

Delaware Avenue Complete Streets Feasibility Study

Meeting Summary
Public Meeting February 16, 2017

Town of Bethlehem, New York

CM Project No. 116-149

Prepared For:



Capital District
Transportation
Committee



Prepared By:



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**Meeting Summary – Public Information Meeting #1
Delaware Avenue Complete Streets Feasibility Study
February 16, 2017**



The first public information meeting for the Delaware Avenue Complete Streets Feasibility Study was held on Thursday, February 16, 2017, at the Town of Bethlehem Town Hall. The meeting was well attended with over 110 residents, stakeholders, and study advisory committee members present. The meeting began with an introduction by Rob Leslie, Town of Bethlehem Planning Director, and Michael Franchini, Capital District Transportation Committee (CDTC) Executive Director. Following the introductions, a Complete Streets overview and Technical presentation was provided by Mark Sargent and Kristi DiCocco, from Creighton Manning. See Appendix A for the PowerPoint presentation.

The purpose of the meeting was to inform the public about this transportation planning study, let them know the different methods by which they can provide comments, provide the public with an initial understanding of the existing conditions and needs, and obtain input from the public on Complete Streets issues and ideas (problems and solutions), that should be considered as the study progresses.

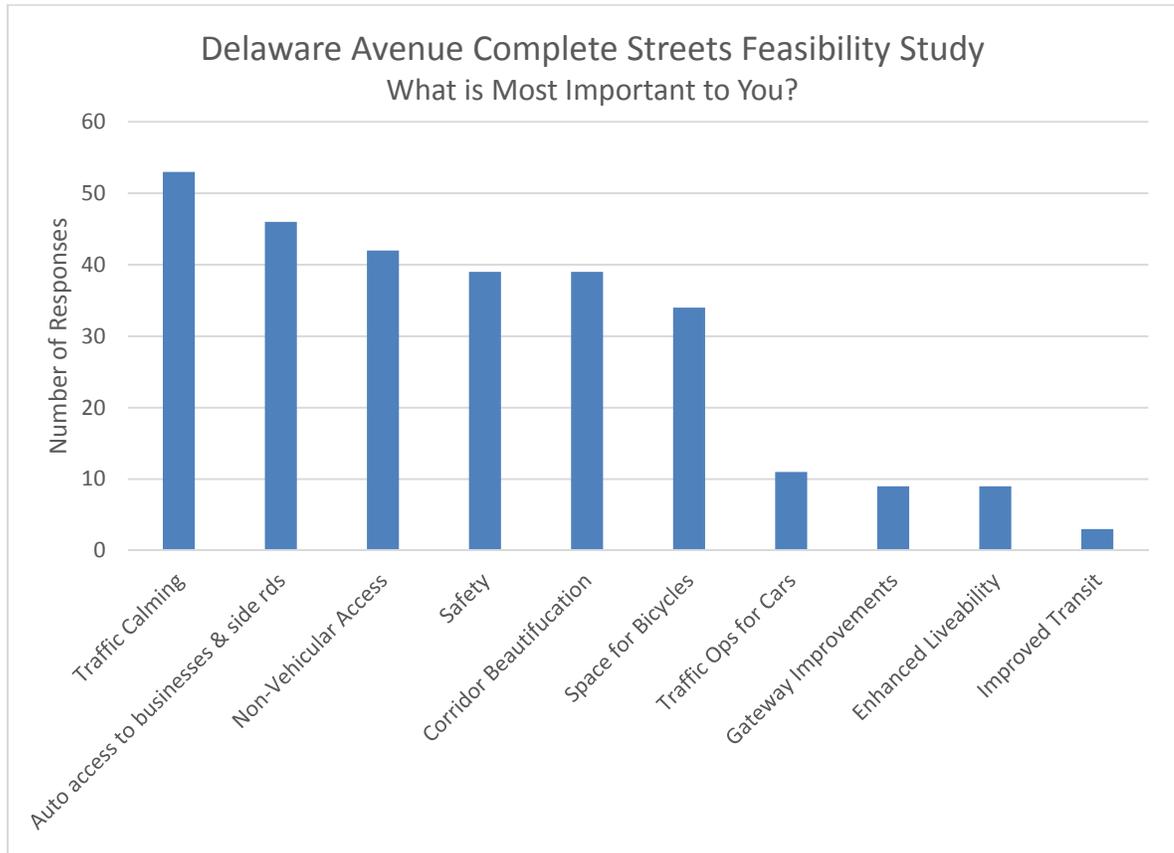
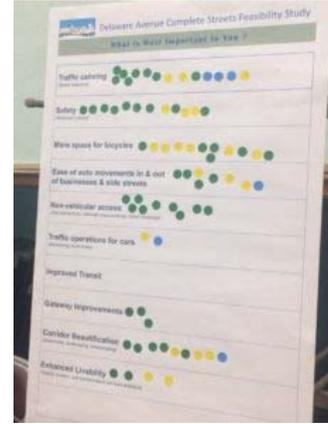


Meeting attendees had several opportunities to provide input, ask questions, and offer comments. This included three poster stations where attendees were asked to rate their top three project priorities; an open forum question/comment session; written comment forms and a comment drop-box; and a station oriented mapping session where facilitators interacted with the public to solicit specific issues, concerns, and ideas for the project corridor. Post-it notes, aerial map mark-ups, and station facilitator notes were used to record the public input received. There were four map stations (all alike) to provide good access to the stations considering the number of attendees. Attendees were also given the project website address www.delawareavecompletestreets.com and encouraged to review the material on the website and provide comments via the website email.

1. Poster Station Project Priorities/Issues

What are your top three project priorities/issues?

Each attendee was given three dots to place on this ranking exercise. There were a total of 285 dots placed with most people selecting traffic calming, auto access to businesses and side streets, and non-vehicular access representing the top three choices. Safety, corridor beautification and space for bicycles also ranked high. Less popular, were traffic operations for cars, gateway improvements, enhanced livability, and improved transit. Taken together, attendees are looking for an attractive and safer corridor with reduced speeds that provides good access for all modes. Having optimal operations for cars alone is not a priority, but providing reasonable access for cars to and from side streets and businesses is a priority.



2. Open Forum Question/Comment Session

The following was discussed during the open forum question/comment session:

Question: Will the rough estimate of the amount of time added to the rush hour commute due to a road diet be provided?

Response: The next phase of the study will include an analysis that will provide that estimate.

Question: When will improvements happen?

Response: The study is currently in the planning phase and has not been identified as a construction project at this time. During the meeting, five years \pm was mentioned as a possible time frame.

Question: Do Complete Streets have an economic benefit?

Response: Yes. An economic study cited during the presentation showed that Complete Streets projects have an economic benefit.

Question: Is the Town and study coordinating the impact of ongoing development projects? Will future development occurring in the town considered in the study?

Response: Yes, trips from future development are being incorporated into the study analyses and corridor model.

Question: Better trail access was mentioned as a goal. That means more cars in my neighborhood, correct? I am concerned about traffic and parking area impacts in my neighborhood.

Response: Ideas for better trail access are being explored. Please make sure to provide comments regarding your concerns.

Question: Does the study include areas beyond Delaware Avenue for trail access?

Response: Yes, the study will explore connections for adjacent trail connections.

Question: This is a good study. Are areas/streets beyond Delaware Ave included in the study, for example Elsmere Ave down to Kenwood Ave?

Response: No, the study area is only focused on Delaware Avenue. We have gotten comments regarding the Elsmere Ave/Kenwood Ave intersection because DOT started a project there to improve the pedestrian crossing and it has been stalled due to a National Grid issue. The Town has contacted NYSDOT about this.

Question: Have you come up with options of differing costs? Would you combine phases of two different projects into one? How much does cost come in to the selection of a preferred alternative?

Response: Design alternatives will be explored during the next phase and order of magnitude costs will be prepared. Project cost is part of the evaluation and selection of the preferred alternative. One purpose of this study is to develop concepts reflecting the community's vision that could be incorporated into a simple, low cost repaving project at a time when NYSDOT comes in to repave the roadway.

Question: Are new traffic signals along Delaware Ave being considered? People want to cross at protected pedestrian crossings and that has to be done with full traffic signals.

Responses: Protected pedestrian crossings will be evaluated during the next phase.

Question: Is CDTA involved in the study? Will bus stops and new investments be considered?

Response: Yes, CDTA is involved and transit needs and improvements will be included in the study.

General Comment: Trees and landscaping are a benefit overall and can calm traffic due to visual perception.

Comment: Behind Delaware Plaza there is a large parking lot that could be used for car parking if an access was created from that location to the rail trail.

Comment: Rail trail access at the medical office building parking lot and the Booth Road area should be formalized.

Comment: There is a need for snow and ice removal along the sidewalks and bicycle space on the roadway. Currently, it is difficult to use the sidewalks and access the bus stops due to snow and ice.

3. Station-Mapping Input Session

Specific input from the station-mapping input session can be found in Appendix C Tables 1 and 2. The public's comments are summarized for each of the four break-out groups (Table 1), and then by category (Table 2). In addition to the comments recorded on the maps and on post-it notes, the following comments were provided by station facilitators:

- Vehicular traffic congestion and parking concerns at new trail access locations and impacts to the residential neighborhoods
- Look for opportunities to formalize agreements with property and business owners to allow for shared parking agreements (i.e. rear parking area at Hannaford and the Albany Water Line corridor)
- The Elsmere Ave signal should have a delay with more consideration given to pedestrians
- Provide additional pedestrian crossings and signalization for improved pedestrian circulation
- Encourage slower travel speeds
- Provide transit support infrastructure (i.e. safe crossing at the park-ride lot, bike racks, and covered shelters)
- Improve snow and ice removal at transit stops
- Review transit stop locations and consider consolidation and/or shifting stops that are too close together
- Expand shoulders and provide bike lanes
- Provide street trees for aesthetics and traffic calming

4. Written comments

As of this writing (May 1, 2017), two months after the public meeting, 22 written comments have been received. Written comments are included in Appendix D. A synopsis of the comments shows that a majority of people are in support of the complete streets concepts being considered for this study. There are also a number of specific comments and questions about the need to maintain good access to businesses, trail access ideas, bike accommodations, possible right-of-way impacts, and NYSDOT involvement in the study, among others.

The public meeting concluded with an invitation for meeting attendees to stay involved in the study through the study website and public comment form. Meeting attendees were also encouraged to contact the Study Advisory Committee members with any additional questions or concerns.

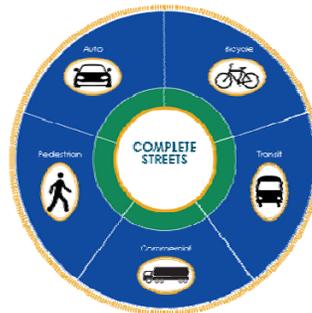
Appendix A

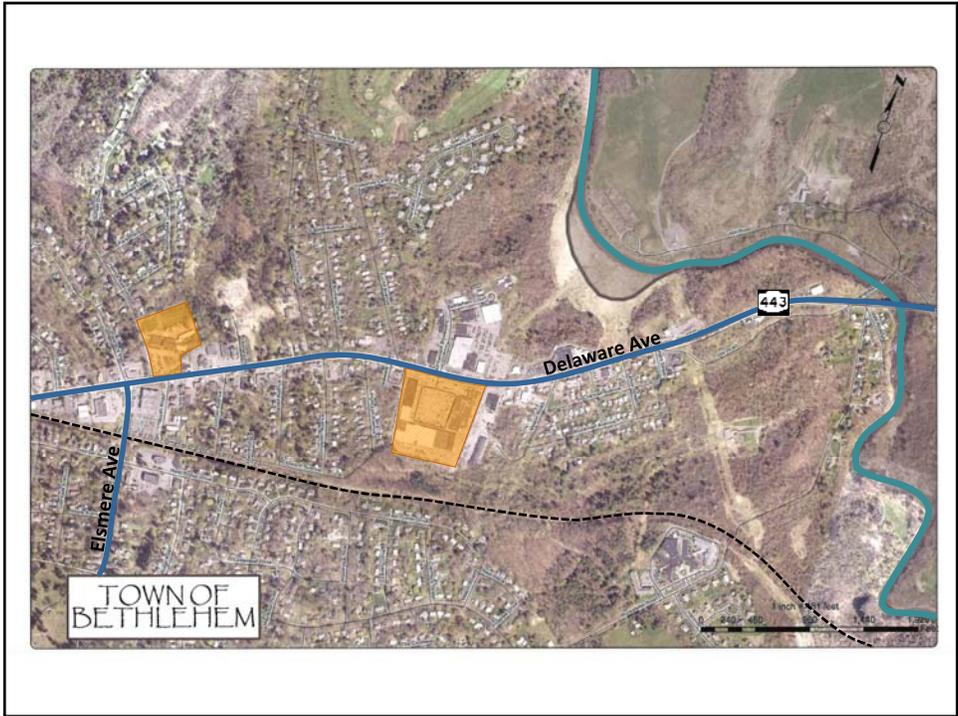
PowerPoint



Transportation Planning Study

- Advisory Committee
 - Delaware Improvement Group
 - Residents and Businesses
 - Town, CDTC, CDRPC, NYSDOT, CDTA





Draft Study Goals

“Create a Plan for a more balanced transportation system along Delaware Avenue to enable safe and comfortable ADA compliant access for users of all ages and abilities, including pedestrians, bicyclists, transit users and motor vehicle drivers, otherwise known as Complete Streets.”



Safety



Access



Economy



Place

Scope / Meeting Purpose

- ✓ Initiation and Data Gathering
- ✓ Existing Conditions
- ✓ Public Workshop #1
- Draft Conceptual Complete Streets Alternatives
- Evaluation of Alternatives
- Public Meeting #2
- Report and Implementation Strategy
- Final Presentation

What are Complete Streets?



Complete Streets are streets for everyone, no matter who they are or how they travel.



National Complete Streets Coalition

What are Complete Streets?

Safe, comfortable and convenient



National Complete Streets Coalition

7

What are Complete Streets ?



What are Complete Streets ?

“There is no one design prescription for complete streets. Ingredients that may be found on a complete street include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.”

- National Complete Streets Coalition



National Complete Streets Coalition





Why?

- National and local efforts support Complete Streets
 - 2005 Comprehensive Plan
 - 2009 Climate Smart Community Pledge
 - 2011 Sustainable Bethlehem Initiative
 - 2014 Comprehensive Plan Assessment Committee Report to Town Board
- NYS Law “...shall consider the safe travel on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users...”
- Bethlehem Resolution “...shall consider the safe and efficient accommodation of bicyclists and pedestrians in all new street construction and reconstruction...”

Why Complete Streets - Health

- Promotes Physical Activity and Healthy Lifestyle.
- 31% of Americans are obese. 65 % are overweight or obese.
- Obesity results in \$117 billion of direct health related costs each year.
- People who live in neighborhoods with sidewalks on most streets are 47% more likely to be active at least 30 minutes per day.



Source: www.ActiveLivingResearch.org



Why Complete Streets - Economy

- Promotes Community Interaction
- Less \$ on transportation = more spending money
- Increased private investment in community
- Increased home values: 15 real estate markets; one-point increase in the walkability scores; \$700 to \$3,000 increase



Why Complete Streets - Mobility

- Equity
- By 2045 the number of Americans over age 65 will increase by 77 percent
- About one-third of people over 65 have a disability
- Millennials are driving less and looking for other transportation options



Older Americans — Redefining Longevity

By 2045, the number of Americans over age 65 will increase by

77%

About **one-third** of people over 65 have a disability that limits mobility. Their access to critical services will be more important than ever.

Millennials — Shaped by Technology

There are **73 million Millennials** aged 18 to 34. They are the first to have access to the internet during their formative years and will be an important engine of our future economy.

Millennials are driving less. By the end of the 2000s, they drove over **20% fewer miles** than at the start of the decade.

Income Inequality

10% of the population takes home **one-third** of our national income.

Transportation is the **second-largest** expense for U.S. households.

