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Subject: **Status of McKownville Study Work**
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Folks:

As some of you may recall from the last meeting, the Study team asked Jan Weston for a no-cost extension to the study so as to ensure that (1)we were able to get from the appropriate Town departments all the necessary "reality checks" for the concepts to be included in the Implementation Strategy and (2)we took care of both the planned Study products and a couple of additional items such as the September 4 meeting with CDTA to discuss opportunities for "early wins" based on CDTA's having secured a Multi-Modal Program grant from the State. Jan graciously agreed to extend the term of the effort as need be to get everything wrapped up properly. I wanted to briefly provide an update on the effort since then, including some new developments in the area of recommendations.

First, we have provided the Town Water and Wastewater Management and Highway Departments with listings and basic descriptions of the project concepts dealing with intersections, sidewalks and trails. The aim of doing so was twofold: to get reality checks on the concepts themselves, and to provide these departments with a chance to weigh in on the matter of how the relative prioritizations of these projects would be affected by other work they want to do. As an example of the latter, the Water and Wastewater Management Department plans to make improvements to the area's stormwater infrastructure in what is largely a southeast to northwest progression, so as to ensure that downstream capacity is improved first. This approach would have implications for trail development, with concepts such as the Krum Kill West Branch Trail arguably standing a logistically better chance of being developed earlier, as the stormwater infrastructure improvements were progressed. In cases such as this one, it would seem that trail development would be possible as part of the site

cleanup or "finishing" work once the infrastructure work was completed. We will contact Water/Wastewater and Highway early next week to check the statuses of their deliberations.

We have also undertaken both a review of the Transportation Improvement Program for the region and a quick analysis of pavement conditions on area streets to determine the potential for the incorporation of Study recommendations into upcoming projects. Along a similar line, we have discussed with CDTA staff those CDTA programmatic and route modification opportunities which could include implementation of Study recommendations.

The meeting with CDTA took place on September 4, with the Study concepts for the UAlbany, McKown/Norwood and Fuller intersections holding the greatest promise for inclusion in CDTA's Multi-Modal Program project.

In the course of e-mail exchanges and phone conversations with both Steering Committee members and other interested parties, a number of new concepts have arisen for the corridor which we feel could be included in the Implementation Strategy.

* On Elmwood Street, residents report a problem with short-cut traffic (connecting between Western and Fuller) in both directions, making walking along this street difficult at times. In addition to the sidewalk construction and reconstruction projects already developed for Elmwood, two concepts we see holding promise for reducing this dynamic are (1) a curb extension at Western creating a "one way at the intersection" condition for Elmwood (see attached picture) and (2) a minor reconstruction of the Elmwood leg of the Fuller/Elmwood intersection to "square off" left turns from Fuller to Elmwood (to reduce the speed at which this maneuver is made). Initial feedback from some Elmwood residents on these ideas has been positive; we could include these concepts in the report not as a recommendation but as a "for instance" idea attached to a recommendation that the short-cut issue on Elmwood be examined in further detail. We made a similar recommendation in our Lawn Avenue Gateway Design Study in North Albany; in the report for that study, we specifically suggested surveying residents of the street to get their views on the desirability of this concept. A similar suggestion could be raised in the Elmwood discussion. * A couple of minor concepts which have come

up for other locations include provision of some sort of barrier (preferably one designed with some degree of aesthetic quality) to separate pedestrians from westbound motor vehicle traffic on the Thruway bridge and the application of short lengths of centerline on the side streets off Western and Fuller to provide vehicles turning onto these side streets with visual cues regarding where they are supposed to be (hopefully slowing them down somewhat in the process).

* In the area of transit, another idea which floated up recently was the idea of express CDTA service from McKownville to downtown and vice versa. CDTA staff indicated that there were opportunities to explore this concept, based on existing bus service in the Western Avenue corridor; as such, it seems that there could be a recommendation in the report of more detailed exploration of the potential for express service . * Finally, based on more detailed examinations of CDTA/UAlbany service agreements and discussions with CDTA, we have modified one of the "Notes..." document's recommendations calling for pilot-testing of a UPASS-type "ride anywhere" arrangement for students to emphasize promotion of existing service opportunities (which come close to UPASS in a number of ways) on campus. The allure of this idea to CDTA lies in there apparently being minimal effort on the numerous college campuses in the area to promote transit use; the potential exists for a promotional effort at UAlbany to serve as a model for similar efforts on other campuses.

In light of these developments, we have once again had to revise our timetable slightly. Our aim is to be set for a meeting toward the end of this month or the beginning of November; at this meeting, we propose to distribute copies of a draft Study report and give a quick presentation on the contents; after the meeting, there would be a few weeks for review and comment. Toward this end, we will be in touch next week regarding scheduling the meeting.

Thanks for your patience as we work to get the Implementation Strategy together, and thanks to all of you who have provided feedback on the September 17 "Notes on Subsequent Explorations" document and/or shared other ideas over the past month.

Best,
Steve

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