



Glenville / Scotia GREENWAY STRATEGIC DEVELOPMENT PLAN



JANUARY 14, 2021

PREPARED BY



PREPARED FOR

The Town of Glenville / Village of Scotia



GLENVILLE / SCOTIA GREENWAY STRATEGIC DEVELOPMENT PLAN

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Consultant Team



with



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GLENVILLE / SCOTIA GREENWAY STRATEGIC DEVELOPMENT PLAN

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CHAPTER 1

INTRODUCTION

INTRODUCTION



A GREENWAY VISION

The Greenway Strategic Development Plan is a document that outlines the planning, feasibility and preliminary design work necessary to develop a town wide multi-use pedestrian and bicycle transit trail system within the Town of Glenville and Village of Scotia. The purpose of the Greenway is to connect employment, cultural, residential and recreational points of interest within the Glenville/Scotia area to similar points of interest in surrounding municipalities. Continuing to expand on the town's trail system will improve the quality of life, provide recreational opportunities and help to stimulate economic development.

To develop this plan, the Town of Glenville hired Behan Planning and Design and The Chazen Companies, utilizing the support of town staff and input from the Study Advisory Committee. This effort was funded by the Town of Glenville and the New York State Empire State Development.

WHAT IS A GREENWAY?

WHAT IS A GREENWAY?

A greenway is a linear recreational corridor of land that emphasizes non-motorized transportation. It can be a large regional corridor like the Hudson River Valley Greenway or the Erie Canalway Trail, or a more focused open space and transportation corridor like the Glenridge Road path the town has recently developed. Multi-use trails that are wide enough to accommodate pedestrians and bicycles are the backbone of a successful greenway. Ideally, a greenway is separated from vehicular roads except for occasional crossings. The separation creates safe opportunities for recreation, which are so often limited in densely populated areas.

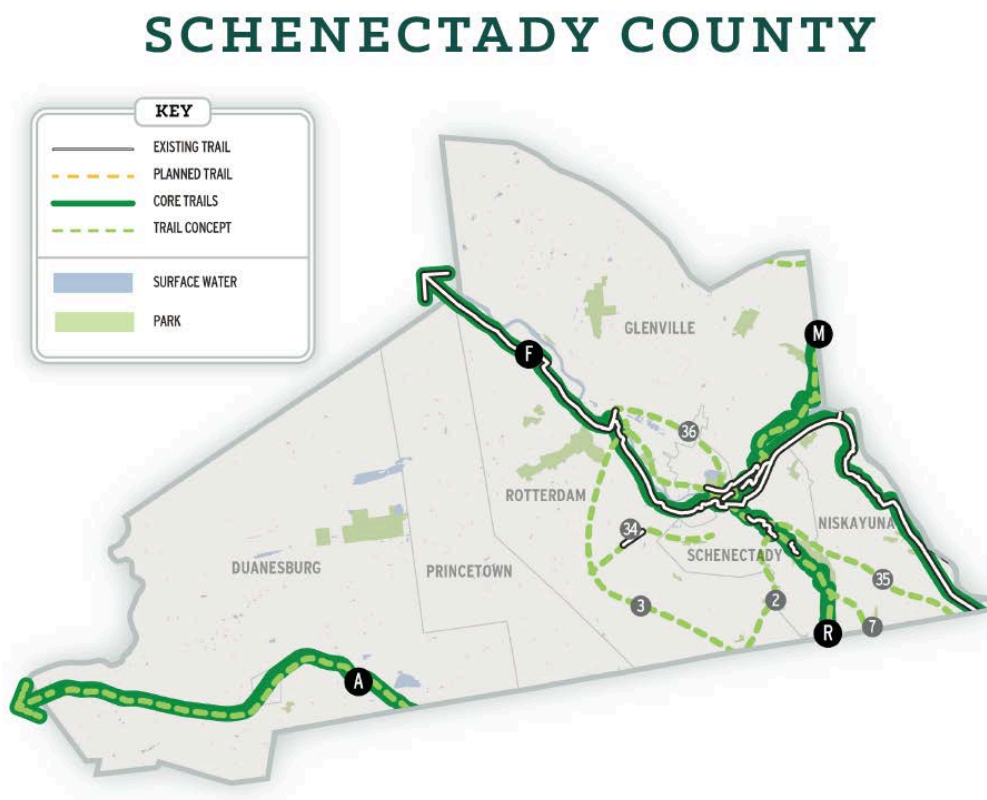


Figure 1. Connecting to other regional trails such as the Erie Canalway Trail (F) and the Ballston Spa Veteran's Path (M) would expand local residents' access to these important amenities, as identified in the 2019 Capital District Trails Plan. That plan identified a four-county network of potential regional trails and multi-use paths which could create an alternative transportation network.

The Benefits of Greenways

Greenways can serve a variety of needs within a community. If the trails are well planned and form a strong network, greenways can offer an alternative means of commuting that is healthy and cost efficient. They can form local and regional connections between suburbs, parks, and urban centers, or from towns out to rural areas. Successful greenways result in decreased air pollution by forming an alternative means of transportation and decreasing the number of short, local automobile trips.

WHAT IS A GREENWAY?

Greenways provide opportunities for passive recreation, such as hiking and biking, contributing to the physical and mental health of the users. They form an important part of larger open space networks in providing such opportunities to citizens and visitors.

Greenways are often developed along existing linear areas such as utility lines or defunct railroad or trolley lines, which usually already have the appropriate width and grading for trails. This is an effective way to revitalize these corridors and make them an asset to communities.

Greenways also preserve open space corridors, which serve as a refuge and means of safe travel for wildlife. They preserve large vegetated areas, which are important for good air quality, and form buffers which protect sensitive areas such as wildlife habitat or floodplains. Because of their linear nature, greenways often follow river or stream corridors, and can provide riparian buffers. These help purify water runoff from pollutants before it enters back into the local water system. The open space areas provide flood storage areas to keep surrounding areas from being inundated during flood events.

Often located along historic corridors such as old railways, or ecologically important areas such as riverfronts, greenways provide opportunities for interpretation and education. Tourism and recreation are an important part of any community, and having recreational opportunities which attract visitors and residents helps to provide revenue to local businesses.

Glenville has long been committed to providing open space, park, and recreational facilities for the enjoyment of local residents and to attract new families and businesses to the area. The town currently enjoys a variety of local parks and trails, including large preserves, athletic fields, and multi-use trails. The greenway system will connect these amenities to expand the existing network of parks and trails, forming important links in the open space network.

PROJECT BACKGROUND

In order to maximize its potential for community, vibrancy, and connectivity, the Town of Glenville and Village of Scotia envision a multi-use trail system linking employment, cultural, residential and recreational points of interest within the town to other similar nodes in the surrounding area. In recent years, Glenville, Scotia and Schenectady County have developed or contributed to a variety of local and regional planning strategies. These documents contain a wealth of information about community goals and identify many specific desirable connections and gaps in bicycle and pedestrian infrastructure. Analysis of this information, along with public input and guidance from the Study Advisory Committee, informed the early development of this Greenway Strategic Development Plan.

THE PLANNING PROCESS

PURPOSE AND GOALS

The purpose of this document is to analyze existing and new information to generate a Greenway Strategic Development Plan. This plan is intended to serve as a roadmap for the community going forward, providing an overall Greenway Vision for the network, as well as identifying specific steps and priorities to begin implementing the plan.

Using input from prior planning studies, public comment, and the Study Advisory Committee, the team worked to identify a network of new trail and sidewalk connections throughout Glenville, Scotia, and beyond. Once that overall network was identified, the team worked with local town officials and the Study Advisory Committee to narrow down the top three priority trail segments which should be implemented, with an analysis and cost estimate for each. The goal was to provide the community with recommendations for phasing, estimated costs of construction and maintenance, potential funding sources, anticipated permit requirements, and draft language for how this trail network can be supported by local zoning and subdivision regulations.

SUMMARY OF THE PLANNING PROCESS

The planning process began with an initial project coordination and Study Advisory Committee (SAC) meeting in October of 2019 to establish a roadmap and timeline for the development of the project. The role of the Study Advisory Committee was to provide guidance and ideas for possible trail connections, review inventory maps for completeness, advise on and attend public outreach efforts, assist in the selection of the three priority routes, and review and comment on any draft materials and deliverables.

At this initial project coordination meeting, current town-wide planned trails and sidewalk improvements were identified and discussed. Inventory maps were used to review the existing conditions for accuracy and completeness, and were discussed to identify gaps in the network or new trail connections which would be beneficial to the community.

FALL 2019

ANALYSIS

JANUARY 2020

TRAILS
WORKSHOP

SUMMER 2020

DRAFT PLAN
DEVELOPMENT

NOVEMBER 2020

PRESENT
DRAFT PLAN

DECEMBER 2020

FINALIZE
PLAN

THE PLANNING PROCESS

Information from this initial coordination meeting was used to develop a town-wide basemap which illustrated both existing and proposed trail connections throughout Scotia and Glenville that were identified by the project team and SAC during preliminary discussions. The intent was to identify preliminary trail connection ideas which could be used as a starting point for open discussion at the upcoming public workshop.

A second Study Advisory Committee meeting was held to review the preliminary ideas gathered to date, and discuss the format and details for how the public workshop should be organized so as to collect the most useful input from local residents on what they would like to see and what their priorities are.

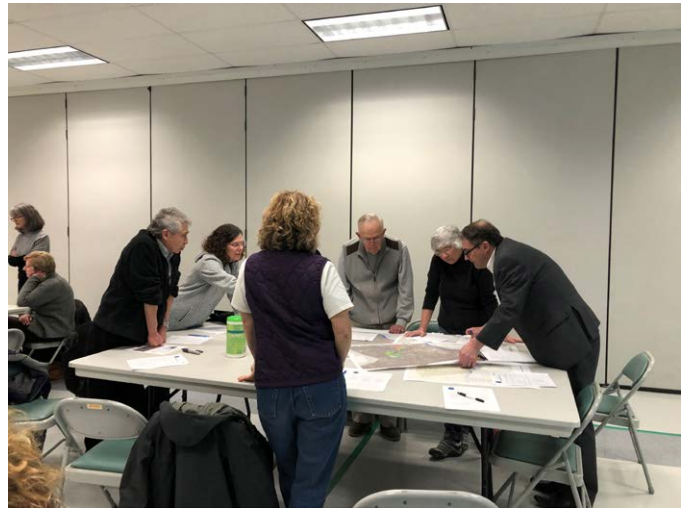





Figure 2. Members of the public review maps and aerial photos at the Public Workshop to discuss desired trail connections.

Public Workshop. The public workshop was held on January 14th, 2019 at the Glenville Senior Center. The consultant team gave a presentation on the background and scope of the project, the benefits of trails and greenways, and a summary of supporting information from some previous related planning studies. Audience members were then asked to participate in series of individual table mapping discussions, where they were encouraged to discuss what their vision for a local trail network looked like. Large maps and aerial photos of the town and village were provided at each table with markers and pens so that participants could draw and make notes over the course of the event. Participants were also provided with an informational handout and a table questionnaire which they were encouraged to fill out as well as use as a guide for discussion topics. The questionnaire was also provided online for several weeks to give additional people the chance to provide input after the workshop. Over the course of the evening, project team moderators at each table took notes and helped to guide the conversation. The workshop resulted in a great number of ideas and a wide variety of perspectives from around the


PUBLIC MEETING



**Glenville / Scotia
TRAILS WORKSHOP**



Where: **Glenville Senior Center**
32 Worden Road, Glenville, NY

When: **Tuesday, January 14th, 6:00pm - 8:00pm**



The Town of Glenville is hosting a Public Workshop to discuss and plan future multi-use path and sidewalk connections throughout the area.

Please join us to learn about the Greenway Strategic Development Plan and discuss your ideas for what future multi-use trail and sidewalk connections you would like to see in the Scotia / Glenville area. We look forward to seeing you! This project is funded in part by

Questions? Contact: Glenville Planning Department
(518) 688-1200 ext. 7 www.townofglenville.org lwalkuski@townofglenville.org

THE PLANNING PROCESS

community on what can and should be done. Copies of the notes and table questions gathered that evening and from the online form have been provided in the appendix of this plan for reference.

The Larger Network. Using the input received from the public workshop, the study advisory committee meetings, and the prior planning studies, the consulting team consolidated all of this info into a conceptual Greenway Trail System Map, which identified the full range of potential trail scenarios so far discussed. This map of the larger network represented the “overall vision” of a potential long-term connections plan. This map was then used as a discussion tool to verify the viability and support for different trail routes, and begin to narrow down priority trail candidates for implementation.

Priority Trails. To help guide the selection of which trail connections were short-term priorities, a scoring sheet was developed which identified specific rating criteria which the consulting team and the SAC felt were important considerations. This scoring sheet was filled out by SAC members and town staff as an initial selection pass. The final three priority routes were then selected after more careful consideration of each segment along with in-person site assessments to determine which routes were the most beneficial to the community in the short-term. A more detailed description of this process, and the resulting trails identified, is provided in the following chapters.

Draft Presentation. A presentation of the Draft Greenway Strategic Development Plan was conducted on [DATE] to solicit comments from the town board, SAC members and the general public. Comments from the public and Town Board were collected for an open period of [TIME] and reviewed for incorporation into the plan in preparation for a final draft.

Final Plan. A final public meeting was held on [DATE], featuring the formal presentation of the Greenway Strategic Development Plan by the consultant team to the Town Board. The plan was formally adopted on [DATE] [as an amendment to the town comprehensive plan].

CHAPTER 2

INVENTORY

HISTORY AND CONTEXT

The Town of Glenville and the Village of Scotia has seen its pedestrian and bicycle system continue to develop over the years. Historically, the village has had a well-developed sidewalk system to accommodate the needs of the denser population found there and there are a few trails that have been developed that can accommodate both pedestrians and bicycles. The town outside of the village, like many suburban towns, did not have as robust of a sidewalk or bike path network in place. However, as residents' need for safe walking and bicycling routes has continued to increase over the years, the town has appropriately responded by planning for addressing these needs as resources permit. This greenway plan is an important part of continuing to develop a more complete infrastructure system for the community.

PRIOR STUDIES

Numerous local and regional planning documents have been previously prepared which serve as the foundation for this project. While trails are not the primary focus of all of these studies, there is a general consensus among them that improved trails and connectivity are important and will benefit the entire region. With the goal of using this previous work and analysis to inform aspects of this project, these were examined for relevant information and findings.

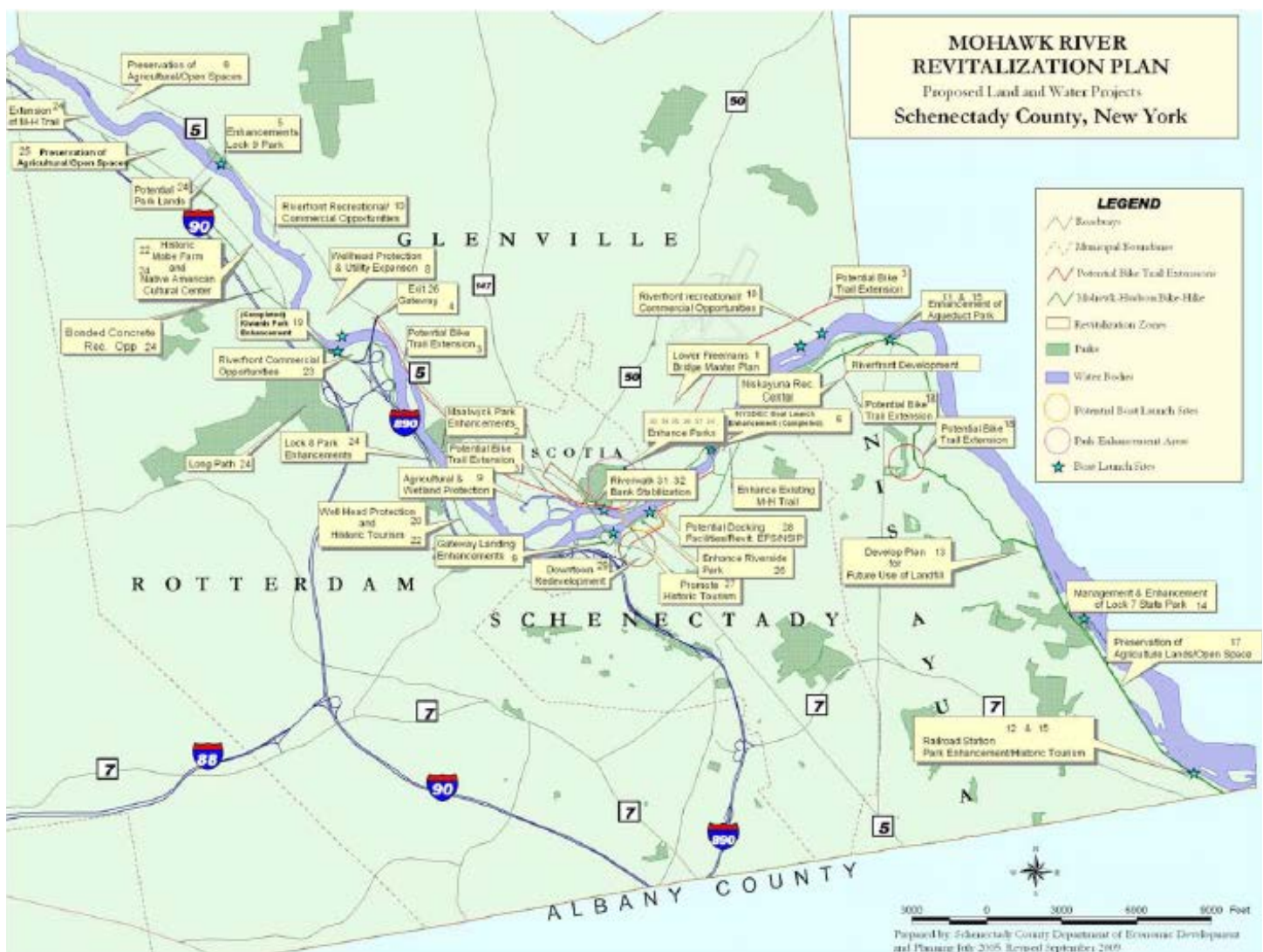
Town Comprehensive Plan. The Town of Glenville Comprehensive Plan, 2017, identified numerous opportunities for trail network improvements. Apart from the Mohawk-Hudson Bike-Hike Trail, Shonowee Trail, Glenridge Road Trail and State Bicycle Route 5, there are few formal bike paths or routes within Glenville or Scotia, and some major roads are considered unfriendly for bicyclists. While the Village of Scotia is well served by sidewalks, the town of Glenville was relatively lacking in similar pedestrian facilities.

The plan describes several goals to improve these facilities. Prominent among these are expanding the Mohawk Hudson Bike Hike Trail east of the Mohawk River to the existing trail segment on Schonowee Avenue in the Village of Scotia, as well as east from Freeman's Bridge Road to Alplaus. In addition, creating and augmenting town sidewalk networks, wayfinding improvements along the Bike-Hike Trail, and establishing a portion of the Long Path in western Glenville are town priorities. The creation of "complete streets" along Freeman's Bridge Road, and improved pedestrian facilities and traffic calming in and around the Glenville Business and Technology Park were recommended in this plan. Since that plan was adopted, it should be noted that the town has taken significant steps toward the establishment of bike and pedestrian improvements along Freemans Bridge Road.

PRIOR STUDIES

The plan proposes various walking routes, including a path within the Town Center area, with a connection to the Indian Kill Nature Preserve, a path along the Indian Kill between Indian Meadows Town Park and the Indian Kill Nature Preserve, and a path connecting Maalwyck Park and the western terminus of Riverside Avenue and/or Charles Street, thereby linking the Village of Scotia to Maalwyck. Partnering with Saratoga County to establish a multi-use path on the former trolley line which runs parallel to Alplaus Creek, on either side of Glenridge road, would connect existing bike paths in Saratoga County with the Mohawk-Hudson Bike-Hike Trail in Schenectady County.

Alplaus Hamlet. The Alplaus Hamlet Plan, completed by the Alplaus Residents Association in 2019, identified the need for a safe pedestrian corridor through Alplaus. Specifically, sidewalks are needed along the south side of Alplaus Ave east of the bridge over the Alplaus Kill to Maritime Drive. The residents also identified the need for a path from



PRIOR STUDIES

the end of Bath Street through the woods to Glencliff Elementary School, or a similar safe route to the school. A walking trail is already planned from Van Buren Road to the Glenville Town Center, down Glenridge Road to Woodhaven and St. Helen's Estates, providing an opportunity for a future connection to Alplaus.

Mohawk River Waterfront. The Mohawk River Waterfront Revitalization Plan for Schenectady County, developed in 2010, includes several objectives concerning county wide trail improvements. Most of these are related to extending and improving the Mohawk Hudson Bike-Hike Trail. Extending the trail west of the Village of Scotia to the Exit 26 Bridge at Maalwyck Park, and east from Freeman's Bridge Road to Alplaus and north to Alplaus Kill Natural area are some key connections to be made.

Capital District Trails. In January, 2019, the Capital District Trails Plan was developed to outline a network of primary and secondary routes would create a regional four-county trail network between Albany, Schenectady, Saratoga and Rensselaer. Although this plan was developed at a regional scale, it recommended a connection from Glenville/Scotia up north to connect to the Ballston Veterans Bike Trail, and suggested a new "Scotia Loop" path which would encircle the village.

