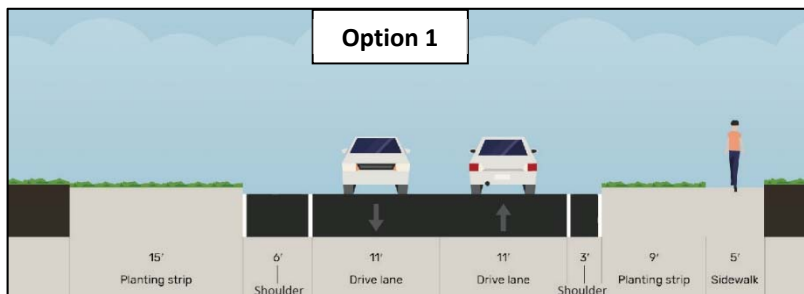


Chestertown Pedestrian Improvements



FINAL REPORT

August 2021

CM Project No. 120-149



Adirondack/
Glens
Falls
Transportation
Council



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Chapter 1. Introduction

Chestertown is the largest community within the Town of Chester and contains most of the Town’s businesses and industry including the *North Warren Central School*. Sidewalks are provided on both sides of Main Street (US Route 9) from the Laflure Lane/Pine Street intersection south to the Foster Flats Road/Panther Mountain Road intersection; however, sidewalks are lacking south of Foster Flats Road. This gap in the sidewalk network is a pedestrian safety concern and a deterrent for walkers to access the existing commercial developments and the *Chester-Horicon Health Center*. Future development in the area could also generate pedestrian demand. The Town of Chester and the Adirondack/Glens Falls Transportation Council (A/GFTC) sponsored this sidewalk improvement plan to identify ADA needs, sidewalk limits, crosswalks, signing, curb, drainage, access management, and costs. Identifying alternative recommendations to improve pedestrian facilities along the corridor is the primary objective of the project. An analysis of existing conditions and an evaluation of pedestrian and bicycle access between the available sidewalks near the Main Street/Foster Flats Road intersection and the *Chester-Horicon Health Center* has been conducted in order to provide future improvement alternatives for the roadway segment. The study area is show on Figure 1. This report summarizes the results of the study and the recommended improvements.

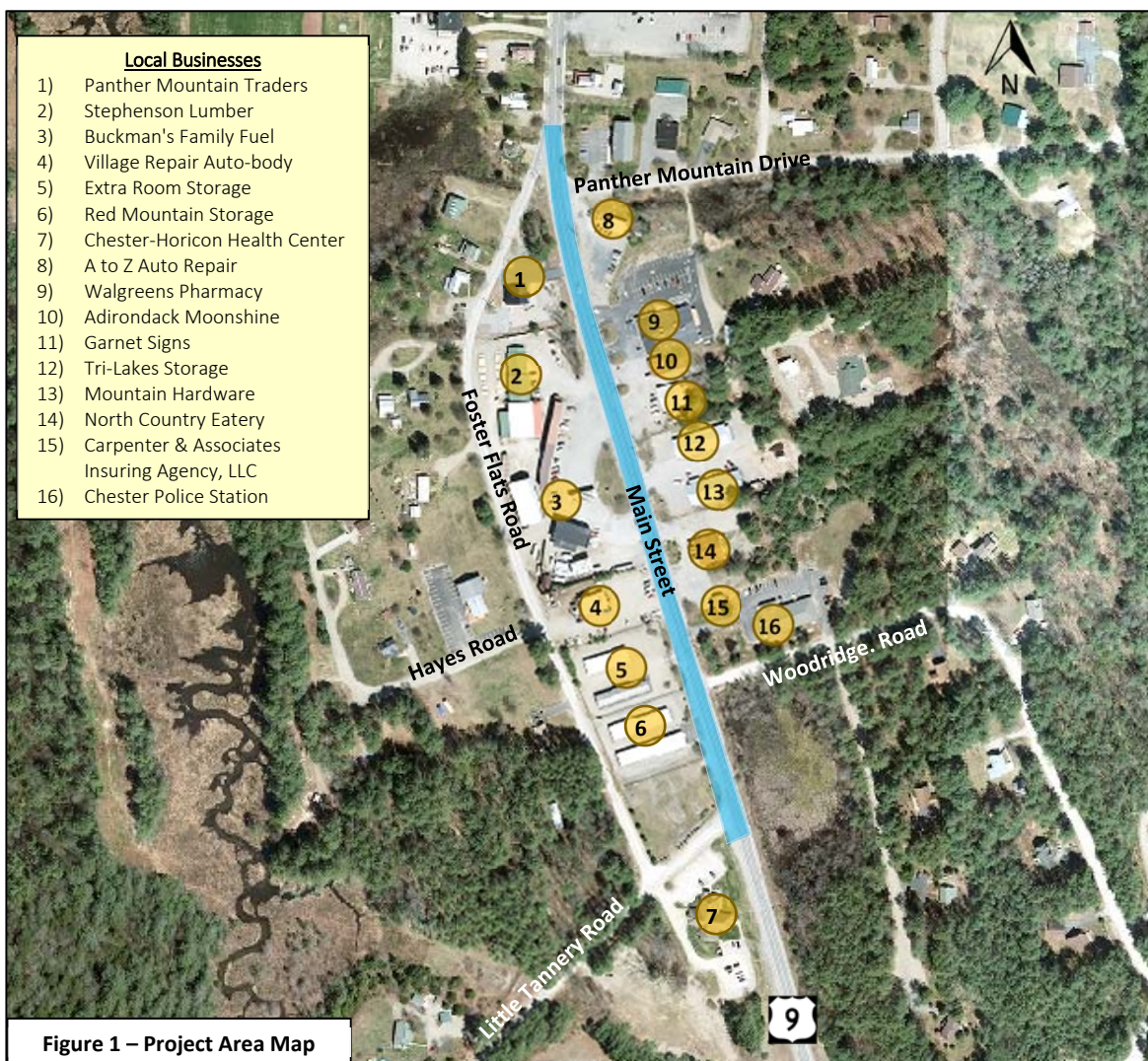


Figure 1 – Project Area Map

Study Process

The study was guided by an Advisory Committee that included representation from:

- Adirondack/Glens Falls Transportation Council (A/GFTC)
- Town of Chester
- New York State Department of Transportation (NYSDOT)

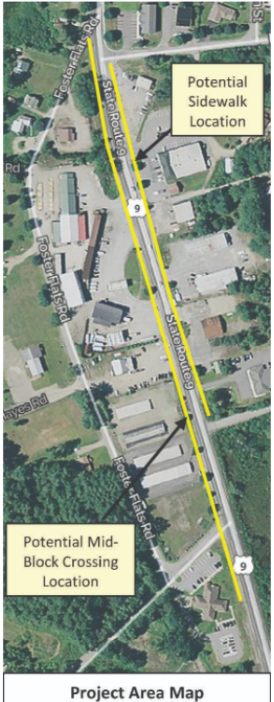
The project began with a consultant led field visit with representatives of the Advisory Committee to explore potential sidewalk locations and constraints. Existing conditions were inventoried and a preliminary assessment was made of possible sidewalk alignments and design alternatives. Due to restrictions associated with the coronavirus, a meeting with the public and local business owners to solicit information was not possible; therefore, a questionnaire created on Survey Monkey was circulated in order to gain additional input from the community. The survey was issued through a press release by the Town of Chester to the *Post Star*, the *Adirondack Journal*, Warren County's Communications Director, and the North Warren Chamber of Commerce. Local business owners were contacted directly via phone and email in order to ensure local stakeholder participation. A review of the corridor indicates that there are 16 businesses located in the project area; however, two are currently closed. Responses were provided by eight of the remaining 14 businesses and one additional business not located in the project corridor. In addition to local businesses, 13 members of the general public responded to the online survey. A summary of the questions and answers provided by the public and local stakeholders is included under Appendix A. Some of the ideas and concerns raised include:

Survey Monkey Questionnaire

Chestertown Pedestrian Improvements - Business Survey

**Your Opinions Matter!
Share Your Ideas!**

The Town of Chester is studying ways to extend pedestrian facilities on Main Street. Currently, the sidewalks on Main Street end at Foster Flats/Panther Mountain Road; this makes it difficult to walk to any of the businesses and community services located to the south, including the new Chester-Horicon Health Center. The Town has asked Creighton Manning to study Main Street to determine where new sidewalks, crosswalks, and related features could be added in this area and how much it might cost to build them. This survey should take about two minutes, and it will gather information about how sidewalks might affect your business and your customers. Thank you for your help!



Potential Sidewalk Location

Potential Mid-Block Crossing Location

Project Area Map

Local Businesses

- Over half of the businesses in the corridor indicated that customers complain about pedestrian accommodations in the corridor and felt that the construction of sidewalks or a multi-use path in the area would enhance business through improved pedestrian connectivity.
- About 20% of the respondents were concerned about sidewalk maintenance while half were not concerned with this issue. The remaining 30% were neutral on this topic.
- In general, the most important amenities included the provision of sidewalks, lighting, and improved pedestrian crossings.
- Approximately 75% of businesses indicated that they would be or might be willing to consolidate multiple access driveways to reduce curb cuts that would minimize pedestrian exposure to turning vehicles. The remaining 25% would not approve of this mitigation recommendation.

