

10/25/23 HVEA / Albany Avenue Steering Committee meeting
Village Hall

Participants

HVEA: Jack Gorton, Brendan Fitzgerald

Attendees: Trustee Browne, Dave Booth, Joe Wildermuth, Chris Ventura, Astrid Montagano, unidentified zoom user

Trustee Browne opened the meeting at 6:06 p.m. Mentioned committee last met in May to look over options, presented options to public June 28th, then met on August 23rd where the determination was made to go forward with Option 1 or A as preliminary design, and was voted on August 23rd at a special meeting. HVEA submitted preliminary design on Sept. 1st. On Oct. 6th we received formal requests for information regarding the submittal. He, Trustee Murphy (absent due to Fire Dept. duty) and Mayor Abrams met with HVEA multiple times and came up with responses for DOT.

Discussed Mayor's email to residents. As a result of concerns over preliminary design, determined holding series of workshops to address subjects brought up during preliminary design. Scheduled out 5 areas of concern with public meetings to address residents' concerns. Last night had meeting on trees and landscaping which went well with 10-15 participants. HVEA attended and 6-8 residents of Albany Ave. appreciated what was presented and there didn't seem to be a lot of concerns. For trees that will be taken down, will be replaced and in some cases will do plantings in yards where there aren't any now. In the end it will look aesthetically pleasing. Those participating were satisfied. Holding 4 more workshops to go over, the next is speed reduction, pedestrian and bicycle safety to discuss what do we do with hump and speed calming. HVEA to present different scenarios and ask for public comment.

For preliminary design, behind the scenes we're preparing response to DOT's Oct. 6th questions which were minor. They asked for definitions on curb ramps and slopes of properties, environmental justice screening, (demographics of people living there), endangered species act to be updated in submission, APE (property that's being affected from an historic perspective). HPC asked to include the entirety of all the properties adjacent to workspace. DOT asked is construction going to affect the buildings? No, included only at the request of HPC. The compromise is we're only going 10-15 ft. into properties. They asked for more information on driveways, grading, and tree planting. There is concern about sidewalk along Mills Park (not there now) and rationale of why we're putting it in and where line is of road versus park. The reason being it helps people walking along AHET without having to cross the road to go down south side sidewalk. NYS Parks Recreation and Historic Preservation asked for information and haven't rendered final decision on overall project.

Mayor's Oct. 19th email to residents showed where we are, what we're doing, and reminded we're getting this money to do this work that has to be done. Also gave status of where we are with center median, and that we have to have shared lanes for bicycles. The last part is

parking, which is being discussed still between HVEA, trustees and Mayor. We're asking HVEA to take second look at parking to enable additional parking by first week in November. We have ideas to supplement and come up with a compromise, can't please everyone but may be able to please more people. Trustee Browne and Mayor will meet with residents to discuss augmenting parking in skinniest part of street. Will answer DOT formally by Nov. 1st and continue with workshop meetings. Hoping preliminary design is signed off on by Nov. 15th. In the background we're working on final design and hoping by Dec. 15th to have final design for submission with full steering committee briefing before public hearing. Once final design is submitted and accepted, we're on the way to construction phase. Can begin taking down trees. Early summer taking road apart, putting water in, then putting road back together.

Q. & A.s

Joe Wildermuth inquired about the elimination of center median. With no speed humps is traffic calming being addressed or not much of concern anymore?

Jack Gorton mentioned at the request of residents we removed the crossing halfway, and traffic calming is still one of the goals. Tomorrow's meeting to discuss techniques especially around trail crossing at Sunset Ave. HVEA developing 3 concepts discussed with Trustee Browne and Mayor for calming at that particular crossing; 1) medians, 2) raised intersection, 3) curb bump out which narrows the roadway. This creates a narrower path for motorist to slow vehicular speeds and provides shorter crossing distance for pedestrians and bicyclists. Will present tomorrow night and ask for feedback. Pros and cons to all techniques. Still evaluating other traffic calming measures eg. permanent speed radar signs. The village looking to reduce speed there as well to 25 mph. HVEA looking for public input and suggestions. Trustee Browne mentioned traffic calming is needed, mentioned resolution to drop speed to 25 mph from cemetery in and also from the water pump station by bridge in [village]. This would help in densely populated areas and affect ticketing by making it more severe coupled with Sheriff for awareness and slowing down. Trustee Browne concerned someone could get hit. Albany Ave. has highest level of speeding. Joe Wildermuth agrees we need to do all we can to protect walkers and bicyclist and reduce speed. Trustee Browne said we made a concerted effort on Hudson St. and after reviewing radar signs it was determined that was the worst location. Albany Ave. is also bad, concentrated with children, houses, and a lot going on. Watches drivers go through red lights there. This is an opportunity to keep our roads safe.

Astrid Montagano thinks it's important and wondered about 13 ft. lanes, how that affects speeding, narrowing lanes as a traffic calming measure and why 13 ft. lanes are necessary? Trustee Browne stated we considered 10 ft. lanes which would have been alright if there were dedicated bike lanes. Once we put bikes back in shared lanes, the only way to keep it safe is moving to 13 ft. lanes with 7 ft. parking and markings identifying bikes are in lanes. This is gateway for people coming off the trail into the village. More folks coming down Albany Ave. Jack Gordon added we're trying to make it safer for all users, having 10 ft. lane next to parking lanes creates challenges. They are recommending village consider 13 ft. shared lanes, there are other techniques for same effect without compromising roadway section, exploring techniques

for speed reduction, radar signs, enhanced crossing, bicycle markings forcing folks into middle of road, and slowing speeds by highlighting the shared road.

Dave Booth agreed with 13 ft. lanes to give bicyclists some separation. Trustee Browne agreed and conceptually will make it consistent and simpler to navigate.

Water will be discussed in more detail in December. Preliminary design done for water and progressing with scratch tests, taking pictures of meters throughout entire village and concentrating on Albany Ave. This Saturday Trustee Browne and DPW will go up and down Albany Ave. and will assist residents who haven't been able to do this, so we have data on all 45 residents, their meters, shutoff valves, interconnects. We will also work on getting bid package together to acquire long lead item parts for water part of project. As soon as we have detailed design on roads, we're ready to go with water as well.

Superintendent Dave Booth and team garnering information on scratch tests to find material of the waterline, model of meter, and anything in particular needed to know. Concerned about lead time on materials, has been talking to meter distributor, need to keep that in mind as we move forward.

Trustee Browne will reach out to other members who could not attend tonight. Mentioned as we get closer to a complete design, mid-December, will schedule another meeting prior to Dec. 20th public hearing, to provide full briefing and ask questions that residents may have to be better prepared. Will go through detailed prints, show information from interface with DOT and various workshops. There's always changes in field, but what is presented in December should be fairly close to what's built in Spring, Summer and Fall 2024. Probably won't do tree replanting until spring of 2025. Tree removal happening in winter of 2024 prior to construction. Environmental issue with bats where we have to stay within certain regulations and can only kill trees in winter. Trustee Browne thanked HVEA and will keep communicating.