

# DELAWARE AVENUE COMPLETE STREETS PROJECT PUBLIC INFORMATION MEETING #1 JUNE 15, 2023

PIN 1761.68



**BETHLEHEM SAFE STREETS . COM**

# WELCOME & INTRODUCTIONS

*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
John W. Taylor	Senior Economic Developer
Eric Johnson, P.E.	Town Engineer
Matt Hoffman	Assistant Engineer

## CHA Consulting, Inc.

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



# TONIGHT'S AGENDA

- I. Project Overview & Objectives
- II. Alternatives Being Considered
- III. Next Steps
- IV. Open House



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# I - PROJECT OVERVIEW & OBJECTIVES

## PROJECT LOCATION



# I - PROJECT OVERVIEW & OBJECTIVES

## SCHEDULE

Tasks	2023				2024				2025
	1 <sup>st</sup> Qtr	2 <sup>nd</sup> Qtr	3 <sup>rd</sup> Qtr	4 <sup>th</sup> Qtr	1 <sup>st</sup> Qtr	2 <sup>nd</sup> Qtr	3 <sup>rd</sup> Qtr	4 <sup>th</sup> Qtr	1 <sup>st</sup> Qtr
Notice to Proceed		●							
Public Involvement Process		■							
Preliminary Studies / Field Assessments*		■							
Design Report			■						
ROW Acquisition (NYSDOT)				■					
Design Approval						●			
Detailed Design Plans						■			
Advertise for Construction									■
Begin Construction (1+ Season Project)									●

\*Includes Town Water Line



# I - PROJECT OVERVIEW & OBJECTIVES

– Project Website:

- [www.DelAveCompleteStreets.com](http://www.DelAveCompleteStreets.com)

Town of Bethlehem

Overview Schedule Plans Public Involvement

Town of Bethlehem NY

## Delaware Avenue Complete Streets

Improving safety and accessibility on Delaware Avenue for all users

Project Details

Delaware Avenue is one of Bethlehem's primary main streets, connecting the town to the City of Albany to the east and the more rural parts of Albany County to the west. The primary goal of this project is to create a more balanced transportation system along Delaware Avenue to increase safety for users of all ages and abilities, otherwise known as Complete Streets.

[Overview](#) [Schedule](#) [Plans](#) [Public Involvement](#)

# I - PROJECT OVERVIEW & OBJECTIVES

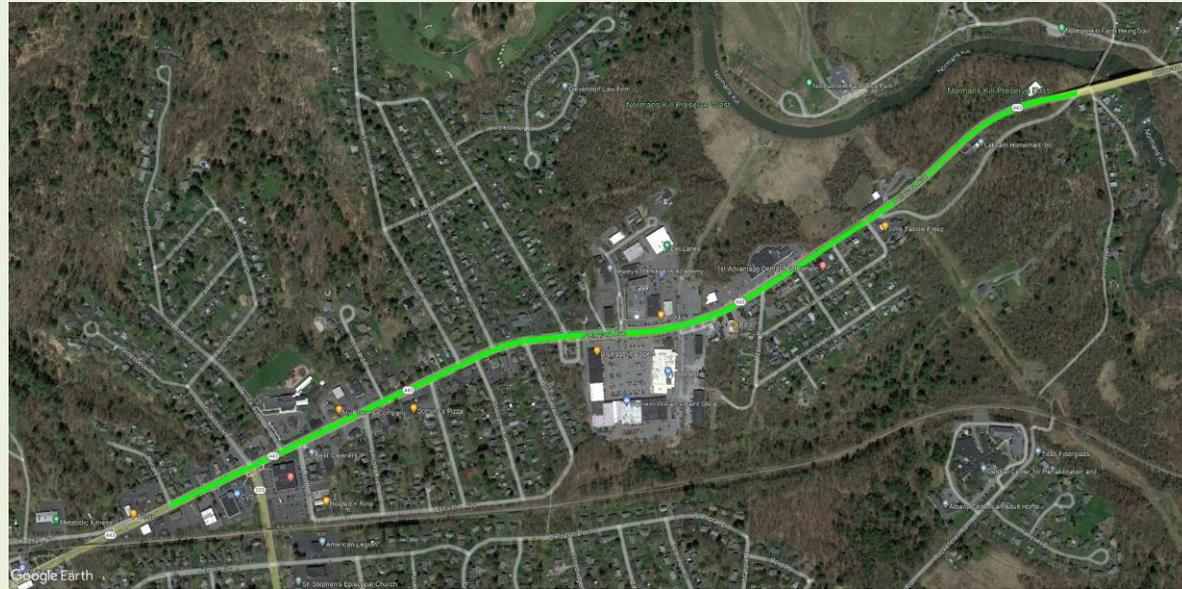
## EXISTING ROADWAY CONTEXT/CONDITIONS



# I - PROJECT OVERVIEW & OBJECTIVES

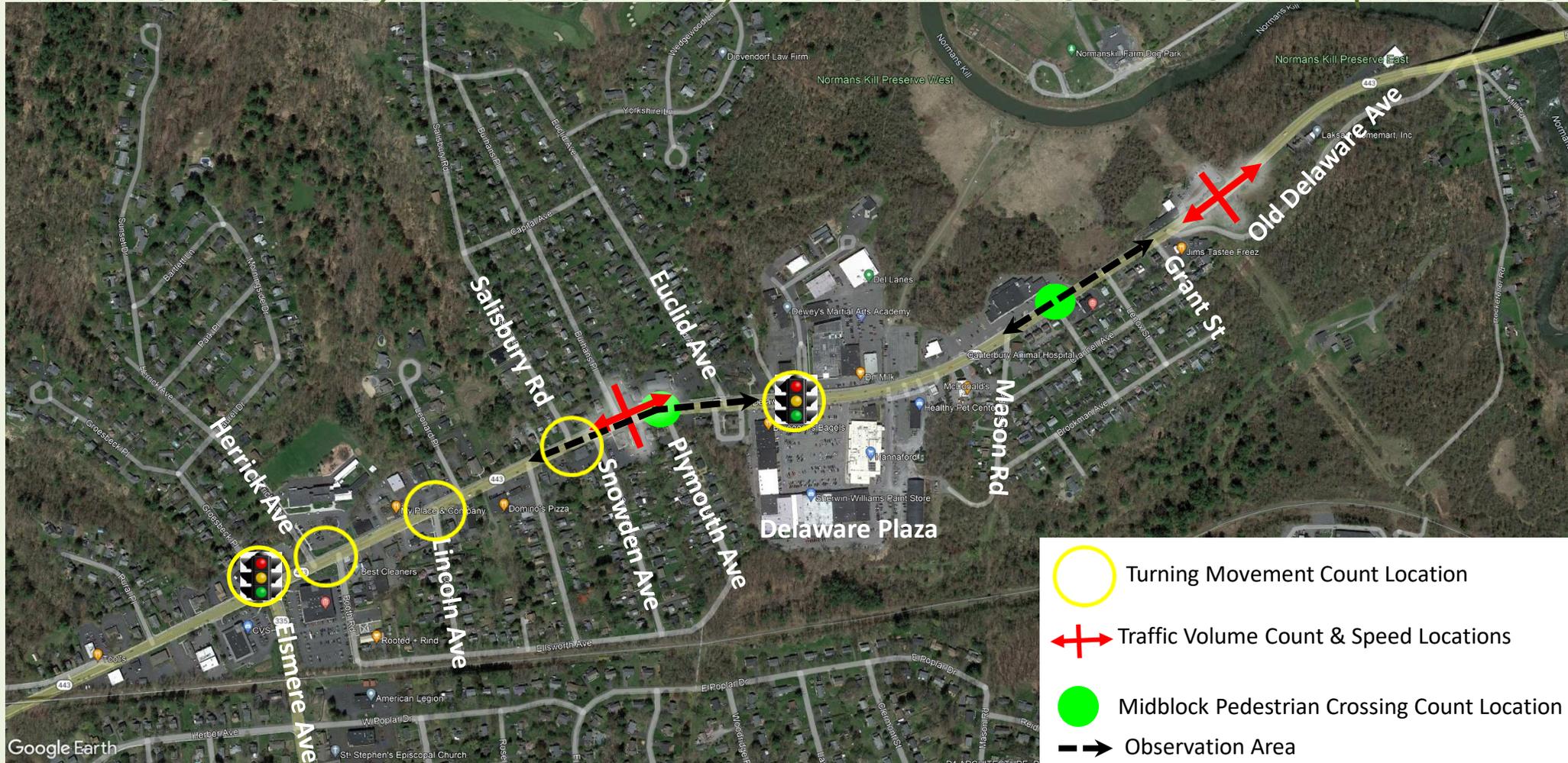
## *EXISTING ROADWAY CONTEXT/CONDITIONS*

