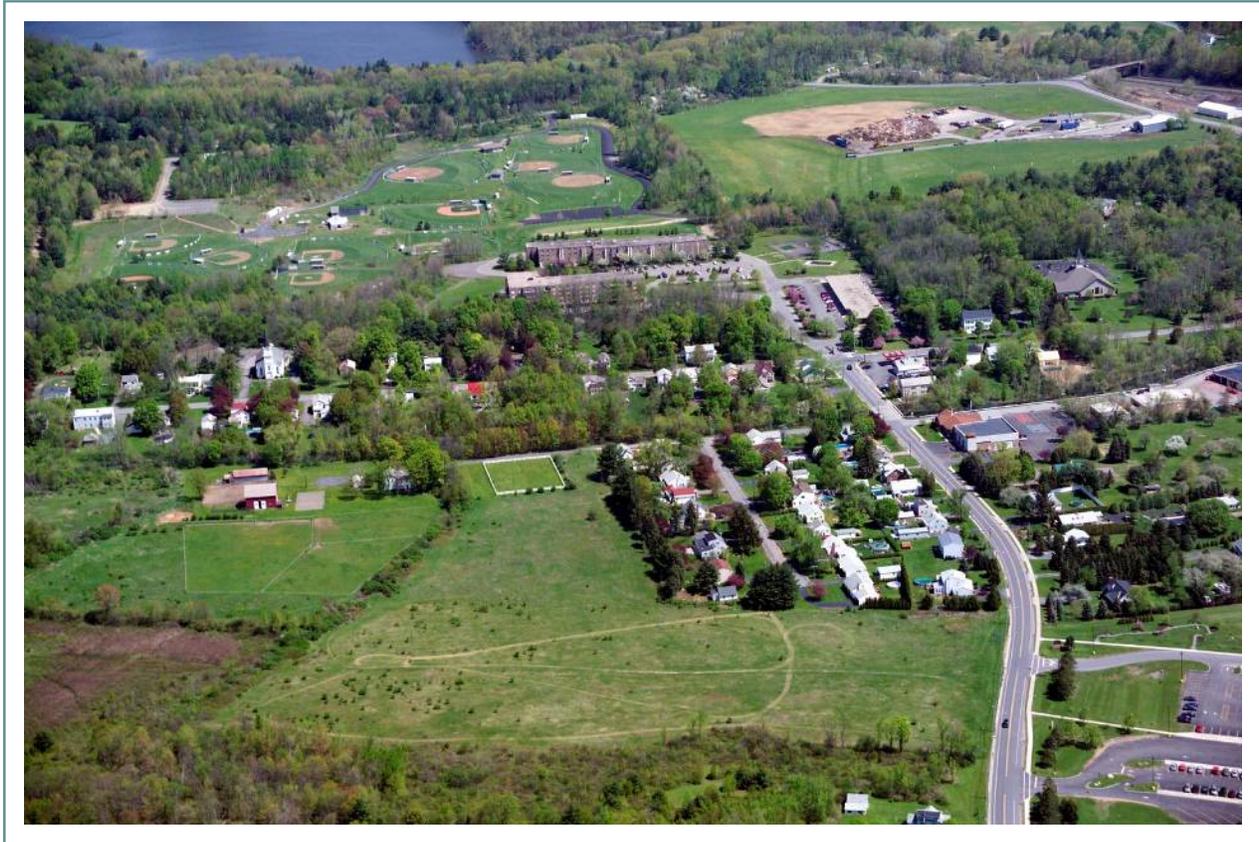


Town of Guilderland NEIGHBORHOOD MASTER PLAN FOR THE GUILDERLAND CENTER HAMLET



MARCH 2010

PREPARED BY



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Town of Guilderland NEIGHBORHOOD MASTER PLAN FOR THE GUILDERLAND CENTER HAMLET

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NYS Department of Transportation, Region 1 - Traffic
and Safety Analysis of Route 146 in Guilderland Center

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I. INTRODUCTION

Background

Guilderland Center is a special place. It is a self-sufficient hamlet with well-maintained homes, a diversity of services, and a nice rural atmosphere, yet it lacks the pedestrian facilities necessary for people to walk to these places. At two public meetings, residents expressed concerns about difficult intersections, speeding motorists and truck traffic that detract from quality of life and safety in the hamlet. Future growth in the hamlet could present further challenges to walkability and traffic safety or, conversely, it might offer opportunities for new uses and design improvements to the hamlet.

The focus of this land use and transportation study is Guilderland Center, a historic 19th century settlement that is faced with the modern-day challenges of traffic and development potential. This study explores the existing and future uses of land in the hamlet and makes recommendations to improve quality of life and safety for the residents of Guilderland Center.

This land use and transportation project was funded by the Town of Guilderland in partnership with the Capital District Transportation Committee (CDTC). Grant funding was provided by the Capital District Transportation Committee's Linkage Planning Program. The Town hired the team of Behan Planning and Design and Creighton Manning Engineering to conduct the study with technical assistance from the Capital District Transportation Committee.

A Study Advisory Committee (SAC) was established to provide diverse representation for the project. It was made up of Town residents and representatives from the Town of Guilderland Planning Department, Albany County Department of Public Works, New York State Department of Transportation, and the Guilderland School District. The SAC met several times throughout the project to review the work products and planning process to ensure that the project was meeting the needs of the various stakeholders.



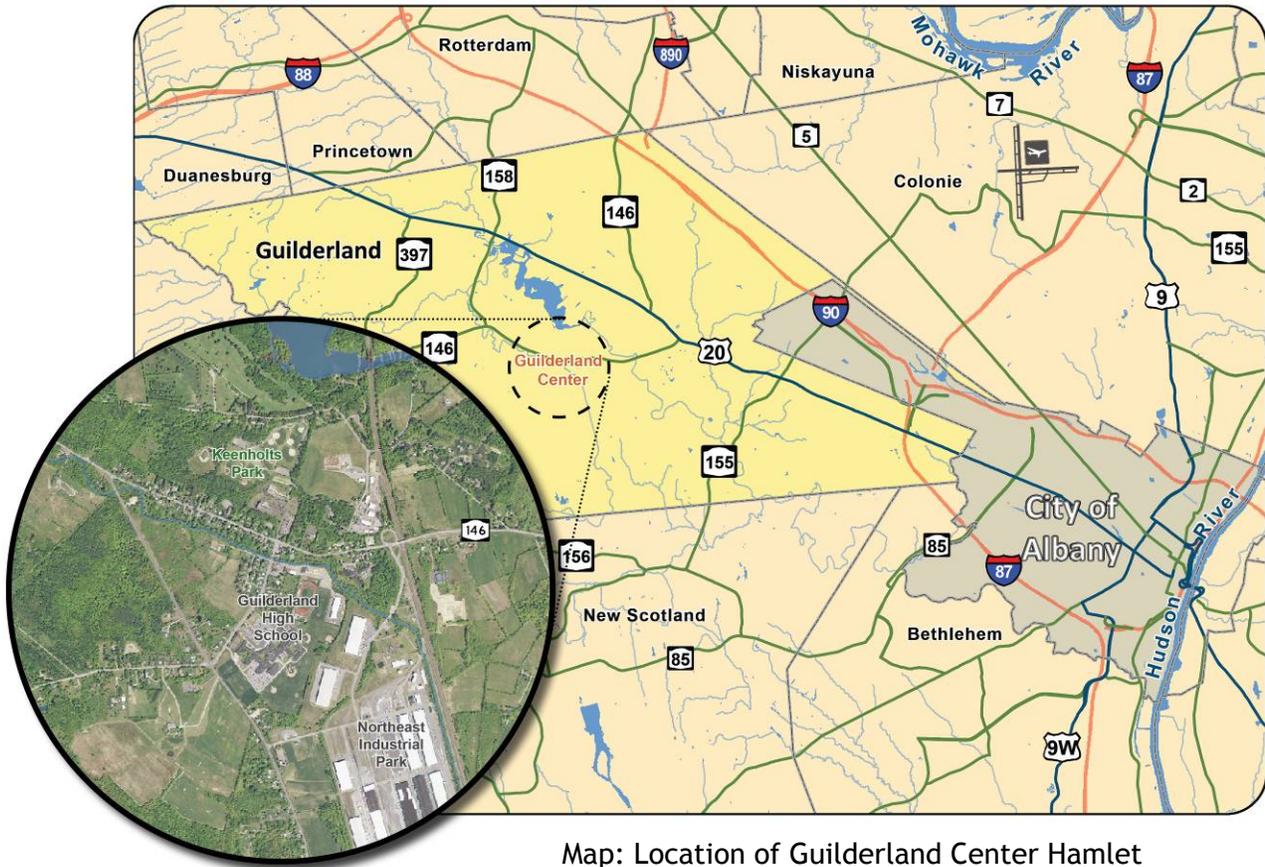
The Mynderse-Frederick House is one of the first buildings erected in Guilderland Center. It is on the National Register of Historic Places.

Study Area

Guilderland Center is an historic hamlet in the central area of the Town of Guilderland. The center of the hamlet is at the intersection of State Route 146 and School Road (CR 202). The study area is roughly bounded by Hurst Road in the North, Ostrander Road in the east, Route 146 and Depot Road (CR 201) in the west, and Stone Road in the south. The bird’s eye view shown below focuses on what is considered the “heart” of the hamlet. The map on the next page illustrates the location of the hamlet in the context of the Town of Guilderland and the surrounding region.

A Bird’s Eye View of Guilderland Center





Map: Location of Guilderland Center Hamlet

Project Goals

The primary purpose of the project was to develop a plan for land use and transportation in Guilderland Center that meets the needs and goals of the residents and the Town of Guilderland, as well as other key stakeholders such as local businesses and the Guilderland School District. Included are the following objectives that were identified at the start of the project.

- Involve residents, businesses and stakeholders in the planning process
- Reduce impacts of traffic to improve safety and quality of life in the hamlet
- Explore opportunities to buffer residential areas from the traffic along Route 146
- Introduce access management along Route 146
- Incorporate pedestrian facilities within the hamlet
- Identify needed streetscape improvements
- Explore architectural/site design issues within the hamlet
- Promote a mix of uses consistent with the character of the hamlet



Truck and bus traffic along Route 146 present challenges to the quality of life for residents.



There are no sidewalks along Route 146, forcing people to walk in road shoulders next to automobiles and trucks.

Planning Process and Public Outreach

In addition to continuous collaboration with the SAC, general public input was obtained through two public meetings. The first public meeting was held on May 7, 2009 and over 75 residents of Guilderland Center attended to learn about the project and share their feedback for the hamlet. After a brief presentation by the consulting team, residents discussed the needs and opportunities for Guilderland Center. There was a strong consensus among the participants on the need to slow traffic down in the hamlet and the need to establish pedestrian facilities such as sidewalks and crosswalks. The feedback from this meeting was instrumental in providing direction for the plan recommendations. A summary of the main ideas from the meeting is provided on page 7.



At the first public workshop, over 75 interested residents discussed what they love about Guilderland Center and shared their concerns and ideas for the future.

After receiving clear direction from the residents of Guilderland Center to improve the pedestrian experience and slow down traffic in the hamlet, the consulting team began to explore options for doing so. Several different intersections in Guilderland Center were studied for improvement. Options to improve the intersection of Route 146 and School Road were explored in detail during the study, with the expertise of Creighton Manning Engineering and CDTC. The consultants also looked at sidewalks, crosswalks, trails and other improvements throughout the hamlet to improve the pedestrian experience. Future land uses were also evaluated within the hamlet, with focus on the areas most

likely to develop with residential uses. Future expansion of the Northeast Industrial Park, as described in the Town's Generic Environmental Impact Statement (GEIS) for this important facility, was also considered in the study.

The resulting Master Plan for Guilderland Center provides recommendations for improving land use and transportation in the hamlet, with an emphasis on pedestrian amenities and quality of life for the residents who live in Guilderland Center. The hamlet's historic setting was considered to be a very unique and special asset to be preserved and leveraged in the planning process. Draft plan concepts were presented to the public at a second public workshop on September 24, 2009. This second public workshop gave residents an opportunity to voice their opinions on the initial plan recommendations. Participation was again strong with over 60 participants. The feedback was generally positive and was used to inform this final draft master plan.



At the second public workshop, over 60 interested residents provided feedback regarding the initial plan recommendations.

SUMMARY OF PUBLIC COMMENTS FROM THE FIRST PUBLIC MEETING FOR THE GUILDERLAND CENTER HAMLET (MAY 7, 2009)

ASSETS

- A small tight-knit community where people know each-other
- Historical integrity, architectural structures and character
- Well-maintained homes and properties
- Rural character/agricultural surroundings
- Great location near Albany and major highways
- The Black Creek
- A diversity of people, age groups, land uses and housing
- Great services (deli, parks, fire station, post offices, churches, schools, etc.)
- Views of the escarpment

ISSUES/CONCERNS

- Lack of pedestrian facilities, especially sidewalks, crosswalks, and other safety features
- Concerns about safety at the intersection at Route 146 and School Road for cars and pedestrians
- Intersection of School Road/Depot Road is difficult for pedestrians to cross
- Law enforcement is needed throughout the hamlet to encourage compliance with traffic laws
- There was very strong support for lowering speeds on Route 146
- Truck traffic impacts the environment and quality of life with noise, lights, trash
- Drainage/flooding problems
- There is potential for new development - both industrial park growth and new residential
- Improvements should maintain the integrity of front yards (it is a narrow right of way)

OPPORTUNITIES

- Sidewalks, crosswalks, pedestrian facilities and safety features are needed
- Improvements are needed at the following intersections: Route 146 and School Road; Depot and School Road; Route 146 and Van Buren
- Consider opening the additional gate at the Industrial Park (Depot Road)
- Reduce traffic speed in the hamlet center (traffic calming)
- Implement aesthetic improvements (signage, landscape, etc.) in the hamlet
- Look at creating a park or green space (possibly at French's Hollow)
- Noise buffers are needed along Route 146
- Speed enforcement is needed

A SUMMARY OF THE RECOMMENDATIONS FOR GUILDERLAND CENTER

From the *Town of Guilderland Comprehensive Plan (2000)*

Create a Neighborhood Master Plan that identifies neighborhood boundaries, opportunities to buffer residential areas from conflicting uses, access management along Route 146, pedestrian facilities, "streetscape" improvements, and architectural site design issues. In order to accomplish this task, the neighborhood will need to continue discussions regarding their wants, needs and desires to determine a common theme for the area.

Promote a mix of uses consistent with a hamlet setting. Commercial uses should complement the residential neighborhood and be pedestrian oriented.

Require the preparation of a Generic Environmental Impact Statement (GEIS) for the Northeast Industrial Park (NEIP) that addresses full build-out of the property and the associated impacts to determine the reasonable amount of development of the property that can be properly mitigated. This should be an open process involving public scoping and other input opportunities from the residents of Guilderland Center and the School District.

Note: Subsequent to adoption of the Comprehensive Plan, a GEIS for the Industrial Park was completed. Further refinement will be needed as future development is considered for the NEIP.

Cooperatively **market desired tenants** especially those that rely on rail rather than truck transport.

Explore options for **protecting Black Creek**.

A SUMMARY OF THE RECOMMENDATIONS FOR PEDESTRIAN AND BICYCLE IMPROVEMENTS IN GUILDERLAND CENTER

From the *Town of Guilderland Pathways Master Plan (2005)*

Recommendations:

- Develop a proposed footpath along the south side of the Black Creek between School Road and Depot Road, and complete a loop path using the sidewalk on School Road and the planned sidewalk on Route 146.
- Seek to ensure public access across the open Park Guilderland land between Main Street (the extension of School Road across Route 146) and the main entrance road to Keenholts Park.
- Require that new developments near Guilderland Center have safe pedestrian connections to the center of the hamlet.
- Work with the Northeast Industrial Park and the New York State Department of Transportation to identify a bypass route around Guilderland center for through traffic.
- Rehabilitate the French’s Mill Road bridge over the CSX tracks for pedestrian and bicycle use.
- Support the bicycle-friendliness of Depot Road as a feeder route to the Helderberg-Hudson Rail Trail (also known as the Albany County Rail Trail).
- Provide a path along or near the north bank of the Normanskill, connecting Nott Road Park, the French’s Mill Bridge, the Battle of Normans Kill site, and Tawasentha Park.

In addition to the comprehensive plan and the pathways plan, there are several other related documents, including the *Guilderland Hamlet Neighborhood Plan* and the *Northeast Industrial Park Generic Environmental Impact Statement (GEIS)*. The *Guilderland Hamlet Neighborhood Plan* studied a large area along Route 20 between Route 155 and Route 146. Although the plan covers a different area of Town, it was referenced during this project to ensure connectivity between town “centers” as well as continuity in town planning and design treatments. The *Northeast Industrial Park Generic Environmental Impact Statement (GEIS)* identified the environmental and traffic impacts and appropriate mitigation measures for the proposed expansion of the industrial park.

II. EXISTING CONDITIONS

A brief examination of existing conditions in the Hamlet of Guilderland Center follows. This review is not exhaustive. Instead it is focused on the key issues of concern that Town officials and residents have raised for this area - transportation and land use.

Transportation Context

Primary Streets

The primary streets through Guilderland Center are:

- **Route 146** - Approximately 1.5 miles of Route 146 passes through the Guilderland Center Hamlet. With 2 lanes of traffic (one in each direction) and a posted speed limit of 40 miles per hour in the hamlet, or 45 mph outside the hamlet, this major thoroughfare brings many cars, trucks, and buses through Guilderland Center each day. Travel lanes are 11 feet wide with 1-3 foot wide paved shoulders. Route 146 is classified as an Urban Minor Arterial in the hamlet.
- **School Road (CR 202)** - Roughly .5 miles long, this road passes along homes, the firehouse, and Guilderland High School. The road has 2 lanes with a posted speed limit of 30 mph. Travel lanes are 12 feet wide with 4-5 foot wide paved shoulders. School Road is classified as an Urban Collector.
- **Depot Road (CR 201)** - Depot Road connects to Route 146 at its northern terminus and with Route 208 to the south. Approximately 2.5 miles of Depot Road are in the hamlet, with 2 lanes and a posted speed limit of 45 mph. Travel lanes are 11 feet wide with 3-4 foot wide paved shoulders. Depot Road is classified as an Urban Collector.