Freemans Bridge Road. The Freeman's Bridge Road Master Plan was completed in 2004. It outlined several tools for improving pedestrian and bicycle facilities and enhancing safety and comfort for users, including traffic calming measure, separation of traffic from pedestrians and bicyclists, and a system of multi-use trails. A multi-use trail was proposed from Ballston Road south along Horstman Creek from Ballston Spa Road to meet up with a proposed east-west trail following the power line easement, and onward to connect to the Mohawk-Hudson Bike-Hike Trail. A multi-use trail was also proposed from the east side of the bridge northeast along the river to the hamlet of Alplaus, proceeding north to the park along Glenridge Road. The trail could then be extended north from Glenridge Road to Saratoga County via the former trolley line, eventually hooking up with the existing Zim Smith Trail. This plan also recommends an extension of the Mohawk-Hudson Bike-Hike Trail to connect to the Waterfront District.

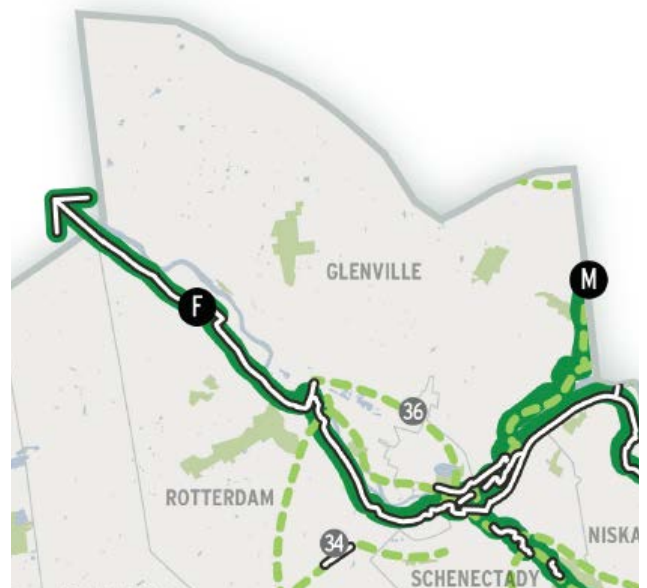


Figure 4. Detail from Capital District Trails Plan, showing proposed primary connection to Ballston Veterans Bike Trail (M) as well as the secondary Scotia Loop (36).

PRIOR STUDIES

The Freemans Bridge Road - Complete Streets Concept Plan was completed in 2018. The goal of this plan is to improve pedestrian and bike access along Freeman's Bridge Road from Freeman's Bridge to NYS Route 50 by the addition of sidewalks, side paths (multiuse, physically separated from road), and other improvements, as illustrated in the map below.

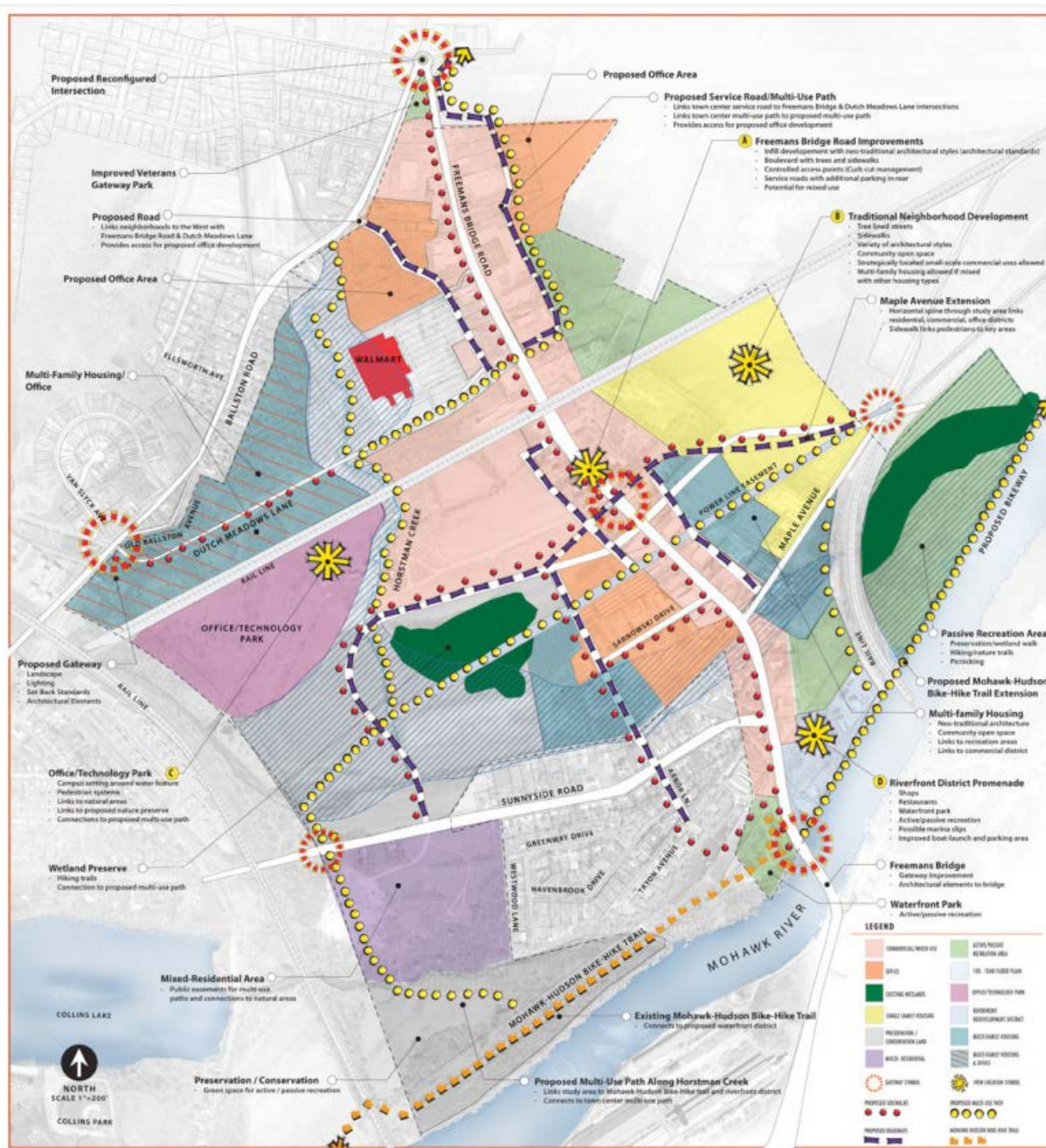


Figure 5. Concept map from the Freemans Bridge Road Master Plan (2004).

PRIOR STUDIES

Recent Progress. Since those studies and plans were completed, the Town of Glenville has made significant progress in advancing some of these initiatives, particularly along Freemans Bridge Road which is viewed as an important connector spine and gateway into the town. Design plans and funding for the multi-use path along Freemans Bridge Road have been developed and are progressing. The town has also received over \$800,000 in funding to reconstruct the Mohawk-Hudson Bike Hike trail segment which connects Freemans Bridge Road to the Village of Scotia. They also successfully obtained over \$400,000 to construct sidewalks as part of the Safe Routes to School program.

Finally, the town has successfully constructed a portion of the new Glenridge Road Trail, extending from Woodcrest Drive to the town hall.



Figure 6. Glenridge Road Trail.



Figure 7. Photo simulation of proposed multi-use path design and stormwater improvements along Freemans Bridge Road.

PROJECT INVENTORY

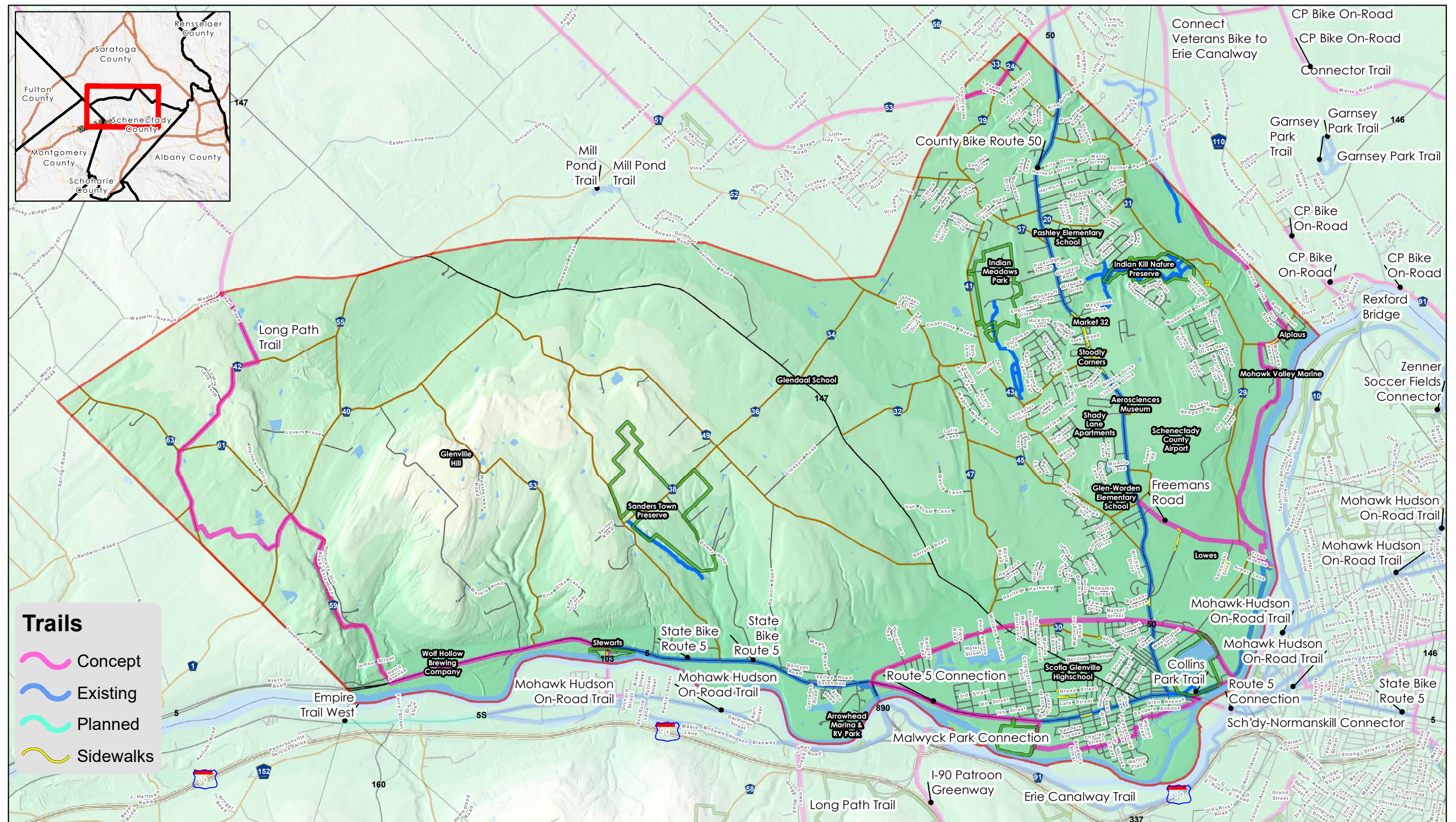
PROJECT INVENTORY FINDINGS

The consulting team utilized available GIS data to generate maps of the town which would show existing features, including current and planned trails. These maps served as the starting point for discussions with the Study Advisory Committee and the public.

The information gathered from the preliminary mapping, Study Advisory Committee meetings, and prior report and studies was compiled and synthesized into a town wide map.

PROJECT INVENTORY

Figure 8.
Preliminary
basemap indicating
the location of
currently known
sidewalks,
trails as well as
future planned or
conceptual trails.



0 0.2 0.4 0.8 Miles



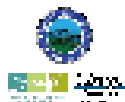
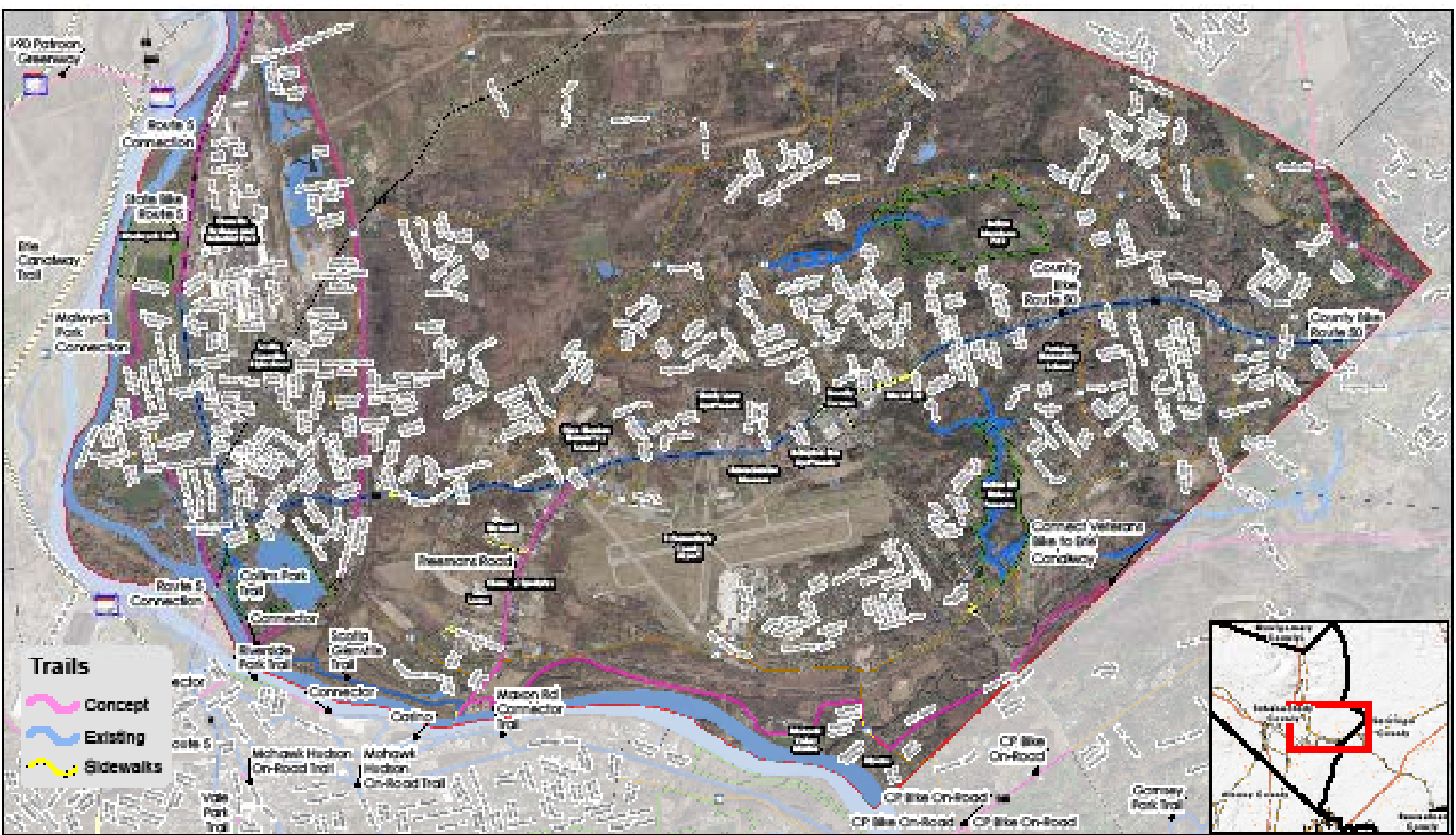
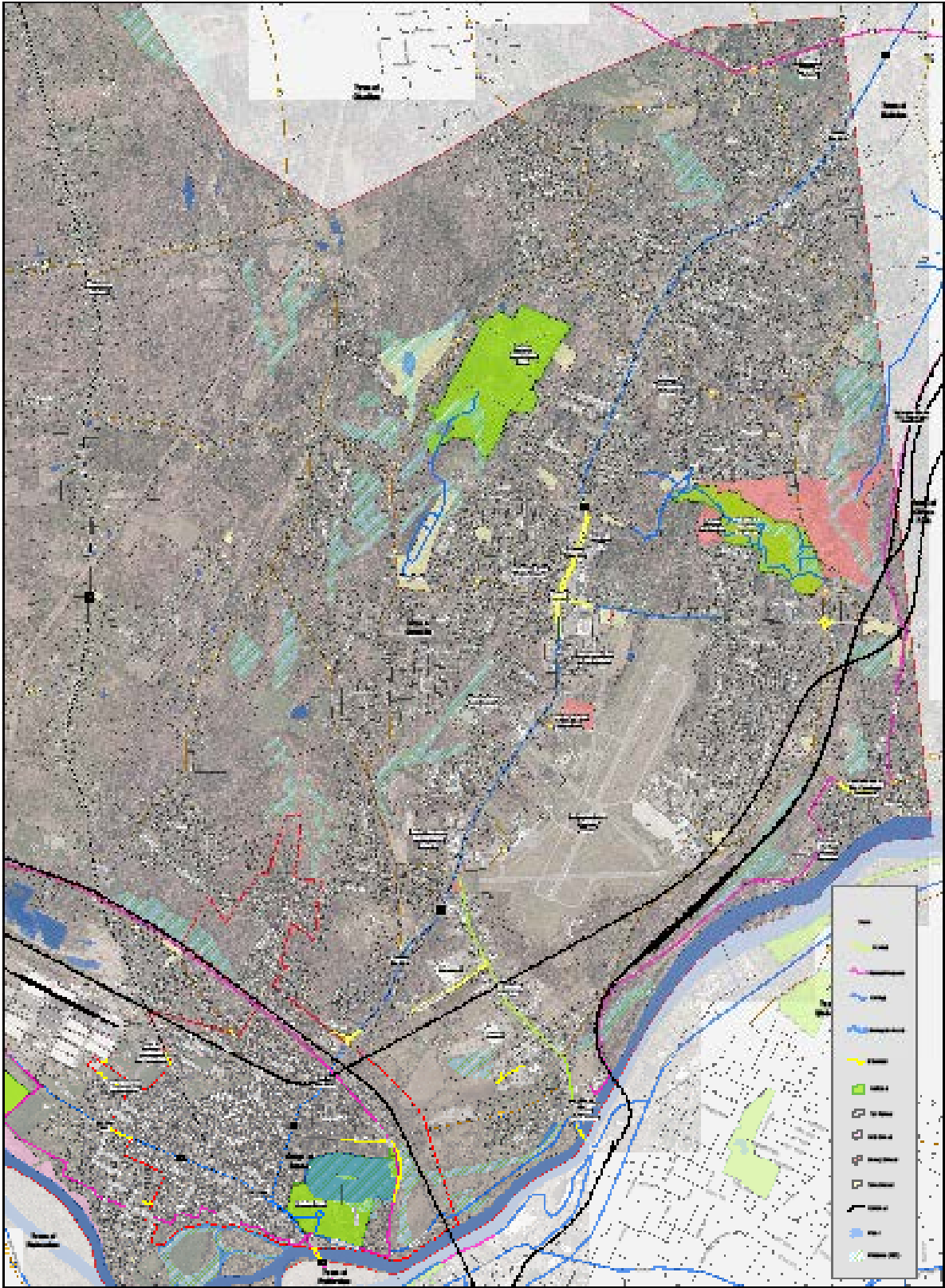
Town of Glenville

10.23.2019

Project Area

Schenectady County, NY

PROJECT INVENTORY



Town of Glenville
Activity Corridor
1000000
1000000

Figure 9. Preliminary existing conditions maps (left and above) documenting existing and proposed/conceptual trail and sidewalk connections in the eastern portion of Glenville and Village of Scotia.



Town of Glenville
Greenway Plan
1.04.2010
Schuylkill County, PA



CHAPTER 3

PUBLIC OUTREACH AND INPUT

PUBLIC INPUT

PUBLIC INPUT

A greenway infrastructure network can be an important community amenity for everyone. Residents will have varying ideas and preferences for trail priorities. Some may prefer a network that focuses on being able to walk from one neighborhood to another, some may want to emphasize safe routes to school, and others may want to use the trails to travel around town and to reach regional destinations by bicycle. Public input is crucial to creating the best possible Greenway Plan. With this in mind, the Trails Workshop was developed to collect input from the public on what trail and sidewalk connections they would most like to see.

THE TRAILS WORKSHOP

The Trails Workshop was designed as an opportunity for Glenville residents to express their opinions about future greenway trail locations. The workshop was held on the evening of January 14th, 2019 at the Glenville Senior Center. Following a presentation about the project by the consulting team, the attendees were invited discuss their ideas at different tables and to fill out a series of table questions designed to prompt to answer questions and give comments about which destinations they thought should be accessible by multi-use paths. Aerial maps of the Glenville/Scotia area were provided at each table so that participants could mark them up and graphically record their thoughts. Consultant team members at each table helped to facilitate and take notes.



Figure 10. Workshop attendees discuss the existing trails map.

SUMMARY OF PUBLIC INPUT

Although there were a wide variety of different ideas and suggestions discussed at the meeting, a number of key themes emerged which can be summarized. One of the top priorities for pedestrian improvements noted by residents in attendance that evening was connecting the portion of Van Buren Road between Town Center and the Anderson

PUBLIC INPUT

Dog Park. This route, with residential neighborhoods on either side would of it, would benefit greatly with a connection into the commercial center of Glenville. Residents here desired facilities which would be suitable for all ages and abilities. Many attendees also supported the idea of extending this route north with sidewalks along Swaggertown/Droms Road to wrap around Indian Meadows Park, past the YMCA and back down Charlton Road to Route 50 again.