- Roadway Owner – NYS Route 443 (Complete Streets Law)
- Connects Town to City of Albany to the East & Rural A/C to the West
- Widened to Four-Lane Undivided Roadway in Rural Setting in 1960's
- Roadway Character Has Changed - Now Recognized as a Community “Main Street”
- Adjacent Land Uses Have also Changed – Increasingly a Mixed-Use Corridor
  - Commercial Establishments
  - Elsmere Elementary School
  - Albany County Rail-Trail
  - Transit (CDTA Route 18)
  - Adjacent Neighborhoods



# I - PROJECT OVERVIEW & OBJECTIVES

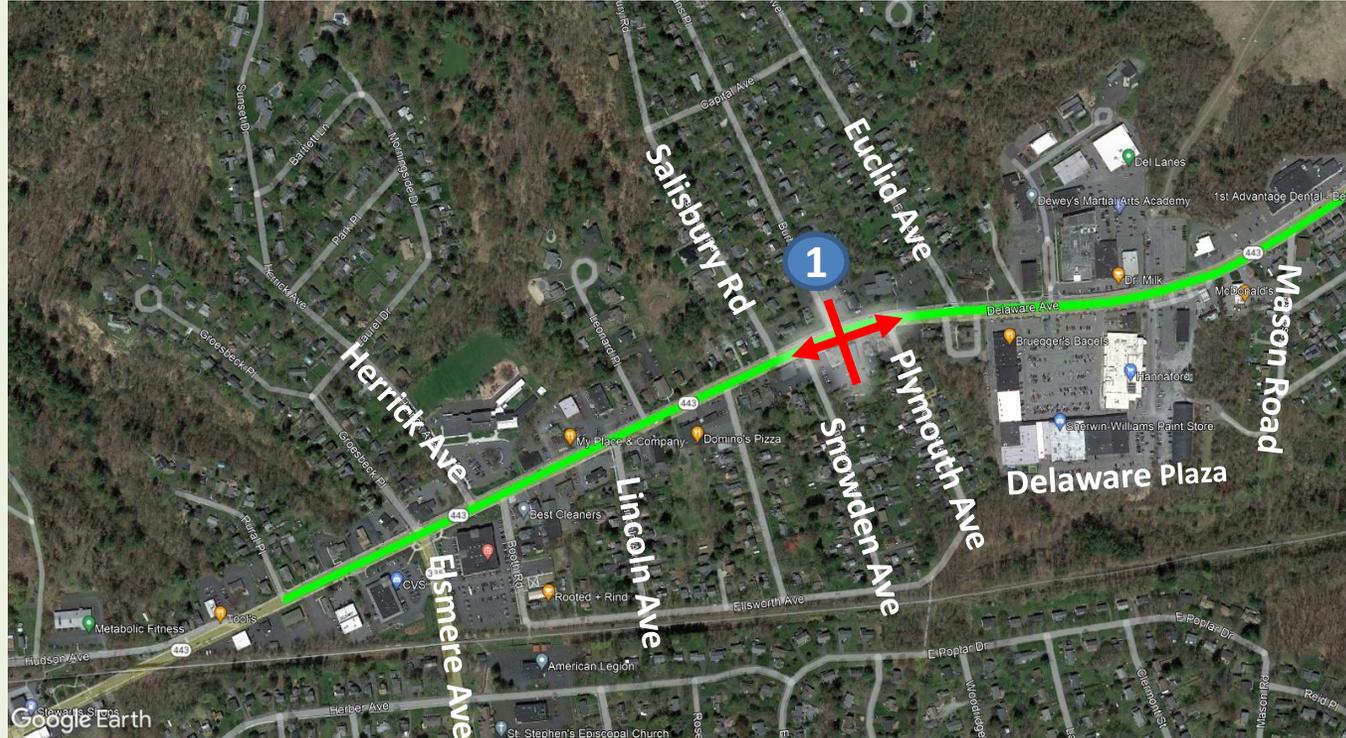
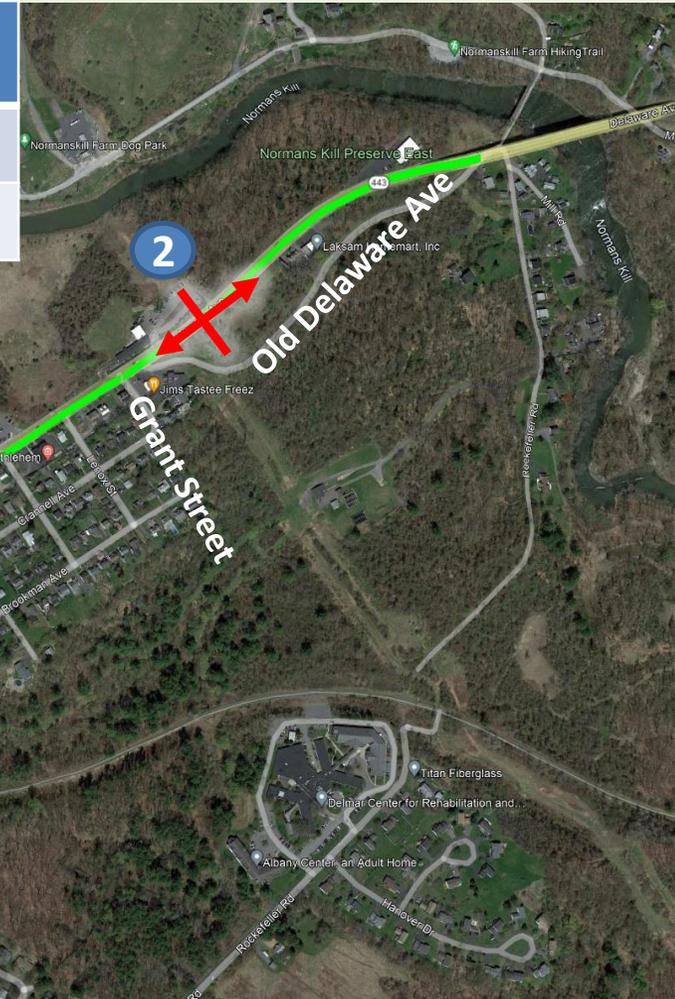
## TRAFFIC VOLUMES, VEHICLE SPEEDS, PEDESTRIAN CROSSINGS DATA (MAY 2023)



