



KENWOOD AVENUE TRAFFIC CALMING STUDY

Town of Bethlehem
445 Delaware Avenue
Delmar, NY 12054

CHA Project Number: 78371

May 2024

Prepared by:
CHA Consulting, Inc.

3 Winners Circle
Albany, NY 12205
Phone: (518) 453-4550

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1.0 Executive Summary

Kenwood Avenue in the Town of Bethlehem is a major collector/ arterial roadway providing for the east-west movement of vehicular, bicycle, and pedestrian traffic through the Town center in the Hamlets of Delmar and Elsmere. Kenwood Avenue connects a significant number of residential subdivisions with the commercial businesses, schools, and recreational areas in the Town. The roadway is narrow with minimal shoulders, inconsistent sidewalks (both in width and continuity), and insufficient crosswalks. The daily traffic volume (AADT) on Kenwood Avenue is 3823 (year 2022). The posted speed limit is 30 mph.

Based on the existing physical characteristics of the roadway, the high vehicular traffic volume, the significant pedestrian activity (both recreational and school children), and comments received from residents living in the area and users of the roadway, the Town desires to employ traffic calming strategies to encourage speed reduction and increase the safety and accessibility for all users of the roadway. This desire is consistent with the Town's Complete Streets Policy and Bethlehem Safe Streets campaign, whereas the campaign's mission is to [“...make the streets of Bethlehem safer for all road users.”](#)

The Town commissioned this Traffic Calming Study to evaluate the existing conditions on Kenwood Avenue and develop recommendations for potential improvements along the roadway that the Town could implement over time to meet the *Safe Streets for Everyone* goals and objectives. This Study included a comprehensive Public Participation Plan allowing the residents and other users of the roadway to have a meaningful role in identifying and discussing the existing issues along Kenwood Avenue from their perspective and provide the Town guidance on developing potential solutions.

The conclusion of this Study is a matrix of potential traffic calming solutions with high-level costs to provide the Town a roadmap for future infrastructure projects.



2.0 Introduction and Background

Introduction: Kenwood Avenue is an east-west roadway in the northeast portion of the Town of Bethlehem, Albany County, NY; beginning at NYS Route 32 to the east and ending at New Scotland Road to the west. The roadway can be divided into three distinct segments based on the functional classification as identified on the “NYS DOT Functional Class Viewer”.

- Segment 1: Kenwood Avenue from NYS Route 32 (Delmar Bypass) to Delaware Avenue (NYS Route 443) – Functional Class: Urban Major Collector (17)
- Segment 2: Kenwood Avenue (NYS Route 140) from Delaware Avenue (NYS Route 443) to Cherry Avenue (NYS Route 140) - Functional Class: Urban Minor Arterial (16)
- Segment 3: Kenwood Avenue from Cherry Avenue (NYS Route 140) to New Scotland Road (NYS Route 85) - Functional Class: Local Town Road (19)

This Traffic Calming Study involves only Segment 1 between the Delmar Bypass and Delaware Avenue, a length of 2.2 miles. Within this segment, Kenwood Avenue intersects three major roadways at signalized intersections (NYS Route 32 – Delmar Bypass, NYS Route 335 – Elsmere Avenue, and NYS Route 443 – Delaware Avenue). An additional 24 local roadways intersect Kenwood Avenue within this segment, all with “STOP” traffic control for the local roadways.

Background: Segment 1 of Kenwood Avenue (Kenwood Avenue from NYS Route 32 - Delmar Bypass to Delaware Avenue - NYS Route 443) is a 2-lane Urban Major Collector roadway. Kenwood Avenue is predominantly a suburban residential roadway, owned and maintained by the Town of Bethlehem, with small-scale commercial and community service uses such as schools, religious institutions, cemetery, and ballfields. Residential neighborhoods connect directly to Kenwood Avenue throughout its length. The general perception is that the speeds and traffic volume along Kenwood Avenue are out of character with the neighborhood uses and, as such, **this study specifically evaluates the extent of the concerns, feasibility, cost, and appropriateness of various traffic calming measures to address any documented issues.**

Project Location: The Kenwood Avenue study area is located between NYS Route 32 – Delmar Bypass in the east and Delaware Avenue – NYS Route 443 in the west. Kenwood Avenue is within the Hamlets of Elsmere and Delmar. See **Figures 1 and 2** for location maps.



Figure 1 – Location Map 1

KENWOOD AVENUE TRAFFIC CALMING STUDY

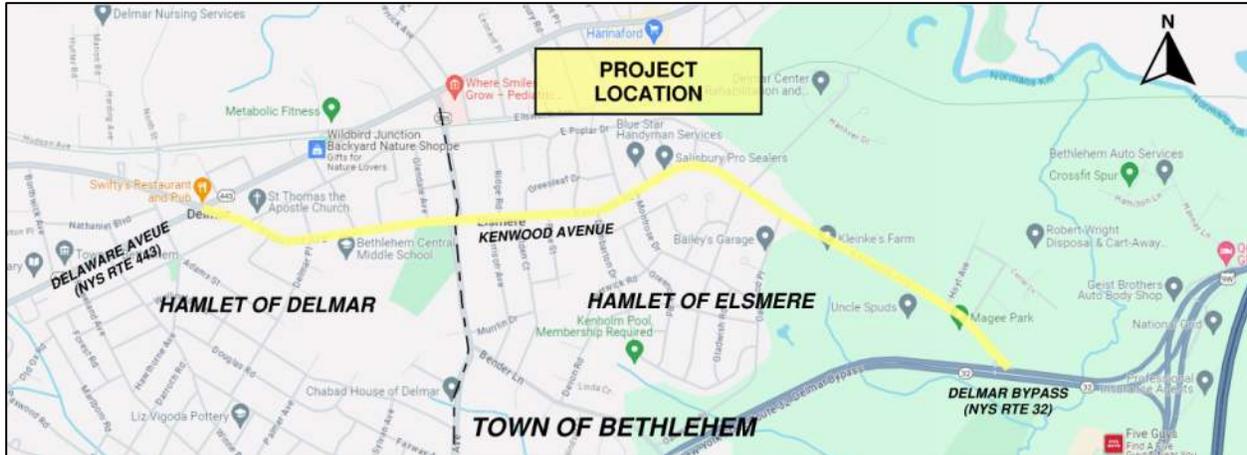


Figure 2 – Location Map 2

Scope of Study: The scope of the study is attached as [Appendix A](#) and included the following tasks:

- Task 1 – Initiation: This task involved development of a project objective statement, data collection plan, public participation plan, and project website.
- Task 2 – Existing Conditions: This task involved the data collection of traffic speeds, volumes, and classifications. An Existing Condition Assessment was then made of the data collected.
- Task 3 – Public Involvement - Round 1: As the first of two public engagement activities, this task focused on presenting the Existing Condition Assessment at a public meeting, public participation in the form of an interactive workshop at the public meeting, and gathering of feedback via the interactive project map on the project website.
- Task 4 – Concepts and Recommendations: This task evaluated the feedback from the first round of public involvement, developed draft traffic calming recommendations, and assessed the viability and cost of implementation of the recommendations.
- Task 5 - Public Involvement Round 2: This task was the second public engagement activity, focusing on the results of the feedback received from first round of public involvement, presented the draft concepts and recommendations for traffic calming and street improvements, and afford an additional opportunity for public comment.
- Task 6 - Report and Implementation: This study report is the summation and conclusion of the previous 5 tasks.

3.0 Existing Conditions

Zoning and Land Use: There are four (4) zoning classifications along Kenwood Avenue in the study area. These are shown on **Figure 3** and include:

- Hamlet (H)
- Core Residential (CR)
- Residential A (RA)
- Residential C (RC)

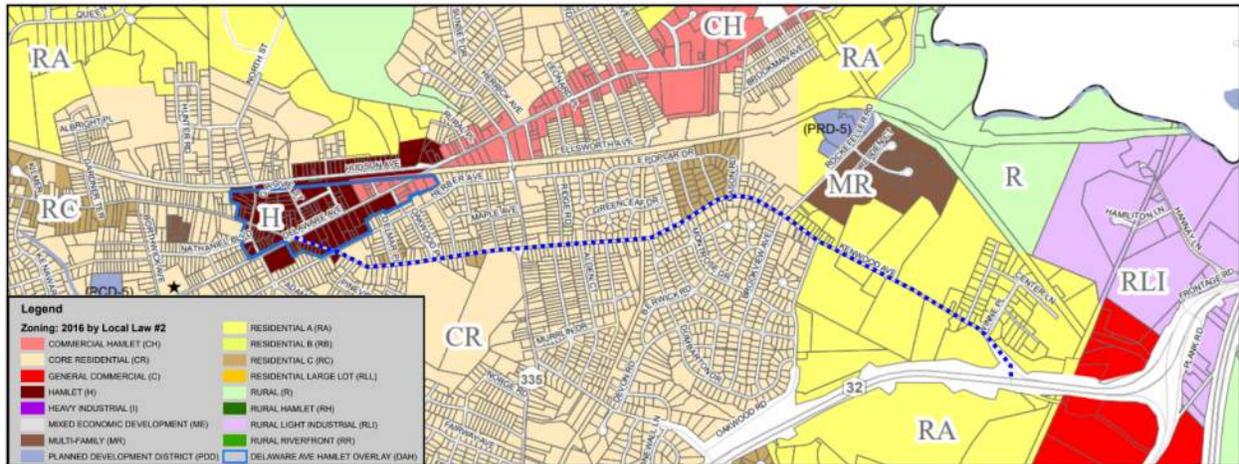


Figure 3 – Zoning Map

The primary land uses abutting Kenwood Avenue include:

- Residential homes
- Small Commercial Businesses
- Religious
 - St. Thomas the Apostle Church
 - Solid Rock Family Church
- Schools
 - Bethlehem Central Middle School
 - St. Thomas the Apostle School
- Cemetery
- Assisted Living Facility
- Farmland
 - Kleinke’s Farm
- Recreational Facilities
 - Magee Park
 - Albany Waterline (private property/ unofficially used by pedestrians)

Additionally, 24 local Town roads leading directly into residential subdivisions intersect with Kenwood Avenue.

KENWOOD AVENUE TRAFFIC CALMING STUDY

Transportation Infrastructure: Kenwood Avenue is functionally classified as an urban major collector. The roadway consists of two 11-foot travel lanes with minimal shoulders for the majority of its length. The roadway widens to include a parking lane in the first block from Delaware Avenue in the commercial hamlet area (study area western limit). The roadway shoulders also widen from Winnie Place to the Delmar Bypass (study area eastern limit). The roadway has a posted speed limit of 30-mph for the entire study length, with reduced 20-mph School Zone speed limits at the Bethlehem Central Middle School and at the St. Thomas the Apostle School. Trucks are restricted (3-ton limit) for the entire study length. The roadway’s asphalt pavement is in good condition. Roadway drainage is collected in roadside catch basins and roadside ditching. There is no indication of flooding due to inadequate drainage systems.

Kenwood Avenue sidewalks vary in location, type, width, and condition along the Study’s 2.2-mile length. The Town has recently installed, or replaced, some sidewalk segments, primarily on the north side of Kenwood Avenue, greatly improving the pedestrian accommodations at those locations. A summary of sidewalk locations and types is shown on **Table 1** and is also included on the Existing Conditions Map, attached as **Appendix B**.

EXISTING SIDEWALK LOCATIONS, TYPES, CONDITION										
LOCATION (SEGMENT)	NORTH					SOUTH				
	TYPE	WIDTH	CURBED	OFFSET FROM ROADWAY	CONDITION	TYPE	WIDTH	CURBED	OFFSET FROM ROADWAY	CONDITION
Delaware Avenue to Adams Place	CONC	5'	Y	Y	GOOD	CONC	4'	Y	N	GOOD
Adams Place to Furman Place	ASP	4'	N	Y	FAIR	CONC	4'	Y	N	GOOD
Furman Place to Delmar Place (west)	ASP	4'	N	Y	FAIR	CONC	4'	Y	N	GOOD
Furman Place to Delmar Place (east)	CONC	4'	Y	N	GOOD	CONC	4'	Y	N	GOOD
Furman Place to Delmar Place (school)	CONC	4'	Y	N	GOOD	CONC	5'	Y	Y	NEW
Delmar Place to Oakwood Place	CONC	4'	Y	N	GOOD					
Oakwood Place to Delsmere Avenue	CONC	4'	Y	N	GOOD					
Delsmere Avenue to Glendale Avenue	CONC	4'	Y	N	GOOD					
Glendale Avenue to Elsmere Avenue	CONC	4'	Y	N	GOOD					
Elsmere Avenue to Harrison Avenue (west)	CONC	5'	N	Y	NEW	CONC	4'	N	Y	FAIR
Elsmere Avenue to Harrison Avenue (east)	CONC	5'	N	Y	NEW	ASP	4'	N	Y	FAIR
Harrison Avenue to Ridge Road	CONC	5'	N	Y	NEW	ASP	4'	N	Y	FAIR
Ridge Road to Alden Court	CONC	5'	N	Y	NEW					
Alden Court to Greenleaf Drive	CONC	5'	N	Y	NEW					
Greenleaf Drive to Pine Street	CONC	5'	N	Y	NEW					
Pine Street to Maywood Road	CONC	5'	N	Y	NEW					
Maywood Road to Dumbarton Drive (west)	CONC	5'	N	Y	NEW					
Maywood Road to Dumbarton Drive (east)	CONC	5'	N	Y	NEW	CONC	5'	N	Y	NEW
Dumbarton Drive to Woodridge Road	CONC	5'	N	Y	NEW					
Woodridge Road to Montrose Drive	CONC	5'	N	Y	NEW					
Montrose Drive to Lavery Drive	CONC	5'	N	Y	NEW					
Lavery Drive to Clermont Street	CONC	5'	N	Y	NEW					
Clermont Street to Mason Road	CONC	5'	N	Y	NEW					
Mason Road to Pinetree Drive	CONC	5'	N	Y	NEW					
Pinetree Drive to Brookview Avenue	CONC	5'	N	Y	NEW					
Brookview Avenue to Rockefeller Road	CONC	5'	N	Y	NEW					
Rockefeller Road to Oakwood Road	CONC	5'	N	Y	NEW					
Oakwood Road to Hoyt Avenue										
Hoyt Avenue to Winne Place										
Winne Place Delmar Bypass										

Table 1 – Existing Sidewalk Inventory

Traffic Characteristics: A data collection plan was prepared in January 2023 and is included in **Appendix C1**. This plan was used to capture traffic data within the study area:

- Four (4) automatic traffic recorders (ATR) were setup to capture traffic volumes and vehicular speeds, both eastbound and westbound, at the following locations:



KENWOOD AVENUE TRAFFIC CALMING STUDY

- ATR 1: 110' east of Delmar Place (Delmar Place to Oakwood Place), midway between NYS Route 443 Delaware Avenue and NYS Route 335 Elsmere Avenue.
- ATR 2: 170' east of Greenleaf Drive (Greenleaf Drive to Pine Street), immediately east of NYS Route 335 Elsmere Avenue.
- ATR 3: 175' east of Pinetree Drive (Pinetree Drive to Brookview Avenue), midway between NYS Route 335 Elsmere Avenue and NYS Route 32 Delmar Bypass.
- ATR 4: 420' east of Oakwood Road (Oakwood Road to Hoyt Avenue), immediately west of NYS Route 32 Delmar Bypass.
- Floating (following) car speed study was performed at the following segments:
 - Delaware Avenue to Elsmere Avenue
 - Elsmere Avenue to Dumbarton Drive
 - Dumbarton Drive to Rockefeller Road
 - Rockefeller Road to Delmar Bypass
- Crash analysis

Traffic volumes were collected at the four ATR locations (both eastbound and westbound) for a nine-day period between Saturday January 7, 2023, and Sunday January 15, 2023. As expected, traffic volumes for **Weekday AM** peaked in the westbound direction at ATR 1 for Albany commuters using Delaware Avenue; peaked in the westbound direction at ATR 2 and ATR 3 for Albany commuters using Elsmere Avenue; and peaked in the eastbound direction for the ATR 4 for Albany commuters using the Delmar Bypass. The converse was true for traffic volumes for the **Weekday PM**. **Weekend peaks** were consistently around mid-day at all ATRs in both directions. Traffic volume summaries at all ATRs are included in [Appendix C2](#).

Travel Speed along Kenwood Avenue was a primary driver for this study. Travel speeds were collected from the four (4) ATR locations as well as through performing a floating (following) car speed study (see Speed Data Collection Plan in [Appendix C3](#)). The floating car speed study consisted of repeated runs along the corridor following existing traffic to confirm actual running speeds.

The speed data collected at the four ATR locations were illustrative of the travel speeds within the four Kenwood Avenue roadway segments related to the ATR locations and are summarized in [Table 2](#).

KENWOOD AVENUE TRAFFIC CALMING STUDY

Data collected from 01/07/2023 to 01/15/2023	ATR 1 – Delmar Place to Oakwood Place		ATR 2 – Greenleaf Drive to Pine Street		ATR 3 – Pinetree Drive to Brookview Avenue		ATR 4 – Oakwood Road to Hoyt Avenue	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
85th Percentile Speed (mph)	34	33	37	38	35	37	39	39
Total Number of Vehicles	17,223	17,712	15,293	16,067	13,630	13,068	14,671	15,334
Number of Vehicles <=30 mph	8,970	11,807	4,157	3,729	4,944	3,272	1,230	1,488
Number of Vehicles > 30 mph	8,253	5,905	11,136	12,338	8,686	9,796	13,441	13,846
Percent of Vehicles more than 30 mph	48%	33%	73%	77%	64%	75%	92%	90%
Number of Vehicles between 31 – 35 mph	5,922	4,737	7,308	7,412	6,466	6,005	5,373	6,005
Number of Vehicles between 36 – 40 mph	1,991	1,033	3,267	4,000	1,957	3,146	5,870	5,700
Number of Vehicles between 41 – 45 mph	301	110	486	787	232	571	1,823	1,814
Number of Vehicles > 45 mph	39	25	75	139	31	74	375	327

Table 2 – ATR Speed Data

The results from the ATR speed data summary clearly show that the 30-mph speed limit is not being followed by the majority of motorists. Compliance with the posted speed limit increases the further west along Kenwood Avenue the motorist is, which could be expected with the more developed nature of the Hamlet area, commercial businesses, and schools. Compliance decreases the further east along Kenwood Avenue the motorist is as Kenwood Avenue becomes more rural in nature. Both antidotally and analytically, Kenwood Avenue westbound motorists exiting the 55-mph Delmar Bypass via the existing “higher speed” slip ramp tend to carry a higher speed on the eastern portion of Kenwood Avenue. In the three eastern segments (as divided by ATR locations), westbound traffic travels at higher speeds than eastbound, although it is shown in the eastern-most segment that the eastbound traffic exceeding the posted 30-mph speed limit is near equal to that of the westbound traffic. More significantly, in the eastern-most segment of Kenwood Avenue, over 90% of the traffic exceeds the 30-mph speed limit, with 53% exceeding 35 mph, 14% exceeding 40 mph, and 2% exceeding 45 mph.

The results of the floating (following) car speed study support the ATR data. This speed study, which included “stops”, shows increasing speed in all segments from west to east. The results of this study are summarized in [Table 3](#).

Kenwood Avenue Speed Analysis Segment	Average speed - including stops (mph)	
	Eastbound	Westbound
A - Delaware Avenue to Elsmere Avenue	30	28
B - Elsmere Avenue to Dumbarton Drive	31	31
C - Dumbarton Drive to Rockefeller Road	35	33
D - Rockefeller Road to Delmar Bypass	37	35

Table 3 – Floating Car Speed Study Summary

Crash data was obtained and analyzed for the three-year period between June 2019 and May 2022. The total number of reported crashes on Kenwood Avenue in that period was 59, of which 82% was property damage only with no reported injuries. The remaining 18% were reported as injury or possible injury. There were no fatalities. See [Table 4](#), Summary of Crashes by Severity.

Crash Severity	Number	Percentage
Fatality	0	0%
Injury	5	8%
Possible Injury	5	8%
Property Damage Only	49	83%
Total	59	100%

Table 4 – Summary of Crashes by Severity

Evaluating crashes by “collision type” shows that the majority of crashes (53%) were right angle (34%) and rear end (19%). Right-angle crashes typically involve vehicles turning into or out of intersecting side streets. This suggests potential sight line obstructions at intersections and/ or misjudging the speed of approaching vehicles. Rear-end crashes are typical of excess approaching speeds and/ or driver inattention. See [Table 5](#), Summary of Crashes by Collision Type.

Collision Type	June 2019 - May 2020	June 2020 - May 2021	June 2021 - May 2022	Number	Percentage
Right Angle	3	7	10	20	34%
Rear End	2	3	6	11	19%
Out Of Control	2	4	3	9	15%
Sideswipe - Same Direction	2	1	3	6	10%
Pedestrian	0	1	3	4	7%
Backing Crash	2	1	0	3	5%
Sideswipe - Opposite Direction	2	0	0	2	3%
Animal	0	1	0	1	2%
Head-On	0	0	1	1	2%
Left Turn	0	0	1	1	2%
Right Turn	1	0	0	1	2%
Total	14	18	27	59	100%

Table 5 – Summary of Crashes by Collision Type

4.0 Public Engagement

One of the primary goals of this project was to actively encourage the users of Kenwood Avenue to participate in the study process. This included, but was not limited to, attendance at public meetings, providing feedback regarding their experience and concerns along Kenwood Avenue, providing oral comments/ concerns at both the public workshop and public informational meeting, visiting the project website, and providing written comments/ concerns via the website portal.

A robust Public Participation Plan (PPP) was developed and utilized for this Project. This PPP is included in [Appendix D1](#). The PPP identifies:

- Project Development Team
- Study Goals/ Objectives
- Stakeholders
- Public Participation Activities
- Project Website

Public Involvement Workshop: The public involvement workshop was the first of two public meetings directly involving the stakeholders and general public. This meeting was held on Thursday, April 6, 2023, at the Bethlehem Middle School library. Nearly 70 people were in attendance. The meeting began with an introduction of the project, a discussion of the goals and objectives, and a formal presentation (PowerPoint presentation is included in [Appendix D2](#)). As part of the presentation, the project website was introduced along with a discussion on how the public could view and add comments/ concerns to the interactive map built into the website.



Figure 4 – Public Workshop (4/6/23)

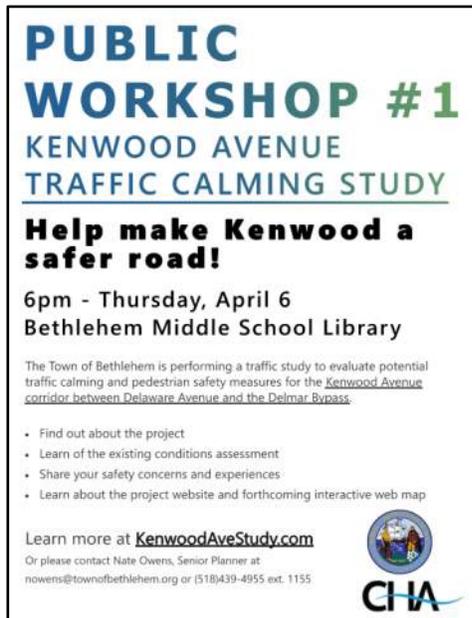


Figure 5 – Public Workshop Notice

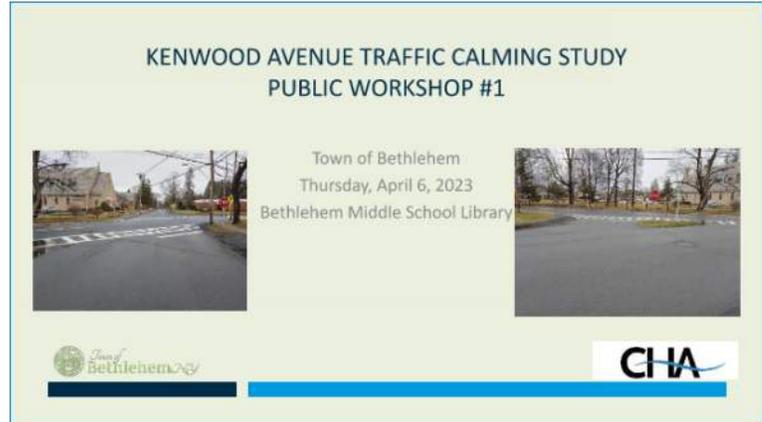


Figure 6 – Public Workshop Presentation

Following the formal presentation, a brief Q&A was held. Afterwards, the assembly broke out into five (5) groups, each led by a Project Development Team member, to discuss the issues and concerns the public had along Kenwood Avenue. Maps of the project area were available at each group for the public to write their concerns/ comments directly onto the area of concern on Kenwood Avenue. This portion of the meeting also provided the public with the ability to have one-on-one conversations with the Project Development Team. To conclude the workshop, each of the five groups reported back to the assembly the key concerns/ issues each group discussed.

Project Website: At the conclusion of the April 6, 2023, public involvement workshop, the [Project Website](#) went live and was available for the public to view and add comments/ concerns via the interactive map. [The video](#) of the April 6 workshop was featured on the site and the presentation slides were available. The website included the following pages and screenshots of the Website are included in [Appendix D3](#):

- Homepage
- Overview
- Public Participation Plan (PPP)
- Schedule
- Map
- Public Involvement
- Survey

The interactive portion of the website was a map of the project corridor. The public had the ability to “pin” a location on the map and drop a comment or concern specific to the location pinned. This provided more specificity to the Project Development Team regarding the comment made. A dropdown menu allowed different options to be selected, particularly regarding the “type” of comment submitted. With a comment type selected, the Project Development Team was able to sort comments by category. A summary of all

public comments received, as well as a project map with the comments summarized, is included in [Appendices D4 and D5](#).

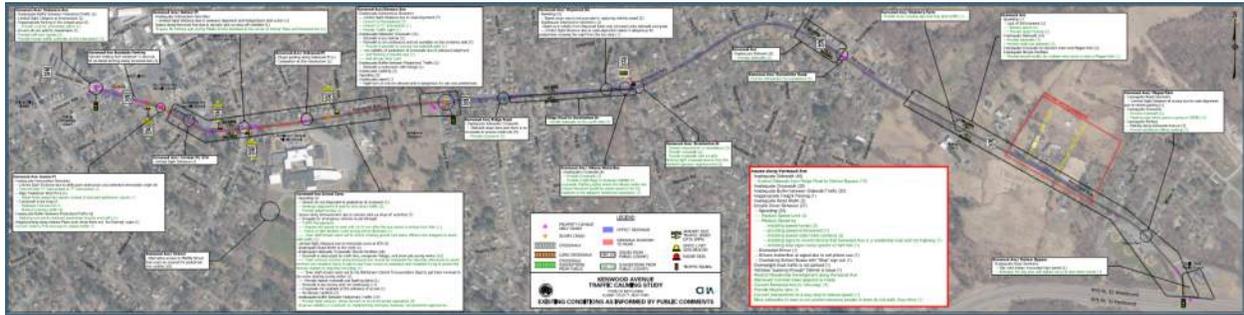


Figure 7 – Existing Conditions Map with Public Comments (see [Appendix D5](#))

Nearly 300 comments in total were received at the public workshop, emailed after the meeting, or placed on the website using the interactive map. When sorted by comment type, the following were the results by public priority:

- Sidewalks (84 comments, 31%)
 - Sidewalks too narrow, particularly at school
 - Narrow sidewalks blocked by trash bins and snow piles
 - Sidewalks not continuous
 - Need sidewalks to Magee Park
 - Sidewalks too close to the roadway
- Speeding (41 comments, 15%)
 - Speeds are too high
 - Speed not being enforced
 - Slip ramp at Delmar Bypass encourages higher speeds
- Crosswalks (34 comments, 13%)
 - Lack of crossing opportunities
 - No crosswalks to get to the north sidewalk
 - Existing crosswalks at skewed intersections are too long
 - Existing crosswalks are dangerous
 - Need to increase visibility of crosswalks
- Intersections (29 comments, 11%)
 - Poor sight lines
 - Slip ramps at Adam intersection and at Elsmere intersection are problematic
 - Intersection controls could regulate speed
- Signage (9 comments, 3%)
 - Increase visibility at crosswalks with signs and beacons
 - Increase radar speed signs
- Roadway (3 comments, 1%)
- Other – variety of topics unrelated to choices given (69 comments, 26%)
 - No bike lanes
 - Congestion at school during drop-off and pick-up
 - Parking issues at Magee Park

Following the Public Workshop, the Project Development Team summarized and categorized the comments received and developed a matrix of solutions and concepts to address the public's concerns. The format of this solution matrix mirrored the public comment categories. The solution matrix also ranked the solutions on the following scale:

- Level 1: Short-Term, Town Funded
- Level 2: Capital Project required (State and Federal funding)
- Level 3: Long Range Solution
- Not Likely

Where feasible, a concept sketch was developed to illustrate each solution.

Public Informational Open House: With the solution matrix and concept sketches developed, a second public meeting was scheduled. This meeting was a Public Informational Open House to review with the comments received with the project stakeholders and general public, as well as to present the potential solutions the Town could employ in the near and long term.

This meeting was held on [Tuesday, October 10, 2023](#) at the Bethlehem Town Hall. Approximately 30 people were in attendance. The meeting began with a formal presentation and re-introduction of the project, a project status update, discussion of the comments received and potential proposed solutions, and concluded with an open house format where the public could view and discuss the potential solutions on a one-on-one basis with members of the Project Development Team. (The PowerPoint presentation is included in [Appendix D6](#)).

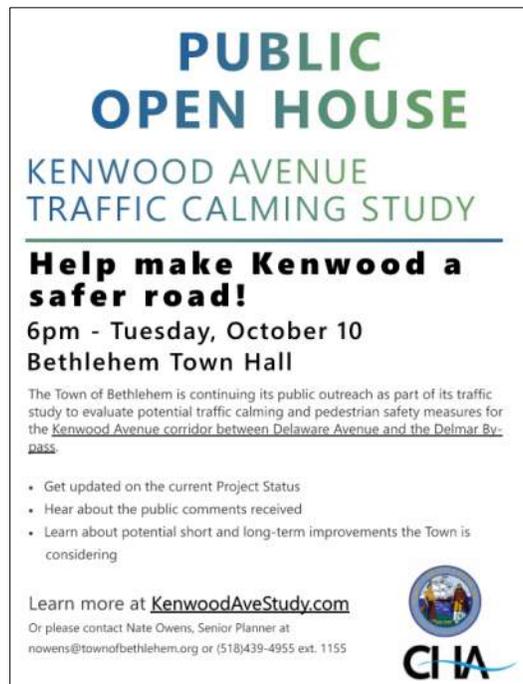


Figure 8 – Public Open House Notice

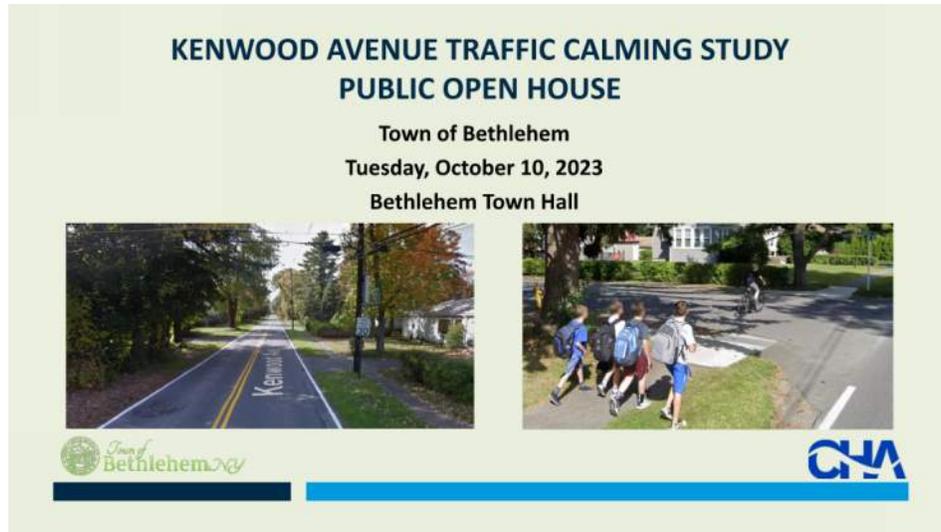


Figure 9 – Public Open House Presentation

As with the April 6, 2023, public workshop, the public was again informed of the project website where they could view the presentation and provide additional comments. The Proposed Solutions Matrix was keyed to the Potential Solution Map, allowing the public to review specific topics presented based on the keyed topic.

Nearly 55 comments in total were received at the open house, emailed after the meeting, or placed on the website using the interactive map (see [Appendix D7](#)). When sorted by comment type, the following were the results by public priority:

- Roundabouts (19 comments, 35%)
- Sidewalks (6 comments, 11%)
- Intersections (4 comments, 7%)
- Crosswalks (3 comments, 5%)
- Roadway (3 comments, 5%)
- Speed (3 comments, 5%)
- Bike Facilities (2 comments, 4%)
- One-way Conversion (2 comments, 4%)
- General (13 comments, 24%)

Most respondents appreciated the Project Development Team’s effort to provide options to solve the issues identified at the initial workshop. Most comments were favorable to the solutions examined. The majority of the comments focused on the roundabout solutions for intersections and were mixed with both positive and negative reviews. The positive comments centered around the roundabouts seemingly effective traffic calming merits and that they could help resolve many of the intersection issues previously expressed by the public. The negative comments centered around the safety at roundabout crosswalks and whether roundabouts were out of character for the Town.

5.0 Potential Solutions and Concepts

Based on the issues identified in the Town's Scope for this project and the comments received from the project's April 6, 2023, public workshop held at the middle school, the Project Development Team prepared the Matrix of Potential Solutions that the Town could use for future implementation of projects. This matrix was arranged by the eight (8) major issue categories (1 thru 8). Each category was subdivided by "sub-issues." Potential solution(s) for each of the sub-issues was suggested by either the Project Development Team or as a recommendation made by the public:

Category 1: Pedestrian Safety (Sidewalks)

- a. Continuous Sidewalks
- b. Wider Sidewalks
- c. Provide Buffer Space
- d. Other

Category 2: Pedestrian Safety (Crosswalks)

- a. Insufficient Number of Crosswalks
- b. Increase Visibility of Crosswalks

Category 3: Intersection Improvements

- a. General – Vegetation Blocking Sight Lines
- b. Kenwood Avenue at Delaware Avenue
- c. Kenwood Avenue at Adams Place
- d. Kenwood Avenue at Delmar Place
- e. Kenwood Avenue at Oakwood Place
- f. Kenwood Avenue at Elsmere Avenue
- g. Kenwood Avenue at Dumbarton Drive
- h. Kenwood Avenue at Winne Place
- i. Kenwood Avenue at Delmar Bypass

Category 4: Speeding (Traffic Calming)

- a. Physical Features
- b. Signs
- c. Enforcement

Category 5: Bicycle Accommodations

- a. On Road
- b. Multi-use Path

Category 6: Parking

- a. Inadequate Parking Spaces
- b. Inadequate Standing Spaces
- c. Magee Park

Category 7: Congestion

Category 8: Other

- a. Rear Access to Bethlehem Middle School
- b. Lack of Space to accommodate different road users

Each sub-issue was expanded to discuss:

- Details of the issue/ solution
- Pros and Cons
- High level cost estimate for implementation
- Ranking for implementation

The full Matrix of Potential Solutions is included in [Appendix E1](#).

The matrix was color-coded for solutions that required, or would be better illustrated with, a graphical representation. A graphical representation of those potential improvements was presented to the public at the 10-10-23 public open house. Each of the potential improvements was keyed and color-coded the same as the matrix for cross-referencing between the two documents. The display used at the open house is included in [Appendix E2](#). It should be noted that the many of the individual potential improvements may correct more than one issue, and their applications are not mutually exclusive.

Category 1: Pedestrian Safety (Sidewalks)

Item 1.A.1: Construct **Continuous Sidewalks** on both sides of Kenwood Avenue between Delaware Avenue and Elsmere Avenue. Continuous sidewalks will provide pedestrian accommodations for residents and school children within the “Hamlet” area. The sidewalk on the south side will need to end prior to the cemetery near Elsmere Avenue due to unavailable ROW and the inability to build on cemetery property. A mid-block crosswalk would be installed where the south sidewalk ends to connect to the north sidewalk to maintain pedestrian continuity (see 2.A.1 and 2.B.1). Cost is approximately \$125/ LF of sidewalk. Anticipated impacts include residential properties, ROW, closed drainage system, and utility pole relocations. This item is ranked as a capital improvement project.

Item 1.A.2: Construct **Continuous Sidewalks** on north side of Kenwood Avenue between Elsmere Avenue and Winne Place. This sidewalk would provide continuous pedestrian accommodations along the remainder of the Kenwood Avenue corridor, infilling areas currently without sidewalks. Several stretches of new north side sidewalk have been completed in 2023 by Town forces. This initiative should also be coupled with providing crosswalks across Kenwood Avenue to link all residential south side side-streets to the northern sidewalk (see 2.A.1 and 2.B.1). Cost is approximately \$125/ LF of sidewalk. Anticipated impacts include residential properties, ROW, closed drainage system, and utility pole relocations. This item is ranked as a capital improvement project.

Item 1.A.3 (Public Comment): Construct **Continuous Sidewalks** on south side of Kenwood Avenue between Elsmere Avenue and Dumbarton Drive. This sidewalk would provide continuous pedestrian accommodations along the south side of the Kenwood Avenue corridor, infilling areas currently without sidewalks. This initiative would reduce the need for multiple crosswalks across Kenwood Avenue between Elsmere Avenue and Dumbarton Drive. Cost is approximately \$125/ LF of sidewalk. Anticipated impacts include residential properties, ROW, closed drainage system, and utility pole relocations. This item is ranked as a long-range solution.

Item 1.B.1 and 1.D.1: Reconstruct the Existing Narrow and Asphalt Sidewalks with standard 5' wide concrete sidewalks to provide consistency throughout the Kenwood Avenue corridor. Impacts to existing properties and infrastructure is minimal since there already exists a 4' wide sidewalk. Cost is approximately \$125/ LF of sidewalk. This item is ranked as a capital improvement project however the Town may consider this a long-range solution since a functional sidewalk currently exists in these locations.



Figure 10 – Existing Narrow Sidewalk

Item 1.B.2: Widen the Existing South Side 5' Sidewalk to 8' or 10' within the Bethlehem Middle School area to provide more pedestrian space for walking school children. The limits would likely be between Adams Place and Oakwood Place. Impacts to existing properties and infrastructure is minimal since there already exists a 5' wide sidewalk. Cost is approximately \$225/ LF of sidewalk. Anticipated impacts include residential properties, ROW, and utility pole relocations. This item is ranked as a capital improvement project.



Figure 11 – Existing Narrow Sidewalk

Item 1.C.1 and 1.C.2: Increase the Separation between the existing sidewalk and the vehicular travelway by providing a 2' to 3' maintenance strip in curb roadway sections, and 5' to 8' in uncurbed sections. Providing this offset increases the safety of pedestrians and also provides a strip for trash receptacles and snow storage that currently infringe in the pedestrian access route. Cost is approximately \$160/ LF of sidewalk. Anticipated impacts include residential properties, ROW, and utility pole relocations. This item is ranked as a capital improvement project but may be ranked as a priority for the Town based on the increased pedestrian safety and serviceability this affords.



Figure 12 – Blocked Pedestrian Access Route

Item 1.D.2: Install **Roadside Flexible Delineators** between the roadway and sidewalk to increase visibility of the pedestrian space. Although this Item would afford increased safety for pedestrians by providing a visual queue to drivers of the sidewalk's edge, the long line of bright delineators in close proximity to residential front yards would be out of character with the surrounding area, and as such, was dismissed.



Figure 13 – Example of Roadside Delineators at Sidewalk

Item 1.D.3 and 3.A.1 (Public Comment): Trim **Overgrown Vegetation** and address other obstacles crowding the sidewalk. This Item can easily be handled by Town DPW forces. Cost is approximately \$500 per location. This item is ranked as a short-term, Town-funded solution.

Item 1.D.4 (Public Comment): Install a fixed **Physical Barrier** between the roadway and sidewalk to increase pedestrian safety. A barrier (such as a concrete barrier) would introduce a heavy mass in close proximity to residential front yards and would be out of character with the surrounding area, and as such, is dismissed.

Category 2: Pedestrian Safety (Crosswalks)

Item 2.A.1 and 2.B.3: Item 2.A.1 is to provide **Crosswalks across Kenwood Avenue** at all side streets to provide pedestrian access continuity to sidewalks. This is especially critical where the side street is on the south side of Kenwood Avenue and there only exists a sidewalk on the north side. The crosswalk will allow side street pedestrians access to the Kenwood sidewalk. This item also includes providing crosswalks across the throat of the side streets. The related Item 2.B.3 is to use the high-visibility red-stamped crosswalk type as recently used on Delaware Avenue within the hamlet. This type of crosswalk increases

visibility, promotes traffic calming, and provides consistency with the adjoining Delaware Avenue. Cost is approximately \$200/ LF of crosswalk. This item is ranked as a short-term, Town-funded solution.



Figure 14 – Sample of Crosswalk Additions



Figure 15 – Example of High-visibility Red Stamped Crosswalk

Item 2.B.1: Install **Rectangular Rapid Flashing Beacons (RRFB)** at Kenwood Avenue crosswalk locations. RRFBs provide increased visibility and notice to vehicular traffic that a pedestrian is prepared to cross the roadway. Cost is approximately \$32,000 per crosswalk location. This item is ranked as a short-term, Town-funded solution, done in conjunction with Item 2.A.1.



Figure 16 – Example of RRFB

Item 2.B.2: Install a conventional 3-colored **Pedestrian Traffic Signal** on Kenwood Avenue between Delmar Place and Oakwood Place to provide a protected crosswalk of school children to cross Kenwood Avenue. Cost is approximately \$150,000.00. This item is ranked as a long-range solution.

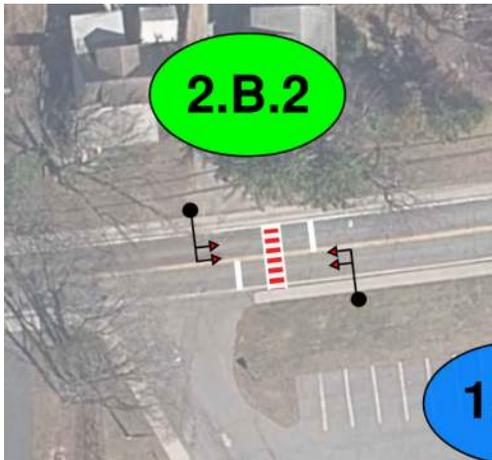


Figure 17 – Pedestrian Signal Location



Figure 18 – Example of Pedestrian Signal

Item 2.B.4 (Public Comment): Provide “**See Me Flags**” at crosswalk locations. The “see me flags” are simply bright orange flags that are stored on each side of the crosswalk that the pedestrian carries while crossing the roadway to provide increased visibility. This strategy is currently being used successfully in the Town and can be done at any crosswalk location for minimal cost.

Item 2.B.5 (Public Comment): Provide a **Flashing Pedestrian Beacon** (RFID-controlled) at a pedestrian crosswalk at Magee Park, to be activated when events are on-going at the park. This would require the operators of the park to be in control of a roadside traffic control device which should not be allowed. Incorporation of Item 2.B.1 (RRFB) at any proposed pedestrian crossing at the park would negate the need for a different type of flashing beacon. This solution has been dismissed.

Category 3: Intersection Improvements

Item 3.A.1: Vegetation blocking intersection sightlines. At many intersections throughout the project corridor, vegetation (trees, shrubs, etc.) blocks intersection sightlines. Trim or remove any vegetation that is determined to restrict the intersection sight distance. This work can be performed by Town-forces at minimal cost. Easements may be required if vegetation is on private property.

Item 3.B.1 (Public Comment): Kenwood Avenue at Delaware Avenue. At this signalized intersection, provide an exclusive left turn phase and signal indication for westbound to southbound turning vehicles. A traffic study and signal analysis would be required to determine if an exclusive (or shared left) movement is warranted. Adding another signal phase could potentially result in a long signal cycle length. The cost for this item would be low (\$1,000) if the analysis proves the need and viability. This is ranked as a capital improvement project primarily due to the investment of the required engineering study and coordination with NYSDOT.

Item 3.C.1: Kenwood Avenue at Adams Place (Option 1). Construct a “mini” neighborhood roundabout (RAB) which would include slip by-pass lanes for the WB to NB and EB to SB traffic movements. The “mini” roundabout at this location differs from the more commonly known roundabouts by utilizing a smaller 70’

diameter inscribed circle, traversable center circle for larger dimension vehicles to easily mount, and striped splitter islands rather than raised islands (see [Figure 20](#)). A roundabout at this location would be designed for school buses. The benefits of a roundabout at this location include the elimination of the confusing slip ramp in the southwest intersection corner, shorter crosswalks across each approach leg, and traffic calming. WB to NB and EB to SB slip by-pass lanes would be required based on the heavily skewed intersection angle. The turning radii for the slip by-pass lanes would be similar to other intersection radii and would include “Yield” traffic control. RRFBs would be installed for the crosswalks across the Kenwood Avenue approaches. Cost is approximately \$725,000. Anticipated impacts include residential properties, ROW, closed drainage system, and utility pole relocations. This item is ranked as a capital improvement project.



Figure 19 – Mini RAB at Adams Place



Figure 20 – Example of Mini RAB

Item 3.C.2 and 3.C.4: Kenwood Avenue at Adams Place (Option 2). Modify the existing intersection to eliminate the NB to WB movement through the slip ramp while maintaining the slip ramp for the EB to SB movement only. This option also expands the island on the south side separating the slip ramp from Adams Place, allowing the addition of a sidewalk in the island to shorten the crosswalk lengths. The crosswalks would be rearranged to shorten the crossings, and RRFBs would be added for the Kenwood Avenue crosswalks. In the northeast intersection corner, a slightly raised “truck apron” (see [Figure 23](#)) would be constructed to shorten the crosswalks but still provide access

for larger dimension vehicles. Cost is approximately \$150,000. Minimal impacts to adjoining properties are anticipated. This item is ranked as a short-term, Town-funded solution.

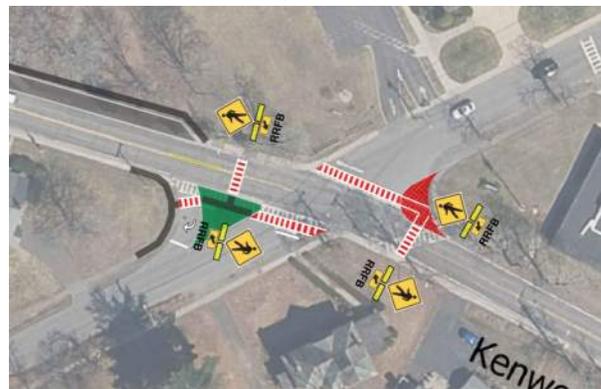


Figure 21 – Modify Slip Ramp at Adams Place

Item 3.C.3 and 3.C.4: Kenwood Avenue at Adams Place (Option 3). Eliminate the existing slip ramp to make this a more conventional intersection. The crosswalks would be rearranged to shorten the crossings and RRFBs would be added for the Kenwood Avenue crosswalks. In the northeast intersection corner, a slightly raised “truck apron” (see [Figure 23](#)) would be constructed to shorten the crosswalks but still provide access

for larger dimension vehicles. Cost is approximately \$135,000. Minimal impacts to adjoining properties are anticipated. This item is ranked as a short-term, Town-funded solution.



Figure 22 – Eliminate Slip Ramp at Adams Place



Figure 23 – Example of Truck Apron

Item 3.C.5: Kenwood Avenue at Adams Place. Restrict the EB to SB right turn movement and eliminate the existing slip ramp. This item eliminates the unconventional and confusing movement at this intersection as well as shortens the crosswalk lengths. Eliminating this movement however has the negative consequence of restricting access for residents and emergency responders. This solution has been dismissed.

Item 3.C.6: Kenwood Avenue at Adams Place. Restrict truck traffic from southern leg of Adams Place to eliminate larger dimension vehicles from making the turn. Truck traffic is already “restricted” on Kenwood Avenue, so the impact to restrict trucks on Adams Place, as well as the cost to do so, is minimal. This item is ranked as a short-term, Town-funded solution.

Item 3.C.7 (Public Comments): Kenwood Avenue at Adams Place. Convert intersection to “Tee” intersection. This would result in an offset “Tee” configuration and is not recommended.

Item 3.C.8: Kenwood Avenue at Adams Place. Relocate “STOP” sign to NW intersection corner, away from St. Thomas parking lot driveway. This sign is too far from the intersection and should be moved closer. Cost is approximately \$600. This item is ranked as a short-term, Town-funded solution.



Figure 24 – Adams Place STOP Sign

Item 3.C.9: Kenwood Avenue at Adams Place. Relocate utility pole in SE intersection corner which blocks sight lines at the intersection. This should be performed by National Grid and other utility companies, at their expense, with Town coordination. This item is ranked as a short-term solution.



Figure 25 – Utility pole at Adams Place

Item 3.D.1: Kenwood Avenue at Delmar Place. Construct a “mini” neighborhood roundabout at this intersection. The “mini” roundabout at this location differs from the more commonly known roundabouts by utilizing a smaller 70’ diameter inscribed circle, traversable center circle for larger dimension vehicles to easily mount, and striped splitter islands rather than raised islands (see [Figure 20](#)). A roundabout at this location would be designed for school buses. The benefits of a roundabout at this location include short crosswalks across each approach leg and traffic calming. RRFBs would be installed for the crosswalks across the Kenwood Avenue legs. Cost is approximately \$550,000. Anticipated impacts include residential properties, ROW, closed drainage system, and utility pole relocations. This item is ranked as a capital improvement project.

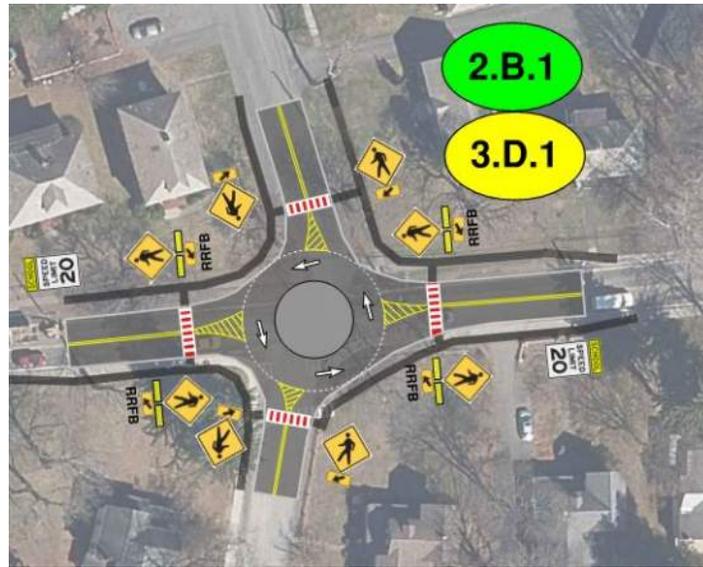


Figure 26 – Mini RAB at Delmar Place

Item 3.E.1: Kenwood Avenue at Oakwood Place. Construct a “small” single lane roundabout at this intersection. A “small” roundabout is a conventional roundabout with raised center island, truck apron, and raised splitter islands, but at a smaller (80’) inscribed circle diameter. A roundabout at this location would be designed for school buses to traverse the single lane without mounting the truck apron. Included at this location is a right turn bypass lane for exiting school traffic turning right out of school parking lot. The benefits of a roundabout at this location include short crosswalks across each approach leg, traffic calming, and improved egress for traffic exiting the Middle School. RRFBs would be installed for the crosswalks across the Kenwood Avenue legs. Cost is approximately \$640,000. Anticipated impacts include residential properties, ROW, closed drainage system, utility pole relocations, and coordination with the Middle School on changes to their parking lot egress. This item is ranked as a capital improvement project.



Figure 27 – Small RAB at Oakwood Place

One additional consideration with this “small” roundabout is the potential for an internal school parking lot circulation change. The south leg of this existing intersection (or potential small roundabout) is a one-way exit from the school parking lot. With a roundabout at this location, allowing ingress into the parking lot from Kenwood Avenue and Oakwood Place may alleviate congestion and backups on Kenwood Avenue that occur today with left turning WB vehicles wishing to enter the school property. Coordination with the Middle School would be required to implement this change should a traffic study prove it to be a benefit.

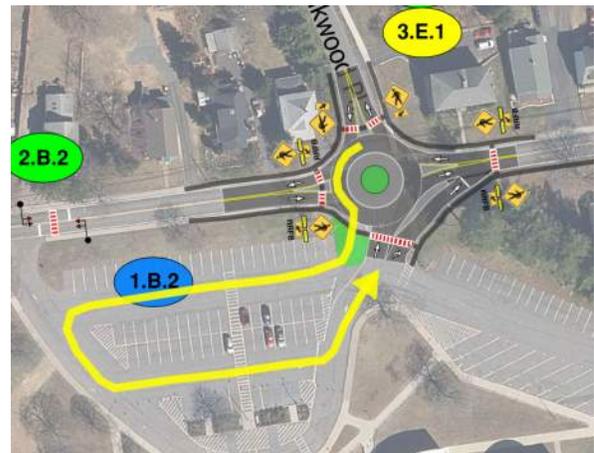


Figure 28 – Circulation Change at Middle School

Item 3.F.1: Kenwood Avenue at Elsmere Avenue (Option 1). Construct a “small” single lane roundabout at this intersection and eliminate the traffic signal. A “small” roundabout is a conventional roundabout with raised center island, truck apron, and raised splitter islands, but at a smaller (100’) inscribed circle diameter. A roundabout at this location would be designed for school buses to traverse the single lane without mounting the truck apron. Included at this location is a right turn bypass lane for right turning WB to NB traffic. This is necessary due to the proposed position of the roundabout center, located to limit impacts to adjoining properties, but results in a heavy offset on the north leg of Elsmere Avenue. Inclusion of a raised crosswalk on the bypass lane with “Yield” traffic control will promote slower travel speed. The benefits of a roundabout at this location include short crosswalks across each approach leg, traffic calming, removal of the unconventional slip ramp in the southwest intersection quadrant, and the removal of the existing traffic signal. RRFBs would be installed for the crosswalks across all intersection legs. Cost is approximately \$1,160,000. Anticipated impacts include residential properties, ROW, closed drainage

system, utility pole relocations, and coordination with the NYSDOT. This item is ranked as a capital improvement project.



Figure 29 – Small RAB at Elsmere Avenue

Item 3.F.2: Kenwood Avenue at Elsmere Avenue (Option 2). This Item eliminates the unconventional slip ramp in the southwest intersection quadrant. The right turn radius from Kenwood Avenue (EB to SB) at the new location would need to be expanded to allow for larger dimension vehicles, and the traffic signal would need to be replaced. Cost is approximately \$300,000. Anticipated impacts include ROW, closed drainage system, utility pole relocations, and coordination with the NYSDOT. This item is ranked as a long-range solution.



Figure 30 – Eliminate Slip Ramp at Elsmere Avenue

Item 3.F.3 (Public Comment): Kenwood Avenue at Elsmere Avenue. Convert intersection to “Tee” intersection. This would result in an offset “Tee” configuration and is not recommended.

Item 3.G.1: Kenwood Avenue at Dumbarton Drive. Construct a “mini” neighborhood roundabout at this intersection. The “mini” roundabout at this location differs from the more commonly known roundabouts by utilizing a smaller 60’ diameter inscribed circle, traversable center circle for larger dimension vehicles to easily mount, and striped splitter islands rather than raised islands (see [Figure 20](#)). A roundabout at this location would be designed for school buses. The benefits of a roundabout at this location include providing crosswalks across each leg and traffic calming. RRFBs would be installed for the crosswalks across the Kenwood Avenue legs. Cost is approximately \$375,000. Anticipated impacts include residential properties, ROW, closed drainage system, and utility pole relocations. This item is ranked as a capital improvement project.



Figure 31 – “Mini” RAB at Dumbarton Drive

Item 3.H.1: Kenwood Avenue at Winne Place/ Magee Park (Option 1). Construct a “mini” neighborhood roundabout at this intersection. The “mini” roundabout at this location differs from the more commonly known roundabouts by utilizing a smaller 60’ diameter inscribed circle, traversable center circle for larger dimension vehicles to easily mount, and striped splitter islands rather than raised islands (see [Figure 20](#)). A roundabout at this location would be designed for school buses. The benefits of a roundabout at this location include providing crosswalks across each leg, traffic calming, pedestrian access across Kenwood Avenue at Magee Park, and solves operational ingress/ egress issues at Magee Park. One additional consideration with this roundabout is the potential for an internal parking lot circulation change at Magee Park by allowing an entrance/ exit from the park at the south leg of the roundabout. Allowing ingress into and egress out of the parking lot at the roundabout may alleviate congestion and backups on Kenwood Avenue that occur today with left turning WB vehicles wishing to enter Magee Park. Consideration should also be given to converting the existing western driveway into a right turn only “in”, and the existing eastern driveway into a right turn only “out”. All left turns into and out of Magee Park would occur at the roundabout. Coordination with Magee Park would be required to implement this change should a traffic study prove it to be a benefit. The internal parking lot circulation would also need to change. RRFBs would be installed for the crosswalks across the Kenwood Avenue legs. Cost is approximately \$370,000. Anticipated impacts include residential properties, ROW, closed drainage system, and utility pole relocations. This item is ranked as a capital improvement project.

