

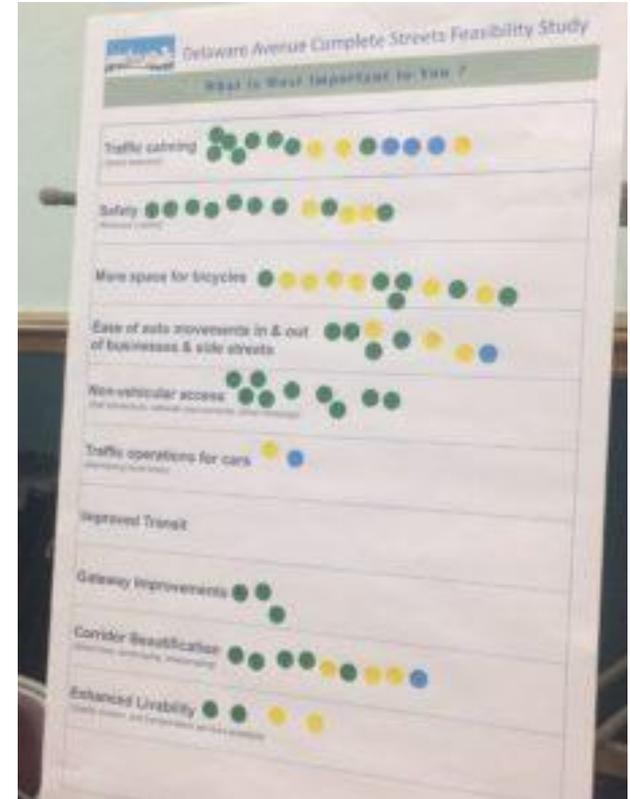


Capital District
Transportation
Committee



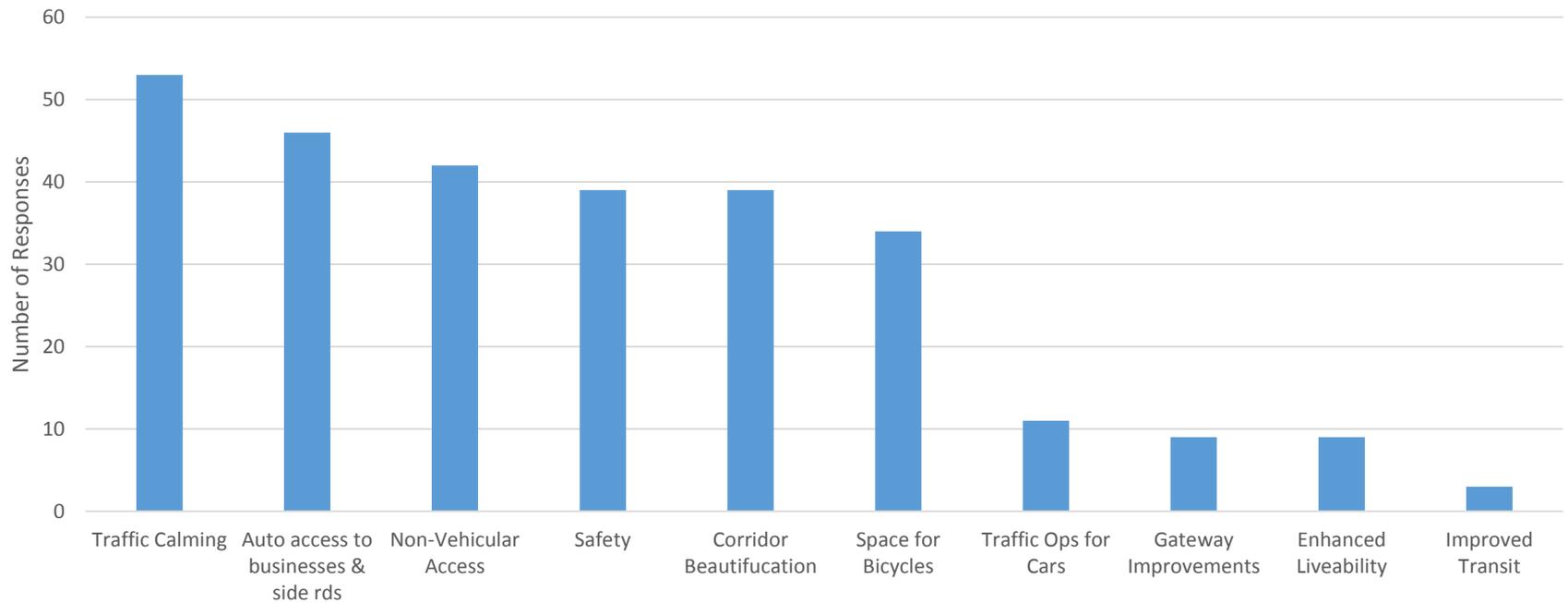
Delaware Avenue Complete Streets FEASIBILITY STUDY

Public Meeting Recap



What is Most Important to You?