A second popular topic was finding a way to connect the future multi-use path at Freemans Bridge Road up north to Stoodley Corners and the town center. Many residents expressed concerns about walking and biking along NYS Route 50. While this corridor was a logical route to access many businesses and services, it did not present a welcoming or safe appeal due to the volume of vehicle traffic it experienced. Residents noted that constructing bicycle facilities which were designed for experienced, confident cyclists was not an acceptable solution, because it disenfranchises many other people who are not as experienced. To be considered welcoming and safe,

“Route 50 is not pedestrian friendly.”

~ Glenville Resident

“Our neighborhood is close to many commercial locations but we cannot safely walk or bike.”

~ Glenville Resident

“Our children are unable to bike to nearby friends’ houses.”

~ Glenville Resident

bicycle facilities should be built to be safe and comfortable for people of all ages and abilities, even children. As an alternative, the viability of providing this connection as part of a parallel path to Route 50 along Airport Road was discussed.

The extension of the Glenridge Road trail further east into Clifton Park / Rexford was also seen as a desirable route, especially where it could link to other improvements into the Hamlet of Alplaus.



Figure 11. Community members completing surveys at the Trails Workshop.

TRAILS WORKSHOP

Connecting Indian Meadows Park and Indian Kill Nature Preserve via a loop would serve a large portion of the community. There are currently various informal trails in place that could be legitimized and connected.

Maintenance of existing and future trails and sidewalks was a concern going forward. The town's recent efforts to expand the sidewalk network has resulted in additional maintenance costs. It was agreed that any further expansion would require the town to find alternative solutions for funding and staff time.

Creating a safe and attractive network link between the Town of Glenville and the downtown neighborhoods and businesses in the Village of Scotia was also discussed. While some suggested utilizing the existing State Bike Route along Route 50, others preferred a more attractive link which would have less vehicular traffic and constraints.

One community member noted that the Indian Meadows Park/Dog Park is good for Nordic skiing. With a few improvements to a bridge crossing and some steep grades the skiing would be greatly improved.

Socha Plaza and the adjacent neighborhoods have a high density of apartments and commercial establishments. Improving access along NYS Route 50 around this area would allow better access to Stoodly Corners (Town Center) as well as the soon to be improved Freeman's Bridge Road.

A community member noted the importance of including shade trees along multi-use paths.

While a majority of the discussions focused on the more heavily populated eastern portion of Glenville and the village, completing the link of the Long Path Trail in western Glenville as part of a linear park was suggested.


 **Town of Glenville**
Greenway Trails Plan
January 14, 2020
Page 1 of 2

TABLE QUESTIONS

TABLE QUESTIONS

Please consider and discuss these questions while reviewing the maps at the table discussions, and fill out your answers before the end of the meeting tonight. Thank you.

Questions to Consider

- What do you think are some of the most important destinations which should be reachable with new sidewalks, multi-use paths or bike paths?

<input type="checkbox"/> Pashley Elementary School	<input type="checkbox"/> Scotia Glenville High	<input type="checkbox"/> Glen Worden Elementary
<input type="checkbox"/> Glenclyff Elementary School	<input checked="" type="checkbox"/> Collins Park	<input checked="" type="checkbox"/> Indian Meadows Park
<input checked="" type="checkbox"/> Indian Kill Nature Preserve	<input checked="" type="checkbox"/> Maalwyck Park	<input type="checkbox"/> Riverside Park Trail
<input type="checkbox"/> Dutch Meadow Lane Apartments	<input type="checkbox"/> Hampton Run Apartments	<input type="checkbox"/> Shady Lane Apartments
<input type="checkbox"/> Indian Brook Apartments	<input type="checkbox"/> Highland Square Apartments	<input type="checkbox"/> Glen Esk Apartments
<input type="checkbox"/> Sarnowski Drive Apartments	<input type="checkbox"/> Berkley Sq Neighborhood	<input type="checkbox"/> Alplaus Neighborhood
<input type="checkbox"/> Woodhaven Neighborhood	<input type="checkbox"/> Swaggetown Neighborhood	<input type="checkbox"/> Woodruff Heights
<input type="checkbox"/> County Airport / Air National Guard	<input type="checkbox"/> Glenville Industrial Park	<input type="checkbox"/> Glenville Branch Library
<input checked="" type="checkbox"/> Downtown Scotia / Village Center	<input type="checkbox"/> Target / Hannaford / Market 32	<input type="checkbox"/> Sacandaga School
<input type="checkbox"/> Rivers Casino	<input checked="" type="checkbox"/> Mohawk Hudson Bikeway	<input type="checkbox"/> Lowes / Walmart
<input type="checkbox"/> Route 146 / Rexford		

Others:

O'Rourke Middle School (BIBL) to High School

YMCA

Connections between neighborhoods - more formal

Wolf Hollow

- If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?

Some weekly, some 2-3x a year

JANUARY 14, 2020

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Figure 12. Sample of one of the Table Question surveys completed at the workshop.

TRAILS WORKSHOP

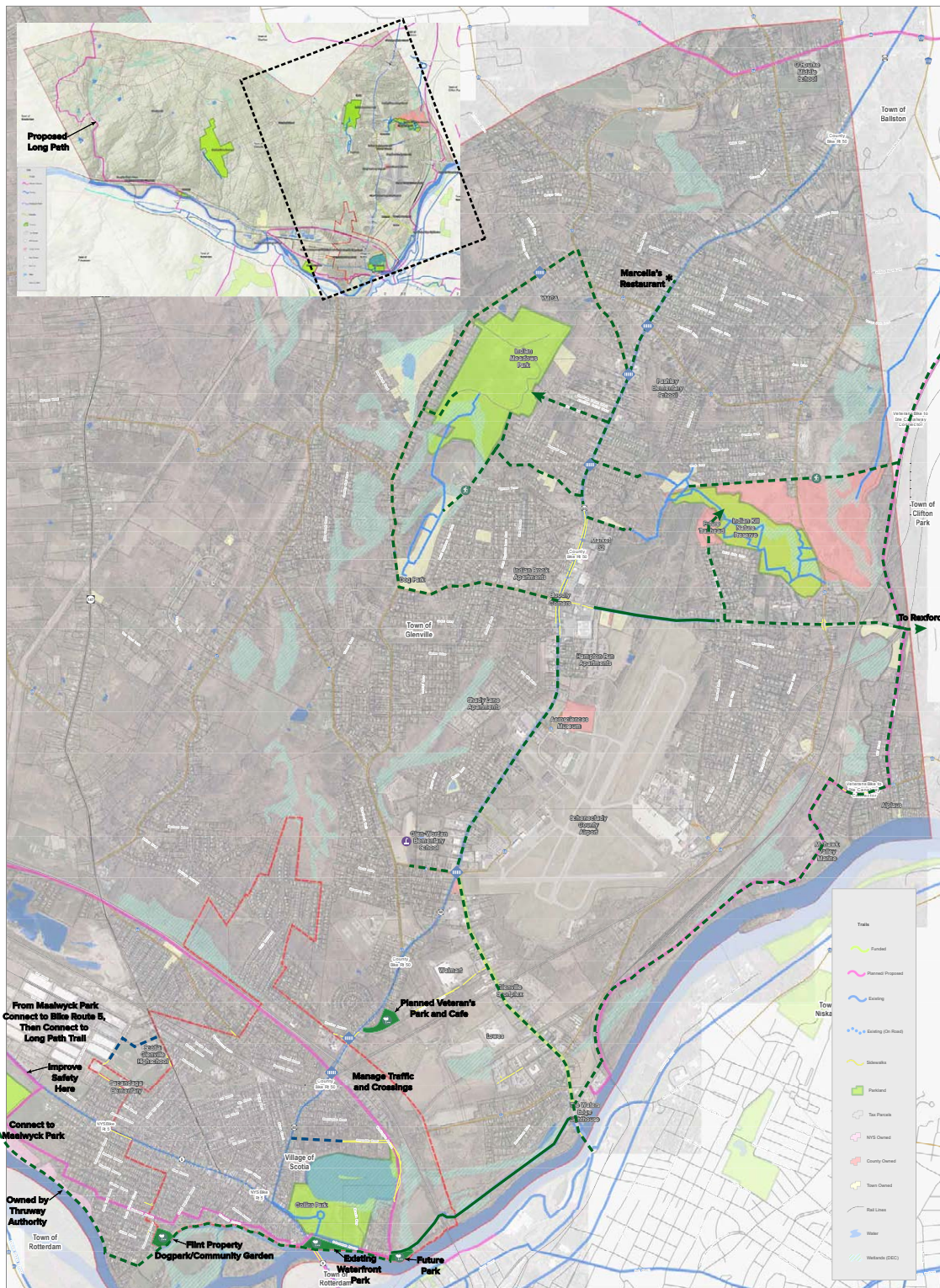


Figure 13. At the completion of the workshop, the consultant team summarized the main discussion points and recommendations on a new map to document the ideas collected from the public along with additional recommendations for consideration.

SCOTIA / GLENVILLE : PRELIMINARY TRAILS MAP

DRAFT



TRAILS WORKSHOP

CONCLUSION

At the end of the workshop, attendees took turns summarizing the ideas and issues which were discussed at each table. Utilizing the notes from the table maps and the completed Table Question sheets, the consulting team put together a summary map which outlined the major recommendations and ideas discussed that the workshop. The team also added some additional trail connection suggestions based on long-term visioning. This “summary map” was then utilized in the analysis to weigh the advantages and disadvantages of each trail segment, as described in the next chapter.

CHAPTER 4

ANALYSIS & RECOMMENDATIONS

ANALYSIS

ASSESSING POTENTIAL TRAIL ROUTES

Following the public workshop, the individual trail concepts discussed were summarized into a single map so that the merits of each route could be discussed. The Study Advisory Committee was then asked to score each of the trails and segments based on a number of different criteria. To help identify individual segments along each route, the discrete segments were numbered, as shown in the map at right.

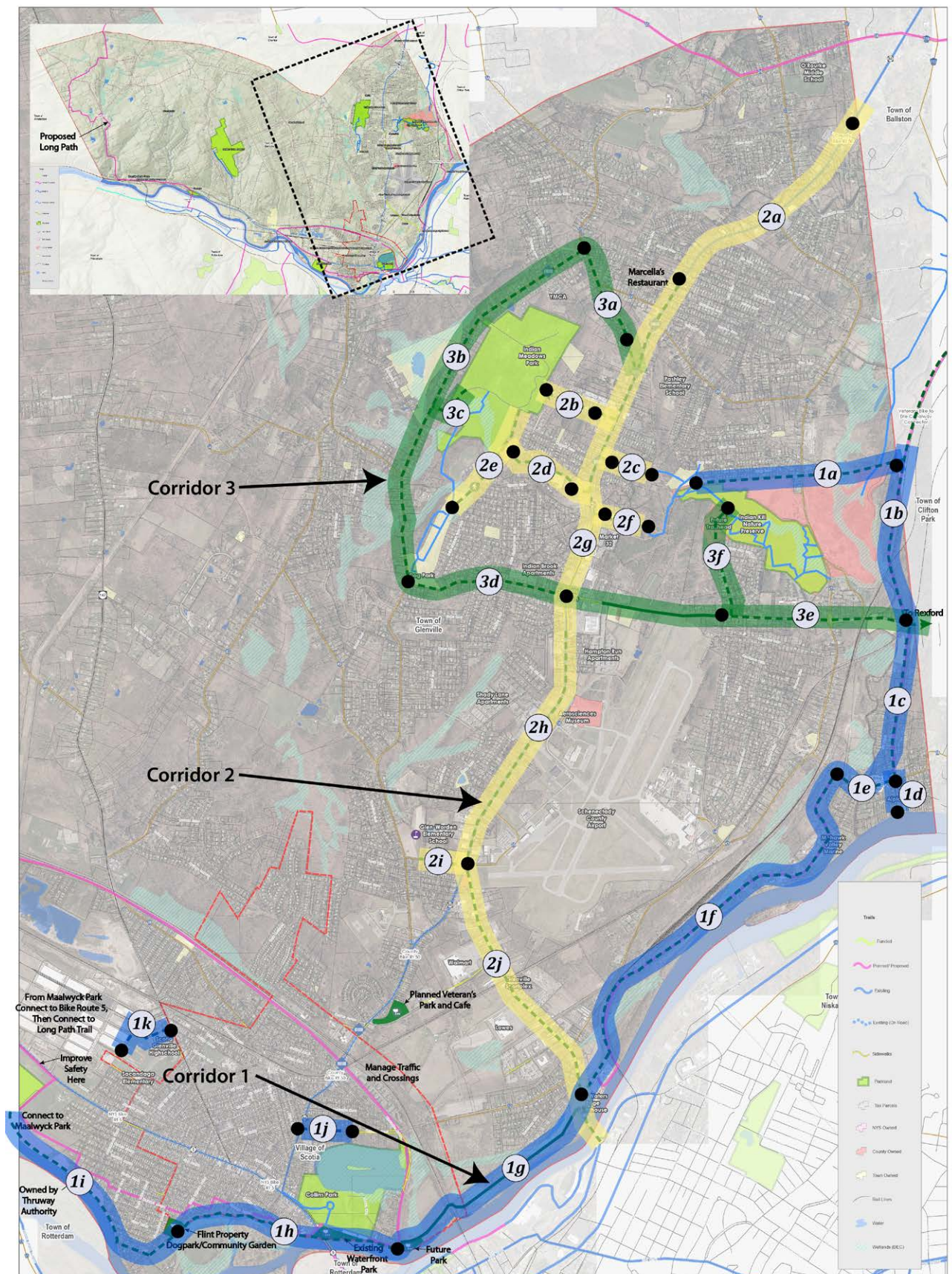
Rating Criteria. Each proposed trail segment was ranked on a scale of 1 (low) to 3 (high) for each of the following criteria:

- System Connectivity
- Prior Planning and Support
- Likely Number of Users
- Types of Different Land Uses Connected
- Safety and Comfort
- Regional Connectivity
- Relative Cost
- Ease of Implementation
- Maintenance
- Accessibility

Each segment was then scored with the average total score from each respondent determining the final score. Using this system, the maximum score any trail segment can receive is 30 points, and the minimum is 10.

Figure 14. (Facing Page) Summary map showing each of the different potential trail segments identified for consideration. Each individual segment was given a two-digit code for identification purposes. The individual segments were then scored by the Study Advisory Committee members to help identify higher priority trails for short-term implementation.

ANALYSIS



ANALYSIS

Rating Results. The results of the preliminary rating system are provided at right, and provided the basis for a more careful analysis of the top-ranked segments. It should be noted that five of the top-ranked segments were eventually determined to not qualify for “priority status” as described in the Preamble below.

Based on these initial scores, as well as in-person site assessments which were conducted by Behan Planning and Chazen staff and further discussion with the Study Advisory Committee, the following “Priority Trail Routes” to be advanced for further feasibility and cost estimation are described in more detail below.

Preamble

Trail Segment 1G (Freemans Bridge Road > Scotia “Hudson-Mohawk Bike-Hike Trail”) scored the highest out of all segments (25.8), and the town has recently received funding to improve this former trail corridor, which can be expected to be completed within the next two years. Likewise, Trail Segment 2J (Freemans Bridge Road multi-use path) scored second-highest (23.8) though it has already been planned and is currently in the design and funding stages. Since these two particular segments are already well established, they are in many ways already “beyond being a priority” for this trails plan, and are considered “in progress” for the purpose of these rankings. However, their pending implementation provides a very sizable central spine for the Glenville/Scotia greater trail network, stretching over 2.7 miles. Because of this, these two trail segments should be viewed in the context of a future catalyst for a larger future connection into Scotia.

Trail Ranking Results			
	Trail Route 1 - Priority		
	Trail Route 2 - Priority		
	Trail Route 3 - Priority		
	Segment did not qualify for priority status - see “Other Segments Considered”		
Rank	Segment	Average Score	Standard Deviation
1	1g	25.8	1.0
2	2j	23.8	1.6
3	2h	22.6	2.1
4	2g	22.3	2.2
5	1k	21.6	4.3
6	1j	21.4	4.2
7	1h	21.0	4.6
8	2i	21.0	1.9
9	1e	20.0	1.6
10	2e	19.8	1.5
11	3d	19.8	6.2
12	2a	19.8	1.0
13	1f	19.6	1.5
14	1i	19.4	3.1
15	3e	18.4	4.8
16	1c	17.8	2.9
17	2d	17.8	3.8
18	2f	17.6	2.7
19	1b	17.4	3.1
20	2c	17.0	3.3
21	1d	16.8	3.4
22	2b	16.8	3.7
23	3c	16.6	4.2
24	3f	16.2	4.1
25	3b	15.8	3.9
26	3a	14.6	3.4
27	1a	14.2	3.2

RECOMMENDATIONS

PRIORITY TRAIL ROUTES - RECOMMENDATIONS

Trail Route Priority 1 - Van Buren Road

- Trail Segment 3D (Van Buren Road from Route 50 > Swaggertown Road) This segment would potentially connect the new pedestrian path along Glenridge Road from Town Hall through Stoodley Corners to the Andersen Dog Park. This route would provide a connection for all the residential neighborhoods on the north and south of Van Buren to the commercial shops and services in the town center, serving a large population base and commercial center of activity. (During the most recent site visit, it was noted that the Glenridge Road path currently terminates at Town Hall, and there is a short gap to the next sidewalk which would need to be included to complete the circuit.) Due to the limited right-of-way width and private properties involved, it is likely more suitable to a narrow walking path (continuing the Glenridge Road Path) or sidewalk. It is recommended that this trail segment be considered as one of the Priority Trail Routes.

Trail Route Priority 2 - Alplaus

- A modification is proposed to Trail Segment 1E (Alplaus Ave) based on site observations made and issues described further below in “Other Segments Considered”. Instead of terminating at the juncture with segment 1F at Maritime Center Drive, the path would continue west to Maple Ave where it can connect with future sidewalks planned in that area. Likewise, instead of stopping at Bruce Drive, this segment would continue east along Riverview Road to Balltown Road where it can connect with the recently constructed shared-use path crossing the Mohawk River in adjacent Rexford. This segment, which may be limited to sidewalk widths, would provide access to the Glencliff Elementary School. Likewise, Trail Segments 1C and 1D would provide a path connection along Bruce Drive all the way from Glenridge Road to the bank of the Mohawk River. It is recommended that these three modified trail segments of 1C, 1D, 1E be considered as one of the Priority Trail Routes.

Trail Route Priority 3 - Freemans Bridge Road > Town Center

- A modification is proposed to Trail Segments 2H (Route 50) based on site observations made and described further below in “Other Segments Considered”. In order to avoid the more difficult problem areas along the Route 50 corridor, we propose that a parallel route /detour be taken along Airport Road as a dedicated off-road path. Since Tower Road is a limited access street, the trail unfortunately cannot continue on this parallel route, therefore it would instead re-connect with Route 50 where Airport Road currently terminates. At this juncture, there are fewer obstacles along the Route 50 right-of-way,

RECOMMENDATIONS

and the off-road path would continue northeast for one half mile to Rudy Chase Drive. At Rudy Chase Drive, the trail would leave Route 50 again and run parallel, passing by the Aerosciences museum and Hampton Run Apartments and terminating at the Glenridge Road Trail in front of the Town Hall / Library.

The benefits of using this modified route instead of utilizing all of Route 50 include: avoiding multiple curb cuts; less traffic along 2/3rd of the route, less physical obstacles (utility poles, hydrants, drainage ditches) and less property owner coordination, likely resulting in less project cost and a more attractive route. Although this route does not directly serve all the commercial businesses along Route 50, it does indirectly bring people within close proximity to them, and directly brings people to popular destinations such as the County Recreation Facility, Enterprise Rent-A-Car, Socha Plaza, the Empire State Aerosciences Museum, Hampton Run Apartments as well as the Glenville Town Hall and Library.

