

APPENDIX RESIDENT VIEWS ON NEIGHBORHOOD NEEDS

A planning effort such as this one relies greatly on local input on issues and needs, for only so much about the mobility and quality of life challenges faced by the community can be gleaned from examinations of the transportation system itself. Toward this end, the Study benefited from the recent work of the McKownville Improvement Association (McKIA) on community outreach.

Two of the McKIA’s recent efforts provided important insights to the Study. One, the development of the Proposal for Western Avenue, was discussed in the treatments of sidewalks both in this section and in the “Proposed Strategy Elements” section. The other was a survey of neighborhood residents concentrating on needs in a variety of areas including sidewalks, streetscaping, lighting, transit service and local destinations. The preface to the summary of survey findings includes the following indications of the degrees of interest and concern residents have for the future of the neighborhood:

“More than ten percent of McKownville households, 96 of about 800 residences, took the time to complete the survey. Many provided additional comments....The report on Western Avenue was produced by the 34 members of the Planning Group. Later more than a dozen neighbors circulated a petition asking McKownville residents to indicate general support for the Western Avenue proposal and 316 signatures were obtained.”

Some of the key findings of this survey related to the areas of concern covered in this Corridor Study are presented below. While the results may not meet the requirements of statistical significance, if the responses are indeed representative of the views of the community as a whole, they do arguably paint a clear picture of the vision residents have for the area.

Question: “Do you want...”	Yes (percent of all Yes/No responses)	No (percent of all Yes/No responses)	No Opinion/ Left Blank
<i>Pedestrian and Bicycle Accommodations</i>			
...sidewalks and curbs along the (following) important cross streets?			
Church Road	53 (90%)	6 (10%)	37
Fuller Road	73 (95%)	4 (5%)	19
McKown Road	65 (94%)	4 (6%)	27
Schoolhouse Road	62 (93%)	5 (7%)	29
...walk lights at these locations? <i>(Intersections named: Schoolhouse; Fuller/Executive Park Drive; Norwood; Fuller/Mercer; Fuller/ Providence; Fuller/University at southernmost entrance; Fuller/Western)</i>	30 (94%)	2 (6%)	64
...existing walking paths in McKownville (between Abele Park and McKown Road, between Parkwood and Elmwood, etc) to be clearly marked?	70 (86%)	11 (14%)	15

