

# **Draft Transportation and Land Use Recommendations**

## **Route 32 Linkage Study**

### **For Study Advisory Committee Meeting June 2, 2010**

The following identifies draft concepts and recommendations for the Route 32 Corridor Linkage study. These recommendations are based upon background research, review of existing plans and studies, consultation with the Study Advisory Committee and feedback from the public at the Community Workshop.

- 1. Route 378 and Route 32 within the Village of Menands– see Route 32 Linkage Study regarding roundabout at 378/32 interchange, alignment of driveways at Price Chopper Plaza and adjacent parcel, and four lane cross section (with center turn lane) with sidewalks on both sides of Route 32 and bike lanes.**
  - a. **Pros:** Can accommodate existing and future roadway capacities; completes the streets for pedestrians and cyclists.
  - b. **Cons:** Relatively high cost; may require ROW acquisition to accommodate full sidewalks and bike lanes; 4 lane roadway with center turn lane an obstacle to pedestrian movements across Route 32.
  - c. **Present alternative:** Transition to 3-lane roadway with a center turn lane, one thru lane in each direction, bicycle lanes and sidewalks at/near former Menands Diner site.
  
- 2. Potential Development Node at Area of Menands Diner/Former Two Guys/British American:**
  - a. Encourage more nodal development pattern in future redevelopment opportunities;
  - b. Encourage mixed-use development at transit supportive densities;
  - c. Encourage compact, pedestrian-oriented access, connections, amenities;
  - d. Require bicycle parking in all future development as part of off-street parking requirements;
  - e. Encourage access management, including shared access, driveway spacing standards, and shared parking. Offer density bonuses and reductions in required off-street parking in exchange for shared access and shared parking arrangements;
  - f. Future roadway section could transition to three lanes in this area, allowing for improved transit operations and facilities, including the possibility of bus nubs. In the short-term, consider moving CDTA shelter closer to signalized intersection.

### **3. Route 32 at Colonie/Menands Border: Development Node/Future Secondary Roadway Connection**

- a. The proposed roadway section here is also a 3-lane section with a center turn-lane/pockets and one thru lane in each direction. Full sidewalks on both sides of the street and bicycle lanes would complete the streets.
- b. This area has potential as a future development node with opportunities for compact, mixed-use, pedestrian and transit-oriented design.
- c. Encourage access management, including shared access, driveway spacing standards, and shared parking. Offer density bonuses and reductions in required off-street parking in exchange for shared access and shared parking arrangements;
- d. Require bicycle parking in all future development as part of off-street parking requirements;
- e. To improve transit operations and access in this node, we recommend realigning the transit shelters at a new signalized intersection in this area (Village One Apartments access drive) that would have high visibility pedestrian crossings and pedestrian actuation. A future secondary road should also be considered to the west at this location, as recommended in a prior study, adjacent to Federal Express so that future growth and development in Colonie can access Route 32/Route 378 without having to travel through the City of Watervliet.

### **4. Route 32 in Colonie**

- a. The roadway section through Colonie is proposed to be one lane in each direction, with left turn pockets and/or a center turn lane, bicycle lanes and sidewalks on both sides of Route 32.
- b. Wayfinding signage improvements to direct visitors to Schuyler Flatts parking areas and recreational cyclists to the Mohawk Hudson bike hike Trail should also be coordinated with the above roadway improvements.

### **5. Watervliet Gateway (1<sup>st</sup>/Schuyler Lane)**

- a. In the short-term, all faded crosswalk striping and road striping (and signage, in particular for the left turn pocket for vehicles turning from Route 32 onto 1<sup>st</sup> Street) needs to be re-striped.
- b. Schuyler Lane roadway to be demarcated with curbing/drainage improvements, crosswalk, roadway striping.
- c. Future long-term redevelopment opportunities given proximity of Schuyler Flatts should be explored to ensure a wide range of future permitted uses and allowing existing businesses to continue to operate.
- d. Consider traffic circle as longer-term operational/gateway improvement; alternative would be to add curb extensions and textured crosswalk at northern leg of intersection, along with gateway enhancement such as plantings or public art.