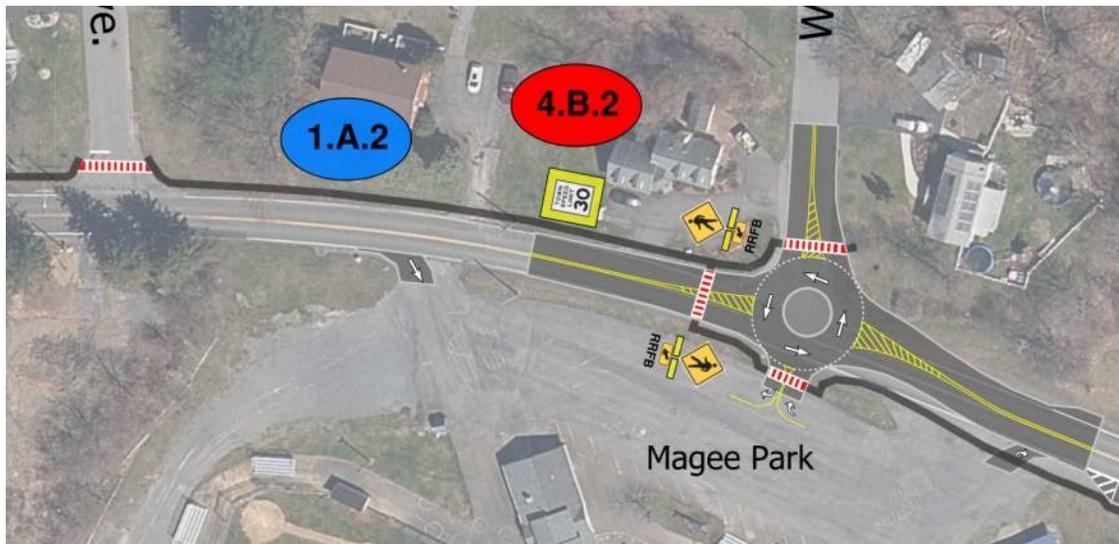


Figure 32 – “Mini” RAB at Winne Place and Magee Park

Item 3.H.2: Kenwood Avenue at Winne Place/ Magee Park (Option 2). This Item provides for a safe pedestrian connection into Magee Park from the north side of Kenwood Avenue. This item includes the continuation of the north side sidewalk (see 1.A.2), terminating at Winne Place. Two (2) pedestrian crossings across Kenwood Avenue are proposed, both equip with RRFBs. Cost is approximately \$140,000. Anticipated impacts include residential properties, ROW, closed drainage system, and utility pole relocations. This item is ranked as a capital improvement project.



Figure 33 – Crosswalks at Hoyt Avenue and Winne Place into Magee Park

Item 3.1.1: Kenwood Avenue at Delmar Bypass. Install rumble strips on the slip ramp exiting the Delmar Bypass. Rumble strips would provide an audible and tactile warning of a change of roadway condition and might alert motorists to the change in speed limit and roadway environment. Rumble strips however are loud and not appropriate in a residential setting and are not being recommended due to the potential noise concern.

Item 3.1.2: Kenwood Avenue at Delmar Bypass. The slip ramp from the Delmar Bypass allows for a higher exit speed for southbound traffic turning onto Kenwood Avenue. Motorists who were previously traveling at 55 mph along the Bypass do not need to substantially reduce their speed on the slip ramp. The end of the slip ramp has “YIELD” traffic control, but with the good sightlines to traffic on the left, motorists can, and frequently do, proceed onto Kenwood Avenue without stopping or yielding. Travel speeds (as identified earlier in this study) are the highest along this section of Kenwood Avenue. With Magee Park, and the associated high pedestrian activity, immediately to the west of the slip ramp, providing a traffic calming solution in this location is one of the most critical actions associated with this study.

This Item provides for the complete removal of the slip ramp from the Delmar Bypass. To do such, the existing “deceleration lane” on the southbound Delmar Bypass would be converted to a “right turn lane”, and all SB right turning movements would be performed at the existing signalized intersection. This item would require the traffic signal to be replaced, the exclusive right turn lane to be extended to the intersection, and the removal of the slip ramp pavement. Cost is approximately \$365,000. Anticipated impacts include a new traffic signal and coordination with NYSDOT. This item is ranked as a capital improvement project.

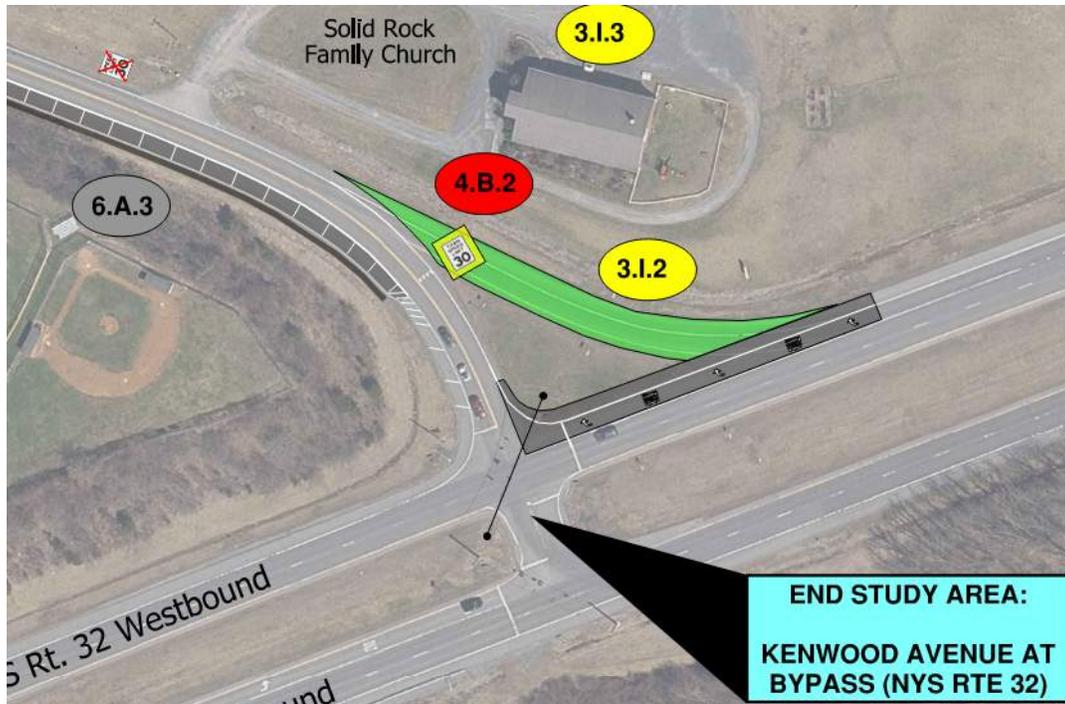


Figure 34 – Slip Ramp Removal at Delmar Bypass

Category 4: Speeding (Traffic Calming)

Item 4.A.1 (Public Comment): This item is for the introduction of a **Raised Intersection** at the Bethlehem Middle School to effect traffic calming. Although raised intersections are an effective traffic calming feature, Vertical Speed Control Devices (VSCD) are inappropriate and “Not Recommended” for the major collector functional classification of Kenwood Avenue as defined in the NYSDOT Highway Design Manual, Table 25-1 (see [Table 6](#)), and as such, this item is being dismissed.

Table 25-1 Suitability of Traffic Calming Features for Speed Categories

TRAFFIC CALMING FEATURES	CATEGORY I (NEIGHBORHOOD) (25-39 km/h) (15 - 25 mph)	CATEGORY II (40-59 km/h) (25 - 35 mph)		CATEGORY III (60-79 km/h) (35 - 50 mph)	CATEGORY IV (≥80 km/h) (50+ mph)	SPEED REDUCTION ¹	VOLUME REDUCTION ¹
		LOCAL ² STREETS OR ROADS	ALL OTHER STREETS OR ROADS				
VERTICAL SHIFTS³							
Raised Crosswalks	SUITABLE	SUITABLE #50 km/h NOT RECOMMENDED >50 km/h	NOT RECOMMENDED	NOT PERMITTED	YES	POSSIBLE NO NO INFORMATION POSSIBLE	
Raised Intersections							
Speed Cushions							
Speed Humps ⁴							
Speed Tables							
LATERAL SHIFTS							
Alternate Side Parking		SUITABLE		NOT PERMITTED	LIKELY	POSSIBLE	
Chicanes/Serpentine		SUITABLE #50 km/h NOT RECOMMENDED >50 km/h	NOT RECOMMENDED				YES

Table 6 – Applicability of Traffic Calming Devices

Item 4.A.2 (Public Comment): This item is for the introduction of a **Speed Bumps (Humps)** along Kenwood Avenue to effect traffic calming. Although speed humps are an effective traffic calming feature, Vertical Speed Control Devices (VSCD) are inappropriate and “Not Recommended” for the major collector functional classification of Kenwood Avenue as defined in the NYSDOT Highway Design Manual, Table 25-1 (see [Table 6](#)), and as such, this item is being dismissed.

Item 4.A.3 (Public Comment): This item is for the introduction of a **Chicanes** along Kenwood Avenue to effect traffic calming. Although chicanes are an effective traffic calming feature, Horizontal Speed Control Devices (HSCD) are inappropriate and “Not Recommended” for the Major Collector functional classification of Kenwood Avenue as defined in the NYSDOT Highway Design Manual, Table 25-1 (see [Table 6](#)), and as such, this Item is being dismissed.

Item 4.A.4: This item is for the installation of **Wider 8” White Pavement Edge Striping** along Kenwood Avenue where adjacent to sidewalks to provide greater emphasis and delineation between the vehicular and pedestrian space. Cost is approximately \$20,000. This item is ranked as a short-term, Town-funded solution.



Figure 35 – Example of Wide Edge Stripe

Item 4.A.5: This item is the **Widening and Roadway Split for a Raised Center Island** along Kenwood Avenue to provide a traffic calming measure in the “rural” segment where speeds are shown to be the highest. Inclusion of a raised center median and associated deflection of the roadway alignment (see [Figure 37](#)) will provide a traffic calming visual queue for motorists. This, combined with increased frequency of Speed Limit Signs, should produce more compliance with the posted speed limit. Cost is approximately \$535,000. Anticipated impacts include residential properties, ROW, and utility pole relocations. This Item is ranked as a capital improvement project.



Figure 36 – Widening for Center Raised Median



Figure 37 – Example of Roadway Split with Center Raised Median

Item 4.B.1: Install **Radar Speed Signs** along Kenwood Avenue between Elsmere Avenue and the Delmar Bypass. This item is to increase the frequency of radar speed limit signs in the segments that have shown the greater non-compliance with the posted 30-mph speed limit. Cost is approximately \$11,000 per location. This item is ranked as a short-term, Town-funded solution.



Figure 38 – Example of Radar Speed Sign

Item 4.B.2: Increase frequency of **Speed Limit Signs** along Kenwood Avenue. Cost is approximately \$5,000. This Item is ranked as a short-term, Town-funded solution.

Item 4.B.3 (Public Comment): Install **Duck Crossing Signs** on Kenwood Avenue at Kleinke Farm Store. Cost is approximately \$1,200. This Item is ranked as a short-term, Town-funded solution.

Item 4.B.4 (Public Comment): Convert unsignalized intersections on Kenwood Avenue to **4-Way Stop** to effect traffic calming and speed control. The National Manual of Traffic Control Devices (NMUTCD), Section 2B.04, specifically states that “YIELD or STOP signs should not be used for speed control”. The NYS DOT Highway Design Manual, Chapter 25 – Traffic Calming, does not include the use of “STOP” signs as a speed control measure. This item is being dismissed.

Item 4.C.1 (Public Comment): Install Radar Speed Ticket Cameras. The Town has no legal authority to implement this. This item is being dismissed.

Category 5: Bicycle Accommodations

Item 5.A.1: Provide for bicycle accommodations on the shoulder of Kenwood Avenue by **Widening All Shoulders** to 4’ minimum. Providing wider shoulders along Kenwood Avenue would be impactful (both positive and negative). The existing narrow shoulders force bicyclists and vehicular traffic to share the travel lane. While this accommodates the most-experienced bicyclists, it is not an option for children and inexperienced riders. A 4’ shoulder (both sides) is the minimum width needed to accommodate bicyclists without sharing the travel lane. Even at this width, children and inexperienced riders will still be uncomfortable riding alongside vehicular traffic. The cost to widen the shoulders for the entire Kenwood Avenue is well over \$2.0 million (excluding ROW costs). Negative impacts of this item include cost, residential property impacts, ROW, utility pole relocations, curb and sidewalk relocations, and closed drainage systems. This item is ranked as a long-range solution.

Item 5.A.2: Install “**Sharrow**” Pavement Markings and “**Share the Road**” Signs at a regular frequency. This item would visually and continually identify the roadway as a shared facility. It does not, however, address the concerns of children and inexperienced bicyclists. Cost is approximately \$15,000. This item is ranked as a short-term, Town-funded solution.



Figure 39 – Example of Sharrow Pavement Marking



Figure 40 – Example of Share the Road Sign

Item 5.B.1: Replace the existing north side sidewalk with 10’ wide **Multi-Use Path**. This option provides the best facility to accommodate both bicyclists and pedestrians in a separated, protected space. Also known as a Side Path, the multi-use path could be placed in a similar alignment as the existing sidewalk, with an offset from the edge of the vehicular travelway a minimum of 5’ (10’ preferred). Cost of this option is well over \$3.0 million (excluding ROW costs). Negative impacts of this item include cost, residential property impacts, ROW, utility pole relocations, sidewalk removal, and closed drainage systems. This item is ranked as a long-range solution.



Figure 41 – Example of Side Path



Figure 42 – Example of Multi-Use Path

Category 6: Parking

Item 6.A.1: Extend **Roadside Parallel Parking** from KeyBank to Adams Place. Extending the north side parallel parking lane to the Adams Place intersection would gain approximately 7 parking spots in this commercial segment of Kenwood Avenue. Cost is approximately \$50,000. Impacts include ROW, removal of mature trees, and utility relocations. This item is ranked as a capital improvement project.



Figure 43 – Extend Parallel Parking

Item 6.A.2: Collaborate with the **Solid Rock Family Church** to allow Magee Park parking as overflow. This Item would require an agreement between the operators of Magee Park and the Church. The Town has no authority to broker agreements between private entities.

Item 6.A.3 and 6.C.1: Provided **Public Parking** on Kenwood Avenue at Magee Park. This item would formalize and correct what is currently unsafe parking on the shoulder of Kenwood Avenue directly to the east of Magee Park.



Figure 44 – Parking on Shoulder

Magee Park is a privately operated ballfield facility that is well used by Town residents but lacks adequate parking. Once the designated parking lot is filled, residents park on the adjacent side streets of Hoyt Avenue and Winne Place. Options 3.H.1 and 3.H.2 address providing protected crosswalks across Kenwood Avenue for those parking on the side streets. This option addresses providing safe parking on Kenwood Avenue. This option would widen the south shoulder on Kenwood Avenue to the east of the Magee Park to provide parallel parking (approximately 17 spaces) and construct a curb and sidewalk on the south side to allow the pedestrians safe access back to Magee Park. This is a formalization of what is already occurring. Additionally, add “NO PARKING” signs along Kenwood Avenue that are not formally designated as parking areas. Cost is approximately \$160,000. Impacts are minimal as the ROW that already exists should be sufficient and there are no known utilities in this area. A reconfiguration of the open drainage swale would be required. This item is ranked as a capital improvement project.



Figure 45 – Formalize Parallel Parking

Item 6.B.1 and 7.A.1 (Public Comment): Add “No Parking” Signs on Kenwood Avenue at Bethlehem Middle School to allow for standing space for vehicles queueing at school during dismissal time. Cost is \$800. This item is ranked as a short-term, Town-funded solution.

Category 8: Other

Item 8.A.1 (Public Comment): Evaluate and facilitate the reopening of the **Rear Entrance** to the Middle School on Pinewood Avenue for walking school children access. Access to school property is a school district decision.

Item 8.B.1 and 8.B.2 (Public Comment): Evaluate converting Kenwood Avenue to “**One Way**” for the segment between Delaware Avenue and Delmar Place. Removing one lane of traffic from Kenwood Avenue would provide the physical space to add additional on-street parking within this commercial “Hamlet” area and would allow wider sidewalks and/ or increased separation of the sidewalk from the travel lane, creating a safer environment for pedestrians. A traffic study would be required to determine the feasibility of diverting traffic to other side streets as well as to determine which direction the one-way street would be. Cost would be approximately \$10,000 for signage and striping. This option would directly impact the users of Kenwood Avenue, including emergency response services. With fire stations located on both sides of this segment, fire response times may only increase slightly. There will also be inconvenience to the school bussing and to local resident access. On a broader approach, impacts to surrounding neighborhoods would need to be studied based on the anticipated diverted traffic. This item is ranked as a long-range solution.

6.0 Conclusions and Recommendations

A general perception exists that Kenwood Avenue is less safe than it could be due to significant non-compliance with the posted 30-mph speed limit, difficult intersection geometrics and sightlines, and inadequate pedestrian and bicycle facilities. The purpose of this traffic calming study was to evaluate the existing infrastructure conditions along Kenwood Avenue to determine what and where deficiencies exist and what potential options are available to effect improvement. A major component of this study was providing a forum for the proactive participation of the residents and users of the roadway to have a voice in both the identification of issues and the potential solutions.

Based on the data collection activities, site visits to understand the existing conditions, information and perspective provided by Town officials, and public comments garnered at two public meetings and the project's interactive website, the issues along Kenwood Avenue were categorized and summarized in matrix format and their potential solutions were evaluated. Through the process of evaluating potential solutions, pros, cons, and potential costs were determined. Lastly, each potential solution was ranked on a scale of how easily the solution could be implemented.

Although the potential solutions were primarily identified on an individual basis, many solutions could, and should, be done in tandem. For example, geometric intersections improvements also rely on revisions to crosswalks, and those crosswalks could also utilize high-visibility red stamped material. Crosswalks, particularly across Kenwood Avenue, would benefit by incorporating Rectangular Rapid Flashing Beacons (RRFB). Lastly, all crosswalks need to lead to sidewalks, so extension of sidewalks to that intersection would be required. The matrix developed under this study provides an al-la-carte menu of solutions, but some selections should not be mutually exclusive.

The solution matrix was categorized under the following eight general headings, ranked primarily by the number of public comments received:

1. Pedestrian Safety (Sidewalks)
2. Pedestrian Safety (Crosswalks)
3. Intersection Improvements
4. Speeding (Traffic Calming)
5. Bicycle Accommodations
6. Parking
7. Congestion
8. Other

German to the stated "purpose" of this traffic calming study, specifically, 1) traffic calming & speed compliance, and 2) pedestrian safety, the proposed potential solutions which focus on those two issues should be given higher priority in the Town's decision-making process. By incorporating the traffic calming strategies, particularly at intersections, the vehicular speeds should naturally reduce. Although most of the primary intersections were evaluated and a traffic calming strategy proposed, it is not suggested that all the intersections need to be addressed, at least not at one time. For example, the proposed improvements at the Delmar Bypass, which should dramatically change the behavior of westbound motorists, coupled with additional speed limit signs, radar speed signs, and high-visibility crosswalks with

KENWOOD AVENUE TRAFFIC CALMING STUDY

RRFBs, may cascade speed compliance along the entire corridor. This study has evaluated a significant number of individual improvements, and the application of one or several improvements might provide the traffic calming results the Town desires. The Town has already embarked on the continuation of continuous sidewalks on the north side of Kenwood Avenue, and as identified in this study, that should be continued to Winne Place and Magee Park. Adding additional highly visible pedestrian crossing opportunities from the north sidewalk to the south side streets will not only afford better pedestrian accessibility but will also provide the desired traffic calming.

--- END ---

APPENDIX A



September 2, 2022

Mr. Paul Penman, P.E.
Town Engineer
Town of Bethlehem
445 Delaware Avenue
Delmar, New York 12054

**RE: Town of Bethlehem – Kenwood Avenue Traffic Calming Study
CHA Proposal No.: X78371 Revised**

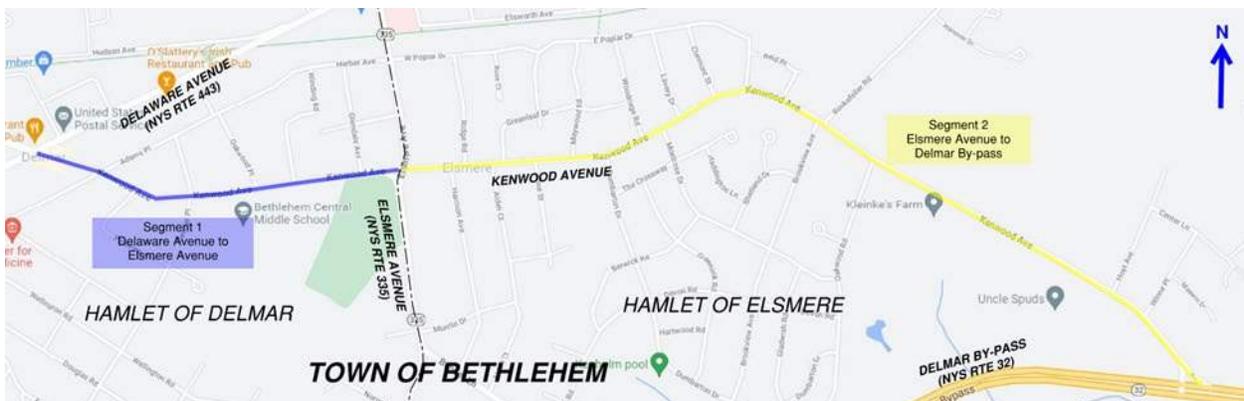
Dear Mr. Penman:

CHA is pleased to submit this **revised** proposal for professional engineering services for the Kenwood Avenue Traffic Calming Study. This proposals assumes both Segments will be studied simultaneously. Our Project Understanding, Scope of Services, Project Schedule, and Professional Fee are outlined below.

PROJECT UNDERSTANDING

The Town of Bethlehem (Town) is interested in evaluating potential traffic calming measures for Kenwood Avenue between the Delmar Bypass and Delaware Avenue. This roadway is predominantly a residential street, with small-scale commercial and community service uses such as schools, religious institutions, ballfields, and rail-trail throughout its length. The general perception is that the speeds and volumes along Kenwood Avenue are out of character with these neighborhood streets and, as such, the Town wishes to specifically evaluate the extent of the concerns, feasibility, and appropriateness of various traffic calming measures to address any documented issues. The study will review these issues within the following two distinct roadway segments:

- Segment 1: Delaware Avenue (Route 434) to Elsmere Avenue
- Segment 2: Elsmere Avenue to the Delmar Bypass (Route 32)



SCOPE OF SERVICES

Task 1 – Initiation

- **Project Objective** – Prepare a draft project objective statement for discussion with the Town at the kick-off meeting.
- **Data Collection Plan** – The Consultant will review available data relevant to the project and identify any gaps. Based on these gaps, the Consultant will prepare a draft data collection plan for discussion and approval by the Town (See Task 2 for data collection assumptions).
- **Public Participation Plan (PPP)** – The Consultant will develop a public participation plan for review and discussion with the Town. Assume two rounds of public engagement, at the beginning and near the end of the study. The PPP will describe the methods to be used to ensure broad and representative participation. The proposal should outline the proposed approach, but the actual Public Participation Plan will be developed as part of the project.
- **Kickoff Meeting** – Town and Consultant staff will conduct a kick-off meeting to review the scope of work and project objective, draft data collection, and public participation plan, and to finalize the schedule. The Consultant will prepare the meeting agenda and meeting summary.
- **Project Website** – The Consultant will create a draft version of the Project Website for review by the Town. The website will include relevant project materials and provide a method for providing input and contacting the project team. The website will also include an interactive map of the project area, where users can geotag comments and suggestions. The Consultant will manage all website postings throughout the duration of the project.

Deliverables: Project Objective, Draft Public Participation Plan, Draft Data Collection Plan, Kickoff Meeting Agenda & Summary, Website.

Task 2 –Existing Conditions

- **Data Collection** – After reviewing the draft data collection plan with the Town, the Consultant will finalize the data collection plan and collect new data as needed. A field visit will be conducted with the Town’s Project Manager and participating Town staff as appropriate. It is anticipated that the following data collection efforts will be necessary:
 - Install five (5) Automatic Traffic Recorders (ATRs) to record daily traffic volumes, speeds, and classifications, for a period of several days. Two of the ATRs will be installed in the segment from Elsmere Ave. to the Delmar Bypass. One ATR will be installed between Delaware Ave. and Elsmere Ave.
 - Conduct up to eight (8) two-hour intersection and/or pedestrian/bicycle counts.
 - Assume four (4) initial counts will be confirmed as part of the data collection plan in consultation with the Town where new marked pedestrian crosswalks are proposed.
 - Budget for the four (4) remaining counts to be conducted during Task 4 in response to concerns raised during public involvement.
 - Speed collection should be conducted either through Radar or Car Following studies. A Car Following study would be conducted for a minimum of five trips in each direction, and then prepare a speed profile graphic to display typical speed characteristics in each segment. A Radar Speed study would be collected at 5 locations.
 - Obtain existing roadway and intersection characteristics including lane widths, shoulder

widths, limits of sidewalk and sidewalk widths. Inventory the street, and bicycle and pedestrian accommodations, in each segment including presence of curb or not, and the typical width of the maintenance strip between the sidewalk and the street. Review record plans and show approximate ROW on aerial base mapping.

- Document traffic related signs and pavement markings for the traffic calming assessment.
- Obtain and evaluate crash data for all modes and identify areas of concentration or concern.
- **Existing Conditions Assessment** – The Consultant will use the existing and collected data to analyze the Kenwood Avenue corridor to identify areas of concern and areas where traffic calming should be explored. Analysis results will be displayed in graphics, maps, and table formats that are easily understood by the general public. The Consultant will prepare a draft Existing Conditions Report to summarize the findings.

Deliverables: Existing Conditions Report, two meetings with the Town.

Task 3 – Public Involvement Round 1

- In coordination with the Town, the Consultant will develop a plan for a public meeting that includes draft presentation materials and an interactive public engagement activity. The goal of this first round of public involvement is to solicit public input on perceived problems in each segment of the Kenwood Avenue corridor, as well as ideas for traffic calming enhancements. The consultant will prepare a summary of public input to be used to inform the traffic calming recommendations.
- The public meeting materials will:
 - introduce the project (background, goals, schedule)
 - summarize the findings of the existing conditions assessment
 - provide a brief overview of what traffic calming is, why it is used, and include examples of typical traffic calming strategies, including, but not limited to:
 - Pavement markings, including wider striping and travel lane modifications
 - Modified signage, including driver feedback signs
 - Speed humps/tables, raised crosswalks and/or raised intersections
 - New marked crosswalks
 - New or modified sidewalks
- An interactive public activity will be held.

Deliverables: One meeting with the Town to review Presentation Materials, Meeting Flyer and Press Release, website update, Public Meeting, Summary of Public Input.

Task 4 – Concepts and Recommendations

- **Develop and Evaluate Concepts** – Based on the existing data, community input, and discussions with the Town, the Consultant will develop draft traffic calming recommendations and sketch plans for each segment of the Kenwood Avenue corridor. Some potential resources are NACTO, ITE Traffic Calming Measures, FHWA Traffic Calming ePrimer, etc. Elements may include:
 - Pavement markings, including wider striping and travel lane modifications
 - Modified signage, including driver feedback signs
 - Speed humps/tables, raised crosswalks, and/or raised intersections

- New marked crosswalks
- New or modified sidewalks
- Other
- Attend two meetings with the Town during the development and evaluation of Concepts.
- The remaining four (4) counts or field observations not conducted during Task 2 can be conducted during this phase to inform the analysis.
- Planning level cost estimates will be developed.

Deliverables: Draft Concepts and Recommendations, and two meetings with the Town.

Task 5 – Public Involvement Round 2

- **Public Engagement** – The Consultant will work with the Town to prepare a public workshop to present the draft concept plans and recommendations. The Consultant will work with Town staff to advertise the meeting, including direct outreach to contacts from the first round of public engagement. The consultant will develop and implement the public meeting (either on-line or in person) to gain feedback on the draft concept plans.
- Attend one meeting with the Town to preview the Public Involvement material and draft presentation.

Deliverables: Public Workshop and Flyer, Press Release, Meeting Materials, website update and summary, one meeting with the Town.

Task 6 – Report and Implementation

- The Final Traffic Calming Concept Plan will incorporate revisions to the Draft Plan based on the public workshop and coordination with the Town. The Final Plan will include a preferred alternative and concept plans that can be divided up into logical projects to facilitate implementation.
- After refinement, the Consultant will finalize the cost estimates for the improvements and finalize the phasing plan for implementation.
- The Consultant will develop a draft report that summarizes the project objectives, existing conditions, analysis, public input, the concept plan, cost estimates, and the implementation strategy. After review with the Town, the consultant will update the draft to produce a final report and prepare a presentation for Town Board meeting.

Deliverables: Draft Report, Final Report, Presentation for Town Board meeting, two meetings with the Town.

TECHNICAL ASSUMPTIONS

The following assumptions are provided to clarify the understanding of work required:

Traffic Assumptions:

1. Traffic analysis for Existing conditions will be performed for up to eight (8) intersections for the following peak hours:
 - a. Weekday AM,



- b. Weekday PM
 - c. Saturday midday peak hour
2. CHA will obtain the most recent three-years of accident data available from NYSDOT for the project study area. CHA will review and summarize the data for up to 100 crash records and will identify accident clusters, patterns, and specific safety issues relating to speeding (if any). It is assumed that no collision diagrams will be required.
 3. The capacity analyses will utilize SYNCHRO analysis software. It is assumed that neither VISSIM nor SimTraffic modeling is required.

Project Website Assumptions:

1. The Project Website will be separate from the existing Town website, and will be maintained by CHA. The Town website will have a link to the Project Website.
2. The Project Website will include a community engagement platform, up to six (6) pages, that will organize relevant project data, how to contact the project team, an interactive map of the project area, an events calendar, and an area for the public to submit comments to a designated Town-maintained email address.
3. Project Website updates and postings will occur after each major milestones of the project and before and after each public meeting.
4. CHA will provide hosting services for the website for a period of one (1) year from the initial site launch date. The Town may extend hosting beyond this period for an additional fee.
 - The Project Website platform hosting fee is set at a fixed rate of \$5,000.

PROJECT SCHEDULE

Tasks	2022			2023												
	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Task 1: Initiation	█	█														
Task 2: Existing Conditions			█	█	█											
Task 3: Public Involvement, Round 1						█	★									
Task 4: Concepts and Recommendations								█	█	█						
Task 5: Public Involvement, Round 2											█	█	█	★		
Task 6: Report and Implementation														█	█	



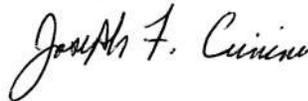
PROFESSIONAL FEE

CHA proposes to be compensated on a lump sum basis as outlined in the table below:

Task	Segment 1	Segment 2	Total Fee
Task 1 – Initiation	\$ 8,600	\$ 13,300	\$ 21,900
Task 2 – Existing Conditions	\$ 7,000	\$ 10,200	\$ 17,200
Task 3 – Public Involvement, Round 1	\$ 3,100	\$ 5,600	\$ 8,700
Task 4 – Concepts and Recommendations	\$ 2,300	\$ 4,700	\$ 7,000
Task 5 – Public Involvement, Round 2	\$ 2,300	\$ 3,900	\$ 6,200
Task 6 – Report and Implementation	\$ 4,700	\$ 6,300	\$ 11,000
Total	\$ 28,000	\$ 44,000	\$ 72,000

If you are in agreement with this proposal, please have the Town Supervisor sign below as indicated. If you have any questions or comments, please do not hesitate to contact me at (518) 453-4550 or jcimino@chacompanies.com.

Sincerely,



Joseph F. Cimino, P.E.
Associate Vice President

Authorization - CHA is hereby authorized by the Town of Bethlehem to proceed with the services described herein in accordance with the terms proposed herein and our Master Services Agreement dated January 20, 2022.

David VanLuven, Town Supervisor

Date



APPENDIX B



SPEED LIMIT 35

SPEED LIMIT 30

SCHOOL SPEED LIMIT 20

SCHOOL SPEED LIMIT 20

SCHOOL SPEED LIMIT 20

LEGEND					
	PROPERTY DAMAGE ONLY CRASH		OFFSET SIDEWALK		SPEED LIMIT SIGN BEACON
	INJURY CRASH		SIDEWALK ADJACENT TO ROAD		RADAR SIGN
	CROSSWALK		MISSING SIDEWALK		TRAFFIC SIGNAL
	LONG CROSSWALK				



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
EXISTING CONDITIONS MAP





Adams Pl.

Delmar Pl.

Oakwood Pl.

Delsmere Ave.

Glendale Ave.

Elsmere Ave.

Kenwood Ave.

Delmar Pl.

Eismere Ave.

Bethlehem Central Middle School

Bethlehem Cemetery

SCHOOL
SPEED LIMIT
20

SCHOOL
SPEED LIMIT
20

SPEED LIMIT
30

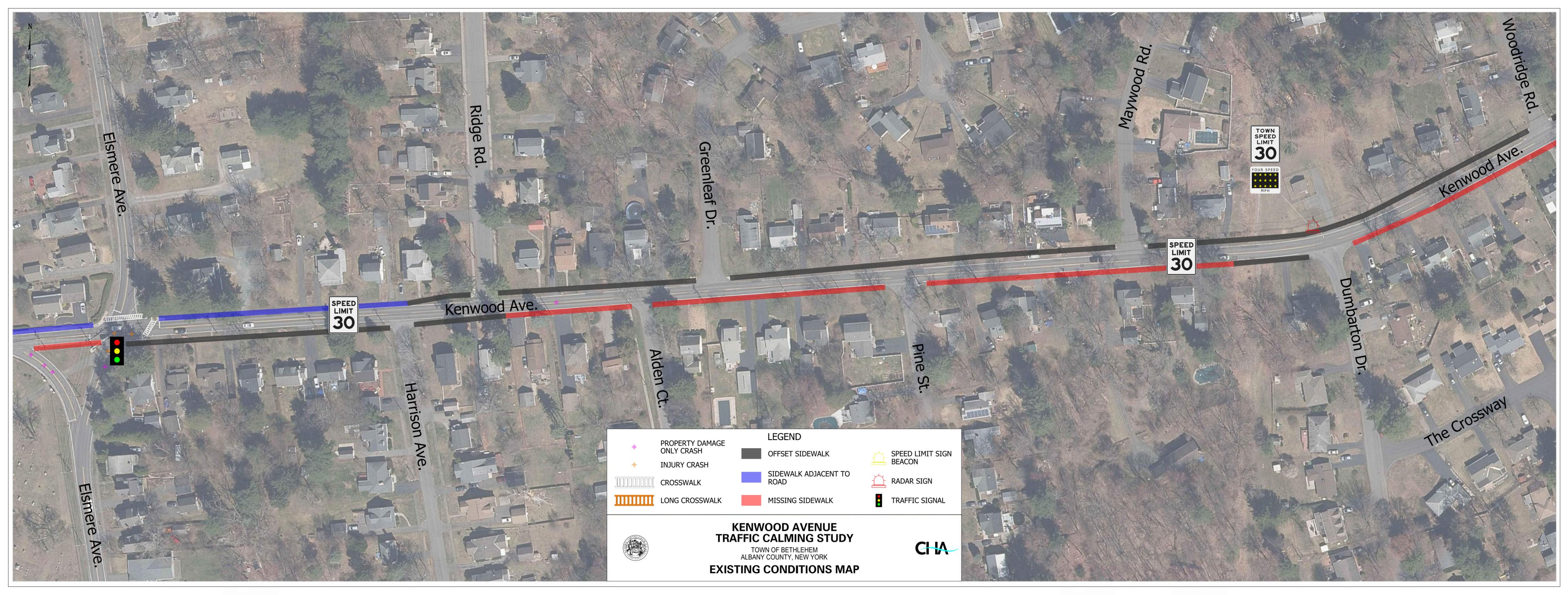
SCHOOL
SPEED LIMIT
20

LEGEND			
	PROPERTY DAMAGE ONLY CRASH		OFFSET SIDEWALK
	INJURY CRASH		SIDEWALK ADJACENT TO ROAD
	CROSSWALK		MISSING SIDEWALK
	LONG CROSSWALK		SPEED LIMIT SIGN BEACON
			RADAR SIGN
			TRAFFIC SIGNAL



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
EXISTING CONDITIONS MAP





Elsmere Ave.

Ridge Rd.

Greenleaf Dr.

Maywood Rd.

Woodridge Rd.

Kenwood Ave.

SPEED LIMIT 30

Kenwood Ave.

SPEED LIMIT 30

TOWN SPEED LIMIT 30
YOUR SPEED
MPH

Dumbarton Dr.

Harrison Ave.

Alden Ct.

Pine St.

The Crossway

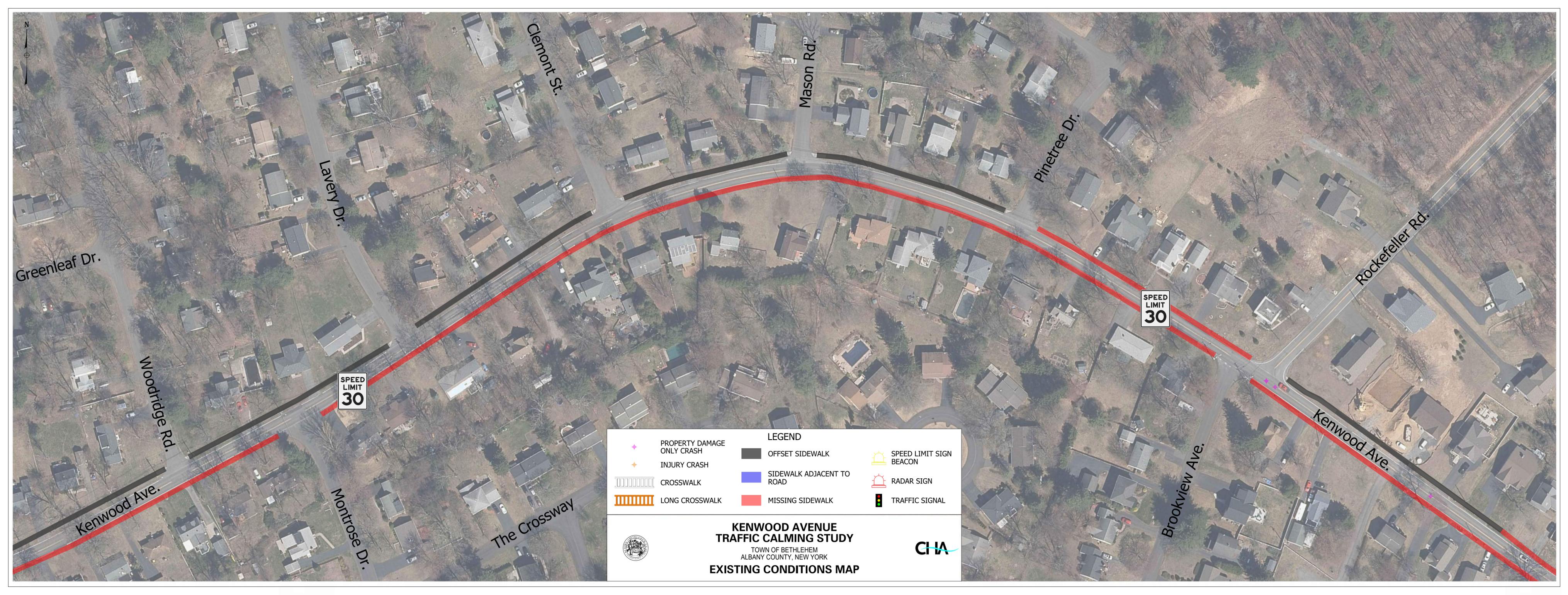
Elsmere Ave.

LEGEND					
	PROPERTY DAMAGE ONLY CRASH		OFFSET SIDEWALK		SPEED LIMIT SIGN BEACON
	INJURY CRASH		SIDEWALK ADJACENT TO ROAD		RADAR SIGN
	CROSSWALK		MISSING SIDEWALK		TRAFFIC SIGNAL
	LONG CROSSWALK				



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
EXISTING CONDITIONS MAP





LEGEND					
	PROPERTY DAMAGE ONLY CRASH		OFFSET SIDEWALK		SPEED LIMIT SIGN BEACON
	INJURY CRASH		SIDEWALK ADJACENT TO ROAD		RADAR SIGN
	CROSSWALK		MISSING SIDEWALK		TRAFFIC SIGNAL
	LONG CROSSWALK				



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
EXISTING CONDITIONS MAP



SPEED LIMIT 30

SPEED LIMIT 30



Rockefeller Rd.

Brookview Ave.

Kenwood Ave.

Oakwood Rd.

Kenwood Ave.

Kleinke's Farm

SPEED LIMIT 30

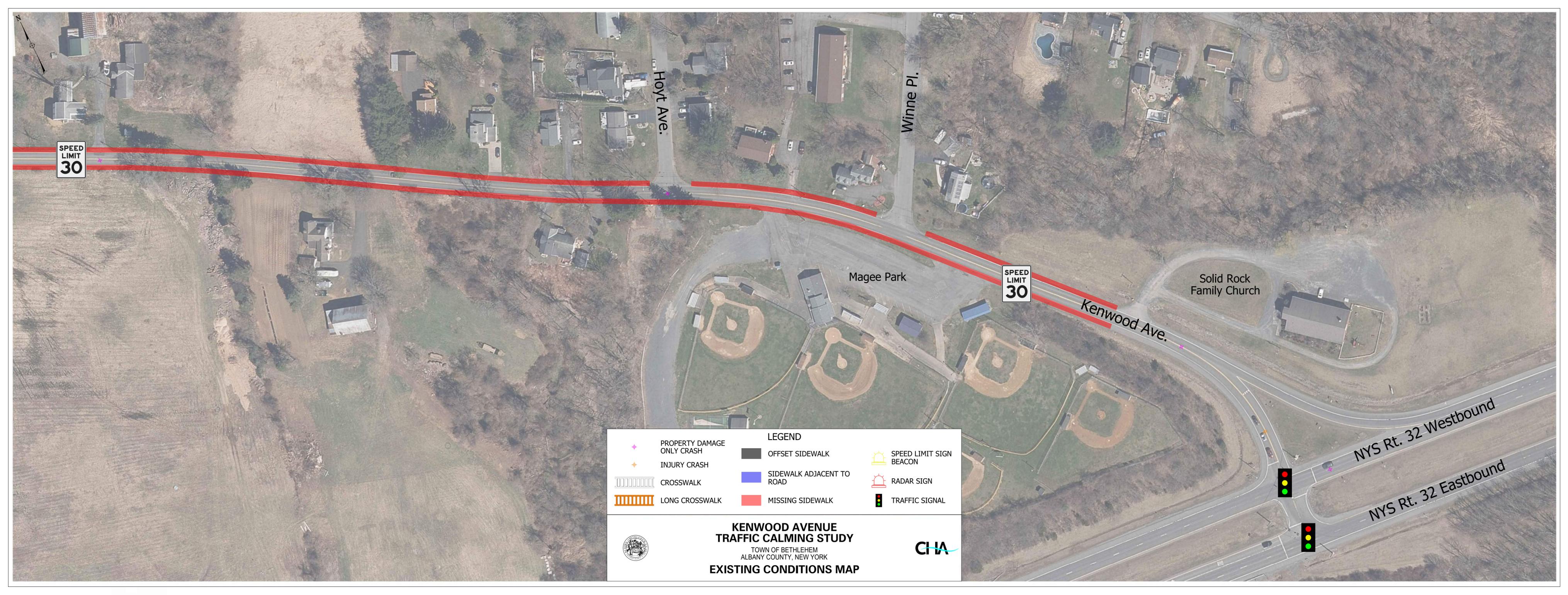
SPEED LIMIT 30

LEGEND					
	PROPERTY DAMAGE ONLY CRASH		OFFSET SIDEWALK		SPEED LIMIT SIGN BEACON
	INJURY CRASH		SIDEWALK ADJACENT TO ROAD		RADAR SIGN
	CROSSWALK		MISSING SIDEWALK		TRAFFIC SIGNAL
	LONG CROSSWALK				



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
EXISTING CONDITIONS MAP





LEGEND			
	PROPERTY DAMAGE ONLY CRASH		OFFSET SIDEWALK
	INJURY CRASH		SIDEWALK ADJACENT TO ROAD
	CROSSWALK		MISSING SIDEWALK
	LONG CROSSWALK		SPEED LIMIT SIGN BEACON
			RADAR SIGN
			TRAFFIC SIGNAL



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
EXISTING CONDITIONS MAP

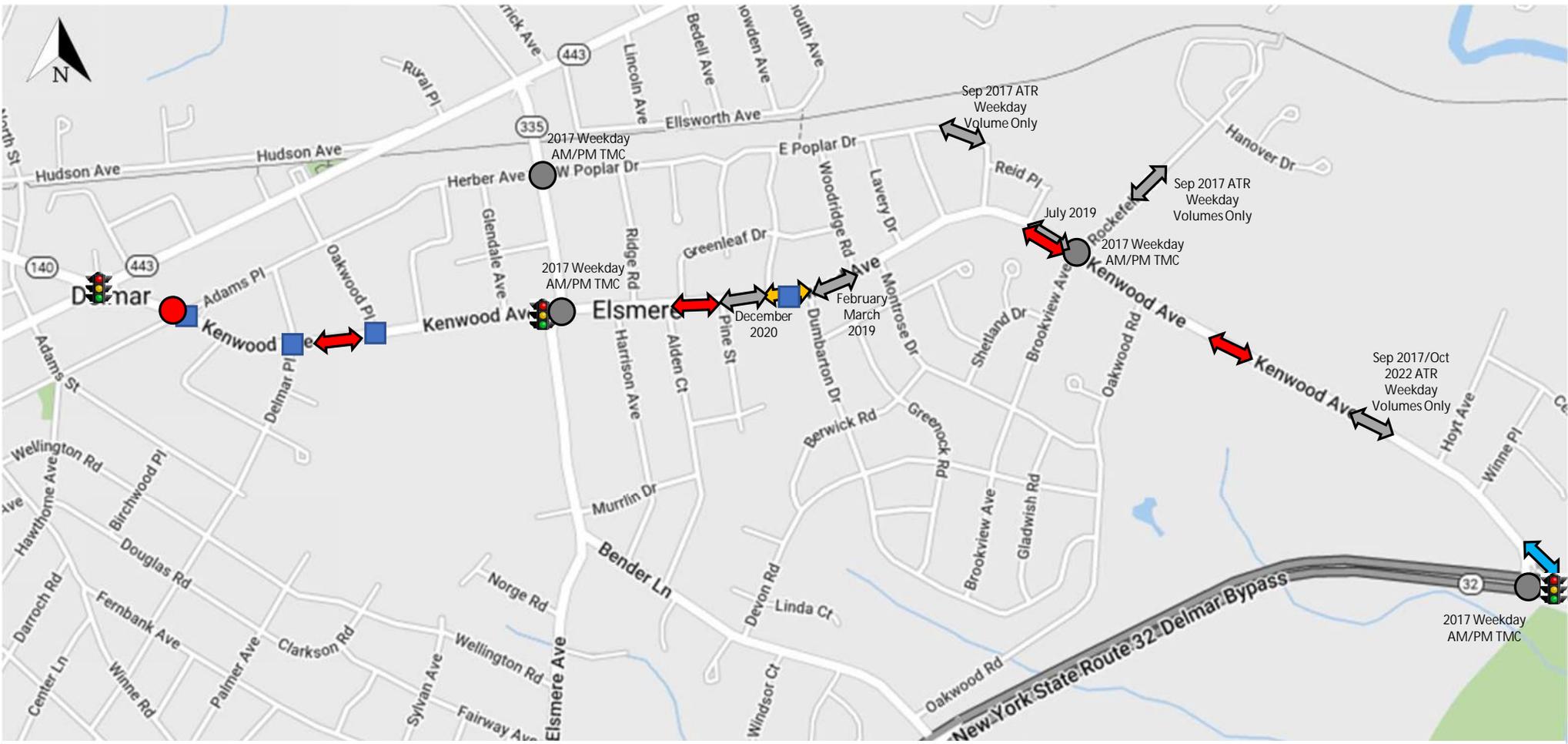


APPENDIX C

Town of Bethlehem – Kenwood Avenue Traffic Calming Study
 Data Collection Plan – Jan 2023



Draft – 12/23/2022
 CHA Project No. : 78371



↔ Proposed Seven Day ATR Location to collect traffic volumes, speeds, and vehicle classifications – Up to five

● Proposed Intersection Turning Movement Locations – Weekday AM, Weekday PM, and Saturday MD – Up to Four

↔ NYSDOT Existing Count Station (Traffic Volume + Classifications + Speed)

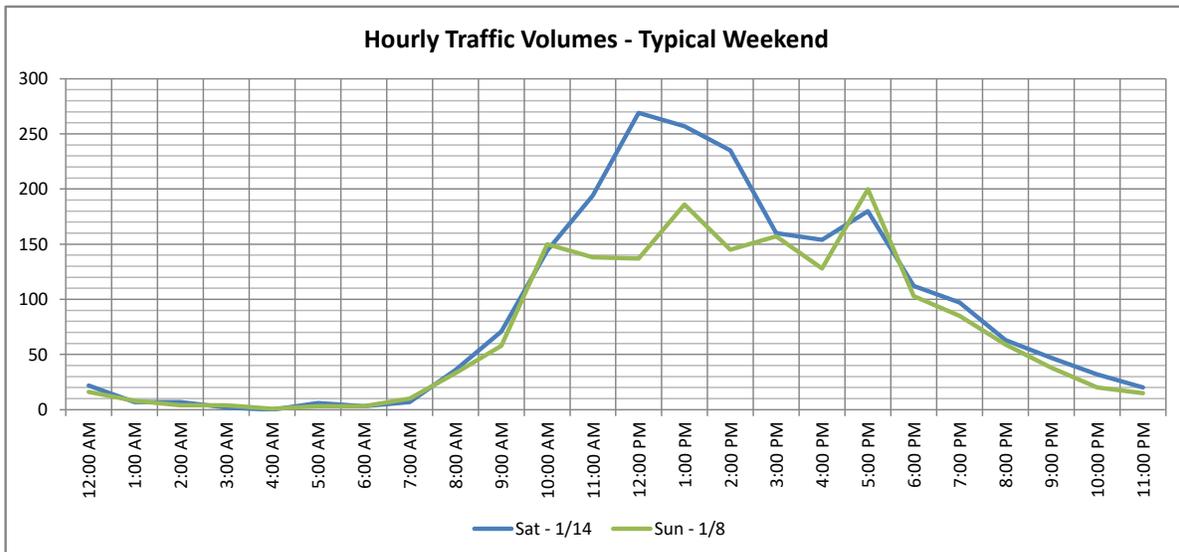
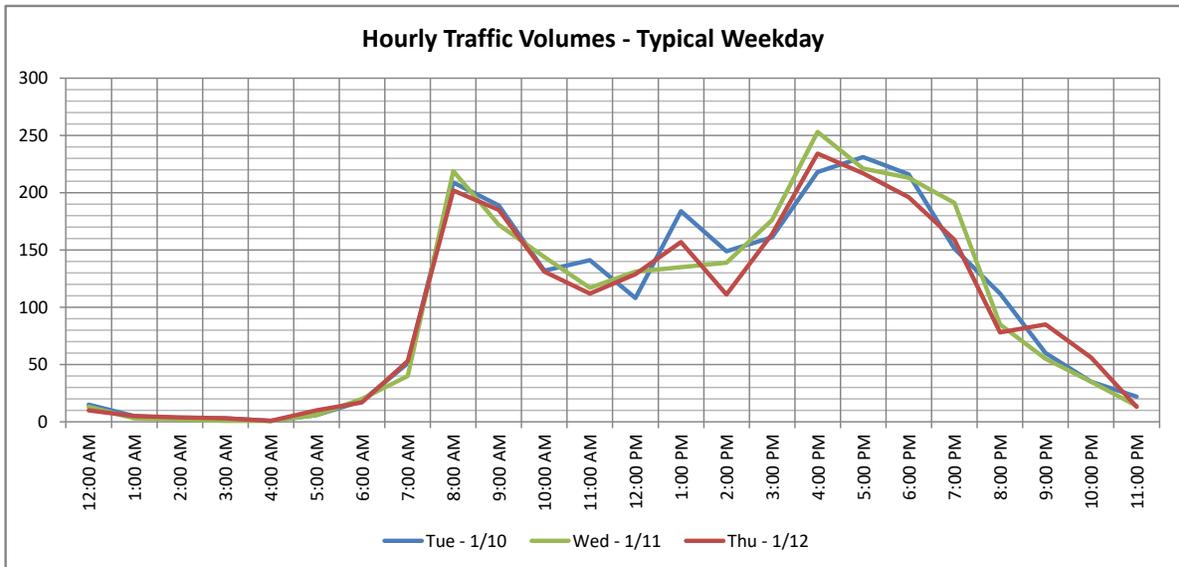
↔ NYSDOT Existing Count Station (Traffic Volume Only)

● ↔ Available Existing Traffic Counts from others

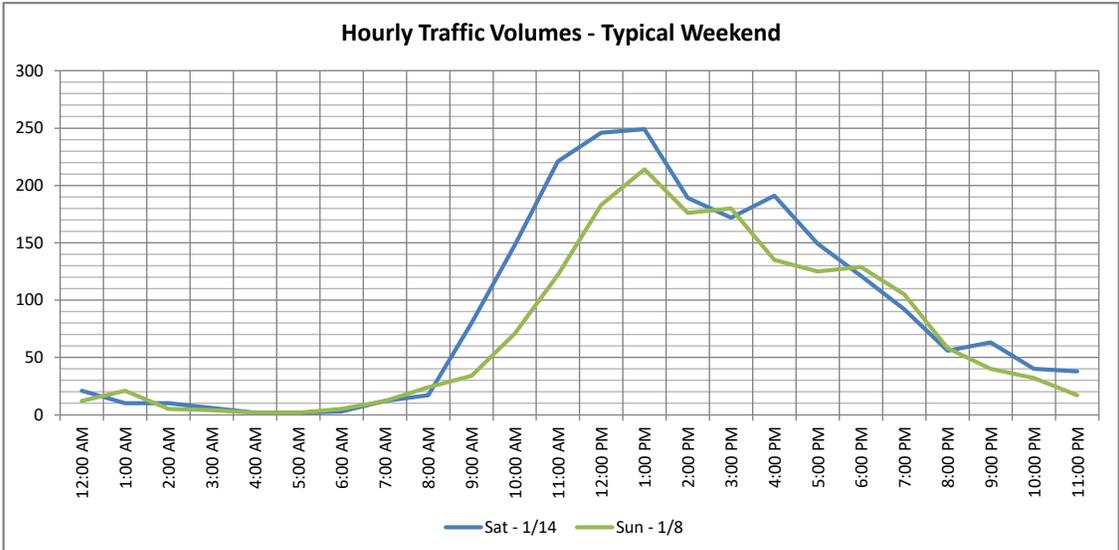
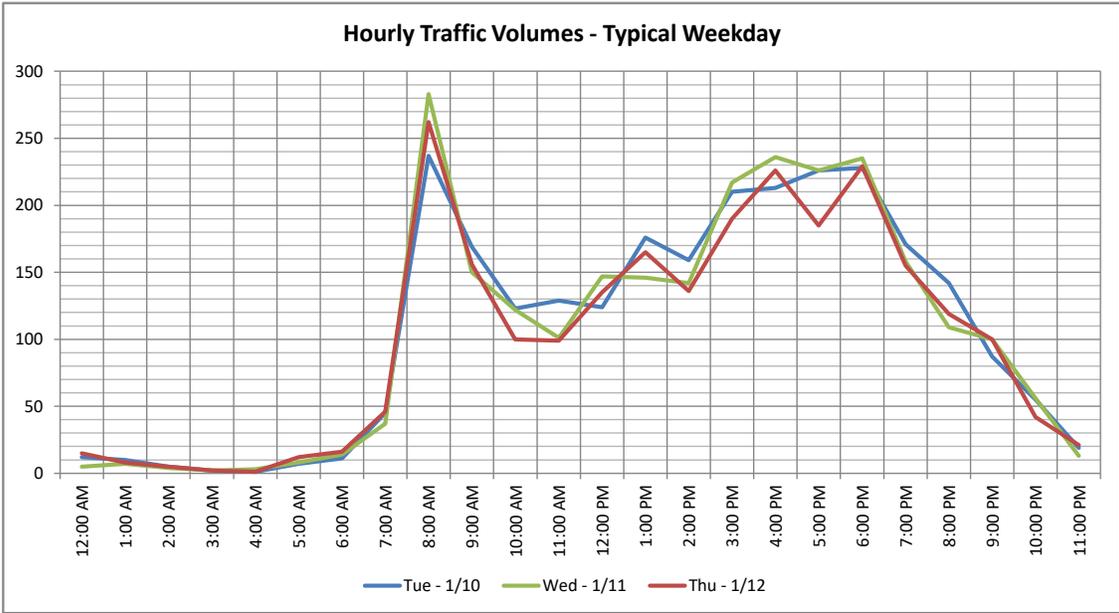
🚦 Existing Traffic Signal