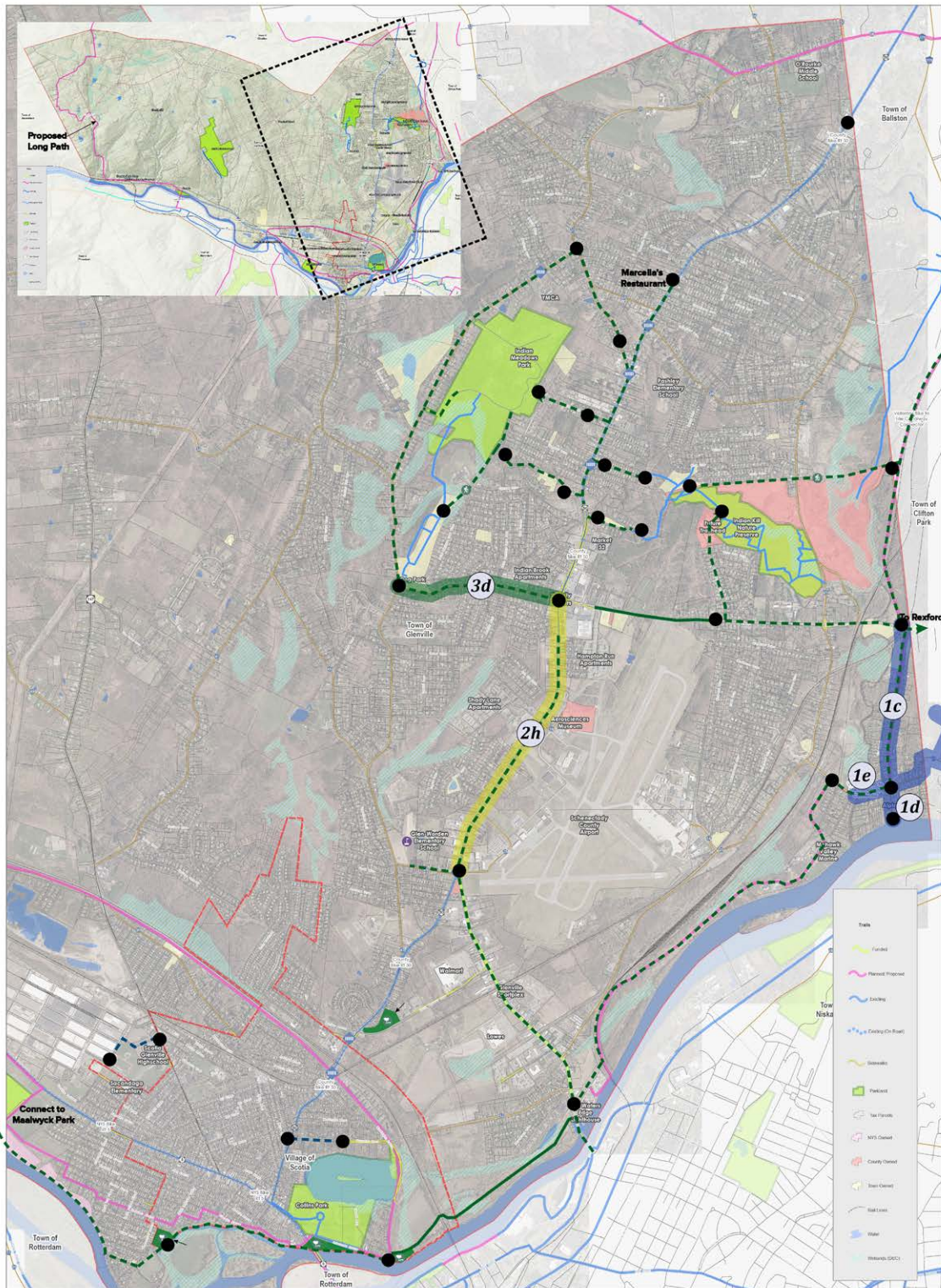
Furthermore, the combined effect of recommended Trail Route 1 with this route and the Hudson-Mohawk Bike-Hike Trail would ultimately create a continuous “network spine” which extends all the way from through the Glenville Town Center / Glenridge Road Path to the Village of Scotia municipal boundary - a significant local amenity. For these reasons, it is recommended that this (modified) trail segment be considered as one of the Priority Trail Routes.



Figure 15. View looking north along Route 50 from Freemans Bridge Road. This section of the road is difficult to implement a safe pedestrian and bicycle route due to the high number of curb-cuts and vehicle turning movements.

RECOMMENDATIONS

Figure 16. Summary map highlighting the three Priority Trail Segments for additional analysis.



SCOTIA / GLENVILLE : GREENWAY PLAN - PRIORITY TRAILS



RECOMMENDATIONS

Other Segments Considered

The following trail segments were considered for priority status, however did not appear to qualify as priorities for the town-wide network.

- **Segment 1G** (Mohawk-Hudson Bike-Hike Path) - Although this segment scored highest at 25.8, it is part of the established Mohawk-Hudson Bike-Hike path which is currently in the design and funding stages. Given the purpose of this plan to identify future trails for priority ranking, it was determined that this route is effectively already established and is in progress.

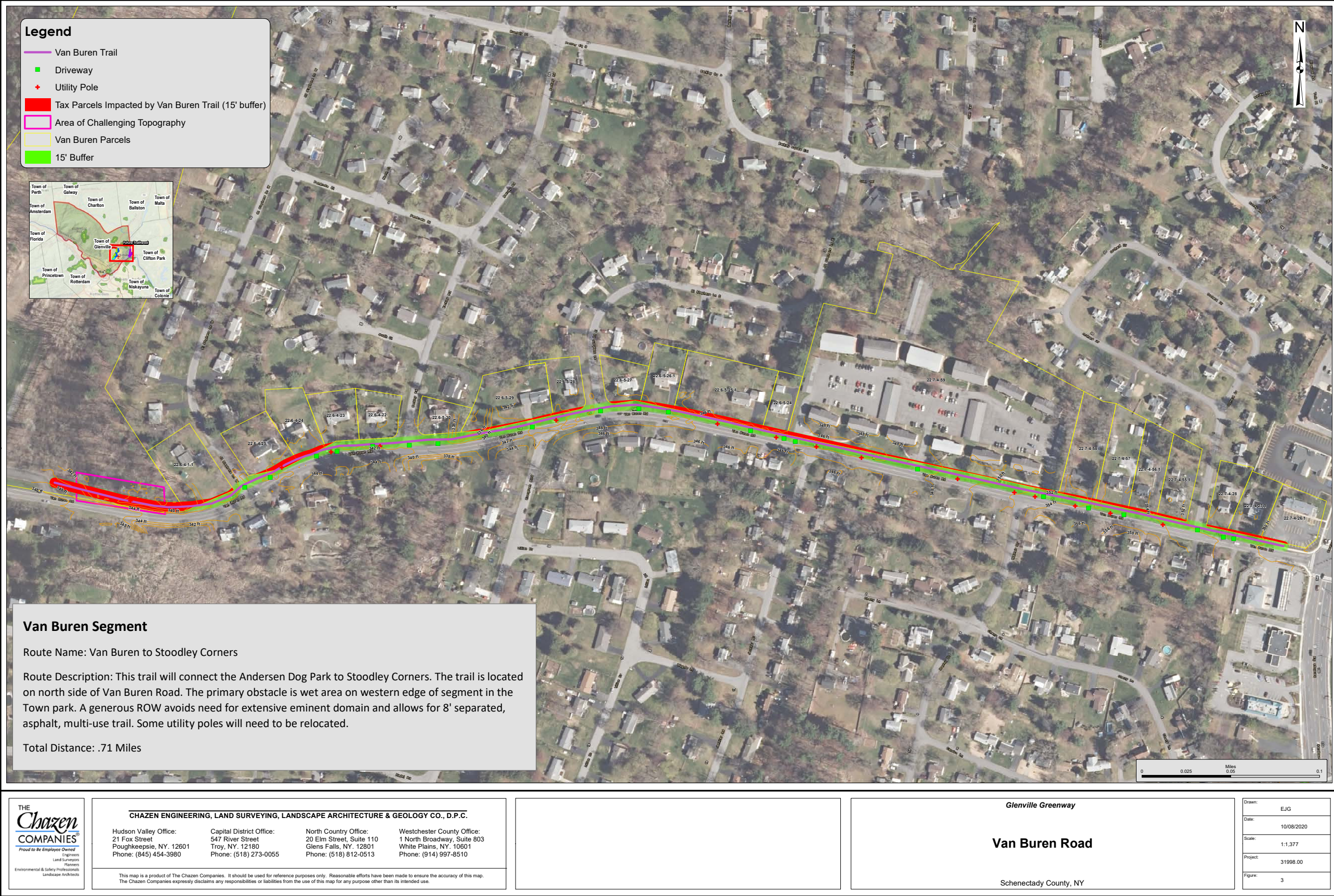
- **Segment 2J** (Freemans Bridge Road) - Although this segment scored second highest at 23.8, it is part of the Freemans Bridge Road Multi-Use path which is already planned and undergoing design. Given the purpose of this plan to identify future trails for priority ranking, it was determined that this route is effectively already established.

- **Segments 1K & 1J** (Scotia/Glenville High School and Sunnyside Road sidewalk extensions) - Although these two small segments scored relatively well, it was determined that these projects do not really advance major inter-community trail connections and could be completed with local workforce and funding. For these reasons they did not appear to qualify as priority trails.

- **Segment 1F** (Mohawk River from Maritime Center Drive > Freemans Bridge Road)
While a continuation of the riverfront trail to the Hamlet of Alplaus is considered highly desirable, a trail along this route would require a safe and reliable means of crossing the active railroad tracks. Since there are no road crossings along this route to facilitate this crossing, a tunnel or pedestrian bridge would be required, at considerable cost.

Priority One
Van Buren Road

Figure 17. Detail aerial map showing proposed extents of the Van Buren Trail segment. The generous width of the road right-of-way on this corridor could accommodate an eight-foot wide separated multi-use path with minimal need for easements. Some utility poles would need to be relocated. The primary obstacle is a potential wet area of land observed at the western end of the route approached the dog park.



PRIORITY TRAIL DESCRIPTIONS

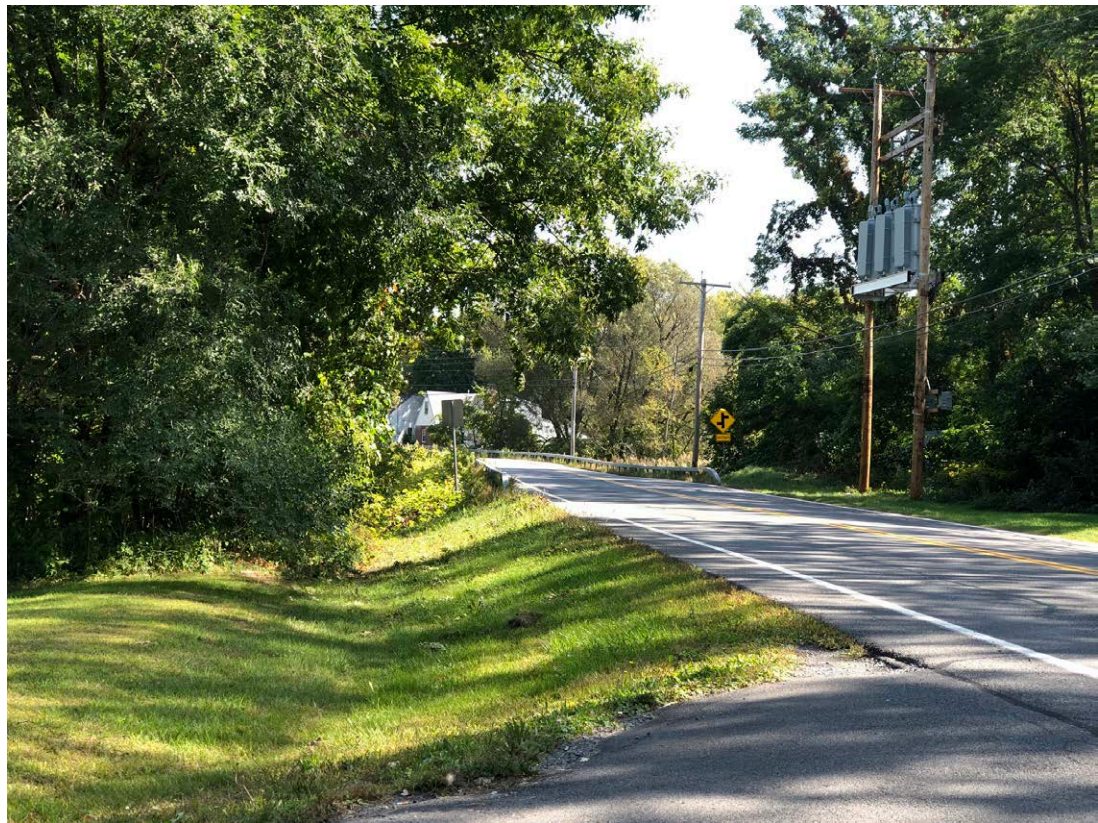


Figure 18. From Andersen Dog Park looking east along Van Buren Road.



Figure 19. Van Buren heading east past wet area.



Figure 20. Low wet area along Van Buren.



Figure 21. Approaching wet area Van Buren.

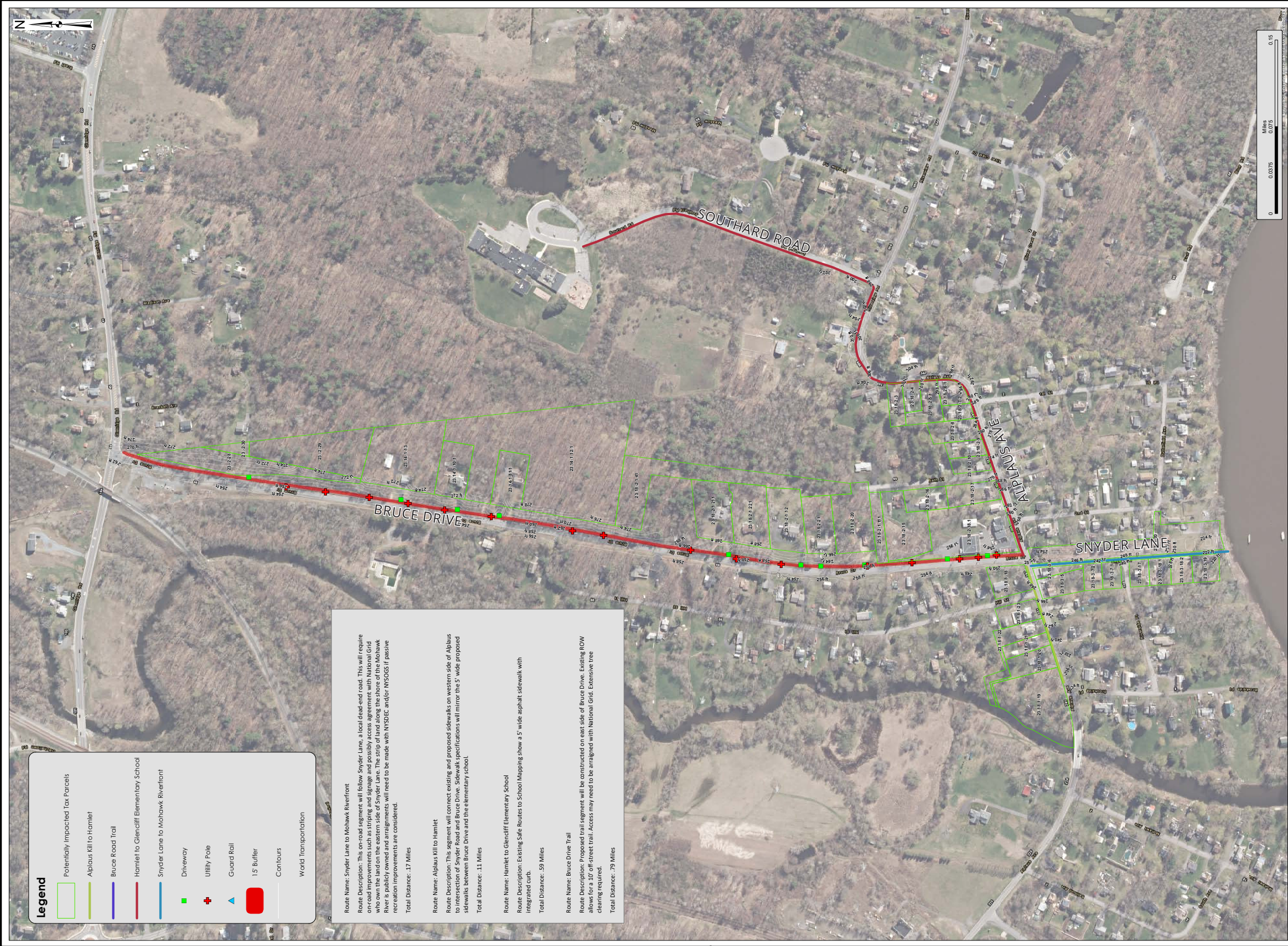
Priority Two
Alplaus Trails

Figure 22. Detail aerial map showing extents of the proposed route along Bruce Drive, Snyder Lane, Alplaus Ave and Southard Road.

The proposed trail along Bruce Drive would be constructed on the east side of the road, providing for up to a 10 foot wide off-street path extending from Alplaus Avenue north to Glenridge Road.

The proposed route along Alplaus Ave would connect existing and proposed sidewalks on the north side of the road from Snyder Lane to Southard Road and up to the Glencliff Elementary School with 5 foot wide sidewalks.

The segment along Snyder Lane would consist of an on-road route created by road striping and signage to provide improved access to the riverfront.



Drawn:	E/G
Date:	10/09/2020
Scale:	1:2,250
Project:	31998.00
Figure:	2

Glenville Greenway
Alplaus Trail Segment
Schenectady County, NY

CHAZEN ENGINEERING, LAND SURVEYING, LANDSCAPE ARCHITECTURE & GEOLOGY CO., D.P.C.			
Hudson Valley Office:	Capital District Office:	North Country Office:	Westchester County Office:
21 Fox Street	547 River Street	20 Elm Street	1 North Broadway
Poughkeepsie, NY 12601	Troy, NY 12180	Glens Falls, NY 12081	White Plains, NY 10603
Phone: (845) 454-3980	Phone: (518) 273-0055	Phone: (518) 812-0513	Phone: (914) 997-8510

THE

Chazen

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Provided to the Employer's Client

Licensed Surveyors

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PRIORITY TRAIL DESCRIPTIONS



Figure 23. Alplaus sidewalk looking west from Bruce Drive.



Figure 26. Bruce Drive looking north.



Figure 29. Snyder Lane pocket park.



Figure 32. Intersection of Snyder and Bruce.



Figure 24. Alplaus sidewalk.



Figure 27. Snyder Lane entrance looking south.



Figure 30. Snyder Lane looking north uphill.



Figure 33. Sidewalk to school looking east.



Figure 25. Alplaus sidewalk looking east towards Bruce Drive.

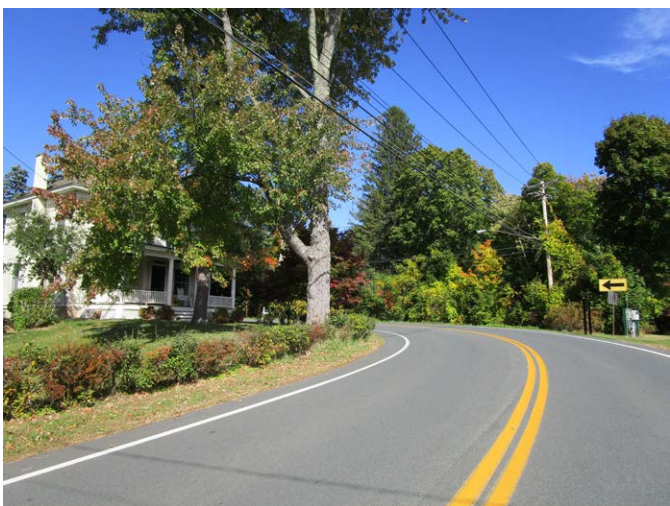


Figure 28. Sidewalk route to Glencliff.



Figure 31. Bruce Drive intersection, southern leg.



Figure 34. School sidewalk.

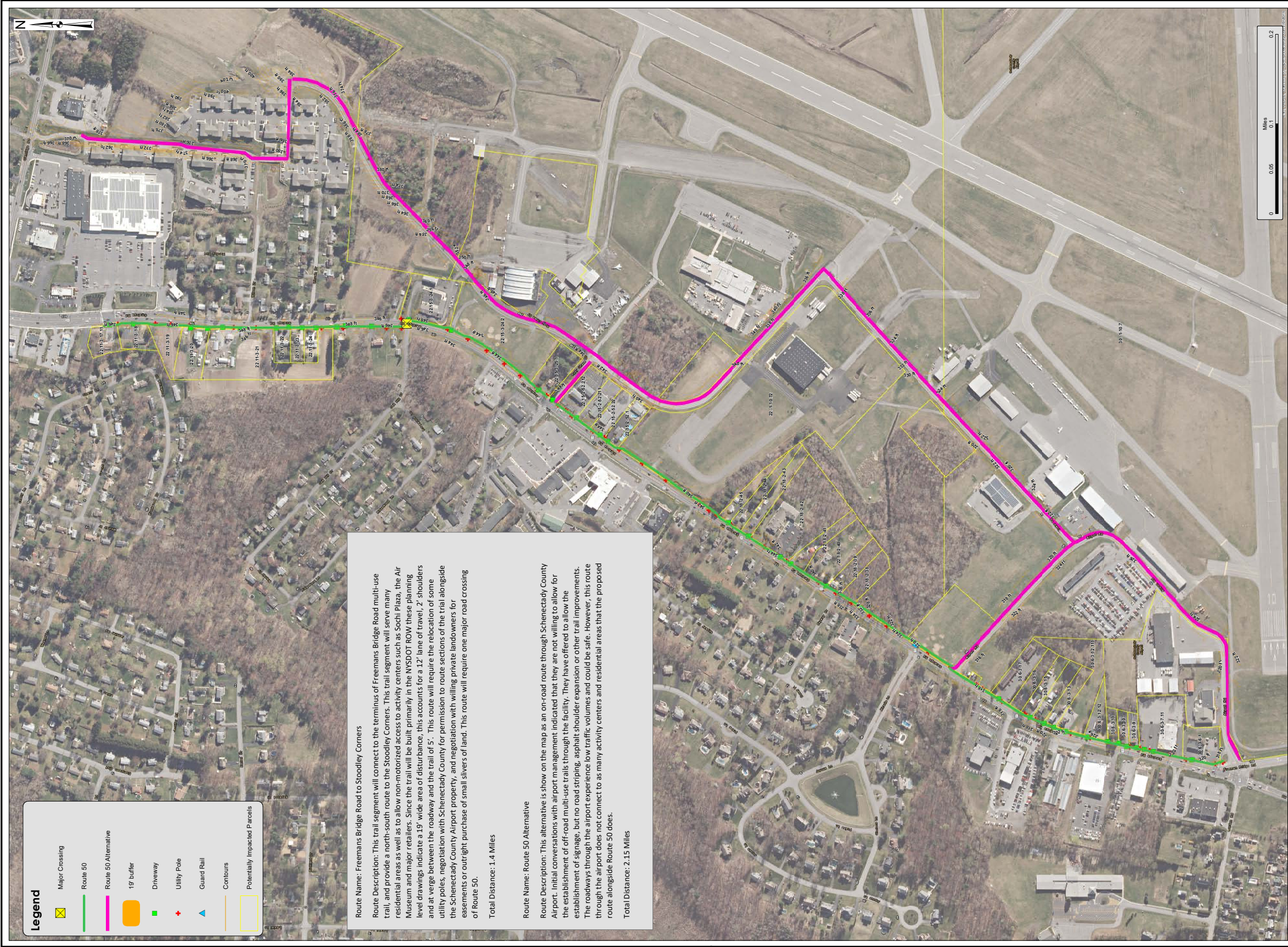
Priority Three

Freemans Bridge Road to Stoodley Corners

Figure 35. Detail aerial map showing proposed extents of the proposed route between Freemans Bridge Road to Stoodley Corners in the town center.