General Public (answers only applicable to the project corridor)

- The public felt that pedestrian crossings were needed throughout the project corridor and specifically near the *Walgreens* and the *Chester-Horicon Health Center*.

- Better pedestrian access was requested at the following locations
 - *Chester-Horicon Health Center (west side)*
 - *Village Repair Auto-Body (west side)*
 - *Mountain Hardware (east side)*
 - Near police barracks (east side)
 - South end of Main Street (east and west sides)
- The public felt that sidewalks are needed in the project area to improve/maximize pedestrian safety, encourage walking, and stimulate the economy.

The project was presented to the Town of Chester at a Town Board meeting on June 8, 2021. The presentation included discussion of the project background, goals and objectives, existing conditions, alternatives, recommendations, and potential funding opportunities. There was general support for the project from the Town; no opposition was expressed by those in attendance. Public comments are included under Appendix B.

Previous Studies

The Town of Chester, the New York State Department of State (NYSDOS), Division of Coastal Resources, and the communities of the “First Wilderness” corridor of the Hudson River commissioned the *Chestertown Streetscape Enhancement* study which was prepared by Behan Planning and Design in December 2011. The study was part of a larger waterfront and community revitalization effort that has been carried out by Warren County to identify locations within the Chestertown Hamlet to focus efforts, including new opportunities such as sidewalks, landscaping, and lighting. One of the study areas included the “Southern Gateway Area” which is consistent with the study area of this project. The following ideas were presented with respect to the “South Gateway Area” including general concepts for the entire hamlet:

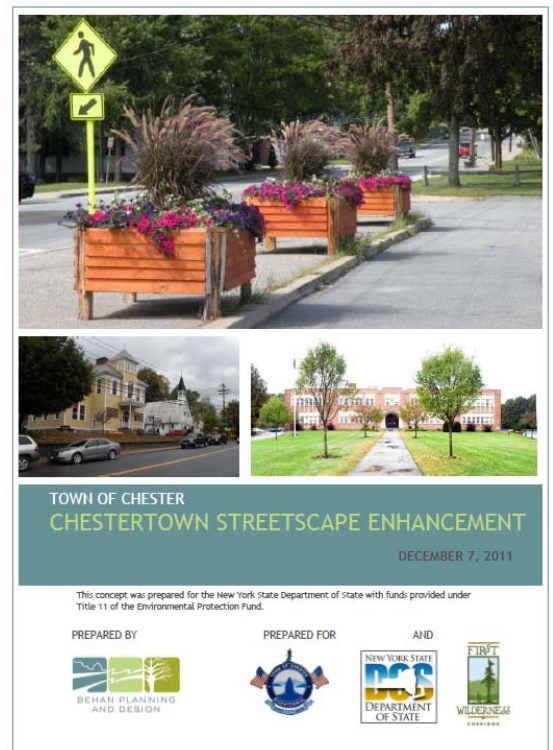
South Gateway Area:

- Provide Welcome Sign and plant signature in suitable location.
- Provide street trees strategically for buffering in accord with existing trees.

General Sidewalk/Lighting Enhancements:

- Replace asphalt with grass or alternate hardscape.
- Improve/replace curb and drainage structures, as needed.
- Provide street trees strategically for buffering in accord with existing trees.
- Provide pedestrian scale lighting to match the context of the hamlet.

The committee for the *Chestertown Streetscape Enhancement* study determined that the improvements identified in the “Southern Gateway Area” should be part of a Long-Term Project.



Chapter 2. Existing Conditions

This area of the Town does not have a significant amount of pedestrian or bicycle activity due to the lack of amenities south of the Foster Flats Road intersection on Main Street; however, residents were observed walking their dogs on the west side of Main Street. This is supported by a dog waste bag dispensers provided on the north side of Little Tannery Road and on the east side of Foster Flats Road west of Main Street. A review of Main Street between Foster Flats Road and Little Tannery Road indicates that businesses that typically attract pedestrian traffic are located on the east side of the road (*Walgreens Pharmacy, Adirondack Moonshine, Mountain Hardware, and North Country Eatery*). It is noted that the entrance to the Chester Creek Trail is located on the west side of Main Street in the northwest quadrant of the *Town of Chester Office and Library* parking lot. The entrance to this 1.1 mile loop trail is approximately 0.2 miles north of the Foster Flats Road intersection on Main Street.



Dog Waste Dispenser on Foster Flats Road



Chester Creek Trail Map



Pedestrians walking their dog northbound on the west side of Main Street near Stephenson Lumber

A. Area Roadway and Intersection

Main Street (US Route 9) is a state roadway that provides north-south travel through Warren County and is classified as a rural major collector. In the vicinity of the project, Main Street provides an 11-foot wide travel lane in each direction and approximately 3 to 6-foot wide paved shoulders. Data published by NYSDOT in the latest version of the *Pavement Data Report* and field observations indicates that the pavement on Main Street is in good condition near the project site and sidewalks are not provided south of Foster Flats Road. The posted speed limit on Main Street transitions from 30-mph north of the Foster Flats Road intersection to 40-mph to the south. Traffic volume data collected by



Main Street looking south Near Mountain Hardware

Creighton Manning in September 2020 indicates that Main Street serves approximately 3,310 vehicles per day (vpd) in the project corridor. Land uses along Main Street are primarily commercial. It is noted that daily traffic volumes may be lower than typical conditions due to reduced travel associated with the covid pandemic.

The Main Street/Foster Flats Road intersection is a skewed, three-leg intersection operating under stop sign control on the eastbound Foster Flats Road approach. All approaches provide a single lane for shared travel movements. Sidewalks are provided on both side of Main Street north of Foster Flats Road.

B. Accident History

An accident analysis was performed on the segment of Main Street from Foster Flats Road to Little Tannery Road in accordance with NYS Highway Design Manual Chapter 5. Accident data provided by A/GFTC was used to quantify the number of accidents, determine an accident rate, and identify any accident patterns or concentrations on Main Street in the project corridor. Safety Information Management System (SIMS) and Accident Location Information System (ALIS) data was provided in the project area for a five-year period from January 1, 2015 through December 31, 2019. The accident rate for this 0.30-mile long segment is 2.76 accidents per million vehicles miles (ACC/MVM). A more detailed accident review is not necessary based on the Traffic Impact Study procedures provided in the NYSDOT Highway Design Manual (HDM) since this rate is less than 1.5 times less than the statewide accident rate for similar facilities, which is 2.66 ACC/MVM. It is noted that the NYSDOT rates were developed based on study of New York State owned roadways on longer segments and may not be directly applicable for comparison to the short segment of Main Street; however, they do provide a baseline comparison of the accident history on other roadways. The predominant accident types for the segment is summarized in Table 1.



Main Street/Foster Flats Road Intersection

**Table 1 – Accident Type and Severity
(January 2015 through December 2019)**

Main Street	Collision Severity				Collision Type		Total
	Non-Reportable	Property Damage	Injury	Fatality	Right-Angle	Left Turn	
Foster Flats Road Intersection	0	0	1	0	1	0	1
Panther Mountain Road Ext. Intersection	0	1	2	0	3	0	3
Walgreens/Walgreens Driveway Intersection	0	1	0	0	0	1	1
Total	0	2	3	0	4	1	5

Note =Non-reportable crashes are collisions that result in damage less than \$1,000.

There were five total crashes on this segment of Main Street over the last five years of available data. A review of crash severity indicates that there were two property damage collisions (40%) and three crashes

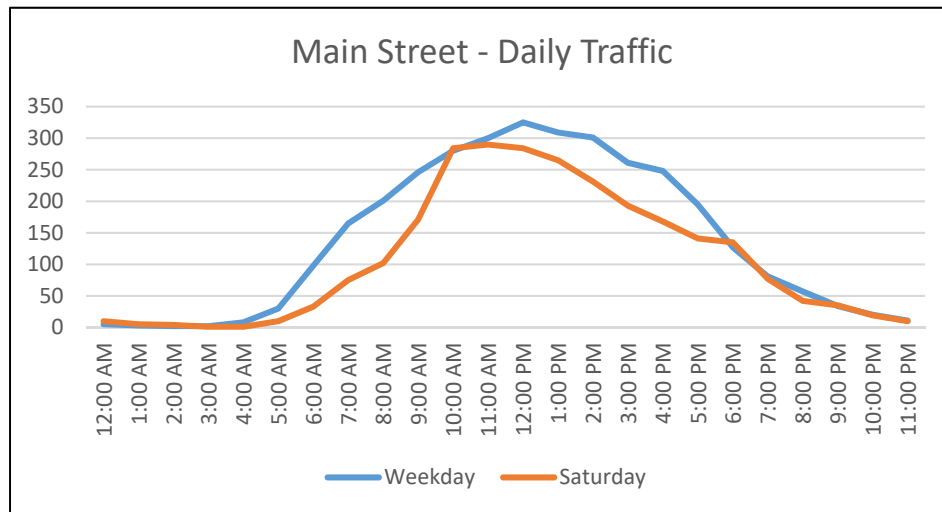
that resulted in injury (60%). There were no vehicular crashes that resulted in a fatality at the study area and no crashes involved a pedestrian or bicyclist.

