

**KENWOOD AVENUE  
PUBLIC ISSUES & POTENTIAL SOLUTIONS MATRIX**

DRAFT - OCTOBER 10, 2023

LEVEL 1: SHORT-TERM, TOWN FUNDED  
LEVEL 2: CAPITAL PROJECT REQUIRED  
LEVEL 3: LONG RANGE SOLUTION

ISSUE IDENTIFIED	SUB-ISSUE	No.	ID	POTENTIAL SOLUTION (TOWN / CHA)	POTENTIAL SOLUTION (FROM PUBLIC COMMENTS)	DETAILS	PROS	CONS	LEVEL					
									1	2	3	Not Likely		
1 - Pedestrian Safety (Sidewalks)	A - Continuous Sidewalks	1	1.A.1	Continuous sidewalks both sides from Delaware Ave to Elmore Ave.		Construct sidewalk on south side of Kenwood Ave between Oakwood Pl and Cemetery Drive. Can't continue to Elmore Ave without impacts to cemetery.	Increase walkability and connectivity.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.		X				
		2	1.A.2	Continuous sidewalk on north side of Kenwood Ave from Elmore Ave to Winnie Pl (Magee Park).		Construct sidewalk between - 121 Kenwood Ave to Oak Court (future) - Mooney Way (future) to Winnie Pl	Increase walkability and connectivity.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.		X				
		3	1.A.3			Continuous sidewalk on south side from Elmore Ave to Dumbarton Dr.	Existing sidewalk from Elmore Ave to Ridge Road. Extend from Ridge Rd to Dumbarton Dr.	Increase walkability and connectivity.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.				X	
	B - Wider Sidewalks	1	1.B.1	NYS DOT 5' minimum width.		Replace sidewalks under 5' wide: - Delaware Ave and Delaware Ave - Elmore Ave and Alden Ct - Evaluate other segments	Provides standard sidewalk width, increasing walkability.	Replacement of existing functioning sidewalks. Potential ROW and/or residential property impacts.			X			
		2	1.B.2	Widen sidewalks within school zone.		Replace existing south sidewalk with 8' or 10' sidewalk within the school zone (Adams Pl to Oakwood Pl)	Provides better pedestrian accommodation in highly trafficked area, increases safety for children.	Potential ROW and/or residential property impacts.			X			
	C - Provide buffer space	1	1.C.1	2' to 3' min in curbed sections.		Add buffer space between curb and sidewalk North Sections without buffer: - Key Bank to Adams Pl - Midblock after Delmar Pl to Elmore Ave - South Sections without buffer: - Delaware Ave to Middle School	Increase separation between: - Pedestrians and vehicular traffic - Provides space for snow storage - Provides space for trash bins - Utility strip	Replacement of existing sidewalks required. Potential ROW and residential property impacts.			X			
		2	1.C.2	5' to 8' in uncurbed sections		Moves sidewalk away from roadway and provides for roadway drainage swale.	Increase separation between pedestrian and vehicular traffic.	Replacement of existing sidewalks required. Potential ROW and residential property impacts.			X			
	D - Other	1	1.D.1	Replace asphalt sidewalks with concrete sidewalks for uniformity.		Asphalt sidewalk replacements: - Adams Pl to Delmar Pl (north side) - Elmore Ave to Ridge Rd (south side) - Harrison Ave to Pinetree Dr (north side)	Provides continuity and longevity.	Replacement of existing sidewalks required.			X			
		2	1.D.2	Provide delineation at edge of pavement within school zone to increase visibility and provide awareness of school sidewalk.		Install flexible delineator posts between roadway and sidewalk.	Provides visual separation between traffic space and pedestrian space.	Not in character with town environment. Ploving and maintenance issues.					X	
		3	1.D.3			Trim vegetation and address other obstacles crowding the sidewalks, especially in School Zones.	Provides unobstructed sidewalk width.				X			
		4	1.D.4			Provide physical barrier between road and sidewalk.	Physical safety element.	Unightly, not in character with town environment, roadside hazard.					X	
	2 - Pedestrian Safety (Crosswalks)	A - Insufficient number of crosswalks across Kenwood Ave	1	2.A.1	Provide crosswalks at side streets.	Provide crosswalks at: - Hoyt Ave / Magee Park - Winnie Pl / Magee Park	Provide new crosswalks across Kenwood Ave at all streets intersecting Kenwood Ave on south side. Additional crosswalks at: - Cemetery driveway - Adams Farm (77) - Winnie Pl / Magee Park	Increase walkability, connectivity, and safety. Provides an element of traffic calming.			X			