Delaware Avenue Complete Streets Feasibility Study
What is Most Important to You?



More than 150 Issues and Ideas recorded (Summarized into 10 categories)

1. General
2. Location Specific
3. Business and Side Street Access
4. Traffic
5. Bike/Ped/Transit
6. Geometry / Condition
7. Road diet / Yes-no
8. Beautification
9. Safety / Speeds
10. Trails

Enhancements

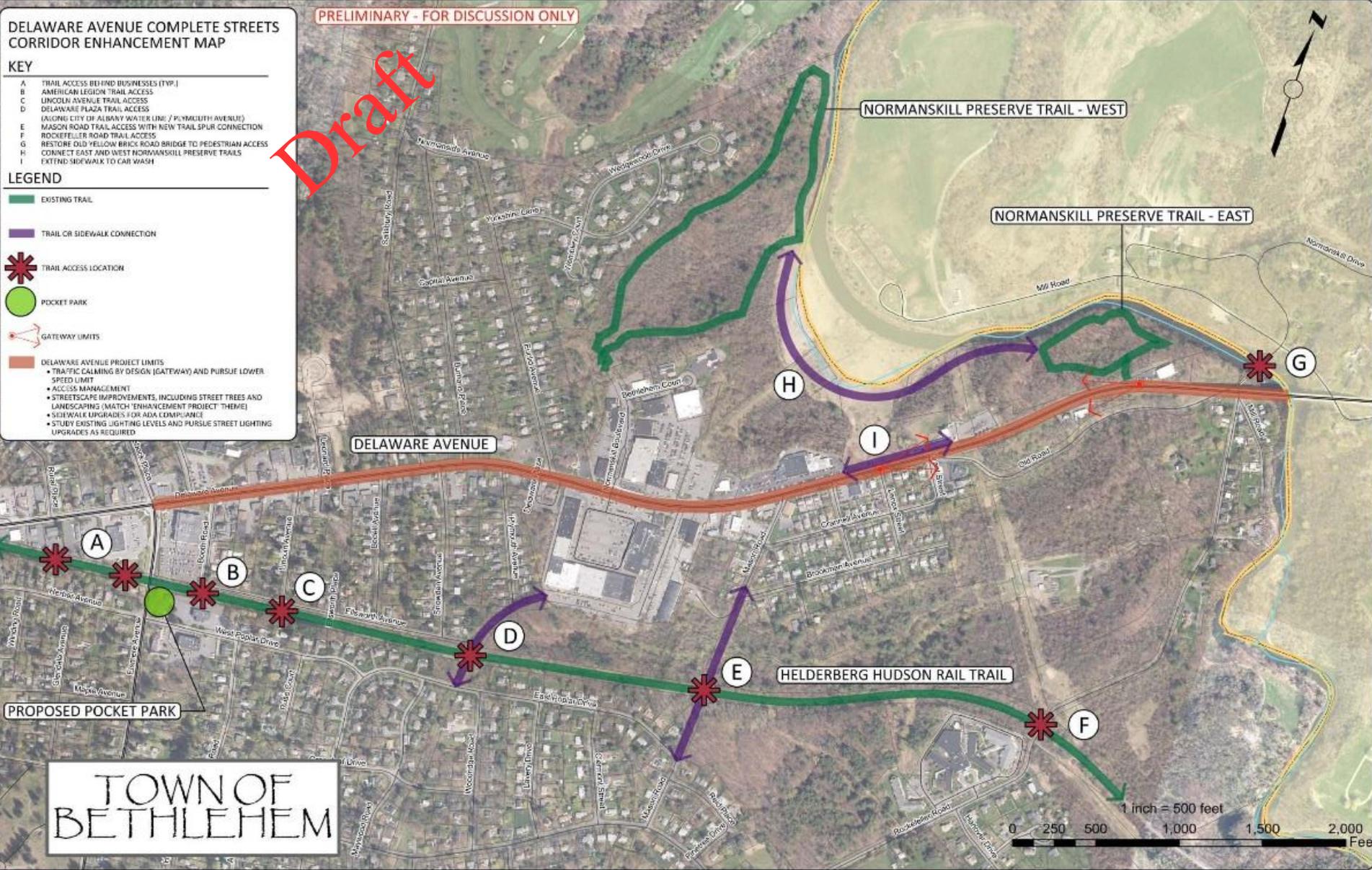
PRELIMINARY - FOR DISCUSSION ONLY

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DELAWARE AVENUE COMPLETE STREETS CORRIDOR ENHANCEMENT MAP

- KEY**
- A TRAIL ACCESS BEHIND BUSINESSES (TYP.)
 - B AMERICAN LEGION TRAIL ACCESS
 - C LINCOLN AVENUE TRAIL ACCESS
 - D DELAWARE PLAZA TRAIL ACCESS
 - E ALONG CITY OF ALBANY WATER LINE / PLYMOUTH AVENUE
 - F ROCKEFELLER ROAD TRAIL ACCESS
 - G RESTORE OLD YELLOW BRICK ROAD BRIDGE TO PEDESTRIAN ACCESS
 - H CONNECT EAST AND WEST NORMANSKILL PRESERVE TRAILS
 - I EXTEND SIDEWALK TO CAR WASH

