



### In Attendance

Committee Members: Kenneth Kovalchik, Henry Peyrebrune, Oliver Holmes, Ann Mullaly, Anne Benware, Laura Dibetta, Frederick Schrock and Jill Adams.

Police Department: Adam Hornick and Mike Whiteley

Public: Kevin Donovan

The following is a summary from our February 23, 2016 Committee meeting:

### **Traffic Safety Updates**

- Police Department – Adam H. provided the Committee with new See/Be Seen brochures. No traffic safety complaints have been reported to the police department as of February 23<sup>rd</sup>. Mentioned a non-profit organization that works to educate children and their families about bicycle and pedestrian safety. The non-profit is looking to purchase the Mariaville School and develop a “Safety Village”.
- Planning Department – Adam H. and Ken K. updated the Committee regarding a Pedestrian and Traffic Calming meeting, which included staff from the Police Department, Town Highway Superintendent, Town Engineer, Planning Department and Town Supervisor. The discussion included addressing the following intersections:
  - a. Delmar Bypass Extension – BPD to place speed trailer, Town to contact NYSDOT Region 1 regarding installation of Reduced Speed Ahead signs.
  - b. Elsmere Avenue at Dalton/Sedgewyck – Town to contact NYSDOT Region 1 for installation of crosswalk and concrete pad.
  - c. Murray Avenue, south of the Delmar Bypass – place two speed radar signs
  - d. Mohawk Trail (Indian Hills) – Highway Department to trim trees/bushes as necessary. BPD to place speed trailer.
  - e. Borthwick Avenue – place speed counter/radar
  - f. Feura Bush Road – Town will submit a traffic management plan to NYSDOT Region 1 requesting a reduction in speed limit.
  - g. Elsmere Avenue at Herber/West Poplar – Highway Department to install to install Yield to Pedestrian sign with arrow.
  - h. Kenwood Avenue and Elsmere Avenue – Town will draft a letter to NYSDOT Region 1 advocating to install pedestrian push button and crossing signs.

### **Committee Member Terms/Expirations**

- Ken K. provided an update that Maureen Cunningham had submitted her resignation letter.
- Ken. K. provided an update that the Town Board, at their February 10<sup>th</sup> Board meeting, had reappointed members to two year terms.
- Ken. K. provided an update that the Town Board, at their February 10th Board meeting, had appointed two new members, Laura Dibetta and Frederick Schrock, to two year terms.
- Laura Dibetta and Frederick Schrock introduced themselves to the Committee.

### **May 14, 2016 Bike Expo**

- Mike Whiteley updated the Committee that the Farmers Market Board of Directors voted unanimously to allow the Bike Expo to occupy a portion of the Middle School front parking lot area for the Bike Expo Event.
- Mike Whiteley provided a map of the layout for the event.
- The Committee began a discussions of logistics for the event. Discussions included the following topics:
  - a. Including Steiners Sports/Mad Dogs for bike check station.
  - b. The Committee should have a tent set up at the May 7<sup>th</sup> Farmers Market to promote the May 14<sup>th</sup> event.
  - c. There may be an opportunity to utilize students from the Glenmont Job Corps Security Class to assist with parking and flagging.
  - d. Discussion of logistics for group ride. Need to discuss at the March Committee meeting.
  - e. Layout of stations – Need to discuss at March meeting.

