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STATE TRAFFIC COMMISSION

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LLOYD A. MAEDER
CHIEF TRAFFIC ENGINEER
DIVISION OF TRAFFIC ENGINEERING

IN REPLY REFER TO

December 26, 1963

File No. 5155
G-143

COPY

Mr. Guy J. Rising
18 Norwood Avenue
McKownsville
Albany 3, New York

Dear Mr. Rising:

This is in further reference to your letter of September 1 as it concerns the intersection of Western Avenue, Route US 20 with Norwood Avenue and McKowns Road, in the Unincorporated Community of McKownsville, Town of Guilderland, Albany County.

An investigation of conditions has been conducted at this intersection by the State Department of Public Works, the Division of State Police, and the Department of Motor Vehicles. As previously stated, the investigation included peak hour vehicular and pedestrian counts, delays to side street traffic, and a review of the accident record for the past two years.

Traffic volumes on Route US 20 are substantial but side road volumes, both vehicular and pedestrian, are well below the volumes generally associated with signalization. Counts recorded for five and one-half hours during peak traffic periods revealed a total of 128 vehicles entering or crossing Route US 20 from the side roads. A tally of pedestrian crossings during the same hours shows only 28 pedestrians, 14 of which were school children.

Delay studies, conducted simultaneously with the traffic counts, shows that the maximum delay was two minutes and that there were only three delays in excess of one minute. The average delay to all vehicles on the side roads was only 16 seconds. This can not be considered excessive and is far below the average delay which would be experienced if a signal were to be installed. The average delay to pedestrians was only 13 seconds.

There have been four reported accidents at this intersection from October 1961 to November of 1963. Three of the reported accidents involved left turning vehicles and the fourth involved a rear-end collision. These types of accidents are not considered susceptible to correction by signalization and, as a matter of fact, rear-end collisions very often increase following the installation of a signal.

In conclusion, it appears that motorists and pedestrians can enter or cross Route US 20 with no undue delay or hazard, providing a normal amount of caution is exercised. It is, therefore, the opinion of this Commission that signalization of this intersection is not justified. We regret to inform you that we do not find it proper to comply with your request.

Mr. G. W. Hamme of the McKownsville Improvement Association has indicated his interest in this matter and we are, therefore, forwarding him a copy of this letter for his information.

Very truly yours,

STATE TRAFFIC COMMISSION
WILLIAM S. HULTS
Chairman

By:

LLOYD A. MAEDER
Chief Traffic Engineer

CAS:jdn

cc: Supt. O & M

Supt. State Police

Mr. G. W. Hamme, President

McKownsville Improvement Assoc.