



Guilderland Bicycle & Pedestrian Connectivity Study

Instructor: Kate Maynard, AICP

Students: Shannon Clarke, Shannon Connolly, Erika Corsi, Hannah DeLude, Gregory Isoldi, Henry Lino, Nick Schupp, Nathan Seper, and Adam Tobey

DRAFT 12/9/2020

TABLE OF CONTENTS

| | |
|--|------------|
| EXECUTIVE SUMMARY | ES1 - ES 6 |
| INTRODUCTION | 1.1 - 1.2 |
| COMMUNITY PROFILE | 2.1 - 2.4 |
| PAST PLANS & STUDIES REVIEW | 3.1 - 3.12 |
| COMMUNITY ENGAGEMENT | 4.1 - 4.9 |
| EXISTING CONDITIONS & DRAFT CONNECTIVITY RECOMMENDATIONS | 5.1 - 5.27 |
| HISTORICAL BACKGROUND & SIGNIFICANCE | 6.1 - 6.7 |
| WAYFINDING | 7.1 - 7.5 |
| FUNDING SOURCES | 8.1 - 8.6 |
| APPENDIX - EASEMENT ANALYSIS | |

As part of graduation requirements, SUNY Albany Master of Regional Planning students participate in a semester-long Studio project where they work with a client and their planning efforts. The Studio course is a hands-on effort where students work together to build a framework for a client to follow in developing their plans.

The Town of Guilderland requested the assistance of the University at Albany’s Master in Regional Planning Program students in developing a conceptual plan for trail connectivity within the Town. The Town desires to further plan for and implement a series of interconnected on or off-road trails that provide diverse means to travel to and between town destinations such as parks, schools, neighborhoods, commercial areas, and other destinations. This work is part of the Town’s upcoming Comprehensive Plan Update. Students worked with the Town’s Planning Department to establish the Scope of Work, which includes:

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Conduct an inventory of existing open space/park properties to include Town owned properties, State owned properties and conservation organization properties. 2. Identify potential on-road and off-road connections to open space/park properties 3. Park and open space locations should be assessed for connections to other parks/open space, residential developments, schools 4. Identify existing and proposed regional trails in the Town. | <p>Evaluate possible route options to make connection to these trails from existing town parks, residential developments, public facilities, and retail locations.</p> <ol style="list-style-type: none"> 5. Review and utilize existing bicycle, pedestrian and trails related reports to analyze potential route options and trail connections. 6. Review and utilize existing neighborhood studies to analyze potential route options and trail connections. 7. Conduct public outreach. |
|---|--|



The deliverable for this project is this report. The report encompasses a summary of prior plan recommendations and status, recommendations of proposed road connections to trails and parks, recommendations with illustrations of existing and proposed trails and trail connections to parks, open spaces, residential developments, public facilities, and schools, and opportunities and constraints of proposed trail/road connections. This project and its report are conceptual in nature.

This report includes reviews of existing conditions of Town parks and trails, the method and results of community engagement, highlights of town selected destinations for potential connections, a summary of recommendations for connectivity, existing trail amenities, and a potential implementation plan.

It is important to note that during the inception of this report, the COVID-19 crisis hit. As SUNY Albany moved to distance learning and all non-essential employees were mandated to work from home, students had to adapt their work to fit these new norms. Along with adapting to government mandates, students were unable to host their second public meeting in-person as planned. Students will film their presentations and the Town plans to make the presentation available to the public for viewing.

Town's Focused Sites

With guidance from Town staff, students toured major open space/park land in the Town. Students were given insight into the existing conditions from staff and any project that were in progress or had been identified by the Town. In conducting the inventory of existing open/space properties, students were able to identify potential connections with existing parkland. An inventory was created and has been maintained by students. As earlier plans were reviewed, students worked to identify which recommendations are complete. Recommendations that were incomplete were considered as potential components of this conceptual trail connectivity plan. Sites examined for existing conditions include:

- | | |
|---|--|
| 1. Tawasentha Park | 8. Nott Road Town Park |
| 2. Western Turnpike Golf Course | 9. Roger Keenholts Park |
| 3. Fred Abele Park | 10. Watervliet Reservoir |
| 4. McKownville Park | 11. Albany Pine Bush Preserve |
| 5. DiCaprio Park | 12. Vosburgh Trails |
| 6. Fort Hunter | 13. Bozenkill Preserve |
| 7. Volunteer Firefighters Memorial Park | 14. Black Creek Marsh Wildlife Management Area |



Community Engagement

As part of the scope of work, students and the Town held a public meeting to gather input from town residents on the conceptual work. The existing conditions on sites were presented, as well as prior plans completed or in progress by the town. Residents were able to give feedback during the presentation, as well as through interactive engagement after the formal presentation. Maps were available to residents to place their own ideal connections in the town, as well as make comments on existing conditions of parks. This engagement was critical to establish community support of any future trail work that Guilderland would complete. The image below displays the maps available for public comment during the meeting.

The image displays a public engagement tool for the Town of Guilderland's Parks, Open Spaces & Trails Project. It includes a map of the town with various trail routes and destinations marked, a table for prioritizing trail recommendations, and a form for providing comments.

RECOMMENDATIONS FROM PATHWAYS COMMITTEE PLAN

| RECOMMENDATIONS FROM PATHWAYS COMMITTEE PLAN | Place dots on the categories that you feel are the most important to prioritize |
|---|---|
| Multi-use trail along fuller station railroad | |
| Trail along Normans Kill between Nott Road Park and the Dam | |
| Trail from Guilderland Elementary to DiCaprio Park | |
| Albany Loop Trail along Route 155 (State Farm Road), past Farnsworth Middle School, eventually becoming New Karner Road as it | |
| Off-road multiuse path between Route 155 and Nott Rd (along the sewer line) to connect Nott Rd Park to the Campus Club Dr and neighborhoods east of Route 155 | |

Comments

TOWN OF GUILDERLAND PARKS, OPEN SPACES & TRAILS PROJECT

The Town of Guilderland Parks, Open Spaces & Trails Project is now available for online submissions. Please visit www.guilderland.org/parks for more information.

Other Parks & Preserves in Guilderland

- Black Creek Marsh State Preserve
- Albany Pine Bush Preserve
- Beacon Kill Preserve

LEGEND

- Golf Courses
- Public Schools
- National Register of Historic Buildings
- Road Utility Corridor
- Sidewalks
- Trails
- Streams
- Water Body
- Town-owned parks, golf courses & open spaces
- Preserves
- Recreation & Entertainment
- Community Services

KEY DESTINATIONS TOWN-OWNED PARKS, OPEN SPACES & TRAILS

- FORT HUNTER PARK** (1.5 acres)
- VOLUNTEER FIREFIGHTERS MEMORIAL PARK** (1.5 acres)
- DICAPRIO PARK** (1.5 acres)
- FUSCO OPEN SPACE** (1.5 acres)
- VORSBURGH OPEN SPACE** (1.5 acres)
- ROGER KEENHOLTS PARK** (1.5 acres)
- COMMUNITY GARDENS** (1.5 acres)
- WINTER RECREA AREA** (1.5 acres)
- TAWASENTHA MAIN PARK** (1.5 acres)
- WESTERN TYPKE GOLF COURSE** (1.5 acres)
- FRED B. ABEL PARK** (1.5 acres)
- STUYVESANT PLAZA PARK** (1.5 acres)
- FRENCH'S HOLLOW FALLS** (1.5 acres)



Guilderland provided the students with a list of stakeholders to gather information from on the Town's parks and trails system. Outreach to these stakeholders was critical, as these are the members of the community who know the parks and trails, as well as their needs best. Through interviews, students gathered the Town residents' wants and needs for the community. Stakeholders expressed a need for bike lanes, open space, and completed sidewalks for pedestrian travel. Accessibility was also an important component for stakeholders. Trails should be accessible and available to everyone.

Recommendations for Trail Connectivity

Students worked together to establish potential connections through the Town, focusing on central connectivity. These new recommendations were considered alongside the Town's prior recommendations advanced through several planning efforts over the years. Maps for seven major areas were created to depict the connections. These areas consist of:

1. McKownville
2. Westmere
3. Guilderland Hamlet
4. Guilderland Center
5. Fort Hunter
6. Altamont
7. Voorheesville

Students also considered public input from the public meeting. When possible, the residents' wants for public parks and trails is reflected in the document. The map below reflects students' findings on potential trail connectivity. The recommendations keep with the theme of central connectivity and promoting recreation throughout the Town.

Completing this work required students to understand the specifics of each parcel being examined. Students considered ownership, flood zones, and walkability of each parcel when giving recommendations for connectivity. Throughout the project, students became familiar with the Town and its amenities. This was important as these trail recommendations needed to be realistic for the Town to implement. During project work, students met with Town staff to go over feasibility of trail connections. Town staff provided feedback on each site in this document which guided students' conceptual ideas for planning these trails. The staff's expertise in this field was critical. What may have seemed like a simple connection for students could have been an impossibility in the Town's mind due to circumstances that students were unaware of. In another vein, the Town's work in researching existing easements they hold led to further exploration of trail connections that could be physically located within the same area.

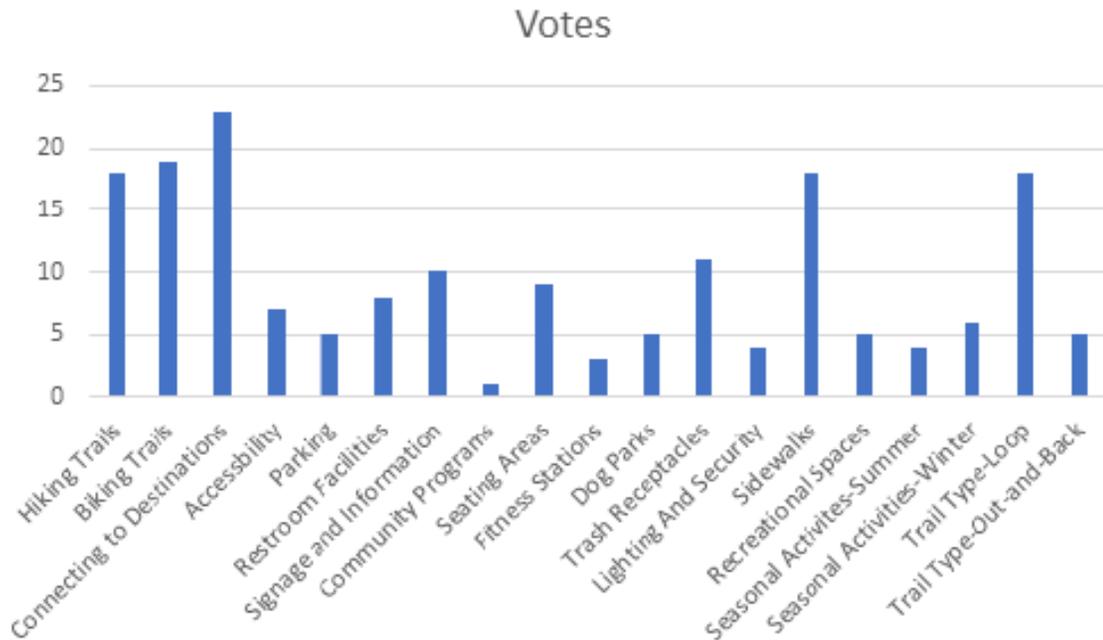


Historical Background

In completing this project, students also considered Guilderland’s historical context. Historical sites considered in this document are the Battle of Normanskill, the Vale of Tawasentha, the Farm of Evert Banker and Albany Glassworks. Once examined, potential connections were provided for these sites, as connections to historical sites is important for maintaining Guilderland’s sense of place.

Trail Amenities

During the public meeting, residents expressed the need for improved amenities in the Town’s parks. It was important for parks to be welcoming to all people, for many uses. The main concern by members of the community is whether or not the planned trails will not only provide recreation, but whether or not they can support biking and hiking, whether or not people can reach them or not, and if they can provide a decent quality of life for potential hikers. The planned trail must be something that people of the community can comfortably use. The chart below reflects the residents’ votes on important trail amenities. The votes show the community’s preference towards connectivity and sidewalks.



Both the Town and students identified a need for updated wayfinding throughout the Town's trails. Trails lack identifying features that would orientate trail users. Additionally, better wayfinding could serve to advertise trails better to potential users. Residents are concerned that there are trails in Guilderland that lifelong residents had no idea existed. Improved wayfinding would allow these trails to be opened up to new users. Below is an image of potential wayfinding improvements for the Town. The different elements presented below show the different wayfinding updates that would be helpful for any trail user.

Implementation

Students completed a funding section of the report. This section allows the Town to have information on various funding opportunities in one place to reflect on. Opportunities include state and federal funding. Grants that were chosen would apply to municipalities like Guilderland. Each grant works, in some part, to fund the planning and/or development of trails, parks, or recreation areas.



The Town of Guilderland has partnered with the University at Albany Master of Regional Planning program to begin advancements with the trails/open space project. This project consisted of developing and redeveloping multi-use trails that would link residential neighborhoods which included the overall assessment of parks, open spaces, residential developments, and other existing conditions. Identifying potential local and regional connections that already exist was essential towards providing alteration recommendations and new proposed recommendations. This planning process required several key components. The following describe examples of key assessments. The review of prior planning studies provided a holistic approach to the project engagement. Historical background and significance are assessed to understand how the historical sites can be incorporated into the overall trails system. This will allow crucial aspects within Guilderland's history to serve within trail aesthetics. Making history an important component to the everyday usage of trails. Community engagement strategy helped students and planners analyze vital community information that may have been included in research. The studio team held a public meeting to engage different groups within Guilderland to better understand what is required. The selected Town destinations are all within Guilderland.

Guilderland seeks to further their plans for implementation of interconnected links utilizing on or off-road links to generate multimodality. The destinations for connectivity within Guilderland consist of Tawasentha Park, Western Turnpike Golf Course/Winter Recreation Area, Fred Abele Park, McKownville Park, DiCaprio Park, Fort Hunter, Volunteer Firefighters Memorial Park, Nott Road Town Park, Roger Keenholts Park, Watervliet Reservoir, Albany Pine Bush Preserve, Bozenkill Preserve, and Black Creek Marsh Wildlife Management area. Recommendations are provided by looking at previous plans, community, stakeholder input and existing conditions to create new physical connections if needed. Implementation of plans require municipal funding allocation, existing revenue, grants, Hudson River Valley Greenway, and consolidated funding applications. These are just a few examples of what is required to implement the trails/open space project. By doing all of this we hope to achieve the overall objective, which is to deliver a high-quality professional planning service while building on the foundations of planning and applying ethical planning principles in our work.

For clarity, Guilderland is readily accessible from several locations, and offers access to, all locations within the region and beyond. Interstate highway interchanges in or near Guilderland this can offer easy passage into Syracuse, Boston, and Buffalo on I-90, to New

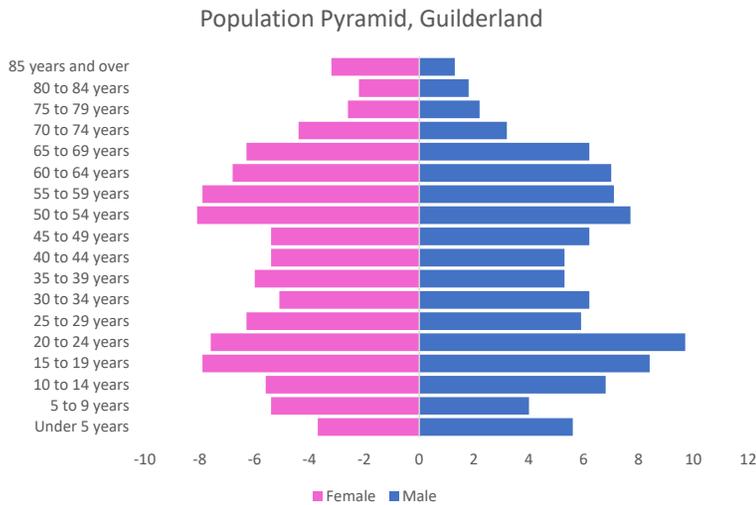


York City and Montreal, Canada on I-87 highway. The passenger rail service is located nearby at Amtrak stations in Albany/Rensselaer and Schenectady, and the Albany International Airport is a short distance from any given locations in Guilderland. Schools in Guilderland are said to be ranked among the best in New York State. With a 97.8% high school graduation rate, percentages of students looking to further their education has risen. The unique variety and aesthetics of the Capital District enables Guilderland residents with the opportunities represented by health care, higher education, transportation, research, commerce, and cultural affairs. Guilderland simultaneously provides a peaceful community environment offering secure and quiet residential living for both suburban and rural settings.



The Town of Guilderland is in Albany County and is part of the greater Capital Region. According to the 2010 census, the suburb has a population of roughly 35,300 residents, which is expected to grow modestly in the coming years. Its origin dates to the early eighteenth-century preceding its incorporation as a town in 1803. The Town’s historic roots enhance Guilderland’s unique and vibrant character. Guilderland’s location and proximity to several resources offers ample opportunity for both residents and visitors alike. The 58.7 square mile town provides access to city bustle and life, as well as an abundance of rural countryside within a few short miles.

The 2018 American Community Survey 5-Year Estimates states that 49.5% of the population of Guilderland is female, and 50.5% is male. The median age is 40.1 years which is higher than the Albany County’s median age of 37.9, and the New York State’s median age of 38.7.



Racial Distribution

The Town’s racial makeup is 84% White, 3% African American, 9% Asian, 1% from other races, and 2% from two or more races.

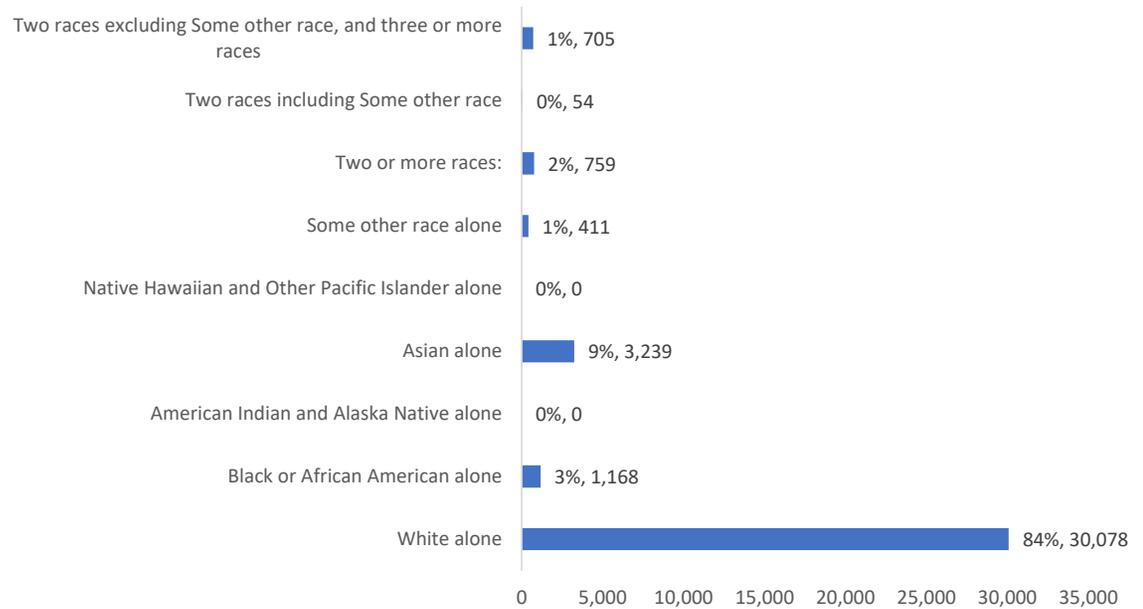
Income

In 2017, the estimated median household income was \$90,465, which is substantially higher than the state estimated median household income of \$64,894. The March 2019 cost of living index for Guilderland was 113.6 higher than the national average of 100.

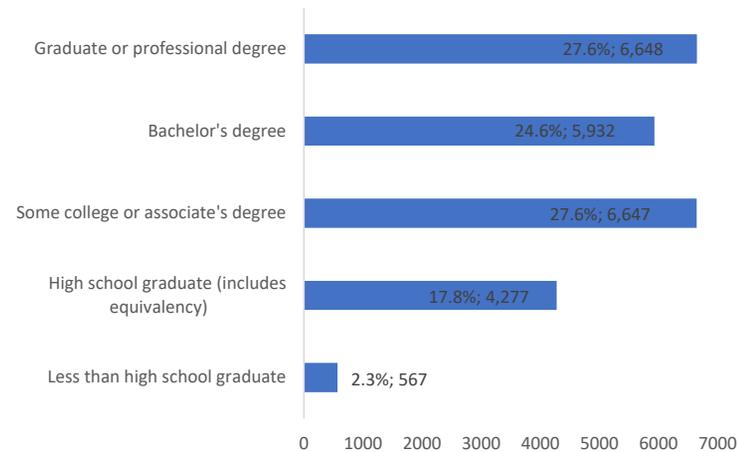
Education

Concerning education, the school district is well-ranked in the state and educational attainment is high with 97.6% of the town’s population having a high school degree or higher and 52.2% with a bachelor’s degree or higher.

