

Town of Guilderland Pathways Master Plan

prepared by the
Guilderland Pathways Committee

September 15, 2005



Table of Contents

Introduction	4
McKownville	8
Westmere Corridor	10
North Westmere	11
Southeast Westmere	13
Route 155 area	16
Guilderland Hamlet	18
Hartman's Corners	21
Lone Pine	23
Fort Hunter	25
Fullers	27
Guilderland Center	29
Greater Altamont	31
Biking and hiking in Rural Guilderland	33
Townwide routes and regional connections	35

Appendix: Maps (following p. 36)

McKownville
North Westmere
South Westmere
Route 155
Pine Bush
Fort Hunter
Lone Pine
Tawasentha Park
Fullers
Guilderland Center
Altamont
Meadowdale
Western Guilderland

Town of Guilderland Pathways Master Plan

Guilderland Pathways Committee
September 15, 2005

Introduction. During the process leading to the 2001 Town of Guilderland Comprehensive Plan (abbreviated CP, below), both a survey of residents and presentations at public hearings demonstrated broad support for improving the pedestrian environment in the Town. As a result, the Comprehensive Plan is replete with recommendations that the pedestrian environment in the Town should be improved.

The Executive Summary, pages ES-7, 8, under "Transportation", includes under Primary Recommendations: "Improve the pedestrian environment by providing sidewalks, safe means of crossing busy roads and linkages between neighborhoods and points of destination... Emphasize public transportation by making access to bus stops more convenient to the pedestrian." Under "Guilderland Pathways", the report recommends: "Consideration should be given to the development of a trail system that provides linkages to important destinations in the Town. Trails are a welcomed recreational resource for a community. The most successful trails are those that are appropriately located to promote frequent use and high volume. The primary recommendation for trail development in the Town is to develop a detailed "Guilderland Pathways" Master Plan that includes primary and secondary corridors, design standards, and a financing program."

Among the ten Transportation and Mobility Objectives in III-B.2. are:

1. Promote an attractive and efficient transportation network that integrates pedestrians, bicycles, automobiles and public transit
5. Enhance the pedestrian environment in all areas of Town
6. Create a multi-use trail system linking community centers, shopping and employment areas, recreation areas, and neighborhoods
10. Explore ideas for traffic calming and pedestrian safety.

Among the nine Town Character Objectives (III-B-6) are

4. Identify necessary transportation improvements for each traditional community center which will address traffic calming and other pedestrian safety issues

Among the five Recreation Objectives (III-B-9) are

4. Identify a network of multi-use trails that link neighborhoods with schools, commercial and entertainment centers, Town service facilities, the public transit system, and open spaces

Proactively anticipating the recommendations in the Comprehensive Plan, the Town Board in March, 2000 appointed the Guilderland Pathways Committee (GPC) to begin to formulate a Pathways Master Plan for the Town. The GPC produced three documents,

- *The Town of Guilderland Preliminary Sidewalk Master Plan*, April 1, 2003 (hereafter abbreviated as SMP);
- *Walkable Destinations in Guilderland*, May 13, 2004 (WD); and
- *Biking in Guilderland*, May 18, 2004.

The introductions to these documents provide additional discussion concerning the need for improving the bicycle and pedestrian infrastructure in the Town.

In 2004, aided by a grant from the Hudson River Greenway, the Town appointed Wilbur Smith Associates to review the three GPC documents from the perspective of professional planners specializing in bicycle and pedestrian issues. In the *Guilderland Pathways Study, June, 2005* (WS), the consultant, Jim Donovan, endorsed the work in the three documents, and recommended that the GPC develop an overall bicycle and pedestrian Master Plan for the Town of Guilderland based on the three documents.

The present document, together with an updated *Biking in Guilderland*, is that Master Plan.

In this document we deal primarily with pedestrian and off-road bicycle infrastructure. As was documented in the summer of 2005 by the Capital District Transportation Committee, bicycling on the Town's arterial and collector highways is inadvisable for other than experienced adult cyclists, cyclists who know how motorists behave and can handle their bicycles in vehicular traffic. Youthful or inexperienced cyclists should be allowed to act like pedestrians and utilize whatever off-highway pedestrian infrastructure is available. In that sense, the present plan addresses the needs of those cyclists. *Biking in Guilderland* includes the CDTC bicycle level of service determinations for the Town's major arterials, and makes recommendations concerning the town's infrastructure for experienced street cyclists.

Description of this Plan. This Pathways Master Plan presents a summary description of the problems faced by pedestrians and bicyclists in various areas of the Town, and offers goals and specific recommendations for improvement. Most of the recommendations are based on work in the previous studies, SMP, WD and WS. Other important studies of pedestrian and bicycle issues in the town are the two area studies, the McKownville Corridor Study and the Fort Hunter-Carman Road Planning Study (FH/CR). For infrastructure issues in McKownville and in Fort Hunter and Lone Pine, those studies should be consulted since they offer a more detailed analysis than does this plan. The present plan updates the recommendations in those two area studies.

The recommendations in this plan are based on the idea that trips of up to $\frac{3}{4}$ of a mile are reasonable to walk, and trips of up to 4 miles are reasonable to bike. Infrastructure improvements that facilitate trips up to those lengths should have the highest priority. For this reason, we divide the Town into regions and review the problems and possible solutions within each region, and between adjacent regions. The regions have been chosen because in many cases they are separated from each other by natural features or major highways that form obstacles to pedestrian and bicycle movement. Examples include: Western Avenue, Carman Road, the Thruway/Northway/Crossgates flyover, the Blockhouse Creek, the Kaikout Kill ravine, the Hungerkill, and the CSX tracks.

The regions are

- McKownville
- North Westmere
- Southeast Westmere
- The Route 155 area
- Guilderland Hamlet
- Hartman's Corners
- Lone Pine
- Fort Hunter
- Fullers
- Guilderland Center
- Greater Altamont
- Rural Guilderland.

A brief final section gives a summary of proposed paths that would serve more than one area of the Town.

Most of the recommendations in this report are discussed in the three earlier reports. Those reports should be viewed as appendices to this plan.

Two types of off-road paths are recommended in this report:

- A footpath is an unpaved five-foot wide path, suitable for walking or mountain biking.
- A multiuse path is a paved eight-foot wide path, suitable for street bicycles and roller blades as well as pedestrians.

The references found throughout the document are abbreviated:

CP: 2001 Town of Guilderland Comprehensive Plan

FH/CR: Fort Hunter-Carman Road Planning Study

SMP: The Town of Guilderland Preliminary Sidewalk Master Plan, April 1, 2003

WD: Walkable Destinations in Guilderland, May 13, 2004

WS: Guilderland Pathways Study, June, 2005 (Wilbur Smith Assoc.)

Other abbreviations:

CDTA: Capital District Transportation Authority (the bus company)

CDTC: Capital District Transportation Committee, the region's Metropolitan Planning Organization. The work of the CDTC's Bicycle/Pedestrian Task Force is relevant to this plan.

GPC: The Guilderland Pathways Committee

ROW: right of way

TIP: The CDTC's Transportation Improvement Program.

McKownville (Map: McKownville)

In this report, McKownville refers to the portion of Guilderland east of the Northway (Fuller Road Alternate) and its imaginary continuation south of Western Avenue.

McKownville has the highest volume of pedestrian traffic in the Town, is very well served by the CDTA, has shopping, a park, major employers and other amenities within easy walking distance, has an incomplete and deteriorating sidewalk network and lacks adequate facilities to cross its major roads, Western Avenue and Fuller Road. It is separated from the rest of Guilderland by the Northway.

The hamlet was the subject of the McKownville Corridor Study, a CDTC-funded study that identified many areas for improvement: replacing and completing sidewalks on both sides of Western Avenue and Fuller Road; extending the sidewalk along Schoolhouse Road into North Bethehem (c.f. SMP, p. 34; WD, pp. 11, 19); providing a sidewalk on McKown Road (WD, p. 20); improving the intersections all along Western Avenue for pedestrian use; and adding bikeable lanes to Schoolhouse Road. All of these projects are scheduled to be undertaken within the next five years—Schoolhouse Road, McKown Road and the intersections within the next two years, Fuller Road within three years, and Western Avenue sidewalks in 2007. The Washington Avenue/Fuller Road intersection is on the TIP program for reconstruction into a two-lane roundabout in 2010.

Goals:

- Continue to improve the pedestrian-friendliness of the hamlet, in particular, by seeking appropriate off-road paths within the hamlet
- Improve pedestrian and bicycle connections from McKownville to Westmere and to the Pine Bush Preserve
- Develop bicycle connections from McKownville to the regional off-road bicycle network

Recommendations

Pedestrian and bicycle improvements within McKownville:

- Formalize a footpath between Stuyvesant Plaza and UAlbany's Center for Environmental Sciences and Technology Management (CESTM) along the gas line behind Freedom Quad. (The gas line ROW is presently used despite ineffective fences separating it from Freedom Quad.) (WD, p. 20)
- Develop a footpath connecting Western Avenue at Stuyvesant with McKown Road along the Krum Kill. (If work is done on the Krum Kill to alleviate the regular flooding of Western Avenue, the path could be constructed as an add-on.) (WD, pp. 18, 21)
- Try to maintain the alleys east of Fuller Road as footpaths
- Construct a sidewalk on the east side of Fuller Road between Western Avenue and the southernmost University entrance. (SMP p. 24); provide safe crossing points of Fuller Road (CP, IV-52)
- Reconstruct the sidewalk on Elmwood Street (SMP, p. 35-6)

Pedestrian and bicycle improvements to connect McKownville to nearby areas:

- Investigate the possibility of an off-road multiuse path between Stuyvesant Plaza and Lake Rensselaer, crossing under Washington Avenue Extension adjacent to the Northway and under I-90 on the western sidewalk along Fuller Road
- Try to improve the difficult pedestrian and bicycle situation on Western Avenue between Stuyvesant Plaza and Church Road (SMP, pp. 4, 5)
- Improve the bicycle infrastructure on Fuller Road between Western Avenue and Rensselaer Lake to help connect McKownville to the proposed Patroon Greenway Trail, planned to connect the Pine Bush Preserve and the Corning Preserve
- Investigate the concept of a Thruway multiuse path, along or near the south side of the Thruway between Rapp Road and the Helderberg Hudson Rail Trail south of the Delaware Avenue Bridge over the Normanskill, to connect McKownville at Schoolhouse Road and the Thruway to the regional off-road bicycle network and to Washington Avenue Extension. (WD, pp. 18, 20 and Appendix A)

Westmere Corridor

The Comprehensive Plan (IV-39) recommends:

- Improve the pedestrian environment along Route 20. A continuous sidewalk system along Route 20 should be provided from Carman Road to the City line. Additionally, sidewalks and/or trails should be provided to link the adjoining residential neighborhoods with the Route 20 sidewalk system.

The area along Western Avenue in Westmere between the Thruway and Route 155 has major pedestrian deficiencies. There are numerous short gaps in the sidewalk on the north side of Western Avenue between Wendy's and Gipp Road, and so many gaps in the sidewalk on the south side between Route 155 and Schoolhouse Road that walking along the south side is not viable. The combination of dense residential and commercial development in the area, available CDTA service and the fragmentary sidewalk system makes Westmere the most needy pedestrian environment in the Town at the time of this report.

The portion of Western Avenue from Johnston Road east was included in the McKownville Corridor Study.

We divide Westmere into three areas, North Westmere, Southeast Westmere and the Route 155 area, to most clearly illustrate the current situation and recommendations for improvement.

North Westmere (Map: North Westmere)

This area includes the portion of Guilderland west of the Northway and north of Western Avenue. It includes: Crossgates; the Gabriel Terrace and Gipp-Velina neighborhoods; Camp Terrace; Westmere Terrace; and the Northgate neighborhood west to Route 155.

Western Avenue has a continuous sidewalk on its north side between Gipp Road and Route 155. East of Gipp Road there are a small number of gaps east to Crossgates Mall Road, then a few disconnected sidewalk fragments between Crossgates Mall Road and Wendy's, and a continuous sidewalk east of Wendy's. There is a sidewalk along the south and east sides of Crossgates Mall Road between Western Avenue and the English Couplet, a sidewalk between Western Avenue and Crossgates Mall Road in the English Couplet, and a crosswalk on the Mall Road and a sidewalk for access to the CDTA hub in the Mall. There is also a sidewalk on the east side of Route 155, south of the Post Office.

Cyclists in this area of town could use Rapp Road to reach the proposed Patroon Path.

Goals:

- Connect the Gipp-Velina, Kent Place and Camp Terrace neighborhoods to Towne Center and the CDTA
- Promote CDTA use east of Johnston Road
- Connect the Gabriel Terrace neighborhood to Towne Center and to McDonald's
- Connect Gladwish Avenue to the CVS
- Improve pedestrian safety along Gipp Road
- Locate and develop connections to the Pine Bush Preserve trails

Recommendations

Pedestrian and bicycle improvements within the North Westmere area:

- Complete the sidewalk along Western Avenue between Wendy's and Gipp Road, to enable residents of Gabriel Terrace, Camp Terrace and Kent Place to reach the Western Avenue/Johnston Road intersection (SMP, p. 7)
- Provide attractive facilities for CDTA users at the Johnston Road/Western Avenue intersection (CP, IV-44)
- Improve the pedestrian infrastructure on all four sides of the Western/Johnston Road intersection; (SMP, p. 8, WD, p. 16, CP, IV-44)
- With the cooperation of the Crossgates Mall, construct a sidewalk along the west side of Rapp Road between Gipp Road and Western Avenue, for residents of the Gipp-Velina neighborhood wishing to reach Towne Center and Westmere Elementary School (SMP, p. 22, WS, p. 8)
- Work with Crossgates Mall to improve pedestrian infrastructure between the upper Filene's entrance and Gipp Road (WD, p. 16)
- Seek ways to improve pedestrian safety on Gipp Road for both those wishing to reach Western Avenue and those wishing to reach Rapp Road and Crossgates (SMP, p. 36)

- Assure the ability of residents near Sherwood Forest Rd. to reach Western Avenue near the Witte Road intersection by foot or bicycle via the Serafini Village road (WD, p. 17)
- Construct sidewalks along both sides of Route 155 to serve development north of Western Avenue—in particular, on the east side between Gladwish Avenue and the Post Office (SMP, p. 33)
- Develop footpaths connecting Velina Drive and trails in the Pine Bush Preserve, and between Friar Tuck Rd. and the Preserve

Pedestrian and bicycle connections to other areas of town:

- Install bicycle sensors on Gipp Road and Palma Blvd at the Western Avenue intersection
- Improve the pedestrian infrastructure at the intersections of Western Avenue with Witte Road and Gipp Roads

Southeast Westmere (Maps: McKownville, South Westmere, North Westmere)

The boundaries of this area of Town are the Thruway, Western Avenue and the Blockhouse Creek. It is a densely populated area replete with pedestrian problems.

