

Transportation

Existing Conditions

Transportation has long been problematic in the Town of Glenville. The Town Center grew at a time when development only accommodated the automobile. Projects were designed independently and relied on access to an arterial, usually Saratoga Road. Over time, as this pattern multiplied, it over-stressed the Town’s arterials and created a disjointed circulation pattern. In addition, more commuters are traveling through Glenville, due to regional growth in Schenectady and Albany. Residents and the Steering Committee repeatedly cited congestion, poor circulation (both on individual sites and in the Town Center as a whole), and a general lack of alternative access as long-standing problems. Specific conditions are outlined below.

Vehicular Circulation – Currently, the primary means of circulation within the Town of Glenville is by automobile. The roadways provided for automotive traffic serve two primary functions; they accommodate thru-traffic and provide access to adjoining land uses within the Town.

Traffic counts for major roadways within the Town were obtained from the New York State Department of Transportation and help to gauge user levels on each of the major roadways. Traffic counts were taken on Route 50 in 1999 and produced the results seen in the table below. The number listed as the annual average daily total is the total traffic volume in both directions along the route on average, per day.

Table 1 Route 50 Traffic Counts, 1999 Source: New York State Department of Transportation
Town of Glenville

From	To	Section Length (miles)	Average Annual Daily Total
Route 5	Sunnyside Road	.34	16,510
Sunnyside Road	Freemans Bridge Rd.	1.64	13,340
Freemans Bridge Rd.	Glenridge Road	1.51	20,460
Glenridge Road	Saratoga County Line	3.00	14,450

Traffic counts were also obtained for Route 5, Route 147, Freemans Bridge Road, (State Route 50S) and Glenridge Road (State Route 914V). The results of these traffic counts, taken in 1998 and 1999, can be seen in the table below:

Table -2 Traffic Counts, 1998 – 1999 Source: New York State Department of Transportation
Route 5, Route 147, Freemans Bridge Road, Glenridge Road

Route	From	To	Section Length (miles)	Average Annual Daily Total
5	Montgomery County Line	Route 103	2.58	11,620
	Route 103	Route 147	5.35	14,190
	Route 147	Route 50	.31	15,390
	Route 50	Schenectady Line	.84	29,650
147	Route 5, Scotia	Vley Road	1.42	7,670
	Vley Road	Saratoga Cty. Line	7.46	4,110
911F	Schenectady City	End, Route 50	1.56	13,040
914V	Route 50	Saratoga County	1.77	11,570

Glenville also has a number of collector roads that move traffic from residential and local streets to the larger arterial roads. As opposed to local and residential streets that generally have no thru-traffic, collector roads often provide service to small traffic generators such as apartment buildings, schools, and businesses. Some of the primary collector roads in Glenville include Swaggertown Road, Maple Avenue, Hetcheltown Road, West Glenville Road, Spring Road, and Ridge Road.

Bicycle and Pedestrian Circulation – There are few opportunities for bicycle or pedestrian traffic within the Glenville Town Center. There are currently no sidewalks allowing for pedestrian access to retail and service centers along Route 50 or Glenridge Road. While Route 50 is a State-designated bicycle route, bicyclists rarely ride along Route 50 because they must share the road with automobiles. Within the Town Center, the shoulders along Saratoga Road are very narrow, with deeply sunk catch basins at frequent intervals.

Parking – There is currently an excessive amount of parking available within the current Town Center, due to regulations in the previous Town zoning ordinances. The new zoning ordinance, adopted on April 4, 2001, does not demand the same amounts of parking be allotted for retail and office uses. The new zoning ordinance provides new off-street parking standards, including a minimum and maximum number of spaces for each specified land use within the Town. Within the specified Town Center study area, there are currently approximately 1,900 available parking spaces. Parking is prohibited on Town roads from October 15 until May 1 from 3:00 a.m. until 6:00 a.m.

Public Transportation – One bus route, operated by the Capital District Transportation Authority, serves the Town of Glenville. The Route 50 bus operates on a limited “rush hour” schedule. No weekend service is provided.

Proposed Road Improvements – Significant improvements are scheduled for Glenridge Road in the year 2008. Improvements will include widening the two railroad overpasses to the east of the Town Center. The New York State Department of Transportation has plans to work on Route 50 in the Town Center but does not intend to begin work until after the Glenridge Road project has been completed. Due to the extended period until work is to commence, no details regarding the proposed improvements are currently available.

Road Specifications – Route 50 is the primary roadway through the Town Center. The lane widths of Route 50 fluctuate between 10 feet and 12 feet over the six-mile span, while the shoulder widths of Route 50 fluctuate between zero feet and 8 feet. The majority of the shoulders are 6 feet wide, although they are much narrower within the Town Center.