Right angle collisions are the predominant crash type accounting for 80% of all crashes with three of the four occurring at the Main Street/Panther Mountain Road Extension intersection and the other occurring at the Main Street/Foster Flats Road intersection. All right angle collisions were the result of either an improper turn or a failure to yield the right-of-way (ROW) by a vehicle entering Main Street from the side street. The remaining collision occurred at the pharmacy driveway when a vehicle making a left-turn onto Main Street struck a vehicle making a left-turn into the property. An accident summary (TE-213 equivalent) is included under Appendix C.

C. Traffic Volumes and Intersection Operations

Daily traffic volume and travel speed data was collected on Main Street from Wednesday, August 26, 2020 through Friday, September 4, 2020. The data identifies the time periods with the highest traffic volumes (peak periods) and also the speeds at or above which 85 percent of the vehicles are travelling (85th percentile speeds). The following observations are evident based on the existing traffic volume data on Main Street:

- A review of daily traffic volumes indicates that Main Street does not experience typical peak fluctuations in traffic associated with commuter time periods. The data collection indicates that weekday traffic on Main Street peaks from 12:00 to 1:00 p.m. while Saturday traffic peaks from 11:00 a.m. to 12:00 p.m.
- The two-way traffic volume on Main Street was 325 vehicles during the mid-day weekday peak hour and 290 during the mid-day Saturday peak hour.
- The 85th percentile travel speed on Main Street is 30-mph.
- Heavy vehicles represent approximately 9% of traffic during the mid-day weekday peak hour and 3% of traffic during the mid-day Saturday peak hour.



Turning movement counts were conducted at the Main Street/Foster Flats Road intersection on Tuesday, September 1, 2020 from 1200 to 6:00 p.m. and on Saturday, August 29, 2020 from 10:00 a.m. to 4:00 p.m. The analysis focuses on the weekday peak from 12:00 to 1:00 p.m. the Saturday peak from 11:00 a.m. to 12:00 p.m. The raw traffic volumes are included under Appendix D. The peak hour

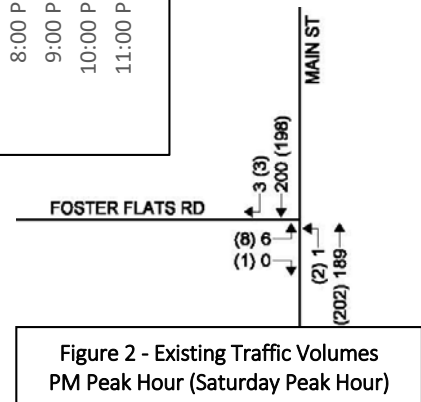


Figure 2 - Existing Traffic Volumes PM Peak Hour (Saturday Peak Hour)

traffic counts provide existing traffic conditions at the study area intersection and are shown on Figure 2.

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Evaluations of the unsignalized Main Street/Foster Flats Road intersection were made using Synchro software which automates the procedures in the Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Levels of service range from A to F, with LOS A conditions considered excellent (less than 10 seconds of delay) while LOS F represents conditions with longer delays (greater than 80 seconds at signalized intersections). Table 2 summarizes the existing LOS results at the study area intersection.

Table 2 – Existing Level of Service Summary

Intersection		Existing 2020 Traffic Conditions	
		Weekday Peak Hour	Saturday Peak Hour
Main Street/Foster Flats Road			
Main Street NB	L	A (7.7)	A (7.6)
Foster Flats Road EB	LR	B (11.8)	B (11.2)

The analysis shows that this intersection operates at very good levels of service during the weekday and Saturday peak hours. It is anticipated that other side streets and commercial business driveways operate similarly. Specific mitigation will not be recommended to improve intersection capacity within the corridor.

Pedestrian/Bicycle Observations

As noted above, sidewalks are not provided in the project corridor and there are no marked crosswalks on any approach of the unsignalized intersections in the study area. Table 3 summarizes the peak hour pedestrian and bicycle activity observed during the turning movement count at the Main Street/Foster Flats Road intersection.

Table 3 – Pedestrian Activity Summary at Main Street/Foster Flats Road Intersection

Main Street/Foster Flats Road Intersection	Main Street NB Approach		Main Street SB Approach		Foster Flats Road EB Approach		Total	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
10:00 to 11:00 a.m.	NA	0	NA	4	NA	0	NA	4
11:00 a.m. to 12:00 p.m.	NA	0	NA	2	NA	1	NA	3
12:00 to 1:00 p.m.	2	0	0	0	2	0	4	0
1:00 to 2:00 p.m.	0	0	0	2	0	0	0	2
2:00 to 3:00 p.m.	0	0	0	0	0	0	0	0
3:00 to 4:00 p.m.	0	0	0	1	3	0	3	1
4:00 to 5:00 p.m.	0	NA	0	NA	0	NA	0	NA
5:00 to 6:00 p.m.	0	NA	0	NA	0	NA	0	NA
Total	2	0	0	9	5	1	7	10

NA = Not Available

A review of the count data indicates that 10 and 5 bicycles were observed at the Main Street/Foster Flats Road intersection during the weekday and Saturday time periods noted in the table, respectively.

D. Environmental Constraints

The following environmental constraints should be considered for the feasible alternative.

Steep slopes

There are no significant areas of steep slopes along Main Street.

Wetlands

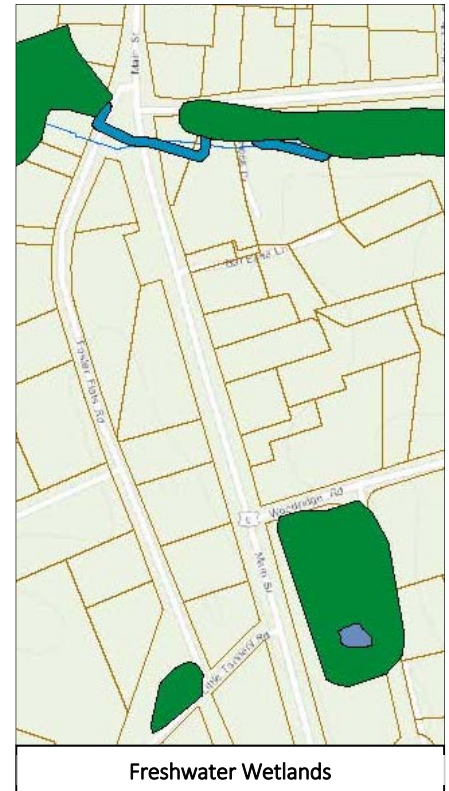
A review of the New York State Department of Environmental Conservation mapper indicates that there is a freshwater wetland located on the east side of Main Street just south of Woodridge Road. In addition, there are also some freshwater wetlands identified near the Foster Flats Road intersection and Panther Mountain Road Extension intersection on Main Street.

Historic Properties & Archeological Resources

The New York State Historic Preservation Office's (SHPO) online Geographic Information Systems (GIS) databases were consulted for historic properties and archeological resources within the study area. The online GIS databases can provide a preliminary assessment of potential constraints.¹ Based on the available data, there are no historic properties within the study area.

Utility Conflicts

A review of the study area indicates that almost all utility poles are located on the east side of Main Street. Record Plans provided by NYSDOT shows that there are approximately 10 utility poles located between Panther Mountain Extension Road and Little Tannery Road. An approximate 10 to 12-foot wide clear zone is generally provided between the utility poles and the edge of the travel lane; however, it is noted that a utility pole located near Panther Mountain Road is approximately seven feet from the edge of the travel lane.



¹ The SHPO states the following regarding the use of the GIS database: "The general information contained in the State and National Registers of Historic Places web page can provide an early indication of the presence or absence of Listed historic properties in or near a project area. The likely need for an archeological survey of a project area can be ascertained by determining if the project is within a sensitive area on the Archeological Sensitivity Maps. Accessing these GIS web pages cannot serve as a substitute for consultation with the SHPO for projects reviewed under Section 106 of the National Historic Preservation Act of 1966 or Section 14.09 of the State Historic Preservation Act of 1980." http://nysparks.state.ny.us/shpo/disclaimers/disclaimer_gis.htm

Chapter 3. Alternatives and Recommendations

A. Design Criteria for Pedestrian and Bicycle Facilities

A variety of sources were consulted to determine acceptable design criteria for pedestrian and bicycle facilities. These criteria are summarized in Table 4 below.

