

Current Folder: **INBOX**[Compose](#) [Addresses](#) [Folders](#) [Options](#) [Search](#) [Help](#)[Sign Out](#)
[SquirrelMail](#)[Message List](#) | [Delete](#)[Previous](#) | [Next](#)| [Forward](#) | | [Reply](#) | | [Reply All](#)Subject: **RE: Draft McKownville Corridor Study Report**[View Full Header](#)
[View Printable Version](#)From: "Childs" <lchilds1@nycap.rr.com>

Date: Fri, January 10, 2003 5:04 pm

To: "Stephen Allocco" <sallocco@telenet.net>,
<westonj@townofguilderland.org>, ([more](#))Cc: <ivanvamos@hotmail.com>, <dreeb@albany.edu>, ([more](#))Priority: **Normal**

RE: Draft McKownville Study Report

Steve, Ivan,

I haven't done a field check, but I wondered if it would be possible to connect McKownville, and in particular the Stuyvesant Plaza area, to the Pine Bush by a multiuse trail that would go into the area behind Murcer Street along the power lines, then head west and then north along some kind of easement to the Washington Avenue bridge over the Northway, then go under that Washington Avenue bridge, alongside the Northway, then proceed east, parallel to Washington Avenue, to the sidewalk on the west side of Fuller Road underneath I-90, pass under I-90 on that sidewalk, and then connect up with the path that connects Fuller Road to the Pine Bush Preserve west of the Albany Landfill. If there was room to run the trail under the two bridges (or if in some future reconstruction, room could be made), then this would yield a connection, totally free of conflicts with vehicles, between Murcer Street and the SEFCU/Pine Bush Preserve Visitor Center on Route 155.

Lindsay

-----Original Message-----

From: Stephen Allocco [<mailto:sallocco@telenet.net>]

Sent: Tuesday, December 31, 2002 7:58 AM

To: 'Childs'; westonj@townofguilderland.org; Sjfeen@aol.com;REID97@aol.com; billmeehan@hotmail.com; ktabora@turfhotels.com;CDTC@crisny.org; BertSchou@cdta.orgCc: ivanvamos@hotmail.com; dreeb@albany.edu; 'John Tozzi';martinh@cdta.org; SAllocco@cmellp.com

Subject: RE: Draft McKownville Corridor Study Report

Lindsay et al.:

First, Lindsay, thanks for the thorough review and detailed comments. Per our previous exchange of messages on this topic, I'm working up a considerable number of possible changes to the report based on this list of concerns.

To the rest of the group, I'm preparing a compendium of comments received with possible changes reflecting these comments, to provide a starting point for discussion in a final Steering Committee meeting during which we would reach closure on the desired changes. Toward this end, I'd encourage all of

you to get to me any comments you may have on the draft such that development of this compendium can take place in advance of the final meeting.

I also wanted to amplify one of Lindsay's points regarding the draft, in the hope of prompting some late idea development: we too were concerned that bicycling did not receive as thorough a treatment in the draft report as did the other subjects (particularly pedestrians and transit) in this study. Based on a review of my meeting notes, I would comment that this was not due to not having thought the subject through; rather, the report does follow the lead of the group, and the meeting discussions primarily emphasized pedestrians, transit and general design. The report emphasizes the group's expressed priorities, which were also the ones we heard at the public workshops. That said, we are interested in your thoughts on additional cycling-related items to add to the report; one idea we had regarding a cycling-related addition was to add in a brief (c. 3-5 pages) primer on the steps which could be taken locally to enhance cycling's presence and status in the neighborhood (and indeed, in the Town as a whole). The primer would be fairly generic, but use local examples to illustrate its points. Any thoughts?

Thanks again to all of you for taking the time to review this material. Looking forward to the next meeting; possible dates for this meeting are currently being explored, and either we, CDTC or the Town will advise all of you of the details soon.

Best,

Steve

Stephen Allocco
Senior Planner

Creighton Manning Engineering, LLP
4 Automation Lane - Suite 250
Albany, NY 12205-1663
(518) 446-0396 (voice)
(518) 446-0397 (fax)
www.cmellp.com

[Download this as a file](#)

Attachments:

[untitled-\[2\]](#) 15 k [[text/html](#)] [download](#) | [view](#)

Current Folder: **INBOX**[Compose](#) [Addresses](#) [Folders](#) [Options](#) [Search](#) [Help](#)[Sign Out](#)
[SquirrelMail](#)[Message List](#) | [Delete](#)[Previous](#) | [Next](#)| [Forward](#) || [Reply](#) || [Reply All](#)Subject: **Re: Draft McKownville Corridor Study Report**[View Full Header](#)
[View Printable Version](#)From: **REID97@aol.com**Date: **Fri, January 10, 2003 5:24 pm**To: **salocco@telenet.net, lchilds1@nycap.rr.com,
westonj@townofguilderland.org, (more)**Cc: **ivanvamos@hotmail.com, dreeb@albany.edu, JTozzi@cmellp.com, (more)**Priority: **Normal**

Steve--

With regard to the proposed boulevard between Fuller Road Extension and Church Road, it appears you have not extended the left hand turning lane (for Church Road) all the way to Fuller Road Extension. You have the room to extend the turning lane on to the bridge to allow stacking but instead you striped it -- why? Other than that the boulevard looks great!