Population by Race, Guilderland



Educational Attainment, Guilderland



Source: 2018: ACS 5-Year Estimates

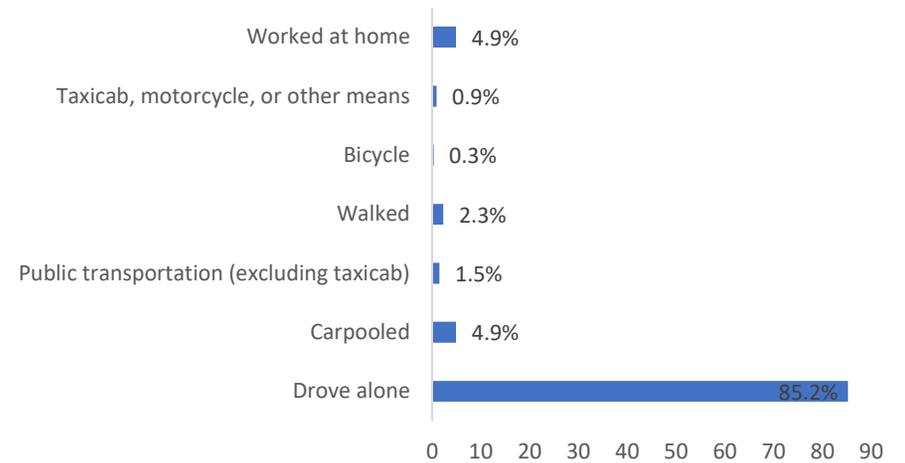


Transportation

Like many other communities today, Guilderland is working toward a multi-modal transportation system that accommodates alternative modes of travel. This concept, also referred to as Complete Streets, coincides with the class scope of work. The class scope is primarily concerned with increasing connectivity between popular destinations within the town and the Capital Region. Ultimately, increasing the number of trails in Guilderland in addition to improving existing trails is advantageous at the local and regional scale. Improving connectivity can stimulate a sense of place, increase accessibility, reduce emissions, as well as provide economic and health benefits to the community.

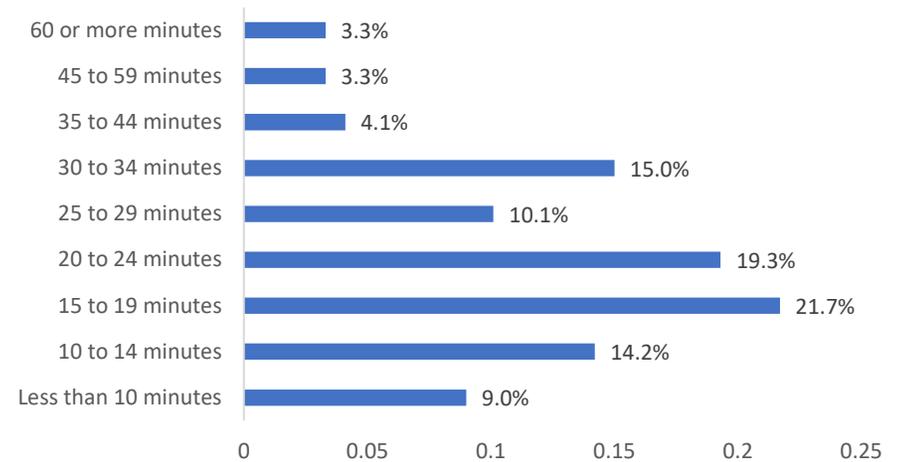
According to the Capital region indicators, there has been a 4.54% growth in bike ownership as well as 1.6% of total commuters who bike has risen. Public Transportation has declined 24.71% since 2010. Working from home has risen 2.04% since 2017, citizens commuting to work rely heavily on their personal vehicle, truck and or van. In the town of Guilderland, most citizens who travel work spend 15 to 20 minutes commuting to work. Mean travel time to work is 22 minutes.

Means of Transportation to Work, Guilderland



Source: 2018: ACS 5-Year Estimates

Travel Time to Work, Guilderland



Source: 2018: ACS 5-Year Estimates



Guilderland is a place that embodies the concept of work, play, live. The town consists of residential neighborhoods along with commercial spaces and retail hubs. Most popular among these commercial and retail spaces include Stuyvesant Plaza and Crossgates Mall. Within the Capital Region, these attractions are popular destinations amongst residents and visitors. Over the years, development along Western Avenue has contributed to Guilderland's perpetual growth and improvement. In fact, the Capital District Regional Planning Commission's population projection for Guilderland in 2050 is roughly 38,400. As time progresses, the town continues to focus on future development and adjusting to the ever-changing needs of the community.

Guilderland differentiates itself from many other towns due to its diverse landscape. Indeed, it is plentiful of retail and commercial space, but the western portion of town remains mostly undeveloped. As much as the community appreciates the services and amenities offered by plazas and shopping malls, they value the green open space found in rural western Guilderland. Open space serves great function to a community, and the town has undeniably capitalized on this idea. Parks, preserves, sidewalks, bike paths, bike lanes, and hiking trails can be found throughout the town acknowledging the local demand for such amenities. Presently, the

town is working towards building upon those existing paths and trails to increase connectivity between population destinations.



The town of Guilderland provided students with previously drafted plans that are important to the development of the Town since 1987. These plans and studies were analyzed, and the Studio class went through to determine what has been completed and what is still in progress. This knowledge helped the students draft their recommendations for the trails and parks in Guilderland.

Town of Guilderland Comprehensive Plan 2000 (August 7, 2001)

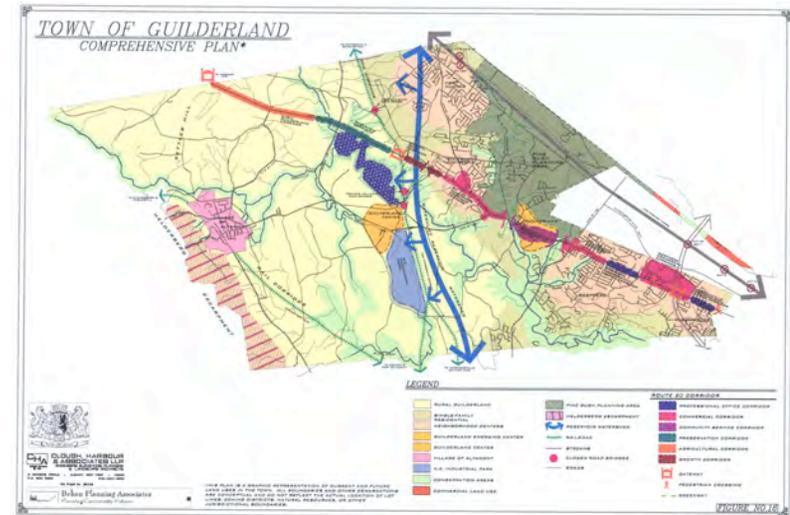
Plan Summary

The Town of Guilderland’s Comprehensive Plan outlines the Town in a way that will keep its suburban and open space structure, while also creating more dense development. This plan addresses agriculture, residential space, commercial space, industrial space, recreation, historical aspects, watersheds and reservoirs, other environmental factors, and transportation. The plan is separated into 6 chapters. Chapter 1 is the introduction which includes town history and current state, chapter 2 serves as an inventory and analysis, chapter 3 is the community vision, chapter 4 is the plans recommendations, chapter 5 discusses alternatives, and chapter 6 concludes with plan implementation. A comprehensive plan map is also displayed to clearly identify the different sections of the town that is being discussed in the plan.

Plan Recommendations (Primarily Chapter 4)

- From a land use perspective - growth management tools such as clustering, conservation development, incentive zoning, conservation easements, purchase of development rights, transfer of development rights, and term easements and tax abatements programs were discussed.
- A plan premise was also laid out to discuss everything from water related issues, residential and commercial development, rural landscape, agricultural uses, and historical concerns.
- When it comes to terms of parks and trails the plan is small. The only mention of trails is in terms of pathways

Recommendations for pathways include developing neighborhood plans as well as separate bicycle and trail plans which have been accomplished.



Town of Guilderland Preliminary Sidewalk Master Plan (April 2003)

Plan Summary

This is Part one of a three-part town wide master plan for pathways. The Sidewalk Master Plan describes the highways in the Town of Guilderland, where the sidewalks are needed in comparison to those highways, and the proposed priorities for them. This network would help alleviate traffic congestion and make CDTA use more attractive, improve public health by encouraging walking, facilitate mobility of that portion of the population that is unable to drive, and expand transportation options, and, therefore the quality of life for the Town’s residents.

Plan Recommendations

- There are short term recommendations only listed in this plan. The recommendations depend on the portion of the road being discussed.
- Most recommendations are short term and to fill and repair sidewalks in the area.
- The medium- and long-term recommendations are to construct connecting sidewalks with adjacent areas.

Mckownville Corridor Study (May 2003)

Plan Summary

McKownville is a hamlet located in the Town of Guilderland. The hamlet experiences high traffic volumes due to its proximity to Western Avenue, which carries 25,000 to 38,000 vehicles per day. This report aimed to primarily address reconnecting travel both within and outside the Mckownville neighborhood with an emphasis on foot or bicycle. When considering connectivity, the approach used was referred to as complimentary treatment. This supports multi-modal transportation options in effort to create a “harmonious” relationship between all modes, the transportation system, and the neighborhood’s-built environment. In other words, the study, when performed, aimed to enhance all modes of transportation in order to create a better functioning transportation system both internally and externally. Additionally, the report explicitly acknowledges that the proposed actions found in the document are merely “first steps in continuous improvement needed to enhance the safety, comfort, and convenience of travel in the region.”

Plan Recommendations

- Improve sidewalk conditions to enhance walking/biking, establish an off-road system consisting of paths and trails, bike route destinations (connectivity), intersection improvements (safety concern), provide bike parking along with



- accommodating street/site design
- Trail-blazing and way-finding signage to increase biker/pedestrian awareness and potential destinations
- Promote transit use in replace of motor vehicles → increase appeal by enhancing transit serve and shelter
- Enhance intermodal connections in terms of pedestrian/bicycle access to transit
- Prioritize maintenance of pedestrian/bicycle facilities (i.e. snow removal)
- Manage/maintain interaction between motorists and pedestrian/bicyclists cautionary signage along routes to main destinations
- Reduced driveway access for corner parcels, promote shared driveway use and rear access from side streets, join parking lots to access management improvements
- Bulb-bouts at CDTA bus stops, reclaiming wide shoulder space to reduce pavement width, and provision of visual sanctions for pedestrians and bicyclists (through signage and markings) for traffic calming recommendations
- Introduce street trees, ornamental street lighting, uniform right-of-way cross sections for more green space, road median and roadway narrowing
- Establish gateways to distinguish high-speed access roads from

area roads

- Install planted median islands at intersections where character of area changes; use planting/treatments outside curb lines.
- Bike parking ordinance, design standards for internal roads to accommodate transit, enforcement of laws to keep right-of-way clear for travel, and site design guidelines that enhance pedestrian safety and reduce walking distance.

Fort Hunter/Carman Road Transportation Plan (December 2003)

Plan Summary

This study develops a comprehensive transportation plan for the Fort Hunter/Carman Road Neighborhood in the Town of Guilderland. Section IV is Bicycle and Pedestrian Management. Intersections are highlighted as an issue for traffic mobility in the plan and it recommends adding turn lanes or traffic signals as solutions, as well as crosswalks and pedestrian refuge islands to address pedestrian safety. The assessment of pedestrian accessibility in the study area finds there to be an overall difficulty in completed sidewalks due to topography and utility poles, among other concerns, but also finds that most buildings are set back far enough to provide ample room for sidewalk completion. The assessment of bicycle accessibility finds most bicycle routes are on roads with less daily traffic. Poor



level of service and excessive queues exist on the East Lydius, West Lydius, and Carman Road north bound. There are continuous curb cuts that exist on each side of Carman Road at its south-bound approach towards the intersection. The skewed angle between Carman Road and East/West Lydius Street creates difficult design challenges and turning along the corridor.

Note: After the initiation of this study, NYSDOT installed crosswalks on both approaches of Carman Road and East Lydius Road at this intersection and will be replacing the current light-controlled intersection with a one-lane roundabout. In addition, a new sidewalk along the east side of Route 146 between Coons Road and the existing sidewalk north of Jessamine Lane and a second roundabout in Rotterdam at the intersection of Carman Road with the I-890/I-90 ramp will be constructed scheduled to start in April 2021.

Plan Recommendations

- The completion of sidewalks is necessary for pedestrian safety. The plan suggests an alternative of widened shoulders, but that could just become a hazard for pedestrians.
- In addition to the completion of sidewalks, pedestrian safety could be improved by addressing the adequate labeling of crosswalks and improving street lighting.
- The plan recommends future connections include shared roads, but separate bicycle lanes would be a preferred alternative.

- If shared roads are the only viable option, then roads should be widened where possible to allow for additional space for bicycles.

Walkable Destinations in Guilderland- A Pathways Master Plan (May 13, 2004)

Plan Summary

This is Part II of a three-part town wide master plan for pathways. This Plan focuses on destinations and describes on- and off- road pathways that could become available to enable people to reach those specific destinations by bicycle or on foot. This plan is separated into two sections: pathways primarily for transportation, and pathways primarily for recreation. The sections were created for the sake of organization.

The proposed pathways for transportation are organized by destination. These destinations include schools, parks and recreation facilities, shopping, churches, employment, and nearby neighborhoods. Among the pathways proposed for transportation, the Guilderland Pathways Committee (GPC) singled out a proposed bike path along the Thruway Exits 23 & 25 (Carman Road and Delaware Avenue). The concept for recreational trails focuses on Blockhouse Creek Trail, part of the Hunger Kill-Winding Brook Drive Trail, the Normans Kill Trail, and a trail connection the French’s



Mill Bridge and Keenholts Park. The connected trail would connect Farnsworth Middle School (FMS) and Guilderland High School. These recreational trails are designated as the “Guilderland Greenway”.

Plan Recommendations

- Consideration for an off-road bike path along the south side of the Thruway. The advantages to this are: potential development without construction or bridges or tunnels, the path would connect a number of regionally attractive destinations that are now not served by bike paths in the region, and it could connect to the regional bike path network.
- The Guilderland Greenway Concept consists of a main loop trail connecting the Reservoir Dam, Nott Road Park, Guilderland Elementary School, the Pine Bush Preserve, DiCaprio and Lone Pine Parks, and Pine Bush School, with connections to Guilderland Center, the Westlawn neighborhood through or near Farnsworth Middle School, the Colonie Pine Bush Preserve over the Old State Road/Thruway bridge, and Lynnwood School, and Route 155 and the Dr. Shaw Road Neighborhood through Mill Hill.

Biking in Guilderland (May 18, 2004)

Plan Summary

This is Part III of the three-part town wide master plan for pathways.

This is a preliminary master plan for bicycle routes in Guilderland. The Town of Guilderland is challenging for bicyclists because the state highways throughout the town were not built with bicycling or walking in mind. Major Routes such as Route 20, 146 and 155 have bike lanes, however the gaps in those lanes and the speed and volume of traffic make them unattractive to everyday cyclists. Route 20 (Western Avenue) moving from east to west 13 miles through the heart of Guilderland, is the busiest region in town. West from Albany, entering the hamlet of McKownville in Guilderland, the shoulder disappears for a tenth of a mile. West of Fuller Road the shoulder narrows again. DOT recently moved the bike path to the left of the entrance ramp to the Northway leaving the bike path rather bumpy.

Route 146 is a main route through Guilderland, traversing from northeast to southwest about 8 miles through the town. Traffic on this road is heavy and includes a large amount of trucks. 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 Rotterdam Line.

Route 155, New Karner Road, is the third main route through Guilderland, going North and South. Between Route 5 and reconstructed railroad bridge, Route 155 has 4-foot shoulder. The intersection with Washington Ave. Extension has very bumpy and



disjointed shoulder, making it dangerous for cyclists and motorists. Due to the variable shoulder and heavy and fast-moving traffic, biking should be avoided on Route 155 north of Route 22.

Plan Recommendations

- The DOT should resurface portions of Route 20 that were not smoothed down after the bike lane was moved.
- Route 155 has a small portion of curb sticking out between the bus turnout and the turn lane to Route 155 North, cyclist has no room between the curb and the right turning lane.
- Recommended to have DOT make right lane on westbound Route 20 at Carman Road a right turn lane only. An already narrow shoulder disappears from Mall Rd to Route 155 Due to the variable shoulder and heavy and fast-moving traffic, biking should be avoided on Route 155 north of Route 22.
- DOT should move this portion of the bike lane so motorists getting on the Northway know to go around cyclists. Route 146 is a rather bikeable road if cyclists are comfortable with motorists traveling 60 mph or more.

Guilderland Pathways Final Study Report (June 2005)

Plan Summary

This report is an overview of three plans: The Town of Guilderland Preliminary Sidewalk Master Plan, Walkable Destinations in

Guilderland, and Biking in Guilderland. This report was submitted by Wilbur Smith Associates with the purpose of validating the recommendations made by the Guilderland Pathways Committee in the three previous plans, and to make suggestions and recommendations throughout the plans, as necessary.

Plan Recommendations

The three plans generated by the GPC should be cross referenced because it will provide a clear picture of the entire pathways system. Currently with no cross referencing these are standalone plans.

Town of Guilderland Pathways Master Plan (September 15, 2005)

Plan Summary

Improve the pedestrian environment by providing sidewalks, safe means of crossing busy roads and linkages between neighborhoods and points of destination. This Plan describes the problems faced by pedestrians and bicyclists in various regions of the Town and offers goals and specific recommendations for improvements. The recommendations in this plan are based on the idea that trips of up to ¾ of a mile are reasonable to walk, and trips of up to four miles are reasonable to bike.

Plan Recommendations

There are two types of off-road path recommendations:



- Footpath, an unpaved five-foot wide path, suitable for walking or mountain biking.
- Multi-use path, a paved eight-foot wide path, suitable for street bicycles and roller blades as well as pedestrians

Rural Guilderland: Open Space and Farmland Protection Plan (July 2005)

Plan Summary

This plan encompasses the western portion of Guilderland (32 square miles/20,480 acres/55%). It highlights permanently state protected land and Town-owned parks as valuable assets: Portion of Thacher State Park (128 acres), Black Creek Marsh State WMA (287 acres), Guilderland Conservation Area (71 acres), Keenholts Park (54 acres), and Tawasentha Park (95 acres).

The community goals that are applicable to our project include protecting significant natural resources, specifying the Helderberg Escarpment, Settles Hill, Black Creek Marsh. The Helderberg Escarpment is a dominant landscape feature in the southwest corner and create spur trails from “Long Path” has been identified. They want to protect their water supply, specifying the Watervliet Reservoir, Black Creek, Normans Kill, and Bozen Kill. Promoting agricultural heritage is important, specifying Settles Hill for its winery, vineyard, and wool production. Additional attention should

be given to protecting cultural and historic heritage, specifying the settlement patterns and architecture of Guilderland Center, Dunnsville, and Meadowdale.

Plan Recommendations

- Creating a rural greenway and trail system giving our project standing. At several points, it is suggested that the trails and greenways circumvent the outer edges of towns where there is a clear delineation between development and natural, specifying Altamont, Dunnsville, and Meadowdale.
- Pursue collaboration with landowners to promote farming/ agriculture by offering easements or other incentives for greenway land and to formalize “community trails.”
- Partnerships with educational groups like Cooperative Extension and 4-H should be explored to establish educational facilities and resources.
- It is also noted that the town should expand the scope of the “Guilderland Pathways” initiative to include rural Guilderland.

Proposed Trail System for he Winter Recreation Area of Tawasentha Park(June 2016)

There are three separate loops for Winter Recreation. Each of the loops is about .6 miles in length and the lower of the two loops are connected.



Guilderland Hamlet Plan (January 2007)

Plan Summary

This community planning effort aimed to address land use, design, and transportation issues for the Guilderland Hamlet Neighborhood. The hamlet is a rather large section of town between Route 155 and Route 146 and is bisected by NYS Route 20. The project was recommended in the town's 2001 Comprehensive Plan. The primary objective identified is to create a neighborhood Master Plan to address access management, pedestrian facilities, streetscape improvements, architectural/site design, identification and sensitive reuse of historic resources and mixed uses. The plan summarizes its vision into three categories: green infrastructure network, connectivity and linkages, and character areas. The character areas are further broken down into four subcategories as follows: Western Gateway, Historic Hamlet, Central Gateway, and Eastern Gateway.

Plan Recommendations

- Sidewalks on both sides of the corridor to accommodate pedestrians
- Footpaths and multi-use paths for bicyclists and other “wheeled” uses along the public golf course (connecting Tawasentha Park to Nott Road Park)
- Concentrate access to US Route 20/Western Ave at primary intersections as opposed to driveways for each business
- US Route 20/Western Ave is a designated bike route for wayfinding
- Roadway widths are enough to accommodate bicyclists for majority of the corridor → except between Hunger Kill Ravine and Willow St.
- Resident/committee members proposed a roundabout at the intersection of US Route 20/Western Ave and Route 146

Route 20 Corridor Study (November 2008)

Plan Summary

This study focused primarily on land use and transportation within a 4-mile stretch of Route 20 between the intersection of Route 20 and Route 158 in the Town of Guilderland and the intersection of Route 20 and Route 406 in the Town of Princetown. The plan acknowledged a significant level of conflict between traffic and residential use in the given area. The main goals of the study aimed to identify desired future land use and transportation patterns for the corridor, improve the transportation function and safety of the corridor, and improve the aesthetics and economic potential of the corridor. The public workshop concerning the project had a rather strong turnout from the public with over 50 attendees. At the workshop, the community compiled key issues/concerns: preserve the rural characters, slow down traffic, consider the potential for a hamlet development near Dunnsville, improve aesthetics along the corridor (particularly



in the commercial areas), and identify both short and long term implementation projects.

Plan Recommendations

- General roadway improvements: 4-5 foot roadway shoulders, increased speed enforcement, reduced speed limit, widened NYS Thruway toll booths at exit 25A (divert traffic away from US Route 20/Western Ave), and improvements at the corridor’s key intersections (better sidewalks, crosswalks, raised medians, signage, traffic lanes narrowed)
- Support development of new mixed-use country hamlet or hamlet expression
- Maintain commercial areas and prevent sprawl to enhance existing commercial development on US Route 20/Western Ave
- Consolidate parking/driveways; create access roads to improve access management
- Explore potential for conservation easements and other open space/farmland protection measures
- Gateway and signage improvements (aesthetics and traffic calming).

Village of Altamont Pedestrian and Bicycle Plan: Existing Conditions (January 2009)

Plan Summary

This section of the plan addresses the existing conditions for cyclists and pedestrians in the Village. As of this plan, the Village dedicates \$8,000 per year to sidewalk infrastructure. Outer neighborhoods of the Village are still in need of sidewalks to connect them to the Village center. The 2006 Village Comprehensive Plan also highlights the need for sidewalk maintenance. Through this goal of sidewalk maintenance, the Village is also supporting the Town of Guilderland’s initiative to encourage alternative modes of transportation. During field observations, most drivers were observed to obey yielding to pedestrians. The Village is bisected by State routes, which make conditions for cyclists at those intersections more dangerous.