### **Project Updates**

- Delaware Avenue Hamlet Streetscape Enhancement Project – Ken K. provided an update to the Committee that a business owner meeting was held on Monday, February 1 at 5:00PM in the Town Hall Auditorium. Approximately 40 business owners attended the meeting.
  - a. The business owner group seemed to be generally supportive of the project and had questions related to maintenance, hardscape features, parking and intersection improvements.
  - b. There was a public informational meeting held on February 9 at 7:00PM in the Town Hall Auditorium. Approximately 50 people attended the meeting.
- Sidewalk Maintenance Project – Henry P./Oliver H. provided an update/report to the Committee, (see enclosed report). The goal being to complete the report within the next 30 to 60 days and provide a presentation to the Town Planning Board at one of their May Board meetings.
- CDTC Traffic Safety Ambassador Program Grant Application – Ken K. provided an update that CDTC should be announcing which projects will be awarded by February 29, 2016.
- Complete Streets Feasibility Study – Ken K./Anne B. updated the Committee that the draft Scope of Services was close to being completed. Once completed it will be sent to NYSDOT Region 1 for review prior to posting of the REI.
- Bicycle Route Mapping Project – There was consensus among the group to continue this project which started in the Summer of 2015. Oliver H. will reach out to the intern that was working on the mapping to assess if mapping of the routes will be completed.

**Meeting Adjourned at 8:30PM.**

**Next Meeting Tuesday, March 22, 2016, at 6:30 pm in the **Town Hall Room 101A.****

## New Stuff on Sidewalk Maintenance since 1/26/16 Meeting

1. Highway paving costs. Ken got a memo from Brent Meredith that stated that the total paving expenditures for 2014 were \$1.51 million and for 2015, \$1.64 million but that cost included some extra intersection work. For our purposes, we could assume that the paving program annually is about \$1.5million (2014\$) for about 10-11 miles per year, or \$136,000-150,000 per mile. This gives us an order of scale to compare against sidewalk costs which were reported to be \$253,400 per mile for new concrete sidewalks done by Town forces. Does this make sense?
2. Ken provided a map showing the results of the latest highway assessment. I have asked for the information in tabular form, but it is pretty clear that the ratings for sidewalks and for highways are not very similar. For example a rating of 4 for sidewalks is not the same as a rating of 4 for pavements. I had hoped to show that highway conditions were much better than sidewalk conditions to buttress a possible recommendation that the town should do more sidewalks and slightly less highways, but I am not sure that this can be done analytically, even though our visual impression is that this is true.
3. Oliver has produced a chart comparing condition of sidewalks for both asphalt and concrete sidewalks. The analysis shows concrete sidewalks are in better condition.
4. ADA Transition plan. Ann sent along some material from the state which raises a lot of questions, at least to me.
  - A. The state did an inventory in 2010 of sidewalks on state highways “not yet modified or improved to fully achieve ADA accessibility as of August 2010” The deficiency ratings are based on a scale of 1-5 and in the literature there is a description of each rating, but the state file does not list the ratings. Supposedly the state is redoing the survey. Anyone know when? I plotted those sidewalks which were ADA deficient on the map of Town rating deficient sidewalks and generally they correspond to the Town ratings. The state also shows intersections that are deficient.
  - B. There are 10 factors for sidewalks in the state materials for evaluating sidewalks. One says that there should be at least a 4 ft width. So all sidewalks less than 4 ft wide are ADA deficient. We can calculate these

miles and estimate a cost. However the standards say if the sidewalk is less than 5 ft, there should be passing spaces at least every 200 ft. We don't have this information in the town files and I have never seen a passing space on sidewalks in the Town. So do we infer that all sidewalks less than 5 ft wide are ADA deficient? Here are some possible ADA scenario's and some costs: Note, these costs do not include intersection curb ramps costs.

ADA scenario 1; Replace all 3 ft wide sidewalks with new standard 5 ft concrete sidewalks regardless of condition. There are 2203 ft of 3ft sidewalks in the town.

Cost if done with town forces \$105,727

Cost if done by contract \$161,053

ADA scenario 2 Replace all 3 and 4 ft wide sidewalks with new standard 5 ft sidewalks regardless of condition. This involves 21.30 miles of sidewalks.

Cost if done by town forces \$5,396,748

Cost if done by contract \$8,221,800

ADA scenario 3 Replace all 3 ft wide sidewalks and all sidewalks rated 2-5. This involves 15.57 miles of sidewalks.

