

September 7, 2022

SENT VIA E-MAIL

Kenneth Kovalchik
Town Planner
Town of Guilderland
P.O. Box 339
Guilderland, NY 12084-0339

**RE: TDE Review – Traffic Analysis Review:
Crossgates Mall Rd and Gabriel Terrace/Dick’s Entrance**

Dear Mr. Kovalchik,

GPI has received the following documents provided by JMT of New York, Inc.:

- Response to comment letter dated August 23, 2022
- Traffic analysis letter for Crossgates Mall Rd at Gabriel Terrace, dated August 31, 2022
- Concept sketch for the above reference intersection, dated August 23, 2022

GPI has completed our review of the materials submitted and offer the following technical comments and recommendations:

1. The response to comment letter adequately addresses the comments from GPI’s August 17, 2022 Review Letter.
2. The concept sketch has been modified per previous comments and we have no further comment concerning the layout at Gabriel Terrace. The intersection geometry is reasonable and appropriate, based on the analysis and JMT’s recommendations.
3. Two-way stop traffic control at the Crossgates Mall Rd and Gabriel Terrace intersection would result in LOS F and over capacity conditions on the side streets, which would not be acceptable.
4. The traffic signal analysis and warrant study for the Gabriel Terrace intersection were reviewed and found to be acceptable. These analyses show that a signal will be warranted at this location and that it can be accommodated within the Crossgates Mall Road Corridor with minimal traffic impact. It is anticipated that a traffic signal at this location will operate at LOS A with 9.9 sec/veh of delay in the PM peak hour based on the analysis results.
5. A roundabout layout and analysis were provided. The analysis shows that a single lane roundabout would operate at LOS A with a delay of approximately 7.2 sec/veh.
6. The analysis also identified several non-engineering related items for considering the roundabout option. The Town’s reviewing boards and staff should discuss these issues with the applicant, including the significant grade difference between Crossgates Mall Rd and the adjacent parking lots, claimed loss of parking (up to 40 parking spaces lost), whether the roundabout would require extensive work on lands not controlled by the Applicant or the Town, which could be an issue, and whether the construction would be significantly more expensive than that of a traffic signal.
7. For improved traffic flow along the Crossgates Mall Rd corridor, traffic signal coordination was suggested in the traffic report. This is a reasonable recommendation, and the analysis shows that all signalized intersections within the corridor will operate acceptably under coordinated conditions. It should be noted that introducing a roundabout within a coordinated signal system could negatively impact vehicle progression and is not a preferred situation.

8. The roundabout option provides only negligible delay reduction over a traffic signal (about 2 sec/veh). The non-engineering considerations stated in Comment 6 from the analysis should be further discussed between the Applicant and the Town as they relate to the feasibility of installing a roundabout for the Crossgates Mall Rd and Gabriel terrace intersection.

Based on GPI's review of the submitted sketch and traffic analysis, and subject to resolution of the non-engineering issues in Comment 6, we find the proposed geometry acceptable for the Crossgates Mall Rd and Gabriel Terrace intersection. Additionally, we concur that traffic signalization, with the signal coordinated with the adjacent traffic signals along Crossgates Mall Rd, would be the most appropriate form of traffic control for safe and efficient traffic operations.

Please feel free to contact us with any questions.

Regards,

GPI/GREENMAN-PEDERSEN, INC.



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