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Rich (and Mike and Frank):

I really do appreciate you taking the trouble to send your work and ideas to me. One professional is worth a dozen and a half amateurs.

It seems to me that the roundabout should be at the I-90 east entrance on Washington--across from western most entrance to the university. Then Fuller Road should be bent eastward to join that roundabout and Washington Avenue should be bent northward to join that same roundabout. Then the I-90 exit onto Fuller should be closed. And a two directional loop created over I-90 from the west bound lanes of I-90.

One car entering the roundabout could head toward 11 destinations--counting the university entrance as 1, Washington Avenue east as 2, I-90 east as 3, I-90 west as 4, Fuller north as 5, Washington Avenue west as 6, Fuller south as 7, and once on I-90 heading west then onto the Northway heading north or south as 8 and 9 and the Thruway heading either west or south as 10 and 11.

At least that is the way I think about this problem and its solution.

I am sending this to Mike Franchini, Frank Commisso and others.

As I said before, I think we are still working to find the best solution.

Don Reeb
#####

>Don

> Yes, the loop comes close to some of the neighborhood streets. There may
> be
> some mitigating measures, such as noise barriers, but there will be
> unhappy
> people. There is rarely a total win-win scenario when so many parties are
> involved.
>
> The dilemma for the neighborhood association is finding and advocating the
> "greatest good for the greatest number." Since benefits and disbenefits
> aren't evenly distributed, it'll be tough. More noise for a few, less air
> pollution for many.
>

> As for the engineering of the ramps, I believe it's doable (or at least it
> was 30 years ago.) It may require a tighter loop than highway departments
> like (and they'll resist on that basis) but a tight loop will keep speeds
> down. And it'll deliver considerably more benefits than no loop. As
> Voltaire
> said about the pursuit of ideal solutions, "The perfect is the enemy of
> the
> good."

> Rich

> -----Original Message-----

> From: dreeb@albany.edu [mailto:dreeb@albany.edu]

> Sent: Sunday, May 18, 2008 11:08 AM

> To: Richard Brustman

> Subject: RE: Fuller Road project

> Hi

> The map showed up very well this time--I don't know what happened in the
> previous message.

> The one loop comes very close to Anne, Tracy, Mercer, Warren, Loughlin and
> Providence streets--the several hundred people on these streets would
> have some difficulty with the proposal I would guess, along with the high
> pressure gas line that runs under the vacant property there, the
> NationalGrid power lines overhead, the Save the Pinebush organization and
> the University that owns that land.

> I am not a traffic design person--economics was my training--but I will
> transmit this to others and maybe they have some helpful comments.

> I do feel that we have not yet seen the best design for the Fuller Road
> Washington Avenue (Washington Avenue and I-90 and so forth)
> intersections--mostly because it involves 5 roads (the Thruway, Northway,
> I-90, Fuller, and Washington) and 10 interconnections.

> Thanks again.

> Don Reeb

> Hi Don,

>> I'm confused. I didn't send a document with my message. I attached the
>> email

>> I sent to the project manager with a jpg file of a map showing the ramp
>> configuration. The message was about one page long. I'm reproducing the
>> message text here in case that was the problem. And I'm reattaching the
>> map

>> to this message.

>> I hope this works.

>> Rich

>> Comments regarding Fuller Road Project, PIN 1757.31

>>

>> To: Mike Franchini, Albany County Commissioner of Public Works
>>
>> Attn: CME and Greeman-Pederson
>>
>>
>> I have comments that concern a situation just beyond the project limits
>> but,
>> nevertheless, I believe should be considered during the redesign of
>> Fuller
>> Road and Washington Avenue. I live in Guilderland, regularly use the
>> intersections involved in this project, and have degrees in civil
>> engineering and transportation planning.
>>
>> But first, let me provide some history I believe relevant to this
>> project.
>> I
>> am a retiree of NYSDOT where I did transportation planning and traffic
>> safety studies for the Capital Region in the 60s and 70s. In the 70s, a
>> few
>> years after Washington Avenue Extension was built, then NYSDOT
>> Commissioner
>> William Hennessy wanted to propose a connection between the WAE and the
>> Northway.
>>
>> The connection was not a full interchange, but rather two ramps; one
>> allowing eastbound WAE traffic to go north on the Northway and another
>> allowing the opposite movement. The attached diagram shows the concept.
>>
>> We did traffic simulations and the benefits were considerable. It
>> provided
>> some relief along Western Avenue between Rte 155 and the Northway. More
>> importantly, it prevented considerable circuitous travel in the area of
>> your
>> project, mostly for traffic accessing the interstate system. This
>> respectably reduced traffic through the WAE/Fuller Road intersection.
>>
>> The plan never materialized because it was vetoed by SUNYA. SUNYA was
>> the
>> owner of the land needed for one of the ramps and, in informal
>> discussions,
>> the University President told Commissioner Hennessy SUNYA someday hoped
>> to
>> develop the parcel of land west of Fuller Road. The President thought it
>> prudent not to do anything and asked NYSDOT to drop the idea.
>> Accordingly,
>> Commissioner Hennessy did not pursue the concept any further.
>>
>> Now, thirty years later, may be the time to reconsider the concept. The
>> NanoTech Center is past broad planning and is into site specifics. Your
>> Fuller Road project opens significant opportunities to the NanoTech
>> Center
>> in site planning. Alternatives 4a, 4b and 5, in particular, can be of
>> tremendous benefit to the Center.
>>
>> The Fuller Road project provides a moment in time where SUNYA may
>> favorably
>> reconsider the communities' needs for the Northway ramps. SUNYA's
>> incentive,
>> of course, is the possible relocating of WAE northward, making the

>> NanoTech
>> land contiguous. The WAE relocation should be made conditional on SUNYA
>> ceding the land needed for the ramp's future development. Then the both
>> the
>> communities' full traffic needs and the NanoTech Center's needs may be
>> site-planned together.
>>
>> SUNYA setting aside land for the needed ramp should be an objective for
>> your
>> Fuller Road project. Actually, that's a minimum objective. Preferably,
>> the
>> Fuller Road project's scope should be expanded to incorporate the
>> Northway
>> Ramps. In that case, naturally, the benefits of the ramps would have to
>> be
>> confirmed. If they are there, it will also allow the Fuller Road
>> reconstruction to be less expensive.
>>
>> Thank you for the chance to comment on this Project. I hope you find
>> this
>> note constructive.
>>
>> Richard Brustman
>> 313 W. Highland Drive
>> Schenectady, NY 12303
>> (Guilderland)
>>
>>
>>
>> -----Original Message-----
>> From: dreeb@albany.edu [mailto:dreeb@albany.edu]
>> Sent: Saturday, May 17, 2008 10:00 AM
>> To: RDBrustman
>> Cc: knight@atmos.albany.edu
>> Subject: Re: Fuller Road project
>>
>>
>> Hi Rich
>>
>> Thanks for the comments--the idea that there is a better way and a
>> possibility of tying the Northway/Washington Avenue/Fuller Road together
>> to
>> serve users better and cheaper is terrific.
>>
>> I could only open the first several pages of the 73 page document--maybe
>> there is another way you could send it? Thanks
>>
>> Don Reeb,
>>
>>
>> Don Reeb
>>
>>> I emailed some comments to the County on its Fuller Road project. A
>>> friend
>>> of mine gave me your email and asked me to forward a copy of my message
>>> to
>>> you. It's attached.
>>> Rich Brustman
>>>

