

## Appendix H - Draft Report Comments and Responses



## Responses to Comments – Draft Report

Project: <b>Delaware Avenue Complete Streets Feasibility Study</b>	
Draft Report Date: November 15, 2017	Reviewer: Various

Comment #	Comment	Response
<b>A. John Cody Comments</b>		
1	<p>Your in my opinion dishonest study, where in the public meeting you minimized the concerns of the public, insulted us with your "just 50 more seconds of travel time slide," ignored audience questions such as the one about the school buses, and ignored the needs of those who commute by automobile? Oh yeah, that one. Why do you want to ruin Delaware Avenue?</p>	<p>There was a 30 minute Q &amp; A during the second public meeting where all comments were answered honestly. The 50 second travel time estimate is the result of a traffic engineering model developed and applied according to standard traffic engineering practice. The school bus issue was answered at the meeting, and a follow-up meeting was held with the School District Transportation Director. Alternatives to address the concern regarding school buses is addressed in the Report. The study was carried out using accepted methods, drawing from standards and guidance from the New York State Department of Transportation Design Manual, NACTO, ITE, and others.</p>
<b>B. Joan Meyer Comments</b>		
1	<p>I am writing to voice my emphatic support for the FULL ROAD DIET option for Delaware Avenue in Bethlehem. Improving the overall safety of this busy corridor and providing desperately needed infrastructure to encourage more (and safer) bicyclist and pedestrian traffic is long overdue. Thank you.</p>	<p>Comment noted</p>
<b>C. Joe Scalzo Comments</b>		
1	<p>Once again I am writing to express my opinions about the proposed Road Diet Plan for Delaware Avenue. I understand the decision making time is fast approaching and I wanted to be sure I have passed along any items I may have missed in earlier communications. I ask if the businesses along the Delaware Avenue portion(Elsmere Avenue to the Normanskill Bridge) of the Road Diet plan been advised that the plans' sponsors are OK with the/a resulting 5%, 10% 15% or more of traffic diversion after its implementation, making Bender Lane, Delmar By-Pass, Feura Bush Road and other alternative routes more desirable, thereby making alternatives like Romos Pizza, ShopRite, Price Chopper(s), Angelas, Marshalls, Dollar Store, Tractor Supply, Planet Fitness, Cumberland Farms, Roux, Specialty Restaurants, Mobil and the many other Glenmont and Slingerlands businesses more attractive? I would think the businesses above, plus the many I have left out, would certainly be in favor of the plan, if not for any other reason than more traffic for them!</p>	<p>The Business owners in the corridor were invited to a separate meeting, and a survey of businesses was conducted by the Bethlehem Chamber. The majority of the businesses that responded were in favor of the full road diet.</p>

Comment #	Comment	Response
2	<p>If it is believed that Delaware Avenue represents or can represent a/the 'Street of a Hamlet' I believe we are sadly mistaken, as the 18000 or so vehicles per day truly make it a 'traffic artery' and thoroughfare.</p> <p>Additionally, if we look at the Delaware Avenue traffic, the morning rush hour drivers are those who may need fuel, beverages and other early morning convenient store type items, but for the most part are focused on getting through to their destination and anything even remotely resembling a delay will cause them to seek alternative routes unless the delays are indeed temporary. I would guess that the present construction on the portion of Delaware Avenue not covered by this traffic study has caused many to not only use the alternate routes they needed to take but will cause some to continue after the construction is completed.</p> <p>Personally, when I am on Kenwood Avenue heading South to the 4 Corners, I now continue on Kenwood to avoid the construction and find that there are many more choices for my destinations by continuing, including those that pass by [laces like Dunkin' Donuts, Cumberland Farms, Mobil, Glenmont Post Office, Delmar Custom Tailor &amp; Dry Cleaning, Bed, Bath and Beyond, State Farm, Lowes, Walmart, Walmart Pharmacy, Lucy Nails, Pet Smart, two Liquor Sores, Shannon Barber Shop, Great Clips, Tiffany's Barber Shop, Petrol, Price Chopper and many more. I only turn back to Delaware Avenue via Elsmere when I have a specific location I need to be at and it is not available to me in Glenmont-the Delmar based Medical Facilities is a good example, although the new Albany Med Emergent Care office may also work out well.</p> <p>Those vehicles making up the evening rush hour have drivers that are similarly focused on getting home but are more apt to stop on the way for things needed at their residence that evening—like items presently found in the Delaware Plaza and Delaware Avenue area. Equally as important is the fact that the Eastbound Rush Hour traffic is traveling on/in the North side traffic lanes thereby making businesses on the North side of Delaware Avenue attractive while those on the South side necessitating a need for a sometimes inconvenient left turn. Left turn lanes are important but do take up room—room that we would be using with bike routes if adopting all but one of the Diet Plan alternatives—that being the so-called 'Null' one.</p>	<p>The Study acknowledges that some motorists will divert away from this section of Delaware Avenue during the peak hour, with the road diet. The modeling conducted as part of the study estimated about 60 of 1790 vehicles, or three to four percent of the peak hour traffic will divert.</p> <p>Left turns will be easier with the road diet as evidenced by the unsignalized LOS analysis.</p>
3	<p>In an earlier message I had mentioned the need to be able to drive around stopped CDTA Buses on Delaware Avenue stopping in the driving lane and how this possibility would disappear if there was only one driving lane—no matter which direction one is traveling. I feel this is doubly important for stopped school buses. Earlier this week I had sent a note regarding a dangerous situation at the entrance to Brueggers. These are not imagined issues and are not going to be helped by any of the current Road Diet alternatives.</p>	<p>The study recommends having the bus pull out of traffic at the busier stops - eastbound near Elsmere and at the Hannaford Plaza.</p>

Comment #	Comment	Response
4	<p>I believe, human nature being what it is, anything posing as even a small delay will cause drivers to be diverted to alternative routes, say through the Route 9W and Glenmont areas via Feura Bush Road, Bender Lane and the By-Pass, thereby opening up the Price Chopper Plaza Stores/Shops, Glenmont Plaza, Walmart and Lowes along with places like Applebees, Chilis and the Glenmont 'Strip Mall' businesses(a number of which are noted above)-- to them with the end result being lost customers for the Delaware Avenue businesses.</p> <p>If we do not think travelers will seek alternate routes around congested areas, just visualize what would happen if Hudson Avenue had a viable exodus to Kenwood and/or Delaware Avenue—travelers would no longer have to endure a logjam at the 4 Corners and how about the lost business for those establishments! Also, commuters may just realize that New Scotland Avenue—even with the frequent accident---prone Roundabouts included---can and already is a convenient single roundabout route to Fisher Boulevard and Kenwood Avenue and others like them thereby moving even more potential Delaware Avenue customers away—sure it may be better for the Route 85 businesses but, again, have the Delaware Avenue business operators been made aware of the possibilities?</p>	<p>The Study acknowledges that some motorists will divert away from this section of Delaware Avenue during the peak hour, with the road diet. The modeling conducted as part of the study estimated about 60 of 1790 vehicles, or three to four percent of the peak hour traffic will divert.</p> <p>Research about the economic impacts of road diets conducted for this study showed that most studies point to no overall economic impact, or some positive impact.</p>
5	<p>Additionally, even though Delaware Avenue is a NYS road, the vast majority of the streets that intersect with it are under Town of Bethlehem jurisdiction and I hope the Superintendent of Highways will be directly involved in this group activity.</p> <p>I maintain we seem to have made the very small number of cyclists the priority and forgotten the residential taxpayers, property owners and businesses that really pay the bills and associated DMV fees. Like the cyclists, motor vehicles have alternatives and they are not good for the Delaware Avenue businesses.</p> <p>My suggestion remains to let the cyclists use the bike/walking path to access Delaware Avenue businesses, strategically add Crosswalks and, if anything look to make Delaware Avenue safer for the vast majority of the travelers.</p> <p>Once again, <b>Thank You</b> for your time.</p>	<p>Comment noted.</p> <p>Improved accommodation for bicyclists is not the sole priority. The road diet will also benefit pedestrians and reduce vehicle crashes.</p> <p>NYSDOT Design guidance and a meeting with the NYSDOT indicated that marked crosswalks alone should not be provided on the existing four-lane roadway (multi-threat crash type would remain).</p>

Comment #	Comment	Response
<b>D. Ed Brennan Comments</b>		
1	<p>I am writing on behalf of the Albany Bicycle Coalition in support of the Full Road Diet proposal for Delaware Avenue from Elsmere Avenue to the Normanskill Bridge. The Albany Bicycle Coalition promotes cycling and cycling safety throughout the Capital Region. We have reviewed the Delaware Avenue Complete Streets Feasibility Study and several of our members were able to attend the recent presentations. We are familiar with this busy section of road as both cyclists and drivers.</p> <p>The lack of bike lanes, narrow shoulders (if any) and the speed of cars make cycling on this section of Delaware Avenue especially hazardous. The four lanes of traffic make the road difficult to cross except in the two widely separated places that have crosswalks. We agree that slower speeds, two motor vehicle traffic lanes with a turning lane and bike lanes will vastly improve the safety and appeal of this area.</p> <p>One especially bothersome complaint opposing the plan is that walkers and cyclists have the new and popular Albany County Helderberg Hudson Rail Trail so should not need bike lanes and pedestrian improvements on Delaware Avenue. Pedestrians and cyclists are not just participating in these activities for the sake of walking or cycling. They are going somewhere. There should be a safe way to walk and cycle to the many businesses and other destinations along the Delaware Avenue corridor. People in cars are not “giving up something” for people on busses, on foot or on bicycles – these latter groups are merely demanding their fair and proper share of the road space. Improving and increasing foot and bike traffic is not only good for pedestrians and cyclists, it is good for businesses and good for building an appealing community.</p> <p>It is also important to remember that for many Delaware Avenue is the only practical connection between Albany and the southwest communities of Delmar and Elsmere. The rail trail has no designated access between Elsmere and South Pearl Street in Albany. For walkers and cyclists wanting to go anywhere in between the rail trail is not a solution. Delaware Avenue is the only route for many people that commute to work by bicycle and for many people that commute by bus who must then walk from bus stops to their destinations. These people must be able to get to and from work safely.</p> <p>Lastly, if the success of the Rail Trail has shown anything, it has shown how so many people in this community want to get out of their cars to walk and bicycle. While the rail trail is a safe place to walk and bicycle, it is hazardous to get to the Rail Trail if your route follows Delaware Avenue. We urge the Town Board to approve the Full Road Diet plan and to see that this plan is carried out without delay.</p> <p>Thank you for your efforts and consideration.</p>	<p>Comment noted. The Albany Bicycle Coalition supports the Full Road Diet.</p>