Neighborhoods and apartment complexes such as the Tice/Hungerford and Newman/Zorn neighborhoods and Woodlake, Deer Run, Harmony Hills and Oxford Heights Apartments have no safe access to the nearby Westmere School or the Towne Center retail complex, to Crossgates and its CDTA hub, or to Stuyvesant Plaza and McKownville. The eastern portion of Westlawn (Venezio/Palma) has no safe access to either Towne Center or to Cumberland Farms, Robinson Hardware and the pedestrian crossing at Western Avenue at Witte Road. For the western portion of Westlawn (Van Wie/Fletcher), Bentwood West and Prescott Woods, the Blockhouse Creek acts as a moat to block safe pedestrian or bicycle access to the Route 155 area with its churches, shopping and services, and Farnsworth Middle School. The entire Westlawn/ Bentwood/ Prescott area has no safe off-road access to any public recreation space—parks or school grounds.

Improvements planned for this area within the next several years include: pedestrian infrastructure improvements along Western Avenue east of Johnston Road; intersection improvements at Church Road and at the Crossgates English Couplet; some sidewalk construction on the south side of Western Avenue near Church Road; and reconstruction of Johnston Road, including bikeable shoulders and a sidewalk along one side of the highway from Western Avenue south to Covington Woods.

Goals:

- Make safe pedestrian connections between the Westmere School/Towne Center area and residential neighborhoods in every direction (WD, p. 6-7)
- Create pedestrian connections between Westlawn and the Star Plaza/Christ The King area
- Support pedestrian and bicycle connections between southeast Westmere and Farnsworth Middle School (WD, p. 10)
- Connect the eastern part of Westlawn to the Witte Road/Western Avenue intersection
- Improve CDTA accessibility for the Alton Road, Johnston Road and east Westlawn neighborhoods
- Maintain safe pedestrian connections between Westlawn and the residential neighborhoods along and east of Johnston Road
- Find safe pedestrian connections from the neighborhoods along the western portion of Church Road (Zorn/Newman, Harmony Hills, Deer Run) to the Alton Road neighborhood and to neighborhoods along northern Johnston Road
- Improve the safety of pedestrian and bicycle travel on Western Avenue between Alton Road and Fuller Road
- Develop safe bike routes between this area of town and the future regional off-road bicycle network (Patroon Greenway trail, Helderberg-Hudson Rail Trail)

Recommendations

Pedestrian and bicycle improvements within Southeast Westmere:

- Reopen the footpath between the end of Priscilla Lane and the Towne Center/Westmere School area (WD, p. 6)
- Construct a sidewalk on the south side of Western Avenue between Church Road and Alton Road (SMP, p. 5), eventually extending the sidewalk west to Johnston Rd.
- Create a footpath between Newman Ave. and the Westmere School (WD, p. 6)
- Fill in the gaps in the sidewalk on the south side of Western Avenue between Kraus Road and Johnston Road (SMP, p. 8)
- Improve the pedestrian infrastructure at the Johnston Road/Western Avenue intersection (SMP, pp. 8-9, WD, p. 16)
- Construct a sidewalk along Western Avenue between Venezia Ave. and Witte Rd. (SMP, p. 8, WD, p. 16)
- Complete the sidewalk along Western Avenue between Van Wie Terrace and Clark Parkway (SMP, pp. 8-9)
- Retain the footpath between Oxford Heights and Krause Road
- Create an off-road footpath between Krause Road and Chainyk Drive (WD, p. 7, WS, p. 10)
- Improve CDTA facilities along Western Avenue east of Johnston Road
- Construct a sidewalk along Church Road, to connect the Zorn-Newman neighborhood to Tice Road, connect Hungerford Road and Woodlake to Western Avenue at Church Road, and connect Harmony Hills and Deer Run to the planned sidewalk on Johnston Road (SMP, p. 21)
- Construct a sidewalk on one side of Johnston Road between Western Avenue and the development on the former Lonnstrom parcel, and on the other side between Western Avenue and Chainyk Drive (SMP, p. 26, WD, p. 7)
- Add bikeable shoulders to Church Road and to Veeder Road

Pedestrian and bicycle improvements to connect to nearby areas:

- Construct a sidewalk on the south side of Western Avenue between Highwood Village and Fletcher Road, across the Blockhouse Creek ravine (SMP, p. 10)
- Look for a possible off-road footpath between Fletcher Road and either Heritage Village or Christ The King across the Blockhouse Creek, replacing the former Bentwood West-Heritage path that was blocked by the Blockhouse Creek development
- Seek a footpath to connect the Farnsworth Middle School to residential development east of the Blockhouse Creek (WD, p. 10, WS, p. 10)
- Improve the pedestrian and bicycle environment eastbound on Western Avenue between Alton Road and Schoolhouse Road

- Investigate the possibility of a multiuse path that would connect this area of town to the proposed Patroon Greenway and the regional off-road bike network (see WD, Appendix A)
- Develop a multiuse path to connect Johnston Road near Covington Woods with the east end of Dr. Shaw Road

Route 155 area (Western Avenue to the Normans Kill) (Maps: Route 155, South Westmere, North Westmere)

This section of town includes the area between the Blockhouse Creek and the Kaikout Kill as well as the Dr. Shaw Road area. The area is well served by new sidewalks on both sides of Route 155 between Western Avenue and Nott Road, and on the east side southward to Dr. Shaw Road. However, Western Avenue lacks sidewalks west of Route 155. Of this area, the Comprehensive Plan noted (IV-45): "Like much of the corridor, there is a proliferation of individual driveways, high traffic volume, lack of architectural and streetscape cohesion, and a poor pedestrian environment." Since the Comprehensive Plan was written, the sidewalks on Route 155 south of Western Avenue were constructed, and the State installed state of the art pedestrian crossing infrastructure on the east and south sides of the intersection of Western Avenue and Route 155. Walgreens, now under construction, will complete the pedestrian infrastructure at the intersection.

There is good connectivity between Regency and Brandywine Apartments and 20 Mall. Sidewalks are fragmentary or missing along Western Avenue west of Route 155. Pedestrians wishing to reach SEFCU must walk through the parking lots of Star Plaza and 20 Mall. There is a continuous sidewalk on the south side of Western Avenue between Route 155 and Highwood Village except for a gap between Norman Ave. and Cornell Ave.

Goals:

- Develop sidewalks on both sides of Western Avenue between Route 155 and Mall Road
- Develop safe walking and biking routes between SEFCU and the Library/Winding Brook area to the west (WD, p. 17)
- Find pedestrian and off/road bicycle connections between the CVS/Christ the King area and the Westlawn neighborhood to the east
- Find off-road bike/pedestrian connection between the Farnsworth Middle School and neighborhoods east of the Blockhouse Creek (WD, p. 10; WS, p. 10)
- Develop an off-road bike/pedestrian connection from the Farnsworth Middle School area and the neighborhoods along Dr. Shaw Road to Nott Road Park and the Library/YMCA area (WD, p. 11, WS, p. 11)
- Develop a safe bike/pedestrian connection between the east end of Dr. Shaw Road and Johnston Road
- Construct sidewalks along both sides of Route 155 to serve development north of Western Avenue (SMP, p. 33)

Recommendations

Pedestrian and bicycle improvements within the Route 155 area:

- Complete the sidewalk on the south side of Western Avenue between Route 155 and Highwood Village (SMP, p. 11)

- Construct a sidewalk along the south side of Western Avenue between Route 155 and SEFCU (SMP, p. 12)
- Construct a sidewalk on the north side of Western Avenue between Route 155 and the photography studio opposite Devonshire Drive. Add pedestrian infrastructure at the Western Avenue-Mall Road intersection (SMP, p. 13)
- Construct a sidewalk on Dr. Shaw Road between Route 155 and Veeder Rd. (SMP, p. 23; WS, p. 8)
- Extend the sidewalk on both sides of Route 155 north from Western Avenue to Charles Park

Pedestrian and bicycle improvements to connect the Route 155 area with other areas of town:

- Construct a sidewalk on the south side of Western Avenue between Highwood Village and Fletcher Road across the Blockhouse Creek ravine (SMP, p. 10-11)
- Locate and develop a viable footpath between Farnsworth Middle School and the neighborhoods on the east side of the Blockhouse Creek (WD, p. 10, WS, p. 10)
- Locate and develop a footpath to connect Fletcher Road and the Christ The King school grounds or Heritage Village, to replace the path connecting Bentwood West and Heritage Village that was blocked by the Blockhouse Creek cul-de-sac
- Construct an off-road multiuse path to connect Devonshire Drive (the western entrance to Regency Apartments off Western Avenue) to Winding Brook Drive near Western Avenue, parallel to and south of Western Avenue, to connect the Route 155 area to the Library (SMP, p. 12, WD, p. 17)
- Construct a multiuse path along the sewer line between Route 155 near Grace Baptist Church and Nott Road past the Nott Road Park driveway, and connect it to Nott Road just east of the sharp curve, to provide safe access to the Park from Campus Club Drive and from neighborhoods east of Route 155; place a crosswalk at Route 155 to connect the sewer line path to the sidewalk along Route 155 (WD, p. 11-12, 22)
- Extend the sewer line multiuse path east from Route 155 to the back of the Middle School grounds, then consider adding a spur to the Vale neighborhood through YMCA-Camp Nassau land (WD, p. 10, 11, 22)
- Work with CDTA to provide a bus stop near the Route 155/Western Avenue intersection for “bike and ride” patrons using the bike lanes on Route 155
- As the opportunity arises with new development, obtain at least a multiuse path to connect the east end of Dr. Shaw Road and the west end of the Saddlebrook development on the west side of Johnston Road on the former Lonnstrom parcel

Guilderland Hamlet (center portion) (Maps: Route 155, Tawasentha Park, Pine Bush)

This area is bordered by the Kaikout Kill on the east and the Hunger Kill on the west. It contains multiple important destinations: the Pine Bush Preserve; Guilderland Elementary School; the Guilderland Library; the YMCA; Nott Road Park; and the Schoolcraft House. It includes several isolated residential areas: Campus Club; Fairwood Apartments; western Nott Road; the Willow Street/Pineview Drive neighborhoods; the residential neighborhood off Old State Road between Siver Road and the Hunger Kill; and the neighborhood along Siver Road near East Lydius Street.

Western Avenue in Guilderland Hamlet contains only a small number of isolated sidewalk fragments. As the Comprehensive Plan notes (IV-46) "Currently, there is no suitable pedestrian environment".

The Campus Club neighborhood is served by the sidewalk on the west side of Route 155, but to reach the adjacent YMCA, residents must either cut through private property or walk to Winding Brook Drive along Nott Road as it curves sharply west of Mountain View Court and crosses the Hunger Kill. Fairview Apartment residents can walk along Winding Brook Drive to reach the YMCA, the Library or Guilderland Elementary School. Willow Street residents may use an unofficial (hence illegal) path in the Pine Bush Preserve that connects Willow Street near Cherry Lane with the rear of the Guilderland Elementary School grounds.

Otherwise, the neighborhoods in this area are isolated from each other and from any destinations outside their immediate neighborhood. Even within the neighborhoods, walking is often difficult. Willow Street and Siver Road are narrow roads with minimal or nonexistent shoulders and significant volumes of traffic. Willow Street north of Siver Road is in essence a 180 unit cul-de-sac, and lower Willow Street and Siver Road handle Pine Haven Country Club traffic. Those narrow roads, together with Old State Road and East Lydius Street, provide an alternative commuting route to Washington Avenue or Thruway Exit 25.

The Normans Kill, the Hungerkill, the Kaikout Kill and the Blockhouse Creek all meet near Nott Road Park. Trails along some of these streams would be an attractive addition to the recreational opportunities in this part of town.