Plan Recommendations

Having more clear signage for yielding to pedestrians could improve conditions by reminding drivers of State law. The Zoning Board should begin including considerations for pedestrians and cyclists in its traffic management policies.

Complete streets within the Village could be a longer-term goal, allowing accessible travel for all modes of transportation.

The Helderberg-Hudson Rail Trail could be extended to Altamont in the future, connecting the Village to neighboring municipalities.

Opportunity to connect Altamont to the Guilderland Pathways Plan as those trails move forward in development.



Neighborhood Master Plan for Guilderland Center Hamlet (March 2010)

Plan Summary

This study took place in Guilderland Center, located in the central area of the Town of Guilderland. Suggested plans for this area can be found in the Town of Guilderland Comprehensive Plan (2000) and the Town of Guilderland Pathways Master Plan (2005). The study focused on existing and future land use and transportation in the hamlet in order to develop a plan that meets the needs/values of the residents. In fact, the study was in response to residential concerns of safety and quality of life within the community. These concerns included difficult intersections, speeding motorists, and truck traffic. Primary objectives, identified by the community and key stakeholders, were identified at the beginning of the project: promote public participation throughout the process, reduce the impacts of traffic, buffer residential areas from Route 146 traffic, incorporate pedestrian facilities, identify streetscape improvements, explore architectural/site design issues, promote mixed-used while maintaining the character of the hamlet with future growth in mind.

Plan Recommendations

- Develop proposed footpath along south side of Black Creek (between School Road and Depot Road).
- Ensure public access across the open Park Guilderland land.

- Require new developments have safe pedestrian connections to the center of the hamlet.
- Identify a bypass route around Guilderland center for through traffic.
- Rehabilitate French Mill’s Road bridge to pedestrian and bicycle use.
- Support bicycle-friendliness of Depot Road as a feeder route.
- Provide a path along/near the north bank of Normanskill connecting Nott Road Park, French’s Mill Bridge, Battle of Normans Kill site, and Tawasentha Park.
- Enforcement of existing speed limit, requesting reduced speed limit, traffic calming measures for Route 146 in the hamlet center
- Install sidewalks along Route 146 and complete the sidewalk system on School Road.
- Provide crosswalks at intersections and at key mid-block locations.

Capital District Trail Survey (2016)

Plan Summary

As of this 2016 survey, there are 65.4 miles of trails with 1,673,191 trail users in 2016. Through their survey, CDTC found a 24% increase in trail usage since 2006 with the highest percent of usage (14%) in August. 40% of trail users used the trail for non-recreational



purposes.

Plan Recommendations

Developing trails must include public outreach and ensuring there is a public need for trails. If a survey could be effectively given out to residents of Guilderland, it will gain information on what the residents would want, as well as spread awareness of the Planning Department’s initiative. It would be particularly important to engage landowners with property adjacent to any trails, as the CDTC survey did.

Westmere Corridor Study (December 2016)

Plan Summary

The Westmere Corridor is defined as the “the extent of Western Avenue between the Adirondack Northway entrance on the east and Route 155 on the west.” Crossgates Mall Ring Road is also included in the area of study due to its commercial and traffic characteristics. The intended purpose of the study was to develop a neighborhood plan for the designated area, which build upon the recommendations included in the 2000 Guilderland Comprehensive Plan. While transportation improvements are focal to the subject of concern, other topics of interest include land use, access management and streetscape improvements, pedestrian -bicycle facilities, and transit improvements. Like several other documents

reviewed, the Town of Guilderland’s Comprehensive Plan (2001) was used as a guiding mechanism throughout the study where the 2001 plan’s priorities were addressed. Additionally, the Capital District Transportation Committee’s New Visions 2040 Plan assisted in guiding the project.

Plan Recommendations

- Create a transit-oriented development neighborhood,
- Multi-use path extending into Westmere study area (connecting Guilderland Middle School and Nott Road Park)
- Additional site access provided by extending entrance from Johnston Road
- Proposed internal connection to adjacent Town Center shopping development
- Maintain existing scale and character of corridor
- Improve access management → diverting care and non-motorized traffic to side street or creating shared alleyways or driveways
- Enhance pedestrian connectivity and amenities through rear lot connections and connections to the new sidewalks, bus stops, street trees and other landscaping and pedestrian amenities
- Increase use of green infrastructure and landscaping with all infill development, redevelopment, and expansion projects: pervious paving, green roofs, rain gardens and increased green



space

- Support a wide variety of non-auto dependent land uses
- Support and incentivize mixed-use development.

Town of Guilderland Zoning Code (Updated in 2016)
(Adopted by the Town Board of the Town of Guilderland in 1987; amended in its entirety in 2016)

Summary

Guilderland’s zoning code is straightforward. It is organized and well written. District uses are well outlined, and it is very clear what can be done and what cannot. When it comes to trails little is said although there is a section on parks and recreation in which recreation is defined as either passive or aggressive. Trails would be put under passive. District uses include, open space, agricultural, single-family residential, residential overlay, country hamlet, multiple residence, townhouse dwelling, planned unit development, manufactured housing, transit-oriented development, business non-retail professional, local business, general business, industrial district, and industrial park district. Parks and trails are allowed in most of these districts except for local business, general business, industrial, and industrial park districts.

Recommendations

As far as recommendations go, it is clear by the zoning code what

can and cannot be done. It does seem however that there is much flexibility with instituting trails in the town whether through permitted uses or special use permits.

Empire State Trail Plan (June 2018)

Plan Summary

The Empire State Trail Plan outlines the 750 Miles long trail that, when completed, will be the largest multi-use state trail in the nation. It will run from NYC to Canada and Albany to Buffalo. The goals of the trail will be to connect people with natural, historic, and cultural points in the state, link communities, promote healthy lifestyles, support regional economic development, promote connections to other regional linkages, and to contribute to “complete streets” design concepts.

Plan Recommendations

The closest connections to Guilderland will be the Albany Hudson Electric Trail and the Mohawk Hudson Bike-Hike Trail → We should ensure our trail connects areas adjacent to the north and east boundaries for a collaboration opportunity now or in the future.





Community engagement is a necessary step in the planning process. Obtaining public input on potential plans provides planners with key information only members of the community would know. The public is looked at as “experts of the community”. Therefore, Town of Guilderland and The University at Albany Studio worked together in order to facilitate a public meeting, providing information about the work being done for the Town of Guilderland Pathways Plan, and to gather feedback from the community.

Prior to the public meeting, the Studio team engaged with a number of Town identified stakeholders. These individuals were from several different groups including but not limited to:

- Albany Bicycle Coalition,
- Open Space Institute,
- Mohawk Land Conservancy,
- Albany Pine Bush Preserve Commission,
- CDTC,
- Town of Guilderland Parks and Recreation,
- Pyramid Corp.,
- Parks and Trails New York,
- Hudson River Valley Greenway, and
- Guilderland Public Library.

Engaging stakeholders and inviting them to attend the public meeting provides another layer of information about potential

pathways in the Town.

On March 2020, the Studio team held a public meeting at Guilderland Town Hall. A summary of recommendations of the past plans and studies were presented to provide the community with the groundwork to understand what the Town has been working on and how the Studio members can aid in this process.

Studio members developed four hands-on activities to obtain community feedback. A Pathways Committee Plan recommendation map and concerns, Existing conditions Town of Guilderland Map, an amenity checklist, and public comment cards. These strategies allowed the public to leave anonymous comments and concerns regarding trail recommendations. After an initial presentation of previous reports and studies a hands-on activity was initiated. Providing community members and stakeholders with interactive maps of the Town identified parks, these parks represent areas for potential pathways connections.



This map and comment portion of the activity yielded the most results for community feedback. The map portion shows the key destinations for connectivity. Community members and stakeholders were encouraged to indicate on the map where they believe potential pathways would be useful in connecting parks to other parks, existing trails to parks, and where potential bike lanes could be implemented. Using provided materials, the community was able to leave a number of comments directly to the map. The following chart represents the comments and recommendations left on the map.

RECOMMENDATIONS FROM PATHWAYS COMMITTEE PLAN *Place dots on the categories that you feel are the most important to prioritize*

| | |
|--|--|
| Multi-use trail along Fuller station railbed | |
| Trail along Normans Kill between Nott Road Park and the Dam | |
| Trail from Guilderland Elementary to DiCaprio Park | |
| Albany Loop Trail along Route 155 (State Farm Road), past Farnsworth Middle School, eventually becoming New Korner Road as it | |
| Off-road multi-use path between Route 155 and Nott Rd (along the sewer line) to connect Nott Rd Park to the Campus Club Dr and neighborhoods east of Route 155 | |

Comments

TOWN OF GUILDERLAND PARKS, OPEN SPACES & TRAILS PROJECT

The Town of Guilderland Parks, Open Spaces & Trails Project is now available for online submission. Please visit www.guilderland.org/transportation for more information.

Other Parks & Preserves in Guilderland:

- Black Creek Marsh State Preserve
- Albany Pine Bush Preserve
- Bloom Hill Preserve



A vast majority of comments left on the map were outside the scope of work for this project and will not be mentioned in this report. Along with writing directly on the map to identify potential pathways, the Pathways Committee Plan provided recommendations such as; multi-use trails along Fuller Station Railroad, trail along Normans Kill between Nott Road Park and the Dam, trail from Guilderland Elementary to DiCaprio Park, Albany Loop (connecting the Albany County Helderberg-Hudson Rail Trail in the southwest and the Mohawk-Hudson Bike-Hike Trail in the northeast. Commencing at the intersection of Voorheesville Avenue and the HHRT, this route would head north along Route 155 (State Farm Road), past Farnsworth Middle School, eventually becoming New Karner Road as it passes Western Ave), and off-road multi-use path (along the existing sewer easement) between Rt 155 and Nott Rd.

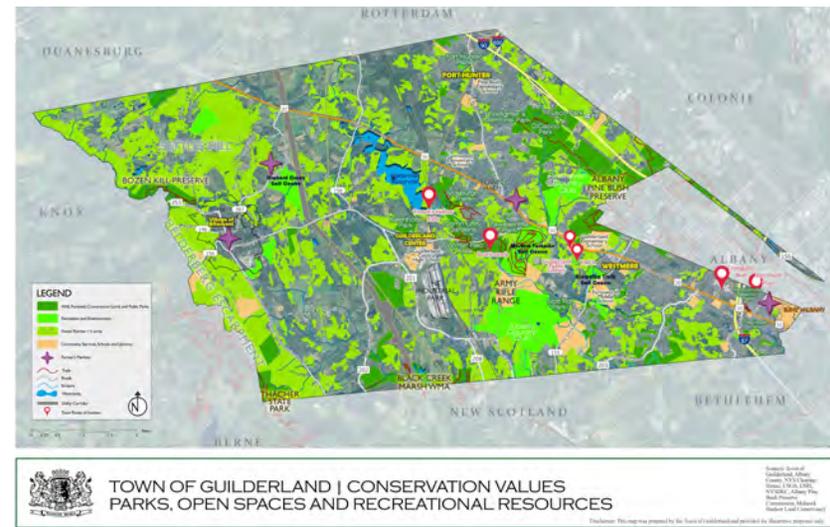
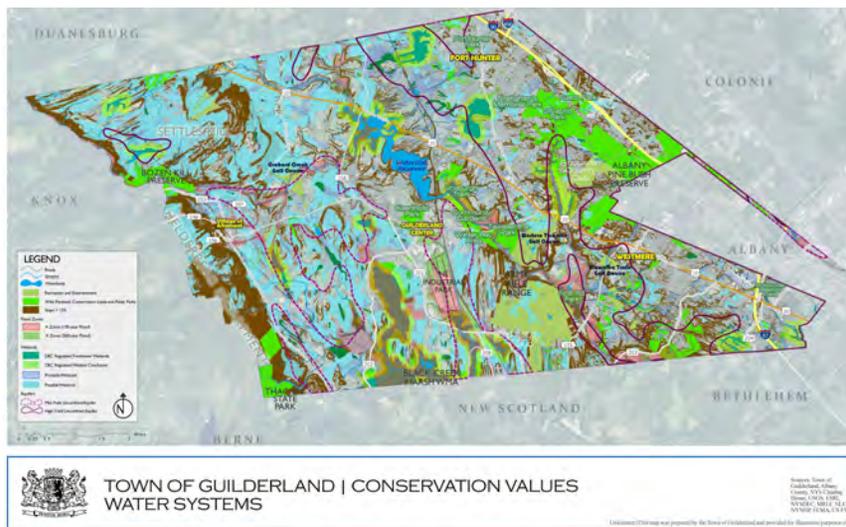
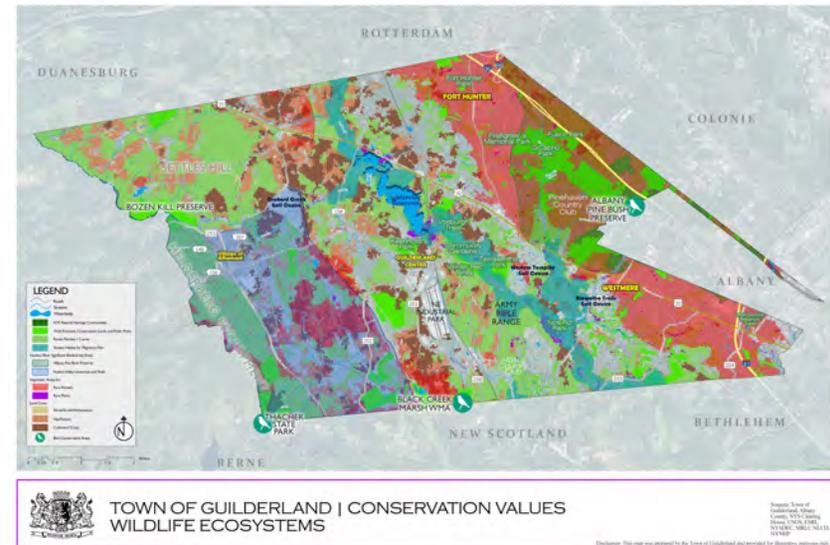
Community members were advised to vote on which recommendations they thought were the best and to identify any concerns they had. The chart below is a reflection of the comment sections mentioned in the Pathways Committee Plan and identifies community concerns and recommendations that were most favorable.

| Locations | Recommendation | Recommendation | Number of Votes | Concerns |
|---|---|--|--|--|
| Key Destinations | | Pathways Committee Plan | Number of votes (green dots) combined from both maps | Comments/Concerns correlated to the specific recommendations |
| Fort Hunter Park (25 Anne Drive) | | Multi-use trail along fuller station railbed | 7 | closed bridges over (Edit in class) |
| Volunteer Firefighters Memorial Park (1028 DiBella Drive) | | | | |
| DiCaprio Park (East Lydius Park) | | Trial along Normans Kill between Nott Road Park and the Dam | 3 | -Trails along Normans Kill NOT POSSIBLE due to rifle range on Grant Hill Road, Normans Kill is Flashy - prone to flooding, still could be nice to connect conserved land/green space |
| Fusco Open Space (across from DiCaprio Park) | | Trail from Guilderland Elementary to DiCaprio Park | 3 | -Access from Rt. 20 to the trailhead behind Guilderland Elementary |
| Vosburgh Open Space | - Better label this trail, connect to Winter Rec Area | | | |
| Roger Keenholts Park (French's Hollow Road, Guilderland Ctr.) | | Albany Loop - Trail along Rt. 155 (State Farm Road) past Farnsworth Middle Schhol, eventually becoming New Karner Road | 8 | - State Farm Road needs longer sidewalks |
| Community Gardens (Rt. 146) | -bike lanes | | | |
| Winter Rec Area (Rt. 146) | -bike lanes | Off-road multiuse path btwn Rt. 155 and Nott Rd. (along sewer line) to connect Nott Rd Park to the Campus Club Dr. and neighborhoods east of Rt. 155 | 9 | |
| Tawasentha Main Park (Rt. 146) | -bike lanes | | | |
| Western TPKE Golf Course (2350 Western Ave) | | | | |
| Nott Road Park (2350 Western Ave) | - Connect Tawasentha Golf Course to Nott Road | | | |
| Fred B. Abele Park (Strawberry Lane) | | | | |
| Stuyvesant Plaza Park (Western Ave) | - Connect alleys in McKownville | | | |



The Town of Guilderland provided a map displaying conservation values, parks, open space and recreational resources. This map was provided to show existing conditions of the project areas. While this map was added to provide background information and not used to aid comments and recommendations, it was a good starting point for community members in understanding what the current conditions of the recommended areas. It also provides context for land use and the designation of these areas.

Finally, there were public comment cards. The comment cards were provided to everyone and anonymously put into a comment box. After the public meeting, the studio team reviewed the comment cards and broke them into sections. Comments labeled with a one (1) were considered concrete, comments labeled two (2) were actionable,



and those labeled with a three (3) were considered vague/outside the scope of work. Based on the comment cards (1) it is clear the community has invested interest in bike lanes, preservation of open space, and sidewalk implementation.

The last phase of community engagement was conducting stakeholder interviews. The studio team was tasked with creating a template for initiating contact with Town provided stakeholders, and an interview questions template once interviews were scheduled. Stakeholder interview and outreach proved to be difficult and few

and far between. The interviews conducted were with the following stakeholders: Guilderland Historical Society, Hudson River Valley Greenway, Mohawk Hudson Land Conservancy, Parks and Trails New York, Town of Guilderland Parks and Recreation, Town of Guilderland Public Library. Interviews showed there is no one aspect to trails that is more important than the other. Questions asked were constructed by the interviewer and vary depending on who was conducting the interview and who was being interviewed. One stakeholder identified Palantine Road as a top priority saying “Palantine Rd is

- 1 Reducing Car Trips, links to shops and schools, parallel auto routes
- 1 Safe walking paths to schools or biking
- 1 Better bike pedestrian sides of road from 146 to Library, same for carmen road
- 1 Better Label for Vosburgh Trail
- 1 Preservation of Black Creek and guilderland Center (apartments, bus garage, highschool traffic
- 1 Connect trails whenever possible, bike trail connected to library
- 1 Part of the plan sounds like you plan to connect existing hiking trails. Will this be done on existing public property or will land never need to be purchased or obtain "rights of ways." Consider wildlife corridors and watersheds
- 1 Need to reach out to NYS DOT Bike and Ped data, they could be useful. Also have you reached out to Neighborhood Association, specifically McKownville
- 1 Add educational info to trail (nature, animals, plant life
- 1 Safe walking paths to lynwood and all other schools in guilderland
- 1 Guilderland should advertise its open space areas and parks more, some lifelong residents don't even know they exist! Sign them, put photos up on the internet, advertise etc.
- 1 An easy way from altamont from voorheesville bike path.
- 1 Include shoulders on old state road from route 155 Discovery center to rout 146. So bike riders, pedestrian walking can be safe.
- 1 Reducing Car Trips, links to shops and schools, parallel auto routes
- 1 Safe walking paths to schools or biking
- 1 Better bike pedestrian sides of road from 146 to Library, same for carmen road
- 1 Better Label for Vosburgh Trail
- 1 Preservation of Black Creek and guilderland Center (apartments, bus garage, highschool traffic
- 1 Connect trails whenever possible, bike trail connected to library
- 1 Part of the plan sounds like you plan to connect existing hiking trails. Will this be done on existing public property or will land never need to be purchased or obtain "rights of ways." Consider wildlife corridors and watersheds
- 1 Need to reach out to NYS DOT Bike and Ped data, they could be useful. Also have you reached out to Neighborhood Association, specifically McKownville
- 1 Add educational info to trail (nature, animals, plant life
- 1 Safe walking paths to lynwood and all other schools in guilderland
- 1 Guilderland should advertise its open space areas and parks more, some lifelong residents don't even know they exist! Sign them, put photos up on the internet, advertise etc.
- 1 An easy way from altamont from voorheesville bike path.
- 1 Include shoulders on old state road from route 155 Discovery center to rout 146. So bike riders, pedestrian walking can be safe.



a small road that runs between Tawasentha Park and the Western Turnpike Golf Course. That could be of some use in making connections.” Because the Town has repeatedly identified Tawasentha Park as a main attraction, the connection points to and from are very important. Stakeholder outreach was one of the focal points for studio members. It is clear from the interviews that what was considered main points for stakeholders differed. It is not uncommon for stakeholders to have different viewpoints and ideas of what is most important, these differing opinions are the reason why a diverse list of stakeholders is created. Some of the main points from the interviews were trail safety, connectivity to parks on main routes, better understanding of historical sites in Guilderland, and whether a trail should be paved or natural. A major goal of the town hall open house was to garner public input on what amenities were most valuable to the citizens. A poster board was divided into nineteen columns, each containing an amenity. Each member of the public was given stickers to place in the sections of amenities that were most important to them. According to the chart, most attendees voted for infrastructure that would ease access to



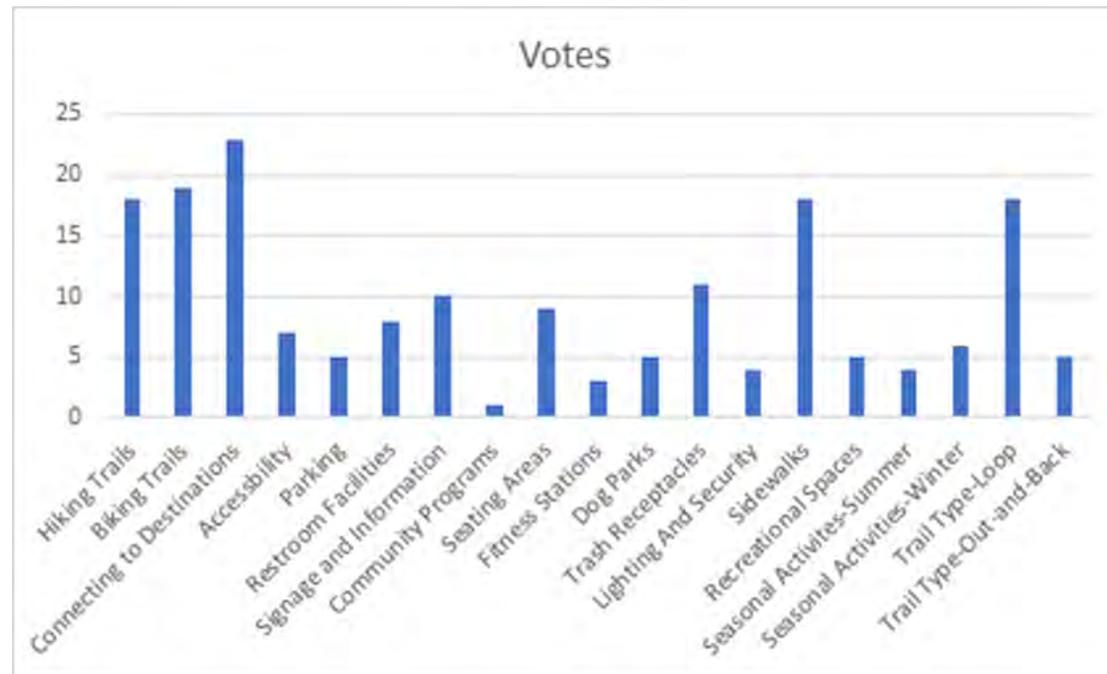
the park as well as increase transportation equity. The greatest demands were for hiking trails, biking trails, connection to destinations, sidewalks, and a trail-type loop. There were also some demands for increased quality of life on the trails. This included amenities such as seating areas, restrooms, and trash receptacles.