Why Complete Streets - Safety

- Safer streets = less costly streets
- Recent Madison Avenue Road Diet in the City of Albany showed a 4:1 cost benefit ratio
- Road diets are one of FHWA's proven safety counter measures
- Reduce crashes by 19 to 47percent
- Speeds likely to be reduced by 3 to 5 mph



Roundabouts



Corridor Access Management



Roundabouts with Retroreflective Roadways



Longitudinal Flexible Stone and Concrete



Enhanced Delineation and Friction for Horizontal



Safety Edges



Medians and Pedestrian Crosswalks in Urban



Pedestrian Hybrid Beacons



Road Diet

Road Diet Guidance vs Area Roads

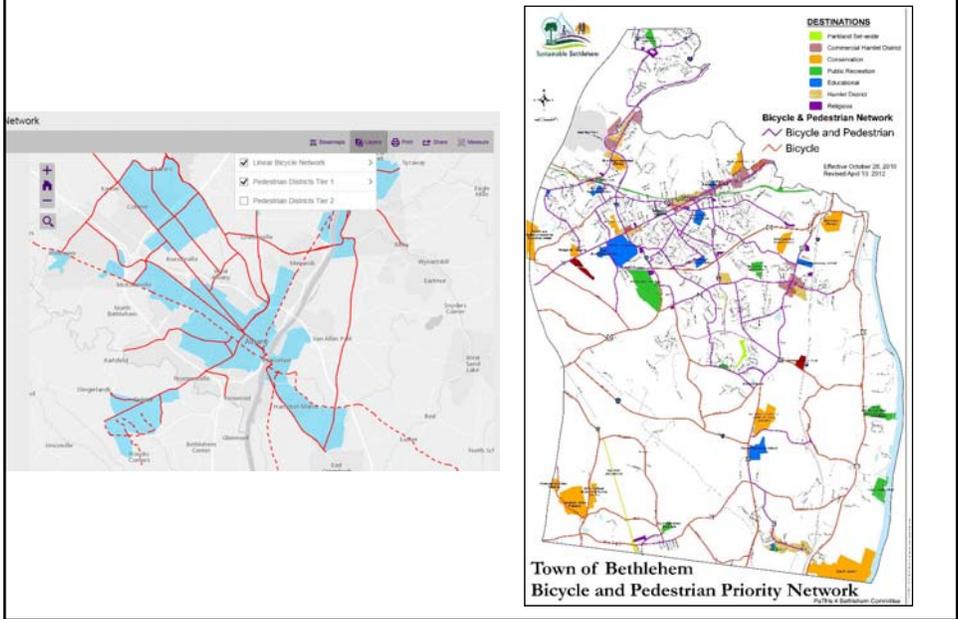
Up to 25,000 Vehicles Per Day – Seattle DOT		
21,100	Route 32 (Broadway)	Menands
≤ 20,000 Vehicles Per Day “ May be a good candidate” - FHWA		
18,900	Route 5	Schenectady
18,300	Delaware Ave (Elsmere Ave to Plaza)	Bethlehem
16,600	Fuller Road (RR Ave to Central)	Albany
15,500	Madison Avenue	Albany
15,500	Delaware Ave (Plaza to City Line)	Bethlehem

Existing Conditions

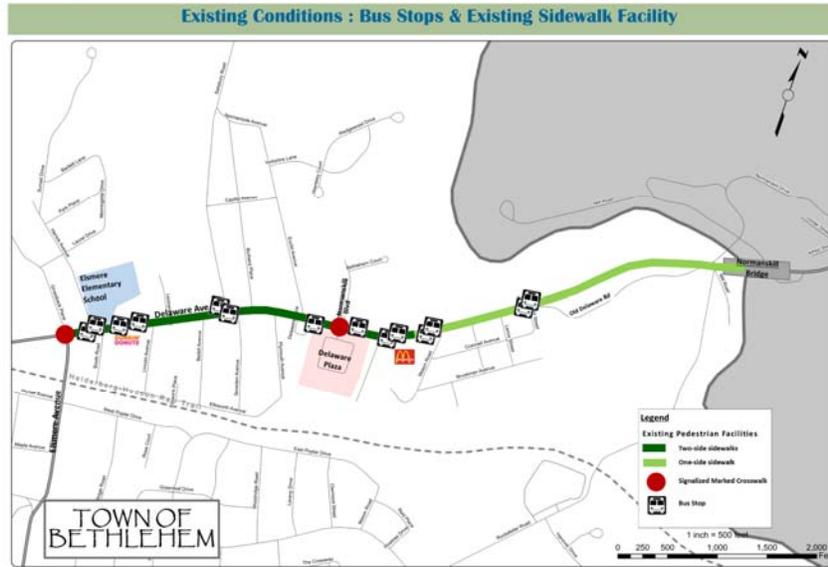




Town and CDTC Priority Networks



Facilities



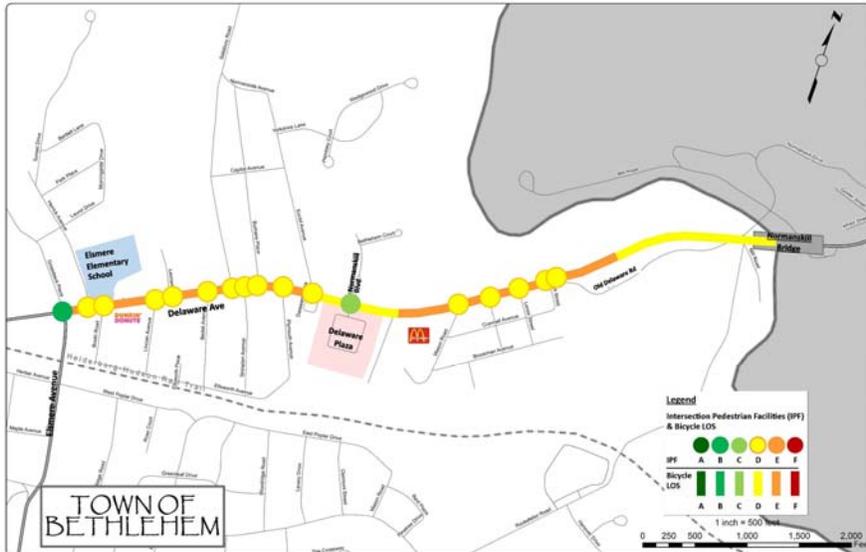
Overall Operations

LOS	Automobile	Bicycle	Pedestrian
A/B			
C/D			
E/F			
Delaware Avenue	LOS B/C	LOS E	LOS B to E

Image Courtesy of State of Florida Department of Transportation 2013 Quality/Level of Service Handbook

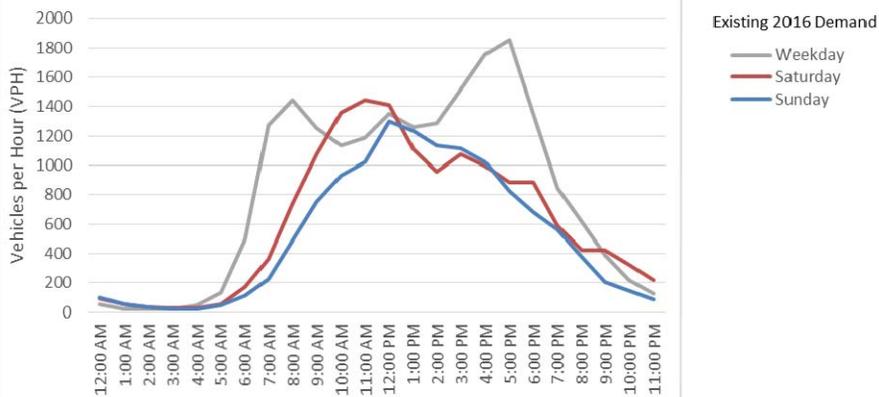
Bike / Ped Operations

Existing Conditions : Intersection Pedestrian Facilities and Bicycle Level of Service

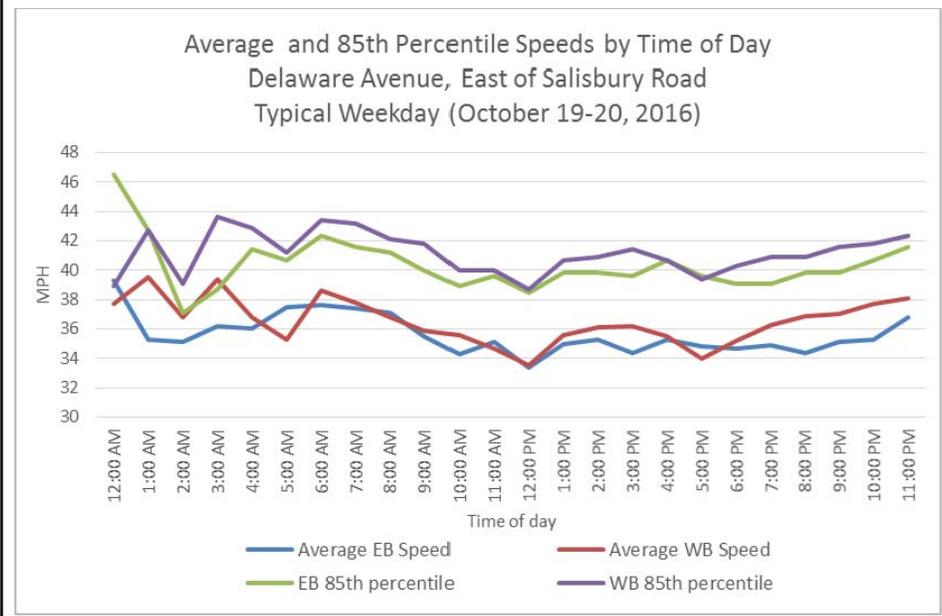


Volumes

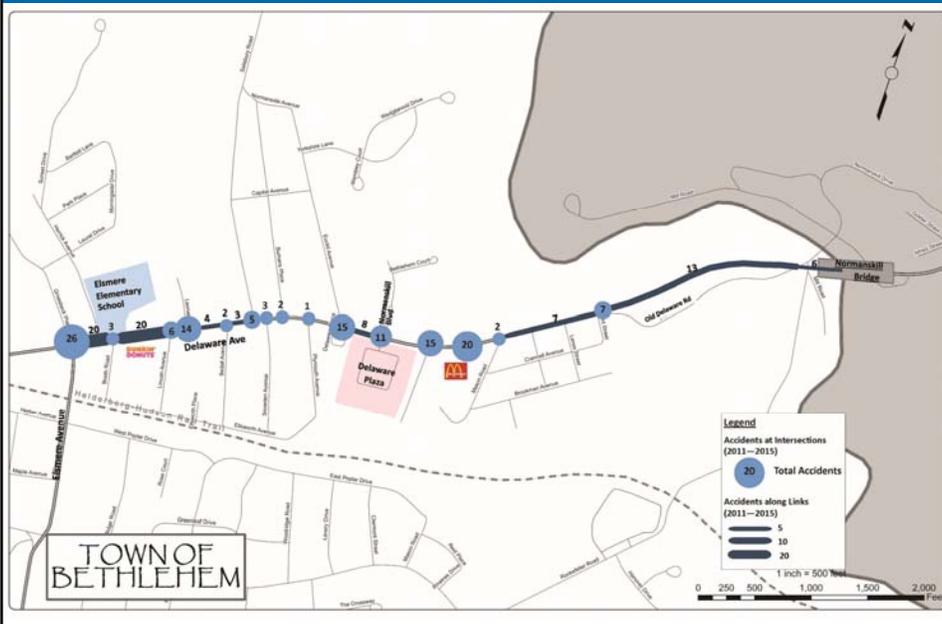
Hourly Traffic Variations
Delaware Ave - East of Salisbury Rd



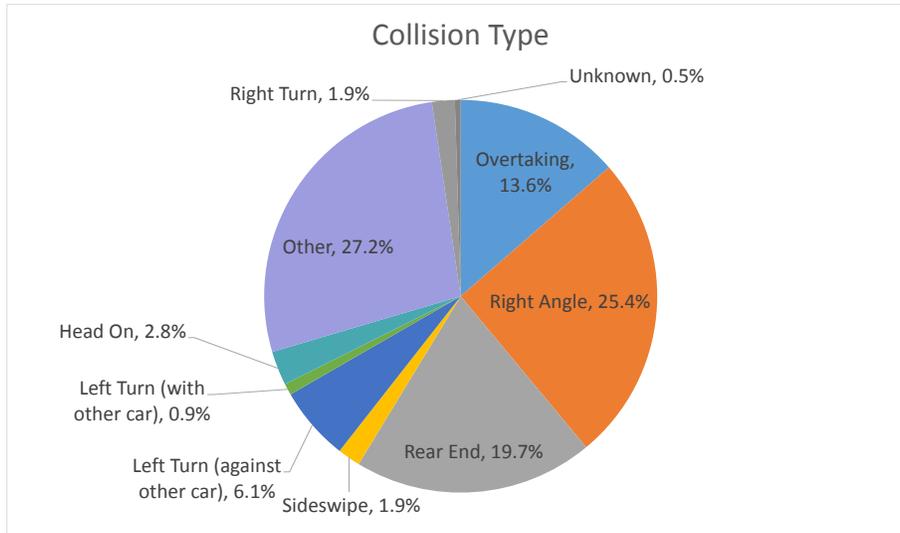
Speeds



Crashes



Crashes



Road Diet Crash Reduction Factors

Countermeasure	Crash Type	Crash Reduction Factor
Narrow roadway cross section (4 to 3 lanes) with two way left-turn lane	All	26%
	Left-turn	24%
	Rear-end	31%
	Right-angle	37%

Trail Access



Issues and Ideas

Comments

- Q & A
- Break-out areas
- Comment form
- Website

www.DelawareAveCompleteStreets.com

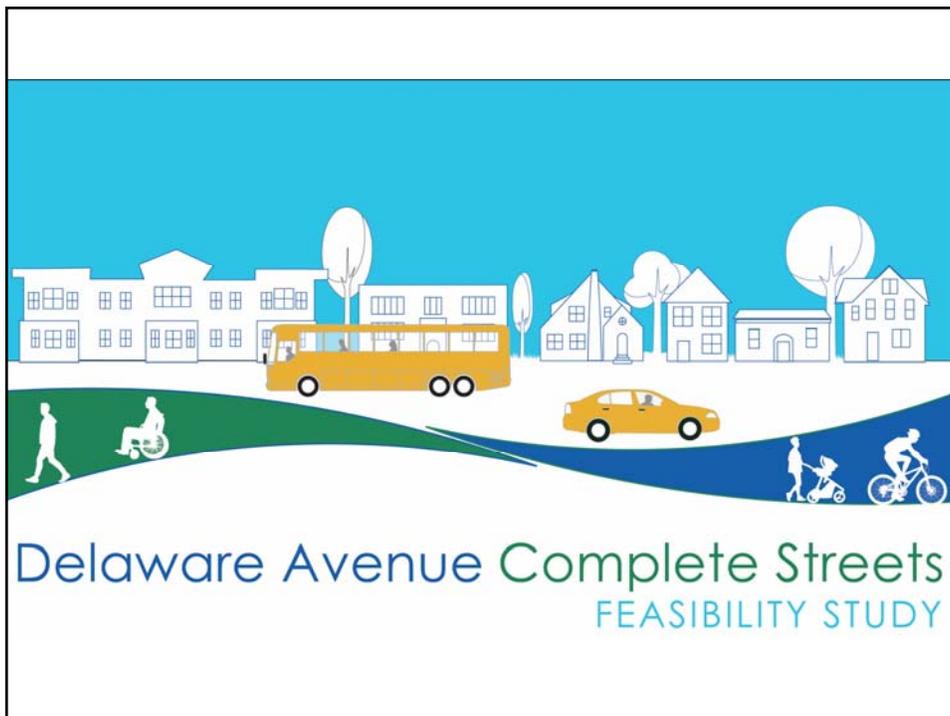
Break-out Instructions

- 4 areas
- 1 Facilitator per group
- Record your comments and concerns
- Goals
 - Identify Issues
 - Brainstorm Ideas



Examples

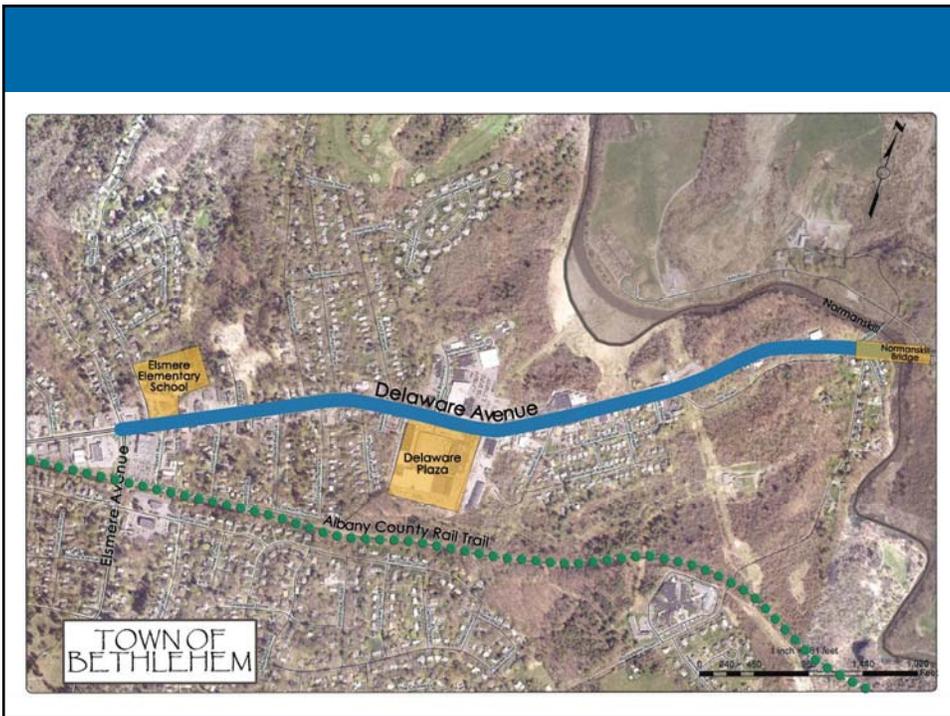
- Is travel time a concern? Where and when?
- Are you concerned about safety? If so, what and where?
- Are multi-modal (bus, bike, walk) improvements needed?
- Can you reach shops and services if you don't own a car?
- What other corridor enhancements would you like to see?
- Are large scale changes needed to the roadway?
- Do you have an idea for a gateway?
- Do you have ideas for improved trail access?