This proposed trail segment (shown with a green line) would be constructed primarily on NYSDOT right-of-way with approximately a 19 foot wide area of disturbance allowing for up to a 10’ wide path with a 2 foot wide shoulder. This route would require the relocation of some utility poles, one major road crossing, and some limited easements or land purchases.

The originally preferred route (shown with a magenta line) would follow along the outer extents of the Schenectady County Airport along Airport Road, however conversations with airport management have indicated that they are not willing to support the establishment of an off-road route through their property at this time. This option is being retained as an alternative.



Drawn	EJG
Date	10/08/2020
Scale	1:2,881
Project	31966.00
Figure	2

Glenville Greenway

Route 50 Trail Segment

Schenectady County, NY

CHAZEN ENGINEERING, LAND SURVEYING, LANDSCAPE ARCHITECTURE & GEOLOGY CO., D.P.C.

Hudson Valley Office:
21 F Street
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Landscape Architects

PRIORITY TRAIL DESCRIPTIONS



Figure 36. View looking north toward Route 50 from Freemans Bridge Road. This is near where the proposed Freemans Bridge Road multi-use path will eventually terminate, and where the new trail being proposed would begin.



Figure 37. View along Route 50 looking north. The first ~1,500 feet along Route 50 from Freemans Bridge Road presents design difficulties and obstacles with narrow design widths and multiple curbcuts.

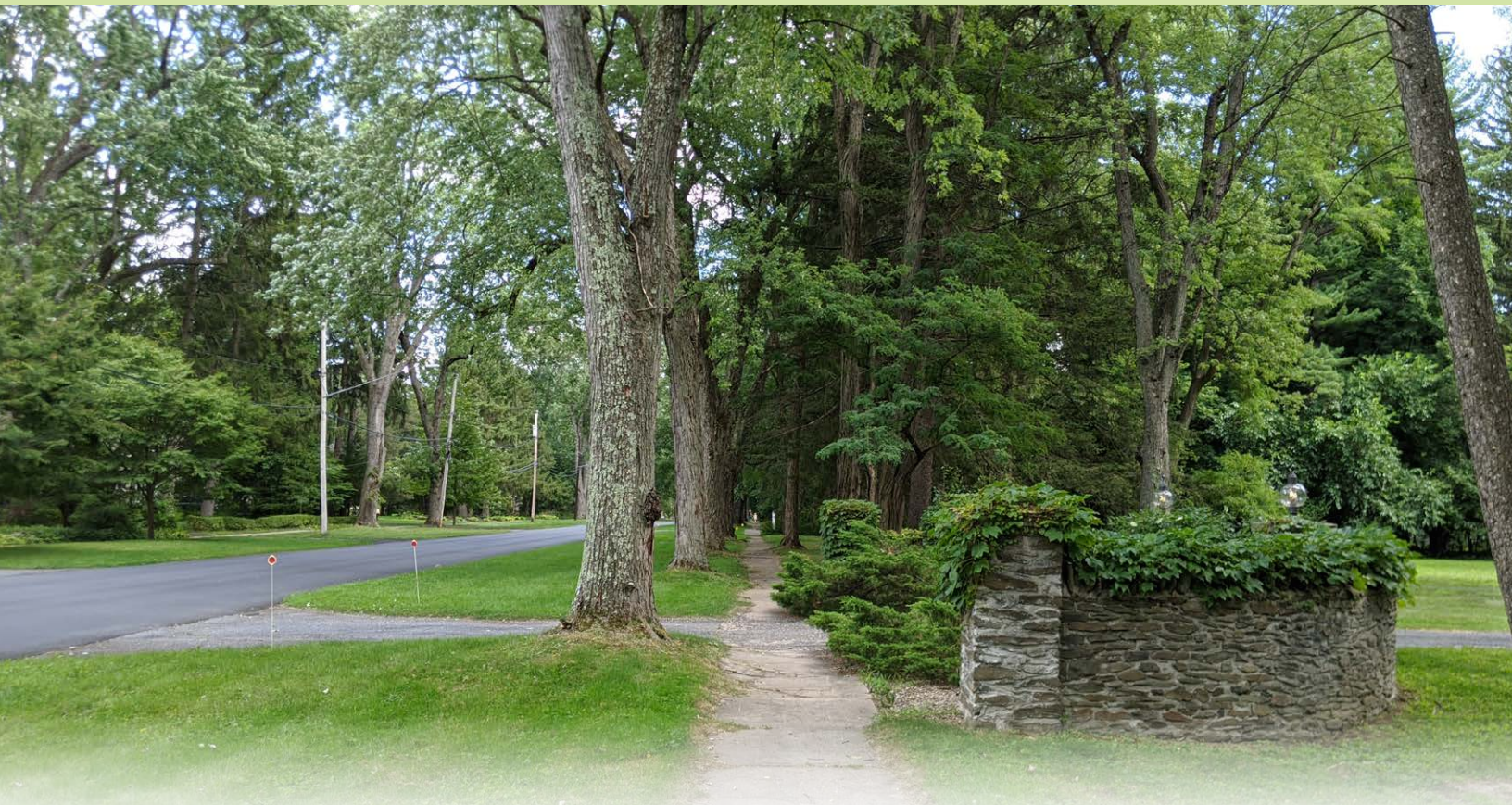


Figure 38. Alternate route looking east along Airport Road. This alternative trail route would provide an easier path with less vehicular traffic and design obstacles, even if it was only utilized to bypass the intersection of Freemans Bridge Road and Route 50 until it could re-connect with Route 50 near Miracle Lane.

CHAPTER 5

GREENWAY STRATEGIC DEVELOPMENT PLAN

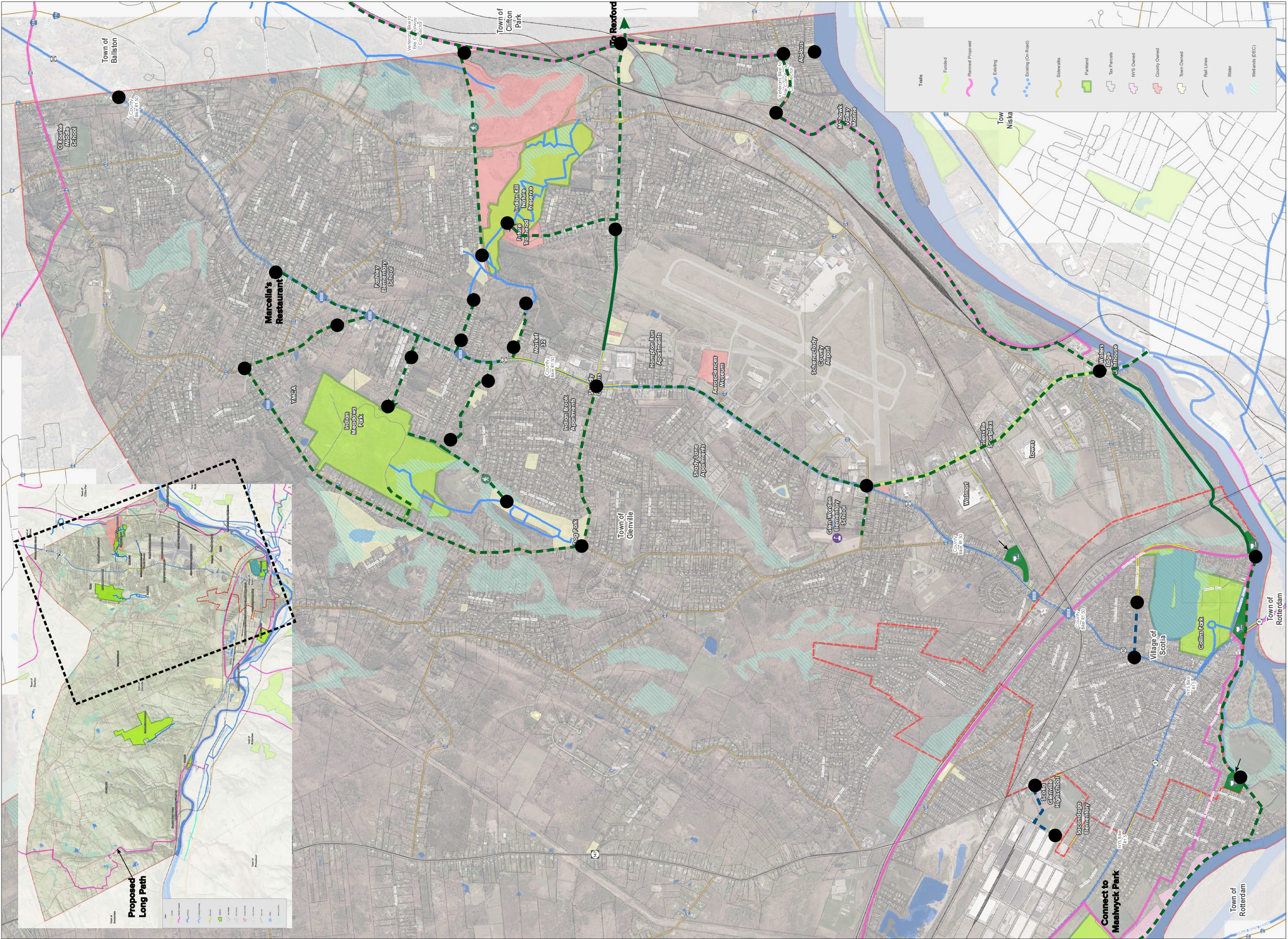
THE GREENWAY PLAN



THE GREENWAY PLAN

This Greenway Plan provides a long-term vision for a network of connected bicycle and pedestrian routes desired by the community. While it may take many years to work toward this goal, short-term priority trail connections identified in this plan provide a starting point. It is anticipated that in the timeframe when these short-term priorities can be achieved, both communities will have a better understanding of which connections should be the *next* set of priorities.

Western Glenville. For the more rural/western parts of town, it will be important to plan then next phase of highway corridor improvements to become more accommodating to complete streets. At a minimum, state and county highways should be slowly upgraded to include adequate shoulder width to accommodate bicycles and pedestrians and, where feasible, provide extra wide/double lane separation markings to provide an additional buffer from motor vehicles for people walking and bicycling along the more rural corridors.



SCOTIA / GLENVILLE : GREENWAY PLAN

ON ROAD (Color A)

EXISTING (Solid Line)

EXISTING TRAIL (On Road)

PLANNED TRAIL (Off Road)

ON ROAD (Color B)

PROPOSED (Dashed Line)

EXISTING ROUTE (On Road)

PLANNED ROUTE (On Road)

INTERSECTION ICON

PARK

TOWN HALL

CROSSWALK PROPOSED

PEDESTRIAN BRIDGE

PROPOSED TRAIL HEAD

TRAIL HEAD

HIKING

SCHOOL

Page 41

Figure 39. Approximate cross-section diagram of the Van Buren trail segment.

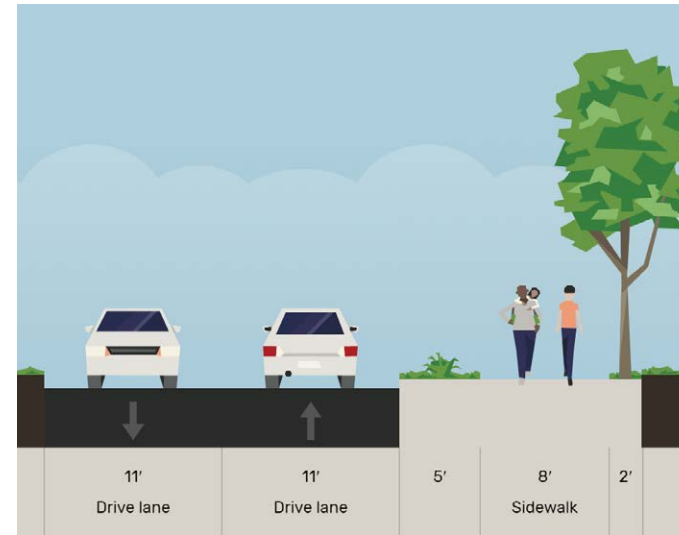


Figure 40. Approximate cross-section diagram of the Route 50 trail segment.

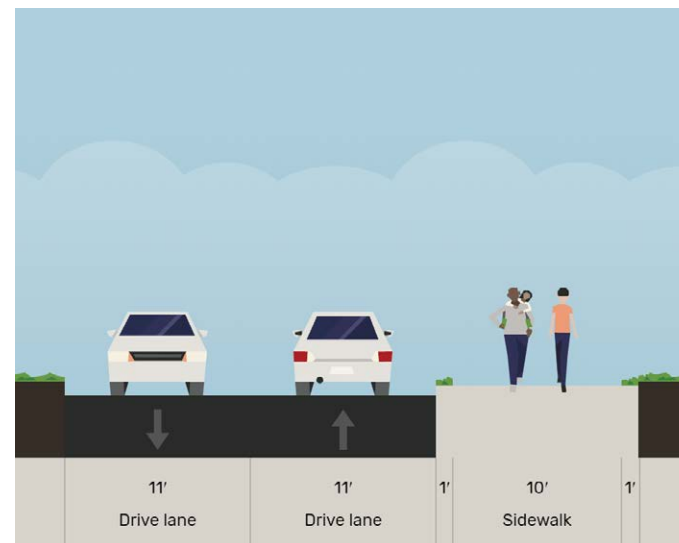
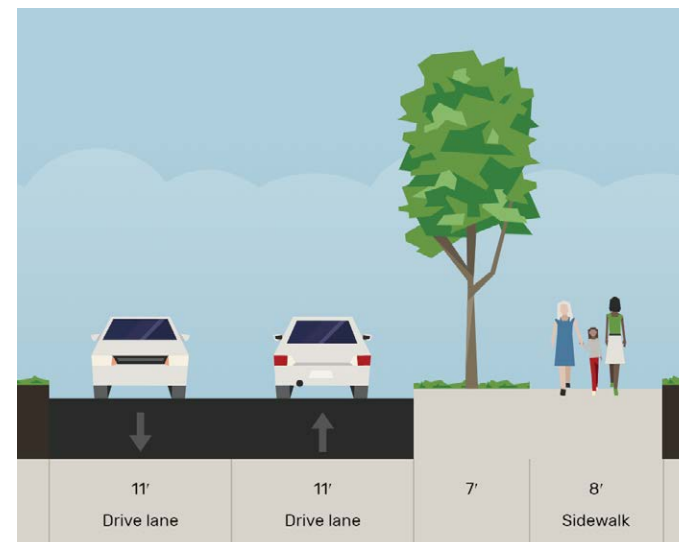


Figure 41. Approximate cross-section diagram of the Alplaus trail segment.



DISCUSSION OF PRIORITY ROUTES

The following report provides a planning level overview of the three preferred trail segments identified during this planning process: the Van Buren segment, connecting the municipal dog park with Stoodley Corners via a separated asphalt path; the Route 50 segment, connecting the terminus of the planned Freemans Bridge Road trail to Stoodley Corners; and the Alplaus segment, which expands the planned sidewalk network, connects residents to the Mohawk Riverfront and includes an off-road trail along Bruce Road.

Van Buren Segment

Connecting Stoodley Corners to the Andersen Dog Park. This trail requires a 15' wide area of disturbance to allow for the construction of an 8' asphalt path with 2' shoulders and a 5' verge (inclusive of 2' shoulder). This trail segment will be constructed on the northern side of Van Buren for approximately 0.7 miles.

Route 50 Segment

This major north south connector will be constructed along a NYSDOT ROW. This assumes a 12' wide area of disturbance. The trail will be 10' wide with 1' shoulders on either side. This trail segment will serve many residential areas as well as to allow non-motorized access to activity centers such as Sochi Plaza, the Air Museum and major retailers.

Alplaus Segment

This trail segment will include an 8' wide path along Bruce Drive (for a total of 15' wide area of disturbance). The remainder of the areas will be sidewalks (built to the same specifications outlines in Safe Routes to School), and an on-road segment down Snyder Lane.

THE GREENWAY PLAN

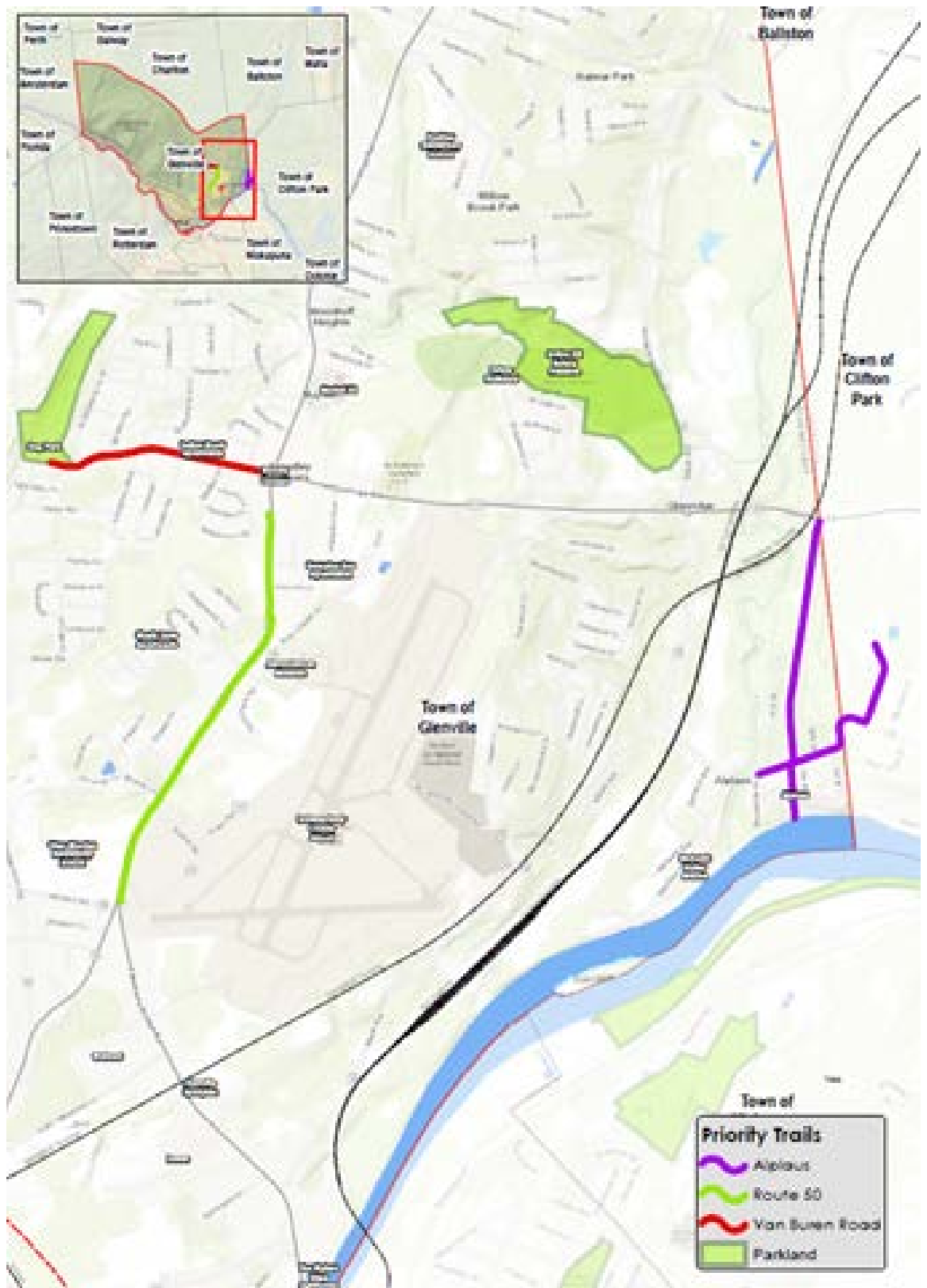


Figure 42. Priority Routes identified in red, purple and green.