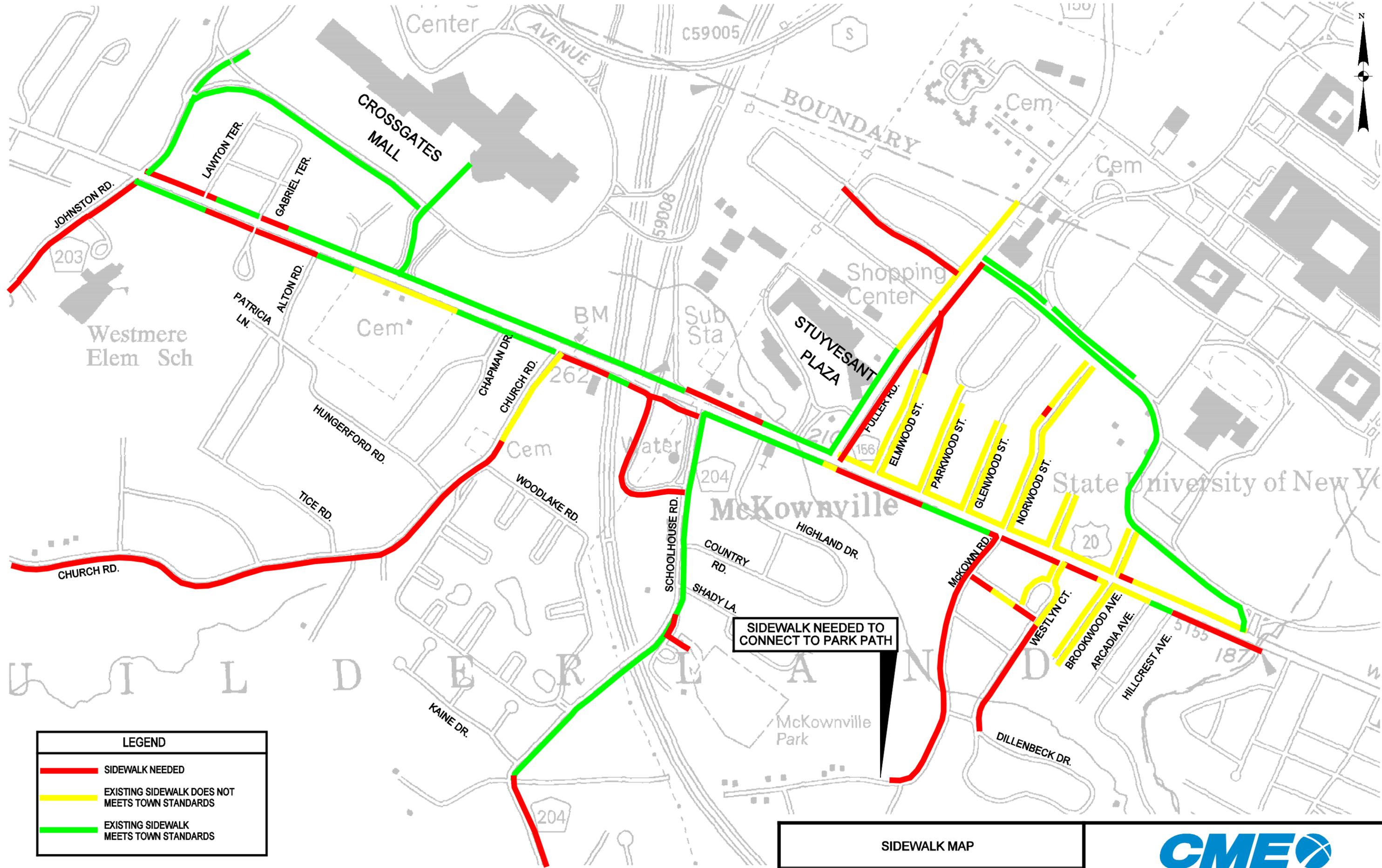
Question: “Do you want...”	Yes (percent of all Yes/No responses)	No (percent of all Yes/No responses)	No Opinion/ Left Blank
...the McKownville pond at Stuyvesant to be made into an attractive park for strolling, picnicking and winter ice skating and necessary changes made to reduce the flooding of western Avenue?	85 (94%)	5 (6%)	6
...a Town park/playground for the residents of Providence/Warren/Mercer streets (because it is the one area that is cut off from both Abele Park and the university, the latter often used as a park)	45 (73%)	16 (27%)	35
...a walking path created along our stream in McKownville (the stream, a branch of the Krumkill, runs from the pond near Stuyvesant southeast behind Burger King and becomes an open stream behind the Holiday Inn and then passes under McKown Road near Short Street and is at the end of Brookwood, Arcadia and Hillcrest and near Ayre Drive and Dillenbeck)?	57 (80%)	14 (20%)	25
...walking paths to be created from Highland/Country/Oak/Shady to Able Park (without having to use Schoolhouse Road), from Mercer/Providence/Warren to Stuyvesant (without having to use Fuller Road) and from McKown Road to Highland/Country/Oak/Shady (without having to use Western)?	62 (84%)	12 (16%)	22
<i>Transit Service and Facilities</i>			
...CDTA to provide express nonstop buses from Stuyvesant Plaza to and from downtown during rush hour?	37 (72%)	14 (28%)	45
...the reinstatement by CDTA of the Four Malls bus?	36 (69%)	16 (31%)	44
<i>Traffic Operations and Safety</i>			
...stop signs at these intersections? <i>(Locations named: Fuller/Mercer/University; Western/Arcadia; generally along Western (the latter named 2 times)</i>	29 (85%)	5 (15%)	62
<i>Streetscaping and Motorist Behavior</i>			
...more trees and shrubbery to be planted along the Northway, Thruway and University drives to eliminate the sight of traffic and reduce traffic noise?	73 (92%)	6 (8%)	17
...trees to be planted by the Town along these streets? <i>(Streets named: Western Avenue (named 4 times), at I-87 and Western area, Burger King/China Buffet/Fuller Road areas (named 2 times each))</i>	42 (89%)	5 (11%)	49
...more streetlights installed along these streets? <i>(Streets named: Fuller Road (named 3 times); Providence Street (named 2 times); McKown Road; Arcadia Avenue (named 2 times); Elmwood (named 2 times); Ayre Drive; Dillenbeck Drive; Parkwood Street)</i>	44 (83%)	9 (17%)	43

Question: “Do you want...”	Yes (percent of all Yes/No responses)	No (percent of all Yes/No responses)	No Opinion/ Left Blank
Gateways			
...the open space (the fields and hills) between the Northway entrance and exit, and between Schoolhouse Road and the Thruway, to be made more attractive with flowering bushes, trees, and other plantings?	50 (85%)	9 (15%)	8

While there are some misconceptions underlying some of these questions – as one example, trees and shrubbery are not effective noise barriers – the survey responses point to a clear sense of the accommodations of different modes and aesthetic character which residents desire for the neighborhood.

The survey responses are also consistent with the insights gleaned from Public Meetings held in March and July. At both of these meetings, concerns, issues or ideas fell into the following categories, approximately in the same rank order by number of comments:

- Barriers/Connections/Destinations (for walking and cycling)
- Bike and Ped Infrastructure/Where Needed
- Streetscaping/Refuges/Lighting/Trees
- Safety/Speed/Traffic *(10 comments)*
- Neighborhood Character and Commercial Development
- Technology/Traffic Signals
- Gateways
- Personal Mobility
- Transit
- Regulations
- Signage
- Local Services