In the table below, the amenities have been color-categorized to reflect the community’s collective values. Green, with the highest vote counts, represents the most important amenities to the public and should be prioritized during the planning process. The yellow section indicates amenities which may be valued by the community but should be prioritized after the green section. Though red indicates the least valued amenities, their potential should not be neglected during the planning process.

The data gathered from the public shows only a minor variation in the type of trails that the citizens desire, thus making general multi-use trails a cost-efficient compromise. Informative signage and adequate trash receptacles along these paths are the most desirable components.

In the map feedback and community comment cards section, the comments made by attendees also showed a desire by members of

| Amenities | Votes |
|----------------------------|-------|
| Connecting to Destinations | 23 |
| Biking Trails | 19 |
| Sidewalks | 18 |
| Hiking Trails | 18 |
| Trail Type-Loop | 18 |
| Trash Receptacles | 11 |
| Signage and Information | 10 |
| Seating Areas | 9 |
| Restroom Facilities | 8 |
| Accessibility | 7 |
| Seasonal Activities-Winter | 6 |
| Parking | 5 |
| Dog Parks | 5 |
| Trail Type-Out-and-Back | 5 |
| Recreational Spaces | 5 |
| Seasonal Activities-Summer | 4 |
| Lighting and Security | 4 |
| Fitness Stations | 3 |
| Community Programs | 1 |



the community for infrastructure that improved both bike and pedestrian traffic, that this infrastructure be within reach by the average person, that this infrastructure connects to major community areas like the schools, and that amenities that ensure the quality of life on the trail are provided as well.

The main concern by members of the community is whether or not the planned trails will not only provide recreation, but whether or not they can support biking and hiking, whether or not people can reach them or not, and if they can provide a decent quality of life for potential hikers. The planned trail must be something that people of the community can comfortably use.



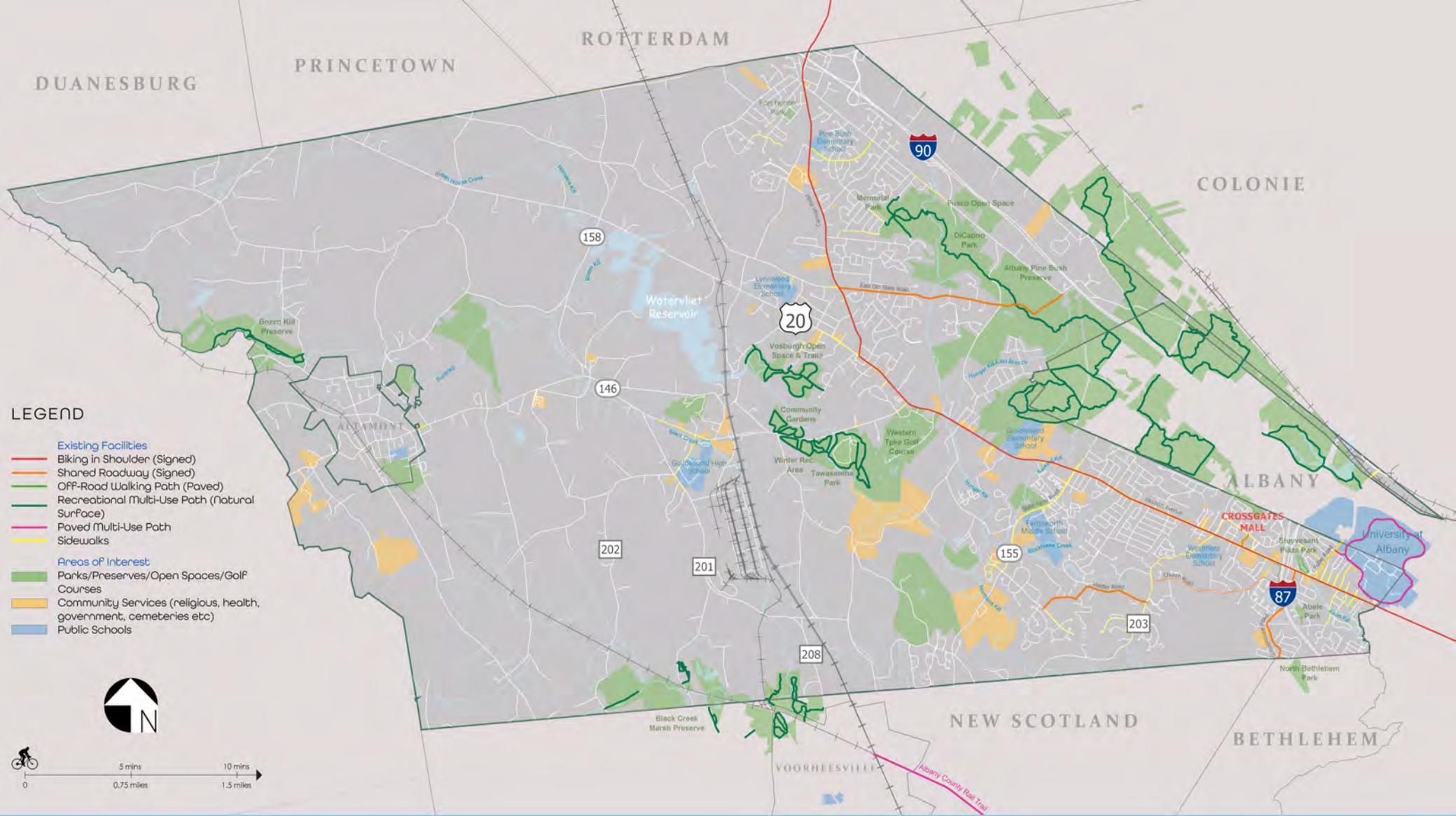
Guilderland is a place that embodies the concept of work, play, live. The Town consists of residential neighborhoods along with commercial spaces and retail hubs. Most popular among these commercial and retail spaces include Stuyvesant Plaza and Crossgates Mall. Within the Capital Region, these attractions are popular destinations amongst residents and visitors. Over the years, development along Western Avenue has contributed to Guilderland's perpetual growth and improvement. In fact, the Capital District Regional Planning Commission's population projection for Guilderland in 2050 is roughly 38,400. As time progresses, the Town continues to focus on future development and adjusting to the ever-changing needs of the community.

Guilderland differentiates itself from many other towns due to its diverse landscape. Indeed, it is plentiful of retail and commercial space, but the western portion of Town remains mostly undeveloped. As much as the community appreciates the services and amenities offered by plazas and shopping malls, they value the green open space found in rural western Guilderland. Open space serves great function to a community, and the town has undeniably capitalized on this idea. Parks, preserves, sidewalks, bike lanes, and hiking trails can be found throughout the town acknowledging the local demand for such

amenities.

Like many other communities today, Guilderland is working toward a multi-modal transportation system that accommodates alternative modes of travel. This concept, also referred to as Complete Streets, coincides with the class scope of work. The class scope is primarily concerned with increasing connectivity between popular destinations within the Town and the Capital Region. Ultimately, increasing the number of trails in Guilderland in addition to improving existing trails is advantageous at the local and regional scale. Improving connectivity can stimulate a sense of place, increase accessibility, reduce emissions, as well as provide economic and health benefits to the community.





[This page intentionally left blank.]

Existing Conditions at Existing Parks & Open Spaces & Preserves

- **Tawasentha Main Park:** Located on Route 146, approximately one-half (1/2) mile south of U.S. Route 20, Tawasentha Park was officially opened to residents in 1969. The land for the main park consists of 95 acres of rolling wooded areas, open play areas and many recreational facilities located in the center of the Town of Guilderland. In 2008, the Town of Guilderland opened the bridge linking the Tawasentha Park main trails to the trails at the Winter Recreation area. The hiking trails at the main park include 1.53 miles main loop trail and 0.19 miles connector trail. In addition to the trails, Tawasentha Park has many additional park amenities for visitors. This includes a playground, sports fields, a pool, pavilions, and Guilderland Performing Art Center (GPAC). During the summer, GPAC hosts free concerts and community events. The Town of Guilderland's Day Camp is hosted in the Park as well. The Normans Kill River runs along the Park offering hikers beautiful picturesque views.
- **Winter Recreation Area:** This area consists of three separate loops and a short link trail, all accessible from the parking lot. The 0.57 miles lower loop begins on the east



Pedestrian Bridge over Normans Kill Connecting Tawasentha Main Park Loop and Winter Recreation Trails



EXISTING CONDITIONS & DRAFT CONNECTIVITY RECOMMENDATIONS

side of the parking lot, crosses open meadows and hugs the west bank of the Normans Kill. It is primarily flat except for the down-slope at the beginning and up-slope at the end. Look for the occasional canoe on the Normans Kill and for birds and animal life in the adjoining meadows. The 0.57 miles middle loop begins at the west side of the parking lot. This loop combines open meadows and woodland terrain. The 0.59 miles upper loop is accessible from the middle loop. The entire trail is adjacent to an open meadow. The final leg is along the edge of the picturesque ravine. A small waterfall near the upstream end of the ravine is visible after a rainfall. The upper loop rises above the Normans Kill valley and offers a vista of the Battle of Normankill area on the north side of Route 146.

- **Community Gardens Trails:** This trail consist of two loops: A 0.43-mile loop circles the community gardens and 0.73-mile second loop circles an old orchard field of the former Houck dairy farm. The Guilderland Rock Adventure Barn at this location also houses the climbing wall. Picnic tables and a pavilion are also available behind the barn for the use of Town residents.
- **Vosburgh Trails:** Vosburgh Trails is a hiking system that traverses 124 acres of Town-owned open space. The trails provide an easy loop (2.1 miles) through grasslands with a shortcut to a vista view. The loop trail also connects to a spur which continues along a wooded crest to the Watervliet Reservoir and popular pedestrian bridge over the Normanskill Creek. A roundtrip from Vosburgh Road trailhead to the Reservoir is about 3 miles. Trailheads are located on Vosburgh Drive, at the end of the sidewalk on Millingstone Way, and at French's Mill Road.



- **Western Turnpike Golf Course:** Located on Route 20, The Town's Golf Course is used not only for golf, but for cookouts and other social events and, in season, cross-country skiing. The golf course has frontage on Foundry Road just south of the Hunger Kill bridge and a driveway that leads into the course from Foundry Road. The southern edge of the course is adjacent to and readily accessible from Tawasentha Park.
- **Nott Road Town Park:** The Town of Guilderland built the Nott Road fields in the early 1980's to provide softball and soccer fields for Town residents. Local softball, soccer leagues and football teams use the fields at Nott Road Park, and local tournaments are held throughout the year. In 2006, a Town Dog Park was added to Nott Road Park. A pavilion was built in 2007 by the Town of Guilderland and the Pop Warner Football League. Park is bordered by the treatment plant to the North. Albany Country Club owns the property to the West. This area has a historic flooding along with the Normans Kill being in a FEMA designated floodway.
- **Watervliet Reservoir:** The Watervliet Reservoir is owned by the City of Watervliet and is the City's sole drinking water source. The Reservoir is also the primary public drinking water source for the town of Guilderland. The Watervliet Reservoir watershed encompasses an area of approximately 115 square miles and falls within three New York counties (Albany, Schenectady, and



Western Turnpike Golf Course



Schoharie), 8 towns and three villages. The three main tributary streams to the reservoir are the Normans Kill, the Bozen Kill and the Black Creek.

- **Roger Keenholts Park:** Park contains sport fields and is bordered on the east side by a large parcel of town owned property which is used as a transfer station. There is a closed bridge over the CSX tracks that lead to French’s Hollow Falls nearby.
- **DiCaprio Park:** The Town of Guilderland purchased 109 acres of land off East Lydius Street from the DiCaprio family in 2001. The land was used for vegetable farming for over 100 years and is situated within the Albany Pine Bush. In order to preserve the unique ecosystem, the Town designated 33 acres for DiCaprio Park and left the remaining 70 plus acres undeveloped. The park consists of 12 fields used primarily for soccer and lacrosse games, a pavilion, and permanent bathrooms. Trail connections already exist from the park to the Albany Pine Bush Preserve. The Volunteer Firefighters Memorial Park is also connected.

Volunteer Firefighter Memorial Park: Volunteer Firefighters Memorial Park was built in the mid-1980’s and consists of over 20 acres of land. The park was dedicated to volunteer firefighters and emergency services by former Town Supervisor Kevin Moss. The park includes a softball field, open space, a children’s playground, and walking paths.

Fred B. Abele Park: Located on Strawberry Lane off of Schoolhouse Road, the 4-5-acre park contains a surplus of amenities including a playground, a basketball court, a softball field and a walking path. The neighboring areas are zoned residential and local business with townhomes adjacent to the park. The park itself does not offer an ample supply of trails and walking paths, but there are several opportunities for key linkages to other popular destinations in Guilderland. Closer to the town’s border, it is more feasible to consider nearby connections while longer trails/connections can be viewed as a long-term objective. The Abele Park is an asset to Guilderland residents, and the overarching goal is to enhance its current use while connecting it to other existing parks and trails.



Playground at Fred Abele Park



McKownville Park (Stuyvesant Plaza): Located on Western Avenue, the 8-9-acre park contains a .46 mi walking trail as well as a freshwater pond. The McKownville Park is directly in front of Stuyvesant Plaza and is somewhat neglected as a green space. Its proximity to retail locations, Route 20 and the Northway create difficulties for possible connections. The park should not be rendered idle in the grand scheme of Guilderland’s overall path/trail system. McKownville Park can be recognized as a destination to the public that offers an immediate escape from the commercial area.

The Black Creek Marsh Wildlife Management Area: The 450-acre site is managed by NYSDEC and located in the Town of Guilderland, New Scotland and Village of Voorheesville. NYSDEC’s vision statement for the site is: “Maintain the wetland habitat present to ensure continued use by marsh birds, wading birds, and waterfowl. Maintain wooded swamp and early successional habitats to ensure ongoing use by a wide variety of birds. Maintain a variety of traditional uses of the WMA including hunting, trapping and hiking.” As such, Black Creek Marsh WMA is primarily used for wildlife management, wildlife habitat management, and wildlife-dependent recreation. The site is dominated by wetlands, and there are a few trails that are unconnected due to the large wetlands.

Each trail area is accessible via a separate trailhead/parking area. As noted by the DEC: “Black Creek Marsh is primarily a freshwater wetland community. Wetland types include cattail marsh, open-water marsh, and flooded red maple swamp. Because of the abundance of wetlands, this WMA is an important area for amphibians and reptiles. Much of the forested swamp dries sufficiently by early summer to permit hunting, although beaver activity is increasing water levels in many areas. There are about 150 acres of uplands, including grassy fields, and some apple and pear orchards that adjoin the wetlands. Parking areas have been developed to provide access to the area, and a substantial trail network is maintained for the enjoyment of WMA users.”

Featured activities in Black Creek Marsh WMA are hiking, hunting and trapping, fishing, and observation of wildlife. Black Creek Marsh is one of the premier birding sites in the Capital Region and in 2006 was designated as a Bird Conservation Area. Activities that are not permitted in Black Creek Marsh WMA include the use of motorized vehicles, including all-terrain vehicles and snowmobiles; swimming or bathing; camping; use metal detectors, searching for or removing historic or cultural artifacts without a permit; damaging or removing gates, fences, signs, or other property; overnight storage of boats; cutting, removing, or damaging living vegetation; construction of permanent blinds or other structures such as tree stands; littering and the storage of personal property.



There are no facilities or trail amenities at Black Creek Marsh WMA. The location is semi-remote and currently is only accessible by main county routes (via cars) at this time.

Bozen Kill Preserve: The Bozenkill Creek Preserve is a partnership between the Open Space Institute (OSI), the Nature Conservancy (TNC), and the Mohawk Hudson Land Conservancy. The Conservancy acquired a 156-acre property along with a neighboring 27 acres. These parcels, along with property acquired from Albany County several years ago, create the new 214-acre Bozen Kill Preserve. Located in the Village of Altamont and is approximately 1 mile of trails over easy/moderate terrain.

Flowing from the Helderberg Escarpment, the Bozen Kill is little known beyond Altamont and the Hilltowns. The stream originates from wetlands in Schenectady County and Duane Lake near Delanson and builds as it heads off the mountain. After passing through the Nature Conservancy’s Christman Preserve, the stream flows through the largely inaccessible Bozen Kill ravine before passing Altamont, eventually entering the Watervliet Reservoir, the primary drinking water source for Watervliet and much of Guilderland.

The site is remote, and the access road, Westfall Road is a very narrow, windy, steep 2 lane road with no shoulder. The parking area is small and nondescript and acts as the entry point of the site.

Existing Trails/Connections: The Bozenkill Preserve contains three trails. They are all short, less than a three-quarters of a mile each and are contained completely within the site area. Access to the site consists of using Bozenkill Road to connect to Westfall Road. Access to the Bozenkill Preserve is .2 miles from the Bozenkill Road/Westfall Road intersection. Neither Bozenkill Road nor Westfall Road have shoulders. They are both narrow 2 lane roads.

Focused destinations for conceptual connectivity recommendations include:

Area 1: Tawasentha Park/Vosburgh/Western Tpke Golf Course/Reservoir/Keenholts Park/Nott Road Park/Farnsworth Middle School)

Area 2: Albany Pine Bush Preserve Great Dunes/Guilderland Elementary School/Library/YMCA

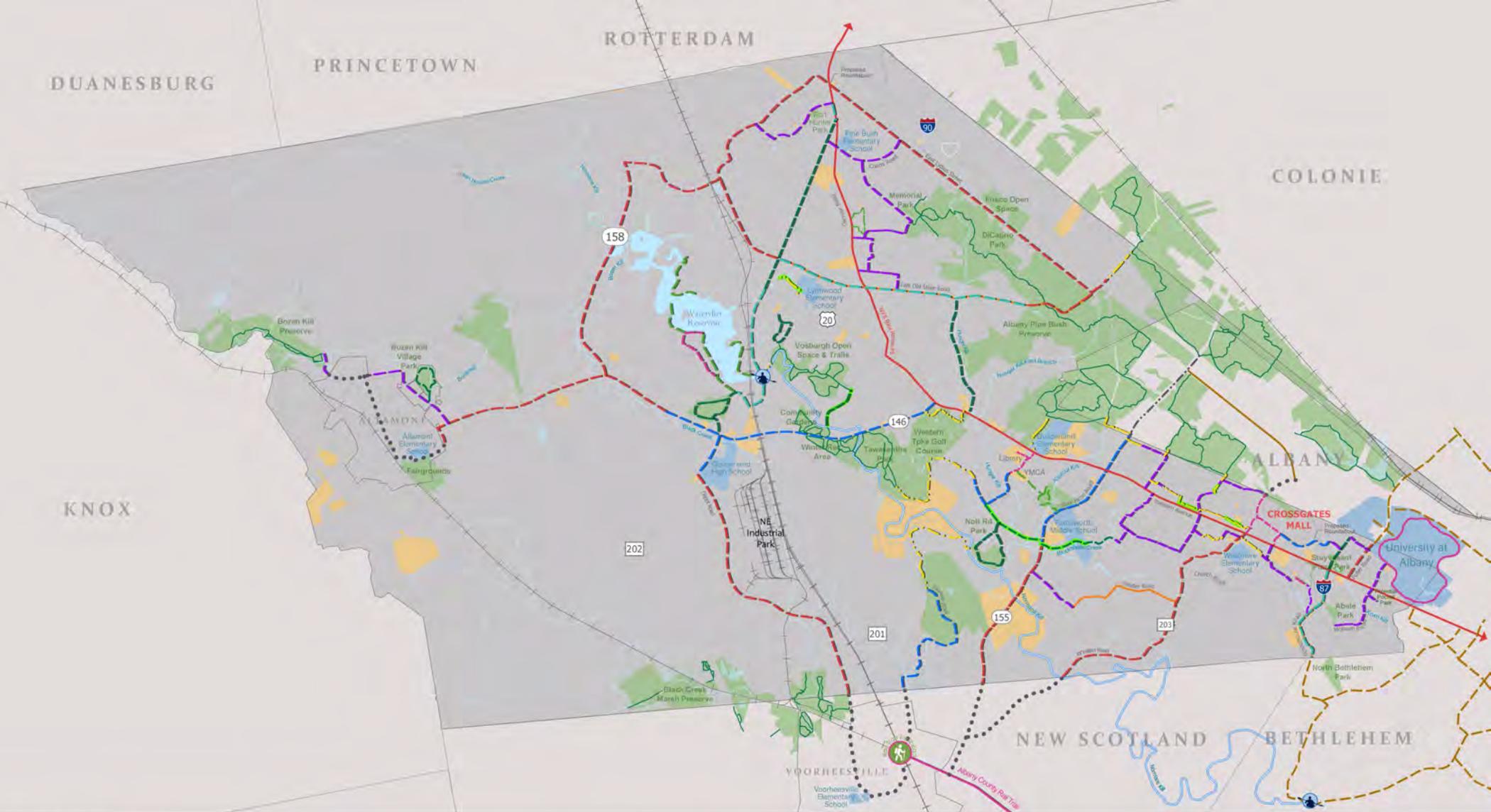
Area 3: Fort Hunter/Carman Road

Area 4: McKownville

Area 5: Black Creek Marsh Wildlife Management Preserve

Area 6: Bozen Kill Preserve





LEGEND

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> — Existing Facilities — Biking in Shoulder (Signed) — Shared Roadway (Signed) — Off-Road Walking Path (Paved) — Recreational Multi-Use Path (Natural Surface) — Paved Multi-Use Path Areas of Interest: Parks/Preserves/Open Spaces/Golf Courses Community Services (religious, health, government, cemeteries etc) Public Schools | <ul style="list-style-type: none"> — Bicycle Boulevard (Neighborhood Bikeways) — Protected Bicycle Lanes — Sidepaths — Commuter Route (Bike Lanes) — Greenways & Recreational Trails — Blueway & Boat Launch — Bikeway Connections (outside of Guilderland town limits) — Off-Road Trail Connections (TBD) — Existing Town-Owned Easements (modification to the existing agreement might be needed to permit trail development within the easement) | <ul style="list-style-type: none"> — Proposed Facilities (by others) — Paved Multi-Use Path (by private developers) — Walking Path — City of Albany & Town of Bethlehem Proposed Bikeways |
|---|--|--|



