Region 1 Office: 84 Holland Avenue, Albany, New York 12232

January 5, 1978

Mr. John Esler
Chairman
Transportation Committee of the
McKownville Improvement Association
19 Elmwood Avenue
McKownville, NY   12203

RE: PIN 1111.15(01) ROUTE 20
FROM ALBANY CITY LINE TO
ROUTE 155
TOWN OF GUILDERLAND
ALBANY COUNTY

Dear Sir:

Governor Carey has asked me to reply directly to you regarding
your letter of December 5, 1977.

Your letter transmitted a statement of the McKownville Improvement
Association which outlines the Association's concerns on various
aspects of the subject project.

As you know, the Department is very much concerned with local
resident's ideas and the project's affect on the community.
This concern is evidenced by the many meetings between the
Department's Engineers and your Association. We have also con-
ducted two Public Information Meetings and have worked very
closely with local officials throughout the entire development
stages of the project.

Our position on your specific concerns on the details of the
project design are as follows:

Improvements from Fuller Road to Church Road (I-87 Connection
Intersection)

From Fuller Road to Church Road we propose to resurface the road-
way, provide a white-color contrasting median and construct a
right-turning lane for eastbound traffic desiring to turn right
onto Schoolhouse Road southbound. Although this location has a
very high number of accidents it also has a very heavy traffic
volume (33,000 + AADT). Our safety analysis does not indicate
any additional safety improvements which could be provided within
the scope of this project.

Median and Left Turn Lane

From the Albany City Line to Fuller Road, a median and a left-turn stacking lane will be provided since our accident study indicated a serious problem with rear-end and left-turn accidents. Many of these accidents can be prevented by providing a lane for left-turning vehicles to store rather than stop in the left lane as required by the existing design.

Sidewalks and Snow Storage

The proposed design will provide a concrete sidewalk in areas where a sidewalk presently exists. Curb will be installed at the edge of the bike lane which will also provide additional pedestrian protection. The total distance from the edge of the new travel lane to the edge of the new sidewalk will typically be 9'+. This width will provide adequate distance (5'+) for snow storage between the curb and sidewalk.

Stopping in Roadway

The 4' bikeway does allow some room for vehicles stopping and loading or unloading passengers or merchandise. However, we do not encourage stopping of vehicles on this roadway. Most residential properties have adequate driveways for a vehicle to leave the roadway to discharge passengers.

Speed Limit

A lower speed limit is not practical or feasible and would not receive voluntary motorist compliance. A reduction of the speed limit to 30 MPH will also result in reduction of the level of service to 24,000+ daily vehicle users of the roadway.
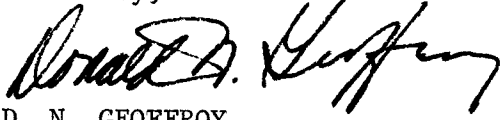
Pedestrian Consideration

Pedestrian activity has been carefully considered in the proposed design. Curbs and gutters will be provided and pedestrian phases at select traffic signals are being investigated and will be installed where justified.

I am sure you are aware that the Department has not given a routine response to the issues you have raised as we have had personal discussions at the recent meetings with your Association. Although we appreciate your concern and interest in the project, we must consider the overall safety needs of the users of the highway as well as the view points of the local residents. Our decision must be based on a balance of both points of view. We feel that the facts determined by our extensive traffic safety analysis of the problems of the highway have been thoroughly discussed at our recent public meeting.

January 5, 1978
Mr. John Esler
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Sincerely,

D. N. GEOFFROY
Regional Director
of Transportation

DNG:RWG