

**COMMENTS RECEIVED ON DRAFT REPORT
AND RESPONSES/PROPOSED CHANGES**

McKownville Corridor Study

Town of Guilderland, Albany County, New York

CME Project #02-009d

Submitted to:

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January 13, 2003 **MCKOWNVILLE CORRIDOR STUDY**

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Based on comments received to date and ongoing internal review, the following changes are proposed to the draft transmitted on December 9. In addition to the indicated changes, a number of typographical errors have been found and will also be corrected in the final report.

General Comments/Requests for Changes

Comment: Great job. Congratulations. As I say in the comments and will be happy to say again and again, this is a first class report. May every community in Guilderland be so lucky as to have you do their study.

Response/Proposed Change: Had to throw that in.

Comment: The major criticism is that the report "does" McKownville but McKownville interacts with the City and with Colonie and Bethlehem and the Capital District in so many ways that there is more than a small chance that changes in one will not include factual conditions and changes in the others, to the detriment of all.

Response/Proposed Change: A general note will be added as a new fourth paragraph in the "Background and Purpose" section of the Executive Summary noting this context and the reality that improvements in one community will while providing benefit will not resolve problems related either to the "total trips" many people are taking or change the overall climate of the area as far as motorist behavior is concerned.

Comment: Many worked hard on this and we should all be proud of our community in being willing to shoulder the effort.

Response/Proposed Change: Agreed.

Pedestrian and Bicycle Facilities and Environments

Comment: page 1-1: The idea of "Making these routes official" in the neighborhood north of Western Avenue will be controversial. Compare this idea with your comments at pages 1-19 and 1-20.

Response/Proposed Change: It may be safer to rework this bullet to emphasize the proper context in which they should be considered as parts of the local transportation system. For example, the following verbiage might replace the subject discussion:

"The internal routes north of Western Avenue provide emergency and homeowner access, and remain important for internal bicycle and pedestrian circulation. While people from outside the area use them, the routes are short, not well connected, and duplicative of the sidewalks proposed for Western Avenue. Thus, maintenance of these routes is perhaps best oriented toward very localized use."

Comment: Figure 1-1 has inaccuracies in the sidewalk network around the southwest portion of Crossgates- there is a sidewalk on the east side of Crossgates Mall Road north of Western Avenue.

Response/Proposed Change: The figure will be corrected.

Comment: Figure 1-1 needs several corrections. Brookwood Avenue is the name of the avenue, not Brockwood. A sidewalk is needed along the entrance to Stuyvesant from Western, (just as shown for Crossgates near Johnston Road) not just along Western Avenue. From Westlyn to Brookwood heading east there is no existing sidewalk except for a short section near Brookwood. The map need be changed.

Response/Proposed Change: The figure will be corrected.

Comment: From Brookwood to Arcadia heading east there is a sidewalk that meets standards but only in front of the firehouse.

Response/Proposed Change: The figure will be corrected.

Comment: Ayre Street is not named on Figure 1-1 (many streets are not named on the map) but more importantly for Westlyn Court and Ayre a sidewalk extending from Western south on Westlyn and Ayre to Dillenbeck may not be needed. Several other smaller streets, Westlyn Place (not named on Figure 1-1), Brookwood, Elmwood and a portion of Norwood, are shown needing sidewalks and it is not clear from the Needs Survey conducted by the Association that sidewalks are desired by the residents on these smaller streets.

Response/Proposed Change: Noted. The principle applied to identification of sidewalks for new construction was to connect larger developments to Western Avenue in particular. Based on this insight, the group may wish to assign a low priority to this projects. ✓

Comment: More work need be done to firm up the demand for sidewalks along the smaller streets. (The bullet three on page 1-1 need be rewritten to reflect this.) See also SW-8, SW-9, SW-10, SW-11, and SW-12 for possible revision, also-pages 1-8 through 1-10.

Response/Proposed Change: The principle applied to reconstruction was complete in-kind replacement of existing sidewalks requiring improvement. The point raised in this comment may have some bearing more on the group's sense of relative priority for individual projects than on whether or not to set forth project recommendations for some lower-demand sidewalks at all.

Comment: The University ring road is shown in Figure 1-1 as having a sidewalk from the Western Avenue entrance through to Fuller and it does-except that the sidewalk starts along the south side and jumps to the north side and then is on both sides for a short stretch near Fuller. There is no crosswalk light to permit pedestrians to cross from one side of the ring road to the other and not sufficient pedestrian markings (wide white stripes in the road) showing auto drivers that pedestrians may be crossing at several points.

Response/Proposed Change: The Figure will be corrected. The matter of internal UAlbany pedestrian safety can be briefly noted in the "Destination Treatments" discussion in the "Notes on Other Topics" section starting on Page 1-13.

Comment: The sidewalk outlined for Schoolhouse to Church heading east needs a better solution. As drawn it would require pedestrians to climb a significant hill as well as confront traffic that is both moving rapidly and turning in a tight circle. The sidewalk along Fuller, southbound, stops at the City line, not surprisingly for this is a Guilderland study, but it need be extended all the way to Washington Avenue for safety purposes, on both sides in several of the sections, and on through to Central Avenue.

Response/Proposed Change: This comment is assumed to be in regard to the sidewalk going around the southern end of Fuller Road Alternate. This sidewalk is seen as a secondary means of making this connection to the sidewalk improvements along the eastbound side of Western Avenue outlined in Projects SW-2 and IS-5 (see the discussions of these projects elsewhere in this compendium). As for the Fuller Road matter, the "Notes on Other Topics" discussion starting on Page 1-13 can include a note on intermunicipal coordination of these types of improvements.

pass
1-5
4-14 →

4

Comment: page 1-5, SW-1. A sidewalk along the east side of Johnston Road would not benefit the Alton Road neighborhood prior to construction of a sidewalk along the south (eastbound) side of Western east of Johnston. (The closed path from Patricia would be a benefit to them.) Sidewalks along Johnston Road are a priority because they would serve the residents of Johnston Road and the adjacent apartment complexes (Oxford Heights), connecting them to the school, the Price Chopper, and CDTA.

Response/Proposed Change: While this point is well taken, the Study Team does see even a partial accommodation along the route from Alton Road to Westmere Elementary School as providing a benefit to people attempting to walk this route. The "important pedestrian link" phrase will be changed to make clear that this is only *part* of the link needed.