# I - PROJECT OVERVIEW & OBJECTIVES

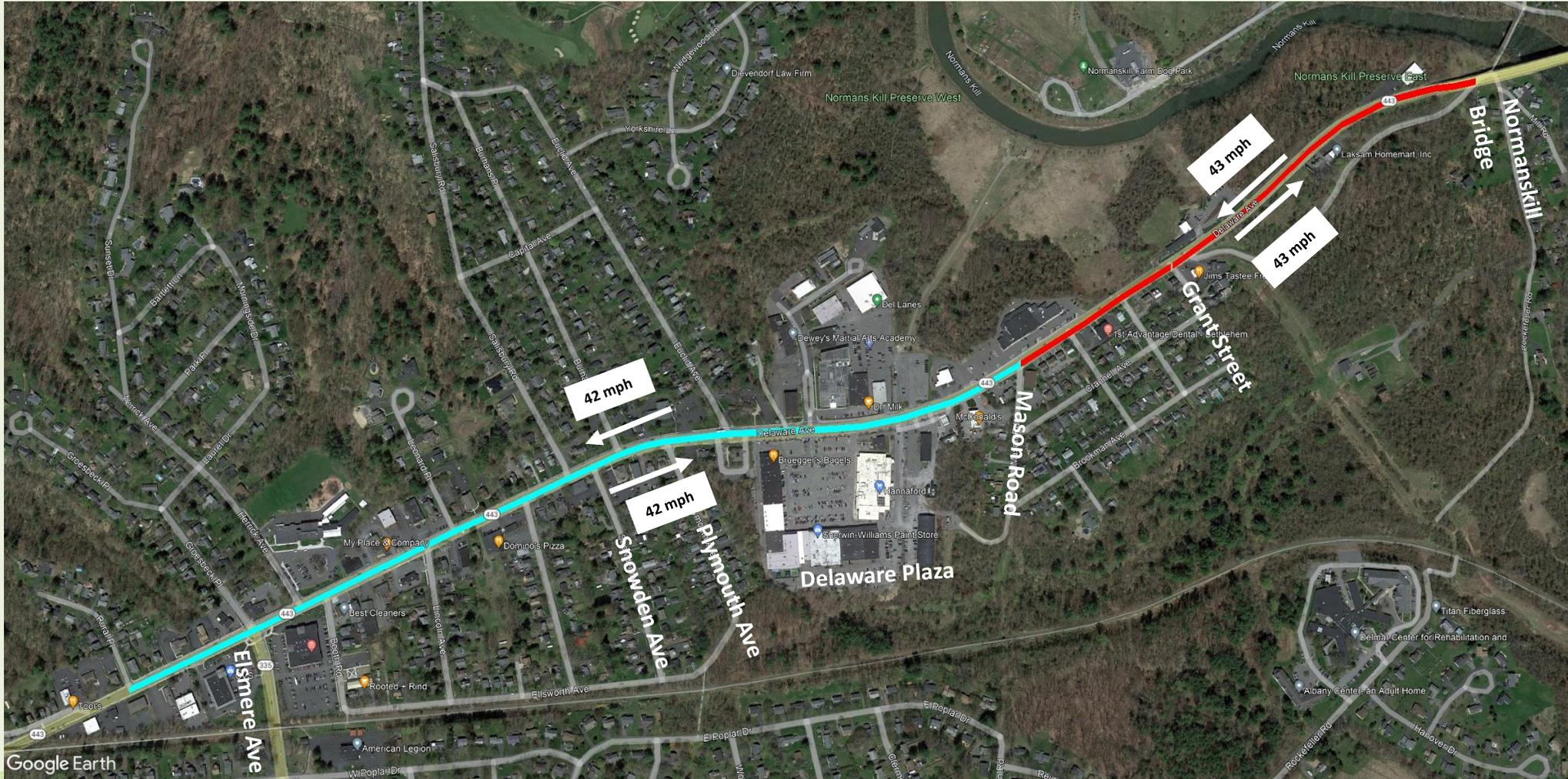
## TRAFFIC VOLUMES

Count Location	Delaware Avenue Study - 2016 (veh/day)	CHA Counts – 2023 (veh/day)
1	18,300	17,600
2	15,600	15,200



# I - PROJECT OVERVIEW & OBJECTIVES

## 85<sup>TH</sup> PERCENTILE SPEEDS



# I - PROJECT OVERVIEW & OBJECTIVES

## PEDESTRIAN CROSSINGS (MID-BLOCK)

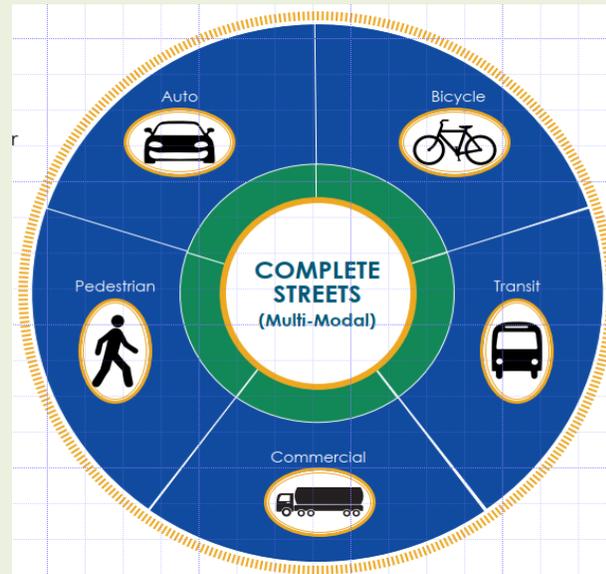




# I - PROJECT OVERVIEW & OBJECTIVES

## PROJECT OBJECTIVES

- Restore Roadway Infrastructure
    - Pavement Resurfacing - **NYSDOT Funded - \$1.56M\***
    - Water Line Cleaning/Lining or Replacement  
(Potential Separate 2024 Project) - **Town Funded**
  - Implement “Complete Street” Concepts:
    - Increase Safety for all Users (“Walkability”)
    - “Calm” Traffic Speeds
      - Potential Speed Limit Reduction
- ~~\$2.4M~~ **\$2.91M\*** Federal Aid / ~~\$0.5M~~ **\$0.73M\*** Town Match