Table 4 – Summary of Design Criteria for Bicycle and Pedestrian Facilities

Element	Criteria	Source
Min. lane width for shared travel lane	12 ft. (min.) – 14 ft. (rec.)	NYSDOT (Sec. 17.4.6)
	14 ft.	FHWA (Section 14.3)
Min. shoulder width to accommodate bicyclists	4 ft.	NYSDOT (Sec. 17.4.5)
	4 ft. – 6 ft.	FHWA (Section 14.4)
Min. maintenance strip width	5 ft. between road and multi-use path (unless vertical barrier is provided)	AASHTO (5-11)
	0 ft. – 5 ft. for curbed section with sidewalk	NYSDOT (Sec. 18.6.6)
	5 ft. for uncurbed section with pedestrian path	NYSDOT (Sec. 18.6.3)
Max. grade	5%	AASHTO (5-16), NCA (p. 3), NYSDOT (Sec. 18.8.2), ADA (Sec. 4.3.7)
Cross-slope	2%	AASHTO (5-15), NYSDOT (Sec. 18.6.2), ADA (Sec. 4.3.7)
Min. sidewalk/ pedestrian pathway width	5 ft.	NYSDOT (Sec. 18.6.5.1, 18.6.3)
Min. multi-use path width	13 ft.	NYSDOT (Sec. 17.5)
Clear area adjacent to multi-use path	2 ft. – 5 ft.	AASHTO (5-5)

Sources:

- American Association of State and Highway Transportation Officials (2012) *Guide for the Development of Bicycle Facilities Fourth Edition*.
- Federal Highway Administration (January 1994) *Selecting Roadway Design Treatments to Accommodate Bicycles*, Publication No. FHWA-RD-92-073.
- Federal Highway Administration (July 2006) *University Course on Bicycle and Pedestrian Transportation*, Publication No. FHWA-HRT-05-111.
- National Center on Accessibility (Fall 2002) “What is an Accessible Trail?” *Access Today*, Special Volume, Issue 8.
- New York State Department of Transportation (2006) *Highway Design Manual*.
- U.S. Department of Transportation (2002) *Rails-with-Trails: Lessons Learned*.

A Policy on Geometric Design of Highways and Streets, 2018 7th Edition, published by the American Association of State Highway and Transportation Officials (AASHTO), otherwise known as the AASHTO Green Book, indicates that “in general, wherever roadside and land development conditions generate pedestrian movement along a roadway, a sidewalk or path area, as suitable to the condition, should be provided. The Green Book goes on to state that “as a general practice, sidewalks should be constructed along any street or highway not provided with shoulders, even though pedestrian traffic may be light.” There is a need for some form of pedestrian accommodation separate from the existing vehicular traveled way with the exception of very low volume roadways since the existing shoulders are not consistently five feet wide within the corridor. For the purpose of this study, a daily traffic volume of 2,000 vehicles per day (vpd) is considered the threshold for needing a separate pedestrian facility. Volumes below 2,000 ADT are classified as low volume roads by AASHTO. A review of existing traffic conditions indicates that Main Street experiences greater than 2,000 vpd.

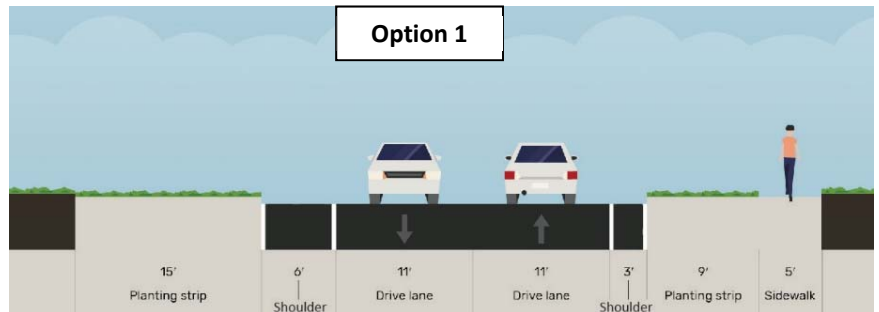
B. Alternatives for Consideration

Based on a review of the existing conditions and needs, and the objectives of the study, three primary alternatives were evaluated. These included construction of a sidewalk on one side of the road, sidewalks

on both sides of the road, and a multi-use path on one side of the road. Three potential pedestrian/bicycle connection options were presented:

Option 1 Typical Section: One sidewalk on uncurbed road segment

Under this option, bicyclists would be accommodated by the existing shoulders located on both sides of the road while pedestrians would be accommodated with a new 5-foot wide sidewalk adjacent to the road on one side of the street. A minimum 5-foot wide maintenance strip would be provided between the shoulder and sidewalk in all areas. Drainage would remain the same as existing with no new curb or closed drainage. The image to the right shows a cross-section with shoulders and a sidewalk.



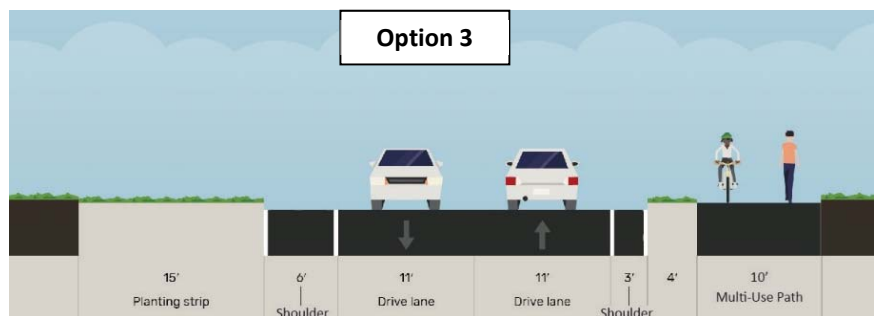
Option 2 Typical Section: Sidewalks on both side of an uncurbed road segment

This option is similar to Option 1, but provides a sidewalk on both sides of the road. This would eliminate the need to cross Main Street for some pedestrians. The image to the right shows a cross-section with shoulders and a sidewalk on both sides of the road.



Option 3 Typical Section: Multi-use path (offset from road)

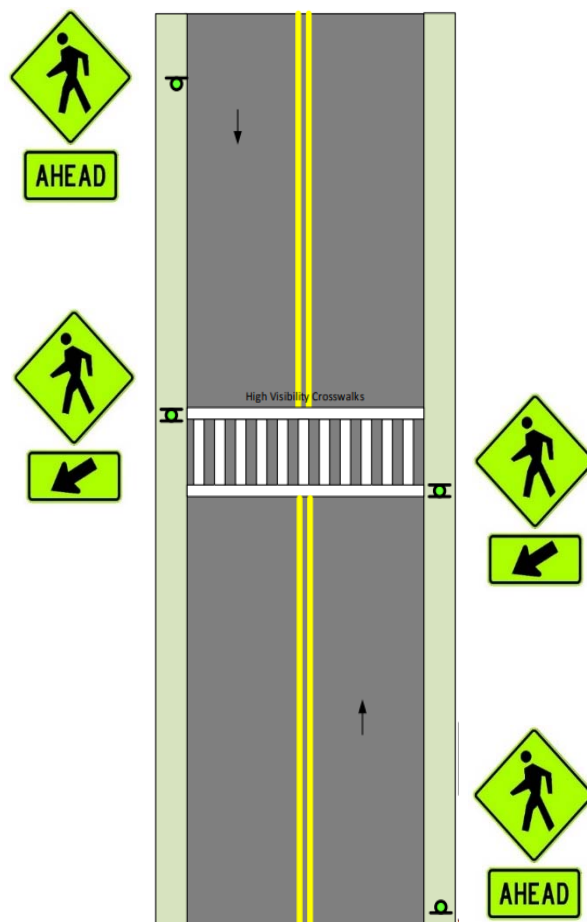
Under this option, a 10-foot wide multi-use path would be constructed more than four feet from the edge of the existing travel lane on one side of the road. The multi-use path could be used by both bicyclists and pedestrians. The image to the right shows a cross-section with multi-use path.