Thank you!



www.DelawareAveCompleteStreets.com

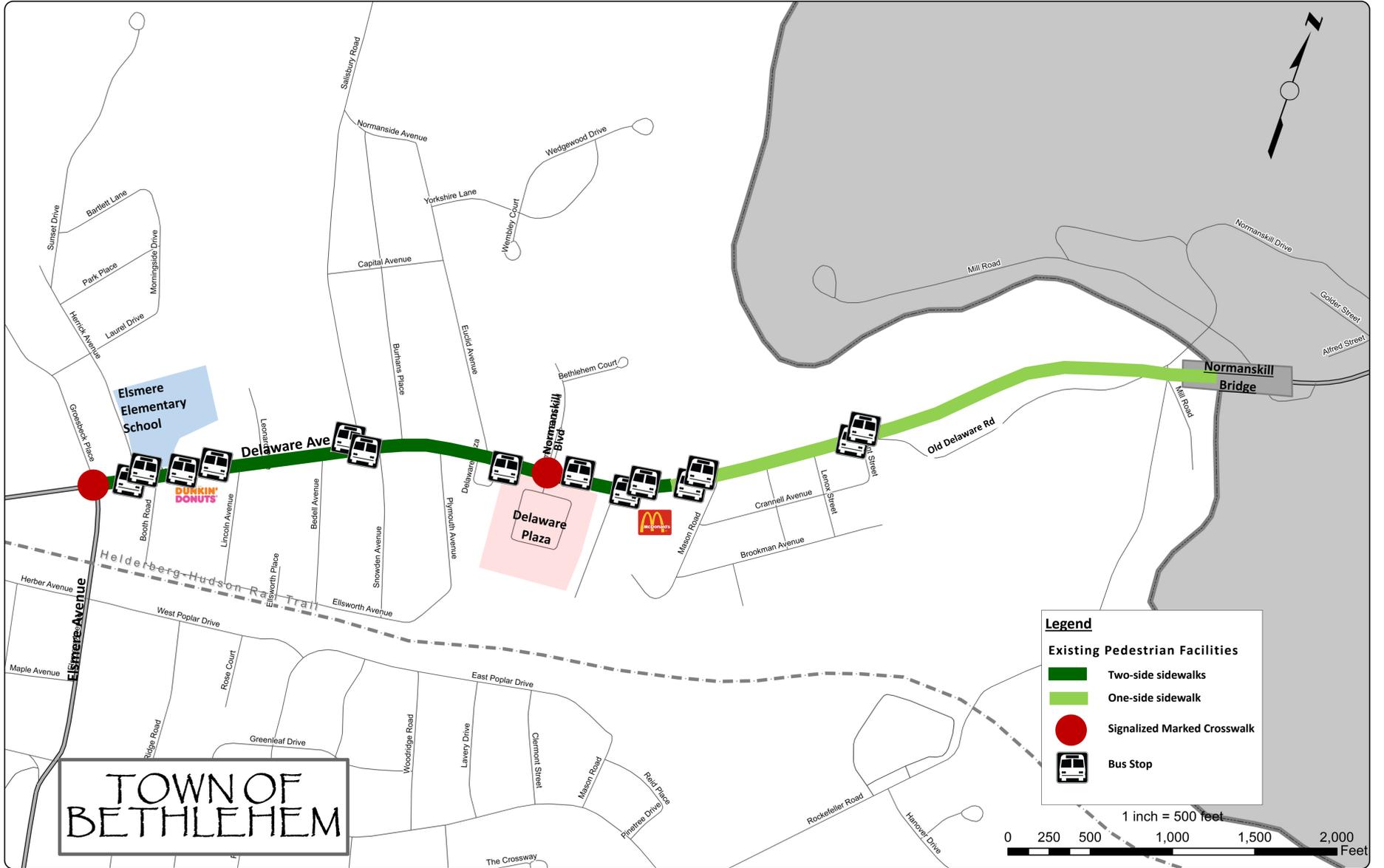


Appendix B
Meeting Posters



Delaware Avenue Complete Streets Feasibility Study

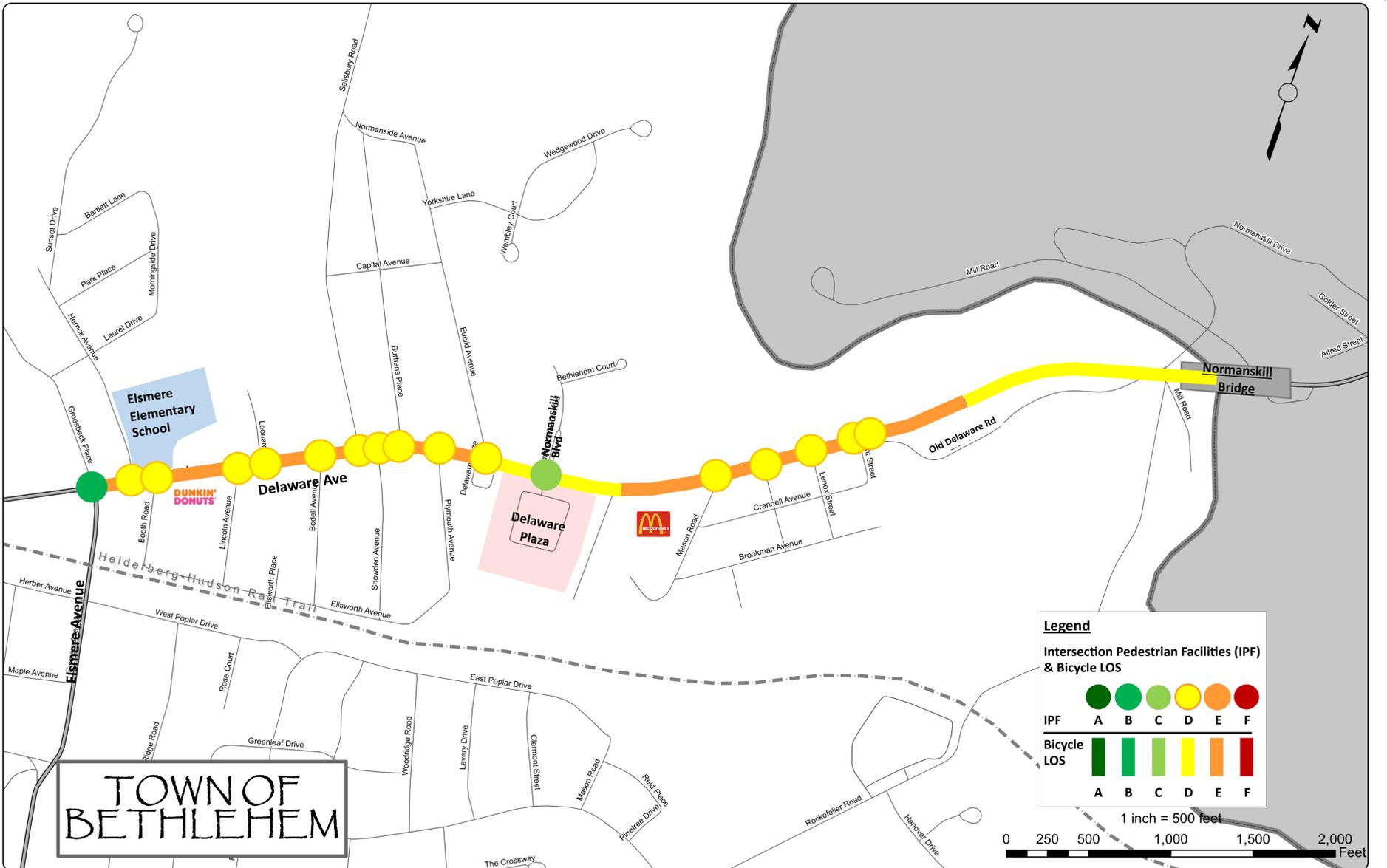
Existing Conditions : Bus Stops & Existing Sidewalk Facility



• 7 Bus Stops in each direction

• 2 Intersections with Crosswalks

Existing Conditions : Intersection Pedestrian Facilities and Bicycle Level of Service



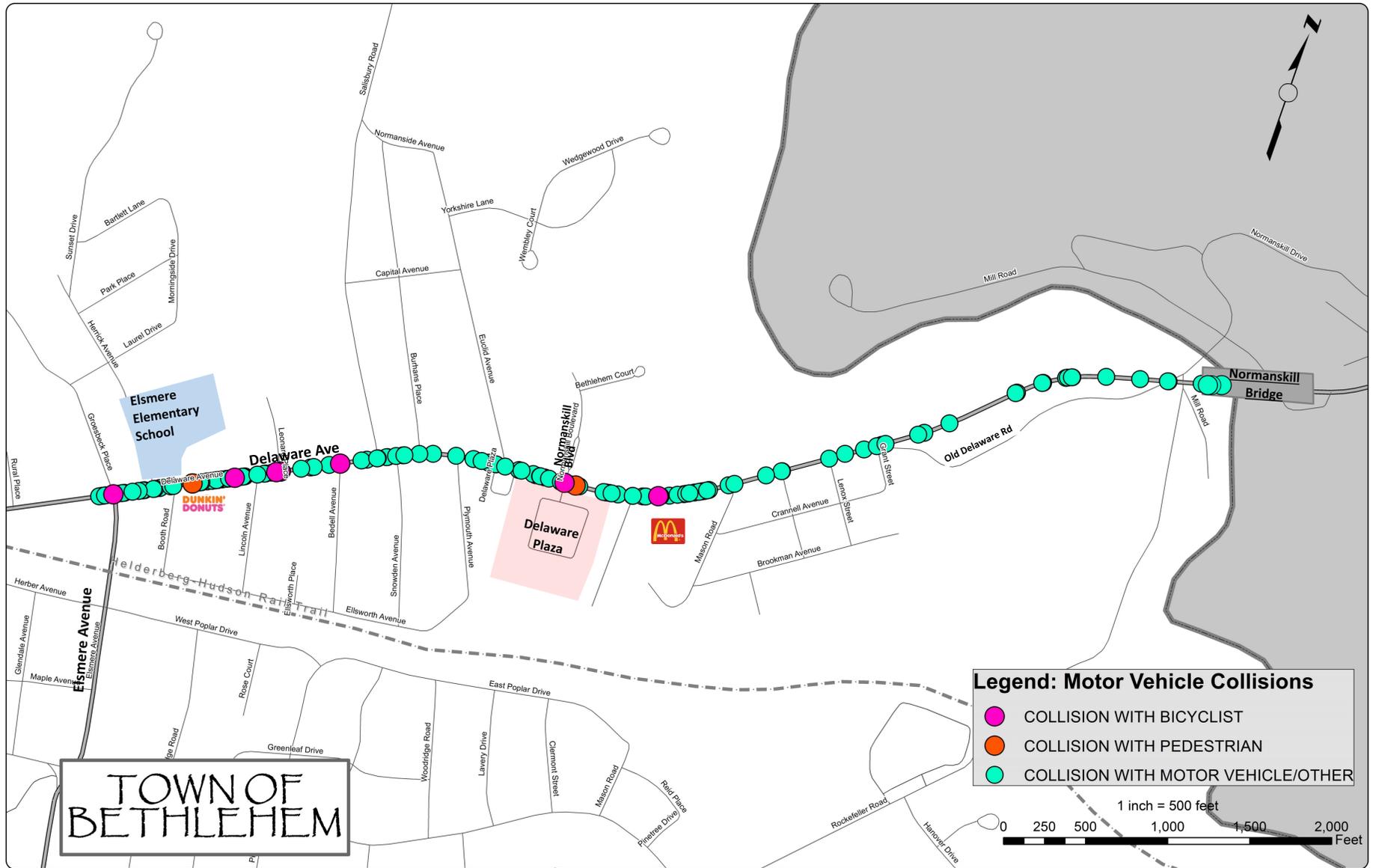
• 2 Signalized Intersections IPF at B or C

• Bicycle LOS for segment between D & E



Delaware Avenue Complete Streets Feasibility Study

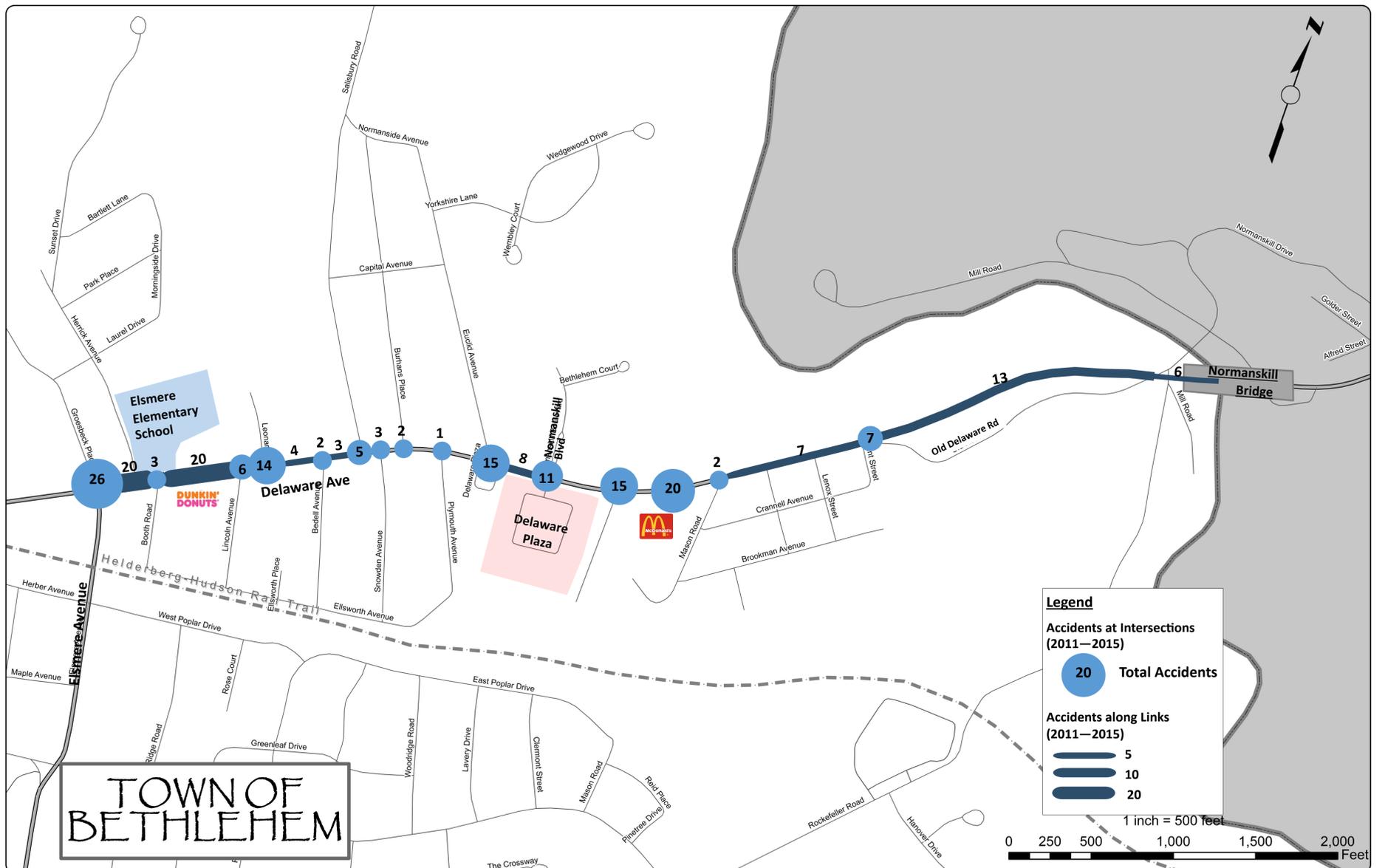
Existing Conditions : Crashes on Delaware Avenue (2011-2015)



• **Crash Type: 204 Vehicle, 2 Pedestrian, 7 Bicycle**

• **37 crashes at two signalized intersections**

Existing Conditions : Crash Proximity Map



• **26 Crashes at Elsmere Ave, 11 at Delaware Plaza**

• **102 Crashes between Elsmere Ave-Delaware Plaza**



Delaware Avenue Complete Streets Feasibility Study

What are the Study GOALS ?

Create a plan for a more **balanced transportation** system along Delaware Avenue to enable **safe and comfortable** ADA* compliant access for users of all ages and abilities, including pedestrians, bicyclists, transit users and motor vehicle drivers, otherwise known as a Complete Street.

Ensure an **effective public involvement** process to engage the community in learning about the benefits and potential tradeoffs of complete streets designs along Delaware Avenue and to seek and obtain public input on conceptual designs that **balance the needs of all roadway users**.

Explore the feasibility a full range of context-sensitive complete streets elements in a manner that **enhances community quality of life, the local economy, and safety** for all users along this multi-modal and increasingly mixed use corridor and its adjacent residential neighborhoods.

Continue to implement the Town's stated goals of fostering a **walkable, bikeable and transit friendly** community serving the needs of all ages and abilities.