THE GREENWAY PLAN

POTENTIAL APPROVALS

Permitting long, linear projects like trails can be complicated and involve various regulatory agencies. The following table outlines the various regulatory agencies that may require consultation in advance of constructing any trail segments.

Table 1: Potential Approvals	
United States Army Corps of Engineers (USACOE)	Federal Wetlands (Section 404 Clean Water Act, Section 10 Rivers and Harbors Act)
United States Fish & Wildlife Service (FWS)	Threatened and Endangered Species Determination
New York State Department of Transportation (NYS-DOT)	ROW/Access Highway Work Permits
New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP)	Coordination/Approval
New York State Department of Environmental Conservation (NYSDEC)	Article 15, Title 5, Protection of Waters-Stream Disturbance, Excavation/Fill in Navigable Waters; Article 24, Freshwater Wetlands; State Pollutant Discharge Elimination System (SPDES) for stormwater discharge from construction; Water Quality Certification (Section 401 of the Clean Water Act)
New York State Department of State (DOS), Division of Coastal Resources	Local Waterfront Revitalization Program Consistency Review; Coastal Zone Management Approval and State Consistency Determination
Local Governments	ROW/Access Permits, Maintenance Agreements, Approval of relocation of some of National Grid's poles and guys, if necessary

POTENTIAL FUNDING SOURCES

Funding for trial projects comes from a variety of sources. The Consolidated Funding Application (CFA) process administered by the state's Regional Economic Development Councils (REDC) has been a reliable source of trail funding for nearly a decade. However, recent budget shortfalls have thrown the CFA process into question. The Town of Glenville

THE GREENWAY PLAN

will need to work with regional entities that have closer relationships with federal granting agencies to stay abreast of potential trail funding opportunities. This means working with groups like the Capital District Transportation Committee (CDTC), the Capital District Regional Planning Commission (CDRPC), and the New York State Department of Transportation (NYSDOT) to identify federal funding for trails.

Many communities have secured federal funding for trails project by making a compelling case showing the link between economic development, the tourism economy, and trail development. Having an up to date Comprehensive Plan that highlights this connection is another way that the Town can position itself to capture new grant opportunities as they arise.

Funding opportunities exist at the local, regional, state and federal level. Local and county government have taken increasing roles in trail development and the State of New York has been a national leader in building regional and state-wide trails. Private corporations and nonprofits have increasingly collaborated in advocating, planning and advancing trail projects across the region.

Federal Funding. For federal transportation funds to be allocated to a project, the project must be “principally for transportation purposes rather than for recreation purposes.” They must also be listed on the regional Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP) as certified by the Federal Highway Administration. Some good sources of information include:

- Bicycle and Pedestrian Funding Opportunities: US Department of Transportation, Federal Transit, and Federal Highway Funds
- FHWA Guidance for State and Local Governments
- Bicycle and Pedestrian Legislation in Title 23 United States Code (U.S.C)

State Funding. The New York State Department of Transportation (NYSDOT) administers a number of federally funded programs intended to promote walking and bicycling. These include:

- New York State Congestion Mitigation and Air Quality Program
- Transportation Alternatives Program (TAP)
- Recreational Trails Program

The Consolidated Funding Application (CFA) process has centralized many of New York

THE GREENWAY PLAN

State's grant programs <http://apps.cio.ny.gov/apps/cfa/>. The Capital Region Economic Development Council sets priorities for the program <http://www.regionalcouncils.ny.gov/capital-region>.

Despite these potential resources, these programs alone will not be sufficient to create an interconnected, comprehensive trail system as envisioned. Securing other sources of funding will be important including local and county government, as well as non-profits and foundations, with private sector companies that see support for trail projects as part of their community improvement objectives.

Table 2: Potential Grant Funding

Granting Agency	Grant Program
New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP)	Recreational Trails Program
New York State Department of State (NYSDOS)	Local Waterfront Revitalization Program (LWRP)
New York State Department of Transportation (NYSDOT)	NYS Transportation Enhancement Plan
New York State Department of Environmental Conservation (NYSDEC)	Smart Growth Program
Capital District Transportation Committee (CDTC)	Linkage Program
U.S. Economic Development Administration (EDA)	Grants that make the connection between economic development, tourism, and trails.
Schenectady County	County Improvement Program (CIP)

LAND ACQUISITION

Each of the three proposed trial segments will require working with willing landowners to secure access to small portions of private land. Gaining access can be as simple as establishing recreational easements or through the more involved process of utilizing the Eminent Domain Procedure Law (EDPL). Generally, it is preferable to establish community trails using trail easement agreements—the process is less expensive and relies on voluntary agreements with willing landowners. An additional reason to avoid eminent domain or condemnation proceedings to acquire land is because generally, federal funding cannot be used for the eminent domain process. All federally funded Recreational Trail Program (RTP) projects (through the Office of Parks, Recreation, and Historic Preservation (OPRHP)) must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

THE GREENWAY PLAN

In New York State private landowners who allow for recreational trail easements across their property are released from most liability concerns. Unless the landowner is proven to be deliberately or maliciously interfering with the safe passage of trail users, the landowner will not be liable for injuries or maintenance issues.

Navigating the process of recreational easements requires time and expertise. The town and village should consider working with existing organizations such as the Mohawk Hudson Land Conservancy to assist in the process of establishing recreational easements.

Land Acquisition Costs. The three priority trails identified in this plan are estimated to require approximately 0.78 acres of private land for easements/purchase for sufficient right-of-way widths. An estimate of probable land acquisition costs related to these three trails was established for this plan. The cost estimate was completed by deriving an average cost-per-acre price of all properties adjacent to an existing or proposed trail using The Town of Glenville’s 2018 tax parcel information.

Included in the tax parcel database were the “Total land value” and the “Total calculated acreage” for each one of the 86 tax parcels adjacent to the priority trail segments. Some adjacent parcels were excluded from the land value calculations including the Schenectady County Airport, municipal land, and land owned by National Grid along Snyder Lane. Dividing the “Total land value” by the “Total acreage of adjacent lots” results in the average cost per acre of adjacent tax parcels. The total acquisition cost can then be calculated.

The following information was used to estimate the cost of land acquisition:

Table 3: Land Costs	
Number of tax parcels adjacent to proposed trail system for which value was determined	85
Total acreage of adjacent tax parcels	83.2
Total market land value of adjacent tax parcels	\$4,509,600
Average \$/acre of adjacent tax parcels	\$80,805
Minimum required acreage	0.78
Calculated Land Cost (without administrative fees)	\$63,027.90

THE GREENWAY PLAN

TRAIL CONSTRUCTION

Trail construction requires initial capital expenditures to install new infrastructure. Funding for design, permitting, and construction are required. According to the Hudson River Valley Greenway, new trail development costs between \$1 million and \$1.5 million per mile, including land acquisition, construction costs, and design and permitting codes.

For this plan, schematic-level cost estimates were prepared to assess the construction costs for each of the three Priority Trails identified. These estimates, summarized in Table 3 below, are provided in further detail in the Appendix.

Table 4: Summary of Opinion of Probable Costs		
Priority	Segment	Cost Estimate
1	Van Buren	\$1,056,000
2	Alplaus	\$480,050
3	Route 50	\$1,189,350
Total:		\$2,725,400


TRAIL MAINTENANCE

Various public and private partners operate and maintain trails in the Capital District and elsewhere. The amount trail organizations spend annually for ongoing operations and maintenance can vary widely depending on the amount of area and linear trail to maintain, type of trails, number of culverts, bridges, or other infrastructure beyond the trail, activity and use levels. Based on a national survey, the Rails to Trails Conservancy estimated 2014 average trail maintenance costs at \$1,971 per mile for asphalt services and \$1,006 per mile for non-asphalt surfaces. The Hudson River Greenway estimates trail maintenance

costs between \$1,000 to \$2,000 per mile.

In looking at the impact this has on the region, one must look at both the direct monetary costs, but also consider the benefits these projects can have with regard to job creation and economic support of local construction businesses.

The Town of Glenville has various departments that assist with the development, administration and

CT5558 Compact Tractor eHST	
Options	
Mid PTO Lever	
MID PTO Kit	
Attachments	
72" 3PT FINISH MOWER - \$2,895.00 USD	
74" 3PT SNOWBLOWER - \$3,092.00 USD	
	
Quote	
Machine	\$42,583.00 USD
Options	\$0.00 USD
Attachments	\$5,987.00 USD
Configured Price*	\$48,570.00 USD

THE GREENWAY PLAN

maintenance of their existing parks and transportation systems. The Economic Development and Planning department, the Parks Department, and the Highway Department all play a role in supporting the Town's recreation and transportation facilities. During the development of this plan, stakeholders representing municipal government noted that the Highway Department is responsible for maintaining the existing sidewalk network and that they are currently at capacity. Constructing new trails would require the hiring of new staff, acquiring additional equipment, or the reallocation of existing staff. The Town currently has a modern and well-equipped Highway Department including street sweeping equipment, mowers, and plows, however would likely need to acquire new equipment to manage the new trails identified in this plan. The Town should also anticipate a marginal increase in operation and maintenance costs if existing machinery is to be used for new trails.

Trail maintenance, much like road maintenance is a good investment in municipal infrastructure. The costs of completely replacing failing asphalt is far greater than performing preventative maintenance. Table 5 outlines the general activities related to trail maintenance.

Table 5: Typical Trail Maintenance Activities
Administration
Vegetation- Grass, trees, herbicides and invasive species
Surface repair, clearing, snow
Drainage
Trailhead Amenities
Sanitation
Signage
Access Control

Trail Maintenance Cost Comparisons

Locally, the Zim Smith Trail, which in 2018 was a 9-mile multi-use trail connecting communities throughout Saratoga County, provides another glimpse at the costs of maintaining a trail. Saratoga County is responsible for the trail, and in 2018 had one full time staff member responsible for the trail and the maintenance of all Saratoga County preserves.

In addition to the staff member the County allocated \$3,000 for material repair of the trails. Conservatively estimating that the full time staff member earning approximately \$40,000 and spent half of their time on the Zim Smith Trail, the cost per mile for maintenance could be estimated at approximately \$2,555 per mile (annual pay of \$40,000 divided by 2 is \$20,000, further divided by 9 for a cost per mile is \$2,222 combined with \$3,000 divided by 9 for a cost per mile is \$333.33. Staff time and cash expenditures per mile are $\$2,222 + \$333.33 = \$2,555$).

Calculating the costs of maintaining trails can also be estimated by using formulas

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developed by various trail advocacy organizations. American Trails, a trail advocacy not for profit, compiled data from multiple trail organizations and found that the per mile cost of maintaining an asphalt trail ranged between \$1,200 and \$2,500 annually. However, this estimate does not cover the cost of snow removal, or take into account the need for any additional staff or equipment. Estimates provided for the one-time purchase of new equipment necessary for snow removal with a tractor and snowblower attachment is approximately \$132,000.

Taking into account the need for additional staff and equipment for the town to provide snow removal on the new trails, it is anticipated that in the first 5 years the Town of Glenville should expect to budget between \$54,000 - \$70,000 per year in maintenance, as shown in Table 6 - Estimated Annual Trail Operation & Maintenance Costs. In the years following, after the 5-year amortization period for the new equipment, that figure would drop to between \$28,000 and \$44,000 per year.

Table 6: Estimated Annual Trail Operation & Maintenance Costs	
Item	Annual Maintenance Cost
Equipment Purchase (multi-purpose heavy-duty AWD tractor and high-capacity snowblower/accessories) of \$132,000 amortized over five years	\$26,000
Equipment operation and maintenance (fuel, repairs, etc.)	\$4,000
Maintenance staff/equipment operators ¹	\$24,000 - 40,000
Total Annual Operation & Maintenance Cost:	\$54,000 - \$70,000
¹ - Two additional staff for trail maintenance (snow removal, salt/sanding, mowing, leaf removal, etc.) estimated at \$80,000 per year each at a utilization rate for trail maintenance of 15%-25% percent of their time.	

Maintaining the Trails: Costs and Benefits

Like any public works project, in addition to the initial construction cost, a trail system requires maintenance. However, communities across the country are finding there continues to be growing support to construct and operate a system of “shared-use paths” where residents can walk, push a stroller, roll on a wheelchair or ride a bike to reach local destinations—or to simply get out and enjoy the fresh air and exercise with no particular destination in mind. In fact, these paths often become cherished neighborhood amenities. Neighborhood members will often become interested in supporting trail activities including volunteering as courtesy/safety watchers, planting and maintaining the landscape, litter patrol and organizing social, recreational and even art displays—making the trails an important part of civic life. Several “friends of” trail groups have formed in the Capital

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Region who have adopted local trails to assist in their upkeep and stewardship.

Town public works crews typically are responsible for ongoing trail maintenance as a seasonal activity—with trailside mowing, leaf removal and winter snow removal as some of the bigger tasks. Fortunately, advances in equipment design has made these tasks more efficient, as multi-blade mowing units and high capacity snow-blowing and other specialty attachments can help experienced crews tackle larger jobs with less time.

As the town's trail system becomes more complete, these tasks will become more involved for town staff. On the plus side, as the town's path system becomes more complete, more and more town residents will take advantage of this amenity and will recognize the benefits which include, among others:

- Increase opportunities to walk, bike and outdoor exercise closer to home (and/or work).
- Alternative transportation for shorter trips reducing the use of the car.
- Trails create education benefits to children (and adults!) by providing opportunities to integrate formal and informal outdoor learning opportunities including local history and environmental education.

The amount organizations spend annually for ongoing operations and maintenance can vary widely depending on the amount of area and length trail to maintain, type of trails, number of culverts, bridges, or other infrastructure beyond the trail, trail activity and use levels.

Based on the maintenance estimates from the Hudson River Greenway and American Trails studies noted above, and recognizing that maintaining trails in more developed settings may cost more, we could more conservatively use the amount of up to \$3,000 per mile annually as a general planning figure. Under that scenario, if the town added 10 miles of new shared-use paths over the next 10 years—which would be an ambitious accomplishment!—the added maintenance cost would be approximately \$30,000 per year. That cost represents approximately one quarter of one percent of the total town budget for the current year. In looking at the impact this would have on the town, one must look at both the direct monetary costs, but also consider the benefits these projects can have in terms of improving the quality of life for the community and the added real estate amenity value for properties in an increasingly pedestrian and biking friendly town. As well, providing safe pedestrian routes to school and trail facilities that allow residents to walk and bike on paths separate from motor vehicle travel lanes contributes to public safety,

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which is an important consideration.

Alternative Means of Maintenance. Some ways to manage these maintenance costs could include agreements with larger property owners (for example in the commercial area along NYS Route 50) to maintain the path system on a voluntary basis (“adopt-a-pathway” program). Many communities pass local laws requiring property owners maintain walkways that front on their property.

Fundraising events sponsored by local “Friends of Glenville’s Trails”, should such a group form, could help with trail upkeep. For example, in Maine, The Friends of the Kennebec River Rail Trail (that runs from Gardiner north to Augusta for 6.5 miles along the Kennebec River) raises money for ongoing maintenance through fundraising events on the trail including half marathons, 5K runs and a Walk for the Trail and an “anything goes” Trail-A-Thon event. The friends group collects membership dues for ongoing maintenance funds. The group also sells memorial benches, the net proceeds of which supports trail maintenance—and provides a nice amenity for trail users.

Many successful multi-use trail networks rely on networks of volunteers to defray the costs of trail maintenance. Volunteers can play a critical role in cleaning up garbage, educating users on best practices, monitoring for illegal dumping and needed repairs, fundraising, and helping to prepare grant applications.

The Mohawk-Hudson “Trail Ambassador” program is a local example of how a volunteer group can play an outsized role in supporting municipal trail efforts. Engaging the leadership of that organization and other volunteer groups to help form a Glenville oriented group would be a low-cost way to help defray impacts on the Town Budget.

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RECOMMENDED PLAN ADOPTION & LOCAL LAW UPDATES

The town (and village) can adopt this plan as an element of the municipal comprehensive plan. By doing so, state and other agencies like the department of transportation are required to consider the plan prior to taking actions that would affect the recommendations and policies established locally. Any land use or similar local regulations that the town or village were considering for adoption need to be in conformance with the comprehensive plan.

Land use regulations can have an impact on the success of a new trail segment as well as the expansion of new trails. Zoning that allows for higher density, mixed-use development near trails encourages trail use and can allow for the establishment of new businesses. Subdivision regulations can also be updated to support the establishment and expansion of trails.

Zoning Update Recommendations

- 1) Promote mixed-use, higher density development in areas around trails and trailheads.
 - The General Business District is located at either end of the Route 50 trail segment and already allows for mixed use development.
 - The Community Business District is located along Route 50 and already allows for mixed use development.
 - The Suburban Residential District located along the Alplaus trail and Van Buren trail segments is the least supportive of higher density mixed use development along trail corridors. Consider rezoning key nodes as Community Business or working with willing landowners to acquire land for trailheads under municipal ownership.
 - The Professional Residential District is located along Route 50, and it is unclear if mixed use development is permitted. This district should be updated in the Route 50 corridor to support higher density mixed use-development.
- 2) Update the definitions section to include references to trails and trailheads.
 - The establishment of new trails can be appropriately designed and constructed in residential areas. By defining and providing basic siting and design criteria for trailheads, the impacts of increased activity and parking demands on adjacent properties can be reduced. This is particularly important in non-commercial,

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residential areas that do not typically allow uses that generate lots of visitors.

Providing screening, lighting, and trash receptacle guidelines at trailheads can help ensure the success of municipal trail development efforts.

3) In Section 270-134 Design standards for commercial establishments in commercial zoning districts, Town Center Overlay, Freemans Bridge Road Corridor and Highway Commercial Districts: Add to Section K. “Pedestrian Connectivity” to include “Pedestrian and Bicycle Connectivity.” As part of site plan review, consider the Greenway Plan for planned trails and accommodate these facilities in site plan improvements proposed for construction as determined necessary and appropriate by the town reviewing agency (e.g., planning board.)

- Consider preparation of an overlay map for adoption as part of the zoning district map or an Official Map identifying existing and planned trail segments as established in the Greenway Plan for consideration in approval of site plans and subdivision plan.

4) Update parking standards (§270-73) to offer reductions for proximity to multi-use trails and pedestrian facilities

- The Town should update the off-street parking requirements to include language that allows businesses within a certain distance from a multi-use trail to reduce the minimum amount of required parking. This may also serve to incentivize developers to extend the trail network towards their property as a less expensive alternative to designing, constructing, and maintaining unnecessary surface parking.

Subdivision Regulations Update Recommendations

Chapter 242 “Subdivision of Land” regulates how land is divided and developed.

- Sidewalks (§32) should be updated to include stronger language requiring sidewalks in all subdivisions, as well as the provision of sidewalks on both sides of the street. Additionally, the town should indicate the technical specifications for sidewalk construction so that all new facilities are ADA complaint.
- Trails (add section) should be defined and provided for/required in any new major subdivision where contiguous to or in proximity of the town trail system as shown in the Greenway Plan. Additionally, the town should indicate the technical specifications for trail construction so that all new facilities will meet acceptable standards to accommodate expected use, are ADA complaint and of a quality that will minimize future costs of maintenance.

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- Easements (§33) should be updated to include requirements of multi-use trail easements. Note: Required improvements for subdivisions should include trails where such is part of the required approval as determined by the planning board. Trails should be constructed at the time of placement of other infrastructure. If technical challenges require that trail construction is delayed and not constructed at the time that the subdivision is developed, ensuring that there is an uncontested route for new multi-use trails will save the Town considerable time and energy in the future. (Including requirements for multi-use trail easements in the subdivision regulations should not be a politically contentious issue as there are many studies using hedonic modeling indicating that homes adjacent to trails fetch a higher price than those further away.)

The portions of this document relating to legal/local law issues are intended to provide a brief and simple overview of some considerations from a planning perspective only and to help inform future town decision-making. In terms of the local law options and any related legal issues to be considered, it is recommended that the town attorney be consulted.¹

From a longer-term policy perspective, consider whether maintenance costs would appropriately serve as a town-wide expense—as the goal of the greenway strategy is to have a town-wide system, ultimately benefitting all town residents. If the town was interested in area-wide approaches as an interim step, for a special assessment or sidewalk/pathway district, the process would follow the requirements for establishing an improvement district. (See Appendix - FAQ from the NYS Office of the State Comptroller.)

Additionally/alternatively, the town could consider adopting legislation requiring property owners adjacent to the pathway to maintain the improvement. An excellent and in-depth discussion of this and other alternatives for maintenance has been developed for Onondaga County, with applicability to towns in New York State and was provided to the town for reference. (See Sustainable Streets - Sidewalk Reference Manual, attached by reference).

¹ *The portions of this document relating to maintenance options or legal issues associated with the greenway system is not intended to be legal advice, does not constitute legal advice and should not be used as a substitute for qualified legal advice from a competent, experienced attorney licensed to practice law.)*

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FUTURE CONSIDERATIONS

As the trail system linking the town and village neighborhoods to schools, parks and other local destinations, each trail segment will become a more part of civic life. This town-wide system will become increasingly valuable as more neighborhoods and destinations become connected together through the trail network.