TOWN OF GUILDERLAND

Data Sources: Town of Guilderland, CDTC, NYS DOT, Albany Pine Bush Preserve Commission, City of Albany, Town of Bethlehem, NYS GIS Program Office, NYS Clearing House, CDTA, Albany County

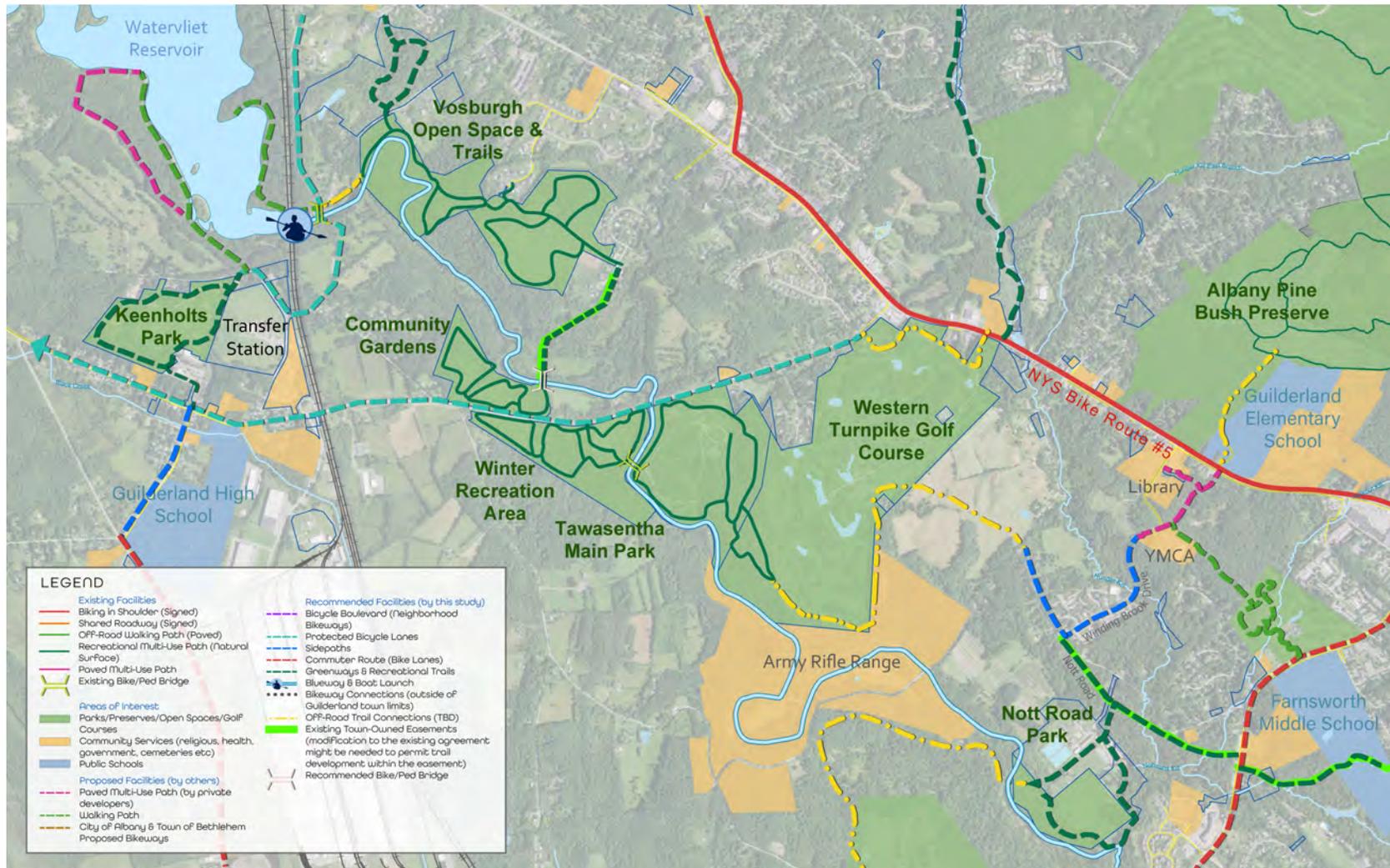
Disclaimer: The recommended connections are conceptual and will require a thorough analysis and engineering judgement.

BICYCLE & PEDESTRIAN NETWORK RECOMMENDATIONS MAP

UAlbany Planning Studio Spring 2020

DRAFT 11/20/2020

EXISTING CONDITIONS & DRAFT CONNECTIVITY RECOMMENDATIONS



Area 1 Recommended Bicycle & Pedestrian Connections



Connectivity Recommendations for Area 1 (Tawasentha Park/Vosburgh/Western Tpk Golf Course/Reservoir/Keenholts Park/Nott Road Park/Farnsworth Middle School):

The Town sees the Winter Recreation Area as a spot for open space conversion as well as a spot for new properties and development. This space also serves as an important connection area. From here connections have already been made to Tawasentha Park which in turn, can lead to connections throughout much of Guiderland. A recommendation from the town also consisted of possible connections to historical sites. There are currently 3 sites along Rt 146 next to the Winter Recreation Area that could be connected to. These sites are The Battle of Normanskill, The Vale of Tawasentha, and The Farm of Evert Bancker. As for the golf course, a potential connection from the park's outdoor theater to the golf course has been suggested and should be followed up on. A connection into and through the golf course would make it possible for further connections to the Guiderland Library, The Guiderland YMCA, and Winding Brook Drive. The historical sites currently reside off of Rt 146 which is a busy and narrow road which could deter some from using a trail there. It is important that Rt 146 be altered to create a safer experience for pedestrians. Connecting the golf course to the outdoor theater seems to be the easiest and most efficient. Another connection can be made at the north side of the park as well. From here, connections can be made to the existing trail network within the golf course. Foundry Road, Nott Road, and Winding Brook Drive can then be connected. Running a trail through the private farmland to the east of the golf course is also viable. A potential trail through the farmland would have the potential to connect Winding Brook Drive area and Nott Road Park.

Another recommendation for Tawasentha Park Trails is to work on wayfinding within the Park. Having more branded wayfinding may be part of this recommendation. While having maps online showing the connections in the park is helpful, having in person wayfinding is important for when people are using the trails. Wayfinding is addressed later in the Report.

The 2005 Town of Guiderland Pathways Master Plan recommended constructing a multi-use path along the sewer right-of-way that crosses Nott Road Park entrance. Developing a multi-use trail along the sewer right-of-way would enable connection between Nott Road Park and the Farnsworth Middle School grounds on the east side of State Farm Road. The plan also suggested developing a scenic footpath along the Normans Kill between Nott Road Park and Tawasentha Park—a suggestion reflected in CDTC's Regional Trail Plan recommendations.

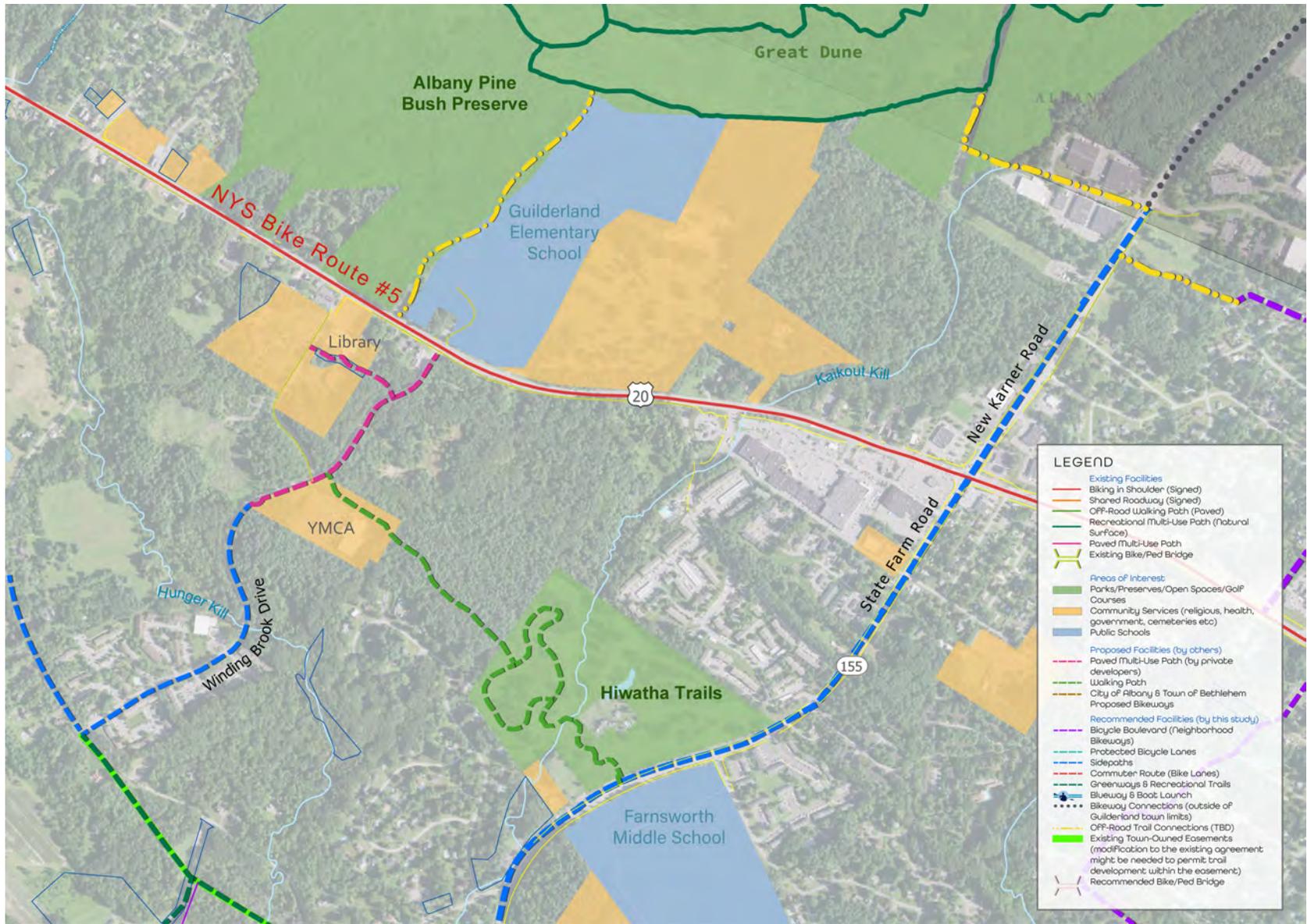


The NYS DEC, the City of Watervliet and the Town of Guilderland are working together to develop a recreation plan for the Reservoir including a mix of walking and multi-use trails around the Reservoir which could be incorporated into the recommended trails in Keenholts Park and the existing trails in Vosburgh area through the land which is owned by the Watervliet Water Board. The plan also includes allowing non-motorized vehicles for fishing in the Reservoir.

The bridge over the CSX tracks should be utilized for edestrian and bicycle use to connect Keenholts Park to French’s Hollow Falls and Vosburgh Trails. The Town-owned parcel adjacent to the Park could be used to create a connector trail. The large open space surrounding the landfill is an excellent place to incentivize a community solar farm. Requiring a developer to create a trail through, or along the perimeter, of the solar panels is a valuable opportunity to create an interpretive and educational segment about renewable energy.



EXISTING CONDITIONS & DRAFT CONNECTIVITY RECOMMENDATIONS



Area 2 Recommended Bicycle & Pedestrian Connections



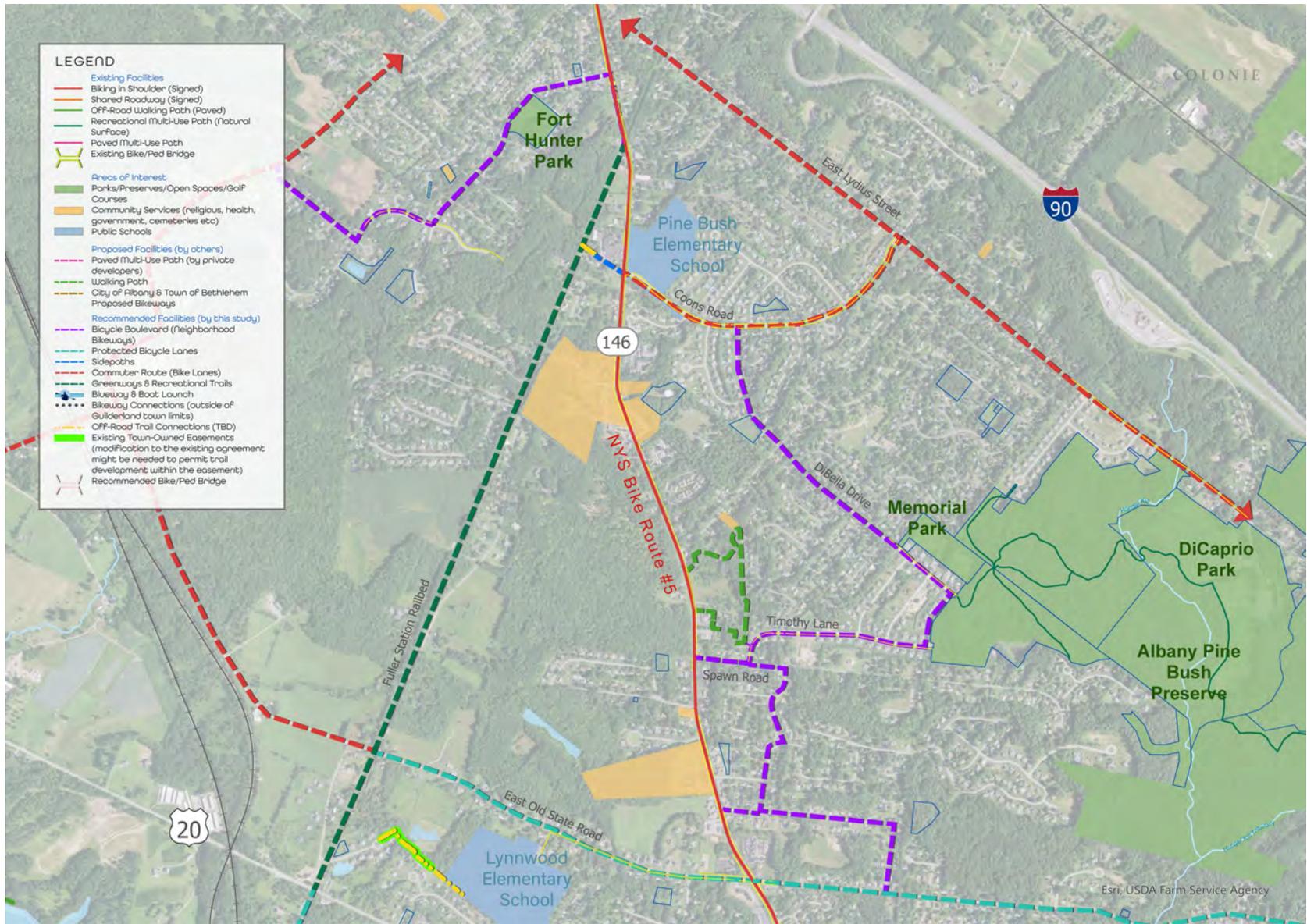
Connectivity Recommendations for Area 2 (Albany Pine Bush Preserve Great Dunes/Guilderland Elementary School/Library/YMCA)

The Albany Pine Bush Commission is currently working with the Town to identify more connection points between existing trails and neighborhoods and small shopping centers. Developing a multi-use trail connecting the Pine Bush Preserve Yellow Trail to New Karner Road would establish a connection with a possible future trail development along the entire Route 155 (CDTC’s Capital District Trails Plan - Albany Loop). As a second option, the open space area on the west side of New Karner Road that is dedicated to the Town could be used for construction of a multiuse trail that would connect Pine Bush Preserve Yellow Trail to New Karner Road. A Walking trail was proposed as a part of Winding Brook Commons Project which would connect YMCA/Library/Guilderland Elementary School. The project also proposed construction of sidewalks along the frontage of the site on Western Ave.

The Walking trail proposed as a part as a part of Hiawatha Trails Retirement Community Project will give an opportunity to connect YMCA/Library/Guilderland Elementary School to Route 155 and the Farnsworth Middle School grounds. A multiuse trail alongside of the west boundary of Guilderland Elementary School running through State’s property could be a great opportunity to connect Pine Bush/Guilderland Elementary to LYMCA/Library/Nott Rd Park/Farnsworth Middle school.



EXISTING CONDITIONS & DRAFT CONNECTIVITY RECOMMENDATIONS



Area 3 Recommended Bicycle & Pedestrian Connections



Connectivity Recommendations for Area 3 (Fort Hunter/Carman Road): The connectivity recommendations for Fort Hunter area include creating a well-connected bicycle and pedestrian system linking Fort Hunter Park, Pine Bush Elementary School, Lynnwood Elementary School, Albany Pine Bush Preserve, DiCaprio Park, Memorial Park as well as improving the existing commuter routes for bicyclist along major roads. Connections for DiCaprio Park to the Pine Bush already exist. Looking below the park you can see an ample amount of green space along the Hunger Kill River with the potential for trail construction down to the Guilderland Library. However, the area with this proposed trail has a private golf course and contains a homeowner’s association. This would create some difficulty implementing a trail, but it is definitely worth looking into. There is protected space between Guilderland Elementary and the Pine Bush which could be used for a trail connection. If implemented, DiCaprio Park would be connected down to Guilderland Elementary. Followed by a connection between Western Avenue and the Guilderland YMCA. This could in turn, connect the Winter Recreation Area to DiCaprio Park. A recreational trail along the west branch of Hunger Kill could also connect Western Turnpike Golf Course to Fort Hunter Area.

Connections for Volunteer Firefighter Memorial Park and DiCaprio park already exist as well. The existing trails may not have an option for alterations. There are conservation restrictions in place for protected green spaces. Developing new routes and connecting already existing trails may have an environmental impact on the land. There may be forest conservation restrictions to develop trails connecting Memorial Park: Blue/White trails to DiCaprio Park.

Developing and maintaining a well-connected local street network throughout the area would create mobility patterns through indicating destination behaviors.

Five major principles that lead to well-connected local streets:

- A. Maintain existing connecting streets.
- B. Provide multiple entrances into and out of large residential developments.
- C. Avoid cul-de-sacs and dead-end streets in subdivisions.
- D. Create additional connections with new minor roadways (when opportunities are available).
- E. Manage traffic and high vehicular speed through neighborhood traffic calming programs.

Create Livable Streets:

- A. Having access to multimodality.
- B. Adequate sidewalk development, and adequate labeling of



crosswalks.

Study Area for the Fort Hunter/Carman Road Neighborhood Transportation Plan includes a traffic management plan, a bicycle and pedestrian plan, and a streetscape concept plan.

The Plan’s solution includes a Bicycle System and Pedestrian System:

- A. Education of bikers and drivers.
- B. Provide crosswalks between signalized intersections.
- C. Rehabilitate the West Old State Road bridge over the railroad for use by pedestrians and bicyclists.

Recommendations from Guilderland Trailways Commission Plan:

- A. The DOT should resurface portions of Route 20 that were not smoothed down after the bike lane was moved.
- B. The DOT should make a right turn only lane on westbound Route 20 at Carman Road.

Town Recommendations:



- A. Improve Bike lanes on major roadways Route 20 (into Carman Rd),155, 146. Need safer and better connections for riders.
- B. Safer walking/biking paths to schools in the area.

The map above illustrates sidewalks/bike lanes connecting Route 20, Route 146(Carman Rd) and Lydius Street. Alternative routes will provide pedestrian and bicycle access. Additional connections to public schools with an additional pedestrian refuge island to be included.