LEGEND	
	SIDEWALK NEEDED
	EXISTING SIDEWALK DOES NOT MEETS TOWN STANDARDS
	EXISTING SIDEWALK MEETS TOWN STANDARDS

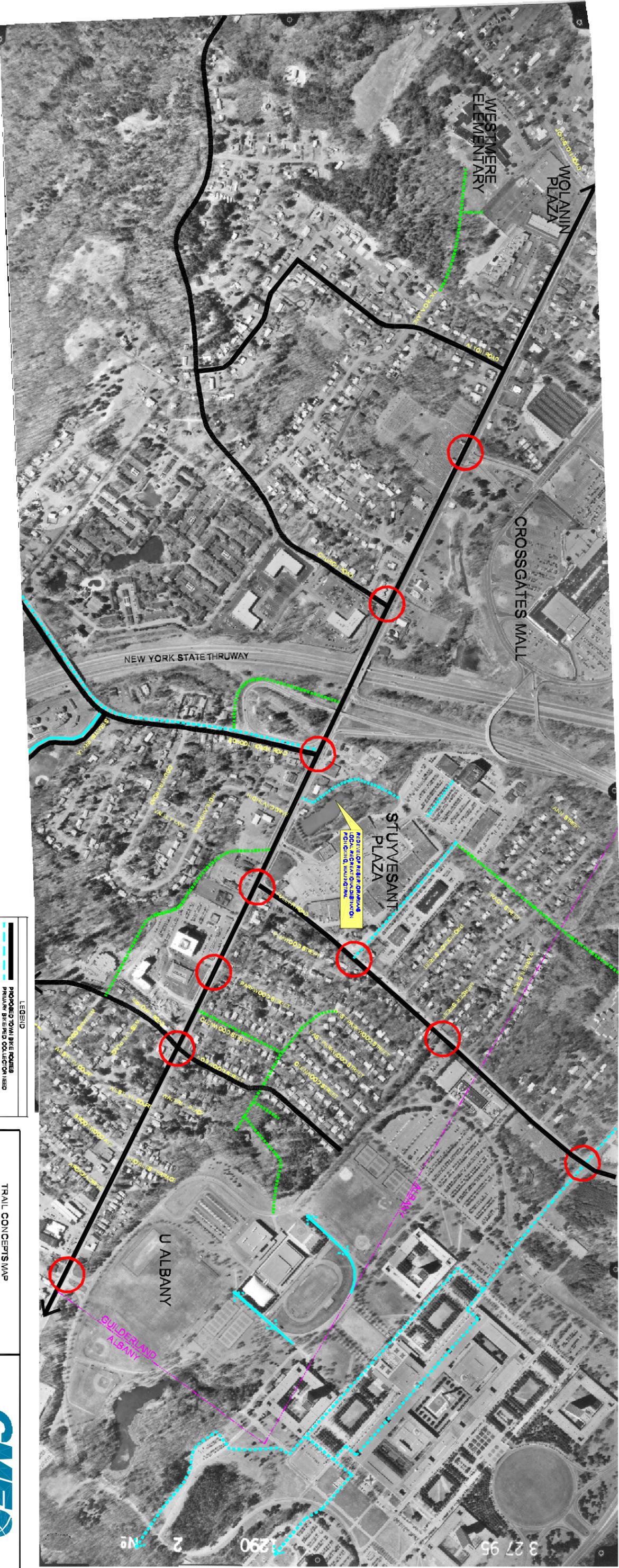
SIDEWALK NEEDED TO CONNECT TO PARK PATH

SIDEWALK MAP

**McKOWNVILLE CORRIDOR STUDY
TOWN OF GUILDERLAND, NEW YORK**

CME
CREIGHTON MANNING ENGINEERING, LLP
4 AUTOMATION LANE, ALBANY, NY 12205

PROJECT: 02-009 DATE: 04/03 FIGURE: 1-1



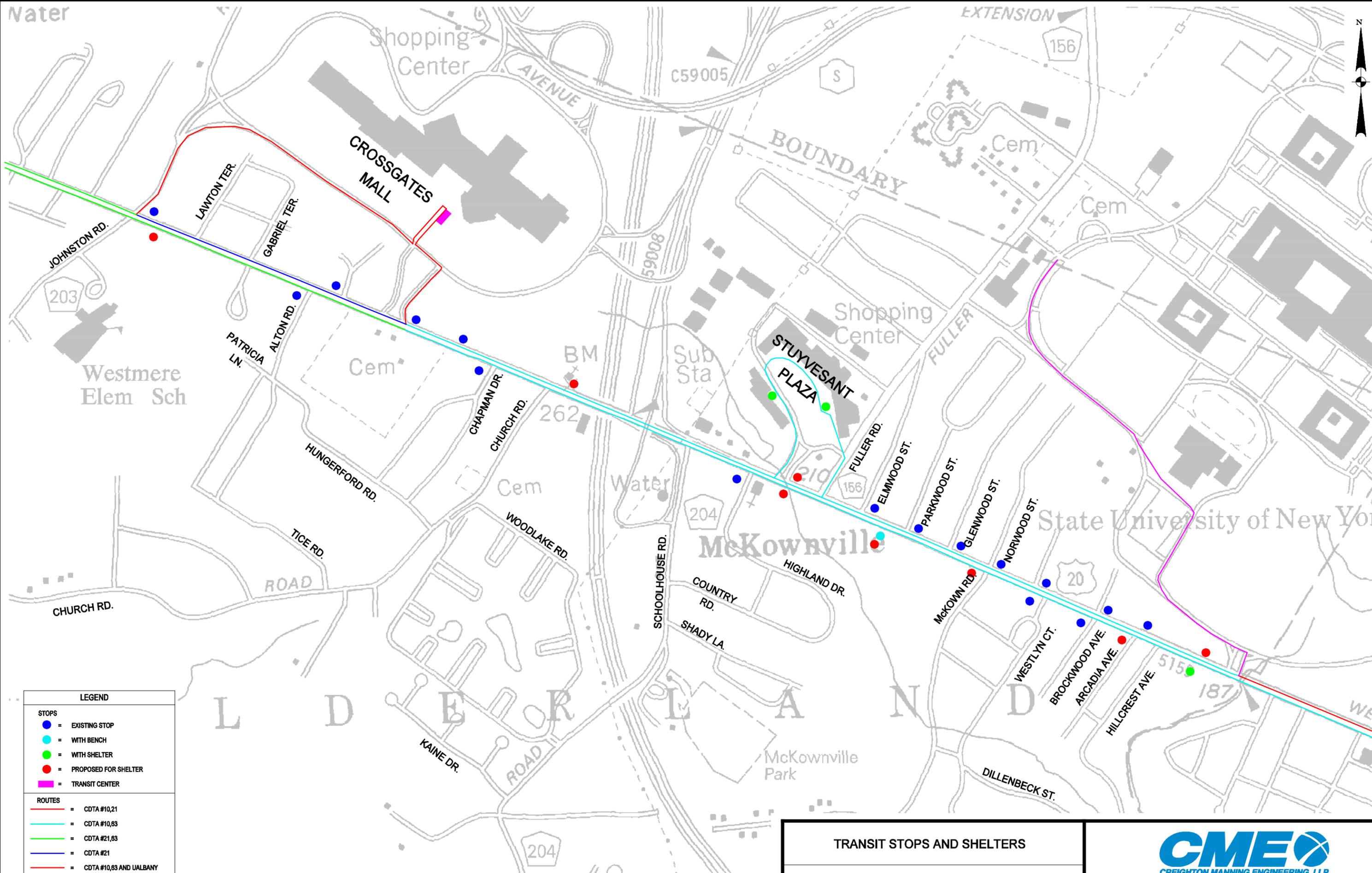
LEGEND

- PROPOSED TOWN BIKE ROUTES
- PRIMARY BIKEWAY COLLECTOR (RED)
- SECONDARY BIKEWAY ROUTE (ORANGE)
- POTENTIAL BIKEWAY COLLECTOR (GREEN)
- INTERNAL TRAIL (PINK/OLIVE)
- PROPOSED PROXIMAL POINT (RED CIRCLE)

TRAIL CONCEPTS MAP
 MCKOWNVILLE CORRIDOR STUDY
 TOWN OF GUILDERLAND, NEW YORK

CMEQ
 CHESTER TOWN ENGINEERING & PLANNING, LLP
 400 WASHINGTON ST., ALBANY, NY 12208

PROJECT: 02-009 DATE: 02/03 FIGURE: 2-1



LEGEND	
STOPS	
● (Blue)	= EXISTING STOP
● (Cyan)	= WITH BENCH
● (Green)	= WITH SHELTER
● (Red)	= PROPOSED FOR SHELTER
■ (Pink)	= TRANSIT CENTER
ROUTES	
— (Red)	= CDTA #10,21
— (Cyan)	= CDTA #10,63
— (Green)	= CDTA #21,63
— (Blue)	= CDTA #21
— (Red)	= CDTA #10,63 AND UALBANY
— (Pink)	= CDTA #10 AND UALBANY