Goals:

- Connect the residential population in the Route 155 area to the Library/YMCA area
- Insure that any future development in the Winding Brook area has good pedestrian connections to the Library, the YMCA, Guilderland Elementary School, Nott Road Park and 20 Mall/Star Plaza
- Improve the pedestrian/bicycle friendliness of Willow Street

- Seek safe bike and pedestrian connections between the Willow Street area and Guilderland Elementary School, DiCaprio Park, Hartman's Corners, Tawasentha Park, Nott Road Park and the Library (WD, p. 7, 14)
- Seek off-highway bike and pedestrian connections from Nott Road Park to the Willow Street area, the Library area, Campus Club, the residential development along Route 155 and Dr. Shaw Road, and the Farnsworth Middle School grounds
- Develop a scenic footpath around Nott Road Park along the banks of the Normans Kill and Hunger Kill (c.f. CP, IV-32)
- Develop a scenic footpath along or near the Normans Kill between Nott Road Park and Tawasentha Park and beyond (WD, p. 22)
- Create a footpath between the Guilderland Elementary School grounds and northern Willow Street
- Create a footpath through the Pine Bush Preserve to connect the northern Willow Street and northern Siver Road neighborhoods to DiCaprio Park and the Lone Pine area

Recommendations

Pedestrian and bicycle improvements within Guilderland Hamlet:

- As the Winding Brook area becomes developed under a "village" concept, require sidewalks to connect the development both internally and to the Library, the YMCA, 20 Mall/Star Plaza, Guilderland Elementary School and Fairwood (SMP, p. 12, WD, p. 8)
- Construct a multiuse path connecting Guilderland Elementary School and Nott Road Park along Winding Brook Drive (SMP, pp. 29, 35, WD, p. 28)
- Construct a sidewalk on the south side of Western Avenue between Foundry Road and Winding Brook Drive, to connect the Willow Street neighborhood to the Library and points east (SMP, p. 12)
- Improve the pedestrian infrastructure at the Western Avenue intersections with Winding Brook Drive and with Willow Street (CP, IV-46)
- Construct a recreational footpath around Nott Road Park from the sewer line culvert over the Hungerkill, along the west bank of the Hungerkill and the north bank of the Normanskill west to the sewage treatment outflow. Seek to extend the trail west along the Normanskill to Grant Hill Road (WD, p. 22) (CP, IV-46)
- Study how to improve Willow Street for pedestrian use

Pedestrian and bicycle improvements to connect Guilderland Hamlet to nearby areas:

- Develop a multiuse path between Devonshire Drive (SEFCU) and Winding Brook Drive (WD, pp. 8, 14)
- Develop a footpath between Grant Hill Road and Tawasentha Park to provide an off-road route between Guilderland Hamlet and Tawasentha Park and beyond (WD, p. 22)
- Connect the lower Willow Street neighborhood to the Stewart's at Hartman's Corners and the neighborhoods west of Hartman's Corners by either a sidewalk along Western Avenue between Foundry Road and Route 146 at Hartman's Corners, or an off-road foot path through Golf Course land parallel to Western

Avenue between Foundry Road at the Hungerkill Bridge and Route 146 (SMP, pp. 12, 13, WD, pp. 14-15)

- Develop a multiuse path along the sewer line between Route 155 near Grace Baptist Church and Nott Road east of Fairwood to provide a safe off-road alternative to walking along the curve on Nott Road for residents of the Campus Club neighborhood and 155 area heading for the YMCA and Nott Road Park, or Fairwood residents heading for the Route 155 area (Such a path could continue east along the sewer line to the rear of the Farnsworth Middle School grounds and if desired, to Presidential Estates and Prescott Woods.) (WD, pp. 13, 22; c.f. SMP, p. 29)
- Develop a footpath through the Pine Bush Preserve between Guilderland Elementary School and DiCaprio Park to connect the otherwise isolated upper Willow Street and Siver/Old State neighborhoods to DiCaprio Park and to the Library and other destinations along Winding Brook Drive
- Construct a multiuse path along East Lydius Street between Siver Road and Traber Road (WD, pp. 13, 28-29).
- Improve the Old State Road bridge over the Thruway and its approaches for bicycle and pedestrian use. Work with the Pine Bush Commission concerning pedestrian improvements along East Old State Road east of Siver Road (WS, p. 8, SMP, p. 30)

Hartman's Corners (Maps: Tawasentha Park, Fullers)

This area, bounded by Spawn Road, Carman Road and Vosburgh Road, the Normans Kill, Western Turnpike Golf Club and the Hunger Kill, contains good sidewalks along Western Avenue west of Hartman's Corners (Route 146 south), sidewalk fragments along Carman Road and along Route 146 south between Stewart's and Halfmoon Drive, and a sidewalk on Hague Drive.

The residential neighborhood between Old State Road and Spawn Road (Shave Rd., Serafini Drive) is internally connected, can reach Lone Pine Park via the east end of Spawn Road and Tallyho Court, and will be able to reach Carman Plaza once the planned sidewalk between Old State Road and Sunset Lane is completed. The neighborhood between Old State Road and Western Avenue (Highland Drive, Acre Drive) can reach the Shave Road neighborhood or Carman Plaza only by traveling along Old State Road, but can reach the Stewart's by a crosswalk on Western Avenue at Highland Drive. The Western Avenue sidewalks provide access for the Windmill Estates neighborhood (Hague Drive, Halfmoon Drive) and the Highland Drive neighborhood to reach McCormack's Corners, where there are crosswalks and pedestrian signals on the north and west sides. Tawasentha Park is inaccessible except by riding or walking along the shoulders of Route 146 next to 50 mph traffic. Lynnwood Elementary School is inaccessible from this area.

Goals:

- Develop a safe pedestrian/bicycle connection from the Acre Drive neighborhood to Carman Plaza and to Lynnwood School
- Develop a continuous sidewalk along the east side of Carman Road between Western Avenue and Old State Road (FH/CR Study, p. 45, Figure IV-2)
- Locate and develop a safe bicycle/pedestrian connection between this area of Town and the Schoolcraft neighborhood (lower Willow Street)
- Connect Tawasentha Park by off-highway mountain bikeable trails to the French's Mill pedestrian bridge, the Nott Road Park area, the Willow Street area and the Halfmoon Drive and Acre Drive areas (WD, pp. 12, 22)
- Develop a bicycle/pedestrian connection between the Acre Drive area and DiCaprio Park

Recommendations

Pedestrian and bicycle improvements within the Hartman's Corners area:

- Construct a sidewalk along the south side of Old State Road between Hillview Road and Carman Road, to connect the Acre Drive neighborhood to the Shave Road neighborhood and to Carman Plaza (SMP, p. 29, WD, p. 18, FH/CR, p. 45)
- Construct a sidewalk along the east side of Carman Road between Old State Road and Western Avenue to connect Ann Drive to Carman Plaza and McCormack's Corners (WD, p. 18).

- Develop a multiuse path to connect Tawasentha Park to Western Avenue west of Hartman's Corners, either along Route 146, or using land of the Western Turnpike Golf Course, or using Posson Road (SMP, p. 31, WD, p. 12)
- Extend the sidewalk on Western Avenue from the Governor's Motor Inn east towards the Hunger Kill as needed for development (SMP, p. 15)
- Complete the sidewalk between Stewart's and Halfmoon Drive (WD, p. 17)

Pedestrian and bicycle improvements to connect the Hartman's Corners area to nearby areas:

- Investigate the idea of a footpath along the west branch of the Hungerkill between Old State Road and DiCaprio Park, to connect the Maywood Avenue neighborhood to DiCaprio Park and the Pine Bush preserve. (If Gade Farm becomes available for residential development, the Town holds a pedestrian easement along the Hungerkill east of the Haven Hills development that could connect Gade Farm to a path north of Old State Road.)
- Consider developing a multiuse path on Golf Course land between Hartman's Corners and Foundry Road at the Hungerkill bridge to connect Windmill Estates (Halfmoon Drive) with the Willow Street neighborhood and the Schoolcraft House
- Develop a footpath along or parallel to the Normanskill through Tawasentha Park between Nott Road Park and the French's Mill pedestrian bridge (WD, pp. 22-23)
- Develop a multiuse path to connect Tawasentha Park to the Willow Street/Western Avenue intersection

Lone Pine (Maps: Lone Pine, Fort Hunter)

Lone Pine is the area bounded by Spawn Road, Carman Road, the Thruway, and the Pine Bush Preserve. This large residential area has generally good foot or bike access along neighborhood streets to the Pine Bush School and to Lone Pine Park. Coons Road has a sidewalk and a bike lane connecting to the school, making the Pine Bush School the only walking-friendly “neighborhood school” in the Town. DiCaprio Park is presently isolated, as are the Jessamine/Sundew/Partridgeberry neighborhood and the small neighborhoods north of East Lydius Street. A satisfactory path connects Belleview Drive to the Pine Bush School grounds and the surrounding neighborhood (WS, p. 10). A new footpath connects Lone Pine Park with Tally Ho Court at the end of Spawn Road (WD, p. 12). The east side of Carman Road has numerous unconnected sidewalk fragments north of Spawn Road. The Town plans to complete the sidewalk between Coons Road and Lone Pine Road by 2006.

This area was the subject of the Carman Road/Fort Hunter Planning Study. Figure IV-2 of that study shows the sidewalks and bike routes recommended by that study. In particular, the study calls for a continuous sidewalk along both sides of Carman Road between Old Carman Road (north of Lydius Street) and Western Avenue.

Goals:

- Make pedestrian and bicycle connections between DiCaprio Park and the northern and southern portions of the Lone Pine area (WD, p. 13)
- Connect the neighborhoods along East Lydius Street with the Coons Road neighborhood, the Pine Bush School and nearby parks
- Connect the Lone Pine neighborhood with Carman Plaza
- Connect the Lone Pine neighborhoods with the upper Willow Street and Siver Road neighborhoods and the facilities in the Winding Brook area
- Connect the Lone Pine neighborhoods with the new neighborhoods west of Fuller Station Road.

Recommendations

Pedestrian and bicycle improvements within the Lone Pine area:

- Extend the planned new sidewalk along the east side of Carman Road north from Coons Road to Jessamine Court, and south from Lone Pine Road to Old State Road to connect this region to Greulich’s Market and to Carman Plaza. (WD, pp. 9, 18, SMP, p. 16). Eventually extend the sidewalk north to Lydius Street (FH/CR, p. 45)
- Add a crosswalk on East Lydius Street at Coons Road and Juniper Lane
- Construct a sidewalk along East Lydius Street between Benjamin Street and Carman Road to connect the adjacent neighborhoods to each other, to Coons Road and the Pine Bush School and to Fort Hunter Park. Add pedestrian infrastructure at the Carman Road/Lydius Street intersection. Eventually extend the sidewalk east to Siver Road (WS, p. 8, SMP, p. 27)
- Connect the Marilyn Street area to DiCaprio Park, either by a multiuse path along the south side of East Lydius Street between Traber Road and the park,

or by a combination of multiuse paths and neighborhood streets through the planned development on the former Lupe parcel east of Traber Road (WD, p. 13)

- Construct a footpath to connect Lone Pine Park with DiCaprio Park (WD, p. 12)
- Extend the sidewalk on Timothy Lane west along Spawn Road to Carman Road once there is a sidewalk along Carman Road between Spawn Road and Old State Road (c.f. SMP, p. 36), or seek an alternate route for a sidewalk through new development between Timothy Lane and Carman Road north of Spawn Road
- Consider a sidewalk along Lone Pine Road between Carman Road and East Lydius Street (WS, p. 10), (FH/CR, p.45)
- Add walkable shoulders to Gregory Road and DiBella Road to connect the sidewalk on Coons Road to Lone Pine Park (FH/CR, p. 45)

Pedestrian and bicycle improvements to connect Lone Pine to nearby areas:

- Develop a footpath through the Pine Bush Preserve to connect DiCaprio Park to Guilderland Elementary School and to connect the Lone Pine area to the neighborhoods along Siver Road and Willow Street and to the destinations in the Winding Brook area
- Construct a multiuse path along East Lydius Street from DiCaprio Park to Siver Road
- Investigate the possibility of a multiuse path along the south side of the Thruway to connect the Lone Pine area to the Washington Avenue/Crossgates area, McKownville, and the regional off-road bicycle network

Fort Hunter (Maps: Fort Hunter, Lone Pine)

This area, bounded by Carman Road, West Old State Road, the CSX tracks, and the Schenectady County boundary, has had creeping development moving along West Lydius Street away from Carman Road. Development is constrained by wetlands on much of the land, including the large State wetland adjacent to Whispering Pines Way. The only destinations within the area are Fort Hunter Park and St. Madeleine Sophie and Lynnwood Reformed Churches, but both the Pine Bush School and Lynnwood School are just outside the area, as is Carman Plaza.

A few small gaps (one of them pictured on the front cover) prevent a connected sidewalk on the west side of Carman Road north from Old State Road to Whispering Pines Way. A sidewalk connects Lydius Street and Ronald Place. Otherwise there are few sidewalk fragments on the west side of Carman Road.

Two developments along Empire Avenue have been designed with a path connecting to Jean Place and a sidewalk and bike lanes along Empire Avenue that is planned to continue to Carman Road to connect to the sidewalk and bike lanes on Coons Road.

This area of town was the part of the Fort Hunter/Carman Road Planning Study--see in particular Figure IV-2 of that Study.

Goals:

- obtain safe pedestrian/bicycle connections among the neighborhoods in this area and between the neighborhoods and the two schools;
- obtain safe pedestrian connections between Fort Hunter Park and nearby neighborhoods (WS, p. 2);
- find a safe bike route between the Williamsburg/Empire Avenue area and the French's Mill Bridge over the Normanskill (WD, pp. 9, 27) (the Fuller Station railbed route proposed in FHCR, p. 46 may be difficult because of easements between National Grid and adjacent property owners along the northern part of Fuller Station Road);
- Complete a sidewalk along the west side of Carman Road between Lydius Street and Old State Road to connect Fort Hunter to the St. Madeleine Sophie/Pine Bush School area and to Carman Plaza.

Recommendations

Pedestrian and bicycle improvements within Fort Hunter

- Extend the Empire Avenue sidewalk and bike lane to the Coons Road/Carman Road intersection, to connect the Empire Avenue area to the Pine Bush School grounds and to Lone Pine Park, DiCaprio Park and the Pine Bush to the east (WD, p. 9, SMP, pp. 24, 25).
- Construct bikeable shoulders and a sidewalk along West Old State Road from Regina Drive to Fuller Station Road and beyond, to permit safe walking between

development along West Old State Road and Lynnwood School (WD, p. 8, FH/CR, p. 45).

- Fill in the sidewalk gaps on the west side of Carman Road between Old State Road and the Spawn Road intersection, and add a crosswalk at the Carman Road/Spawn Road intersection; eventually continue the sidewalk north to Ronald Place (SMP, p. 16, WD, p. 17).
- Extend the sidewalk on the west side of Carman Road from Ronald Place south to the crosswalk at St. Madeleine Sophie, and eventually to Spawn Road (WD, p. 19).
- Add a sidewalk along Jean Place to serve Fort Hunter Park (WS, p. 2).
- Add bikeable shoulders and traffic calming designs to Fuller Station Road between Western Avenue and Carman Road (SMP, p. 25).
- Install bicycle sensors on the side streets for the traffic signal at the Coons Road/Carman Road intersection, and add crosswalks and pedestrian signalization once there is a sidewalk at the west side of the intersection.
- Work to insure that future development along West Lydius Street and West Old State Road has pedestrian and bicycle connections to adjacent neighborhoods and towards the two schools and Carman Plaza. Use the incentives in the conservation subdivision design regulations to help make the connections happen. (FH/CR, p. 46).