Looking forward, the Capital District Transportation Committee's regional trail plan has a goal of expanding the existing trail network across Schenectady, Saratoga, Albany and Rensselaer Counties into an interconnected 200-mile long system that would ultimately provide a transportation alternative—in particular for those closer to home trips. The town is well positioned to take advantage of existing and planned trails in nearby communities including the Towns of Ballston and Clifton Park and connections to the Empire State Trail across the Mohawk River in Schenectady.

As technology evolves—in particular in terms of wheelchair and bicycle equipment, the range of mobility options are expanding, making functional distances shorter—for persons of all abilities. Electric wheelchairs and E-bikes that can supplement hand/pedal power make trails more accessible for a large range of users and can transform what would have been an arduous trip into a relatively easy journey. In fact, when one considers the time it takes to drive say one mile, find a parking spot and walk to a destination, a bike rider can arrive near the entrance, park the bike and arrive in about the same time.

Communities like Glenville and Scotia that plan for the future are in a better position to secure funding for pedestrian and bicycle infrastructure projects. Agencies and other grant funders are seeking partners who are ready to move forward with viable projects.

CONCLUSION

This planning process has documented the feasibility for continuing on the path toward developing a town wide greenway network—a multi-use pedestrian and bicycle transit trail system within the Town of Glenville and Village of Scotia that will connect with local, and ultimately with regional destinations. Travelling on this system will improve the quality of life, enhance public health, provide recreational opportunities and transportation alternatives and help to stimulate economic development as properties become increasingly accessible to this network. The benefits of the investments the town, village and other partners have made in this system will be expanded at an increasing rate as the network becomes increasingly interconnected.

APPENDIX

Schematic Cost Estimate

Trails Workshop Input

NYS FAQ on Special Assessment Districts

COST ESTIMATE

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., P.C.				
Dutchess County Office Phone: (845) 454-3980		274 River Street, Troy NY Phone: (518) 273-0055		North Country Office Phone: (518) 812-0513
Planning Level - Van Buren Segment		Web: www.chazencompanies.com		
Draft Opinion of Probable Cost for Glenville Greenway Strategic Development Plan				Date: October 21, 2020
Chazen Project No.31998.00				
Description	QTY	Unit	Unit Price	Total Cost
Streetscape Enhancements - Van Buren Segment				
General Demolition & Removals	1	LS	\$30,000.00	\$30,000.00
Earthmoving	1,200	CY	\$15.00	\$18,000.00
Tree Removal & Brush Clearing Allowance	1	LS	\$15,500.00	\$15,500.00
Utility Pole / Span wire adjustments	1	LS	\$45,000.00	\$45,000.00
Erosion & Sediment Control	1	LS	\$25,000.00	\$25,000.00
8' Wide Asphalt Trail (1.5" Top & 2.5" Binder)	36,000	SF	\$5.50	\$198,000.00
Asphalt Subbase Type 2 (12")	1,400	CY	\$60.00	\$84,000.00
10' Wide Wooden Boardwalk & Helical Piles	1	LS	\$250,000.00	\$250,000.00
Crosswalk Markings - 12" Bars	240	LF	\$22.00	\$5,280.00
Stop Bars - 18" Wide Striping	120	LF	\$34.00	\$4,080.00
"Pedestrian Crosswalk" Sign	8	EA	\$250.00	\$2,000.00
Total Van Buren Trail Segment				\$676,860.00
Construction Estimate Subtotal				\$676,860.00
Maintenance & Protection of Traffic (5%)				\$33,843.00
Project Contingency (25%)				\$169,250.00
Construction Total				\$880,000.00
Legal, Design & Permitting Services (20%)				\$176,000.00
Total				\$1,056,000.00

¹ This Opinion of Probable Cost is intended to be used for order of magnitude pricing for budget purposes only. Estimate is based on approximate dimensions measured from aerial imagery. A more detailed estimate can be prepared following land survey services and advancement of design.

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., P.C.				
Dutchess County Office Phone: (845) 454-3980		274 River Street, Troy NY Phone: (518) 273-0055		North Country Office Phone: (518) 812-0513
Planning Level - Route 50 Segment		Web: www.chazencompanies.com		
Draft Opinion of Probable Cost for Glenville Greenway Strategic Development Plan				Date: October 21, 2020
Chazen Project No. 31998.00				
Description	QTY	Unit	Unit Price	Total Cost
Streetscape Enhancements - Route 50 Segment				
General Demolition & Removals	1	LS	\$45,000.00	\$45,000.00
Earthmoving	2,000	CY	\$15.00	\$30,000.00
Tree Removal & Brush Clearing Allowance	1	LS	\$20,500.00	\$20,500.00
Utility Pole / Span wire adjustments	1	LS	\$45,000.00	\$45,000.00
Erosion & Sediment Control	1	LS	\$30,000.00	\$30,000.00
10' Wide Asphalt Trail (1.5" Top & 2.5" Binder)	75,000	SF	\$5.50	\$412,500.00
Asphalt Subbase Type 2 (12")	2,800	CY	\$60.00	\$168,000.00
Crosswalk Markings - 12" Bars	240	LF	\$22.00	\$5,280.00
Stop Bars - 18" Wide Striping	120	LF	\$34.00	\$4,080.00
"Pedestrian Crosswalk" Sign	8	EA	\$250.00	\$2,000.00
Total Route 50 Trail Segment				\$762,360.00
Construction Estimate Subtotal				\$762,360.00
Maintenance & Protection of Traffic (5%)				\$38,118.00
Project Contingency (25%)				\$190,600.00
Construction Total				\$991,100.00
Legal, Design & Permitting Services (20%)				\$198,250.00
Total				\$1,189,350.00

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COST ESTIMATE

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., P.C.				
Dutchess County Office Phone: (845) 454-3980		274 River Street, Troy NY Phone: (518) 273-0055 Web: www.chazencompanies.com		North Country Office Phone: (518) 812-0513
Planning Level - Alplaus Segments				
Draft Opinion of Probable Cost for Glenville Greenway Strategic Development Plan				Date: October 21, 2020
Chazen Project No. 31998.00				
Description	QTY	Unit	Unit Price	Total Cost
Streetscape Enhancements - Alplaus Ave Segment				
General Demolition & Removals	1	LS	\$5,000.00	\$5,000.00
Earthmoving	225	CY	\$15.00	\$3,375.00
Tree Removal & Brush Clearing Allowance	1	LS	\$5,000.00	\$5,000.00
Utility Pole / Span wire adjustments	1	LS	\$7,500.00	\$7,500.00
Erosion & Sediment Control	1	LS	\$10,000.00	\$10,000.00
5' Concrete Sidewalk & Subbase - Includes excavation & fabric	2,800	SF	\$10.00	\$28,000.00
Crosswalk Markings - 12" Bars	120	LF	\$22.00	\$2,640.00
Stop Bars - 18" Wide Striping	60	LF	\$34.00	\$2,040.00
"Pedestrian Crosswalk" Sign	2	EA	\$250.00	\$500.00
Total Alplaus Ave Segment:				\$64,055.00
Construction Estimate Subtotal				\$64,055.00
Maintenance & Protection of Traffic (5%)				\$3,202.75
Project Contingency (25%)				\$16,050.00
Construction Total				\$83,350.00
Legal, Design & Permitting Services (20%)				\$16,700.00
Total				\$100,050.00

Streetscape Enhancements - Elementary School Segment				
General Demolition & Removals	1	LS	\$5,000.00	\$5,000.00
Earthmoving	225	CY	\$15.00	\$3,375.00
Tree Removal & Brush Clearing Allowance	1	LS	\$10,000.00	\$10,000.00
Utility Pole / Span wire adjustments	1	LS	\$45,000.00	\$45,000.00
Erosion & Sediment Control	1	LS	\$15,000.00	\$15,000.00
5' Concrete Sidewalk & Subbase - (Snyder Lane to Village line)	6,500	SF	\$10.00	\$65,000.00
5' Concrete Sidewalk & Subbase - (Village line to Elementary School)	9,500	SF	\$10.00	\$95,000.00
Crosswalk Markings - 12" Bars	120	LF	\$22.00	\$2,640.00
Stop Bars - 18" Wide Striping	60	LF	\$34.00	\$2,040.00
"Pedestrian Crosswalk" Sign	2	EA	\$250.00	\$500.00
Total Elementary School Segment:				\$243,555.00
Construction Estimate Subtotal				\$243,555.00
Maintenance & Protection of Traffic (5%)				\$12,177.75
Project Contingency (25%)				\$60,900.00
Construction Total				\$316,650.00
Legal, Design & Permitting Services (20%)				\$63,350.00
Total				\$380,000.00

¹ This Opinion of Probable Cost is intended to be used for order of magnitude pricing for budget purposes only. Estimate is based on approximate dimensions measured from aerial imagery. A more detailed estimate can be prepared following land survey services and advancement of design.



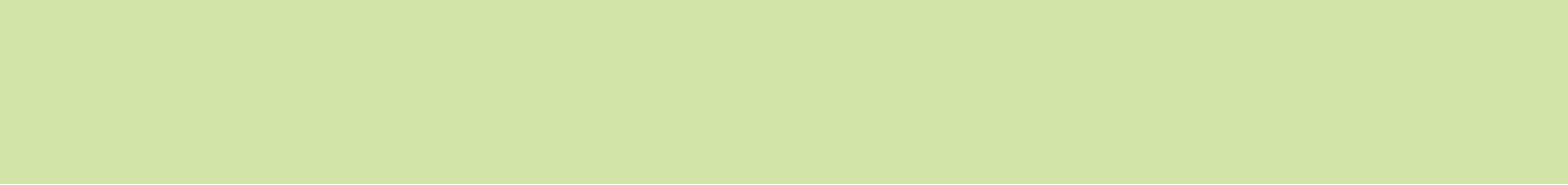
COST ESTIMATE

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., P.C.				
Dutchess County Office Phone: (845) 454-3980		274 River Street, Troy NY Phone: (518) 273-0055		North Country Office Phone: (518) 812-0513
Planning Level - Alplaus Segments		Web: www.chazencompanies.com		
Draft Opinion of Probable Cost for Glenville Greenway Strategic Development Plan				Date: October 21, 2020
Chazen Project No. 31998.00				
Description	QTY	Unit	Unit Price	Total Cost
Streetscape Enhancements - Snyder Lane Segment				
Pedestrian Road Striping	1	LS	\$25,000.00	\$25,000.00
"Pedestrian" Signage	8	EA	\$250.00	\$2,000.00
Total Snyder Lane Segment:				\$27,000.00
Construction Estimate Subtotal				\$27,000.00
Maintenance & Protection of Traffic (5%)				\$1,350.00
Project Contingency (25%)				\$6,750.00
Construction Total				\$35,100.00
Legal, Design & Permitting Services (20%)				\$7,050.00
Total				\$42,150.00

Streetscape Enhancements - Bruce Drive Segment				
General Demolition & Removals	1	LS	\$20,000.00	\$20,000.00
Earthmoving	6,000	CY	\$15.00	\$90,000.00
Tree Removal & Brush Clearing Allowance	1	LS	\$10,500.00	\$10,500.00
Utility Pole / Span wire adjustments	1	LS	\$15,000.00	\$15,000.00
Erosion & Sediment Control	1	LS	\$30,000.00	\$30,000.00
8' Wide Asphalt Trail (1.5" Top & 2.5" Binder)	33,600	SF	\$5.50	\$184,800.00
Asphalt Subbase Type 2 (12")	1,300	CY	\$60.00	\$78,000.00
Crosswalk Markings - 12" Bars	120	LF	\$22.00	\$2,640.00
Stop Bars - 18" Wide Striping	60	LF	\$34.00	\$2,040.00
"Pedestrian Crosswalk" Sign	4	EA	\$250.00	\$1,000.00
Total Bruce Drive Segment:				\$433,980.00
Construction Estimate Subtotal				
Maintenance & Protection of Traffic (5%)				\$21,699.00
Project Contingency (25%)				\$108,500.00
Construction Total				\$564,200.00
Legal, Design & Permitting Services (20%)				\$112,850.00
Total				\$677,050.00

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Town of Glenville Greenway Trails Plan

January 14, 2020
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TABLE QUESTIONS

TABLE QUESTIONS

Please consider and discuss these questions while reviewing the maps at the table discussions, and fill out your answers before the end of the meeting tonight. Thank you.

Questions to Consider

- **What do you think are some of the most important destinations which should be reachable with new sidewalks, multi-use paths or bike paths?**

- ☐ Pashley Elementary School
- ☐ Glenclyff Elementary School
- ☒ Indian Kill Nature Preserve
- ☐ Dutch Meadow Lane Apartments
- ☐ Indian Brook Apartments
- ☐ Sarnowski Drive Apartments
- ☐ Woodhaven Neighborhood
- ☐ County Airport / Air National Guard
- ☒ Downtown Scotia / Village Center
- ☐ Rivers Casino
- ☐ Route 146 / Rexford

- ☐ Scotia Glenville High
- ☒ Collins Park
- ☒ Maalwyck Park
- ☐ Hampton Run Apartments
- ☐ Highland Square Apartments
- ☐ Berkley Sq Neighborhood
- ☐ Swaggertown Neighborhood
- ☐ Glenville Industrial Park
- ☐ Target / Hannaford / Market 32
- ☒ Mohawk Hudson Bikeway

- ☐ Glen Worden Elementary
- ☒ Indian Meadows Park
- ☐ Riverside Park Trail
- ☐ Shady Lane Apartments
- ☐ Glen Esk Apartments
- ☐ Alplaus Neighborhood
- ☐ Woodruff Heights
- ☐ Glenville Branch Library
- ☐ Sacandaga School
- ☐ Lowes / Walmart

Others:

O'Rourke Middle School (BHBL) to High School
YMCA
Connections between neighborhoods - more formal
Wolf Hollow

- **If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

Some weekly, some 2-3x a year.

Town of Glenville Greenway Trails Plan

Table Questions

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- What do you think are the top priorities for new or upgraded pedestrian/bike connections in the Scotia/Glenville area? (provide up to three)

Connecting From:

1 entire Section of 50

2 _____

3 _____

Connecting To:

1 RT 5 North to Ballston Ave

2 _____

3 _____

Additional notes or description of connections above:

RT 50 from Scotia to the townline with
Ballston Ave needs sidewalks / bike lane /
walking lane

Thank you! A copy of this form is available to fill out online if you know others who would like to provide suggestions. It can be found via a link on the town website, or by going to <https://forms.gle/JLyQW5pzptbfjx6Q7>



Town of Glenville Greenway Trails Plan

January 14, 2020

Page 1 of 2

TABLE QUESTIONS

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- ☐ Sarnowski Drive Apartments
- ☐ Woodhaven Neighborhood
- ☐ County Airport / Air National Guard
- ☐ Downtown Scotia / Village Center
- ☐ Rivers Casino
- ☐ Route 146 / Rexford

- ☐ Scotia Glenville High
- ☐ Collins Park
- ☐ Maalwyck Park
- ☐ Hampton Run Apartments
- ☐ Highland Square Apartments
- ☐ Berkley Sq Neighborhood
- ☐ Swaggertown Neighborhood
- ☐ Glenville Industrial Park
- ☐ Target / Hannaford / Market 32
- ☐ Mohawk Hudson Bikeway

- ☒ Glen Worden Elementary
- ☐ Indian Meadows Park
- ☐ Riverside Park Trail
- ☐ Shady Lane Apartments
- ☐ Glen Esk Apartments
- ☐ Alplaus Neighborhood
- ☐ Woodruff Heights
- ☐ Glenville Branch Library
- ☐ Sacandaga School
- ☐ Lowes / Walmart

Others:

★ Connecting freemans bridge project on rt 50 end
to commercial center near Glenridge

★ Sidewalk to make Glen Worden Elementary
walkable

- If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

Both would be personally used multiple times
a week

Town of Glenville Greenway Trails Plan

Table Questions

January 14, 2020

Page 2 of 2

- What do you think are the top priorities for new or upgraded pedestrian/bike connections in the Scotia/Glenville area? (provide up to three)

Connecting From:

1 Town of Ballston
Rt 50

2 Indian Meadows → Van Buren → Indian Kill
Indian Meadows ←

3 O'Rourke
Middle School

Connecting To:

1 Scotia Rt 50

3 BHBL High School

Additional notes or description of connections above:

#1 ped/bike walks

#2 connecting the parks - bridges + signage

#3 unsafe for kids walking between Middle School
and High School - lacking sidewalks or inconsistent

Thank you! A copy of this form is available to fill out online if you know others who would like to provide suggestions. It can be found via a link on the town website, or by going to <https://forms.gle/JLyQW5pzptbfix6Q7>



Town of Glenville Greenway Trails Plan

January 14, 2020

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TABLE QUESTIONS

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Questions to Consider

- What do you think are some of the most important destinations which should be reachable with new sidewalks, multi-use paths or bike paths?**

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Pashley Elementary School | <input type="checkbox"/> Scotia Glenville High | <input type="checkbox"/> Glen Worden Elementary |
| <input type="checkbox"/> Glenclyff Elementary School | <input type="checkbox"/> Collins Park | <input checked="" type="checkbox"/> Indian Meadows Park |
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| <input type="checkbox"/> County Airport / Air National Guard | <input type="checkbox"/> Glenville Industrial Park | <input type="checkbox"/> Glenville Branch Library |
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| <input type="checkbox"/> Rivers Casino | <input type="checkbox"/> Mohawk Hudson Bikeway | <input type="checkbox"/> Lowes / Walmart |
| <input type="checkbox"/> Route 146 / Rexford | | |

Others:

R+ 50 from Market 32 through to atleast ~~Morella's~~ Morella's

- If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

Several times per week

Town of Glenville Greenway Trails Plan

Table Questions

January 14, 2020

Page 2 of 2

- **What do you think are the top priorities for new or upgraded pedestrian/bike connections in the Scotia/Glenville area?** (provide up to three)

Connecting From:

1 Freeman Bridge

2 Worden road

sidewalk between

3 _____

Connecting To:

1 Glenridge (up rt 50)

2 _____

Swaggerstown & Rt 50

3 _____

Additional notes or description of connections above:

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Town of Glenville Greenway Trails Plan

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- ☐ Alplaus Neighborhood
- ☐ Woodruff Heights
- ☐ Glenville Branch Library
- ☐ Sacandaga School
- ☐ Lowes / Walmart

Others:

Route 50 Corridor

- **If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

WEEKLY COLLINS PARK

MONTHLY RT 50

Town of Glenville Greenway Trails Plan

Table Questions

January 14, 2020

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- What do you think are the top priorities for new or upgraded pedestrian/bike connections in the Scotia/Glenville area? (provide up to three)

Connecting From:

1 VILLAGE

2 VILLAGE

3

Connecting To:

1 Town Center

2 MAALWYCK PARK

3

Additional notes or description of connections above:

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- ☐ Glenville Branch Library
- ☐ Sacandaga School
- ☐ Lowes / Walmart

Others:

Improve walks/Bike paths from village North
Bilse path connector from collins, to Flint Properties
to Maalwyck, to Mohawk Hudson west

- **If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

Frequently

Town of Glenville Greenway Trails Plan

Table Questions

January 14, 2020

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- What do you think are the top priorities for new or upgraded pedestrian/bike connections in the Scotia/Glenville area? (provide up to three)

Connecting From:

1 Freeman S

2 Schonowee

3 Flint

Connecting To:

1 Collins / Schonowee Project

2 To Flint

3 Malwys

Additional notes or description of connections above:

~~Some~~ Improved Connections from Village North, Swagger town intersection. Village Connectivity To Veterans Project at Dutch Meadows

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- ☐ Alplaus Neighborhood
- ☐ Woodruff Heights
- ☐ Glenville Branch Library
- ☐ Sacandaga School
- ☐ Lowes / Walmart

Others:

Bridge over Indian Kill in Indian Kill Preserve

- **If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

Many 5 times/months in warm months

Town of Glenville Greenway Trails Plan

Table Questions

January 14, 2020

Page 2 of 2

- What do you think are the top priorities for new or upgraded pedestrian/bike connections in the Scotia/Glenville area? (provide up to three)

Connecting From:

Connecting To:

1 Bunt Hills to YMCA

1

2 Town Center to Rexford
Bridge (MT Bike Path)

2

3 Scotia to Long Path

3

Additional notes or description of connections above:

~~or~~ Not related - keep motorized vehicles off of
trails in Indian Meadows.

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~~Indian meadows wet~~
~~snow mobiles~~



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- ☐ Glen Esk Apartments
- ☐ Alplaus Neighborhood
- ☐ Woodruff Heights
- ☐ Glenville Branch Library
- ☐ Sacandaga School
- ☐ Lowes / Walmart

Others:

- If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?***

Town of Glenville Greenway Trails Plan

Table Questions

January 14, 2020

Page 2 of 2

- What do you think are the top priorities for new or upgraded pedestrian/bike connections in the Scotia/Glenville area? (provide up to three)

Connecting From:

Connecting To:

- | | | | |
|---|--------------------------|---|----------------------------|
| 1 | Rt 50 Area/neighborhoods | 1 | Starbucks |
| | north of Indian Kill | | |
| 2 | | 2 | Y.M.C.A |
| | | | |
| 3 | | 3 | Movie theater, restaurants |
| | | | shops, tavern |

Additional notes or description of connections above:

Rt 50 is not pedestrian friendly. Need to enforce speed limits and no driving on road shoulder.