Comment: SW-2 Despite a lot of discussion up to this point, there is nothing said in this report about a possible design of a sidewalk along Western Avenue eastbound from the Thruway Bridge to Schoolhouse Road, and a sidewalk at that location is not indicated in Figure 1-1. Have you given up on trying to come up with a feasible design?

Response/Proposed Change: The Study Team has identified a means of establishing a pedestrian connection from Thruway Bridge to Schoolhouse Road, using both a sidewalk under the Fuller Road Alternate bridge and a pedestrian button-actuated crossing sign for the slip ramp (for the latter, see IS-5, page 4-14). Figure 1-1 will be corrected to include the proposed sidewalk, and the discussion of improvement concept SW-2 (Western Avenue Eastbound Sidewalk Improvements) will be amended to include it.

Comment: The sidewalk near the University entrance on Western, heading west, probably does meet Town standards and therefore the map need be changed.

Response/Proposed Change: This will be confirmed, and the Figure changed if the sidewalk does indeed meet Town standards.

Comment: Some mention should be made to a possible Thruway-Northway EZ-Pass connection in this area and opportunities to improve the pedestrian environment beneath it.

Response/Proposed Change: This item will be added to the "Traffic Operations/Recommendations/Miscellany" section (page 4-24).

Comment: page 1-6. SW-3. Misprints: westbound (north) side ; Waverly to Fuller is reconstruction. Regarding the Additional Notes: there is no reason not to have a standard width sidewalk along the entire north side of Western Avenue east of Fuller Road.

] Not True
Answers!

Response/Proposed Change: The misprint will be corrected. The Study Team will double-check the right-of-way indications it has for certain parts of this section of Western Avenue, as the initial indications were that certain spots might not have adequate space for both a sidewalk and an at least rudimentary maintenance strip.

Comment: SW-4. Sidewalks are needed as spokes from the perimeter to the Crossgates Mall building, not so much along the mall ring road. For example, there is an existing path connecting Gipp Road to the northwest corner of the Mall parking lot, but there is no pedestrian/bicycle route to the Mall building from there. Along the north side of Filenes there is a sidewalk that stops at the end of the building, leaving the pedestrian to walk in the road. That sidewalk could be continued west to the ring road as part of a connector to Gipp Road.

Response/Proposed Change: If the Steering Committee desires, the loop concept could be replaced with a number of strategic radials.

Comment: More thought is needed concerning the pedestrian environment around Crossgates.

Response/Proposed Change: The "Additional Notes" discussion for Project SW-4 (Crossgates Mall Sidewalk Improvements) can be amended to reflect concepts such as the possible modification of parking rows (removal of parking spaces or providing a sidewalk between paired parking spaces) to enhance pedestrian connections to the Mall building from the ring road.

Comment: page 1-7, SW-5. The large vacant Lupe parcel represents an opportunity to get a lot of sidewalk on the northbound side of Church Road. Perhaps a realignment of the roadway to the west would create space to permit connecting a sidewalk on the Lupe parcel to the Great Oaks sidewalk on the northbound side.

Response/Proposed Change: These points can be added to the "Additional Notes" discussion for SW-5, although the Study Team recommends that the Town have the final say on whether the owners of specific parcels would be identified in this discussion.

Comment: The McKown Road sidewalk need exist to at least the McKownville park entrance path and though the path entrance is not marked on Figure 1-1 the proposed sidewalk seems to stop short of the park path.

Response/Proposed Change: The location of the path can be clarified in the Figure. This was the subject of some discussion at the first Public Workshop. (The Study Team subsequently noted the apparent beginning of the McKown Road end of the path just west of the Woodscape Drive intersection.) Note that the discussion of this project on Page 1-7 explicitly indicates that the path would be the endpoint of the sidewalk. OK

Comment: page 1-8, SW-8. Williams Court is a low priority. Who would use it? To go where?

Response/Proposed Change: Agreed - this sidewalk is/would likely be used primarily by residents of Williams Court and others accessing these homes (e.g., letter carriers). If the Town concurs, this project can be designed as having lower priority for improvement in the longer term.

Comment: page 1-9, SW-9. The Westlyn Court project would help connect this neighborhood to Abele Park once the sidewalk on McKown Road or the Pinnacle-Abele path is done. Maybe a sidewalk on Short Street would also make sense.

Response/Proposed Change: The prioritization scheme could reflect this sequence; also, if desired, a Short Street project can be added. The Study Team notes that Short Street will present challenges from the perspectives of streamside trail continuity or sidewalk development, with tight property lines among the sources of difficulty. SW-9
Not
Time

Comment: SW-10 Brookwood only needs a sidewalk on the side closest to a CDTA stop. If the Krum Kill trail is developed, consideration to extending the sidewalk to connect to the trail would be worthwhile.

Response/Proposed Change: The principle applied to reconstruction was complete in-kind replacement of existing sidewalks requiring improvement. If the group desires to "split" the project and the Town concurs, this can be indicated. The connection to the Krum Kill trail might better be indicated as part of the trail project as a "spur" element.

Comment: SW-11. Given the many other sidewalk priorities in the town, sidewalks on the dead-end streets in SW-11 are not a high priority except perhaps on Norwood Street. Some consideration might be given to sidewalks on one side of Norwood and Parkwood Streets on the side where the sidewalk would meet a crosswalk across Western Avenue. Despite the negativity about a sidewalk district in this report, such a district may be the most realistic funding opportunity.

*Presented
both sides
of the street*

Response/Proposed Change: This is offered to the rest of the Steering Committee as a discussion item. The previous point on in-kind replacements applied to these streets as well. If there is a concern regarding the tenor of the sidewalk district discussion, this was not intentional, and the section can be modified. The intent was to provide the decisionmakers with both a sense of what the degree of benefit from the district would be (so as to allow for consideration of the district concept along with other funding opportunities) and of some of the practical issues which have arisen when these districts have been established elsewhere.

Comment: SW-12. The Mercer Street sidewalk is not shown on Figure 1-1. I doubt that it is needed or would have much support. If the residents want a sidewalk, it should be funded by a sidewalk district.

*yes to be
done*

Response/Proposed Change: Figure 1-1 will be corrected. If the Steering Committee and the Town are comfortable with the general comment that the more isolated sidewalks which would provide benefits to narrower groups of people would be more appropriately funded by districts, this point can be made in the report.