Route 146



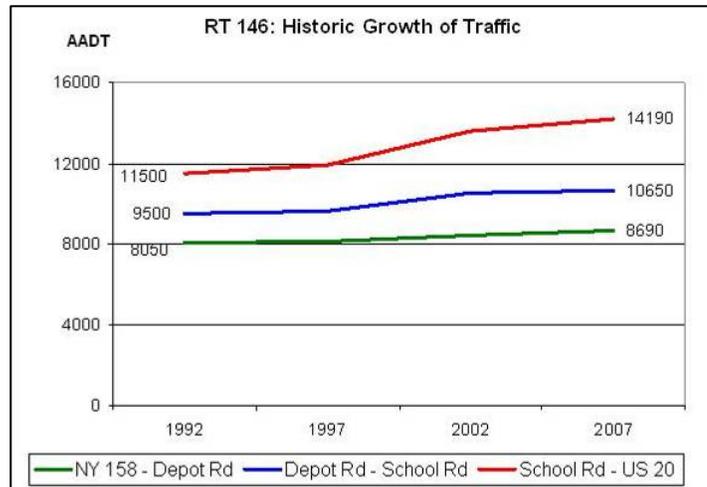
School Road



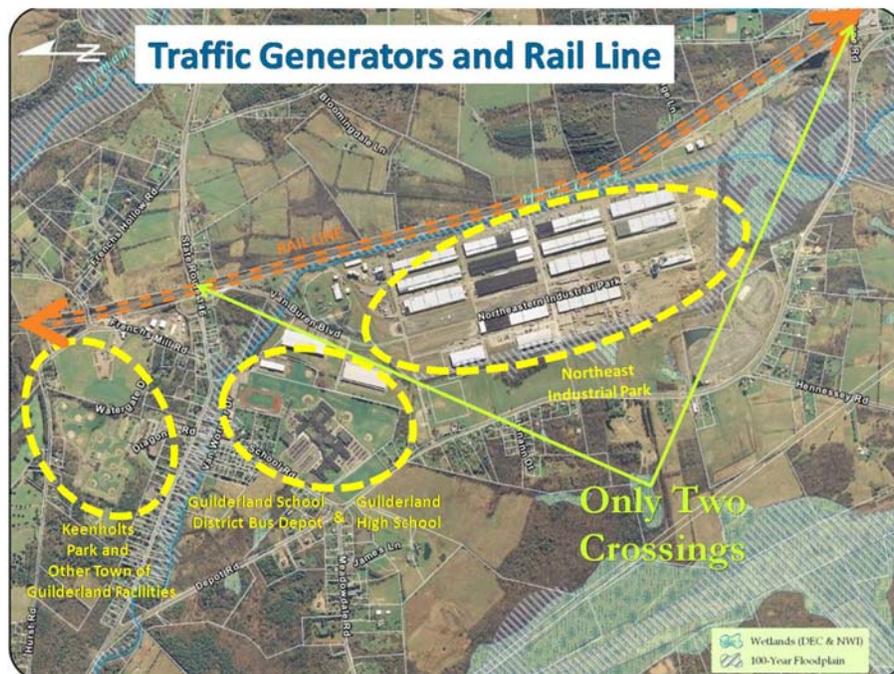
Depot Road

Traffic on Route 146 in Guilderland Center, the hamlet's main street, increased steadily from 8,050 to 8,690 vehicles per day from 1992 to 2007. This was due to traffic growth resulting from the continued development of the region's suburban and rural areas, and from several traffic generators located within the hamlet, including:

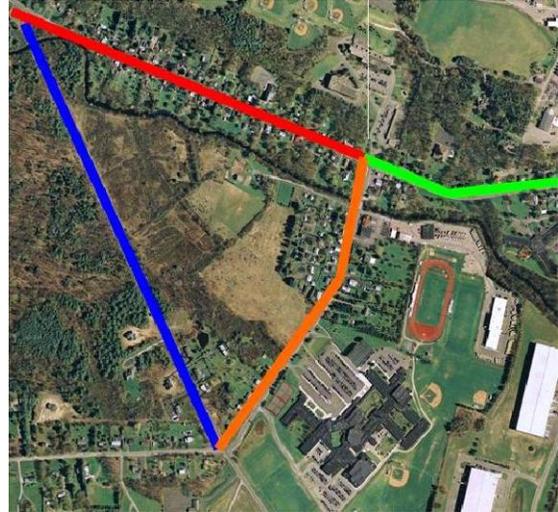
- Northeast Industrial Park - trucks to and from the park generate heavy truck traffic through the center of the hamlet. Especially since the Depot Road gate was closed in favor of the newer entrance at Van Buren Boulevard, trucks traveling to/from the park to points west generally go through the center of the hamlet.
- Guilderland High School - the high school generates car and bus traffic at peak hours for pick-up and drop-off of students. Faculty and staff, and some student drivers, also drive to and park at the school.
- Guilderland School District Bus Depot - the presence of the school bus depot in the hamlet means that there is bus traffic in the hamlet beyond what the high school itself would generate.
- Keenholts Park, with its associated playing fields, is big draw in the Town. It generates weekend and evening seasonal traffic for ball games of all ages and levels. Other Town facilities in the hamlet - such as the transfer station and animal shelter - also generate additional traffic.



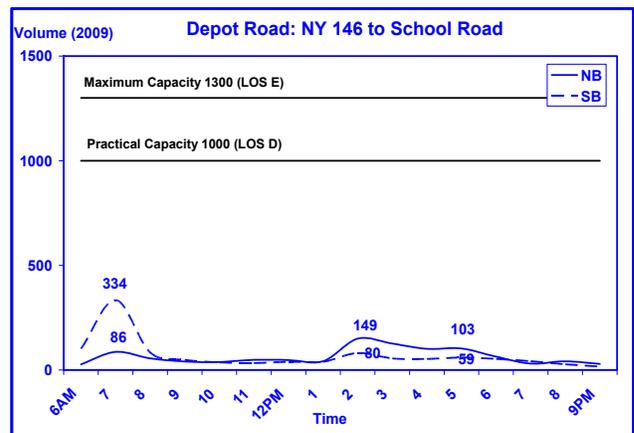
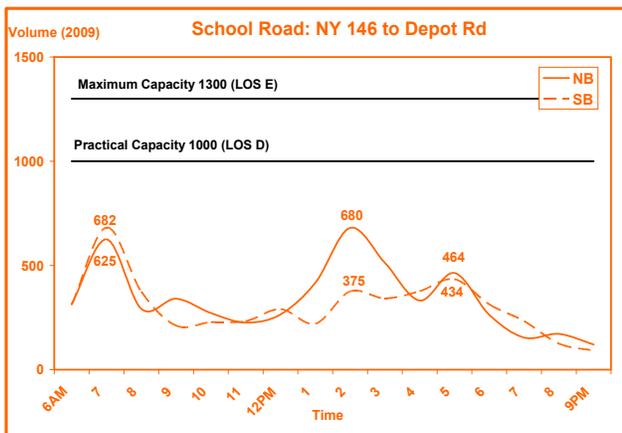
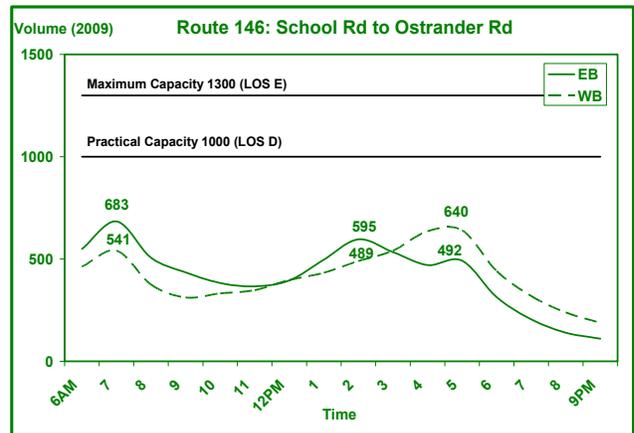
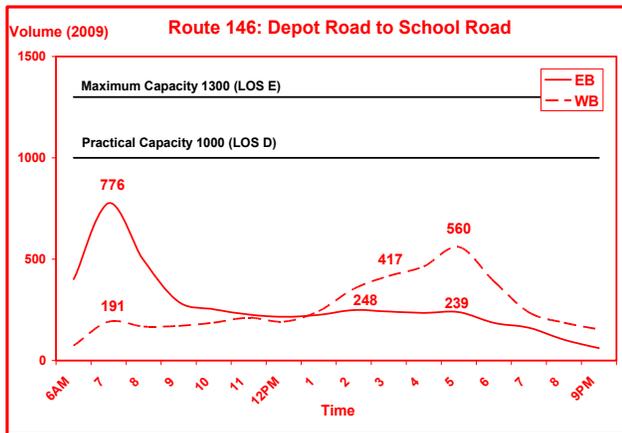
Route 146 is also an officially designated NYS DOT route for oversized trucks due to a low railroad bridge on Route 20. Trucks that are too large to fit under the bridge must detour along Route 146 and Route 158.



Despite the overall increase in traffic, an analysis of the traffic capacity of various roadway segments in the hamlet revealed that all are below practical capacity; indicating that even at peak times the level of service is acceptable. The study found them all to be under the 1000 vph/dir “practical capacity” threshold that would be a level of concern for these roadways. At approximately 1300 vph these roads would be at “maximum capacity” and would technically be considered congested.



Guilderland Center road segment locations, color coded with traffic profile graphs below

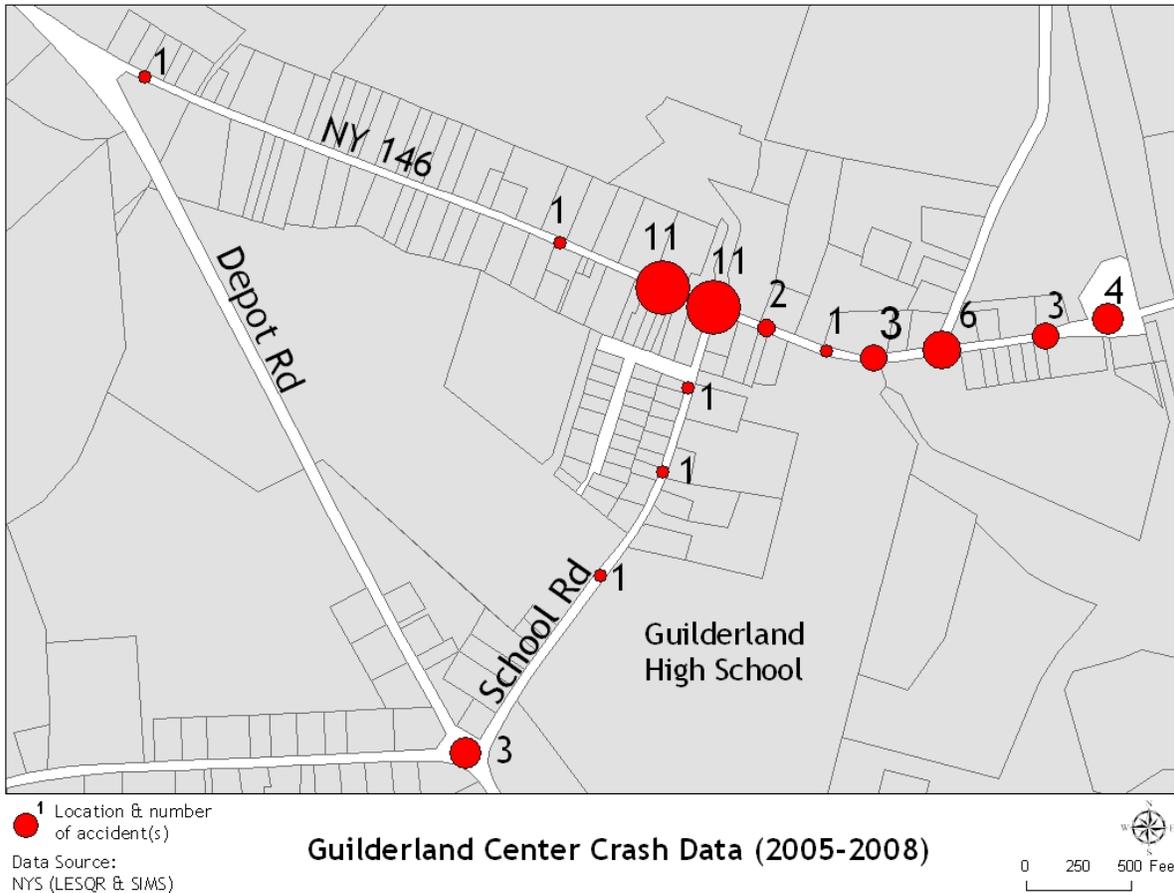


In terms of safety, an analysis of data from January 2005 to October 2008 indicates that there were 25 reportable segment crashes (along a road except intersections) in the hamlet (see map below) resulting in 0 fatalities and 9 injuries; however one of those injuries was to a pedestrian on School Road. Since there was a high number of accidents on Route 146 from Depot Road to French’s Mill Road, a request was made to the NYSDOT to evaluate this location. NYSDOT’s analysis (Appendix A) shows that the full length of Route 146 from Depot Road to French’s Mill Road has a lower accident rate than expected accident rates for similar highways statewide. However NYSDOT identified a shorter segment of Route 146 (from approximately 500 feet west of School Road to French’s Mill Rd including intersections with School Road and French’s Mill Road) that has an accident rate of 4.02 acc/mvm compared to the state average of 2.50 acc/mvm, although no discernible pattern of crashes was found. Accident rates for rest of the road segments were under the state average.

	# of accidents	Accident rate (acc/mvm)	State average accident rate (acc/mvm)	Major accident type
146: Depot to French’s Mill (including intersections with School Road and French’s Mill Road)	36	1.94	2.5	Rear end, Left turn, Right angle
146: French’s Mill to Van Buren (only the segment)	3	0.75	1.55	Rear end, Left turn
School Rd: 146 to Depot (only the segment)	3	0.68	1.55	Rear end, Pedestrian
Depot Rd: 146 to School Rd (only the segment)	0	0	1.55	—

acc/mvm: accidents per million vehicle miles traveled

Data from Jan 05 to Oct 08



One possible reason for the somewhat elevated accident rate on this segment could be the number of access points, in this case residential driveways that are located along this stretch. Driveways create potential conflict points with traffic along roadways. The Level of Compatibility (LOC) ratings compare the number and spacing between residential or commercial driveways along a roadway segment to its traffic volume; the more frequent the number of driveways and higher the traffic volumes the lower the rating. This comparison provides a measure of arterial function in terms of potential conflicts between through traffic on a roadway and vehicles turning into or out of adjacent driveways. A LOC of “C” or better indicates that the interplay between driveway access and through traffic is adequate. Ratings from “D to F” signal there is probably constant conflict between access to/from a roadway and through traffic often resulting in problems with traffic flow and potential safety issues. As shown on the table below, LOC for road segments in Guilderland Center shows a low compatibility of E or D for all 3 of the segments studied.

	# of residential driveways	Residential LOC	# of commercial driveways	Commercial LOC
146: Depot to School	56	E	0	A
146: School to Van Buren	23	E	3	A
School Rd: 146 to Depot	21	D	10	B

Since a dense development pattern is appropriate in a traditional, small urban center such as the hamlet, it can be difficult to reduce driveway access points unless alleyways, shared driveways, or other consolidated access techniques are used.

Intersections

The main intersection in Guilderland Center is the intersection of Route 146 and School Road. This signalized intersection is located in the heart of the hamlet. As residents of the hamlet are aware, the intersection experiences high traffic volumes primarily during peak hours.

Updated intersection turning movement counts were conducted here in April 2009 by representatives from the Capital District Transportation Committee (CDTC). The data was used to generate information about the current and expected future operating conditions of the intersection. This type of Intersection Level of Service (LOS) and capacity analysis relates traffic volumes to the physical characteristics of an intersection. Levels of service range from A to F with level of service A conditions considered excellent with very little delay, while level of service F generally representing conditions with very long delays. The analysis demonstrates that this signalized intersection does experience congestion. It operates at an overall LOS D/C/B during the AM, Mid-Day, and PM peak hours, while the southbound left-turn movement (from Route 146 to School Road) operates at a LOS F during the AM peak hour. The analysis also shows that without any alterations to the intersection geometry and/or signal, operation of the intersection will be reduced to an overall LOS E/D/B during the AM, Mid-Day, PM peak hours in the year 2020; with the southbound left-turn movement and the shared westbound left-turn/through movement (from School Road to Route 146 and Diagonal Road) operating at a LOS F during the AM peak hour and with the northbound approach of Route 146 operating at a LOS F during the Mid- Day peak hour. Traffic is expected to grow 9% in the PM peak hour, based on CDTC forecasts.

The other five (5) intersections in the hamlet are not signalized, and include:

- Route 146 and Depot Road,
- Route 146 and Van Buren Road,
- Route 146 with French's Mill Road,
- Depot Road, School Road, and Meadowdale Road, and
- Route 146 with Hurst Road.

Of these, only the intersection of Depot Road, School Road, and Meadowdale Road was analyzed further for level of service as called for in the scope for the study. Using new data collected by CDTC in April 2009, a Level of Service analysis indicates that the northbound and southbound Depot Road approaches to this intersection currently operate at a LOS A during the AM, Mid-Day, and PM peak hours and will continue to operate at similar levels of service through 2020. The eastbound Meadowdale Road approach and the westbound School Road approach currently operate at a LOS B during the Mid-Day and PM peak hours and will continue to operate at the same levels of service through 2020. However, these eastbound and westbound stop controlled approaches currently operate at a LOS F during the AM peak hour due to peaking of traffic generated by the Guilderland High School. The delay experienced during the AM peak hour only occurs for approximately 20 to 30 minutes before the start of school. These approaches operate adequately during the rest of the AM peak hour.

In addition to intersection capacity, intersection safety was reviewed as part of this analysis. Data from January 2005 to October 2008 shows that there were 24 reportable intersection crashes in the hamlet, with 0 fatalities, and 14 injuries (see map above). The table below shows that three of the intersections - Route 146 and School Road, Route 146 and Van Buren Road, and School Road and Depot Road - have accident rates above the state average for similar intersections.

	# of accidents	Accident rate (acc/mev)	State average accident rate (acc/mev)	Major accident type
RT 146 and School Road	11	0.72	0.36	Rear end, Right angle
RT 146 and French's Mill Road	6	0.55	0.36	Rear end, Right angle
RT 146 and Van Buren Road	4	0.37	0.36	Sideswipe
RT 146 and Depot Road	0	0	0.36	—
School Rd and Depot Rd	3	1.03	0.36	Right angle, Left turn

acc/mev: accidents per million entering vehicles

Data from Jan 05 to Oct 08

Other Modes of Travel

Most of the discussion above centers on vehicular travel in the hamlet, however other modes of travel are present and opportunities exist to increase their effectiveness. Of these, walking would seem to have the most potential. As a small, traditional urban center in an otherwise rural and suburban setting, the form and scale of the hamlet is very conducive to walking. Residences, small commercial enterprises, a school, several churches, a park, a post office, and other potential origins and destinations exist in close proximity to one another. Within a 5 to 10 minute walk, virtually all of these locations can be reached from any point in the hamlet. Unfortunately, basic infrastructure for pedestrians is currently lacking throughout most of the hamlet. There are sidewalks on the east side of

School Road, from the high school to Route 146. But sidewalks are non-existent elsewhere, and are notably absent along Route 146. At School Road and Route 146, there are faded crosswalks across the southern and eastern legs of the intersection and a pedestrian signal for the north/south crossing of Route 146 (on the eastern leg of the intersection). None of the other intersections in the hamlet have crosswalks. Overall, the lack of pedestrian infrastructure combined with the relatively high volumes and speed of traffic in Route 146 and other areas of the hamlet are a deterrent to walking. Despite the proximity that the hamlet’s development pattern provides, walking is not currently considered a safe or attractive option for many residents.

Biking is another mode of travel that has potential in the Hamlet of Guilderland Center. Again, the proximity of origins and destinations should make bicycling a convenient option for some trips. In the warmer months, it is clear that the hamlet and the rural area surrounding it are attractive for bicyclists as many can be observed riding through. Still, basic infrastructure for bicyclists does not exist in the hamlet. There are no bike lanes or bike paths, and the shoulders on most major roads - in particular on Route 146 - are narrow (1’ to 3’) and in poor condition. Depot Road is an exception; with wide (5’ to 6’) and well maintained shoulders.