Cost if done by town forces \$3,944,833.

Cost if done by contract \$6,010,020.

- C. There is a jurisdiction question of who does what. The state plan says "the Regional Director of Region 1 is ensuring that necessary modifications and improvements will all be completed not later than March 2019" Is there a program that is doing this? If so, who is paying and who is keeping track of progress? Is there really state money available to do this on state highways? How about the massive new program that the Governor announced? In another place there is a statement as follows;"The necessary improvements will be scheduled as part of existing highway capital projects as stand-alone sidewalk, crosswalk and curb ramp repair, rehabilitation and reconstruction or by cities, towns ,villages ,counties, and authorities performing sidewalk and curb ramp corrective maintenance on NYSDOT-owned facilities pursuant

- to applicable statutes, project-level agreements and intergovernmental highway maintenance contracts” Anyone know what that means?
- D. The jurisdiction question becomes critical for our analysis. If the state is going to make these facilities compliant for ADA compliance, then we can subtract these costs from our analysis. If the state is saying that the Town is responsible for bring these facilities up to compliance by March 2019 under existing municipal agreements, then that lends a sense of urgency to sidewalk repairs along state highways. What is the Town position on this?
  - E. This raises a similar set of questions regarding county owned facilities within the Town. Is the county doing anything about ADA compliance?
  - F. One problem. The town sidewalk survey file has a field for owner of the facility, but every entry is labeled Town of Bethlehem. Is there an up to date map or file that shows the jurisdiction of roads in the town?

Summary : We have developed a number of performance-based scenario's with some ball park numbers for ADA compliance. These are big numbers even when you stretch compliance over 10 years. They are even bigger numbers if the 2019 compliance date mentioned by the state is real. We can add these scenarios to the ones developed for the last meeting. However we need some policy direction on how to handle ADA compliance: timing, costs, jurisdiction.

## Scenario's To Consider

### Condition-based

#### C-1 Fix only poor sidewalks, rated 2-3 to new standard 2.79 miles

	Total cost	5 year annual cost	10 year annual cost
A. by town forces	\$679,680	\$135,936	\$67,968
B. By contractor	1,062,000	212,400	106,000

#### C-2 Fix poor and fair sidewalks to new standard 17.01 miles-highway equivalent

A, by town forces	\$4,308,700	2,154,350	430,870
B. by contractor	6,732,237	3,366,120	673,224

#### C-3 Bring all asphalt and concrete sidewalks less than 5 ft wide and in poor/fair condition up to new standard 27.1 miles

A. By town forces	\$6,871,935	1,374,385	687,193
B. By contractor	10,460,600	2,092,000	1,046,060

ADA-Based. Note: ADA scenarios do not include costs for intersection ramps where they are needed

#### ADA-1 Replace all 3 ft wide sidewalks with new standard sidewalks regardless of condition Assumes ADA standard width is 4 ft. 0.42 miles

A. By town forces	\$105,727	20,286	10,572
B. By contractor	161,053	32,210	16,105

#### ADA-2 Replace all 3ft and 4ft wide sidewalks regardless of condition 21.3 miles

A. By town forces	\$5,396,748	1,079,350	539,674
B. By contractor	8,221,800	1,644,360	822,180

#### ADA-3 Replace all 3 ft and all rated 2-5 (equivalent to state ratings?) 15.57 miles

A. By town forces	3,944,833	788,967	394,483
B. By contractor	6,010,020	1,200,040	601,020

ADA-4 Same as 3 but assume that all sidewalks on state routes rated as needing modification or improvement in State Transition plan will be done by the State.

Estimate 6.1miles on New Scotland, Kenwood, Delaware, Elsmere, Maple and Bridge St. leaving 9.47 miles to be done by town. How about county roads?

A. By Town forces	2,399,698	479,940	239,970
B. By contractor	3,655,420	731,084	365,542