Query

Comment: SW-13. The Schoolhouse Road pedestrian crossing improvement recommendation needs a diagram. As noted at SW-2, this proposal does not address the issue of a sidewalk between Schoolhouse and the Thruway bridge. Diagrams should show how pedestrian traffic should move between Church and Schoolhouse (both directions) under various design scenarios.

Response/Proposed Change: The Study Team has prepared a plan-view visual of this improvement, and will include it in the final report.

Pl 11

Comment: SW-14. The Zoning ordinance provisions should be a short-term action. But we need model ordinances.

why

Response/Proposed Change: This can be indicated as a short-term action. The Study Team will offer models or examples in the final report.

Comment: SW-14, park-and-ride facilities are recommended and it should be noted that the land owned by the Town in what is usually considered to be the Stuyvesant Plaza footprint might well be used for park and ride facilities. The acreage is not insignificant and is handy to buses, etc. As a park and ride facility it is valuable and CDTA might well be interested in renting it from the Town. Since the Town owns the land on which the Western Avenue entrance to Stuyvesant is located, it is assumed that the Town can gain access to its land by use of that entrance.

Response/Proposed Change: Point relayed to CDTA for "reality check" versus the Authority's plans and policies.

✓

Comment: BK-1. Church Road goes from Western Avenue to Johnston Road. Johnston Road between Western Avenue and the Town Line should be included here.

Response/Proposed Change: The endpoint identification for Church Road will be corrected, and Johnston Road can be added to the list.

Comment: BK-1 has a New McKown Road-Abele Park connection and while such should be built, in the short run the present connection needs better signage.

Response/Proposed Change: This point can be added to the "Notes on Other Topics" section's "Accessory

Treatments/Finishing Steps” discussion, which starts on Page 1-14.

Comment: BK-2. The 1995 Oregon Bicycle and Pedestrian Plan (page 66) indicates that shared roadway bicycle routes are suitable where the speeds are 25 mph or less, or the volume is under 3000 ADT. Church Road, Fuller Road, Schoolhouse Road, and Johnston Road do not fit these criteria. Thus designating these roads as part of a Town Bike Route System is inappropriate except as a goal. To make them suitable, these roads need at least 4 foot paved bike lanes (Oregon specifies 6 foot bike lanes).

Response/Proposed Change: The intended purpose of designating a set of facilities as Town bike routes was to identify a network that was the “backbone” of longer-distance (i.e., non-neighborhood) bicycle trips. The purpose was not to indicate that these facilities are all acceptable for use as shared roadways. The final report will indicate what the recommended treatment would be based on the New York State Department of Transportation’s *Pedestrian and Bicycle Facility Scoping Guide*.

Comment: The Dutch encourage bike use for trips of under 7 km. This report should include a conceptual bike route map, showing desired bike routes, and destinations such as parks, shopping, transit connections, where bike parking is particularly appropriate. In particular, a concept map showing desired bike routes within 7 km of the Crossgates transit hub, of the UAlbany science library bus stop, and of Stuyvesant Plaza would be desirable.

Response/Proposed Change: The Study Team can prepare a map including these elements for inclusion in the final report.

Comment: I have an impression that bicycling has not been thought through very well in this study, so far.

Response/Proposed Change (repeat of part of December 31 e-mail message): 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

good

Comment: BK-2 suggests widening to aid bicycle traffic but it is presumed that the suggestion does not apply to the already too wide lanes along Western from Schoolhouse to the city line on both sides.

Response/Proposed Change: This point will be clarified in the “Stage 3” bullet on Page 1-12.

Comment: Page 1-18 should include the desirability of a 30MPH law for Western Avenue in McKownville from Johnston to the City line, just as the Western Avenue speed limit in the City is 30 MPH. The rolling right trouble spot (paragraph 3) includes not only Western/Church but also Western/McKown, especially in the evening rush hour. Concerning the 30MPH, there is no reason that any of the streets in McKownville should be signed for speeds in excess of 30MPH

Response/Proposed Change: Regarding the speed limit, see the discussion of Project OP-1, Page 4-20. Western/McKown can be added to Paragraph 3 as another example of the “rolling right” problem.

Comment: page 2-2. An attempt should be made to keep open at least one east-west alley between adjacent streets north of Western Avenue. In particular, an attempt should be made to extend the existing path between Parkwood and Elmwood to a Norwood/Executive Park alley whose western end is the signalized crossing of Fuller Road (which needs to be moved to the north side of the intersection.)

OK

Response/Proposed Change: The Study Team can include a discussion of this concept either here or in the

8

"Notes on Other "Official and Unofficial" Facilities" section (page 1-18).

Comment: The map on page 1-19 may not be accurate. From comments made by neighbors over the years it is my understanding that between the older and newer subdivisions on the streets that dead-ended into the country club, there are east-west alleys, to connect Fuller to Elmwood, Elmwood to Parkwood, Parkwood to Glenwood, Glenwood to Norwood, Norwood to Waverly and Waverly to Knowles, both close to Western and further away from Western. In effect, the alleys form the letter "H" in back of the homes. Only the Fuller to Elmwood and Glenwood to Norwood are shown, along with the north-south alleys (the crossbar on the "H"), on the map. That all of these should be maintained for their amenity value to local residents seems to be the community desire, but of course they should be accurately depicted, as well.

Response/Proposed Change (repeat of part of December 27 e-mail message to the author of the comment): Regarding the alleys, the map presented in the draft came from the Town, and (the Team's) understanding is that it is "legally accurate" but does not reflect how some people have "reclaimed" certain parts of the alley system. (The real issue may be) the need to enforce the Town's ownership of this land by getting people to move their belongings (RVs, swing sets, sheds et cetera) off of these rights of way, not just for pedestrian access but to ensure that it has access to the underground utilities in the area. The alternative would call for the Town to transfer or sell these pieces of property to the adjacent property owners, but maintain easements in the deeds (and control what is placed on top of them).

*read the
be careful*

Comment: Item 4. The pedestrian environment west of the UAlbany perimeter road connecting the campus and the CESTM/Freedom Quad area is very unsatisfactory, but perhaps beyond the scope of the study.