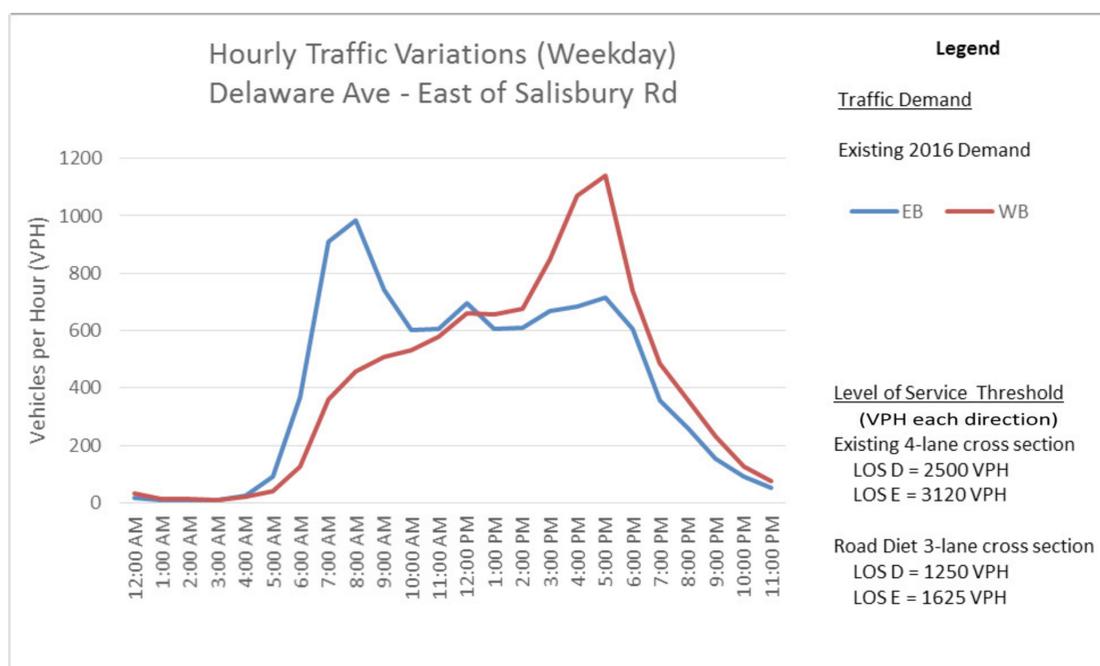
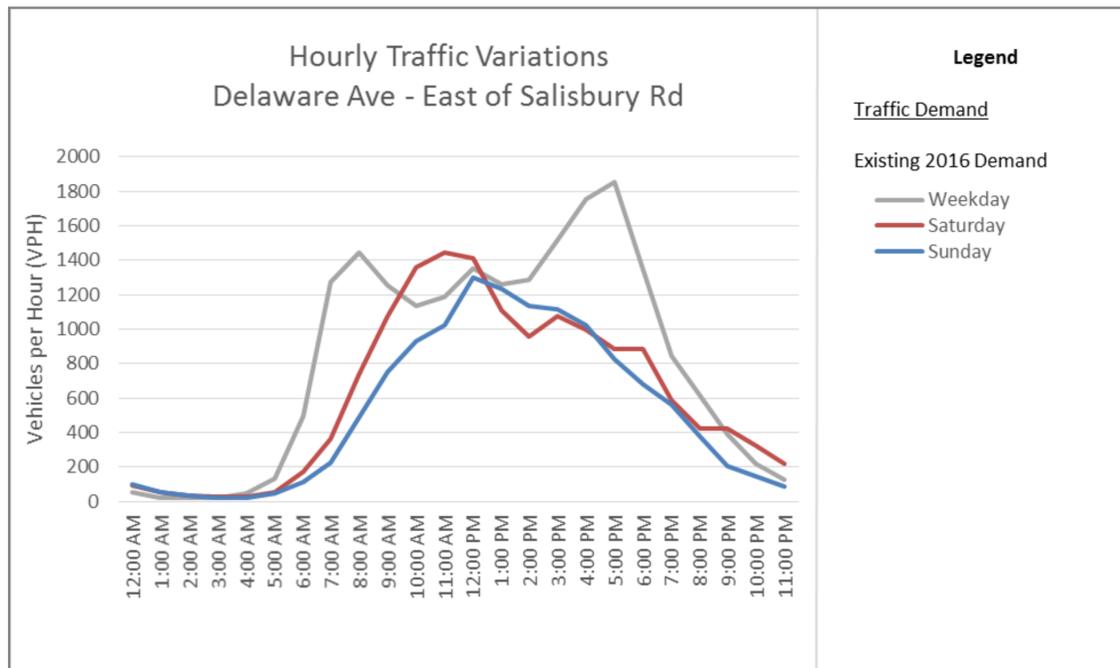
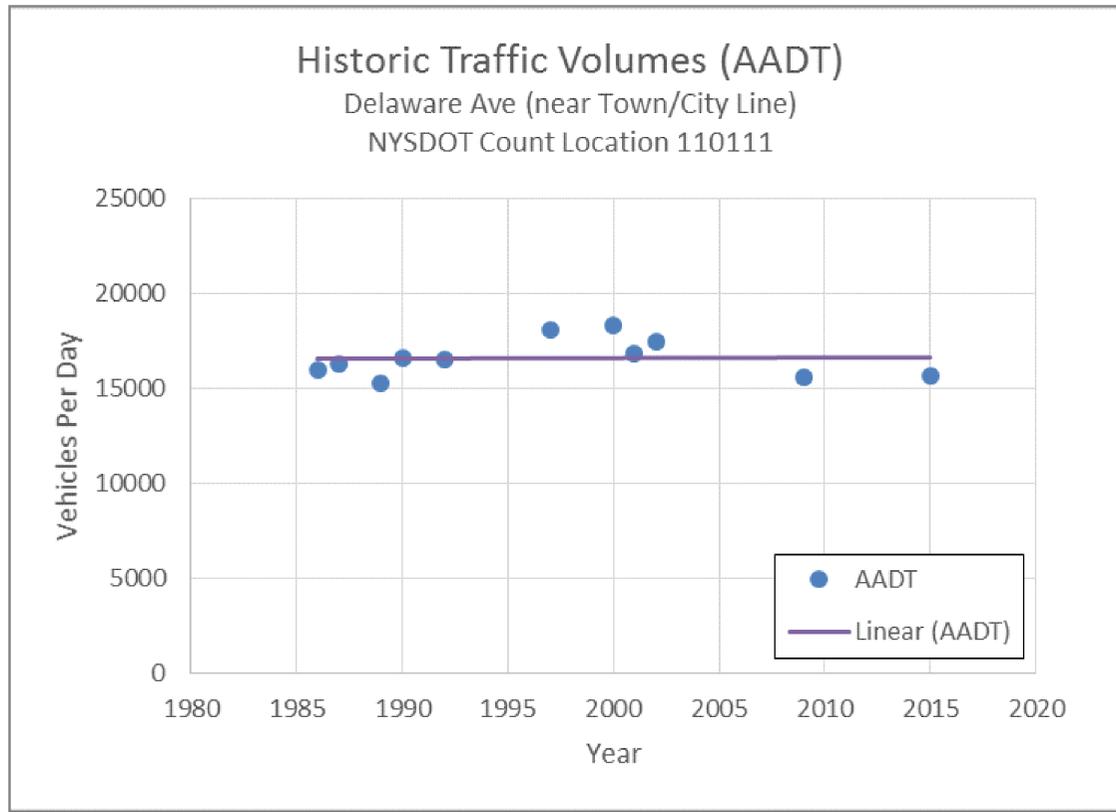
Develop **conceptual future roadway designs** that are acceptable to the town, its residents and businesses and NYSDOT as the road owner.

* ADA - Americans with Disabilities Act



Delaware Avenue Complete Streets Feasibility Study

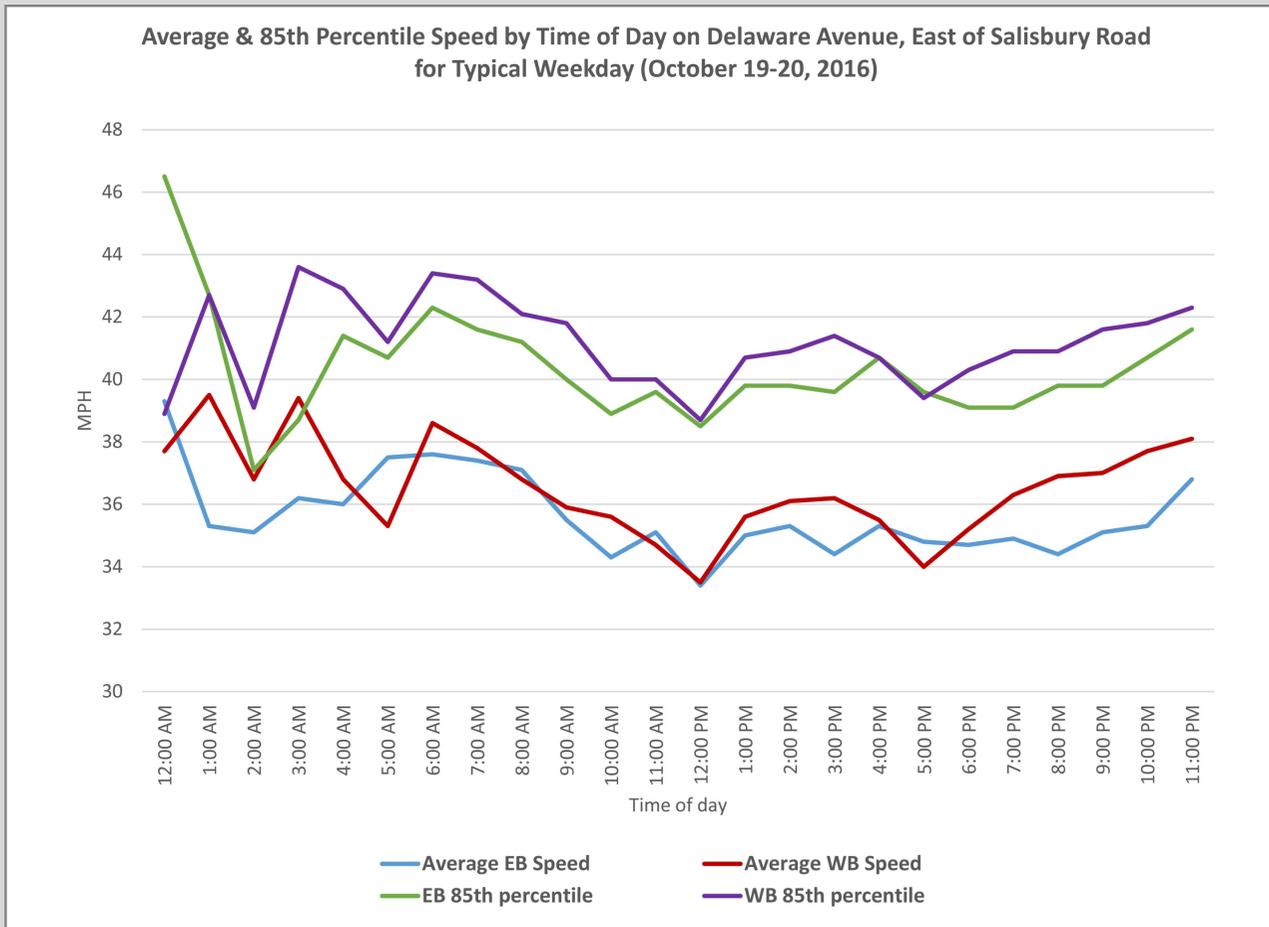
Existing Conditions : Traffic Volume Characteristics





Delaware Avenue Complete Streets Feasibility Study

Existing Conditions : Corridor Speed Characteristics



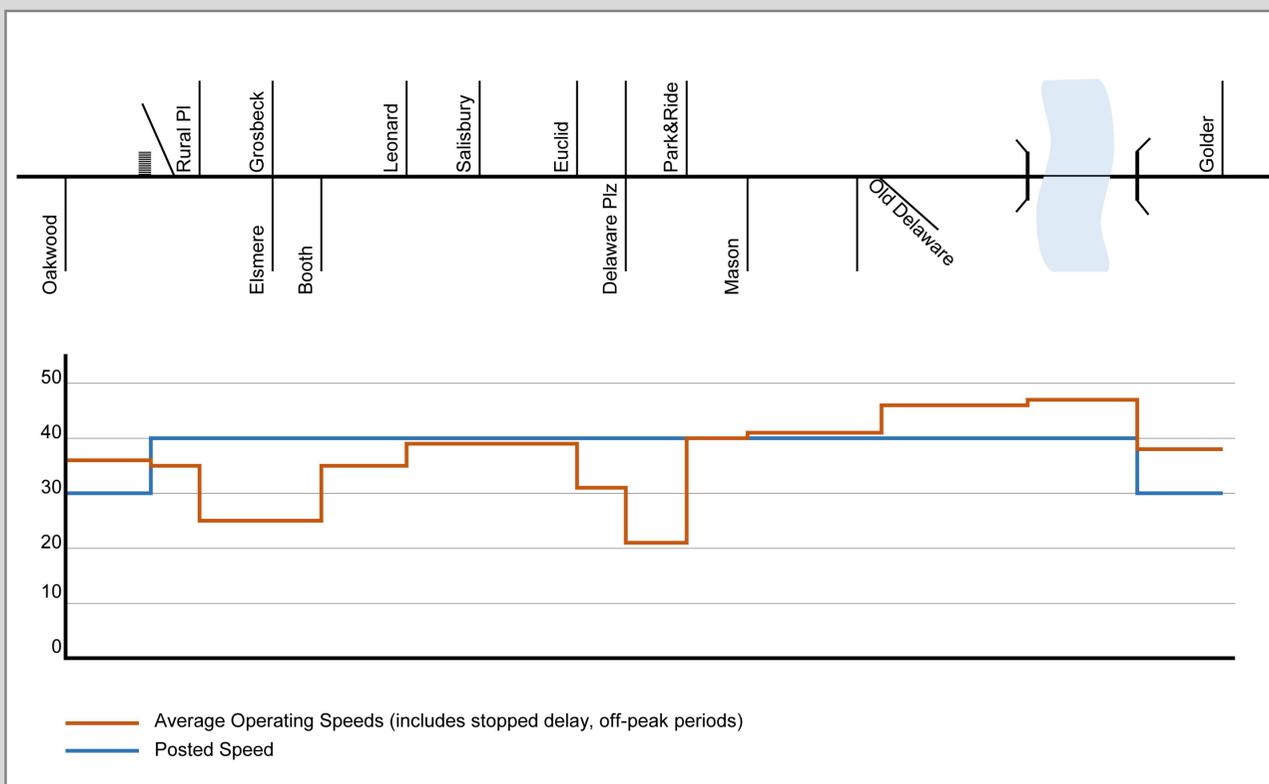
20-25 MPH

Driver's peripheral vision
Stopping distance
Crash risk

40+ MPH

Driver's peripheral vision
Stopping distance
Crash risk

As a driver's speed increases, his peripheral vision narrows severely.²





Delaware Avenue Complete Streets Feasibility Study

What are Complete Streets?



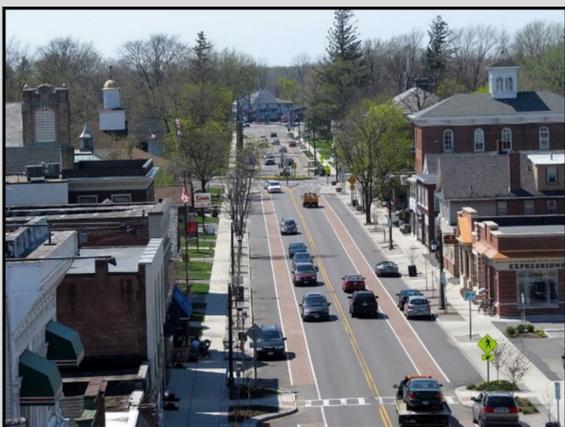
Complete Streets are streets for everyone, no matter who they are or how they travel.



National Complete Streets Coalition



Safe, comfortable and convenient



- Not just bike lanes and sidewalks
- Network based
- Context Sensitive

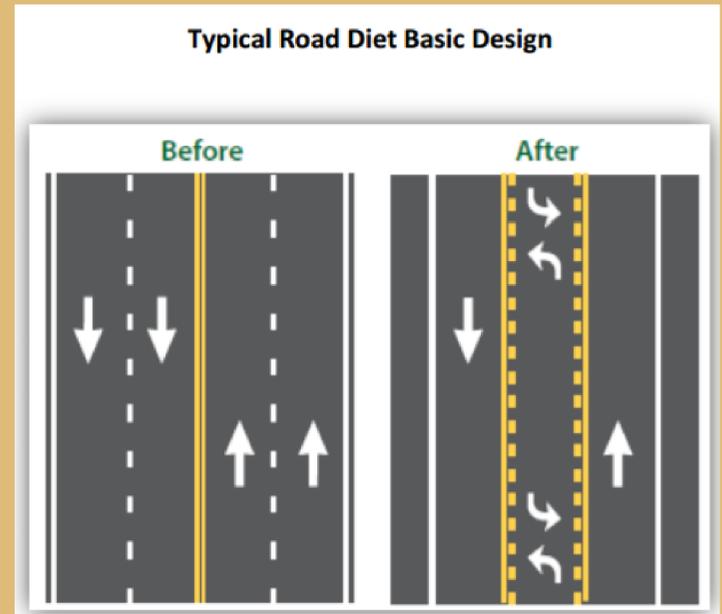




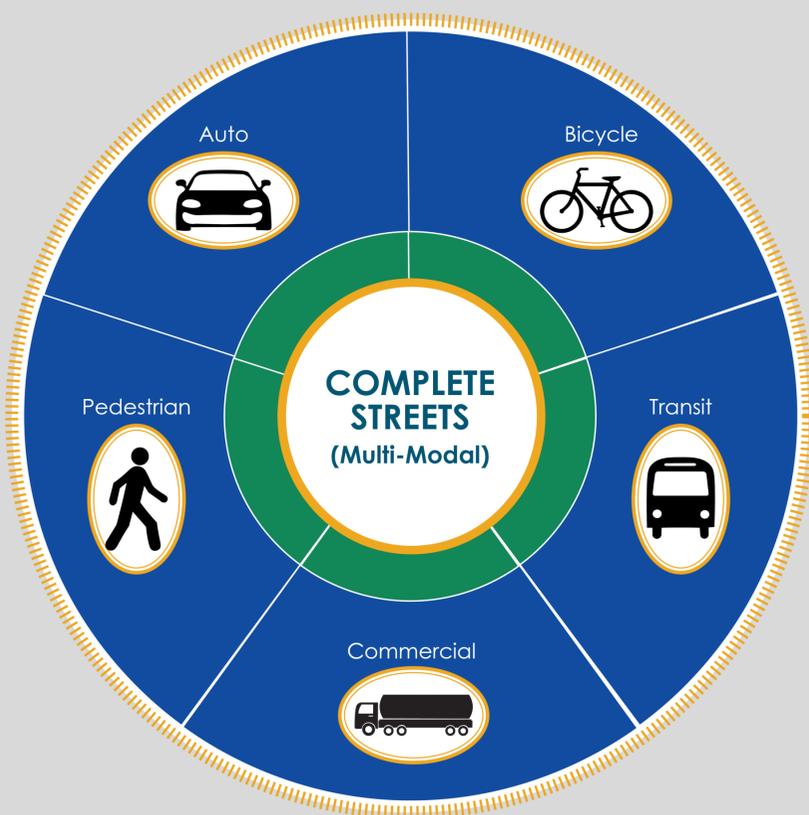
Delaware Avenue Complete Streets Feasibility Study

What are some Specific Complete Streets features considered?

A fundamental goal of this study is to determine if a road diet is feasible on Delaware Avenue from Elsmere Avenue to the Normanskill Bridge. Road diets reduce the number or width of travel lanes on a facility making more room for bicycles, improving buffer space to pedestrians, reducing travel speeds and improving safety.



A Road Diet is generally described as "removing travel lanes from a roadway and utilizing the space for other uses and travel modes."



Why is a Road Diet being considered for Delaware Avenue?

Delaware Avenue is a four-lane undivided roadway (for most of its length within the study area) and experiences higher than state-wide average crash rates. According to FHWA's Road Diet Information Guide "For roads with appropriate traffic volumes, there is strong research support for achieving safety benefits through converting four-lane undivided roads to three-lane cross sections with TWLTLs (two-way center left turn lanes). The FHWA advises that roadways with ADT (average daily traffic) of 20,000 vpd (vehicles per day) or less may be good candidates for a Road Diet and should be evaluated for feasibility.



Delaware Avenue Complete Streets Feasibility Study

What are some Specific Complete Streets features considered?

Complete Street roadway design features include sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signage, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, raised crosswalks, ramps and traffic calming measures.



Refuge Islands and Medians

A pedestrian refuge island is located in or near a pedestrian crossing to aid and protect pedestrians crossing a roadway. A median refuge can provide a safe location for pedestrians to cross half of the street at a time.

Rectangular Rapid Flashing Beacons (RRFB)

RRFBs are user-activated amber Flashing Beacons that supplement warning signs at unsignalized intersections or midblock crosswalks and have been shown to dramatically increase driver yielding rates to pedestrians.



HAWK Signalized Crosswalks

This pedestrian hybrid beacon is more commonly referred to as a “HAWK” which derives from the phrase “High-Intensity Activated Crosswalk”

Traffic Calming and Gateways

Traffic calming involves physical changes to roadways that reduce speeds, and/or measures that give greater priority to pedestrians, bicyclists, and residents. Measures can include aesthetic treatments: landscaping, benches, light poles, bicycle lane markings, and improved signage and distinctive entrances (gateways) as demarcation for the traffic-calmed area.