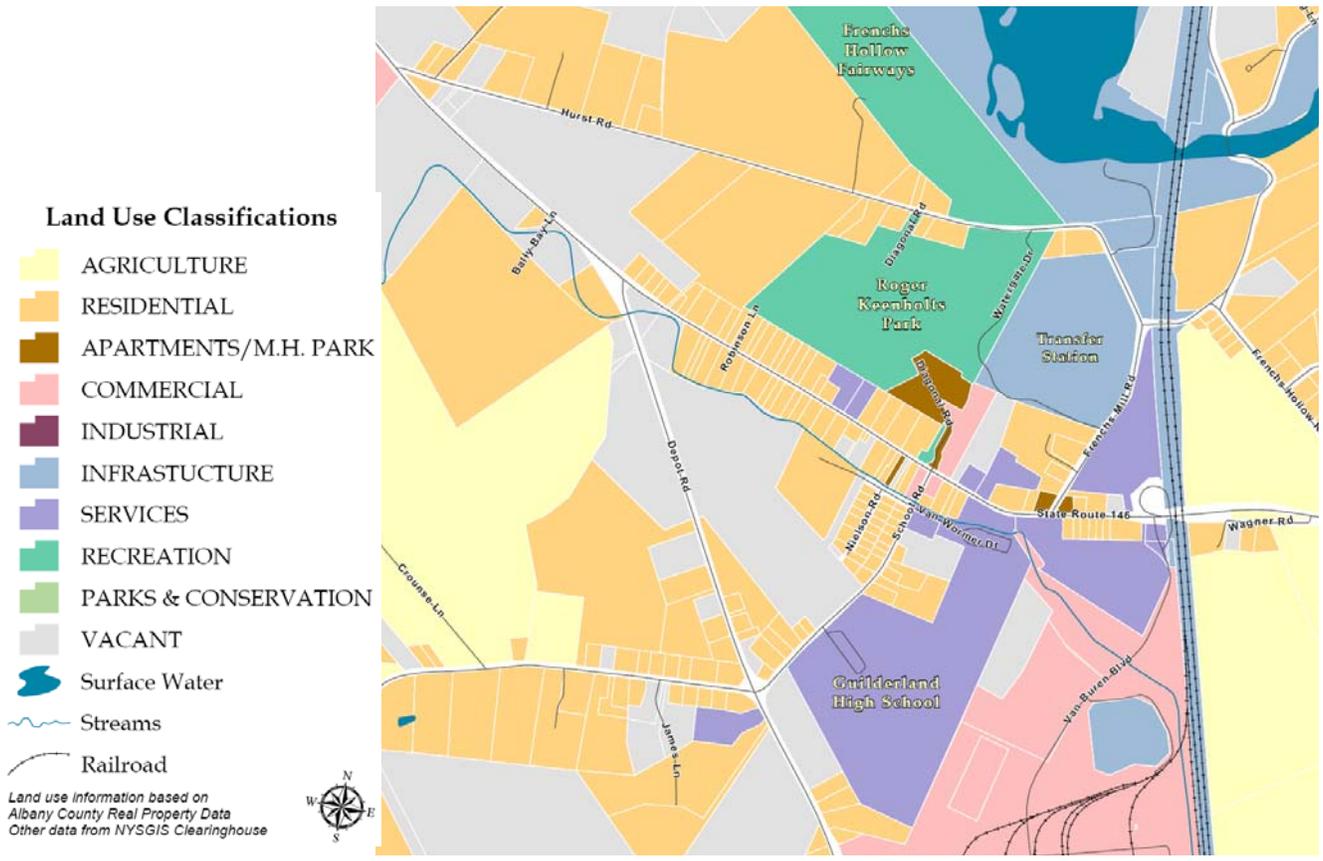
Finally, there is limited access to public transportation in the hamlet. Bus service, provided by the Capital District Transportation Authority (CDTA), currently passes through Guilderland Center between Altamont, Crossgates Mall and Albany, with service to the Northeast Industrial Park along Van Buren Boulevard. Additionally, there is a bus stop for CDTA Route 21 near Route 146 and School Road.

Land Use Context

This section describes the existing land use patterns in Guilderland Center. Land use is defined simply as how the land is used - for example, residential, commercial, industrial and recreational uses. This section will also identify some of the issues, concerns, and opportunities associated with various land uses in Guilderland Center.

Today, Guilderland Center contains a diverse mixture of land uses including residential, commercial, industrial, and recreational uses, as well as many public services. Apartments, senior housing, and single-family homes of various sizes in the hamlet offer housing options for a variety of ages and income levels. Having a diversity of land uses in close proximity to one another is good for a community because it ensures that a variety of people can live in the community and it provides opportunities for walking and biking rather than driving.

The distribution of land uses in Guilderland Center is illustrated on the map below.



Residential Land Use

The center of the hamlet consists of well-maintained homes lining Route 146 and School Road. Many of these homes are historic and most are very well maintained. Newer development is located along Meadowdale Road near the intersection of Depot Road. Other areas of the hamlet are more sparsely developed with homes, such as along French's Mill Road, Hurst Road, and Ostrander Road. The Park Guilderland Apartments are located on Diagonal Road, near the intersection of School Road and Route 146, and provide multi-family housing in Guilderland Center. There is also a senior housing complex located within the hamlet with direct access onto Route 146 across from French's Mill Road.

The Homes of Guilderland Center



Beautiful, well-maintained homes line the streets of Guilderland Center. Many are historic homes that have been cared for by generations of families. The homes orient towards the streets with front porches and ornamentation. Where new development is proposed in Guilderland Center, this pattern should continue along the street frontage.

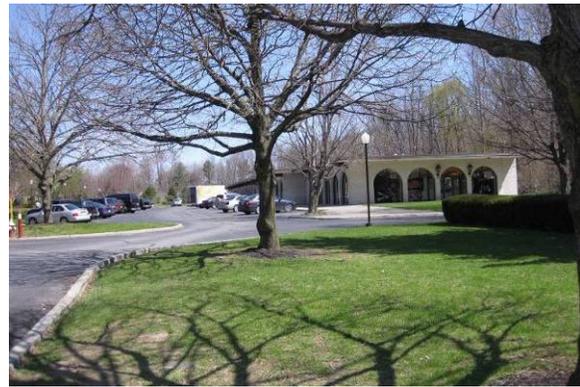
Commercial Land Use

The primary commercial use in Guilderland Center is the Park Guilderland Shopping Center, which contains a post office, deli and several other neighborhood services. This plaza serves as an informal hamlet center where many people interact as they conduct their daily errands. There is a green space in front of the shopping plaza that could be utilized as an outdoor seating and/or dining area which would provide a formal community gathering space in this area.

The Getty Gas Station and mini-mart is another commercial use in the center of the hamlet that serves many people, both locals and those passing through. Auto-related uses, such as this gas station, are typically not encouraged in the center of a historic hamlet such as Guilderland Center. Future auto-dependent uses should be avoided in the hamlet center. In addition, the Town should work with the property owner to explore opportunities for improving the exterior of the Getty Station and mini mart to provide a more historic appearance, as well as to address access management problems by reducing curb cuts and directing the flow of traffic to and from the gas station.



The Park Guilderland Shopping Center is home to the Post Office and several other services, making it an informal commercial center where people interact and socialize in Guilderland Center.



The open space in front of the Park Guilderland shopping area is an underutilized area that could be used as an outdoor seating/dining area for residents of Guilderland Center.

There are also a few home offices located within the hamlet area. The chiropractor’s office located at the corner of Route 146 and School Road provides an appropriate model for others interested in rehabilitating an historic home into a small professional office.



This chiropractor’s office is a good example of a home office that respects the character of Guilderland Center. The office addition blends in with the original home, the signage is appropriately scaled, sidewalks were constructed around the building, and the parking area behind the building is not intrusive.

Industrial Land Use

The Northeast Industrial Park is located at the southeastern edge of the Guilderland Center. The Industrial Park currently contains 2.9 million square feet of warehouse use on approximately 550-acres. The industrial park receives truck traffic as well as rail freight service via the CSX rail line that runs along the eastern edge of the site. Trucks traveling to and from the industrial park use Van Buren Boulevard and Route 146, often traveling through the hamlet center to do so. The residents of Guilderland Center have expressed concerns about the truck traffic through the hamlet, which adversely affects their quality of life. At the same time, residents recognize that the industrial park is an important element of the Town of Guilderland's economy, as well as for regional shipping and warehousing. One of the goals of this study is to explore alternatives for truck traffic to the industrial park to relieve Guilderland Center from the noise, vibration, trash and other impacts of the truck traffic in the center of the hamlet.



A bird's eye view of the Northeast Industrial Park shows the industrial park's proximity to Guilderland Center and the Wateroliet Reservoir (both in the top left corner of the picture). It also shows the large extent of farms and open lands surrounding the area.

Town and Community Services

There are also several community service land uses within Guilderland Center, including the Guilderland High School, the fire station, post office, and several religious institutions. These services help to create a sense of community and self-sufficiency for the hamlet. The Guilderland High School has a large footprint in the hamlet center including several school buildings, parking areas, fields, and open lands. The High School also has a major influence on traffic in the hamlet as parents, students and employees all traverse Guilderland Center going to and from the school.

Between the High School and the Black Creek is a bus storage facility owned by Guilderland Central School District. Because the facility is located close to the Black Creek, there are concerns about runoff and contamination of the creek due to the bus storage and maintenance. There are also concerns about the amount of bus traffic in the hamlet. The current configuration of the bus garage provides access only via School Road, forcing all incoming and outgoing buses to travel through the Route 146/School Road intersection and the heart of the hamlet.

The Town's transfer station and animal shelter are both located along French's Mill Road near the center of the hamlet. These facilities are primarily busy during the weekend hours.

Parks and Recreation

The Town of Guilderland has an extensive park and recreation system. Keenholts Park is located in Guilderland Center and contains a number of baseball and softball fields and batting cages. Also within close proximity to Guilderland Center, Tawasentha Park is a large Town-owned park with fields, a pool, and an extensive network of hiking and walking trails, including trails that follow the Normans Kill. Improved pedestrian connections to Keenholts Park within the hamlet and to Tawasentha Park from the hamlet are needed.



On Saturdays in the summer, Keenholts Park is one of the busiest destinations in Guilderland.

There are several areas in or near Guilderland Center where recreational opportunities exist informally, such as at French's Hollow and along the Black Creek. French's Hollow is already being used informally for recreational activities, including as a swimming hole. While there are resident concerns about illegal activities in French's Hollow, as well as concerns about safety near the steep gorge, formalizing a park often helps to legitimize its use and discourage illegal activity and encourage safe use. Many of the Guilderland Center residents suggested that French's Hollow be designated as an official park at the community meeting held in May 2009.

The Black Creek offers another opportunity for passive recreation that has been discussed by Guilderland Center residents. In fact, several long-time residents recounted memories of community gatherings for swimming, kayaking and ice skating on the Black Creek. Today, there are concerns of contamination of the creek that might preclude swimming. The Black Creek is a Class C stream in Guilderland Center which means that the water quality is not suitable for swimming or contact recreation. In light of the former Army Depot and industrial use along the Black Creek just upstream of Guilderland Center, a more thorough assessment of the environmental quality of the creek should be conducted. However, the creek can currently be used for passive recreation, such as walking trails and picnic areas. The *Town of Guilderland Pathways Master Plan* recommends a footpath along the Black Creek through Guilderland Center between School Road and Depot Road which would connect to planned sidewalks along Route 146.

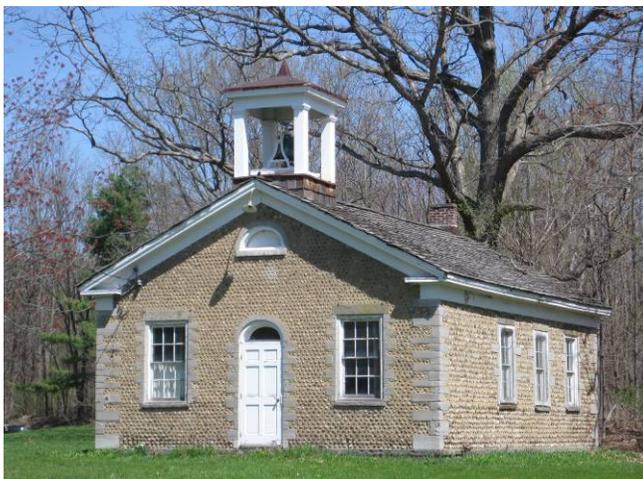
In addition to the above mentioned parks and recreational areas, there are also a number of fields located at the High School in Guilderland Center.

At the May 2009 public workshop, Guilderland Center residents expressed a desire to have more opportunities for passive recreation, such as walking trails along the Black Creek as well as a need for a community gathering space in the center of the hamlet, and a playground area for children. These amenities are common in neighborhoods such as Guilderland Center.

Historic Properties



There are a number of historic buildings in Guilderland Center, including several that are listed on the National Register of Historic Places. The Mynderse-Frederick House (pictured on page 1), Helderberg Reformed Dutch Church, Freeman House, School House #6 and St. Mark's Lutheran Church are all listed on the National Register. These historic buildings add to the charm and character of Guilderland Center. There are many historic buildings in Guilderland Center that are not on the National Register that add to the character of the hamlet.



School House # 6



St. Mark's Lutheran Church

Future Growth in Guilderland Center

Although Guilderland Center today appears to be a mature neighborhood, there is still some room left for growth in the hamlet. There are several large parcels that could accommodate new development. In addition, the Town recently extended water lines along Hurst Road, increasing the opportunities for development in this area.

The Guilderland Comprehensive Plan (the Town's big-picture for land use) has already established the policy of encouraging centered growth in areas such as Guilderland Center and preserving the outlying farms, forests and open spaces as much as possible. Guilderland Center plays an important role in this big-picture strategy by providing a place for centered growth. Guilderland Center can accommodate new growth - but it must be done in a way that respects and blends with the historic hamlet character. It must also be done in a way that adds to the community. Rather than increasing traffic and environmental impacts and turning its back to the hamlet, new development should integrate with the hamlet, providing new public spaces and amenities for Guilderland Center residents to enjoy.

There are several areas in the hamlet where new development or growth is already being discussed, including two residential developments proposed in Guilderland Center - Mat Farms and Dutchman Acres. There is also the possibility of expansion at the Northeast Industrial Park.

The Northeast Industrial Park has a large influence over Guilderland Center's quality of life. According to the *Northeast Industrial Park Generic Environmental Impact Statement* (June 2005), the industrial park has plans for expansion that include about 2 million additional square feet of development, broken into the following:

- 1.6 million square feet of industrial
- 160,000 square feet of office
- 190,000 square feet of research and development

A truck stop consisting of a 16 unit motel, convenience store, diner, fuel station, restrooms, and showers is also contemplated. This new development is proposed over a ten year period. The expansion would have a broad impact on Guilderland Center, which is already struggling with the effect of truck traffic from the industrial park. The GEIS proposes several transportation improvements (such as improvements to intersections) to help alleviate the impacts of the industrial park's growth. This plan identifies additional or alternative enhancements to address the issue of truck traffic in the hamlet (see Section III: Master Plan Recommendations).

The industrial park site was originally owned by the United States Department of Defense (DOD) and used as an army depot during WWII. The Voorheesville Depot (as it was originally called) was part of the National Stockpile Program and was used as a strategic location to stockpile metals and ores needed to manufacture defense materials during World War II. It has been used as an industrial park since 1969 and the majority of the site was purchased by the Galesi Group in 1993. A 36-acre parcel adjacent to the industrial park is owned by the United States General Services Administration. There are still unresolved issues related to the contamination and future cleanup of this parcel, and the potential impacts of this on the Black Creek and on the quality of groundwater.

Existing Zoning in Guilderland Center

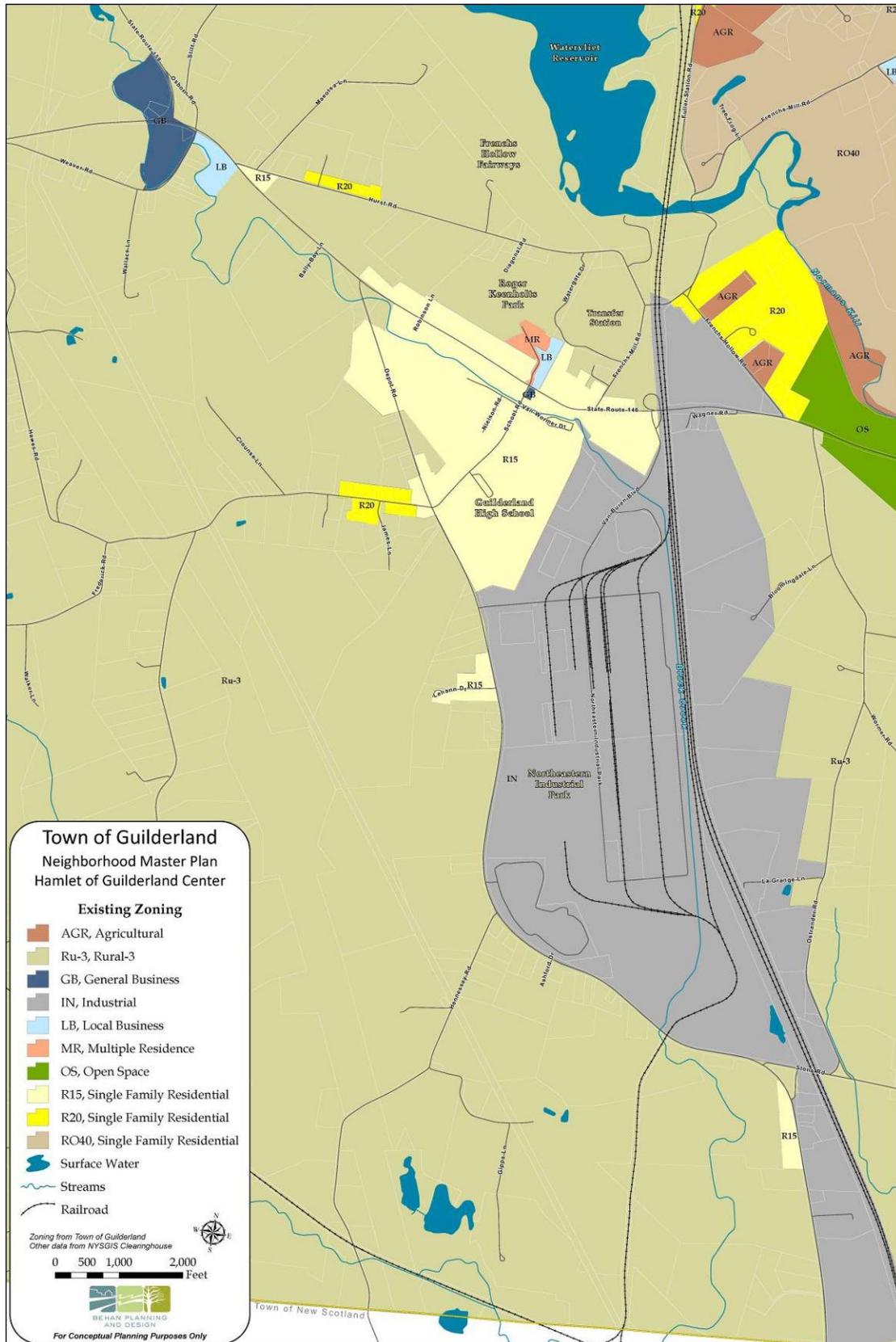
With the exception of the industrial park (zoned Industrial), the Park Guilderland Shopping Center (zoned Local Business), and the gas station (zoned General Business), the majority of the Guilderland Center hamlet is zoned residential. The heart of the hamlet (the triangle-shaped area between School Road, Depot Road and Route 146) is zoned Residential-15 (R-15) and the area surrounding that is primarily zoned Rural- 3. There are also a few small pockets of Residential-20 zoning within the hamlet.