			1	2.B.1	Provide RFB equipment at select high pedestrian volume crosswalks.		Provide RFB equipment: - Adams Pl (School Zone) - Delmar Pl (School Zone) - Oakwood Pl (School Zone) - Dumbarton Dr (Elmore Waterline Path) - Winnie Pl (Magee Park)	Draws greater attention to the crosswalk in highly trafficked areas.	Initial cost and ongoing maintenance.			X		
		B - Increase Visibility of Crosswalk	2	2.B.2	Provide pedestrian traffic signal midblock between Delmar Pl and Oakwood Pl at Middle School west entrance.		Install conventional 4 color traffic signal or HAWK signal within school zone to allow protected crossing movement across Kenwood Ave.	Ensure students have sufficient time to cross Kenwood Ave safely.	Initial cost and ongoing maintenance.				X	
			3	2.B.3	High-visibility red stamped crosswalk.		Provide stamped, textured, red pavement approaches at school zone.	Draws greater attention to the crosswalk.	Initial cost and ongoing maintenance.			X		
4			2.B.4	Provide bright flags (see me flag) to increase visibility of crosswalk at Albany Waterline.		Provide bright flags (see me flag) to increase visibility of crosswalk at Albany Waterline.	This method has been tested and worked.	Flags need to be occasionally replaced.			X			
5	2.B.5	Provide flashing beacon on pedestrian crossing sign (RFB controlled) at the Magee Park Crosswalk when games are on-going.		Provide flashing beacon on pedestrian crossing sign (RFB controlled) at the Magee Park Crosswalk when games are on-going.	Draws greater attention to the crosswalk.	Requires active involvement from Magee Park staff to operate. RFB may be better solution.					X			
3 - Intersection Improvements	A - General: Vegetation blocking intersection sightlines	1	3.A.1	Clean up / remove vegetation within ROW blocking sightlines.		Trim vegetation within intersection sightline. May require an easement to remove blocking vegetation if on private property.	Provides clear line of sight at intersection.	May require an easement from property owner.			X			
		1	3.B.1	Delaware Ave / Kenwood Ave		Provide exclusive left-turn signal phase for WB to SB movement.	Perform a traffic study and analysis, and if warranted, modify traffic signal.	Provides exclusive protected left turn movement (WB to SB).	Increases traffic signal cycle length by adding new phase and increases delays on Delaware Ave.			X		
	C - Adams Pl / Kenwood Ave	1	3.C.1	Construct "mini" roundabout with WB to NB and EB to SB slip ramps.		Use 70' inscribed circle diameter. Slip ramps at acute angle turns to accommodate school buses and fire trucks. Center truck apron fully paved w/o raised landscape island	Corrects difficult intersection geometry, reduces crosswalk length, provides traffic calming.	Property impacts, ROW acquisitions, closed drainage system, utility pole relocations.				X		
		2	3.C.2	Modify slip ramp in SW corner (eliminate NB to WB left turn movement through slip ramp)		Construct physical island and restrict slip ramp to right turning EB to SB traffic only. Modify crosswalk locations	Reduce crosswalk length, removes unconventional intersection. All done within the existing roadway footprint.	Doesn't address long crossing distance at north leg of Adams Pl.			X			
		3	3.C.3	Eliminate slip ramp in SW corner entirely.		Construct conventional intersection radius and remove existing slip ramp pavement.	Makes intersection more conventional. Shortens crosswalk distances. All done within the existing roadway footprint.	Doesn't address long crossing distance at north leg of Adams Pl.			X			
		4	3.C.4	Construct "thrust" truck apron on NE corner to shorten crosswalks.		Construct "thrust" truck apron on NE corner to shorten crosswalks.	Tightens intersection geometry to shorten crosswalks while also allowing for larger dimension vehicles to make right turn.					X		
		5	3.C.5	Restrict right turn (EB to SB) altogether.			Reduce crosswalk length, removes unconventional intersection.	Eliminates turn movement. Negative to residents and emergency responders.				X		
		6	3.C.6	Restrict trucks on south leg of Adams Pl.			Eliminates truck turning movement.					X		
		7	3.C.7			Convert to "T" intersection.	Tie up both legs of Adams Pl. with Kenwood Ave.	Reduce crosswalk length, removes unconventional intersection.	Will create an offset intersection for Adams Pl through movement.				X	