Dave

David E. Reid, Esq.
31F Knights Bridge
Guilderland, New York 12084
cell (518) 221-7343

[Download this as a file](#)**Attachments:**[untitled-\[2\]](#) 0.7 k [text/html] [download](#) | [view](#)[Take Address](#)

Current Folder: **INBOX**[Compose](#) [Addresses](#) [Folders](#) [Options](#) [Search](#) [Help](#)[Sign Out](#)[SquirrelMail](#)[Message List](#) | [Delete](#)[Previous](#) | [Next](#)| [Forward](#) | | [Reply](#) | | [Reply All](#)**Subject: RE: Draft McKownville Corridor Study Report****From: Steve Allocco <SAllocco@cmellp.com>****Date: Fri, January 10, 2003 5:40 pm****To: REID97@aol.com, sallocco@telenet.net,
lchilds1@nycap.rr.com, ([more](#))****Cc: ivanvamos@hotmail.com, dreeb@albany.edu, John Tozzi ([more](#))****Priority: Normal**[View Full Header](#)
[View Printable Version](#)

Hi, Dave (et al.):

I have the full diagram for Church to Schoolhouse in front of me (we'll be including in the final report, by the way), and it shows that area very deliberately hashed out, so it doesn't appear to have been an oversight. What I see looking at the full corridor is that this appears to be intended to (1) keep westbounders from driving into the end of the boulevard and (2) provide space for eastbounders in the "fast" lane to drift northward to the where their lane is at the Fuller Alternate intersection. If I'm correctly interpreting everything I see from the original layout, it looks like the taper to the left turn lane actually starts further upstream with the boulevard than it currently does. It doesn't amount to any more left turn storage capacity, but not really any less, either.

I'll leave a note on this question for the design folks (some of whom may be in for a bit tomorrow), so I can give you and the group a more authoritative answer ASAP.

Best,
SteveStephen Allocco
Senior PlannerCreighton Manning Engineering, LLP
4 Automation Lane - Suite 250
Albany, NY 12205-1663
(518) 446-0396 (voice)
(518) 446-0397 (fax)
www.cmellp.com

-----Original Message-----

From: REID97@aol.com [mailto:REID97@aol.com]

Sent: Friday, January 10, 2003 5:24 PM

To: sallocco@telenet.net; lchilds1@nycap.rr.com;westonj@townofguilderland.org; Sjfeen@aol.com; billmeehan@hotmail.com;ktabora@turfhoteles.com; CDTC@crisny.org; BertSchou@cdta.orgCc: ivanvamos@hotmail.com; dreeb@albany.edu; JTozzi@cmellp.com;martinh@cdta.org; SAllocco@cmellp.com

Subject: Re: Draft McKownville Corridor Study Report

Current Folder: **INBOX**[Sign Out](#)[Compose](#) [Addresses](#) [Folders](#) [Options](#) [Search](#) [Help](#)

SquirrelMail

[Message List](#) | [Delete](#)[Previous](#) | [Next](#)| [Forward](#) | | [Reply](#) | | [Reply All](#)Subject: **RE: Draft McKownville Corridor Study Report**[View Full Header](#)[View Printable Version](#)From: "ivan vamos" <ivanvamos@hotmail.com>Date: **Sat, January 11, 2003 9:14 pm**To: lchilds1@nycap.rr.com, sallocco@telenet.net,
westonj@townofguilderland.org, ([more](#))Cc: dreeb@albany.edu, JTozzi@cmellp.com, martinh@cdta.org, SAllocco@cmellp.comPriority: **Normal**

hi everyone.. I field checked and mapped the area east of the Northway. ample open space, even some wetland vegetation and Albany sewer ROWs exist to connect up to Washington Ave. extension.

but.

SUNY ? CSTM and related development is filling it in fast, with (from my perspective) little planning to guide them - pine-bush vegetation was being bulldozed even where there was no other work being done.

I suggest using the sewer ROWs after the power lines, north of Freedom Quad, to head north then west towards the Washington Ave bridge. to get to Crossgates, etc. but that's a poor way to get to the Pinebush.

a safe crossing of Washington Ave. at Fuller Rd. is badly needed (in both directions) - this basic safety need would also connect trails behind SUNY (if any) to the north would get you to existing trails that connect around Rensselaer Lake and to the north into the Pinebush in Colonie as well as future trails that will go west past the Albany solid waste site - into other Pinebush segments. the NOrthway and Thruway bike trail underpasses are already there in that location (north of Washington and the Thruway toll booths).

>From: "Childs" <lchilds1@nycap.rr.com>
>To: "Stephen Allocco" <sallocco@telenet.net>,
><westonj@townofguilderland.org>, <Sjfeen@aol.com>, <REID97@aol.com>,
><billmeehan@hotmail.com>, <ktabora@turfhotels.com>, <CDTTC@crisny.org>,
><BertSchou@cdta.org>
>CC: <ivanvamos@hotmail.com>, <dreeb@albany.edu>, "'John Tozzi'"
><JTozzi@cmellp.com>, <martinh@cdta.org>, <SAllocco@cmellp.com>
>Subject: RE: Draft McKownville Corridor Study Report
>Date: Fri, 10 Jan 2003 17:04:28 -0500
>

>RE: Draft McKownville Study Report

>Steve, Ivan,

>I haven't done a field check, but I wondered if it would be possible to
>connect McKownville, and in particular the Stuyvesant Plaza area, to the
>Pine Bush by a multiuse trail that would go into the area behind Murcer