# I - PROJECT OVERVIEW & OBJECTIVES

## WHAT CAN SPEED REDUCTION DO?



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## II – ALTERNATIVES BEING CONSIDERED

### Alternative 1 - Base Project

- Pavement resurfacing and restriping

### Alternative 2 – Base Project (Alt 1), PLUS...

- Gateway Improvement(s)
- Mid-Block Pedestrian Crossing(s)

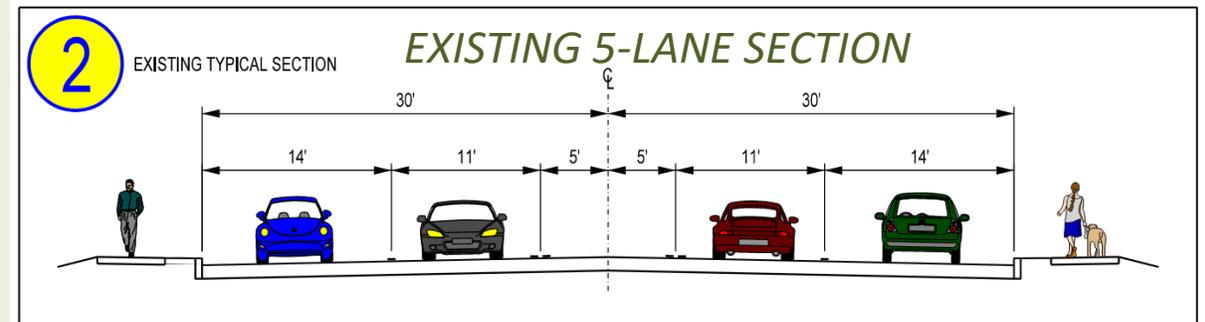
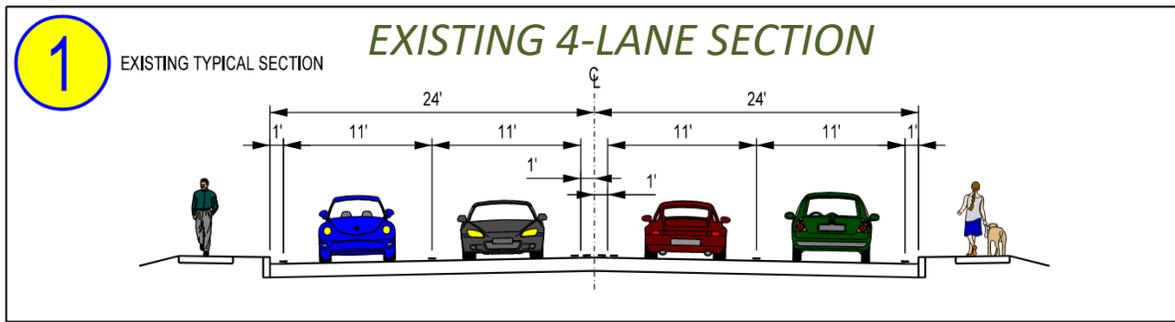
### Alternative 2A - Alt 2, WITH...

- Modified Mid-Block Pedestrian Crossing #2
- East end raised median Gateway



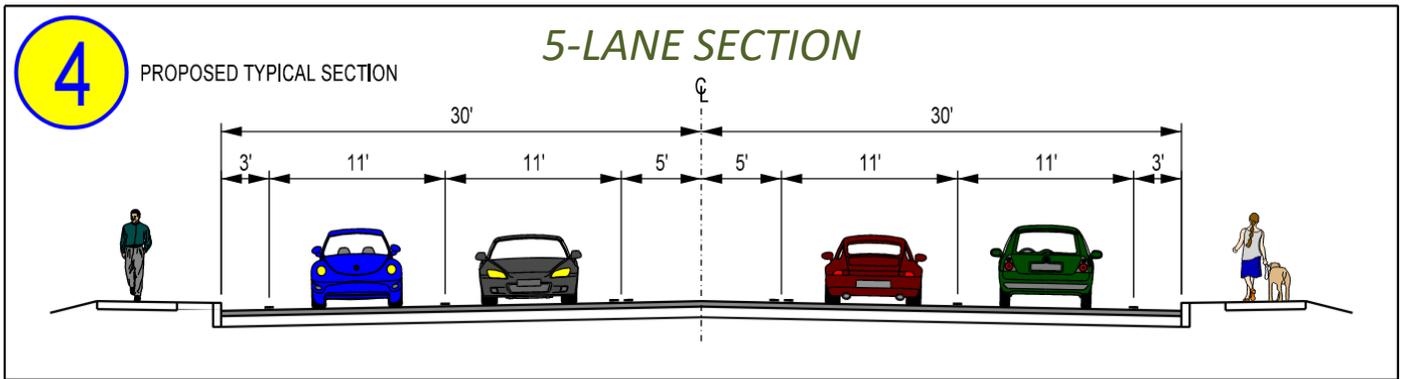
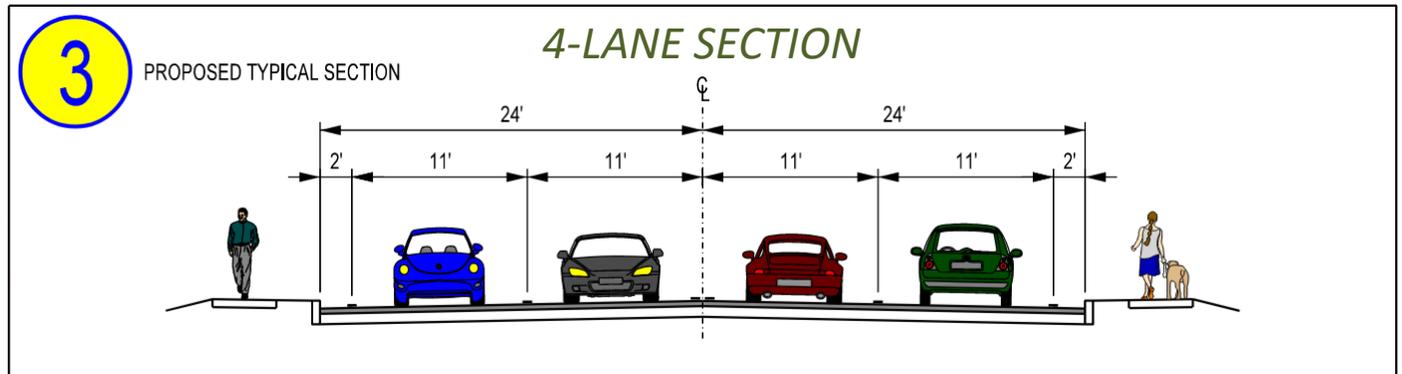
# II – ALTERNATIVES BEING CONSIDERED