Delaware Avenue Complete Streets Feasibility Study

What is Most Important to You ?

Traffic calming

(Speed reduction)

Safety

(Reduced crashes)

More space for bicycles

Ease of auto movements in & out of businesses & side streets

Non-vehicular access

(Trail connections, sidewalk improvements, street crossings)

Traffic operations for cars

(Maintaining travel times)

Improved Transit

Gateway Improvements

Corridor Beautification

(Street trees, landscaping, streetscaping)

Enhanced Livability

(Quality, location, and transportation services available)

Appendix C

Identified Issues and Ideas

Table 1a

Identified Transportation Issues & Ideas

from 2/16/17 Public Meeting

(Listed by Break-out Group)

Group / #											A-Break-out #1	
	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails		B-Break-out #2
ID#	Description											
A1		X									X	Continue or repair yellow brick road over bridge and other side to connect parks on both sides of bridge
A2					X	X						Widen the road to add bike lane. Improve sidewalks.
A3	X											Too Much Retail on Delaware Ave.
A4					X						X	Working Bicycle commuters need accomodations especially at night
A5					X	X					X	Widen bike lanes. Maybe protect the lanes to keep bikes off sidewalks
A6		X	X	X							X	Concern that lane reductions on Delaware will cause increase in traffic along Plymouth Ave as drivers attempt to take short cut to Elsmere. Concerned about increased traffic on Plymouth if access to Rail Trail more formalized.
A7		X			X						X	Bikes/Peds at night their safety a concern. From Bridge, Delaware plaza to Elsmere. Lack of Lights
A8					X						X	Bus stop lighting needed
A9					X						X	Speeding during off-peak hours and bike/peds out at night. Safety concern
A10	X											Design guidelines. Keep the character. Small town keep it alive.
A11					X	X						Road Diet! Two lanes, turning lane, and bike lanes
A12					X					X	X	Access across Delaware Ave to Rail Trail from north side of Delaware Ave. Difficult, car speeds
A13		X	X				X					The Ellsworth Ave area is my haven from the commercialism on Delaware. It is narrow and we like the privacy. Leave it as is. We already have too much retail look
A14		X			X							Need Crosswalk. (Leonard PL.)
A15		X	X								X	Lincoln, Leonard PL. Making Left tuns, Dentist office shrubbery
A16	X	X										Build Apartments. (Between Lincoln Ave and Bedell Ave)
A17	X	X										Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
A18		X	X		X						X	Dunkin Donuts drive-thru project, bus stop, and 4 lanes on Delaware make it very difficult and dangerous to make a left hand turn off Lincoln Ave
A19	X	X	X									Dunkin Donuts Drive-thru onto Lincoln Ave
A20					X	X	X			X		A Road Diet seems like it would reduce accidents and slow traffic. It seems it would also improve pedestrian traffic. Add a bike lane.
A21		X			X					X		Groesbeck and Elsmere. The pedestrian crossing light often takes an excessive amount of time to allow people to cross within the crosswalk light.
A22		X			X					X	X	Rail Trail parking issue. Cars Parking on Ellsworth Ave. Its dangerous for pedestrians and cyclists.
A23		X	X								X	There is a huge parking lot by the Booth Rd access as it is now. Arrange use with existing medical building . It is totally empty on the weekends.
A24		X	X								X	Booth Rd. Formalize parking lot use for Rail Trail/ medical office building.
A25		X			X						X	Elsmere Ave safety concerns. Road pedestrian crossings especially school children.
A26		X			X						X	There needs to be a red light camera at the corner of Groesbeck and Elsmere. People often run the red lights, turn right on red and are not aware of pedestrians.
A27					X	X						Dedicated bicycle lane and change bus stops.
A28				X	X							At traffic signals, turn lanes with arrows are helpful to seniors.
A29											X	Likes the idea of lowering speed limit. Will help businesses.
A30		X			X						X	Pedestrian Safety issues. (Kenwood Ave and Elsmere Ave.
A31					X							Pedestrian Facilities need improvement
A32		X			X						X	Pedestrian Safety issues. (Kenwood Ave and Elsmere Ave)
A33		X									X	Safety Issues. (Poplar Ave and Elsmere Ave)

Table 1a

Identified Transportation Issues & Ideas

from 2/16/17 Public Meeting

(Listed by Break-out Group)

Group / #											A-Break-out #1	B-Break-out #2	C-Break-out #3	D-Break-out #4	
	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails					
ID#	Description														
B1		X			X				X						Need for safe cycling access to alley. (Mill Rd)
B2									X						More Street lighting
B3					X	X			X						Needs bus pull offs/ bus bays. Bike conflict concern
B4		X							X	X					Hard to turn left to trail head parking (near Mill Rd)
B5						X	X								Make it 2 lanes in each direction with turning lane
B6						X			X						Move EB Merge up the hill
B7						X			X						Commuters high speed merge concern
B8						X									Need better bus stations
B9						X			X						Need more space/shoulder between pedestrians and cars
B10						X			X						Need safe places to cross the street
B11									X						Park near landslide
B12						X			X						Place a clear pedestrian crossing so people aren't crossing to access bus stop by waiting in the roadway
B13															Internal signing and circulation needed (bowling alley area)
B14		X							X						Left turns are a concern in front of CDTA parking lot and Mercato's restaurant
B15		X				X									Clean up some driveways. Eliminate/combine/one-way?
B16		X				X									Pedestrian Bridge (at Delaware Plaza)
B17		X				X									Move Delaware CDTA stops to inside the plaza parking lot
B18									X						Trees would be great along the whole corridor. I live in "old" Delmar because of the old tree lined streets
B19			X						X						Encourage Businesses to create access points to the trail from their "backyards"
B20		X	X	X					X						Need traffic light near Euclid or Burhans so cars can turn left onto Delaware Ave and pedestrians can cross
B21						X			X						Crosswalks with lights and fewer bus stops
B22		X							X						Lower Speed limit on Delaware Ave and enforce Snowden Ave
B23		X				X			X						Too hard to cross Delaware at Salisbury to get #18 bus into city
B24		X	X												Need Stoplight (Delaware Ave and Salisbury)
B25		X	X			X									It will be impossible to turn left out of Salisbury
B26		X				X			X						Sidewalk needed down Salisbury Rd
B27						X	X		X						Make it 2 lanes with a turn lane in the middle. Wider shoulder for bikers and pedestrian safety. More places to cross the street
B28						X			X						Sidewalk too close to high speed traffic
B29							X								Pavement Conditions. Potholes ETC...
B30							X								Road Diet! Lower speed limit
B31							X								Road Diet "good idea"
B32	X	X	X												Concern moving cars into a neighborhood. Ellsworth has always been a pedestrian friendly street. Long before the bike path came. Also Town does not own property residents do.
B33		X				X			X						Restore Elsmere Ave stairs for trail access
B34		X							X						Lincoln Ave access to Rail Trail?
B35		X				X			X						Make room for on-street parking for access to path along Ellsworth
B36	X	X													Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
B37	X	X													Please no apartments here
B38	X	X													I agree! Me too! :(
B39	X	X													This will hurt us and our property value! :(
B40		X							X						Rail Trail access formalize entrance. (From Poplar to rear of plaza)
B41		X				X			X						Need a light at Salisbury and crosswalk
B42		X							X						Crash Area (between Mason Rd and Normanskill Blvd)

Table 1a

Identified Transportation Issues & Ideas

from 2/16/17 Public Meeting

(Listed by Break-out Group)

Group / #											A-Break-out #1	B-Break-out #2	C-Break-out #3	D-Break-out #4	
	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails					
ID#	Description														
C1		X				X				X					Make the merge sooner. Too many people speed up to pass at the current merge
C2	X		X				X	X							Snow piles off of Delaware ave. More trees. Road diet. One more light in middle
C3				X											Need bike lane
C4	X														Need to study land use too
C5				X											Need crosswalks
C6		X		X						X					Westbound from bridge where 4 lanes begin, extremely hazardous for bikes. Less than 1 foot of shoulder. Bike lanes would make a huge improvement and attract new riders
C7	X			X											Plowing and bus stops. Improve
C8		X		X						X					This is a terrible bus stop. Hard to cross. (near Grant St)
C9								X	X						Street trees to calm Traffic
C10		X		X						X					Dangerous to cross Delaware for the Grant bus stop due to visibility, traffic (speed), and lack of place to stand at bus stop. Bus stop is important here because it serves 2 neighborhoods, both behind Tastee Freez and down the hill.
C11		X		X						X					Trail to Delaware Ave. Bike lane near plaza area.
C12	X														Snow and ice removal timelier, integrated, coordinated all along road
C13		X		X	X										Proposed roundabout (and far side bus stops at plaza and Normanskill Blvd)
C14	X														Too many noisy, loud vehicles. Get police to cite offenders
C15		X	X	X						X					Connect Rail Trail to Hannaford back parking area
C16	X	X		X						X					At Delaware: 1) Signs pointing to Rail Trail. 2) Paved bike path access points Plymouth and Ellsworth
C17		X	X												Need Stoplight at Salisbury
C18	X	X	X												Stoplight somewhere between Delaware plaza and Elsmere
C19		X		X						X					Entrance to Rail Trail (Ellsworth Ave)
C20	X	X													Build Apartments. (Between Lincoln Ave and Bedell Ave)
C21	X	X													Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
C22		X								X					Look at accident data since turning lane was created at Delaware, Elsmere, and Groesbeck
C23	X			X						X					Driveways and sidewalks aren't properly marked. Its tough to walk on sidewalks because people are pulling out of driveways
C24										X					Speed limit lowered
C25	X							X							Maybe trees and bushes along sidewalks and curb cuts
C26				X						X					Crosswalks with lights an fewer bus stops
C27				X		X	X								Safe sidewalks with tree lawns for all the children walking to/from school
C28		X	X	X						X					Issue from plaza to Elsmere, Elsmere to Plaza. Need turn lane like Euclid
C29			X			X									No Road Diet. Negative impact on Businesses
C30					X	X									Make a turning lane throughout from Elsmere to Plaza
C31			X											X	Use backyards of businesses to access rail trail and provide a place for rail users
C32														X	Bike Shop large riders on Sunday weekends
C33		X		X											Bike access (on Delaware from Booth to Elsmere)
C34														X	Replace stairs at the access
C35				X						X					Driveway/sidewalks not well marked (Beverage ctr area)
C36		X		X						X					Access Management (Dunkin Donuts Area)
C37		X		X											All paved need seperation wide open (Hardware Store / My Place Area)
C38		X		X						X					Crossing from Park and ride to bus stop is difficult
C39		X		X										X	Convert to pedestrian bridge (over Normanskill)

Table 1a

Identified Transportation Issues & Ideas

from 2/16/17 Public Meeting

(Listed by Break-out Group)

Group / #											A-Break-out #1	B-Break-out #2	C-Break-out #3	D-Break-out #4
	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails				
ID#	Description													
D1		X			X							X		Keep old bridge open for pedestrians unlike Rockefeller which was a bridge. Poor Choice
D2		X				X					X			Turning lane into Novus. Multiple Accidents here
D3		X										X		Provide access to the nature preserve east
D4	X	X												Replace Bridge (Rockefeller Rd)
D5					X									Bike lane along one or both sides of Delaware Ave
D6	X													Green infrastructure along corridor
D7	X													Taste freeze/ Laundromat access improvement (Grant St)
D8		X			X									Bus stop lane (Near Speedway)
D9		X			X									Bus stop lane (Normanskill Blvd)
D10		X			X									Bus stop lane (Plaza)
D11	X	X												Electric car charging station (plaza)
D12		X			X							X		Access to Nature preserve West (Normanskill Blvd)
D13	X		X											Traffic counts: which side has the most vehicular traffic
D14		X			X									Pedestrian cross with pedestrian light only for access from neighborhood to trail (Burhans Pl and Delaware Ave)
D15		X	X	X										Left turn access is very difficult (Delaware Ave near Snowden ave)
D16		X			X							X		Access between rail trail and shopping plaza
D17				X	X							X		Concerns on people driving into neighborhoods to park. Already plenty of access
D18	X											X		Trail Parking?
D19		X	X	X								X		Connect to Trail (Rear of plaza)
D20		X	X									X		Get city of Albany on board & get access or ownership to surplus city land (rear of plaza)
D21		X			X							X		Trail entrance (Ellsworth)
D22		X	X											Traffic calming (reduce) cut through traffic (Ellsworth Ave)
D23	X							X						Consolidate telecommunications and electric utilities on one set of poles on one side
D24	X	X												Build Apartments. (Between Lincoln Ave and Bedell Ave)
D25	X	X												Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
D26					X	X	X							Turn Delaware Ave into 2 lanes, EB/WB, 1 lane for turning throughout and 1 lane space for traffic island?/ bike lane (dedicated. Said this 4 times over the years. already!
D27					X	X		X	X					Center turn lane needed, additional pedestrian crossing. Trees! And bike lane too
D28		X	X									X		Earlier awareness provided that left hand lane only coming up (intersection of Delaware and Booth)
D29		X										X		Weekend parking for rail trail (medical office building at Elsmere and Delaware)
D30		X										X		Halt illegal cut thru of medical lot. Illegal unsafe driving through Ellsworth
D31		X			X									Rotary? (Elsmere and Delaware)
D32					X							X		School crossing. Should have speed reduction
D33		X			X							X		Repair the stairs at Elsmere and the Rail trail for additional access to the trail
D34		X			X							X		Reduce speed on Elsmere Ave from Bender Ln to Delaware Ave due to : 1) Middle school and Elsmere school crossing 2) dangerous intersections 3) Elsmere fire department
D35					X							X		School crossing. Should have speed reduction
D36		X			X							X		Lengthen merge/ provide left turn pocket
D37		X	X									X		Access Management (W of Novus on S side)
D38		X										X		Sight Distance issue looking right (Old Delaware Ave)
D39		X			X							X		Trail access/Trail connector (Landslide Area)
D40		X			X							X		Trail Access (Rockefeller bridge)
D41														Access/Driveway improvements (Old Delaware Ave)
D42							X							I love 3 lanes
D43		X										X		Trail Access (Mason Rd)

Table 2a

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - General)

Group / #											A-Break-out #1	B-Break-out #2	C-Break-out #3	D-Break-out #4	
	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails					
ID#	Description														
A3	X														Too Much Retail on Delaware Ave.
A10	X														Design guidelines. Keep the character. Small town keep it alive.
A16	X	X													Build Apartments. (Between Lincoln Ave and Bedell Ave)
A17	X	X													Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
A19	X	X	X												Dunkin Donuts Drive-thru onto Lincoln Ave
B15	X					X									Clean up some driveways. Eliminate/combine/one-way?
B32	X	X	X												Concern moving cars into a neighborhood. Ellsworth has always been a pedestrian friendly street. Long before the bike path came. Also Town does not own property residents do.
B36	X	X													Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
B37	X	X													Please no apartments here
B38	X	X													I agree! Me too! :(
B39	X	X													This will hurt us and our property value! :(
C2	X		X			X	X								Snow piles off of Delaware ave. More trees. Road diet. One more light in middle
C4	X														Need to study land use too
C7	X			X											Plowing and bus stops. Improve
C12	X														Snow and ice removal timelier, integrated, coordinated all along road
C14	X														Too many noisy, loud vehicles. Get police to cite offenders
C16	X	X		X						X					At Delaware: 1) Signs pointing to Rail Trail. 2) Paved bike path access points Plymouth and Ellsworth
C18	X	X	X												Stoplight somewhere between Delaware plaza and Elsmere
C20	X	X													Build Apartments. (Between Lincoln Ave and Bedell Ave)
C21	X	X													Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
C23	X			X					X						Driveways and sidewalks aren't properly marked. Its tough to walk on sidewalks because people are pulling out of driveways
C25	X						X								Maybe trees and bushes along sidewalks and curb cuts
D4	X	X													Replace Bridge (Rockefeller Rd)
D6	X														Green infrastructure along cooridor
D7	X														Tastee freeze/ Laundromat access improvement (Grant St)
D11	X	X													Electric car charging station (plaza)
D13	X		X												Traffic counts: which side has the most vehicular traffic
D18	X												X		Trail Parking?
D23	X						X								Consolidate telecommunications and electric utilities on one set of poles on one side
D24	X	X													Build Apartments. (Between Lincoln Ave and Bedell Ave)
D25	X	X													Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)

Table 2b

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Location Specific)

Group / #	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	A-Break-out #1 B-Break-out #2 C-Break-out #3 D-Break-out #4
A16	X	X									Build Apartments. (Between Lincoln Ave and Bedell Ave)
A17	X	X									Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
A19	X	X	X								Dunkin Donuts Drive-thru onto Lincoln Ave
B32	X	X		X							Concern moving cars into a neighborhood. Ellsworth has always been a pedestrian friendly street. Long before the bike path came. Also Town does not own property residents do.
B36	X	X									Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
B37	X	X									Please no apartments here
B38	X	X									I agree! Me too! :(
B39	X	X									This will hurt us and our property value! :(
C16	X	X			X					X	At Delaware: 1) Signs pointing to Rail Trail. 2) Paved bike path access points Plymouth and Ellsworth
C18	X	X		X							Stoplight somewhere between Delaware plaza and Elsmere
C20	X	X									Build Apartments. (Between Lincoln Ave and Bedell Ave)
C21	X	X									Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
D4	X	X									Replace Bridge (Rockefeller Rd)
D11	X	X									Electric car charging station (plaza)
D24	X	X									Build Apartments. (Between Lincoln Ave and Bedell Ave)
D25	X	X									Do not build proposed apartments here. (Between Lincoln Ave and Bedell Ave)
A1		X								X	Continue or repair yellow brick road over bridge and other side to connect parks on both sides of bridge
A6		X	X	X						X	Concern that lane reductions on Delaware will cause increase in traffic along Plymouth Ave as drivers attempt to take short cut to Elsmere. Concerned about increased traffic on Plymouth if access to Rail Trail more formalized.
A7		X			X					X	Bikes/Peds at night their safety a concern. From Bridge, Delaware plaza to Elsmere. Lack of Lights
A13		X	X				X				The Ellsworth Ave area is my haven from the commercialism on Delaware. It is narrow and we like the privacy. Leave it as is. We already have too much retail look
A14		X			X						Need Crosswalk. (Leonard PL.)
A15		X	X							X	Lincoln, Leonard PL. Making Left tuns, Dentist office shrubbery
A18		X	X		X					X	Dunkin Donuts drive-thru project, bus stop, and 4 lanes on Delaware make it very difficult and dangerous to make a left hand turn off Lincoln Ave
A21		X			X					X	Groesbeck and Elsmere. The pedestrian crossing light often takes an excessive amount of time to allow people to cross within the crosswalk light.
A22		X			X					X X	Rail Trail parking issue. Cars Parking on Ellsworth Ave. Its dangerous for pedestrians and cyclists.
A23		X	X							X	There is a huge parking lot by the Booth Rd access as it is now. Arrange use with existing medical building . It is totally empty on the weekends.
A24		X	X							X	Booth Rd. Formalize parking lot use for Rail Trail/ medical office building.
A25		X			X					X	Elsmere Ave safety concerns. Road pedestrian crossings especially school children.
A26		X			X					X	There needs to be a red light camera at the corner of Groesbeck and Elsmere. People often run the red lights, turn right on red and are not aware of pedestrians.
A30		X			X					X	Pedestrian Safety issues. (Kenwood Ave and Elsmere Ave).
A32		X			X					X	Pedestrian Safety issues. (Kenwood Ave and Elsmere Ave)
A33		X								X	Safety Issues. (Poplar Ave and Elsmere Ave)
B1		X			X					X	Need for safe cycling access to alley. (Mill Rd)
B4		X								X X	Hard to turn left to trail head parking (near Mill Rd)