■ Existing Pedestrian Crossing

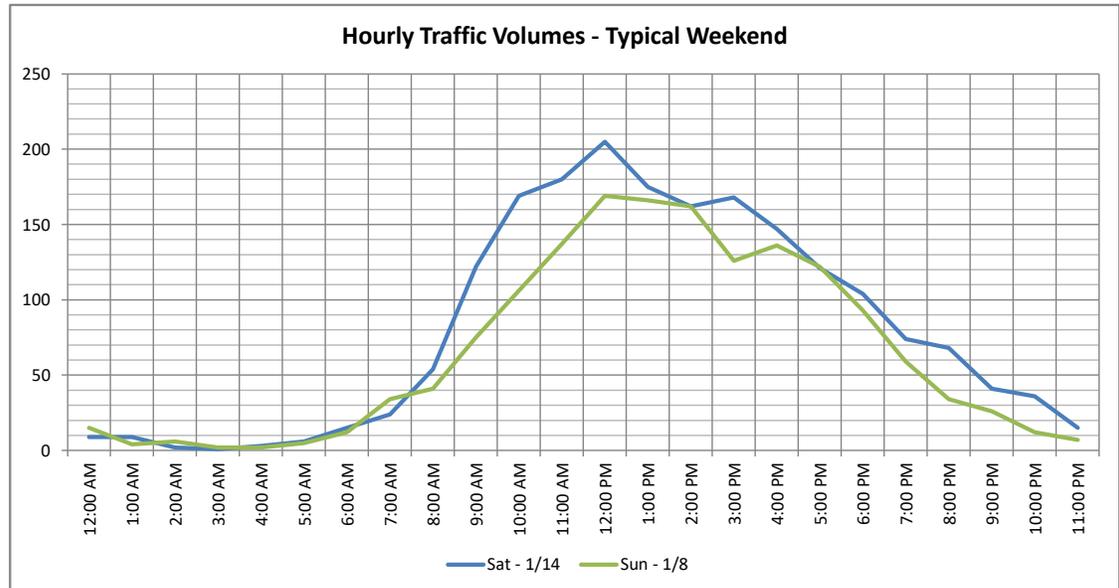
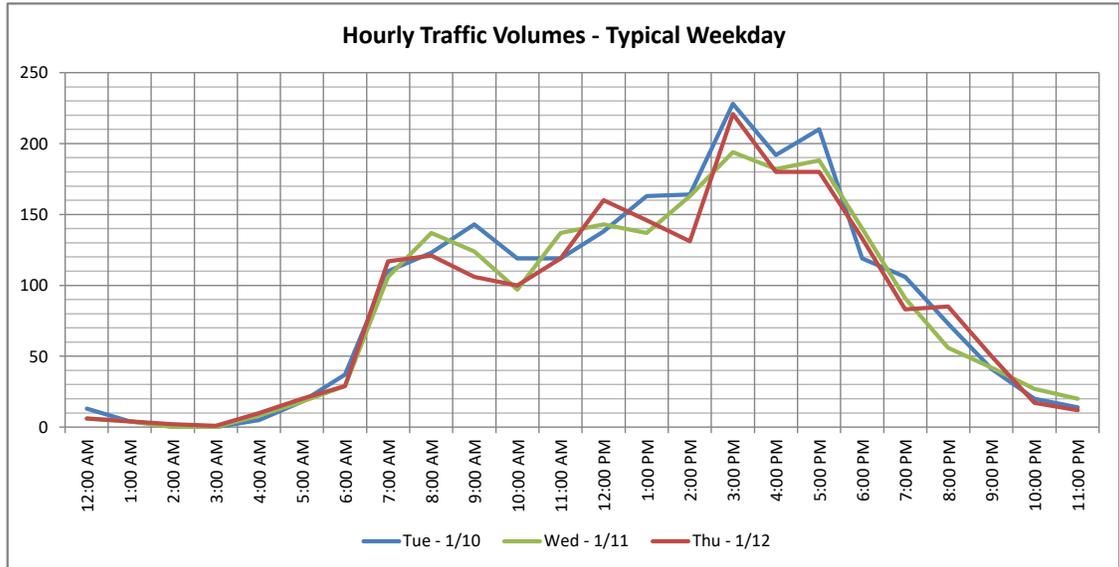
Time Begin Begin	Sat - 1/7	Sun - 1/8	Mon - 1/9	Tue - 1/10	Wed - 1/11	Thu - 1/12	Fri - 1/13	Sat - 1/14	Sun - 1/15
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12:00 AM		16	10	15	13	10	17	22	10
1:00 AM		8	3	5	3	5	5	7	7
2:00 AM		4	1	3	2	4	4	7	4
3:00 AM		4	2	3	1	3	3	2	6
4:00 AM		1	1	1	1	1	1	0	0
5:00 AM		3	5	6	6	10	4	6	2
6:00 AM		3	15	18	20	17	17	3	7
7:00 AM		10	38	51	40	53	43	7	8
8:00 AM		33	181	209	219	202	210	36	25
9:00 AM		58	217	189	172	185	193	71	65
10:00 AM		150	125	132	144	131	142	144	160
11:00 AM		138	114	141	117	112	133	194	135
12:00 PM		137	137	108	131	129	142	269	
1:00 PM		186	135	184	135	157	183	257	
2:00 PM	189	145	123	149	139	111	152	235	
3:00 PM	155	157	182	161	176	164	196	160	
4:00 PM	174	128	206	218	253	234	211	154	
5:00 PM	182	200	222	231	221	217	198	180	
6:00 PM	156	103	205	216	213	196	195	112	
7:00 PM	102	85	120	151	191	159	135	97	
8:00 PM	65	59	83	112	85	78	91	63	
9:00 PM	43	38	77	60	55	85	73	47	
10:00 PM	49	20	30	35	35	56	41	32	
11:00 PM	33	15	16	22	14	13	33	20	
Max	189	200	222	231	253	234	211	269	160
Total	1,148	1,701	2,248	2,420	2,386	2,332	2,422	2,125	429



Time Begin	Sat - 1/7	Sun - 1/8	Mon - 1/9	Tue - 1/10	Wed - 1/11	Thu - 1/12	Fri - 1/13	Sat - 1/14	Sun - 1/15
Begin	01/07/23	01/08/23	01/09/23	01/10/23	01/11/23	01/12/23	01/13/23	01/14/23	01/15/23
12:00 AM		12	7	12	5	15	6	21	23
1:00 AM		21	6	10	7	8	3	10	7
2:00 AM		5	1	5	4	5	8	10	9
3:00 AM		4	2	2	2	2	1	6	4
4:00 AM		2	3	1	3	1	2	2	0
5:00 AM		2	8	7	8	12	11	2	1
6:00 AM		5	9	11	14	16	12	3	6
7:00 AM		12	29	45	37	46	36	12	8
8:00 AM		24	217	237	283	262	269	17	24
9:00 AM		34	174	169	150	156	158	80	61
10:00 AM		71	96	123	122	100	115	148	77
11:00 AM		122	113	129	101	99	122	221	126
12:00 PM		183	120	124	147	135	128	246	
1:00 PM		214	149	176	146	165	157	249	
2:00 PM	169	176	128	159	142	136	167	189	
3:00 PM	189	180	217	210	217	190	203	172	
4:00 PM	174	135	213	213	236	226	197	191	
5:00 PM	145	125	224	226	226	185	238	149	
6:00 PM	163	129	210	228	235	229	195	121	
7:00 PM	114	105	143	171	158	155	138	92	
8:00 PM	95	58	121	142	109	119	108	56	
9:00 PM	70	40	88	87	100	100	81	63	
10:00 PM	62	32	38	55	56	42	68	40	
11:00 PM	30	17	14	19	13	21	30	38	
Max	189	214	224	237	283	262	269	249	126
Total	1,211	1,708	2,330	2,561	2,521	2,425	2,453	2,138	346

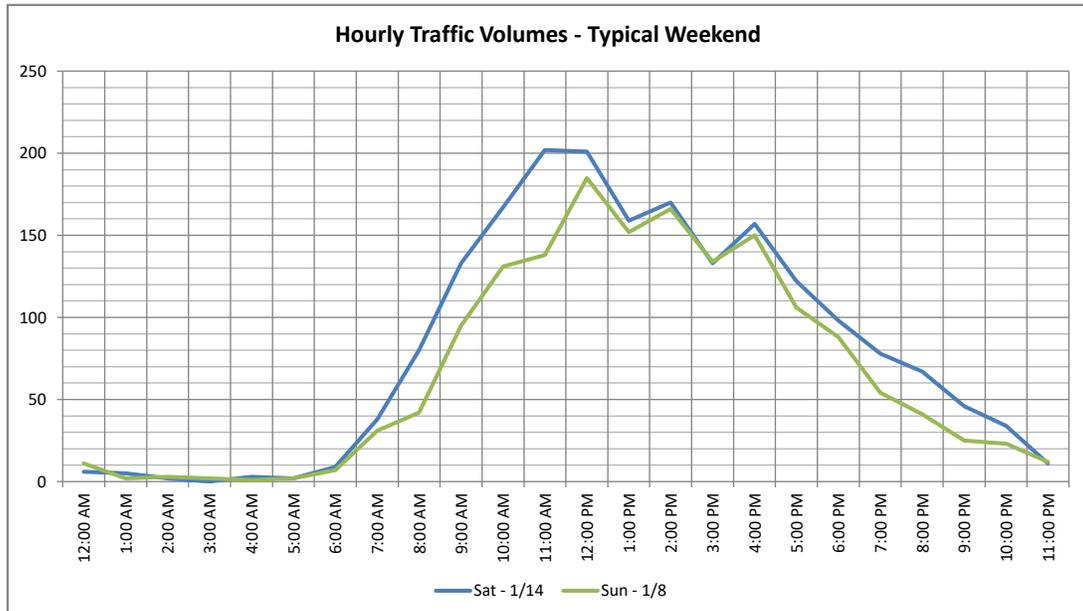
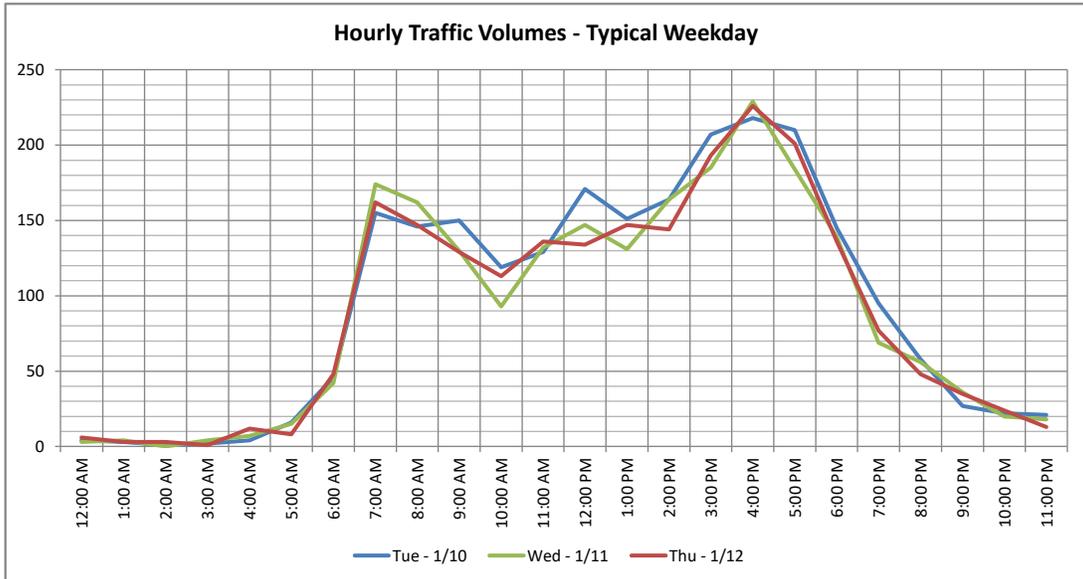


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1:00 AM		4	2	4	4	4	7	9	7
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3:00 AM		2	2	0	0	1	2	1	1
4:00 AM		2	8	5	8	10	14	3	3
5:00 AM		5	19	18	18	20	13	6	8
6:00 AM		12	31	37	29	29	22	15	11
7:00 AM		34	106	110	106	117	105	24	20
8:00 AM		41	146	123	137	121	131	54	34
9:00 AM		75	104	143	124	106	114	122	59
10:00 AM		106	94	119	97	100	104	169	118
11:00 AM		137	117	119	137	119	126	180	151
12:00 PM		169	133	138	143	160	160	205	
1:00 PM		166	115	163	137	146	159	175	
2:00 PM	191	162	157	164	163	131	173	162	
3:00 PM	148	126	186	228	194	221	217	168	
4:00 PM	149	136	185	192	182	180	198	147	
5:00 PM	140	122	173	210	188	180	165	121	
6:00 PM	145	93	114	119	140	133	134	104	
7:00 PM	100	59	85	106	91	83	80	74	
8:00 PM	81	34	68	73	56	85	88	68	
9:00 PM	62	26	38	41	42	50	62	41	
10:00 PM	50	12	13	20	27	17	29	36	
11:00 PM	33	7	10	14	20	12	22	15	
Max	191	169	186	228	194	221	217	205	151
Total	1,099	1,551	1,909	2,160	2,049	2,033	2,128	1,910	431

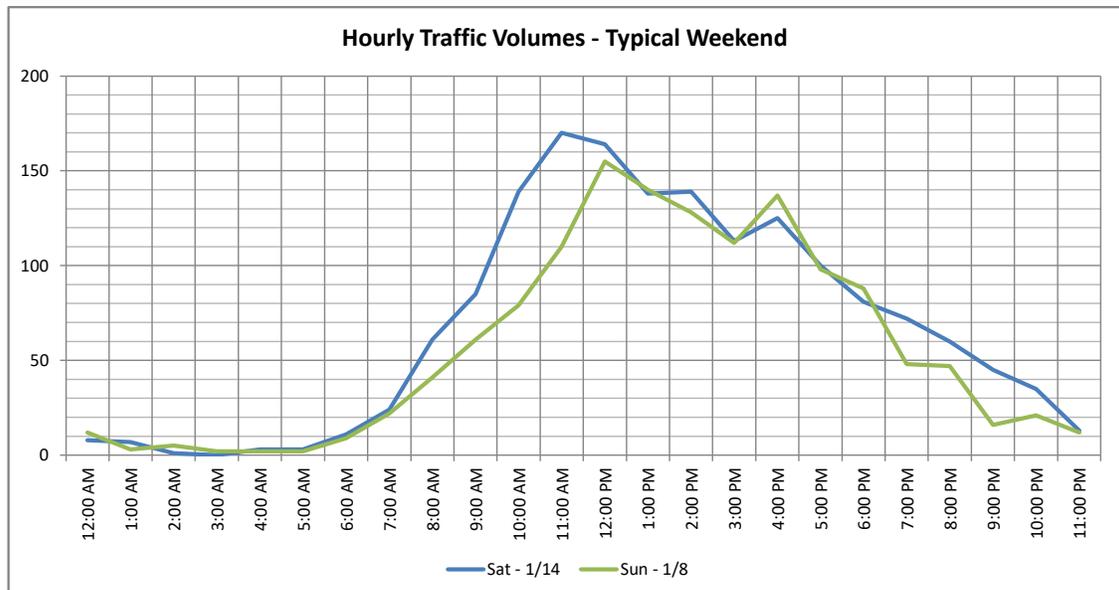
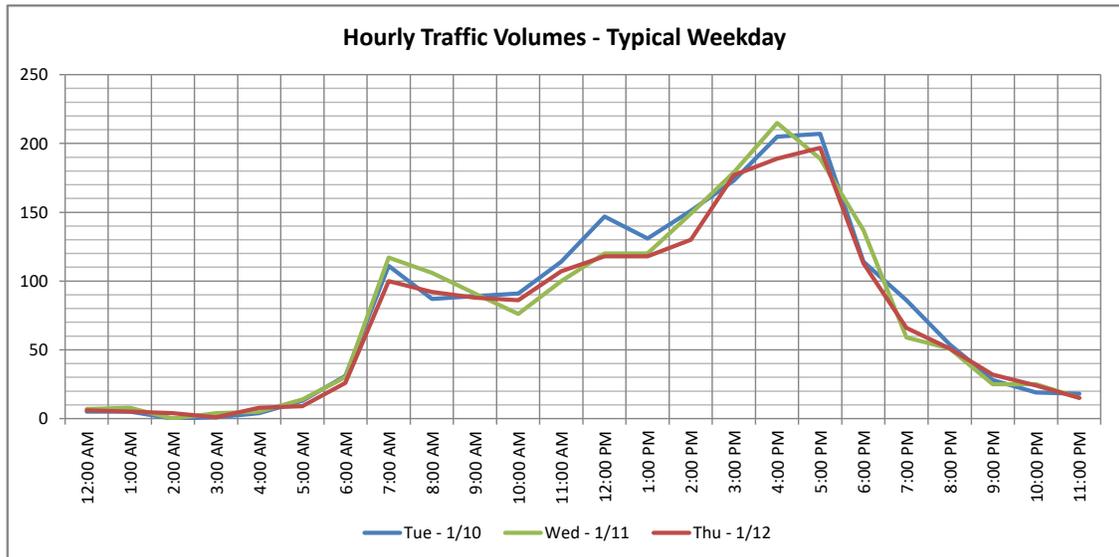


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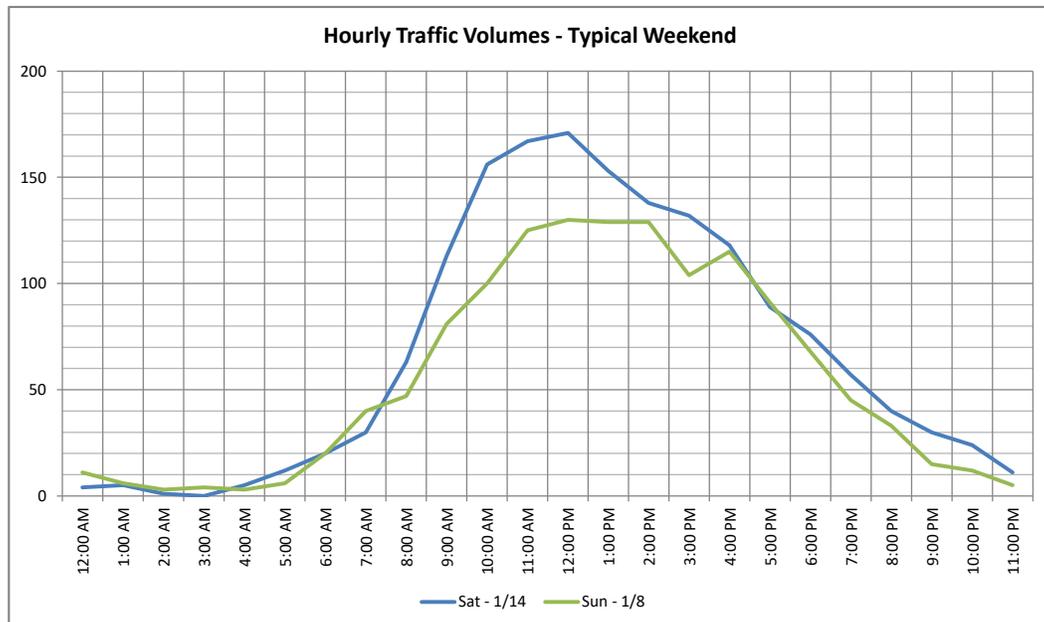
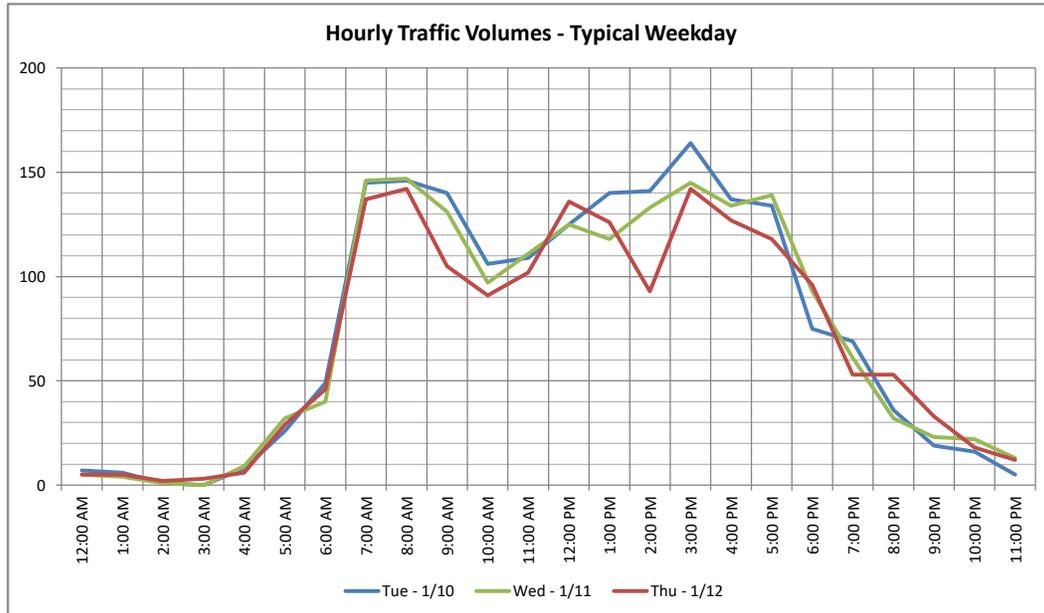
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12:00 AM		11	2	4	3	6	3	6	10
1:00 AM		2	2	3	4	3	7	5	6
2:00 AM		3	0	1	0	3	1	2	3
3:00 AM		2	1	2	4	1	1	0	1
4:00 AM		1	9	4	7	12	8	3	1
5:00 AM		2	12	16	15	8	15	2	5
6:00 AM		7	40	46	42	48	35	9	7
7:00 AM		31	167	155	174	162	168	38	26
8:00 AM		42	155	146	162	147	137	80	66
9:00 AM		95	139	150	130	129	135	133	87
10:00 AM		131	113	119	93	113	120	167	120
11:00 AM		138	123	129	132	136	133	202	123
12:00 PM		185	138	171	147	134	171	201	
1:00 PM		152	130	151	131	147	161	159	
2:00 PM	138	166	186	164	164	144	188	170	
3:00 PM	150	134	189	207	185	193	209	133	
4:00 PM	170	150	231	218	229	226	225	157	
5:00 PM	143	106	173	210	184	201	165	122	
6:00 PM	90	88	130	145	139	136	126	98	
7:00 PM	79	54	80	95	69	77	88	78	
8:00 PM	65	41	69	58	56	48	60	67	
9:00 PM	53	25	19	27	36	35	49	46	
10:00 PM	39	23	22	22	20	24	35	34	
11:00 PM	18	12	12	21	18	13	23	11	
Max	170	185	231	218	229	226	225	202	123
Total	945	1,601	2,142	2,264	2,144	2,146	2,263	1,923	455



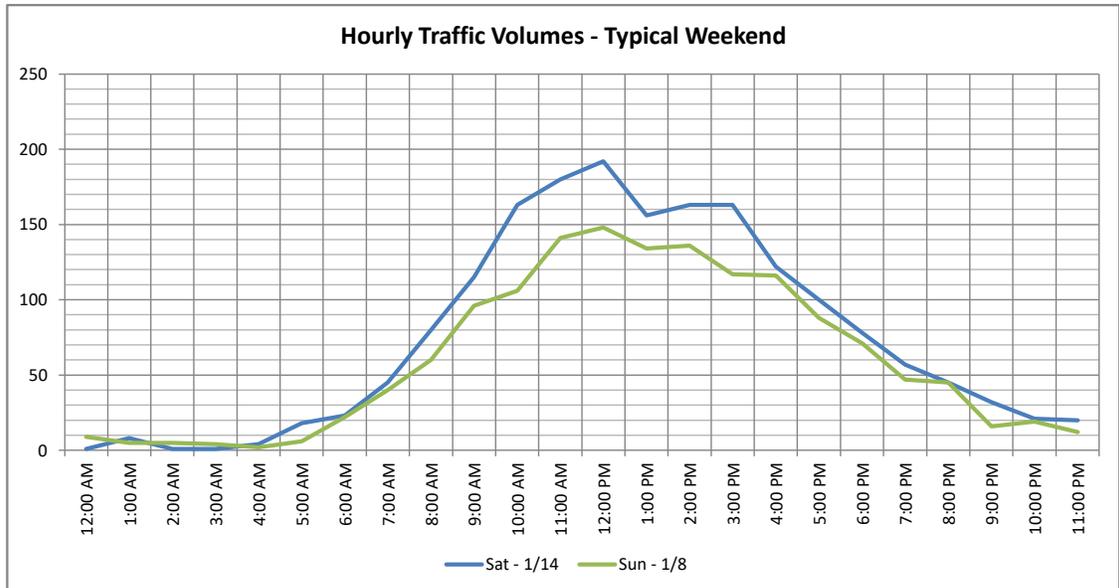
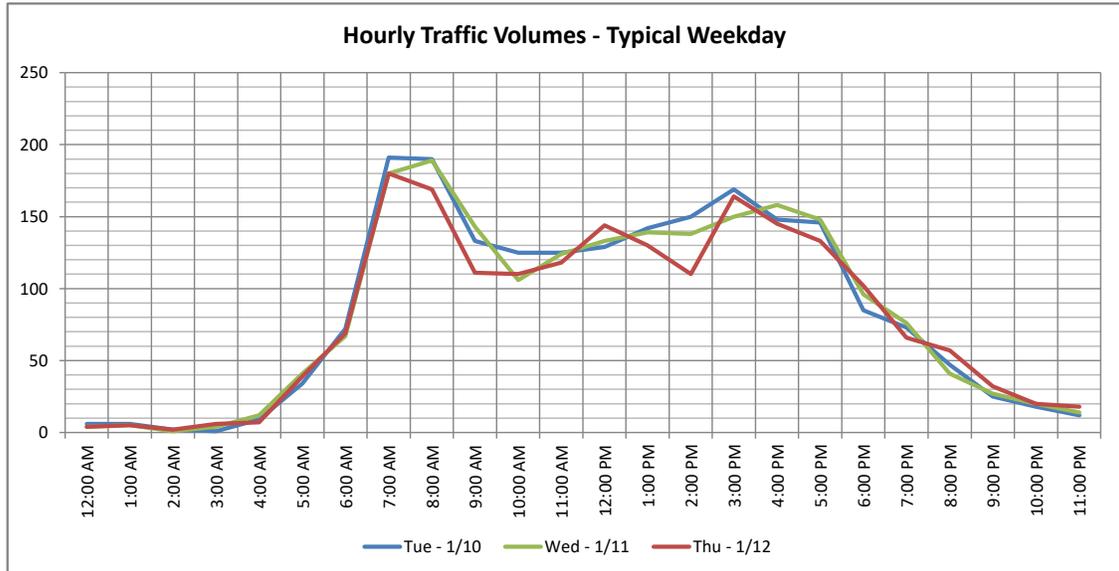
Time Begin	Sat - 1/7	Sun - 1/8	Mon - 1/9	Tue - 1/10	Wed - 1/11	Thu - 1/12	Fri - 1/13	Sat - 1/14	Sun - 1/15
Begin	01/07/23	01/08/23	01/09/23	01/10/23	01/11/23	01/12/23	01/13/23	01/14/23	01/15/23
12:00 AM		12	3	5	7	6	5	8	13
1:00 AM		3	2	5	8	5	7	7	7
2:00 AM		5	0	0	0	4	3	1	2
3:00 AM		2	2	1	4	1	1	0	1
4:00 AM		2	9	4	5	8	6	3	1
5:00 AM		2	14	13	14	9	14	3	7
6:00 AM		9	28	31	30	26	24	11	5
7:00 AM		22	112	111	117	100	112	24	19
8:00 AM		41	104	87	106	92	94	61	59
9:00 AM		61	94	89	91	88	90	85	61
10:00 AM		79	103	91	76	86	87	139	78
11:00 AM		110	107	114	100	107	100	170	100
12:00 PM		155	119	147	120	118	144	164	
1:00 PM		140	112	131	120	118	120	138	
2:00 PM	116	128	146	151	149	130	172	139	
3:00 PM	133	112	182	173	179	177	193	113	
4:00 PM	137	137	208	205	215	189	197	125	
5:00 PM	113	98	175	207	189	197	167	100	
6:00 PM	82	88	114	114	137	113	116	81	
7:00 PM	79	48	67	86	59	66	89	72	
8:00 PM	57	47	56	54	51	51	62	60	
9:00 PM	46	16	25	28	25	32	45	45	
10:00 PM	39	21	17	19	25	24	28	35	
11:00 PM	11	12	8	18	15	15	21	13	
Max	137	155	208	207	215	197	197	170	100
Total	813	1,350	1,807	1,884	1,842	1,762	1,897	1,597	353



Time Begin	Sat - 1/7	Sun - 1/8	Mon - 1/9	Tue - 1/10	Wed - 1/11	Thu - 1/12	Fri - 1/13	Sat - 1/14	Sun - 1/15
	01/07/23	01/08/23	01/09/23	01/10/23	01/11/23	01/12/23	01/13/23	01/14/23	01/15/23
12:00 AM		11	3	7	5	5	4	4	8
1:00 AM		6	1	6	4	5	4	5	6
2:00 AM		3	1	1	1	2	2	1	5
3:00 AM		4	3	0	0	3	2	0	0
4:00 AM		3	13	8	9	6	12	5	2
5:00 AM		6	28	26	32	29	18	12	13
6:00 AM		20	47	49	40	46	41	20	13
7:00 AM		40	126	145	146	137	115	30	26
8:00 AM		47	167	146	147	142	156	63	40
9:00 AM		81	114	140	131	105	117	113	76
10:00 AM		100	86	106	97	91	103	156	109
11:00 AM		125	99	109	111	102	112	167	140
12:00 PM		130	125	125	125	136	128	171	
1:00 PM		129	97	140	118	126	133	153	
2:00 PM	125	129	130	141	133	93	131	138	
3:00 PM	117	104	140	164	145	142	158	132	
4:00 PM	112	115	138	137	134	127	161	118	
5:00 PM	99	91	123	134	139	118	113	89	
6:00 PM	73	68	75	75	93	96	102	76	
7:00 PM	54	45	49	69	61	53	63	57	
8:00 PM	41	33	35	36	32	53	45	40	
9:00 PM	40	15	35	19	23	33	35	30	
10:00 PM	20	12	14	16	22	18	22	24	
11:00 PM	14	5	4	5	13	12	15	11	
Max	125	130	167	164	147	142	161	171	140
Total	695	1,322	1,653	1,804	1,761	1,680	1,792	1,615	438

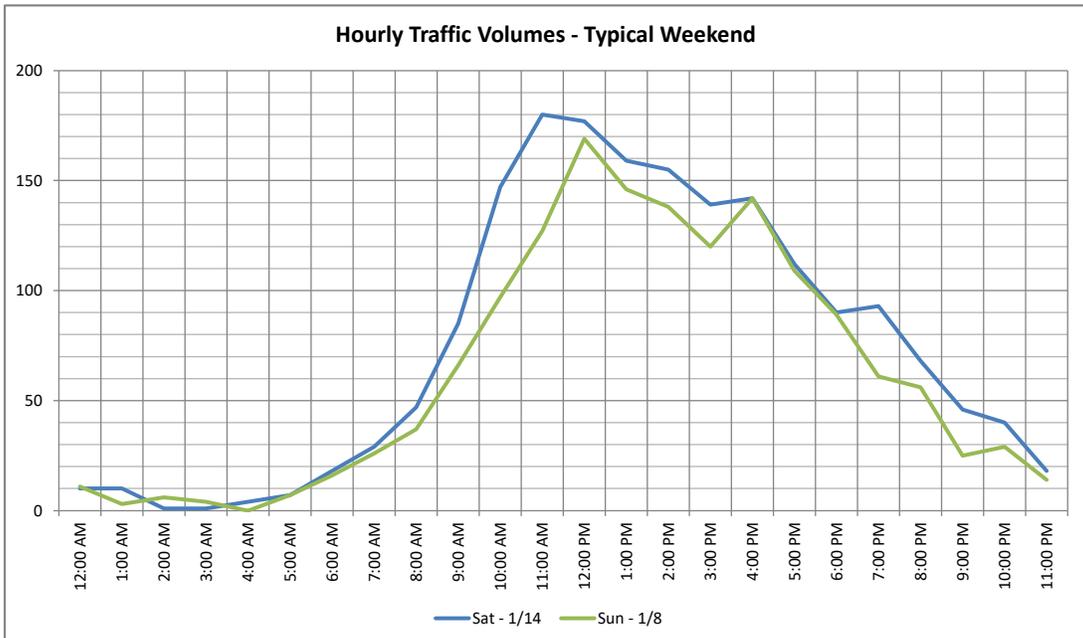
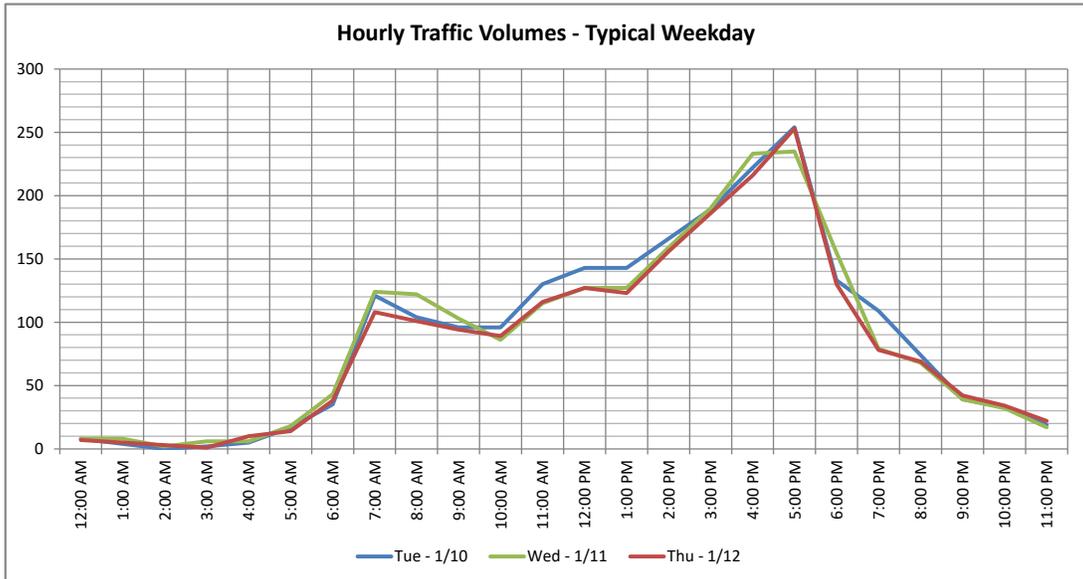


Time Begin	Sat - 1/7	Sun - 1/8	Mon - 1/9	Tue - 1/10	Wed - 1/11	Thu - 1/12	Fri - 1/13	Sat - 1/14	Sun - 1/15
Begin	01/07/23	01/08/23	01/09/23	01/10/23	01/11/23	01/12/23	01/13/23	01/14/23	01/15/23
12:00 AM		9	3	6	4	4	7	1	7
1:00 AM		5	0	6	5	5	3	8	6
2:00 AM		5	1	2	1	2	4	1	5
3:00 AM		4	5	1	4	6	4	1	1
4:00 AM		2	13	9	12	7	12	4	1
5:00 AM		6	33	34	41	39	23	18	11
6:00 AM		22	75	72	67	69	63	23	18
7:00 AM		40	155	191	180	180	147	45	34
8:00 AM		60	202	190	189	169	171	80	51
9:00 AM		96	117	133	143	111	142	115	101
10:00 AM		106	100	125	106	110	113	163	118
11:00 AM		141	110	125	124	118	127	180	150
12:00 PM		148	129	129	133	144	146	192	
1:00 PM		134	109	142	139	130	137	156	
2:00 PM	136	136	146	150	138	110	134	163	
3:00 PM	118	117	158	169	150	164	172	163	
4:00 PM	122	116	149	148	158	145	169	122	
5:00 PM	115	88	126	146	148	133	121	100	
6:00 PM	76	71	86	85	96	102	107	78	
7:00 PM	53	47	67	73	76	66	66	57	
8:00 PM	47	45	30	47	41	57	46	45	
9:00 PM	39	16	33	25	27	32	40	32	
10:00 PM	22	19	10	18	20	20	20	21	
11:00 PM	19	12	11	12	14	18	16	20	
Max	136	148	202	191	189	180	172	192	150
Total	747	1,445	1,868	2,038	2,016	1,941	1,990	1,788	503



ATR # 4 WB

Time Begin	Sat - 1/7	Sun - 1/8	Mon - 1/9	Tue - 1/10	Wed - 1/11	Thu - 1/12	Fri - 1/13	Sat - 1/14	Sun - 1/15
	01/07/23	01/08/23	01/09/23	01/10/23	01/11/23	01/12/23	01/13/23	01/14/23	01/15/23
12:00 AM		11	4	8	8	7	8	10	17
1:00 AM		3	2	4	8	5	6	10	7
2:00 AM		6	1	0	2	3	3	1	1
3:00 AM		4	1	2	6	1	2	1	3
4:00 AM		0	11	5	6	10	7	4	1
5:00 AM		7	16	17	18	14	17	7	9
6:00 AM		16	35	35	43	38	33	18	17
7:00 AM		26	117	121	124	108	116	29	22
8:00 AM		37	113	104	122	101	95	47	55
9:00 AM		66	112	96	103	94	102	85	67
10:00 AM		97	117	96	86	89	90	147	80
11:00 AM		127	124	130	115	116	119	180	119
12:00 PM		169	124	143	127	127	163	177	
1:00 PM		146	120	143	127	123	121	159	
2:00 PM	126	138	167	166	159	156	193	155	
3:00 PM	135	120	191	189	190	186	202	139	
4:00 PM	145	142	227	222	233	216	220	142	
5:00 PM	131	109	213	254	235	253	184	112	
6:00 PM	98	89	134	133	155	130	133	90	
7:00 PM	91	61	87	109	79	78	109	93	
8:00 PM	62	56	64	74	68	69	67	68	
9:00 PM	52	25	34	39	39	42	54	46	
10:00 PM	39	29	23	33	32	34	38	40	
11:00 PM	12	14	14	19	17	22	22	18	
Max	145	169	227	254	235	253	220	180	119
Total	891	1,498	2,051	2,142	2,102	2,022	2,104	1,778	398

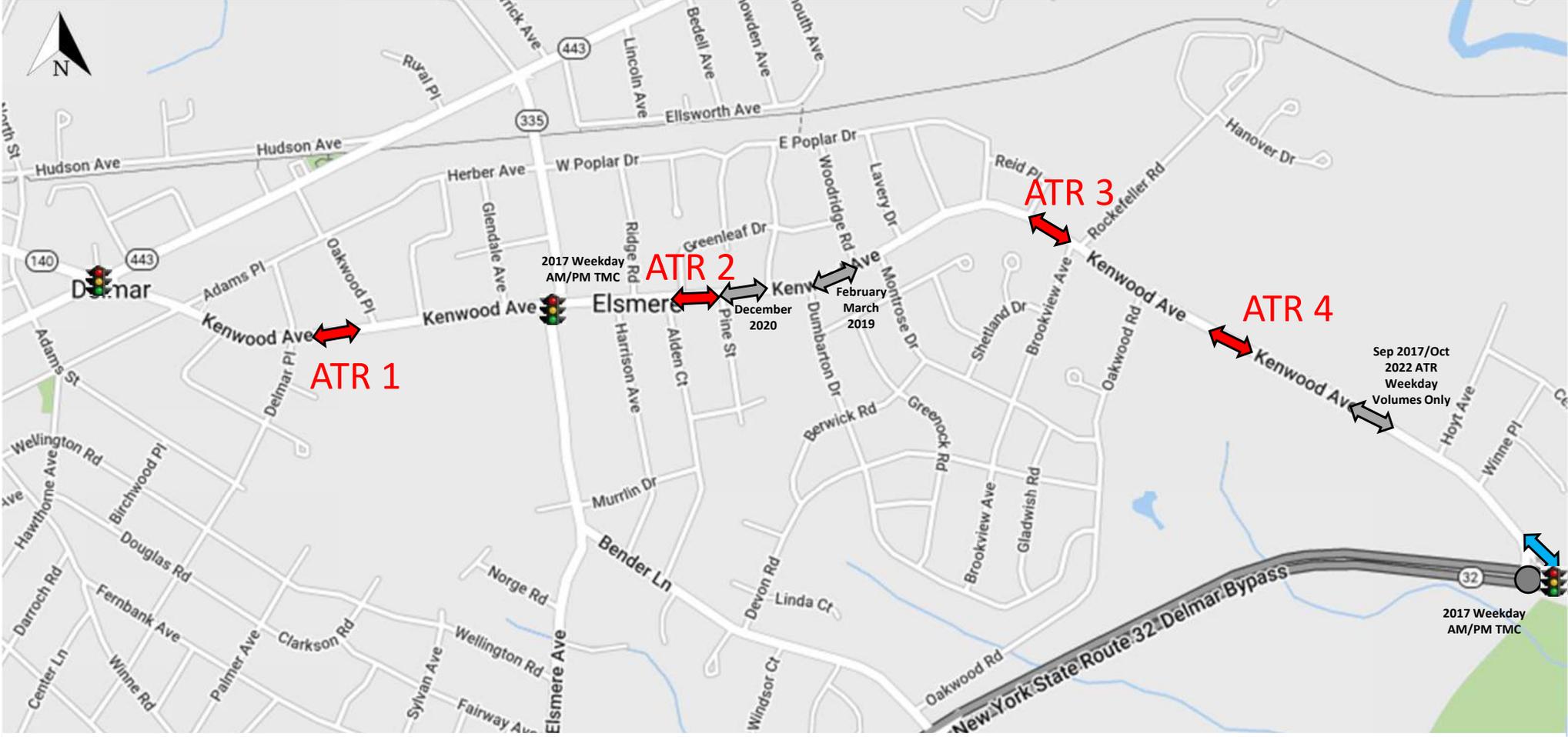


Town of Bethlehem – Kenwood Avenue Traffic Calming Study

Speed Data Collection Plan – Jan 2023



Draft – 01/18/2022
 CHA Project No. : 78371



- Available ATR with Speed from January 2023
- Proposed Intersection Turning Movement Locations – Weekday AM, Weekday PM, and Saturday MD – Up to Four
- NYSDOT Existing Count Station (Traffic Volume + Classifications + Speed)
- Available Existing Traffic Counts from others Existing Traffic Signal

APPENDIX D

Public Participation Plan (PPP)
Kenwood Avenue Traffic Calming Study
Town of Bethlehem
March 23, 2023

Background

This Public Participation Plan (PPP) sets forth the methods and schedule for involving all stakeholders in the ***Kenwood Avenue Traffic Calming Study*** project. This is a “living document” that will be updated, as necessary, throughout the life of the project.

The purpose of the study is to evaluate potential traffic calming and pedestrian safety measures for the 2.2-mile Kenwood Avenue corridor between Delaware Avenue (NYS Route 434) and the Delmar Bypass (NYS Route 32). In addition, traffic calming and pedestrian safety recommendations and sketch plans for the potential future capital funding/project opportunities will also be developed.

Project Development Team

Town of Bethlehem:

- David VanLuven – Town Supervisor
- Robert Leslie, AICP – Town Director of Planning
- Paul Penman, P.E. – Deputy Commissioner of Public Works
- Eric Johnson, P.E. – Town Engineer
- Nate Owens, AICP – Senior Planner

CHA Consulting, Inc.:

- Joe Cimino, P.E. – Project Manager
- Mike Hurtt, P.E. – Highway Engineer
- Jay Patel, P.E., PTOE – Traffic Engineer

Study Goals/Objectives

- Evaluate corridor safety issues
- Evaluate feasibility and/or appropriateness of various traffic calming and/or pedestrian safety measures to address any documented issues
- Develop traffic calming and pedestrian safety recommendations and sketch plans for the potential future capital funding/project opportunities.

One of the primary goals of the Project Development Team is to actively encourage participation, comments, ideas, and feedback from those who use and/or are impacted by the Town’s transportation facilities, in this case, Kenwood Avenue. Throughout project planning processes, development stages, design, and construction, public participation is an integral component for project success. Early, frequent, and continued efforts to involve the public will help to obtain clear understanding of existing conditions and issues, and ensure this study achieves its goals and objectives.

Public Participation

This PPP explains the outreach procedures that will be implemented and how public participation will be achieved throughout the Project's life. Stakeholders to be included in the public participation process will represent a broad cross-section of Town representatives, the business community, civic and community-based organizations, residents, the travelling public, and other interested parties.

Stakeholders were identified by

- Holding meetings and discussions with the town, and
- Through observation of facilities in corridor based on drive-through of the roadway.

What we expect to learn from the stakeholders:

- Safety issues in the corridor
- Speed issues in the corridor
- Confirmation on issues identified
- What improvements are required in the study area – traffic calming and pedestrian safety strategies.

A list of Stakeholders follows:

Stakeholders:

- Community Groups/Businesses
 - Tri-Village Little League - Magee Park
 - Solid Rock Family Church
 - Kleinke's Farm Store
 - Good Samaritan Nursing Home
 - Residents/ Neighborhood Groups

Community groups and businesses possess local knowledge of the study area, are aware of everyday conflicts and play an important role in the decision-making process.

These stakeholders will be engaged through emails, phone calls, and flyers, which will include overall project information, date, and venue of the public workshop, and a link to the website.

These stakeholders will be met at the first public workshop and will be invited to both the public workshops.

- Schools
 - St. Thomas the Apostle School
 - Bethlehem Central Middle School

Schools have their facility along the roadway in the study area and see high pedestrian traffic during school hours.

These stakeholders will be engaged through emails, phone calls, and flyers, which will include overall information of the public meeting and website.

These stakeholders will be met at the first public workshop and will be invited to both the public workshops.

- Emergency Services
 - Police Department
 - Fire Department
 - Emergency Medical Services (EMS)

Emergency Services play a role in law enforcement, catering to the urgent needs of residents and businesses in the study area.

The Project Development Team will meet with the Police Department, Delmar and Elsmere Fire Departments, and EMS Chiefs to discuss the existing conditions and corridor concerns. These departments will be invited to both the public meetings.

- Resident/Neighborhood Groups and Homeowner Associations

Neighborhood groups or homeowners associations adjacent to the Kenwood Avenue Corridor may have an organizational structure that could be utilize to distribute information. The Project Development Team will utilize the first public workshop to learn more and identify representatives for future communication efforts.

- Town of Bethlehem:

- Town Board

The Town Board is an elected body that enacts town legislation, holds hearings, and passes resolutions on matters involving town government. It is responsible for adopting the annual budget, adopting, and amending the town code and broadly addressing issues of concern to the citizens.

The Town Board will be presented with information regarding the project and will be made aware of all the public involvement efforts.

The board will be invited to both public workshops and the project team will present recommendations at a Town Board meeting after the public workshop meetings.

- Bicycle & Pedestrian Committee

The committee's mission is to advise the Town, educate the community, and advocate for opportunities to improve mobility and connectivity for bicyclists and pedestrians in Bethlehem. This committee has a good perspective of the overall sentiment in the town about bicycle and pedestrian issues.

This committee will be engaged through emails, and flyers, which will include overall project information, date, and venue of the public workshop, and a link to the website.

They will be invited to both the public workshop meetings.

- Department of Economic Development & Planning

The Department of Economic Development and Planning is responsible for planning, economic development, building permit, and code enforcement services. The department includes the Building and Planning Divisions and provides staff services and administrative support to the Bethlehem Industrial Development Agency, the Zoning Board of Appeals, and the Planning Board, as well as other advisory groups and committees from time to time.

This department will be involved throughout the project and public involvement process. This department is being represented by Robert Leslie, AICP, the Town Director of Planning, and/or Nate Owens, AICP, Senior Planner.

- Highway Department
The Highway Department is responsible for the upkeep of town streets and sidewalks, including paving, cleaning, and snow removal. The Highway Department also maintains and mows town properties.
The members of the Project Development Team within the town will reach out to the department directly to get their inputs regarding the project.
The Highway Department will be invited to be represented at the public workshops to gather any inputs from the other stakeholders.

- Department of Public Works (DPW)
The Department of Public Works (DPW) services customers throughout the Town of Bethlehem, as well as parts of the Town of New Scotland. DPW is broken down into five divisions: Administrative Division, Engineering Division, Field Operations Division, Water Treatment Division and Wastewater Treatment (Sewer) Division.
This department will be involved throughout the project and public involvement process. This department is being represented by Paul Penman, P.E, the Deputy Commissioner of Public Works, and/or Eric Johnson, P.E., Town Engineer.

Major Public Participation Activities

Press Release and Meeting Flyer	March 27, 2023 (Monday)
Project Website	March 27, 2023 (Monday)
Interactive Map	March 27, 2023 (Monday)
Public Workshop No.1	April 6, 2023 (Thursday)
Website Update (After Public Workshop No. 1)	Ongoing
Public Meeting No. 2 - Meeting/Open House	October 2023

- Press Release and Meeting Flyer
 - Goals/Objectives:
 - Establish effective communication with the public
 - Encourage early and continued public participation
 - Increase awareness of the project among residents

 - Description:
Press Release and Meeting Flyers will contain the date, time, and venue of the public involvement meeting and a link to the project website. These will also include information regarding the overall background of the project.

 - Launch Date: March 27, 2023 (Monday)

 - Deliverables: Press Release and Meeting Flyer

- Project Website

- Goals/Objectives:

- Establish effective communication with the public
- Present complete information to the public to promote understanding of and interest in the project and in the process
- Determine public sentiment regarding potential concerns and/or proposed improvements in the project corridor
- Provide public the opportunity to share their ideas/concerns/solutions

- Description:

The website will initially include:

- Project Background, Goals, & Objectives
- Public Participation Plan (PPP)
- Project Schedule
- Data Collection Plan (and initial results)
- Method(s) for Providing Input, including Interactive Map

The Project Website will include a community engagement platform, up to six (6) pages, that will organize relevant project data, how to contact the project team, an interactive map of the project area, an events calendar, and an area for the public to submit comments to a designated Town-maintained email address.

- Launch Date: March 27, 2023 (Monday)

The project website will be live approximately two weeks prior to Public Involvement Meeting Round 1. Based on the meeting input, the website will be updated to reflect comments received. Project Website updates and postings will occur after each major milestones of the project and before and after each public meeting.

- Deliverables: Project Website

- Interactive Map

- Goals/Objectives:

- Establish effective communication with the public
- Present complete information to the public to promote understanding of and interest in the project and in the process
- Determine public sentiment regarding potential concerns and/or proposed improvements in the project corridor

- Description:

An aerial map representing the study area will be presented on the website enabling them to provide comments for specific locations within the study area. The map will allow the user to find a location of interest to them, add a pin/point and provide a comment/concern about the location on the map.

- Launch Date: March 27, 2023 (Monday)

- Deliverables: Interactive Map

- Public Workshop No.1

- Goals/Objectives:

- Introduce Study Goals & Objectives to the Public
- Summarize the findings of the Existing Conditions Assessment
- Identify common perceived project issues/features, etc. via an Interactive Public Activity

- Description:

The Project Development Team will develop a plan for a public meeting that includes draft presentation materials and an interactive public engagement activity. The goal of this first round of public involvement is to solicit public input on perceived problems in each segment of the Kenwood Avenue corridor. The project development team will prepare a summary of public input to be used to inform the traffic calming recommendations.

- Launch Date: April 6, 2023 (Thursday)

- Deliverables:

- Display boards
- Power Point Presentation
- Comment Forms
- Summary of Public Input
- Project mailing list, including names, mailing addresses, email addresses, and other pertinent contact
- Meeting Summary from Stakeholder Discussions.

- Public Workshop No. 2

- Goals/Objectives:

- Present draft Concept Plans and Recommendations
- Gain feedback

- Description:

The Project Development Team will prepare a public workshop to present the draft concept plans and recommendations. The Project Development Team will advertise the meeting, including direct outreach to contacts from the first round of public engagement. The team will develop and implement the public meeting (either on-line or in person) to gain feedback on the draft concept plans.

- Launch Date: October 2023

- Deliverables:

- Display boards
- Power Point Presentation
- Comment Forms
- Summary of Public Input
- Project mailing list, including names, mailing addresses, email addresses, and other pertinent contact
- Meeting Summary from Stakeholder Discussions.

KENWOOD AVENUE TRAFFIC CALMING STUDY PUBLIC WORKSHOP #1



Town of Bethlehem
Thursday, April 6, 2023
Bethlehem Middle School Library





BETHLEHEM SAFE STREETS . COM



TONIGHT'S AGENDA

- I. Welcome
- II. Project Overview
- III. Existing Conditions Assessment Presentation
- IV. Project Website & Interactive Map Introduction
- V. Break-Out Group Session & Report-Out
- VI. Final Questions & Comments



I - WELCOME

FROM PROJECT DEVELOPMENT TEAM

Town of Bethlehem

David VanLuven	Town Supervisor
Robert Leslie, AICP	Town Director of Planning
Paul Penman, P.E.	Deputy Commissioner of Public Works
Eric Johnson, P.E.	Town Engineer
Nate Owens, AICP	Senior Planner

CHA Consulting, Inc.

Joe Cimino, P.E.	Project Manager
Mike Hurtt, P.E.	Highway Engineer
Jay Patel, P.E., PTOE	Traffic Engineer



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II - PROJECT OVERVIEW

STUDY AREA



Roadway conditions & potential solutions are being studied within two distinct roadway Segments:

Segment 1: Delaware Avenue (NYS Rte 443) to Elsmere Avenue (NYS Rte 335) – 2/3 miles

Segment 2: Elsmere Avenue (NYS Rte 335) to the Delmar Bypass (NYS Rte 32) – 1-1/2 miles



II - PROJECT OVERVIEW

WHERE WE ARE TODAY

- This Town roadway is predominantly a residential street, with small-scale commercial and community service uses such as schools, religious places, ballfields, and a rail-trail.
- The general perception is that the speeds and volumes along Kenwood Avenue are out of character with the mostly residential area it serves.
- Existing Condition Studies Have Been Completed.
- Stakeholders have been identified.
- **Now we need YOUR input!**



II - PROJECT OVERVIEW

PROJECT STAKEHOLDERS

- Community Groups/Businesses
 - Tri-Village Little League - Magee Park
 - Solid Rock Family Church
 - Kleinke's Farm Store
 - Good Samaritan Nursing Home
 - Residents/Neighborhood Groups and Homeowner Associations
- Schools
 - St. Thomas the Apostle School
 - Bethlehem Central Middle School
- Emergency Services
 - Police Department
 - Fire Department
 - Emergency Medical Services (EMS)



II - PROJECT OVERVIEW

FUTURE PROJECT TASKS / GOALS

- Evaluate Existing Conditions Data and Local Concerns
- Determine the feasibility and/or appropriateness of various traffic calming and pedestrian safety measures to address any documented issues
- Hold Public Workshop #2 - present Draft Conceptual Plans / Recommendations & Gain Public Feedback (late Summer/ early Fall)
- Summarize Project Results in Final Report (for potential future capital funding/project opportunities)



II - PROJECT OVERVIEW SCHEDULE

Tasks	2022			2023												
	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Task 1: Initiation	■	■														
Task 2: Existing Conditions			■	■	■											
Task 3: Public Involvement, Round 1						■	★									
Task 4: Concepts and Recommendations								■	■	■						
Task 5: Public Involvement, Round 2											■	■	■	★		
Task 6: Report and Implementation													■	■		



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III - EXISTING CONDITIONS ASSESSMENT



III - EXISTING CONDITIONS ASSESSMENT

Segment 1: Delaware Avenue to Elsmere Avenue

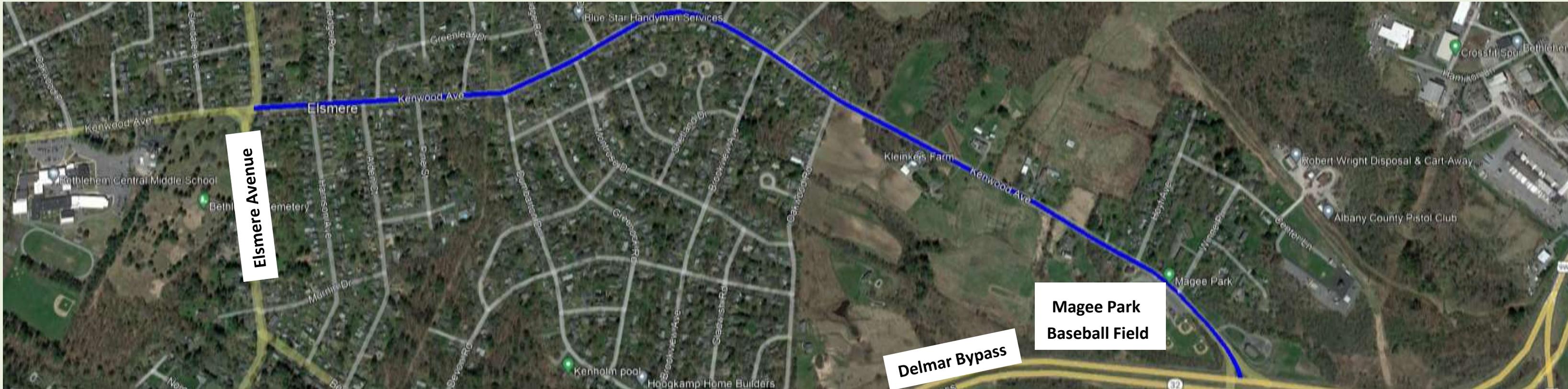
- Existing sidewalk is immediately adjacent to the road and is heavily utilized by children walking and riding bicycles to both the Bethlehem Central Middle School and the St Thomas School.
- Sidewalks are generally about 4' wide with minimal room for snow storage or trash bins.
- Front yards are generally narrow, houses are located close to the roadway, driveways are short, and there is little or no right-of-way behind the sidewalk.