Table: Existing Dimensional Requirements for Primary Zoning Districts in Guilderland Center

District	Min. Lot Area (SF)	Lot Width (ft)	Building Line (ft)	Front Yard (ft)	Side Yard (ft)	Rear Yard (ft)	Max. Lot Coverage
R-15	15,000	-----	100	35	15	35	30%
Ru-3	130,680 (3 acres)	200 (at building line)	-----	50	50	100	30%
LB	20,000		100	45	15*	25*	70%
R-20	20,000		125	35	20	50	30%

*when abutting a residential district, side and rear setback must be at least 40 feet

Map: Existing Zoning District Boundaries in Guiderland Center

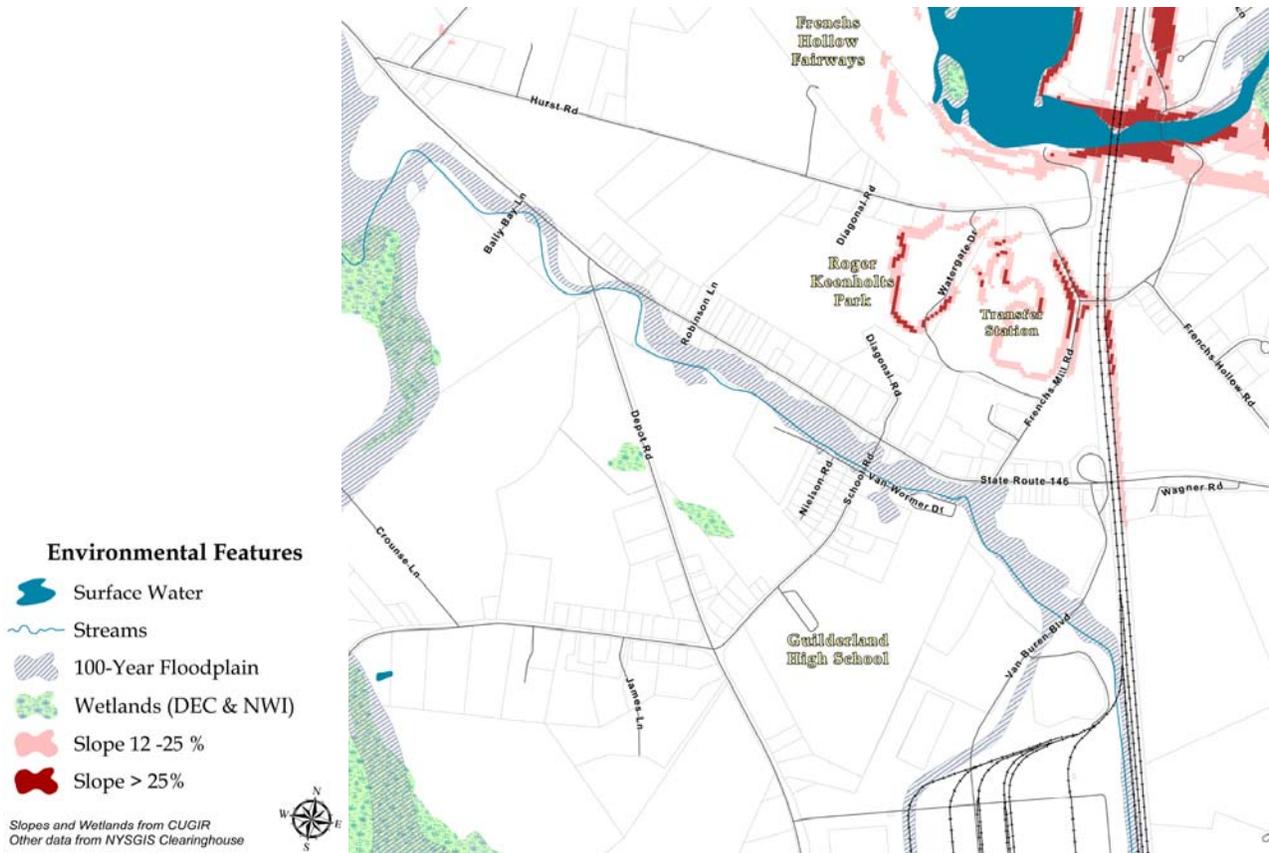


Overall, the zoning scheme for Guilderland Center is quite good, with the hamlet center at R-15 and the surrounding area RU-3 encouraging a hamlet and country setting as called for in the comprehensive plan. The minimum lot area of 15,000 sf in the hamlet center (R-15 District) could perhaps be reduced somewhat to create a denser center (on the order of 4 to 6 dwelling units/acre), but this would require further examination of the environmental setting and infrastructure capacity.

Appropriately, the residential zoning districts do allow for some diversity of uses, including attached apartments & home occupations. Some minor modifications could be considered, such as allowing detached apartments (such as garage apartments). Currently, accessory apartments must be attached to the main dwelling. It might also be beneficial to allow for some additional mixed-use development (including small scale commercial and multi-family) as part of new development in the hamlet, or to identify additional locations for neighborhood commercial activity (Local Business zoning).

Environmental Resources

The Town’s Comprehensive Plan provides a great deal of information about environmental resources throughout Guilderland. The map below simply illustrates the location of some of the primary environmental features that are present in Guilderland Center (note: this map is based on publicly available data. Site specific environmental data has not been collected as part of this study; so, for example, smaller areas of federally protected wetlands which have not yet been mapped may exist in Guilderland Center though they are not shown below).

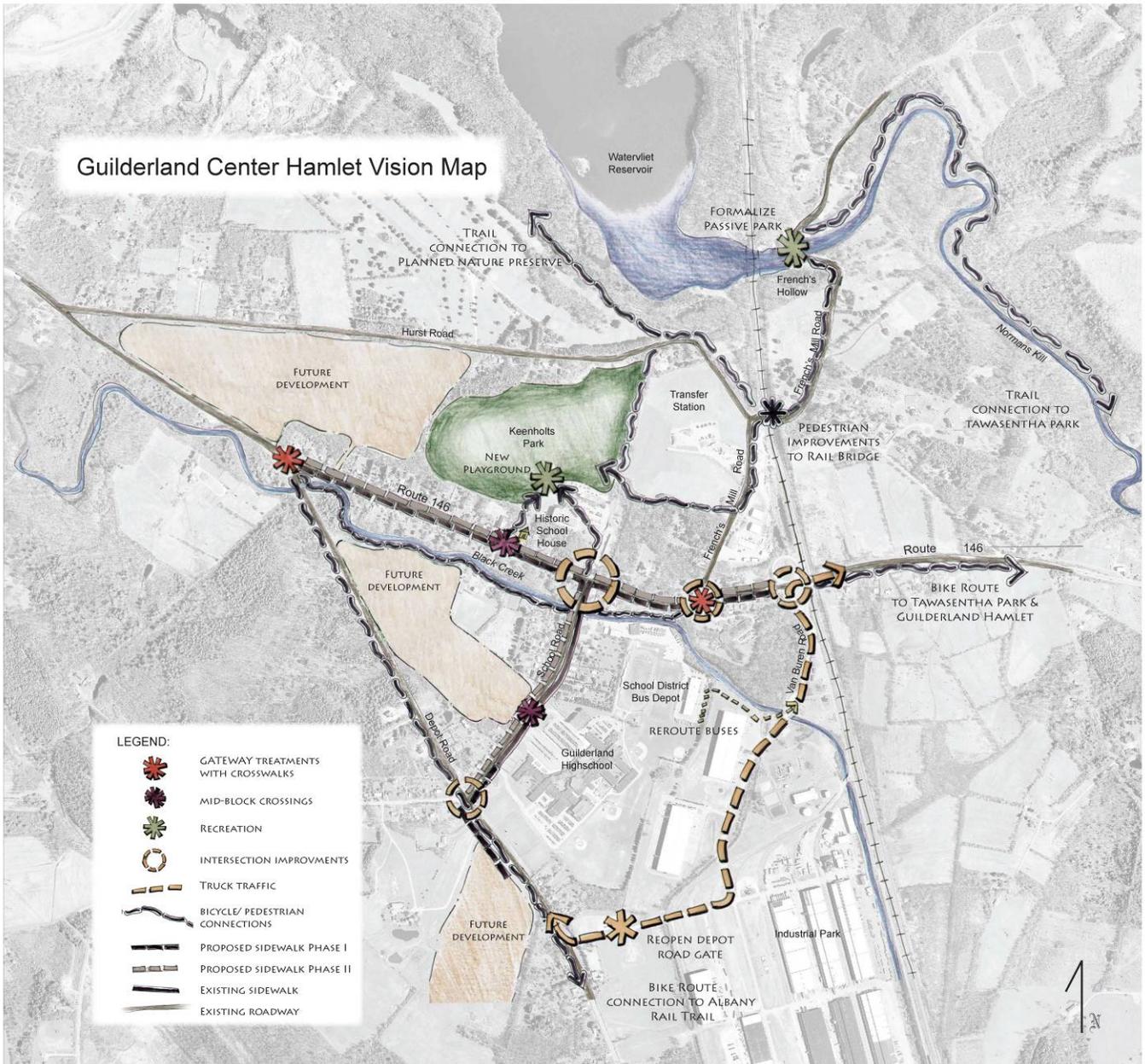


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III. MASTER PLAN RECOMMENDATIONS

The following pages contain recommendations for enhancing the Guilderland Center Hamlet consistent with the concerns of residents and other stakeholders. For organizational purposes, the recommendations are grouped into Transportation and Land Use categories; however, there is considerable overlap between these two broad areas.

To illustrate the main ideas that have emerged during the development of this Master Plan for the Guilderland Center Hamlet, a vision map is presented below. Sections of the vision map will be referred to throughout the discussion about recommendations that follows.



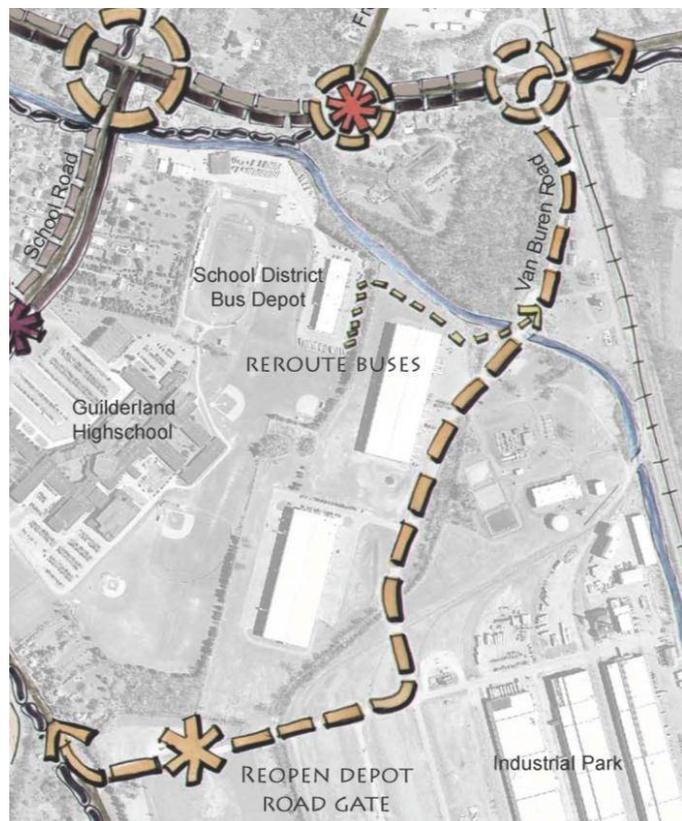
Transportation

The impact of traffic on the quality of life of Guilderland Center's residents has been consistently identified as a primary concern in the hamlet. The presence of large vehicles (trucks and buses), traffic speed, and the lack of pedestrian infrastructure are particularly problematic from the standpoint of health, safety, and comfort. Recommendations for addressing these issues follow. In addition, several of the intersections in the hamlet have been analyzed as part of this study. Alternatives for these intersections are discussed at the end of this Transportation section.

Trucks and Buses

Route 146 is an important rural highway that also serves as the main street for the hamlet of Guilderland Center. It serves as a pass through for commuters and for those who are traveling to/from the large shopping and service areas further east and south in Guilderland, Colonie, and Albany. It also carries a significant number of trucks and buses through the hamlet. Many of these large vehicles begin or end their trips in Guilderland Center, as the Northeast Industrial Park and the Guilderland School District bus depot are both located in the heart of the hamlet. One of the primary goals of this plan is to identify ways to reduce the negative impact of these large vehicles on the quality of life and safety of Guilderland Center residents. To accomplish this, there are two recommendations:

- Reopen the Depot Road gate to the Northeast Industrial Park (reroute trucks going to/from the west away from the center of the hamlet) -** the Depot Road gate to the industrial park was closed several years ago when the Van Buren Road entrance was created. By reopening this gate, west-bound trucks would exit the park at Depot Road and turn left onto Route 146 beyond the center of the hamlet. Likewise, trucks arriving from the west would turn from Route 146 onto Depot Road and enter the park at this gate, thereby avoiding the center of the hamlet. Trucks to/from the east would continue to use the Van Buren gate. Depending on the total traffic volume using the reopened gate, this recommendation may require a left turn lane on Depot Road (CR 201) at the gate entrance. Albany County DPW would have to review potential impacts and a permit would be required.



The owners of the Northeast Industrial Park would need to make a significant investment to meet all of their logistical and security needs at this second gate. However, when considered within the context of the overall long-term plans for development of the park, the amount of that investment is not an insurmountable deterrent. The Town is in a position to discuss matters of this nature with the Northeast Industrial Park as development plans for the facility become more specific.

It should be noted that the owners of the park cannot force truck drivers to use a particular route. However, the park could invest in appropriate signage and an education campaign for drivers who use the park to encourage them to use the correct route.

- **Explore options to reroute some of the school bus depot traffic** - The Guilderland School District bus depot is located in Guilderland Center between School Road and Van Buren Road. It's only point of ingress/egress is on School Road. As a result, most of the school district's buses must pass through the center of the hamlet several times each school day. In an effort to reduce the number of school buses traveling through the center of the hamlet, one option that could be explored is rerouting east bound school buses through the rear of the bus depot onto Van Buren Road (just outside the gate to the industrial park) and onto Route 146. Collaboration by the Town, the school district, and the owners of the Northeast Industrial Park would be required to make this work.

Traffic Speed

Another key concern among residents in the hamlet is traffic speed. Though the posted speed limit on Route 146 in the hamlet center is 40 mph, motorists routinely go over this speed. Speeding traffic has a negative impact on quality of life for the residents whose homes front on Route 146, and it is a serious safety problem for them when they try to enter or exit their driveways. It is also a significant deterrent to walking in the hamlet, both from a safety and from a desirability perspective. There are several recommendations for addressing this problem:

- **Enforce the existing speed limit** - Because Guilderland has its own police force, the Town could step-up enforcement of the speed limit in Guilderland Center. Regular enforcement could increase compliance, but given limited resources it is not certain that the Town police force could really prioritize and sustain this effort.
- **Explore the possibility of requesting a reduced speed limit with a comprehensive package of proposed traffic calming measures in the hamlet and increased speed enforcement** - Because this is a state highway, the NYSDOT has jurisdiction over this roadway. Work with the NYSDOT to examine the possibility of a reduced speed limit on Route 146 in the hamlet between Depot and Van Buren Roads. Such an approach would need to be comprehensive, including enforcement and traffic calming measures (described below).
- **Develop a package of traffic calming measures for Route 146 in the hamlet center** - The primary objectives of traffic calming are: to reduce vehicle speed, to reduce traffic volumes, and to reduce pedestrian/vehicle conflicts. Depending on the situation, one, two, or all three of these objectives can be addressed by the inclusion in the roadway system of features that will alter driving habits to the benefit of the non-motorized user of the system. Traffic calming techniques can be: passive, such as a speed trailer telling the driver how fast he is going;

psychological, such as narrowing the roadway by the use of pavement markings; or physical, such as roadway closures or diverters to reduce volume, or roundabouts, speed bumps/tables, or curb extensions to reduce speed. In Guilderland Center, some appropriate combination of traffic calming techniques could be employed to send a visual cue to the driver that tells him that he has arrived in the center of a small, dense community and that he must slow down.

Examples of traffic calming techniques include:

- Center Medians
- Textured pavements
- Roundabouts
- Raised crosswalks
- Curvature of the road
- Narrowing lane width
- Paint striping
- Streetscape elements such as street trees, planters, streetlights, and sidewalks



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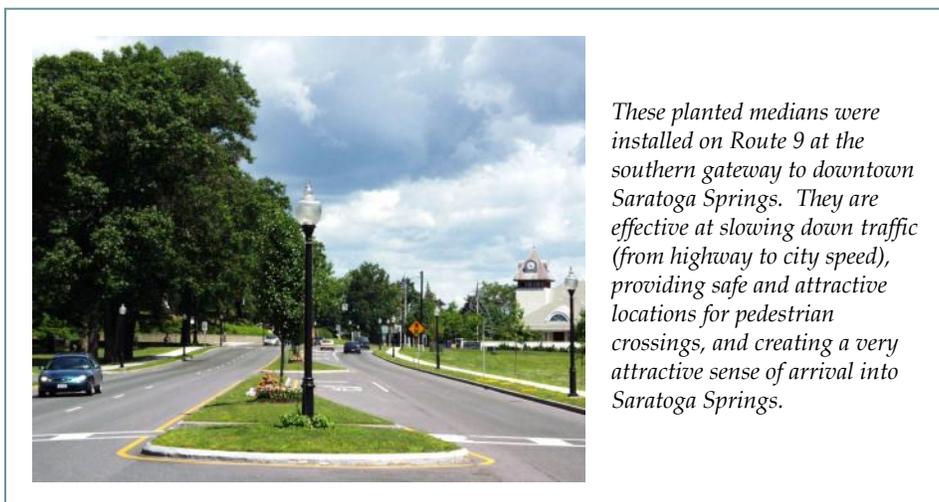
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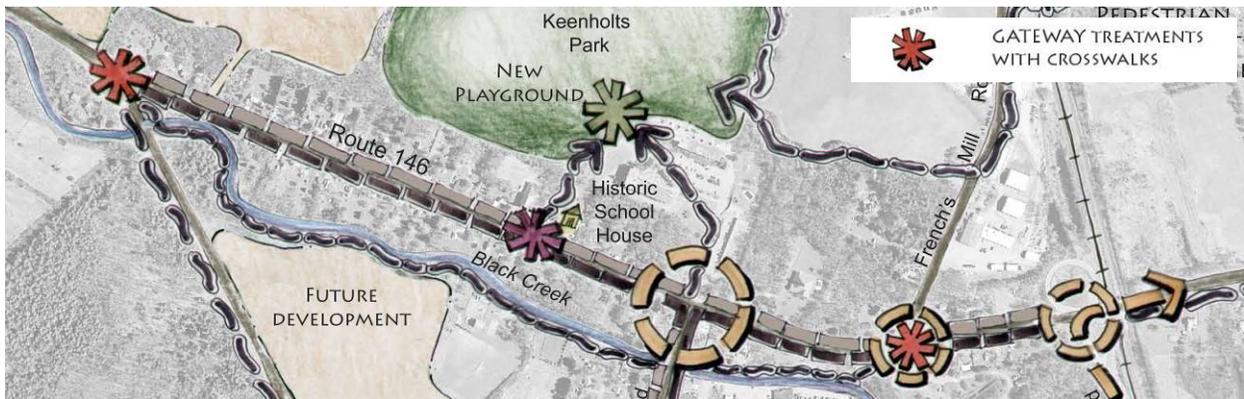
Photocredit: Lawrence Bice (Behan Planning and Design)

The NYSDOT has recognized the benefit of traffic calming measures and has recently completed installation of these techniques on some local projects. These include the roundabout installed on Route 85A in Voorheesville, and curb extensions and pavement markings on Route 146 in Altamont.

- **Utilize “Gateways” to the hamlet as opportunities for traffic calming and beautification-** Gateways are entry points to a community and can serve as important locations for establishing a sense of arrival. In Guilderland Center, gateways can be utilized to send a message to drivers, especially along Route 146, that they are moving from a rural highway setting to the main street of a small traditional urban center. The installation of gateway features at the Route 146 entrances to the hamlet on both the east and west would serve two purposes:
 - ***Locations to employ traffic calming*** - though the speed limit on Route 146 drops to 40 mph in the hamlet, the roadway itself does not really change. As a result, drivers do not receive any signal (other than the speed limit sign) that indicates that they should slow down. By installing appropriate traffic calming techniques - such as raised medians - at the gateways to the hamlet, motorists will be forced to slow down and recognize that the hamlet environment is different than the rural highway environment.
 - ***Locations to employ beautification in order to create a “sense of arrival” in Guilderland Center*** - As stated at the beginning of this report, Guilderland Center is a special place. Through the use of appropriate landscaping and signage, the gateways to the hamlet can be designed as points of welcome to Guilderland Center. If “Welcome to the Hamlet of Guilderland Center” signs were created for the gateways, they should utilize materials and graphic treatments that are consistent with the unique, historic setting of the hamlet.