A review of feedback provided by the public and businesses, roadway constraints, and potential use within the corridor indicates that Option 1 is the preferred alternative to provide connectivity for pedestrians. A review of existing conditions indicates that the available shoulders are wide enough to accommodate bicyclists on Main Street. In addition, the types of land uses located on the west side of Main Street between Foster Flats Road and Little Tannery Road do not typically generate pedestrian traffic; therefore, it is recommended that a 5-foot wide sidewalk be constructed on the east side of Main Street from the Panther Mountain Road Extension intersection to the driveway for the Chester Police Station. There are no additional businesses located south of this land use. In addition, a freshwater wetland has been identified south of this property; therefore, it is recommended that a mid-block pedestrian crossing be installed on Main Street in front of the Carpenter & Associates Insuring Agency building. The mid-block crossing would

be located between the Village Repair Auto-Body building and Extra Room Storage. A sample layout of the mid-block crosswalk is shown on the right. A 5-foot wide sidewalk would continue south from the mid-block crossing and end in front of the Chester-Horicon Heath Center on the opposite side of Little Tannery Road. The following other improvements/recommendations should be considered:

- Provide marked crosswalks and ADA ramps at the Panther Mountain Road Extension and Little Tannery Road intersections.
- Ornamental streetlights should be considered along the proposed sidewalk.
- Selectively thin the ground cover and trees, leaving mature trees to the maximum extent possible while still maintaining sight lines between the roadway and the path. During detailed design, consideration should be given to driver sight distances at the Main Street/Panther Mountain Road Extension intersection, and if sight distance improvements are needed. It is noted that several right-angle crashes occurred at this location.
- Maintain a green maintenance strip that varies in width between the sidewalk and roadway shoulder to provide adequate separation and pedestrian comfort while maintaining mature vegetation and trees. It is noted that this cross section would be different from the cross section located north of the Foster Flats Road and the Panther Mountain Road Extension intersections since this section of Main Street is curbed.
- Potentially relocate the posted speed limit transition to the southern boundary of the hamlet so that the study area has a consistent 30-mph posted speed limit. The Town would need to request a speed limit change from NYSDOT.
- Close unnecessary driveways in order to minimize pedestrian conflict points at the following locations:
 - Northern Driveway of A to Z Auto Repair
 - Southern Walgreens Pharmacy Driveway
- Channelize wide driveways to minimize the time pedestrians are exposed to turning vehicles at the following locations:
 - Southern Driveway of A to Z Auto Repair
 - Garnet Signs Driveway
 - Shared Southern Driveway of North Country Eatery and Carpenter & Associates Insuring Agency Driveway



Planning level cost estimates were prepared for the preferred option. Table 5 summarizes the project costs. The preferred option is show on Figure 3.

Table 5 – Cost Estimate Summary

Item Description		TOTAL
Construction Costs	Landscaping, Excavation, Embankment	\$74,000
	Driveway Reconstruction	\$75,000
	Sidewalks	\$55,000
	Signing and Striping	\$8,000
	Pedestrian Lighting	\$200,000
	Environmental – Stormwater Management, Erosion Control	\$28,000
	Construction Costs Sub-Total	\$440,000
Soft Costs	Design, Construction/Inspection, WZTC, Contingencies, etc.	\$315,000
Improvement Cost Total		\$755,000

Several considerations shaped the decision:

- The option will physically separate the pedestrians from the vehicular facility, creating a safer route for the pedestrians in the area.
- The option allows for “eyes on the street” which improves safety for all users by clear lines of site between users of the pedestrian facilities, drivers on the adjacent roadway, and residents and users of adjacent land uses.
- Existing street lighting on Main Street can be utilized and supplemented to illuminate the sidewalks.
- Additional signage will be implemented within the project limits to warn drivers of pedestrian crossings and other features.
- Roadway and shoulder widening is avoided which could increase travel speeds.

Completion of the improvements recommended in this study will improve pedestrian accessibility and safety in the project area.

C. Funding Options

Transportation funding resources are constrained, which has influenced state and regional policies about how to program the limited money that is available. The current funding policy for transportation projects in New York is focused on “preservation first” to keep the existing transportation system in a state of good repair. As of the date of this document, there is no public funding commitment for any of the changes identified in this study, so pursuing funding is a major step in the implementation plan.

Should the Town of Chester choose to pursue implementation of these concepts, the Town should identify local funding sources to establish any necessary matching funds required to secure grant program assistance. Below is a description of potential Federal and State funding sources.

Federal

- NHPP/STBG – National Highway Performance Program (NHPP) and Surface Transportation Block Grants (STBG) are sources of funding for projects that support progress toward achievement of national performance goals for improving infrastructure condition, safety, travel time reliability, and mobility. These funding sources, when programmed towards non State-owned facilities, are typically administered by the Metropolitan Planning Organization process coordinated by A/GFTC.
- TAP – Transportation Alternatives Program funding is a set-aside of funds under the Surface Transportation Block Grant (STBG) Program for on and off road pedestrian and bicycle facilities, non-driver access to public transportation, and safe routes to schools. States have flexibility in how

the TA program is administered and the New York State program is run through the state level TAP office.

- The Make the Connection Program is an A/GFTC - administered funding set-aside intended for bicycling- and pedestrian-specific improvements at targeted locations.

State

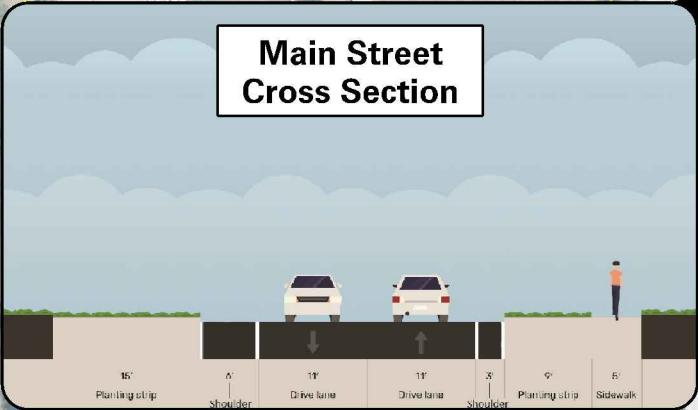
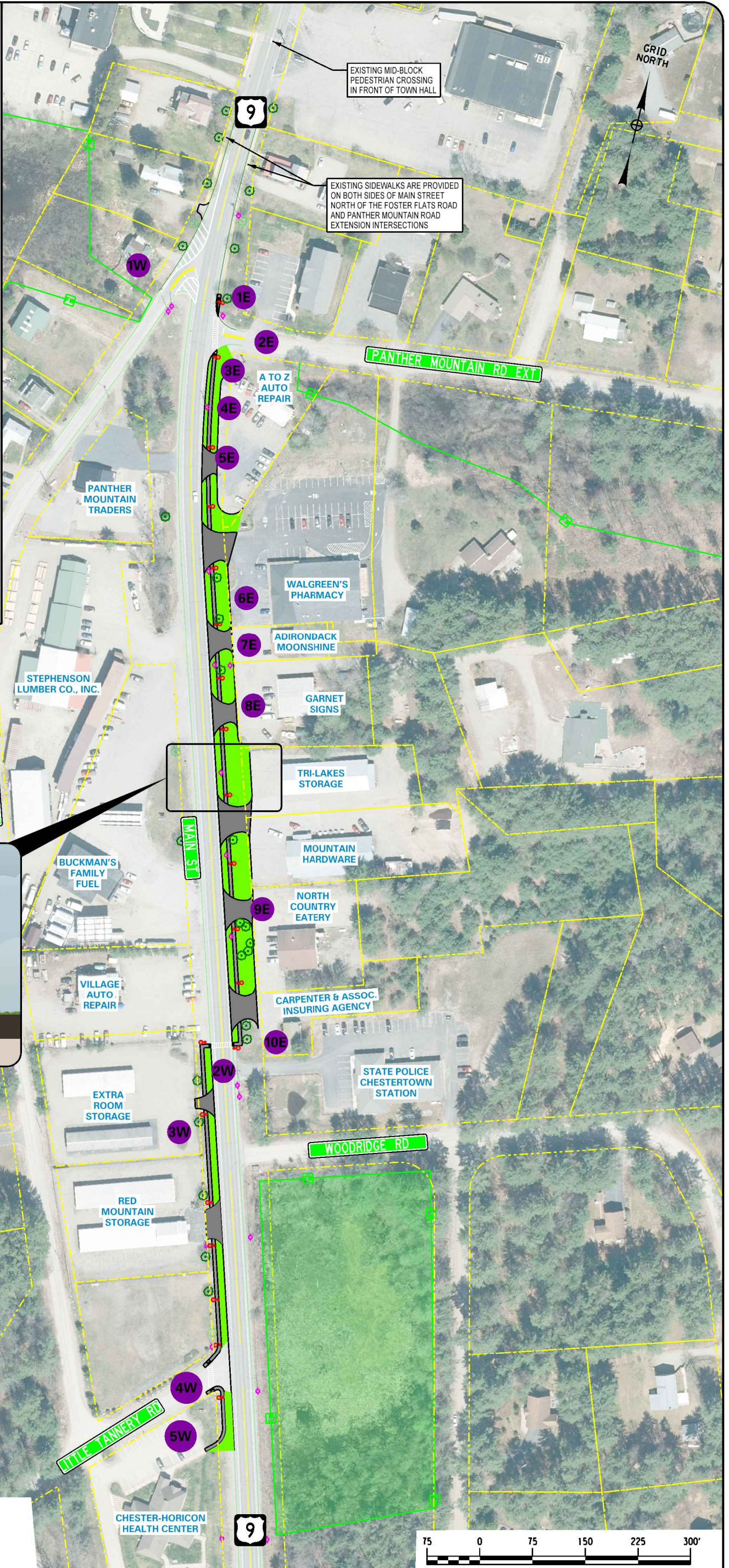
- CHIPS – The Consolidated Local Street and Highway Improvement Program provides State funds to municipalities to support the construction and repair of highways on the State highway system. In order to be eligible for CHIPS funding, the project must be undertaken by a municipality (i.e. Chestertown), be for a highway-related purpose, and have a service life of 10 years or more.

