



WALKABLE DOWNTOWN

Public Meeting June 5, 2023

TOWN OF NEW LEBANON

Agenda

- Town Board Meeting – Welcome
- Project Background – Old and New
- Survey Results
- Concept Elements – Proposed
- Concept Elements – Options for Discussion
- Other Elements
- Project Schedule and Next Steps

Project Background – Old and New

- Prior Project 2012
 - Concept developed; sidewalk one side
 - Public meetings
 - Not enough support to advance
- New Project
 - Committee formed early 2023
 - Committee meetings February and March
 - Public Meeting in March
 - Survey open for 6 weeks
 - Committee meetings in April and May
 - Public Meeting in June

Survey Results - Treatments

The following responses got the greatest level of support:

- 77%** **Strongly Agree/Agree** that **crosswalks** are important
- 75%** **Strongly Disagree/Disagree** that **walking** is **safe, convenient, and pleasant**
- 72%** **Strongly Agree/Agree** that **calming traffic** and **slowing speeds** are important
- 72%** **Strongly Agree/Agree** that **sidewalks** are important
- 55%** **Strongly Agree/Agree** that a **family-friendly bike lane** is important

In response to the questions about what would make the project a success...

- 61%** **Strongly Agree/Agree** with sidewalks on both sides
- 51%** **Strongly Agree/Agree** with family-friendly bike lane on one side
- 64%** **Strongly Agree/Agree** with several crosswalks
- 33% & 38%** **Not sure** with medians and turn lanes or no medians

Concepts Reflect Survey

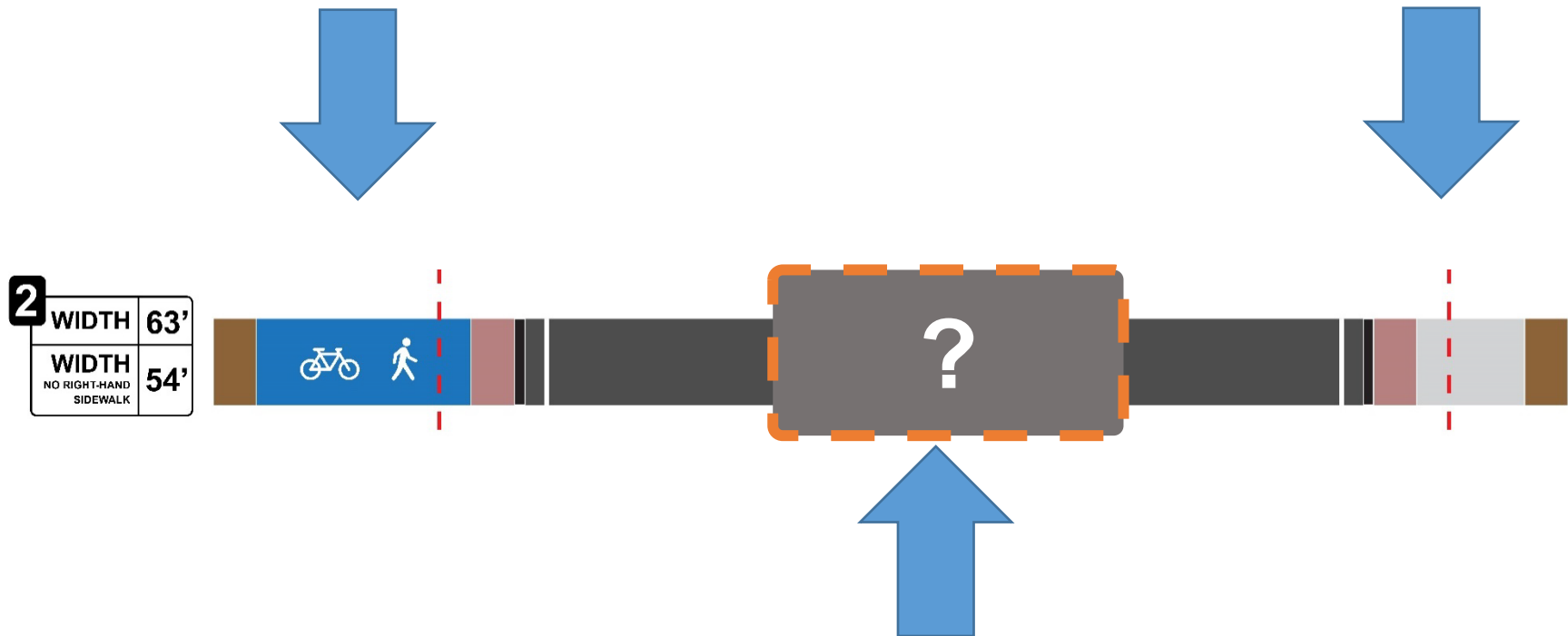
CM tried to develop concepts that had...