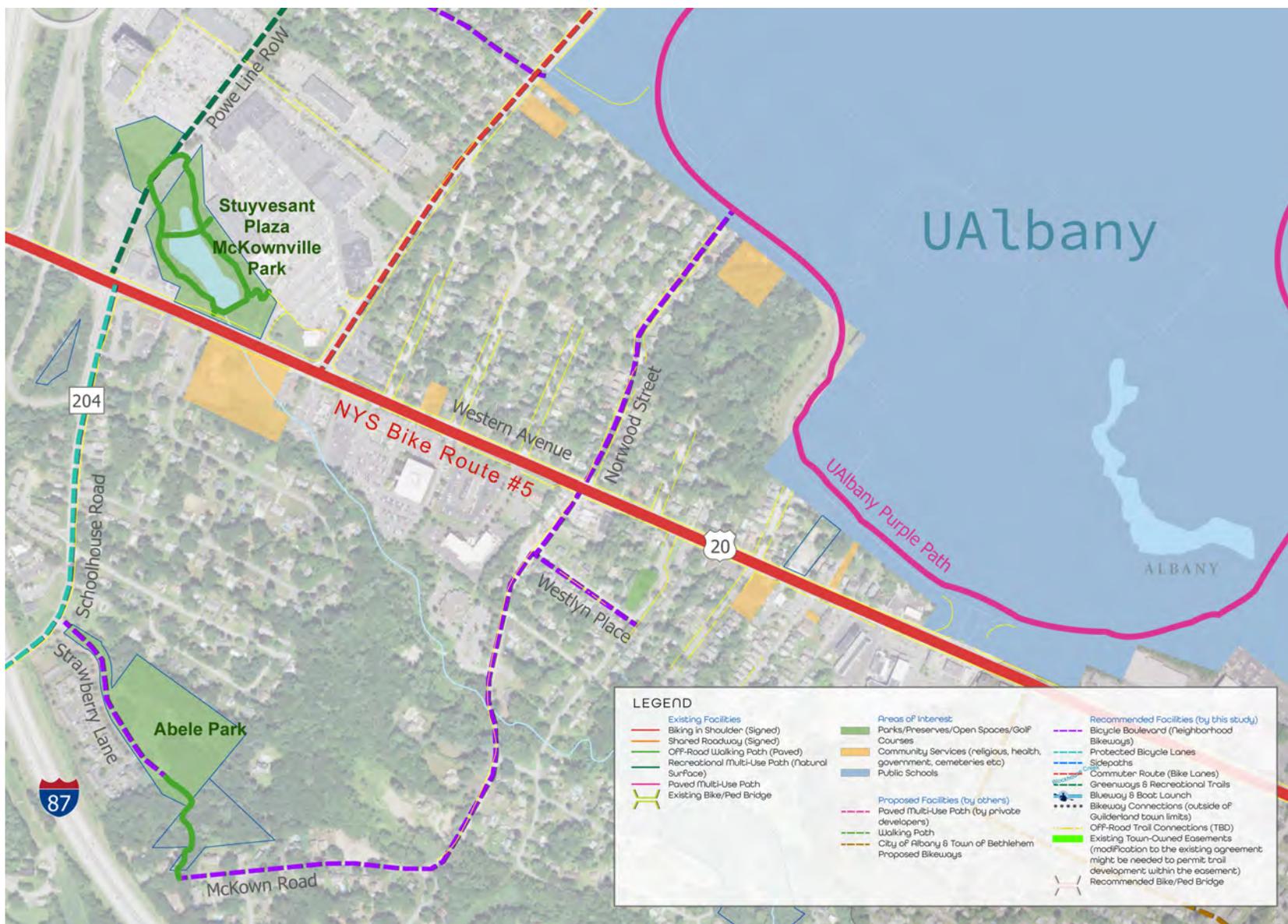
Route alternative: Created on Google Earth

2D/3D Rendering: Created on Google SketchUp

This is a draft 3D rendering of what a (Corridor alternative) complete street illustration along Carman Rd and Ronald Pl. Having complete pedestrian, bicycle and vehicle access would help with safety concerns along Carman Rd, and intersections and Rt 146 or Rt 20. Complete streets would help reduce speeds allowing shared road access to benefit all members of the community whether it be pedestrians, bikers, or drivers. Further recommendation illustrations will include different areas of Guilderland, street signage, more crosswalks, bicycle, and driver depictions.



EXISTING CONDITIONS & DRAFT CONNECTIVITY RECOMMENDATIONS



Area 4 Recommended Bicycle & Pedestrian Connections



Connectivity Recommendations for Area 4 (McKownville):

Prior Recommendations include:

1. From Mckownville Corridor Study (2003) for Fred Abele Park
 - a. Sidewalk Improvements
 - i. Strawberry Lane Sidewalk Improvements
 - ii. Schoolhouse Road Sidewalk Improvements
 - b. Trail Development
 - i. Western Avenue - Schoolhouse Road Trail Development
 - ii. Freedom Quad - Stuyvesant Plaza Trail Development
 - iii. Norwood Street - UAlbany Trail Development
 - c. Bike Routes
 - i. Mckown Road from Western Ave to Abele Park Access
 - ii. Strawberry Lane from Schoolhouse Road to Abele Park
 - iii. Norwood Street from Western Avenue to SUNY
2. From McKownville Corridor Study (2003) for McKownville Park
 - a. Redevelop Mckownville Reservoir as a Recreational Destination
 - i. Pathway development
 - ii. Provision of picnic or park benches
 - iii. Clearing additional greenspace

Draft Recommendations for the Town

1. Fred Abele Park - Prior recommendations are relevant to the current scope of work. While this study was conducted in 2003, many changes have taken place and while some improvements have reached fruition others remain incomplete. Recommendations that have not been addressed but are still relevant and should receive attention for Fred Abele Park include:
 - a. Implement bicycle boulevard on Strawberry Lane,
 - b. Implement bike lanes along Schoolhouse preferably protected/buffered,
 - c. Construct bicycle boulevard along McKown Road and promote awareness of cyclists/pedestrian (short term goal)
 - i. Via signage
 - ii. On the ground visual connections
 - iii. Additional traffic calming (if necessary)
 - d. Construct bicycle boulevard on Norwood Street and promote awareness of cyclists/pedestrian (short term goal)
 - i. Via signage
 - ii. On the ground visual connections
 - iii. Additional traffic calming (if necessary)
 - e. Establish visible/stronger “strategic connection” between Norwood Street to University Drive
2. McKownville Park (Stuyvesant Plaza) - This study was conducted in 2003 meaning that a substantial amount of change has



EXISTING CONDITIONS & DRAFT CONNECTIVITY RECOMMENDATIONS

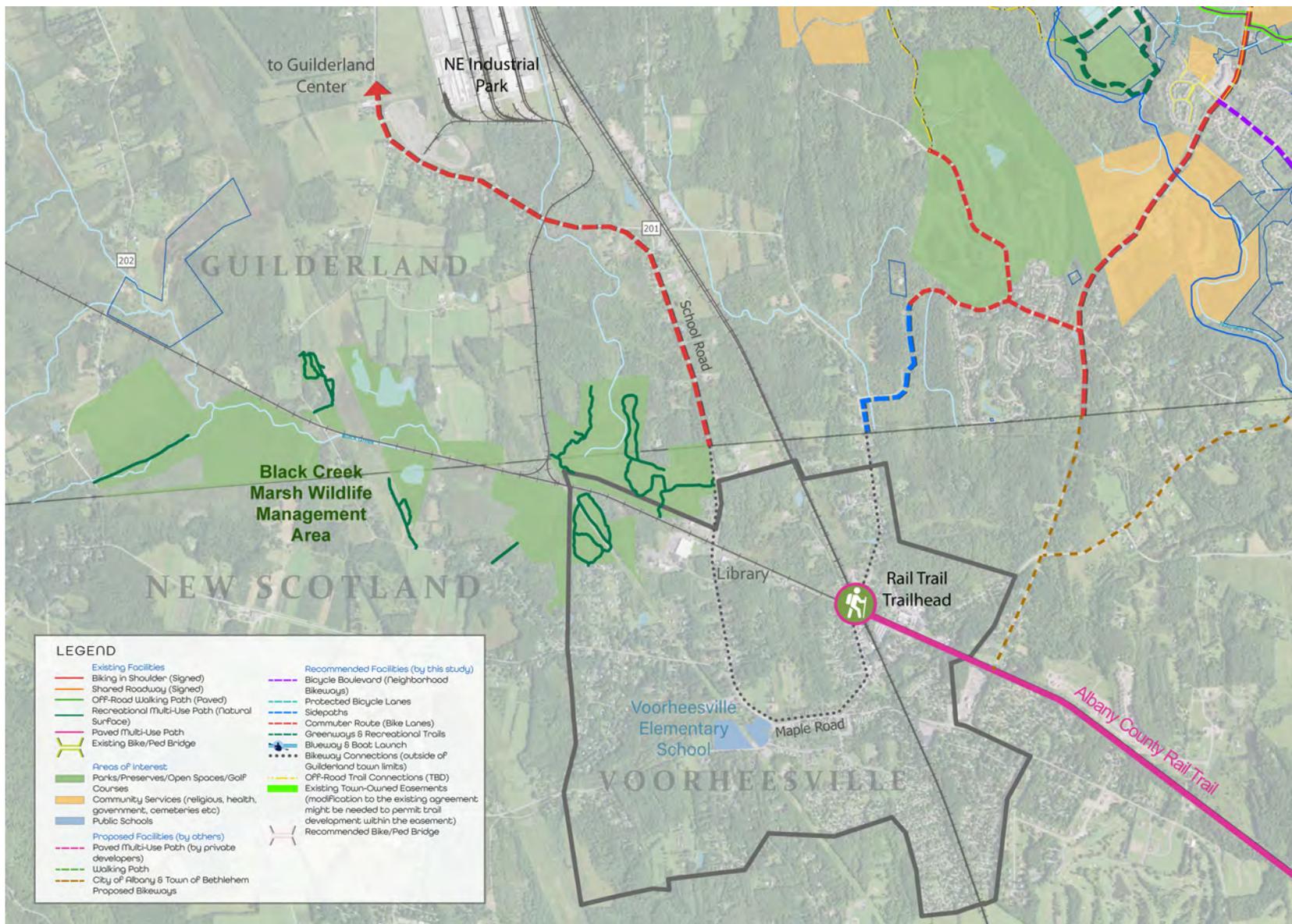
taken place. Over the years the Town has completed several of the past recommendations in effort to redevelop Mckownville Park as a recreational destination. All things considered, the park is underutilized and is rather hidden. Previous recommendations remain applicable to present day and the enhancement of this park should be viewed as a short-term goal. Additionally, there is potential to link Mckownville Park to the Abele Park and the UAlbany Loop commonly referred to as the Purple Path. Park enhancement and possible connections include:

- a. Enhance park visibility via signage both on Western Ave and in Stuyvesant Plaza
 - i. Gateways
 - b. Maintenance/beautification of the green space
 - c. Construct bike lanes OR widen sidewalks for multiuse trail on Fuller connecting to UAlbany
 - d. Including corner of Route 20 and Fuller (Stuyvesant Plaza Inc. Ownership)
 - i. Maintain power line path (connects northern edge of Executive Park and Providence Street)
 - ii. Extend power line path to UAlbany Freedom Quad
 - e. Bike/ped connection between Stuyvesant Plaza and Crossgates Mall

- i. Go over the existing flyover bridge (Option 1)
- ii. Back way out of Route 20 (Option 2)



EXISTING CONDITIONS & DRAFT CONNECTIVITY RECOMMENDATIONS

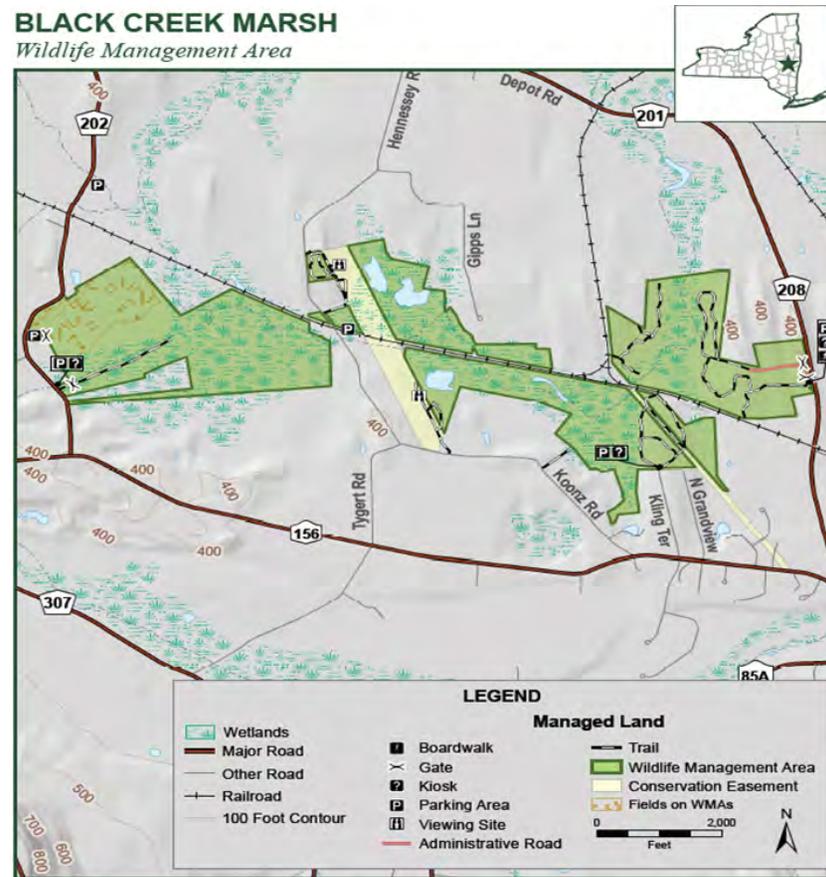


Area 5 Recommended Bicycle & Pedestrian Connections



Connectivity Recommendations for Area 5 (Black Creek Marsh Wildlife Management Area): NYSDEC has recommended State acquisition of the private railroad right-of-way because it would greatly enhance access and better tie the various parcels of the WMA together. Access of the Black Creek Marsh Wildlife Area along the private railroad tracks has historically occurred. NYSDEC notes: “The tracks are periodically active and present a potential safety hazard for people using them for access.” NYSDEC identifies a need for an educational effort associated with the site directed at marsh bird and shrubland bird management. Many marsh birds and shrubland and early successional forest birds are declining. Educational efforts should focus on the need to maintain quality marsh habitats and shrublands, and the diversity of associated bird species. Additionally, NYSDEC identifies that the greatest threat to this wetland complex is development of surrounding lands and human disturbance. The agency recommends explicitly that potential ways to protect adjacent lands should be explored, including initiation of a partnership between local groups and state agencies.

As the map shows, the four trail areas are not connected. They are each accessible from separate trail heads and are separated by wetlands and the conservation efforts of this site.



Although Black Creek Marsh WMA is far from the cluster of parks and open space sites that are the focus of this scope (6+ miles with no existing bike or pedestrian accessibility) Black Creek Marsh WMA does have some promise for connectivity.

The site’s main entrance on School Road is only .2 miles from the Voorheesville Public Library, which has a large, free parking lot. The



site is .6 miles from the middle of Main Street in Voorheesville, .8 miles from the Albany County Rail Trail Pavilion off Main Street and 1 mile from the Voorheesville Elementary School. Although these destinations are not located within Guilderland’s Town limits, they are the only close-range destination points in the area surrounding the Black Creek Marsh WMA. Therefore, this park location may be a strategic site for integrated regional planning and connectivity.

As shown in the map below, travelling South on School Road connects the Black Creek Marsh WMA to the nearby destinations mentioned previously in a mostly flat, approximately 3-mile loop that could be easily navigable for pedestrians and cyclists. Extend the Albany County Helderberg-Hudson Rail Trail beyond Rail Trail Terminus in Voorheesville

The Albany County Helderberg-Hudson Rail Trail (HHRT) trail provides a safe and enjoyable bike-and pedestrian-friendly connection between City of Albany, Town of Bethlehem, Town of New Scotland, and Village of Voorheesville. In 2010, Albany County purchased the 9-mile, 117 acre, stretch of the former Delaware and Hudson (D&H) Railway Corridor for approximately \$700,000 from Canadian Pacific Railway Company. The acquisition was funded 50% NYS Parks Acquisition Grant and 50% contribution by Scenic Hudson, Inc.

The existing 9 miles of the HHRT provide an excellent foundation for the continuation of this popular multi-use trail. Currently, the trail is paved from South Pearl Street/the Port of Albany (City of Albany) to the Village of Voorheesville. The CDTC Capital District Trails Plan recommends that the existing trail continue to follow the rail line as a multi-use path from the Albany County Rail Trail Pavilion (presently the rail trail terminus) on Grove Street in the Village of Voorheesville (Town of New Scotland) to the Village of Altamont (Town of Guilderland) immediately adjacent to the Altamont Fairgrounds. The Capital District Trails Plan states: “A trailhead location for the village and fairgrounds—possibly near the Park Street & Fairview Ave intersection—is recommended to take advantage of the population center here and the high number of users which could connect during fairground events. A separate connection at the Altamont Oaks apartment complex would also be possible. This corridor could be rail-with-trail, or a complete rail-to-trail conversion, if the corridor were to become available. The planned future segment of this trail would ultimately connect with the planned Schenectady-Helderberg Connector, Ravana-Voorheesville Link and the Albany Loop.” This proposed Rail Trail extension out of Voorheesville to the Village of Altamont, will bank the rail line that bisects the Black Creek Marsh Wildlife Area. This extension through the Black Creek Marsh WMA is also supported by a recommendation put forward by NYSDEC in



2006 to assess and enhance access to the Black Creek Marsh WMA. NYSDEC “Access along the private railroad tracks have historically occurred. The tracks are periodically active and present a potential safety hazard for people using them for access. State acquisition of the railroad right-of-way would greatly enhance access and better tie the various parcels of the WMA together... The greatest threat to this wetland complex is development of surrounding lands and human disturbance. Potential ways to protect adjacent lands should be explored, including initiation of a partnership between local groups and state agencies.” This recommendation was published before acquisition of the right of way encompassed by the HHRT occurred, and strongly supports further acquisition of the railway right of way for the extension of the HHRT through and beyond the Black Creek Marsh Wildlife Area. It is important to note that NYSDEC also published its concern about disturbances caused to the wetlands by human activity and land development. Any development related to the HHRT extension through this site would include planning and implementation participation by NYSDEC.

Traveling north on School Road, the road transitions to Depot Road. Travelling 3 miles north from the Black Creek Marsh WMA on Depot Road provides direct access to Guilderland Center

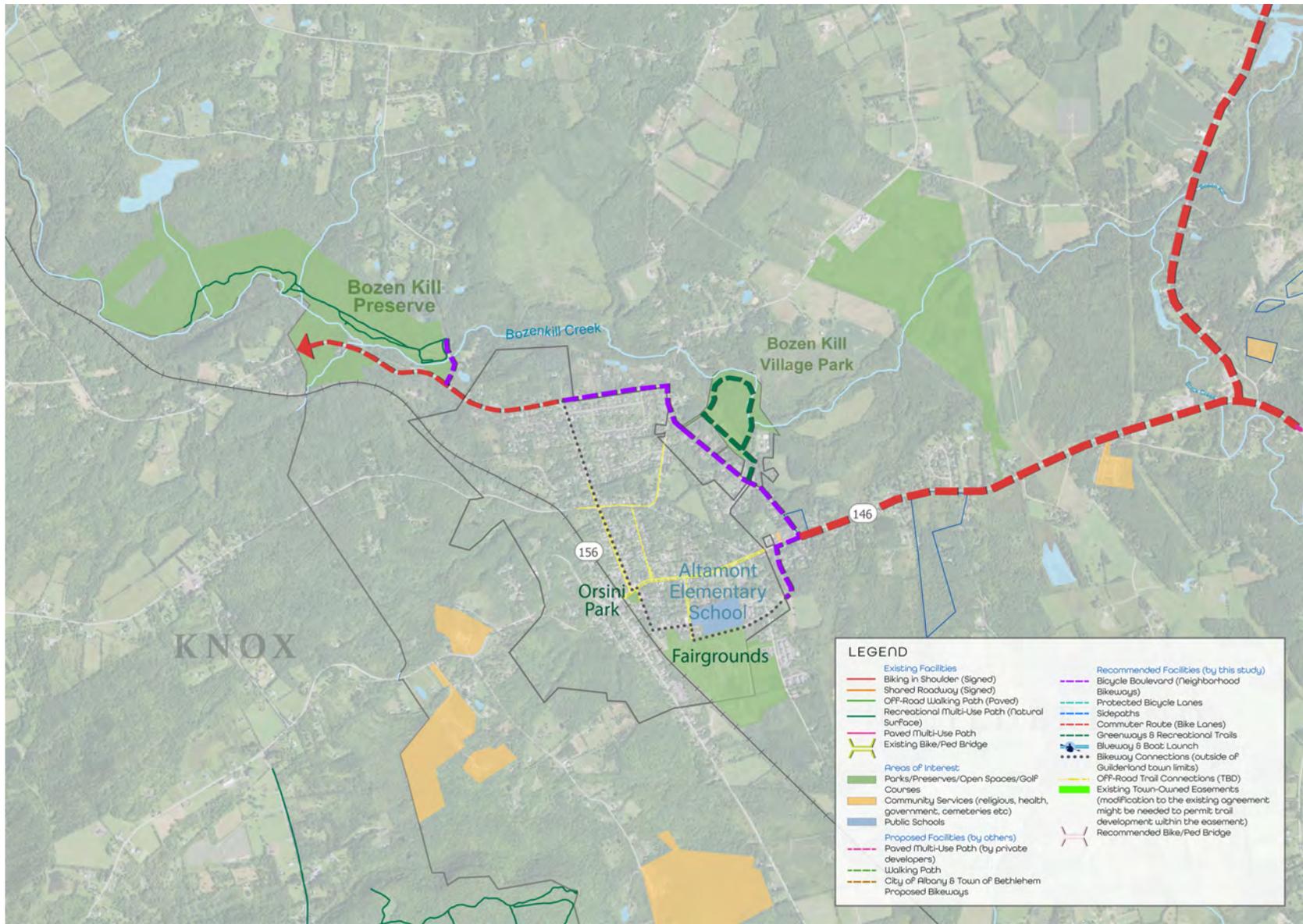
(see map below). Depot Road is flat and both lanes have narrow shoulders and sparse residential development alongside it.

Public input from the first meeting included a comment card requesting a connection between Black Creek Marsh WMA and Guilderland Center.