As shown on the map below, two locations on Route 146 have been identified as gateway locations in Guilderland Center. The intersection of Route 146 and French's Mill Road would serve as the focal point for the eastern gateway. This is where the primary physical traffic calming feature - such as a planted, raised median - should be employed. However, traffic calming measures should begin prior to this location, extending back to at least Van Buren Road. The intersection of Route 146 and Depot Road would serve as the focal point for the western gateway. This is where the primary physical traffic calming feature should be employed, with additional traffic calming measures extending back to perhaps Hurst Road. In both locations, well-defined (highly visible) crosswalks should be designed as part of the traffic calming feature.



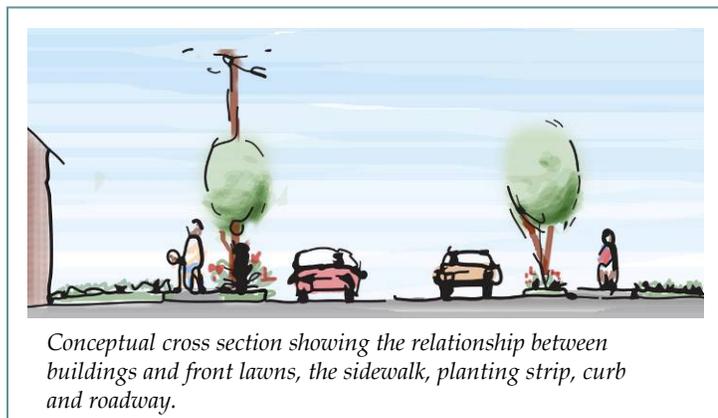
Pedestrian Environment

Calming traffic and diverting large vehicles are important to improving the pedestrian environment in Guilderland Center. But as noted earlier, the lack of actual pedestrian infrastructure through most of the hamlet must also be resolved. There are three primary recommendations for improving the pedestrian environment:

- **Install sidewalks along Route 146 and complete the sidewalk system on School Road** - The desire for sidewalk construction in the hamlet was emphasized by residents at both public workshops. Ultimately, the goal is to have sidewalks on both sides of Route 146 and both sides of School Road. Due to resource constraints, it will be necessary to progress this initiative in phases and to take advantage of opportunities as development occurs. Funding has been secured for the first phase of sidewalk construction on Route 146 through the CDTC's Transportation Improvement Program (TIP) for the region. The total Federal and Town allocation for this work is \$681,000. This funding should be used to develop a sidewalk on the south side of Route 146 from Depot Road to the senior housing facility across from French's Mill Road. Sidewalks on the south side will connect to the existing sidewalk on the east side of School Road. The south side also presents fewer challenges with respect to the front yards of residences on Route 146. Ideally, a second phase of sidewalk construction could be funded for the north side of Route 146 from Depot Road to French's Mill Road. Because of the narrow right-of-way, during both phases, and especially during the second phase, design of the sidewalk (and associated streetscape elements) should involve collaboration with the owners of homes on Route 146.

On School Road, a partial sidewalk system already exists. As part of the proposed Mat Farms development off Depot Road, the developer will extend the existing sidewalk on the east side of School Road from its current terminus to the corner of Depot Road, and along the north (High School) side of Depot Road to a mid-block crosswalk that will connect to a sidewalk in front of the new subdivision. The west side of School Road should also be designed with a sidewalk from Route 146 to Depot Road. As part of the proposed Dutchman Acres subdivision, a sidewalk should be installed by the developer across the entire frontage of the development parcel and, if possible, northward toward Route 146. Consultation with Albany County (the owner of School Road) will be necessary, especially to address the manner in which the sidewalk would extend across the bridge crossing the Black Creek. It appears that the same sidewalk treatment that was used on the east side of the bridge should work on the west side of the bridge but this must still be verified.

Generally speaking, sidewalks should be constructed with concrete and have a minimum width of 4 feet (5 feet preferred). ADA (American's with Disabilities Act) compliance for curb ramps and other features should be required. Where sidewalks cross driveways, the sidewalk should maintain a continuous grade - driveways and aprons should be sloped to meet the sidewalk grade. Curbs and a planting strip should be utilized to separate the pedestrian from moving traffic whenever possible. The planting strip also provides a location for snow storage during the winter months. Exceptions may be necessary, especially on the north side of Route 146 where several houses are located very close to the right-of-way. Variations may also be desirable at other locations where, for example, mature trees that provide a beautiful canopy over the existing roadway are in the path of the proposed sidewalk. It would be a shame to remove such trees because they contribute significantly to the overall character of the hamlet. During the design process, attention should be paid to such details.



Conceptual cross section showing the relationship between buildings and front lawns, the sidewalk, planting strip, curb and roadway.

The Town of Guilderland takes care of snow removal on its sidewalk system just as it does on its roads. It is expected that this will extend to new sidewalks in Guilderland Center.

- **Provide crosswalks at intersections and at key mid-block locations** - Crosswalks serve two main purposes related to the safety of pedestrians. Crosswalks, and their associated signing, alert vehicles to the fact the pedestrians may be crossing at designated locations. State law requires vehicles to stop when a pedestrian is in the crosswalk; however this law is still relatively new in New York State and compliance is still a problem. Secondly, crosswalks provide pedestrians with a preferred safer location to cross, delineated and enhanced by pavement markings and signing.

In Guilderland Center, well-defined crosswalks should be provided at all of the key intersections. This includes the intersections of:

- Route 146 and French’s Mill Road
- Route 146 and School Road
- Route 146 and Depot Road
- School Road and Depot Road

The intersections of Route 146 with French’s Mill Road and Depot Road are identified as gateway locations where physical traffic calming features should be installed. Crosswalks should be designed as part of the traffic calming features at these gateway locations.

There are also two locations in the hamlet where mid-block crossings are recommended (see the Guilderland Center Hamlet Vision Map on page 31). These locations will provide connections between important features in the hamlet. They are also well spaced from existing intersections. The two mid-block crossing locations are:

- Route 146 in front of the historic school house (School House #6) - in conjunction with a recommendation later in this plan to create a new connection between Route 146 and Keenholts Park along the western edge of the School House #6 property; a mid-block crossing on Route 146 at this location would provide a pedestrian connection from the center of the hamlet directly to the park, avoiding a long circuitous walk to the intersection of School Road and Route 146.
- School Road between the High School and the proposed Dutchman Acres residential development - this location would provide safer pedestrian access to and from the school for existing residents on the west side of School Road, as well as new residents from the proposed residential development.

Because these are mid-block locations, special attention must be paid to ensure that they are designed in a manner that is highly-visible to motorists. Some of the images shown under traffic calming (page 34) provide ideas about how this can be accomplished.

- **Improve Streetscape Character** - The streetscape character in Guilderland Center is important to providing a sense of place and a feeling of arrival, both of which add to the ideas presented above that slow traffic and make the hamlet a safer and more attractive environment for pedestrians.
 - Plant signatures - Combinations of elements in the streetscape which repeat in both obvious and subtle ways to provide a sense of unity, character, and ultimately a sense of place, are called signatures. These can be a combination of elements including plants, fencing, lighting, signs, benches, and trash receptacles. Signatures should fit into and reflect the place they are in, using cues from existing architectural, historic, and/or natural resources.



(Above) Low level pedestrian lighting with bollards that fit the style of other signature elements

(Right) Fencing with white picket and colonial influences to echo the architectural style of some of the hamlet homes



(Above) Plantings combine rural and less formal elements with native grasses and loose shrubs, enhanced by the more formal, groomed appearance of a dark pink rose which fits the style of fence and architecture

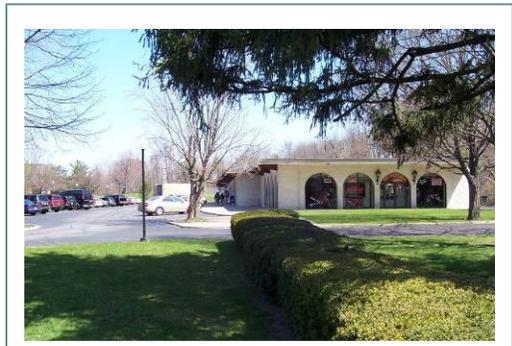
(Left) One potential signature concept combining plants and fencing styles from above. Repeated in whole or in part in key areas of the hamlet provides a sense of place and unity in design.



Streetscape improvements in Guilderland Center might include small ornamental trees that stay below power lines even at maturity.

Additionally, the streetscape treatments should provide continuity along the street through the hamlet. For Guilderland Center Hamlet, the following concepts are recommended for the streetscape:

- Trees - Because the hamlet has an abundance of attractive, healthy, mature trees, any street tree additions should be small, ornamental trees that will provide accent to the green background and remain low underneath powerlines.
- Lighting - Low level pedestrian lighting along the sidewalks and at gateways and gathering areas should be incorporated rather than streetlights. Pedestrian activity in Guilderland Center is primarily residential and moderate in nature, especially in the evening hours. Lighting with bollards will provide enough light for wayfinding, safety, and comfort, but will not over-light the street or intrude on residences. The existing cobra lights that are attached to utility poles are relatively subdued in their character, and with additional streetlight elements which draw the eye to street level they will become nearly invisible. For safety purposes, appropriate lighting at the proposed mid-block crossings should be evaluated.
- Benches, trash/recycling receptacles, and bike racks - These amenities should be located in areas where people gather or at destinations such as post office or retail centers. Their character should fit the signature style and be durable and maintained.
- Plantings - Due to the residential nature of Guilderland Center, plantings should be low maintenance and planted in ground, rather than adding planters which require regular watering and maintenance. Unless there is a volunteer group that can care for plants, or the Town is willing to cover care expenses, maintenance of plants can be a cost issue for many communities which should be considered and planned for.
- Public spaces - Public spaces provide gathering spots as destinations and community building areas. Potential locations for enhanced public space include: near the Park Guilderland commercial plaza east of the entry drive where an outdoor café area could be added or other activity such as game tables or reading or performance nook; or a small pocket park or seating area as part of the new development at Dutchman Acres which would serve to connect the new neighborhood to the hamlet and other existing neighborhoods.



Public gathering spaces near the center hamlet would add vibrancy to the hamlet streetscape

Intersection Improvements

The intersections in Guilderland Center that have been identified as needing some level of improvement are:

- Route 146 and School Road
- School Road and Depot Road
- Route 146 and French's Mill Road
- Route 146 and Van Buren Road
- Route 146 and Depot Road

Ideas for each of these intersections are described below:

- **Route 146 and School Road**

This is the main intersection in Guilderland Center. It is located in the center of the hamlet and is the focal point for much of the traffic that travels through the neighborhood. The context and current functioning characteristics of this intersection were described in the Existing Conditions section of this report (Section II).

Because it has been recognized for some time that this intersection is in the most immediate need of attention based on citizen comments, it was the subject of careful analysis as part of the scope of this project. Alternatives were examined with consideration to:

- The effect on transportation safety and efficiency
- Pedestrian safety and experience
- Compatibility with hamlet context/ aesthetics
- Landowner/ right-of-way impacts
- Cost

As described earlier, the intersection already experiences some congestion, primarily during the AM peak hour. By 2020, this condition is expected to worsen. Three alternatives for this intersection were reviewed as part of the study: an improved intersection with left turn lanes designed to current standards, a one lane roundabout, and an alternative that would maintain the current alignment but add pedestrian and streetscape enhancements.

Alternative 1 - An improved intersection with left turn lanes in both the westbound and eastbound directions.

A concept plan illustrating this improvement is shown on Figure 1 (page 42) which was developed based on a 45-mph operating speed (40-mph posted speed limit plus 5-mph - standard engineering practice). A separate analysis of this intersection, completed as part of this study, indicates that an eastbound left-turn lane is not necessary from an operational standpoint. However, due to the existing curve geometry of Route 146, the eastbound approach provides enough width to include a short storage bay for left-turns without

lengthening the taper. Therefore, a concept without the eastbound left-turn lane is not provided.

This plan also proposes to lower the operating speed on Route 146 as motorists enter the hamlet by implementing various traffic calming measures. If speeds on Route 146 can be effectively reduced, then a more context sensitive, lower level design could be progressed with regard to the construction of the eastbound and westbound left-turn lanes. The approach and departure tapers on Route 146 could be shortened to reduce the amount of roadway widening and ROW impacts.

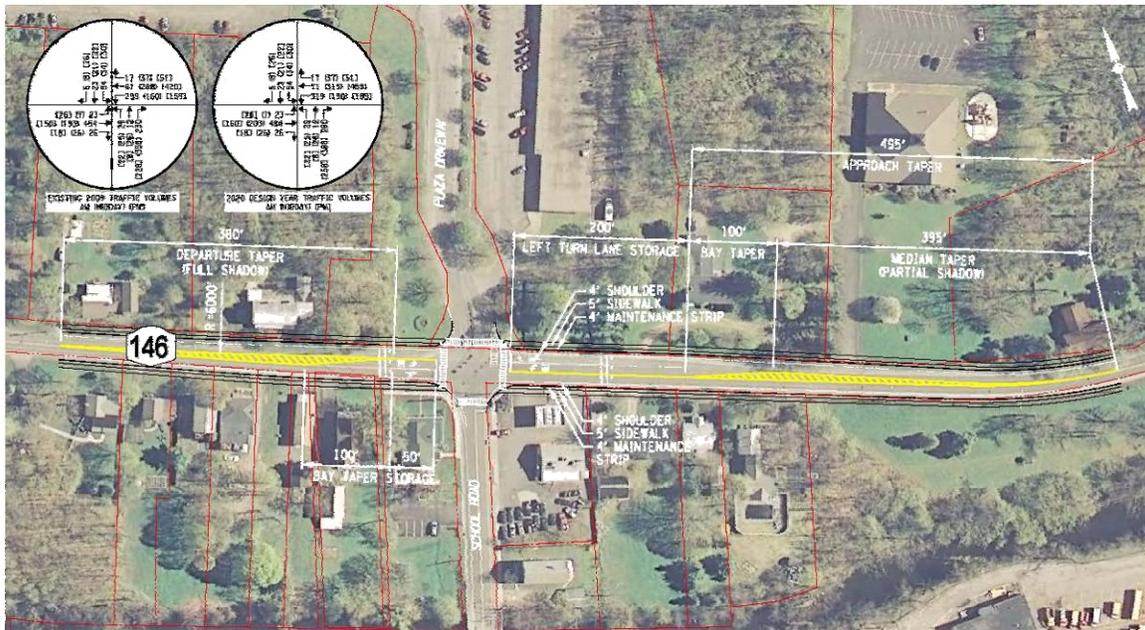


Figure 1 – Concept plan for an improved intersection with left turn lanes in both westbound and eastbound directions.

The analysis indicates that providing an exclusive left-turn lane and a shared through/right-turn lane on the eastbound and westbound approaches will improve intersection operations during the peak hours. Under anticipated 2020 traffic conditions, this intersection will operate at an overall LOS C/B/B during the AM, Mid-Day, and PM peak hours with all movements operating at a LOS D or better under traffic signal control with the proposed improvement. It is noted that this improvement is generally consistent with the Draft Generic Environmental Impact Statement (DGEIS) prepared in 2005 for the Northeastern Industrial Park which recommended the installation of a westbound left turn lane at this intersection.

Alternative 2 - A one lane roundabout

The level of service analysis also indicates that this intersection will operate at very good overall levels of service during each peak hour for existing and future design year conditions if a single lane roundabout is constructed to replace the existing traffic signal. In fact, the analysis indicates that the roundabout is the best operational alternative. A concept plan showing this alternative is presented on Figure 2 (page 43). The analysis shows that the

roundabout decreases overall delay by 13 seconds during the AM peak hour, by 9 seconds during the Mid-Day peak hour, and by 3 seconds during the PM peak hour as compared to the signalized alternative under the future 2020 traffic conditions.

In addition to the modest operational benefit, the roundabout might have other advantages to support its installation. Unlike a traditional intersection, a roundabout is itself a speed calming measure. A roundabout works by slowing traffic down. Traffic would need to slow down for the roundabout 24 hours a day; while a signal during the green light phase provides no reason for vehicles to slow down. Roundabouts provide safety benefits to drivers by reducing the number of potential conflict points and reducing crash severity. Pedestrians are accommodated by crosswalks and refuge islands on the approaches to the roundabout. Finally, a roundabout provides an opportunity for streetscape improvements including an attractive center island in the heart of Guilderland Center.



Figure 2 – Concept plan for a one lane roundabout

Because Route 146 is a designated route for oversized vehicles that cannot travel under the railroad bridge on Route 20, the roundabout concept required some additional evaluation. In coordination with the New York State Department of Transportation (NYSDOT) Special Hauling permit group and Region 1 the roundabout option was evaluated using AutoTurn (version 6.1.1) to determine if a worst-case wind farm component truck (180-foot long truck with a 15-foot wide load and a 1-foot buffer) could traverse the circulatory roadway. Figures 3 through 5 (page 45) identify the impact areas for an oversized truck traveling in the eastbound and westbound directions. Figure 3 indicates that trucks traveling eastbound could travel through the roundabout and use the mountable curb on the splitter islands at the approaches and on the center island truck apron. However, Figure 4 shows that trucks traveling westbound would

not be able to travel through the roundabout without significantly impacting the center island and areas outside of the intersection. However, if the roundabout option were pursued, westbound oversized vehicles could travel the wrong way (clock-wise) around the roundabout. The three escort vehicles that travel with the oversized trucks would need to block all of the intersection approaches effectively shutting down roundabout to allow the truck to use the opposing lane as shown in Figure 5. Detailed design of a roundabout at this location would need to consider the placement of all signage and raised objects to ensure that an adequate clear zone is provided for the oversized vehicles. It should be noted that these vehicles do not travel through the intersection frequently. It is estimated that 3-4 oversized trucks per day might traverse the intersection during busy times.



Figure 3 – Impact Area Traveling Eastbound



Figure 4 – Impact Area Traveling Westbound



Figure 5 – Impact Area Traveling Westbound Using Opposing Lane

The visualization (below) of the roundabout alternative illustrates the location and scale of a roundabout at the intersection of Route 146 and School Road. While the utility poles and lines remain, the stop light would no longer exist. Several trees would be removed in the construction process; however, landscaping (shown here to reflect the conceptual signature treatments discussed earlier in this document) should be an integral part of the design of the roundabout. Crosswalks are configured to have refuge islands so that pedestrians cross one lane of oncoming traffic at a time, so that signalized crossings are not needed.



BEFORE - Existing Route 146 and School Road intersection facing south



AFTER - Illustration of Route 146 and School Road intersection facing south with Alternative 2 roundabout improvements (Shown with signature concept fence and plantings)

Alternative 3 - maintain current alignment but add pedestrian and streetscape enhancements

Alternatives 1 and 2 both require realignment which results in changes to front yards and the character of the intersection and the hamlet. Alternative 3 would maintain existing conditions, while improving the pedestrian conditions, adding landscape treatments to enhance the aesthetics, and providing visual clues to slow traffic. It is important to note that no operational or vehicular safety benefits would be realized under this alternative. All of the issues related to current and future level of service would remain.



This visualization illustrates the intersection of Route 146 and School Road (looking south) as a four corners design – Alternative 3.

This plan does not make a recommendation about which of the three alternatives would be best for Guilderland Center. Instead, the analysis has demonstrated that both reconfigured intersection alternatives (Alternatives 1 and 2) are viable and would produce operational benefits. The results of the analysis were presented to the public at a workshop on September 24, 2009; and based on the discussion at that meeting the pros and cons of each alternative are summarized on the table below. More detailed study is needed before a final decision can be made. Because both of the reconfigured intersection alternatives would likely require some taking of land from nearby residential and commercial parcels (Alternative 1 probably more than Alternative 2), an actual survey of the area should be prepared so that the impact of either alternative is more fully understood. This would also help in terms of refining our understanding of some of the technical issues, such as whether oversized vehicles would really be able to navigate the roundabout in the opposing direction (as described above). The Guilderland Center community, and in particular landowners near the intersection, should be included in this evaluation process.