Response/Proposed Change: It is beyond the scope, but in the interest of providing a complete discussion of conditions and issues, the words "across Fuller Road" could be dropped from the first sentence. In addition, a subsequent sentence can clarify that the issues are not limited to crossings of Fuller Road or the perimeter road, but involve travel along the access road as well.

✓

Recreational Areas

Comment: Reflecting on the contents of this chapter, the Study Team's sense is that the title of this chapter is not appropriate, for the chapter includes discussions of several trail concepts which would be quite beneficial to pedestrian or bicycle "purpose-oriented" travel (e.g., shopping, to-school or to-work trips).

Response/Proposed Change: The title of the chapter could be changed to "Trails and Recreational Areas," and any references in the document to "recreational areas" or "recreational trails" would be revisited and changed if necessary.

Comment: Recreational Areas. Item 3 on page 2-2; stone dust surfaced paths connecting the dead-end streets to the University may be needed but probably not and possibly will be strongly resisted by the residents. The path at the end of Parkwood might need some "mulching" because it is steep but the other four are probably fine as is. As for the "pipeline" route, the north-south routes referred to previously, the crossing of Fuller behind the professor's home certainly needs to be improved, as you indicate. There would probably be great resistance to abandoning the alleys and that need not be suggested in the report.

Response/Proposed Change: The wordings of the numbered items on Page 2-2 can be modified to achieve the desired clarifications and "softenings" suggested by this comment. Also, additional information on potential surface treatments can be provided, with the following being one example:

"Wood chips are also often used to keep paths intended for walking dry and free of mud and to minimize erosion. Wood chips can be used in areas with less traffic, or where the clear message to users would be that low intensity use is anticipated, such as the many short connections between local streets and the UAlbany sidewalk. Bicyclists approaching trail segments with such treatment usually choose to walk their bikes."

Comment: page 2-3. Here you recommend a crushed stone path along the Krum Kill; elsewhere at TRL-5 you recommend gravel or lawn because of the closeness to the stream.

Response/Proposed Change: The report will indicate an "either or," based on the following general discussion:

"The most appropriate material for the paths next to the Krum Kill need to be explored further as part of the final design effort (outside the scope of this study). The material will need to stay in place under flooding conditions, with geo-textile and other support likely required in spots. The approach should be to choose as fine a material as practical to allow a good surface for walking and wide tire bikes, but which at the same time is coarse and heavy enough to remain in place in case of flooding. The gravel used near Abele Park appears to be standing up well and provides a comfortable surface. Different stream sections may however require different solutions based on drainage and soils issues."

Comment: The quality of the surface of the paths and the sidewalks needs to be more carefully examined, probably in conjunction with the Town Pathways Committee. My children grew up in the era of no strollers and parents carrying children in backpacks. Much has changed and whether better surfaces are needed along nearly all streets and alleys is a question that is worth asking.

Response/Proposed Change: Point noted. See the response to the previous comment with regard to trail surface; use of the Town sidewalk standard also reflects a concern for surface quality. Also, the following point can be added to the report:

"Perhaps the Town Pathways Committee can assist Town technical staff in determining what trail surface treatments best fits projected use, construction budgets and the need to access underground utilities. Trail groups such as the Adirondack Mountain Club may also be able to provide skilled advisors to such an effort."

Comment: The concept of a trail along the Krum Kill connecting to a regional trail along the Normans Kill is exciting. I wonder if one could cross under the Thruway on Krum Kill Road rather than over the Thruway on Route 85? A concept map of the whole Krum Kill trail would be very desirable.

Response/Proposed Change: The Study Team examined all of the nearby underpasses, and found that all were tight. Also it should be noted that after much dispute perhaps 15 years ago, Route 85 remained "open" for bicyclists. An improved section along this route would help this cause. However, as this concept extends well out of the study area into other municipalities and since other projects such as the Normanskill rail-trail concept extending to Voorheesville also clusters in this area, this could by itself be the subject of a separate study. It would be difficult to firmly propose anything without a lot of other work.

This said, the Team did identify a culvert being used "unofficially" for travel under the Thruway to reach Crossgates Mall which could be included in the "East of the Northway" discussion (page 2-5) and reflected on the trails map, which the Team will include in the final report.

good
should be
added to
the
trails
map

Comment: South of Western Avenue, the park is Abele, not Ahern. On the same page, the street is Wood, not Woodville and Gaskill Avenue, which is an extension of Wood, off of Hillcrest and they could be better connected to the Krumkill for walking. But they could also be connected with Zoar Avenue and Norfolk Street, possibly less than 1,000 feet, by a bridge over the ravine, thereby providing another path for those walking or using a bicycle to get from Russell Road and Bethlehem to the University or to other destinations along Western. This connection could open up the homes surrounding St. Margaret Mary's parish and even those east of Russell Road and south of Western to bicycling to Stuyvesant and avoiding Western Avenue up until the crossing at Fuller. As you say, a few strategically placed improvements could open a large number of homes to walking and bicycle use for travel that could avoid Western Avenue for much of the trip.

Response/Proposed Change: The typographical errors will be corrected. The other comments can be

worked into the paragraph beginning at the bottom of Page 2-3 with the words, "Perhaps broader opportunities."

Comment: page 2-4. Item 4-Regarding sidewalk connectors to the Krum Kill trail, see the comment about a sidewalk on Brookwood, above.

Response/Proposed Change: Again, these could be included as "spur" elements for individual trail projects.

Comment: West of Fuller Road and East of the Northway, the proposed crushed stone surface on the sewer right-of-way is to the west of the pond, not the southwest or at least not very much south, that could be improved for a walking path from Stuyvesant to Schoolhouse Road. The path would probably be on the shore of the pond if the pond was reestablished to conform to its pre-Stuyvesant acreage, and that is certainly desirable.

Response/Proposed Change: This will be reexamined, and the appropriate specification changed in the report upon confirmation.

Comment: East of the Northway, the paths to connect the University to Stuyvesant via CESTM and Freedom Quad and the Niagara Mohawk right-of-way would also permit residents another access route to the University. These are long paths and they need some surface improvements. But the paths could also provide another access route to Crossgates and Crossgates Commons, via Washington Avenue extension, thereby avoiding crossing the troublesome Fuller Road Alternate interchange on Western. Sidewalks on Washington Avenue Extension and a cross walk light to get across to Crossgates Commons are long overdue. Pedestrians running from Crossgates to the north side of Washington Avenue Extension to get to Crossgates Commons can be seen quite often. The present danger is obvious and it need be alleviated.