Comment #	Comment	Response
<b>E. Aaron Corman Comments</b>		
1	<p>Greetings:</p> <p>I will try to be brief. I grew up in Delmar in the 70s and 80s...went to UAlbany then moved to Portland, OR to study Urban Planning at Portland State University. I moved back to the Capital District in 2005 and currently live in Albany near St. Peter's Hospital.</p> <p>But I ride my bike throughout the Capital District and it's a good idea for so many reasons to bring Delaware Ave down to 3 lanes with two bike ones (one one each side). Besides making the road safer for ALL users, it will make that stretch of Delaware even more commercially viable.</p> <p>Connecting the Town of Bethlehem to the City of Albany via a SAFE bike route is a win-win for both communities and their residents.</p> <p>I look forward to the redesign of Delaware Avenue to implement the full road diet.</p> <p>Thank You, Aaron Corman</p>	Comment noted.
<b>F. Jeremy Snyder Comments</b>		
1	<p>We live on Euclid Avenue. Since moving in five years ago, we've enjoyed the neighborhood but we've been frustrated with the dangerous, heavy traffic along Delaware. I was pleased to read that the Delaware Avenue Complete Streets draft report recommends the complete road diet and crosswalks at both Salisbury and Euclid Avenues. I believe that, if implemented, this will make driving, walking, and cycling in the area safer and more enjoyable, especially with our children. It will also help us access shopping and the bike path. Thank you for the work that went into the study.</p> <p>Jeremy Snyder</p>	Comment noted.
<b>G. Jonathan Benn Comments</b>		
1	<p>Delaware Avenue Complete Streets</p> <p>I favor option B, the complete road diet for the affected corridor on Delaware Avenue.</p> <p>Would it be possible to consider placing islands in the center turning lane at locations where pedestrian crossings are likely and no signal is available? This would allow pedestrians to cross in stages.</p> <p>I bicycle on Delaware Avenue on a regular basis. One common issue faced by cyclists is debris on the very narrow shoulders. Broken glass bottles, pieces of auto exhaust systems, garbage. All are fairly common from the Normanskill Bridge to about Euclid Avenue on both sides of Delaware Ave. The road diet should cure the narrow shoulders, but what process will be in place to ensure the bike lane will be free of debris?</p> <p>Jonathan Benn</p>	Comment noted.

Comment #	Comment	Response
<b>H. John Cody Comments</b>		
1	The Town of Bethlehem's resolution calls for roadways to address the needs of "all users", not just pedestrians, bicyclists, etc. Yet your report minimizes the concerns of drivers.	The report does not minimize the concern of drivers. It documents the negative effects of the road diet to motorists in terms of travel time, and public feedback which generally showed a willingness to accept the increased travel time. It also documents public concerns about increased travel time.
2	<p>And in the public meeting, you did not offer ANY alternative that maintained capabilities for drivers while adding enhancements to the avenue. Instead, it was only either "Do Nothing" or "Do Any of these other things that hurt the drivers." Where was the balance, in the middle?</p> <p>You should have started from the premise, "<i>How can we maintain the capabilities that already exist for drivers, while enhancing the capabilities for other users?</i>" Instead, you focused primarily on the other users, and essentially ignored the needs of drivers.</p>	Evaluating the feasibility of a road diet was a fundamental requirement of the study. The study does note that certain enhancements could be pursued without the road diet. NYSDOT Design guidance and a meeting with the NYSDOT indicated that marked crosswalks alone should not be provided on the existing four-lane roadway due to the multi-threat accident type.
3	<p>It should be very straightforward to accommodate both types of uses. Drive West on Delaware Avenue, and look forward when you are in the location of approximately the Elsmere School. If you look forward you will see that the traffic further down the road is the same height as the traffic in front of the school. Yet there is a former railroad trestle, now rail trail, in between. How is that possible? Because the roadway dips down under the trestle, only to rise again after passing it.</p> <p>Surely digging a few more similar "dips" and lowering the roadway at a few strategic additional crossings would allow a level pathway for bicyclists and pedestrians to cross the roadway in more locations, while not taking away driving lanes and deteriorating from the drivers' experience. By allowing more such road "dips," one could even extend the rail trail in multiple places along Delaware Avenue. And I am guessing this could be done at likely lesser cost than what you're planning now.</p>	Grade separation is not considered feasible. Constructing additional "dips" would create drainage issues and would come at unreasonable costs, limit freight access, disruption to adjacent businesses, etc.
4	<p>I am most concerned about execution of your plans. The current roadwork between Elsmere Avenue and the 4 Corners has been a disaster. It's well over the time it was scheduled for, and gives every appearance now of being rushed with corners being cut to try to finish it up before the ground freezes. Also, just how poorly is this being paved? Areas that were recently paved are already starting to pit, crack and crumble from road traffic.</p> <p>I think the Town Board and your principals should go back to the drawing board and start with a fresh charge and a different premise, one that seeks to maintain services for drivers while <i>adding</i> services for other users, not taking away from one set of users (drivers) to hand to other users. That's not balance. That's tipping the scales over to one preferred set of users. If you're going to do that, you might as well just close Delaware Avenue entirely and make the whole thing a rail trail. I'd prefer that to what you are planning now.</p> <p>Thank you, John Cody</p>	<p>This is a separate project. Corners are not being cut on the Delaware Ave Streetscape Enhancement Project. Pavement and streetscape improvements are constructed consistent with NYSDOT design standards and inspected by NYSDOT inspectors.</p> <p>The study notes that certain enhancements could be pursued without the road diet, and the Town will be able to confirm its support for the road diet during the design phase.</p> <p>The road diet will provide a noticeable benefit to traffic in terms of a reduction in crashes. Motor vehicle accommodations has been the focus for decades, and designs that prioritize the motor vehicle has been the norm for 50 years. Current Federal, State, Regional and local policies are recognizing the need to better accommodate those who need to or choose to walk, bike, or take transit to get around.</p>

Comment #	Comment	Response
<b>I. Marilyn Browne Comments</b>		
1	<p>Hello,</p> <p>I would like to voice my support for the Complete Streets proposal including the Road Diet and the trail and sidewalk connection Enhancements portion. In my opinion, the full plan is well thought-out and will benefit Bethlehem residents and visitors for many years to come.</p> <p>Thank you for your work in planning this project.</p> <p>Marilyn Browne</p>	Comment noted.
<b>J. Jeff Baker Comments</b>		
1	<p>Hi.</p> <p>I have reviewed the recommendations of the draft plan for the proposed "road diet" on Delaware Ave. I am writing to say I am in full support of the plan. Creating dedicated lanes for bikes, improving the connection to the rail trail, and making changes to the sidewalks are all great efforts that will make our town even better than it currently is.</p> <p>Thank you for all of your work on this.</p> <p>Jeff Baker</p>	Comment noted.
<b>K. Andrew Neidhardt Comments</b>		
1	<p>I strongly support the effort to make Delaware Avenue safe for pedestrians and bicyclists. We need to do everything we can to slow cars down because the streets belong to everyone. We need narrower lanes, bike lanes, and shorter pedestrian crossings. There should also be more frequent pedestrian crossings so that people are not forced to jaywalk. Ideally bus bulbs will help too.</p> <p>I am strongly in favor of the road diet!</p>	Comment noted
<b>L. Rob Carle Comments</b>		
1	<p>As a motorist and as a bicyclist, I truly would appreciate safe passage through this stretch when making my way from Albany to Delmar. Anything that would calm the aggressive driving would be welcome. I find myself many times passing Delaware Shopping Plaza against my will because of the inconvenience in making a left turn at the risk of getting hit by passing cars. Please do something to calm this section for sake of our safety.</p> <p>Thank you,</p>	Comment noted.

Comment #	Comment	Response
<b>M. Petra Hahn Comments</b>		
1	<p>To whom it may concern:</p> <p>I am writing to strongly advocate for the Full Road Diet proposal for Delaware Avenue. I am a resident in Elsmere and our back yard is right on the new Heldeberg-Hudson Rail Trail. I am an avid, daily walker all over town and a frequent bicyclist. I am consciously attempting to improve my health and our environment by limiting my driving and, instead, walking, cycling, using public transportation, or car pooling and sharing. I have been fairly successful and am thrilled with the increased opportunities in our community to make walking and biking safer and more pleasant.</p> <p>Slowing down traffic a bit on Delaware Avenue and creating safe passage for cyclists and pedestrians would be wonderful. Please do it!</p> <p>Petra Hahn</p>	Comment noted.
<b>N. Beth Ruiz Comments</b>		
1	<p>Hello all-</p> <p>I am supportive of the full road diet and am hopeful that the town will move forward with this proposal.</p> <p>I grew up in this town, but lived in several other cities for 15 years before moving back here 4 years ago. In that time I have been encouraged by the work that I have seen in regards to adding crosswalks, sidewalks, and the rail trail which have all helped improve safety/walkability in this community.</p> <p>I spent time living in Chicago(IL), Fort Collins (CO), and Madison(WI). Each city dedicated resources to making transportation safe for pedestrians and bicyclists. Colorado is by far the place where I have felt safest as a pedestrian/bicyclist. A majority of streets in Fort Collins have either a designated bike lane, a sidewalk, low neighborhood speed limits, and/or wide streets to fit both cars and bikes. I believe all these efforts make a difference due to the high number of people that get around town without the use of a car. When cities make safe transportation a priority for people other than just automobile drivers then I feel like that is positive for everyone.</p> <p>Four years ago my family moved back to this town. I continue to be amazed at the number of people I see out walking and biking despite not always having a safe way to do so. This is a community that enjoys being outdoors and is wanting to walk, bike, or bus instead of relying on driving to get around. It has been great seeing us move in a better direction, but we need to keep making changes to our streets. A road diet in Delaware is long overdue. I now have two young children and my primary concern for them growing up in Delmar is pedestrian safety.</p> <p>I am disappointed by the arrogance/ignorance I hear from others when they question the importance of a road diet. But I am encouraged by this project and hope the board will follow through with its commitment to make decisions that are for the good of this community.</p> <p>Beth Ruiz</p>	Comment noted.