	D - Delmar Pl / Kenwood Ave	8	3.C.8	Relocate stop sign post to NW corner from in front of St. Thomas parking lot driveway entrance.			Moves stop sign closer to point of stop.	Potential bar optic cable conflict.			X			
		9	3.C.9	Relocate National Grid pole in SE corner that restricts intersection sight distance.		Coordinate with National Grid to relocate utility pole.	Improves intersection sight distance.				X			
	E - Oakwood Place / Kenwood Ave	1	3.D.1	Mini RAB		Inscribed diameter of 70'. Center truck apron fully paved w/o raised landscape island	Traffic calming, pedestrian safety.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.			X			
		1	3.E.1	Small single lane RAB		Inscribed diameter of 90'. Raised landscape island in center.	Traffic calming, pedestrian safety.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.			X			
		1	3.E.2	Small single lane RAB		Inscribed diameter of 100'. Raised landscape island in center.	Traffic calming, pedestrian safety.	Impacts residential properties, ROW acquisitions needed. Requires coordination with and approval from NYS DOT.			X			
		F - Elmore Ave / Kenwood Ave	2	3.F.1	Eliminate EB to SB and NB to WB slip ramp.		Eliminate existing slip ramp and widen intersection to allow turning movements for buses and fire trucks. Install new traffic signal.	Establishes a conventional intersection layout.	Large turn radius needed for EB to SB movement. New traffic signal required. Utility relocations. Requires coordination and approval from NYS DOT.				X	
3			3.F.3			Convert to "T" intersection.	Tie up both legs of Elmore Ave with Kenwood Ave.	Reduce crosswalk length, removes unconventional intersection.	Will create an offset intersection for Elmore Ave through movement.				X	
G - Dumbarton Dr / Kenwood Ave		1	3.G.1	Mini RAB		Inscribed diameter of 60'. Center truck apron fully paved w/o raised landscape island	Traffic calming, pedestrian safety.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.			X			
		1	3.H.1	Mini RAB		Inscribed diameter of 80'. Center truck apron fully paved w/o raised landscape island. Incorporate access improvements at Magee Park, including a right-in only west of Winnie Pl and a right-out only east of Winnie Pl. Use RFB pedestrian beacon at crosswalk.	Traffic calming, pedestrian safety.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.			X			
H - Winnie Pl / Kenwood Ave	2	3.H.2	Crosswalks		Install crosswalks across Kenwood Ave at both Hoyt Ave and Winnie Pl. Use RFB pedestrian beacon at both crosswalks.	Traffic calming, pedestrian safety.				X				
	1	3.I.1	Install rumble strips on slip ramp.		Mill-in transverse rumble strips on slip ramp pavement.	Traffic calming, speed reduction.	Increase of noise may be disturbing to nearby residential neighborhood. Need dimensional sign caps to be removed.				X			
I - Delmar By-pass / Kenwood Ave	2	3.I.2	Eliminate slip ramp off Delmar By-pass and replace with a right turn lane.		Extend WB Rte 32 right turn lane to signalized intersection. Eliminate slip ramp pavement. Install new traffic signal.	Eliminating the slip ramp will promote initial slow speeds in the westbound direction on Kenwood Ave.	New traffic signal required. Utility relocations. Requires coordination and approval from NYS DOT.				X			
	3	3.I.3			Redesign slip ramp off Delmar By-pass with a tighter curve.	Reduce the radius of the curve from 330' to 250'.	Remove appearance of higher speed road.	Elimination of slip ramp and moving the turning radius to the signalized intersection will be more effective.				X		
4 - Speeding (Traffic Calming)	A - Physical Feature	1	4.A.1	Crosswalk + speed table combo used in School Zones (Oakwood Place).		Raised Intersection at school.	Traffic calming.	Kenwood Avenue is classified as a Major Urban Collector (non-NHS), vertical shifts NOT recommended based NYS DOT HDM Chapter 25.				X		
		2	4.A.2			Install speed humps.	Traffic calming.	Kenwood Avenue is classified as a Major Urban Collector (non-NHS), vertical shifts NOT recommended based NYS DOT HDM Chapter 25.				X		
		3	4.A.3			Redesign alignment of road [chicanes] to slow down traffic.	Traffic calming.	Kenwood Avenue is classified as a Major Urban Collector (non-NHS), lateral shifts NOT recommended based NYS DOT HDM Chapter 25.				X		