EAST SIDE OF MAIN STREET

- 1E** Construct a 5-foot sidewalk on the east side of Main Street from Panther Mountain Road Extension to the Chestertown State Police Station Driveway.
- 2E** Install ADA sidewalk ramps on both corners of the Main Street/Panther Mountain Road Extension intersection and provide a marked crosswalk on the east leg of the intersection.
 Coordinate with land owners and pursue access management improvements:
- 3E** Close the northern driveway to A to Z Auto Repair.
- 4E** Relocate the donation box located in front of A to Z Auto Repair.
- 5E** Channelize the southern driveway of A to Z Auto Repair.
- 6E** Close the southern driveway of Walgreen's Pharmacy.
- 7E** Relocate the sign associated with Adirondack Moonshine and Garnet Signs.
- 8E** Channelize the Garnet Signs driveway.
- 9E** Relocate the landscaping and sign in front of North Country Eatery.
- 10E** Potential tree removal in front of Carpenter & Associates Insuring Agency.

WEST SIDE OF MAIN STREET

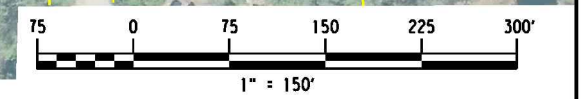
- 1W** Stripe the northwest corner of the Main Street/Foster Flats Road intersection and provide a double yellow stripe on the west leg of Foster Flats Road at Main Street to improve alignment.
- 2W** Install a mid-block crosswalk with MUTCD compliant signs and ADA sidewalk ramps.
- 3W** Construct a 5-foot sidewalk on the west side of Main Street from Extra Room Storage to Little Tannery Road.
- 4W** Install ADA sidewalk ramps on both corners of the Main Street/Little Tannery Road intersection and provide a marked crosswalk on the west leg of the intersection.
- 5W** Construct a 5-foot sidewalk on the west side of Main Street from Little Tannery Road to the Chester-Horicon Health Center.



LEGEND:

UTILITY POLE	
PROPERTY LINE	
TREES/BUSHES	
WETLANDS	
STREET LIGHTS	

CONCEPTUAL IMPROVEMENT PLAN
 CHESTERTOWN PEDESTRIAN
 IMPROVEMENT PLAN
 US ROUTE 9 (MAIN STREET)
 TOWN OF CHESTER
 WARREN COUNTY, NEW YORK



Appendix A

Survey Summary

Chestertown Pedestrian Improvements
Town of Chester, Warren County, New York

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 19, 2020 7:36:51 PM
Last Modified: Monday, October 19, 2020 7:42:47 PM
Time Spent: 00:05:55
IP Address: 24.194.49.97

Page 2

Q1 **Agree**

Customers can easily walk to my business.

Q2 **Why?:**
I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.
There is absolutely no need for any sidewalks at the south end of the hamlet. Another waste of money by Leggett. Lots of things needed in Town of Chester, sidewalks not one of them, definitely the extra money that will be put in Brett Hitchcock's pocket to plow when there's a snowflake or too. Totally ill advised idea. Its total bullshit that anyone's asking for sidewalks in that area. Will destroy the rural character of the town, absolutely no need. Who the fuck walks to Buckman's, the hardware store and people who are sick sure as hell as not going to walk to the health center. Putting the health center in that location was idiotic

Q3 **Agree**

I am concerned with maintenance of new sidewalks.

Q4 **Disagree**

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5 **Disagree**

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6

Which amenities are most important to you (select all that apply)?

Other (please specify):

most of the streetlights in the hamlet don't work, the road signs are unreadable and in the winter, the roads aren't plowed until the storm is over. Too many times last year that roads in the hamlet were impassable because they hadn't been plowed but hey, the sidewalk plow was out at 4 am on overtime!

Q7

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

No

Q8

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

No

Q9

Which business in the area do you represent?

the public's business. I am a taxpayer totally opposed to any sidewalks south of Panther Mountain Drive. Maybe Leggett can get a grant to get some installed in his Cunningham Forest

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 23, 2020 1:47:21 PM
Last Modified: Friday, October 23, 2020 1:50:00 PM
Time Spent: 00:02:39
IP Address: 161.11.133.8

Page 2

Q1

Customers can easily walk to my business.

Neutral

Q2

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Disagree

Q3 **Disagree**

I am concerned with maintenance of new sidewalks.

Q4 **Agree**

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5 **Agree**

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6 **Sidewalk,**

Which amenities are most important to you (select all that apply)? **Lighting**

Q7 **No**

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8 **No**

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Which business in the area do you represent?

State Police

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 23, 2020 8:55:53 PM
Last Modified: Friday, October 23, 2020 8:57:36 PM
Time Spent: 00:01:42
IP Address: 67.248.46.27

Page 2

Q1 **Agree**

Customers can easily walk to my business.

Q2 **Disagree**

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Q3 **Disagree**

I am concerned with maintenance of new sidewalks.

Q4 **Do Not Know**

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5 **Agree**

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6 **Improved/safe pedestrian crosswalks**

Which amenities are most important to you (select all that apply)?

Q7 **Maybe**

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8 **Maybe**

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Which business in the area do you represent?

North country eatery

#4

COMPLETE

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Last Modified: Sunday, October 25, 2020 7:39:19 AM
Time Spent: 00:04:01
IP Address: 172.58.142.193

Page 2

Q1 **Agree**

Customers can easily walk to my business.

Q2 **Disagree**

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Q3 **Disagree**

I am concerned with maintenance of new sidewalks.

Q4 **Agree**

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5 **Agree**

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6 **Sidewalk,
Lighting,
Improved/safe pedestrian crosswalks**

Which amenities are most important to you (select all that apply)?

Q7 **Yes**

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8

Yes

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Which business in the area do you represent?

Village auto repair

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 26, 2020 10:26:07 AM
Last Modified: Monday, October 26, 2020 10:37:48 AM
Time Spent: 00:11:40
IP Address: 24.194.50.95

Page 2

Q1

Agree

Customers can easily walk to my business.

Q2

Disagree,

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Why?:

Pedestrian traffic will not conflict with vehicle traffic in this location.

Q3

Neutral

I am concerned with maintenance of new sidewalks.

Q4

Agree

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5

Agree

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6 Which amenities are most important to you (select all that apply)?

**Sidewalk,
Lighting,
Improved/safe pedestrian crosswalks**

Q7 Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Maybe

Q8 Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Respondent skipped this question

Q9 Which business in the area do you represent?

Panther Mountain Traders

#6

INCOMPLETE

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Last Modified: Monday, October 26, 2020 11:25:36 AM
Time Spent: 00:04:29
IP Address: 50.122.205.49

Page 2

Q1 **Neutral**
Customers can easily walk to my business.

Q2 **Neutral**
I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Q3 **Agree**
I am concerned with maintenance of new sidewalks.

Q4

Disagree

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5

Neutral

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6

Respondent skipped this question

Which amenities are most important to you (select all that apply)?

Q7

Respondent skipped this question

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8

Respondent skipped this question

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Respondent skipped this question

Which business in the area do you represent?

#7

COMPLETE

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Last Modified: Monday, October 26, 2020 12:54:17 PM
Time Spent: 00:01:52
IP Address: 162.134.164.65

Page 2

Q1

Disagree

Customers can easily walk to my business.

Q2 **Disagree**

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Q3 **Neutral**

I am concerned with maintenance of new sidewalks.

Q4 **Agree**

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5 **Agree**

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6 **Sidewalk,
Lighting**

Which amenities are most important to you (select all that apply)?

Q7 **Maybe**

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8 **Maybe**

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Which business in the area do you represent?

Adirondack Moonshine Wine & Spirits

#8

COMPLETE

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Last Modified: Tuesday, October 27, 2020 3:10:27 PM
Time Spent: 00:04:55
IP Address: 24.169.77.62

Page 2

Q1 **Disagree**

Customers can easily walk to my business.

Q2 **Disagree**

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Q3 **Disagree**

I am concerned with maintenance of new sidewalks.

Q4 **Agree**

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5 **Agree**

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6 **Sidewalk,
Improved/safe pedestrian crosswalks**

Which amenities are most important to you (select all that apply)?

Q7 **Yes**

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8

Yes

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Which business in the area do you represent?

Carpenter & Associates Insurance

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 28, 2020 7:24:58 PM
Last Modified: Wednesday, October 28, 2020 7:26:19 PM
Time Spent: 00:01:21
IP Address: 209.107.189.41

Page 2

Q1

Disagree

Customers can easily walk to my business.

Q2

Disagree

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Q3

Agree

I am concerned with maintenance of new sidewalks.

Q4

Do Not Know

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5

Disagree

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6 Respondent skipped this question

Which amenities are most important to you (select all that apply)?

Q7 Yes

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8 Yes

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9
Which business in the area do you represent?

Birchwood cottages on the lake

#10

COMPLETE

Collector: Web Link 1 (Web Link)
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Last Modified: Friday, October 30, 2020 11:18:31 AM
Time Spent: 00:02:52
IP Address: 208.125.137.98

Page 2

Q1 Agree

Customers can easily walk to my business.

Q2 Disagree

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Q3 Disagree

I am concerned with maintenance of new sidewalks.