Comment #	Comment	Response
<b>O. Brad Goldring</b>		
1	<p>Good Afternoon Again Everyone,</p> <p>I hope everyone had a nice Thanksgiving. I was looking to follow up with anyone whom might have an active role in the specifications for Delaware Ave with regards to its impending streetscape improvements.</p> <p>Is there any need for some temporary segregation of cars and pedestrians before final road diets are finalized? If so, large, moveable planter pots may be a way to achieve the separation but also keep the area looking sharp. If you'd concur, we'd love to be part of this showcase.</p> <p>Happy Holidays!</p> <p>Best,</p> <p>Brad Goldring</p>	Comment noted.
<b>P. Amy Griffin</b>		
1	<p>Hello,</p> <p>I'm in favor of the Delaware Avenue Complete Streets plan. Anything that promote walking/biking will make the community a more welcoming place and help with commutes as well as freedom of movement for the town's teens. My 15 year old enjoys riding her bike everywhere but feels unsafe on the road on Delaware Ave--so she rides on the sidewalk, where walkers should be. The designated turn lane and potential increase in bike commuters will offset the tiny delay in traffic times between Elsmere and Albany and I think it's worth it. Right now, at certain times of the day, I will not go to certain businesses because it's so difficult to turn onto or from Delaware Ave.</p> <p>It's a very exciting plan for Delmar.</p> <p>Thank you!</p> <p>Amy</p>	Comment noted.
<b>Q. Derick King</b>		
1	<p>To Whom it may concern:</p> <p>Please find comments regarding the Delaware Avenue Street Feasibility Study – Draft Report:</p> <p>I am opposed to a “road diet” plan for the following reasons:</p> <p>1. The Delaware Avenue corridor is the major thoroughfare for motorists entering and exiting the town to Bethlehem. Eliminating an entire lane of vehicle traffic from this street would only exasperate the existing traffic and congestion by squeezing what was 2 lane traffic into a single lane, particularly during the morning and afternoon drive times.</p>	Comment noted.

Comment #	Comment	Response
2	<p>2. While it is commendable to open one lane to exclusive bicycle traffic, it seems this is a solution in search of a problem. The vast majority of commuters in and out of town are commuting by motor vehicle and not by bicycle - period. And while it's always nice to encourage alternative means of transportation, the reality is that town residents utilize their cars to get around town and to travel to and from work as it is more convenient. Many are not only traveling to work, but bringing their family members to various events/gatherings throughout town, going grocery shopping and running various other errand along Delaware Avenue. It's simply not practical to expect more families to begin traveling via bicycle to accomplish these tasks. The town and county have spent countless resources to refurbish the Rail Trail which serves as an alternative route for those on bike in and out of town.</p> <p>3. If would be different if this were Florida or California, where cyclists are able to travel in all four seasons. Here in Upstate NY where winters are cold, very few are taking the journey in and out of town on a bicycle to commute to and from work during the summer months with even fewer during the Winter. It seems shortsighted to eliminate an entire lane of vehicle traffic to encourage more people to utilize the bike lane.</p>	<p>Agreed. The vast majority of users are motorists and the vast majority of users will remain motorists. The road diet would improve accommodations for minority non-motorized users and address rear-end and right-angle motor vehicle crash types along the corridor.</p> <p>The road diet alternative would create more space for experienced cyclists on Delaware Avenue, as opposed to the RailTrail, which serves a very different market.</p>
3	<p>4. The last thing we should be doing is penalizing town residents by squeezing them into a single lane in what is arguably the busiest thoroughfare in town along Delaware Avenue. Every time I travel along Route 9w into Bethlehem from Albany along the single lane to Bethlehem Plaza, I am reminded just how terrible this situation would be if also mirrored along Delaware Avenue as proposed through the "road diet" plan to cram all vehicles into a single lane of traffic.</p> <p>Respectfully, Derick R. King</p>	<p>Traffic utilization of a single lane will calm traffic, which was the most important factor to respondents at the first public meeting. However, a roadway with a single lane in each direction and a center two way left turn lane provides more practical capacity than a similar roadway without a center two way left turn lane.</p>
<b>R. Faith Foster Comments</b>		
1	<p>I've lived in the neighborhood behind the Elsmere School for over 40 years and one of the things that attracted me to this neighborhood was the ability to walk and bike along Delaware Avenue. During the years I've lived in this area, I feel pedestrian and bike safety have improved with the addition of pedestrian cross walks and the rail trail . Bicyclist can now ride all the way into Albany!! I can easily walk to shops along Delaware and often times do so using the crosswalks.</p> <p>I have reviewed the proposed lane reduction study and done some independent research on the subject and various studies show that roads with the volume of 10,000 or more do not benefit from this type of construction. Delaware Ave, has a volume of 18,000+ daily. I also wonder where DOT is in all of this -- no comments from them and I assume, they will have jurisdiction for road maintenance, etc. This is a significant commuter corridor for residents in this part of Delmar, and Elsmere and I feel delays caused by the road lane reduction project will have a negative impact. Therefore, for these reasons and others I am opposed to the Delaware Avenue road project.</p>	<p>The NYSDOT threshold for a road diet is 15,000 vehicles per day, with a cushion up to 20,000 per day. FHWA notes that roadways with average daily traffic of 20,000 vehicles per day or less may be good candidates for a Road Diet and should be evaluated for feasibility.</p>

Comment #	Comment	Response
<b>S. Lorenz Worden Comments</b>		
1	<p>We in the Albany Bicycle Coalition are pleased to learn of progress on the Delaware Avenue Traffic Calming project in Bethlehem and appreciate your efforts in presenting information on its evolution.</p> <p>Speaking not only as cyclists, but also in consideration of all users of Delaware Ave. – pedestrians, motorists, and local businesses – we fully endorse a complete streets/road diet approach. We believe two motor vehicle lanes, a central turn lane, superior bicycle lanes, and appropriate and supportive signalization and signage is the only proper treatment for this road.</p> <p>Our reservations are two fold and we hope that you and the town officials will find a way to address them in the final plan as follows.</p> <p>#1 - Delaware Ave. and a Major Commuter Route – The Albany Bicycle Coalition has developed its interactive BikeAlbanyMap.com to lead people on bicycles safely from/to the I-90 bridge on Delaware Ave. in Albany. The Delaware Avenue Traffic Calming in Bethlehem will take them from/to the Normanskill from/to the town center. What remains is the connection over the Normanskill and I-90. We recommend that the final plan include provisions for Bethlehem and the City of Albany to coordinate on an appropriate treatment for this gap. While a complete redesign would be ideal, we believe that a stopgap measure would be low-cost signage and pavement markings that would include a 20-30 mph speed limit.</p> <p>#2 – Connections with the Albany County Helderberg Hudson Rail Trail – Since the new Delaware Avenue Traffic Calming project area and the rail trail are key features of the town, we encourage your including comprehensive two-way wayfinding signage to connect the two routes at appropriate points. When the South End Bikeway Link is finished, the rail trail will serve as a full-scale commuter route and recreational facility. Connection to Delaware Ave. can only enhance the value of these two projects.</p>	Comment noted.
<b>T. Suzanne Capone Comments</b>		
1	As a life long resident I think this idea is not stupid but dangerous. For once do the right thing and stop the diet.	Road diets are not dangerous. They are a proven safety countermeasure by the FHWA. National, state, regional and local policies support road diets where appropriate.
<b>U. Constantine Kontogiannis Comments</b>		
1	<p>Folks,</p> <p>I've got a few comments on the Delaware Avenue feasibility study that I'm hoping you will seriously consider:</p> <p>Page 75 – The recommendation for Full Road Diet will only accomplish the stated objective of encouraging/enhancing bicycle access <b>if</b> the shoulder/bike lane is properly maintained. And that's a huge "if" when NYSDOT is doing the roadway maintenance – simply put, they don't have a clue... Look at other DOT-maintained roads in the Town: NY 144 is less than two years old, but the same debris that was on the shoulders in April is still there in late-November. The shoulder on NY 9W between NY 32 and the City line has more rubble in it than a war zone. Feura Bush Road has 2017 patch on top of 2016 patch, on top of 2015 patch – it's a better surface for bull riding than bike riding. Not a single NYSDOT-maintained shoulder in the Town has been properly swept even once this year, much less monthly (April to November) as is generally recommended to encourage bicycle access. Fact is, DOT has the wrong equipment, poorly trained personnel, and absolutely no motivation to properly maintain bicycle access <b>anywhere</b> in the Town. If you are serious about a full road diet, better take DOT's maintenance budget for this stretch of roadway and hand it to the Town or County to do the job properly.</p>	This is a maintenance comment. Agreed, street sweeping will benefit a bike lane and maintenance should be addressed if this becomes an issue.