III - EXISTING CONDITIONS ASSESSMENT

Segment 2: Elsmere Avenue to Delmar Bypass

- Roadway is primary used as a connector to/from the Delmar Bypass and neighborhood access.
- A long portion of this segment does not have sidewalks, so pedestrians and/or cyclists have to ride/walk in the roadway (particularly to amenities such as the baseball fields near the Bypass).
- To access the ball fields, vehicles frequently park on Winnie Road and families cross Kenwood Avenue at various unmarked random locations.



III - EXISTING CONDITIONS ASSESSMENT

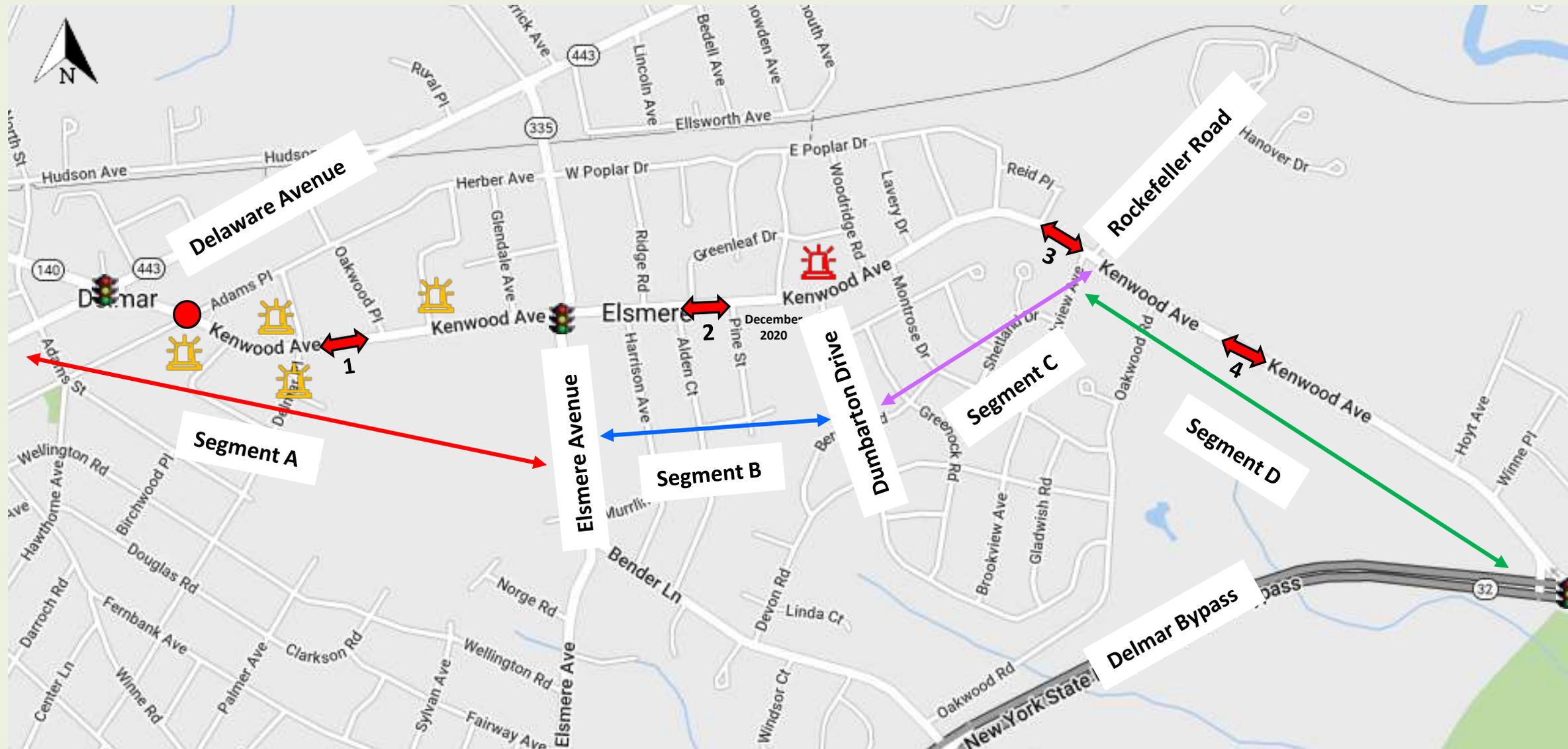
SPEED DATA

- Data collected from 01/07/2023 (Saturday) to 01/15/2023 (Sunday)
- Posted Speed Limit on Kenwood Avenue : 30 mph
- Speed Limit during School Hours near
St. Thomas Apostle School & Bethlehem Central Middle School:
20 mph (7:00 AM to 6:00 PM)



III - EXISTING CONDITIONS ASSESSMENT

SUMMARY OF EXISTING TRAFFIC & SPEED DATA COLLECTED (JAN 2023)



-  Existing Traffic Signal
-  20 mph Speed Limit Sign Beacon
-  Radar / Driver Feedback Sign
-  ATR (Automatic Traffic Recorder)

Speed Data Collection Segments:

- A - Delaware Ave to Elsmere Ave**
- B - Elsmere Ave to Dumbarton Drive**
- C - Dumbarton Drive to Rockefeller Rd**
- D - Rockefeller Rd to Delmar Bypass**

● Intersection Turning Movement Locations (data collected January 2023) – Weekday AM, Weekday PM, and Saturday Mid-Day



III - EXISTING CONDITIONS ASSESSMENT

SPEED DATA

AUTOMATIC TRAFFIC RECORDER (ATR) 1 - KENWOOD AVENUE FROM DELMAR PLACE TO OAKWOOD PLACE



Percentage of Vehicles traveling over 20 mph School Zone Posted Speed Limit on School Days:

Drop-off/Pick-up Hours (Posted Speed Limit 20 mph)

- 7 am to 8 am
 - EB - 97%
 - WB - 94%
- 2 pm to 4 pm
 - EB - 86%
 - WB - 82%

Non - Drop-off/Pick-up Hours (Posted Speed Limit 20 mph)

- 8 am to 2 pm, and 4 pm to 6 pm
 - EB - 92%
 - WB - 83%

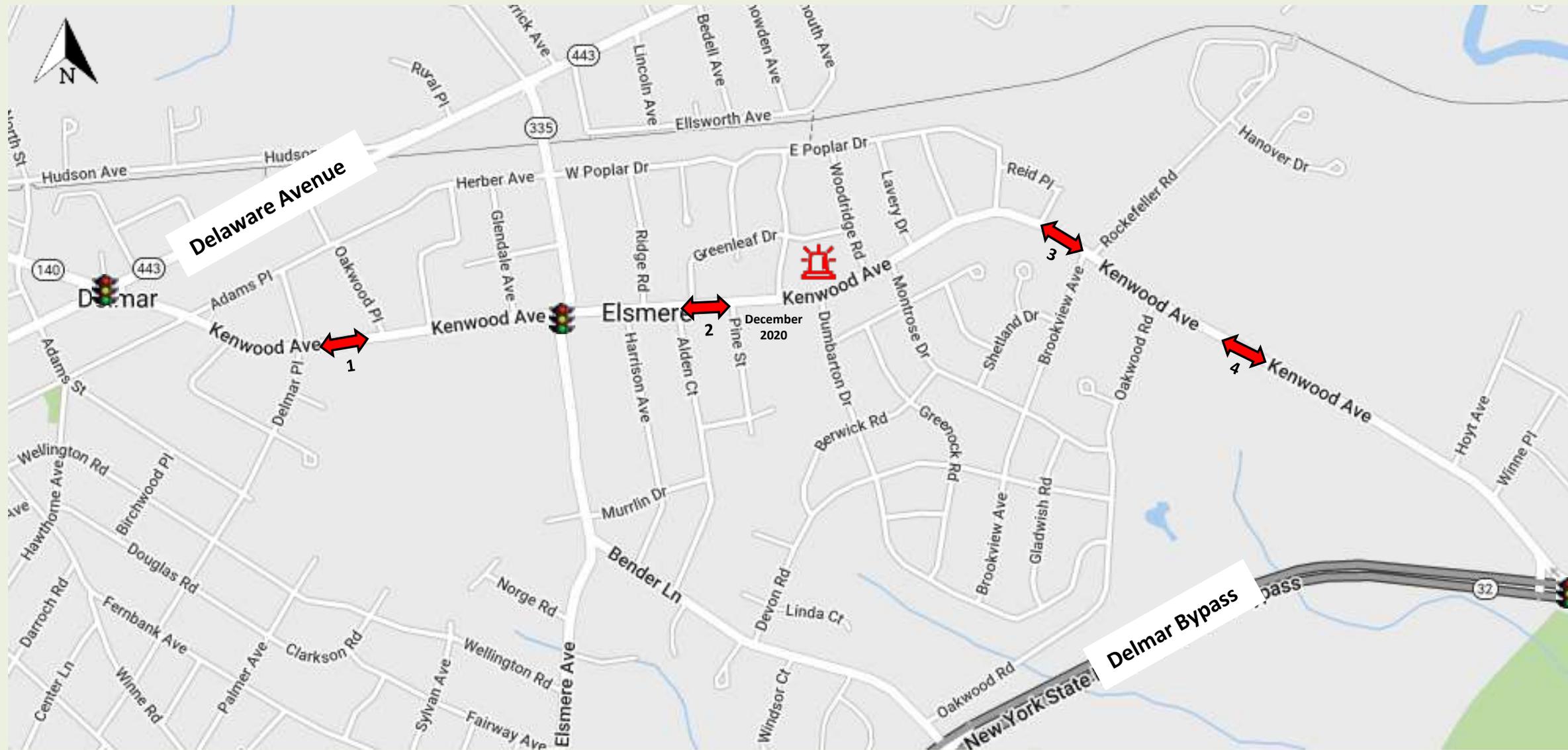


 20 mph Speed Limit Sign Beacon
 ATR (Automatic Traffic Recorder)



III - EXISTING CONDITIONS ASSESSMENT

SUMMARY OF EXISTING TRAFFIC & SPEED DATA COLLECTED (JAN 2023)



-  Existing Traffic Signal
-  Radar / Driver Feedback Sign
-  ATR (Automatic Traffic Recorder)



III - EXISTING CONDITIONS ASSESSMENT

SPEED DATA

Data collected from 01/07/2023 to 01/15/2023	ATR 1 – Delmar Place to Oakwood Place		ATR 2 – Greenleaf Drive to Pine Street		ATR 3 – Pinetree Drive to Brookview Avenue		ATR 4 – Oakwood Road to Hoyt Avenue	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
85th Percentile Speed (mph)	34	33	37	38	35	37	39	39
Total Number of Vehicles	17,223	17,712	15,293	16,067	13,630	13,068	14,671	15,334
Number of Vehicles <=30 mph	8,970	11,807	4,157	3,729	4,944	3,272	1,230	1,488
Number of Vehicles > 30 mph	8,253	5,905	11,136	12,338	8,686	9,796	13,441	13,846
Percent of Vehicles more than 30 mph	48%	33%	73%	77%	64%	75%	92%	90%
Number of Vehicles between 31 – 35 mph	5,922	4,737	7,308	7,412	6,466	6,005	5,373	6,005
Number of Vehicles between 36 – 40 mph	1,991	1,033	3,267	4,000	1,957	3,146	5,870	5,700
Number of Vehicles between 41 – 45 mph	301	110	486	787	232	571	1,823	1,814
Number of Vehicles > 45 mph	39	25	75	139	31	74	375	327

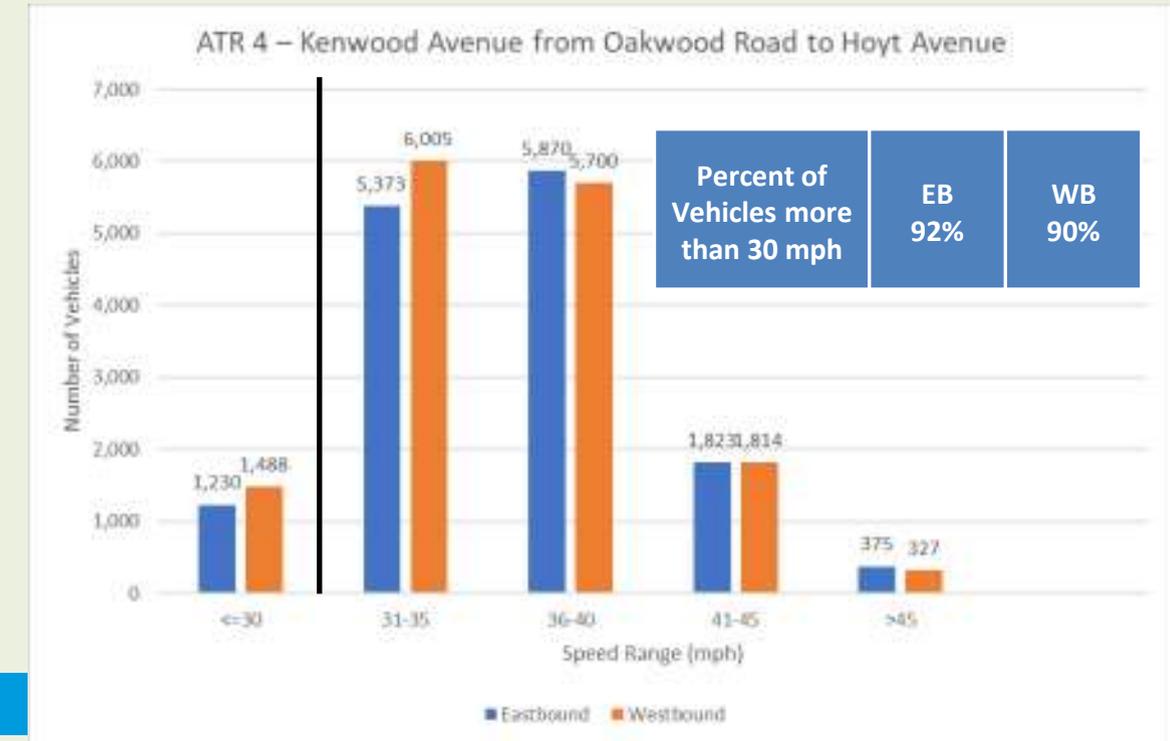
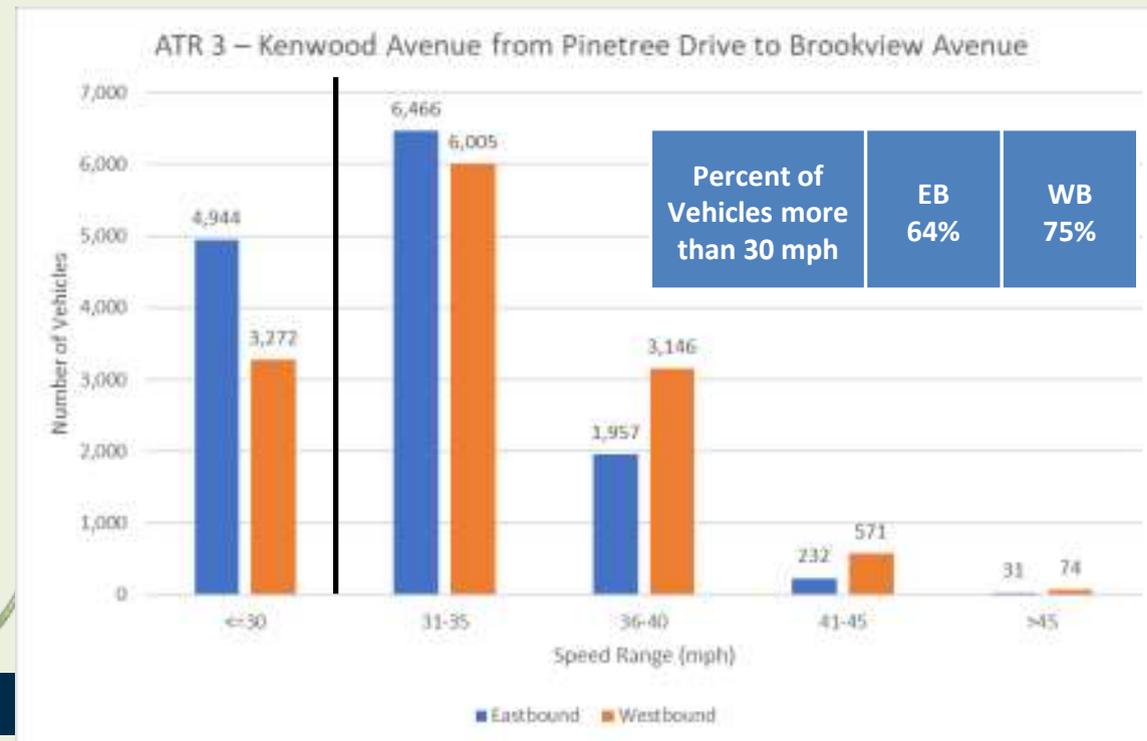
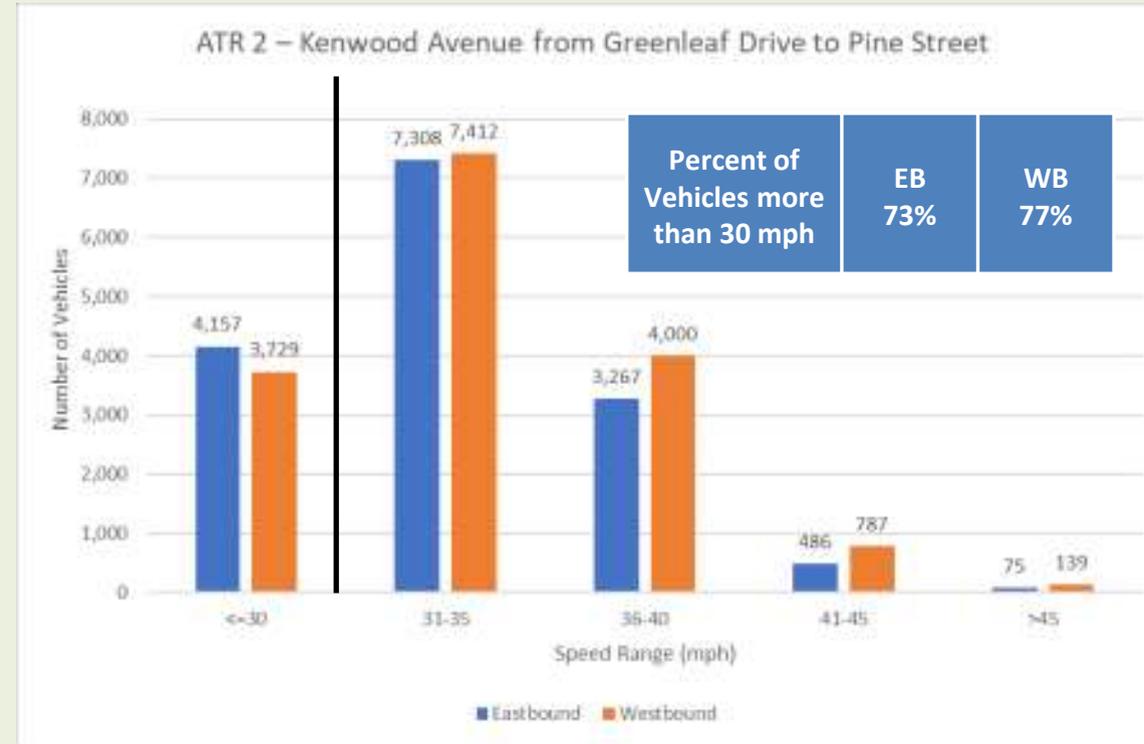
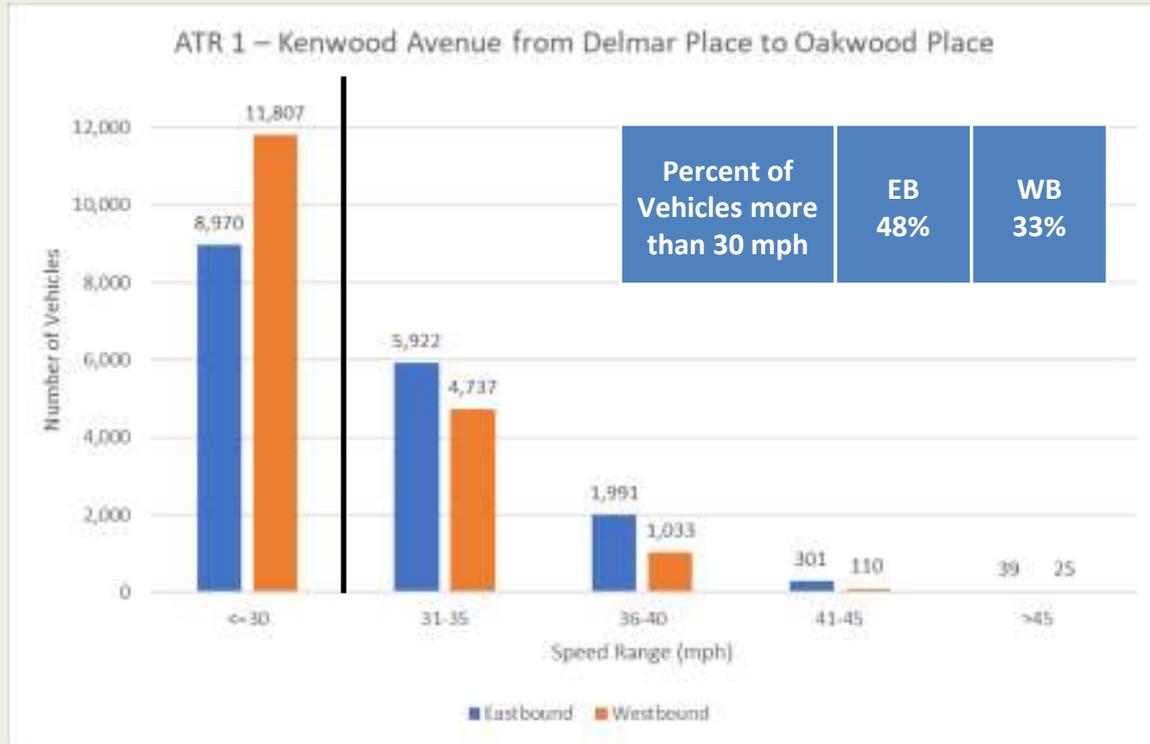
85th Percentile Speed (mph)

- The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.
- Motorists traveling above the 85th percentile speed are exceeding the safe and reasonable speed for road and traffic conditions.



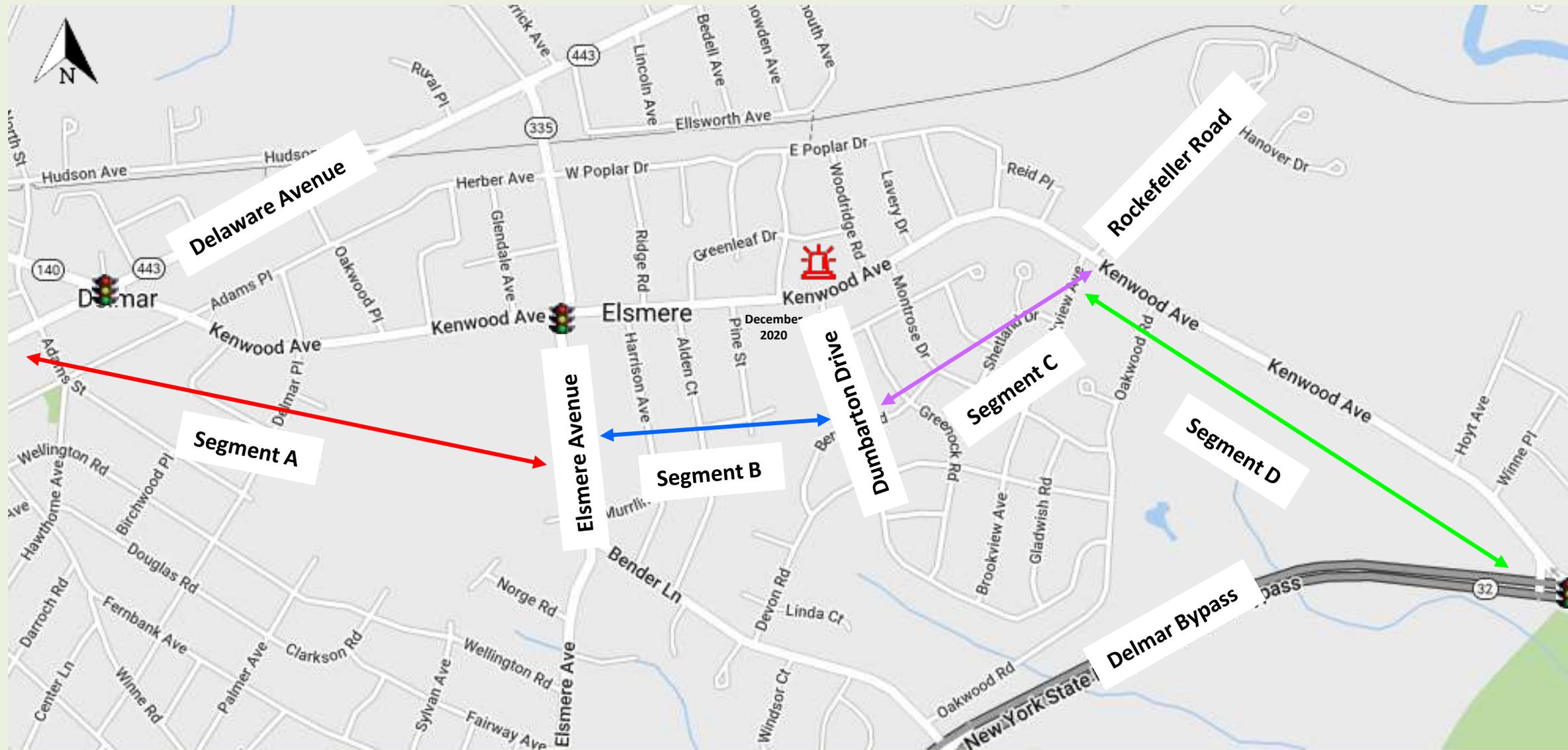
III - EXISTING CONDITIONS ASSESSMENT

SPEED DATA



III - EXISTING CONDITIONS ASSESSMENT

SUMMARY OF EXISTING TRAFFIC & SPEED DATA COLLECTED (JAN 2023)



-  Existing Traffic Signal
-  Radar / Driver Feedback Sign

Speed Data Collection Segments:

- A - Delaware Ave to Elsmere Ave
- B - Elsmere Ave to Dumbarton Drive
- C - Dumbarton Drive to Rockefeller Rd
- D - Rockefeller Rd to Delmar Bypass

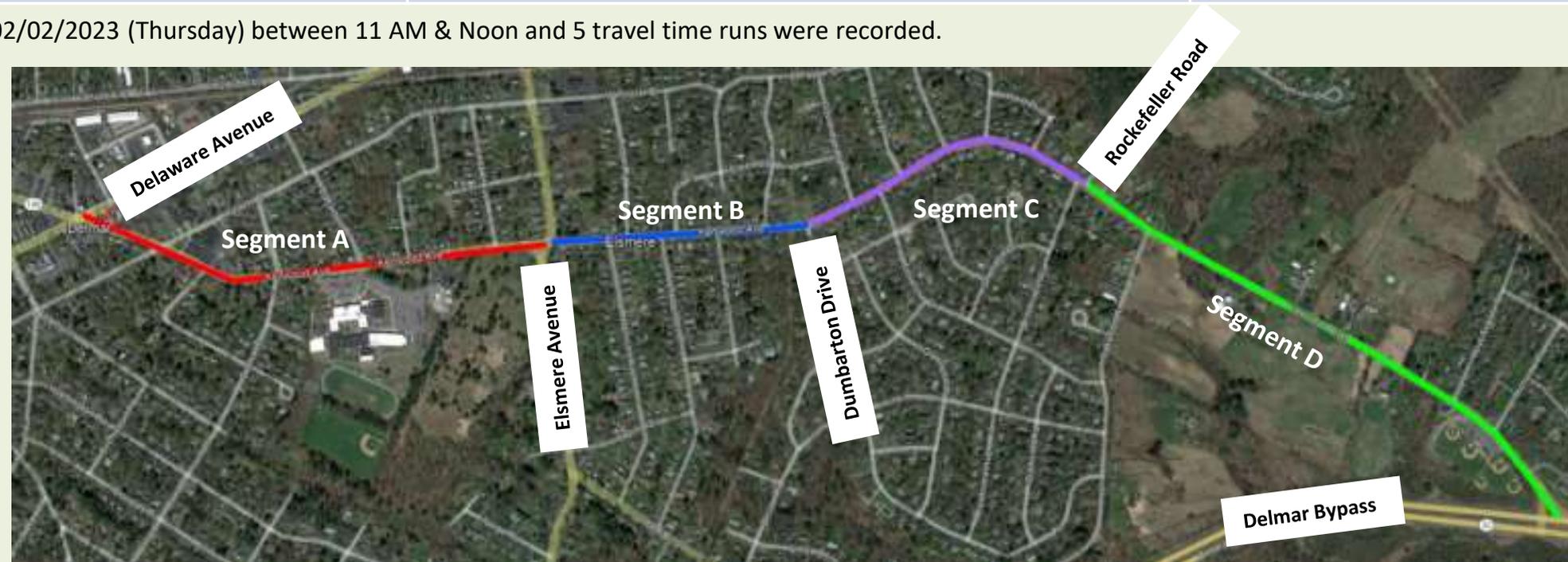


III - EXISTING CONDITIONS ASSESSMENT

FLOATING CAR SPEED STUDY RESULTS

Kenwood Avenue Speed Analysis Segment	Average speed - including stops (mph)	
	Eastbound	Westbound
A - Delaware Avenue to Elsmere Avenue	30	28
B - Elsmere Avenue to Dumbarton Drive	31	31
C - Dumbarton Drive to Rockefeller Road	35	33
D - Rockefeller Road to Delmar Bypass	37	35

¹A field study was conducted on 02/02/2023 (Thursday) between 11 AM & Noon and 5 travel time runs were recorded.

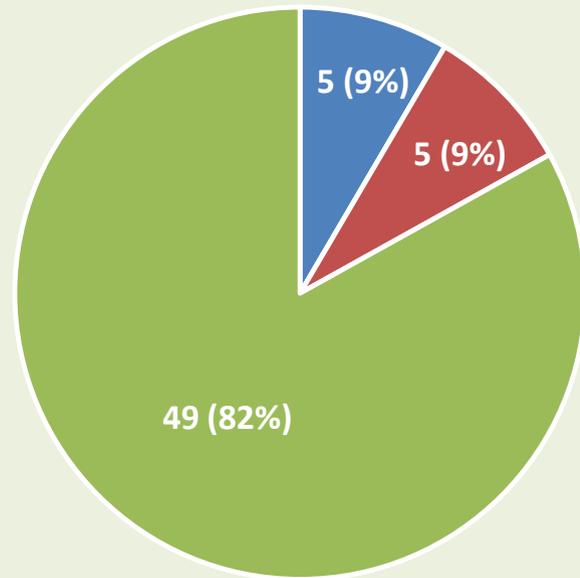


III - EXISTING CONDITIONS ASSESSMENT

CRASH DATA

Summary of Crashes by Severity

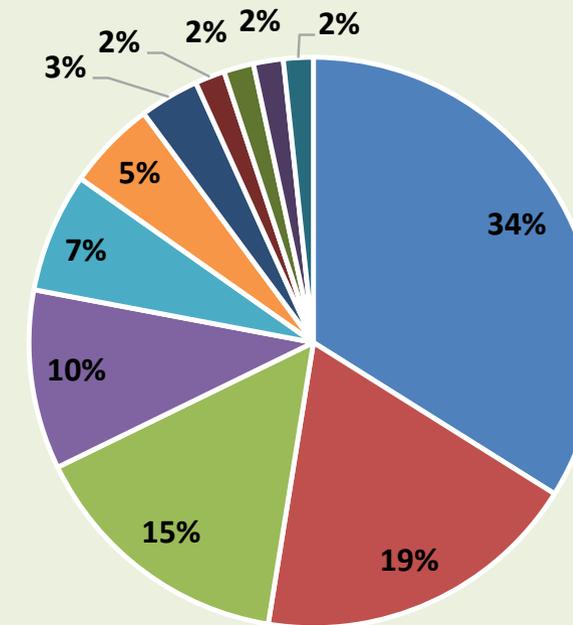
From June 2019 and May 2022 (three years)



■ Injury ■ Possible Injury ■ Property Damage Only

Summary of Crashes by Collision Type

From June 2019 and May 2022 (three years)



■ Right Angle ■ Rear End ■ Out Of Control
 ■ Sideswipe - Same Direction ■ Pedestrian ■ Backing Crash
 ■ Sideswipe - Opposite Direction ■ Animal ■ Head-On
 ■ Left Turn ■ Right Turn

- Total Number of Reported Crashes between 2019 and 2022 = **59**
- Calculated Segment Crash Rate for Kenwood Avenue is lower than the Statewide Average Crash Rates.



III - EXISTING CONDITIONS ASSESSMENT

CRASH DATA (PEDESTRIANS & BICYCLES)

- Four (4) Pedestrian related crashes and zero (0) Bicycle related crashes.
 - One (1) in 2020 at the Kenwood Avenue / Delaware Avenue Intersection
 - Three (3) in 2021 on the segment between Oakwood Place and Delsmere Ave (near school)
- All four (4) crashes were reported as 'Injury' crashes



TONIGHT'S AGENDA

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IV - PROJECT WEBSITE & INTERACTIVE MAP INTRODUCTION

www.kenwoodavestudy.com

Comments accepted until April 30th, 2023



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V - BREAK-OUT GROUP SESSION / REPORT-OUT

- 20 minutes brainstorming Session
- One *Project Development Team Advisor* Per Table (from Town/CHA)
- Mark-Up Plans with **Issues/Concerns/Observations/Ideas** (Please write clearly 😊)
- Select one Person to report out to Entire Audience – 3 biggest Issues/Concerns



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VI - FINAL QUESTIONS & COMMENTS

- Final Questions?
- Provide Future Comments:
 - Via Project Website (Project Interactive Map):
 - www.kenwoodavestudy.com
 - www.townofbethlehem.org
 - By Email:
 - nowens@townofbethlehem.org
 - Via mail/email of Comment Sheet:
 - Back side of Agenda Handout
 - Comments due by April 30th, 2023



THANK YOU FOR YOUR PARTICIPATION!



OBJECT ID	My Issue/Concern is related to...	Description of Concern	First Name (optional)	Last Name (optional)	Location	Visible to Public	Submitted On	x	y
24	Crosswalk	Crosswalk ignored near school			347-353 Kenwood Ave, Delmar, New York, 12054	Yes	04/06/2023 14:06:39.314	-73.82773013	42.62108662
27	Crosswalk	This is a very awkward crosswalk to cross safely, especially for children. The sharp angle of the intersection, and the utility poles right next to the crosswalk make it difficult to see traffic coming from both directions, and for drivers to see pedestrians.	Andrew	Blick	369-369 Kenwood Ave, Delmar, New York, 12054	Yes	04/06/2023 14:32:32.094	-73.83040431	42.62159231
31	Crosswalk	Crosswalks have not been added in an appropriate number to Kenwood. It leads to pedestrians crossing at non-crosswalk locations, such as the intersections with Furman and Delmar Pl.			363-363 Kenwood Ave, Delmar, New York, 12054	Yes	04/06/2023 17:20:10.056	-73.82950575	42.62122873
33	Crosswalk	Add flashing crosswalk lights to the intersection at Elsmere and Kenwood (similar to the ones at the crosswalk on Delaware Ave near Main Square / Stewart's)	Virginia	Lawler	Kenwood Ave, Delmar, New York, 12054	Yes	04/06/2023 17:43:56.071	-73.82041205	42.62175768
35	Crosswalk	There needs to be a crosswalk with a traffic blinking light crosswalk device from the Kenholm gardens neighborhood so ppl can cross the street on their way to school/the rail trail/farmers market			216-224 Kenwood Ave, Delmar, New York, 12054	Yes	04/07/2023 00:57:45.585	-73.81358143	42.62207343
36	Crosswalk	Crosswalk needed			216-224 Kenwood Ave, Delmar, New York, 12054	Yes	04/07/2023 01:12:19.001	-73.81363653	42.62206813
41	Crosswalk	Because sidewalk runs out halfway through the block between Harrison and Alden on the south side of Kenwood, a crosswalk should be added here so pedestrians may safely cross to the other side where there is a sidewalk.	Brian		266 Kenwood Ave, Delmar, New York, 12054	Yes	04/07/2023 12:33:14.178	-73.81801881	42.62185065
42	Crosswalk	A crosswalk with flashing light or similar measure should be added at Murrin and Elsmere to make it safer for children living east of Elsmere to walk to Hamagrael. They cannot cross at the Kenwood/Elsmere intersection because there is no sidewalk alongside the cemetery.	Brian		87-93 Elsmere Ave, Delmar, New York, 12054	Yes	04/07/2023 12:34:53.897	-73.81985672	42.617665
43	Crosswalk	Drivers routinely fail to stop for pedestrians at this crosswalk connecting Herber to West Poplar (St. Stephen's). The addition of the flags has helped significantly - I thank the town for that. But drivers continuing to scoff the law about stopping for pedestrians remains a problem. Again, this is not a Kenwood issue, but it is closely interrelated since crossing here is an alternative to the dangerous Elsmere/Kenwood intersection.	Brian		Elsmere Ave, Delmar, New York, 12054	Yes	04/07/2023 12:43:44.868	-73.82079318	42.62435647
45	Crosswalk	We often have to park on Winnie for my children's baseball games. Cars fly down the road there. A crosswalk with signage would be helpful to notify cars to be aware of families crossing the street there and give us a chance to cross the street without having to run across with fear of being hit.	Samantha	Cassidy	12-12 Kenwood Ave, Glenmont, New York, 12077	Yes	04/07/2023 13:05:57.337	-73.79512921	42.61799775
61	Crosswalk	Many pedestrians and cyclists use the water line to get to the rail trail. A crosswalk is needed to cross over Kenwood safely. Often cars are surprised by unexpected bikes crossing the roadway.			222 Kenwood Ave, Delmar, New York, 12054	Yes	04/10/2023 22:11:22.827	-73.81386117	42.62204414
62	Crosswalk	A crosswalk is needed because sidewalk ends here.			266 Kenwood Ave, Delmar, New York, 12054	Yes	04/10/2023 22:13:59.243	-73.81805507	42.62182309
68	Crosswalk	When riding my bike or walking/running and try to cross this portion of Kenwood, many cars pass by without stopping or even yielding to the crosswalk. Furthermore, since it is a low visibility crosswalk which is blurred from the curve in the road next to St. Thomas school people come flying around that corner and don't always have time to stop as they're already driving to quickly. Not only is this dangerous to cross but it is also difficult to get people to stop for you unless you inch into the road to get their attention even more.	Sean	Garrity	348-354 Kenwood Ave, Delmar, New York, 12054	Yes	04/13/2023 22:19:28.318	-73.82764929	42.62106846
86	Crosswalk	(via public workshop #1)(plot 1 comment 10) Crosswalk at entrance to BCMS			17-99 Oakwood Pl, Delmar, New York, 12054	Yes	04/19/2023 15:44:12.683	-73.82535151	42.62128715
99	Crosswalk	(via public workshop #1)(plot 1 comment 23) Crosswalk from Elsmere over to cemetery. (Additional comments: And me! Me too! x2)			87-93 Elsmere Ave, Delmar, New York, 12054	Yes	04/19/2023 16:10:16.502	-73.81986896	42.61770611
105	Crosswalk	(via public workshop #1)(plot 1 comment 29) Crosswalk here			270-270 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 16:21:38.624	-73.81826178	42.62186458
106	Crosswalk	(via public workshop #1)(plot 1 comment 30) Flashing Beacon please. A lot of foot traffic at waterline.			216-224 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 16:33:03.095	-73.81386022	42.62206033
111	Crosswalk	(via public workshop #1)(plot 1 comment 35) No crosswalk here. It is needed.			15-23 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 16:43:02.241	-73.79519584	42.61808138
157	Crosswalk	(via public workshop #1)(plot 3 comment 19) Crosswalk			15-23 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 19:02:18.173	-73.79611295	42.61859297
158	Crosswalk	(via public workshop #1)(plot 3 comment 20) Crosswalk			12-12 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 19:02:58.969	-73.79508701	42.61798177
180	Crosswalk	(via public workshop #1)(plot 4 comment 11) More crosswalks			275 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:03:48.840	-73.81920917	42.62216633
202	Crosswalk	(via public workshop #1)(plot 5 comment 11) hard to cross here			Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:34:44.816	-73.82099317	42.62169943
204	Crosswalk	(via public workshop #1)(plot 5 comment 13) No crosswalk, sidewalk ends			262-268 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:38:23.636	-73.81821533	42.62186136
208	Crosswalk	(via public workshop #1)(plot 5 comment 17) Crosswalk			12-12 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:41:56.440	-73.79506624	42.61797339
212	Crosswalk	Need of crosswalk where many people cross the waterline	Judie	Gilmore	222 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 16:47:35.173	-73.81384028	42.62204344
218	Crosswalk	(via email dated 01-03-2023) New crosswalk location needs to be weed-whacked periodically to provide visibility for pedestrians (and it's also a popular deer crossing - deer use Albany Water line corridor). There have been several deer hits at this location.			216-224 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:19:21.354	-73.8139091	42.62206021
241	Crosswalk	(via email dated 04-06-2023) Kenwood and Adams Place difficult to cross because of the awkward angle and utility poles and trees - poor visibility for both pedestrians and vehicles			Gregg A Sagor DDS	Yes	04/28/2023 12:24:57.233	-73.83081862	42.62166196

242	Crosswalk	(via email dated 04-06-2023) Kenwood and Delmar Place difficult to cross because of the awkward angle and utility poles and trees – poor visibility for both pedestrians and vehicles			20-36 Delmar Pl, Delmar, New York, 12054	Yes	04/28/2023 12:25:56.218	-73.82760667	42.62103433
28	Intersection	The visibility while making a left from this Elsmere Ave offshoot onto Kenwood Ave is very poor. It seems like this might be a good place for a traffic circle instead of this awkward triangular intersection.			Kenwood Ave, Delmar, New York, 12054	Yes	04/06/2023 14:40:33.574	-73.82085398	42.62167627
37	Intersection	The curve in the road just north of the very busy Kenwood and Elsmere intersection creates a dangerous blind spot for pedestrians, cyclists, and motorists traveling EB on Kenwood. It is impossible to see oncoming traffic. If a driver traveling south on Elsmere were to fail to stop for a red light, eastbound pedestrians/cyclists/drivers would not know what was coming until it hit them.	Brian		35-45 Elsmere Ave, Delmar, New York, 12054	Yes	04/07/2023 12:21:56.996	-73.82033721	42.62183942
56	Intersection	This intersection is difficult to cross in all three crosswalks. The paths are long to cross Adams Pl and crossing Kenwood isn't straight across. Redesigning this intersection to be safer for pedestrians should be considered.			Kenwood Ave, Delmar, New York, 12054	Yes	04/10/2023 17:49:51.976	-73.83074781	42.62166837
73	Intersection	Eliminate the "Y" intersection at Kenwood Ave and Adams Place. T intersections are the safest. Crash data at this location would most likely support removal of the "Y" intersection.	Adam	Hornick	Kenwood Ave, Delmar, New York, 12054	Yes	04/18/2023 17:31:24.120	-73.83087119	42.62168416
74	Intersection	The Kenwood Avenue ramp to and from Elsmere Avenue southbound is a blind corner in two directions. This intersection needs to be transformed into a "T" as there is most likely not enough space for a round-a-bout. This would be a combined project with the State as it would involve moving Elsmere Avenue.	Adam	Hornick	Kenwood Ave, Delmar, New York, 12054	Yes	04/18/2023 17:34:46.598	-73.82094785	42.62168317
76	Intersection	(via public workshop #1) (plot 1 comment 1) more traffic control at 4 corners - someone to direct traffic could be stationed there?			387-401 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:03:13.864	-73.8329288	42.6222077
77	Intersection	(via public workshop #1)(plot 1 comment 2) Blind corners here - hard to see pedestrians.			363-379 Delaware Ave, Delmar, New York, 12054	Yes	04/19/2023 15:07:24.089	-73.83288106	42.62223297
78	Intersection	(via public workshop #1)(plot 1 comment 3) small width around FoCo Taco corner, barely enough space			392-392 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:11:23.419	-73.83265039	42.6221106
101	Intersection	(via public workshop #1)(plot 1 comment 25) When walking/driving EB on Kenwood, visibility to left, on Elsmere, poor (and vice versa) - impossible to know if oncoming traffic may be running a red light			Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 16:14:28.088	-73.82054568	42.6217432
102	Intersection	(via public workshop #1)(plot 1 comment 26) Too many blind corners, when I cross the street I sprint across			272-284 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 16:15:13.597	-73.82028283	42.62176491
113	Intersection	(via public workshop #1)(plot 2 comment 1) Left Turn signals needed Delaware & Kenwood			394-402 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 16:58:24.064	-73.83299407	42.62220686
125	Intersection	(via public workshop #1)(plot 2 comment 13) Intersection of Elsmere and Kenwood is dangerous for cars and pedestrians. Right turns on red are allowed at the intersection of Elsmere and Kenwood heading north into the intersection during school hours.			Elsmere Ave, Delmar, New York, 12054	Yes	04/19/2023 17:19:21.508	-73.82041261	42.6217023
126	Intersection	(via public workshop #1)(plot 2 comment 14) Difficult radius (SB right turn)			285 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:20:27.578	-73.82039115	42.62181086
136	Intersection	I understand that the reason this intersection has beg buttons is because it's complicated, but it also means that a lot of us just cross without waiting for the pedestrian signal, because we otherwise have to wait for a full cycle of light changes. Consider ways to provide automatic walk signals for the crossings where that can be done safely, such as the west side of Delaware and the south side of Kenwood.			368-372 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:49:50.243	-73.83064589	42.62164074
138	Intersection	Crosswalks way too long. Reduce street width, and consider making parts of Adam one-way to reduce its traffic.			Gregg A Sagor DDS	Yes	04/19/2023 17:53:05.089	-73.83091411	42.62165653
139	Intersection	(via public workshop #1)(plot 3 comment 1) pole realignment, skewed intersection			Adams Pl, Delmar, New York, 12054	Yes	04/19/2023 18:22:13.220	-73.83061501	42.62166581
178	Intersection	(via public workshop #1)(plot 4 comment 9) Problem spot			Elsmere Ave, Delmar, New York, 12054	Yes	04/25/2023 19:01:05.396	-73.82070048	42.62157423
179	Intersection	(via public workshop #1)(plot 4 comment 10) Roundabout			272-284 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:01:44.494	-73.82034642	42.62177357
192	Intersection	(via public workshop #1)(plot 5 comment 1) Need a left turn arrow - dangerous intersection! People inch around to pass each other and are unable to see!			Delaware Ave, Delmar, New York, 12054	Yes	04/25/2023 19:19:49.247	-73.83298717	42.62218661
195	Intersection	(via public workshop #1)(plot 5 comment 4) get rid of triangle - very confusing			Gregg A Sagor DDS	Yes	04/25/2023 19:23:22.348	-73.83084408	42.62164188
196	Intersection	(via public workshop #1)(plot 5 comment 5) dangerous intersection			61-83 Adams Pl, Delmar, New York, 12054	Yes	04/25/2023 19:24:11.286	-73.83070863	42.62165491
230	Intersection	Drivers often do not yield to pedestrians and pull in and out of adjoining parking lots very quickly.	Naqiy	Mcmullen	394-402 Kenwood Ave, Delmar, New York, 12054	Yes	04/28/2023 01:03:03.027	-73.83293392	42.62219975
235	Intersection	(via email dated 04-05-2023) Physical improvements needed to reduce travel speed. Neighborhood roundabout option Dumbarton/Kenwood			2-16 Dumbarton Dr, Delmar, New York, 12054	Yes	04/28/2023 12:11:36.057	-73.81340544	42.62208152
251	Intersection	Utility pole makes for an unsafe turn from Adams Pl onto Kenwood			368-372 Kenwood Ave, Delmar, New York, 12054	Yes	04/29/2023 15:43:02.921	-73.8306357	42.62165336
259	Intersection	Kenwood Avenue & Elsmere - the yield is difficult to see clearly and merge onto Kenwood from Elsmere			Kenwood Ave, Delmar, New York, 12054	Yes	04/30/2023 23:54:41.554	-73.82095266	42.62168948
263	Intersection	This is a difficult intersection to take a right hand turn at without swinging quite wide and is also difficult to take the left hand turn onto Kenwood Ave, too. The speed with which cars take the right onto New Scotland is quite high when there is an arrow and the sidewalks at that end are intermittent. In addition, the light is quite confusing. It had been on a motion sensor for many years, it now seems to be on a timer - the timed light is much more effective. The motion sensor light would back up traffic quite a ways on Kenwood merging onto New Scotland. This is a dangerous area for pedestrians.			869-899 Kenwood Ave, Slingerlands, New York, 12159	Yes	05/01/2023 00:03:27.181	-73.86547196	42.62919098

264	Intersection	A left hand turn lane with an arrow would make it safer at this intersection so that cars are not going around unsafely while one vehicle is in the middle of the intersection waiting to turn left.			Kenwood Ave, Delmar, New York, 12054	Yes	05/01/2023 00:04:31.619	-73.85477531	42.62639455
265	Intersection	The intersection of Kenwood and Adam's st is incredibly dangerous. This is particularly true during the warmer months during the Tuesday farmers market. Even when using the crossing flags, I have often had to yank my young children and jump back to the curb when a car comes speeding through the crosswalk. A stop sign or lights is needed here.	Katelynn	Carroll	417-419 Kenwood Ave, Delmar, New York, 12054	Yes	05/01/2023 02:57:47.708	-73.83522545	42.62278409
25	Other	Vehicles backing up on Kenwood during pickup/dropoff			339-345 Kenwood Ave, Delmar, New York, 12054	Yes	04/06/2023 14:15:09.365	-73.82735462	42.62111031
32	Other	BCMS has locked an access gate at the end of Pineview Ave. Opening this gate could provide a safer walkway to BCMS for students.			46 Pineview Ave, Delmar, New York, 12054	Yes	04/06/2023 17:23:50.469	-73.82701398	42.61882473
47	Other	I travel Kenwood multiple times a day. Delivery service drivers (Amazon, UPS, etc.) don't park in driveways, but leave the trucks blocking their lane on Kenwood. This forces thru traffic to pass the truck using the oncoming lane which has resulted in dangerously close stand-offs. Add excessive speed to this & lack of sidewalks and Kenwood can be dangerous to navigate. If you don't add a sidewalk all the way from Oakwood Rd to Rt 32, please at least add a shoulder down near Kleinke's farm. There is no room for error on either side of the road. Thanks for asking!	Linda	Katzman	Brookview Ave, Delmar, New York, 12054	Yes	04/07/2023 15:11:31.770	-73.80659	42.6225999
53	Other	I'm concerned about the flow of traffic being too high for an area that should enable walkers and cyclists. A slower speed during target hours is not sufficient for the neighborhood to maintain a safe environment for pedestrians and cyclists. It would be great if Kenwood was one way only, with a full bicycle lane, from Delaware to Elsmere. The area from Elsmere top 32 definitely needs a raised sidewalk with some shoulder to allow safe traversing.	Ola	Montgomery	346 Kenwood Ave, Delmar, New York, 12054	Yes	04/07/2023 22:04:42.037	-73.82738374	42.62089844
54	Other	Could there be a project to connect Rockefeller rd to make another thoroughfare to Delaware Avenue, it may alleviate some of the volume on Kenwood traveling to get to Delaware.			Albany County Rail Trl, Delmar, New York, 12054	Yes	04/08/2023 01:50:47.018	-73.80092982	42.62723443
57	Other	People frequently park their cars near the intersection in the striped areas. Other solutions such as building out the curb are needed to keep this area clear for safety.			Great Wall	Yes	04/10/2023 17:51:07.074	-73.83276735	42.6221295
67	Other	What happened to kids taking the school bus for which we pay taxes? Why is there such a huge backup of entitled children's parents dropping off or picking up their kids? If you are going to drop your kids at school, you should be required to do it prior to the first bus arrival at school. If you are picking your kids up after school, you should be required to wait until 10-15 minutes after the bus leaves. THOSE would help A LOT. It is a nightmare because of these people who care nothing about others.			Kenwood Ave, Delmar, New York, 12054	Yes	04/13/2023 19:58:34.947	-73.82539925	42.62127768
72	Other	Overweight truck traffic is not being policed. Vehicle speed Sidewalks from Elsmere to pine tree need to be replaced and leveled. marked warning light crosswalk kenwood at albany waterline.	Richard	Webster	Kenwood Ave & Greenleaf Dr, Delmar, New York, 12054	Yes	04/18/2023 14:54:47.291	-73.81692002	42.62194001
79	Other	(via public workshop #1)(plot 1 comment 4) Utility pole too close!			368-372 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:14:27.111	-73.83061459	42.62162113
83	Other	(via public workshop #1)(plot 1 comment 8) School access for Middle School students directly from neighborhood would be safer through here.			Pineview Ave, Delmar, New York, 12054	Yes	04/19/2023 15:31:57.656	-73.82724921	42.61889835
85	Other	(via public workshop #1)(plot 1 comment 9) There was an entrance - it was blocked.			46 Pineview Ave, Delmar, New York, 12054	Yes	04/19/2023 15:33:51.963	-73.82715655	42.61885387
97	Other	(via public workshop #1)(plot 1 comment 21) Easements around cemetery.			Bethlehem Cemetery	Yes	04/19/2023 16:06:07.400	-73.82177843	42.61932915
98	Other	(via public workshop #1)(plot 1 comment 22) Construction of bike paths for student access to Middle School would reduce sidewalk traffic and improve safety!			12054, Delmar, New York	Yes	04/19/2023 16:08:29.798	-73.82123233	42.61803514
107	Other	(via public workshop #1)(plot 1 comment 31) Single data collection is poor data governance. A/B testing / different time of year, is good data governance.			38 Brookview Ave, Delmar, New York, 12054	Yes	04/19/2023 16:36:53.313	-73.80878736	42.61938102
108	Other	(via public workshop #1)(plot 1 comment 32) Add new data set: Density of street Tress for each segment Trees/LF of road			25-127 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 16:38:56.884	-73.80355705	42.62165869
110	Other	(via public workshop #1)(plot 1 comment 34) My house. Frequently tire marks on area in front of my fence.			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 16:41:49.691	-73.80087699	42.6205929
115	Other	(via public workshop #1)(plot 2 comment 3) Telephone pole			368-372 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:01:16.166	-73.83060422	42.62162068
116	Other	(via public workshop #1)(plot 2 comment 4) Telephone pole conflict			364 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:02:20.119	-73.82925027	42.62107368
118	Other	(via public workshop #1)(plot 2 comment 6) Oakwood Place - street becomes a "parking lot" especially at MS dismissal			16-98 Oakwood Pl, Delmar, New York, 12054	Yes	04/19/2023 17:05:45.910	-73.82545657	42.62151324
119	Other	(via public workshop #1)(plot 2 comment 7) Kenwood by Middle School. My kids walked to school & I walk there to Farmers Market. Very scary. Often take Herber instead.			331-337 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:09:26.466	-73.82574893	42.62123396
120	Other	(via public workshop #1)(plot 2 comment 8) Delaware Ave to Oakwood Place. Grid local traffic at this section at beginning & end of school.			330-338 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:10:55.617	-73.82636316	42.62117673
121	Other	(via public workshop #1)(plot 2 comment 9) Plan must consider the boundary of Elsmere Elementary for student access to school. Bender Ln, Kenwood Ave			12054, Delmar, New York	Yes	04/19/2023 17:12:27.849	-73.82553435	42.61883391
123	Other	(via public workshop #1)(plot 2 comment 11) Trash pickup on Kenwood Ave should be scheduled for Saturday afternoon to avoid impacts/conflicts w/ schools & Farmers Market			287-293 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:15:44.128	-73.82134206	42.62171357