- Sidewalks on both sides
- Calmed traffic
- Family-friendly bike lane
- Multiple crosswalks*
- Enough space for TWLTL or Center Median or Pedestrian Refuge

(We identified one main location and other potential locations at either end of the corridor.)*

Proposed Concept Elements

The survey showed strong support for two specific treatments on the edges – MUP and sidewalk



There was less clarity on what respondents wanted in the middle of the roadway...

Concept Elements for Discussion

Three treatment options were explored:

Concept 1 – **Two-Way Left Turn Lane**

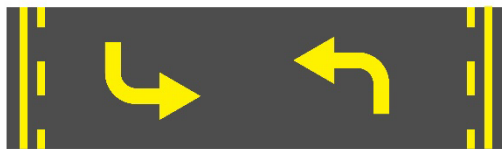
Concept 2 – **Flush / Semi-Flush Median**

Concept 3 – **Raised Median**

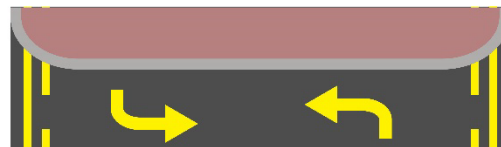


POSSIBLE CENTER LANE TREATMENTS

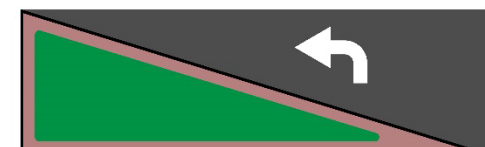
TWO-WAY LEFT TURN LANE



FLUSH / SEMI FLUSH
HARDSCAPE MEDIAN



RAISED MEDIAN
HARDSCAPE / LANDSCAPE



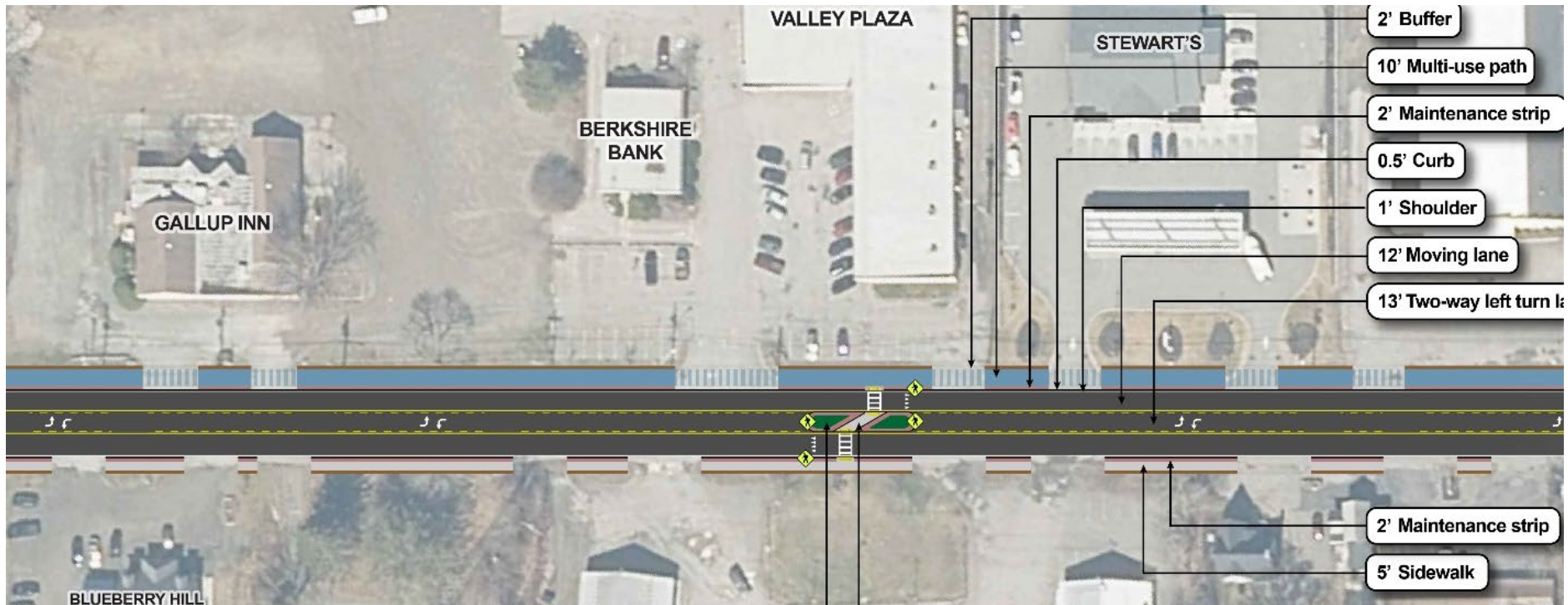
Concept 1

Two-Way Left Turn Lane



Concept 1 – Zoomed

Two-Way Left Turn Lane



Concept 1

Two-Way Left Turn Lane



Pros

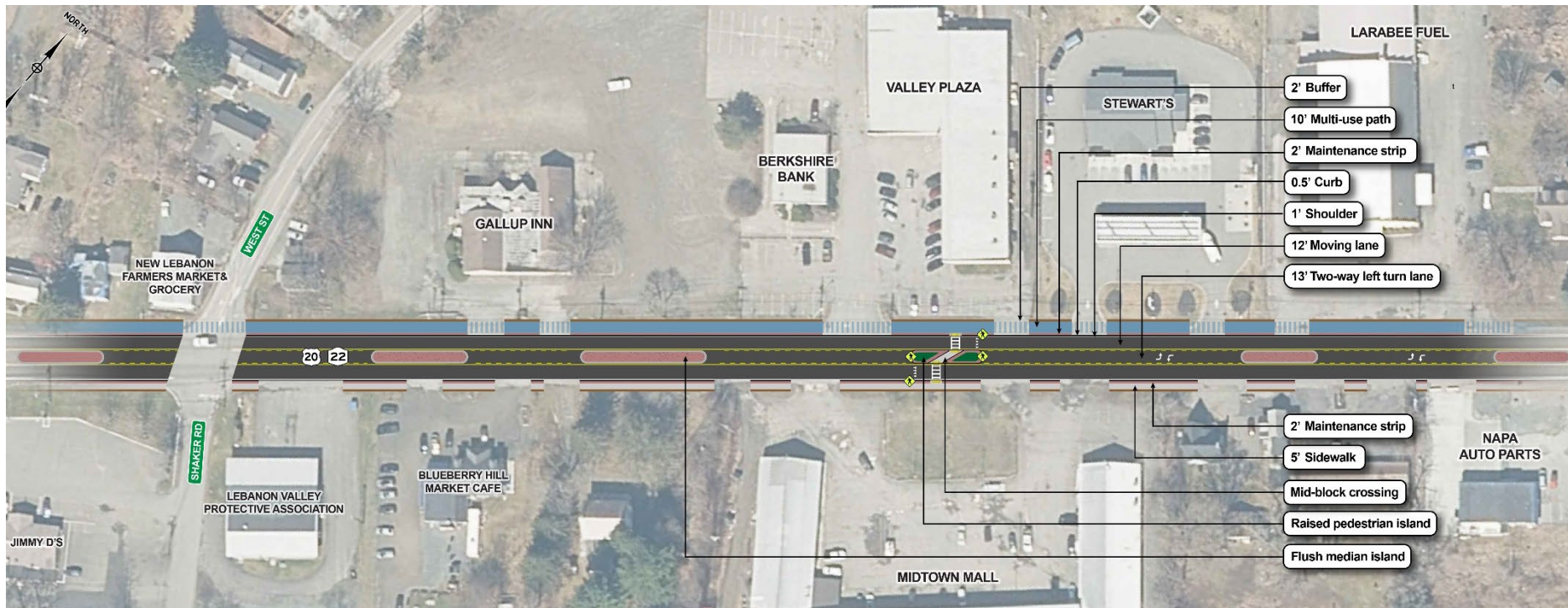
- Lowest cost
- Lowest maintenance
- Full access
- Little or no traffic analysis

