



In Attendance

Committee Members: Kenneth Kovalchik, Jill Adams, Paul Winkeller, Scott Lewendon, Henry Peyrebrune, Oliver Holmes and Ann Mullaly.

Police Department: Commander Adam Hornick

Bethlehem Central School District – Michael Klugman, Principal Bethlehem Middle School

The following is a summary from our December 8, 2015 Committee meeting:

Traffic Safety Updates

- Police Department - Adam H. stated there were 7 personal crashes in the month of November.
- There has been an increase in the number of DWI crashes in 2015, 4 to date. There were 10 DWI arrests in November.
- There were 2 BCSD school bus crashes in the last month.

Middle School Bicycle and Pedestrian Issues

- Principal Michael Klugman attended the meeting to share his observations with the Committee.
- Between 100 to 150 students bike to school when weather is good.
- The street corridor of most concern is Elsmere Avenue, from Delaware Avenue to the Bypass.
- Discussed behavior of students vs behavior of adults.
- Behavior of students issues included – walking on lawns on Delmar Place; students walking 3 or more abreast on streets (Delmar Place is an issue), which makes it more difficult for passing cars and increases chances of being hit by a vehicle; not wearing helmets when bicycling to school (helmets attached to handlebars); and parents requiring their child to wear a helmet but the parent does not wear one.
- Behavior of adults issues included - drivers need to be more aware of school zone speeds; and drivers appear to drive faster after 4:00PM, when the school zone speed of 20MPH does not expire until 6:00PM.

Project Updates

- Borthwick Avenue Project – Ken K. updated the Committee on the status of the project. The contractor will be laying final top course of paving on Thursday, December 10.
- Delaware Avenue Enhancement Project – Scott L. and Ken K. provided an update to the Committee. The consultant selected for the project, CHA Companies, Inc. (CHA), provided a presentation to the Delaware Avenue Improvement Group at their December 3rd meeting. Meeting summary is as follows:
 - CHA provided aerial map of project area with preliminary design showing new curbing, landscaped area, on-street parking, street cross sections, etc.
 - CHA believes, based on current survey, they are working with a 50ft wide ROW.
 - Potential connections to the rail trail will be investigated at the following locations: Adams Street, Grove Street, Harvard Place, CVS and Veterans Memorial Park.
 - Utilizing the Delaware Avenue Bridge as a gateway feature.
 - Locations for new crosswalks.
 - Coordination with National Grid for consolidating poles.

- Preliminary design (environmental impacts, SEQR/NEPA, FHWA/NYS DOT approval) to be completed Spring 2016.
- Final design (construction documents) to be completed Summer 2016.
- Funding must be obligated, final design completed, September 2016.
- Construction to commence 2017.
- CHA will conduct a public information meeting end of January 2016.
- Committee members expressed concern for the loss of on-street parking.
- Committee members suggested using Herber Avenue as an alternate to Delaware Avenue and design Herber as a bike boulevard.
- Herber Avenue could be included as part of the Delmar Bicycle Route.

Sidewalk Maintenance

- The following is a summary of the December 7th Sidewalk Maintenance meeting, attendees included: Henry Peyrebrune, Bicycle and Pedestrian Committee; Kenneth Kovalchik, Senior Planner; Brent Meredith, Highway Superintendent; Keith Menia, GIS Specialist and Paul Penman, Town Engineer.

Meeting questions provided by Oliver Holmes and Henry Peyrebrune, summary of meeting provided by Henry Peyrebrune:

1. Describe sidewalk data availability
 - Assessment inventory- link file?
 - Physical features- length, other
 - Ability to create summaries, ie - feet/miles by assessment category
 - Priority network vs other
 - Mapping capability
 - ADA Compliance

Discussion: Survey was done in 2014, walking the sidewalks with visuals for condition ratings. Basically done on a block basis, avg score per block but with spot deformities noted. Areas where there was no designated sidewalks; ie in front of Gochees where the sidewalk is part of the parking area, were omitted. Information is in a GIS format, but they will export the data to an Excel format so that we/they can do summaries. We asked for ft. of sidewalk by condition rating. They said, no problem. Data by priority network vs non-priority will probably need to be done by hand. The file has the width of the sidewalk as well as the material, so we should be able to summarize ft of sidewalk that do not meet current standards for new sidewalks. The Intent is to do the sidewalk survey every 2 years, on the off year of the highway survey. Next survey will be with an ipad and camera so that they can see if the curbs meet ADA standards. We should get the excel format in a couple weeks.