131	Other	(via public workshop #1)(plot 2 comment 19) Please involve BC Transportation & Elsmere Elementary & Crossing Guards			2-30 Oakwood Rd, Glenmont, New York, 12077	Yes	04/19/2023 17:28:37.023	-73.80408225	42.62117099
132	Other	(via public workshop #1)(plot 2 comment 20) What will impact of additional planned developments be?			12054, Delmar, New York	Yes	04/19/2023 17:29:56.012	-73.79892704	42.62148678
146	Other	(via public workshop #1)(plot 3 comment 8) Struggle for emergency vehicles to get through			312-324 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 18:32:20.670	-73.82498105	42.62130848
147	Other	(via public workshop #1)(plot 3 comment 9) roadway parking after school. Oakwood & Kenwood. Delmar Place			Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 18:34:04.590	-73.82544441	42.62126851
148	Other	(via public workshop #1)(plot 3 comment 10) One-Way			16-98 Oakwood Pl, Delmar, New York, 12054	Yes	04/19/2023 18:37:21.979	-73.8263011	42.622705
151	Other	(via public workshop #1)(plot 3 comment 13) Need more street trees			47-49 Elsmere Ave, Delmar, New York, 12054	Yes	04/19/2023 18:43:14.528	-73.82058486	42.62127312
155	Other	(via public workshop #1)(plot 3 comment 17) Development 100 units			140-198 Rockefeller Rd, Delmar, New York, 12054	Yes	04/19/2023 19:00:40.680	-73.80420893	42.62349412
156	Other	(via public workshop #1)(plot 3 comment 18) Development 65 units			12054, Delmar, New York	Yes	04/19/2023 19:01:27.224	-73.79718584	42.62053204
159	Other	(via public workshop #1)(plot 3 comment 21) Overflow parking for Magee			12-12 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 19:03:33.299	-73.79504463	42.6178969
162	Other	(via public workshop #1)(plot 3 comment 23) Alt. Ped/Bike access to M5			46 Pineview Ave, Delmar, New York, 12054	Yes	04/19/2023 19:14:13.203	-73.82709327	42.61883909
163	Other	(via public workshop #1)(plot 3 comment 24) Alt. Ped/Bike access to M5			14 Palmer Ave, Delmar, New York, 12054	Yes	04/19/2023 19:14:47.570	-73.82710936	42.61696437
164	Other	The homes along most of Kenwood are already very close to the road. There is no room and would be very concerned about any attempt to widen Kenwood ave. The main goal should really be dealing with those who speed.			Lavery Dr, Delmar, New York, 12054	Yes	04/20/2023 16:55:19.598	-73.81111002	42.62328001
167	Other	Narrow road	Steve	Redler	371 Kenwood Ave, Delmar, New York, 12054	Yes	04/24/2023 15:15:41.350	-73.83127648	42.62188092
169	Other	Could the kids access the middle school through here? It seems much safer than going on Kenwood? It's my understanding that this used to be open and now isn't? Who makes that call?	Maura Fuller		46 Pineview Ave, Delmar, New York, 12054	Yes	04/24/2023 19:19:01.625	-73.82712814	42.6188608
170	Other	(via public workshop #1)(plot 4 comment 1) Move telephone pole (Adams Place)			368-372 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 18:49:55.521	-73.83059081	42.62161792
171	Other	(via public workshop #1)(plot 4 comment 2) Scary at dropoff/bad lighting - parking parents at dropoffs			2-18 Delmar Pl, Delmar, New York, 12054	Yes	04/25/2023 18:52:58.898	-73.82756528	42.62110476
172	Other	(via public workshop #1)(plot 4 comment 3) Alternative entrance to school			7 Central Pl, Delmar, New York, 12054	Yes	04/25/2023 18:54:39.293	-73.82674452	42.61949223
187	Other	(via public workshop #1)(plot 4 comment 18) Truck traffic over weight			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:11:57.895	-73.80015461	42.62031411
188	Other	(via public workshop #1)(plot 4 comment 19) Traffic			14 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:12:55.495	-73.79551261	42.6179833
190	Other	(via public workshop #1)(plot 4 comment 21) Cars parked for ball park			Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:14:25.894	-73.7938725	42.61674044
194	Other	(via public workshop #1)(plot 5 comment 3) Trim trees			371-371 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:22:20.265	-73.83083067	42.62171195
198	Other	(via public workshop #1)(plot 5 comment 7) dangerous traffic during school drop off - parents dropping off kids endangering walkers			17-37 Delmar Pl, Delmar, New York, 12054	Yes	04/25/2023 19:30:51.690	-73.82769032	42.62081062
199	Other	(via public workshop #1)(plot 5 comment 8) If the school opens the gate more walkers & bikers can get thru without going to Kenwood			46 Pineview Ave, Delmar, New York, 12054	Yes	04/25/2023 19:32:12.949	-73.82706578	42.61887374
219	Other	(via email dated 01-27-2023) Kenwood Avenue is too narrow for modern traffic. Suggest converting the stretch of Kenwood Avenue into a one-way street from Adams Place to Elsmere Avenue			365-367 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:21:11.862	-73.8300855	42.62146021
223	Other	(via email dated 03-24-2023) Residents see cars travel around school buses that have their "Stop" sign out.			317-327 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:27:42.476	-73.82477511	42.62133624
224	Other	(via email dated 03-24-2023) Town should restrict more residential development from happening along Kenwood. This would reduce volume and therefore, vehicle speeds.			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/27/2023 19:28:56.960	-73.79994003	42.62023121
229	Other	There is a closed gate that connects the end of this road to BCMS. If the gate was open, it would provide a much safer option for students walking and biking to school than going on the busy street.	Kristin	Haacker	46 Pineview Ave, Delmar, New York, 12054	Yes	04/27/2023 21:17:35.387	-73.82709224	42.6188636
232	Other	(via email dated 04-03-2023) Propose short section of Delmar Place from Pineview Ave to Kenwood be closed on Saturdays from 9AM to 1PM during Farmers Market			17-37 Delmar Pl, Delmar, New York, 12054	Yes	04/28/2023 12:08:18.816	-73.82783894	42.62025901
236	Other	(via email dated 04-05-2023) Perhaps Police take another route during school dismissal			317-327 Kenwood Ave, Delmar, New York, 12054	Yes	04/28/2023 12:12:21.958	-73.82469808	42.62135047
237	Other	(via email dated 04-05-2023) Trash disposal companies picking up trash at the same time as morning drop off			331-337 Kenwood Ave, Delmar, New York, 12054	Yes	04/28/2023 12:12:42.248	-73.82582192	42.6212281

239	Other	(via email dated 04-05-2023) Perhaps install speed radar ticket cameras			226-226 Kenwood Ave, Delmar, New York, 12054	Yes	04/28/2023 12:14:38.754	-73.81411262	42.62204162
243	Other	(via email dated 04-06-2023) Observed Middle School arrival activity for about 20mins – overall well moving orderly flow			330-338 Kenwood Ave, Delmar, New York, 12054	Yes	04/28/2023 12:26:16.224	-73.8259488	42.6210031
244	Other	I am concerned about the safety of Middle School bikers and walkers during the school hours with the amount of car and bus traffic going to and from the school.	Theresa	Cohen	17-37 Delmar Pl, Delmar, New York, 12054	Yes	04/28/2023 17:59:01.759	-73.82766945	42.62093197
245	Other	I am concerned with the number of walkers and bikers trying to get to the Middle School from Delmar Pl. onto Kenwood and up to the school. The sidewalk is narrow and there is no curb or road verge to protect the walker.	Theresa	Cohen	340-346 Kenwood Ave, Delmar, New York, 12054	Yes	04/28/2023 18:01:50.488	-73.8268326	42.62113724
246	Other	This location would be ideal for student walkers and bikers to access the school without having to go up to Kenwood.	Theresa	Cohen	6-6 Central Pl, Delmar, New York, 12054	Yes	04/28/2023 18:03:17.440	-73.8269431	42.61980379
254	Other	This is a safe and simple access point for BCMS students who walk from the neighborhood. BCMS students and residents alike can avoid the treacherous Kenwood sidewalk that has zero separation with the road. This access point used to be available and has been chain linked for a few years now, preventing students and residents from entering via the Pineview Ave path. Unlocking the gate and offering access here will help prevent accidents and enhance safety for all.	Erin	Svare	46 Pineview Ave, Delmar, New York, 12054	Yes	04/29/2023 18:17:22.276	-73.82696273	42.61892296
258	Other	Why not open this gate during school hours to let kids arrive safely by bike or by foot? This could also be utilized on the weekends for people to get to the farmers market. Overgrown trees could be trimmed by the town and a nice walkable path would make access much easier and safer for all.	Emily	Field	46 Pineview Ave, Delmar, New York, 12054	Yes	04/30/2023 19:38:57.611	-73.82703816	42.6187822
261	Other	Clear line of sight at the intersection is not possible due to foliage			348-354 Kenwood Ave, Delmar, New York, 12054	Yes	04/30/2023 23:57:37.208	-73.82778156	42.6210579
262	Other	Pickup and dropoff at both St. Thomas & BMS need to be managed better. The quantity of car traffic generated by pickup/droffoff is both unsafe for pedestrians & bicyclists but also backs up traffic significantly.			356-358 Kenwood Ave, Delmar, New York, 12054	Yes	04/30/2023 23:59:00.288	-73.82879544	42.6210204
141	Roadway	(via public workshop #1)(plot 3 comment 3) stamped, textured, red pavement approaches, crosswalks, make visual "noise" for drivers			369-369 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 18:25:24.674	-73.83031326	42.62155331
143	Roadway	(via public workshop #1)(plot 3 comment 5) flashing lights, raised crosswalks, brightly painted, 20mph all times			356-358 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 18:27:49.218	-73.82896816	42.62104052
150	Roadway	(via public workshop #1)(plot 3 comment 12) speed humps needed			317-327 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 18:40:39.154	-73.82413795	42.62142115
29	Sidewalk	No consistent sidewalk on Kenwood between Rockefeller Rd & the bypass, makes it difficult to access otherwise closeby parts of town from the neighborhood here. Very narrow/ impossible walking space when walking to Kleinke farms/ connecting to sidewalk.			2 Hoyt Ave, Glenmont, New York, 12077	Yes	04/06/2023 15:34:15.235	-73.79635263	42.61881095
30	Sidewalk	The sidewalk from Delaware Ave. to Elsmere Ave. is directly adjacent to Kenwood's white line boundary. Cars routinely speed by pedestrians in excess of the speed limit. The problem becomes compounded when unexpected backups of traffic occur due to pickup/dropoff at the MS or St. Thomas.			365-367 Kenwood Ave, Delmar, New York, 12054	Yes	04/06/2023 17:18:27.394	-73.8297096	42.62130768
34	Sidewalk	Not enough sidewalk for students exiting the middle school onto Kenwood Ave. students are walking and biking in greater numbers and interacting with greater car traffic. Car traffic at school let-out is denser and noisier (honking).	Marie	Crawford	340-346 Kenwood Ave, Delmar, New York, 12054	Yes	04/06/2023 21:13:01.400	-73.82664962	42.6211485
38	Sidewalk	Sidewalk along the stretch of Kenwood in front of the middle school is dangerously narrow, right up against the road, and often obstructed by overgrown greenery and garbage/recycling bins. In the Winter of 2021-22, this stretch of sidewalk was often not well-cleared of snow and ice. Hundreds of young middle schoolers walk this stretch of sidewalk every school day. The safety of these children must be one of our top concerns as we consider Kenwood safety improvements.	Brian		301 Kenwood Ave, Delmar, New York, 12054	Yes	04/07/2023 12:25:09.550	-73.82271223	42.62159703
39	Sidewalk	Lack of sidewalk along the Bethlehem Cemetery, both north and east. One consequence of this is that there is no way for a child leaving east of Elsmere Avenue to walk safely to Hamagrael. They either can cross at the Elsmere/Kenwood intersection and then have no sidewalk to walk on toward Hamagrael, or cross Elsmere at Murrin, where there is a sidewalk on both sides but no lights or crosswalks, and cars drive very quickly, and there is a blindspot for northbound drivers caused by a road curve. Although this study is focused on Kenwood, the lack of a safe way to cross Elsmere between the bypass and Kenwood is an interrelated issue that could be addressed through this project.	Brian		53-55 Elsmere Ave, Delmar, New York, 12054	Yes	04/07/2023 12:29:40.997	-73.82054143	42.62097072
40	Sidewalk	Sidewalk runs out on the south side of Kenwood around here, forcing pedestrians to cross the street to continue, but without benefit of a crosswalk.	Brian		266 Kenwood Ave, Delmar, New York, 12054	Yes	04/07/2023 12:32:05.855	-73.81795444	42.62182039
44	Sidewalk	Sidewalk just in front of St. Stephen's on Kenwood is very narrow and close to the road (it gets better as you continue south toward the Kenwood/Elsmere intersection).	Brian		16 Elsmere Ave, Delmar, New York, 12054	Yes	04/07/2023 12:44:39.075	-73.82070199	42.62429726
46	Sidewalk	A sidewalk along Kenwood Ave that leads from 4 corners to Magee park would be helpful. We would love to ride our bikes or walk to baseball games but right now it's just not safe. There isn't even space for someone to walk on the side of the road right now!	Samantha	Cassidy	28 Kenwood Ave, Glenmont, New York, 12077	Yes	04/07/2023 13:07:40.514	-73.79633352	42.61864318
48	Sidewalk	The sidewalk between Adams Place and the Key Bank driveway is scary. It's narrow, right next to the fast traffic on Kenwood and is in poor condition.	Michael		371 Kenwood Ave, Delmar, New York, 12054	Yes	04/07/2023 19:51:27.649	-73.83108958	42.6218043
49	Sidewalk	Two concerns. One, we really need a sidewalk out to at least Kleinke farm stand, but preferably. To Magee park. Even more needed if housing development on the north side of Kenwood goes in. Two, it is great that the town sidewalk plow clears the walks, but on Kenwood, they often fill back up with melting snow and freeze over. Kids on their way to school and other walkers, many older persons, are forced to walk in the street. This is very dangerous, and one reason that parents of m.s. kids who live too close to the middle school to be bused drive the kids to school.	Ann	Schucker	228 Kenwood Ave, Delmar, New York, 12054	Yes	04/07/2023 20:18:53.082	-73.81467178	42.62199851

50	Sidewalk	I don't understand why the new sidewalk (completed in 2022-23) did not extend all the way to Pine Tree and ideally continue down Kenwood past Rockefeller. Also - There is constant foot/bike traffic from Elsmere down E Poplar through Reid Place to Pine Tree and then beyond toward Rockefeller, Kleinke's farm, and side streets. I often see people walking on E Poplar and Kenwood in the street (including pushing strollers, kids on bikes). E Poplar is especially busy after Elsmere Elementary school dismissal and kids walk home. I like to walk the neighborhood, but on but I now have to wear a safety vest at all times on E Poplar and definitely avoid busier times because of the number of cars that view that road as a shortcut from Elsmere to Reid/Kenwood.	Anne	O'Brien Carelli	1-99 Reid Pl, Delmar, New York, 12054	Yes	04/07/2023 20:38:46.475	-73.80694833	42.62415612
51	Sidewalk	Vehicles turning right onto Kenwood sometimes cut the turn too sharp and as a result cross over the end of the sidewalk and the grass area between the road and the sidewalk.			228 Kenwood Ave, Delmar, New York, 12054	Yes	04/07/2023 21:07:38.857	-73.81451804	42.62202303
60	Sidewalk	Sidewalks are close to the road on both sides adjacent to the middle school. Steel bollards in this area would help protect pedestrians and slow vehicle speeds.			331-337 Kenwood Ave, Delmar, New York, 12054	Yes	04/10/2023 18:01:51.052	-73.82588282	42.62121675
63	Sidewalk	A sidewalk is needed from Pinetree drive to the bypass for pedestrian safety.			143-155 Kenwood Ave, Delmar, New York, 12054	Yes	04/10/2023 22:17:38.136	-73.80750379	42.62356938
64	Sidewalk	1) Sections of sidewalk are too close to roadway. 2) The section connecting to Rt 32 has no sidewalk. 3. Existing sidewalk is too narrow to accommodate walkers, wheelchairs and cyclists who ride on sidewalk to avoid vehicles that are driving too fast.	Skip	Holmes	26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/11/2023 23:06:19.251	-73.79876811	42.61963247
71	Sidewalk	There is a real need for a sidewalk here because it makes it quite pointless if you are trying to walk along all of Kenwood without going on the busy and dangerous road. This stretch of Kenwood also consists of a low visibility turn which makes it especially difficult for pedestrians to cross over remotely safely.	Sean	Garrity	136-142 Kenwood Ave, Delmar, New York, 12054	Yes	04/17/2023 23:04:48.963	-73.80655949	42.62313518
75	Sidewalk	I avoid walking on Kenwood—and choose not to frequent many of the businesses there) because I do not feel safe on the sidewalks particularly with my young children. We are a walking/biking family, but Kenwood just does not feel safe. Last summer I did bike with the kids from our home in old Delmar to the farmers market. My bike hit a bump in the side walk and gear from the attached bike trailer flew out and nearly hit a car. I was so grateful it was stuff and not a kid falling off a bike into the street! The sidewalk is far too narrow and there is not enough space between the side walk and cars.	Catherine	Markey	340-346 Kenwood Ave, Delmar, New York, 12054	Yes	04/18/2023 23:02:37.392	-73.82694136	42.62111908
80	Sidewalk	(via public workshop #1)(plot 1 comment 5) Daughter nearly hit by motorist speeding & swerving onto sidewalk forcing the girls to jump on to lawns!			356-358 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:19:01.953	-73.82901544	42.6210586
82	Sidewalk	(via public workshop #1)(plot 1 comment 7) Sidewalks too close. Kids have almost been run over			348-354 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:22:40.805	-73.82782374	42.62106116
87	Sidewalk	(via public workshop #1)(plot 1 comment 11) Trash bins blocking the sidewalks			328-328 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:45:23.479	-73.82547221	42.62123978
88	Sidewalk	Sidewalks not cleared - covered in snow & ice in winter			328-328 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:46:08.511	-73.82554195	42.62123781
89	Sidewalk	(via public workshop #1)(plot 1 comment 13) I have almost slipped into the road walking to school here!			Bethlehem Central Middle School	Yes	04/19/2023 15:48:27.883	-73.82553888	42.621219
90	Sidewalk	(via public workshop #1)(plot 1 comment 14) Sidewalks are way too small. Not enough space.			313-315 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:49:49.019	-73.82395692	42.62144143
91	Sidewalk	(via public workshop #1)(plot 1 comment 15) Sidewalks right next to road with no space for bins or snow.			313-315 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:51:31.463	-73.82373697	42.62147104
92	Sidewalk	(via public workshop #1)(plot 1 comment 16) Sidewalks on the cemetery side! Sidewalks are too narrow, I always duck my head when cars speed by for fear of being hit by side mirror.			287-293 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:54:35.879	-73.82163815	42.621683
93	Sidewalk	(via public workshop #1)(plot 1 comment 17) This stretch of sidewalk is always overgrown.			287-293 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:55:31.275	-73.82158316	42.62169682
94	Sidewalk	(via public workshop #1)(plot 1 comment 18) Sidewalks are too narrow - pedestrians forced off the sidewalk by overgrowth and blockage.			287-293 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:56:35.443	-73.82152147	42.62169484
95	Sidewalk	(via public workshop #1)(plot 1 comment 19) Sidewalks are dangerous for bikes and pedestrians.			60-66 Elsmere Ave, Delmar, New York, 12054	Yes	04/19/2023 16:04:10.112	-73.82032842	42.6201368
96	Sidewalk	(via public workshop #1)(plot 1 comment 20) Need constant sidewalks on cemetery side.			57-65 Elsmere Ave, Delmar, New York, 12054	Yes	04/19/2023 16:05:09.901	-73.82036383	42.62005667
100	Sidewalk	(via public workshop #1)(plot 1 comment 24) No sidewalks here is not practical for kids walking to/from school on Bender.			1-11 Bender Ln, Delmar, New York, 12054	Yes	04/19/2023 16:11:31.141	-73.81954495	42.61715107
103	Sidewalk	(via public workshop #1)(plot 1 comment 27) Lack of sidewalks around cemetery and lack of crosswalks/lights make it very unsafe for students who live east of Elsmere Ave to walk to Hamagrael. This is very evident every "Walk to School" day. There is no truly safe pedestrian route from the east side of Elsmere to Hamagrael.			52-58 Elsmere Ave, Delmar, New York, 12054	Yes	04/19/2023 16:19:26.259	-73.82055775	42.6211659
114	Sidewalk	(via public workshop #1)(plot 2 comment 2) Low visibility. Lots of kids/bikes very close to the road by St. Thomas			Gregg A Sagar DDS	Yes	04/19/2023 17:00:25.466	-73.83056131	42.62166608
122	Sidewalk	(via public workshop #1)(plot 2 comment 10) narrow road, narrow shoulder, narrow sidewalk between Elsmere Ave and Delmar Place.			301-311 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:13:51.435	-73.82325716	42.6215241
124	Sidewalk	(via public workshop #1)(plot 2 comment 12) Snow must be cleared on sidewalk used by students who live within walking distance as required by their school			35-45 Elsmere Ave, Delmar, New York, 12054	Yes	04/19/2023 17:17:43.801	-73.82029996	42.62198059
127	Sidewalk	(via public workshop #1)(plot 2 comment 15) Sidewalk along south side of Kenwood between 266 Kenwood & Dumbarton Dr.			242-252 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:21:43.050	-73.81626055	42.62193717
129	Sidewalk	(via public workshop #1)(plot 2 comment 17) Sidewalk Pinetree Dr to Oakwood. I walk on people's lawns to avoid road.			122-134 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:26:35.492	-73.80590615	42.62280519
133	Sidewalk	(via public workshop #1)(plot 2 comment 21) Sidewalk is needed between Rockefeller and Delmar Bypass.			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 17:31:05.039	-73.79807947	42.61948148

135	Sidewalk	(via public workshop #1)(plot 2 comment 23) Connectivity to residents on Winne, Center, Maewin, Hoyt and businesses, church, Farmstore, Ball Park on Lower Kenwood			2-20 Winne Pl, Glenmont, New York, 12077	Yes	04/19/2023 17:34:48.838	-73.79498956	42.61819064
137	Sidewalk	Add Jersey barriers or other pedestrian protection. This will also naturally slow traffic.			347-353 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:50:59.787	-73.82824799	42.62105258
140	Sidewalk	(via public workshop #1)(plot 3 comment 2) Sidewalk too narrow.			Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 18:23:35.541	-73.83119705	42.62178028
144	Sidewalk	(via public workshop #1)(plot 3 comment 6) garbage cans on sidewalk			2-18 Delmar Pl, Delmar, New York, 12054	Yes	04/19/2023 18:28:49.913	-73.82771102	42.62152013
149	Sidewalk	remove sidewalk re-align road?			11 Winding Rd, Delmar, New York, 12054	Yes	04/19/2023 18:40:09.569	-73.82437399	42.62285008
153	Sidewalk	(via public workshop #1)(plot 3 comment 15) Sidewalks			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 18:45:59.348	-73.80276483	42.62134442
161	Sidewalk	The road between Pinetree and Kleinke farm is largely without sidewalks. This section really does need sidewalks. The road isn't very wide. Also when there are sun issues at various times of day so that walkers are not always visible.	Mary	Phillips	26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 19:08:03.108	-73.80046326	42.62033775
165	Sidewalk	1) Continuous sidewalk or a multiuse path is needed from Pinetree Dr to Magee park. Given the narrow lanes and lack of shoulders the road is dangerous for those walking and biking. 2) It's time to replace and upgrade existing sidewalks from Elsmere Ave to Pinetree to meet ADA requirements for width and accessibility. 3) the policy of waiting for developers to build sidewalks here is leaving a patchwork of sidewalk sections that create a dangerous situation (trying to traverse the unimproved sections of Kenwood) and sections of sidewalk that will ultimately be a maintenance headaches due to uneven construction practices from building small, non contiguous sections. 4) we need significantly more speed enforcement to discourage the current speeding. 5) dangerous trees adjacent to the roadway need to be trimmed or removed.	Frank	Bonafide	134 Kenwood Ave, Delmar, New York, 12054	Yes	04/20/2023 20:25:36.405	-73.80613587	42.6228865
168	Sidewalk	The sidewalk is so close to the road and if children are biking from Delmar Place to the middle school on this portion of Kenwood they could easily fall off into the road. The sidewalk is small as well.	Maura Fuller		353 Kenwood Ave, Delmar, New York, 12054	Yes	04/24/2023 19:15:25.650	-73.82828434	42.62109452
174	Sidewalk	(via public workshop #1)(plot 4 comment 5) No sidewalk			312-324 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 18:56:55.684	-73.824587	42.62134923
175	Sidewalk	(via public workshop #1)(plot 4 comment 6) Inadequate lighting. No sidewalk.			1-99 Delsmere Ave, Delmar, New York, 12054	Yes	04/25/2023 18:57:59.815	-73.82417662	42.6218387
176	Sidewalk	(via public workshop #1)(plot 4 comment 7) Sidewalk close to road - narrow roadway			317-327 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 18:59:20.988	-73.82446093	42.62139462
181	Sidewalk	(via public workshop #1)(plot 4 comment 12) Sidewalk conditions (reset / too low drainage issue)			254-260 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:06:41.359	-73.81724043	42.62190975
184	Sidewalk	(via public workshop #1)(plot 4 comment 15) gap in sidewalk			137-141 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:09:37.040	-73.80672334	42.62322528
185	Sidewalk	(via public workshop #1)(plot 4 comment 16) Need for sidewalks			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:10:56.392	-73.80340276	42.62159504
197	Sidewalk	(via public workshop #1)(plot 5 comment 6) Move back sidewalk			366-366 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:29:28.299	-73.82989994	42.62137977
200	Sidewalk	(via public workshop #1)(plot 5 comment 9) No buffer along sidewalk. No bike lane. Too narrow			301-311 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:33:35.666	-73.82346857	42.62149351
201	Sidewalk	(via public workshop #1)(plot 5 comment 10) No sidewalk!			294-296 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:34:06.001	-73.82201213	42.62164153
203	Sidewalk	(via public workshop #1)(plot 5 comment 12) Sidewalks?			272 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:37:45.978	-73.81878303	42.62165522
205	Sidewalk	(via public workshop #1)(plot 5 comment 14) Sidewalks connected to town			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:39:41.009	-73.79941946	42.62003795
206	Sidewalk	(via public workshop #1)(plot 5 comment 15) Sidewalks			2-38 Hoyt Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:40:43.811	-73.79613108	42.6187254
209	Sidewalk	(via public workshop #1)(plot 5 comment 18) Sidewalks			12-12 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:42:19.324	-73.79485434	42.61777798
213	Sidewalk	Not big enough or enough (any) space between side walk and the road.			300-308 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 17:02:11.808	-73.82343751	42.62146783
225	Sidewalk	(via email dated 03-24-2023) The new sidewalk in front of the school was a great improvement, even if it only shifted the sidewalk 1-ft away from the road.			330-338 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:29:38.849	-73.8260676	42.62118649
226	Sidewalk	(via email dated 03-24-2023) Dangerous stretch of Kenwood Ave for pedestrians and bicyclists between Delaware Ave and Elsmere Ave – due to the high amount of traffic, type of traffic, and lack of shoulders & buffers between road and sidewalks			317-327 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:32:27.811	-73.82488072	42.6213276
228	Sidewalk	(via email dated 03-24-2023) Garbage collection days are problematic. Sidewalks could be installed on both sides of Kenwood and Elsmere between the Middle School and Elsmere Ave			301-311 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:33:27.154	-73.82247149	42.62160307
231	Sidewalk	(via email dated 03-30-2023) Little League complex is isolated to kids who would want to ride bikes there. Suggest a sidewalk connector.			14-24 Kenwood Ave, Glenmont, New York, 12077	Yes	04/28/2023 12:02:31.059	-73.79560358	42.61835191
238	Sidewalk	(via email dated 04-05-2023) No definition of space between sidewalk and road at certain sections along Kenwood			301-311 Kenwood Ave, Delmar, New York, 12054	Yes	04/28/2023 12:13:52.811	-73.82332639	42.62150449
247	Sidewalk	Middle school students should not be walking within inches of side view mirrors traveling at 30 mph. Move sidewalk, even one foot would much safer, or install a barrier, before a bad accident rather than after.			313 Kenwood Ave, Delmar, New York, 12054	Yes	04/29/2023 14:46:25.436	-73.82358592	42.62150395

248	Sidewalk	The sidewalks at Pinetree and Rockefeller need to be connected. The side of the road in front of 135 is too steep to walk on, or to mow.			135-135 Kenwood Ave, Delmar, New York, 12054	Yes	04/29/2023 14:50:30.782	-73.80618643	42.62298814
249	Sidewalk	Sidewalk just ends; extend past Kleinke's and little league field			25-127 Kenwood Ave, Glenmont, New York, 12077	Yes	04/29/2023 15:36:51.102	-73.80427248	42.62195633
250	Sidewalk	Unsafe sidewalk for middle schoolers			272-284 Kenwood Ave, Delmar, New York, 12054	Yes	04/29/2023 15:37:33.334	-73.81988294	42.62178265
253	Sidewalk	The sidewalk edge is inches away from the white line. There is no room for error if a child or adult falls off the curb - they fall directly into harms way - traffic!	Erin	Svare	366-366 Kenwood Ave, Delmar, New York, 12054	Yes	04/29/2023 18:13:20.186	-73.82981142	42.62133375
255	Sidewalk	Sidewalk edge is inches from roadway. A resident was hit while on the sidewalk, highlighting that there is zero room for error here. To encourage and facilitate a walkable town, pedestrian safety must be central to solutions. More space is needed between sidewalks and heavily traveled roadways.	Erin	Svare	301-311 Kenwood Ave, Delmar, New York, 12054	Yes	04/29/2023 18:19:56.033	-73.82295158	42.62154281
256	Sidewalk	The sidewalks from Delaware to the middle school and beyond are too narrow with merely inches between passing vehicles and pedestrians on the sidewalk.	Nancy	Parshley	392-392 Kenwood Ave, Delmar, New York, 12054	Yes	04/30/2023 18:49:03.942	-73.83281665	42.62217433
257	Sidewalk	Sidewalk is not big enough for walkers and kids/adults on bikes that are traveling from Delmar Place to the Middle school. This impacts getting to and from farmers market and also impacts students getting to the middle school safely.	Emily	Field	346 Kenwood Ave, Delmar, New York, 12054	Yes	04/30/2023 19:35:16.636	-73.82745763	42.62104335
260	Sidewalk	Kenwood Avenue sidewalks are not safe			295-297 Kenwood Ave, Delmar, New York, 12054	Yes	04/30/2023 23:55:30.810	-73.82183511	42.62167171
266	Sidewalk	Elsmere Elementary district boundary and students must be taken into consideration .. the area extends to Bender Ln and Route 32 The installation of a sidewalk along the south side of Kenwood between Ridge Rd & Dumbarton Dr would provide connectivity for the residents of the Kenholm Development which reaches all the way to Oakwood Rd Snow must be cleared on sidewalks used by students who live within the designated walking distance of their respective school Town staff should reach out to the Bethlehem Central Transportation Dept to get them involved Town staff should reach out to school crossing guards and police officers who assigned to assist with traffic Trash removal services along Kenwood Ave should be scheduled for Saturday afternoons to avoid conflicts with students trying to get to and from school on weekdays and residents trying to access the farmers market on Saturday mornings. A sidewalk connection on lower Kenwood between Rockefeller Rd and the Solid Rock Church at 1 Kenwood Ave is long overdue and greatly needed. The residents who live on Winnie Pl, Center Ln, Maewin Dr, Hoyt Ave, Glenmont are not connected to the Town because it is not safe for them to walk or ride bikes along Kenwood Ave	Deborah	Kleinke-Kitcher	12054, Delmar, New York	Yes	05/01/2023 03:59:36.446	-73.79818875	42.61812294
70	Signage	My comment is actually for the segment of Kenwood between Delaware and Borthwick. It would be amazing if there were a 3 way stop sign at Borthwick and Kenwood. That would slow the traffic flow enough for people to pull out of their driveways on Kenwood, and for pedestrians to cross. If that's not possible, a lighted cross-walk at Borthwick and Kenwood, like the one by Stewarts on Delaware. I am afraid for my children to walk to the library. As pedestrians, even when we very actively make our intent to cross known, cars still often ignore us, it seems sometimes outright, sometimes accidentally.	celena	matsen	Kenwood Ave & Borthwick Ave, Delmar, New York, 12054	Yes	04/17/2023 21:53:56.463	-73.84158	42.62376002
109	Signage	(via public workshop #1)(plot 1 comment 33) Need a duck crossing sign. May slow down traffic!			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 16:40:36.068	-73.80107011	42.62067184
130	Signage	(via public workshop #1)(plot 2 comment 18) Stop Sign			122-134 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:27:03.796	-73.80584178	42.62277953
160	Signage	(via public workshop #1)(plot 3 comment 22) Wrong Yield			1 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 19:04:09.384	-73.79366061	42.61669978
193	Signage	(via public workshop #1)(plot 5 comment 2) Stop sign and white line are mismatched			39-59 Adams Pl, Delmar, New York, 12054	Yes	04/25/2023 19:21:35.654	-73.83051417	42.62174155
210	Signage	(via public workshop #1)(plot 5 comment 19) Flashing Sign when game is going on			2-10 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:45:19.353	-73.79443056	42.61741085
222	Signage	(via email dated 03-24-2023) Kenwood Ave. has a posted weight limit, which restricts thru-truck deliveries. Resident mentioned he sees three large tractor trailers routinely use Kenwood Avenue between Delmar Bypass and Elsmere Ave. Suggested Town police enforcement is needed.			206-214 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:26:50.398	-73.81279598	42.62230472
233	Signage	(via email dated 04-03-2023) Propose No Parking sign during Middle School dismissal at the corner of Delmar Place and Kenwood			17-37 Delmar Pl, Delmar, New York, 12054	Yes	04/28/2023 12:08:55.439	-73.82764583	42.62100902
234	Signage	(via email dated 04-05-2023) Speed radar sign isn't accurately capturing the vehicle speed			226-226 Kenwood Ave, Delmar, New York, 12054	Yes	04/28/2023 12:11:07.202	-73.81442468	42.62203415
26	Speeding	pre school pick up line backs up into Kenwood			355-357 Kenwood Ave, Delmar, New York, 12054	Yes	04/06/2023 14:16:32.299	-73.82877082	42.62103531
52	Speeding	I have lived off Kenwood Avenue for 13 years and I walk my dog daily on Kenwood Avenue. Every time I'm near Woodridge there is a speed tracker there and most cars are going at least 40 to 45 mph daily and usually early morning. I never feel safe walking on Kenwood Avenue. The cars are way too close to the sidewalk and they speed people on the neighbor next-door app admit that they view Kenwood Avenue as a thoroughfare. It will only be a matter of time until someone is seriously injured by a vehicle on Kenwood Avenue due to traffic speed.	Jackie	Vilmany	86 Mason Rd, Delmar, New York, 12054	Yes	04/07/2023 21:23:36.337	-73.80837937	42.62425459
55	Speeding	Adding speed humps on kenwood between the cemetery and Adam's pl would slow traffic speed and heighten pedestrian safety.			312-324 Kenwood Ave, Delmar, New York, 12054	Yes	04/08/2023 02:08:52.185	-73.82515553	42.62126627

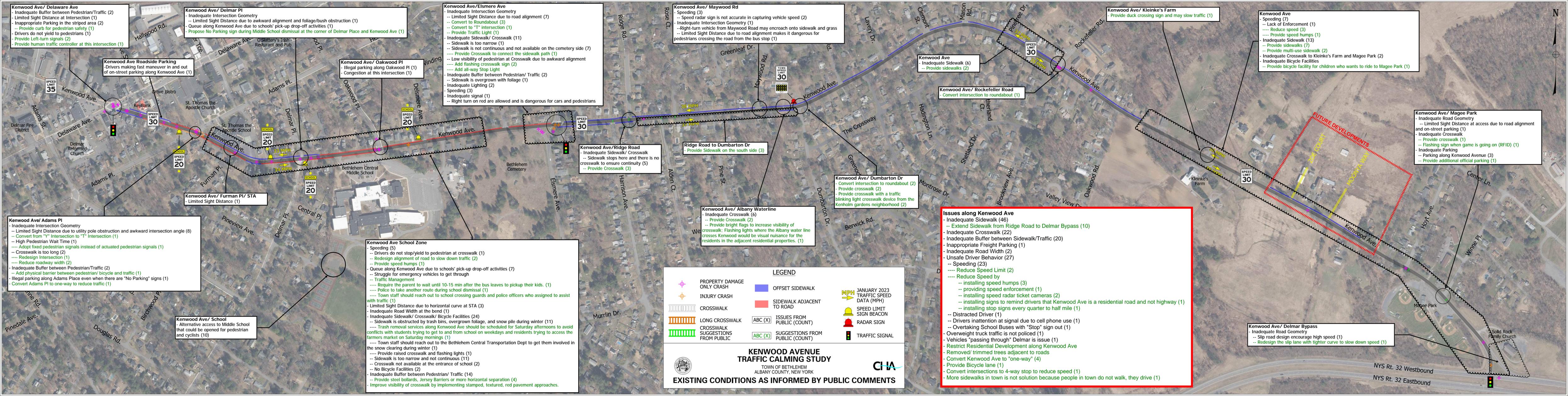
58	Speeding	The entire stretch of sidewalk from Elsmere past the Middle School is very close to the roadway. When people are driving their cars 30 mph or more this is very dangerous. Roadway designs that ensure people don't drive faster than 15/25 mph is required here to keep pedestrians safe.			295-297 Kenwood Ave, Delmar, New York, 12054	Yes	04/10/2023 17:53:56.656	-73.8221055	42.62164083
59	Speeding	Vehicles speeds are excessive from Elsmere to the Bypass in part because there are no stops signs and traffic signals. Stops signs should be added every quarter to half a mile to keep vehicle speeds in check.			254-260 Kenwood Ave, Delmar, New York, 12054	Yes	04/10/2023 17:57:59.438	-73.81695022	42.62192982
66	Speeding	I'm actually not as concerned about vehicle speed as I am about distracted drivers. As I walk on Kenwood, a high percentage of drivers are looking down at their phone or at the "infotainment" system.			329-329 Kenwood Ave, Delmar, New York, 12054	Yes	04/13/2023 14:23:18.467	-73.82561383	42.62125004
69	Speeding	This whole straightaway with minimal physical obstructions to slow the speed of vehicles causes an excess of speeding down this part of Kenwood. I think there should certainly be some kind of physical barrier or feature some where along this stretch to help alleviate the high speeds that are somewhat encouraged by the design of this road. I think something like a four way stop sign intersection could be something to think about around this portion of Kenwood.	Sean	Garrity	129-133 Kenwood Ave, Delmar, New York, 12054	Yes	04/13/2023 22:26:48.310	-73.80484229	42.62224844
81	Speeding	(via public workshop #1)(plot 1 comment 6) cars go way too fast here!			355-357 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 15:20:21.107	-73.82890064	42.62106511
104	Speeding	(via public workshop #1)(plot 1 comment 28) Cut through speeds to beat the light. If speed is reduced, more people will cut through.			1-53 Harrison Ave, Delmar, New York, 12054	Yes	04/19/2023 16:20:56.976	-73.81857426	42.621008
112	Speeding	(via public workshop #1)(plot 1 comment 36) Short section of 55mph section before Kenwood Ave. Immediate section before 45mph. Keep 45 until light. Sketch: ramp from Rt. 32 Bypass invites high speed.			1 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 16:50:43.643	-73.79347118	42.61653232
117	Speeding	(via public workshop #1)(plot 2 comment 5) Pick-up / drop-off at MS has increased and drivers are more aggressive			330-338 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:04:18.384	-73.82655762	42.62113627
128	Speeding	(via public workshop #1)(plot 2 comment 16) Fast speeds and low vis turns make it dangerous for bus stops and kids being crossed.			198-200 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 17:23:06.325	-73.81108925	42.62297334
134	Speeding	(via public workshop #1)(plot 2 comment 22) Should have 20mph limit at ball fields			15-23 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 17:31:47.239	-73.79585323	42.61847881
142	Speeding	(via public workshop #1)(plot 3 comment 4) speeds around corner			356-358 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 18:26:08.277	-73.8288555	42.62103065
145	Speeding	(via public workshop #1)(plot 3 comment 7) speed too high & stop signs are not followed - particularly in school zones during AM commute.			339-345 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 18:31:34.176	-73.82723813	42.62111387
152	Speeding	(via public workshop #1)(plot 3 comment 14) More of these signs (radar feedback signs) along the whole route			217-223 Kenwood Ave, Delmar, New York, 12054	Yes	04/19/2023 18:44:42.425	-73.81340784	42.62212402
154	Speeding	(via public workshop #1)(plot 3 comment 16) Slow down queue!			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/19/2023 18:46:51.681	-73.80162489	42.62087665
166	Speeding	Cars speed around the bend and hit our trash cans and yard waste, drive up over the end of our lawn. There are a lot of dogs and kids in this area and no one drives in the speed limit. Backing out of our driveway is a challenge because cars come by too fast from both sides.	Lynn	Collett	148 Kenwood Ave, Delmar, New York, 12054	Yes	04/22/2023 16:11:58.576	-73.8076928	42.62333111
173	Speeding	(via public workshop #1)(plot 4 comment 4) Expand 20 mph zone			317-327 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 18:56:07.898	-73.8243	42.62140646
177	Speeding	(via public workshop #1)(plot 4 comment 8) Speed control			286-292 Kenwood Ave, Delmar, New York, 12054	Yes	04/25/2023 19:00:23.325	-73.82113768	42.62170844
182	Speeding	(via public workshop #1)(plot 4 comment 13) Speed control			2-16 Dumbarton Dr, Delmar, New York, 12054	Yes	04/25/2023 19:07:35.456	-73.81321711	42.62129791
183	Speeding	Speed control			1-5 Montrose Dr, Delmar, New York, 12054	Yes	04/25/2023 19:07:59.011	-73.81116254	42.62206567
186	Speeding	(via public workshop #1)(plot 4 comment 17) Speed			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:11:20.838	-73.80203215	42.62105425
189	Speeding	(via public workshop #1)(plot 4 comment 20) Excessive speed			1 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:13:43.447	-73.79371425	42.61677005
191	Speeding	(via public workshop #1)(plot 4 comment 22) Speed control			2-10 Brookview Ave, Delmar, New York, 12054	Yes	04/25/2023 19:15:42.772	-73.8066867	42.62209319
207	Speeding	(via public workshop #1)(plot 5 comment 16) Lower speed limit by field			15-23 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:41:29.669	-73.79530496	42.61815893
211	Speeding	(via public workshop #1)(plot 5 comment 20) Speed hump			1-9 Kenwood Ave, Glenmont, New York, 12077	Yes	04/25/2023 19:45:40.901	-73.79418379	42.61723321
214	Speeding	(via email dated 01-03-2023) Speed is the main issue			226 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:16:36.612	-73.81434362	42.6220306
215	Speeding	(via email dated 01-03-2023) Suggest that a small neighborhood roundabout might be helpful. Other traffic calming options, including speed humps.			222 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:18:08.918	-73.81345849	42.62207797
216	Speeding	(via email dated 01-03-2023) Suggest lowering the speed limit to 25 or 20mph			226-226 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:18:40.888	-73.81423633	42.62204244
217	Speeding	(via email dated 01-03-2023) There may be an issue with the Town's speed radar sign - capturing and recording speeds inaccurately			226-226 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:18:58.470	-73.81427388	42.62204244
220	Speeding	(via email dated 03-24-2023) Vehicles travel higher than the posted speed, and then slow down when approaching the speed radar sign, then speed up again after passing.			226-226 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:25:30.571	-73.81417732	42.62204639
221	Speeding	(via email dated 03-24-2023) Speeds are greater between Oakwood Road and Delmar Bypass.			26-120 Kenwood Ave, Glenmont, New York, 12077	Yes	04/27/2023 19:25:55.921	-73.8024963	42.62124902
227	Speeding	(via email dated 03-24-2023) Speed limit should be 20mph at all times unless structural changes can be made. Speed humps may be added which can help			276 Kenwood Ave, Delmar, New York, 12054	Yes	04/27/2023 19:33:01.791	-73.81931869	42.62179649

240	Speeding	(via email dated 04-05-2023) No compliance with speed in the school zone			331-337 Kenwood Ave, Delmar, New York, 12054	Yes	04/28/2023 12:15:02.897	-73.8259826	42.62121295
252	Speeding	Unsafe speed when turning from Oakwood onto Montrose. Stop sign would help greatly.			75-99 Montrose Dr, Delmar, New York, 12054	Yes	04/29/2023 15:45:49.523	-73.8056211	42.61905773
65		What about Cherry Ave Ext, and Kenwood between Cherry Ave and the four corners during afternoon rush hour??????			RT-140, Delmar, New York, 12054	Yes	04/13/2023 01:16:35.249	-73.85435002	42.62671025
84		(via public workshop #1)(plot 1 comment 9) There was an entrance - it was blocked.			42-46 Pineview Ave, Delmar, New York, 12054	Yes	04/19/2023 15:32:29.717	-73.8271902	42.61886282

OBJECT ID	Comments	First Name	Last Name	Submitted On
4	This is an especially difficult crosswalk to cross because of the way that Delmar Place is offset at the intersection. There are utility poles, trees, and large bushes that block the line of sight for vehicles and pedestrians to see each other while waiting to cross. Vehicles waiting at opposite directions on Delmar Place are often confused about who has the right of way, and trying to negotiate that while watching for quick moving traffic on Kenwood Ave and pedestrians waiting to cross is bound to lead to an accident.	Andrew	Blick	04/06/2023 14:38:24.412
5	A traffic circle would alleviate the inability to see the traffic coming, but I'm not sure it makes the crossing of the street any better. This is always a tricky one to cross, and when my kids were at the middle school the crossing signal was never working properly. I'm hoping it has been fixed by now. And the way most of the area residents speed through our traffic circles is also concerning.	Kathie	Dubin	04/06/2023 15:06:15.730
6	The lack of sidewalk past Rockefeller Rd. to the baseball park is dangerous for bicyclists and pedestrians. I ride my bike to my grandson's games and I feel like I will be hit by a car. In addition, I am extremely concerned about the sidewalks near the BCMS, particularly the one between the school and the cemetery. Children are walking so close to moving vehicles that I fear for them. It would only take a child tripping or jostling with classmates for a serious injury to occur.	Virginia	Lawler	04/06/2023 17:28:44.040
7	I agree. There are frequent pedestrian/jogger/bicycle crossings at Dumbarton, because of the water line.	Brian		04/07/2023 12:37:24.718
8	Agree with all of the above. The sidewalk near the middle school is dangerous and I fear that serious injury to a child will occur in just a matter of time if action is not taken. And the ability for pedestrians/cyclists to safely access Kleinke would greatly improve safety and quality of life.	Brian		04/07/2023 12:40:58.036
9	Agree with above comment. Dangerous when cars are parked crazily, too.	Ann	Schucker	04/07/2023 20:10:11.461
10	Agree - the utility pole in particular is dangerously too close as your car rounds the bend.	Carrie	Brusic	04/07/2023 20:57:51.608
11	Entrance/exit from Furman and STA school has limited sight line and drivers make risky moves to enter Kenwood. The potential for students to be in the area also increases the potential for a car/pedestrian accident. Reduction to speed limit to 25 mph would reduce the severity of any accident. Narrow buffer between road and sidewalk (from Delaware to Middle School) increased the likelihood of a car/pedestrian accident caused by a pedestrian simply falling into the road or a car jumping the curb. The fact that the road curves to the left means that the laws of motion would naturally cause a car to yaw left. Maybe removing this section of sidewalk and relying exclusively on the opposite sidewalk would be a cost effective solution. Deploying the latest crosswalk technology (like that on Delaware Ave) would probably be needed if a single sidewalk strategy was used.	Neal	Regels	04/07/2023 21:33:29.166
12	If this area is large enough for a traffic circle, I think it would improve traffic flow and reduce the risk of accidents. School buses and normal traffic turning left from Elsmere (from the directions of Rte 32) into Kenwood are forced to make a risky left turn due to limited sight light and potential excessive speed of vehicles traveling from the direction of the middle school.	Neal	Regels	04/07/2023 21:39:59.997
13	The big problem with Kenwood Avenue as you get near Kleinke's farm is no sidewalks and almost no road shoulder. I find it interesting that the new houses on Kenwood have a short, newer sidewalk that leads to nowhere. I think adequate sidewalks along Kenwood (improvement of existing sidewalks and installing new ones to route 32) would take care of many safety concerns. It's dangerous for biking and walking as it currently exists.	Paul	Shatsoff	04/08/2023 03:33:27.080
14	Agreed! One way with proper bike lanes would be a big improvement.	Elizabeth	Lewis	04/10/2023 00:27:57.692
15	Yes, very true. I also think some sort of physical barrier between bicycles/pedestrians and vehicles is very necessary. That is a great thought that should certainly be considered!	Sean	Garrity	04/13/2023 22:21:29.944
16	That is an interesting idea but there are multiple major issues. The rail trail blocks the ability to access those two points. Furthermore, Bethlehem does not have the ability to change anything there as Albany County Rail is who owns that portion. Plus the only way to get around that would be to put a pretty sizable bridge there which would be a multimillion dollar project. As much as I agree that would help a lot, I just don't think that would be feasible.	Sean	Garrity	04/13/2023 22:35:55.469
17	As a resident who lives on Hoyt with kids, I think not only would a sidewalk be good but stop signs to ensure that people coming off and going onto the bypass slow down. The fields are right there are very busy come spring and there is no concern by drivers, the speed limit is never taken into consideration when coming up or going down that hill. There are kids that stand on Kenwood at Hoyt and Winnie to get the bus and there is no traffic signs to slow down or bring attention to the fact that there are kids at play.	Alexx	Fuino	04/14/2023 12:39:44.972

18	<p>In my opinion, from 10 or so seasons coming and going from the parking lot and living off of a side street of Kenwood Ave, during the spring baseball season, the Magee ball field area is the most dangerous area of Kenwood for motorists and the likeliest location for a serious collision to occur.</p> <p>Cars may enter / exit Magee Park both up where the concession building is and the entrance/exit closer to Rt 32.</p> <p>A left turn out of Magee requires crossing over oncoming Kenwood traffic (which is building up speed going downhill) heading toward Route 32. When preparing to take a left turn out of Magee looking up Kenwood, when the parking lot is full and cars are parked on the grass up to the road, there is a limited ability to see oncoming cars coming down Kenwood – especially if you are exiting up where the concession building is located.</p> <p>An exacerbating factor in all of this is that the speed limit on Kenwood (let alone any other part of Bethlehem) is not being enforced by the Bethlehem Town Police Department.</p> <p>If cars were required to enter Magee only up toward the concession stand, and were also required to both exit the parking lot closer to Rt 32 and were further required to turn right out of the parking lot and toward Rt 32, it would take the possibility of T-bone type collision out of play (at least for cars exiting the park). That type of accident is less likely entering the parking lot as traffic coming down Kenwood is visible for traffic coming up from Rt 32.</p> <p>The Tri-Village Board / Volunteers work hard and provide a priceless service to the Bethlehem Community. The solution probably requires; agreement that there is indeed a problem / that it can materially be lessened with out a lot of resources / collaboration between the Town and Tri-Village.</p>	Sean	Raleigh	04/14/2023 15:33:57.804
19	Put in a traffic light [at both ends of Borthwait, if necessary]. Small towns have traffic lights that are appreciated by nearby residents. It would slow traffic on Kenwood. Yes, many fast paced members of the public will be dismayed. Traffic lights need to be triggered and timed. We are living on a 1900 grid. Carriages have given way to automobiles with few changes except for paved streets. We need speed impediments.	A.	Morris	04/18/2023 19:00:03.545
20	"No parking", period.	A.	Morris	04/18/2023 19:02:49.771
21	Agreed that this is a very awkward intersection and should be a focus of increased safety during school days. At the least, it should be considered that the Kenwood Ave traffic does not stop at this intersection. Could it be appropriate to eliminate the right-turn ramps and also implement a 4-way stop?	Jeff	Muha	04/19/2023 14:58:16.527
22	(via public workshop #1)(plot 1 comment 12)			04/19/2023 15:47:29.684
23	(via public workshop #1)(plot 3 comment 11)			04/19/2023 18:41:35.657
24	Please consider opening this gate for alternative access to the school grounds so that our children can avoid Kenwood Avenue.	Alexa	Warndorf	04/24/2023 17:09:39.234
25	I agree. If this is the primary route for students to bike it needs to be made safer. It is too narrow.	Alexa	Warndorf	04/24/2023 17:12:34.680
27	I agree that having an access point to the Middle School here would help decrease the foot and bike traffic at the end of Delmar Pl and then on the dangerous portion of Kenwood between Delmar Pl and the Middle School.	Theresa	Cohen	04/28/2023 18:11:49.880
28	I hope the town is prioritizing the roads for walk/bike/roll and the safety of students doing these things to get to school. If there is an increase in car and bus traffic around schools during drop off and pick up hours, we need to also identify other access points for students who walk/bike/roll to school to enter and exit another way.			04/28/2023 18:18:45.194
29	I think we all understand that the sidewalk in this area is too close to the road, especially after the woman walking was hit by the rear view mirror of the car. I avoid walking/running this area but there are so many kids that walk to school who can't avoid it. Solutions seem impossible. I did see a recommendation to make part of this one way, which I have also thought of, but think that would be difficult for all the bus traffic going to both schools on that stretch of road. Would it be possible to make more room for a sidewalk by putting it only on one side of the road all the way through and improving crosswalks or getting some more property on the cemetery side to widen that area a bit? Adams Place is so much wider, could that be utilized as more of a thoroughfare and make Kenwood from Adams Place to Elsmere a pedestrian/bike lane but need to figure out what to do with buses.	Barbara	Collura	04/29/2023 19:12:58.212
30	This entire area from the Little League Park to Oakwood is unwalkable. It would be great to have sidewalks and to reduce traffic in this area. Kids can't walk or bike to the Little league Park and people can't walk to Kleinke Farm. Could this portion of road be given more of a Main Street/Village feel? I do think the zoning in this area should be changed to prevent high density developments that will add car traffic. The Little League is a great asset but they don't have enough parking and too many cars are parking along Kenwood which just makes it dangerous for kids and families. Could they get some type of grant to build additional parking?	Barbara	Collura	04/29/2023 19:30:07.136
31	I share this concern. Schoolchildren coming from the south of this intersection have to cross Kenwood in order to get to the middle school. There is no right turn on red during school hours for cars heading south and west at this intersection. It makes no sense that cars heading north can take a right turn on red during school hours at this intersection.	Sean	Fitzgerald	05/01/2023 02:20:43.705

32	The fear expressed by this commenter that "more" motorists will cut through "to beat the light" if the speed on Elsmere is reduced is unfounded. I walk my dog on Harrison Ave and Alden Court during the morning rush hour nearly every day. No one cuts through these streets to "beat the light." I walk on these streets with my dog precisely because there is practically no traffic on them. No one is currently cutting through these streets to "beat the light" and reducing the speed to 30 MPH on Elsmere won't change that.	Sean	Fitzgerald	05/01/2023 02:31:47.677
33	The Town should work with our State elected officials to get State DOT to reduce the speed on Elsmere Avenue to 30 MPH. Reducing the speed on Elsmere Ave to 30 MPH would reduce the potential for accidents at this intersection. Not only would reducing the speed on Elsmere help reduce the potential for accidents at the intersection of Kenwood and Elsmere, it would increase the safety for Elsmere Elementary students and their families crossing Elsmere at the intersection of Elsmere/Herber/East Poplar. Although reducing speed isn't the entire solution at these two dangerous intersections, it is an important and cost effective part of the solution.	Sean	Fitzgerald	05/01/2023 02:50:21.411
34	I own the property directly across the street from the radar sign and drive west on this stretch of Kenwood Ave at least twice a day. I find the radar to be accurate and an effective reminder to motorists to drive at or below the limit. The Town should consider adding a radar sign to remind east bound drivers to abide by the speed limit.	Sean	Fitzgerald	05/01/2023 02:59:00.197
35	Flashing lights where the Albany water line crosses Kenwood would be visual nuisance for the residents in the adjacent residential properties. Unlike Delaware Ave near Stewarts, this is a residential, not commercial stretch. Instead the Town should do what it did at the intersection of Elsmere/Herber/East Poplar. Give pedestrians bright flags to increase their visibility while crossing the Street. The flags make even more sense at this location since the speed limit is only 30 MPH.	Sean	Fitzgerald	05/01/2023 03:11:19.507
36	A flashing light where the Albany waterline crosses Kenwood would be a visual nuisance for the residents who live adjacent to the crossing. While flashing lights are an appropriate part of the solution on commercial stretches of roadway like Delaware Ave near Stewarts, in a completely residential neighborhood they would be an unfair nuisance to the families near them. Instead the Town should install the red flag containers at this location similar to what the Town did at the intersection of Elsmere/West Poplar/Herber. The flags would be even more appropriate at this location since the speed limit is only 30 MPH.	Sean	Fitzgerald	05/01/2023 03:20:44.227



Kenwood Ave/ Delaware Ave
 - Inadequate Buffer between Pedestrian/Traffic (2)
 - Limited Sight Distance at Intersection (1)
 - Inappropriate Parking in the striped area (2)
 - Provide curb for pedestrian safety (1)
 - Drivers do not yield to pedestrians (1)
 - Provide Left-turn signals (2)
 - Provide human traffic controller at this intersection (1)

Kenwood Ave/ Delmar Pl
 - Inadequate Intersection Geometry
 - Limited Sight Distance due to awkward alignment and foliage/bush obstruction (1)
 - Queue along Kenwood Ave due to schools' pick-up drop-off activities (1)
 - Propose No Parking sign during Middle School dismissal at the corner of Delmar Place and Kenwood Ave (1)

Kenwood Ave/Elsmere Ave
 - Inadequate Intersection Geometry
 - Limited Sight Distance due to road alignment (7)
 - Convert to Roundabout (3)
 - Convert to "T" intersection (1)
 - Provide Traffic Light (1)
 - Inadequate Sidewalk/ Crosswalk (11)
 - Sidewalk is too narrow (1)
 - Sidewalk is not continuous and not available on the cemetery side (7)
 - Provide Crosswalk to connect the sidewalk path (1)
 - Low visibility of pedestrian at crosswalk due to awkward alignment
 - Add flashing crosswalk sign (2)
 - Add all-way Stop Light
 - Inadequate Buffer between Pedestrian/ Traffic (2)
 - Sidewalk is overgrown with foliage (1)
 - Inadequate Lighting (2)
 - Speeding (3)
 - Inadequate signal (1)
 - Right turn on red are allowed and is dangerous for cars and pedestrians

Kenwood Ave/ Maywood Rd
 - Speeding (3)
 - Speed radar sign is not accurate in capturing vehicle speed (2)
 - Inadequate Intersection Geometry (1)
 - Right-turn vehicle from Maywood Road may encroach onto sidewalk and grass
 - Limited Sight Distance due to road alignment makes it dangerous for pedestrians crossing the road from the bus stop (1)

Kenwood Ave/ Kleinke's Farm
 - Provide duck crossing sign and may slow traffic (1)

Kenwood Ave
 - Speeding (7)
 - Lack of Enforcement (1)
 - Reduce speed (3)
 - Provide speed humps (1)
 - Inadequate Sidewalk (13)
 - Provide sidewalks (7)
 - Provide multi-use sidewalk (2)
 - Inadequate Crosswalk to Kleinke's Farm and Magee Park (2)
 - Inadequate Bicycle Facilities
 - Provide bicycle facility for children who wants to ride to Magee Park (1)

Kenwood Ave/ Magee Park
 - Inadequate Road Geometry
 - Limited Sight Distance at access due to road alignment and on-street parking (1)
 - Inadequate Crosswalk
 - Provide crosswalk (1)
 - Flashing sign when game is going on (RFID) (1)
 - Inadequate Parking
 - Parking along Kenwood Avenue (3)
 - Provide additional official parking (1)

Kenwood Ave Roadside Parking
 - Drivers making fast maneuver in and out of on-street parking along Kenwood Ave (1)

Kenwood Ave/ Oakwood Pl
 - Illegal parking along Oakwood Pl (1)
 - Congestion at this intersection (1)

Kenwood Ave/ Ridge Road
 - Inadequate Sidewalk/ Crosswalk
 - Sidewalk stops here and there is no crosswalk to ensure continuity (5)
 - Provide Crosswalk (3)

Ridge Road to Dumbarton Dr
 - Provide Sidewalk on the south side (3)

Kenwood Ave/ Dumbarton Dr
 - Convert intersection to roundabout (2)
 - Provide crosswalk (2)
 - Provide crosswalk with a traffic blinking light crosswalk device from the Kenholm gardens neighborhood (2)

Kenwood Ave/ Albany Waterline
 - Inadequate Crosswalk (6)
 - Provide Crosswalk (2)
 - Provide bright flags to increase visibility of crosswalk; Flashing lights where the Albany water line crosses Kenwood would be visual nuisance for the residents in the adjacent residential properties. (1)

Kenwood Ave/ Furman Pl/ STA
 - Limited Sight Distance (1)

Kenwood Ave/ Adams Pl
 - Inadequate Intersection Geometry
 - Limited Sight Distance due to utility pole obstruction and awkward intersection angle (8)
 - Convert from "Y" Intersection to "T" Intersection (1)
 - High Pedestrian Wait Time (1)
 - Adopt fixed pedestrian signals instead of actuated pedestrian signals (1)
 - Crosswalk is too long (2)
 - Redesign Intersection (1)
 - Reduce roadway width (2)
 - Inadequate Buffer between Pedestrian/Traffic (2)
 - Add physical barrier between pedestrian/ bicycle and traffic (1)
 - Illegal parking along Adams Place even when there are "No Parking" signs (1)
 - Convert Adams Pl to one-way to reduce traffic (1)

Kenwood Ave School Zone
 - Speeding (5)
 - Drivers do not stop/yield to pedestrian at crosswalk (1)
 - Redesign alignment of road to slow down traffic (2)
 - Provide speed humps (1)
 - Queue along Kenwood Ave due to schools' pick-up drop-off activities (7)
 - Struggle for emergency vehicles to get through
 - Traffic Management
 - Require the parent to wait until 10-15 min after the bus leaves to pickup their kids. (1)
 - Police to take another route during school dismissal (1)
 - Town staff should reach out to school crossing guards and police officers who assigned to assist with traffic (1)
 - Limited Sight Distance due to horizontal curve at STA (3)
 - Inadequate Road Width at the bend (1)
 - Inadequate Sidewalk/ Crosswalk/ Bicycle Facilities (24)
 - Sidewalk is obstructed by trash bins, overgrown foliage, and snow pile during winter (11)
 - Trash removal services along Kenwood Ave should be scheduled for Saturday afternoons to avoid conflicts with students trying to get to and from school on weekdays and residents trying to access the farmers market on Saturday mornings (1)
 - Town staff should reach out to the Bethlehem Central Transportation Dept to get them involved in the snow clearing during winter (1)
 - Provide raised crosswalk and flashing lights (1)
 - Sidewalk is too narrow and not continuous (11)
 - Crosswalk not available at the entrance of school (2)
 - No Bicycle Facilities (2)
 - Inadequate Buffer between Pedestrian/ Traffic (14)
 - Provide steel bollards, Jersey Barriers or more horizontal separation (4)
 - Improve visibility of crosswalk by implementing stamped, textured, red pavement approaches.

