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[View Printable Version](#)**From: dreeb@albany.edu****Date: Sat, January 18, 2003 1:58 pm****To: "Stephen Allocco" <sallocco@telenet.net>****Priority: Normal**

Another Round of
Comments on the Draft Report, McKownville Corridor Study,
CME Project #02-009d

By the McKownville Improvement Association (contact, Don Reeb)
January 18, 2003

Having read the comments provided by CME January 13, 2003, I have the following to add.

Comment: page 1-6. SW-3. Concerning the standard width sidewalk. The "standard" is not clear but it cannot be 5 feet, if that is what standard was supposed to mean. There are very good reasons to have a less than a 5 foot wide sidewalk. There is not enough room without taking residential front lawns or driveway and parking spaces in front of commercial property uses along Western, McKown, Fuller, Schoolhouse, Church and Johnson roads. The CME report acknowledges this as does the McKownville Improvement Association report on Western Avenue. For example, visit the Robert's Realty buildings on Western and the homes between McKown and Westlyn on Western heading east. Space is very tight. The McKownville Improvement Association stressed the necessity of working with property owners to line out a reasonable path for sidewalks and curbs. This will almost certainly result in some sidewalks being less than 5 feet wide. See CME Report, page 1-6, SW-3, for example.

Comment: SW-10. Concerning Brookwood. I am sorry that after I completed my inventory of sidewalks on Western and the width of bike lanes and the availability of curbs that I did not do the same for the side streets. But to the best of my memory your SW-10 is correct and Brookwood already has sidewalks on both sides for nearly the entire length of this dead end street. If that is so, then the idea permeating this and the McKownville document is that existing sidewalks will not be abandoned. Whether Brookwood needs sidewalks on both sides, they exist. And at least the ones that I remember need improvement.

The inventory needs to be rechecked and there needs to be a decision on how sidewalks on the side streets are to be financed and scheduled for improvement. I believe that we have a commitment that the sidewalks on Western, Johnson, Church, Schoolhouse, McKown and Fuller and possibly Elmwood would be Town(State or other general funds from government) financed. For the side streets my suggestion is a Town fund accumulated from taxes and fees on developers to pay for the majority of the costs with a small (15%) contribution by property owners on the street is the proper solution. I believe there is very little chance that abutting

property owners will be willing to pay for the entire cost of sidewalk improvements on the side streets, even if it is done in small yearly payments, i.e., through a sidewalk improvement district. It is assumed that sidewalks do not add sufficiently to resale value of a property to give most owners a good reason to pay its full costs, but this can be checked.

Comment: SW-11. Parkwood and Norwood have sidewalks on both sides in the section closer to Western. Sidewalks on the remainder of the streets are important, but then so are sidewalks on other side streets.

Comment SW-12. The sidewalk district idea is feasible, but not for the full cost of the improvement, in my view. See previous comments.

Comment: South of Western...etc. (Your page 10) Re-examining the geography near Wood Street causes me to suggest that Wood might be more easily connected to Orchard and Garden streets in the City rather than Zoar and Norfolk. But the idea stands. If a connection is made to the streets near St. Margaret Mary's this opens non-Western Avenue biking to many more people.

Response/Proposed Change: There is a proposed shelter...etc. (Your page 13) The idea was for a bus shelter behind Mangia's in the Plaza where I have seen people waiting for the bus many times.

Response/Proposed Change: Bulbout design 2..etc. (Your page 14) There are conflicts between curbs, sidewalks, tree spaces, bike lanes, bus pull off areas and auto traffic space. Each bulbout is a unique solution, depending on the geography, the location of an existing driveway, pedestrian crosswalk and so forth. For the Passanno store corner, it may be possible to move the bus stop westward to the boundary of the Holiday Inn property and maintain the present sidewalk, halt the dangerous running right-hand turns onto McKown Road and maintain a bike lane and a curb with some green space, although it may require moving a NIMO pole. My guess is that this is a rare combination and that in most cases bulbouts would produce quite different and possibly unacceptable results for bikers and sidewalk users. More importantly, the inability of snowplow drivers to adjust their paths to clear bulbouts makes them dysfunctional for part of each year. The design geography of sidewalks and streets must be realistic and based on the fact that this is Guilderland New York and usually there is snow for several months each year

S M & D

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