

City of Rensselaer  
**Planning and Development Agency**  
City Hall • Rensselaer, New York 12144

TRANSPORTATION IMPROVEMENTS POLICY STATEMENT

City of Rensselaer/May 1980

The City of Rensselaer has reviewed the findings and recommendations of the Rensselaer Subarea Transportation Study. This study was undertaken by the Capital District Transportation Committee (CDTC) upon request of the City, was directed by a Technical Advisory Group (TAG) comprised of state and local officials, and included an opportunity for citizen participation throughout the study period.

In addition to fully supporting the completion of on-going transportation improvement projects within the City, (i.e. the Riverfront Park, the Rensselaer Port Dock, the Columbia Street Arterial, the Third Avenue Bridge, the AMTRAK Parking lot, and the Route 9 & 20 bridges), the City conceptually endorses the following improvements recommended by the study and urges the early initiation of the appropriate development sequence for each project:

1. PUBLIC TRANSPORTATION. Improvement of public transportation through expanded CDTC bus service within the City and its environs.
2. WASHINGTON AVENUE. Alleviation of traffic congestion and the impact of heavy commuter flow on the Washington Avenue residential neighborhood through construction of an additional access point on Interstate I-90 between

the existing Washington Avenue and Couse interchanges, providing connection to either Route 4 in North Greenbush and/or Third Avenue Extension in East Greenbush.

3. BROADWAY/WASHINGTON AVENUE. Preservation of the viability of Broadway and Washington Avenue as "minor arterials" through rehabilitation within existing curb-lines of these roadways from Third Avenue north and east to the Rensselaer City line and then east to Route 4 at Defreestville. Pedestrians, bicyclists and public transportation should be accommodated.
4. PORT AREA. Alleviation of the impact of heavy truck and employee traffic on residences in the Fort Crailo neighborhood and along South Street, and the concurrent encouragement of economic development in the Rensselaer port and industrial area, through a closely-coordinated three-part program of improvement.
  - a. SOUTH STREET REHABILITATION. Rehabilitation of South Street as a two-lane roadway within existing right-of-way from its intersection with the new connector roadway south to the Rensselaer City line. Pedestrian safety and improved drainage should be fully accommodated. There is no endorsement for either residential and/or commercial/industrial property takings along South Street.
  - b. NEW CONNECTOR ROADWAY. Construction along new right-of-way of a connector between South Street and Riverside Avenue to accommodate present and anticipated

port and industrial area traffic. The new connector roadway should intersect South Street as far north as possible to avoid adverse impacts on, and/or takings of, any residential or commercial/industrial properties along South Street. Pedestrian and bicyclist safety should be accommodated and a grade-separated crossing of the railroad tracks should be provided.

- c. RENSSELAER AVENUE EXTENDED. Provision of a direct "collector" link from the Columbia Street Arterial to Riverside Avenue. The two-lane link should be accomplished through the rehabilitation within existing right-of-way of Rensselaer Avenue from Columbia Street to Nelson Avenue and the extension of Rensselaer Avenue along new right-of-way through the present Sterling Organics parking lot. Pedestrian and bicyclist safety, improved drainage, protection for the Coyne Field recreational facility, and replacement of on-street and/or off-street parking that will be lost should be accommodated. There is no endorsement for any residential property takings along either Rensselaer Avenue or Belmore Place.

This three-part program of improvement should be concurrently initiated and progressed by CDTC and the New York State Department of Transportation (NYS DOT). Actual construction of the Rensselaer Avenue improvement shall not be authorized

until there is a full assurance acceptable to the City and the Fort Crailo Neighborhood Association (available funding set aside and a construction schedule established) that the new connector roadway will be constructed. Upon implementation of the new connector roadway, all through truck traffic should be removed from the RENSSELAER AVENUE EXTENDED.

The City of Rensselaer thanks the Capital District Transportation Committee staff, the members of the Technical Advisory Group, and concerned citizens for expending their time and effort throughout the study period. The City looks forward to working closely with CDTC and NYS DOT and other concerned parties in seeing both on-going transportation improvement projects and these recommended improvements through to completion.

5/23/80  
Date

Joseph P. Mink  
Joseph P. Mink, Mayor

5-21-80  
Date

Irwin Stewart  
Irwin Stewart, President  
Common Council

5-22-80  
Date

William A. Pulver  
William A. Pulver, Chairman  
Planning Commission

15 May 1980  
Date

Louis Polsinello, Sr.  
Louis Polsinello, Sr., President  
Chamber of Commerce

May 8, 1980  
Date

Edward Pieper  
Edward Pieper, President, Fort  
Crailo Triangle Neighborhood  
Association