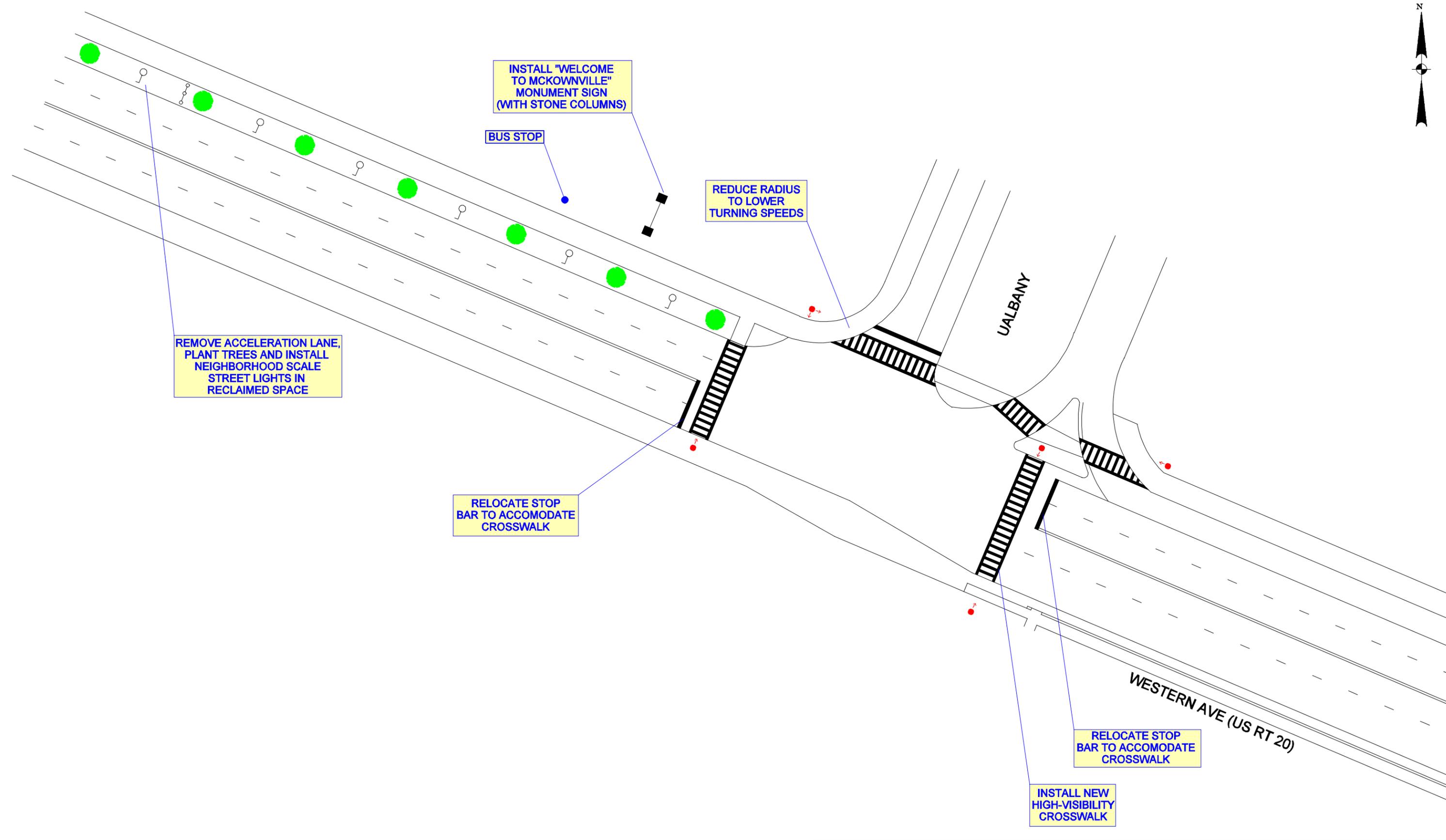
TRANSIT STOPS AND SHELTERS

McKOWNVILLE CORRIDOR STUDY
TOWN OF GUILDERLAND, NEW YORK

CME
 CREIGHTON MANNING ENGINEERING, LLP
 4 AUTOMATION LANE, ALBANY, NY 12205

PROJECT: 02-009 DATE: 02/03 FIGURE: 3-1

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REMOVE ACCELERATION LANE,
PLANT TREES AND INSTALL
NEIGHBORHOOD SCALE
STREET LIGHTS IN
RECLAIMED SPACE

INSTALL "WELCOME
TO MCKOWNVILLE"
MONUMENT SIGN
(WITH STONE COLUMNS)

BUS STOP

REDUCE RADIUS
TO LOWER
TURNING SPEEDS

RELOCATE STOP
BAR TO ACCOMODATE
CROSSWALK

RELOCATE STOP
BAR TO ACCOMODATE
CROSSWALK

INSTALL NEW
HIGH-VISIBILITY
CROSSWALK

●→ NEW "COUNTDOWN TIMER" PEDESTRIAN SIGNAL
HEADS WITH BUTTONS (ARROWS INDICATE
DIRECTION(S) HEADS FACE)