Table 2b

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Location Specific)

Group / #											A-Break-out #1 B-Break-out #2 C-Break-out #3 D-Break-out #4
	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	
ID#	Description										
B14	X								X		Left turns are a concern in front of CDTA parking lot and Mercato's restaurant
B16	X			X							Pedestrian Bridge (at Delaware Plaza)
B17	X			X							Move Delaware CDTA stops to inside the plaza parking lot
B20	X		X	X					X		Need traffic light near Euclid or Burhans so cars can turn left onto Delaware Ave and pedestrians can cross
B22	X								X		Lower Speed limit on Delaware Ave and enforce Snowden Ave
B23	X			X					X		Too hard to cross Delaware at Salisbury to get #18 bus into city
B24	X	X									Need Stoplight (Delaware Ave and Salisbury)
B25	X	X				X					It will be impossible to turn left out of Salisbury
B26	X			X					X		Sidewalk needed down Salisbury Rd
B33	X			X					X		Restore Elsmere Ave stairs for trail access
B34	X								X		Lincoln Ave access to Rail Trail?
B35	X			X					X		Make room for on-street parking for access to path along Ellsworth
B40	X								X		Rail Trail access formalize entrance. (From Poplar to rear of plaza)
B41	X			X					X		Need a light at Salisbury and crosswalk
B42	X								X		Crash Area (between Mason Rd and Normanskill Blvd)
C1	X				X				X		Make the merge sooner. Too many people speed up to pass at the current merge
C6	X			X					X		Westbound from bridge where 4 lanes begin, extremely hazardous for bikes. Less than 1 foot of shoulder. Bike lanes would make a huge improvement and attract new riders
C8	X			X					X		This is a terrible bus stop. Hard to cross. (near Grant St)
C10	X			X					X		Dangerous to cross Delaware for the Grant bus stop due to visibility, traffic (speed), and lack of place to stand at bus stop. Bus stop is important here because it serves 2 neighborhoods, both behind Tastee Freez and down the hill.
C11	X			X					X		Trail to Delaware Ave. Bike lane near plaza area.
C13	X			X	X						Proposed roundabout (and far side bus stops at plaza and Normanskill Blvd)
C15	X	X		X					X		Connect Rail Trail to Hannaford back parking area
C17	X	X									Need Stoplight at Salisbury
C19	X			X					X		Entrance to Rail Trail (Ellsworth Ave)
C22	X								X		Look at accident data since turning lane was created at Delaware, Elsmere, and Groesbeck
C28	X	X		X					X		Issue from plaza to Elsmere, Elsmere to Plaza. Need turn lane like Euclid
C33	X			X							Bike access (on Delaware from Booth to Elsmere)
C36	X			X					X		Access Management (Dunkin Donuts Area)
C37	X			X							All paved need separation wide open (Hardware Store / My Place Area)
C38	X			X					X		Crossing from Park and ride to bus stop is difficult
C39	X			X					X		Convert to pedestrian bridge (over Normanskill)
D1	X			X					X		Keep old bridge open for pedestrians unlike Rockefeller which was a bridge. Poor Choice
D2	X				X				X		Turning lane into Nouns. Multiple Accidents here
D3	X								X		Provide access to the nature preserve east
D8	X			X							Bus stop lane (Near Speedway)
D9	X			X							Bus stop lane (Normanskill Blvd)
D10	X			X							Bus stop lane (Plaza)
D12	X			X					X		Access to Nature preserve West (Normanskill Blvd)
D14	X			X							Pedestrian cross with pedestrian light only for access from neighborhood to trail (Burhans Pl and Delaware Ave)
D15	X	X	X								Left turn access is very difficult (Delaware Ave near Snowden ave)
D16	X			X					X		Access between rail trail and shopping plaza
D19	X	X		X					X		Connect to Trail (Rear of plaza)

Table 2b

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Location Specific)

Group / #	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	A-Break-out #1 B-Break-out #2 C-Break-out #3 D-Break-out #4	
												ID#
	X	X									X	Get city of Albany on board & get access or ownership to surplus city land (rear of plaza)
D20	X										X	Trail entrance (Ellsworth)
D21	X	X										Trail entrance (Ellsworth)
D22	X		X									Traffic calming (reduce) cut through traffic (Ellsworth Ave)
D28	X		X							X		Earlier awareness provided that left hand lane only coming up (intersection of Delaware and Booth)
D29	X										X	Weekend parking for rail trail (medical office building at Elsmere and Delaware)
D30	X									X		Halt illegal cut thru of medical lot. Illegal unsafe driving through Ellsworth
D31	X				X							Rotary? (Elsmere and Delaware)
D33	X			X							X	Repair the stairs at Elsmere and the Rail trail for additional access to the trail
D34	X			X						X		Reduce speed on Elsmere Ave from Bender Ln to Delaware Ave due to : 1) Middle school and Elsmere school crossing 2) dangerous intersections 3) Elsmere fire department
D36	X				X				X			Lengthen merge/ provide left turn pocket
D37	X	X								X		Access Management (W of Novus on S side)
D38	X									X		Sight Distance issue looking right (Old Delaware Ave)
D39	X			X							X	Trail access/Trail connector (Landslide Area)
D40	X			X							X	Trail Access (Rockefeller bridge)
D43	X										X	Trail Access (Mason Rd)

Table 2c

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Business and Side Street Access)

Group / #	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	Description
A19	X	X	X								Dunkin Donuts Drive-thru onto Lincoln Ave
A6		X	X	X						X	Concern that lane reductions on Delaware will cause increase in traffic along Plymouth Ave as drivers attempt to take short cut to Elsmere. Concerned about increased traffic on Plymouth if access to Rail Trail more formalized.
A13		X	X				X				The Ellsworth Ave area is my haven from the commercialism on Delaware. It is narrow and we like the privacy. Leave it as is. We already have too much retail look
A15		X	X							X	Lincoln, Leonard PL. Making Left tuns, Dentist office shrubbery
A18		X	X		X					X	Dunkin Donuts drive-thru project, bus stop, and 4 lanes on Delaware make it very difficult and dangerous to make a left hand turn off Lincoln Ave
A23		X	X							X	There is a huge parking lot by the Booth Rd access as it is now. Arrange use with existing medical building . It is totally empty on the weekends.
A24		X	X							X	Booth Rd. Formalize parking lot use for Rail Trail/ medical office building.
C15		X	X		X					X	Connect Rail Trail to Hannaford back parking area
C17		X	X								Need Stoplight at Salisbury
D15		X	X	X							Left turn access is very difficult (Delaware Ave near Snowden ave)
D19		X	X		X					X	Connect to Trail (Rear of plaza)
D20		X	X							X	Get city of Albany on board & get access or ownership to surplus city land (rear of plaza)
D37		X	X							X	Access Management (W of Novus on S side)
B19			X							X	Encourage Businesses to create access points to the trail from their "backyards"
C29			X				X				No Road Diet. Negative impact on Businesses
C31			X							X	Use backyards of businesses to access rail trail and provide a place for rail users

A-Break-out #1
B-Break-out #2
C-Break-out #3
D-Break-out #4

Table 2d

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Traffic)

Group / #
General
Location Specific
Business and Side St Access
Traffic
Bicycle / Pedestrian / Transit
Geometry / Condition
Road diet / yes no
Beautification / Streetscape/Place
Safety & Speeds
Trails

A-Break-out #1
B-Break-out #2
C-Break-out #3
D-Break-out #4

ID#	Description										
A6		X	X	X						X	Concern that lane reductions on Delaware will cause increase in traffic along Plymouth Ave as drivers attempt to take short cut to Elsmere. Concerned about increased traffic on Plymouth if access to Rail Trail more formalized.
D15		X	X	X							Left turn access is very difficult (Delaware Ave near Snowden ave)
B32	X	X	X								Concern moving cars into a neighborhood. Ellsworth has always been a pedestrian friendly street. Long before the bike path came. Also Town does not own property residents do.
C18	X	X	X								Stoplight somewhere between Delaware plaza and Elsmere
B20		X	X	X						X	Need traffic light near Euclid or Burhans so cars can turn left onto Delaware Ave and pedestrians can cross
B24		X	X								Need Stoplight (Delaware Ave and Salisbury)
B25		X	X		X						It will be impossible to turn left out of Salisbury
C28		X	X	X	X					X	Issue from plaza to Elsmere, Elsmere to Plaza. Need turn lane like Euclid
D22		X	X								Traffic calming (reduce) cut through traffic (Ellsworth Ave)
D28		X	X							X	Earlier awareness provided that left hand lane only coming up (intersection of Delaware and Booth)
C2	X		X		X	X					Snow piles off of Delaware ave. More trees. Road diet. One more light in middle
D13	X		X								Traffic counts: which side has the most vehicular traffic
A28			X	X							At traffic signals, turn lanes with arrows are helpful to seniors.
D17			X	X						X	Concerns on people driving into neighborhoods to park. Already plenty of access

Table 2e

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Bike / Ped / Transit)

Group / #	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	A-Break-out #1 B-Break-out #2 C-Break-out #3 D-Break-out #4
A2				X	X						Widen the road to add bike lane. Improve sidewalks.
A4				X					X		Working Bicycle commuters need accommodations especially at night
A5				X	X				X		Widen bike lanes. Maybe protect the lanes to keep bikes off sidewalks
A7	X			X					X		Bikes/Peds at night their safety a concern. From Bridge, Delaware plaza to Elsmere. Lack of Lights
A8				X					X		Bus stop lighting needed
A9				X					X		Speeding during off-peak hours and bike/peds out at night. Safety concern
A12				X					X	X	Access across Delaware Ave to Rail Trail from north side of Delaware Ave. Difficult, car speeds
A14	X			X							Need Crosswalk. (Leonard PL.)
A18	X	X		X					X		hand turn off Lincoln Ave
A20				X	X	X			X		bike lane.
A21	X			X					X		within the crosswalk light.
A22	X			X					X	X	Rail Trail parking issue. Cars Parking on Ellsworth Ave. Its dangerous for pedestrians and cyclists.
A25	X			X					X		Elsmere Ave safety concerns. Road pedestrian crossings especially school children.
A26	X			X					X		on red and are not aware of pedestrians.
A27				X		X					Dedicated bicycle lane and change bus stops.
A30	X			X					X		Pedestrian Safety issues. (Kenwood Ave and Elsmere Ave.
A31				X							Pedestrian Facilities need improvement
A32	X			X					X		Pedestrian Safety issues. (Kenwood Ave and Elsmere Ave)
B1	X			X					X		Need for safe cycling access to alley. (Mill Rd)
B3				X	X				X		Needs bus pull offs/ bus bays. Bike conflict concern
B8				X							Need better bus stations
B9				X					X		Need more space/shoulder between pedestrians and cars
B10				X					X		Need safe places to cross the street
B12				X					X		Place a clear pedestrian crossing so people aren't crossing to access bus stop by waiting in the roadway
B16	X			X							Pedestrian Bridge (at Delaware Plaza)
B17	X			X							Move Delaware CDTA stops to inside the plaza parking lot
B20	X	X	X						X		Need traffic light near Euclid or Burhans so cars can turn left onto Delaware Ave and pedestrians can cross
B21				X					X		Crosswalks with lights and fewer bus stops
B23	X			X					X		Too hard to cross Delaware at Salisbury to get #18 bus into city
B26	X			X					X		Sidewalk needed down Salisbury Rd
B27				X	X				X		street
B28				X					X		Sidewalk too close to high speed traffic
B33	X			X					X		Restore Elsmere Ave stairs for trail access

Table 2e

Identified Transportation Issues & Ideas

from 2/16/17 Public Meeting

(Listed by Category - Bike / Ped / Transit)

Group / #	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	A-Break-out #1 B-Break-out #2 C-Break-out #3 D-Break-out #4
B35	X			X						X	Make room for on-street parking for access to path along Ellsworth
B41	X			X					X		Need a light at Salisbury and crosswalk
C3				X							Need bike lane
C5				X							Need crosswalks
C6	X			X					X		would make a huge improvement and attract new riders
C7	X			X							Plowing and bus stops. Improve
C8	X			X					X		This is a terrible bus stop. Hard to cross. (near Grant St)
C10	X			X					X		stop. Bus stop is important here because it serves 2 neighborhoods, both behind Tastee Freez and down the hill.
C11	X			X						X	Trail to Delaware Ave. Bike lane near plaza area.
C13	X			X	X						Proposed roundabout (and far side bus stops at plaza and Normanskill Blvd)
C15	X	X		X						X	Connect Rail Trail to Hannaford back parking area
C16	X	X		X						X	At Delaware: 1) Signs pointing to Rail Trail. 2) Paved bike path access points Plymouth and Ellsworth
C19	X			X						X	Entrance to Rail Trail (Ellsworth Ave)
C23	X			X					X		driveways
C26				X					X		Crosswalks with lights an fewer bus stops
C27				X			X	X			Safe sidewalks with tree lawns for all the children walking to/from school
C33	X			X							Bike access (on Delaware from Booth to Elsmere)
C35				X					X		Driveway/sidewalks not well marked (Beverage ctr area)
C36	X			X					X		Access Management (Dunkin Donuts Area)
C37	X			X							All paved need seperation wide open (Hardware Store / My Place Area)
C38	X			X					X		Crossing from Park and ride to bus stop is difficult
C39	X			X						X	Convert to pedestrian bridge (over Normanskill)
D1	X			X						X	Keep old bridge open for pedestrians unlike Rockefeller which was a bridge. Poor Choice
D5				X							Bike lane along one or both sides of Delaware Ave
D8	X			X							Bus stop lane (Near Speedway)
D9	X			X							Bus stop lane (Normanskill Blvd)
D10	X			X							Bus stop lane (Plaza)
D12	X			X						X	Access to Nature preserve West (Normanskill Blvd)
D14	X			X							Pedestrian cross with pedestrian light only for access from neighborhood to trail (Burhans Pl and Delaware Ave)
D16	X			X						X	Access between rail trail and shopping plaza
D17			X	X						X	Concerns on people driving into neighborhoods to park. Already plenty of access
D19	X	X		X						X	Connect to Trail (Rear of plaza)
D21	X			X						X	Trail entrance (Ellsworth)
D26				X	X	X					(dedicated. Said this 4 times over the years. already!
D27				X	X		X	X			Center turn lane needed, additional pedestrian crossing. Trees! And bike lane too
D32				X					X		School crossing. Should have speed reduction
D33	X			X						X	Repair the stairs at Elsmere and the Rail trail for additional access to the trail
D34	X			X					X		2) dangerous intersections 3) Elsmere fire department
D35				X					X		School crossing. Should have speed reduction
D39	X			X						X	Trail access/Trail connector (Landslide Area)
D40	X			X						X	Trail Access (Rockefeller bridge)

Table 2f

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Geometry / Condition)

Group / #											A-Break-out #1	B-Break-out #2	C-Break-out #3	D-Break-out #4
	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails				
ID#	Description													
C13	X				X	X								Proposed roundabout (and far side bus stops at plaza and Normanskill Blvd)
A2					X	X								Widen the road to add bike lane. Improve sidewalks.
A5					X	X				X				Widen bike lanes. Maybe protect the lanes to keep bikes off sidewalks
A20					X	X	X			X				A Road Diet seems like it would reduce accidents and slow traffic. It seems it would also improve pedestrian traffic. Add a bike lane.
B3					X	X				X				Needs bus pull offs/ bus bays. Bike conflict concern
D26					X	X	X							Turn Delaware Ave into 2 lanes, EB/WB, 1 lane for turning throughout and 1 lane space for traffic island?/ bike lane (dedicated. Said this 4 times over the years. already!
D27					X	X		X	X					Center turn lane needed, additional pedestrian crossing. Trees! And bike lane too
C28	X	X			X					X				Issue from plaza to Elsmere, Elsmere to Plaza. Need turn lane like Euclid
A28			X		X									At traffic signals, turn lanes with arrows are helpful to seniors.
C1	X				X					X				Make the merge sooner. Too many people speed up to pass at the current merge
D2	X				X					X				Turning lane into Nouns. Multiple Accidents here
D31	X				X									Rotary? (Elsmere and Delaware
D36	X				X					X				Lengthen merge/ provide left turn pocket
B15	X				X									Clean up some driveways. Eliminate/combine/one-way?
A11					X	X								Road Diet! Two lanes, turning lane, and bike lanes
B5					X	X								Make it 2 lanes in each direction with turning lane
B6					X					X				Move EB Merge up the hill
B7					X					X				Commuters high speed merge concern
B29					X									Pavement Conditions. Potholes ETC...
C30					X	X								Make a turning lane throughout from Elsmere to Plaza

Table 2g

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Road Diet Y/N)

