

## **A Summary of the CME Draft report, McKownville Corridor Study (1.29.03--noon)**

The CME Draft report is 88 pages and comments by Steering Committee members added 23 pages while the Association's Report on Western Avenue was 9 pages and our report on the Needs Survey was 8 pages--128 pages combined. While this is far too much detail to summarize accurately, a two page summary of the CME Report and the comments are provided here. Copies of the full CME report and the accompanying comments can be borrowed and personal copies can be purchased for the cost of reproduction (\$6.00). The CME Report contains 48 recommendations and begins with proposed sidewalk construction.

**Sidewalks** SW-1 Johnston Road --sidewalks from Westmere School to Alton Road/Western  
SW-2 Western Avenue Eastbound Side --sidewalks from Alton Road to the City line with some pieces less than 5 feet wide where necessary (about 5,575 feet long, one side). .

SW-3 Western Avenue Westbound --sidewalks from the City line to Johnston Road

SW-4 Crossgates Mall --sidewalks along ring road, Rapp Road and Crossgates Commons Road

SW-5 Church Road --sidewalks along east side from Farnsworth Drive to Western

SW-6 Strawberry Lane --sidewalks from Schoolhouse Road into Abele Park, Thruway side

SW-7 McKown Road --sidewalks from Western along McKown to Abele Park entrance, west side

SW-8 Williams Court --sidewalks from McKown Road to Westlyn Court, south side

SW-9 Westlyn Court --sidewalks from Western along Westlyn to Williams, both sides

SW-10 Brookwood --sidewalks on both sides

SW-11 Northeast Quadrant --sidewalks on both sides of Elmwood, Parkwood, Glenwood, Norwood, Waverly and Knowles

SW-12 Mercer --sidewalk from Fuller to the utility right-of-way on one side

SW-13 Schoolhouse Road --on south side of Western install crosswalk to pedestrian island

SW-14 Zoning Ordinance Provisions --move commercial parking to rear of buildings, make parking lot interconnections where possible, and create park-and-ride lots along Western

BK-1 Designation of Town Bike Routes --on thirteen streets, some of the streets with sidewalks

BK-2 Multi-Stage Bike Route --**widening at Stage 2**

BK-3 Bicycle Parking Ordinance --create bike parking facilities

**Recreational Areas** TRL-1 Freedom Quad --construct trail from Freedom Quad to Stuyvesant

TRL-2 Western Avenue --install trail along south side of Western from Thruway Bridge to Schoolhouse

TRL-3 Patricia Lane --install trail from Patricia Lane to Westmere School and to Price Chopper area

TRL-4 McKown Road --install trail from Pinnacle Place to Abele Park

TRL-5 Krum Kill West Branch --install trail from Stuyvesant pond to McKown Road along the Krum Kill stream

TRL-6 Norwood Street --install trail from Norwood Street to the University

TRL-7 Recreational Trail system --install trails using sewer rights of way west of Fuller Road

TRL-8 Town Trail Maps --print and make available maps of trails

TRL-9 Redevelop McKownville Reservoir --include benches, picnic areas, walking paths suitable for a park

**Transit Services and Facilities** TRN-1 Install Shelters --install 6 shelters on south side of Western and 3 on the north side(at Church Road, Stuyvesant, SUNY)

TRN-2 Promote CDTA Travel for College Students

TRN-3 Enhance Traveler Information

TRN-4 Explore Transit Priority Opportunities

TRN-5 Explore Opportunities for Express Service

**Traffic Operations** IS-1 Western Avenue/UA Albany Intersection --remove acceleration lane, install ped lights, and buttons and countdown timer (PLBCT), prohibit right turns on red (RTOR)

IS-2 Western Avenue/McKown Road --prohibit left hand turns out of the commercial properties, install PLBCT, prohibit RTOR

IS-3 Western Avenue/Parkwood --install PLBCT, prohibit RTOR, improve waiting area on westbound side

IS-4 Western Avenue/Fuller Road --install PLBCT, prohibit RTOR, prohibit left hand turns at dentist offices, install high visibility crosswalk at Burger King entrance

IS-5 Western Avenue/Schoolhouse Road --install PLBCT, prohibit RTOR, provide high visibility crosswalk markings at slip ramp and improve refuge island

IS-6 Western Avenue/Church Road --install PLBCT, prohibit RTOR, implement "all red" phase

IS-7 Western Avenue/Crossgates --install high visibility crosswalk for crossing Western with a safety island and extend islands to prevent through traffic from using westbound Crossgates lane

IS-8 Fuller Road/SUNY --provide crosswalks across Fuller

**Neighborhood and Community Design** NCD-1--construct a boulevard from Fuller Road alternate to Crossgates by removing one through lane

NCD-2 --construct a median in front on Western in front of Troidle's and Burger King

NCD-3 --install signs for Abele Park

NCD-4 --construct sidewalks, with uniform grass strips and lighting from Johnston Road to City line

**Operational Enhancements** OP-1 --establish 30 MPH for Fuller Road to the City line

OP-2 --install bulbouts

OP-3 -reduce curb cuts on Western at Germano's, 1450, Burger King, Christ Lutheran and 5 more

OP-4 -down design Fuller Road Alternate as it enters McKownville

OP-5 -calm traffic on Elmwood

**Miscellany** improve storm water management, place center stripes on side streets to better channel traffic, improve the concrete facing(make it stone?) on the Western Avenue flyover more attractive, provide a barrier from traffic for pedestrians crossing the Thruway bridge

**Steering Committee Comments** --(1)it should be possible to use Town owned land in Stuyvesant for a CDTA park-and-ride facility; (2)it should be possible to make a road connection between Gaskill and the streets surrounding St. Margaret Mary's parish without much more than the paving of a few hundred feet thereby opening up more bike and walking routes away from Western Avenue; (3)sidewalks along Washington Avenue extension would help; (4)path from Providence to Stuyvesant needs to be included and maintained for winter use; (5)trails from Freedom Quad area to the Pine Bush and Rensselaer Lake would help; (6) **bulbouts** are a problem because they can take sidewalk and tree area, are not plowed in the winter, and can become trash filled; (7)30MPH is needed on Fuller Road; (8)crosswalks and signals are needed at the firehouse signal at Brookwood/Knowles and at Fuller/University Drive West while five more pedestrian crosswalks are needed to cross McKown Road to get to the sidewalk on the west side of the road and on Schoolhouse to get to Abele Park and nearby side streets and left turn restrictions are needed in the Dunkin Donuts area and across the street at the Getty station. It is important to note that shared auto/bike paths where auto traffic is more than 3,000 ADT or speeds are more than 25 MPH are not usually recommended. Western Avenue has 25,000 and speeds of 40 MPH. (The underlined sections are recent comments sent to CME by the McKownville Improvement Association).