Bicyclists may legally ride on shoulders, but they are not required to. While shoulders are often the safest place to ride, especially on roads with high speeds or traffic volumes, it is important to note that shoulders may not be as well maintained as the lanes of travel or may be too narrow for safe riding. Offering cyclists more visibility and safety by installing road traffic signs to protect vulnerable road users could be an immediate first step in enhancing connectivity between Guilderland and Black Creek Marsh WMA. Generating awareness by installing bicycle-related road signs and bicycle-related road markings.



EXISTING CONDITIONS & DRAFT CONNECTIVITY RECOMMENDATIONS



Area 6 Recommended Bicycle & Pedestrian Connections



Connectivity Recommendations for Area 6 (Bozen Kill Preserve):

The Bozenkill Preserve has very limited, very aged signage and maps both at the information bulletin near the parking lot and at trailhead and intersections, offering an opportunity for signage/wayfinding opportunities. A public comment offered at the first stakeholder meeting included the need for more signage and visibility of parks: “Guilderland should advertise its open space areas and parks more; some lifelong residents don’t even know they exist! Sign them, put photos up on the internet, advertise etc.” While the Town of Guilderland does not own or operate this site it is possible that an initiative to enhance and rebrand wayfinding in and around Town-owned sites could include participation by willing third-party sites and organizations. Town-wide coordination of wayfinding improvements may be desirable to private and public-private site owners/operators and may make connections among all sites in the Town of Guilderland more visible and intuitive for the public.

Additionally, there is no signage to designate the Preserve on Westfall Road at a nondescript entrance point. The Town can install road signage indicating the location of the Bozenkill Preserve. Public input from the first stakeholder meeting

included a request for mountain bike trails in the Bozenkill Preserve. Development within the Bozenkill Preserve is not within the jurisdiction of the Town of Guilderland is documented here for further consideration by relevant parties.

CDTC’s Capital District Trails Plan’s proposed extension of the Albany County Helderberg-Hudson Rail Trail from the current terminus in Voorheesville through the Black Creek Marsh Wildlife Area to the Village of Altamont and beyond into the Town of Knox will provide direct access to the Bozenkill Preserve, just northwest of Altamont, and the Helderberg Escarpment, also known as the Helderberg Mountains. This linkage will provide non-motorized connectivity, and recreational opportunities, at two of Guilderland’s most remote open spaces, the Bozenkill Preserve and the Black Creek Marsh Wildlife Area. Neither of these sites have off-road connectivity and they are the most removed from the density and connectivity of the eastern and central portions of Guilderland. The proposed rail trail extension will afford recreational opportunities to residents in proximity to these off the beaten path sites, greater connectivity to the Village of Altamont from the north or south and increased vehicle-free usage for all for rail trail visitors.



This section offers a look into the historical background of the Town of Guilderland as well as potential sites for trail connectivity. After discussions with Town officials, it has been concluded that the involvement of historical sites with trail implementation would be useful. The Town of Guilderland has a strong rural and industrial past that can be conveyed to the residents and visitors using the trail system. Not only will trails be to amplify the importance of these sites but it will also add an educational component and a sense of identity for the Town and its residents. An opportunity portion is then laid out on what can be done to make the installation of historic sites into the trail system a possibility.

The Town of Guilderland, once known as the primary pathway to Schoharie, was first settled by the Dutch who migrated from Albany. These settlers leased lands along the Normans Kill from the Van Rensselaer's in the year 1700. By 1740, German settlers then established residences at the foot of the Helderbergs. Palatine refugees from Germany then followed.

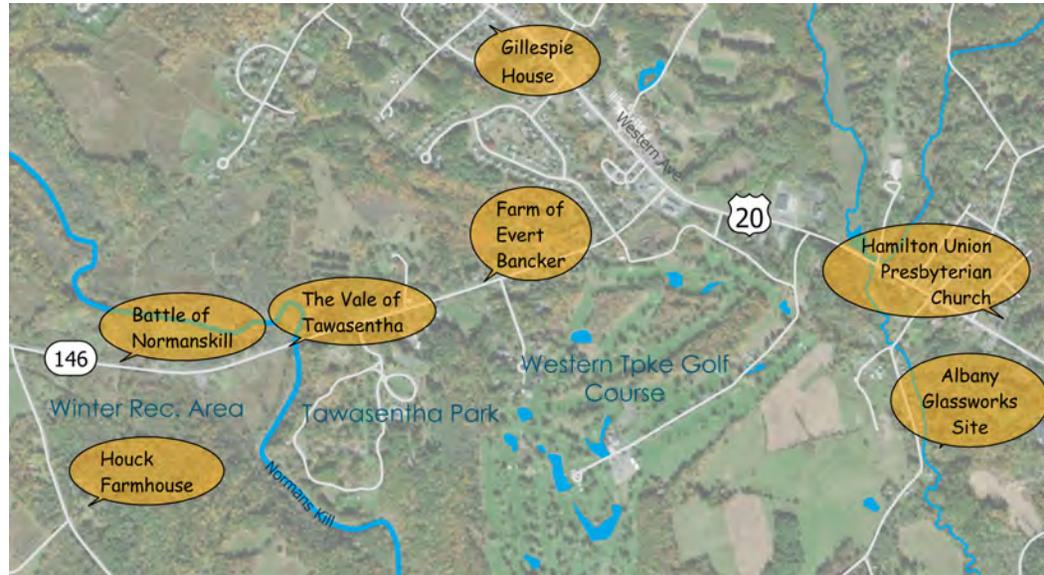
The Town of Guilderland officially formed in 1803 and was named for the Province of Gelderland in Netherlands. The first known town meeting was held at the Appel Inn in Guilderland Center on April 5, 1803. Agriculture became dominant, the Great Western Turnpike was completed, and railroads cut through the countryside bringing growth in small hamlets with post offices, stores, churches, and

schools.

In the early 1900's, the western end of Guilderland remained mostly rural, the eastern end of town began to develop residential sectors as well as commercial hubs. By the end of the 1900's, shopping malls, apartment complexes, business centers, and a State University had dramatically changed the landscape of the town. In 1959 Guilderland adopted the coat of arms of the Province. Till this day, it is the only town in the United States bearing the name of Guilderland.

With the rich historical context that the town possesses, it is only natural for many historical sites to exist within its boundaries. Some sites include the Battle of Normanskill which took place during the Revolutionary War, The Vale of Tawasentha, an old Native American burial ground , The Farm of Evert Bancker who was the third mayor of Albany, and the Albany Glassworks site, which is considered to be one of the first glassworks in the United States.





The Location of Historical Sites around Tawasentha Park

Battle of Normanskill

The Battle of Normanskill, named for the nearby creek, occurred in August of 1777, was a skirmish between Continental militia and Tories who sought to disrupt, or intercept supplies headed to Continental troops in Saratoga. It was fought on the farm of Sgt. Nicholas van Patten along the Normanskill near the Bunker (Bunker) Hill Bridge and French’s mill dam just five weeks prior to the Battle of Saratoga and was the only Revolutionary War battle that occurred in Albany County. Van Patten was one of the Tories captured and taken to Albany as a prisoner but was released and later became a patriot. Lieutenant Colonel Jacob Schermerhorn was commanding the 2nd Regiment of the Albany County Militia and who were joined by the 1st Rhode Island Regiment. The Tories were found hiding in Van Patten’s barn. The Battle of Normanskill is located off route 146 across from the Guilderland Winter Recreation Area.



Battle of Normanskill View from Rt 146



The Vale of Tawasentha

Located off Route 146 and just west of Tawasentha Park, people from the Mohawk Nation of the Iroquois Confederacy, and possibly People of the Mohican tribe lived in this general area near the Normans Kill.

“Vale” is a synonym for “Valley” and “Tawasentha” might translate into “mound”, possibly burial mound. There are sources where it translated into “falls of a stream”.

Henry Wadsworth Longfellow used the term “Vale of Tawasentha” in his poem “The Song of Hiawatha” and had been inspired by the research and writings of Henry Rowe Schoolcraft, a Guilderland native, after reading Schoolcraft’s studies of Midwestern Native Americans. The site became an historical site in 1997 due to the connection between Longfellow and Schoolcraft.



The Vale of Tawasentha from Rt 146

The Farm of Evert Bancker

Evert Bancker was a prominent Albany resident and fur trader. This prosperous export merchant was elected to the Albany Common Council - serving as assistant for the First Ward in 1688 and as alderman beginning in 1689. He was one of the few City Fathers who accepted appointment to the Council during the regime of Jacob Leisler. Re-elected as alderman in 1691, he held that seat until 1707. Bancker was appointed third mayor of Albany in 1694 and served for a year. He was appointed mayor again in 1707 - serving until 1709. He was elected to the provincial Assembly in 1702.

By 1720, his family had relocated to the town of Guilderland where he continued trading and maintained his position as Commissioner of Indian Affairs until his death in 1734. The Farm of Evert Bancker is located on Route 146 on the right hand side heading west.



The Farm of Evert Bancker from Rt 146



Albany Glassworks

Albany Glassworks Factory operated on Foundry Road from 1785 to 1815. The factory was also known as Dovesburgh Glassworks and Hamilton Glass Works. This glass factory was started by John de Neufville in 1785 but was nearly abandoned by 1790. In 1792, James Caldwell and company - consisting of Christopher Batterman, Robert McClallen, Robert MacGregor, and Elkanah Watson - took over the factory. Batterman’s great mechanical abilities and hydraulic designs allowed the glass factory buildings and various other buildings on site to utilize the nearby Hunger Kill and save manual labor. By 1795, Thomas and Samuel Mather, Jeremiah van Rensselaer, and Elkanah Watson were running the glass factory. By 1796, Major Frederick A.

de Zeng joined the glassworks, and by 1797 the Hamilton Manufacturing Society was incorporated. Abraham Ten Eyck and de Zeng were in charge of production and Van Rensselaer in charge of filling orders. By 1813, the manufacturing at the factory was at its peak. However, due to the cost of materials and infighting, the factory stopped manufacturing glass by 1815. The former Glassworks site and locations nearby on Foundry Road were the home to other factories in the 1800s to early 1900s, including a hat factory and the Newberry & Chapman Foundry.

The two acres Albany Glassworks Site is an archeological site and was listed on the National Register of Historic Places in 1980.

Opportunity for Trail Connectivity

These sites offer an amazing way to improve Guilderland’s trail system while also bringing the Town’s historical past and significance to light. Inclusion of historic sites through trails will also attract new hikers, promote education, and will connect the community with its rich heritage.

Three out of the four sites are located along Route 146, The Battle of Normanskill, The Vale of Tawasentha, and The Farm of Evert Bancker.



The Albany Glasswork Site from Rt 146

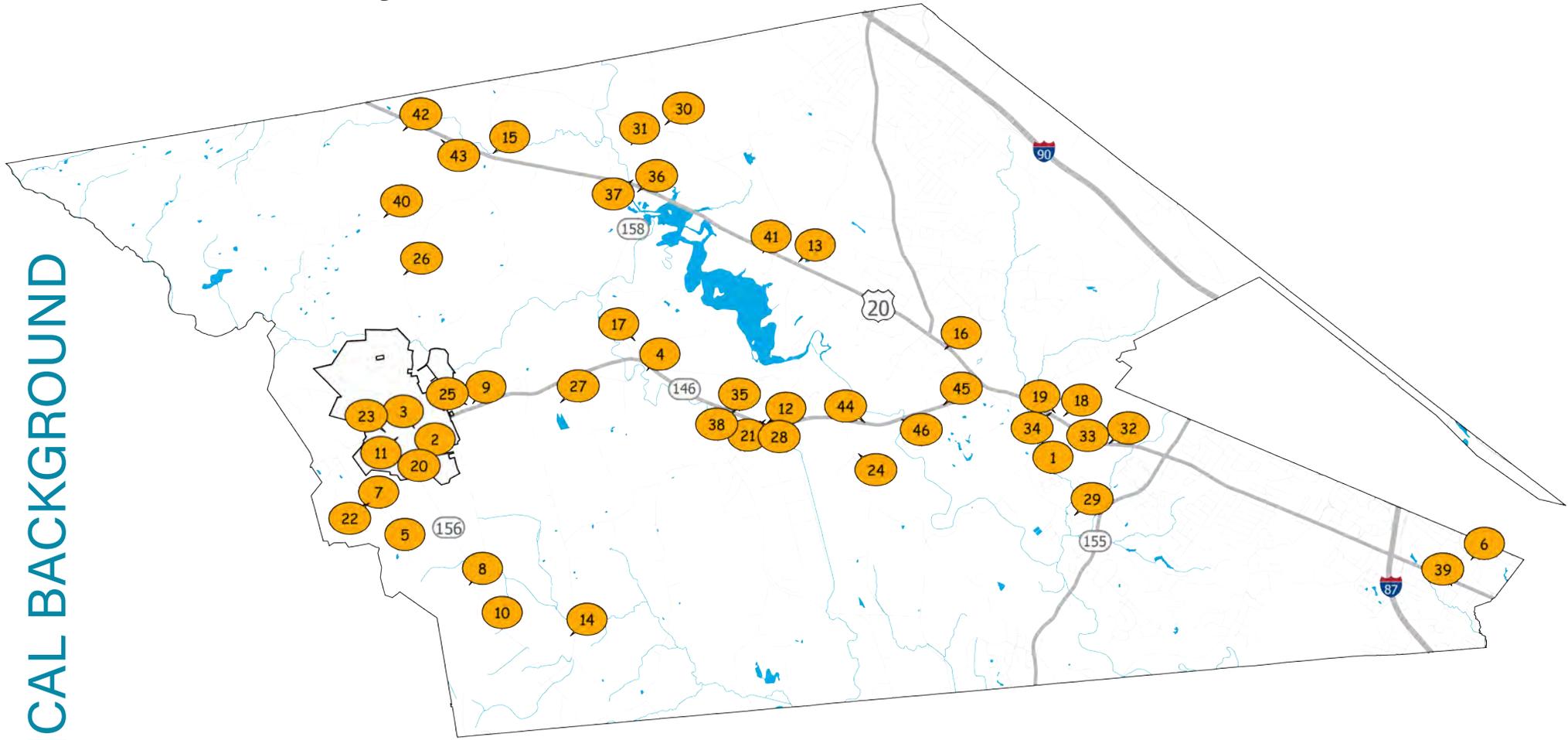


Currently, Route 146 needs to be retrofitted to support hikers and cyclists along this route. It is important that a separation of pedestrians and the roadway be achieved.

Once achieved, connections can be formed to the Winter Recreation Area and to Tawasentha Park. With these, a connection to the fourth site, “The Albany Glassworks” can be achieved through the Western Turnpike Golf Course. The exact connections can be seen within the Bicycle & Pedestrian Network Recommendations section.



Guilderland's National Register of Historic Places



The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966.

Source: National Park Service



HISTORICAL BACKGROUND

| Map Key | Name |
|---------|---|
| 1 | Albany Glasswork |
| 2 | Altamont Fairground Fine Arts and Flower Building |
| 3 | Altamont Historic District |
| 4 | Apple Tavern |
| 5 | Aumic House |
| 6 | Chapel House |
| 7 | Coppola House |
| 8 | Crouse, Frederick, House |
| 9 | Crouse, Jacob, Inn |
| 10 | Crouse, John and Henry, Farm Complex |
| 11 | Delaware and Hudson Railroad Passenger Station |
| 12 | Freeman House |
| 13 | Fuller's Tavern |
| 14 | Gardner House |
| 15 | Gifford Grange Hall |
| 16 | Gillespie House |
| 17 | Guilderland Cemetery Vault (Cobblestone) |
| 18 | Hamilton Union Church Rectory |
| 19 | Hamilton Union Presbyterian Church |
| 20 | Hayes House |
| 21 | Helderberg Reformed Dutch Church (demolished) |

| Map Key | Key |
|---------|---|
| 22 | Hilton, Adam, House |
| 23 | Hiram Griggs House |
| 24 | Houck Farmhouse |
| 25 | Knower House |
| 26 | Lainhart Farm Complex and Dutch Barn |
| 27 | McNiven Farm Complex |
| 28 | Mynderse-Frederick House |
| 29 | Norman's Vale (Nott House) |
| 30 | Pangburn, Stephen, House |
| 31 | Parker, Charles, House |
| 32 | Prospect Hill Cemetery Building (Cobblestone) |
| 33 | Rose Hill |
| 34 | Schoolcraft, John, House |
| 35 | Schoolhouse #6 |
| 36 | Sharp Brothers House |
| 37 | Sharp Farmhouse |
| 38 | St. Mark's Lutheran Church |
| 39 | Strassburg Residence |
| 40 | Vanderpool Farm Complex |
| 41 | Van Patten Barn Complex |
| 42 | Veeder Farmhouse #1 |
| 43 | Veeder Farmhouse #2 |
| 44 | Battle of Normanskill |
| 45 | Farm of Evert Bancker |
| 46 | The Vale of Tawasentha |



WAYFINDING

One of the trail amenities listed as a higher priority by community members during the public meeting was the need for increased signage along Guilderland's trails. Wayfinding is critical to the success of every trail. It is the system that provides guidance to ensure that users are comfortable knowing where to go and how to get there intermingled with branding. It is recommended that the Town of Guilderland develop a consistent signage design theme to implement across all municipal park locations, but especially for the sites noted in this document. A predictable and recognizable sign theme establishes a form of community identity surrounding park spaces that can be templated to expand to future parks and trails.

Effective wayfinding themes typically draw inspiration from unique attributes in the community it is a part of. The attribute may be a historic site, uncommon architecture, or natural features, but the most important component is recognizability. We found a common thread that every community member we spoke to was familiar and appreciative of the Helderberg Escarpment. Using this and the iconic railroad bridge at French's Hollow Falls as inspiration, a few example concept designs were developed:



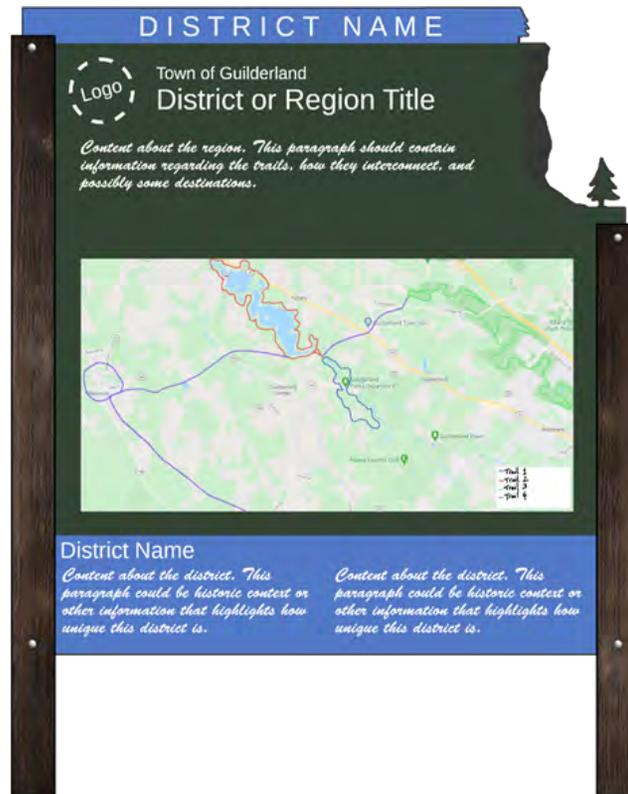
Using a variety of sources, we identified six major sign types in wayfinding and developed example concept signs for each category using the Helderberg Escarpment as a common theme:

Decisions: When multiple routes come together and the user must decide about which path to take, this sign type aids by identifying trail names, length, and/or destination.



Affirmations: This is a sign that reaffirms that a user is on the right track. Placed after crosswalks, turns, and other “breaks” in the trail, it eases the user by confirming that the trail has continued.

Map Kiosks: These are large, broad scale maps that are typically regional. They might include multiple trails, junctions, major community destinations, and designated districts to give users a broad overview for planning an entire travel route to their destination.



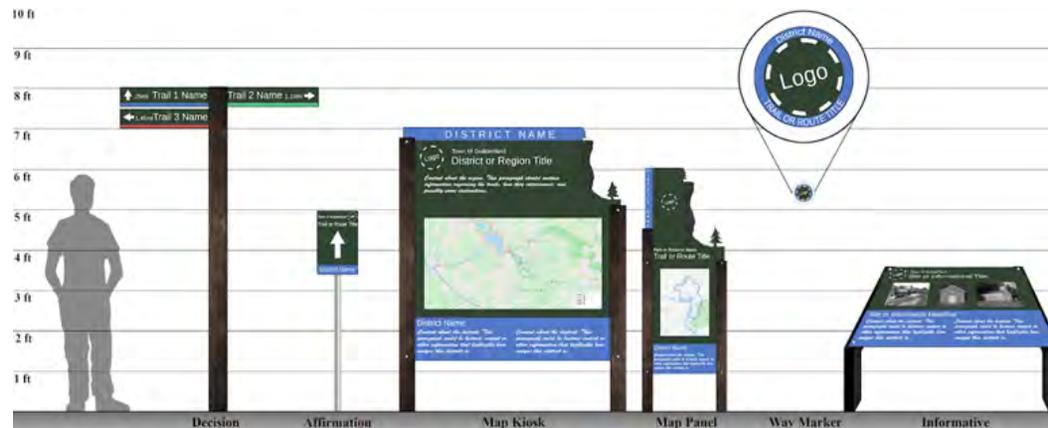
Map Panels: This is a smaller, more localized map of a specific trail and its amenities, direct connections, and distance.



Way Markers: While similar in function to the “Affirmation” type of sign, this is a smaller and more frequently occurring sign that marks the trail path throughout. It is typically used as a circular sign nailed to a tree. On traditional wilderness trails, when a user is standing at one marker, they should always be able to see another marker ahead of them and one behind them.



Informative: These are educational or instructional signs that provide trail users with contextual information at specific sites. They are traditionally valuable for highlighting historic events, natural processes, or other unique characteristics in an area.