- LEGEND**
- EXISTING TRAIL
 - TRAIL OR SIDEWALK CONNECTION
 - TRAIL ACCESS LOCATION
 - POCKET PARK
 - GATEWAY LIMITS
 - DELAWARE AVENUE PROJECT LIMITS
 - TRAFFIC CALMING BY DESIGN (GATEWAY) AND PURSUE LOWER SPEED LIMIT
 - ACCESS MANAGEMENT
 - STREETSCAPE IMPROVEMENTS, INCLUDING STREET TREES AND LANDSCAPING (MATCH 'ENHANCEMENT PROJECT THEME')
 - SIDEWALK UPGRADES FOR ADA COMPLIANCE
 - STUDY EXISTING LIGHTING LEVELS AND PURSUE STREET LIGHTING UPGRADES AS REQUIRED



TOWN OF BETHLEHEM

Existing – Null Alternative



- **Pros**

- Maintains current traffic operations
- No cost

- **Cons**

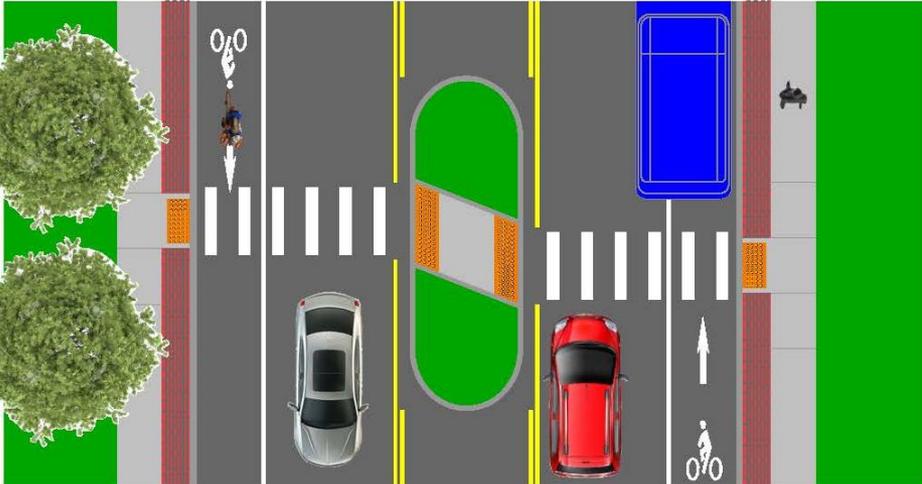
- High crash rate
- Difficult crossing for pedestrians
- Poor bike accommodation



Road Diet Alternative



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• Pros

- Traffic calming
- Improved safety
- Improved bike accommodation
- Improved pedestrian crossing accommodation
- Improved access to/from unsignalized side streets and businesses