Pedestrian and bicycle improvements to connect Fort Hunter to adjacent neighborhoods and destinations:

- Find a route for an off-road multiuse path between Empire Avenue and Old State Road near Fuller Station Road at Old State Road, to help connect the Empire Avenue area (as well as Williamsburg and Georgetown Square) to Lynnwood School and to the Dam area of the Normans Kill. (One possible route might be to use the National Grid/Fuller Station railbed from Old State Road north to the Rose property, then run the path on an old farm road through the Rose property, south and west of Williamsburg, to the Hamman parcel and then north around the west end of Williamsburg and Georgetown to reach Empire Avenue.)
- Seek a route across the CSX tracks to recover the connection between West Lydius Street and the Route 158 area that was lost with the closure of the West Old State Road railroad bridge.

Fullers (Maps: Fullers, Lone Pine)

This area is bounded by Vosburgh Road and Carman Road, the Normans Kill, the CSX tracks, and Old State Road. The area near the railroad is historically known as Fullers.

This area is a focus of new development in the Town, but has no pedestrian infrastructure other than a sidewalk on the north side of Western Avenue east of Morningside Drive. The area contains the Parkview Drive and Helderview Drive neighborhoods and three small neighborhoods south of Western Avenue. Destinations include Lynnwood School, Town Hall and the shopping at McCormack's Corners, Carman Plaza, and the natural area along the Normans Kill, including the the Battle of Normankill site and dam at the French's Mill pedestrian bridge.

The area contains a considerable amount of open land, but much of it is environmentally constrained. The Town's new conservation subdivision regulations, with incentives for pedestrian amenities, should be used routinely in this area.

Goals:

- As new development occurs along Western Avenue, seek pedestrian and bicycle connections from the new neighborhoods to existing neighborhoods, Lynnwood School and McCormack's Corners
- develop safe pedestrian/bicycle connections between the Lynnwood School and nearby existing neighborhoods (WD, p. 8);
- develop safe pedestrian/bicycle connections between Carman Plaza and nearby neighborhoods;
- seek a short, safe bike route between Fullers and Keenholts Park in Guilderland Center (WD, pp. 12, 25);
- connect the Fuller Station Road area and the McCormack's Corners area with the Normanskill, Tawasentha Park, the Battle of Normanskill site and the French's Mill Bridge by a mountain bikeable trail along the Normanskill between the Dam and Tawasentha Park (WD, pp. 24-25).

Recommendations

Pedestrian and bicycle improvements within the Fullers area:

- Construct sidewalks on the south side of West Old State Road between Regina Drive and Pinewood Drive (to connect the Parkview Drive neighborhood to Lynnwood School) and between Gardenview Drive and Carman Road (to connect that neighborhood to Carman Plaza) (WD, p. 17). Eventually connect the two sidewalks and extend the sidewalk to Fuller Station Road and beyond, to connect future development to the school (WD, pp. 8-9, SMP, p. 30, WS, p. 8, FH/CR, p. 45)
- Complete the sidewalk along the west side of Carman Road between Old State Road and Western Avenue, to connect Morningside Drive to Carman Plaza and McCormack's Corners (SMP, p. 16, FH/CR, p. 45).

- Construct a footpath on the pedestrian easement that connects Fuller Station Road to the Lynnwood School grounds (WD, p. 8, WS, p. 10)
- Eventually extend the sidewalk on the north side of Western Avenue west from Morningside Drive to Fuller Station Road to serve new development in the area as traffic from the west increases (SMP, p. 15, WD, pp. 8, 21). Include crosswalks on Western Avenue at Fuller Station Road and elsewhere to serve neighborhoods on the south side of Western Avenue (WS, p. 10)
- Extend the sidewalk on the south side of Western Avenue west from McCormack's Corners to the western entrance to the 20 West development (opposite Morningside Drive). Eventually extend the sidewalk to French's Mill Road
- Insure a safe pedestrian route between Western Avenue near Town Hall and the Battle of Normans Kill site (SMP, p. 36, WD, p. 26)
- Add four-foot shoulders and traffic calming along Fuller Station Road north of Western Avenue, to maintain the bikeability of the road as traffic increases from new development along Western Avenue west of McCormack's Corners
- Develop a footpath along the north bank of the Normans Kill between the Dam and Tawasentha Park, through the Battle of Normans Kill site. Maintain the existing dirt road from the end of Vosburgh Road to the Battle site to connect to this path.

Pedestrian and bicycle improvements to connect the Fullers area to nearby areas:

- Reopen the closed French's Mill bridge over the CSX tracks for bicycle and pedestrian use, to provide a short bike route between Fullers and Guilderland Center (WD, pp. 11, 12, 25-26).

Guilderland Center (Map: Guilderland Center, Western Guilferland)

This 19th century hamlet has several attractions—the High School, Keenholt's Park, the neighborhood shopping at Park Guilderland, Mynderse Frederick House, the Black Creek. Other than Park Guilderland Apartments, there is relatively little development—old homes along Route 146 between the railroad bridge and Depot Road, newer homes along School Road and Nielson Place, and homes along French's Hollow Road and in the new Elizabethfield development. New proposed development awaits completion of the Guilderland Center planning study.

At present the only pedestrian infrastructure is a sidewalk along the east side of School Road connecting Route 146 and the High School. On the TIP schedule is a sidewalk on one side of Route 146 between Depot Road and Van Buren Blvd (c.f. SMP, p. 32, CP, p. IV-65).

Conservation subdivision is desirable for new development in the area, since much of the land is wetlands (e.g. on both sides of Depot Road between School Road and Route 146).

Goals:

- Make Guilderland Center a walking-friendly hamlet.
- Connect new development to the existing hamlet by safe pedestrian routes.
- Connect the amenities of the hamlet with other areas of town by safe bicycle routes
- Connect the hamlet to the Helderberg Rail Trail by safe bicycle routes

Recommendations

Pedestrian and bicycle improvements within Guilderland Center:

- Develop a proposed footpath along the south side of the Black Creek between School Road and Depot Road, and complete a loop path using the sidewalk on School Road and the planned sidewalk on Route 146.
- Seek to insure public access across the open Park Guilderland land between Main Street (the extension of School Road across Route 146 into Park Guilderland) and the main entrance road to Keenholt's Park (SMP, p. 35, WD, p. 12).
- Require that new developments near Guilderland Center have safe pedestrian connections to the center of the hamlet.
- Work with the Northeast Industrial Park and the New York State Department of Transportation to identify a bypass route around Guilderland Center for through traffic (CP, p. IV-64, 65)

Pedestrian and bicycle improvements to connect Guilderland Center to nearby areas:

- Rehabilitate the French's Mill Road Bridge over the CSX tracks for pedestrian and bicycle use. (The Elizabethfield/French's Hollow neighborhood and the Fullers area north of the Normans Kill are cut off from Keenholt's Park by the closed bridge. If reopened, it would cut nearly a mile off the trip between the Dam and Keenholt's Park.)

- Support the bicycle-friendliness of Depot Road as a feeder route to the Helderberg-Hudson Rail Trail in Voorheesville (WD, p. 29).

Greater Altamont (Maps: Altamont, Western Guilderland)

Altamont is a pedestrian-friendly village. The village has new sidewalks on Main St., and Maple Ave., and the short, narrow, often dead-end side streets in the village are safe for shared use by pedestrians, cyclists and cars. As development occurs in Guilderland near the Village boundaries, the pedestrian-friendliness that pervades the village should be extended to the new developments.

Goals:

- Insure safe pedestrian and bicycle connections between the Village and development outside but near the Village, in particular, any future Country Hamlets near the Village served by Altamont water;
- Develop safe pedestrian and bicycle routes between Bozenkill Park and the Village (WD, p. 13).
- Connect the Village with other areas of town and the Helderberg-Hudson Rail Trail by safe bicycle routes.

Recommendations

Pedestrian and bicycle improvements to connect Altamont to nearby areas:

- construct a sidewalk along the length of Gun Club Road to connect both ends of Gun Club Road, and in particular, the sidewalk on Main St., to Bozenkill Park (SMP, p. 26, 32; WS, p. 2, 11, WD, p. 13);
- Reach an agreement with the Fairgrounds to allow public pedestrian/bicycle use of fairgrounds roadways between Brandle Road and Grand St. when events are not taking place, and between Brandle Road at Arlington Street and the western end of Van Evera Drive at Brandle Woods at all times.
- Insure the ability of the public to use the sidewalks in Brandle Woods to travel between Van Evera Drive and the path on the Altamont Elementary School grounds.
- Open all of Arlington St. (the main Fairgrounds entrance) between Brandle Rd. and Main St. to public use. (Arlington St. is chained off when there are no events at the Fairgrounds.) Arlington St. would divert traffic off Brandle Road north of Arlington St., making shared use of the narrow portion of Brandle Road north of Arlington St. safer for pedestrians and cyclists. To further divert traffic off that portion of Brandle Road, consider keeping Brandle Road between Main St. and Arlington St. two way but prohibit cars from entering Brandle Road at the Arlington St. intersection. (This strategy is used in Albany at the west end of Buckingham Drive by the Krum Kill Road bridge over Route 85.)
- Coordinate with the Village to plan bicycle and pedestrian connections between the Village and any new nearby development.
- Eventually construct a sidewalk on Route 146 between Gun Club Road and Armstrong Drive (SMP, p. 32).
- convert the Delanson-Voorheesville rail line as a multiuse path to connect Altamont to the Helderberg Hudson Rail Trail, if abandoned, and otherwise,

identify a bike route between the Village and Voorheesville to connect the Village to the Helderberg-Hudson Trail.

Biking and hiking in Rural Guilderland (Maps: Meadowdale, Western Guilderland)

Rural Guilderland has been a popular destination for recreational bicycling for many years. The attractive scenery of the Helderberg Escarpment, the rural character of the landscape, and the low traffic volumes, makes recreational cycling a pleasant experience on many of Guilderland's rural roads.

Construction of the Helderberg-Hudson Rail Trail between Voorheesville and the Port of Albany is on the TIP schedule for 2010. This trail will connect Voorheesville to the regional off-road bicycle network. Much of Guilderland will be within reasonable biking distance of the Voorheesville end of the Rail Trail. In particular, Guilderland Center could connect to the Helderberg trail via Depot Road, Stone Rd. and Grant Hill Road (County Route 201); Altamont via State Routes 156, County Route 208 and Prospect St., and Weatherfield via County Route 201. These roads could become commuter routes for bicyclists employed in or near downtown Albany or in Delmar.

The Helderberg Escarpment forms part of the western border of Guilderland, and the Long Path runs along the top of the Escarpment between Thacher Park and Altamont. One hundred years ago hiking from Meadowdale Station to the top of the Escarpment on the Indian Ladder Road was a popular outing. If a suitable route up the Escarpment could be found, a footpath up the Escarpment would be an attractive recreational amenity for the Town and the region.

Goals:

- Maintain the bicycle-friendly character of the Town's rural roads, and in particular those connecting developed areas of the Town (Altamont, Guilderland Center, Fullers) to Voorheesville and the western end of the Helderberg-Hudson Rail Trail
- If the railroad between the Northeast Industrial Park and Delanson is abandoned, extend the Helderberg-Hudson Rail Trail to Altamont and to Christman Sanctuary and beyond, connecting up with the Long Path
- Develop a network of hiking trails on and below the Escarpment to complement the Long Path.

Recommendations

- Support the bicycle-friendliness of town roads that connect more developed areas of Guilderland to the rural part of town and to Voorheesville, such as Route 155, Grant Hill Road, Ostrander Road and French's Mill Road;
- Reopen the closed French's Mill railroad bridge to connect the Fullers area with Depot Road via School Road in Guilderland Center (WD, pp. 25-26).
- Support an extension of the Helderberg rail trail from Voorheesville to Altamont and beyond--this would be a major recreational asset for rural Guilderland as well as a possible transportation route for avid cyclists working in Albany or Delmar (WD, p. 29)

- Revive, via some route, the historic Indian Ladder Trail that connected Meadowdale Station with Thacher Park a century ago (the lower part of the original route is now blocked by development in Indian Ladder Estates, but there is some possibility of finding a connection between the upper portion and Route 156 around the development.) (WD, p. 30)
- Develop an Escarpment Loop trail between Altamont and Thacher Park that would use the extended Helderberg-Hudson Rail Trail, a reincarnation of the Indian Ladder Trail, and the Long Path.
- Consider creating a signed network of bike routes in rural Guilderland, together with links connecting the rural routes with more developed parts of the Town.
- Try to reconstruct the closed West Old State Road railroad bridge for bicycle and pedestrian use, to reconnect West Lydius Street with the Route 158 area.

Townwide pedestrian and bicycle routes and regional connections--an overview.

New York State Bike Route #5.

This state designated bike route runs across the state from Buffalo to Albany. The route runs through Guilderland on Carman Road and Western Avenue. Except for a single short stretch traveling eastbound in McKownville, the entire route was found by a 2005 CDTC survey to have bicycle level of service D, E or F. Thus the route is not recommended for cyclists of any ability. A detailed survey of this route may be found in the *Biking in Guilderland* report.

Thruway Bike Path.

The GPC has proposed a multiuse path along or near the southern edge of the Thruway ROW between Exit 25 and the Helderberg-Hudson Rail Trail near Exit 23. Such a path could replace NYS Bike Route #5 between Carman Road at the Thruway overpass and downtown Albany. For Guilderland, such a multiuse path would connect the Fort Hunter and Lone Pine neighborhoods with destinations in Guilderland and Albany to the east, such as the Crossgates area, McKownville and the UAlbany/Harriman Campus area, and would connect the eastern part of Guilderland to the proposed Patroon Greenway trail, the planned Helderberg-Hudson Rail Trail and the regional off-road bike network (WD, Appendix A).

Helderberg-Hudson Rail Trail.

Albany County is planning a multiuse path along the abandoned D & H rail bed between the Port of Albany and Voorheesville. Construction is on the TIP schedule for 2010. The western end of this path is readily accessible via Depot Road from Guilderland Center. The Fullers area can reach it via the French's Mill pedestrian bridge, and access would be further improved if the French's Mill railroad bridge were reopened for bicycle and pedestrian use. Rural roads in Guilderland that connect Altamont and Guilderland Center to the Rail Trail in Voorheesville should be maintained with bicycling in mind (e.g. with appropriate shoulders).

