



KENNETH D. RUNION
SUPERVISOR

November 14, 2002

Mr. John P. Poorman
Staff Director
Capital District Transportation Committee
5 Computer Drive West
Albany, NY 12205-1606

Re: Candidate TIP Project

Dear Mr. Poorman:

Please find attached a completed project justification package for the Town of Guilderland's candidate project for the 2003-08 Transportation Improvement Program. The Town of Guilderland is committed to providing the required match for this project if selected for the program.

If you have any questions or concerns regarding the Town's proposed project, please feel free to contact Ms. Jan Weston @ 356-1980.

Sincerely,

Kenneth D. Runion
Supervisor

Project Justification Package

For Candidate TIP Projects

Project Sponsor:

Town of Guilderland

Contact Person:

Jan Weston

Phone Number of Contact Person:

356-1980

Project Title:

Mckownville/Western Avenue Sidewalk Construction

Project Type (describe the major part of the project only, e.g., reconstruction or bridge replacement):

Pedestrian Project

1. In the space below, please provide a cost estimate if one is available. This step may be omitted for highway resurfacing/reconstruction projects. Please also provide the source of the cost estimate. CDTC will review all cost estimates for consistency with projects of known costs.

\$520,000

2. In the space below, please describe the proposed project. Please include all improvements in the intended project scope. For example, include drainage, sidewalk or guiderail work for a reconstruction project if they are included in the intended scope.

Construction of new sidewalks and some reconstruction of existing sidewalks along both sides of Western Avenue (US Rt. 20) from Fuller Road to the Albany City line. (950' of reconstruction/5,475' of new construction - \$165,000).

Western Ave./Ualbany Intersection Improvements (\$125,000) including:

- Reconstruction of the west leg of the intersection to take out the westbound acceleration lane/bus bay and reclaim for greenspace and lighting.
- Extend the median island on the Ualbany leg of the intersection to block potential movements through the intersection from the right turn lane on the westbound approach.
- Relocate the eastbound and westbound stop bars to accommodate crosswalks.
- Reduce the radius of the northwest corner.
- Install new high-visibility crosswalks.
- Install new countdown timer pedestrian signal heads with ped buttons.

Western Ave./McKown Road/Norwood Street Intersection Improvements (\$125,000) including:

- Install bulbouts on the eastbound and westbound Western Ave. approaches to the intersection.
- Install pedestrian button-initiated “No Rights On Red” signs and “countdown timer” pedestrian signal heads with ped buttons.
- Curb off the southeast corner and consolidate driveway accesses.
- Install new high visibility crosswalks.
- Install new sidewalk along west side of McKown Road (Passonno property).

**Western Avenue/Fuller Road Intersection Improvements (\$85,000)
including:**

- Relocate westbound bike lane.
- Install pedestrian button-initiated “No Rights On Red” signs and “countdown timer” pedestrian signal heads with ped buttons.
- Reduce radius of northwest corner.

Construct a median on the east leg of the Western Ave./Fuller Road intersection with a turn pocket provided for access to the Burger King (\$20,000).

3. Please indicate the location and/or project limits. If appropriate, include a map showing exact project location and start and end points.

The project involves sidewalk and intersection improvements on both sides of Western Ave. from Fuller Road to the Albany City line.

4. Please enter the approximate length of project and the number of bridges, if applicable.
3500'

5. Please provide a narrative discussion of the nature of the problem that the project is intended to solve.

The McKownville area in the Town of Guilderland has witnessed a significant amount of traffic growth over the past 20 years with Western Avenue now carrying between 25,000 to 38,000 vehicles per day. While residents in this area are located within walking distance of restaurants, offices, shopping, transit, etc., the pedestrian environment has steadily deteriorated with the increased traffic congestion. The existing sidewalk system along Western Avenue is discontinuous, substandard and physically deteriorated and there is a lack of quality crossing opportunities along Western Avenue that significantly hampers transit use. With the increasing development of the UAlbany Campus and the potential redevelopment of the nearby State Office Campus, automobile traffic and pedestrian demand will continue to rise.

In spite of the existing substandard bicycle and pedestrian facilities, there is relatively heavy existing pedestrian and bicycle travel in this area. The proposed project will improve significantly the walkability of the corridor, the overall quality of life for the residents, and the business environment.

6. Are there current plans for economic development, which are dependent on this project? (~~Yes~~/No) Will this project have a positive, negative or null impact on future economic development activities? (Consider jobs, tax revenues, etc.) Please comment further in the space provided if desired.

An improved pedestrian environment should have a positive impact on future economic development activities in the area. There are many neighboring uses such as hotels, restaurants, shops, offices and residents that benefit from an improved pedestrian environment.

7. Please describe the relationship of this project to local land use and transportation plans.

The proposal is an outgrowth from the Town of Guilderland's Comprehensive Plan (August 2001) and the subsequent McKownville Corridor Study currently being completed. Two public meetings have been held with the neighborhood residents and businesses and there has been a continual dialogue with the McKownville Neighborhood Association that indicates the proposal is a high priority. The cost estimates for the proposal are derived from the McKownville Corridor Study.

The project will also complement an existing multi-modal project being led by CDTA to improve the transit environment along the Western Avenue corridor from N. Allen St. westward to Fuller Road. It is anticipated that this proposal and the currently funded CDTA multi-modal project may be considered one multi-phased project for TIP purposes.

8. Please identify any necessary Right-of-Way (ROW) purchases. None anticipated.

Residences (e.g., three residences taken):

Business (e.g., parking loss or gain):

Other ROW purchases (please explain):

9. Please indicate any impact this project will have on any sensitive lands (i.e., environmentally, historic, recreational). Please provide as much specific information as possible.

None anticipated.

10. Please note any other environmental issues not addressed above.