

## **Summary of Comments from Public Comment Session**

### **Rt. 9W Study Open House: March 11, 2008**

#### **Route 9W Corridor Linkage Study**

5/08

On March 11, 2008 the Town of Bethlehem and the Route 9W Study Advisory Committee held an Open House to present and discuss Study proposals for improvements to the Route 9W corridor and for alignment of the proposed Selkirk Bypass. The open house consisted of three sessions: an open house, a public presentation and a public comment period following the presentation. Summarized below are the comments and questions that were received during the public comment session.

#### **[A] Comments on Proposed Route 9W Corridor Improvements**

1. What is the trade-off between roundabouts, signals and how they promote pedestrian safety? Aren't signals the safest pedestrian crossing option? (Unidentified commenter)
2. Along Rt. 9W, if you widen the road for bicycle lanes, will this require the moving of graves and thus, have a significant impact on the cemetery?
3. Make implementing pedestrian enhancements a priority – they are needed ASAP. At 9W and Fuera Bush/Glenmont Rd, these ideas have been around for years. We need to fill in the gaps, build the hamlet ideas/areas. (Henry Peyrebrune )
4. Expansion/growth is inevitable. It isn't a question of how, but when. We must be environmentally friendly and develop with multi-modal transportation in mind. How can a roundabout be located at Fuera Bush and not at Town Squire? In the Fuera Bush to Beacon stretch of 9W, the bend in the road by the cemetery causes many crashes. Does the plan contemplate straightening the road in this location? (John Tailor – Glenmont)
5. Surprised the advisory committee is not at the front of the room. They should be. The city has no right to get involved in the Town of Bethlehem...don't understand why CDTC is involved, the Town isn't in the Capital District. Bus Service has increased? – it is one route and runs through the south end of Albany. This plan proposes more stops – concerned about law enforcement cost related to additional service. (Al Penk – Clapper Road)
6. All for doing something to get out of Town Squire driveway. Where are the roundabouts? This sounds a lot like Slingerlands with so many proposed in a row. (Unidentified commenter – Crossroads area)

#### **[B] Comments on Selkirk Bypass Alignment**

1. The Bypass – You are routing the bypass through Open Space. Shouldn't the Open Space Plan be completed before this plan, or at least in conjunction with this plan? (Unidentified commenter)

2. Cost Estimate: Does the cost estimate for the bypass include the purchase of existing homes? Aren't we taking issues from one part of town and transferring them to another? (Unidentified commenter)
3. I understand the need for the 9W improvements, but why the bypass – to bring in truck traffic? Why can't trucks be routed to Rte 32 to the Delmar Bypass to Exit 23 of the Thruway? Zoning around Rt 144 is for industrial uses, have trucks use that route; there is not a need for a new road. (Unidentified commenter)
4. A member of the Citizen Advisory Committee on Conservation (CACC) stated that he wanted to urge coordination between all Town committees, especially regarding the environmental aspects of this project. He recommended not rushing into the Bypass decision and an overall of slowing down this process. (Caleb Wistar)
5. Financial Question – Is there money set aside for this project? How much? Are we going to have the town spend the money for the bypass then expect to be reimbursed or will we get the funding then build the bypass? What will the impact be on taxes? I believe this will increase taxes for all residents. I don't like the idea of a reimbursement method. We'll pay \$20 million in town taxpayer money in the hopes economic development will come. (Steve Wiley – Rt. 144)
6. Bypass – Why only 1 choice, a bypass? Why can't we eliminate the bypass and just upgrade existing roads? (Lisa Evans – Henry Hudson Park area)
7. Bypass – This will be on my property. I am all for planning. Encourage people who have property in the line of the bypass and want to sell think about the disclosure form and having to say a road may be built on the property within the next 20 years. Imagine the ability to develop property with this statement. It has already taken away a multi-million dollar opportunity from my family. (Dave Hillman – Clapper Rd)
8. How did the bypass issue get in the 9W study? It is too far south. The Town did a Comprehensive Plan, residents made comments and were never notified of meetings except by word of mouth. Now the proposal is to do zoning amendments to protect the bypass. Why rezoning? If changing zoning now, the comp. plan must not have been done well. All the residents of Clapper Rd and Weisheit Road are here tonight. The bypass has been a headache and worry for residents since 1998. All routes had estimated costs and the money allocated could have covered the southern route but we didn't do it. Environmental issues for preferred alignment are significant – especially on the Vlomankill and forest preserve. There are hazardous materials with the trucks. The traffic that would be generated on Rt. 144 would be incredible. I propose that we put the bypass along the CSX rail line from Feura Bush to Rt. 144 – it satisfies the requirements, eliminates the Selkirk Truck traffic, gets a connection to the Thruway. I know of no commitment by the NYS Thruway Authority to put in a new interchange on the bypass. The Route should not show up on any maps. This way the property owner will not have to deal with it anymore. (Al Penk – Clapper Road)
9. Not thrilled about the bypass. Have submitted a 2 page letter to the Town. There was a previous study and now there is a second study with associated costs. Tonight the bypass alignment has been moved again. Has a truck study been done for Rt. 396? This is part of the issue. The Town will also be doing an open space plan. It should be considered. I

don't understand the idea of putting medians in the road- why do this? (Kathy Newkirk – Clapper Road)

10. The southern alignment is a joke. The bypass was started by a few people on Rt. 396. I have talked with a lot of people and sent info to all politicians – they said they have no idea how this project got this far. There were 700 signatures against the bypass sent to politicians. Why did we send in the letters? Should we send in more letters? Selkirk doesn't want a bypass, we don't support it. Stop calling it the Selkirk Bypass. (John Vadney – Selkirk)

### **[C] Other**

1. No date shown on the questionnaires of when to submit comments. (Chris Petaglia??– River area)
2. Clapper/Weisheit Road is not receiving notification on the meetings. We need a way to notify residents in the area involved. (Dawn Pratt – Clapper Road)