If the rail line between Voorheesville and Delanson were abandoned, as was seriously contemplated in the 1990's, extending the Helderberg-Hudson Rail Trail west to Delanson would place Altamont at the center of a recreational asset of statewide importance. The recreational attractiveness would be further enhanced if a route could be found for a trail on the escarpment connecting the Rail Trail near Meadowdale with the Long Path at Thacher Park, thereby creating a loop trail from Altamont lying below, on, and above the escarpment (WD, p. 29).

"Two schools" path.

A path connecting Nott Road Park and the French's Mill Bridge along or near north bank of the Normanskill appears potentially feasible and would be an attractive recreational amenity. Such a path would connect Nott Road Park, Tawasentha Park, the Battle of Normans Kill site and the Dam area. Using the French's Mill Bridge and a reopened French's Mill railroad bridge, the path would connect to Keenholts Park and a short distance beyond to the High School. In the other direction, a path on the sewer line

that parallels the Blockhouse Creek east of Route 155 would connect Nott Road Park to the rear of the Farnsworth Middle School grounds, thereby making the path potentially accessible to Westmere residents. Residents in the Carman Road area could reach this path via Fuller Station Road south of Western Avenue. Finding safe bike routes for residents of the growing area of town west of Carman Road to connect to the French's Mill bridge is a priority (WD, pp. 22ff).

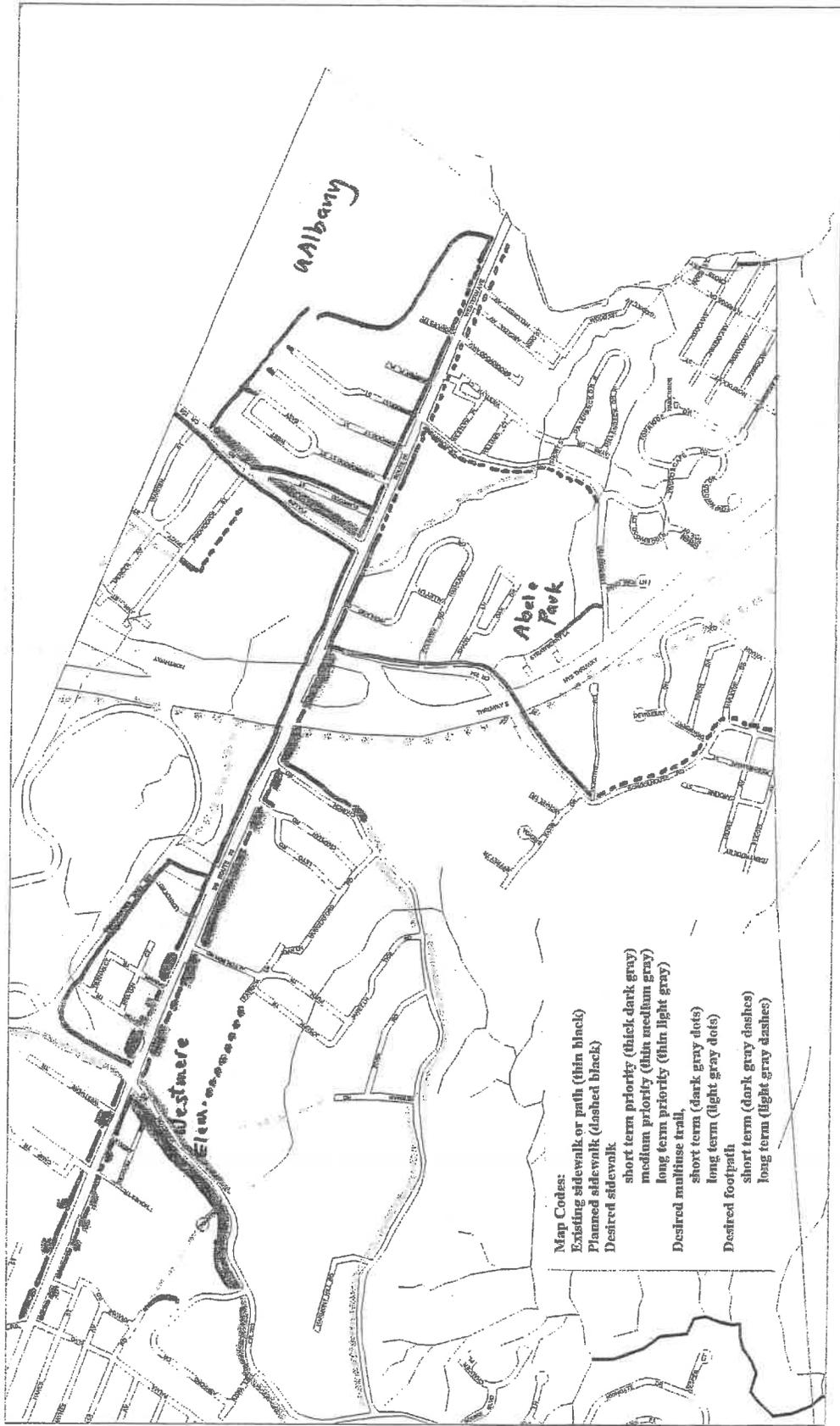
Pine Bush Path.

A mountain bikeable path between Nott Road Park and Lone Pine Park would connect the Lone Pine neighborhood, Lone Pine Park, DiCaprio Park, upper Siver Road, upper Willow Street, the Pine Bush Preserve, Guilderland Elementary School, the Winding Brook area (Library, YMCA), and Nott Road Park.

The Old State Road bridge over the Thruway would connect this path, the upper Siver Road neighborhood, and the Guilderland portion of the Pine Bush preserve, to the Pine Bush Discovery Center, the Preserve north of the Thruway, and Washington Avenue Extension. However, the bridge itself and the road leading to the bridge in both directions are hemmed in by guide rails and should be widened to improve the safety of pedestrians and cyclists using the bridge (WD, Appendix C).

The ultimate Guilderland Greenway.

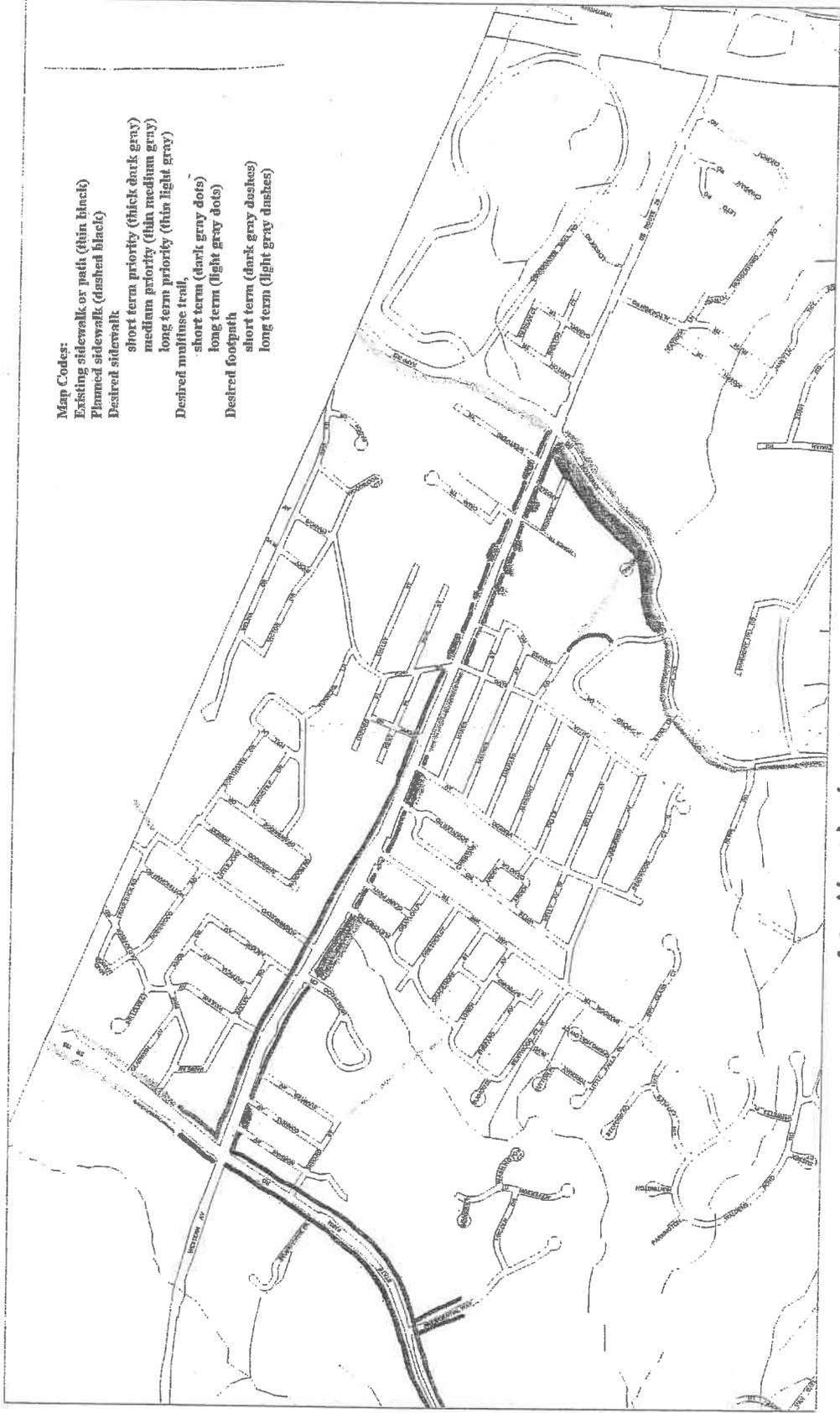
The Pine Bush path, the Two Schools path, a bike route between the Dam and Empire Avenue, and neighborhood streets (DiBella Drive, Gregory Lane, Coons Road, Empire Avenue) would form a 13 mile loop which, with the Jean Place-Empire Avenue path and connections to the Middle and High School, would interconnect nearly every park and school in the Town by off-road paths and neighborhood streets (WD, Appendix B).



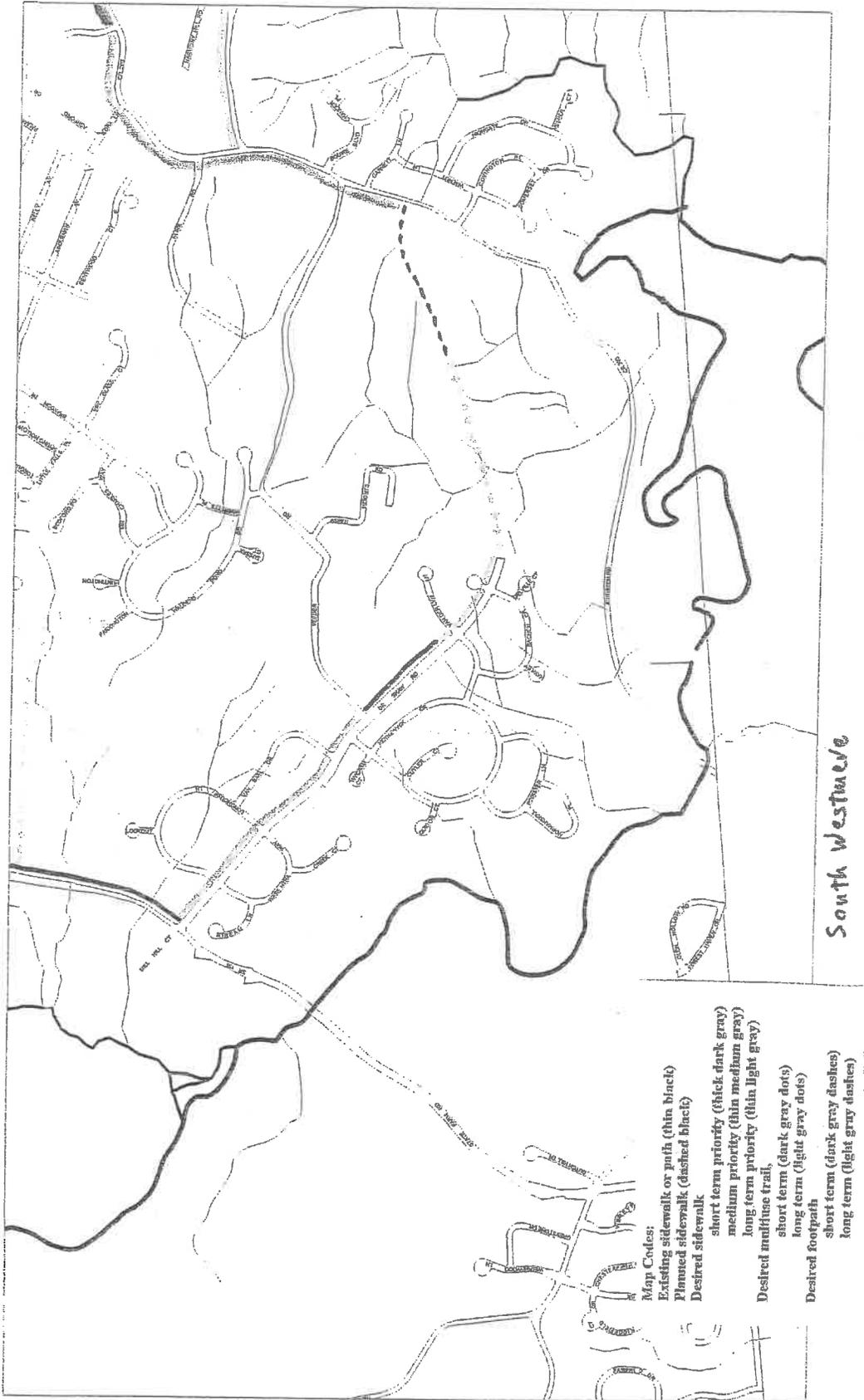
McKeesville

- Map Codes:**
- Existing sidewalk or path (thin black)
 - Planned sidewalk (dashed black)
 - Desired sidewalk
 - short term priority (thick dark gray)
 - medium priority (thin medium gray)
 - long term priority (thin light gray)
 - Desired multiuse trail
 - short term (dark gray dots)
 - long term (light gray dots)
 - Desired footpath
 - short term (dark gray dashes)
 - long term (light gray dashes)