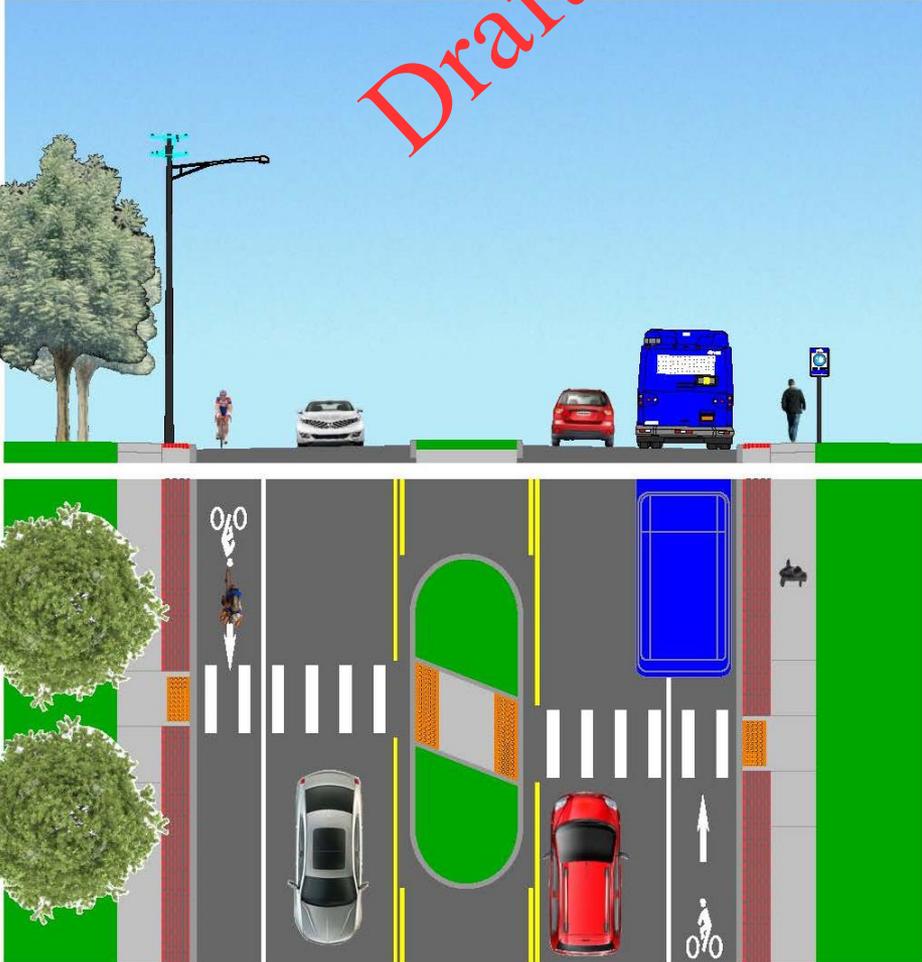
• Cons

- Some traffic diversions (3 to 4 %)
- Increased peak hour signal delay
 - » +15 to 50 seconds
- Increased corridor travel times
 - » + 45 sec WB, + 12 sec EB

Partial Road Diet (Plaza to Normanskill)



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• Pros

- Maintains traffic operations - Elsmere to Plaza.
- Improved safety, bike accommodation and pedestrian crossing accommodation in road dieted section
- Improved access to/from unsignalized side streets and businesses – road dieted section

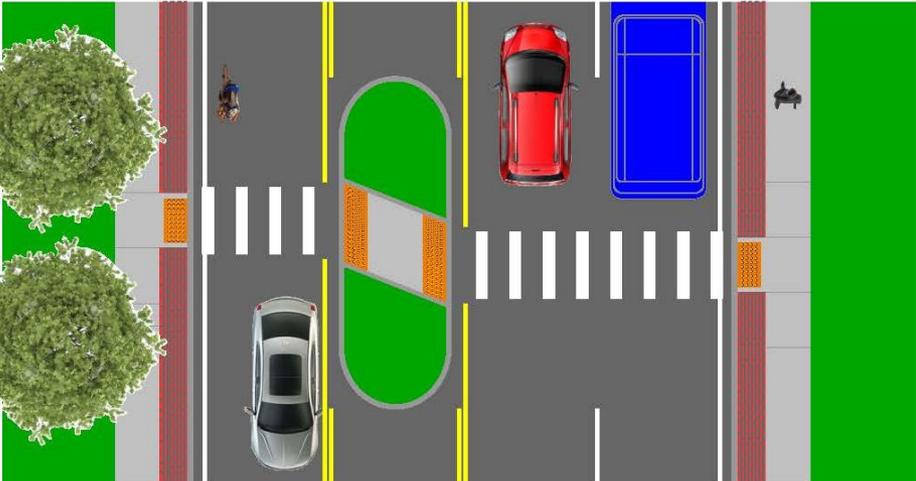
• Cons

- High crash rate Elsmere to Plaza
- Lack of bike accommodation and ped crossing accommodation Elsmere to Plaza

1-1-2 Alternative



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• Pros

- Ties into Enhancements project at Elsmere
- Some safety and traffic calming benefits
- Improved ped crossing opportunities

• Cons

- Lack of bike accommodation

HDM Exhibit 18-19 – Recommendations for installing Marked Crosswalks...

No. of Lanes and Median Type	Vehicle AADT < 9,000			Vehicle AADT > 9,000 to 12,000			Vehicle AADT > 12,000 to 15,000			Vehicle AADT > 15,000		
	Speed Limit**											
	<50 km/h	57 km/h	65 km/h	<50 km/h	57 km/h	65 km/h	<50 km/h	57 km/h	65 km/h	<50 km/h	57 km/h	65 km/h
2 Lanes	C	C	P	C	C	P	C	C	N	C	P	N
3 Lanes	C	C	P	C	P	P	P	P	N	P	N	N
4 or more Lanes With Raised Median	C	C	P	C	P	N	P	P	N	N	N	N
4 or More Lanes Without Raised Median	C	P	N	P	P	N	N	N	N	N	N	N

C = Candidate sites for marked crosswalks alone (≥ 20 peds/hour)

P = Possible increase in pedestrian crash risk without adequate design

N = Marked crosswalks alone are insufficient