Recommendations

The intent of the following recommendations is to improve transportation in the Town Center through a combination of traditional and progressive design methods. Although the Town’s ability to deal with regional traffic issues is limited, this plan recommends a number of strategies that can alleviate existing problems and improve the function, safety, efficiency, and aesthetics of the system. The primary strategies are to create a network of multi-functional streets (designed for pedestrians, bicycles, and vehicles) that expand route alternatives and access options, and site improvements that formalize circulation patterns and incorporate access management principles.

Street Networks

The Town Center Plan calls for more frequent, direct street connections – also known as a modified grid. A modified grid is defined by a street network of numerous and obvious travel routes, making walking and biking more feasible. Vehicular traffic is also given alternative routes that diffuse the overall traffic load among many streets instead of overburdening one street. The

focus then becomes one of making each street safe and pleasant. Routes should be as direct as possible and take into consideration natural features, scenic vistas, existing topography, and potential locations for civic landmarks and community facilities.

The incorporation of a modified grid system is a flexible approach that lends itself to incremental growth, infill, and redevelopment. A grid can be developed over time as development occurs, responding as needed to different circumstances. However, some key connections should be made based on the history of development within the Town Center, the orientation of the Town Center with the existing arterials, and the need for the Town Center to integrate with other potential improvements to the transportation system. These key connections and improvements are:

- Add a traffic signal at Fleet Bank with a new access road that would run along the south side of the K-Mart lot and connect to another new road to the east. This road will connect Glenridge Road with Rudy Chase Drive and potentially to Airport Road, creating an alternative travel route for one of the most congested sections of Saratoga Road. The Airport property represents a great opportunity that could be lost over time as the Airport lands are developed and unused land is decommissioned and developed.
- Reposition the traffic signal in front of Price Chopper approximately 200 feet to the south to allow for alignment with a new road, which would connect the land behind Price Chopper to Glenridge Road.



Circulation & Access Management

Circulation patterns in the Town Center, although functional, are inefficient and haphazard. Older parking lots allow too much freedom of movement and interconnection. If any meaningful connections exist, they appear to have been accidental.



Hannaford Plaza parking lot



K-Mart parking lot

This plan recommends a number of strategies to increase efficiency and safety by formalizing circulation patterns, requiring connectivity, and pursuing access management. As development occurs, special attention must be given to how new projects are integrated into the larger system.