NOT TO SCALE

WESTERN / UALBANY INTERSECTION
IMPROVEMENT CONCEPTS

MCKOWNVILLE CORRIDOR STUDY
TOWN OF GUILDERLAND, NEW YORK

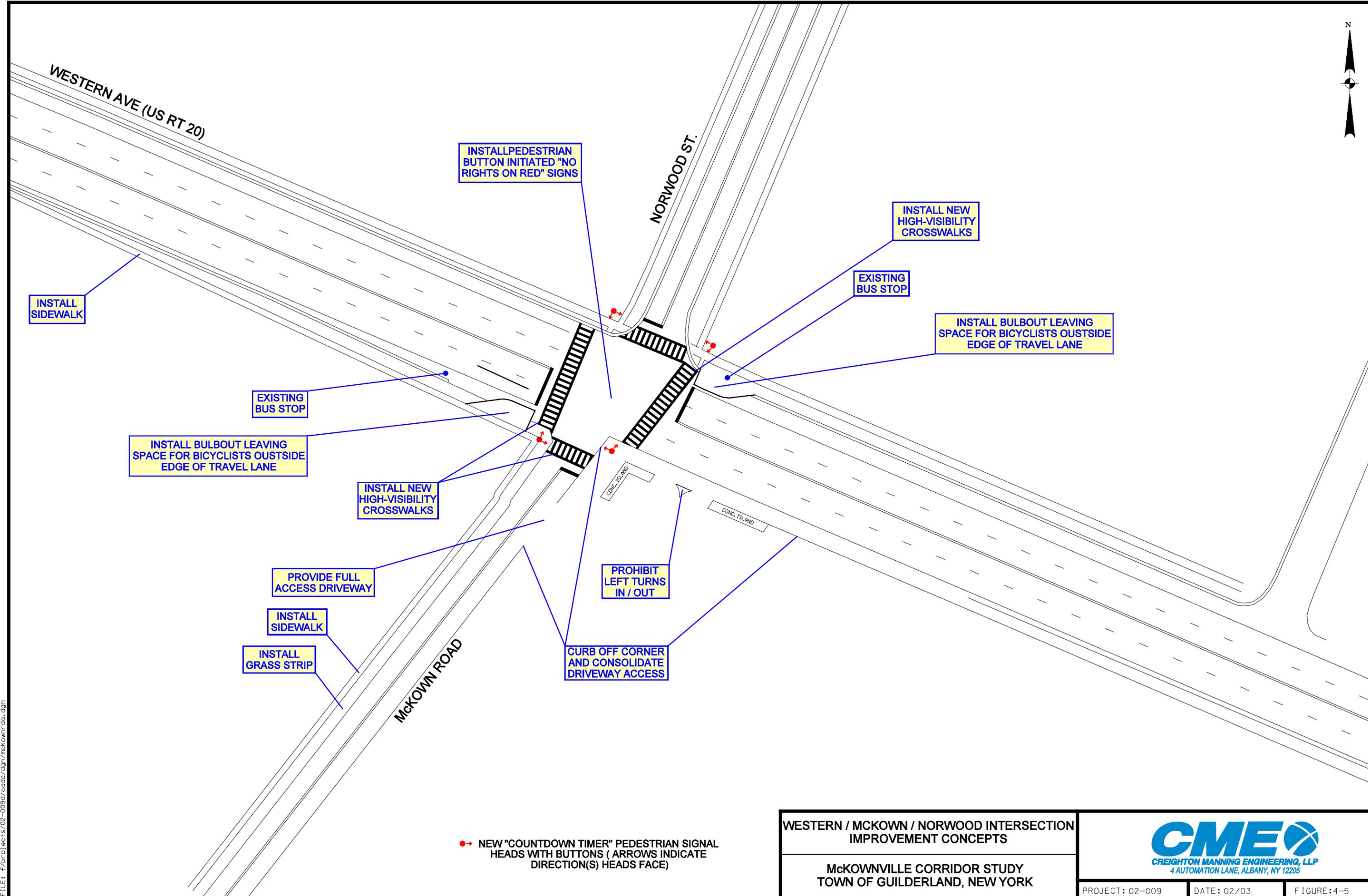


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DATE : 2/03

FIGURE : 4-2

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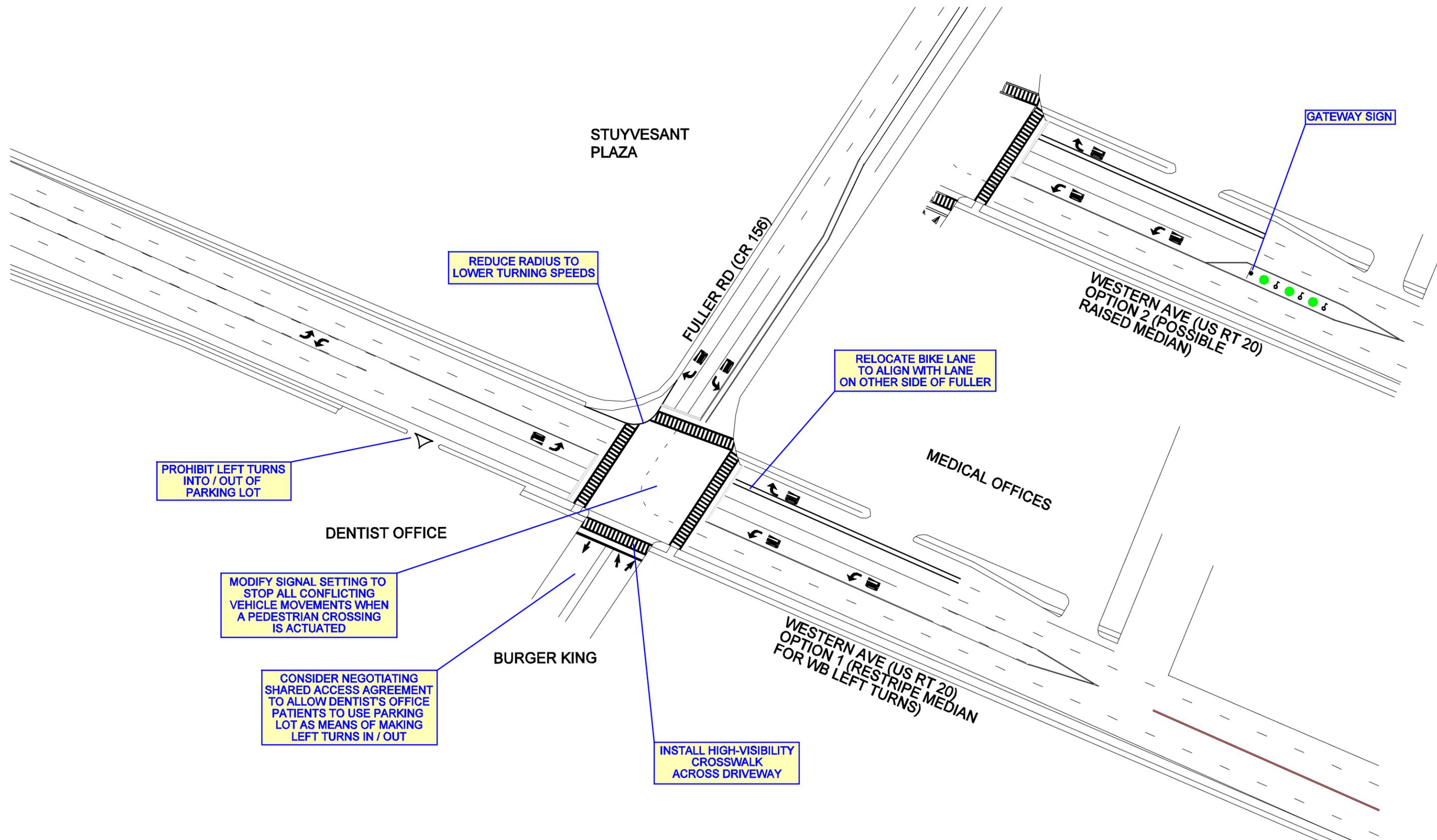
➔ NEW "COUNTDOWN TIMER" PEDESTRIAN SIGNAL HEADS WITH BUTTONS (ARROWS INDICATE DIRECTION(S) HEADS FACE)

