

Transportation

The transportation system within and around the Village of Granville is typical for a rural community. Accessibility provided by state and county highways dictate the location where communities are developed. Roads in the area connect adjoining municipalities within New York State and the State of Vermont, as well as provide corridors for networks of utilities that people depend on every day. Two major state routes, NYS Routes 22, and 149 surround and intersect the Village. Connecting to these routes are three County Routes (CR), 24, 25, and 26, as well as numerous local roads.

STATE & U.S. HIGHWAY ROUTES

According to the New York State Department of Transportation, NYS Routes 22 and 149 are functionally classified as rural collector roads. The major transportation corridor for the Village is NYS Route 149. NYS Route 149 intersects with the Vermont State border, traverses through the Village where the route is named Quaker Street and Main Street and continues south. This route then progresses west where it overlaps a section of Interstate Route 4 and crosses into Warren County. Commuters utilize this road to travel from the Village to destinations such as Hartford, Albany, or Vermont. Another major route is NYS Route 22. For the most part, NYS Route 22 passes just to the west of the Village and continues south, paralleling the Vermont border until it enters Rensselaer County.

The Adirondack/Glens Falls Transportation Council provided traffic data for NYS Routes 22 and 149. The Annual Average Daily Traffic (AADT) and the year the counts were taken are listed below for the portions of NYS Routes 22 and 149 that are near or located in the Village.

US Route 22:

- Overlap with NYS Route 149 to points north
AADT = 5,530 Vehicles – 2001
- Overlap with NYS Route 149 to points south
AADT = 2,780 Vehicles – 2001

US Route 149:

- Vermont state border to County Route 24
Intersection
AADT = 5,250 Vehicles – 1998
- County Route 24 Intersection to NYS Route 22
overlap
AADT = 5,050 Vehicles – 1999
- NYS Route 22 overlap to points south
AADT = 4,050 Vehicles – 1999

COUNTY ROUTES

County highways within the area consist of Routes 24, 25, and 26. County Highway Routes generally link state highways to local roads or provide a connection from one county highway to another. County Route (CR) 24 runs north to south adjacent to the Granville Airport, connects NYS Route 22A to NYS Route 149 in the Village where it terminates. CR 25 begins at its intersection with CR 24 then continues southeast and crosses the Vermont border. This route provides a direct connection for commuters in the Village to travel to Poultney Vermont. County Route 26 is a short length of road that passes through the eastern portion of the Village and connects NYS Route 149 to NYS Route 22. All remaining roads in the Village are classified as local roads and generally facilitate short trips.

DESIGNATED TRUCK ROUTES

According to the NYSDOT, Official Description of Designated Qualifying and Access Highways in New York State, the following routes are designated as qualifying highways for larger dimension vehicles.

1. NY 22 – Junction of NY 9N and NY 74 to CR 26 (Church Street) in the Towns of Ticonderoga, Putnam, Dresden, Whitehall, Fort Ann and Granville, and the Village of Granville.
2. CR 26 – (Cot Bed Road and Church Street) – NY 22 to the Telescope Furniture Facility (0.5 miles) in the Town of Granville and the Village of Granville.

PUBLIC TRANSPORTATION

Another existing mode of transportation provided in the Village is the Granville Airport. The Granville Airport is located 1 mile north of the Village and consists of a 2,500 foot long by 36 feet wide asphalt paved runway. The airport is open year round and is home to over 40 private, single engine aircraft. Aircraft operations average 74 flights per day, with the vast majority of arrivals and departures occurring during the summer months, due to the popularity of Lake Saint Catherine as a vacation destination.

Contributing to the transportation system surrounding the Village is the Amtrak passenger railroad system. Amtrak's *Ethan Allen Express* rail system provides service from New York City to Rutland Vermont. The section of the railway system from Albany to Vermont progresses to the west of the Village. The nearest station served by the *Ethan Allen Express* is located in Fort Edward.

Presently, there are no bus routes provided within the Village. The Capital District Transportation Authority's nearest designated bus route is within Rensselaer County. The transit system could be

BICYCLE AND/OR PEDESTRIAN ROUTES



New Sidewalks on Church Street

improved by taking advantage of the New York State Department of Transportation Rural Transit Assistance Program (RTAP). This program offers funding for training, technical assistance, and related support for transit systems in non-urbanized areas.

There are no major bicycle and/or pedestrian accommodations existing within the Village. However, located to the West of the Village are two bicycle and/or pedestrian facilities. A dedicated bicycle lane on Route 4 accommodates bicycle and/or pedestrian activities. Route 4 is also considered a travel route designated as a New York State Scenic Byway. The New York State Scenic Byway campaign is underway to lure autumn “leaf peepers” to the back roads of New York. Publicity in the form of a travel guide, a web site, ads in major newspapers and designated signage has been established to promote awareness. The local route follows Route 4 from Waterford to Whitehall and extends north along Route 22 to Quebec and east into Vermont around the perimeter of Lake Champlain.

New York State Bicycle Route 9 is 345 miles in length and parallels the Hudson River from New York City to Canada where it follows the Chamblay Canal Towpath to Montreal. Bicycle Route 9 travels through several Hudson River communities in the Capital region including Troy and Waterford where the gateway on the NY State Canal System is located. Plans are underway and construction has begun for the New York State Thruway Canalway Trail system. Canalway trails are planned to eventually link Buffalo to Albany. Once construction is completed, a network of trails will be established providing bicycle access to the surrounding borders of New York State.

PLANNED IMPROVEMENTS



Several improvements to the transportation corridor within the Village of Granville are planned in the near future. The New York State Department of Transportation will begin reconstruction on the Route 149 (Main Street) Bridge in March 2004. The bridge, located between Glen Street and River Street in the Village, has structural deficiencies, according to an inspection conducted by DOT in 1997. The existing concrete arch and steel girder structure will need total replacement. The bridge will be shut down completely for a period of three to four months in order to expedite the project. Construction is anticipated to be completed November 2004.

As part of the Bridge replacement, NYSDOT will provide handicapped accessibility by regrading the approaches to a footbridge that spans the Mettowie River from the Slate Valley Museum to the Pember Library and Museum of Natural History.

An extensive sidewalk renovation program currently exists for homeowners within the Village. The sidewalks within the Village are improving annually with the help of the Sidewalk Program. This Village program sets aside \$15,000 each year for matching the cost of private sidewalk installation. If a property owner builds the sidewalk to the specifications of the Village, they will be reimbursed at the rate of \$2.50 a square foot or 50% of the cost of installation.

In November 2001, the Village of Granville formally submitted a grant application for funding from the NYSDOT Transportation Enhancements Program. The Village is attempting to acquire a 4.75-mile stretch of the old D & H railroad bed for a hiking, biking, snowmobile, and fishing access. If constructed, the developed railroad bed will provide a recreation pathway for multiple year-round recreational activities.

ISSUES & CONCERNS

Based on conversations with the Mayor, Chief of Police, and other Village officials, the Village has specific traffic safety issues that will need to be addressed in the near future. Major transportation concerns are the following:

- Pedestrian access and circulation.
- A need for a traffic light at the intersection of Church Street and East Main Street.
- Excessive delay for vehicles exiting from side streets onto Quaker Street.
- The intersection of Quaker Street and West Main Street should be reconfigured to a “T” intersection to solve problems associated with conflicting vehicular movements and inadequate sight distance.

Excessive speed is a major concern for the following streets:

- North Street (County Route 24)
- Pine Street (County Route 25)
- Mettowee Street
- East Main Street (N.Y. Route 149)
- East Potter Avenue
- Quaker Street (N.Y. Route 149)