Group / #	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	A-Break-out #1 B-Break-out #2 C-Break-out #3 D-Break-out #4
A20					X	X	X			X	A Road Diet seems like it would reduce accidents and slow traffic. It seems it would also improve pedestrian traffic. Add a bike lane.
D26					X	X	X				Turn Delaware Ave into 2 lanes, EB/WB, 1 lane for turning throughout and 1 lane space for traffic island?/ bike lane (dedicated. Said this 4 times over the years. already!
A11					X	X					Road Diet! Two lanes, turning lane, and bike lanes
B5					X	X					Make it 2 lanes in each direction with turning lane
C30					X	X					Make a turning lane throughout from Elsmere to Plaza
A27					X	X					Dedicated bicycle lane and change bus stops.
B27					X	X			X		Make it 2 lanes with a turn lane in the middle. Wider shoulder for bikers and pedestrian safety. More places to cross the street
B25	X		X		X	X					It will be impossible to turn left out of Salisbury
C2	X		X		X	X					Snow piles off of Delaware ave. More trees. Road diet. One more light in middle
A13	X	X				X					The Ellsworth Ave area is my haven from the commercialism on Delaware. It is narrow and we like the privacy. Leave it as is. We already have too much retail look
C29		X				X					No Road Diet. Negative impact on Businesses
B30						X					Road Diet! Lower speed limit
B31						X					Road Diet "good idea"
D42						X					I love 3 lanes

Table 2h

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Beautification)

Group / #	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	A-Break-out #1 B-Break-out #2 C-Break-out #3 D-Break-out #4
ID#	Description										
C2	X			X			X	X			Snow piles off of Delaware ave. More trees. Road diet. One more light in middle
D27					X	X		X	X		Center turn lane needed, additional pedestrian crossing. Trees! And bike lane too
C27					X			X	X		Safe sidewalks with tree lawns for all the children walking to/from school
C25	X							X			Maybe trees and bushes along sidewalks and curb cuts
D23	X							X			Consolidate telecommunications and electric utilities on one set of poles on one side
B11								X			Park near landslide
B18								X			Trees would be great along the whole corridor. I live in "old" Delmar because of the old tree lined streets
C9								X	X		Street trees to calm Traffic

Table 2i

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Safety & Speeds)

Group / #	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	A-Break-out #1 B-Break-out #2 C-Break-out #3 D-Break-out #4
				X	X			X	X		
D27				X	X			X	X		Center turn lane needed, additional pedestrian crossing. Trees! And bike lane too
C27				X				X	X		Safe sidewalks with tree lawns for all the children walking to/from school
C9								X	X		Street trees to calm Traffic
A20				X	X	X			X		A Road Diet seems like it would reduce accidents and slow traffic. It seems it would also improve pedestrian traffic. Add a bike lane.
B27				X		X			X		Make it 2 lanes with a turn lane in the middle. Wider shoulder for bikers and pedestrian safety. More places to cross the street
A5				X	X				X		Widen bike lanes. Maybe protect the lanes to keep bikes off sidewalks
B3				X	X				X		Needs bus pull offs/ bus bays. Bike conflict concern
C28	X	X		X					X		Issue from plaza to Elsmere, Elsmere to Plaza. Need turn lane like Euclid
C1	X			X					X		Make the merge sooner. Too many people speed up to pass at the current merge
D2	X			X					X		Turning lane into Nouns. Multiple Accidents here
D36	X			X					X		Lengthen merge/ provide left turn pocket
B6				X					X		Move EB Merge up the hill
B7				X					X		Commuters high speed merge concern
B20	X	X	X						X		Need traffic light near Euclid or Burhans so cars can turn left onto Delaware Ave and pedestrians can cross
A18	X	X	X						X		Dunkin Donuts drive-thru project, bus stop, and 4 lanes on Delaware make it very difficult and dangerous to make a left hand turn off Lincoln Ave
A7	X		X						X		Bikes/Peds at night their safety a concern. From Bridge, Delaware plaza to Elsmere. Lack of Lights
A21	X		X						X		Groesbeck and Elsmere. The pedestrian crossing light often takes an excessive amount of time to allow people to cross within the crosswalk light.
A22	X		X						X	X	Rail Trail parking issue. Cars Parking on Ellsworth Ave. Its dangerous for pedestrians and cyclists.
A25	X		X						X		Elsmere Ave safety concerns. Road pedestrian crossings especially school children.
A26	X		X						X		There needs to be a red light camera at the corner of Groesbeck and Elsmere. People often run the red lights, turn right on red and are not aware of pedestrians.
A30	X		X						X		Pedestrian Safety issues. (Kenwood Ave and Elsmere Ave.
A32	X		X						X		Pedestrian Safety issues. (Kenwood Ave and Elsmere Ave)
B1	X		X						X		Need for safe cycling access to alley. (Mill Rd)
B23	X		X						X		Too hard to cross Delaware at Salisbury to get #18 bus into city
B26	X		X						X		Sidewalk needed down Salisbury Rd
B41	X		X						X		Need a light at Salisbury and crosswalk
C6	X		X						X		Westbound from bridge where 4 lanes begin, extremely hazardous for bikes. Less than 1 foot of shoulder. Bike lanes would make a huge improvement and attract new riders
C8	X		X						X		This is a terrible bus stop. Hard to cross. (near Grant St)
C10	X		X						X		Dangerous to cross Delaware for the Grant bus stop due to visibility, traffic (speed), and lack of place to stand at bus stop. Bus stop is important here because it serves 2 neighborhoods, both behind Taste Freez and down the hill.
C36	X		X						X		Access Management (Dunkin Donuts Area)
C38	X		X						X		Crossing from Park and ride to bus stop is difficult
D34	X		X						X		Reduce speed on Elsmere Ave from Bender Ln to Delaware Ave due to : 1) Middle school and Elsmere school crossing 2) dangerous intersections 3) Elsmere fire department
C23	X		X						X		Driveways and sidewalks aren't properly marked. Its tough to walk on sidewalks because people are pulling out of driveways
A4			X						X		Working Bicycle commuters need accomodations especially at night

Table 2i
Identified Transportation Issues & Ideas
from 2/16/17 Public Meeting
(Listed by Category - Safety & Speeds)

Group / #	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails	A-Break-out #1 B-Break-out #2 C-Break-out #3 D-Break-out #4
A8				X					X		Bus stop lighting needed
A9				X					X		Speeding during off-peak hours and bike/peds out at night. Safety concern
A12				X					X	X	Access across Delaware Ave to Rail Trail from north side of Delaware Ave. Difficult, car speeds
B9				X					X		Need more space/shoulder between pedestrians and cars
B10				X					X		Need safe places to cross the street
B12				X					X		Place a clear pedestrian crossing so people aren't crossing to access bus stop by waiting in the roadway
B21				X					X		Crosswalks with lights and fewer bus stops
B28				X					X		Sidewalk too close to high speed traffic
C26				X					X		Crosswalks with lights an fewer bus stops
C35				X					X		Driveway/sidewalks not well marked (Beverage ctr area)
D32				X					X		School crossing. Should have speed reduction
D35				X					X		School crossing. Should have speed reduction
D28	X	X							X		Earlier awareness provided that left hand lane only coming up (intersection of Delaware and Booth)
A15	X	X							X		Lincoln, Leonard PL. Making Left tuns, Dentist office shrubbery
D37	X	X							X		Access Management (W of Novus on S side)
A33	X								X		Safety Issues. (Poplar Ave and Elsmere Ave)
B4	X								X	X	Hard to turn left to trail head parking (near Mill Rd)
B14	X								X		Left turns are a concern in front of CDTA parking lot and Mercato's restaurant
B22	X								X		Lower Speed limit on Delaware Ave and enforce Snowden Ave
B42	X								X		Crash Area (between Mason Rd and Normanskill Blvd)
C22	X								X		Look at accident data since turning lane was created at Delaware, Elsmere, and Groesbeck
D30	X								X		Halt illegal cut thru of medical lot. Illegal unsafe driving through Ellsworth
D38	X								X		Sight Distance issue looking right (Old Delaware Ave)
A29									X		Likes the idea of lowering speed limit. Will help businesses.
B2									X		More Street lighting
C24									X		Speed limit lowered

Table 2j

Identified Transportation Issues & Ideas from 2/16/17 Public Meeting (Listed by Category - Trails)

Group / #											A-Break-out #1	B-Break-out #2	C-Break-out #3	D-Break-out #4	
	General	Location Specific	Business and Side St Access	Traffic	Bicycle / Pedestrian / Transit	Geometry / Condition	Road diet / yes no	Beautification / Streetscape/Place	Safety & Speeds	Trails					
ID#	Description														
A22		X			X				X	X					Rail Trail parking issue. Cars Parking on Ellsworth Ave. Its dangerous for pedestrians and cyclists.
A12					X				X	X					Access across Delaware Ave to Rail Trail from north side of Delaware Ave. Difficult, car speeds
B4		X							X	X					Hard to turn left to trail head parking (near Mill Rd)
D17				X	X					X					Concerns on people driving into neighborhoods to park. Already plenty of access
C15		X	X		X					X					Connect Rail Trail to Hannaford back parking area
D19		X	X		X					X					Connect to Trail (Rear of plaza)
C16	X	X			X					X					At Delaware: 1) Signs pointing to Rail Trail. 2) Paved bike path access points Plymouth and Ellsworth
B33		X			X					X					Restore Elsmere Ave stairs for trail access
B35		X			X					X					Make room for on-street parking for access to path along Ellsworth
C11		X			X					X					Trail to Delaware Ave. Bike lane near plaza area.
C19		X			X					X					Entrance to Rail Trail (Ellsworth Ave)
C39		X			X					X					Convert to pedestrian bridge (over Normanskill)
D1		X			X					X					Keep old bridge open for pedestrians unlike Rockefeller which was a bridge. Poor Choice
D12		X			X					X					Access to Nature preserve West (Normanskill Blvd)
D16		X			X					X					Access between rail trail and shopping plaza
D21		X			X					X					Trail entrance (Ellsworth)
D33		X			X					X					Repair the stairs at Elsmere and the Rail trail for additional access to the trail
D39		X			X					X					Trail access/Trail connector (Landslide Area)
D40		X			X					X					Trail Access (Rockefeller bridge)
A6		X	X	X						X					Concern that lane reductions on Delaware will cause increase in traffic along Plymouth Ave as drivers attempt to take short cut to Elsmere. Concerned about increased traffic on Plymouth if access to Rail Trail more formalized.
A23		X	X							X					There is a huge parking lot by the Booth Rd access as it is now. Arrange use with existing medical building . It is totally empty on the weekends.
A24		X	X							X					Booth Rd. Formalize parking lot use for Rail Trail/ medical office building.
D20		X	X							X					Get city of Albany on board & get access or ownership to surplus city land (rear of plaza)
B19			X							X					Encourage Businesses to create access points to the trail from their "backyards"
C31			X							X					Use backyards of businesses to access rail trail and provide a place for rail users
A1		X								X					Continue or repair yellow brick road over bridge and other side to connect parks on both sides of bridge
B34		X								X					Lincoln Ave access to Rail Trail?
B40		X								X					Rail Trail access formalize entrance. (From Poplar to rear of plaza)
D3		X								X					Provide access to the nature preserve east
D29		X								X					Weekend parking for rail trail (medical office building at Elsmere and Delaware)
D43		X								X					Trail Access (Mason Rd)
D18	X									X					Trail Parking?
C32										X					Bike Shop large riders on Sunday weekends
C34										X					Replace stairs at the access

Appendix D
Written Comments
(as of May 1, 2017)

Delaware Avenue Complete Streets Feasibility Study



Public Information Meeting #1

Name Lorenz Worden Albany Bicycle Coalition Date 2/16/17

Address _____

City/Town ALBANY State NY Zip Code 12208

Email _____

I/We wish to comment about the following aspects of the project:

I understand that the project scope ends at the Stormanskill bridge. However, could the project recommendations include concrete, specific steps that the City of Albany could/should take to enhance the connectivity between the Town and the city?

2/16/17

Return to: Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar, NY 12054

Delaware Avenue Complete Streets Feasibility Study



Public Information Meeting #1

Name Rita Hoffman Date 9/16/17

Address _____

City/Town Slippery State NY Zip Code 12054

Email _____

We wish to comment about the following aspects of the project:

① Booth Rd access to rail trail exists now there is a huge parking area behind the Medical Arts Bldg - it is totally empty on weekends - plenty of parking for all who wish to use rail trail there - People can use it now and if a more formal agreement of the Bldg. owners needs to be made - be sure it could be arranged.

② If there is a need for another access to the rail trail it probably should not be within the Booth → Plymouth area (5 blocks!) Delmar needs a rail trail from this area or Sligo Road! Leave the residential privacy of Ellsworth Ave. pristine - it's our haven from the commercialism of Delaware

③ Lower the speed limit in this corridor (Delaware) to 30

④ Beautify the Delaware Ave. area! No more retail, Pub-leezz

Return to: Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar, NY 12054

Delaware Avenue Complete Streets Feasibility Study



Public Information Meeting #1

Name Jim Giaccone Date _____

Address _____

City/Town _____ State _____ Zip Code _____

Email _____

I/We wish to comment about the following aspects of the project:

No Negative impact on Business

LESS TRAFFIC, LESS BUSINESS

Return to:

Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar, NY 12054

Delaware Avenue Complete Streets Feasibility Study



Public Information Meeting #1

Name ANN MULLALLY Date 2/16/17

Address _____

City/Town Delmar State NY ZipCode 12054

Email _____

I/We wish to comment about the following aspects of the project:

LOVE the idea of the "ROAD DIET" AND SPEED reduction. I live in the neighborhood.

~~We~~ We'd like more access to the trail, however we DON'T want any parking in the neighborhoods. (X)

We (most of my neighbors) are concerned about the ongoing infrastructure in our area too.

We'd like MORE LAW enforcement, concerning speed, bikers on sidewalks, and protection of desperately needed CROSSWALKS.

Return to:

Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar, NY 12054

Delaware Avenue Complete Streets Feasibility Study



Public Information Meeting #1

Name Jessy Madzule Date _____

Address _____

City/Town _____ State _____ Zip Code _____

Email _____

I/We wish to comment about the following aspects of the project:

I WOULD LIKE A ROAD DIET. ITS IMPOSSIBLE
TO EXIT MY STREET ON TO DELAWARE IN
THE AM OR PM PEAK TRAVEL TIMES.

Return to:

Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar, NY 12054

Delaware Avenue Complete Streets Feasibility Study



Public Information Meeting #1

Name DAVID HART Date 2/16/2017

Address _____

City/Town _____ State _____ Zip Code _____

Email _____

I/We wish to comment about the following aspects of the project:

- NYS is the owner of the road. They are NOT included on the title sheet. Are they party to this study? Do they have veto power for alternatives? Being the owner of the facility I find it hard to believe they are not involved in the process considering the town would not be able to finance this project without state/federal funding.

- please strip the bike lane. At the Plaza when the state redid that intersection the right lane was widened (14') to accommodate bike riders. As a daily commuter by bike to Albany for 20+ years this widened lane did nothing for bike riders. Cars had a tendency to drive "centered" on this lane. I believe if there was a curb line giving bike riders the 2' cars would be in their lane. Please strip the lanes intended for cars that way bike riders would have a little room.

- funding, when in the budget is this project: 2018, 19, 20? What priority does this project have? State priority?

- next step, Alternatives? Including just a rehabilitation project of the existing? Will cost be the deciding factor?

- Even with a ~~exp~~ positive capacity analysis for a section, many will not believe

Return to:

Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar, NY 12054

three lane
your analysis

- will any alternatives be considered that need additional right of way?
- there are half as many bus stops compared to what existed 10 yrs ago. Reducing additional will be detrimental to bus users.

Comment Form

This form is provided to you for the purpose of making your concerns known to the Town of Bethlehem. Please indicate the date, your name and address, and state your concerns on this form. You may also provide comments on the project website at www.DelawareAveCompleteStreets.com

The completed **Comment Form** may be returned this evening to a project representative or mailed to the address below. It may be returned by folding the form so that the return address is clearly visible and affixing a stamp. Please staple or tape the form closed. **PLEASE POSTMARK YOUR COMMENTS BY March 2nd.**

Thank you for expressing your concerns.

FOLD

~ what did this course HART study cost?

From _____

Stamp

Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar, NY 12054

FOLD

Delaware Avenue Complete Streets Feasibility Study



Public Information Meeting #1

Name MARIL WAHL Date 8/16/17

Address _____

City/Town _____ State _____ Zip Code _____

Email _____

I/We wish to comment about the following aspects of the project:

Like the road diet. I would like to
see less access to side roads like
Lincoln Ave from local businesses

Return to: Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar, NY 12054

Delaware Avenue Complete Streets Feasibility Study



Public Information Meeting #1

Name Ellie Prakhon Date 2.16.17

Address _____

City/Town _____ State _____ Zip Code _____

Email _____

I/We wish to comment about the following aspects of the project:

I and also one of my friends found it hard to find the report on the web site. The page that came up was the announcement for the meeting, but I really had to dig to find the report and my friend said he couldn't find it. So hopefully the next report will be more visible.

Return to: Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar, NY 12054

Mark Sargent

From: Ryan Curry
Sent: Tuesday, January 31, 2017 1:10 PM
To: Delaware Ave Study
Subject: Delaware Ave Complete Streets

As part of the study please consider the area directly adjacent to the Normanskill bridge where there is a driveway and parking lot. This driveway serves the trail head for the hiking path as well as an engineering business. There are regular accidents in this area as people wait to turn left into the parking lot. Typically people are rear ended as they wait. If the turning lane to extend down to here it would make that turn much safer.

Thank you,
Ryan Curry

Mark Sargent

From: John Cody
Sent: Thursday, February 09, 2017 10:19 PM
To: Delaware Ave Study
Subject: Delaware Avenue Complete Streets Study

We have lived behind the Elsmere School (right next door to and longer in this neighborhood than Maude Easter, one of your committee members) for more than 20 years, so we are well familiar with Delaware Avenue, including the portion under study.