2. Current sidewalk standards/costs
 - What is the standard? For all new sidewalks/developers?
 - Cost/ft/mile of new standard sidewalk
 - Spot repair costs/policy
 - Rollercoaster effect-Borthwick?

Discussion. Brent said that he has the capacity to do 3,000-4,000 ft of sidewalk per year. He has a crew that does drainage work also, so he mixes the work. The Town does all the prep work for the sidewalks and has a "term Agreement" with Callanan to pour the concrete. They gave us a price sheet with this years prices per sq ft. The current standard is 5ft wide, 4 inch concrete sidewalks. Costs depend on the type of project, if they need to meet state standards, if federal funds are used, if drainage is involved. Feura Bush Road was

\$76/ft. Maple Ave was \$84/ft because they needed heavier pavement in some places (firehouse). The quick reconstruction of the sidewalk on Adams Place was \$48/ft. ADA and curb ramps increase the costs. Each curb ramp is about \$2500/ramp. On spot improvements, the policy is to avoid just doing asphalt overlay patching, but the reality is that they need to do asphalt patching for small repairs. Each case is unique and they make a judgement on patching vs new construction. They will consider making the sidewalks flat and changing the driveway grades if it is possible and cost effective. They couldn't do that on Borthwick.

3. Miles/ft of sub-standard sidewalks- priority network/non-priority

Discussion: Should be able to get this from the excel summary

4. Highway program costs for comparison

- Highway budget-highway levy/general fund/state, eligibility for sidewalks
- Miles of resurfacing/yr and total costs
- Other capital maintenance expenditures, ie-spot improvements

Brent explained the 3 fund sources, highway levy, general fund and State CHIPS funding. He will get us the costs and miles for the resurfacing program. He seems to have some flexibility on funding but the constraint is staffing. He does not like to contract out for sidewalks because it about doubles the cost/ft.

5. Current thinking for \$30,000 for 2016

- Ft/miles of replacement?
- Spot improvements?
- Other

Discussion: Brent asked for the \$30,000 to give the department some flexibility to start with the backlog of deficient sidewalks. His priority for this year is a segment of sidewalks on New Scotland Rd in the old village section. He can also use the funds for spot repairs, ie on Adams Place. They are only charging materials to this account.

6 Establishing a Performance-based framework for the future

- Goals and objectives
- Performance measures

Discussion: The Town Engineer feels that the next 2 large sidewalk projects: Feura Bush Road, part 2 and the Safer Routes to School project on Delmar Place will use up the staff capacity for the next 2 years. But that the next large project, in year 3 could be a major reconstruction of a segment of existing sidewalk.

Summary. A very helpful meeting. Learned a lot. Everyone seemed to want to cooperate. They are all well aware of the problems and are looking to do what they can within current constraints. No one opposed the notion of a performance-based approach, but the current approach is to do what they can with what they have.

- The Committee discussed the issue with the new crosswalk and CDTA bus stop installed in front of the library. The bus stop sign is too close to the crosswalk. Vehicles are stopping thinking the pedestrian is wanting to enter the crosswalk, when they are waiting for the bus. The bus stop sign should be moved further from the crosswalk.
- Ken K. sent an email to CDTA to notify them of the bus stop/crosswalk issue and inquire if the bus stop sign can be relocated.

- Scott L. suggested including a category of traversable vs non-traversable when the Town conducts the curb ramp analysis.

Meeting Adjourned at 8:45PM.

Next Meeting Tuesday, January 26, 2016, at 6:30 pm in the Town Hall Room 101A.