Response/Proposed Change: This context will be added to the report.

Comment: page 2-6. Item 3. Is there enough width to create a separated two-way bike path on the south side of the bridges on Washington Avenue Extension over the Thruway and Northway? If so, a dedicated bike path between UAlbany and Crossgates might be possible.

Response/Proposed Change: This concept can be added to the report as an idea to share with the City, should the opportunity arise.

Comment: TRL-2. As noted above, project SW-2 does not have a sidewalk design for the Thruway Bridge-Schoolhouse area.

Response/Proposed Change: See previous note on SW-2.

Comment: TRL-2, an alternative to SW-2, in part, is the troublesome crossing of Schoolhouse Road going from Church Road east. Pedestrians, to cross Western and to cross Schoolhouse, coming north on Schoolhouse or west on Western, are in great danger and the proposals are weak. Better solutions are as elusive for me also.

Response/Proposed Change: Note the discussions of Projects SW-2 (including the newly-developed Thruway Bridge-to-Schoolhouse Road connection) and IS-5 elsewhere in this compendium. This set of treatments holds promise to more completely address the pedestrian crossing issue in a manner which does not impose additional travel distance on pedestrians (that is, they would not have to walk "out of their ways" to proceed along Western Avenue).

Comment: TRL-4. The Pinnacle-Abele trail is a nice idea. However, it should be noted that a sidewalk on McKown Road south of this trail to Woodscape Drive would still be desirable for CDTA access.

Response/Proposed Change: A note on the potential benefit of a McKown Road sidewalk to transit access will be added to the discussion of SW-7.

1-6
3-4
Sidewalk

Comment: TRL-5. The Krum Kill trail recommendation should reference the concept (on page 2-3) of a connection to the Normans Kill near Route 85.

Response/Proposed Change: This point will be added to the discussion of this project.

Comment: TRL-6, as suggested before, improved paths at the end of these five dead-end streets are probably not needed, except for the one at the end of Parkwood, maybe. Even with the conjoining of the Harriman (office building) and University ring roads and increased bicycle and walking traffic on these dead-end streets, the paths are so short that any obstacle can be avoided by a rider or a walker.

Response/Proposed Change: Noted. This point may be reflected in the project prioritizations.

Comment: TRL-7, the path connecting Providence Street to Stuyvesant (while Anne and Tracy connect Mercer and Warren to Providence and the path to Freedom Quad provides the connection to CESTM and the University) does need to be cleared of snow in the winter and maintained during the summer and improved with a harder-stone dust?-surface. In the winter-now-- it connects to a Stuyvesant provided snowbank on Stuyvesant property. Possibly Stuyvesant can be persuaded to plow this path to the cleared surface of their parking lot during the winter for the use of the residents in that area.

Response/Proposed Change: These points can be added to the "Additional Notes" discussion for this recommendation. Indeed, clearing snow can be a problem if year-round pedestrian access is desired. However if winter sports are anticipated instead, stone dust, grass or wood chips all maintain snow surfaces better than pavements. Interestingly, the January 1 Times-Union reported that Stuyvesant Plaza had leased a 7,700 sq ft. space to Eastern Mountain Sports. This is a very enterprising and sensible outdoors retailer. They may want to promote a trail in their "back-yard" and even offer demo equipment or classes. They should be consulted about these trail plans as soon as possible.

Comment: TRL-8. I would delay a trails map until the trails are developed and people are accustomed to them. One concern of people near trails is strangers and security; and a map would advertise the trails to strangers. Compare the comments at page 1-19 and 1-20 about leaving the alleys north of Western Avenue as neighborhood amenities rather than official public trails.

Response/Proposed Change: The point on the map's requiring trails to have been developed will be made in the "Additional Notes" section. Trails do tend to become somewhat "self-policing" once they become commonly-known, which at least partially addresses the security concern. Beyond this, it is worth noting that the general tendency is for trails to have crime rates comparable to those of the communities through which they pass.

Comment: TRL-9, the pond can be deepened, elongated, and made quite attractive. The potential benefits to Stuyvesant, Roberts Realty and the residents is obvious. Rather than rebuild L'Ecole on Fuller, it might be more profitable for Stuyvesant to build a restaurant looking out over an enhanced pond and put an office building near where L'Ecole is, in such a way to hide the distasteful storage facilities behind the bank that motorists using Fuller see as they drive south on Fuller. The Roberts buildings, along with the building owned by Guilderland that used to be our water pumping station, could be remodeled to show off their water views and thereby enhance their real estate values.

Response/Proposed Change: While these are interesting ideas, much of this comment deals with potential business decisions beyond the scope of this Study. They are perhaps best left to discussions in other forums.

god

OK

Comment: The value of the Town owned parcel in the area of the pond is indeed quite large and need be established. For example, one estimate of the value is the savings to Stuyvesant from piling its snow on the acreage instead of having to haul it offsite-savings of many thousands each year which as a discounted value at current interest rates could place the value on the parcel in the range of a \$1,000,000 (the amount that \$30,000 in snow removal costs would be if the applicable interest rate is 3%). The \$30,000 annual savings to the Plaza seems like a low guess-estimate. The money derived from such could aid in the transforming of the pond into a better asset, as could the rent derived from use of the parcel as a park and ride facility.

Response/Proposed Change: Perhaps this point can be added to the discussion of "Local Resources" (starting on Page 6-6) in the Implementation Strategy chapter's section on "Funding Opportunities."

Comment: (Would it 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 Mercer 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 Mercer Street and the SEFCU/Pine Bush Preserve Visitor Center on Route 155.

good

Response/Proposed Change: Key findings of a field examination conducted in response to this inquiry were as follow:

- 1 UAlbany/CESTM and related development is rapidly filling in the available space in this area.
- 2 One way to get to the Pine Bush would entail using the sewer rights of way after the power lines, north of Freedom Quad, to head north then west towards the Washington Avenue bridge. to get to Crossgates and on to the Pine Bush, although this might not be the most desirable way to do so.
- 3 Improved crossings of Washington Avenue at Fuller Road would enhance connections of this area to the existing trails that connect around Rensselaer Lake and to the north into the Pine Bush in Colonie. The Northway and Thruway bike trail underpasses are already in place north of Washington Avenue.