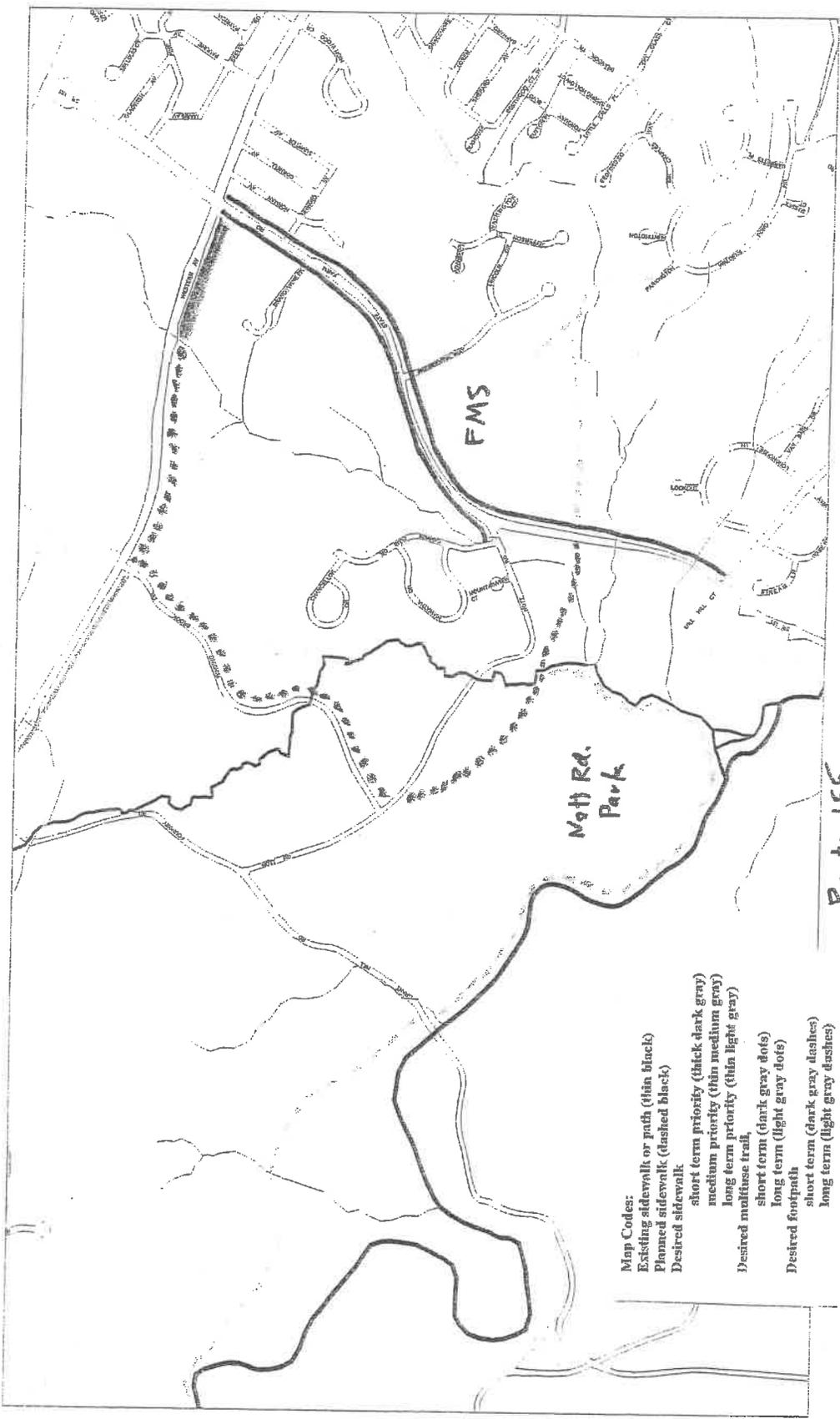
- Map Codes:**
- Existing sidewalk or path (thin black)
 - Planned sidewalk (dashed black)
 - Desired sidewalk
 - short term priority (thick dark gray)
 - medium priority (thin medium gray)
 - long term priority (thin light gray)
 - Desired multilane trail
 - short term (dark gray dots)
 - long term (light gray dots)
 - Desired footpath
 - short term (dark gray dashes)
 - long term (light gray dashes)



North Westmere

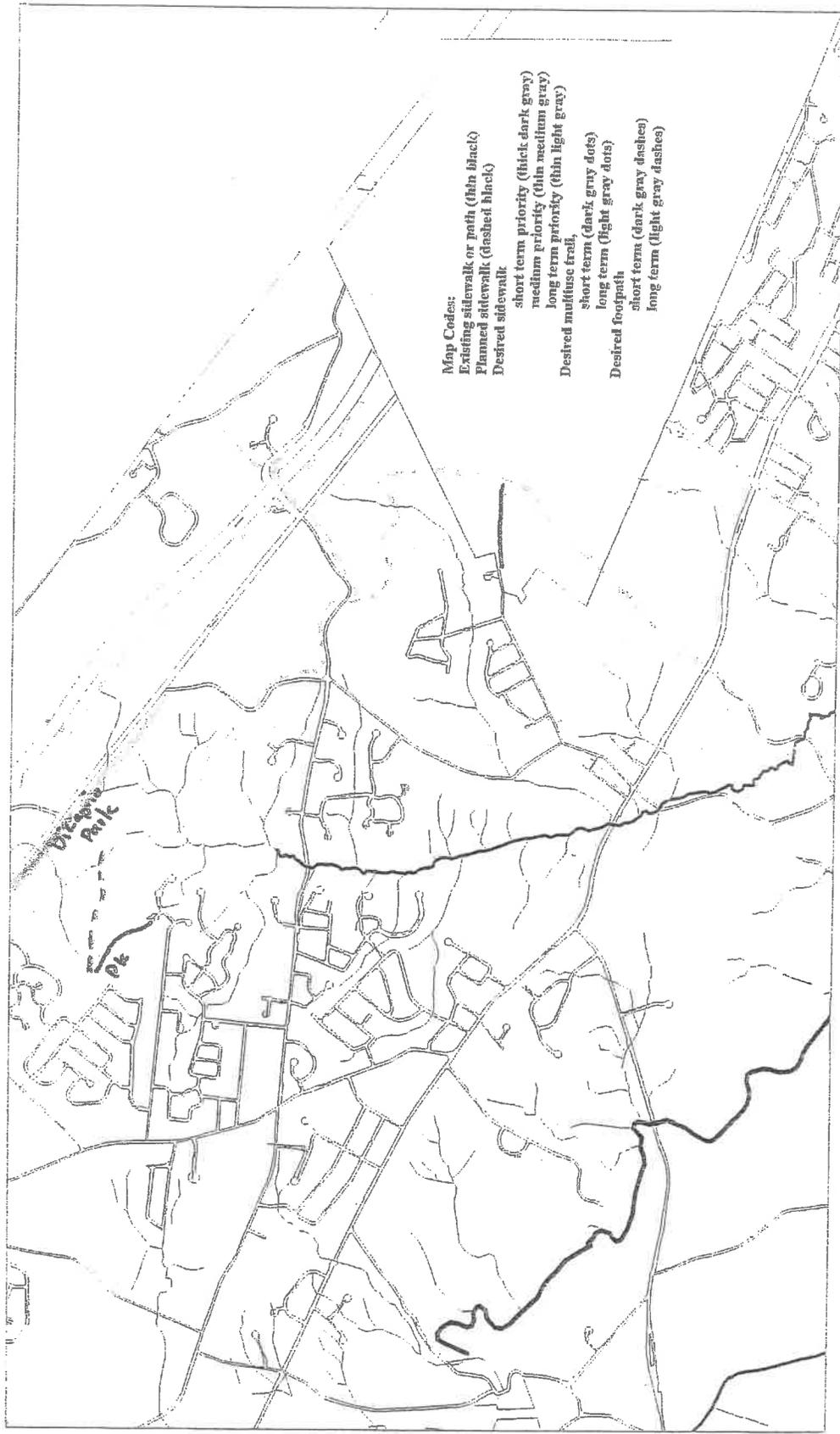


- Map Codes:**
- Existing sidewalk or path (thin black)
 - Planned sidewalk (dashed black)
 - Desired sidewalk
 - short term priority (thick dark gray)
 - medium priority (thin medium gray)
 - long term priority (thin light gray)
 - Desired multiuse trail
 - short term (dark gray dots)
 - long term (light gray dots)
 - Desired footpath
 - short term (dark gray dashes)
 - long term (light gray dashes)



Route 155

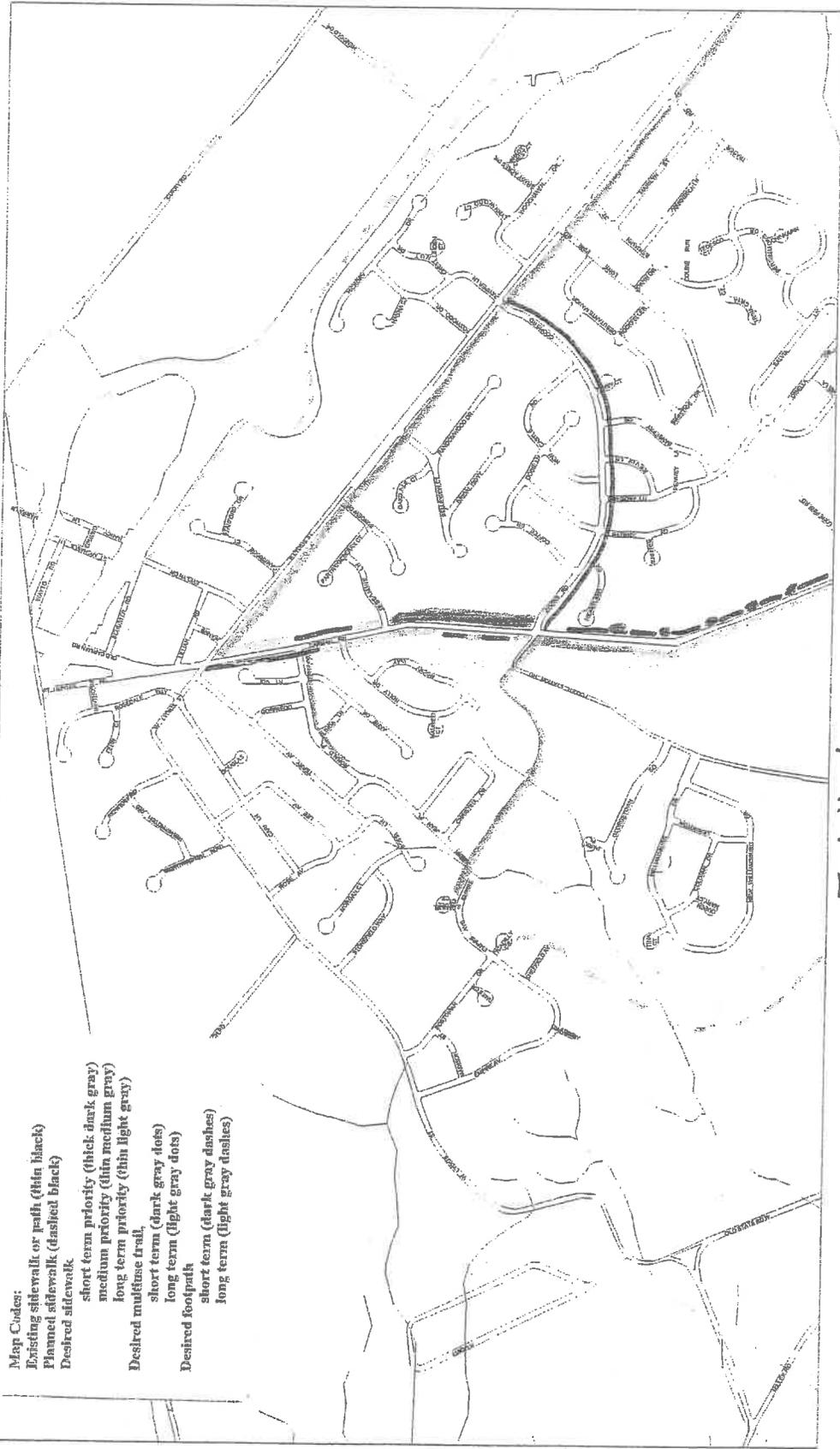
- Map Codes:
- Existing sidewalk or path (thin black)
 - Planned sidewalk (dashed black)
 - Desired sidewalk
 - short term priority (thick dark gray)
 - medium priority (thin medium gray)
 - long term priority (thin light gray)
 - Desired multiuse trail
 - short term (dark gray dots)
 - long term (light gray dots)
 - Desired footpath
 - short term (dark gray dashes)
 - long term (light gray dashes)



- Map Codes:**
- Existing sidewalk or path (thin black)
 - Planned sidewalk (dashed black)
 - Desired sidewalk:
 - short term priority (thick dark gray)
 - medium priority (thin medium gray)
 - long term priority (thin light gray)
 - Desired multiuse trail:
 - short term (dark gray dots)
 - long term (light gray dots)
 - Desired footpath:
 - short term (dark gray dashes)
 - long term (light gray dashes)