	B - Signs	4	4.A.4	Install wider white pavement edge stripe where adjacent to sidewalks to provide greater emphasis and delineation between vehicular space and pedestrian space.		Restrict 4" white edge line with 8" or 8" edge stripe.	Traffic calming and physical delineation.				X			
		1	4.A.5	Inappropriate roadway sign with raised median island and plantings as a physical traffic calming measure.		Widen pavement to add raised "green" median.	Provides a physical traffic calming element.	ROW acquisitions may be needed. Utility relocations. Coordinate with new north residential development (Cardona).				X		
		1	4.B.1	Install radar speed control signs between Elmore Ave and Delmar By-pass.		Make existing radar speed sign at Dumbarton permanent.	Remind drivers of both the speed limit and allow them to be aware of their own speed.	Effective generally only in vicinity of signs. Drivers tend to speed up after sign. Combine with increased police enforcement.			X			
	C - Enforcement	2	4.B.2	Increase frequency of speed limit signs.		Reposition and install additional speed limit signs throughout the corridor.	Constant speed limit reminder.	Too many signs may desensitize the drivers.			X			
		3	4.B.3			Install duck crossing sign at Klerke Farm Store.	Evaluate duck crossing activity.				X			
5 - Bicycle Accommodations	A - On road	1	5.A.1	Widen shoulders.		Construct new 4' shoulders along entire corridor.	Provides bicycle accommodation.	Residential property impacts, ROW acquisitions, utility pole relocations, may require curb and sidewalk replacement.			X			
		2	5.A.2	Sharrows and signages.		Install "sharrow" pavement markings and "Share the Road" signage	Identifies shared roadway.	Does not provide comfortable cycling environment for younger bicyclists.			X			
6 - Parking	A - Inadequate Parking Spaces	1	6.A.1	Extend roadside parking along Kenwood Ave from KeyBank to Adams Pl.		Replace sidewalk with 10' wide multi-use path (side path) for use by both pedestrians and bicyclists.	Provides pedestrian and bicycle accommodations separate from vehicular traffic.	Residential property impacts, ROW acquisitions, utility pole relocations, removal of existing sidewalk.			X			
		2	6.A.2	Collaborate with Solid Rock Family Church for shared parking with Magee Park.		Private agreement between 2 property owners.	Eliminates / reduces roadside parking at Magee Park.	Requires agreement between Magee Park and Solid Rock Family Church. Town has no authority.				X		
	3	6.A.3	Sidewalk and Parking Lane at Magee Park.		Provide on-street parking (8') from Magee Park to Delmar Bypass with 5' sidewalk.	Provides needed overflow parking. Increases safety by formalizing a parking area that is currently used. Provides a sidewalk back to Magee Park.	Potential storm drainage issues. May need a short retaining wall.			X				
B - Inadequate Standing Spaces	4	6.B.1			No parking sign in school zone.		Establishes "no parking" zone at school, providing space for standing vehicles.			X				
C - Parking along Kenwood Ave in School Zone	5	6.C.1	Install "No Parking" signs in combination with crosswalks at Winnie Pl.		Install "No Parking" signs within the sightlines for exiting traffic from Magee Park.	Providing a safe crossing location will promote parking on Winnie Pl.	Reduction in parking at Magee Park moves additional on-street parking to Winnie Pl. Local residents may reject this strategy.			X				
7 - Congestion	A - Queuing along Kenwood Ave in School Zone	1	7.A.1		"No Parking" sign during Middle School dismissal at the corner of Delmar Pl and Kenwood Ave.	Establish a signed "No Parking" zone with specific time restrictions.	May help reduce congestion at the school.			X				
	B - Lack of spaces to accommodate different road users (e.g., cyclist, pedestrian, etc.)	1	8.A.1	Evaluate Pinetree Ave. and Central Pl. entrance opportunities.		Coordinate with BCSD.	Walking students could avoid Kenwood and walk along Pinetree to back tennis courts gate.	Opening the gate is the decision of BCSD only - Town doesn't own/control the gate.				X		
8 - Other		1	8.B.1	Convert Kenwood Ave to "one-way" flow between Delaware and Elmore.		Convert Kenwood Ave to "one-way" flow between Delaware and Elmore.	Provides additional space to accomplish previous stated solutions without ROW acquisitions.	Increases traffic on Elmore and Delaware, inconvenience to residents and business along one-way stretch. Retards buses and would impact emergency services.				X		