

## Street Reconstruction and Reconfiguration Program



A street reconstruction and reconfiguration program would represent a commitment to enhancing the existing transportation system. Projects in the program would not only reconstruct pavement but would also incorporate boulevard treatments such as planted raised medians, roundabouts at intersections and streetscaping where appropriate. Streetscaping enhances the aesthetics and use of a corridor with elements such as landscaping, sidewalks, transit shelters, bike lanes, bike racks, benches, under grounding of utilities and street lighting.

A major objective of a reconstruction and reconfiguration program would be to make significant inroads into the long list of streets and roads that have not received substantial rehab and reconstruction for many years. Such an initiative would likely also embrace the “complete streets” concept and emphasize traffic calming, good quality bicycle and pedestrian accommodations, access management, and explicit consideration of goods movement. Significant addition of linear capacity would not be a feature of a reconfiguration program.

A “big initiative” of this type in the Capital District could be pictured as one that accomplishes reconstruction and reconfiguration of a much greater portion of the region’s key streets and highways than current funding allows. The original New Visions plan in 1997 called for about 25 lane miles of reconstruction/reconfiguration per year; actual experience has fallen short. A “big initiative” of this type would not only achieve the 25-mile annual pace but accelerate it to as much as 40 miles per year. At approximately \$3 M per lane-mile, this initiative would total \$2.4 B over 20 years.



South Broadway (US 9) in Saratoga Springs



Grandview Blvd., Tacoma WA  
(pedbikeimages.org / Dan Burden)



State Street Streetscape, Schenectady  
(image from Synthesis, LLP)



South Pearl Street, Albany  
(NYSDOT)

*Rationale: The majority of surface arterials in the Capital District are in fair-to-poor condition requiring rehabilitation. Communities almost universally desire and are planning for improved walkability and bikeability, safer property access, smoother (and calmer) traffic flow and improved site designs for development along these arterials - both for quality of life and economic sustainability.*