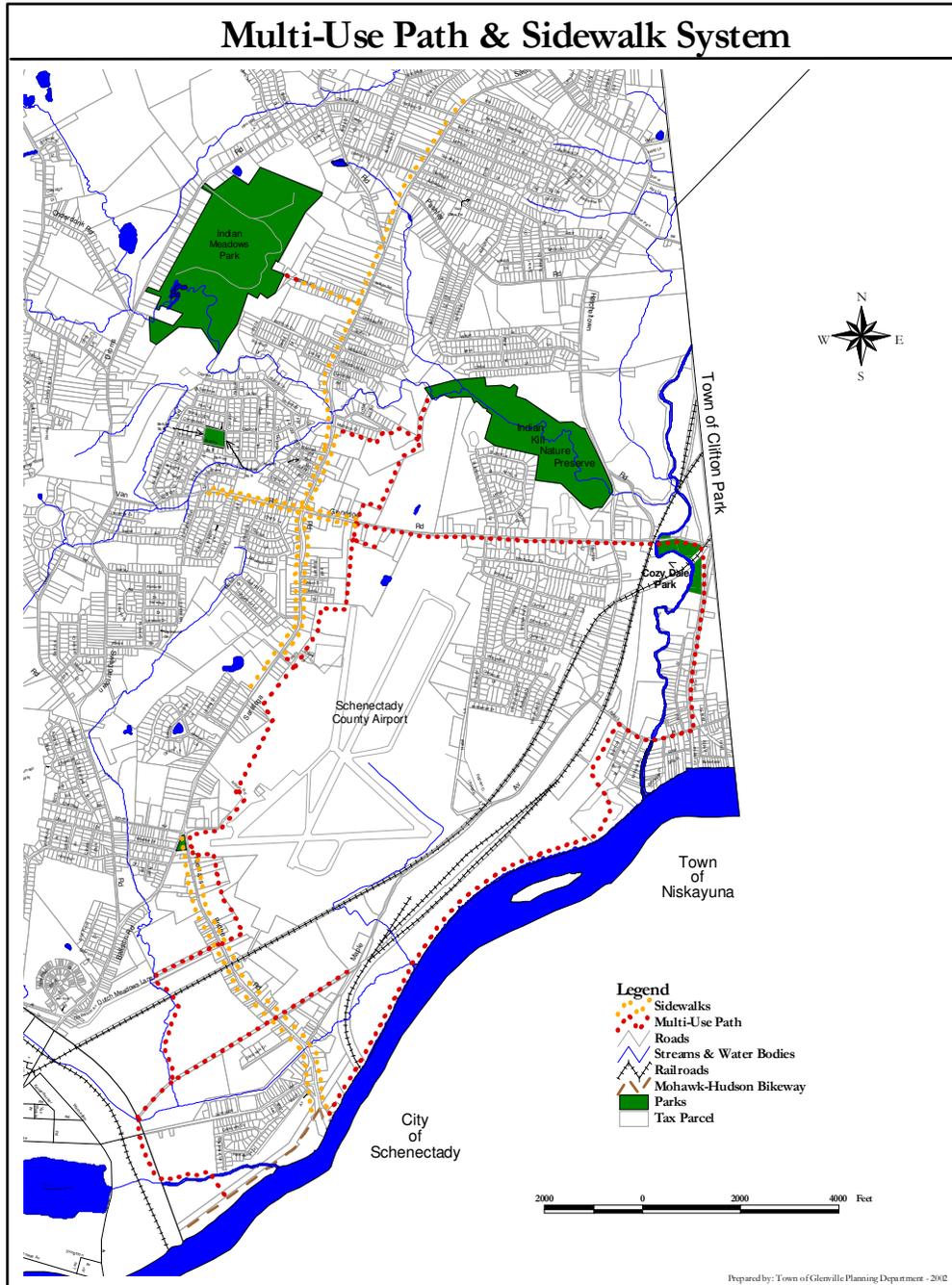
- Formalize Circulation Patterns – Parking lots throughout the Town Center should be organized to provide safe, functional, and attractive routes for vehicles and pedestrians. The addition of median strips and plantings will redefine and organize travel routes through the parking lots and shrink the existing “sea of asphalt.”
- Connectivity – Off-street parking should be provided in shared interconnected public or private parking lots, located to the rear of buildings.
- Access Management – Introduce an access management program that will improve traffic safety and flow by reducing curb cuts, separating curb cuts from intersections, aligning driveways, relating driveway design to travel speed, requiring shared access and parking, and encouraging access management.

Access Alternatives

Another hindrance is the lack of walking, bicycling or public transit opportunities. Streets should serve multiple purposes as opposed to designed exclusively for the automobile. The introduction of a multi-modal transportation system will provide access to both the Town Center and recreational opportunities. Recommended improvements are as follows:

- Sidewalks – Develop a system of sidewalks that traverse both sides of primary roads with extensions to all business entrances. Sidewalks should extend beyond the Town Center to connect adjacent residential neighborhoods and attractions including the Woodhaven neighborhood to the east, Berkley Road to the west, south to the Empire State Aerosciences Museum and north to Kile Drive.

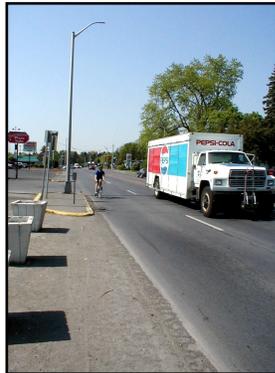




- **Multi-Use Paths** – Develop a system of multi-use paths throughout the Town Center with connections to other local destinations, such as the Indian Kill Nature Preserve, Empire State Aerosciences Museum, Schenectady County Ice Rink, and the Mohawk-Hudson Bike-Hike Trail. A connection to the regional Mohawk-Hudson Bike-Hike Trail, located adjacent to the Mohawk River between Freemans Bridge and the Village of Scotia, could provide a valuable recreational amenity to the Town and a substantial alternative for

accessing areas of eastern Glenville, as well as Schenectady County. This path should take advantage of the airport. A multi-use trail, extended around the western periphery of the airport, could connect numerous properties and neighborhoods together with the regional system. The path could then continue along the Mohawk River, through Alplaus and up Bruce Drive to Cozy Dale Park and back to the Town Center along Glenridge Road (see Multi-Use Path & Sidewalk System).

- **Bicycle Lanes** – Saratoga Road is currently a designated bicycle route. Any reconstruction plan for Saratoga Road should include designated bicycle lanes to allow for easy access within and through the Town Center.



Source: Local Government Commission, <http://www.cnu.org/index.cfm>

Saratoga Road (left) is designed exclusively for the automobile. The example to the right is of a multi-functional street where pedestrians, bicyclists, and vehicles are all accommodated.