These elements could be added to a framework for an overall trail vision in the "East of the Northway" discussion (starting on Page 2-5) in the Recreational Areas chapter.

Transit Service and Facilities

Comment: Figure 3-1 I believe is inaccurate in locating bus routes. One bus route, for example, goes from Western Avenue into UAlbany and has a stop next to the Science Library in the middle of campus. The Western Avenue buses travel between Crossgates and Western Avenue via the Johnston Road intersection.

Response/Proposed Change: The presentation of bus routes in this graphic was based on maps on CDTA's Web site and signs at individual stops. CDTA is also reviewing the draft, and the Study Team will work with CDTA to ensure that the final map is accurate with regard to all route courses.

Comment: Transit Service and Facilities. Page 3-1, paragraph 3, according to CDTA, is wrong. The bus service onto the University campus is # 10-on Western-- and #12-on Washington, while #63 passes on Western but does not go onto the campus and #11 is a shuttle. The #10 goes onto the campus-stops near the new library-- in both directions.

Response/Proposed Change: See response to previous comment.

Comment: The map, Exhibit 3-1, should show a bus route entering Crossgates via Johnston, Crossgates, Rapp roads nor does the map show that the area near the new library is either a Transit Center or could

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easily become one just as the area near Collins Circle on the other side of the campus is or could be, though the later is outside the study area.

Response/Proposed Change: See response to previous two comments.

Comment: The location of the bus shelters needs one addition-near Mangia on Stuyvesant Plaza.

Response/Proposed Change: There is a proposed shelter on Western Avenue in the vicinity of Mangia's. Is this comment intended to suggest that a shelter be installed in front of Mangia's itself, in the Plaza? Yes

Comment: page 3-7. Regarding intermodal facilitation, see my comments above about bike routes and intermodal connections. More detail is needed to flesh out this discussion.

Response/Proposed Change: Per one of the previous responses, additional detail will be presented.

Traffic Operations

Comment: The Study Team saw a need to further clarify the matter of stormwater management requirements and opportunities.

Response/Proposed Change: Starting on Page 4-6, two paragraphs on the United States Environmental Protection Agency's Phase II Stormwater Management Regulations, their implications for local projects, and Web sites from which information can be secured were added to the "Flooding and Stormwater Management" subsection.

Comment: page 4-2. I didn't understand the "As one example" in paragraph 2.

Response/Proposed Change: There appear to be a few extra words and a few missing words in this paragraph. A rewrite which hopefully clarifies the point is as follows, with deleted text struck out and new text underlined:

"One of the many ways in which this document is geared toward ensuring consistency of concepts across topical area lies in approaching solution-building from the perspective that *when one mode is accommodated by a given action, it is usually necessary to complement the action with actions affecting other modes in order to ensure safety and efficiency.* As one example, the provision of a bike lane theoretically provides cyclists with an exclusive facility upon which to ride, while installing SHARE THE ROAD signage would compound this benefit by reminding motorists to watch for cyclists and give them some room do this. Another more aggressive example might be the combination of promoting transit use through improving pedestrian connections to transit stops with reducing a lower speed limits or physical traffic calming steps to reduce motor vehicle speeds in the area."

Comment: page 4-4. My impression is that the 2 + TWLTL idea is (and always was) dead on Columbia Turnpike, despite the vigorous (but late) support for it.

Response/Proposed Change: This is probably the case, but with the current Linkage study taking place in that corridor, the idea will likely come up again. The report could clarify that at this point it is that study under which the idea is being examined rather than being a NYSDOT exploration.

Comment: Traffic Operation. The proposal is to calm traffic-through the planting of trees, more residential looking street lights, more pedestrian safety in crossing Western and other busy streets, widening of the maintenance-utility-green strips, the installation of sidewalks, especially along Western, reducing the speed limit to 30 MPH, and the changes that would enhance the residential character of the corridor. The idea of a Fuller Road treatment of Western, termed 2 lanes plus Two Way Left Turning Lanes (2+TWLTL) was discussed and refused, mostly because of too much traffic and too many turns in too short a distance.

Response/Proposed Change: Noted. This comment does not appear to warrant a change to the report.

Comment: page 4-5. Boomerang U-turns on Western Avenue are, in my view, predominantly caused by an inability to turn left, because of a lack of center median.

Response/Proposed Change: A clause could be added to the "difficulties in turning left" bullet (top of page 4-6) suggesting that the lack of a flush median keeps turning motorists from getting part of the way through their movements by first turning across the eastbound side.

Comment: In the design for Western and McKown Road, I don't understand bulbout design 2. I also don't understand where bikes traveling along Western Avenue (on Bike Route #5!) are supposed to go in this design or any other design using bulbouts. Are they supposed avoid them by merging into the 25,000 ADT traffic going 40 mph?

Response/Proposed Change: Bulbout design 2 was included in the original graphic for one of the public workshops to suggest an alternative which would not require cyclists to go into the outermost travel lane to get around a conventional bulbout. It will not be included in the final report. The Study Team shared this concern regarding cyclists getting around bulbouts, especially in light of the meeting with CDTA on potential improvements to some intersections based on their Multi-Modal Program grant - the schematic from which CDTA is working shows the bulbouts coming right out to the edge of the travel lane. Our preference is for the bulbouts to be large enough to "visually disrupt" the shoulder while still leaving at least 4' for the cyclists to continue along their courses without having to drift into traffic. These points can be clarified in the report.

*Don't show
difficult!*

Comment: IS-2, the proposed bulbouts are unclear in geography. Just how are these to be done while making the sidewalks and green strips wider and narrowing the bike lanes? Do the bulbouts share a portion of the bike lane and a portion of the green strip, for if they do not, then that might imply that the bulbout only uses the bike lane and that implies that the bike lane is still very wide which implies that the green strip and sidewalk are still very narrow-and that is unacceptable. Maybe the bulbout is not to taken literally and the bus is mostly still in the right-hand lane of the highway. Wider sidewalks and wider green strips are more important to residents than bus bulbouts!

Response/Proposed Change: See the response to the previous comment.

Comment: page 4-11. The sample streetscape concept shown in Figure 4-4 lacks street trees. Compare Whitehall Road in Albany.