## **6. 3<sup>rd</sup> Avenue in the City of Watervliet**

- a. Sidewalk repair/selective replacement
- b. Maintain street trees/encourage new street trees that will not interfere with utility lines where old trees removed.
- c. Add curb extensions and textured/high visibility cross walks at all major cross streets, to be added initially as a pilot project in one or two locations. In the short term, crosswalks should be re-stripped with thermo-reflective paint and no parking zones around crosswalks and intersections should be clearly signed and marked as such. ADA curb ramps should also be added where missing and all obstructions in the ADA path of travel removed/relocated.
- d. Clarify policy regarding sidewalks across access drives and parking areas – sidewalk grade and material to be maintained.
- e. Consider adding sharrows to denote shared lane use by motorists and cyclists.
- f. 7<sup>th</sup> Street signal – repair pedestrian push button.
- g. Property maintenance – encourage maintenance of facades, landscaping, etc.
- h. Development opportunity – vacant lot between 4<sup>th</sup> and 5<sup>th</sup> Streets on the west side of 3<sup>rd</sup> Avenue is a major infill development opportunity.
- i. Arsenal approach – re-stripe warn lane markings and add signage clearly directing Arsenal-bound traffic.
- j. Add/formalize sidewalks between 8<sup>th</sup> Street and Broadway.
- k. Limit the ability to add new curb cuts onto 3<sup>rd</sup> Avenue and restrict the maximum width of new curb cuts.
- l. Consider local educational outreach regarding motorist and pedestrian behavior to improve awareness and safety (note: such an effort could involve the entire corridor if there is interest in working together).

## **7. Streetscape Enhancements**

- a. Extend decorative street lighting north from Village center of Menands, along with street trees/planting strip and full sidewalks.
- b. Within proposed development nodes in Menands/Colonie, add pedestrian-oriented and scaled lamps to better light existing and future sidewalks and CDTA bus facilities. Work with property owners to incorporate additional landscaping along access drives and sidewalk linkages from the Route 32 frontage into site interiors.
- c. In Watervliet, incorporate pedestrian street lamps in key locations such as between where commercial businesses are clustered and have a consistent build to line along 3<sup>rd</sup> Avenue.

## **8. Bicycle/Trail Connections**

- a. Future extension of Mohawk Hudson Bike Hike Trail to the north to connect the rest of the City of Watervliet with the Hudson River waterfront and this multi-use trail.
- b. Future extension of multi-use trail in Schuyler Flatts south along the I-378 ramps to the southern end of the study area.
- c. Future bike route designation recommended for 4<sup>th</sup> Street in the City of Watervliet west across 3<sup>rd</sup> Avenue to 8<sup>th</sup> Avenue. Also recommend one additional cross street be designated as a bike route (and, ultimately, striped with bike lanes if sufficient roadway width), either 6<sup>th</sup> or 7<sup>th</sup> Street from 8<sup>th</sup> Avenue to Broadway.
- d. Bicycle parking – convenient bicycle parking to be added both within the City of Watervliet and in commercial clusters in Menands and Colonie. Also recommend that all three communities adopt bicycle parking requirements as part of required off-street parking. Recommend working with business community and non-profits to possibly fund bicycle parking.

## **9. Drainage Improvements**

- a. Drainage problems within the southern half of the study area are currently under review by Menands, Colonie, and property owners. Future curbing and roadway improvements should be coordinated with any drainage solutions developed along the corridor.

## **10. Multi-municipal Land Use Recommendations:**

- a. Consider development of a multi-municipal overlay district reflecting shared approach to tree planting and landscaping, streetscape elements, parking requirements, and signage standards, for example.
- b. Develop shared commercial corridor design standards to address the scale and appearance of new and infill development, especially for larger footprint developments
- c. Develop a multi-municipal bike plan to improve Route 32 as described above and make connections to other parts of the communities