Cons

- Limited opportunities for aesthetic benefit (outside of ped island)
- Limited traffic calming benefit

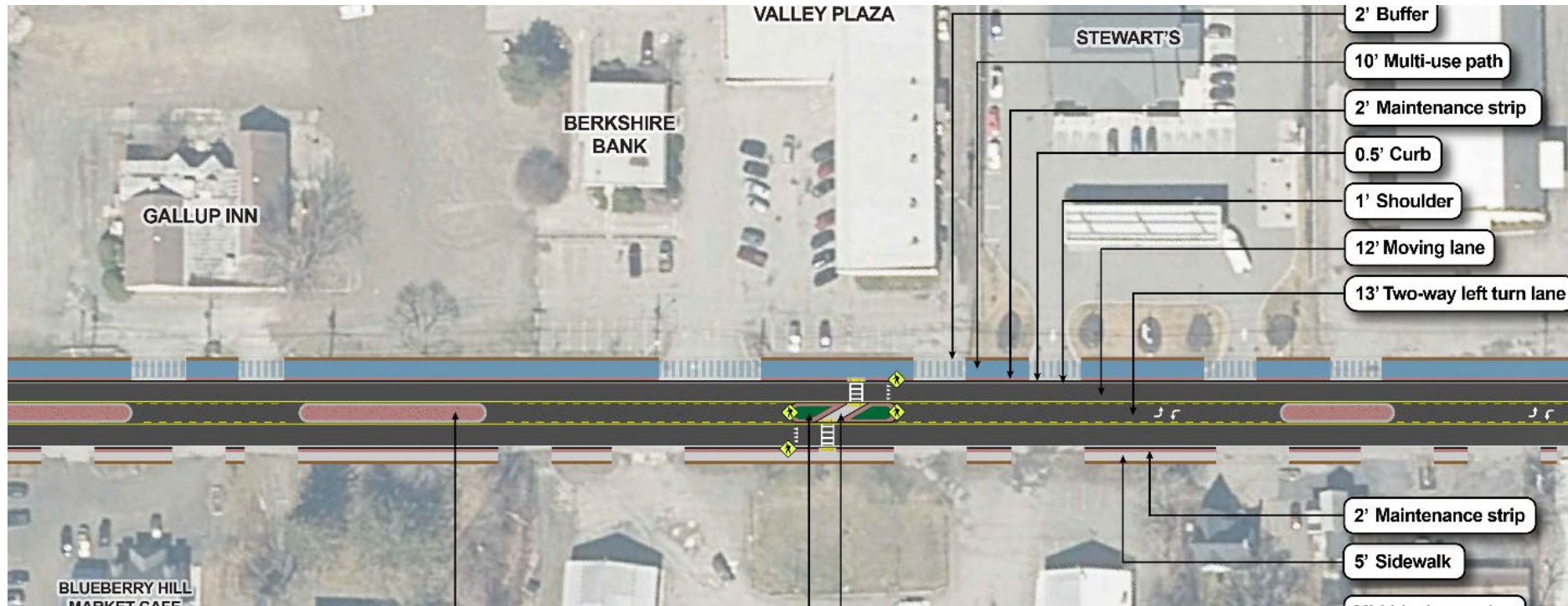
Concept 2

Flush / Semi-Flush Medians



Concept 2 – Zoomed

Flush / Semi-Flush Medians