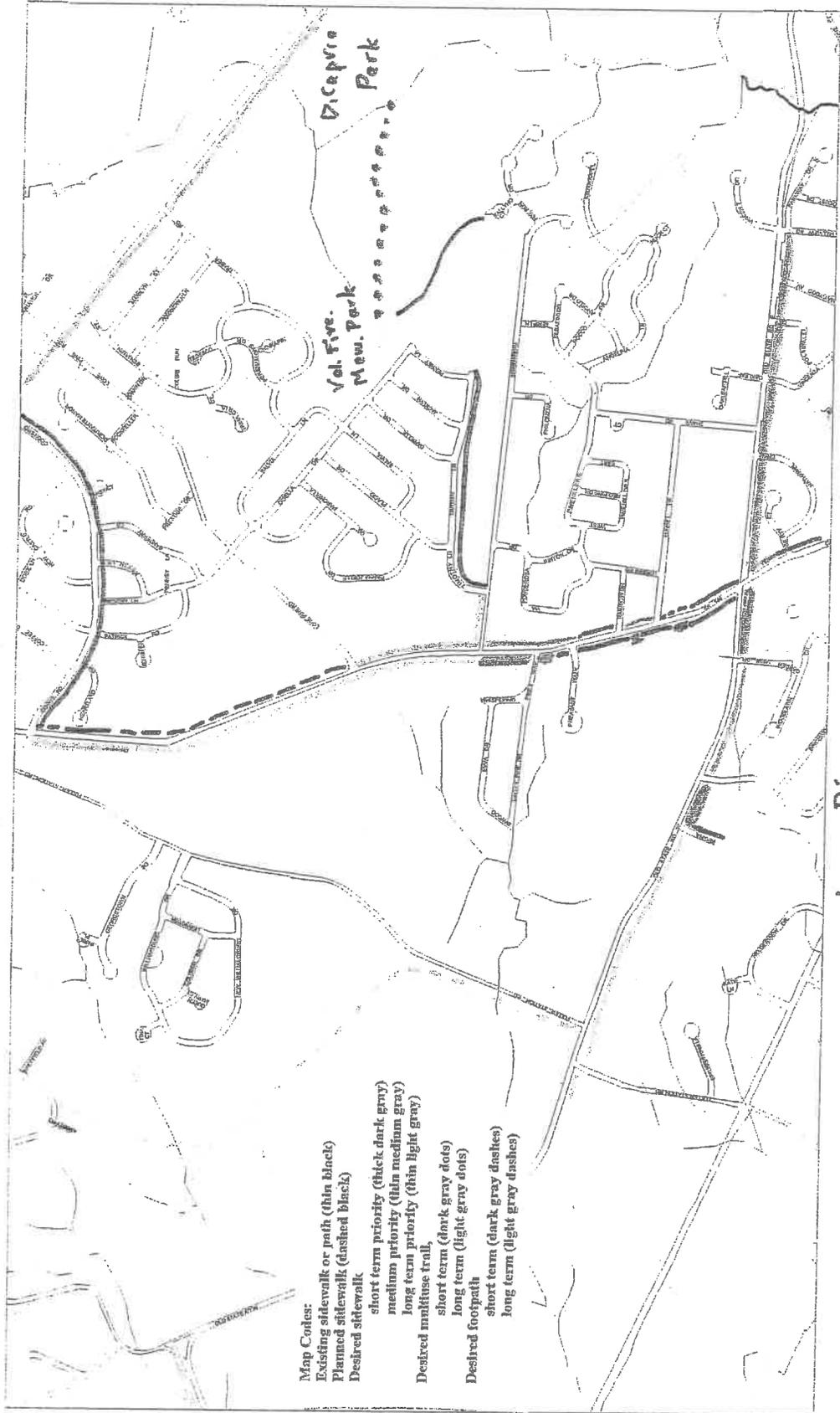
Dixie Park

Ping Bush

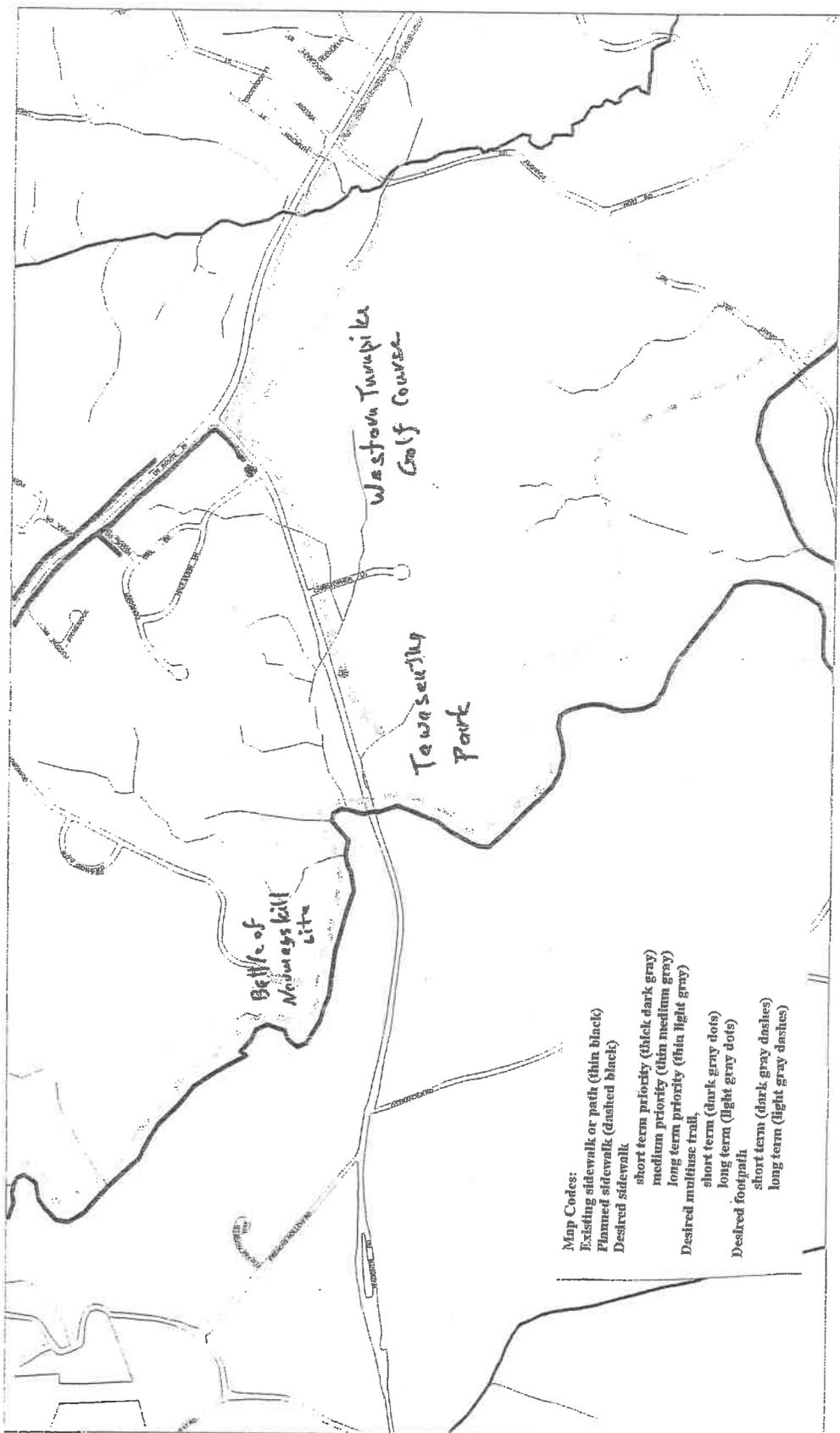


- Map Codes:**
- Existing sidewalk or path (thin black)
 - Planned sidewalk (dashed black)
 - Desired sidewalk
 - short term priority (thick dark gray)
 - medium priority (thin medium gray)
 - long term priority (thin light gray)
 - Desired multiuse trail
 - short term (dark gray dots)
 - long term (light gray dots)
 - Desired footpath
 - short term (dark gray dashes)
 - long term (light gray dashes)

Fort Hunter

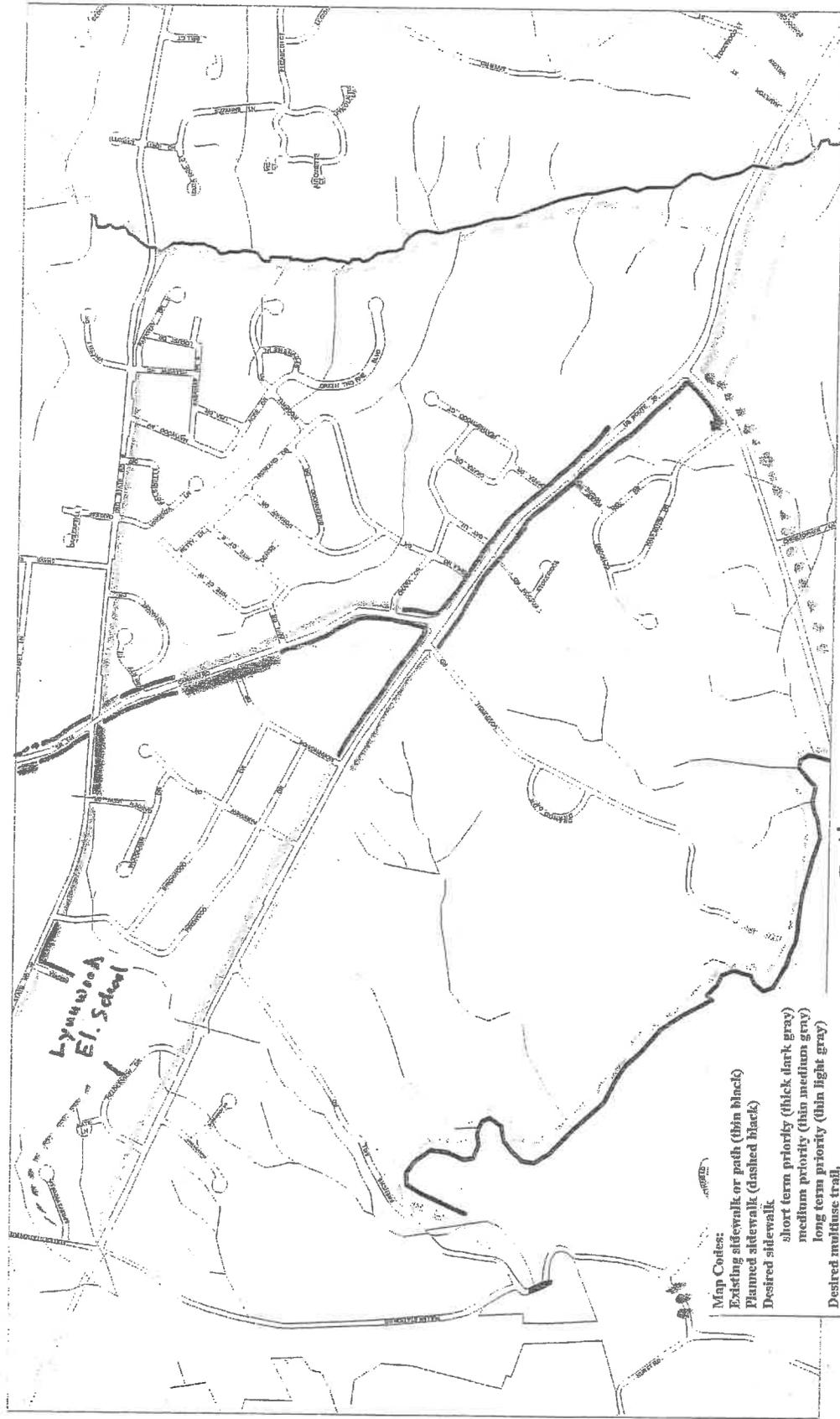


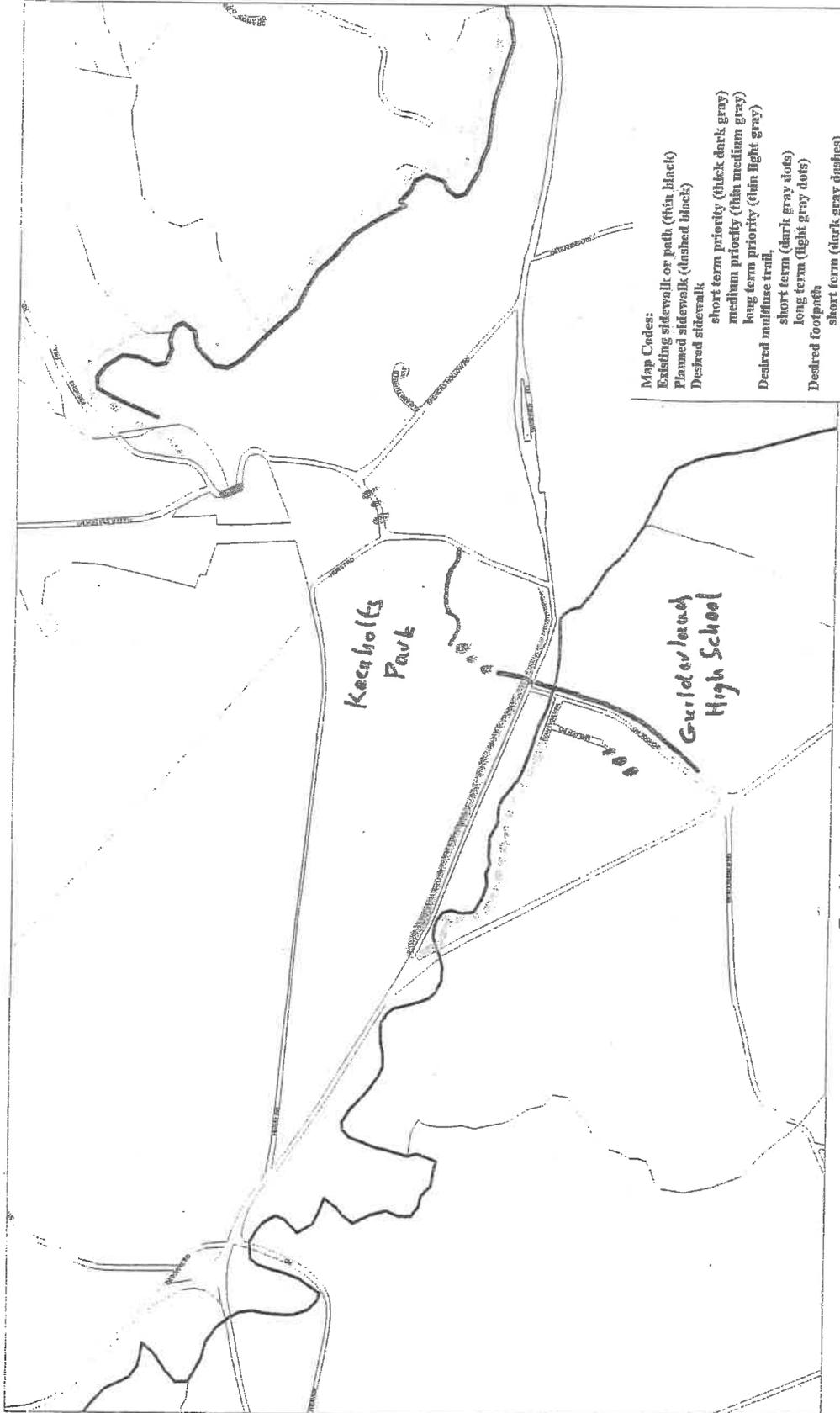
- Map Codes:**
- Existing sidewalk or path (thin black)
 - Planned sidewalk (dashed black)
 - Desired sidewalk
 - short term priority (thick dark gray)
 - medium priority (thin medium gray)
 - long term priority (thin light gray)
 - Desired bikeway trail,
 - short term (dark gray dots)
 - long term (light gray dots)
 - Desired footpath
 - short term (dark gray dashes)
 - long term (light gray dashes)