## EXISTING ROADWAY CONFIGURATION



# II – ALTERNATIVES BEING CONSIDERED –

## ALTERNATIVE 1: BASE PROJECT



### Key Highlights:

- Mill and Resurface Existing Roadway
- Restripe for consistent 11' wide lanes (remove 2' median)
- Lane offset from curb increased
- ADA Curb Ramps
- High Visibility Crosswalks
- Replace Damaged Sidewalks
- Upgrade Existing Pedestrian Traffic Signal Equipment including APS push button station



# II – ALTERNATIVES BEING CONSIDERED

## *ALTERNATIVE 2: BASE PROJECT PLUS - GATEWAY IMPROVEMENTS AND MID-BLOCK PEDESTRIAN CROSSINGS*



### Key Highlights (Base project improvements, PLUS):

- East-end Gateway Treatment
- Extended 2-lane section with turn median
- 2 Mid-Block Pedestrian Crossings (1/4 mile spacing between pedestrian crossings)
  - RRFB pedestrian beacon
  - HAWK pedestrian signal
- West-end Gateway Treatment
- Posted Speed Limit Reduction

# I - PROJECT OVERVIEW & OBJECTIVES

## WHAT CAN SPEED REDUCTION DO?



# II – ALTERNATIVES BEING CONSIDERED

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# EAST END GATEWAY WITH FLUSH MEDIAN



GATEWAY  
FEATURE

#50

#52



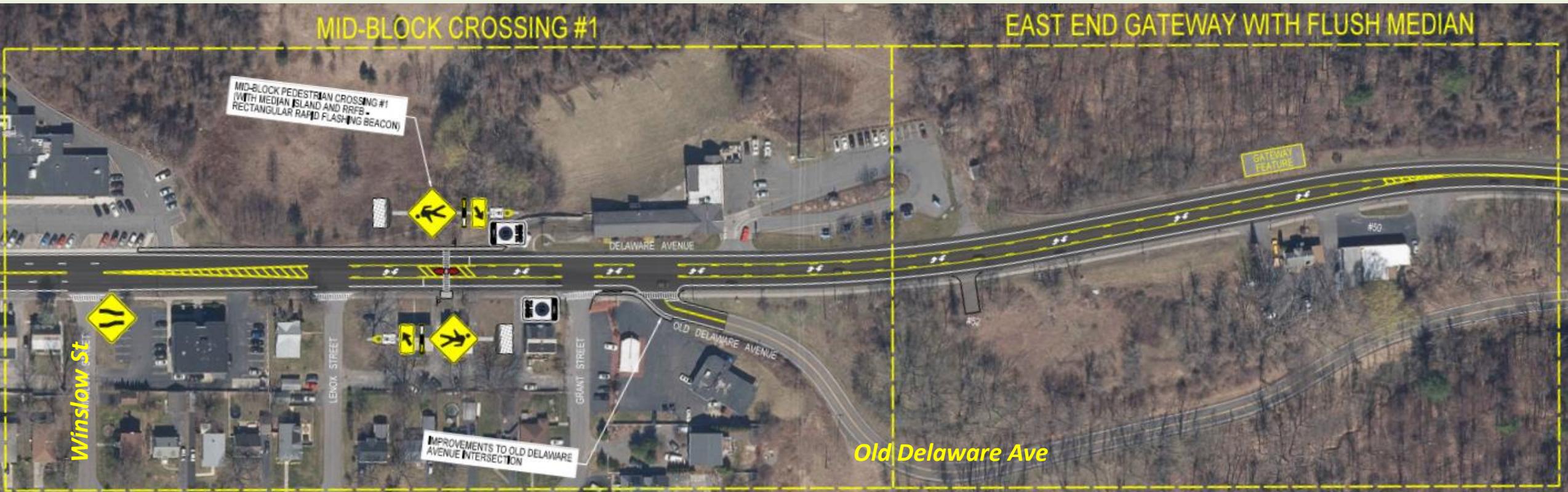
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## EXTENDED 2-LANE SECTION WITH TURN MEDIAN

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# MID-BLOCK CROSSING #1

MID-BLOCK PEDESTRIAN CROSSING #1  
(WITH MEDIAN ISLAND AND RRFB -  
RECTANGULAR RAPID FLASHING BEACON)