Concept 2

Flush / Semi-Flush Medians



Pros

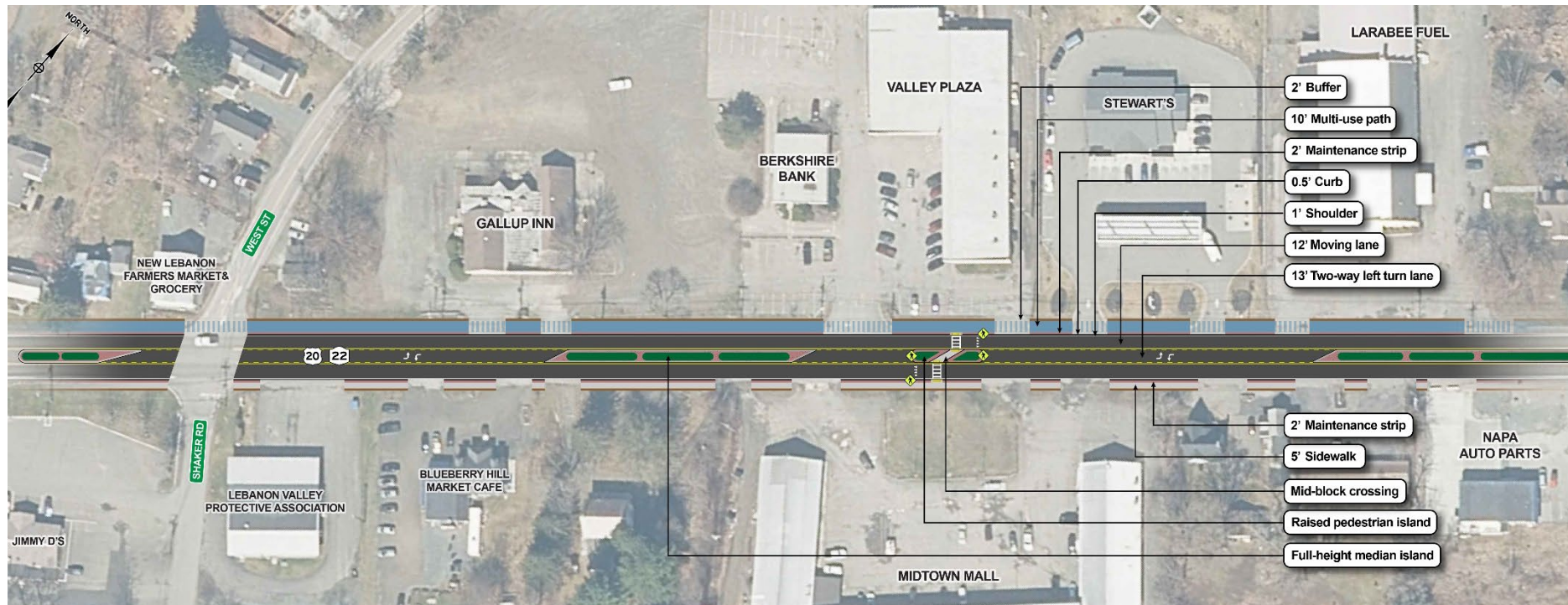
- Limited constraints to access
- More aesthetic benefits (chances for plantings)
- Calms traffic by visually narrowing the road