- Map Codes:
- Existing sidewalk or path (thin black)
 - Planned sidewalk (dashed black)
 - Desired sidewalk
 - short term priority (thick dark gray)
 - medium priority (thin medium gray)
 - long term priority (thin light gray)
 - Desired multiuse trail
 - short term (dark gray dots)
 - long term (light gray dots)
 - Desired footpath
 - short term (dark gray dashes)
 - long term (light gray dashes)

Tawasentha Park



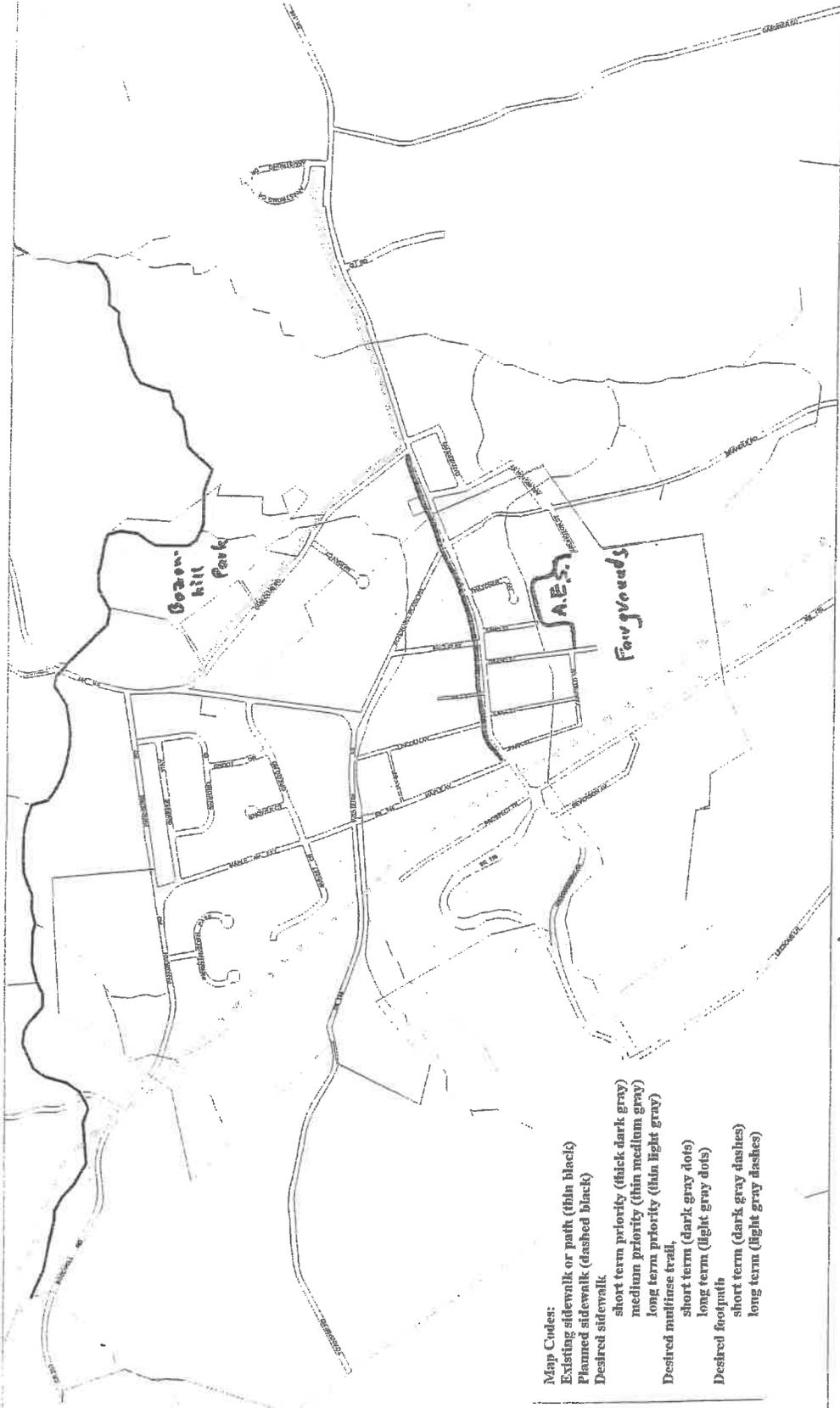


- Map Codes:
- Existing sidewalk or path (thin black)
 - Planned sidewalk (dashed black)
 - Desired sidewalk
 - short term priority (thick dark gray)
 - medium priority (thin medium gray)
 - long term priority (thin light gray)
 - Desired multiuse trail
 - short term (dark gray dots)
 - long term (light gray dots)
 - Desired footpath
 - short term (dark gray dashes)
 - long term (light gray dashes)

Kechholts
Park

Guilfordland
High School

Guilfordland Center



Altamont

- Map Codes:**
Existing sidewalk or path (thin black)
Planned sidewalk (dashed black)
Desired sidewalk:
 short term priority (thick dark gray)
 medium priority (thin medium gray)
 long term priority (thin light gray)
Desired multiuse trail:
 short term (dark gray dots)
 long term (light gray dots)
Desired footpath:
 short term (dark gray dashes)
 long term (light gray dashes)

Map Codes:

Existing sidewalk or path (thin black)

Planned sidewalk (dashed black)

Desired sidewalk

short term priority (thick dark gray)

medium priority (thin medium gray)

long term priority (thin light gray)

Desired multiuse trail

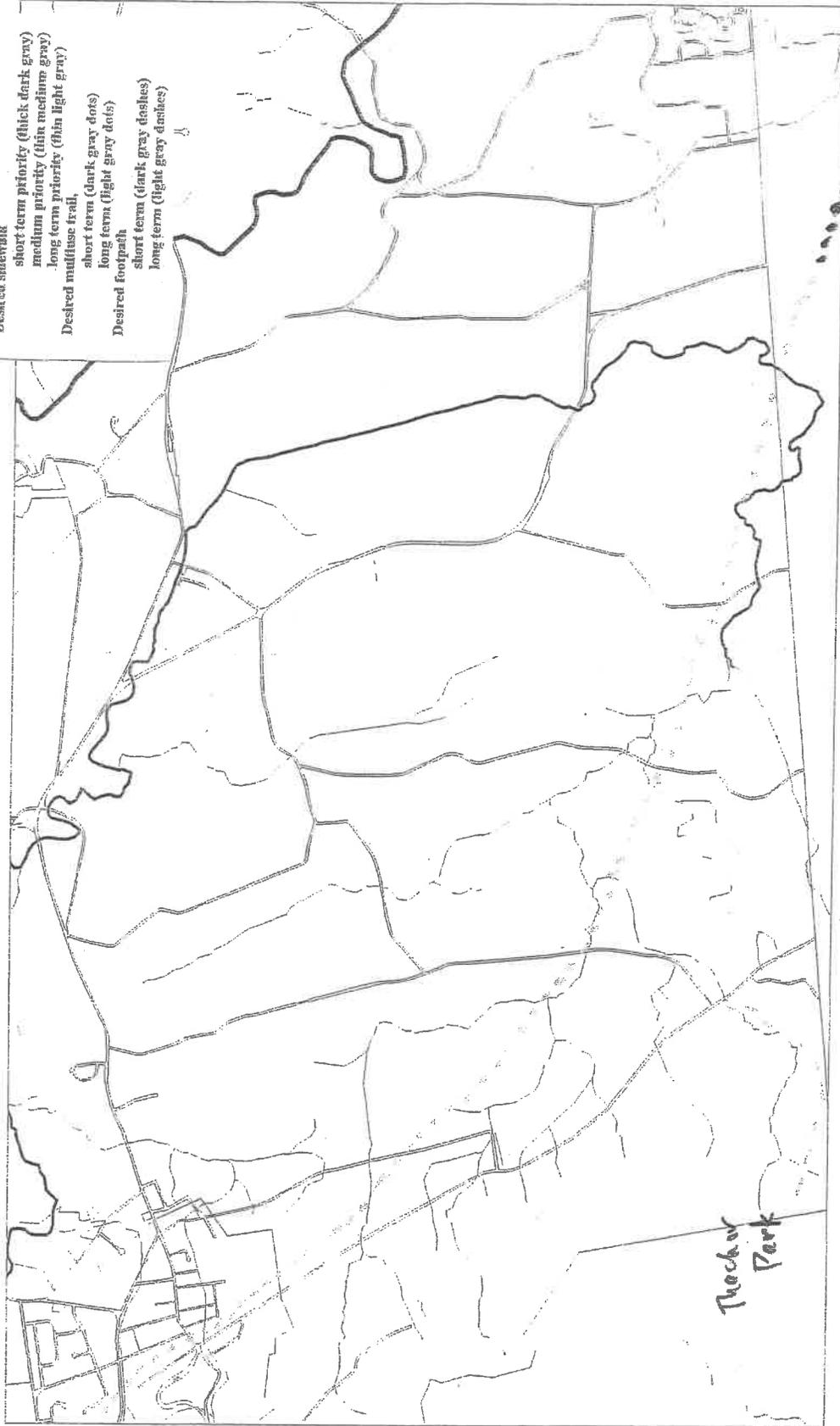
short term (dark gray dots)

long term (light gray dots)

Desired footpath

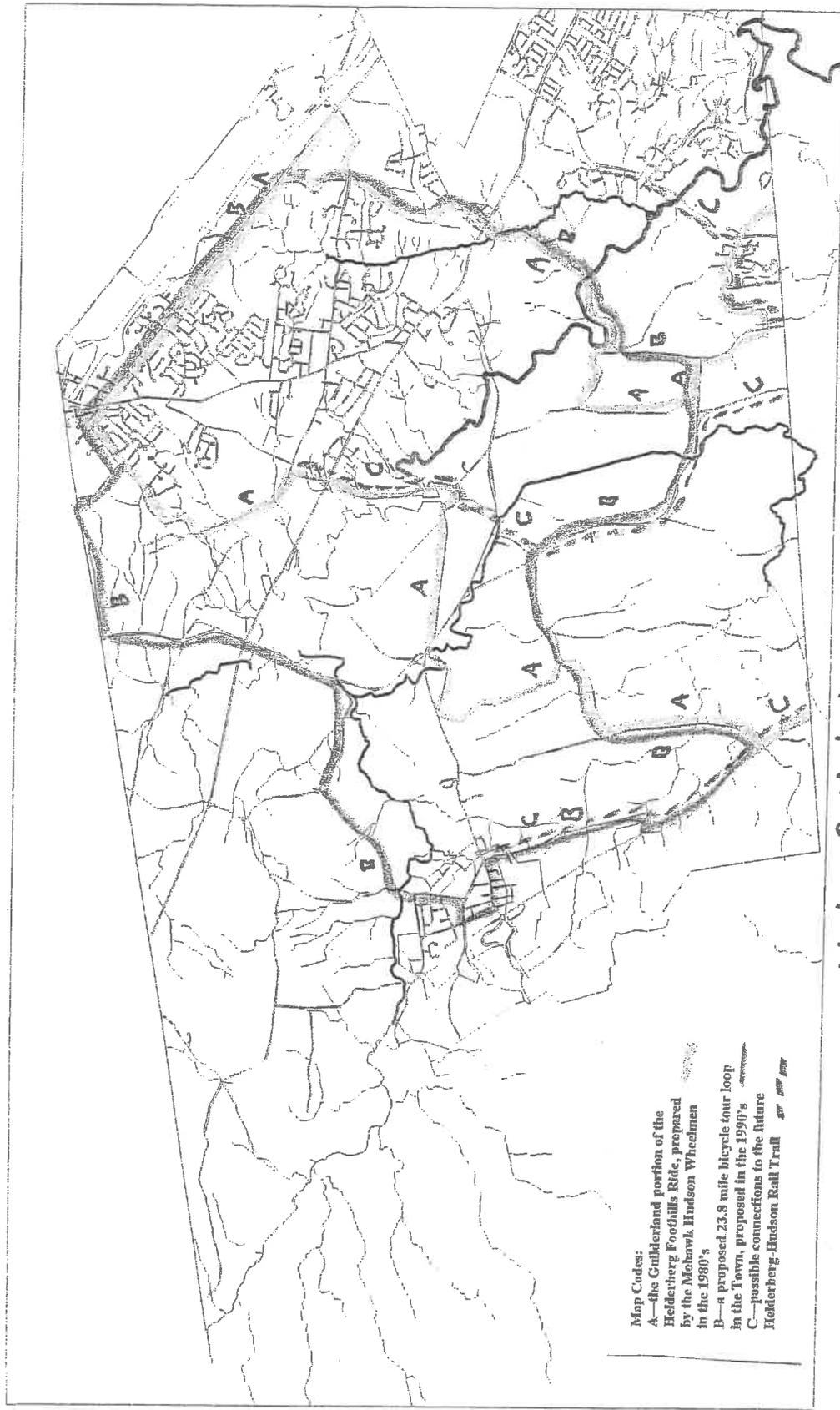
short term (dark gray dashes)

long term (light gray dashes)



Truckee Park

Meadowdale



Map Codes:
 A—the Grullerland portion of the Hedderberg Foothills Ride, prepared by the Mohawk Hudson Wheelmen in the 1980's
 B—a proposed 23.8 mile bicycle tour loop in the Town, proposed in the 1990's
 C—possible connections to the future Hedderberg-Hudson Rail Trail

Western Grullerland