WESTERN / MCKOWN / NORWOOD INTERSECTION IMPROVEMENT CONCEPTS

**McKOWNVILLE CORRIDOR STUDY
TOWN OF GUILDERLAND, NEW YORK**



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STUYVESANT PLAZA

FULLER RD (CR 156)

GATEWAY SIGN

WESTERN AVE (US RT 20)
OPTION 2 (POSSIBLE
RAISED MEDIAN)

MEDICAL OFFICES

DENTIST OFFICE

BURGER KING

WESTERN AVE (US RT 20)
OPTION 1 (RESTRIPE MEDIAN
FOR WB LEFT TURNS)

REDUCE RADIUS TO
LOWER TURNING SPEEDS

RELOCATE BIKE LANE
TO ALIGN WITH LANE
ON OTHER SIDE OF FULLER

PROHIBIT LEFT TURNS
INTO / OUT OF
PARKING LOT

MODIFY SIGNAL SETTING TO
STOP ALL CONFLICTING
VEHICLE MOVEMENTS WHEN
A PEDESTRIAN CROSSING
IS ACTUATED

CONSIDER NEGOTIATING
SHARED ACCESS AGREEMENT
TO ALLOW DENTIST'S OFFICE
PATIENTS TO USE PARKING
LOT AS MEANS OF MAKING
LEFT TURNS IN / OUT