	Pros	Cons
Alternative 1 - improved intersection with left turn lanes in both the westbound and eastbound directions		
	<ul style="list-style-type: none"> • Improves operation of the intersection (reduces congestion) today and in the future • Separates left-turn movements from thru and right-turn movements • Includes improvements to the pedestrian environment and streetscape 	<ul style="list-style-type: none"> • Requires the taking of land from the front yards of several parcels (especially homes to the west of the intersection) to accommodate required taper • Does not slow travel speed on a consistent basis
Alternative 2 - one lane roundabout		
	<ul style="list-style-type: none"> • Has the highest benefit in terms of improving operation of the intersection (reducing congestion) today and in the future • Safety - reduces conflict points by moving all vehicles through the intersection in one direction. Safer than a signalized intersection • Includes improvements to the pedestrian environment and streetscape • Slows traffic 24 hours per day, consistent with the other traffic calming recommendations for the hamlet • Requires little, if any, taking of land from the front yards of adjoining parcels 	<ul style="list-style-type: none"> • Lack of familiarity - not all drivers have experience driving through a roundabout • Passage of some oversized vehicles would require temporary shutdown of the intersection • Circular movement of vehicles in the roundabout at night could potentially cause headlights to shine into adjoining homes • Probably the most costly of the three alternatives (though it might be the easiest to justify for the purposes of funding through the CDTC) • Alters the visual character of the hamlet
Alternative 3 - maintain current alignment but add pedestrian and streetscape enhancements		
	<ul style="list-style-type: none"> • Includes improvements to the pedestrian environment and streetscape • Requires no realignment and therefore no taking of land • The least costly alternative 	<ul style="list-style-type: none"> • Does not provide any operational benefit

- **School Road and Depot Road**

As described in Section II (Existing Conditions), the intersection of School Road and Depot Road experiences fairly high demand for a short peak period in the morning due to its proximity to the high school. It also has a higher than average accident rate. Its current configuration includes stop signs at the School Road and Meadowdale Road legs of the intersection. Looking to the future there may be an increase in traffic at this intersection due to the development of the Mat Farms residential project and the potential reopening of the Northeast Industrial Park's Depot Road gate. The proposed residential development of Dutchman Acres may result in additional trips through the intersection, especially if access to the subdivision is limited to Depot Road (which is not recommended in this study). Due to the potential changes to traffic patterns in the vicinity of this intersection, pedestrian improvements such as crosswalks and connecting sidewalks should be considered. In fact, as part of the Mat Farms project some of these pedestrian improvements will be made.

A review of reconfiguration options for this intersection was conducted as part of this study. Two options - changing the intersection control to an all-way stop and a single-lane roundabout - were examined.

The installation of an all-way stop condition at this intersection would improve operating conditions during the AM peak hour when Guilderland High School is in operation. The level of service summary indicates that this intersection would operate at an overall LOS D/A/A during the AM, Mid-Day, and PM peak hours, with the southbound Depot Road approach operating at a LOS E during the AM peak hour. An all-way stop controlled intersection at this location was recommended in the DGEIS for the Northeastern Industrial Park. However, even with some of the new development proposed in the area, daily traffic volumes at this intersection are unlikely to meet the standard criteria for the installation of an all-way stop condition in the foreseeable future; and therefore this option is not recommended.

An additional level of service analysis conducted for this intersection indicates that the construction of a single lane roundabout would provide adequate levels of service for all peak hours during existing and future design year conditions. However, the cost associated with construction of a roundabout may limit the short term potential for funding this option.

It is recommended that this intersection be monitored in the future, with the possible installation of a roundabout if funding can be secured. The potential re-opening of the Depot Road gate to the Northeast Industrial Park would probably warrant another look at the options for this intersection, and could perhaps create a source of funding for any appropriate changes.

- **Route 146 and French's Mill Road**

The intersection at Route 146 and French's Mill Road is one of the proposed gateway areas. As described above, it is recommended that this intersection be reconfigured as a focal point for traffic calming improvements at the hamlet's eastern gateway. As part of these improvements,

highly visible crosswalks should connect the proposed sidewalks on both the north and south sides of Route 146. It is also suggested that a pedestrian pathway (not a sidewalk) be created along French's Mill Road to the park entrance.

- **Route 146 and Van Buren Road**

Van Buren Road is currently the only entrance to the Northeast Industrial Park. As described in the discussion of gateways above, though traffic calming efforts at the eastern gateway to Guilderland Center would focus on the intersection of Route 146 and French's Mill Road, a reduced speed limit and other traffic calming measures should begin farther east on Route 146 including at this intersection with Van Buren Road. The current configuration of the intersection at Van Buren Road was established to facilitate the movement of trucks into and out of the Northeast Industrial Park. Though the intersection appears to function well, observations indicate that some drivers do not navigate the intersection correctly (avoiding the cloverleaf). Therefore, some refinement of the intersection design - preventing a left-turn in, onto Van Buren - could be considered as part of the traffic calming effort for the eastern gateway.

- **Route 146 and Depot Road**

This intersection serves as one of the proposed gateway areas. As described above, it is recommended that this intersection be reconfigured as a focal point for traffic calming improvements at the hamlet's western gateway. As part of these improvements, highly visible crosswalks should connect the proposed sidewalks on both the north and south sides of Route 146. Improvements to bicycle facilities such as a bike lane and/or bike route signage should extend along Depot Road to Route 146 minimally.

Other Transportation Recommendations

In addition to the ideas above for trucks and buses, traffic speed, the pedestrian environment, and intersection improvements, there are a couple of transportation related recommendations that emerged through conversations with residents of Guilderland Center. They are:

- **Work with the school district to reduce the number of student drivers** - we all remember the feeling of excitement and freedom that learning to drive engenders. Many students also have after-school jobs or other activities that make driving a necessity. Still, these drivers generate additional traffic in the Hamlet of Guilderland Center. Furthermore, the school district supports a public transportation (bus) system that is underutilized if students favor driving to school. The community and the school district should consider ways to reduce the number of student drivers, especially those who ride alone (single-occupant vehicles). A ride share or similar program for the high school might be appropriate.
- **Work with Northeast Industrial Park to expedite development of an on-site truck stop** - as part of their GEIS, the Northeast Industrial Park has proposed the creation of an on-site truck stop to accommodate drivers who arrive in Guilderland Center too early or too late to unload or pick-up cargo. Most of the warehouse facilities are not open 24 hours a day. A truck stop would alleviate concerns that some hamlet residents in the vicinity of Van Buren Road have expressed about the impact of idling trucks waiting to enter the facility.

Land Use

Many opportunities exist to enhance the already strong quality of life in Guilderland Center. Implementation of the transportation recommendations on the preceding pages would help to address some of the most frequent issues and concerns expressed by residents of the hamlet. On the land use side, this study also revealed a number of possibilities. Recommendations for Parks and Recreation and for Pedestrian Trails and Bike Connections follow. These build on the many resources that are already in place in and around the hamlet. In addition, several areas for future hamlet-scaled development have been identified. Suggestions for these areas are discussed at the end of this Land Use section.

Parks and Recreation

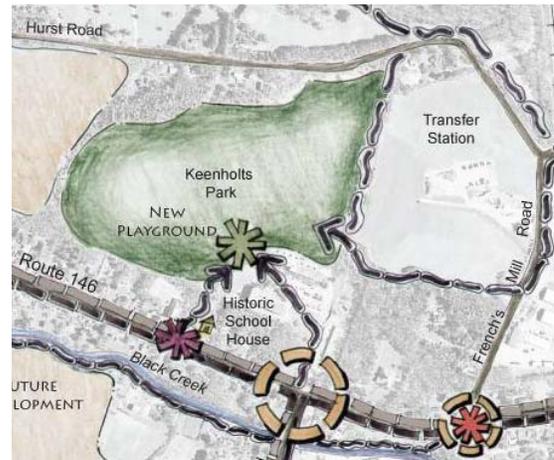
Though Guilderland Center is home to Keenholts Park and its' busy ball fields, there are few other recreational opportunities in the hamlet. A number of the recommendations for Parks and Recreation in Guilderland Center follow:

- **Create a playground in Guilderland Center**

During public workshops residents suggested that a playground would be desirable amenity within the community. A playground, within walking distance of homes in the hamlet, would be beneficial for young families. One possible location for a playground would be on existing publically owned land in Keenholts Park. This location is convenient to the entire hamlet (especially in combination with the sidewalk and trail recommendations found elsewhere in this plan), and it would be a nice amenity for the younger siblings of boys and girls who have ballgames at the park. Additionally, a playground could be included as part of the proposed Dutchman Acres residential project, or perhaps as part of a redesigned public space near the front of the commercial plaza on Route 146.

- **Enhance pedestrian connections to Keenholts Park**

Keenholts Park is a wonderful and cherished resource for the residents of Guilderland Center. Existing entry points, however, make it accessible mainly by car or bike. The only formal entrance is via an access road that connects French's Mill Road to Hurst Road. It is recommended that more direct pedestrian access to the park from the center hamlet be created. There are two locations where this could be accomplished. The first, through the Park Guilderland Apartments on Diagonal Road is already in use on an informal basis. Working with the owners of the apartment complex to formalize this connection would be appropriate. The second location would be along the west side of the historic school house, heading north from the mid-block crossing proposed for Route 146 (see transportation recommendations). In addition, this pedestrian connection could serve as a "park extension", providing an opportunity to interpret the historic schoolhouse as a community asset.



- **Consider formalizing French’s Hollow as a park / scenic area**

French’s Hollow is currently used as an informal recreation area, and especially as a swimming hole, for residents who are aware of its presence. As a rare natural feature and community resource, the Town should consider designating it as a park area. While some residents are concerned about illegal activities at French’s Hollow, and about safety near the steep gorge, formalizing its use as a park could help to legitimize its use, discourage illegal activity, and enhance safety. Many residents suggested that French’s Hollow be designated as an official park at the community meeting held in May 2009. This site could also eventually be linked to other natural and cultural resources as part of a “Normanskill Corridor Greenway”.



French’s Hollow is already informally used by the community for recreation

Pedestrian Trails and Bike Connections

The development of pedestrian trail and bike connections, as suggested below, would provide greater access to existing and proposed recreational resources in and around Guilderland Center. This would enhance quality of life for residents. It could also attract visitors (by car, bike, or on foot) to the hamlet, potentially stimulating commercial activity at a small, local scale. The following pedestrian trail and bike connections are recommended in this master plan and illustrated on the Guilderland Center Hamlet Vision Map on page 31.

- **Create a trail connection between French’s Hollow and Keenholts Park with improvements to the rail bridge on French’s Mill Road** - Currently the section of French’s Mill road that crosses over the railroad tracks is closed to traffic. With minor improvements to this bridge, it might be possible to reopen it for pedestrian and bike traffic, providing a convenient east-west connection between the French’s Hollow natural area and Keenholt’s Park.

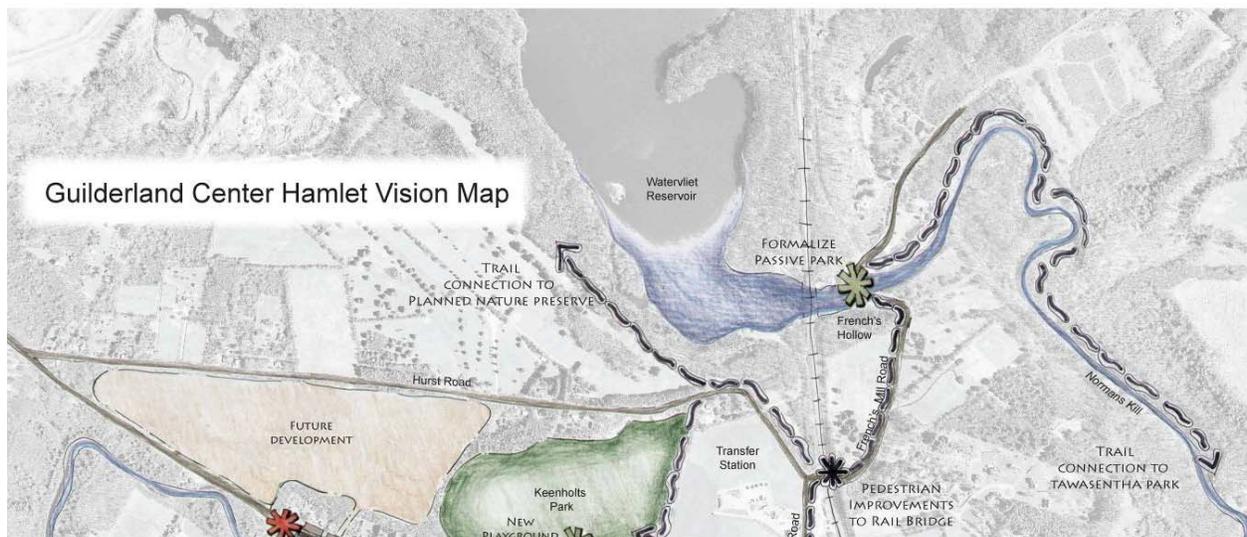


Rail bridge on French’s Mill Road could be used as a bike/ pedestrian bridge to connect the French’s Hollow area to Keenholts Park

- **Create a trail along the north side of the Normanskill from French’s Hollow to Tawasentha Park** - Included in the *Town of Guilderland Pathways Master Plan* as the “Two Schools” path, this proposed trail would connect the French’s Hollow area with the Battle of Normanskill site and then continue on to Tawasentha Park, following along the north side of the Normanskill. This connection is named the “Two Schools Path” because it is potentially an important regional connector that would link the Farnsworth Middle School grounds with the

Guilderland High School, along with several parks, areas of interest, and trails or bike routes. In recent years, as development has been proposed along this corridor, the Town Planning Board has been reserving land along the creek for the eventual establishment of this trail.

- **Work with the City of Watervliet to establish a trail connection from Hurst Road to a possible future Nature Preserve/ Public Park on the City’s reservoir property** - Plans to provide public access to lands owned or being acquired by the City of Watervliet for reservoir protection and improvement are under development. Currently an Environmental Impact Statement (EIS) is being conducted which will provide more information as to the feasibility of the project. With this additional recreational destination to the north, the proposed connection would be a wonderful amenity for the Town of Guilderland and the residents of Guilderland Center.



- **Develop a nature trail along the Black Creek where feasible to provide additional connections and recreational opportunities within the hamlet** - As an attractive natural feature within Guilderland Center, this creek could become a true asset as a connector between destination points, as well as an added recreation amenity. Proposed for the south side of Black Creek in the *Town of Guilderland Pathways Master Plan*, this trail could provide a loop with the proposed sidewalk on Route 146 and existing sidewalk on School Road. Additionally, a sidewalk on the west side of School Road is planned for a future phase (as discussed above), and would provide a continuous loop without requiring a crossing of School Road.

- Improve Depot Road as a bicycle-friendly connection to the planned Albany County Rail Trail** - Bike connections to and through Guilderland Center could provide valuable links to the proposed Albany County Rail Trail (also known as the Helderberg Rail Trail). These could take the form of bicycle safe routes such as dedicated bike lanes or widened road shoulders with signs that direct cyclists and alert motorists to share the road. Depot Road, with its relatively wide and well-maintained shoulders, would appear to be an ideal candidate to serve as a bike route connection heading south from the hamlet. Albany County DPW would have to determine if the shoulder width is adequate to support this recommendation based on the volume of truck traffic, especially if the Depot Road Gate to the Industrial Park is reopened.



- Improve Route 146 as a bicycle connection to Tawasentha Park and the Guilderland Hamlet** - In addition to the pedestrian trail proposed along the Normanskill, improving Route 146 heading east from Guilderland Center could create a bicycle connection to Tawasentha Park and the Guilderland Hamlet. The current condition of Route 146 is not very accommodating to cyclists, especially for recreational cyclists. A fairly significant investment would be necessary to create an on-street bike lane or suitable shoulder. An alternative off-road bike trail paralleling Route 146, which might attract a wider variety of bicyclists, should also be considered.

Future Development

Future development in Guilderland Center should be directed in a manner that promotes traditional neighborhood development. By doing so, the historic character of the hamlet would not only be maintained, but even enhanced as new residents bring added vitality to the community. Some characteristics of this style of development are:

- Interconnected street networks
- Building orientation towards main streets
- Pedestrian-scale
- Public amenities/ open space
- Front porches
- Sidewalk connections to center hamlet area and destinations

Warwick Grove: A new development in Warwick, NY provides the scale, architecture, and amenities which make it a good model for hamlet expansion.

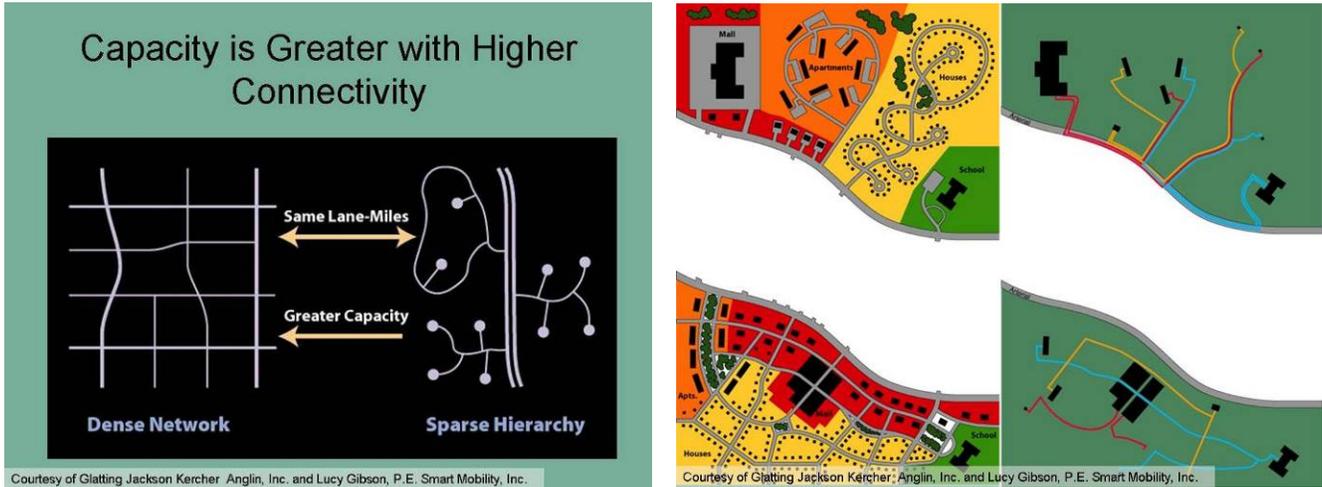
Pocket parks in Warwick Grove provide green space and gathering areas. They serve as destinations and promote walking and interaction.



Rear access from alleyways (above) eliminates garages and curb cuts along residential streets, providing a more pedestrian friendly environment conducive to walking. A variety of housing types, including some multi-family units (right), are intermixed throughout the project. Multi-family structures are designed with similar architectural characteristics as single-family homes.



Interconnected street networks provide multiple routes to various destinations, thereby creating a greater capacity for cars. Traffic congestion is relieved and vehicles have multiple points of entry and exit, as not all cars are forced to a single location on a main thoroughfare. Pedestrians benefit as well because these networks create shorter trips and a greater variety of experiences.



Left: An interconnected street network has greater vehicular capacity than a hierarchical street system typical of most suburban areas.

Right: With its separation of uses and hierarchical street system, trip lengths are longer in the suburban layout at the top of this illustration than they are in the more traditional development pattern shown at the bottom of this illustration. People who cannot, or who choose not to drive appreciate the shorter and more interesting walks that a traditional, interconnected street pattern provides.

Areas for potential residential development in Guilderland Center include: Dutchman Acres between School and Depot Road, Mat Farms off of Depot Road, and the undeveloped area bounded by Route 146, Hurst Rd and Keenholts Park. Suggestions for each are described below.