Comment #	Comment	Response
2	<p>Page 77 – Hardscape pedestrian refuge in the roadway median is good at crosswalks, but stay away from extended landscaped medians (as shown on Page 79). They are difficult to maintain, attract wildlife (soon to be roadkill), impair emergency vehicle passing of slow/stopped traffic, and severely limit future access to currently undeveloped parcels. Stick with mountable curb and stamped/colored asphalt (inexpensive/durable) at pedestrian refuges, and simple line striping at all other median locations.</p>	<p>Any raised medians or pedestrian refuge islands will be designed according to NYSDOT standards.</p>
3	<p>Page 87 – Commercial driveway width and radius reductions down to the “smallest necessary to accommodate the frequent vehicle user” are generally a bad idea, particularly when you’re already planning to lower the highway speed limit and cut out the second lane of travel. The “infrequent” user, like the dumpster truck, 53’ delivery trailer, or handicapped/senile driver will quickly and unnecessarily gridlock the street. Although the intention of width/radius reduction is to improve pedestrian and bicycle access, it more often has the opposite effect. The Town needs to set a reasonable driveway width and radius based on the largest anticipated service truck turning in while a car is waiting to exit, with a few feet to spare on each side. Please do not “assume” the business is going to get their vendors to send smaller delivery trucks or adjust their delivery schedules – that’s totally unreasonable...</p>	<p>Driveway widths will meet NYSDOT minimums, or greater if necessary as determined during design.</p>
4	<p>Page 92 – The fine print at the bottom of the table is the 800 lb. gorilla in the room. If you’re serious about bicycle access and the Full Road Diet, the storm structures need to move out of the bike lane. Otherwise most of the cyclists will swerve out into the travel lane to avoid them, which totally defeats the entire concept. Because of the significant construction cost implication, the feasibility study absolutely needs to address this now – better to revise the study rather than deal with a blown budget and constituent anger later on... Please feel free to contact me with any questions/feedback related to these comments. Thank you.</p> <p style="text-align: center;">Connie Constantine Kontogiannis</p>	<p>Existing storm grates could remain next to the curb and still provide a good bike accommodation.</p>

Comment #	Comment	Response
<b>V. Ellie Prakken Comments</b>		
1	<p>First, I want to thank you on your very comprehensive presentations of the Delaware Avenue Complete Streets Feasibility Study. I attended both meetings and found them very informative. I am also a member of the Delaware Avenue Improvement Group/Study Advisory Committee and have been involved with the project from the beginning.</p> <p>I feel that the full road diet is the best plan for pedestrians, bicyclists, and cars. We need to have Delaware Avenue, our town's major road, be an example of a friendly, inviting, safe place to travel to and from work, dining, shopping and play. By reducing the speed on the road, enhancing the esthetics along the road and making it a much safer thoroughfare, the citizens of Delmar will have even more to be proud of in our community. Although there may be a little longer travel time involved with the improvements, I think the majority of our citizens will embrace the project.</p> <p>In thinking about further enhancements it would be great to include connections to the Albany County Helderberg Hudson Rail Trail. I did notice in the report that sometimes it was referred to as the Albany County Rail Trail and in other places as the Helderberg Hudson Rail Trail. To be consistent, the report should use the official name - Albany County Helderberg Hudson Rail Trail.</p> <p>Thank you for the opportunity to comment and I look forward to the project moving to fruition.</p> <p>Sincerely, Ellie Prakken</p>	<p>Comment noted.</p>

Comment #	Comment	Response
<b>W. John Smolinsky Comments</b>		
1	<p><b>Comments on Complete Streets conversion of Delaware Ave submitted by John Smolinsky</b></p> <p>The Delaware Ave. Complete Streets Feasibility Study process has been an excellent example of a professional study conducted in conjunction with the Town and community leaders with public input appropriately sought and incorporated into the plan.</p> <p><b>Overall Recommendation</b> - I would recommend the full road diet for Delaware avenue as well as the transportation enhancements and options. On a road such as Delaware Avenue, moving traffic safely is a basic objective but speed is not . The full road diet has far more advantages than disadvantages. The result might be longer queues during peak times but the time difference is not significant. We want a highway that not only moves traffic but is safe, can be crossed by vehicles, bikes and pedestrians and can safely serve the business community along Delaware Avenue. Specific comments are:</p> <p><b>1) Safer Turns</b> - The full diet will provide safer turning into traffic as well as out of traffic. The improvement in both movements in and out of businesses and side roads provides a safer turning environment and ensures safer ingress and egress for business and residential purposes.</p> <p><b>2) Speed Limit Reduction</b> - the Speed limit must be reduced to 30 MPH; the variable speed limit along Delaware is virtually unenforceable except in extreme situations. Driving on a road that progresses from 30 to 40 to 30 to 35mph in a distance a only a few miles is not only difficult for a driver to respond to but is difficult to enforce. If someone speeds in a 30 zone they probably won't be stopped until the 40 MPH zone!</p> <p><b>3) Pedestrian and bicycle crossings</b> - the final design must determine the most appropriate crossing points and recommend sure safety protection - in some cases it may be a controlled crossing signal and/or safety islands.</p> <p><b>4) Transportation enhancements</b> - some enhancements can be pursued with the road diet project while some can proceed separately as funding becomes available. For example:</p> <p>a) Rail trail connections should be an ongoing process</p> <p>b) Normanskill Bridge has potential as an important connection that could become a destination not only as a physical connection between Albany and Bethlehem but perhaps as a "Flower Bridge" or designated historic relic.</p> <p>c) Poplar/Elsmere Pocket Park - with cooperation of the American Legion, Town of Bethlehem and Albany County, a pocket park could be a major destination along the rail trail and Delaware/Elsmere Aves. that becomes the central hub of the trail access to the Delaware Ave. commercial area.</p> <p>Of course , there are details to be designed and funding needed but the full road diet for Delaware Ave is clearly the objective to pursue. Driving, shopping, dining and living along Delaware will become a safer, more controlled experience for drivers, bicyclists and walkers!</p> <p>There is one crucial issue not addressed at all in the Complete Streets Report and that is:</p> <p><b>Enforcement</b> - Some of the safety concerns of today might be reduced with more diligent enforcement and driver education and the best designs for the future, such as the full road diet, will only work as designed with proper enforcement. The complete road diet, including a reduction in speed limit will also require an education process for all users - vehicles, bicycles, and pedestrians as well as a new level of enforcement by local, county and state police.</p> <p>The comments above are solely my own and do not represent comments of other Planning Board members. Thanks for the opportunity to comment!</p> <p style="text-align: center;">John Smolinsky</p>	<p>Comment noted. Comments regarding enforcement will be provided to the Town Police Department. It should be noted that Bethlehem Police Department (BPD) does a good job of enforcing traffic laws, and BPD also actively participates in the town's Bicycle and Pedestrian committee.</p>

Comment #	Comment	Response
<b>X. Paul Rosenberg Comments</b>		
1	<p>Being a resident of Albany, I am writing this letter from my perspective, but my proposal would benefit residents of Delmar who would like a safe and quiet route to get to Delaware Avenue in Albany.</p> <p>I am writing about the connection for runners and bicyclists from Delaware Avenue in Albany to the Helderberg-Hudson Rail Trail.</p> <p>As a long time runner, and occasional bicyclist, I have been using Rockefeller Road to get to Delmar from my house in Albany in the Pine Hills. I use mostly back roads to get there, and I have always enjoyed running on Rockefeller Road, especially since some of it has been closed to motor vehicles</p> <p>But I have been disappointed that an obvious entrance to the Helderberg-Hudson Rail Trail from Albany has not been promoted as a way to get to the Rail Trail at this point.</p> <p>It would be great (coming from Delaware Avenue in Albany) to use Mill Road to the old bridge over the Normans Kill to Rockefeller Road to get to the Rail Trail. There is a dirt trail coming from the Rail Trail up to Rockefeller Road.</p> <p>I hope this already existing route from Delaware Avenue to the Rail Trail can be completed and signage added.</p> <p>Paul Rosenberg</p>	<p>These are enhancements identified in the study for the Town to prioritize and pursue over time.</p>
<b>Y. James D Garry</b>		
1	<p>Greetings,</p> <p>My comments on the subject plan follow.</p> <p>1. The plan alternatives presented missed a key option. The very reasonable option of including all the highlights of; speed reduction, pedestrian crossings, enhanced traffic signal timing, and aesthetic improvements without the reduction in travel lanes. This clear option omission casts suspicion on the credibility of the study overall.</p>	<p>Some aesthetic improvements would be possible without reducing the lanes. NYSDOT Design guidance indicates that marked crosswalks alone should not be provided on the existing four-lane roadway. Without physical changes to the roadway, it is less likely that a speed limit reduction will be approved by the NYSDOT. Signal timing optimization was included in the no-build alternatives.</p>
2	<p>2. The improved safety of bicyclists was stated as a key component to the road diet. However, this information was not entirely truthful and is actually a disservice to bicyclists. Individuals will have a very false sense of safety. The grade improvement to a "C" was only achieved by the speed reduction. Not to the addition of a bike lane. Delaware Ave will never be safe to travel by bike, road diet or not, because of the high density of car traffic. That very important piece of information was completely glossed over. The very sad possibility is that a bike lane will encourage people to pedal along Delaware Avenue putting a greater number of cyclists at risk.</p>	<p>Improved safety for bicyclists was not presented as a key component, but rather safety for all users and improved comfort for bicyclists in the process. The comment is correct that the high density of traffic will be a deterrent to many bicyclists. Contrary to the comment, this was not "glossed over" and is clearly explained in the report on page 62 that many bicyclists will not feel comfortable riding on Delaware Avenue even with the road diet.</p>