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- ☐ Alplaus Neighborhood
- ☐ Woodruff Heights
- ☐ Glenville Branch Library
- ☐ Sacandaga School
- ☐ Lowes / Walmart

Others:

- If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?***

good weather weekends

Town of Glenville Greenway Trails Plan

Table Questions

January 14, 2020

Page 2 of 2

- What do you think are the top priorities for new or upgraded pedestrian/bike connections in the Scotia/Glenville area? (provide up to three)

Connecting From:

1 Willowbrook Rd

2 _____

3 East side of RT50 (north of Indian Kill)

Connecting To:

1 TOWN CENTER

(would be ^{nice} ~~also~~ to have coffee shop, bookstore, pub, theater 😊)

2 _____

3 Indian Meadow trails

Additional notes or description of connections above:

- 1- Sidewalk over Indian Kill ^{bridge} is on wrong side of ~~road~~ ^{RT50}
- 2- Motorized vehicles are in Indian Kill Preserve all the time
- 3- _____
- 4- RT50 north needs multipurpose lane

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- ☒ Mohawk Hudson Bikeway

35's to Rt 146 / Freeman's Bldg.

- ☐ Glen Worden Elementary
- ☒ Indian Meadows Park
- ☐ Riverside Park Trail
- ☐ Shady Lane Apartments
- ☐ Glen Esk Apartments
- ☐ Alplaus Neighborhood
- ☐ Woodruff Heights
- ☐ Glenville Branch Library
- ☐ Sacandaga School
- ☐ Lowes / Walmart

Others:

YMCA

Anderson, Dog Park

- **If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

Town of Glenville Greenway Trails Plan

Table Questions

January 14, 2020

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- **What do you think are the top priorities for new or upgraded pedestrian/bike connections in the Scotia/Glenville area?** (provide up to three)

Connecting From:

Connecting To:

1 _____

1 _____

2 _____

2 _____

3 _____

3 _____

Additional notes or description of connections above:

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|--|--|--|
| <input type="checkbox"/> Pashley Elementary School | <input type="checkbox"/> Scotia Glenville High | <input type="checkbox"/> Glen Worden Elementary |
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| <input type="checkbox"/> Dutch Meadow Lane Apartments | <input type="checkbox"/> Hampton Run Apartments | <input type="checkbox"/> Shady Lane Apartments |
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| <input type="checkbox"/> Rivers Casino | <input checked="" type="checkbox"/> Mohawk Hudson Bikeway | <input type="checkbox"/> Lowes / Walmart |
| <input type="checkbox"/> Route 146 / Rexford | | |

Others:

YMCA / Anderson ~~Park~~ PARK

- If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

Glenridge Rd + VanBuren weekly

Town of Glenville Greenway Trails Plan

Table Questions

January 14, 2020

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Connecting From:

Connecting To:

1 _____

1 _____

2 _____

2 _____

3 _____

3 _____

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- ☐ Lowes / Walmart

Others:

- ***If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?***

Town of Glenville Greenway Trails Plan

Table Questions

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Page 2 of 2

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Connecting From:

Connecting To:

① Van Buren

1

② Rt 50 North

2

③ Rt 50 into Indian Hill.
Glenridge Road.

3

Additional notes or description of connections above:

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Others:

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Town of Glenville Greenway Trails Plan

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Connecting From:

Connecting To:

1 _____

1 _____

2 _____

2 _____

3 _____

3 _____

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- ☐ Lowes / Walmart

Others:

TRAIL NEXT TO ROAD INTO FOR THE 2000

- If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?***

Town of Glenville Greenway Trails Plan

Table Questions

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Connecting To:

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2 _____

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| <input type="checkbox"/> Indian Brook Apartments | <input type="checkbox"/> Highland Square Apartments | <input type="checkbox"/> Glen Esk Apartments |
| <input type="checkbox"/> Sarnowski Drive Apartments | <input type="checkbox"/> Berkley Sq Neighborhood | <input type="checkbox"/> Alplaus Neighborhood |
| <input type="checkbox"/> Woodhaven Neighborhood | <input type="checkbox"/> Swaggertown Neighborhood | <input type="checkbox"/> Woodruff Heights |
| <input type="checkbox"/> County Airport / Air National Guard | <input type="checkbox"/> Glenville Industrial Park | <input checked="" type="checkbox"/> Glenville Branch Library |
| <input checked="" type="checkbox"/> Downtown Scotia / Village Center | <input checked="" type="checkbox"/> Target / Hannaford / Market 32 | <input type="checkbox"/> Sacandaga School |
| <input type="checkbox"/> Rivers Casino | <input type="checkbox"/> Mohawk Hudson Bikeway | <input checked="" type="checkbox"/> Lowes / Walmart |
| <input type="checkbox"/> Route 146 / Rexford | | |

Others:

A trail is needed to connect the Freeman's Bridge Corridor (planned trail) to the Town Center Sidewalk network. This is the main artery through east Glenville. People are often walking along the side of the road on a dangerous road section.

- **If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

at least once a week. Our neighborhood is close to many commercial locations but we cannot safely walk or bike. Our children are unable to bike to nearby friends houses.



Town of Glenville Greenway Trails Plan

January 14, 2020
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TABLE QUESTIONS

TABLE QUESTIONS

Please consider and discuss these questions while reviewing the maps at the table discussions, and fill out your answers before the end of the meeting tonight. Thank you.

Questions to Consider

- **What do you think are some of the most important destinations which should be reachable with new sidewalks, multi-use paths or bike paths?**

- | | | |
|--|---|---|
| <input type="checkbox"/> Pashley Elementary School | <input type="checkbox"/> Scotia Glenville High | <input type="checkbox"/> Glen Worden Elementary |
| <input type="checkbox"/> Glenclyff Elementary School | <input type="checkbox"/> Collins Park | <input checked="" type="checkbox"/> Indian Meadows Park |
| <input type="checkbox"/> Indian Kill Nature Preserve | <input type="checkbox"/> Maalwyck Park | <input type="checkbox"/> Riverside Park Trail |
| <input type="checkbox"/> Dutch Meadow Lane Apartments | <input type="checkbox"/> Hampton Run Apartments | <input checked="" type="checkbox"/> Shady Lane Apartments |
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| <input type="checkbox"/> Rivers Casino | <input type="checkbox"/> Mohawk Hudson Bikeway | <input type="checkbox"/> Lowes / Walmart |
| <input type="checkbox"/> Route 146 / Rexford | | |

* Van Buren Rd.

Others:

Especially Van Buren Rd from Rt. 50
way to Swaggertown Rd.

- **If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?**

Van Buren Rd. over to the shopping
area I would use daily yr round!!
and all way down to dog park.



Town of Glenville Greenway Trails Plan

January 14, 2020
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TABLE QUESTIONS

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Questions to Consider

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- ☐ Pashley Elementary School
- ☐ Glenclyff Elementary School
- ☒ Indian Kill Nature Preserve
- ☐ Dutch Meadow Lane Apartments
- ☐ Indian Brook Apartments
- ☐ Sarnowski Drive Apartments
- ☐ Woodhaven Neighborhood
- ☐ County Airport / Air National Guard
- ☒ Downtown Scotia / Village Center
- ☐ Rivers Casino
- ☐ Route 146 / Rexford

- ☐ Scotia Glenville High
- ☐ Collins Park
- ☐ Maalwyck Park
- ☐ Hampton Run Apartments
- ☐ Highland Square Apartments
- ☐ Berkley Sq Neighborhood
- ☐ Swaggertown Neighborhood
- ☐ Glenville Industrial Park
- ☒ Target / Hannaford / Market 32
- ☒ Mohawk Hudson Bikeway

- ☐ Glen Worden Elementary
- ☒ Indian Meadows Park
- ☐ Riverside Park Trail
- ☐ Shady Lane Apartments
- ☐ Glen Esk Apartments
- ☐ Alplaus Neighborhood
- ☐ Woodruff Heights
- ☒ Glenville Branch Library
- ☐ Sacandaga School
- ☐ Lowes / Walmart

Others:

- If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?***

Andersen Park to YMCA
quite often



Town of Glenville Greenway Trails Plan

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TABLE QUESTIONS

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Questions to Consider

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- | | | |
|--|--|--|
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| <input type="checkbox"/> Glencliff Elementary School | <input checked="" type="checkbox"/> Collins Park | <input checked="" type="checkbox"/> Indian Meadows Park |
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| <input checked="" type="checkbox"/> Route 146 / Rexford | | |

Mohawk Hudson
Bike Path

Others: → Glenville to Mabee Farm from ^{Scotia} Village Maalwyck Park Area -
Crosswalks Dutch meadow lanes, Worden Rd Rt 50

- If one of the destinations you selected above was connected with a new trail, how often would you likely use the trail? Which one?

BIKE AND WALKING PATHS, would frequently use

FAQs ON THE ESTABLISHMENT OR EXTENSION OF TOWN SPECIAL DISTRICTS CONCERNING REQUIRED DETERMINATIONS AND METHODS OF ASSESSMENT

Q1. After the town board holds a public hearing upon proper notice⁶ and considers the evidence presented at the hearing concerning the proposed district establishment or extension, what generally is the next step if the town board wishes to establish the district or extension?

A. The board would adopt a resolution making four determinations. The specific determinations vary depending on whether the district or extension is being established upon petition of property owners (Town Law Article 12) or board motion subject to permissive referendum requirements (Town Law Article 12-A; see also Town Law Article 7).

In the case of a district or extension on petition of property owners (Town Law Article 12), the resolution must contain determinations of the town board that (1) the petition of the property owners is signed, and acknowledged or proved, or authenticated, as required by law and is otherwise sufficient (Town Law § 194[1][a]), and [2] it is in the “public interest” to grant the relief sought in the petition (Town Law § 194[1][d]). In the case of a district or extension on board motion (Town Law Article 12-A), the resolution must contain determinations of the town board that (1) the notice of hearing was published and posted as required by law and is otherwise sufficient (Town Law § 209-e[1][a]) and [2] the establishment or extension of the proposed district is in the “public interest” (Town Law § 209-e[1][d]).

In addition, the town board must also make the following determinations under both Article 12 and 12-A proceedings:

- That all property and property owners within the proposed district or extension are benefited by the district or extension; and
- That all the property and property owners that are benefited by the proposed district or extension are included within the limits of the district or extension.

⁶ Pursuant to Town Law (§§ 193, 209-d), notice of the public hearing must be provided by posting on the signboard of the town and by publishing in the town’s official newspaper (see Matter of Carriero v Town Bd. of Town of Stillwater, 41 AD3d 1011, 838 NYS2d 243 *lv dismissed and denied* 9 NY3d 980, 848 NYS2d 16, *lv dismissed* 12 NY3d 838, 881 NYS2d 11 *mod and lv dismissed* 72 AD3d 1479, 899 NYS2d 452; *compare* Garden Homes Woodlands Co. v Town of Dover, 95 NY2d 516, 720 NYS2d 79. Additional forms of notice may also be provided, such as posting on the town’s website (see Town Law § 193[1][a]).

Q2. May the expenses for any district or extension be raised on either a benefit or ad valorem basis?

A. Town Law § 202 contains provisions relative to assessments for the capital costs of town districts. Assessments for sewer, sewage disposal, wastewater disposal, drainage and water quality treatment districts always must be “in just proportion to the amount of benefit which the improvement shall confer upon” the lot or parcel (i.e., a benefit basis; Town Law § 202[2]; see also Real Property Tax Law § 102[15]). In the case of park, snow removal, water supply, water storage and distribution, ambulance, harbor improvement and public dock districts, assessments always must be “in the same manner and at the same time as other town charges” (i.e., an ad valorem basis; Town Law § 202[3]; see also Real Property Law § 102[14]).

Water, lighting, public parking, sidewalk, refuse and garbage, aquatic plant growth, watershed protection improvement and beach erosion control districts may be assessed either on a benefit basis or an ad valorem basis, depending upon the property owners’ petition (in the case of an Article 12 district or extension), or the notice of hearing (in the case of an Article 12-A district or extension) (Town Law § 202[3]). For these types of districts, if the petition or the notice of hearing, as the case may be, provides that the costs of the improvement will be assessed on a benefit basis, then the district will be on a benefit basis; otherwise, the district will be assessed on an ad valorem basis.

With limited exceptions, once a determination has been made to finance a district on an ad valorem or benefit basis, the manner of assessment for the district may not be changed (Town Law § 202[4]; 1986 Ops St Comp No. 86-88, at 135). Any extensions to a district must be charged on the same basis (benefit or ad valorem) as the original district (Town Law § 202[5]). The expenses of operation and maintenance of a district, if raised by assessments, also must be raised on the same basis as the capital costs of the improvement (Town Law § 202-a).

Q3. When is the consent of the State Comptroller required for the establishment or extension of an improvement district within a town?

A. The Comptroller’s approval is required for the establishment or extension of a town district if two factors are present: (1) debt is to be issued or assumed (see Town Law § 198[12]) by the town for the improvement, and (2) the “cost of the district or extension” to the “typical property” or, if different, the “typical one or two family home” as stated in the notice of hearing on the establishment or extension, is above the average annual estimated cost threshold for similar types of districts as may be computed by the State Comptroller (Town Law §§ 194[6], 209[f]).

Q4. What constitutes the “typical property” for this purpose?

A. The term “typical property” is defined by statute (Town Law §§ 193[2][a], 209-a[2]). “Typical property” means a benefited property within the proposed district or extension having an assessed value that approximates the assessed value of the “mode” (i.e., the most frequently occurring assessed value as shown on the latest completed assessment roll) of the benefited properties within the district or extension that will be required to finance the cost of the proposed improvement. In other words, to determine the “typical property,” the town generally would review the assessment roll for parcels within the proposed district or extension and determine the most commonly occurring assessed value within the proposed district or extension.

Q5. What is meant by the “cost to the typical property?”

A. This term is defined in Town Law as the estimated amount that the owner of a typical property within the district or extension will be required to pay for debt service, operation and maintenance and other charges related to the improvements in the first year following formation of the district or extension (or, if greater, the first year in which both principal and interest, and operation and maintenance will be paid) (Town Law §§ 193[2][c], 209-a[4]). This includes benefit assessments and ad valorem levies, as well as user fees.

To ensure accurate calculations of estimated costs, towns should not assume the receipt of federal or state aid in the absence of firm commitments from the appropriate agency. In addition, estimated borrowing costs should be based on the proposed maturity of the obligations and interest rate assumptions derived from market surveys or a letter of commitment. The town may have a financial advisor who can assist in estimating borrowing costs. Charges imposed by other governmental entities, such as charges or fees imposed by public authorities or other municipalities, should also be included in the computation. In addition, if a proposed district will be sharing infrastructure costs with another town district or town improvement (see Town Law article 12-C; Town Law § 208; General Municipal Law § 119-o), the proportionate costs attributable to the proposed district should be included in the estimated annual cost to the typical property.

Q6. What if the Office of the State Comptroller (OSC) has not established a threshold for a particular type of district?

A. OSC only establishes a threshold when we have sufficient data to make the necessary calculation for that type of district or extension. If no threshold for a particular type of district or extension has been established by this Office and debt will be issued by the town for the improvement, then OSC consent is necessary, irrespective of the cost to the typical property, and an application for the Comptroller’s approval would be required (see 2 NYCRR Part 85).

Q7. Are hook-up fees for a town water or sewer district included in the estimate for the “cost to the typical property?”

A. No. “Cost” for this purpose does not include hook-up fees, which are not recurring charges imposed to fund the district or extension.

In general, hook-up charges are the responsibility of the owner of each property connecting to the system. A town may use its employees to connect a property to the water or sewer system and charge the property owner for the cost of these services (Town Law §§ 198[1][h], 198[3][a]). The service line for both water and sewer from the curb to the house is generally installed by a private contractor at the owner’s expense.

Note that the notice of hearing published by the town in advance of establishing or extending the district must separately list the estimated costs of any hook-up fees, in addition to, among other things, the cost of the district or extension to the typical property (Town Law § 193[1][a], 209-d[1]).

Q8. Can hook-up fees be used to generate revenue for town district improvements or operations?

A. No. Towns are authorized to impose one time hook-up fees in certain circumstances for connections to town water or sewer districts (Town Law §§ 198[1][h]; 198[3][a]). These one-time fees, however, are limited to costs incurred by the town with respect to the connections of users to the water or sewer system and may not be used to otherwise defray costs of capital improvements or operations of the district (Video Aid v Town of Wallkill, 203 AD2d 554, 610 NYS2d 610, *revd on other grounds* 85 NY2d 663, 628 NYS2d 18; see also Coconato v Town of Esopus, 152 AD2d 39, 547 NYS2d 953, *lv denied* 76 NY2d 701, 558 NYS2d 891; Mark IV Construction v County of Monroe, 187 AD2d 985, 590 NYS2d 335; Phillips v Town of Clifton Park Water Authority, 286 AD2d 834, 730 NYS2d 565, *lv denied* 97 NY2d 613, 742 NYS2d 606; Matter of Torsoe Brothers v Village of Monroe, 49 AD2d 461, 375 NYS2d 612).

Q9. How does a town finance operating costs of a newly-formed district before assessments are levied and collected on behalf of the district?

A. Local Finance Law § 24.00 generally provides that in the case of a newly established improvement district, a town may issue tax anticipation notes for the “necessary expenses incidental to the creation of such district” and “the other necessary expenses incurred or to be incurred for” the district prior to the first levy of assessments (Local Finance Law § 24.00[d][2]). An appropriation to redeem the notes must be included in the first levy of assessments for the district (Local Finance Law § 24.00[d][3]). The notes must mature within one year from the date of their issuance, and while the notes may be renewed, each renewal shall be for a period not exceeding one year, and the notes must be repaid within the close of the second fiscal year succeeding the fiscal year in which the notes were issued (Local Finance Law § 24.00[d][3]). Note that when the only indebtedness proposed in connection with the establishment of a town district is tax anticipation notes, the Comptroller’s approval is not required (3 Ops State Comp No. 1990, at 125 [1947]).

In addition, for several types of districts (e.g. water, sewer, refuse and garbage), towns are authorized to impose fees upon users of the service in accordance with proper procedures (see, e.g. General Municipal Law Article 14-F; Town Law §§198[3][d], [9][b]). Revenues generated by user fees may fund operating costs of a newly-formed district before assessments are levied and collected.

Q10. May a town supersede the provisions of Articles 12 and 12-A of Town Law by adopting an inconsistent local law?

A. No. Articles 12 and 12-A of Town Law establish a comprehensive legislative scheme evincing an intent to pre-empt local laws relating to the establishment, financing and operation of town improvement districts (see Coconato v Town of Esopus, 152 AD2d 39, 547 NYS2d 953, *lv denied* 76 NY2d 701, 558 NYS2d 891; 2008 Ops St Comp No. 2008-4; 2001 Ops St Comp No. 2001-7, at 11; 2000 Ops St Comp No. 2000-17, at 44; 1992 Ops St Comp No. 92-33, at 84). In addition, although Municipal Home Rule Law authorizes towns to adopt local laws that

supersede, in certain respects, provisions of Town Law (Municipal Home Rule Law § 10[1][ii][d]), there is an express restriction on this home rule authority with respect to provisions relating to a “special or improvement district” (Municipal Home Rule Law § 10[1][ii][d][3]).

Q11. A town has established a district and constructed improvements in accordance with the district map, plan and report. The town later needs to make additional improvements or repairs. Does the town need the Comptroller’s approval before undertaking the additional improvements or repairs?

A. Generally no, even where debt will be issued (Town Law § 202-b[3]). Town Law § 202-b provides for increases and improvements of district facilities, upon notice and after a public hearing. A town board on behalf of water, water storage and distribution, ambulance, sewer, sewage disposal or drainage districts may (1) acquire or construct additional facilities and appurtenances, (2) improve or reconstruct existing facilities and appurtenances, (3) replace obsolete, inadequate, damaged, destroyed or worn out apparatus and equipment, and (4) acquire additional apparatus and equipment without seeking Comptroller approval (Town Law § 202-b[1] and [3]). In addition, a town board, on behalf of a park, public parking, ambulance, lighting, snow removal, refuse and garbage, public dock, watershed protection improvement or beach erosion control district may (1) acquire additional apparatus and equipment, (2) replace obsolete, inadequate, damaged, destroyed or worn-out apparatus and equipment, (3) construct additional facilities and appurtenances, and (4) reconstruct or replace obsolete, inadequate, damaged, destroyed or worn out facilities and appurtenances (Town Law § 202-b[2]).

Except in the case of certain towns within the Adirondack Park, the Comptroller’s approval is not required for these expenditures. A town must obtain the consent of the State Comptroller for repairs or improvements to an existing district when the district is located within a town in the Adirondack Park and the district contains State lands assessed at more than 30% of the total assessed valuation of the district as determined from the assessment rolls of the town (Town Law § 202-b[5]).

Q12. What kinds of resolutions relating to town districts must be filed with the State Comptroller in connection with special districts?

A. A certified copy of any resolution to establish, extend, dissolve or diminish any district or consolidate districts, adopted pursuant to articles 12 or 12-A of the Town Law or article 17-A of the General Municipal Law, is required to be filed with the State Comptroller within ten days after adoption (Town Law §§ 195[1], 209-g[1]). In addition, a certified copy of the notice of hearing on the establishment or extension of a district, when debt will be issued but the district or extension is below the cost threshold that would require the Comptroller’s approval, must be filed with the Comptroller on or about the date of publication of the notice (Town Law §§ 193[1][b], 209-d[2][a]). Filings should be addressed to the Division of Legal Services, 14th Floor, 110 State Street, Albany, NY 12236.