Cons

- Higher cost
- Could create false sense of protection if peds use them as refuge islands

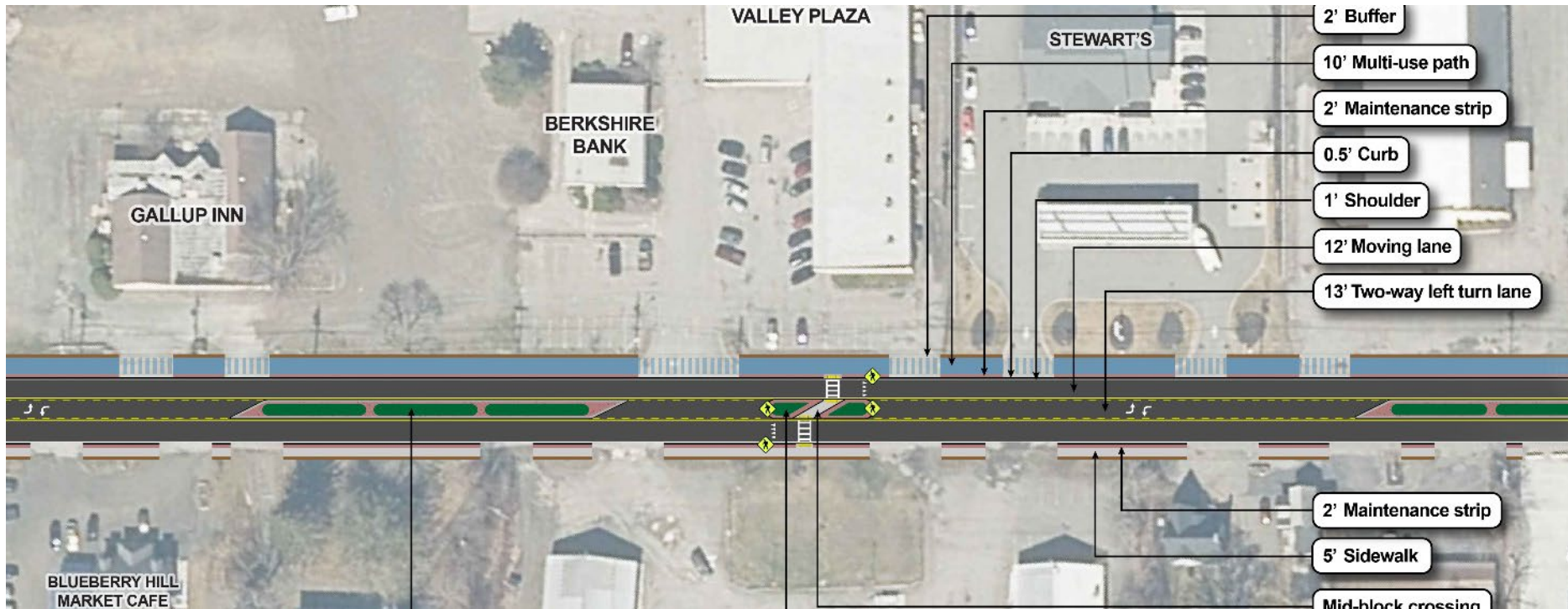
Concept 3

Raised Medians



Concept 3 – Zoomed

Raised Medians



Concept 3

Raised Medians



Precedent Image – Malta, NY

Pros

- Aesthetic benefits (landscaping/hardscaping options)
- Provides pedestrian refuge
- Calms traffic by narrowing the roadway

Cons

- Highest costs (const. and maint.)
- Requires access mgmt. agreements
- Some turns will likely be restricted
- Requires traffic analysis to determine location and lengths of islands and openings