Comment #	Comment	Response
2	<p>3. The extra time to traverse an altered corridor was arrived at by a flawed model calibration. The model, calibrated by as few as 5 ‘runs’ did not take all the variables of weather, time of day, seasonality into account. At the Town Board meeting it was stated that “you can drive up and down Delaware Avenue as much as you want, it isn’t going to change”. That simply is not scientifically valid and brings into question the validity of the model. Of special note, only after questioning was it revealed that additional cue times were not taken into account in the model. Concerns about the cue line and that cars at the back of longer lines would have twice the wait as they missed the first green at traffic signals were dismissed that some of that delay could be mitigated with enhanced traffic signaling. However, that also is misleading because traffic signaling is an enhancement that is not included in the road diet and would have to be funded by the Town and there was no study that assessed the cue times.</p>	<p>Concerns about travel time changes and the estimated travel time increase are included in many of the comments.</p> <p>Twelve (12) peak hour travel time runs were completed in total. Five peak hour travel time runs were completed by CME (in October 2016) to calibrate the model. CDTC also did seven travel time runs (in March 2017), which corroborated the results of the first five. Three is the minimum acceptable based on standard traffic engineering practices.</p> <p>The traffic engineering models do take into account the potential that vehicles might have to wait through two cycles. The delays presented in the study are estimated averages, so some motorists will experience short or longer increases. The additional travel time is a tradeoff for the improved safety and increased livability created by repurposing lanes.</p>
4	<p>4. The safety improvement was not clearly described. Only percentages were offered until attendees asked for total numbers. The actual accidents were so low that percentages do not accurately reflect the real situation. The summary of crash data on page 39 of the report indicates that much, perhaps the majority of accidents, were attributable to circumstances that will not change if the current lane configuration is altered.</p> <p>Accident rates may increase due to driver frustration from longer travel times.</p>	<p>Road diets are a proven safety counter measure identified by the FHWA. A review of the accident data over the last 5 years shows that there were a majority of right-angle crashes 54/213 (25%) and rear-end crashes 42/213 (20%). Based on FHWA Desktop Reference for Crash Reduction Factors, road diets can reduce all crash types by 26 percent and are effective at reducing the predominant crash types in the corridor - right angle and rear-end.</p> <p>We are not aware of any studies that suggest crash rates would increase.</p>
5	<p>5. Extending the cue into Hanaford Plaza will create a frustrating mess. It’s bad enough as it is now. With longer time to get into Delaware Avenue traffic, the situation will worsen, as pointed out in the meetings. This was not properly thought out. Parking spaces should be removed in order to create a proper and safe cue line. Will the Plaza want that?</p>	<p>It is agreed that queuing in the Plaza will increase under the full road diet. Any further analysis to address this concern will be completed during the design phase. Alternatives could include channelization inside the Plaza to provide a longer driveway throat, or other access or signal timing modifications.</p>
6	<p>6. The impact of bus travel on the route was not properly considered. The proposed left-turn lane cannot be used by traffic to get around a bus. Therefore, an extremely long cue will form behind each bus that travels the corridor during rush hours and a longer than necessary cue will form at other times. You can say that there are 15 to 20 minutes between buses but the hundreds of drivers that will be trapped behind a bus making seven stops won’t care about that. All they’ll know is that what should have taken three minutes to traverse has now cost them ten minutes or more.</p>	<p>The study recommends having the bus pull out of traffic at the busier stops - eastbound near Elsmere and at the Hanaford Plaza, so there will not be “seven” consecutive stops where a motorists could be delayed behind a bus.</p>
7	<p>7. Business on the corridor will suffer because many drivers will opt out of the route. Many people, my family for sure, combine shopping with our commuting. If I begin taking Routes 9W and 32 instead of Delaware Avenue, I will grocery shop at Price Chopper, get my hardware from Lowes, fill my prescriptions in Glenmont, fill my eyeglass prescriptions elsewhere, go banking elsewhere, get my supplements elsewhere, find a new chiropractor, a new dentist, and ... you get the idea. People combine much of their shopping and professional visits with their commute. It saves a lot of time.</p>	<p>Some motorists may avoid the corridor during the peak hours. Research about the economic impacts of road diets conducted for this study showed that most studies point to no overall economic impact, or some positive impact.</p>
8	<p>At the Town Board meeting, Mr. Leslie showed a clear preference for the 2-lane option. During his talk he displayed distain at the idea of the current automobile-centric situation in the Town (indeed all across the U.S.). I share his distain. Our country would be much improved if half the population could take public transit to get to work, to get to shopping, or to recreational activities. But that is not how things are and changing Delaware Avenue wouldn’t make the slightest dent in the situation because we’d still have inefficient and insufficient mass transit.</p>	<p>Transit service along Delaware Avenue is not necessarily considered inefficient or insufficient, but rather appropriate for the characteristics of the corridor. Most of the potential riders are choice riders, meaning they own a car or can travel by other means. CDTA has done a good job at growing ridership on the system because of the actions they have taken, such as supporting traffic calming measures, pedestrian connections, and improvements to transit stops..</p>

Comment #	Comment	Response
9	<p>There are only 2 traffic corridors between Delmar and Albany. Without improving mass transit options the corridors main objective is to transport Town residents via private automobiles to Albany and back. That's the way it is. With that many people using cars, we require roads that can quickly move us along. Cutting the number of travel lanes in half will result in delay and frustration for the vast majority of people in the Town who travel the Delaware Avenue corridor. Delay and frustration are not a good combination to promote business and community growth.</p> <p>Sincerely , James D Garry</p>	<p>Federal, State, Regional, and local policies are not focused solely on moving people by private automobile quickly. Safety and mobility of all users needs to be considered</p>
<b>Z. Barbara Nazarewicz</b>		
	<p>Hi,</p> <p>I came across this study and wanted to let you know that I'm glad you are looking into accommodating bicyclist and pedestrians along this route. I moved to Albany this summer and am currently renting, but hope to buy a house in the near future. One of the top criteria that I take into consideration when I look at houses is how walk and bike friendly is the neighborhood. My favorite option from the study is the full complete streets transformation including the vegetated median. I think that would really help create a sense of place. I hope that the town will go forward with this investment in creating better living for the neighborhood and greater Albany/Bethlehem community.</p> <p>Best, Barbara Nazarewicz, RLA, ASL</p>	<p>Comment noted.</p>
<b>AA. Matt Wiley</b>		
1	<p>I write this email as admittedly one of the few town residents who apparently strongly opposes any road diet as laid out in the proposal. After having read the entire plan, I would raise several concerns and question some of the conclusions raised in the report.</p> <p>1. Page 3 of the report states that Complete Street is "roadway planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities." This supposedly includes motorists. Yet later in the report, every option proposed actually makes the roadway less enjoyable or useable for motorists, especially when relating to travel time along the corridor.</p>	<p>Even though motorists represent the vast majority of users in the corridor, improvements for other users – bicyclists and pedestrians, would come at the expense of the motorist's travel time. However, the trade-off of an increase in travel time for motorists is a safer roadway for motorists too based on the expected crash reductions for right angle and rear end crashes.</p>
2	<p>2. Page 11 and 12 discuss LOC ratings, and state that a rating of D or worse indicates "frequent conflict which often negatively affects traffic flow." However, currently if someone is turning onto Delaware ave in the direction of travel into a curb lane, traffic can move to the middle lane in the same direction of travel, therefore continuing flow. A complete road diet, which is what seems to be proposed, would not allow that, and either slow down travel entirely, or make it significantly more difficult or time consuming to wait for breaks in traffic to join flow.</p>	<p>Agreed. For the full road diet, taking away a travel lane will increase delays for motorists turning right out of side streets and driveways It will improve the movement for left turning motorists.</p>

Comment #	Comment	Response
3	<p>3. Page 26 states that “during the PM peak hour it takes “roughly 2.5 to 3 minutes to travel the corridor;” yet while the study indicates the travel is in “each direction,” I would STRONGLY dispute that, as the WB lane leading up to the intersection of Elsmere and Delaware Ave and traffic backs up to beyond the Valvoline Oil Change location. I have, in response to this study, conducted my own travel time statistics, and found it often takes 5-10 or more minutes to travel that area during that time. In addition, when traffic backs up in that lane, and CDTA busses stop at stops in the other lane, traffic is completely paralyzed and unable to move, as was demonstrated to me on a recent drive home just this past week.</p>	<p>Twelve (12) peak hour travel time runs were completed in total. Five peak hour travel time runs were completed by CME (in October 2016) to calibrate the model. CDTC also did seven travel time runs (in March 2017), which corroborated the results of the first five. Three is the minimum acceptable based on standard traffic engineering practices.</p> <p>The commenter’s 5 to 10 minutes of travel time were likely influenced by the Delaware Avenue Streetscape Enhancements construction project, which may have caused a change in travel time and patterns at the Elsmere Ave intersection.</p> <p>For the full road diet alternative, there will be temporary delays behind stopped buses. The study recommends having the bus pull out of traffic at the busier stops - eastbound near Elsmere and at the Hannaford Plaza, so there will be opportunities to pass where the buses stop more frequently and have longer boarding and alighting times.</p>
4	<p>4. Figure 2.7 on page 27 shows that between Rural PI and Mason, the average operating speed is at or below the posted speed limit to begin with; I would submit then, that lowering the speed limit further only serves to slow traffic more, and create longer delays which do not seem to be contemplated in this report.</p>	<p>The estimated travel times in the report do contemplate a reduced speed limit (to 35 mph)</p>
5	<p>5. Page 31 indicates that the analysis showed overall traffic operations were “good,” with motorists experiencing “average” delays during peak times. However, there does not seem to be an indication of what constitutes “average.” Additionally, it indicates that some lanes experience longer delays, so how can it be a good thing that cutting two lanes to one won’t end up making delays worse?</p>	<p>The term “average” was used to convey LOS C. Cutting two lanes to one will make delays worse which can be a good thing, if perceived to be outweighed by the benefits of reduced crashes, traffic calming, improved street crossings for pedestrians, and improved comfort for bicyclists.</p>
6	<p>6. Page 32-33 discusses CDTA stops along the way, which are and can be invaluable to decreasing carbon emissions and traffic. However, since NYS law does not allow for actual driving in a center turn lane, and turning only, ever bus stop that would occur following a road diet complete obscures traffic and interrupts flow.</p>	<p>For the full road diet alternatives, there will be temporary delays behind stopped buses. The study recommends having the bus pull out of traffic at the busier stops - eastbound near Elsmere and at the Hannaford Plaza, so there will be opportunities to pass where the buses stop more frequently and have longer boarding and alighting times</p>
7	<p>7. Page 37 discusses crashes in the corridor, with less than 5% of those occurring between motorists and pedestrians or bicyclists. In addition, the chart on 37 shows that at least two of the incidents involving bicyclists were at intersections where Bicycle LOS was rated at A and B by those who themselves already cycle on the roadway! I fail to see how those two pieces of information rectify each other. In addition, if the intersections we already have are rated at A and B, why is a change necessary?</p>	<p>Figure 2.9 shows no existing Bicycle LOS rated at A or B. The A or B rating mentioned in the comment is related to pedestrian LOS. The best existing Bicycle LOS segment is D, with majority a E. The analysis shows that a road diet will result in a Bicycle LOS C.</p>
8	<p>8. Page 39 shows some interesting analysis of the crash data showed on 38. First, the analysis of the 9 pedestrian and bicycle crashes fails to show or discuss how any of them could be avoided by or helped by a road diet, and the only crash which occurred in the road itself was the result of a cyclist traveling in the wrong direction, against traffic, which is illegal. Second, the large portion of crashes indicated driver inattention and failure to yield right of way, which the study again does not show how a road diet addresses these issues.</p>	<p>Road diets are a proven safety counter measure identified by the FHWA. A review of the accident data over the last 5 years shows that there were a majority of right-angle crashes 54/213 (25%) and rear-end crashes 42/213 (20%). Based on FHWA Desktop Reference for Crash Reduction Factors, road diets can reduce all crash types by 26 percent and are effective at reducing the predominant crash types in the corridor - right angle and rear-end. Crash reduction factors are associated with crash types (i.e. right angle/rear end), not apparent contributing factors such as driver inattention, etc.</p>