Q4

Do Not Know

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5

Agree

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6

Lighting,

Which amenities are most important to you (select all that apply)?

Improved/safe pedestrian crosswalks

Q7

Yes

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8

No

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Which business in the area do you represent?

Stephenson Lumber Co.

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 30, 2020 12:50:54 PM
Last Modified: Friday, October 30, 2020 1:19:36 PM
Time Spent: 00:28:41
IP Address: 24.194.54.160

Page 2

Chestertown Pedestrian Improvements - Business Survey

Q1

Disagree

Customers can easily walk to my business.

Q2

Agree,

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Why?:

I believe the sidewalk should be only on the East side of rye 9 crossing so. Of Cunningham loop to the health center south of cunningham loop, as the businesses that have foot traffic are on the Eastside. Further the extention of water main so. From P.M. Dr. along art 9 to correct the makeshift and inadequate water service that presently exist. And would provide much needed fire protection, this is a greater need than sidewalks! Both could be done At the same time and get the best return for the taxpayers dollar!

Q3

Neutral

I am concerned with maintenance of new sidewalks.

Q4

Agree

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5

Disagree

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6

Other (please specify):

Which amenities are most important to you (select all that apply)?

Water main extension and fire protection

Q7

No

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8

No

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Which business in the area do you represent?

Red mountain storage & Red Mt. R.E.

#12

COMPLETE

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Started: Tuesday, November 17, 2020 10:58:26 PM
Last Modified: Tuesday, November 17, 2020 11:04:28 PM
Time Spent: 00:06:01
IP Address: 69.207.16.95

Page 2

Q1 **Disagree**

Customers can easily walk to my business.

Q2 **Disagree,**
Why?:

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

I would assume sidewalks would be part of the apron to my business and could be driven over.

Q3 **Neutral**

I am concerned with maintenance of new sidewalks.

Q4 **Agree**

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5 **Agree**

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6 **Sidewalk,**

Which amenities are most important to you (select all that apply)? **Lighting**

Q7

No

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8

No

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Which business in the area do you represent?

Buckman's Family Fuel

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 05, 2020 12:18:42 PM
Last Modified: Saturday, December 05, 2020 12:25:43 PM
Time Spent: 00:07:00
IP Address: 50.108.200.168

Page 2

Q1

Disagree

Customers can easily walk to my business.

Q2

Disagree

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Q3

Disagree

I am concerned with maintenance of new sidewalks.

Q4

Agree

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5

Agree

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6

Sidewalk,

Which amenities are most important to you (select all that apply)?

Lighting,

Improved/safe pedestrian crosswalks

Q7

No

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8

No

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Respondent skipped this question

Which business in the area do you represent?

#14

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, January 17, 2021 10:50:01 AM
Last Modified: Sunday, January 17, 2021 10:50:52 AM
Time Spent: 00:00:51
IP Address: 69.207.16.208

Page 2

Q1

Neutral

Customers can easily walk to my business.

Q2

Disagree

I am concerned that providing sidewalks will make it more difficult for vehicles to access my business.

Q3

Agree

I am concerned with maintenance of new sidewalks.

Q4

Neutral

Customers Complain that this section of Main Street does not provide enhanced pedestrian accommodations.

Q5

Agree

Providing a sidewalk in this section will support people walking to my business.

Page 3

Q6

Respondent skipped this question

Which amenities are most important to you (select all that apply)?

Q7

Respondent skipped this question

Would you be willing to share access with the adjacent property owner to minimize the number of curb cuts on Main Street?

Q8

Respondent skipped this question

Would you be willing to consolidate multiple access driveways to minimize the number of curb cuts on Main Street?

Q9

Respondent skipped this question

Which business in the area do you represent?

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 09, 2020 9:11:48 AM
Last Modified: Friday, October 09, 2020 9:16:43 AM
Time Spent: 00:04:55
IP Address: 174.244.116.199

Page 1

Q1 **Respondent skipped this question**

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

Q2 **Respondent skipped this question**

Where do you typically cross Main Street?

Q3 **Respondent skipped this question**

Where would you like to cross Main Street?

Q4 **Respondent skipped this question**

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

Q5 **Respondent skipped this question**

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

Q6 **Other (please specify):**
Snowmobile access to businesses in town

Which amenities are most important to you?

Q7 **One wide-multi-use path (10-feet wide) for bicycles and pedestrians on one-side of the road**

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Page 2

Q8 Respondent skipped this question

I feel comfortable/safe walking along Main Street.

Q9 Respondent skipped this question

I feel comfortable/safe crossing Main Street.

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 09, 2020 9:21:59 AM
Last Modified: Friday, October 09, 2020 9:33:23 AM
Time Spent: 00:11:23
IP Address: 174.197.203.224

Page 1

Q1
Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

Yes..Unsafe crossing road from my house to USPO. Traffic moving too fast. Cars from USPO leaving to turn left don't know I have right of way in my car...if heading in same direction (going North).

Q2
Where do you typically cross Main Street?

Across from my house - 6320.

Q3
Where would you like to cross Main Street?

Across from my house.

Q4
Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

No.

Q5

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

Traffic is moving too fast. Log trucks and trucks going to and from Peckham's.

Q6

Which amenities are most important to you?

Improved/safe pedestrian crosswalks,

Other (please specify):

Speed restrictions.

Q7

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

One wide-multi-use path (10-feet wide) for bicycles and pedestrians on one-side of the road

Page 2

Q8

I feel comfortable/safe walking along Main Street.

Neutral

Q9

I feel comfortable/safe crossing Main Street.

Disagree,

Why?:

Can't run. Traffic moving too fast.

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 28, 2020 7:10:40 PM
Last Modified: Wednesday, October 28, 2020 7:13:48 PM
Time Spent: 00:03:07
IP Address: 24.194.48.63

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

No

Q2

Where do you typically cross Main Street?

Town Building/Tops and at the Bank

Q3

Where would you like to cross Main Street?

Sidewalks down to the health center with a crossing at that end of town would be nice for longer walks

Q4

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

No

Q5

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

No

Q6

Sidewalk

Which amenities are most important to you?

Q7

Typical 5-foot wide sidewalks generally for pedestrians only on both sides of the road

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Page 2

Q8

Agree

I feel comfortable/safe walking along Main Street.

Q9

Agree

I feel comfortable/safe crossing Main Street.

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 28, 2020 7:13:07 PM
Last Modified: Wednesday, October 28, 2020 7:15:25 PM
Time Spent: 00:02:18
IP Address: 24.194.53.116

Page 1

Q1 **Respondent skipped this question**

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

Q2
Where do you typically cross Main Street?

post office

Q3 **Respondent skipped this question**

Where would you like to cross Main Street?

Q4 **Respondent skipped this question**

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

Q5 **Respondent skipped this question**

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

Q6 **Sidewalk**

Which amenities are most important to you?

Q7 **Typical 5-foot wide sidewalks generally for pedestrians only on both sides of the road**

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Page 2

Q8

Neutral

I feel comfortable/safe walking along Main Street.

Q9

Neutral

I feel comfortable/safe crossing Main Street.

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 28, 2020 7:22:28 PM
Last Modified: Wednesday, October 28, 2020 7:24:49 PM
Time Spent: 00:02:20
IP Address: 209.107.189.41

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

Pretty safe up until the sidewalks end, I've got 2 small kids and it would be tough.

Q2

Where do you typically cross Main Street?

Near the post office

Q3

Where would you like to cross Main Street?

Near Walgreens

Q4

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

Hardware store

Q5

Respondent skipped this question

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

Q6

Which amenities are most important to you?

Sidewalk,

Lighting

Q7

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Typical 5-foot wide sidewalks generally for pedestrians only on both sides of the road

Page 2

Q8

I feel comfortable/safe walking along Main Street.

Agree

Q9

I feel comfortable/safe crossing Main Street.

Agree

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 28, 2020 9:29:05 PM
Last Modified: Wednesday, October 28, 2020 9:32:57 PM
Time Spent: 00:03:51
IP Address: 24.194.51.169

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

Respondent skipped this question

Q2

Where do you typically cross Main Street?

Respondent skipped this question

Q3

Where would you like to cross Main Street?

Anywhere!

Q4

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

In between Getty to the police barracks.

Q5

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

It would be a boost to the town economically. Allowing people better access to business at the southern end. People would utilize the sidewalks on both sides

Q6

Which amenities are most important to you?

**Sidewalk,
Lighting**

Q7

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Typical 5-foot wide sidewalks generally for pedestrians only on both sides of the road

Page 2

Q8

I feel comfortable/safe walking along Main Street.

Neutral,
Why?:
Certain areas are not lit. With no sidewalks it makes it dangerous.

Q9

I feel comfortable/safe crossing Main Street.

Respondent skipped this question

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 28, 2020 10:32:59 PM
Last Modified: Wednesday, October 28, 2020 10:37:54 PM
Time Spent: 00:04:55
IP Address: 69.207.17.71

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

Near the bank there is little walkway and I have a hard time with my baby stroller

Q2

Where do you typically cross Main Street?