Concept Discussion

- Discuss center lane options
- Discuss crosswalk locations
- Discussion trade offs, if needed...
 - MUP AND
 - Median (crosswalk, TWLTL, raised median) AND
 - Sidewalk
- Consider dropping other sidewalk in sections, if needed

Crosswalk Locations



- Assume one (1) per segment (~ $\frac{1}{4}$ mile apart)
- Crossing installed with raised median
- Placement *may* require access management
- Spacing for low-density, rural centers is “as needed” (suburban settings it is $\frac{1}{4}$ mile)

Crosswalk Locations



Crosswalk Locations



Crosswalk Locations



Initial Corridor Proposal



Connection to High School

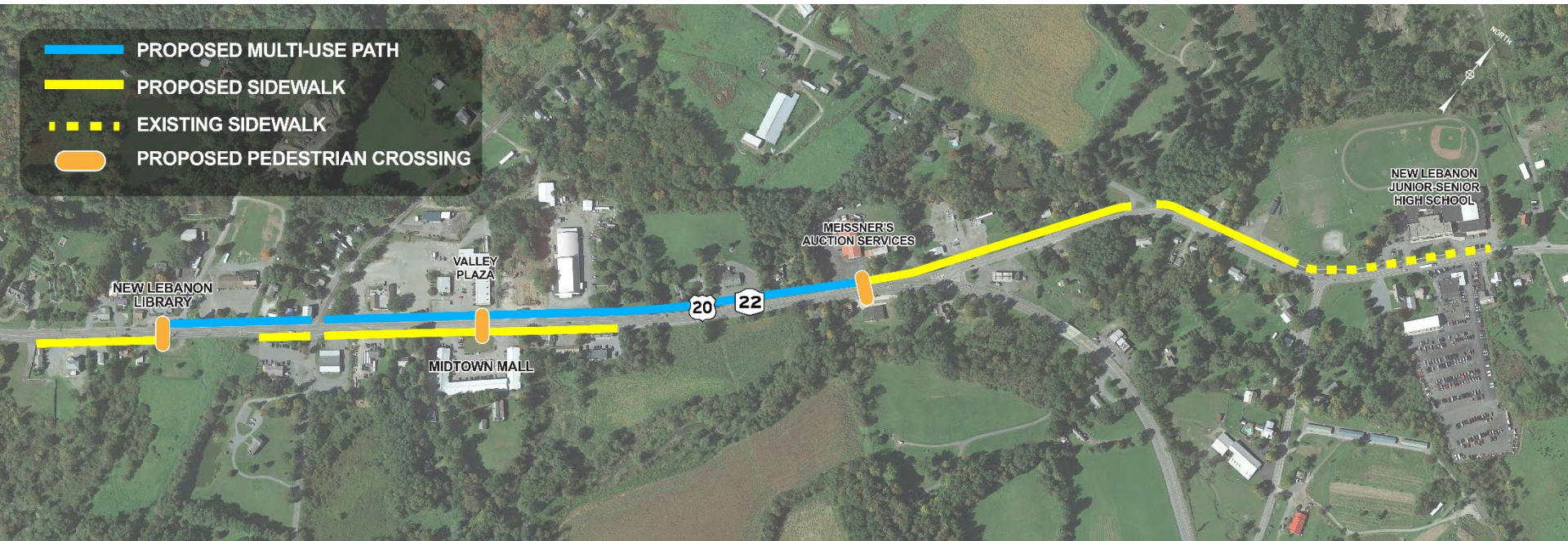
- Pros

- Adding high school extension *may* make application stronger
- Makes an important connection to school

- Cons

- Possible property impacts
- Additional costs

Complete Corridor Proposal



Project Schedule – Next Steps

- Grant Application
- Concept Refinement
- Grant Submission
- Grant Funding Awarded
- Project Planning and Design
- Bid

Thank You

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