- Dutchman Acres** - The proposed Dutchman Acres residential development is located on a parcel off of Depot Road which connects to School Road just across from the high school. With its proximity to the center of the hamlet, this development could serve as an expansion of the hamlet’s existing neighborhood character. New homes, with their fronts facing School Road, could bridge the gap between existing homes on this street. The new neighborhood would then extend back toward Depot Road via an interconnected street network. Environmental constraints at the rear of the parcel would limit development at the periphery of the hamlet (along Depot Road). To ensure that cars do not use the new local streets as a cut through between School Road and Depot Road, the subdivision street network should be designed with T-intersections and other traffic calming features to discourage, but not prevent, thru travel. Residents of the new subdivision would benefit from the connectivity provided for both their vehicular and walking trips. Sidewalks should be provided within the subdivision and along the frontage of School Road to connect this area to the center of the hamlet. As proposed earlier in this section, trail connections to and along the Black Creek should be considered. Another

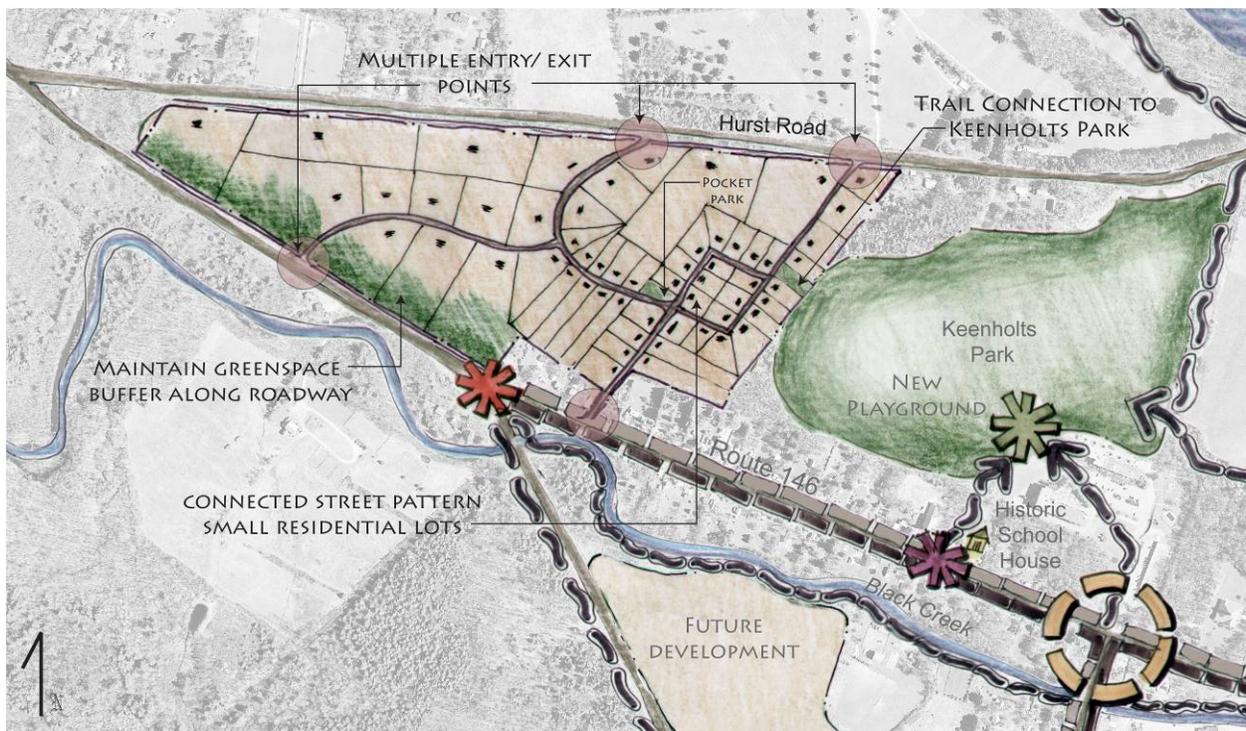
suggestion, discussed above, would be to incorporate a community playground or other gathering space as a community amenity in this residential development.



Potential development projects in the hamlet include Dutchman Acres, Mat Farms, and the area between Hurst Road and Route 146

- Mat Farms** - Mat Farms is an approved single-family clustered subdivision located off of Depot Road. Because it has completed the review process, this subdivision is the closest of the three potential development sites to construction. The impact of these new homes on the hamlet has been considered at a conceptual level in this plan with regards to traffic and pedestrian needs. As part of this development, a sidewalk will be constructed to link the new neighborhood to the hamlet center. From the existing terminus of the sidewalk system in front of the high school, the new sidewalk will extend southward on the east side of School Road to Depot Road, and along the north (High School) side of Depot Road to a mid-block crosswalk that will connect to a sidewalk in front of the new subdivision.

- Hurst Road and Route 146** - A new water line extension along Hurst Road could result in additional pressure for new development in this area. If this development occurs, it should be designed utilizing the concepts for hamlet expansion that have been discussed. Development here should include an interconnected road system that links Hurst Road and Route 146 while discouraging cut through traffic. New homes could be clustered in a traditional neighborhood style of development, close to the existing developed part of the hamlet. These homes would be characterized by small lots and varied architecture that complements the historic hamlet. As part of a clustered subdivision, preserved open space along Route 146 and at the periphery of the subdivision would help to maintain a distinction between the small urban community that is the hamlet, and the rural countryside that surrounds it. One possible conceptual layout for this area is illustrated below.



IV. IMPLEMENTATION

With the enthusiastic input of many residents from Guilderland Center, a large number of ideas about the future of the hamlet were identified during this study. The interest and participation of these residents bodes well for the implementation of the plan's recommendations. In these difficult economic times, with local and state fiscal resources constrained, it may take time to accomplish many of the goals that have been set. Patience will be required. However, an active and committed group of local residents can achieve a great deal through cooperation with Town, county, and state officials; and through volunteer efforts.

This section will outline some appropriate next steps for implementing the plan recommendations. Because it is not possible to undertake all of the suggestions at one time, it is useful to prioritize projects or programs into those that should be initiated in the near term and those that might wait. Of course, opportunities may arise that make it necessary or beneficial to shift these priorities in the coming years. Ideas for organizing and funding these efforts are also discussed below. Order-of-magnitude cost estimates and funding opportunities for some of the projects described in this document are located at the end of this section.

Some of the recommendations in the plan are targeted toward actions that would be undertaken by the private sector. For example, the suggestions for future development areas would be triggered when development is proposed for these locations. In such cases, the Town would utilize its responsibility to review the project under local and state laws (including SEQRA) to ensure that the intent of the plan is achieved. However, the timing of these activities, if they occur at all, will be dependent on the market for residential development in the coming years.

Immediate Actions

In addition to adopting or accepting the plan, there are a couple of actions that should be initiated right away. In fact, these actions have already begun in response to the momentum generated from the public workshops held over the last several months.

- **Establish a neighborhood organization to help coordinate activities**

One of the most positive outcomes of this process thus far has been the interest and enthusiasm that has been generated among residents of the hamlet. Following the second and final public workshop that was conducted as part of this study, the community gathered again to discuss the possibilities for a Guilderland Center neighborhood organization. This is a very good sign.

A neighborhood organization can be an excellent catalyst for action. This type of organization must develop a cooperative relationship with Town officials to implement recommendations that have been identified in the plan. For sustained success, it is important to avoid politicizing the organization in any way. Instead, a successful neighborhood group will coordinate volunteer activities (for example, clean-up and beautification efforts, historic research, community gatherings, etc.) and work productively with Town, county, and state agencies and officials.

- **Coordinate with the Guilderland Central School District and the Northeast Industrial Park regarding alternative routing options for buses and trucks**

Dialogue has already started regarding the ideas for rerouting some bus and truck traffic from the center of the hamlet. Progress on these initiatives would have an immediate positive impact on the quality of life for residents of Guilderland Center. The School District was represented on the Study Advisory Committee for this project. The possibility of creating access from the bus depot to Van Buren Road - thereby diverting school buses traveling to/from the bus depot and points east away from the hamlet center - is being explored. It is not yet certain that this can be accomplished as there is much that remains unknown about the existing condition of the land and the costs that may be associated with establishing such access. Still, it is encouraging that dialogue about this has already begun.

Work with the Northeast Industrial Park concerning the re-opening of a Depot Road access to the facility - to serve trucks traveling to/from the west - will take time and sustained effort. A conversation with the owners of the industrial park occurred as part of this study; and it would appear that the idea of re-opening the gate is not out of the question from an operational standpoint. However, there are logistical issues that would need to be resolved and, of course, costs associated with the establishment of a secure, second gate. There may be state or federal grants for industrial access that could be secured to offset some of this cost. From the Town's perspective, it would be beneficial to include the relatively small number of residents who live between the Depot Road gate and Route 146 in the discussion. The county and the state will also want to understand the traffic implications of increased truck traffic for the intersections of Depot Road with School Road and with Route 146.

The Town should initiate dialogue with the owners of the Northeast Industrial Park (NEIP) in the near future. In addition to the recommendation for re-opening the gate on Depot Road, this plan describes a few other topics for discussion with the NEIP that have emerged from the community - access for school buses to/from Van Buren Road, the possibility of an on-site truck stop, and various intersection and other transportation improvements that might be of mutual benefit. All of these topics should be on the table. The important thing to realize is that the Town does have a certain amount of leverage to ensure that these issues receive strong consideration; and the Northeast Industrial Park - with its expansion plans - does have an incentive to be cooperative. Whether some or all of these things can ultimately be achieved is still unknown.

Short-term Actions

Short term actions should be initiated within one year of adoption or acceptance of the plan by the Town of Guilderland.

- **Advance the first phase of sidewalk construction on Route 146**
As described in this plan, a total of \$681,000 of Federal and Town funding has been allocated for sidewalk construction in Guilderland Center as part of the Capital District Transportation Committee's (CDTC) Transportation Improvement Program (TIP) for the region. The Town should work with the CDTC and the NYS Department of Transportation to advance this project. As noted earlier, this phase of work should focus on the south side of Route 146 from Depot

Road to the senior center across from French's Mill Road. The sidewalk and streetscape suggestions described in Section III of this document should guide the design phase of this effort. It's important to remember that the design character established during the first phase will set the tone for the design character of future work in the hamlet. As a result, it might be beneficial for the Town to secure the services of its own design professional to create or oversee at least the preliminary design for this project. Ideally, this design professional would be involved at some level through construction.

- **Seek funding for the second phase of sidewalk construction on Route 146 or combine this with a proposal to implement a comprehensive traffic calming demonstration project in Guilderland Center**

The second phase of sidewalk construction would focus on the north side of Route 146 from Depot Road to French's Mill Road. As explained in the plan recommendations, this side of Route 146 might be somewhat more complicated (and therefore expensive) than the south side due to the narrow right-of-way and small front yards located here.

Instead of separating out the second phase of sidewalk construction as its own project, it might be beneficial to combine this with a more comprehensive effort to implement a traffic calming demonstration project for the entire length of Route 146 in Guilderland Center. This effort could include design and construction of the traffic calming elements discussed in the plan (the gateways, crosswalks, reduced speed limit, etc.) and perhaps a redesign and reconstruction of the intersection of Route 146 and School Road in accordance with one of the options reviewed in the plan. The Guilderland Center Neighborhood Association and the Town should work with the CDTC and NYSDOT to identify the most appropriate way to package this effort for funding. It takes many years to go from concept to construction with a project such as this. Therefore, coordination should begin at the earliest possible time.

- **Develop a playground at, and improved pedestrian connections to, Keenholts Park**
Because Keenholts Park is a Town owned facility it should be possible to advance the plan's suggestions for this park in the short-term. There are two recommendations for Keenholts Park that are geared to the benefit of residents in Guilderland Center. The first is a recommendation to develop a playground along the south side of the park so that it could serve hamlet residents as well as families that come to the park for ballgames. A location in the vicinity of the Park Guilderland Apartments and historic School House #6 would place the playground between the hamlet center and the ball fields, and complement the suggestions for improved pedestrian connections between the hamlet and the park. Advancing the pedestrian connections recommended in this plan would require cooperation with the owners of the apartment complex, to consider access along Diagonal Road; and with the school district (owners of the historic school house) and St. Mark's Lutheran Church to consider access from Route 146 between the church and the historic schoolhouse.

It might be possible to accomplish a good part of this work through the efforts of volunteers with the approval and assistance of Town departments. It might also be possible to obtain funding through the NYS Office of Parks, Recreation, and Historic Preservation's (OPRHP) parks development grant program.

- **Coordinate with the Town regarding future trail connections**

A number of recommendations in the plan seek to improve connections between Guilderland Center and other destinations in the Town or the region - to Tawasentha Park, the Guilderland Hamlet, the Watervliet Reservoir property, the County Rail Trail, etc. A representative from the hamlet should meet with Town officials and staff (Planning Department, Parks and Recreation) on a regular basis to coordinate these efforts with related activities in the Town and the region.

- **Review the function of the School Road/Depot Road intersection**

As noted in the analysis of this intersection above, the current and anticipated future condition generally works with the exception of a very short peak period in the morning that coincides with the start of school. With the possible addition of new facilities at the Northeast Industrial Park, and the potential for new residential development at Mat Farms and Dutchman Acres over the next few years, it would be appropriate to reexamine the operational condition of this intersection.

Longer-term Actions

A little further into the future, depending on progress with the short-term actions and opportunities that arise in the interim, the Town and the hamlet could initiate additional actions such as:

- **Review progress with the community**

Within the next three to five years, the Town Board or its designee (perhaps the Town Planning Department) should convene a public meeting with residents of the hamlet to review progress on the recommendations contained within this plan.



Construction Cost Estimates

Order-of-magnitude cost estimates were developed for the sidewalks, crosswalks, roundabouts and other improvements that are recommended for the study area. Features such as embankments, retaining walls, drainage facilities, etc., can significantly increase the cost of individual segments. Aesthetic treatments, such as brick pavers in the maintenance strips, also increase costs significantly. The final cost will also be influenced by the process through which they are constructed; public projects advanced through NYSDOT with Federal funding could be more costly while projects achieved through developer-funded mitigation could be less costly. Proposals such as bike routes, creation of new route for school buses connecting to Van Buren, etc. are conceptual at this stage and need more details to develop costs estimates. Though the costs for sidewalk on north and south sides of Route 146 are assessed the same here, it may differ depending on the scope of engineering work required, right of way acquisition required, etc.

Item	Unit	Per unit cost (dollars)	Quantity	Total (in millions of dollars)
5 ft wide concrete sidewalk on south side of Route 146 from CR 201 intersection to French’s Mill Road intersection	Linear foot	\$200 - \$275	Approx. 4000 ft	\$0.7 - \$1.1
5 ft wide concrete sidewalk on north side of Route 146 from CR 201 intersection to French’s Mill Road intersection	Linear foot	\$200 - \$275	Approx. 4000 ft	\$0.7 - \$1.1
5 ft wide concrete sidewalk on west side of School Road from Route 146 intersection to CR 201 intersection	Linear foot	\$200 - \$275	Approx. 2500 ft	\$0.45 - \$0.7 (part of this could be taken care of by Dutchman Acres Development)
Concrete sidewalk on east side of School Road from the end of existing sidewalk to CR 201 intersection				Mat’s Farms Development
Concrete sidewalk on south side of CR 201 from School Road intersection to Mat’s Farms				Mat’s Farms Development
New multi use path connection from Route 146 to Keenholts Park near historic School House	Linear foot	\$120	Approx. 500 ft	\$.060

Intersection improvements with sidewalk, crosswalk, planter strip, signs, etc. (School Road and Route 146)	Number of intersections	\$500,000 - \$750,000	1	\$0.5 - \$0.75
Roundabout (School Road and Route 146)	Number of roundabouts	\$1 - \$1.5 million	2	\$1.0 - 1.5
Gateway treatment with landscape, planter strip, signs, etc.	Number of intersections	\$100,000 - \$200,000	2	\$.2 - \$.4

Funding Opportunities

There are a number of potential funding sources that may be available for some of the recommended action items. They include both public and private sources. Federal funds are available through the Capital District Transportation Committee (CDTC). Most of the recommended projects can compete for Transportation Improvement Program (TIP) funds for bike-pedestrian improvements, roundabouts, spot improvement, enhancement, safety, etc. The town should pursue this with CDTC during the next round of TIP applications. TIP funded projects require a 20% match obligation from the municipality. Some of the projects in the Town of Guilderland that have already been programmed on the CDTC TIP include:

- New Karner Road Corridor Improvements
- McKown Road from Western Avenue to Woodscape Drive: New Sidewalk
- Construct sidewalks on NY 146 and School Road and enhance pedestrian safety at their intersection.
- Pedestrian improvements on Western Avenue at three intersections, with refuge island, sidewalk and bus stop improvements
- Carman Road Sidewalks
- Route 7 Bridge Replacement over I-890

Other funding sources include state funds from NYSDOT, grant programs and legislative member items. Use of local funds has the advantage of generally being the fastest way to progress projects. At the same time, this requires the local implementer to fund projects entirely with their own resources. This may not be a desirable approach for larger-scale projects. From the set of strategies developed in this report, among the primary candidates for pursuit solely with local funding are some of the shorter-length or intersection sidewalk construction projects, signage improvements, and gateway treatments.

Increasingly many municipalities are looking for public-private partnerships and developer-funding opportunities to meet transportation costs. This may be in the form of mitigation fees as developed through a Generic Environmental Impact Statement or special assessment districts. This could be particularly useful for intersection improvements. As mentioned earlier in the report, two developments (Dutchman Acres and Mat’s Farms Development) are willing and working with the Town to fund parts of sidewalk and crosswalk improvements on School Road and Depot Road.

Appendix A

NYS Department of
Transportation, Region 1 -
Traffic and Safety Analysis of
Route 146 in Guilderland Center

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MEMORANDUM
DEPARTMENT OF TRANSPORTATION

TO: Mike Wyatt, R-1 Planning, 4th floor
FROM: Mark Kennedy, R-1 Traffic Engineer, 4th floor
SUBJECT: NY 146, RM 146-1102-1106 to 1114
Hamlet of Guilderland Center, Albany County
DATE: May 21, 2009

We have reviewed the accident history of the subject location, as you requested on 5/4/09. The study period was 3 years, 10 months: 1/1/05 to 10/31/08, the most current reportable data available from DMV. This section of NY 146 is a two lane undivided Urban Minor Arterial with free access. There is a Safety Deficient Location (SDL) from RM 1110 to 1113 based on reportable accidents during the period 1/1/06 to 12/31/07.

Based on the 36 accidents that occurred in the corridor from RM 1106 to 1114 during the study period, the accident rate is 1.94 ACC/MVM. This is less than the expected accident rate of 2.50 ACC/MVM for similar highways statewide. There were no accidents involving pedestrians or bicyclists.

There were 33 accidents in the Safety Deficient Location (SDL) during the study period. The accident rate was 4.02 ACC/MVM, which is greater than the expected accident rate of 2.50 ACC/MVM for similar highways statewide. The accidents were clustered around the signalized intersection with no apparent treatable pattern. A copy of HSI #1-2-0017 is attached.

We have no safety recommendations to make as a result of this study.

If you have any questions, please call Mike Doody of this office at 388-0372.