*Raised Median at  
crossing w/ RRFB*



IMPROVEMENTS TO OLD DELAWARE  
AVENUE INTERSECTION

Winslow Street

Lenox Street

Grant Street

DELAWARE AVENUE

OLD DELAWARE AVENUE

## MID-BLOCK CROSSING WITH RRFB

# II – ALTERNATIVES BEING CONSIDERED

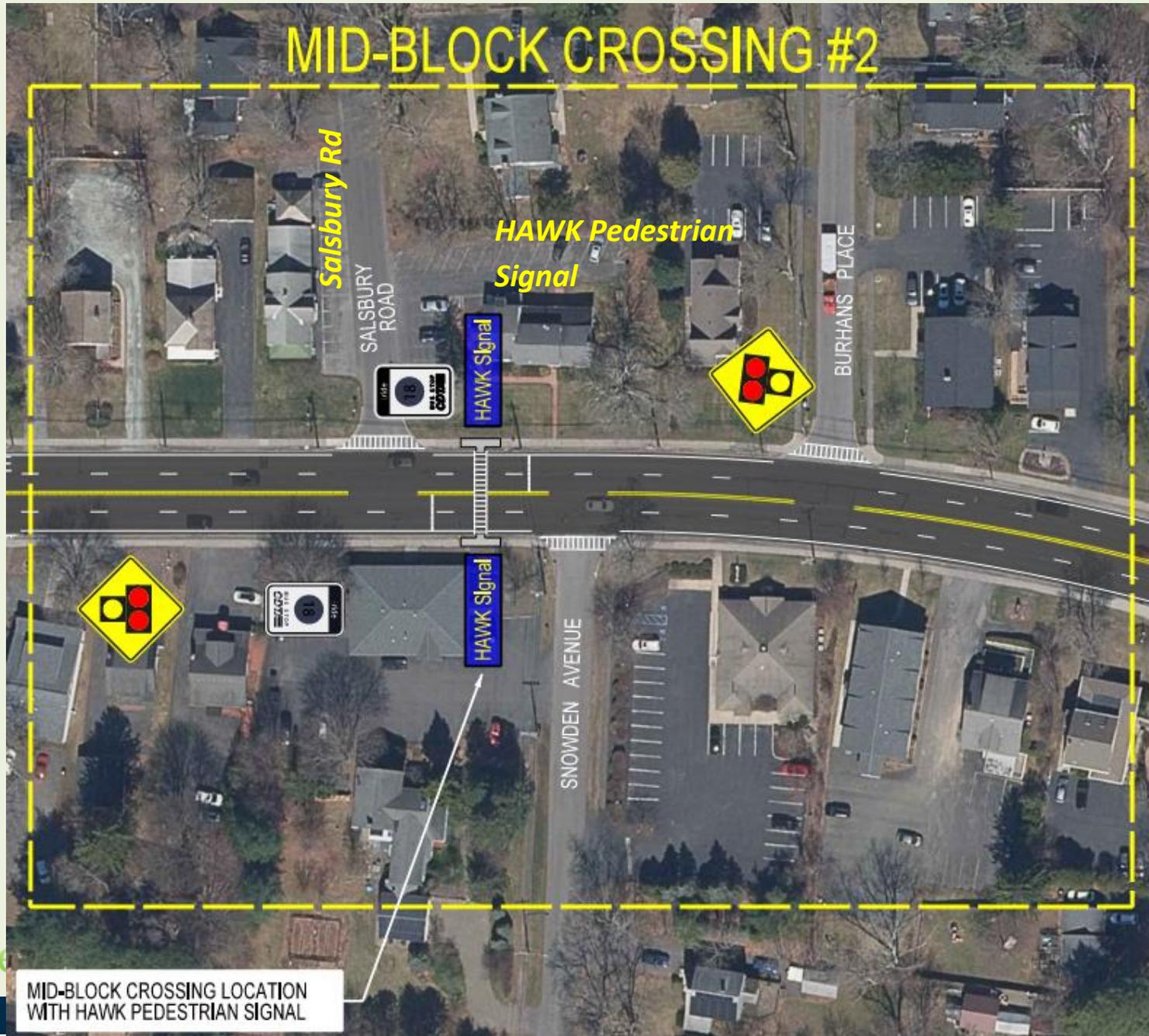
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# MID-BLOCK CROSSING #2



MID-BLOCK CROSSING LOCATION WITH HAWK PEDESTRIAN SIGNAL

## MID-BLOCK CROSSING WITH HAWK



# II – ALTERNATIVES BEING CONSIDERED

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### Key Highlights (Base project improvements, PLUS):

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# WEST END GATEWAY

Extended Project Limits

SPEED LIMIT 40

SCHOOL SPEED LIMIT 30

5

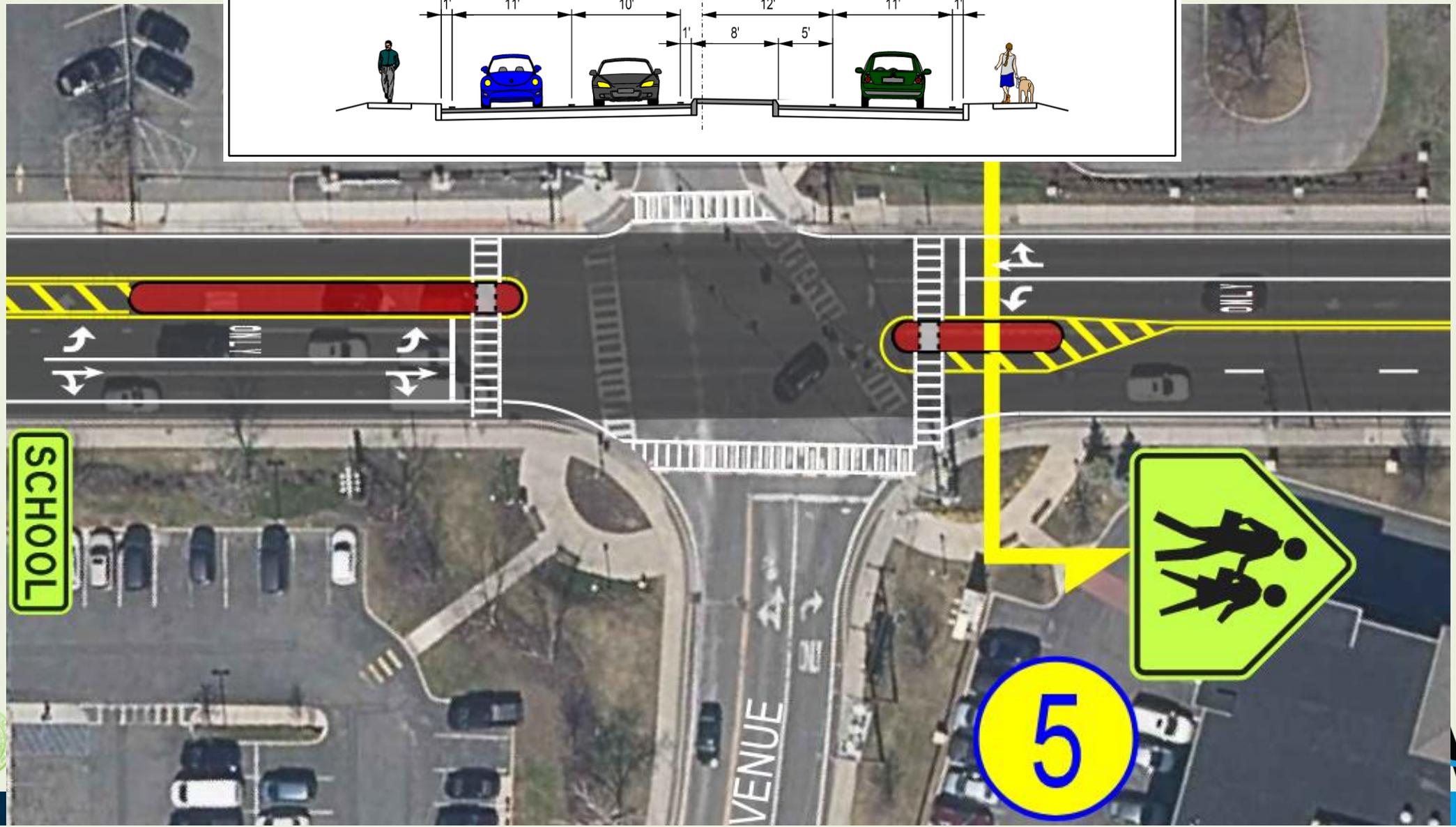
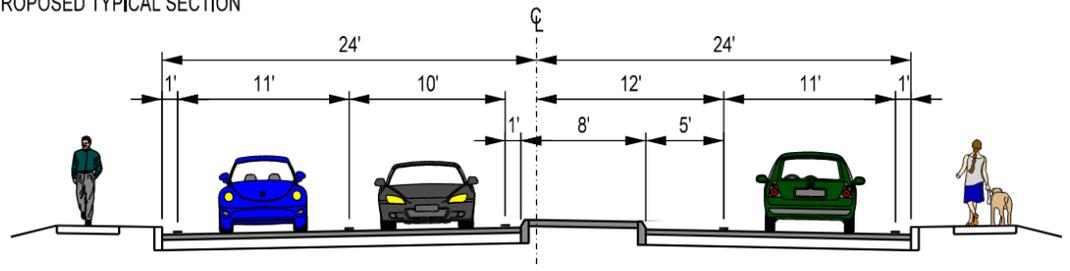