Comment #	Comment	Response
9	9. Page 40 indicates that education and enforcement should be considered when evaluating corrective measures, yet neither is discussed any further.	Comment noted: Local and regional partners also serve to improve safety through education and enforcement efforts.
10	10. Page 44, Chart 3.1 seems to indicate that issues like Safety, Space for Bicycles for 4th and 6th, yet the point of this study was to supposedly increase those things.	The chart shows what was most important to respondents at the first public meeting. Safety and space for bicycles were important, and all except the Null alternative would improve factors to varying degrees.
11	11. Page 48 indicates that significant construction of additional commercial and residential housing is in planning or has been built; the study, however, indicates on page 49 that peak traffic approaching Elsmere ave would get WORSE under the road diet, not better. Again, it would appear that this diet does not take into consideration motorists; only cyclists (who already have a new bike path), and pedestrians, who could be satisfied by new sidewalks.	It is not that the study does not take these into consideration, the study considers these factors and documents the negative impact to motorists. New sidewalks along the corridor do not address the existing issue of poor conditions for pedestrians to cross the roadway. Through the road diet additional pedestrian crossing locations can be provided.
12	12. Page 52/53 discuss how the road diet affects traffic, and indicates that EVERY SINGLE option makes traffic worse, not better. Again, the study and Complete Streets are supposed to take ALL users of the roadway into consideration, yet this does the exact opposite. In addition, in other areas of the study, where the roadway is rated low for bicycles or pedestrians, the road diet is considered "necessary;" yet when the diet makes traffic worse, it doesn't seem to matter. In addition, while all options seem to indicate an increase in delay in all situations, the last paragraph on 53 states that the "average overall delay.....will stay the same or decrease slightly as compared to the Null condition." However, that is in complete contradiction to all of the data immediately preceding the statement.	While the Complete Streets alternatives "consider" all users, they do negatively impact motorists (from a travel time perspective), but increase safety overall.. "Considering" a user does not necessarily mean that that user needs to be positively impacted, but that the effects of the alternatives are understood for all users – good or bad. The average delay of all unsignalized driveways and intersections in Table 3.4 is reduced, while certain movements will increase.
13	13. Page 56/57 discusses Queuing and Travel Times. I would again STRONGLY disagree that the downside of complete streets would be to increase the delay of end to end travel to 50 seconds; it has never taken me 3.1 to 4 minutes to travel that corridor in the PM peak travel time; not once. At best it often takes several light changes at Elsmere and Delaware to proceed through the intersection.	Several commenters are concerned about the validity of the travel time runs. It is believed that the commenter's travel time experience is influenced by the Delaware Avenue Streetscape Enhancements Construction project. In total 12 travel time runs were conducted and the consultant's (CME) travel times were validated by CDTC. Additional travel time studies could be conducted during the design phase, if desired by NYS DOT.
14	14. Page 59 indicates that the intent is to "time the traffic signal to minimize this queue," yet why could that not be considered already before a complete redesign of the roadway? How about increasing the length of the left turn only arrow during those peak travel times by 5 or 10 seconds?	This could be possible if needed and is a maintenance comment. Peak hour observations by the consultant at the signal indicated that it functioned very well prior to the Delaware Avenue Streetscape Enhancements Construction project. After that project is complete, if the Town has concerns about the existing signal timing, then a request could be made to the NYS DOT for further investigation of signal timing improvements.
15	15. Page 61 Bicycle LOS seems to show that at best, they will be C, with almost half the scores being D. Pedestrian scores for a full road diet are more C and below than they are A. In the other options the scores get worse. I am having a hard time figuring out how this translates to a better solution than what is currently there.	Bicycle LOS for the full road diet shows a LOS C compared to the existing roadway condition, which experiences a LOS E/D. The road diet option provides pedestrian LOS A's and C's compared to the existing road condition of LOS D currently experienced. Bicyclists and pedestrians will see an improved travel experience as a result of the road diet. While the motor vehicle will experience an increase in travel time, this will be offset by a safer roadway for motor vehicle travel (addressing the right angle and rear end crash type).

Comment #	Comment	Response
16	16. Page 76 states that a complete street “balances the need of all users, not focused solely on automobile traffic.” The next sentence, however, states that the “vast majority” of users in the corridor are motorists...and every option proposed makes the corridor worse for the segment of users which are the vast majority. How is this useful??	See responses to 12 and 15 above.
17	17. The report correctly identified the Helderberg Hudson Rail Trail as a “tremendous asset” to the community. However, all of the proposed enhancements indicated on Pages 81-83 are easy and inexpensive items which could be undertaken before the major restructuring of Delaware Ave. Again; Complete Streets project seems to desire to majorly disrupt traffic in a thoroughfare where the majority of users (vast majority according to the study) are motorists without really strongly suggesting upgrades to existing assets already available, such as the rail trail.	The intent of the discussion on Pages 81-83 is exactly as the commenter has proposed – to undertake these enhancements at any time separate from the Delaware Avenue Complete Streets project. The Town is continually advancing ideas like these as feasible.
18	18. Pg 91 seems to indicate the entire project would cost approx. \$5 million to complete. I think there is little argument that current infrastructure such as water and sewer in the town are in DIRE need of replacement, and this money could be better spent elsewhere.	The idea is to secure Pavement Preservation funds, and potentially Transportation Enhancements and Transportation Safety (HSIP funds) that are already slated for this type of project.
19	<p>While the report seems to indicate that 80% of those in attendance at the 9/26/17 meeting were in support of a full road diet, the picture associated with that figure on Pg 69 shows only 50 or 100 people. I would propose that .003% of town residents who attended that meeting is hardly representative of the true desires of the majority of residents, and would strongly urge the Town Board to carefully consider changes to the section of Delaware Ave studied. I would suggest that the benefits of the road diet as proposed are not nearly as numerous and proposed, and would in the long term prove to be a detriment to the Town and its residents.</p> <p>-Matt Wiley, lifelong Town Resident.</p>	Approximately 100 people attended the second public meeting. Comment noted.
<b>BB. Scott Frackenthall</b>		
1	<p>Hello I live in the Delaware Ave area of Albany. I commute to work(SUNY Poly) and do a lot of shopping with my bike. Shopping along Delaware Ave in Bethlehem would be much more convenient for me. I love the shops near Elsmere, the Delaware Plaza, and the restaurants. Under current conditions it is dangerous and unsafe for me to travel this 1.3 mile stretch and that's coming from someone who rides all over the city of Albany.</p> <p>Please consider the bicyclists in your community and the surrounding area when you make your decisions on the feasibility of the complete street plan.</p> <p>Thank you Scott Frackenthall</p>	Comment noted.

Comment #	Comment	Response
<b>CC. Jim Giacone</b>		
	<p>Delaware Ave. Response:</p> <p>As a life-long resident (57 years) and a businessman in the town of Bethlehem for over 35 years, as well as part of the committee for the Delaware Avenue Complete Street Feasibility Study, I would like to make the following points:</p> <p>* A public hearing should be set with the Town Board and not rail-roaded through. The public information meetings were not a place for people to talk objectively to the Town Board.</p>	<p>During the development of the Study, there were 5 Study Advisory Committee meetings, two public meetings, a business owner meeting, and two presentations provided to the Town Board (a third will occur at the December 13<sup>th</sup> meeting). The Resolution to be considered by the Town Board acknowledges additional public participation during the design phase.</p>
	<p>* Many points in the study are positive for a desire to slow traffic, potential cross walks and turning lanes, however a much more detailed look needs to be done.</p> <p>I would challenge the million dollar question – “Is a 50 second extra travel time at peak traffic on way home from Albany (West-bound) worth having to wait to have a road to accommodate bicyclists, pedestrians, automobiles and people with disabilities?” Of course we would all like this to be true, however more studies need to be done on all the other affects this will have: new traffic patterns and people avoiding the area.</p> <ol style="list-style-type: none"> <li>1. How much traffic is diverted at peak commute home times where new habits and patterns are made?</li> <li>2. Rte. 9W has much less cars and works nicely with lights with well defined business entrances and gets backed up, so much so you are putting in a traffic circle. In comparison, Delaware Ave. with more traffic, more side streets &amp; driveways, more turns will increase the time at peak time well over peak traffic unless car counts are diminished so much at these peak times.</li> <li>3. Cherry Ave. gets backed up with way less traffic count. What are those numbers?</li> <li>4. It was mentioned how it works so well on Madison Ave., however people I have talked with do not like it, avoid the area and also remember Madison Ave. is 14,000 cars a day vs. 18,600 and our peak travel times are higher than Madison Ave. Madison Ave. also has the ability to take parallel routes.</li> </ol>	<ol style="list-style-type: none"> <li>1. About 60 cars out of 1790 (3 to 4 %) are estimated to divert during the PM peak hour.</li> <li>2. Generally agreed. Based on a comparison of the automatic traffic recorder counts, the PM peak hour southbound traffic volume on Route 9W is about 100 to 150 vehicles less than on Delaware Avenue. (1,045 vehicles (9W) versus 1,141 vehicles (Delaware Ave). However, there is a greater potential for growth in the Route 9W Corridor/Glenmont area due to the amount of vacant land, which is expected to lead to a greater increase in traffic volume long term along the Route 9W corridor when compared to the Delaware Avenue corridor and the Elsmere/Delmar sections of the Town.</li> <li>3. Back-ups are affected by more than just mainline traffic volumes. Daily traffic volumes on Cherry Avenue are about 8,000 vehicles per day.</li> <li>4. Comment noted.</li> </ol>
	<p>The “safety” card is well played. Of course there will be improvement in this area because there will be less traffic and less cars on road. No mention however as to the other roads in town that people will now be using to avoid Delaware Ave. at peak hours (and throughout day). Rte. 32 and Kenwood Ave. will have and increase in traffic and therefore an increase in accidents.</p>	<p>Traffic changes will dissipate quickly on alternate routes and times.</p>