Response/Proposed Change: The Team found some difficulty in fitting trees in every section, particularly where lighting issues were identified (e.g., near the bar area) and where spacings were such that lights and sidewalk accesses to bus stops took up much of the available space in a given segment (the example in Figure 4.4 illustrates this point). Note also that a new street tree is indicated in the background, near the Dunkin' Donuts sign. The desire to maximize planting of new street trees can be made more explicit in the report, perhaps for example by amplifying the related points made in the discussion of Project NCD-4 on Page 4-19.

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Comment: page 4-12. A dedicated left turn lane on Western Avenue into the Burger King could be used as a carrot to encourage BK to allow access to the dentist, and more generally, to allow a rear service road to connect Highland Drive next to the Lutheran Church to the rear of the Holiday Inn Express parking lot, allowing access by all users to the two signalized intersections at Fuller and Parkwood.

Response/Proposed Change: This can be cited in the "Additional Notes" discussion for this project as an example of a potential "win-win" arrangement.

Comment: IS-4, the Burger King light continues to be a problem for those turning from Fuller onto Western. They have no way special warning that Burger King has a light and that the intersection is a four way, not a three way, intersection and the intersection is so busy that drivers try and hurry through it without giving thought to the Burger King traffic.

Response/Proposed Change: Point noted. Other contacts the Study Team has had over the course of the Study have suggested that this is not a problem. The "Additional Notes" discussion for this recommendation can include this context; also, the Team will check the Manual of Uniform Traffic Control Devices for a sign which could be installed on the Fuller and Western approaches to clarify that all four approaches to the intersection are indeed controlled by the signal (comparable to the "ALL WAY" signs installed below stop signs in some areas).

Comment: IS-5. The Western/Schoolhouse intersection concept needs a diagram, since there are two slip ramps in this intersection.

Response/Proposed Change: As noted earlier in the discussion of Project SW-13, the Study Team has prepared a plan-view visual of this improvement, and will include it in the final report.

Comment: IS-5 ½. What about Western Avenue at FRA?

Response/Proposed Change: The boulevarding concept included in the discussion of Project NCD-1 on Page 4-18 and the refuge island and pedestrian button-activated "PEDESTRIAN CROSSING AHEAD" signage facing Fuller Road Alternate traffic are the main actions proposed for this intersection.

Comment: IS-6. DOT and many users will oppose a blanket "no right turn on red" from Church. It should be pedestrian actuated.

Response/Proposed Change: This issue can be put to the group for consideration. The Study Team's rationale for not recommending the pedestrian button-activated sign here was that (1) this intersection sees consistently heavy right turn volumes from Church with a high incidence of "rolling stops" by right turners, (2) the outermost eastbound lane on Western is a problem spot for pedestrians (particularly those crossing Western) wondering whether a vehicle will turn right or continue on to the Fuller Road Alternate slip ramp (not all of those turning to Church signal, and some who continue on to the slip ramp signal at Church) and (3) this location is a gateway to and from a highway, which seems to merit a more aggressive effort to modify motorist behavior. It thus seemed that a uniform prohibition of rights-on-red was appropriate here.

Comment: The new sidewalk you want is on the west (southbound) side of Church Road. However, pedestrians on the west side of Church have to cross the gas station driveway and the McDonald's driveway, both of which have traffic that is required to be aggressive to make a left turn onto Church. South of McDonald's there is not enough frontage to put a sidewalk, and in particular, there is the cemetery. So a sidewalk is really not a good idea on the west side of Church, and pedestrians should be encouraged to move to the east side.

Response/Proposed Change: The indication in the figure was in error, and will be changed. The descriptions of IS-6 on Page 4-14 and the of SW-5 (Church Road Sidewalk Improvements) on Page 1-7 both indicate that the sidewalk should be on the northbound (east) side.

Comment: IS-8. Unless/until there is a sidewalk on the east side of Fuller Road, a crosswalk on the south UAlbany driveway is not needed.

Response/Proposed Change: The description will be changed accordingly.

Comment: NCD-1. I like very much the concept of a boulevard in front of the McKownville Methodist Church.

Response/Proposed Change: Noted.

Comment: 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!

Response/Proposed Change: The striping out of the area upstream of the left turn lane is 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. The taper to the left turn lane actually starts further upstream with the boulevard than it currently does. The net result is that left turn lane storage capacity is essentially unchanged from the present condition.

The concept will be double-checked by the Study Team, and the report will clarify the particulars of the layout shown in the figure.

Comment: NCD-2. See the comment at page 4-12.

Response/Proposed Change: Noted earlier.

Comment: NCD-2, the proposed turn pocket for Burger King makes the crossing for pedestrians too great.

Response/Proposed Change: The crossing distance would be no greater than it currently is, and in fact there might be a benefit in clarifying that the current flush median is *not* a refuge from traffic. That said, an all red ("pedestrians only") phase could also enhance the ease of pedestrian crossing at this intersection.

Comment: NCD-4. The streetscape standard recommendation should refer to Figure 4-4 on page 4-11, except that, as noted, Figure 4-4 should include street trees as on Whitehall Road. Figure 4-8, the Town Highway Department's residential street cross-section, is not relevant for Western Avenue and Fuller Road and in any case contains the idea that street trees have to be outside the 60 foot wide ROW (67 feet if there are to be sidewalks on both sides). Figure 4-8 should be rejected.

Response/Proposed Change: Point taken on Figure 4-4, per previous discussions. Regarding Figure 4-8, note that it is a standard for new residential streets rather than for retrofits of existing streets. It is presented in the report to illustrate the types of treatments which are also desired for busier corridors such as Western and Fuller. It is suggested that this matter be left to the Town, with input from the Steering Committee, for a decision on whether to include this figure in the context in which it is presented.

Comment: OP-2. The report should explain how bulbouts work with bike lanes. See the comment above at page 4-5.

Response/Proposed Change: The "Additional Notes" discussion for this project will include an expansion on the earlier discussion of "bulbout design 2" and related matters. The essential point will be that bulbouts should be designed so as to maintain safe bicycle passage, either by not extending all the way to travel lanes or by incorporating "cut throughs" which continue 4' - 5' wide bike lanes through the bulbout areas.

Comment: OP-2, again the description makes it sound as if the bulbouts are in very wide bike lane areas. The desire is to widen as much as possible the sidewalks and the green strips, while giving adequate space

for bike lanes. It is important, as the report notes, to be vigilant when making changes in the area that the residential character of the area is promoted and that the changes enhance the homes along Western and the homes nearby.