MJK:MED

LOCATION	1. IDENT. NO.:	11'0'07'	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION TRAFFIC AND SAFETY DIVISION HIGHWAY SAFETY INVESTIGATION REPORT (SEE INSTRUCTIONS ON REVERSE)	MAIN OFFICE USE: DIVISION FILE _____ REVIEWED BY _____ SCHEDULED FOR B&A <input type="checkbox"/>
	<input checked="" type="checkbox"/> TOWN <input type="checkbox"/> CITY <input type="checkbox"/> VILLAGE } OF <u>Guilderland</u>			

ROUTE NO. OR STREET NAME <u>NY 146</u>	STATE HIGHWAY NO. <u>177</u>	FROM OR AT REFERENCE MARKER <u>1'4'6' 1'1'0'2 1'1'1'0</u>
At Intersection With (If Applicable)	ROUTE NO. OR STREET NAME <u>CR 202</u>	STATE HIGHWAY NO.
		TO REFERENCE MARKER <u>1'4'6' 1'1'0'2 1'1'1'3</u>

2. REASON FOR INVESTIGATION <input checked="" type="checkbox"/> (a) IDENTIFIED BY ACCIDENT SURVEILLANCE SYSTEM <input type="checkbox"/> (b) POLICE HAZARD REPORT <input checked="" type="checkbox"/> (c) RESPONSE TO COMPLAINT OR INQUIRY <input checked="" type="checkbox"/> (d) REGIONALLY INITIATED <input type="checkbox"/> (e) OTHER (Explain) _____ <u>2007 SOL; Red Idx = 3.97; Sw Rank = 0.66</u>	3. RECOMMENDATION <input type="checkbox"/> (a) CAPITAL IMPROVEMENT (Initiate Proj. Devel. Study) <input type="checkbox"/> (b) TRAFFIC CONTROL IMPROVEMENT <input type="checkbox"/> (c) MAINTENANCE IMPROVEMENT <input type="checkbox"/> (d) OTHER <input checked="" type="checkbox"/> (e) NONE
---	---

4. DISCUSSION (Use reverse if additional space is required - check box if reverse is used)

(a) PROBLEMS IDENTIFIED

See attached Page 2 of 2

(b) PROPOSED SOLUTION

(c) ACTION TAKEN

5. ACCIDENT EXPERIENCE						6. BENEFIT/COST ANALYSIS (see instructions)	
Number of Months	PERIOD BEGINNING		NUMBER OF ACCIDENTS			Check box if Benefit/Cost Calculations are attached <input type="checkbox"/>	
	MONTH	YEAR	Fatal Accidents	Injury Accidents	Property Damage Accidents		
12	01	05	0	2	3	PRINCIPAL INVESTIGATOR: <u>Michael E Dordy</u> TITLE: <u>CE-II</u> APPROVED BY: <u>[Signature]</u> DATE: <u>5/21/09</u>	
24	01	06	0	1	14		
10	01	08	0	5	8		

Problems Identified

NY Route 146 is a Safety Deficient Location (SDL) from RM 1110 to 1113 based on reportable accidents during the period 1/1/06 to 12/31/07. This section of NY 146, which runs generally east-west, is a two lane undivided Urban Minor Arterial highway with free access passing through the hamlet of Guilderland Center. The highway travel lanes are 11 feet wide and there are 3 foot shoulders. The posted speed limit is 40 MPH.

Eastbound NY 146 is intersected at RM 1111 by County Route 202 (School Road) from the south and the driveway to Park Guilderland from the north. The intersection is controlled by a traffic actuated three color traffic signal. At RM 1112 NY 146 begins to curve left. NY 146 is intersected by French's Mill Road from the north in a stop controlled T-intersection at RM 1113. Pavement, pavement markings, and signing are adequate.

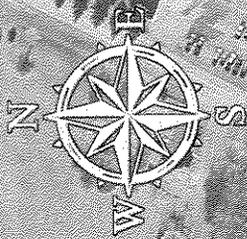
During the 46 month accident study period from 1/1/05 to 10/31/08 there were 33 total accidents. The accident rate of 4.02 ACC/MVM is greater than the expected accident rate of 2.50 ACC/MVM for similar highways statewide. There were 8 (24%) wet pavement accidents and 2 (6%) snow/ice pavement accidents. There were 15 accidents, including 7 rear end accidents and 4 right angle accidents, at the signalized intersection. These accidents are typical of state highways passing through hamlets and villages. There were no accidents involving pedestrians or bicyclists.

Proposed Solution

This investigation was initiated by a request by R-1 Planning as part of a linkage study of the NY 146 corridor in the Hamlet of Guilderland Center. We have no safety recommendations to make as a result of this study.

Actions Taken

Memo to R-1 Planning dated 5/20/09.



146
1102
1110

146
1102
1111

146
1102
1112

146
1102
1113

N.Y. Route 146

RM 146-1102-1110 to 1113

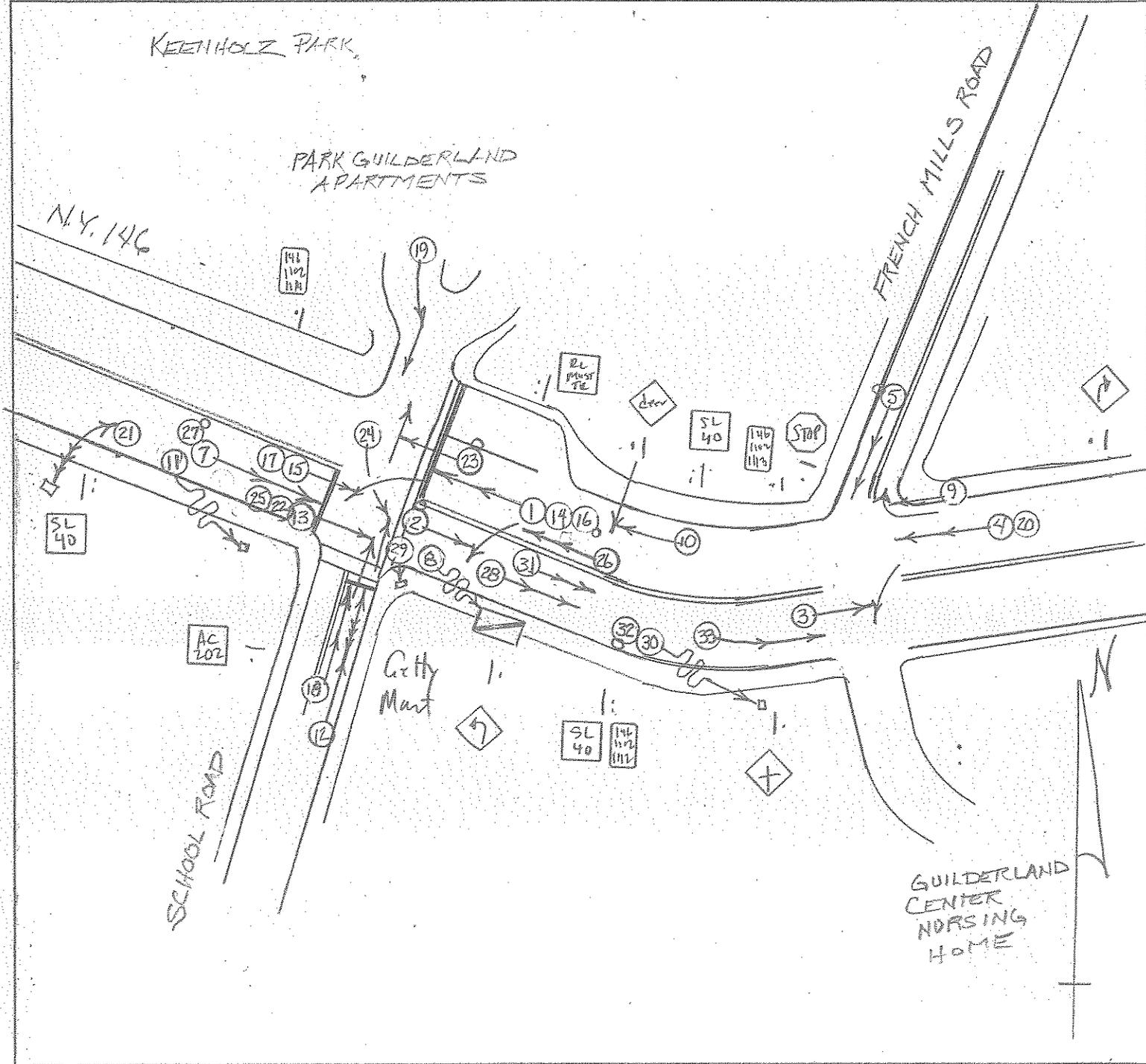
Guilderland, N.Y. (Albany Co.)

0 50 100 200 300 400 500 600 700 800 900 1,000 1,100 1,200 1,300 1,400 1,500 1,600 1,700 1,800 1,900 2,000 2,100 2,200 2,300

DEPARTMENT OF TRANSPORTATION
 TRAFFIC ENGINEERING AND SAFETY DIVISION
 COLLISION DIAGRAM 4

Sheet 1 of 4

Municipality <u>TOWN OF GUILDERLAND</u>	County <u>ALBANY</u>	File <u>DMV</u>
Intersection <u>N.Y. ROUTE 146 (RM 146-1102-1110 to 1113)</u>		
Period <u>4</u> Years <u>0</u> Months	From <u>11/05</u> To <u>12/31/08</u>	By <u>DTW</u> Date <u>5/5/09</u>



SYMBOLS		MANNER OF COLLISION	
← Moving Vehicle	← - - Pedestrian	← ← Rear-end	→ ↔ Head-on
← M Motorcycle	← B Bicycle	← ← Overtake	↘ Left-turn
↔ Backing Vehicle	□ Fixed Object	← ← Side-swipe	↙ Right-angle
← Stopped Vehicle	○ Personal Injury	⚡ Out of control	
▭ Parked Vehicle	● Fatal Injury	↖ Skidding	
		← Overtaken	

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 4 SHEET 2 OF 4

COUNTY <u>ALBANY</u> OR IDENT. <u>11'0'071</u>		ROUTE NO. OR STREET NAME <u>N.Y. ROUTE 146 (Rt. 146-102-1110 to 1113)</u>		CASE NO. _____ FILE <u>DMU</u> BY <u>DJM</u> DATE <u>5/5/09</u>													
TOWN _____		AT INTERSECTION WITH/OR BETWEEN _____															
CITY _____																	
VILLAGE OF <u>GUILDFORD</u>																	
TIME PERIOD FROM MONTHS	NO. OF VEH.	SEVERITY	LIGHT CONDITIONS	ENVIRONMENTAL CONDITIONS	ROADWAY CHARACTER	ROADWAY SURFACE	ROADWAY CHARACTER	WEATHER	APPARENT CONTRIBUTING FACTORS	DESCRIPTION							
											1. Daylight	2. Dawn	3. Dusk	4. Dark Road Lighted	5. Dark Road Unlighted	1. Straight and Level	2. Straight and Grade
① NO	② DATE	③ TIME	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪							
1	9/28/05	5:39 PM.	2	AD.	1	1	1	2	62/-	BOTH VEH. N.E. ON N.Y. 146. V2 STOPPED IN TRAFFIC, V1 DID NOT SEE VUE TO GLARE. (200 FT. OF R.T.L. ON SCHOOL) (R.E.)							
2	11/1/05	11:11 AM.	2	P.E.	1	1	1	2	7/-	V1 N.E. ON N.Y. 146, V2 S.E. V1 TURNED LT. N50. V2 @ GERRY. (L.T.)							
3	11/15/05	11:20 AM.	2	AD.	1	1	1	1	7/-	V1 @ N.Y. 146, V2 S.E. V1 TURNED LT. N50. V2 @ GUILDFORD CENTER WORKING HOME (L.T.)							
4	3/8/05	2:37 PM.	2	AD.	1	1	1	1	9/20	BOTH VEH. N.E. ON N.Y. 146. "UNINVOLVED" STOPPED AS BUNNY AFTER MISSING FL. MILLS RD. V2 STOPPED TO AVOID "ON" BUT V1 DID NOT. (R.E.)							
5	4/9/05	10:53 AM.	2	P.E.	1	1	1	1	4/-	BOTH VEH. S.E. ON FLEMING MILLS RD. V2 BEGAN TO PULL OUT THEN STOPPED. V1 DID NOT ANTICIPATE V2'S FALSE START. (R.E.)							
6	2/7/06	12:27 PM.	1	AD.	1	1	2	2	60	V1 (T.T.) N.E. ON N.Y. 146, STRUCK AN OVERHEAD POWERLINE CROSSING THE ROADWAY. (R.T.O. 97 FT. 40 APPROX) (F.O.)							
7	8/27/06	10:04 PM.	2	AD.	4	1	2	2	9,66/-	BOTH VEH. S.E. ON N.Y. 146. V2 STOPPED FOR TRUCK TURNING LEFT RAMP. V1 CAME LAST (R.E.)							
8	10/2/06	1:31 PM.	2	AD.	1	1	1	1	4/-	V1 @ FLEMING APTS. DASH. V2 S.E. ON N.Y. 146 STOPPED AS STRUCK L.F.O. HOUSE - V1 TURNED LT. ON N.Y. 146 + STRUCK V2 ON SIDE. (R.T.O.)							
9	4/4/06	12:50 P.M.	2	AD.	1	1	1	1	X/X	BOTH VEH. N.E. ON N.Y. 146. V1 CROSSED TO TURN TO FLEMING MILLS RD. W/CT. S.E. ON V2 PASSED ON RT. AS B11 TURNED RT. (O.T.)							
10	2/18/07	11:50 AM.	2	AD.	1	5	1	1	7,18/-	V1 N.E. FROM CHURCH RD. V2 N.E. ON N.Y. 146. V1 TURNED LT. ACROSS PATH OF V2. (L.T.)							
11	3/12/07	9:10 AM.	1	AD.	1	1	1	1	85	V1 S.E. ON N.Y. 146, UNINVOLVED, N.E. "UNINVOLVED" ILLEGALLY TURNED LT. L.F.O. V1 TO AVOID COLLISION, V1 STRUCK UTIL. PILE. (L.O.)							
12	5/8/07	4:18 PM.	2	AD.	1	1	1	1	3/-	BOTH VEH. N.E. ON SCHOOL RD. "UNINVOLVED" (T.T.) S.E. ON N.Y. 146 TURNED AT. SCHOOL RD. V1 PULLED UP TO GIVE T.T. ROOM, STRUCK V2 (R.E.)							
13	5/30/07	2:39 PM.	2	AD.	1	1	1	1	4/-	V1 E.B. ON SCHOOL RD., V2 S.E. ON N.Y. 146. V1 TURNED AT N.Y. V2'S BEAR TRK AS IT PASSED. (L.T.)							
14	6/5/07	7:34 AM.	2	AD.	1	1	1	2	9/-	BOTH VEH. N.E. ON N.Y. 146, V1 STOPPED AS TRAFFIC. AS TRAFFIC STOPPED FOR SIGNAL, V1 NEVEL NOTICED. (R.E.)							
15	6/20/07	11:08 AM.	2	AD.	1	1	1	2	7/-	V1 N.E. ON N.Y. 146, V2 S.E. V1 TURNED LT. L.F.O. V2 @ SCHOOL RD. (L.T.)							
16	9/05/07	3:08 PM.	2	P.E.	1	1	1	1	42,41/-	BOTH VEH. N.E. ON N.Y. 146. V2 STOPPED FOR SIGNAL. ON SHD. HEAT BRAKES CALL ED. (R.E.)							

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

COUNTY <u>ALBANY</u> OR IDENT. <u>1110071</u>		ROUTE NO. OR STREET NAME <u>N.Y. Route 146 (Rm 146-100-110 to 113)</u>		CASE NO. FILE <u>D.M.V.</u>									
TOWN <u>GUILDERLAND</u>		AT INTERSECTION WITH/OR BETWEEN		BY <u>7.M.</u>									
CITY				DATE <u>5/3/09</u>									
VILLAGE OF													
TIME PERIOD FROM MONTHS	NO. OF MONTHS	NO. OF VEH.	SEVERITY	ENVIRONMENTAL			LIGHT CONDITIONS	ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	WEATHER	ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	WEATHER
				①	②	③							
NO	DATE	TIME	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭
17	11/6/07	4:00 P.M.	2	APP.	1	1	1	1	1	1	1	1	1
18	11/29/07	3 P.M.	3	APP.	1	1	1	1	1	1	1	1	1
19	12/2/07	2:40 P.M.	3	APP.	1	1	1	1	1	1	1	1	1
20	9/10/07	7:15 A.M.	3	APP.	1	1	1	1	1	1	1	1	1
21	8/23/08	11:27 A.M.	1	APP.	1	1	1	1	1	1	1	1	1
22	1/29/08	1:30 P.M.	2	APP.	1	1	1	1	1	1	1	1	1
23	2/6/08	6:39 P.M.	2	P.I.	4	1	2	3	17	11			
24	2/28/08	8:32 P.M.	2	APP.	4	1	1	1	7	1			
25	3/31/08	7:12 A.M.	2	APP.	1	1	1	1	7	4			
26	4/1/08	2:34 P.M.	2	APP.	1	4	2	2	9	1			
27	4/29/08	1:26 A.M.	2	P.I.	1	1	1	1	4	1			
28	5/14/08	3:58 P.M.	2	P.I.	1	1	1	1	9	1			
29	7/8/08	2:43 P.M.	1	APP.	1	1	1	1	6	0			
30	2/20/08	2:11 P.M.	1	APP.	1	4	4	4	19	47			
31	10/27/08	9:32 P.M.	2	APP.	4	1	2	3	4	19			
32	2/22/08	9:32 A.M.	1	P.I.	1	4	4	4	6	6			

⑩ Use Codes from MV 104 Police Report see back of this form for codes

⑪ DESCRIPTION

1115. ON N.Y. 146, U2 S.B. VI TURNED LT. ON SCHOOL RD. VI (L.T.)
 1118. ACC 3 VEH. E.B. ON SCHOOL RD. VI+2 STOPPED AT SIGNAL, U3 DID NOT. (R.S.)
 1119. ACC 3 VEH. W.B. FROM PARK PLAZA. VI+2 WAITING IN TRAFFIC SP 3.5 FOOT SLIPPED. (R.S.)
 1120. ACC 3 VEH. N.B. ON N.Y. 146. VEH. STOPPED ACCIDENTLY, OFF ROAD. VI BARKING W.B. FROM 146 AND GRASS. VI STOPPED AT SIGNAL. (R.S.)
 1121. VI (SCHOOL BUS) E.B. ON SCHOOL RD. U2 S.B. ON N.Y. 146. VI TURNED R.O.T. (ILLEGAL FOR SCHOOL BUS) INTO U2, AS TRAPPED. (L.T.)
 1122. VI N.B. ON N.Y. 146. VI E.B. ON SCHOOL RD. - BOTH CLIMB GRASS SIGNAL + ROW. (L.T.)
 1123. VI W.B. FROM PARK GUILDERLAND, U2 E.B. ON SCHOOL RD. VI TURNED LT. (F.O. V2)
 1124. VI N.B. ON N.Y. 146, U2 S.B. VI TURNED LT. 1 F.S. V2 ON SCHOOL RD. (L.T.)
 1125. FRONT VEH. N.B. ON N.Y. 146. V2 STOPPED TO TURN LT. ON GETTY. VI DID NOT STOP. (R.S.)
 1126. FRONT VEH. E.B. ON N.Y. 146. VI WAITING AT SIGNAL. VI NOTICED LT. TURN GREEN + EXPECTED V2 TO GO. (R.S.)
 1127. FRONT VEH. S.B. ON N.Y. 146. V2 STOPPED AS ROUTE FOR SCHOOL BUS, OP 1 WASH T LOOKING. (R.S.)
 1128. VI E.B. ON SCHOOL RD. VI (TT) TURNED RT. ONTO N.Y. 146 S.B. + LOSTAL. VI LETHARGIC INTO TELEPHONE POLE + BLOCKED INST. (F.O.)
 1129. VI S.B. ON N.Y. 146. VI LOST CONTROL ON SHOULDER + LEFT ROADWAY. STRIKING TRUCKS ON E. SIDE. INCLINE (F.O.)
 1130. FRONT VEH. S.B. ON N.Y. 146. VI STOPPED IN TRAFFIC FOR MINUTE TURNING LT. ON CHURCH. OP 1 DID NOT NOTICE. (R.S.)
 1131. VI S.B. ON N.Y. 146. LOST CONTROL ON SHERMAN HWY. L.H. COLLIDE + DROVE OFF AT SHULDER. (F.O.)

