir watercourse (see Project TRL-5).

TRL-5: Krum Kill West Branch Trail Development

- Description: Develop ~2375' gravel or cleared/mowed (no new surface, just grass) trail along the West Branch of the Krum Kill from Western Avenue (opposite the McKownville Reservoir) to McKown Road.
- Estimated Cost: \$10,000
- Additional Notes: This project has good potential to be coordinated with stormwater management work the Town is looking to pursue in the near term. Also, it would promote potential access to the Normans Kill near Route 85. Potential concerns regarding the use of stone dust near a watercourse was the basis for indicating either gravel or grass for the travel surface.

TRL-6: Norwood Street – UAlbany Trail Development

- Description: Develop ~95' asphalt trail from the north end of Norwood Street to the UAlbany Perimeter Road, and install a crosswalk connecting the end of the trail to the paved multi-use path on the opposite side of Perimeter Road.
- Estimated Cost: \$2,000
- Additional Notes: This would be less a "trail" than a strategic connection. Most of the dead-end streets in this area have these unofficial paths connecting to UAlbany; the Norwood path is indicated here for improvement based on the aim of using the Western/McKown/Norwood intersection as something of a neighborhood crossroads, such that pedestrians and cyclists in particular could be signed to the Abele Park and UAlbany connections at the intersection.

UAlbany cooperation for construction and/or maintenance would be required for this project. If desired by residents and acceptable to UAlbany, this connection could serve as a model for connections of other “Northeast Quadrant” streets to the Perimeter Road path, enhancing both pedestrian/bicycle transportation and recreational opportunities.

TRL-7: Recreational Trail System West of Fuller Road

- Description: Formalize public access to the network of sewer rights of way in the area bordered by Fuller Road, Fuller Road Alternate, I-90 and the Guilderland/Albany line. Sign recreational loops and connections to the Freedom Quad-Stuyvesant Plaza trail (see Project TRL-1).



*Figure 2-3
Existing Use of “Unofficial” Trails West of Fuller Road*

- Estimated Cost: Administrative costs to the City, plus minor staff time investments related to coordination of efforts with Albany.
- Additional Notes: This is not a Guilderland action – the sewer rights of way referenced are in the City of Albany. However, it stands to benefit Guilderland residents in providing another nearby recreational opportunity which would not require them to cross Western Avenue (or, for many people, Fuller Road). The action would be to advise Albany of the recreational potential of these rights of way (use of which is already evident from path wear). In addition, there is the potential for “winter sports” use of this trail, both because of its appealing setting and terrain and because in December 2002, Eastern Mountain Sports entered a lease agreement for space in Stuyvesant Plaza. This sporting goods retailer sells a considerable amount of gear such as snowshoes and cross-country skis, and a location with a trail nearby could encourage greater wintertime use. This however could affect the decision

on what type of surface treatment to provide on this trail, as stone dust, grass or wood chips maintain snow surfaces better than solid pavements do.

TRL-8: Town Trails Map Development

- Description: Develop a trail map to ensure local/visitor knowledge of these local recreational and transportation-oriented opportunities.
- Estimated Cost: \$3,000
- Additional Notes: Trail development would need to take place before map development would be a practical action.

TRL-9: Redevelop McKownville Reservoir as a Recreational Destination

- Description: Treatments including path development, the provision of picnic or park benches and clearing additional level greenspace to provide nearby residents and workers with a local site for strolling, picnicking, and other activities.
- Estimated Cost: \$50,000 - \$75,000
- Additional Notes: Over the years, the Reservoir pond has become smaller in area and shallower due to siltation. The Town is exploring ways to expand and deepen the reservoir as a partial means of addressing Western/Fuller area flooding issues. These actions could be incorporated into the landscaping and other surrounding area treatments being considered for inclusion in such a project.



(Photos courtesy of the Town of Guilderland)

*Figure 2-4
Aerial Views of McKownville Reservoir in 1967 and 1995*