- **Public Transit** – The Town should collaborate with the Capital District Transportation Authority (CDTA) to expand bus service to the Town Center. Bus stops should include well-lit and sheltered seating areas and posted schedules. Accommodations, such as bike racks, should also be provided in order to facilitate transition between modes of travel.



Facilities for transit are currently lacking in the Town Center. The enhanced image to the right depicts what Saratoga Road could look like as a boulevard. Comfortable accommodations for public transportation are provided.

MOHAWK-HUDSON BIKE-HIKE TRAIL

The Mohawk-Hudson Bike-Hike Trail is part of the state-wide Canalway Trail that follows the Erie Canal from Buffalo to Albany. “The trail provides a unique recreational resource - a long off-road paved bicycle path-unavailable in most parts of the Country. All non-motorized uses such as walking/running, bicycling, and in-line skating are permitted. The trail begins within the hamlet of Pattersonville in the Town of Rotterdam and travels eastward to the Erastus Corning Riverfront Preserve in downtown Albany. Built during the late 1970s and early 1980s, the trail was constructed directly upon the old Erie Canal towpath and former railroad grades of the area's first transportation routes. At approximately 35 miles in length, the Mohawk-Hudson Bike-Hike Trail is one of the longest paved rail-trails in the United States. In Schenectady County alone, the trail is about 25 miles long and completely continuous except for a short gap in Rotterdam Junction and a 1.25-mile gap in the City of Schenectady where the trail traverses local streets through the Stockade Historic District.”

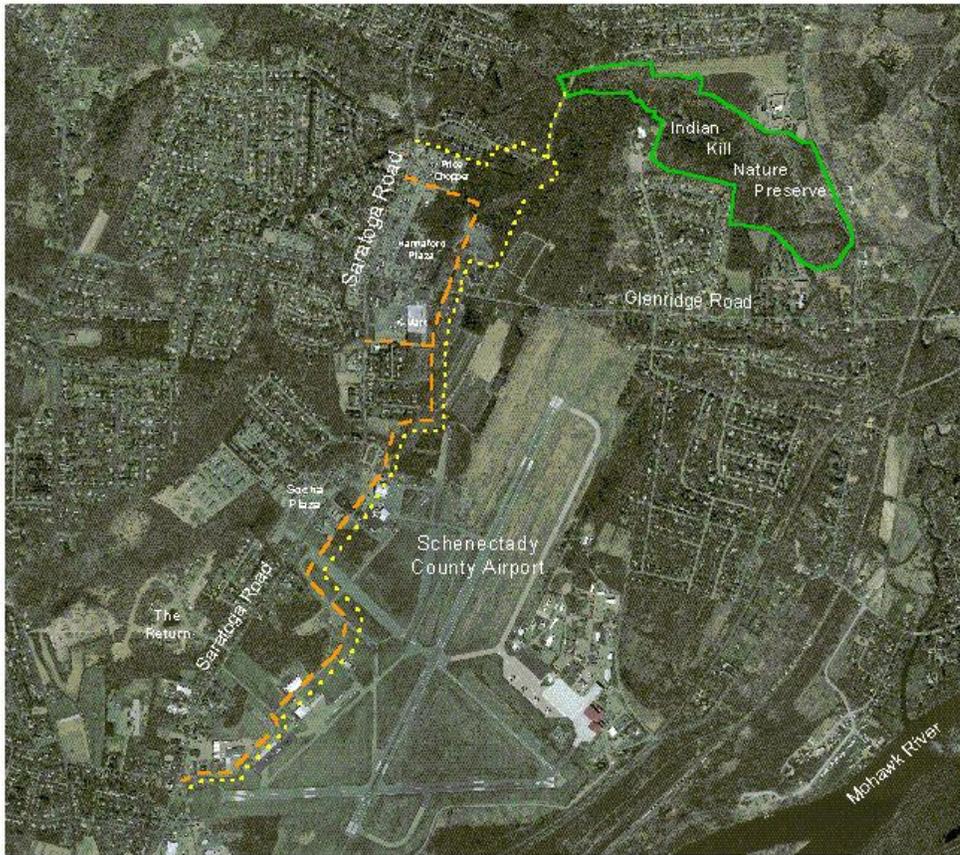
-Schenectady County

Source: <http://govt.co.schenectady.ny.us/bikehike.htm>
<http://www.cdtempo.org/bike/map/map.htm>

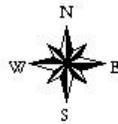
Right: Three views of the Mohawk-Hudson Hike- Bike Trail



Proposed Access Road & Multi-Use Path



- Legend**
-  Multi-Use Path
 -  Access Road
 -  Indian Kill Nature Preserve



2000 0 2000 Feet