Comment #	Comment	Response
	<p>As a resident and business owner in the town of Bethlehem for over 1/2 a century, an alternative plan would be for two (2) lanes from Delaware Plaza to CVS (west-bound), slower speed limit and a few added cross walks should be considered for our community and it would accomplish most of the goals without choking down a main gateway from the Albany area.</p> <p>Sincerely, Jim Giacone Lifelong Resident and 35 year Business Owner</p> <p>* In one of the earlier committee meetings the engineer from Creighton mentioned the 2 lanes from CVS to the Delaware Plaza each way (so 4 lanes total) may best serve this area for the amount of traffic and service businesses.</p> <p>In the end, there needs to be more time spent on this study. I personally have no opposition to accommodating bicyclists and pedestrians in a better and safer way, however have deep concerns on how the traffic patterns will be affected and all of the local businesses that line Delaware Ave</p>	<p>This is Alternative E (Westbound 2-1-1), which was the second most favored from the Chamber Survey. Introducing crosswalks under Alternative E would not be permitted by NYSDOT since the multi-threat crash type would remain in the westbound direction.</p> <p>*This is Alternative C (Half Corridor)</p> <p>Implementation of the road diet preservation project should be advanced with additional detailed design plans, technical studies (as needed), and public participation.</p>
<b>DD. Michael Foley Comments</b>		
1	<p>Hello,</p> <p>After reviewing the draft Delaware Ave Complete Streets Feasibility study I have apprehension with what is being proposed. While I am concerned about safety, implementing a full road diet does not seem to be the most prudent choice. As the report mentioned, the vast majority of users in the corridor are motorists and that point is minimized. Too much emphasis is put on removing a lane (technically two lanes) and adding dual bike lanes. While I am all for green transportation methods, this doesn't make sense as the number of bikers is not proportional to the number of motorists. In addition, bike lanes are not utilized as much during inclement weather or winter months and much of the road is being replaced for what will be idle use. I am all for safety improvements and many of the improvements the report mentions such as better marked crosswalks with rapid flashing beacons, speed reduction and curbs, can be implemented without the need for a road diet.</p>	<p>NYSDOT Design guidance and a meeting with the NYSDOT indicated that marked crosswalks alone should not be provided on the existing four-lane roadway. Without physical changes to the roadway, it is less likely that a speed limit reduction will be approved by the NYSDOT.</p>
2	<p>The report also states motorists would be faced with longer delays, potentially up to 50 seconds, though I question that estimate and posit it would be even longer than that. Traffic is already bad enough at the intersection of Delaware and Elsmere Ave during rush hour and reducing lanes will only make matters exponentially worse. In addition, there will be an increase in automobile and traffic pollution thus leading to an increase in users carbon footprint. This hardly seems environmentally friendly. As a biker myself, and someone who occasionally bikes to work, this doesn't make sense. While I am all for open spaces and green travel options, it seems grossly inefficient and carbon unfriendly to add 2 bike lanes to the main corridor in town while reducing automobile lanes. The full road diet should be reconsidered as there are other safety improvements that can be made before going all in on a road diet.</p> <p>Thank you for your time.</p> <p>Sincerely, Michael Foley</p>	<p>The carbon footprint will likely increase with the road diet as a result of additional queuing. However, enhancements to pedestrian and bicycle facilities may lead to an increase in pedestrians and bicyclists utilizing the corridor.</p>

Comment #	Comment	Response
<b>EE. Gregory Francese Comments</b>		
1	<p>Dear Delaware Ave Project Team,</p> <p>I am happy to see that the needs of all road users are being considered in this study. As someone who drives and bikes along this stretch of Delaware Ave, I know that the current conditions are less than ideal for everyone. <b>I would like to see the project team recommend Alternative B - the Full Road Diet.</b></p> <p>Currently, the lanes seem like they are wide enough to accommodate traffic that goes well above the posted speed limit, so as a bicyclists it feels unsafe to bike along this stretch, especially when the shoulder has debris and potholes. That being said, it's much easier for me to bike to the grocery store along Delaware Ave than almost anywhere else in Albany, so improving access to the shops along the street would almost certainly increase the amount and time and money I spend at these businesses. Moreover, it seems like this would be a great opportunity for the residents of Albany and Bethlehem to capitalize on the tremendous popularity of the Helderberg Hudson Rail Trail, which according to estimates, sees more than a 166,000 visits to the section intersecting Delaware Ave at the Veterans Memorial Park.</p> <p>With regard to driving, the current layout of the lanes seems confusing in some places (maybe the lines need to be re-striped) and because motorists abruptly turn into the right lane when they are trying to dodge left-turning vehicles, it seems unsafe.</p> <p>Though it's technically out of your project scope, it seems disappointing that these future enhancements will do little to address the unsafe conditions near the Albany-Bethlehem line. We all know that the corridor is mostly used by people travelling from outside of the study area, so making sure that there are safe transitions into the corridor for all users is important. It would be nice if the project team could strongly recommend that similar treatments are prioritized for the stretches of Delaware Ave located north and south of the study area.</p> <p>Thank you, Greg Francese</p>	<p>Comments noted.</p>

Comment #	Comment	Response
<b>FF. Mark Maniak Comments</b>		
1	<p>To Whom It May Concern,</p> <p>My name is Mark Maniak. I live in Albany, and I am commuting/recreational bicyclist, and I am also a member of the Albany Bicycling Coalition. Although I live in Albany, I go into Delmar on a fairly regular basis to shop and visit my chiropractor. At the present time I take the rail trail, which is pleasant, but not very convenient.</p> <p>I am writing to express my support for the complete road diet for Delaware Ave. in the Town of Bethlehem. This is a once-in-a-generation opportunity for Bethlehem, and the Capital District to take a major leap forward into the future and provide safe, sane, and comfortable travel options for all users. The HHRT, and other trails in the region, are wonderful, and provide safe alternatives, but what the Capital District is woefully lacking are safe commuting routes for bicyclists.</p> <p>The Delaware Ave. and Madison Ave. road diets are excellent starts to creating a genuine bicycle commuting system that someday could encompass the entire Capital District. This project appears to represent a win-win situation for everyone, not just bicyclists. Thank you for your time.</p> <p>Yours, Mark Maniak</p>	<p>Comment noted.</p>
<b>GG. Christopher Aiello Comments</b>		
1	<p>Hello,</p> <p>I am strongly in favor of the proposed change to the Delaware Avenue corridor. I live on Plymouth Ave and commute along the majority of the affected area each day and I believe that the reduction in lanes will be a great benefit to traffic flow as well as vastly improving the local area of Bethlehem. The current corridor's layout encourages risky lane changes to avoid turning cars while being hazardous to pedestrian and bike traffic. I also commute down Route 32 in Menands each day which within the past few years performed a very similar alteration to that section of road, reducing four lanes to two with a turning lane, and the area is far improved with minimal affect on my transit time.</p> <p>I hope this plan goes forward as proposed and I commend the approach taken to inform and engage the community.</p> <p>Thank you, Christopher Aiello</p>	<p>Comment noted.</p>

Comment #	Comment	Response
<b>HH. Dan Murphy Comments</b>		
1	<p>To Whom it May Concern,</p> <p>I am a resident of the Town of Bethlehem and am writing to express my support for Option B (Full Road Diet), outlined in The Delaware Ave Complete Streets Feasibility Study. I drive on Delaware Ave on a daily basis, and I drive the area being studied several times per week. Typically this is for shopping but it can also be for commuting. In addition, from April – October I bike several times per week, typically on roads but also on the Rail Trail. I run year-round on the roads and several times per month run from Delmar (Bethlehem High School area) into the City of Albany on Delaware Ave.</p> <p>As someone who shops, commutes, bike rides and runs on the section of road studies, I strongly support the full road diet. Reasons as follows:</p> <ul style="list-style-type: none"> <li>• Shopping: In the current road set-up, I limit my shopping on Delaware Ave. Making a left-hand turn is dangerous and difficult, especially during peak hours. As such I factor this into my decisions on where and when to shop, typically opting to shop elsewhere when possible.</li> <li>• Commuting: I understand that the Full Road Diet will add a small amount of time to my typical daily commute and I am fine with that prospect.</li> <li>• Biking: I am a confident biker, yet I do not feel comfortable biking on this portion of road. Additionally, I would not recommend family, friends, kids, etc. biking on this road. The rail trail provides an alternative but there are no access points to this stretch of road beyond Delaware Plaza. Additionally, the Rail Trail is not usable year-round, and it is also isolated and dark mornings/evenings. Safe biking on Delaware Ave. would greatly enhance the quality of life in the Town of Bethlehem and give bikers of all types better options.</li> <li>• General: This is the gateway to our Town and it currently looks terrible. Per the Feasibility Study, automobiles speed, pedestrian access is limited and the current road encourages only automobile use and getting into and out of town as quickly as possible. Bethlehem is a great place to live, but the current road looks and drive more like Central Ave. in Colonie. The current road set-up detracts from the character of the town.</li> </ul> <p>I realize there are trade-offs, and that travel time via automobile will likely be increased with the full road diet. However, I believe the benefits of the full road diet will more than offset the increased travel time.</p> <p>Regards,</p> <p>Dan Murphy</p>	<p>Comment noted.</p>