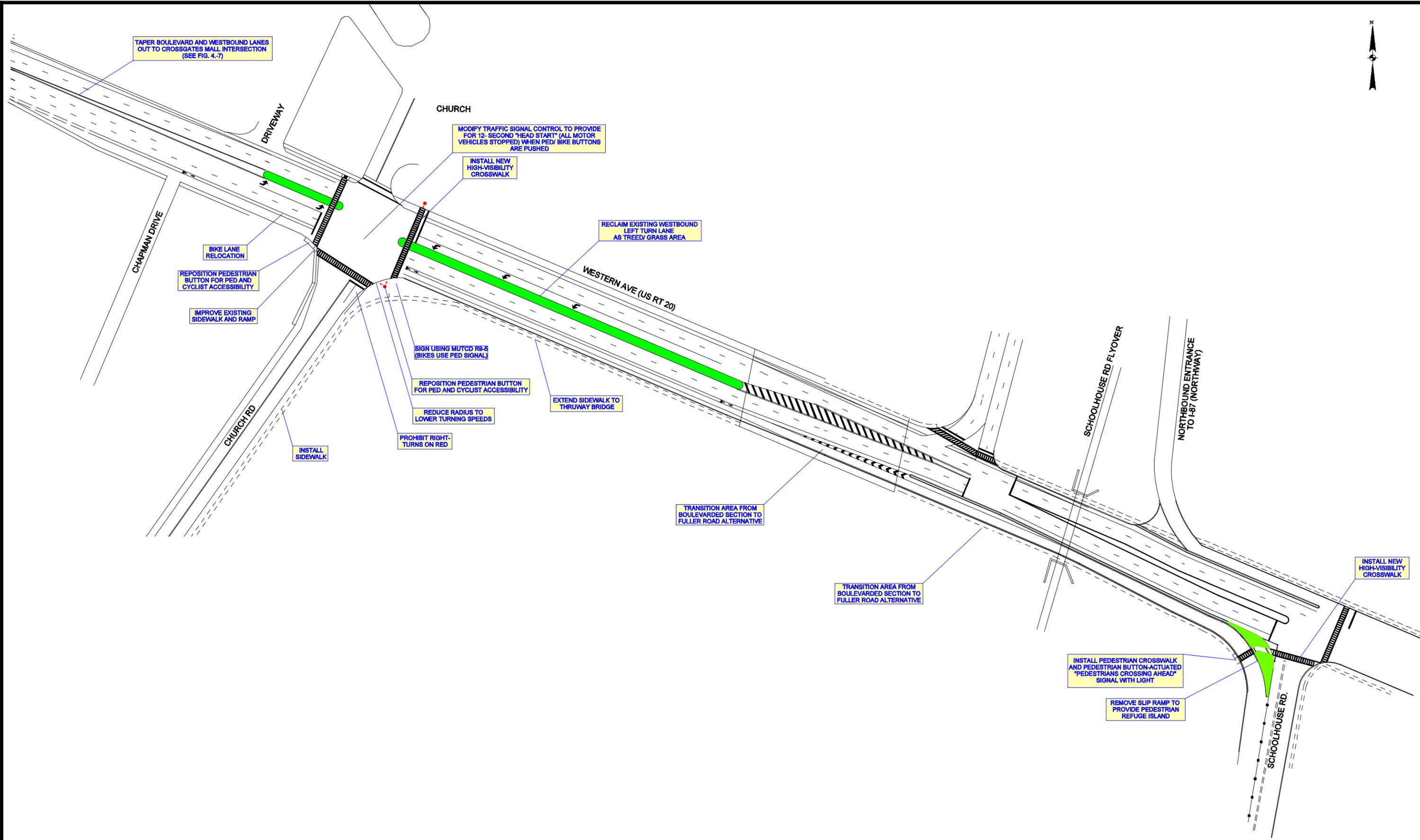
INSTALL HIGH-VISIBILITY
CROSSWALK
ACROSS DRIVEWAY

NOT TO SCALE

WESTERN / FULLER INTERSECTION CONDITIONS TO CONCEPTS
McKOWNVILLE CORRIDOR STUDY TOWN OF GUILDERLAND, NEW YORK



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TAPER BOULEVARD AND WESTBOUND LANES
OUT TO CROSSGATES MALL INTERSECTION
(SEE FIG. 4-7)

CHURCH

MODIFY TRAFFIC SIGNAL CONTROL TO PROVIDE
FOR 12-SECOND "HEAD START" (ALL MOTOR
VEHICLES STOPPED) WHEN PED/BIKE BUTTONS
ARE PUSHED

INSTALL NEW
HIGH-VISIBILITY
CROSSWALK

RECLAIM EXISTING WESTBOUND
LEFT TURN LANE
AS TREED/GRASS AREA

BIKE LANE
RELOCATION

REPOSITION PEDESTRIAN
BUTTON FOR PED AND
CYCLIST ACCESSIBILITY

IMPROVE EXISTING
SIDEWALK AND RAMP

WESTERN AVE (US RT 20)

SIGN USING MUTCD R9-5
(BIKES USE PED SIGNAL)

REPOSITION PEDESTRIAN BUTTON
FOR PED AND CYCLIST ACCESSIBILITY

REDUCE RADIUS TO
LOWER TURNING SPEEDS

EXTEND SIDEWALK TO
THRUWAY BRIDGE

CHURCH RD

INSTALL
SIDEWALK

PROHIBIT RIGHT-
TURNS ON RED

TRANSITION AREA FROM
BOULEVARDED SECTION TO
FULLER ROAD ALTERNATIVE

SCHOOLHOUSE RD FLYOVER

NORTHBOUND ENTRANCE
TO I-87 (NORTHWAY)

TRANSITION AREA FROM
BOULEVARDED SECTION TO
FULLER ROAD ALTERNATIVE

INSTALL NEW
HIGH-VISIBILITY
CROSSWALK

INSTALL PEDESTRIAN CROSSWALK
AND PEDESTRIAN BUTTON-ACTUATED
"PEDESTRIANS CROSSING AHEAD"
SIGNAL WITH LIGHT

REMOVE SLIP RAMP TO
PROVIDE PEDESTRIAN
REFUGE ISLAND

SCHOOLHOUSE RD.

● → NEW "COUNTDOWN TIMER" PEDESTRIAN SIGNAL
HEADS WITH BUTTONS (ARROWS INDICATE
DIRECTION(S) HEADS FACE)

NOT TO SCALE

WESTERN AVENUE IMPROVEMENTS
CHURCH ROAD TO SCHOOLHOUSE ROAD

McKOWNVILLE CORRIDOR STUDY
TOWN OF GUILDERLAND, NEW YORK



PROJECT: 02-009

DATE: 02/03

FIGURE: 4-8

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TAPER BOULEVARD AND WESTBOUND LANES
OUT TO CROSSGATES MALL INTERSECTION
(SEE FIG. 4-7)

MODIFY SIGNAL SETTING TO
STOP ALL CONFLICTING
VEHICLE MOVEMENTS WHEN
A PEDESTRIAN CROSSING
IS ACTUATED

INSTALL NEW
HIGH-VISIBILITY
CROSSWALK

RECLAIM EXISTING WESTBOUND
LEFT TURN LANE
AS TREED/ GRASS AREA

BIKE LANE
RELOCATION

REPOSITION PEDESTRIAN
BUTTON FOR PED AND
CYCLIST ACCESSIBILITY

IMPROVE EXISTING
SIDEWALK AND RAMP

WESTERN AVE (US RT 20)

SIGN USING MUTCD R9-5
(BIKES USE PED SIGNAL)

REPOSITION PEDESTRIAN BUTTON
FOR PED AND CYCLIST ACCESSIBILITY

EXTEND SIDEWALK TO
THRUWAY BRIDGE

REDUCE RADIUS TO
LOWER TURNING SPEEDS

PROHIBIT RIGHT-
TURNS ON RED

INSTALL
SIDEWALK

CHAPMAN DRIVE

DRIVEWAY

CHURCH

CHURCH RD

→ NEW "COUNTDOWN TIMER" PEDESTRIAN SIGNAL
HEADS WITH BUTTONS (ARROWS INDICATE
DIRECTION(S) HEADS FACE)

WESTERN/ CHURCH INTERSECTION IMPROVEMENT CONCEPTS
McKOWNVILLE CORRIDOR STUDY TOWN OF GUILDERLAND, NEW YORK

CME CREIGHTON MANNING ENGINEERING, LLP 4 AUTOMATION LANE, ALBANY, NY 12205	
PROJECT: 02-009	DATE: 02/03
FIGURE: 4-9	

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