My concerns:

- **Too much development is being allowed on Delaware Avenue.** Recently, multiple houses, apartments and other buildings have been added on Delaware Avenue just east of the Elsmere School, with little to no advance public notice. This corridor is already overdeveloped. It doesn't need a road diet. It needs a development diet. Had this new development not been squished in here and crowded the neighborhood where it doesn't belong, then perhaps you wouldn't need to be studying Delaware Avenue's "feasability."
- **New development is being allowed too close to the road on Delaware Avenue.** Whatever happened to the traditional Delmar style of buildings set back away from the road? Two monstrosities are being built on Delaware Avenue, one just east of the Elsmere School, the other west of Elsmere Avenue, right smack up against the road. They're not completed, but they already look hideous, and dangerously are too crowding to the road.
- **Automobile traffic should always be first priority on Delaware Avenue.** Automobiles should be given first priority over pedestrians and other users. This is a very busy, automobile laden corridor, and it always will be, and should be. Travel east to Albany and beyond is limited because of ravines needing bridges to traverse them. Really, there are only three routes out of Delmar: (1) Kenwood Avenue to Route 32; (2) Kenwood Avenue to Route 85; and (3) Delaware Avenue. Shrinking Delaware Avenue will make the traffic even more backed up than it currently is.
- **Delaware Avenue should be WIDENED, if anything, not narrowed, with a turning lane inserted its whole length.** Rather than a road diet, Delaware Avenue should be widened, to accommodate any sidewalks, turning lanes, middle of the road added curbing, etc.
- **No new traffic lights should be added to Delaware Avenue.** Delmar is a bedroom community, with heavy commuter traffic driving to workplaces. The last thing Delaware Avenue needs is more traffic lights to inhibit the necessary auto traffic even further. The road should be kept as passable as possible, with the speed limit perhaps increased to 45 miles per hour.
- **Bethlehem should be focused on sidewalks, curbing, lighting and pedestrian safety elsewhere in the Town besides Delaware Avenue.** Our neighborhood, behind the Elsmere School, has for all intents and purposes NO SIDEWALKS, yet it is bustling with pedestrians (kids; dog walkers; etc.) and many elderly residents. It also has few streetlights, and National Grid is not timely repairing the existing streetlights that fail. Rather than "sprucing up" (in reality, dumbing down) Delaware Avenue, perhaps you could focus on improving existing neighborhoods.

Thank you for considering my perspective.

John Cody

Mark Sargent

From: Brian Lusignan <
Sent: Thursday, February 16, 2017 11:16 AM
To: Delaware Ave Study
Subject: Comments on Delaware Ave. Complete Streets Draft Report
Attachments: Lusignan Comments on Complete Streets Draft Report.pdf

To Whom It May Concern,

Please find attached my preliminary comments on the Delaware Avenue Complete Streets Draft Existing Conditions Report. Please let me know if you have any problems opening the attached PDF file.

Very truly yours,

-Brian Lusignan

Brian Lusignan

February 16, 2017

Rob Leslie
Director of Planning
Town of Bethlehem
445 Delaware Ave.
Delmar NY 12054

Re: Comments on Delaware Avenue Complete Streets Draft Existing Conditions Report

Dear Mr. Leslie,

I live on Plymouth Avenue in Elsmere, just off Delaware Avenue and within the study area of the Delaware Avenue Complete Streets Feasibility Study. I drive on the section of Delaware Avenue subject to the study every day, I walk from my house to local businesses on a regular basis, and I frequently run along the Delaware Avenue sidewalks. I occasionally bike on the section of Delaware Avenue subject to the study, but I find the conditions too dangerous for frequent use. Although I will not be able to attend the public meeting on February 16, 2017, I have read the January 2017 Draft Existing Conditions Report and would like to offer a few comments.

First, I strongly support the concept of a “road diet” for the study area. I believe that your Draft Report supports the conclusion that the four-to-five lane section of Delaware Avenue subject to the study could be reduced to one lane in each direction, with a central turning lane and wider shoulders, as depicted in the Draft Report at page 4, with minimal negative impacts.

Second, I urge you to consider adding protected bike lanes to the roadway between the sidewalk and the motor-vehicle travel lanes. Although wider shoulders as part of a road diet would provide added safety for bicyclists, protected bike lanes are the best way to encourage access to the roadway by bicyclists who do not feel safe riding in traffic.

Third, there is no basis to believe a road diet would negatively impact the flow of vehicular traffic on Delaware Avenue. The Draft Report mentions, but does not emphasize, that Delaware Avenue narrows to two lanes outside of the Study Area, both before crossing the Normanskill Bridge into Albany to the east, and past the Elsmere Avenue intersection to the west. In my experience, vehicular traffic moves smoothly between the four-lane stretch and the two-lane stretches on either end. Indeed, according to your Draft Report (page 27) traffic speed actually increases when crossing the Normanskill Bridge. Narrowing the section of Delaware Avenue subject to this study would simply conform the conditions of the study area to the roadway as it exists on either side.

Fourth, a dedicated central turning lane would substantially increase traffic safety by allowing left-turning cars to get out of the flow of traffic. Your evaluation of crash data (pages 38-39) shows that a majority of crashes occur at intersections, and that they occur at above the statewide average. Although it is not clear how many of these accidents occurred when a vehicle was turning left across traffic, my personal experience turning left onto Plymouth Avenue on a daily basis is that the experience can be harrowing. While waiting to turn left against the two

lanes of sometimes steady oncoming traffic, vehicles quickly approach from behind, creating an incentive to rush to complete the turn. A central turning lane would allow left-turning vehicles to get out of the flow of traffic while they wait for adequate space to complete the turn. Indeed, this arrangement could actually improve the flow of traffic through the corridor as through-vehicles would no longer get caught behind left-turning vehicles.

Finally, any Complete Streets upgrade to study area must include improved crosswalk access. The current arrangement – which provides two marked crosswalks separated by more than half a mile – is inconvenient and dangerous. In particular, a marked crosswalk is needed at the location of the Delaware Avenue Park & Ride, where commuters need to cross from the parking lot to access the east-bound CDTA bus stop. A crosswalk in the vicinity of Bedell Avenue would also be useful. I often walk from my house on Plymouth Avenue to the businesses on the northside of Delaware. Finding a safe time to cross, especially during busy periods, can involve a long wait, and the only other option is a half-mile walk to the Elsmere or Hannaford Plaza crosswalks. Although additional signaled crossings might be impractical, I encourage you to consider creative ways to raise vehicular awareness of pedestrians and to protect pedestrians who have begun crossing the crosswalk. Signs with flashing crossing lights available “on call” when a pedestrian wishes to cross would be a good start.

Thank you for the opportunity to comment on this important project. Please do not hesitate to contact me if you have any questions or concerns regarding these comments. Also, please include me on any future communications regarding the Complete Streets Feasibility Study.

Very truly yours,

Brian Lusignan

Mark Sargent

From: Peter Ruggiero <pruggiero@delmarva.com>
Sent: Thursday, February 16, 2017 7:36 PM
To: Delaware Ave Study
Subject: Delaware Ave Complete Streets

Hello, as a resident of Delmar living just off Delaware near the Plaza, I regularly walk with my kids and ride the bus. The area certainly needs work and is unpleasantly autocentric. Please consider trees; open, parklike spaces; a narrowed roadway; and bus shelters. All good for business.

Mark Sargent

From: Robert Leslie <rleslie@townofbethlehem.org>
Sent: Friday, February 17, 2017 2:10 PM
To: Mark Sargent; Anne Benware
Cc: Kenneth Kovalchik
Subject: FW: Planning meeting

FYI

Robert F. Leslie, AICP
Director of Planning
Town of Bethlehem
Department of Economic Development & Planning
445 Delaware Avenue, 2nd Floor
Delmar, NY 12054
Tele. (518) 439-4955, Ext. 1157
Fax. (518) 439-5808
rleslie@townofbethlehem.org

From: Jen and Dave Spore
Sent: Friday, February 17, 2017 1:31 PM
To: Robert Leslie <rleslie@townofbethlehem.org>
Subject: Planning meeting

Hi Rob,

I just wanted to let you know how well-received last night's meeting was. The presentation was thorough and understandable and the breakout sessions were a great way to get people talking and sharing ideas. I look forward to being part of the next steps.

Jen Spore

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Mark Sargent

Subject: FW: Complete Streets Meeting

FYI.

Robert F. Leslie, AICP
Director of Planning
Town of Bethlehem
Department of Economic Development & Planning
445 Delaware Avenue, 2nd Floor
Delmar, NY 12054
Tele. (518) 439-4955, Ext. 1157
Fax. (518) 439-5808
rleslie@townofbethlehem.org

-----Original Message-----

From: Brian Gyory
Sent: Friday, February 17, 2017 2:22 PM
To: Robert Leslie <rleslie@townofbethlehem.org>
Subject: Complete Streets Meeting

Rob,

I had to leave early last night, but the part I was there for seems to go really well. I was very impressed by the meeting turnout and the feedback I heard.

Great job.

Brian

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Mark Sargent

From: John DiMura
Sent: Friday, February 17, 2017 5:25 PM
To: Delaware Ave Study
Subject: Complete Streets Workshop Comments

Hello,

I attended the public workshop last evening and have a few comments to share:

Any proposed solution needs to have space for bicyclists. I am an experienced bicyclist, but still do not feel comfortable riding to the bike path along Delaware Ave. Not only is the shoulder only a couple of feet wide, but there are also drainage inlets that are a problem. It's hard to stay out of traffic, and when the speed limit is 40mph, it's not a great situation for shared use.

There is no good reason why the speed limit needs to be 40 mph for the one mile of the road between Elsmere Ave and the Normanskill, when the speed limit is 30 mph at either end.

Any proposed solution needs to have a center turn lane. Waiting in the left lane to make a left turn is really precarious. I was rear ended in 2008 waiting to make a left turn onto Burhans Place. The corridor is not safe for bicyclists and pedestrians but it is also not safe for people in vehicles.

Creating space for cyclists will also create an additional buffer for pedestrians on the sidewalks. This is especially important for the students walking to Elsmere Elementary School. Currently, people on the sidewalk are only a few feet away from cars going 40 mph or more.

I feel that a road diet is the best solution to achieve the project objectives.

Hopefully, any near term solution will occur in less than 5 years. There is urgency to making this happen sooner than later to improve the quality of life and access to businesses in the project area. It seems that lanes can be reconfigured with striping rather than having to wait for a repaving project.

Thank you,
John DiMura

Mark Sargent

From: Nancy King
Sent: Saturday, February 18, 2017 8:30 AM
To: Mark Sargent
Subject: Complete Streets Meeting #1
Attachments: 20170215_070924.jpg; 20170216_071544.jpg

Mark,

You had asked me at the meeting to send you the pictures of the snow & ice on sidewalks taken this past week, so I have attached them. The town does a good job with the plowing of Delaware Ave. Roadways and sidewalks, unfortunately the timing of the two areas needs to be better coordinated so we don't end up with sidewalks like these, which are even more difficult for persons with disabilities and/or the elderly to navigate.

Also, I am keeping my fingers crossed for some type of crossing at, or near Salisbury Road. I really feel a crossing is needed in the half way point between Elsmere Ave and Delaware Plaza.

Thank you for your presentation, it was very informative and I am looking forward to future opportunities to learn more.

Sincerely,
Nancy A. King

Sent from my Verizon 4G LTE smartphone

Mark Sargent

From: Robert Leslie <rleslie@townofbethlehem.org>
Sent: Tuesday, February 21, 2017 5:12 PM
To: Mark Sargent; Anne Benware
Cc: Kenneth Kovalchik
Subject: Comment from Pam Kissler

I received a voicemail from Pam Kissler who resides at the corner of Crannell and Winslow. Pam would like us to "beautify" Delaware Avenue with more street trees. Improvements that would make the roadway appear more inviting. She has spoken with her neighbors who also support these comments.

Mark, please place in the comment folder.

Thanks,
Rob

Robert F. Leslie, AICP
Director of Planning
Town of Bethlehem
Department of Economic Development & Planning
445 Delaware Avenue, 2nd Floor
Delmar, NY 12054
Tele. (518) 439-4955, Ext. 1157
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rleslie@townofbethlehem.org

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Mark Sargent

From: James Garry
Sent: Tuesday, February 21, 2017 8:28 PM
To: Delaware Ave Study
Subject: Delaware Ave Complete Streets

Greetings,

I attended the February 16th public meeting for the Delaware Ave Complete Streets project and have the following comments.

There are so many wonderful elements of the project. But I'd like to point out that when I saw the boards in the room listing all the possible features for citizens to vote on I was struck that hardly anyone chose the basic one which is for automotive traffic. I commented to one of the consultant's engineers that the choice was so basic that it shouldn't have been listed. He replied, "it's a given". I agreed.

So please don't use the votes from that meeting as a determining factor to minimize (to the extent possible) the basic function of Delaware Avenue, which is to move traffic into and through that part of the Town.

While going from four lanes to three lanes with a turning lane and bike lanes is a fine ideal, it seems clear that it would snarl traffic during the traditional commuting times of the day leading to driver frustration which in turn leads to aggressive behavior and additional crashes, thus offsetting the attempt at traffic calming. People can be crazy.

Another problem with going to three lanes is that there are bus stops along the way. Even if the number of bus stops in each direction were reduced from seven to three (if that is even possible), there would be very serious tie ups for the traffic caught behind a bus. This would probably result in the turning lane being used as a bus passing lane.

The 85th percentile speed at the northern portion of the road was shown as 46 mph if I recall correctly. Take those drivers and put them behind folks who drive below the posted speed limit and here's another factor in converting the turning lane into the illegal but defacto passing lane. This is supported by a study titled, **Converting Four-Lane Undivided Roadways to a Three-Lane Cross Section: Factors to Consider.**

The study spoke to many benefits but stated that delays increased and "traffic congestion and queuing during the peak periods was significant enough that some drivers used the [turning lane] as a passing lane."

In the study was a suggestion that moving to 3 lanes was best kept to roads with an ADT range of 5,000 to 12,000 although the authors conceded it was based on old data and that "some three-lane roadways in Minnesota are operating with an ADT as high as 20,000 vpd." I would offer that one of the determining factors on how dense a road can be and still successfully convert to three lanes includes whether there are alternative routes. In Bethlehem the only other realistic main road is Route 32, which for many citizens is out of the way for their destination. Thus there would not be enough drivers simply taking a different route home if and when Delaware Avenue was converted to a longer commute.

During the meeting I asked if there was an estimate of how much delay drivers would face if the road were turned into one lane in each direction. The answer was that this was unknown. Please run a lot of modeling on

this issue as it is very important. If over those three miles I was presented with a 3 or 4 minute delay, it would be unwelcome but accepted.

However, if the conversion caused a 10 minute delay in each direction, that would be nearly an hour per week or over two days additional time per year spent driving down Delaware Avenue to get to and from work. I hope you would agree that this is an unreasonable ask for residents and completely unacceptable.

As for difficulty making left hand turns, I have not experienced this. Here's why. Please keep in mind that the traffic only becomes dense in one direction at a time. In the morning the traffic heading east gets heavy while westbound traffic is not nearly as bad. In the evening the westbound traffic is very heavy while eastbound traffic is very reasonable.

This means that those traveling with the dense traffic and turning left across the light traffic have very short waits. When driving home westbound I have never had to wait behind someone for more than 15 to 20 seconds before they find a safe opening. More usually the wait is on the order of 5 to 10 seconds. And besides, changing lanes is usually not too difficult.

On the other hand, if someone wants to turn across the heavy traffic direction, they may have to wait a minute or more. But those traveling in that direction will not get stuck behind these cars because they are in the lightly traveled direction and can easily change lanes. Therefore their wait will not result in tied up traffic.

I am in favor of getting more people onto their bicycles. But how much would ridership increase if dedicated bike lanes were offered? I don't know but it's pretty likely that as a percentage of use, bicycles used during the work commutes would remain well under 1%. Thus my choice remains that Delaware Avenue should remain configured for maximum efficiency in moving automobiles down the Avenue.

A way to make the road safer for bicycle riders is for the Town to engage in a serious, extended and ongoing effort to educate drivers to share the road. Bikers too should be educated because many (most?) will ride through a red traffic light despite this being illegal and unsafe. Has there been any in-depth study into whether bicycle crashes on Delaware Avenue were caused mostly by poor drivers versus poor riders? I do not know the answer but certainly the police reports would lend some insight. For the record, I always make an effort to give riders a wide berth.

I am very sympathetic to the plight of pedestrians crossing Delaware Avenue. It is safer to get into a car and drive across that road. Therefore I agree that a crosswalk somewhere in between the plaza and Elsemere Avenue is necessary. This is an obvious and important safety issue.

My personal preference for the work that is needed on Delaware Avenue is to increase the attractiveness of the road. I have no specific favorite methods to offer. Anything would help.

In conclusion it is my opinion that the most important role of Delaware Avenue is to provide an efficient mode of automobile travel. Given a blank piece of paper, there are many better designs for a road like Delaware. But we don't have that benefit. Please don't delay traffic on Delaware Avenue.

Sincerely,

James D. Garry

Delmar

Mark Sargent

From: David Easter
Sent: Thursday, February 23, 2017 10:25 AM
To: Delaware Ave Study
Subject: Delaware Ave Complete Streets

I appreciated reading your comprehensive existing conditions report on your website. I am eager to see this project continue as quickly as it can. I am most interested in having the road diet and having the speed limit lowered on Delaware Ave to 30 miles per hour. David

David Easter

Delmar

Received January 31, 2017

As part of the study please consider the area directly adjacent to the Normanskill bridge where there is a driveway and parking lot. This driveway serves the trail head for the hiking path as well as an engineering business. There are regular accidents in this area as people wait to turn left into the parking lot. Typically people are rear ended as they wait. If the turning lane to extend down to here it would make that turn much safer.

Thank you,

Ryan Curry

From: Larry Eckhaus <
Date: March 6, 2017 at 11:07:07 AM EST
To: 'John Clarkson'
Subject: Delaware Avenue

Hi John –

After driving and commuting on Delaware Avenue for many years I make the following suggestion for auto, bike, and pedestrian safety:

1. Reduce speed limit from the Normanskill Bridge to Four Corners to 30 mph, with NO changes near the school.
2. Have one lane in each direction with a center: turning (as at Elsmere) and fire lane.
3. Have a bike lane near the curb in each direction; or signage to direct bikes to the bike path.
4. Add additional pedestrian crossings and signage at *least* every other block.
5. Add bus indents for CDTA bus stops.

And perhaps get the State and Albany to add a lane just before the end of 787 since there are 3 lanes at the very end of 787 anyway!

I think the reasons for all the above should be obvious, but I would be glad to expand if necessary. When might be the next meeting? Is a current draft on-line?

Larry Eckhaus