Comment #	Comment	Response
<b>II. Roman Hedges Comments</b>		
	<p>To Whom It May Concern:</p> <p>I have read the Complete Streets draft report. I have one major concern that has not been adequately addressed. A traffic light located between Elsmere Avenue and Delaware Plaza is needed if the "road diet" being considered is going to help rather than hurt the situation on Delaware Avenue. Crossing Delaware Avenue does not seem to have properly considered in the region between Delaware Plaza and Elsmere Avenue and the safety of pedestrians and bicyclists has been shortchanged as a result. This shortcoming produces a substantial problem for those who live in the region and it results in a solution to the safety concerns of residents that falls far short of acceptable. Specifically, the distance between Delaware Plaza and Elsmere Avenue makes bicycle and pedestrian crossing a major, nearly insurmountable, barrier to considering using Delaware Avenue for either bicyclists or pedestrians today and a road diet will make it immeasurably worse.</p> <p>The study proceeds based on the traffic measurements reported. I think that those measurements substantially underreport the traffic volume related to the "side streets" along Delaware. As a result, the data do not seem to demand that the need for a traffic signal somewhere between Elsmere Avenue and Delaware Plaza. As policy makers, you need to introduce the need for a light into the equation. Without specifically considering the possibility of a traditional stop light somewhere in the long stretch of high traffic Delaware Avenue, the study shortchanges everyone.</p> <p>It is impossible to look at a study like this one without attempting to bring one's own personal experience into the picture. The street grid that is at issue and presented in the report is incomplete. Burhans Place, Plymouth Avenue, and Bedell Avenue are not included in the line drawing that reports traffic flows to and from Delaware Avenue analyzing traffic patterns between Elsmere and Delaware Plaza (A-24). I assume that the omission was to make the illustrations easier to read, but it raises questions about issues overlooked. I am sure that the engineers were careful and thorough, but my own experience suggests to me that the traffic studies are not correct.</p> <p>The low volume of traffic turning on to and off Delaware Avenue in the region between Elsmere Avenue and Delaware Plaza are not reflective of my own experience. I see more than the number of cars reported in the study at the intersection of Salisbury and Delaware pass my house on Salisbury each day. Moreover, the vastly different character and housing volume on the north and south side of Delaware are not reflected in different traffic volumes reported regarding streets to the south and to the north of Delaware Avenue. For example, lunch time each day brings many people to the restaurant at the Normanside Country Club. So does dinner. I am glad for the owners, but the number of cars is passing my house is larger than reported for the street as a whole and very different (not just marginally different) from what I would expect regarding streets on the south side of Delaware.</p> <p>In addition the golfers for 6 months of the year and the larger number of residents on my three block long street compared to the volume on the short blocks on the other side of Delaware does not seem to be reflected in the numbers of cars reported for the various side streets in the neighborhood. The scene of cars regularly parked on Salisbury Road after the lot at the real estate firm located at the corner of Salisbury and Delaware has filled also causes me to think that the reported numbers on the streets to the north and south of Delaware are incomplete.</p>	<p>A new traffic signal in the vicinity of Salisbury and Euclid was considered. However, the peak hour volumes did not meet the peak hour signal warrant and it is unlikely that a full traffic signal could be justified under MUTCD warrant analysis. Traffic counts were conducted at the higher volume side streets (Salisbury and Euclid) based on a review of neighborhood street connectivity, so lower volume streets like Burhans Place, Plymouth Avenue, and Bedell Avenue will operate comparably or better.</p>

Comment #	Comment	Response
	<p>The study does not report results consistent with my daily observations and the apparent lack of consistency between the character of streets to the north and streets to the south causes me to ask whether in assessing the validity of the numbers reported any efforts were made to examine the character of the streets being studied before concluding that the numbers are correct. The study has the feel of one that did not devote enough attention to whether the results are internally consistent and consistent with expectations about traffic from different kinds of details of what is "down the street."</p> <p>At the risk of repetition, if the number of residential houses north and south of Delaware in the Elsmere to Delaware Plaza region is factored into the mix, the volume of traffic to the north should be a great deal higher than to the south. Simply, the two to three blocks of housing on Salisbury, Burhans, and Euclid are far more than triple the number on Lincoln, Snowden, and Plymouth and that does not include the housing in the Normansgate development. The numbers reported do not really reflect those differing characteristics. Nor does the presence of a country club to the north and a bike path to the south seem to be evident in the numbers.</p> <p>In part my concern about the omission of a signal as part of the plan is based on my belief that the facts reported are not correct. But other considerations also play a role in my conclusion that the study recommendations are inadequate. The need for a signal at one of the intersections between Delaware Plaza and Elsmere is substantial. And the unusual geometry to intersections along Delaware (where roads that intersect Delaware on the north side of the road do not line up with roads that intersect on the south side of the road) complicates any traffic analysis and makes it almost impossible for pedestrians and bicyclists to find a safe way to cross Delaware. There are simply no "proper" crosswalks. Finally, a school on one side of the street with no comparable pedestrian density anywhere else along Delaware Avenue, suggests that a light would be a substantial safety improvement in this neighborhood.</p> <p>The existing "crossing problem" will be further exacerbated with any "road diet." The 4 lanes of cars will be reduced to 2 lanes and at the time of the evening rush hour, that will produce a much longer "line" of cars waiting to clear the intersection at Elsmere/Groesbeck. No time will be safe for pedestrians to cross without the assistance of a light. The "queue" reported in Figure 3-4 understates its current magnitude of the problem and I believe will be more even understated in the "full diet" scenario. But even if no one agrees with my observation on this point, reconsider the "queue" from a pedestrian's point of view. Will anyone on foot or on a bicycle feel able to cross Delaware Avenue without going all the way to either Elsmere or Delaware Plaza at any time between 2 and 6 pm?</p> <p>I want to end by saying that I appreciate the willingness to consider the safety issues along Delaware Avenue. I think that the consideration is less than satisfactory without reviewing and reconsidering the traffic data regarding the side streets between Delaware Plaza and Elsmere Avenue. I think that something is very wrong in the data. Moreover, I think that the differences between the streets to the north and south should cause you to want to reconsider. At the very least I think you need to specifically address the need for a traffic light as an additional safety measure. The distance between the lights at Elsmere and Delaware Plaza are simply too great for pedestrian and bicycle safety now and a road diet will only make that problem get worse.</p>	<p>This is a continuation of the comment on the previous page. See response previous page.</p>



## Town of Bethlehem Bicycle & Pedestrian Committee

TO: John Clarkson, Supervisor  
Town Board Members

FROM: Bicycle and Pedestrian Committee

RE: **Delaware Avenue Complete Streets Feasibility Study Draft Report**

DATE: December 5, 2017

The Town of Bethlehem Bicycle and Pedestrian Committee (Committee) has been actively involved with the study since prior to the grant application being submitted, and is pleased to support the full road diet option as outlined in the Delaware Avenue Complete Streets Feasibility Study Draft Report. The project will implement elements of the Town's Complete Streets Policy, adopted by the Town Board in August 2009, such as encouraging NYSDOT to consider a Complete Streets approach when constructing or reconstructing their respective roadways and incorporating all transportation modes in the design of streets and highways, which will increase the capacity and efficiency of the road network and reduce traffic congestion by improving mobility options. The project will implement elements of the Town's Comprehensive Plan such as improving walkability within the Hamlets and encourage traffic calming measures along roadways that traverse through Hamlets. The project will also implement elements of the Town's Sustainable Bethlehem Program by addressing bicycle mobility on Delaware Avenue through the use of shared lane markings and bicycle signage.

Delaware Avenue (NYS Route 443) serves as a main commercial corridor and commuter route for the Town and experiences increased traffic volumes and congestion during AM/PM peak hours. As noted in Chapter 2 of the report this section of Delaware Avenue experiences higher than average crash rates as compared to similar roadways. Implementation of the full road diet option would allow the installation of a dedicated center turn lane, which would improve the safety of vehicles exiting side streets and businesses and vehicles exiting Delaware Avenue. Additionally, implementation of the full road diet option would also allow the installation of marked crosswalks, raised pedestrian refuge islands and rectangular rapid flashing beacons. The Committee finds that by adding these traffic safety enhancements it will make this section of Delaware Avenue safer for vehicles, bicyclists and pedestrians.

Delaware Avenue is located on the Town of Bethlehem Bicycle and Pedestrian Priority Network. The Priority Network was developed by the Committee and serves as the vision for bicycle and pedestrian travel in Bethlehem. The Town Board adopted the Priority Network in November 2010 with the recognition that it could be used by the NYSDOT at the time design improvements are planned along State roadways within the Town. This section of Delaware Avenue is also listed on CDTC's Bicycle and Pedestrian Priority Network and is an important element in the regional bicycle network as it connects the Town of Bethlehem with destinations in the city of Albany. As mentioned on page 91 of the draft report if the Town Board supports the full road diet option the Board should adopt a Resolution in support of the project, which would then be sent to NYSDOT and signify the Town's interest in pursuing a road diet as part of DOT's pavement preservation project list.

The Committee thanks you in advance for your consideration.

Sincerely,

Ken Kovalchik, AICP – Senior Planner for:

**Bicycle and Pedestrian Committee Members**

Ann Mullaly	Henry Peyrebrune	Oliver Holmes	Paul Winkeller
Mark Wahl	Erin Svare	Steve LeBoyer	Scott Lewendon
Kristin Ackerman	Fred Schrock	Laura DiBetta	