# WEST END GATEWAY



5

PROPOSED TYPICAL SECTION



# WEST END GATEWAY

## II – ALTERNATIVES BEING CONSIDERED

### *ALTERNATIVE 2A: SAME AS ALTERNATIVE 2 PLUS - GATEWAY IMPROVEMENTS AND MID-BLOCK PEDESTRIAN CROSSINGS*



#### Key Highlights (Same as Alternative 2, PLUS):

- East-end Raised Median Gateway
- Modified Mid-Block Pedestrian Crossings (HAWK signal and raised median)

## II – ALTERNATIVES BEING CONSIDERED

### ***ALTERNATIVE 2A: SAME AS ALTERNATIVE 2 PLUS - GATEWAY IMPROVEMENTS AND MID-BLOCK PEDESTRIAN CROSSINGS***

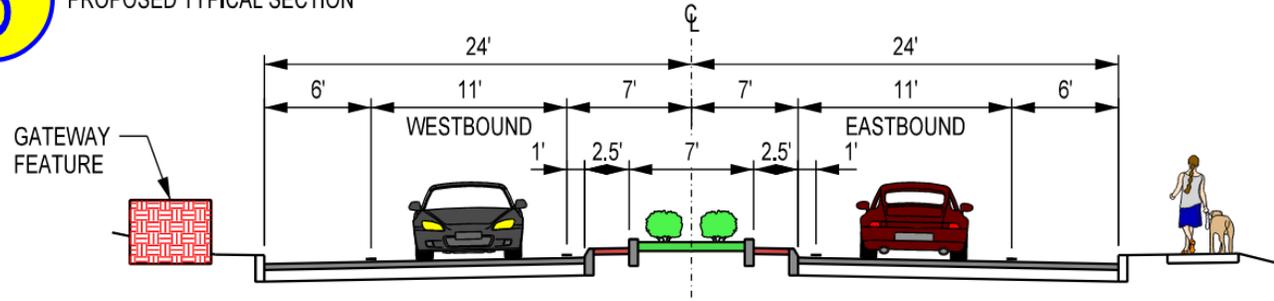


Key Highlights (Same as Alternative 2, PLUS):

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6

PROPOSED TYPICAL SECTION



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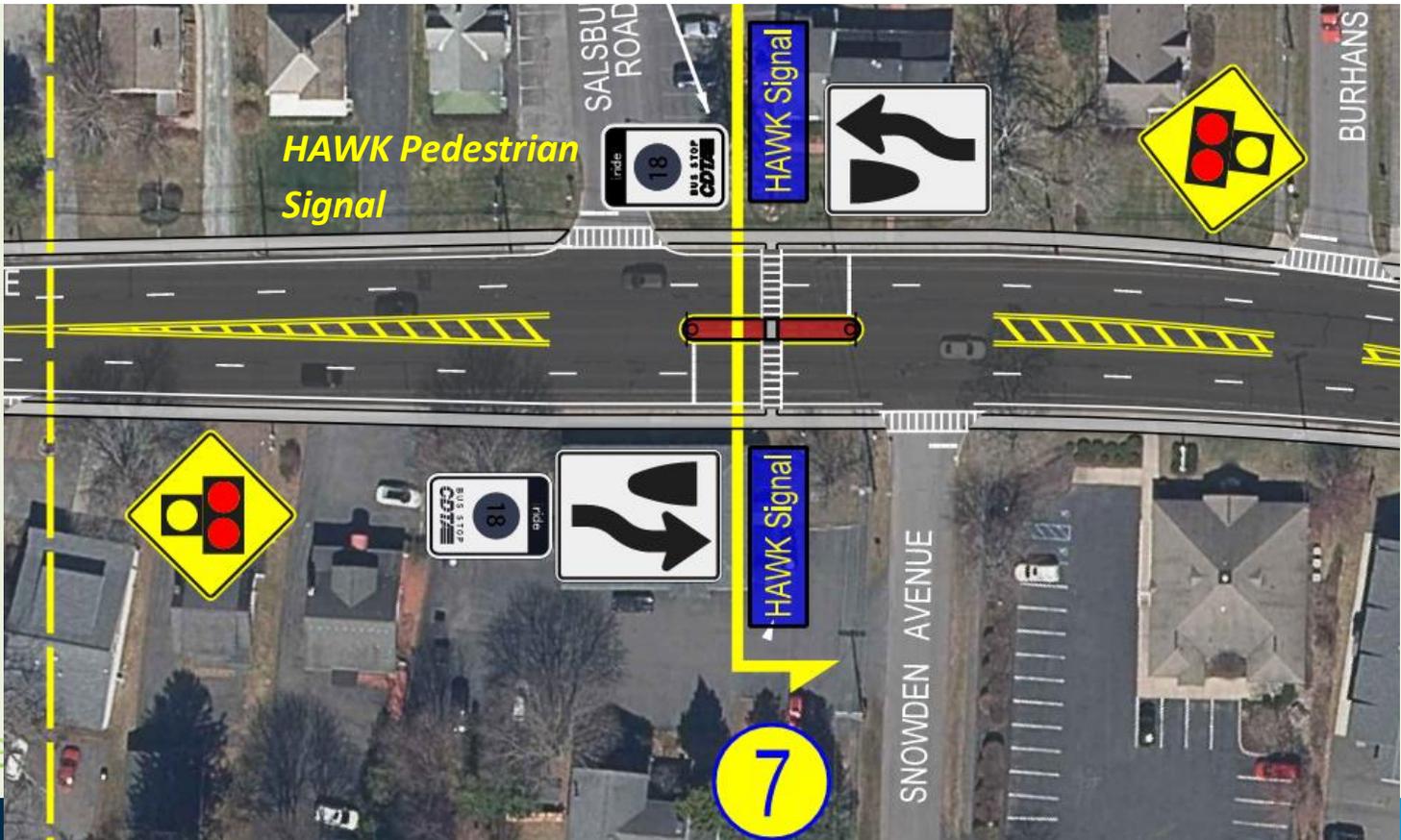
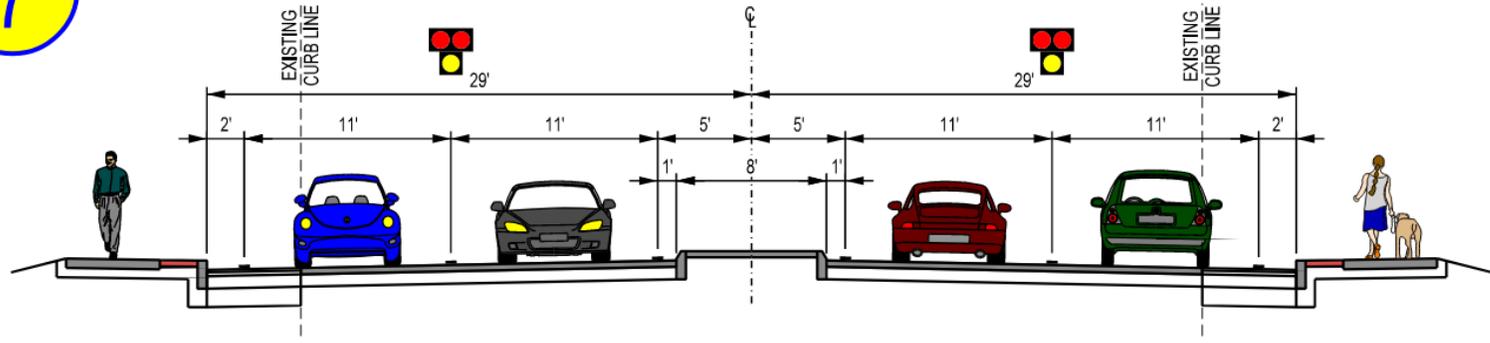


