

Group Opposes Widening Of Fuller Road

GUILDERLAND — The directors of the McKownville Improvement Association have said they would oppose any plans to widen Fuller Road to four lanes.

The prospect for widening Fuller Road was raised in a letter from Theodore T. Nadrowski, traffic engineer, and Frederic M. Doeing, county engineer, in the Traffic Engineering Division of the Albany County Department of Public Works, to John Poorman, staff director of the Capital District Transportation Committee.

The letter lists the Fuller Road widening proposal and others, in sort of a "wish list," responding to the CDTC's annual request for new transportation projects.

It also includes "spot improvements" along Albany-Shaker Road, from the county airport north to Route 7; improvements to New Karner Road between Route 5 in Colonie and Route 20 in Guilderland; improvements to County Route 204 in Bethlehem and Guilderland, and intersection improvements in three locations on Sand Creek Road in Colonie.

Though the division staff hasn't determined the specific improvements for Albany-Shaker Road, its members are considering improving intersections and widening the roadway.

The New Karner Road proposal tentatively calls for widening the pavement to four lanes, adding a bicycle path and installing turn lanes at the intersections of Route 5 and the industrial park.

The division staff also contemplates widening County Route 204 (Schoolhouse Road) to 34 feet, paving the shoulders, improving the distances drivers can see ahead of them and realigning some curves.

Additional turn lanes and better signals, the letter suggests, would improve Sand Creek Road at Osborne Road, Everett Road and Watervliet-Shaker Road. The county staff also will ask that funds remaining in the current Albany-Shaker Road improvement project finance a separate project for turning lanes, traffic islands and better signals at the Everett Road intersection.

The Fuller Road proposal consists of widening the roadway from its current 40 feet, a bikepath between Washington Avenue and Western Avenue and a sidewalk between the university's driveway and Mercer Street. The sidewalk would join one already extending between Mercer Street and Route 20.

Widening Fuller Road would adversely affect residences on both sides of Fuller Road by requiring a strip of right-of-way eight to 12 feet wide, Dorothy Ellinwood, the McKownville Improvement Association's secretary wrote Friday to Supervisor Kevin A. Moss.

"In general, we are in favor of bike paths, but in this particular instance, we would oppose them," she added. "Why was Fuller Road widened only to 40 feet originally?" she asked, adding that the locations of the residences and the Jewish cemetery probably limited the road's width.

"We suggest resurfacing the road and restriping it for four 10-foot lanes," the McKownville Improvement Association's secretary wrote. The association's directors, she added, would favor the sidewalk from Mercer Street south to the existing sidewalk, but they also said the state should install a pedestrian signal at the state university campus' southernmost entrance.

As for the county staff's proposal to widen Schoolhouse Road, the association's directors said they'd prefer a sidewalk and bike path from Country Lane to the entrance to the Woodlake Apartments, and they suggested the county staff consider the town's plans for a park in McKownville as they plan for the Schoolhouse Road changes.