Kenwood Ave/ Delmar Bypass
 - Inadequate Road Geometry
 - Slip road design encourage high speed (1)
 - Redesign the slip lane with tighter curve to slow down speed (1)

Issues along Kenwood Ave
 - Inadequate Sidewalk (46)
 - Extend Sidewalk from Ridge Road to Delmar Bypass (10)
 - Inadequate Crosswalk (22)
 - Inadequate Buffer between Sidewalk/Traffic (20)
 - Inappropriate Freight Parking (1)
 - Inadequate Road Width (2)
 - Unsafe Driver Behavior (27)
 - Speeding (23)
 - Reduce Speed Limit (2)
 - Reduce Speed by
 - installing speed humps (3)
 - providing speed enforcement (1)
 - installing speed radar ticket cameras (2)
 - installing signs to remind drivers that Kenwood Ave is a residential road and not highway (1)
 - installing stop signs every quarter to half mile (1)
 - Distracted Driver (1)
 - Drivers inattention at signal due to cell phone use (1)
 - Overtaking School Buses with "Stop" sign out (1)
 - Overweight truck traffic is not policed (1)
 - Vehicles "passing through" Delmar is issue (1)
 - Restrict Residential Development along Kenwood Ave
 - Removed/ trimmed trees adjacent to roads
 - Convert Kenwood Ave to "one-way" (4)
 - Provide Bicycle lane (1)
 - Convert intersections to 4-way stop to reduce speed (1)
 - More sidewalks in town is not solution because people in town do not walk, they drive (1)

LEGEND

	PROPERTY DAMAGE ONLY CRASH		OFFSET SIDEWALK		JANUARY 2023 TRAFFIC SPEED DATA (MPH)
	INJURY CRASH		SIDEWALK ADJACENT TO ROAD		SPEED LIMIT SIGN BEACON
	CROSSWALK		ISSUES FROM PUBLIC (COUNT)		RADAR SIGN
	LONG CROSSWALK		SUGGESTIONS FROM PUBLIC (COUNT)		TRAFFIC SIGNAL
	CROSSWALK SUGGESTIONS FROM PUBLIC				

KENWOOD AVENUE TRAFFIC CALMING STUDY PUBLIC OPEN HOUSE

Town of Bethlehem
Tuesday, October 10, 2023
Bethlehem Town Hall





BETHLEHEM SAFE STREETS . COM



INTRODUCTIONS

PROJECT DEVELOPMENT TEAM

Town of Bethlehem

David VanLuven	Town Supervisor
Robert Leslie, AICP	Town Director of Planning
Paul Penman, P.E.	Deputy Commissioner of Public Works
Eric Johnson, P.E.	Town Engineer
Nate Owens, AICP	Senior Planner

CHA Consulting, Inc.

Joe Cimino, P.E.	Project Manager
Michael Hurtt, P.E.	Highway Engineer
Juvena Ng	Traffic Engineer



TONIGHT'S AGENDA

- Project Update/Status
- Summary of Comments Received and Potential Proposed Solutions
- Next Steps
- Open House



TONIGHT'S AGENDA

- **Project Update/Status**
- Summary of Comments Received and Potential Proposed Solutions
- Next Steps
- Open House



PROJECT UPDATE / STATUS



Segment 1: Delaware Avenue to Elsmere Avenue – 2/3 miles
Residential, Business, School, Church

Segment 2: Elsmere Avenue (NYS Rte 335) to the Delmar Bypass (NYS Rte 32) – 1-1/2 miles
Suburban Residential, Recreational, Farm



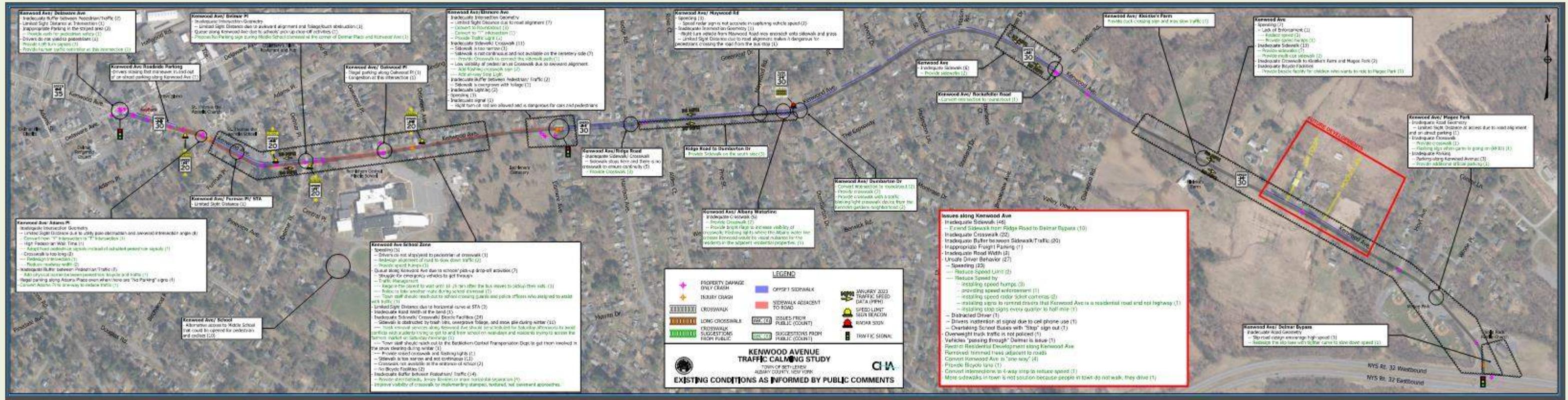
PROJECT UPDATE / STATUS

- Existing Condition Studies were completed & evaluated
 - Traffic Study (including traffic counts, crash data, and speed study)
 - Speed Study: 85th percentile speed over 30 MPH speed limit, with speeds increasing from west to east (34 mph to 39 mph)
- Website created
 - www.kenwoodavestudy.com
- Public Workshop was held on April 6, 2023
- Public input received from:
 - Workshop roll plots and notes
 - Website Interactive Map
 - Public comment forms / direct emails
- Potential traffic calming and pedestrian safety measures have been developed



PROJECT UPDATE / STATUS

- Public Comments have been reviewed and categorized:



PROJECT UPDATE / STATUS

- Public Comments have been reviewed and categorized:

Issues along Kenwood Ave

- Inadequate Sidewalk (46)
 - Extend Sidewalk from Ridge Road to Delmar Bypass (10)
- Inadequate Crosswalk (22)
- Inadequate Buffer between Sidewalk/Traffic (20)
- Inappropriate Freight Parking (1)
- Inadequate Road Width (2)
- Unsafe Driver Behavior (27)
 - Speeding (23)
 - Reduce Speed Limit (2)
 - Reduce Speed by
 - installing speed humps (3)
 - providing speed enforcement (1)
 - installing speed radar ticket cameras (2)
 - installing signs to remind drivers that Kenwood Ave is a residential road (1)
 - installing stop signs every quarter to half mile (1)
 - Distracted Driver (1)
 - Drivers inattention at signal due to cell phone use (1)

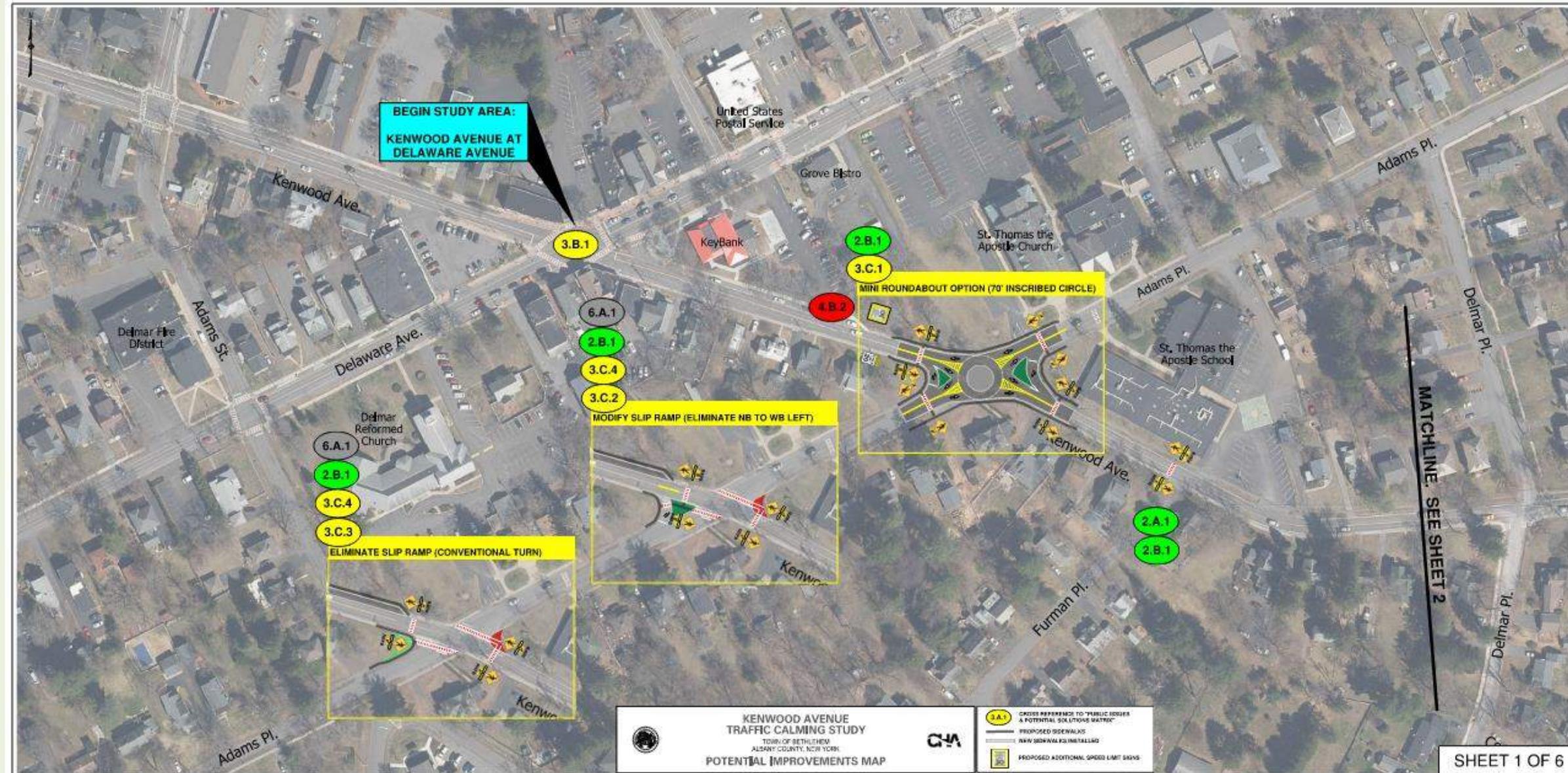
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- Unsafe Driver Behavior (27)
 - Speeding (23)
 - Reduce Speed Limit (2)
 - installing speed humps (3)
 - providing speed enforcement (1)
 - installing speed radar ticket cameras (2)
 - installing signs to remind drivers that Kenwood Ave is a residential road and not highway (1)
 - installing stop signs every quarter to half mile (1)
 - Distracted Driver (1)
 - Drivers inattention at signal due to cell phone use (1)
 - Overweight truck traffic is not policed (1)
- Vericles "passing through" Delmar is issue (1)
- Speed on Residential Development along Kenwood Ave
- Revised: trimmed trees adjacent to road
- Convert Kenwood Ave to "one way" (1)
- Provide Bicycle lane (1)
- Convert intersections to 4-way stop to reduce speed (1)
- More sidewalks in town is not solution because people in town do not walk, they drive (1)



PROJECT UPDATE / STATUS

- Potential Traffic Calming and Pedestrian Safety Solutions have been developed:



PROJECT UPDATE / STATUS

- Potential Traffic Calming and Pedestrian Safety Solutions have been developed:

KENWOOD AVENUE PUBLIC ISSUES & POTENTIAL SOLUTIONS MATRIX DRAFT - October 10, 2023					
ISSUE IDENTIFIED	SUB-ISSUE	No.	POTENTIAL SOLUTION (TOWN / CHA)	POTENTIAL SOLUTION (FROM PUBLIC COMMENTS)	DETAILS
2 - Pedestrian Safety (Crosswalks)	B - Increase Visibility of Crosswalk	1	Provide RRFB equipment at select high pedestrian volume crosswalks.		- Adams Pl (School Zone) - Delmar Pl (School Zone) - Oakwood Pl (School Zone) - Dumbarton Dr (Albany Waterline Path) - Winne Pl (Magee Park)
		2	Provide pedestrian traffic signal midblock between Delmar Pl and Oakwood Pl at Middle School west entrance.		Install conventional 3 color traffic signal or HAWK signal within school zone to allow protected crossing movement across Kenwood Ave.
		3	High visibility red stamped crosswalk.	Provide stamped, textured, red pavement approaches at school zone.	Provide red textured pavement treatment for all crosswalks
		4		Provide bright flags (see me flag) to increase visibility of crosswalk at Albany Waterline.	Provide bright flags (see me flags) at select crosswalks along Kenwood Ave.
		5		Provide flashing beacon on pedestrian crossing sign (RFID-controlled) at the Magee Park Crosswalk when games are on going.	
	A - General: Vegetation blocking intersection sightlines	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.
	B - Delaware Ave / Kenwood Ave	1		Provide exclusive left-turn signal phase for WB to SB movement.	Perform traffic study and analysis, and if warranted, modify traffic signals.
		1	Construct "mini" roundabout with WB to NB and EB to SB slip ramps.		Use 70' inscribed circle diameter. Slip ramps at acute angles to accommodate school buses and fire trucks. Construct apron fully paved w/o raised landscape island.
		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

Town of Bethlehem NY

KENWOOD AVENUE
TRAFFIC CALMING STUDY
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
POTENTIAL IMPROVEMENTS MAP

3.A.1 CROSS REFERENCE TO "PUBLIC ISSUES & POTENTIAL SOLUTIONS MATRIX"

PROPOSED SIDEWALKS

NRAW SIDEWALKS INSTALLING

PROPOSED ADDITIONAL SPEED LIMIT SIGNS

SHEET 1 OF 6



PROJECT UPDATE/STATUS

- Schedule:

Tasks	2022			2023												
	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Task 1: Initiation	█	█														
Task 2: Existing Conditions			█	█	█											
Task 3: Public Involvement, Round 1						█	★									
Task 4: Concepts and Recommendations								█	█	█						
Task 5: Public Involvement, Round 2											█	█	█	★		
Task 6: Report and Implementation													█	█		



TONIGHT'S AGENDA

- Project Update/Status
- **Summary of Comments Received and Potential Proposed Solutions**
- Next Steps
- Open House



TOWN & PUBLIC COMMENTS RECEIVED

Comments categorized into general areas of focus:

1. Pedestrian Safety - Sidewalks
2. Pedestrian Safety - Crosswalks
3. Intersection Improvements
4. Speed (Traffic Calming)
5. Bicycle Accommodations
6. Parking
7. Congestion
8. Other



TOWN & PUBLIC COMMENTS RECEIVED

1. Pedestrian Safety – Sidewalks

- Sidewalks are not continuous



TOWN & PUBLIC COMMENTS RECEIVED

1. Pedestrian Safety – Sidewalks

- Sidewalks are not continuous
 - Complete continuous sidewalks, both sides, between Delaware Ave and Elsmere Ave
 - Complete continuous sidewalk on north between Elsmere Ave. and Winne Pl.



TOWN & PUBLIC COMMENTS RECEIVED

1. Pedestrian Safety – Sidewalks

- Sidewalks are not continuous
 - Complete continuous sidewalks, both sides, between Delaware Ave and Elsmere Ave
 - Complete continuous sidewalk on north between Elsmere Ave. and Winne Pl.
- Sidewalks are not wide enough



TOWN & PUBLIC COMMENTS RECEIVED

1. Pedestrian Safety – Sidewalks

- Sidewalks are not continuous
 - Complete continuous sidewalks, both sides, between Delaware Ave and Elsmere Ave
 - Complete continuous sidewalk on north between Elsmere Ave. and Winne Pl.
- Sidewalks are not wide enough
 - Replace narrow sidewalks with standard 5' wide (minimum) sidewalks



TOWN & PUBLIC COMMENTS RECEIVED

1. Pedestrian Safety – Sidewalks

- Sidewalks are not continuous
 - Complete continuous sidewalks, both sides, between Delaware Ave and Elsmere Ave
 - Complete continuous sidewalk on north between Elsmere Ave. and Winne Pl.
- Sidewalks are not wide enough
 - Replace narrow sidewalks with standard 5' wide (minimum) sidewalks
 - **Widen sidewalks in school zone**



TOWN & PUBLIC COMMENTS RECEIVED

1. Pedestrian Safety – Sidewalks

- Sidewalks are not continuous
 - Complete continuous sidewalks, both sides, between Delaware Ave and Elsmere Ave
 - Complete continuous sidewalk on north between Elsmere Ave. and Winne Pl.
- Sidewalks are not wide enough
 - Replace narrow sidewalks with standard 5' wide (minimum) sidewalks
 - Widen sidewalks in school zone
- Lack of buffer space between sidewalk and roadway



TOWN & PUBLIC COMMENTS RECEIVED

1. Pedestrian Safety – Sidewalks

- Sidewalks are not continuous
 - Complete continuous sidewalks, both sides, between Delaware Ave and Elsmere Ave
 - Complete continuous sidewalk on north between Elsmere Ave. and Winne Pl.
- Sidewalks are not wide enough
 - Replace narrow sidewalks with standard 5' wide (minimum) sidewalks
 - Widen sidewalks in school zone
- Lack of buffer space between sidewalk and roadway
 - 2' to 3' buffer is curbed areas, 5' to 8' in non-curbed areas
 - Install wide white edge stripe adjacent to curb



TOWN & PUBLIC COMMENTS RECEIVED

2. Pedestrian Safety – Crosswalks

- Insufficient number of safe crossing opportunities



TOWN & PUBLIC COMMENTS RECEIVED

2. Pedestrian Safety – Crosswalks

- Insufficient number of safe crossing opportunities
 - Install crosswalks at side streets to connect to sidewalk



TOWN & PUBLIC COMMENTS RECEIVED

2. Pedestrian Safety – Crosswalks

- Insufficient number of safe crossing opportunities
 - Install crosswalks at side streets to connect to sidewalk
- Increase visibility of Crosswalks



TOWN & PUBLIC COMMENTS RECEIVED

2. Pedestrian Safety – Crosswalks

- Insufficient number of safe crossing opportunities
 - Install crosswalks at side streets to connect to sidewalk
- Increase visibility of Crosswalks
 - Install RRFB signals at crosswalks



TOWN & PUBLIC COMMENTS RECEIVED

2. Pedestrian Safety – Crosswalks

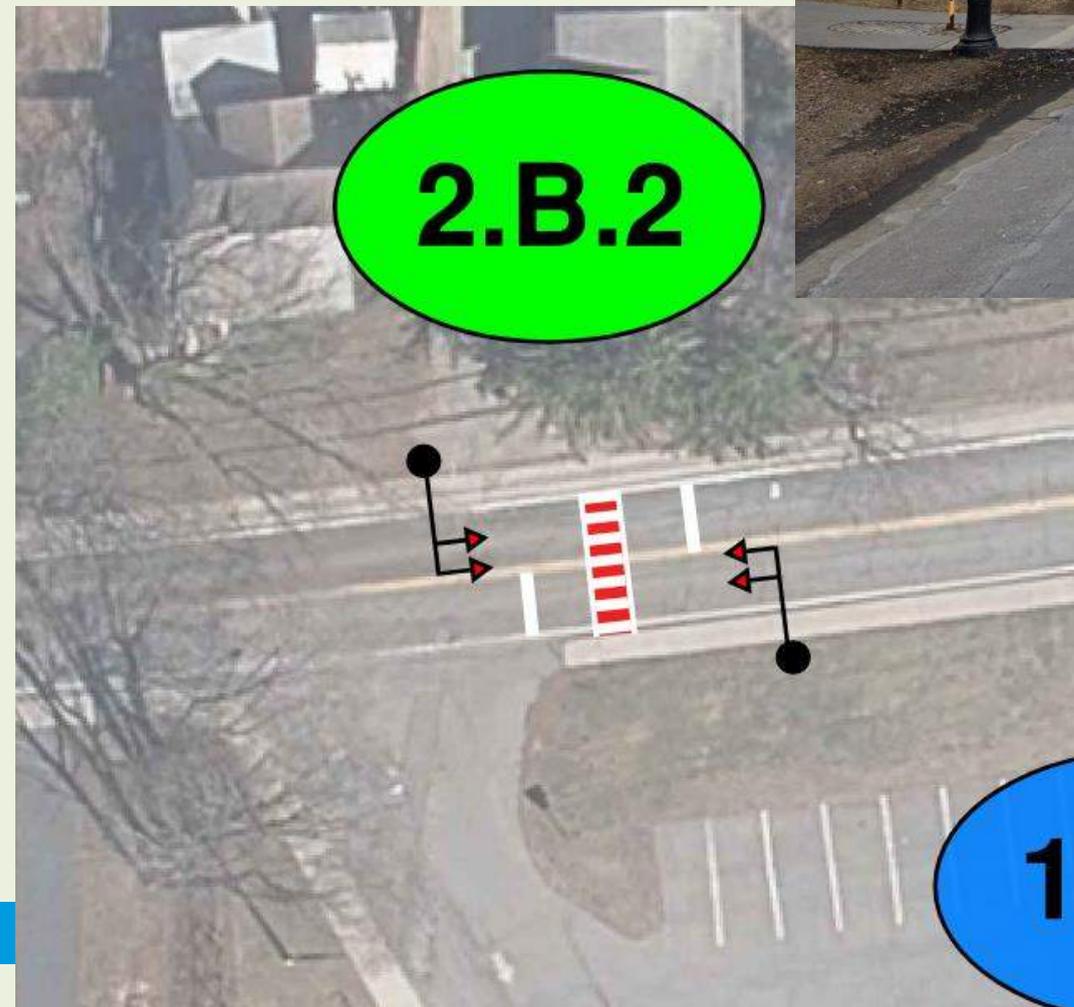
- Insufficient number of safe crossing opportunities
 - Install crosswalks at side streets to connect to sidewalk
- Increase visibility of Crosswalks
 - Install RRFB signals at crosswalks
 - **Crosswalks to be high-visibility markings with red stamped inlay**



TOWN & PUBLIC COMMENTS RECEIVED

2. Pedestrian Safety – Crosswalks

- Insufficient number of safe crossing opportunities
 - Install crosswalks at side streets to connect to sidewalk
- Increase visibility of Crosswalks
 - Install RRFB signals at crosswalks
 - Crosswalks to be high-visibility markings with red stamped inlay
 - Install Pedestrian traffic signal between Delmar Pl. and Middle School



TOWN & PUBLIC COMMENTS RECEIVED

2. Pedestrian Safety – Crosswalks

- Insufficient number of safe crossing opportunities
 - Install crosswalks at side streets to connect to sidewalk
- Increase visibility of Crosswalks
 - Install RRFB signals at crosswalks
 - Crosswalks to be high-visibility markings with red stamped inlay
 - Install Pedestrian traffic signal between Delmar Pl. and Middle School
 - **See-Me Flags**



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

- Poor intersection sight lines



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

- Poor intersection sight lines
 - Remove vegetation blocking sightlines
 - Relocate National Grid utility poles that block sightlines



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

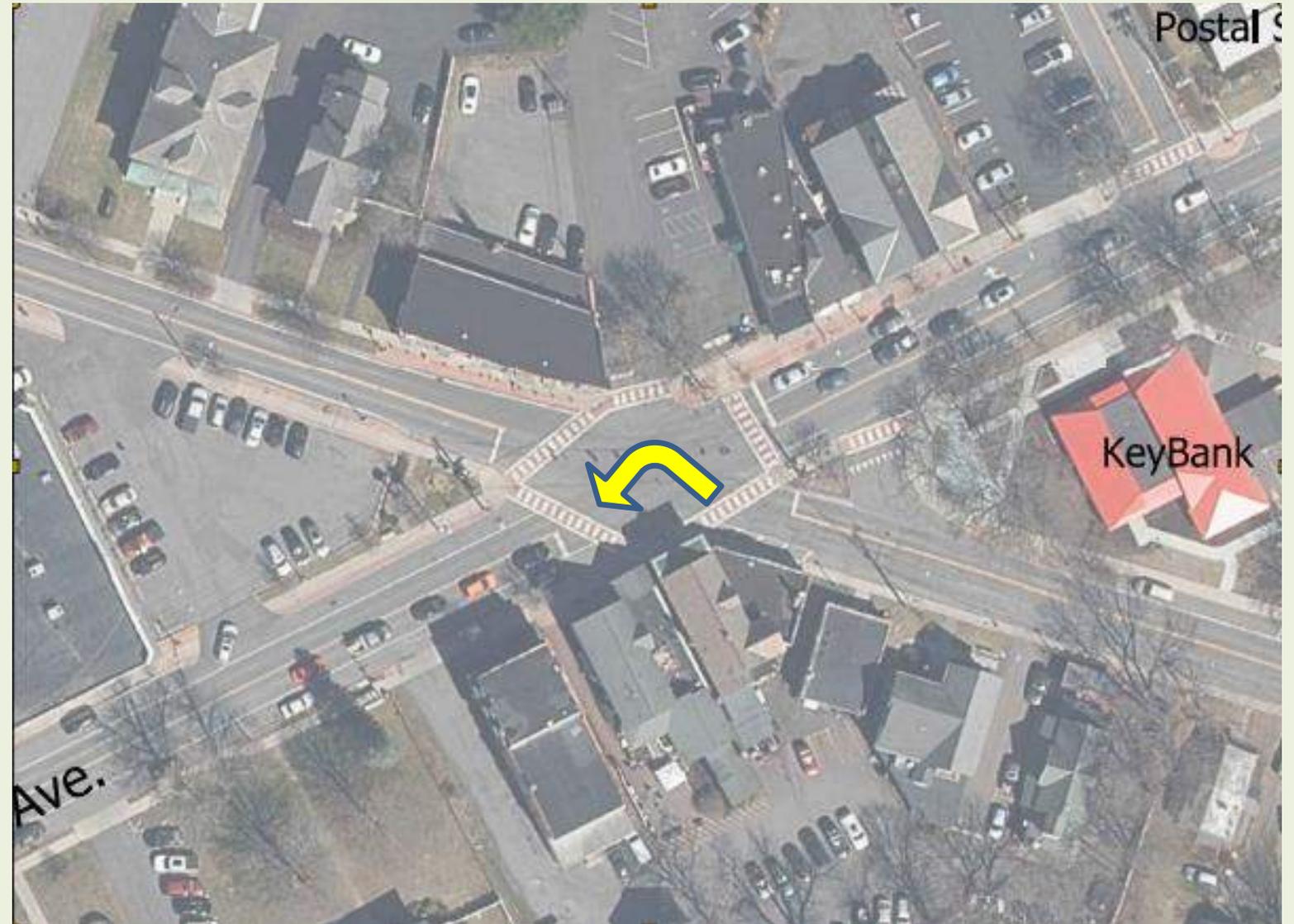
- Delaware Avenue specific
 - Lacks WB to SB signal phase



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

- Delaware Avenue specific
 - Lacks WB to SB signal phase
 - Perform traffic study and signal analysis
 - Modify traffic signal to include exclusive left turn phase



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

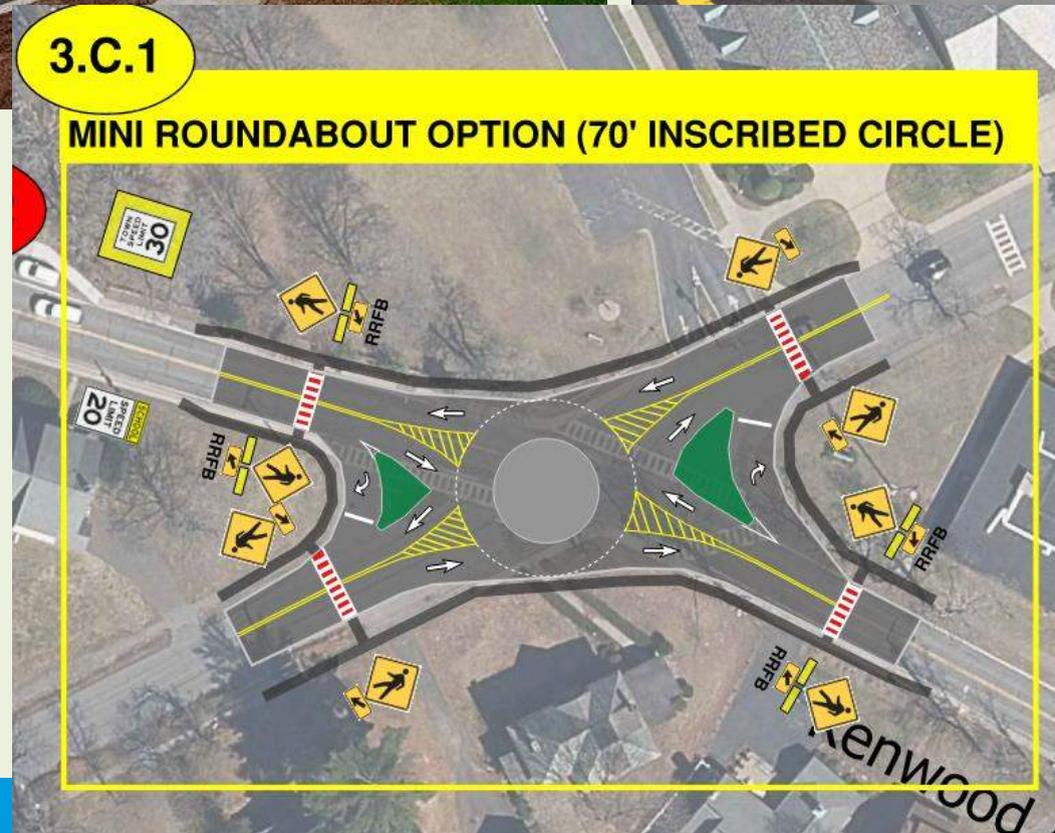
- Adams Place specific
 - Difficult intersection for pedestrians
 - Crosswalks too long
 - Awkward Slip Ramp movement



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

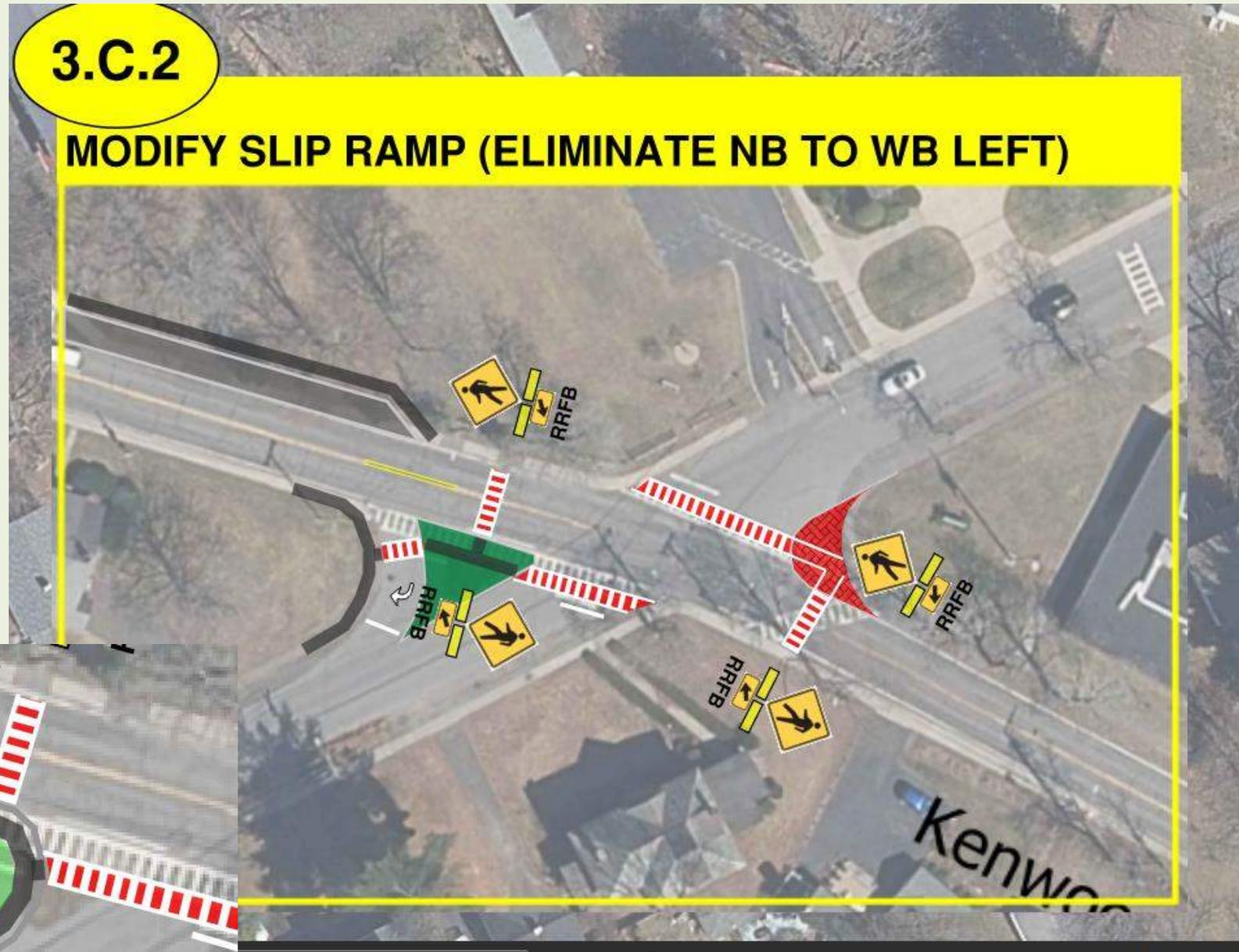
- Adams Place specific
 - Difficult intersection for pedestrians
 - Crosswalks too long
 - Awkward Slip Ramp movement
 - **Option: Mini Roundabout**



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

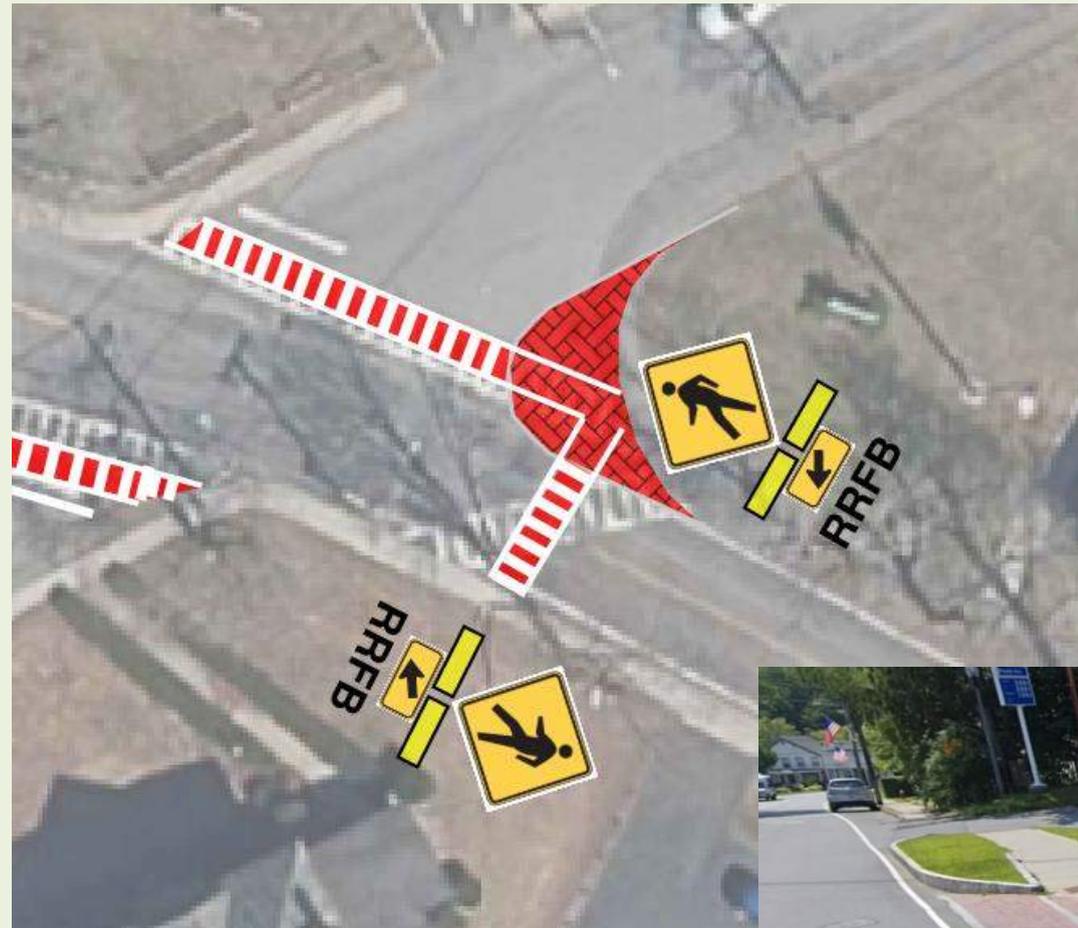
- Adams Place specific
 - Difficult intersection for pedestrians
 - Crosswalks too long
 - Awkward Slip Ramp movement
 - Option: Mini Roundabout
 - Option: Modify slip ramp for only right turns from Kenwood or remove entirely



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

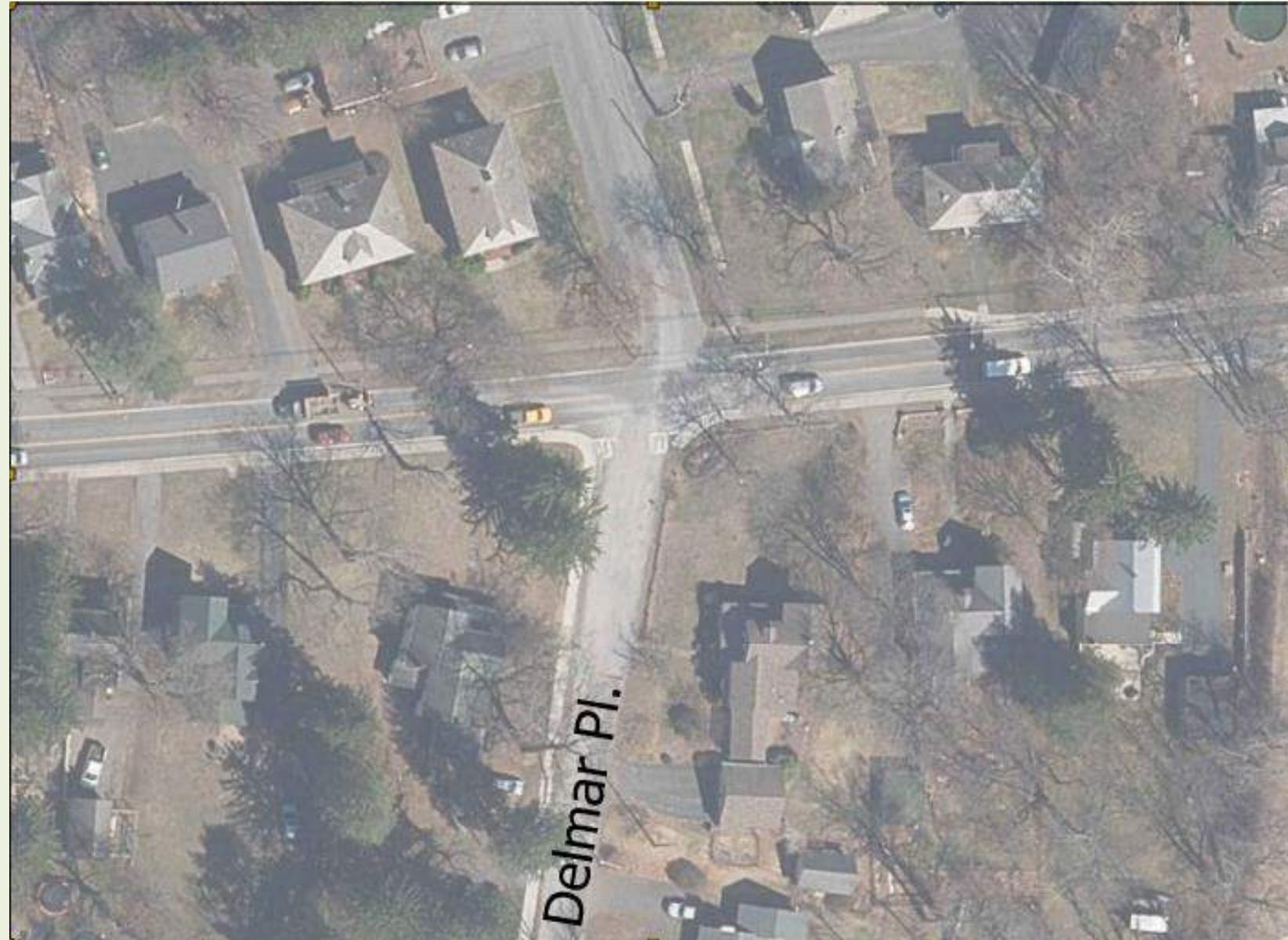
- Adams Place specific
 - Difficult intersection for pedestrians
 - Crosswalks too long
 - Awkward Slip Ramp movement
 - Option: Mini Roundabout
 - Option: Modify slip ramp for only right turns from Kenwood or remove entirely
 - Option: Construct Truck Apron to shorten crossing and remove skewed crosswalk



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

- Delmar Place specific
 - Pedestrian Crossings
 - Traffic Calming
 - Sight distance

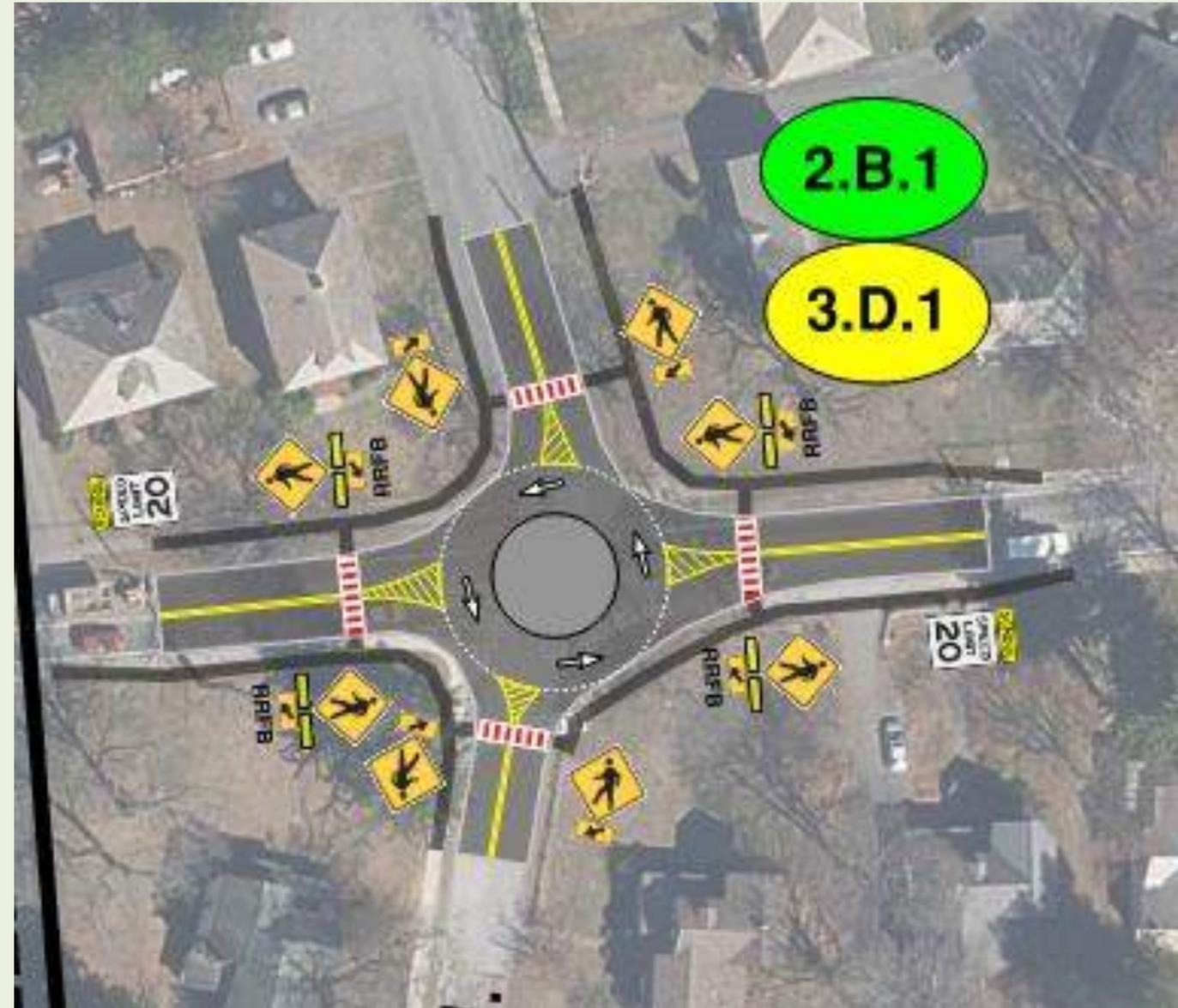


TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

- Delmar Place specific
 - Pedestrian Crossings
 - Traffic Calming
 - Sight distance

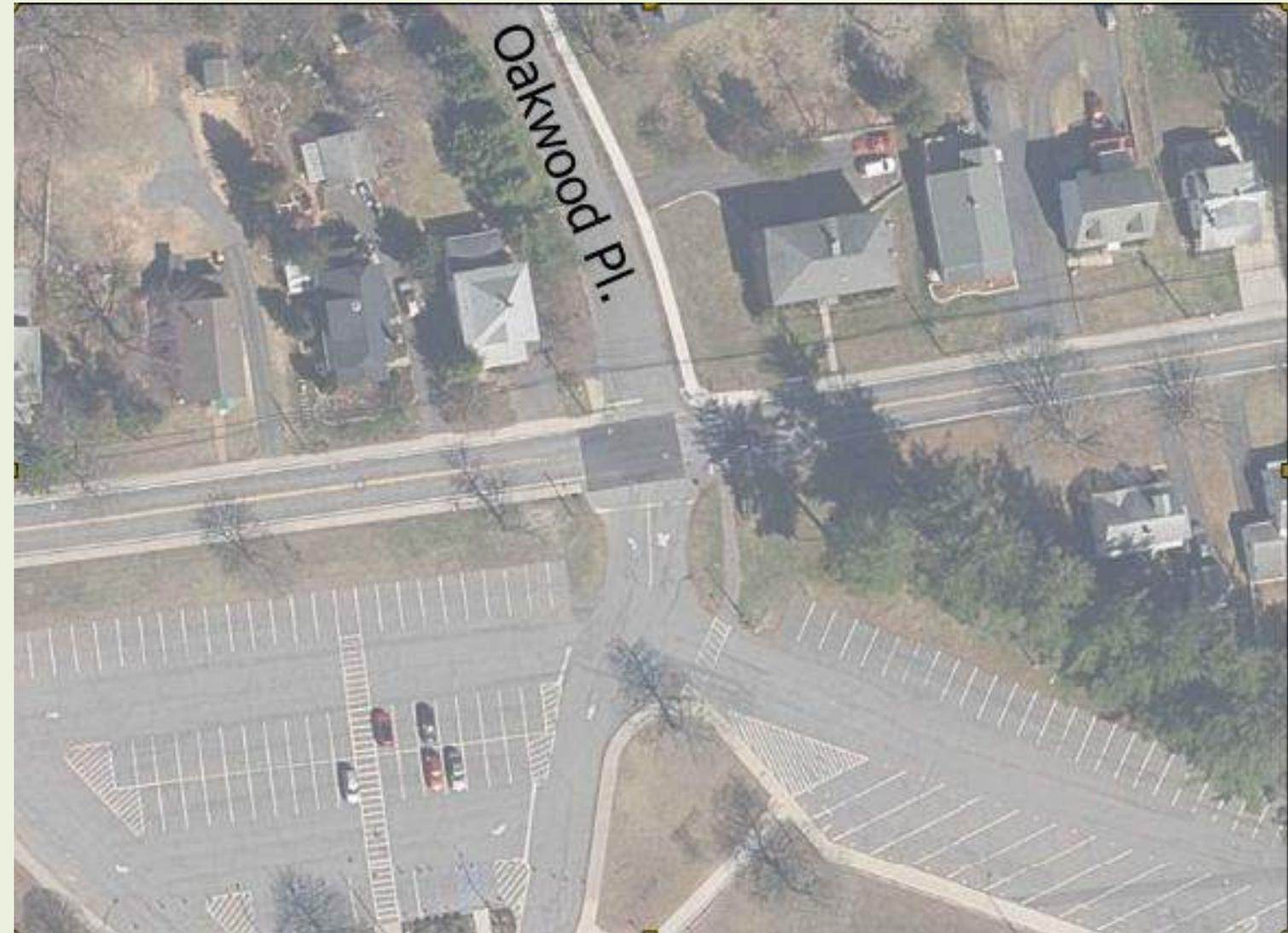
➤ Option: Mini Roundabout



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

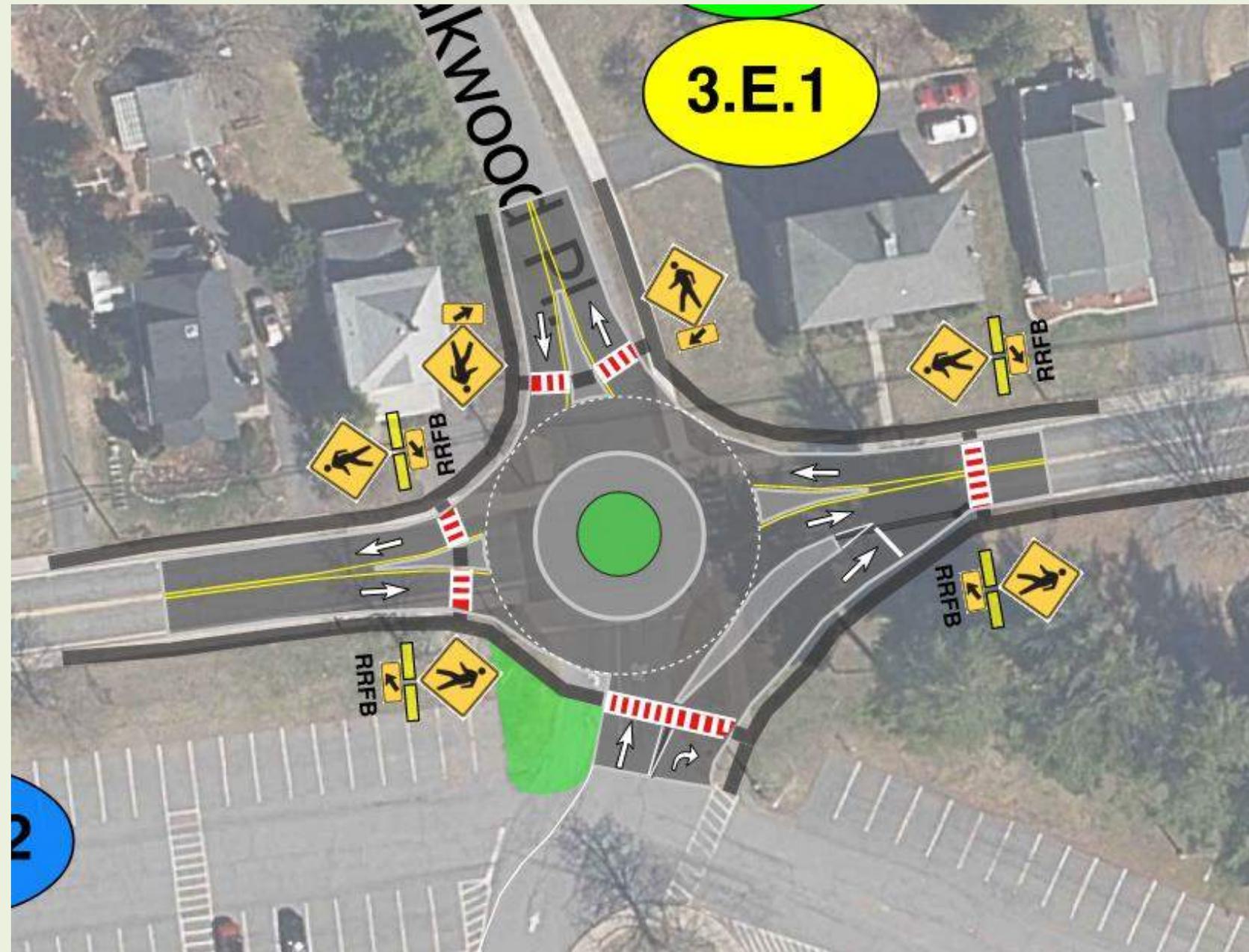
- Oakwood Place specific
 - Pedestrian Crossings
 - Traffic Calming
 - Intersection Congestion