Key Highlights (Same as Alternative 2, PLUS):

- East-end Raised Median Gateway
- **Modified Mid-Block Pedestrian Crossings (HAWK signal and raised median)**

7

PROPOSED TYPICAL SECTION



MID-BLOCK CROSSING WITH RAISED MEDIAN AND HAWK

## II – ALTERNATIVES BEING CONSIDERED

### *GATEWAYS*



- Create an expectation for motorists to drive more slowly and watch for pedestrians when entering a commercial, business, or residential district
- Help to create a unique image for an area
- Can effectively demark the beginning point of a community



## II – ALTERNATIVES BEING CONSIDERED

### *Rectangular Rapid – Flashing Beacons (RRFBs)*



- Can make Crosswalks and/or Pedestrians more Visible
- Can result in Motorist Yielding Rates as high as 98%
- Can Reduce Pedestrian Crashes by up to 47%.

## II – ALTERNATIVES BEING CONSIDERED

### *High-Intensity Activated Crosswalk (HAWK) Signals*

- Can provide Safer Crossing for pedestrians than traditional crosswalks, especially at mid-block locations.
- Devices only activated when Pedestrians are present and activate signal, minimizing driver delays.



# HAWK

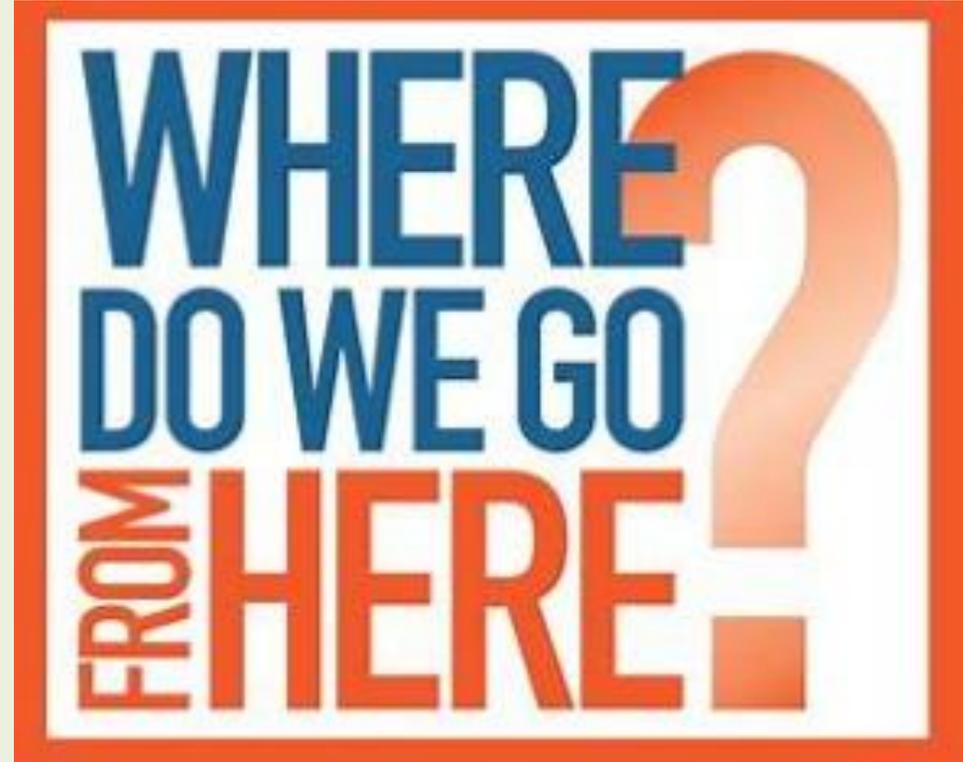
High-Intensity Activated Crosswalk

How to use a **HAWK**

DRIVER INSTRUCTIONS	PEDESTRIAN INSTRUCTIONS
<p><b>Proceed</b> with caution</p>	<p><b>Push Button</b> to activate system</p>
<p><b>Slow Down</b> Pedestrian has activated the push button</p>	<p><b>Don't Cross</b></p>
<p>Prepare to <b>Stop</b></p>	<p><b>Don't Cross</b></p>
<p><b>STOP!</b> Pedestrians in crosswalk</p>	<p><b>Start Crossing</b> watch for vehicles</p>
<p><b>STOP!</b> Proceed with caution if crosswalk is clear</p>	<p><b>Finish Crossing</b></p>
<p><b>Proceed</b> if crosswalk is clear</p>	<p><b>Push Button</b> to activate system</p>

## III - NEXT STEPS

- Receive Public Comments\*
- Conduct Additional Field Assessments
  - Sidewalk Conditions
  - Driveways
  - Waterline Condition
- Meet with Property/Business Owners
- Develop Design Report
- Meet with NYSDOT
  - Proposed Improvements
  - Speed Reduction
  - ROW Needs
- Public Meeting #2 (Fall 2023)



## III - NEXT STEPS

### Provide Your Input by **July 7, 2023**:

(1) Project Website (live COB tomorrow):

- [www.DelAveCompleteStreets.com](http://www.DelAveCompleteStreets.com)

(2) Email to Town: Rob Leslie, AICP

Town Director of Economic Development & Planning

- [rleslie@townofbethlehem.org](mailto:rleslie@townofbethlehem.org)

(3) Written Comment Form (Mailer)

(4) Tonight's Open House

- Write comments on Maps
- Written Comment Form



# OPEN HOUSE

**THANK YOU FOR YOUR PARTICIPATION!**