Response/Proposed Change: Note previous treatments of this issue.

Comment: page 4-22. Concerning the vacant parcel across from Mangia's-see comments above at page 4-12 about a service road.

Response/Proposed Change: Noted. The Study Team also noted the potential for this parcel to be accessed through a reconfigured church parking lot; depending on the activity taking place in a building constructed on this parcel (likely a professional or other service occupation), there is a strong possibility that this will not conflict with church service-related traffic (that is, it would primarily be a weekday traffic generator).

Comment: Mobil station, opposite Alton. I doubt that the parcel is deep enough to work with only one driveway. Perhaps a one way in, one way out would work.

Response/Proposed Change: The Team will double-check the measurements of this parcel.

Comment: OP-4. The speed limit on Fuller Road Alternate now is 45 mph. Shouldn't that be the design speed? How about pedestrian actuated no right turn signs? Is there anything more that can be done to lower the design speed (without introducing noise)? Note also the possibility of the EZ-Pass connector, which could lead to some (desirable) curves in a rerouted FRA.

Response/Proposed Change: Fuller Road Alternate was originally designed with the potential to allow traffic to continue on south via the Thruway; as such, its current design speed is in the range of 65 to 75 MPH. When roads are initially built, design speeds are set for so that they are "forgiving" of a certain degree of driver error (drifting, for example). Reconstructing the road to a 50 MPH design speed would significantly change the environment.

A pedestrian button-activated "NO RIGHTS ON RED" sign could be installed at the intersection, either replacing or in addition to the "PEDESTRIAN CROSSING AHEAD" sign. (The same button could initiate both displays.)

The Study Team has identified a concept for a reconfigured Fuller Road Alternate that would involve its exiting to a modified Crossgates Mall loop road with eventual ties to Route 20. It is an ambitious concept which could only hold promise in the very long term. It can be presented in the report as another "strictly for discussion" concept like OP-5 (Elmwood Street Traffic Calming Measures) on Page 4-23.

As noted previously, the Northway-Thruway E-ZPass-based connection will be added to the "Traffic Operations/Recommendations/Miscellany" section (page 4-24).

Comment: OP-4, the green areas near Fuller Road Alternate can calm traffic through increased bush and planting as can bush and tree planting on the hill next to Schoolhouse Road as can tree planting along both sides of Western Avenue. The Guilderland Chamber of Commerce has worked on some of this and its work should be encouraged.

Response/Proposed Change: The "Additional Notes" discussion for this recommendation can include more exposition on the potential for these types of improvement.

Comment: OP-5. The Elmwood ideas make sense and should be implemented early if the neighborhood likes them.

Response/Proposed Change: Comment noted. Exploration of these concepts with Elmwood Street residents and other potentially affected parties (e.g., highway, police and fire departments) could be a short-term action item.

Comment: OP-5, Elmwood Street traffic reduction is as vexing a problem as the Schoolhouse interchange. There is great reason to doubt that either a one way traffic rule or a Buckingham Drive type solution would be acceptable.

Response/Proposed Change: See response to previous comment..

Comment: p. 4-24. I like the center white line idea for the dead-end streets off Western Avenue.

Response/Proposed Change: Noted, with the clarification that the centerlines would be yellow.

Gateways

Comment: p. 5-1. There will be knee-jerk opposition to an overlay district in Guilderland. At least the reference to an Environmental Protection Overlay District should be eliminated, because that idea acted as a lightning rod during the Comprehensive Plan process.

Response/Proposed Change: The reference to the existing district can be removed if so desired by the Town.

Comment: The last paragraph on 5-1 is a bit garbled.

Response/Proposed Change: Some stray text was repeated. A proposed rewrite is as follows (deleted text struck out, new text underlined):

The McKownville neighborhood is proximate to three municipal borders framed by three sets borders three For potential application both to the McKownville neighborhood (which borders three other municipalities and has numerous high-speed roads approaching or running through it.) and to other neighborhoods in the Town. It would seem prudent for the Town to explore the potential for creation of a *gateway overlay district* to selected corridors and major crossroads. In McKownville, much of Western Avenue and Fuller Road could conceivably be covered by such a designation, although The primary areas to which it would apply would arguably be along Western Avenue near the bottom of Fuller Road Alternate, at the City line and near Johnston Road.

Comment: page 5-2. The overlay district should include provisions about common or shared access to Western Avenue.

Response/Proposed Change: Agreed. This can be added to the final report.

Comment: Gateways. While the report does not suggest that a roundabout be installed at either the Fuller Road Alternate intersection nor the Norwood Avenue intersection, it is fairly certain that the community would object to such and nothing is aided by including these as ideas worth more study.

Response/Proposed Change: Point noted, but the fact remains that there is growing interest in and a growing body of experience with roundabouts in New York State, and they are likely to be part of the menu of possibilities considered in any future explorations of concepts for improving operations on Western Avenue. While it may indeed be the case that this idea will be rejected by the community, this treatment in this report would provide the Town with some early exposure to the issues surrounding application of this tool.

Comment: On the other hand, the idea of a gateway overlay district where design considerations such as placing parking behind buildings and screening loading and trash areas from passing motorists and pedestrians is wonderful. It is likely that the Town will attempt to accomplish all of this as opportunities are presented, for example, the Stuyvesant Plaza loading area, and such should be encouraged.

Response/Proposed Change: Noted.

Comment: page 5-3. I wondered about a roundabout at the University entrance. But they seem to be problematical for both pedestrians (as you note) and bicycles-the NYSDOT roundabout website recommends against cyclists riding their bikes through a roundabout, and suggests instead that the cyclist act like a pedestrian.

Response/Proposed Change: Problems for cyclists will also be noted in this discussion.

Also note that the Study Team found some extra text in this paragraph. It will be "cleaned up" in the final report.

Implementation Strategy

Comment: Implementation Strategy. The discussion of funding sources included some hesitancy to recommend sidewalk districts as a viable funding choice. Brief discussion with my neighbors would cause me to believe that few homeowners will want to pay for sidewalks through sidewalk districts. As previously mentioned this need be more carefully studied. The report goes on to suggest other funding sources for sidewalks as well.

Response/Proposed Change: Noted. Per the response to an earlier comment on the treatment of the sidewalk district concept, that discussion will be re-examined to ensure that the presentation is balanced.