

Community Design

Goal	Task	Responsibility	Mechanism	Funding Source	Time Frame
Create a more attractive and functional streetscape	Saratoga Road Streetscape	Town, State	TIP, TEP	TIP ¹ , Main Street, Spot Improvement	Within 1 year, then continual
	Glenridge Road Streetscape	Town, State	TIP, TEP	TIP ² , Main Street, Spot Improvement	1 to 2 years, then continual
Insure quality and consistency in building and site design	Revise Town Center Overlay District	Town	Zoning Amendment	N/A	Within 1 year

¹ TIP Project #S97. Project development of corridor improvements for NY Route 50, from Freemans Bridge Road to Glenridge Road, is programmed for the five-year period 2001-2006. Construction is slated for post 2006. The Town of Glenville should negotiate with DOT to shorten the time frame and expand the project scope to include the entire Town Center up to, and including TIP Project S126.*

² TIP Project #S120. Reconstruction of Glenridge Road from Maple Avenue to NY 146. Engineering costs include the portion from Maple Avenue to NY 50. Construction is slated for post 2005-2006. The Town of Glenville should negotiate with DOT to expand the project scope to include recommended improvements to Glenridge Road within the Town Center.

*TIP Project #S126. NY 50 Bridge over the Indian Kill Bridge Replacement. Construction is slated for 2003-2004.

Transportation Improvement Program (TIP) - One of the responsibilities of the Capital District Transportation Committee (CDTC) is to program for the implementation of projects through development of a staged multi-year program of transportation improvements (the Transportation Improvement Program or TIP). Federal regulations require that transit, highway, and other transportation improvement projects within the Capital District metropolitan area be included in the TIP if these projects are to be eligible for federal capital or operating funding.

Transportation Equity Act for the 21st Century (TEA-21) – The Federal Highway Administration funds TEA-21 through the NYS Department of Transportation. TEA-21 funds transportation projects that do not fall under "traditional" transportation highway and bridge categories. Among 12 eligible categories are provisions of facilities for bicycles and pedestrians (including safety and education activities) and preservation of abandoned railway corridors (including conversion and use for bicycle and walking trails). This program is open to state and local governments and requires a 20% match.

Main Street New York – Downtown Development Initiative - Main Street grants are provided through the Governor's Office for Small Cities (GOSC) in conjunction with Empire State Development. The goal of this program is to assist communities to improve and upgrade the appearance and viability of commercial downtown areas. Projects funded by the Main Street Program include: renovation and rehabilitation of commercial or mixed use buildings; demolition of abandoned or substandard structures; main street restoration including sidewalks; tourist development projects; preservation of historic structures; parking enhancements; street lighting; municipal park improvements including the construction of public restrooms and beautification projects including the planting of trees and shrubs.

CDTC Spot Improvement Program – Spot Improvement grants are funded through the Capital District Transportation Committee. Spot Improvement funds are available for small-scale projects that will improve the region's bicycle and pedestrian travel environments. Actions funded through

this program should address problems at specific locations, such as intersections, short lengths of roadway, or single destinations.

Revise Town Center Overlay District – The existing Town Center Overlay District was adopted before the development of the Town Center Master Plan; therefore, the Town Center Overlay District should be revised to reflect the recommendations, goals, and objectives of the Town Center Master Plan.