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

- Oakwood Place specific
 - Pedestrian Crossings
 - Traffic Calming
 - Intersection Congestion
 - Option: Small Single Lane Roundabout



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

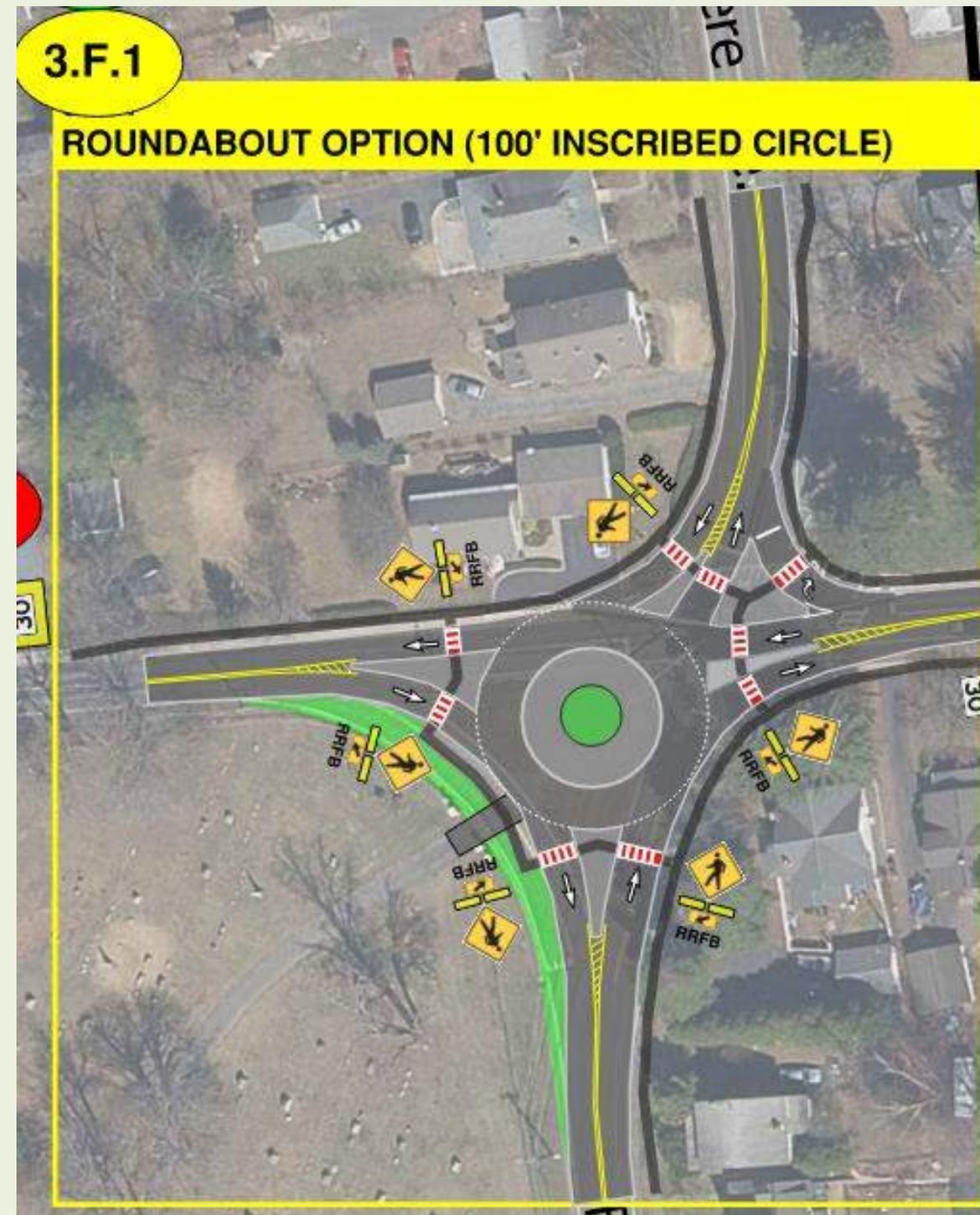
- Elsmere Ave specific
 - Awkward Intersection
 - Slip Ramp
 - Sight Distance
 - Traffic Calming
 - Pedestrian Crossing



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

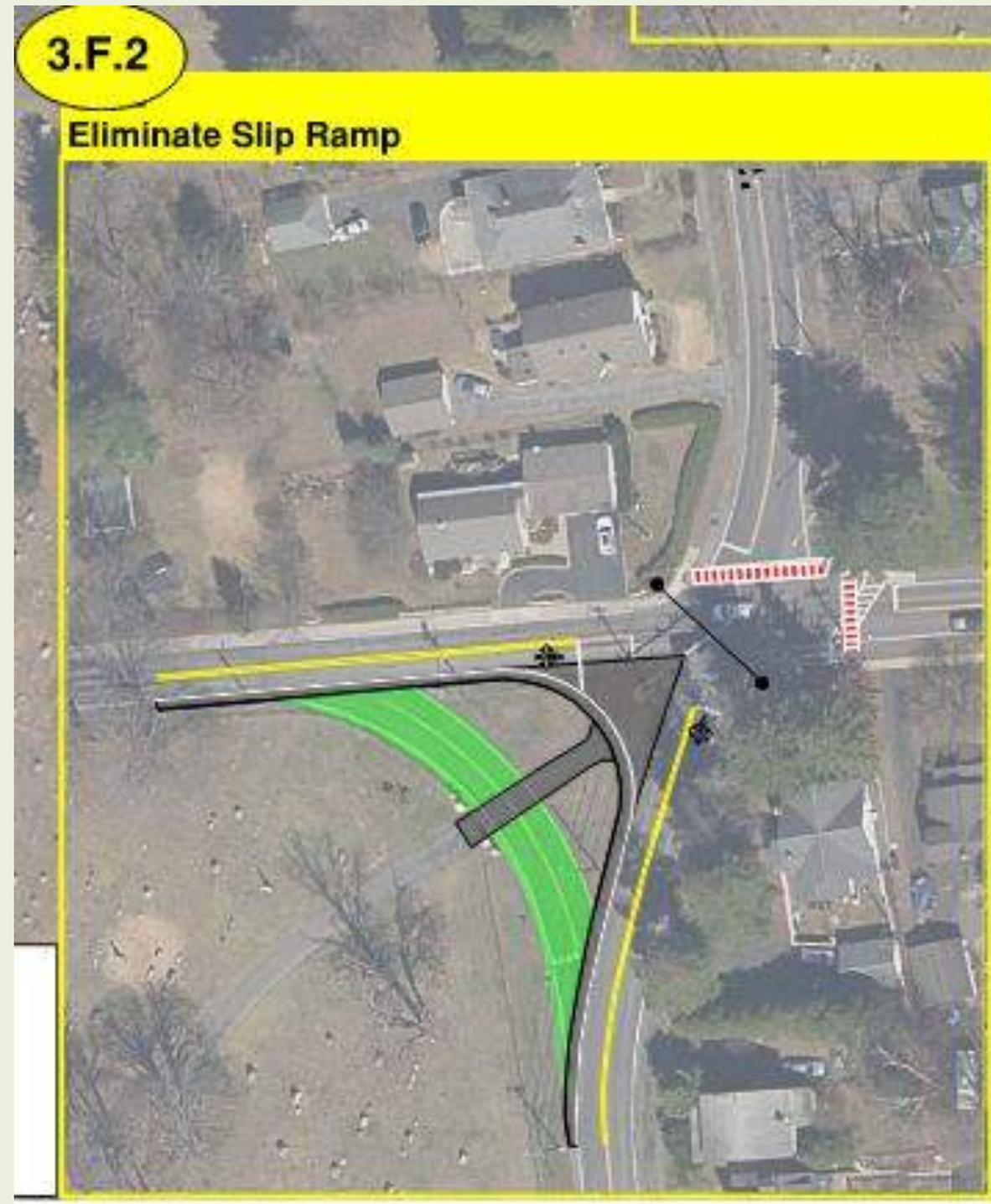
- Elsmere Ave specific
 - Awkward Intersection
 - Slip Ramp
 - Sight Distance
 - Traffic Calming
 - Pedestrian Crossing
 - Option: Small Single Lane Roundabout



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

- Elsmere Ave specific
 - Awkward Intersection
 - Slip Ramp
 - Sight Distance
 - Traffic Calming
 - Pedestrian Crossing
 - Option: Small Single Lane Roundabout
 - Option: Eliminate Slip Ramp



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

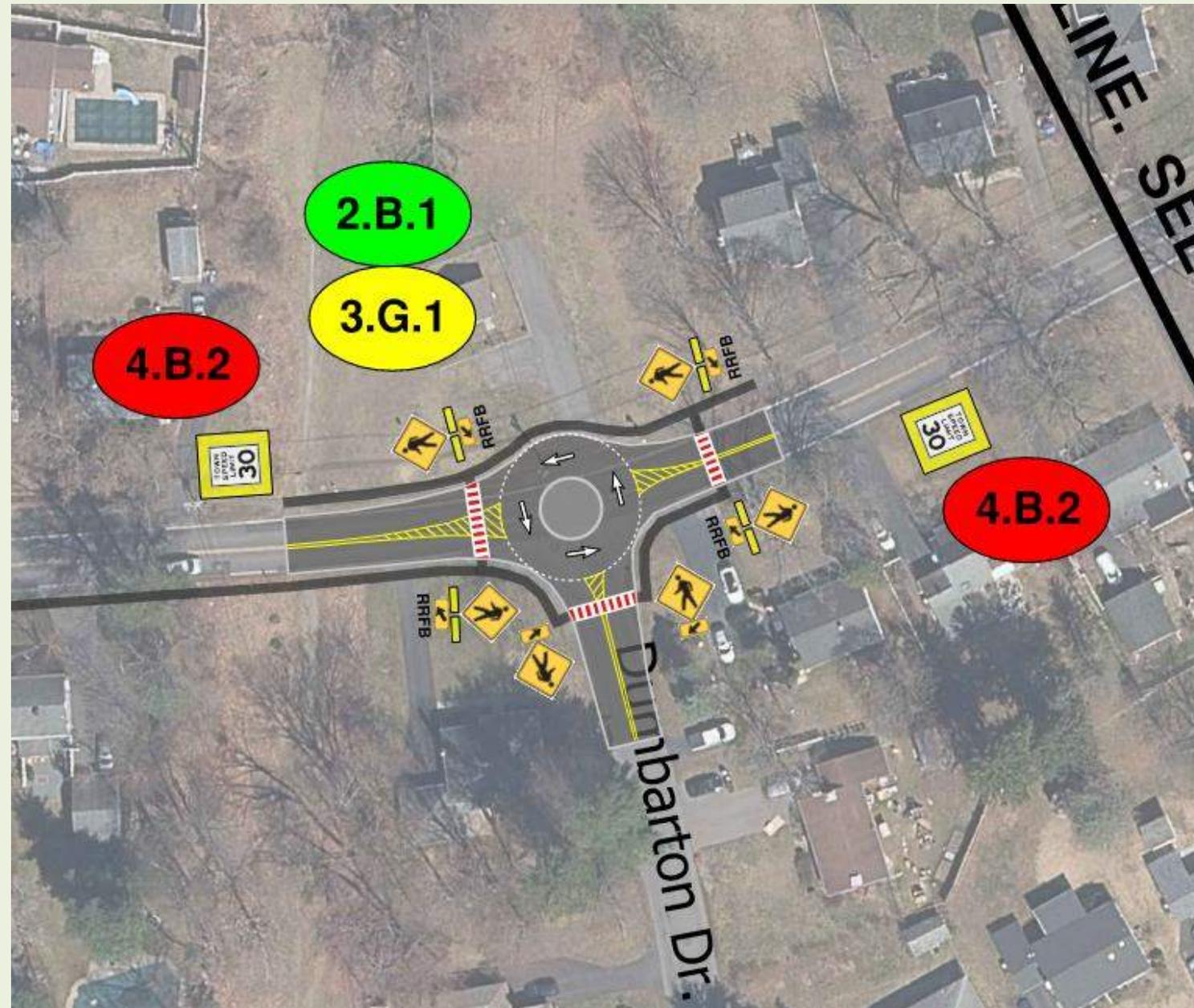
- Dumbarton Drive specific
 - Pedestrian Crossing
 - Traffic Calming



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

- Dumbarton Drive specific
 - Pedestrian Crossing
 - Traffic Calming
 - Option: Mini Roundabout



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

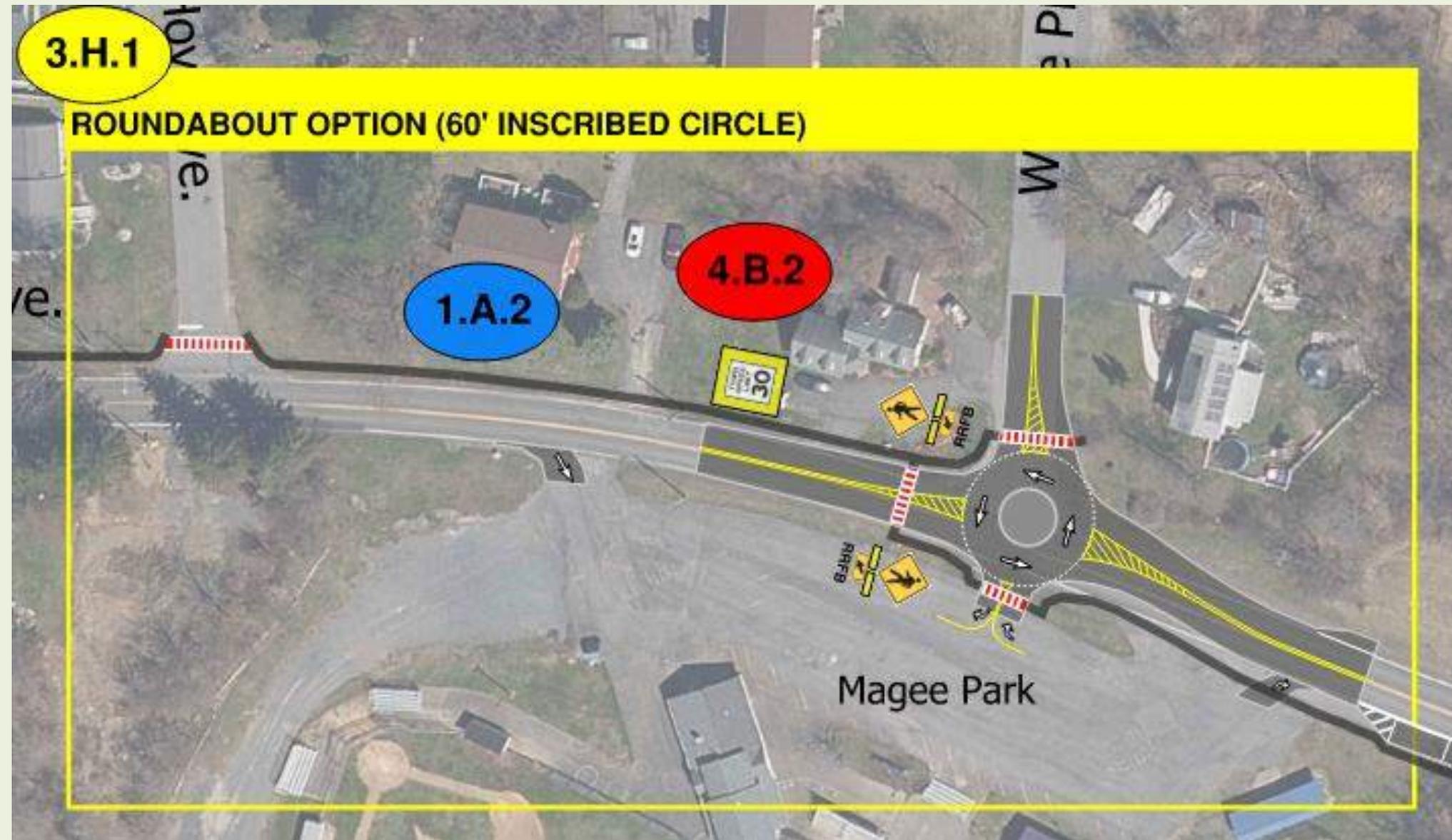
- Winne Place specific
 - Pedestrian Accommodations
 - Pedestrian Crossing
 - Improvements tied to Magee Park
 - Traffic Calming



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

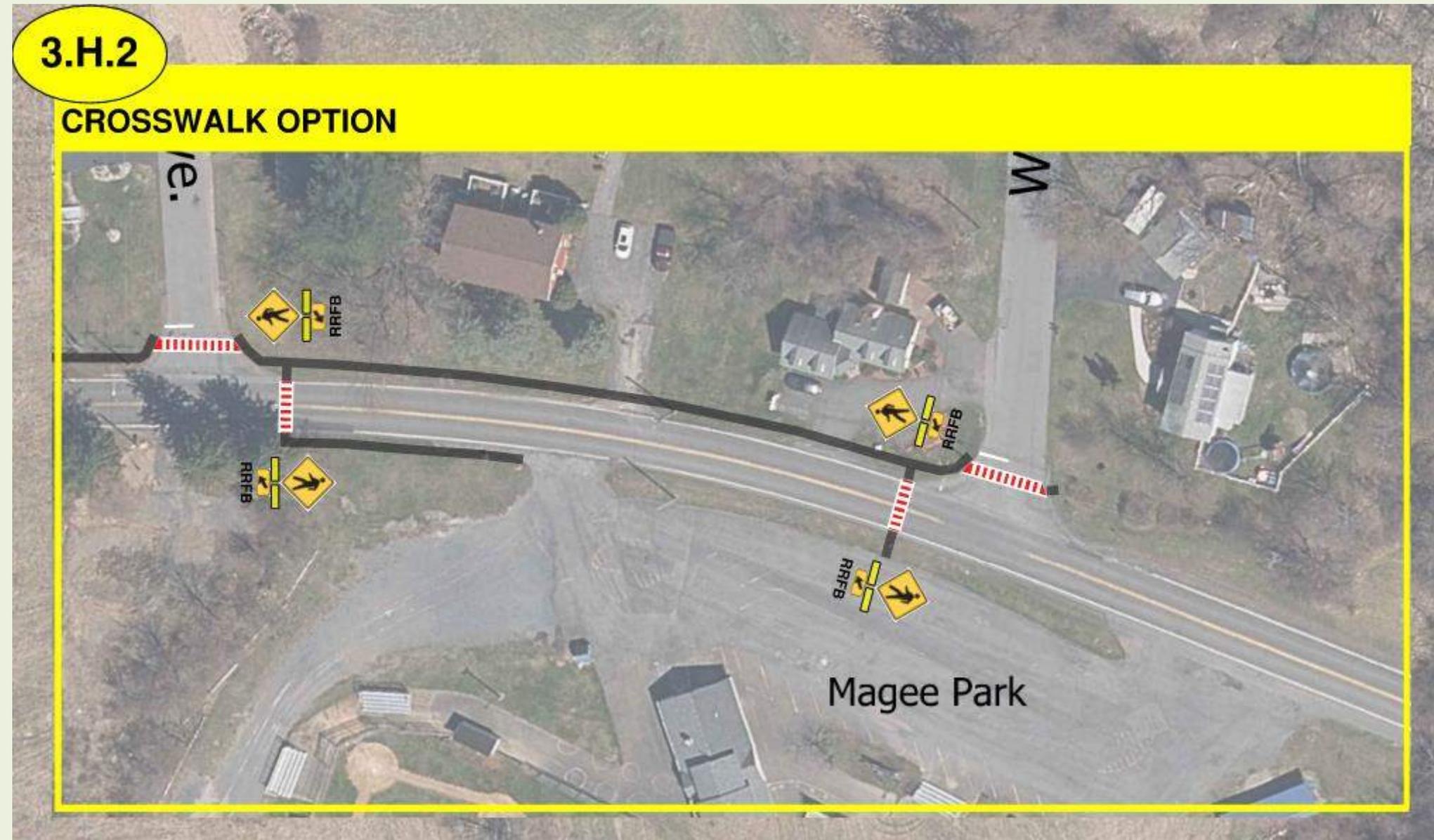
- Winne Place specific
 - Pedestrian Accommodations
 - Pedestrian Crossing
 - Improvements tied to Magee Park
 - Traffic Calming
 - Option: Mini Roundabout



TOWN & PUBLIC COMMENTS RECEIVED

3. Intersection Improvements

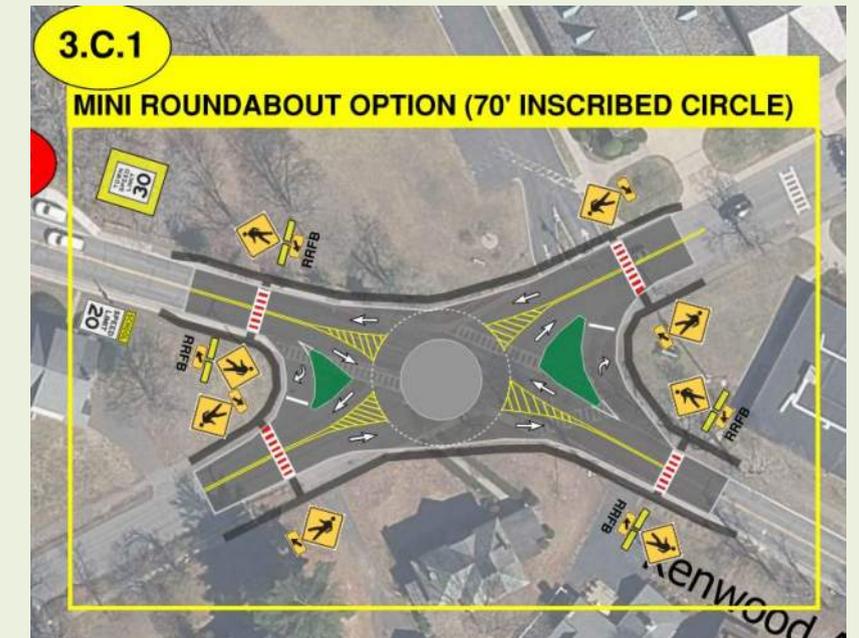
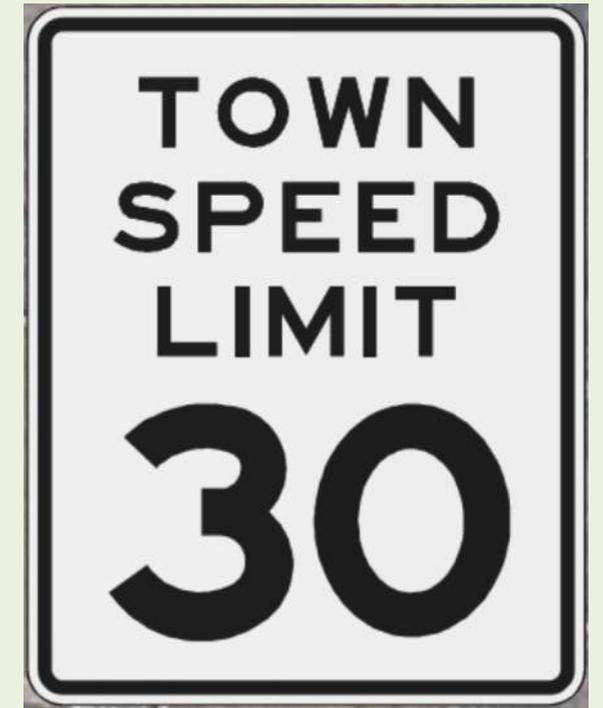
- Winne Place specific
 - Pedestrian Accommodations
 - Pedestrian Crossing
 - Improvements tied to Magee Park
- Traffic Calming
 - Option: Mini Roundabout
 - Option: Crosswalks with RRFB



TOWN & PUBLIC COMMENTS RECEIVED

4. Speed (Traffic Calming)

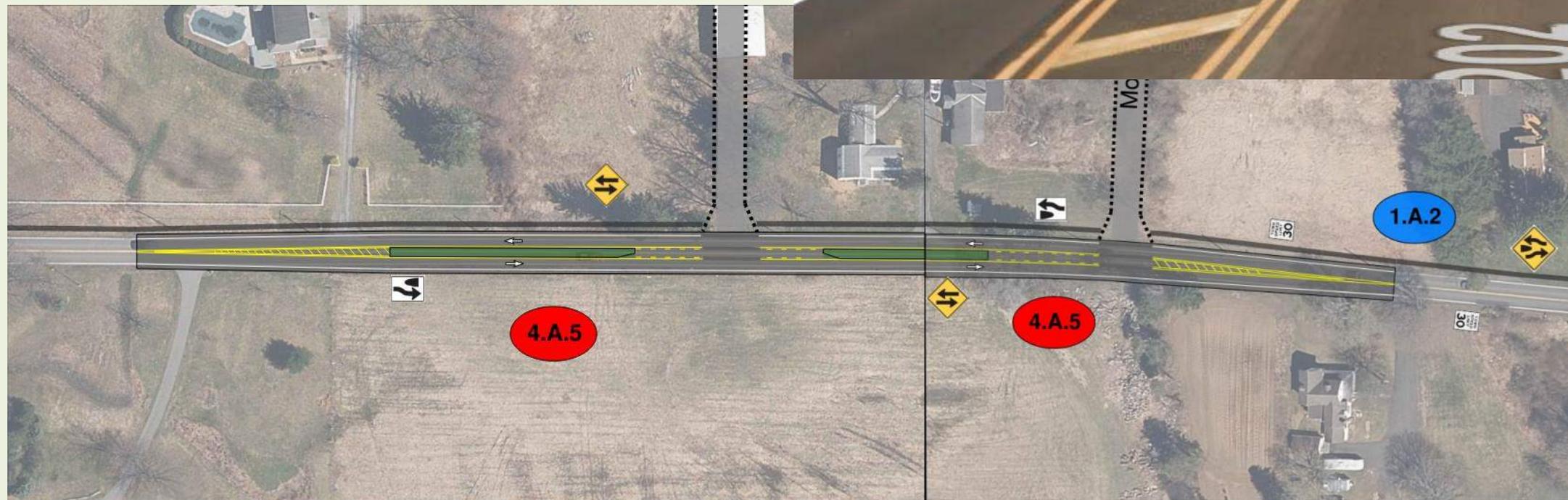
- Physical Features
 - Crosswalks (previously discussed)
 - RRFB signals (previously discussed)
 - Intersection Improvements (previously discussed)



TOWN & PUBLIC COMMENTS RECEIVED

4. Speed (Traffic Calming)

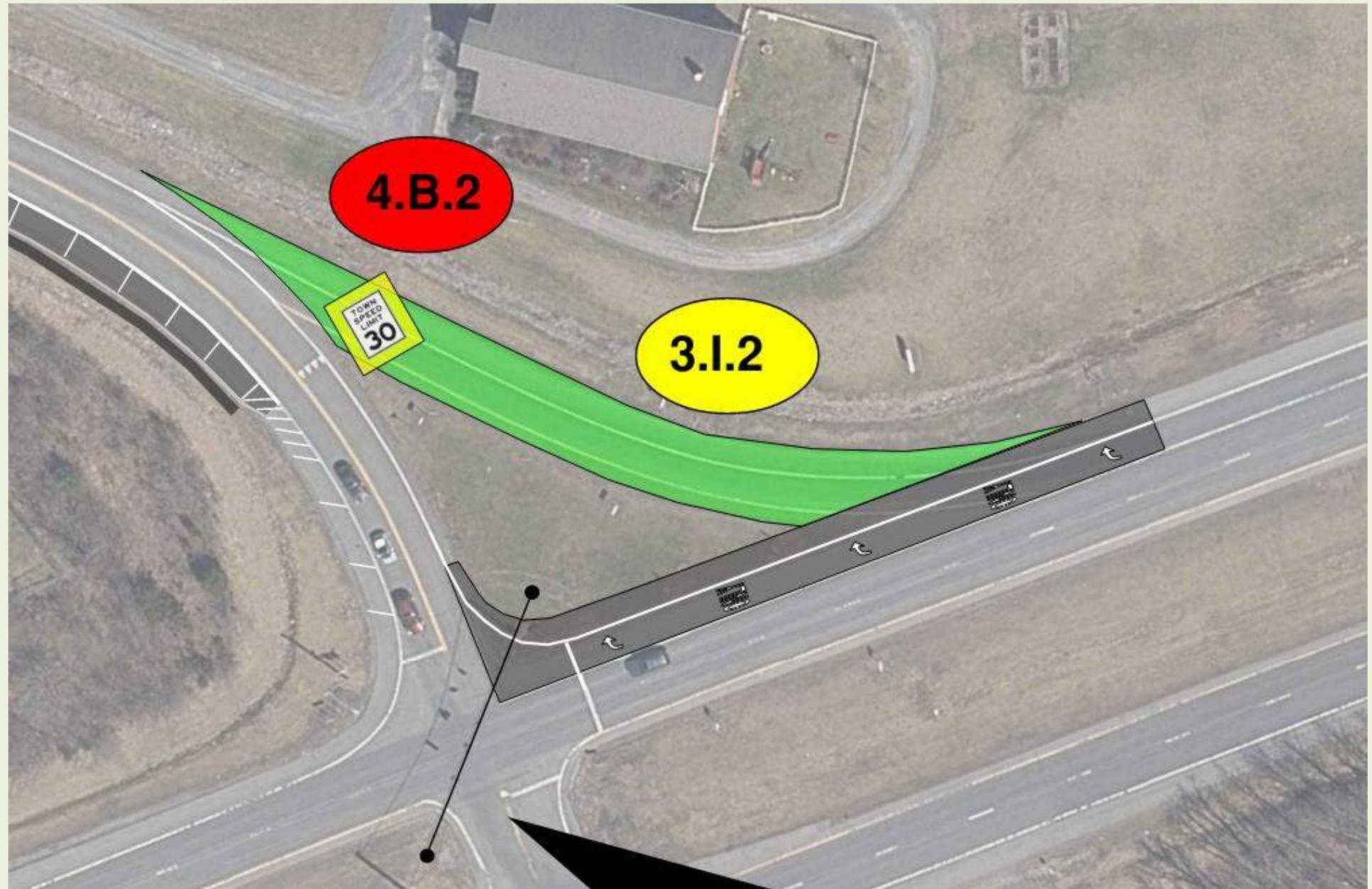
- Physical Features
 - Crosswalks (previously discussed)
 - RRFB signals (previously discussed)
 - Intersection Improvements (previously discussed)
 - **Raised Median (roadway deflection)**



TOWN & PUBLIC COMMENTS RECEIVED

4. Speed (Traffic Calming)

- Physical Features
 - Crosswalks (previously discussed)
 - RRFB signals (previously discussed)
 - Intersection Improvements (previously discussed)
 - Raised Median (roadway deflection)
 - **Eliminate slip ramp from By-pass (like Bender Ln, Elsmere Ave, Murray Ave)**



TOWN & PUBLIC COMMENTS RECEIVED

4. Speed (Traffic Calming)

- Physical Features
 - Crosswalks (previously discussed)
 - RRFB signals (previously discussed)
 - Intersection Improvements (previously discussed)
 - Raised Median (roadway deflection)
 - Eliminate slip ramp from By-pass
- Signage
 - Radar Speed Control Signs
 - Increase frequency of Speed Limit signs
- Enforcement



TOWN & PUBLIC COMMENTS RECEIVED

5. Bicycle Accommodations

- On Road
 - Sharrow pavement markings
 - “Share the Road” signs



TOWN & PUBLIC COMMENTS RECEIVED

5. Bicycle Accommodations

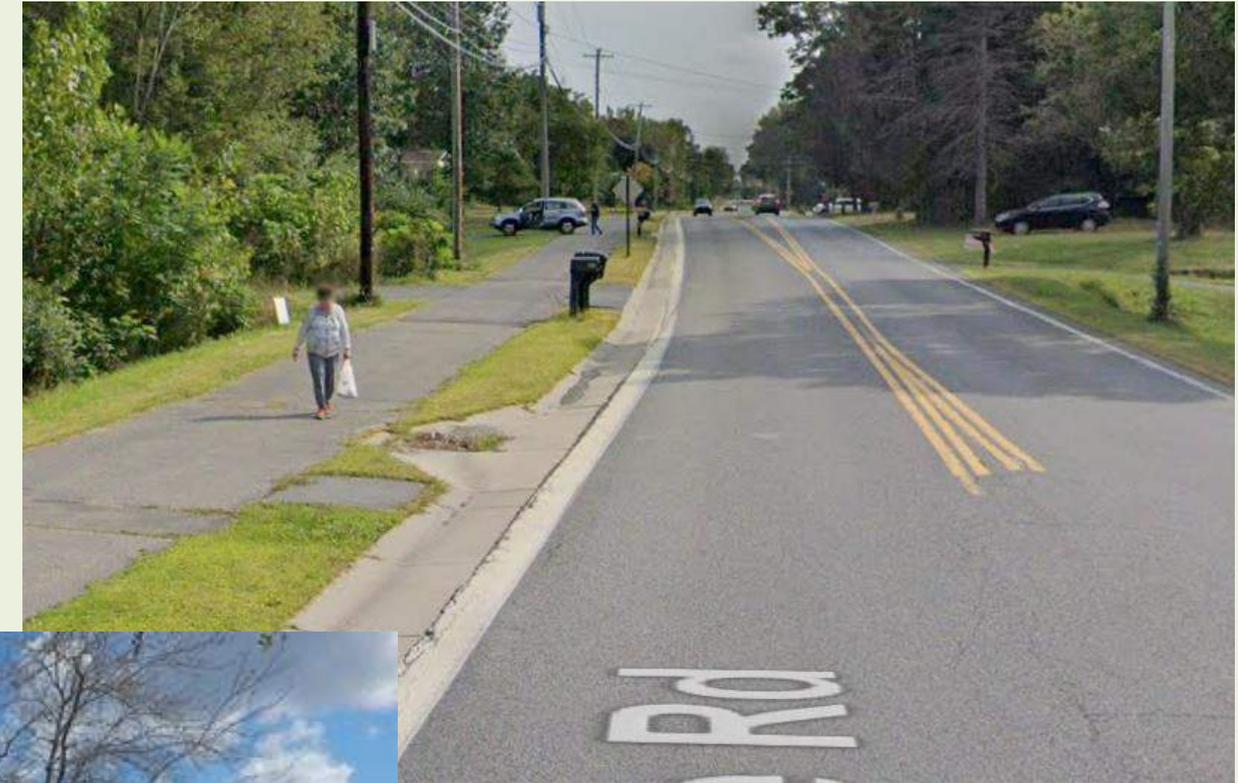
- On Road
 - Sharrows
 - “Share the Road” signs
 - **Widen Shoulders (long range solution)**



TOWN & PUBLIC COMMENTS RECEIVED

5. Bicycle Accommodations

- On Road
 - Sharrows
 - “Share the Road” signs
 - Widen Shoulders (long range solution)
- Multi-use Path
 - Replace sidewalk with shared-use path / side path (long range solution)



TOWN & PUBLIC COMMENTS RECEIVED

6. Parking

- Inadequate Parking Spaces (near Delaware Ave)



TOWN & PUBLIC COMMENTS RECEIVED

6. Parking

- Inadequate Parking Spaces (near Delaware Ave)
 - Extend existing parking lane (WB)



TOWN & PUBLIC COMMENTS RECEIVED

6. Parking

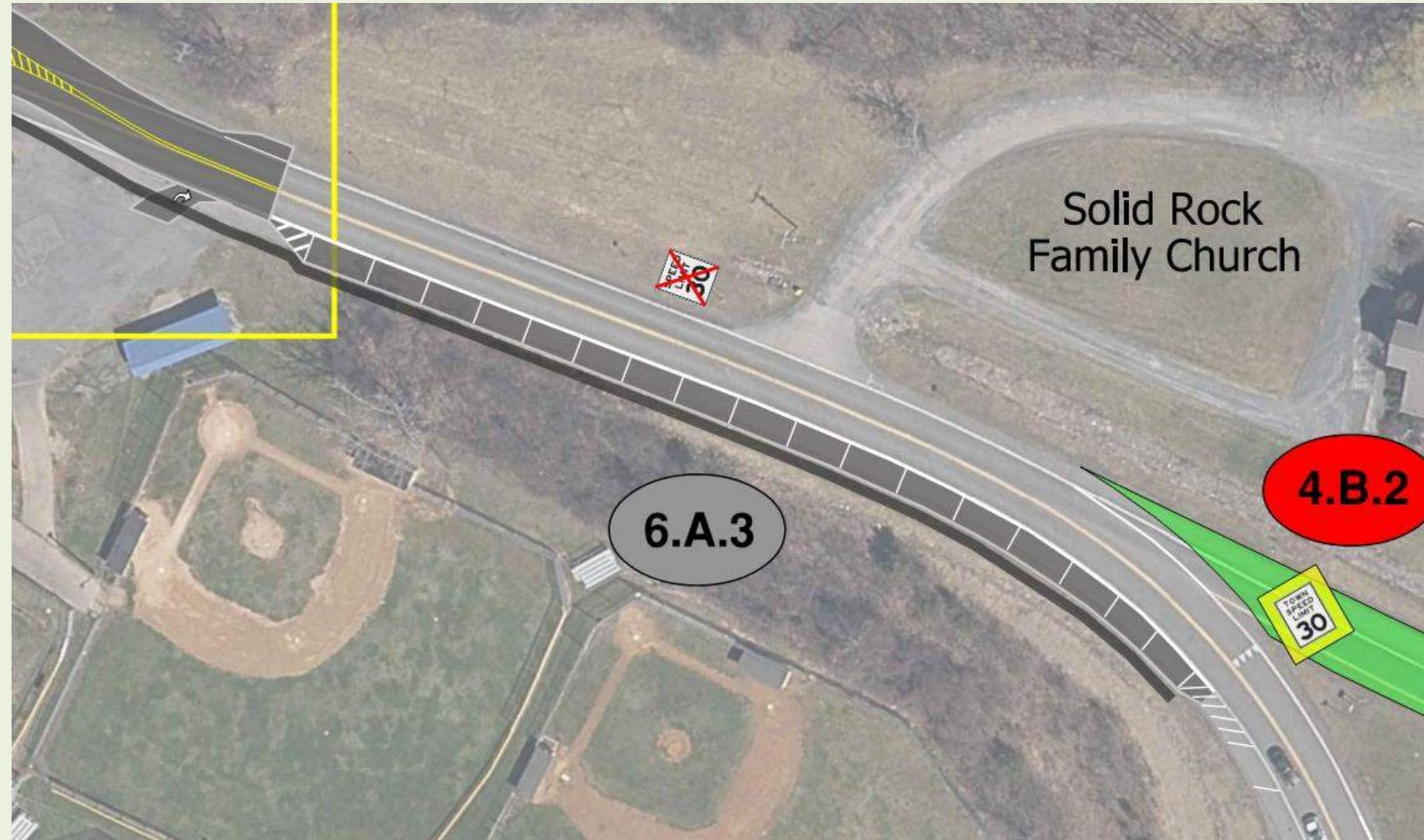
- Inadequate Parking Spaces (near Delaware Ave)
 - Extend existing parking lane (WB)
- Inadequate Parking at Magee Park
- Parking at Magee Park obstructs sight distance



TOWN & PUBLIC COMMENTS RECEIVED

6. Parking

- Inadequate Parking Spaces (near Delaware Ave)
 - Extend existing parking lane (WB)
- Inadequate Parking at Magee Park
- Parking at Magee Park obstructs sight distance
 - Formally define parking lane eastbound, east of Magee Park. Combine with sidewalk to Magee Park.



TOWN & PUBLIC COMMENTS RECEIVED

7. Congestion

- Queuing at Middle School

8. Other

- Rear access at Middle School
- Lack of space on roadway to accommodate all users

7 - Congestion	A - Queuing along Kenwood Ave in School Zone	1		"No Parking" sign during Middle School dismissal at the corner of Delmar Pl and Kenwood Ave.
8 - Other	A - Rear Access to Bethlehem Middle School	1	Evaluate Pineview Ave. and Central Pl. entrance opportunities.	Open/unchain the rear tennis court gate at the end of Pineview Ave.
	B - Lack of space to accommodate different road users (e.g., cyclist, pedestrian, etc.)	1		Convert Kenwood Ave to "one-way" flow between Delaware and Elsmere.



TONIGHT'S AGENDA

- Project Update/Status
- Summary of Comments Received and Potential Proposed Solutions
- **Next Steps**
- Open House



Next Steps:

PROJECT UPDATE / STATUS

- Hold Public Meeting #2 (tonight)
 - Present Draft Conceptual Plans / Recommendations
 - Open House Discussions
 - Receive Final Comments (by Sunday October 29)
 - www.kenwoodavestudy.com
 - Comment Forms
- Summarize Project Results in Final Report
- Town-funded Projects (“Low-Hanging Fruit”)
 - Signing additions & Striping improvements
 - Additional Sidewalks
 - Crosswalks installations (W/ Detectable Warnings)
- Capital Projects (state & federal funding)
 - Intersection reconfigurations
 - Roadway widening



PROJECT UPDATE / STATUS

Town-funded Improvements Already Implemented



Crosswalks @ Dumbarton Dr & Waterline



Sidewalks – Oakwood Pl to Elsmere Ave



Crossing Pad @ Brookview Ave



Sidewalk w/ Shrubs Trimmed



Curb Ramps with Detectable Warning Pads



Speed Radar Warning Device



TONIGHT'S AGENDA

- Project Update/Status
- Summary of Comments Received and Potential Proposed Solutions
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- **Open House**



My Issue/Concern is related to...	Location	Comment	Name (optional)	Date	Source
Bike Lane		Ideally, there should be a grade separated bicycle lane along Kenwood Avenue because there are many children riding along Kenwood Avenue. However, if there is no space, widening shoulder to accommodate cyclist is good idea.		10/10/2023	Open House
Bypass Slip Ramp		Grade change to bypass and realign Kenwood to Bypass.		10/10/2023	Open House
Crosswalks	Magee park (2.B.1)	I think a crosswalk would be the easiest for children to use.	Daphne Jenkins	10/13/2023	Website
Crosswalks		1. Based on a few comments I received at last night's meeting, I followed up with the Highway Department this morning: a) New crosswalks were recently installed at Dumbarton/Albany Water line, Alden Ct. and Brookview. b) Highway has already ordered posts and pedestrian crossing signs W11-2 and W167P for these new crosswalks. c) Highway will also order the "yield to ped" in street pedestrian crosswalk signs/bollards to install at these locations.	Rob Leslie with Highway Dept	10/11/2023	Email
Crosswalks		Imagine you are someone coming West from Elsmere and the steady flow out of the lot provides for little to no access to you to proceed to the MS entrance into the circle. The second issue is the install of a pedestrian flashing light nearer the main entrance to the parking lot. I don't think this is necessary and would prefer that it not reside there under the assumption that our crossing guard would still be positioned at our exit in the crosswalk immediately West of the planned circle at the exit. We have normed our community to travel to the crossing guard and if the pedestrian light is installed it would create another potential traffic break that would not be necessary and as it stands now, there aren't any students who routinely attempt to cross Kenwood nearer our entrance. It also would not make sense to cross kids with a crossing guard at this location as the primary crossing because the students would then need to cross over through traffic inside the lot to get to the school. Currently they do not do this b/c traffic through the busing area is prohibited during arrival & dismissal. Please let me know if you have any questions and thanks for the opportunity to share input.	Mike Klugman	10/30/2023	Email
General	4C, 2.A.1, 2.B.1, 3	4.C Enforcement. As stated at the presentation, "Kenwood has cars traveling at much higher speeds than other neighborhoods." Since Kenwood is the outlier, enforcement on Kenwood is what would fall into the category of low lying fruit as speakers used in the presentation. I lived in the DC area for 15 years. When a jurisdiction had enforcement on speed, word spread quickly. Falls Church Virginia was known for ticketing for going even less than 5 mph over the limit. Kenwood should not be seen as a free speed zone, simply because people don't like getting tickets. 2A1 and 2B 1 crosswalks and visibility. We need both. Unfortunately, crosswalks and the concept of yielding to pedestrians in NYS has come late to the game. Drivers need a heads up. Not only will obvious crosswalks help, but the flashing lights help too. Giving people flags is one thing, flashing lights better Mini RAB - I saw these out West and people with pickup trucks drove right over them. Good idea though	Kevin Donovan	10/27/2023	Website
General	All	I like the proposed improvements, esp the sidewalk extensions the entire way to bypass, crosswalks, eliminating slip ramps. My initial reaction was "what?" to all the circles, but I do realize they slow traffic down so I do think they fit into the plan. I especially like the idea of eliminating the slip ramp and having a wider intersection at Kenwood/Elsmere AND the elimination of the slip ramp. I will miss that easy exit, but a break in traffic is a necessity at Magee Park. You will get a lot of complaints on these, but please do the safest things. Some people live to complain and don't ever want change. I don't know how to fix this issue, perhaps the new higher sidewalks will help. But after the sidewalk plow goes through, snow often melts in the trough left, and sidewalks become very icy. You will see children and older adults walking in the street, very dangerous.	Ann Schucker	10/11/2023	Website
General	Kenwood between Elsmere and Delaware	My greatest complaint about Kenwood is that it's way too narrow between Adams and Elsmere. It is not safe enough for pedestrians or bikers. I propose that the town make it a one-way street with one westbound lane. Obviously that would be very inconvenient for car traffic. But cars can adjust. There are plenty of side streets cars could go down instead--Adams Place and Herber Ave in particular. None of the proposed solutions would suffice to make Kenwood safer for pedestrians and bikers.	Beezly Kiernan	10/12/2023	Website
General	Multiple	Have improvements north of Delaware Ave been previously addressed? The intersections at both North St & Borthwick Ave need to be fixed. The North St is congested & has much pedestrian traffic due to the rail trail entrance. It is dangerous for pedestrians & traffic backs up with cars turning onto & off of North St. Proximity to the Four Corners exacerbates this. Borthwick intersection would benefit from an all way stop given the difficulty turning onto/off of that street & increased volume due to library access. Lastly, in efforts to avoid the Four Corners, cars use both Borthwick & Kenaware Aves as cut throughs to Delaware Ave. Cars speed down these residential streets at VERY high speeds endangering residents. Traffic backs up on Kenwood when cars make a left turn onto/off of these streets. Speed bumps on these streets would deter some of the cut through traffic, improve the safety of the residents on these streets, & reduce backups on Kenwood.	Carie Cole	10/12/2023	Website

General		<p>First off. This is amazing work.</p> <p>I'm in favor of:</p> <p>All of 1 - Pedestrian Safety (sidewalks), and All of 2 - Pedestrian Safety (crosswalks). Except for those listed 'Not Likely'</p> <p>All roundabouts: 3.C.1, 3.D.1, 3.E.1, 3.F.1, 3.G.1, 3.H.1 Also in favor of: 3.I.2</p> <p>All of 4-Speeding (Traffic Calming). Except for those listed as 'Not Likely'</p> <p>HUGELY in favor of 5 - Bicycle Accommodations B - Multi Use Path. Let me say that again: I am HUGELY in favor of 5.B.1 !!!!!!!!!!!!!!! Kids need to be able to ride. Anything on the roadway is paint not infrastructure. Multi-use path is THE only option.</p> <p>All of 6 - Parking</p> <p>I have one thing to add:</p> <p>As part of 6.A.1 - please eliminate the parking space in front of the Laundromat. It is in the southbound lane of Kenwood and it is ridiculously unsafe and inconvenient. There is parking behind the building and across the street. It's unnecessary. No other business has parking like that. ELIMINATE IT. PLEASE!</p> <p>Great Job. I can't tell you how happy I am!!</p>	Benjamin Klein	10/13/2023	Website
General		<ol style="list-style-type: none"> 1. I support removing the 3 slip ramps. 2. I do not support creating mini roundabouts. 3. Magee park, removing the slip ramp will help alleviate excessive speeds traveling off the bypass. However, I do not like the idea of encouraging parking along the street. It should not be the towns job to create parking. Partnerships should be encouraged with a vacant parking lot at the church across the street with a dedicated crosswalk. Fencing should be constructed along the road to prevent parking. 4. I do support the idea of the medium between lanes in the middle of the street near Klienkes farm. 5. I do think the middle school needs further thought. I strongly encourage revisiting making Adam's place to elsemere as a one way. I know this idea was mentioned but dismissed with no explanation. I feel this should be revisited. 6. The telephone pole at Adam's needs to be moved over. 	Jake, colby	10/17/2023	Website
General		<p>I live on Kenwood and my only concern is walking on the sidewalk between the intersection of Elsmere/Kenwood and four corners. there is no buffer between sidewalk and street and I do not want my daughter walking on that stretch of road when she eventually goes to the middle school. Not to mention every weekend when my family goes to the farmers market. I would happily pay more in taxes if it meant pushing the sidewalk back and buying land from homeowners along that stretch. I heard rumors of speed bumps being put in place but in my experience (again I live on Kenwood) speeding isn't that big of a problem. If speed bumps get put in people will find alternative routes that aren't meant to be thoroughfares. Please please please find a way to put in a SAFE sidewalk on Kenwood from the intersection of Elsmere/Kenwood to the four corners. If it's not feasible to impede on properties, consider making a sidewalk on the cemetery/middle school side of Kenwood.</p>	Ben Placek	10/22/2023	Website
General		<p>I support general improvements on Kenwood Avenue, especially at high traffic and/or poor visibility locations and near the middle school.</p>	Courtney Russell	10/27/2023	Website
General	Elsmere to Delaware	<p>I fully support 1) the widening of sidewalks and more space between the curb to side walks and road, especially in the school zone 2) the buffer space 3) Flashing lights on pedestrian crosswalks 4) all the mini roundabouts (especially at the school, Elsmere and Kenwood, Adams and Kenwood). 4) converting all non-signal intersections to 4 way stops and/or installing stop signs every quarter of a mi. 5) wider shoulder for bikes.</p> <p>Not mentioned here but could be less costly and therefore more timely: speed bumps every quarter mi. Whatever you can do to create real consequences (not more speed limit signs) to change people's speeding behaviors is necessary. If their cars will be damaged by speeding they are more likely to drive slower. THANK YOU FOR ASKING and READING!</p>	Kim Ploussard	10/28/2023	Website
General		<p>I don't think that mini roundabouts are needed. People drive so carelessly anyway through town, and many people really don't understand how to use a roundabout correctly. There are people that stop in the middle of the roundabouts and don't know when to yield and when to go. Crosswalks on the other hand make good sense. Also widening the distance between the white line on the edge of the road and the sidewalks is a fantastic idea considering how close the edge of the road comes to the sidewalk on Kenwood, especially by the Middle School. Also needed near the sidewalks (and off the road) are bike paths similar to what we have going past Adams Station. A separate space where the cyclists can go. As far as Magee Park is concerned, maybe more parking in back of the ball park would be better...lots of land back there. Maybe if we were to have a parking lot in back of the ball park, we also would have to make it one way in and one way out.</p>	Dan Derucher	10/29/2023	Website
General	West end of Kenwood and at Elsemere intersection, the rest of improvements at school area	<p>Given the number of accidents at Elsemere intersection and speed at west end of Kenwood great benefit to remove slip ramps. Pedestrian safety a high priority especially on the school area. I support all the "low hanging fruit" options to increase safety as well as widening sidewalks and a traffic signal</p>	Rebecca Hathaway	10/11/2023	Website
General	Oakwood to Hoyt	<p>Thank you for the new sidewalks from Elsmere to Oakwood! They are great. But considering kids want to bike to little league, the sidewalk should continue all the way to Magee. Magee needs a dedicated crosswalk and flashing crosswalk signs at Winne Pl. and also some kind of traffic calming as you turn from Route 32 onto Kenwood so people know there is a little league field there. A flashing crosswalk sign is also needed where a new crosswalk has been painted at Dumbarton. Thank you for the opportunity to comment.</p>	Lauren Spector	10/13/2023	Website
General		<p>The elephant in the room hasn't been addressed. Sidewalk safety by the middle school. Also the town should not be responsible for parking at ball field.</p> <p>I'm curious what other options can be looked at in place of roundabouts. It seems like all the effort was put into those but I would be curious as to other options.</p>	Brian Gyory	10/26/2023	Website

Intersections		<p>Just like to reiterate my biggest concern is from my previous email to yourself as this is still an issue 5 days a week by the Bethlehem Middle School please advise the town will look into this before someone is injured.</p> <p>The corner on Delmar Place and Kenwood Ave near the BCMS the homeowners @ (348 Kenwood Ave) "BUSH" is a major distraction(blind spot) of noticing students, bike riders and pedestrians when trying to enter Kenwood Ave by a vehicle? And that area could use more painted crosswalks? And the adjacent houses have bushes sticking out to block clear view in the mentioned intersection towards BCMS.</p>	Matthew & Allison Behan	10/3/2023	Email
Intersections	Adam place and Kenwood	<p>I have unfortunately see a couple of accidents here. When the light is red the line of cars can be backed up. The car trying to go straight through Adam's Place or trying to take a left turn do not have a clear view. So when they pull out bang. A mini round about I don't believe will improve the line of view. Don't know the solution for this but, it is a problem.</p>	Elizabeth Hamel	10/14/2023	Website
Intersections	Corner of Delmar Place and Kenwood Ave.	<p>Mr. Owens,</p> <p>Unfortunately I'm unavailable to attend on the 10th and appreciate your overall efforts.</p> <p>Just like to reiterate my biggest concern is from my previous email to yourself as this is still an issue 5 days a week by the Bethlehem Middle School please advise the town will look into this before someone is injured.</p> <p>The corner on Delmar Place and Kenwood Ave near the BCMS the homeowners @ (348 Kenwood Ave) "BUSH" is a major distraction(blind spot) of noticing students, bike riders and pedestrians when trying to enter Kenwood Ave by a vehicle? And that area could use more painted crosswalks? And the adjacent houses have bushes sticking out to block clear view in the mentioned intersection towards BCMS.</p> <p>Thank you,</p> <p>Matthew & Allison Behan 3 Brookside Drive Delmar, NY 12054 518-396-9060</p>	Matthew Behan	10/11/2023	Website
One Way Conversion	Kenwood One-Way (8.B.1)	<p>I'd like more information from the engineers than just opinion.</p> <p>The matrix makes mention of additional traffic to Delaware and Elsmere. Can't speak to Elsmere, but Delaware is designed to be a thoroughfare. Kenwood is not designed to be a modern thoroughfare, and I'd argue it should be treated as a residential neighborhood like any other. As revealed in the Road Diet discussion a few years ago, the current design of that roadway is underutilized.</p> <p>There was mention to impact to emergency vehicles. I'd yield my opinion to emergency responders, if they were approached. This portion of the roadway spans across the Delmar/Elsmere District line. When Elsmere responds towards Delmar proper, the firetrucks use Poplar (not Kenwood). Delmar EMS is housed at Adams. Any response would be coming from the West and not impacted by the proposed one-way design. Police, too, are observed responding West to East on Kenwood.</p> <p>I request more data and word from emergency responders before dismissal.</p>	Michael Hallisey	10/19/2023	Website
One Way Conversion		<p>At tonight's public meeting, potential solution 8.B.1 (making Kenwood one way from Elsmere Ave to Delaware (or potentially Adams)) was quickly glossed over as not feasible. I would like to see it evaluated as completely as other potential solutions and presented in the final report with recommendations on how best to implement it -- allowing the town to choose the solution or not. It could be less costly (economically and politically) than acquiring 10 feet or more for a multi-use path (5.B.1), which is the only other proposed solution in the entire matrix that would make a concrete improvement for bicyclists as well as pedestrians. Many people chose to live in Delmar because of the walkability of that area of town. We should continue to strive to make this feature of our town the best it can be. And that could take the form of a one-way road from Delaware to Elsmere and then a multi-use path from Elsmere on out to Magee.</p>	Elizabeth Lewis	10/11/2023	Website
Roadway		Shift road idea. (Resident mentioned that part of their land has easement, which the town can use)		10/10/2023	Open House
Roadway Character		<p>Kenwood Traffic Concerns – Overview</p> <p>As with many streets in the Town of Bethlehem, Kenwood Ave. is treated by people in cars solely as a route to somewhere else. To their credit and unlike leaders in adjacent communities, the town's administration is trying to return this street (and others) to the people for their safe use. To do this, the town needs to go "head-to-head" with at least 100 years of car culture dominance. As stated in the media (https://spotlightnews.com/towns/bethlehem/2023/10/18/open-house-addresses-kenwood-traffic-concerns/), "... we need to make changes to the roadway." This and other comments demonstrate that the "E" of Engineering (i.e., road design) is the key while the "E" for Enforcement is impractical and that the "E" for Education (to help "unlearn" the car culture mentality) will be promoted by a good design. It is with these thoughts in mind that the following comments are submitted.</p>	Lorenz Worden	10/25/2023	Email
Roundabout	One at Dumbarton and Kenwood and the other at the intersect of Rockefeller and Kenwood.	<p>After reviewing the graphics and listening to the presentations, we concluded that by constructing these 2 mini roundabouts in these (2) strategic locations, it would be the quickest, safest, effective and fiscally feasible way of speed reduction on the lower part of Kenwood.</p> <p>As each day rolls past, the rate of speed increases on this portion of Kenwood. We need these roundabouts to break the flow of traffic. As was discussed, there were some solutions that were considered low hanging fruit, implementation of these 2 roundabouts are there for the picken! We see that there are other proposed roundabouts (ie: middle school, Magee park and Elsmere Ave), these roundabouts are part of a more in depth study. We just don't see the benefit and in reality could actually create more confusion than anything. These areas of traffic congestion need another type of solution, that would be far more in depth!</p>	Tracey Blanchard-Stanton	10/29/2023	Website