Branding is a way for an entity to metaphorically package and distribute its identity. The trifecta of advertising branding is to create a recognizable logo, using simple or repetitive phrases, and incorporating consistent colors throughout design. Humans recognize patterning between these visual stimuli to create an idea of what that brand means to them. The Town of Guilderland has already begun establishing “Hike Guilderland!” as a simple phrasing to encourage community members to engage in an activity within the town’s jurisdiction. A series of logo concepts was sketched and using feedback from the Town of Guilderland, some visual aspects were identified as proportionally more beneficial in a potential logo design. Noting the use of a large capital letter “G” to represent “Guilderland” and the ubiquitous and recognizable symbols of trees or the sun, four example logos were drafted:



This study lays the groundwork for planning, prioritization, funding, and installation of bicycle and pedestrian facilities that will require a comprehensive funding strategy. The development of trails, multi-use paths, and sidewalks constitutes a significant expense for the municipalities. The below unit costs was provided by CDTC and include all expected engineering, supervision and contingency costs.

2018 data on construction costs (exclusive of land acquisition and other costs that may arise)

| ITEM | WIDTH (ft) | UNIT COST OF CONSTRUCTION |
|---|------------|---------------------------|
| Shoulder (bikeway as part of the roadway) | 6 | \$313,000 per mile |
| Multi-Use Path | 10 | \$877,000 per mile |
| Sidewalks Only | 5 | \$558,000 per mile |
| Sidewalks with Amenities | 5 | \$1,077,000 per mile |
| Sidewalks with Partial Amenities | 5 | \$818,000 per mile |

Source: CDTC



During time of fiscal constraint, municipal allocations may not be readily available, especially when future budget impacts are uncertain. Some State and Federal grants continue to be made available on an annual basis. While applying for grants is a competitive process, Guilderland's plan for trail connectivity is in-line with many best practices that grants are aiming to promote. Guilderland's location near the Hudson River Greenway, Helderberg-Hudson Rail Trail, and the Empire State Trail provides the opportunity for greater grant funding. Guilderland is also part of the Capital District, which is a region of New York dedicated to improving regional connectivity. With an existing network of trails ready for connectivity, Guilderland may be more competitive when it comes to receiving grand funding. The grants below are not all-inclusive of all grants Guilderland may be eligible for.

Non-Local Governmental Sources of Funding

CDTC 2020 Community Planning Technical Assistance Program

The Capital District Transportation Committee and Capital District Regional Planning Commission offer the Community Planning Technical Assistance Program to local governments to support community planning initiatives. Guilderland is within the CDTC region, so it is eligible. One requirement of this program is to be consistent with the New Visions 2040 Regional Transportation Plan. Guilderland's trail connectivity goal is in line with the New Visions' goal to improve bicycle and pedestrian travel, while decreasing traffic congestion. This regional program is useful to Guilderland as the eligible Community Planning Assistance includes Recreation Trail Planning. The program includes approximately 75 hours of assistance from CDTC and CDRPC staff.

More Information: <https://www.cdtcmpo.org/news/2016-07-07-17-40-34/279-2018-technical-assistance-program>

The Community and Transportation Linkage Planning Program

CDTC plans for the regional transportation system and created the Linkage Program to implement the adopted regional transportation plan, known as New Visions 2050, by providing integrated land use and transportation planning assistance to local communities. New Visions 2050 reaffirms long standing thinking that the region's quality of life, mobility and economic vitality are dependent upon improved local land use planning and on better integration of land development and the transportation system.

More Information: <https://www.cdtcmpo.org/page/10-project-programs/39-linkage-program>

Hudson River Valley Greenway

One of the main goals of the Hudson River Valley Greenway (the Greenway) is to coordinate the designation and creation of a hiking/ biking/paddling trail network, known as the Hudson River Valley Greenway Trail System, which provides physical and visual access to the Hudson River where possible. This goal of regional trail connectivity aligns with Guilderland's goal of local trail connectivity within the Town's trail system.



If Guilderland were to seek designation of their trails as “Greenways”, their trails would become more competitive for some State grant funding. While Guilderland may not have trails that connect directly to Hudson River Greenway Trail System, the Greenway allows for the designation of “Connector Trails”. These Connector Trails serve as connections between Riverside Trails and Countryside Corridors, which make up the Greenway Land Trail. There are currently no Greenway designations in Schenectady County.

The Greenway also awards small Conservancy grants which are dedicated to funding recreational trail projects. Projects which seek to implement the goals of the Greenway Trail Program are at a competitive advantage for these grants, which aligns with Guilderland’s goal of trail connectivity. Additionally, this grant gives competitive advantage to trails with connections to the Empire State Trail.

More Information: <https://hudsongreenway.ny.gov/grants-funding>

Empire State Trail Funding

The Capital District Trails Plan has the concept trail of the Normans Kill Greenway, which would be a supporting trail for the Helderberg-Hudson Rail Trail. The Greenway would follow the path of the Normans Kill along the City of Albany boundary, connecting to French’s Mill Road at the Watervliet Reservoir in Guilderland. The Helderberg-Hudson Rail Trail future plan includes becoming part of the Empire State Trail by connecting the rail trail on the South End terminus to the Corning Preserve. While the Normans Kill Greenway is conceptual in nature, its development could open the doors for additional funding for trail connectivity within the town.

Land and Water Conservation Fund (LWCF) Outdoor Recreation Legacy Partnership Program

The National Park Fund announced the availability of \$40 million through this program. This federal, nation-wide, urban-focused grant program is targeted at projects that will create or reinvigorate parks and other outdoor recreation spaces to encourage people to connect or re-connect with the outdoors. This grant is only eligible for municipalities with a population over 50,000 and be situated in an urbanized area, as determined by the 2010 Census. While the Town of Guilderland does not meet the population requirements, the grant gives priority to projects that include multiple levels of government. With coordination from Schenectady County or Albany County, an application could be submitted to develop Guilderland’s trail connectivity. This trail connectivity would serve more than just Guilderland town residents, but Capital District regions as a whole as connectivity expands. The map provided displays urbanized areas in gray. The grants awarded are between \$300,000 and \$1,000,000. Applications are submitted to the Office of Parks, Recreation, and Historic Preservation.

More Information: <https://www.nps.gov/subjects/lwcf/index.htm>



Environmental Protection Fund for Parks, Preservation and Heritage (EPF)

The EPF is a matching grant program for the acquisition, planning, development, and improvement of parks, historic properties, and heritage areas located within the physical boundaries of the State of New York. Funds may be awarded to municipalities or not-for-profits with an ownership interest. All applicants must use the online Consolidated Funding Application to apply. One application covers all three program categories (Parks, Historic Preservation, Heritage Areas) highlighted below.

- Parks Program

A matching grant program for the acquisition, development and planning of parks and recreational facilities to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes and for structural assessments and/or planning for such projects. Funds may be awarded for indoor or outdoor projects and must reflect the priorities established in NY Statewide Comprehensive Outdoor Recreation Plan (SCORP).

- Historic Preservation Program

A matching grant program to improve, protect, preserve, rehabilitate, restore or acquire properties listed on the State or National Registers of Historic Places and for structural assessments and/or planning for such projects.

- Heritage Areas Program

A matching grant program for projects to acquire, preserve, rehabilitate or restore lands, waters or structures, identified in the approved management plans for Heritage Areas designated under section 35.03 of the Parks, Recreation and Historic Preservation Law and for structural assessments or planning for such projects. Projects must fall within a New York State Designated Heritage Area.

More Information: <https://parks.ny.gov/grants/grant-programs.aspx>

Transportation Alternatives Program (TAP)

TAP was authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and signed into law on July 6, 2012. TAP replaced the Transportation Enhancement (TE) Program created under SAFETEA-LU and consolidated the activities eligible under TE with the Safe Routes to School (SRTS) and Recreational Trails programs. These funds are made available to the State through the Federal Highway Administration and administered by the New York State Department of Transportation and may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, and rail trails.

More Information: <https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap-cmaq1>



Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter, which reduces transportation related emissions. States with no nonattainment areas may use their CMAQ funds for any CMAQ or STP eligible project. These federal dollars can be used to build bicycle facilities that reduce travel by automobile.

More Information: <https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap-cmaq1>

Statewide Transportation Improvement Program (STIP)

The STIP was developed by the New York State Department of Transportation (NYSDOT) in consultation with local officials in non-metropolitan areas and in cooperation with Metropolitan Planning Organizations (MPOs) in urbanized areas. The STIP includes highway, transit and non-motorized projects as well as urban and rural projects

More Information: <https://www.dot.ny.gov/programs/stip>

Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. In New York State, the RTP is administered by the Office of Parks, Recreation and Historic Preservation (OPRHP).

More Information: <https://parks.ny.gov/grants/recreational-trails/default.aspx>

CHIPS (Consolidated Local, State, and Highway Improvement Program)

Funds are administered by NYSDOT for local infrastructure projects. Eligible project activities include bike lanes and wide curb lanes (highway resurfacing category); sidewalks, shared use paths, and bike paths within highway right-of-way (highway reconstruction category), and traffic calming installations (traffic control devices category).

More Information: <https://www.dot.ny.gov/programs/chips>



Multi-Modal Program

The Multi-Modal Program provides reimbursements for authorized trail, port, airport and local highway and bridge projects. Funding for the Multi-Modal Program is obtained through the sale of New York State Thruway Authority's Local Highway and Bridge Service Contract Bonds. The purpose of the program is to finance project costs for the construction, reconstruction, improvement, reconditioning and preservation of rail freight facilities and intercity rail passenger facilities and equipment including county, town, city and village roads, highways, parkways and bridges.

More Information: <https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/multi-modal>

Guilderland has been able to establish significant sidewalk linkages in recent years using a variety of funding strategies, which have included: use of Town funds; developer contributions; Albany County resources; and a variety of NY State grant sources mentioned above.

Various combinations of these funding sources have resulted in complete sidewalk networks on Western Avenue; much of Carman Road; Route 155; and on Albany County's Fuller Road, Schoolhouse Road, and Johnston Road.

Recent pedestrian infrastructure projects funded by the NYS DOT include:

- The Town's application for funding in the amount of \$680,800 for the construction of a new ADA-compliant concrete sidewalk on the south side of Western Avenue from Regency Park Drive (SEFCU building) to Mercy Care Lane which will be provided through the Transportation Alternatives Program (TAP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ),
- The Town's application for funding in the amount of \$297,800 for the construction of a new ADA-compliant concrete sidewalk on the south side of West Old State Road linking Carman Road and Lynnwood Elementary School which will be provided through the Statewide Transportation Improvement Program (STIP),
- Construction of a \$3.25 million roundabout at state Route 146 (Carman Road) and Lydius Street replacing the current light-controlled intersection with a one-lane roundabout and a new sidewalk along the east side of Route 146 between Coons Road (Pine Bush Elementary School) and the existing sidewalk north of Jessamine Lane which will be provided through the Statewide Transportation Improvement Program (STIP).
- New Karner Road sidewalk construction and some rehabilitation will take place between Pine Knob Drive and Corporate Circle and between Western Avenue and Gladwish Avenue which will be funded by CDTC TIP grant awarded to Albany County.

The Town continues making progress towards meeting the goals of the Comprehensive Plan and neighborhood studies by creating a network of pedestrian and bicycle connections linking residential neighborhoods to businesses, schools, library, and parks.



The process of implementation involves finding a prime location on which to locate a trail. There were several sewer and water lines that are a potential location for a trail, as they extend throughout the neighborhood. However, to determine a prime location, the Guilderland Planning Department needed to examine sewer easements in order to determine the owner and the right-of-way. Under certain easements, the right-of-way is not allowed under the contracts signed with property owners, as certain constructions could interfere with the function of either a sewer or water line or affect the property owner in question. If the property allows a certain right of way, it is possible to build a trail as long as the trail does not interfere with the function and maintenance of the water and sewer line.

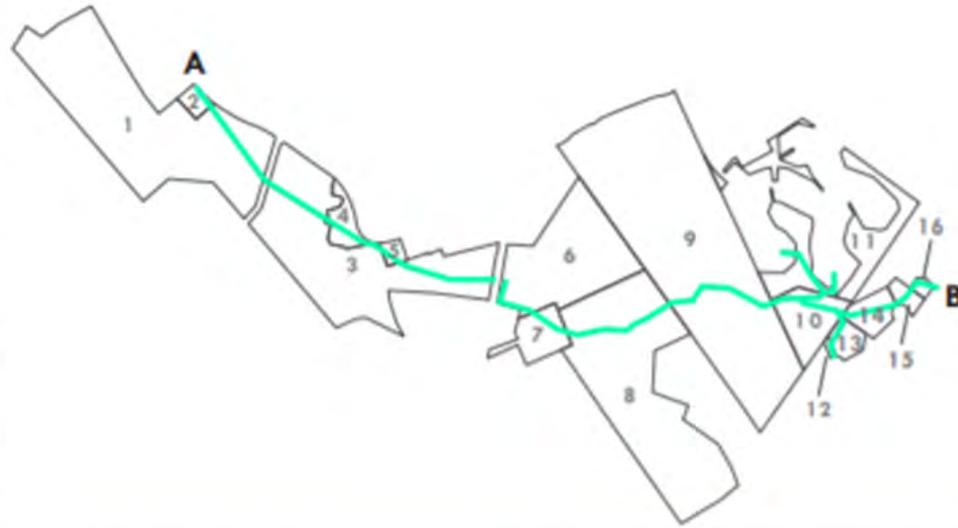
| ID # | Tax Map # | Current Owner Name | Former Owner | Allowed Uses |
|------|--------------|-------------------------------------|---------------------------------------|---|
| 1 | 51.00-2-5.1 | Gade, John H III | Nott, Lawrence | 30' Sewer Easement & Right of Way for the construction of pedestrian, vehicular right of way and/or highway and for the installation, maintenance, and repair of utilities including water, sanitary sewer, drainage facilities |
| 2 | 51.00-2-5.4 | Musconell, John S Jr | | |
| 3 | 51.00-2-5.8 | Harder, Michael J | | |
| 4 | 51.00-2-8.2 | Martyniuk, Vladimir | | |
| 5 | 51.00-2-5.5 | Baseel, Marion H Fitzgerald | | |
| 6 | 51.00-3-4.12 | Grace Baptist Church | Hofer, Karl H. & Hofer, Marie Antonie | 30' Sewer Easement & Right of Way to construct, lay and maintain thereafter sanitary sewer pipe lines with the right of ingress and egress for any and all purposes connected with the laying of such pipe lines, the maintenance, use operation, repair, reconstruction, patrolling, and such inspection thereof, including the removal of growing crops, trees or shrubs therefrom, and the right of bring upon the said right of way such equipment as may be necessary to do any and all acts deemed necessary to dig a trench and lay such pipe lines and to maintain, operate, repair, inspect, dig up and use said pipe lines in and over all that tract or strip of land designated as Right-of-Way and Easement |
| 7 | 51.00-3-2 | Town of Guilderland | | |
| 8 | 51.00-3-23.1 | Young Mens Christian Assoc | The Mill Hill Fathers | |
| 9 | 51.00-3-5 | Guilderland Central School District | Guilderland Central School District | |
| 10 | 51.15-1-42 | Town of Guilderland | State Farm Utility Corp | To lay and maintain such other pipelines and conduits, including, but not limited to, water lines, sanitary sewer lines and storm water drainage lines |
| 11 | 51.15-1-41 | Presidential Estates | Goswift Inc | For installation, reconstruction and maintenance of a municipal sewer line |
| 12 | 51.15-3-27 | Dura, Michael F | Siver, William | |
| 13 | 51.15-3-26 | | | |
| 14 | 51.15-3-14 | Kavanaugh, John H | Relyea, Abram; Shahinian, Andrew | 30' Sewer Easement & Right of Way to construct, lay, and maintain thereafter sanitary sewer pipe lines with the right of ingress and egress for any and all purposes connected with the laying of such pipe lines, the maintenance, use operation, repair, reconstruction, patrolling, and such inspection thereof, including the removal of growing crops, trees or shrubs therefrom, and the right of bring upon the said right of way such equipment as may be necessary to do any and all acts deemed necessary to dig a trench and lay such pipe lines and to maintain, operate, repair, inspect, dig up and use said pipe lines in and over all that tract or strip of land designated as Right-of-Way and Easement |
| 15 | 51.15-3-12 | Ramosamy, Murthu | Relyea, Abram; Shahinian, Andrew | |
| 16 | 51.15-2-22 | Mandato, Kenneth | Palma, Filomena | |
| 17 | 39.00-2-40 | Drebitko, Simeon J | Drebitko, George & Drebitko, Mary | 30' Right of Way and Water Easement |



OFF-ROAD TRAIL RECOMMENDATIONS ALONG EXISTING TOWN-OWNED EASEMENTS & ROWs



- An off-road multiuse path along the sewer line between the Jefferson Court culvert and Nott Road near Fairwood would be an attractive pedestrian/bike route connecting the Middle School grounds, Presidential Estates, Prescott Woods, Nott Road Park, Fairwood Apartments and the YMCA & Library area.



- An off-road pedestrian path along the water line between Route 146 and Vosurgh Road with a pedestrian bridge over Normans Kill would connect Community Gardens Trails to the Vosburgh Trails/Dam area.



Off-Road Trail Recommendations Along Existing Town-Owned Easements

Prescott Woods-Nott Road Park

An off-road multiuse path along the sewer line between the Jefferson Court culvert and Nott Road near Fairwood would be an attractive pedestrian/bike route connecting the Middle School grounds, Presidential Estates, Prescott Woods, Nott Road Park, Fairwood Apartments and the YMCA & Library area.

Vosburgh Trails-Community Gardens

An off-road pedestrian path along the water line between Route 146 and Vosburgh Road with a pedestrian bridge over Normans Kill would connect Community Gardens Trails to the Vosburgh Trails/Dam area.

Winter Recreation Area / Tawasentha Park / Golf Course / Vosburgh Trails

Utilizing an old entrance for pedestrian access to provide a better connectivity to recommended Hunger Kill Trail. Consent of two town citizens are required in order to improve upon the easement. Constructing a path along the wooded area in the middle section of the Golf Course would connect the two areas. Appropriate signage should be implemented where the only conflict with golf would occur to prevent disruption by pedestrian. This stretch of the trail would serve as a spur to connect the Club House area with the rest of the trail system. Future connection with the recommended trail along the wooded area in the middle section of the golf course should be considered. Use the old dirt road that leads west from Grant Hill Road up the hill through the woods to a field at the top of the hill. From there the route would branch up to the Club House and down through mostly open woods around the green of White #4 to the edge of the Normans Kill gorge where it would proceed towards Tawasentha Park. After reaching up to the hill through the dirt road, this route would go through the woods along the eastern edge of the Golf Course to the edge of the Normans Kill gorge, then along the edge of the gorge, westward, to reach the Tawasentha trail system. That route would encounter only one short stretch where a conflict with golf would occur, namely near the putting green on White #3, where the edge of the gorge is just off the edge of the fairway. This problem could be solved by placing the trail part of the way down



the gorge. Develop a footpath along the water easement on Drebitko parcel. This path would connect Vosburgh trails to Community Gardens.

DiCaprio Park-Volunteer Firefighters Memorial Park

Dutch Mill Acres Project proposes the construction of multiuse trails to connect Memorial Park and DiCaprio Park/Pine Bush Preserve Trails once the planned sidewalks along Spawn Road from Carman Road to Timothy Lane and Danielle Drive are constructed. Develop a trail along Fox Run Drive to provide access for adjacent neighborhoods to reach recommended Hunger Kill Trail. The section of this trail starting from Fox Run Drive cul-de-sac and moving south towards the Town-owned landlocked parcel would require an easement to obtain access to the Fox Run Drive. Investigate the idea of a footpath along the west branch of the Hunger Kill to connect recommended Golf Course Trails to DiCaprio Park/Pine Bush Preserve Trails. Investigate the idea of a footpath along the west branch of the Hunger Kill to connect recommended Golf Course Trails to DiCaprio Park/Pine Bush Preserve Trails (If Gade Farm becomes available for residential development, the Town holds a pedestrian easement along the Hunger Kill, East of the Haven Hills development that could connect Gade Farm to a path

north of Old State Road.)

Pine Bush Preserve Great Dune Yellow Trail Extension
 Proposed Trails that would connect Albany Pine Bush Preserve to New Karner Road, while running through Kaikout Kill River.

Pine Bush Preserve-Guilderland Elementary School

Construct a footpath through the State-owned property to connect Yellow Trail to Western Avenue. This trail would allow a greater connectivity between DiCaprio Park/Pine Bush Preserve Trails and Guilderland Elementary School/YMCA/Library area.

The proposed Glass Works project, which is currently in the town’s preliminary review stages, is based on the principles of the New Urbanism and would include over 200 residential units and approximately 200,000 square feet of commercial space in a traditional hamlet pattern.

Nott Road Park

Proposed Multiuse Trail would connect Nott Road Park and a proposed Albany Country Club project to Winding Brook Drive.

Watervliet Reservoir Draft Recreational Plan



Proposed Trail would connect Watervliet Reservoir to Hurst Road. Trail would also connect Railroad Bridge Trail to Guilderland/DEC Fishing Access Parking Lot.

Roger Keenholts Park

Proposed Multiuse Trail running through Keenholts Park and connecting two parts of French's Mill Road. A Proposed CDTC Capital Trail would connect Watervliet Reservoir to Route 146 along French's Mills Road.

Abele Park-Stuyvesant Plaza Park (McKownville Park)

Construct a trail extending to the east along Crossgates Mall Ring Road and then going off-road around the existing stormwater facility and going over the bridge to connect Stuyvesant Plaza. The power line path connecting the northern edge of Executive Park and Providence Street is regularly used by pedestrians, including residents of UAlbany's Freedom Quad. This path should be maintained and extended to Freedom Quad and UAlbany's CESTM complex to the North. Construct bike lanes or widen existing sidewalks for multimodal travel along Norwood Street, McKown Road, Fuller Road, Strawberry Lane and Schoolhouse Road to advance the pedestrian and bike connectivity between UAlbany, Abele Park,

Stuyvesant Plaza/Mckownville Reservoir area.