Roundabout	Kenwood Ave	While Kenwood Ave decidedly needs improvements to slow traffic and improve walkability and safety for pedestrians, mini roundabouts are not the way to go. I do a good amount of walking in Bethlehem and my experience is that drivers routinely ignore pedestrians in the crosswalk. The only way to safely cross is to wait for a break in traffic and then scamper across. Drivers simply do not stop when you are in the crosswalk. My children walk to and from the middle school almost daily. They rely on the traffic light forcing traffic to stop for them to cross around the corner of Elsmere and Kenwood. If that light were to be replaced with a roundabout, their safety would be further compromised, especially in inclement weather or when carrying heavy bags that slow them down. I would appreciate further consideration of this plan and improvements to this concept. Red lights need to stay. Thank you!	Lea Montalto-Rook	10/13/2023	Website
Roundabout	Dumbarton	I appreciate the consideration of public input as reflected in the plans and am supportive of the results. However, the mini roundabout at Dumbarton concerns me because any deterrent to speed on Kenwood may cause even more drivers from Delaware Ave to turn left from Elsmere on to Poplar and then to Mason and Reid. We are well aware of the speed people travel that "shortcut," and at certain hours those roads have many walkers and bicyclists and more commuters. (Yes, I know a traffic study was done awhile ago, but ask the families about what they have witnessed when kids walk home from school or moms try to walk with strollers.) Was this concern discussed at all? Are there preventive measures that can be taken like a stop sign and/or speed monitor on Poplar? Thx	Anne O'Brien Carelli	10/19/2023	Website
Roundabout	Elsmere Ave and others	I am baffled by these roundabouts, which do not seem appropriate for pedestrians, especially school children. As an older pedestrian, I do not want to maneuver a roundabout, and wouldn't it be dangerous for all pedestrians? Wouldn't cars be expected to stop, which would defeat the purpose of a roundabout and result in rear-end collisions? Seems like a huge expense that would be a mess - it would slow traffic but be a nightmare for both pedestrians and drivers and cost a fortune. I also don't think some of the other roundabouts are needed. However, I find all the illustrations baffling, and I don't feel I know enough about traffic engineering to make educated comments. I don't feel other citizens do either. This is all very complicated and confusing. I would caution that this could be extremely expensive and not work anyway.	Valorie Grace Hallinan	10/27/2023	Website
Roundabout	Kenwood and Adams Pl	Mini Roundabouts might work at the intersection	Steve Redler	10/13/2023	Website
Roundabout	Along Kenwood by middle school	Think the mini roundabouts along Kenwood are a fantastic idea to calm speeds and make Kenwood function more as a neighborhood road. Would also like to have wider sidewalks that would accommodate bikes, but not as necessary if traffic is slowed.	Jean Kerr	10/17/2023	Website
Roundabout	Roundabout at the 4 Corners and Elsmere/Kenwood Aves.	Four corners should be in the proposal. I'm stumped as to why not. My only vote would be for roundabouts there and at Elsmere/Kenwood Aves. near the cemetery.	Theresa Bonneau	10/11/2023	Website
Roundabout	middle school	Intersection of Kenwood and Oakwood Plans for slowing traffic Building a Roundabout is unnecessary 1. Will need two crossing personnel to stop traffic on both sides of the circle 2. Will increase confusion for pedestrians because of breaking up the walks into small pieces 3. Take peoples land, which will reduce property values 4. Increase distance between neighbors across Kenwood and Oakwood, which reduces cohesion of the neighborhood. Looks like an attitude of not giving equal value to the Kenwood neighborhood 5. Increased building costs Proposed Solution 1Install a clearly visible programmed/ time regulated traffic light at the intersection. A red light to stop traffic when necessary A blinking caution light at low traffic times Benefits:1.Will not need two personnel at the light to stop traffic for pedestrian safety 2. Keep cohesion of and increase livability of the neighborhood 3 Costs less 4 Will not take people's land, which would reduce property values	Erika A Adams	10/23/2023	Website
Roundabout		Ref: 3.C.1 (and elsewhere) – Roundabouts While roundabouts or traffic circles in any configuration including "mini" may have a place in some rural or semi-rural settings, it is certainly not in a compact urban area such as Delmar and much of the Town of Bethlehem. The roundabout/traffic circle is something that has been foisted off on municipalities by the New York State Department of Transportation. It is solely for the benefit of rapid movement of motor vehicles. There has yet to appear a roundabout or traffic circle that is safe for bicyclists or pedestrians. It is one of the major deterrents to the use of the bicycle for transportation. If there were space – which there is not – traffic circles could be installed with pedestrian and bicycle traffic routed completely around the circle and so as not have to engage with motor vehicles in it. Thus, for all the intersections on Kenwood Avenue that call for traffic circles, raised and colored platform intersections should be employed. These platforms would be at curb height to make it clear that they are a safety feature and that cars are welcome only if they are driven in an appropriate fashion and speed. See National Association of City Transportation Officials – https://nacto.org/publication/urban-street-design-guide/intersections/minor-intersections/raised-intersections/ and Federal Highway Administration – https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/29-30.htm	Lorenz Worden	10/25/2023	Email
Roundabout		I am an engineer who lives on Kenwood Avenue. I am very concerned about the potential use of roundabouts on Kenwood Avenue. Roundabouts are a very effective and safe way of handling road traffic. However, roundabouts are dangerous for pedestrians. The whole concept of roundabouts is that traffic never stops; which means that pedestrians (especially school children) cannot cross safely within a roundabout. Drivers are generally so distracted with the traffic flow within a roundabout, that they would not be very alert for pedestrians in a crosswalk anywhere near the exit of the roundabout. Therefore, pedestrian crosswalks should not be anywhere near a roundabout. But at any intersection near a school, students will be tempted to cross in an unsafe location rather than walk out of their way to cross at a safe location. This makes roundabouts inherently dangerous for locations with high pedestrian traffic, especially school children. I hope this is taken into consideration during the decision process. It will be very unfortunate if a roundabout near the school; results in a student being hit by a car.	Joe Hallinan	10/27/2023	Email

Roundabout		<p>As regards the diagramming the town has posted now about the Kenwood traffic study I have two comments that relate to the stretch of road immediately in front of the Middle School;</p> <p>First, I am not at all opposed to the small turning circle that would be installed (if the plan in its entirety) is approved but there is a major right of way change that occurs if you do this. On inclement weather days there is a steady and constant flow out of the MS parking lot from approximately 7:50 AM until as late as 8:10 AM. Not long I know, but on mornings when this is steady, a circle moves priority from those traveling West on Kenwood (from Elsmere) and transitions it to those who exit and want to either cross over to Oakwood or who want to go West on Kenwood themselves. (Those leaving and heading East on Kenwood would have their own lane and would leave unimpeded if no traffic is coming through the circle upstream of them).</p>	Mike Klugman	10/30/2023	Email
Roundabout		It's commonly accepted knowledge that roundabouts improve vehicular safety, but before selecting potential solution 3.F.1., please present a review of available evidence on whether roundabouts improve safety for pedestrians and bicyclists when compared to intersections with traffic lights and protected crossings – especially with regards to school age children.	Elizabeth Lewis	10/11/2023	Website
Roundabout		Stop putting roundabouts in! Horrendous destruction of our town quaintness and natural beauty.	John	10/11/2023	Website
Roundabout		NO roundabouts. I bike and walk a lot and roundabouts prevent traffic from stopping, making it very difficult and unsafe to cross. Drivers also tend to not see bikes in roundabouts. Roundabouts are great for keeping traffic moving but terrible in areas focused on pedestrians.	Sarah Rain	10/11/2023	Website
Roundabout		The amount of work that has gone into providing options for reducing speed/improving safety along Kenwood Ave is impressive. I fully support the traffic circle suggestions, as it seems those are the best options for decreasing speed while maintaining a decent traffic flow. Also, anything that can be done to improve the safety of bicyclists rates high on my list. I hope we can begin to see some of these positive changes over the coming years.	Jeff Baker	10/11/2023	Website
Roundabout	Kenwood	Having 1 or 2 roundabouts might be helpful along Kenwood between Elsmere and 32 . Putting 1 at or near Magee Park would be a nightmare for all the traffic during ball season and for those that live on the 2 side streets by the ball park.	Barbara Hasselbach	10/12/2023	Website
Roundabout		I would start by installing the stop signs all down kenwood before installing circles. Traffic circles speed up traffic , in my opinion, not slow it down. Force people to take Elsmere which can handle the traffic to the bypass. Maybe school hour lights by the middle school? Eliminating the slip at 3.f.2 by the cemetery is a must, that thing is dangerous. The sidewalk between the middle school and Delmar is too narrow. Love the progress! Thanks	Ron foster	10/12/2023	Website
Roundabout		Roundabouts on Kenwood will take away from the neighborhood atmosphere. As neighbors we wanted to make it MORE difficult to drive fast, not easier. Widening a road makes people think they are supposed to go faster. A few more crosswalks would make people think about the fact that Kenwood Ave is a neighborhood.	Nanci Moquin	10/31/2023	Website
Roundabout	Elsmere and Kenwood	I do not think a round about is needed at the at intersection of Elsmere and Kenwood. As someone who lives on the street, I think it would be harder for pedestrians and buses to maneuver safely. As someone who crosses the intersection every single day I do not believe it as dangerous as it currently is, there are very few accidents there. I think the biggest safety concern I see on a daily basis is the sidewalks on Kenwood Avenue near the middle school being too close to the road.	Kate Sharlow	10/14/2023	Website
Shared Lanes		<p>5.A.2 – Shared Lanes</p> <p>The proposal calls for shared lane markings and, presumably, IN LANE signs. Shared Lane markings are not a bicycle facility or accommodation. The proposal does not provide for bicycle lanes. The fear would be that shared lane markings would be “sold” as an accommodation for people on bicycles. At best, they serve as a reminder, easily ignored because of their location and rapid wear, that there may be bicycles about. They still depend on the courage of the bicyclists and the courtesy of motor vehicle operators - a bad design combination for true roadway safety. "A 'Share the Road' sign assembly is intended to alert motorists that bicyclists may be encountered and that they should be mindful and respectful of bicyclists. However, the sign is not a substitute for appropriate geometric design measures that can improve the quality of service for bicycles. The sign should not be used to address reported traffic operational issues, as the addition of this warning sign will not significantly improve bicycling conditions." [ED italics added] Source: Par 4.3.2, "Guide for the Development of Bicycle Facilities, 2012, 4th edition, American Association of State Highway and Transportation Officials (AASHTO).</p>	Lorenz Worden	10/25/2023	Email
Sidewalk	South Side of Kenwood Ave between Middle School and DPW driveway.	My wife and I have no problem with the proposed sidewalk in our front yard however we do not want our property taken, we prefer granting the Town an easement for its construction. We are concerned however about losing or having to trim a red maple tree that we planted in the front yard a number of years ago.	Mark Platel	10/25/2023	Website
Sidewalk	Kenwood	After looking over the study materials, as a resident of Delmar, I would advocate for prioritizing sidewalk improvements, especially around the middle school. If the sidewalk was wider and continuous, it would be much safer and more pleasant to walk on. The fact that students must cross this busy road to remain walking on a sidewalk seems dangerous. Also, on Farmer's Market days, there are many people walking and biking on the side walk. With the current situation, a biker must pull off and wait in someone's front yard because the sidewalks are so narrow. Walk and bike ability are features that make our town uniquely attractive. Amending the Kenwood sidewalks would be a huge improvement in this area. Thank you!	Maisie Weissman	10/16/2023	Website
Sidewalk		Provide sidewalk and parking on north side to church along Kenwood Avenue.		10/10/2023	Open House
Sidewalk		Street plow goes up sidewalk. Delinators may be knock down.		10/10/2023	Open House

Sidewalk		<p>2.The notes on the Kenwood/Delmar Bypass board are from my conversation with the public. To clarify the comments:</p> <p>a)Continue sidewalk on north side of Kenwood from Winne Place to Solid Rock Church</p> <p>b)Add on-street parking to north side combined with north side sidewalk</p> <p>c)May need to shift Kenwood Ave where it meets Delmar Bypass due to grade issues going downhill as approach Delmar Bypass (I responded by saying detail engineering design would take any grade issues into account)</p> <p>d)There may be drainage issues/improvements along south side of Kenwood associated with the sidewalk and on-street parking work</p>	Rob Leslie notes from Open House	10/11/2023	Email
Sidewalks	Beside St. Thomas School and St. Thomas Church	The Kenwood Ave.. sidewalks beside St.. Thomas School and St.. Thomas Church need to be replaced. They are crumbling and too narrow. There are places where the sidewalk is at street level so becomes impassible in winter. I walk this area almost daily and would really appreciate the improvement.	Dave Rhodes	10/18/2023	Website
Slip Ramps		<p>3.C.2. and 3.C.3. – Slip Lanes</p> <p>Slip Lanes are purely car-serving devices and have no place on a roadway designed for lower speeds and intersection safety. One would think that observation of pedestrian risk and car behavior at the current slip lane at Kenwood and Delaware Avenues would be adequate evidence for their complete elimination from the town. That is, if the goal is safety and not rapid and unimpeded motor vehicle flow.</p>	Lorenz Worden	10/25/2023	Email
Speed	McCormack Road between 140 and Bridge Street.	On McCormack road we have two traffic issues. 1) Cars are cutting through to avoid going around the roundabout near Price Chopper; and 2) Cars travel too fast on McCormack which has a lot of pedestrians, dog walkers, children playing, and bicyclists. All these have increased with people accessing Bridge Street via McCormack and the Rail Trail (which is the best thing that's happened in town since we moved here in 1998). I think the town should put in speed bumps on McCormack to slow down traffic and discourage those who cut through to get to the bypass.	Timoth	10/11/2023	Website
Speed	Kenwood @ Magee (3.H.1)	The issue on Kenwood at Magee is speed. Signs aren't going to help. Crosswalks should be a given regardless of option chosen. In order to slow people down there needs to be speed bumps before in front of and after. A roundabout will help, but people will still speed leading up to and after.	Jennifer Rhinemiller	10/13/2023	Website
Speed		Drivers speed along Kenwood Avenue within school zone (from Adams Pl to Elsmere Ave). Residents (living near Delsmere Ave along Kenwood Ave) can hear drivers speeding. Posted speed in school zone should be 20 mph.		10/10/2023	Open House

APPENDIX E

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

											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	Construction Estimate (2024 dollars)	LEVEL 1	LEVEL 2	LEVEL 3	Not Likely	
1 - Pedestrian Safety (Sidewalks)	A - Continuous Sidewalks	1	1.A.1	Continuous sidewalks both sides from Delaware Ave to Elsmere Ave.		Construct sidewalk on south side of Kenwood Ave between Oakwood Pl and Cemetery Driveway. Can't continue to Elsmere Ave without impacts to cemetery.	Increase walkability and connectivity.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.	\$125/ LF		X			
		2	1.A.2	Continuous sidewalk on north side of Kenwood Ave from Elsmere Ave to Winne Pl (Magee Park).		Construct sidewalk between: - 121 Kenwood Ave to Zoe Court (future) - Moonya Way (future) to Winne Pl	Increase walkability and connectivity.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.	\$125/ LF		X			
		3	1.A.3		Continuous sidewalk on south side from Elsmere Ave to Dumbarton Dr.	Existing sidewalk from Elsmere 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.	\$125/ LF			X		
	B - Wider Sidewalks	1	1.B.1	NYS DOT 5' minimum width.		Replace sidewalks under 5' wide: - Delaware Ave and Delsmere Ave - Elsmere 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.	\$125/ LF		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.	\$225/ LF		X			
	C - Provide buffer space	1	1.C.1	2' to 3' min in curbed sections.		Add buffer space between curb and SW North Sections without buffer: - Key Bank to Adams Pl - Midblock after Delmar Pl to Elsmere 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.	\$160/ LF		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.	\$125/ LF		X			
	D - Other	1	1.D.1	Replace asphalt sidewalks with concrete sidewalks for uniformity.		Asphalt sidewalks replacements: - Adams Pl to Delmar Pl (north side) - Elsmere Ave to Ridge Rd (south side)	Provides continuity and longevity.	Replacement of existing sidewalks required.	\$125/ LF	X				
		2	1.D.2	Provide delineators 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. Plowing and maintenance issues.	NOT RECOMMENDED					X
		3	1.D.3		Trim vegetation and address other obstacles crowding the sidewalks, especially in School Zones.		Provides unobstructed sidewalk width.		\$500/ INTERSECTION	X				
		4	1.D.4		Provide physical barrier between road and sidewalk.		Physical safety element.	Unightly, not in character with town environment, roadside hazard.	NOT RECOMMENDED					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 - Winne Pl / Magee Park	Provide new crosswalks along Kenwood Ave at side streets intersecting Kenwood Ave. Note crosswalks across Kenwood Ave, especially additional midblock crosswalks at: - Cemetery driveway - Kleinke's Farm - Winne Pl / Magee Park	Increase walkability, connectivity, and safety. Provides an element of traffic calming.		\$25/ LF	X			
		B - Increase Visibility of Crosswalk	1	2.B.1	Provide RRFB equipment at select high pedestrian volume crosswalks.		Provide RRFB equipment: - Adams Pl (School Zone) - Delmar Pl (School Zone) - Oakwood Pl (School Zone) - Dumbarton Dr (Albany Waterline Path) - Winne Pl (Magee Park)	Draws greater attention to the crosswalk in highly trafficked areas.	Initial cost and ongoing maintenance.	\$32,000/ LOCATION	X			
2			2.B.2	Provide pedestrian traffic signal midblock between Delmar Pl and Oakwood Pl at Middle School west entrance.		Install conventional 3 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.	\$150,000/ LOCATION			X		
3			2.B.3	High-visibility red stamped crosswalk.	Provide stamped, textured, red pavement approaches at school zone.	Provide red textured pavement treatment for all crosswalks.	Draws greater attention to the crosswalk.	Initial cost and ongoing maintenance.	\$200/ LF	X				
4			2.B.4		Provide bright flags (see me flag) to increase visibility of crosswalk at Albany Waterline.	Provide bright flags (see me flags) at select crosswalks along Kenwood Ave.	This method has been tested and worked.	Flags need to be occasionally replaced.	MINIMAL COST	X				
5	2.B.5		Provide flashing beacon on pedestrian crossing sign (RFID-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. RRFB may be better solution.	NOT RECOMMENDED					X		

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

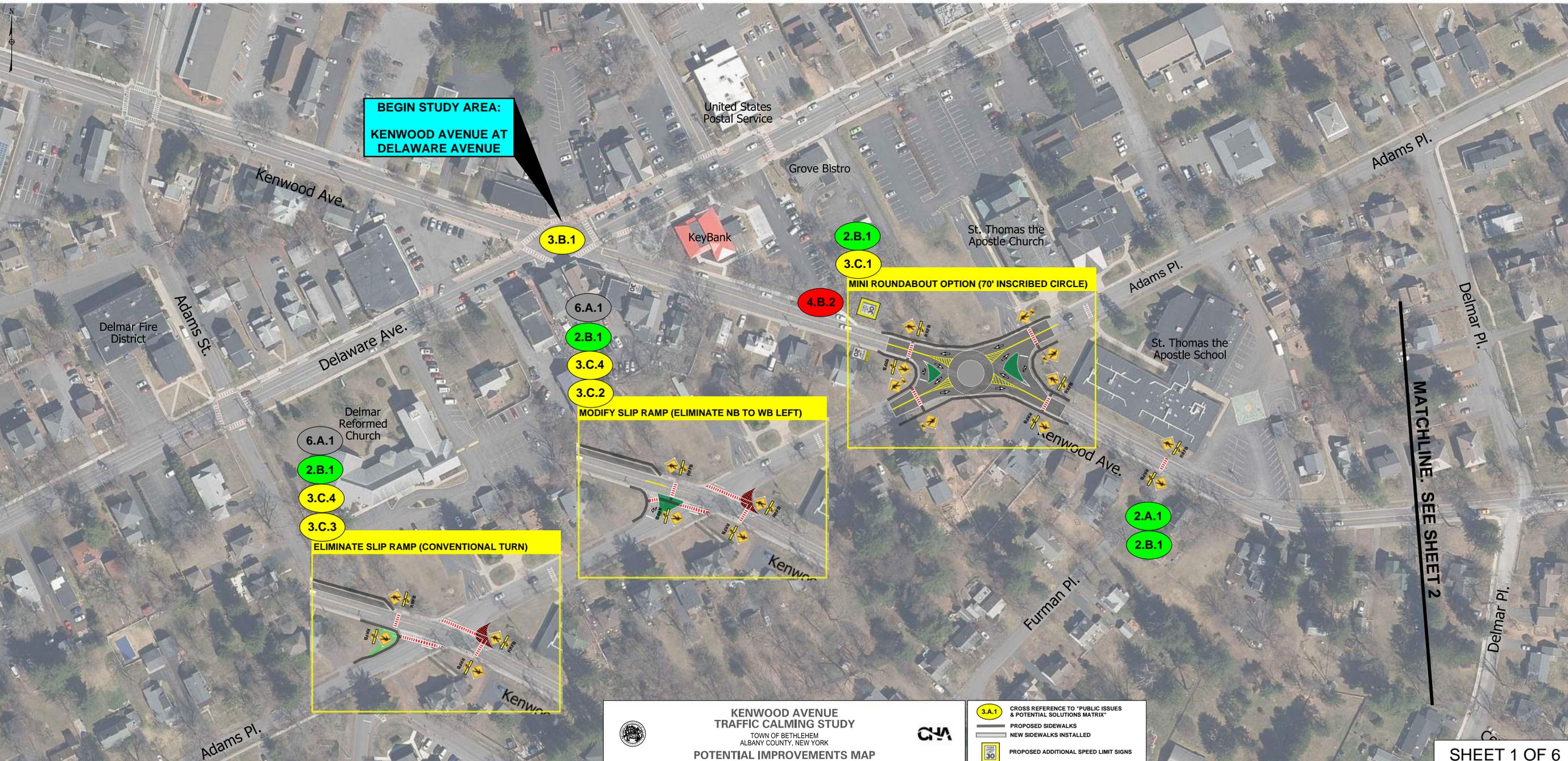
										LEVEL 1: SHORT-TERM, TOWN FUNDED				
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ISSUE IDENTIFIED	SUB-ISSUE	No.	ID	POTENTIAL SOLUTION (TOWN / CHA)	POTENTIAL SOLUTION (FROM PUBLIC COMMENTS)	DETAILS	PROS	CONS	Construction Estimate (2024 dollars)	LEVEL 1	LEVEL 2	LEVEL 3	Not Likely	
3 - Intersection 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.	\$500/ INTERSECTION	X				
	B - Delaware Ave / Kenwood Ave	1	3.B.1		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 phas and increases delays on Delaware Ave.	\$1,000 TOTAL		X			
	C - Adams Pl / Kenwood Ave		1	3.C.1	Construct "mini" roundabout with WB to NB and EB to SB slip ramps. Include RRFB equipment.		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.	\$725,000 TOTAL		X		
			2	3.C.2	Modify slip ramp in SW corner (eliminate NB to WB left turn movement through slip ramp) and improve entire intersection as shown. Include RRFB equipment.		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.	\$150,000 TOTAL	X			
			3	3.C.3	Eliminate slip ramp in SW corner entirely and improve entire intersection as shown. Include RRFB equipment.		Construct conventional intersection radius and remove existing slip ramp pavement.	Makes intersection more conventional. Shortens some crosswalk distances. All done within the existing roadway footprint.	Doesn't address long crossing distance at north leg of Adams Pl.	\$135,000 TOTAL	X			
			4	3.C.4	Construct "flush" truck apron on NE corner to shorten crosswalks. Include RRFB equipment.		Construct "flush" 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.		\$100,000 TOTAL	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.	NOT RECOMMENDED				X
			6	3.C.6	Restrict trucks on south leg of Adams Pl.			Eliminates truck turning movement.		\$500 TOTAL	X			
			7	3.C.7		Convert to "T" intersection.	Tee 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.	NOT RECOMMENDED				X
			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 fiber optic cable conflict.	\$600 TOTAL	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.		COORDINATION ONLY	X			
	D - Delmar Pl / Kenwood Ave	1	3.D.1	Mini RAB. Include RRFB equipment.		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.	\$550,000 TOTAL		X			
	E - Oakwood Place / Kenwood Ave	1	3.E.1	Small single lane RAB. Include RRFB equipment.		Inscribed diameter of 90'. Raised landscape island in center.	Traffic calming, pedestrian safety.	Residential property impacts, School impacts and coordination needed, ROW acquisitions, closed drainage system, utility pole relocations.	\$640,000 TOTAL		X			
	F - Elsmere Ave / Kenwood Ave		1	3.F.1	Small single lane RAB. Include RRFB equipment.		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.	\$1,160,000 TOTAL		X		
			2	3.F.2	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 and crosswalks.	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.	\$300,000 TOTAL			X	
			3	3.F.3		Convert to "T" intersection.	Tee up both legs of Elsmere Ave with Kenwood Ave.	Reduce crosswalk length, removes unconventional intersection.	Will create an offset intersection for Elsmere Ave through movement.	NOT RECOMMENDED				X
	G - Dumbarton Dr / Kenwood Ave	1	3.G.1	Mini RAB. Include RRFB equipment.		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.	\$375,000 TOTAL		X			
	H - Winne Pl / Kenwood Ave		1	3.H.1	Mini RAB. Include RRFB equipment.		Inscribed diameter of 60'. 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 RRFB Pedestrian beacon at crosswalk.	Traffic calming, pedestrian safety.	Residential property impacts, ROW acquisitions, closed drainage system, utility pole relocations.	\$370,000 TOTAL		X		
			2	3.H.2	Crosswalks. Include sidewalks and RRFB equipment.		Install crosswalks across Kenwood Ave at both Hoyt Ave and Winnie Pl. Use RRFB Pedestrian beacon at both crosswalks.	Traffic calming, pedestrian safety.		\$140,000 TOTAL		X		
	I - Delmar By-pass / Kenwood Ave		1	3.I.1	Install rumble stripes 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 eliminated if slip ramp is removed.	NOT RECOMMENDED				X
			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 slower speeds in the westbound direction on Kenwood Ave.	New traffic signal required. Utility relocations. Requires coordination and approval from NYS DOT.	\$365,000 TOTAL		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.	NOT RECOMMENDED				X	

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

										LEVEL 1: SHORT-TERM, TOWN FUNDED				
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ISSUE IDENTIFIED	SUB-ISSUE	No.	ID	POTENTIAL SOLUTION (TOWN / CHA)	POTENTIAL SOLUTION (FROM PUBLIC COMMENTS)	DETAILS	PROS	CONS	Construction Estimate (2024 dollars)	LEVEL 1	LEVEL 2	LEVEL 3	Not Likely	
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.	Provide Crosswalk + speed table combo used in School Zones (Oakwood Place).	Traffic calming.	Kenwood Avenue is a classified as a Major Urban Collector (non-NHS), vertical shifts NOT recommended based NYSDOT HDM Chapter 25.	NOT RECOMMENDED				X	
		2	4.A.2		Install speed humps.		Traffic calming.	Kenwood Avenue is a classified as a Major Urban Collector (non-NHS), vertical shifts NOT recommended based NYSDOT HDM Chapter 25.	NOT RECOMMENDED				X	
		3	4.A.3		Redesign alignment of road [chicanes] to slow down traffic.		Traffic calming.	Kenwood Avenue is a classified as a Major Urban Collector (non-NHS), lateral shifts NOT recommended based NYSDOT HDM Chapter 25.	NOT RECOMMENDED				X	
		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.		Restrip 4" white edge line with 6" or 8" edge stripe.	Traffic calming and physical delineation.		\$20,000 TOTAL	X			
		5	4.A.5		Incorporate roadway split with raised median island and plantings as a physical traffic calming measure. ROW not included.		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).	\$535,000 TOTAL		X		
	B - Signs	1	4.B.1		Install radar speed control signs between Elsmere Ave and Delmar By-pass.	Make existing radar speed sign at Dumbarton permanent.	Strategically locate permanent radar speed limit signs between Elsmere Ave and By-pass. Minimum of one radar speed sign per direction.	Remind drivers of both the speed limit and allow them to be aware of their own speed.	Effective generally only in vicinity of sign. Drivers tens to speed up after sign. Combine with increased police enforcement.	\$11,000 TOTAL	X			
		2	4.B.2		Increase frequency of speed limit signs.		Reposition and install additional speed limit signs throughout the cooridor.	Constant speed limit reminder.	Too many signs may desensitize the drivers.	\$5,000 TOTAL	X			
		3	4.B.3			Install duck crossing sign at Kleinke Farm Store.	Evaluate duck crossing activity.			\$1,200 TOTAL	X			
		4	4.B.4			Install stop signs every quarter to half mile.			Stop Signs are not to be used as "Speed Control" measures.	NOT RECOMMENDED				X
		5	4.B.5			Convert unsignalized intersections to 4-way stop.			Stop Signs are not to be used as "Speed Control" measures.	NOT RECOMMENDED				X
	C - Enforcement	1	4.C.1			Install Speed Radar Ticket cameras.			No authority given to NYS Towns.	NOT IN JURISDICTION				X
	5 - Bicycle Accommodations	A - On road	1	5.A.1		Widen shoulders. ROW not included.	Construct new 4' shoulders along entire cooridor.	Provides bicycle accommodation.	Residential property impacts, ROW acquisitions, utility pole relocations, may require curb and sidewalk replacement.	\$2,215,000 TOTAL			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.	\$15,000 TOTAL	X		
B - Multi-use Path		1	5.B.1		Multi-use path. ROW not included.	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 existng sidewalk.	\$3,195,000 TOTAL			X		

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

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ISSUE IDENTIFIED	SUB-ISSUE	No.	ID	POTENTIAL SOLUTION (TOWN / CHA)	POTENTIAL SOLUTION (FROM PUBLIC COMMENTS)	DETAILS	PROS	CONS	Construction Estimate (2024 dollars)	LEVEL 1	LEVEL 2	LEVEL 3	Not Likely
6 - Parking	A - Inadequate Parking Spaces	1	6.A.1	Extend roadside parking along Kenwood Ave from KeyBank to Adams Pl.		Min. parking width is 8' for commercial area and 11' ideal. Existing is 9'.	Extends on-street parking in business district.	Potential ROW acquisitions required.	\$50,000 TOTAL		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.	NOT IN JURISDICTION				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.	\$160,000 TOTAL		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.		\$800 TOTAL	X			
	C - Parking along Kenwood Ave at Magee Park obstructs sight distance	5	6.C.1	Install "No Parking" signs in combination with crosswalk at Winne Pl.		Install "No-Parking" signs within the sightlines for exiting traffic from Magee Park.	Providing a safe crossing location will promote parking on Winne Pl.	Reduction in parking at Magee Park moves additional on-street parking to Winne Pl. Local residents may reject this strategy.	\$800 TOTAL	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.		\$800 TOTAL	X			
8 - Other	A - Rear Access to Bethlehem Middle School	1	8.A.1	Evaluate Pineview Ave. and Central Pl. entrance opportunities.	Open/unchain the rear tennis court gate at the end of Pineview Ave.	Coordination with BCSD.	Walking students could avoid Kenwood and walk along Pineview to back tennis courts gate.	Opening the gate is the decision of BCSD only - Town doesn't own/control the gate.	NOT IN JURISDICTION				X
	B - Lack of space to accommodate different road users (e.g., cyclist, pedestrian, etc.)	1	8.B.1		Convert Kenwood Ave to "one-way" flow between Delaware and Elsmere.	Convert Kenwood Ave to "one-way WB" between Delaware Ave and Delmar Pl.	- Provides additional space to accomplish previous stated solutions without ROW acquisitions. - Fire response times unchanged for Elsmere West Poplar Dr Station. - School traffic exiting from school unaffected.	- EB traffic from Hamlet (including school buses) required to detour to other local roads or use Elsmere Ave. - Increase traffic on residential streets (Adams St, Adams Pl, Oakwood Pl). - Fire response times from Delmar Adams St Station will increase slightly as fire trucks will need to use Adams St to Delmar Pl. - Affects local businesses. - No turns to EB allowed at Adams Pl and Furman Pl.	\$10,000 TOTAL			X	
			8.B.2		Convert Kenwood Ave to "one-way" flow between Delaware and Elsmere.	Convert Kenwood Ave to "one-way EB" between Delaware Ave and Delmar Pl.	- Provides additional space to accomplish previous stated solutions without ROW acquisitions. - Fire response times unchanged for Delmar Adams St Station. - Removes WB conflict / phase at Delaware Ave signal.	- WB traffic into Hamlet (including school buses) required to detour to other local roads or use Elsmere Ave. - Increase traffic on residential streets (Delmar Pl, and others). - Fire response times from Elsmere West Poplar Dr Station will increase slightly as fire trucks will need to use Elsmere Ave to Delaware Ave. - Affects local businesses. - No turns to WB allowed at Adams Pl, Furman Pl, and Delmar Pl. Bad termination of Kenwood at Delmar Pl.	\$10,000 TOTAL				X



**BEGIN STUDY AREA:
KENWOOD AVENUE AT
DELAWARE AVENUE**

3.B.1

2.B.1

3.C.1

MINI ROUNDABOUT OPTION (70' INSCRIBED CIRCLE)

4.B.2

6.A.1

2.B.1

3.C.4

3.C.2

MODIFY SLIP RAMP (ELIMINATE NB TO WB LEFT)

6.A.1

2.B.1

3.C.4

3.C.3

ELIMINATE SLIP RAMP (CONVENTIONAL TURN)

2.A.1

2.B.1

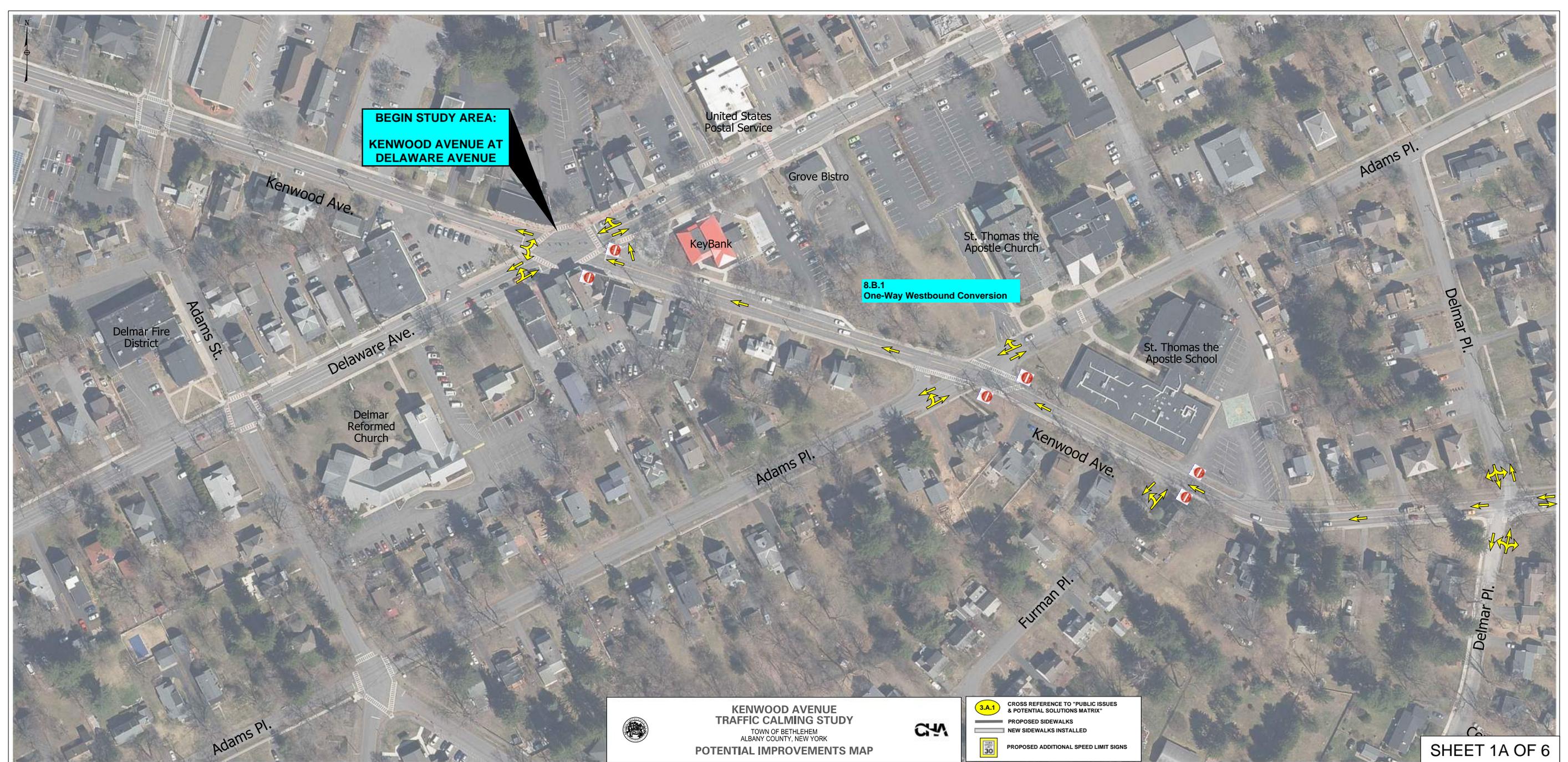
MATCHLINE. SEE SHEET 2

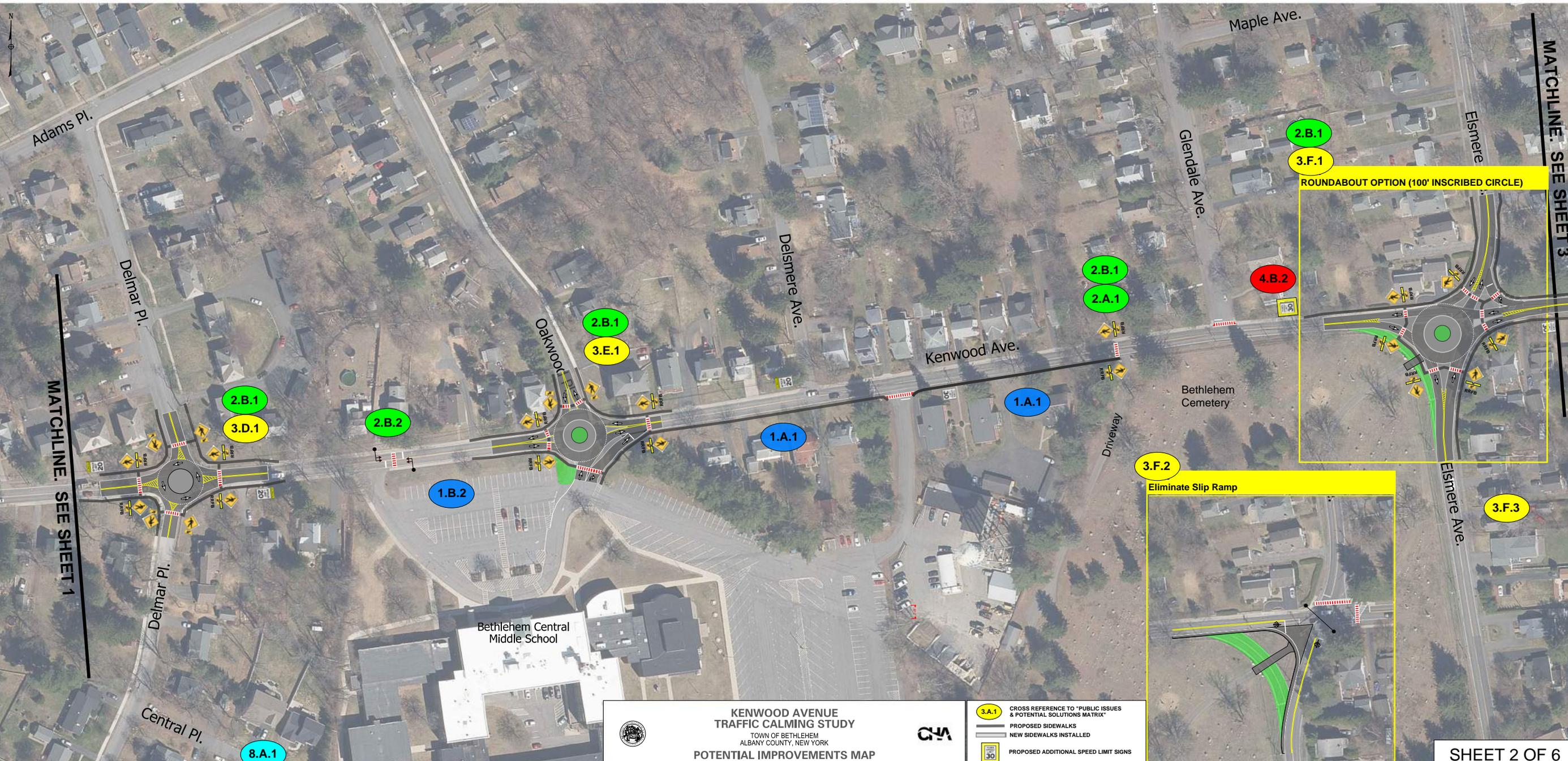


**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
POTENTIAL IMPROVEMENTS MAP



- 3.A.1 CROSS REFERENCE TO "PUBLIC ISSUES & POTENTIAL SOLUTIONS MATRIX"
- PROPOSED SIDEWALKS
- NEW SIDEWALKS INSTALLED
- 30 PROPOSED ADDITIONAL SPEED LIMIT SIGNS





MATCHLINE. SEE SHEET 1

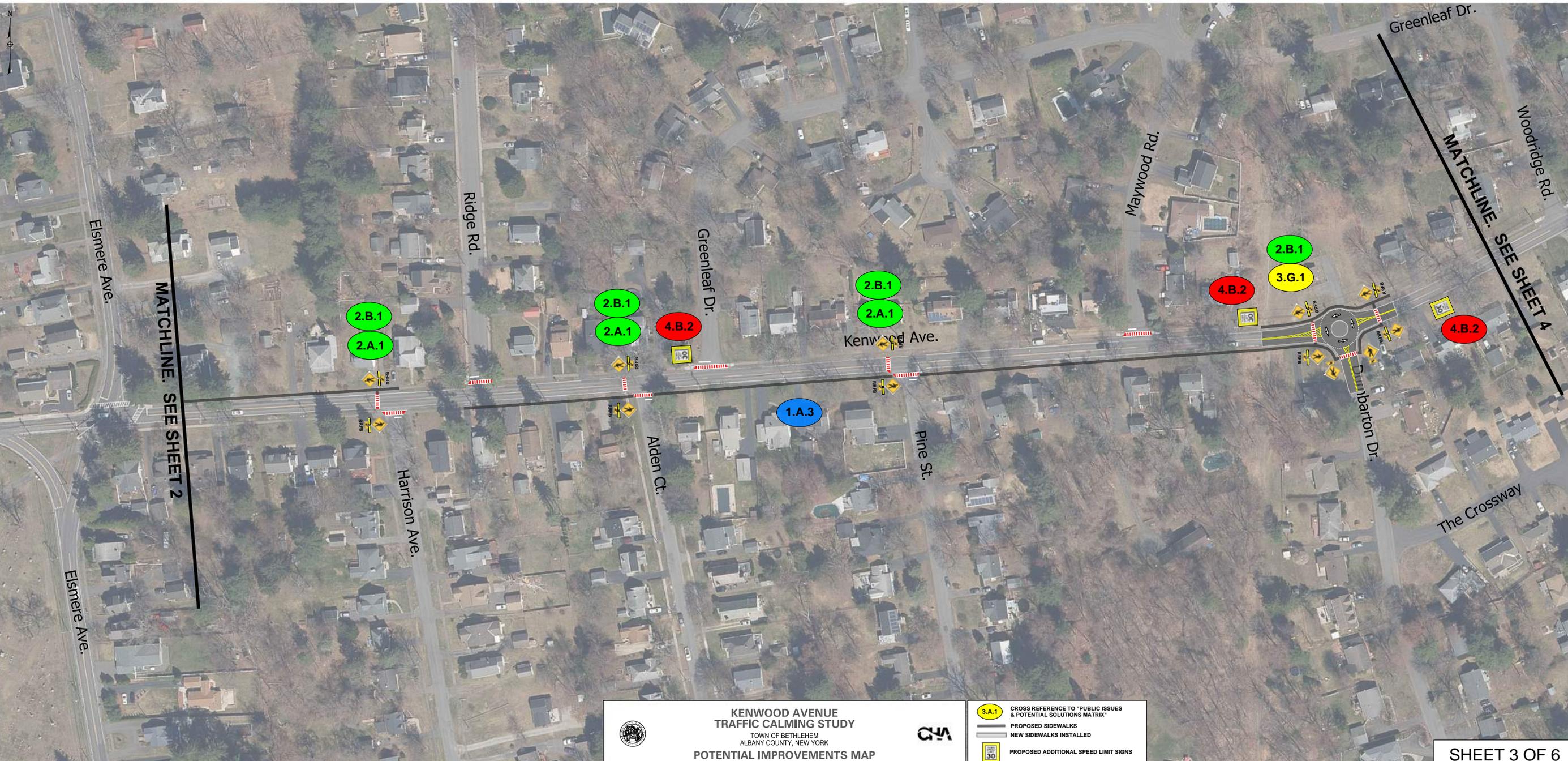
MATCHLINE. SEE SHEET 3



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
POTENTIAL IMPROVEMENTS MAP



- 3.A.1 CROSS REFERENCE TO "PUBLIC ISSUES & POTENTIAL SOLUTIONS MATRIX"
- PROPOSED SIDEWALKS
- NEW SIDEWALKS INSTALLED
- 30 PROPOSED ADDITIONAL SPEED LIMIT SIGNS



MATCHLINE. SEE SHEET 2

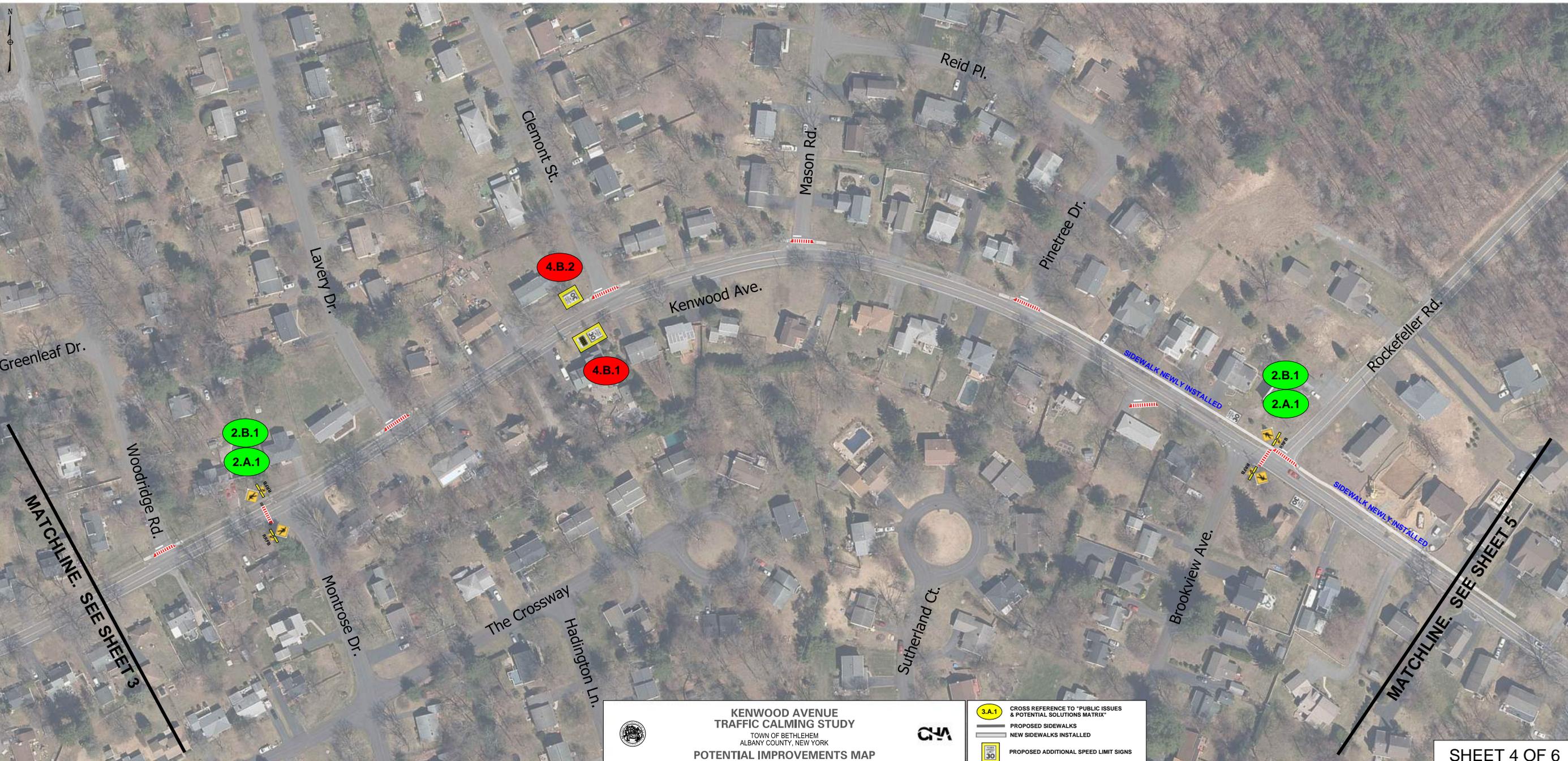
MATCHLINE. SEE SHEET 4



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
POTENTIAL IMPROVEMENTS MAP



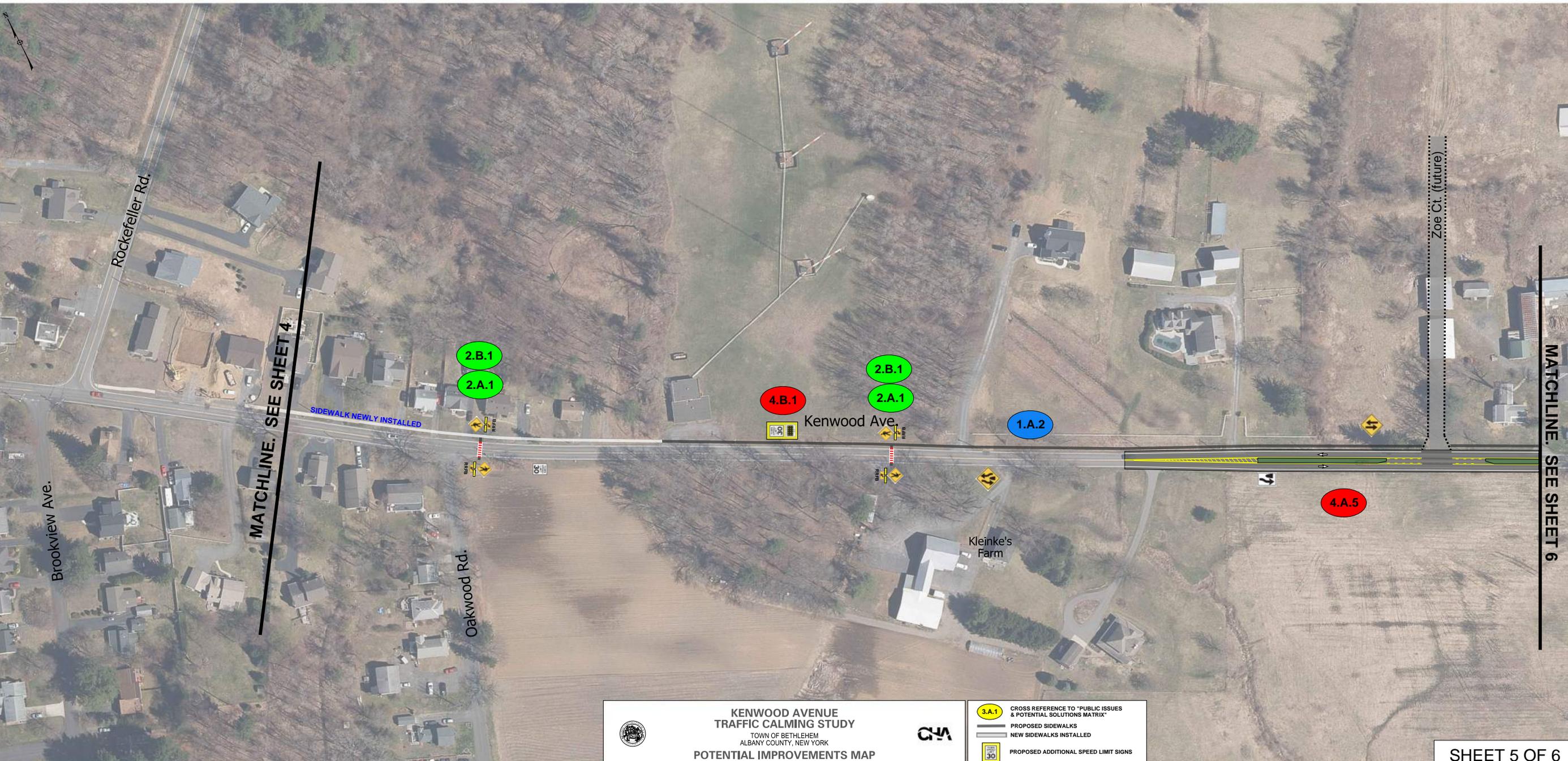
	CROSS REFERENCE TO "PUBLIC ISSUES & POTENTIAL SOLUTIONS MATRIX"
	PROPOSED SIDEWALKS
	NEW SIDEWALKS INSTALLED
	PROPOSED ADDITIONAL SPEED LIMIT SIGNS



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHEHEM
ALBANY COUNTY, NEW YORK
POTENTIAL IMPROVEMENTS MAP



	CROSS REFERENCE TO "PUBLIC ISSUES & POTENTIAL SOLUTIONS MATRIX"
	PROPOSED SIDEWALKS
	NEW SIDEWALKS INSTALLED
	PROPOSED ADDITIONAL SPEED LIMIT SIGNS



MATCHLINE. SEE SHEET 4

MATCHLINE. SEE SHEET 6



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHEHEM
ALBANY COUNTY, NEW YORK



3.A.1 CROSS REFERENCE TO "PUBLIC ISSUES & POTENTIAL SOLUTIONS MATRIX"

PROPOSED SIDEWALKS

NEW SIDEWALKS INSTALLED

 PROPOSED ADDITIONAL SPEED LIMIT SIGNS

MATCHLINE. SEE SHEET 5

Moonya Way (future)

Kenwood Ave.

ROUNDABOUT OPTION (60' INSCRIBED CIRCLE)

Magee Park

Solid Rock Family Church

NYS Rt. 32 Westbound
32 Eastbound

END STUDY AREA:
KENWOOD AVENUE AT
BYPASS (NYS RTE 32)

2.B.1
3.H.2

CROSSWALK OPTION

1.A.2

2.B.1
3.H.1

1.A.2

4.B.2

3.I.1

3.I.3

4.B.2

3.I.2

6.A.3



**KENWOOD AVENUE
TRAFFIC CALMING STUDY**
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
POTENTIAL IMPROVEMENTS MAP



- CROSS REFERENCE TO "PUBLIC ISSUES & POTENTIAL SOLUTIONS MATRIX"
- PROPOSED SIDEWALKS
- NEW SIDEWALKS INSTALLED
- PROPOSED ADDITIONAL SPEED LIMIT SIGNS