By the bank

Q3

Where would you like to cross Main Street?

By the bank

Q4

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

The bank

Q5

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

Its dangerous

Q6

Sidewalk

Which amenities are most important to you?

Q7

Typical 5-foot wide sidewalks generally for pedestrians only on both sides of the road

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Page 2

Q8

Agree

I feel comfortable/safe walking along Main Street.

Q9

I feel comfortable/safe crossing Main Street.

Disagree,

Why?:

There have been several accidents next to the bar at Panther Mountain Pub.

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, October 29, 2020 6:24:53 PM
Last Modified: Thursday, October 29, 2020 6:27:14 PM
Time Spent: 00:02:21
IP Address: 172.100.234.79

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

The area near Tops is not safe.

Q2

Where do you typically cross Main Street?

I try not to.

Q3

Where would you like to cross Main Street?

near Tops.

Q4

Respondent skipped this question

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

Q5

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

We should always look to improve roads for pedestrians.

Q6

Which amenities are most important to you?

Sidewalk,

Improved/safe pedestrian crosswalks

Q7

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

One wide-multi-use path (10-feet wide) for bicycles and pedestrians on one-side of the road

Page 2

Q8

I feel comfortable/safe walking along Main Street.

Neutral

Q9

I feel comfortable/safe crossing Main Street.

Disagree,

Why?:

Not enough crosswalks, and drivers go too fast.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 02, 2020 12:48:28 PM
Last Modified: Monday, November 02, 2020 1:01:49 PM
Time Spent: 00:13:21
IP Address: 24.194.48.254

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

Not safe crossing Riverside Dr to the bank.

Q2

Where do you typically cross Main Street?

At the bank and at Tops.

Q3

Where would you like to cross Main Street?

At Panther Mt. Road

Q4

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

Village Auto and to HHH medical bldg.

Q5

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

For safety and encourage walking.

Q6

Which amenities are most important to you?

Sidewalk,

Limited driveways to cross,

Improved/safe pedestrian crosswalks,

Other (please specify):

Buckman's driveway is dangerous because it's too wide.

Q7

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Typical 5-foot wide sidewalks generally for pedestrians only on both sides of the road

Page 2

Q8

I feel comfortable/safe walking along Main Street.

Agree,

Why?:

But only on sidewalks.

Q9

I feel comfortable/safe crossing Main Street.

Neutral,

Why?:

Traffic doesn't stop for crossing the street at crosswalks.

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 02, 2020 2:28:59 PM
Last Modified: Monday, November 02, 2020 2:37:32 PM
Time Spent: 00:08:32
IP Address: 24.194.52.133

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

no

Q2

Where do you typically cross Main Street?

by the bank and at the intersection of main and Panther mt drive

Q3

Respondent skipped this question

Where would you like to cross Main Street?

Q4

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

on the south end of main st

Q5

Respondent skipped this question

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

Q6

**Sidewalk,
Improved/safe pedestrian crosswalks**

Which amenities are most important to you?

Q7

One wide-multi-use path (10-foot wide) for bicycles and pedestrians on one-side of the road

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Page 2

Q8

Agree

I feel comfortable/safe walking along Main Street.

Q9

I feel comfortable/safe crossing Main Street.

Disagree,

Why?:

people do NOT stop for the crosswalks! I was in the crosswalk by the bank w my 3 young grandsons (and a dog) and ppl are buzzing past! I walk main st 2x a day w my dog and there is a total lack of understanding that you need to STOP when someone is in the crosswalk.

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 20, 2020 8:29:15 AM
Last Modified: Sunday, December 20, 2020 8:35:24 AM
Time Spent: 00:06:08
IP Address: 50.108.242.83

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

no

Q2

Where do you typically cross Main Street?

don't

Q3

Where would you like to cross Main Street?

no

Q4

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

no

Q5

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

no, just more waist of money. need more road improvement.

Q6

Which amenities are most important to you?

Other (please specify):

better roads

Q7

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Respondent skipped this question

Page 2

Q8

I feel comfortable/safe walking along Main Street.

Agree,

Why?:

don't need more sidewalks so the wallaces can screw the taxpayer with more ot.

Q9

I feel comfortable/safe crossing Main Street.

Agree

#12

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 15, 2021 7:04:47 AM
Last Modified: Friday, January 15, 2021 7:06:29 AM
Time Spent: 00:01:41
IP Address: 24.194.48.216

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

Respondent skipped this question

Q2

Where do you typically cross Main Street?

Respondent skipped this question

Q3 Respondent skipped this question

Where would you like to cross Main Street?

Q4 Respondent skipped this question

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

Q5 Respondent skipped this question

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

Q6 Lighting

Which amenities are most important to you?

Q7 Typical 5-foot wide sidewalks generally for pedestrians only on both sides of the road

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Page 2

Q8 Respondent skipped this question

I feel comfortable/safe walking along Main Street.

Q9 Respondent skipped this question

I feel comfortable/safe crossing Main Street.

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 20, 2021 6:43:45 PM
Last Modified: Wednesday, January 20, 2021 6:49:01 PM
Time Spent: 00:05:16
IP Address: 24.194.49.97

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

It's just fine. There are lot of other things in this town that need to be addressed. We don't need any more sidewalks

Q2

Where do you typically cross Main Street?

wherever I want to get to the other side

Q3

Where would you like to cross Main Street?

Are you serious? This is Chestertown, not the City of Albany

Q4

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

None

Q5

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

I do not want enhanced pedestrian "accommodations" on Main St., that's your fallacy

Q6

Which amenities are most important to you?

Other (please specify):

No Leggett, different town board, revised ethics law, less favoritism, cronyism

Q7

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Respondent skipped this question

Q8

I feel comfortable/safe walking along Main Street.

Agree,

Why?:

why not. What is wrong with you? And then you're going to spend thousands plowing sidewalks not needed and that no one uses? You don't need a fucking sidewalk to walk to Buckman's fuel, the sign shop, Upstate Agency and the police station. NO ADDITIONAL SIDEWALKS ARE NEEDED!

Q9

I feel comfortable/safe crossing Main Street.

Why?:

Look both ways and hope to hell that Ed Wallace isn't barreling along at 55 mph in a 30 mph zone

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, May 24, 2021 6:13:40 AM
Last Modified: Monday, May 24, 2021 6:20:08 AM
Time Spent: 00:06:28
IP Address: 24.194.54.220

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

Once you walk south of the town hall, it is unsafe to walk. The intersection at Main St and Theriot can be tricky to navigate while walking.

Q2

Where do you typically cross Main Street?

At the town hall

Q3

Where would you like to cross Main Street?

Good locations are at the pine st, town hall, theriot, and foster flats or panther mountain rd.

Q4 Respondent skipped this question

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

Q5
Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

I enjoy walking around town rather than relying on a car.

Q6 Which amenities are most important to you?

Sidewalk,
Lighting,
Improved/safe pedestrian crosswalks

Q7 Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

One wide-multi-use path (10-foot wide) for bicycles and pedestrians on one-side of the road

Page 2

Q8 I feel comfortable/safe walking along Main Street.

Neutral,
Why?:
It can be tricky with cats coming in and out of businesses and residences

Q9 I feel comfortable/safe crossing Main Street.

Neutral,
Why?:
It can be tricky with cars coming out of businesses and residence, as well as cars parked along main st blocking the view of the road.

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 25, 2021 7:10:41 AM
Last Modified: Tuesday, May 25, 2021 7:16:38 AM
Time Spent: 00:05:56
IP Address: 50.122.206.128

Page 1

Q1

Are there specific locations on Main Street where you don't feel safe/comfortable walking? Why? How can these locations be made safer?

The potential is fine

Q2

Where do you typically cross Main Street?

GFNB&TRUST

Q3

Where would you like to cross Main Street?

At the Potential site is fine

Q4

Respondent skipped this question

Are there specific destinations that you would like better pedestrian access to on Main Street? If so where?

Q5

Respondent skipped this question

Are there specific reasons why you would like enhanced pedestrian accommodations on Main Street?

Q6

**Sidewalk,
Lighting**

Which amenities are most important to you?

Q7

Typical 5-foot wide sidewalks generally for pedestrians only on both sides of the road

Which would you prefer on Main Street between Foster Flats Road and the Chester Horicon Health Center

Page 2

Q8

Agree

I feel comfortable/safe walking along Main Street.

Q9

Agree

I feel comfortable/safe crossing Main Street.

Appendix B

Public Comment

Chestertown Pedestrian Improvements
Town of Chester, Warren County, New York

A 14-day public comment period was conducted in advance of the A/GFTC Planning Committee's consideration of accepting this report as final. The following constitutes the only public comment transmitted directly to A/GFTC during the public comment period spanning from June 23, 2021 through July 8, 2021. This comment is included without edits or attempts at clarification or rebuttal.

Begin content:

1) *June 24, 2021*

Absolutely not to any ridiculous expansion of sidewalks down Route 9 south in Chesterown. It's a wonder you don't want to extend them to the cemetery. I will be publishing an indepth report on this and am totally opposed to this as are business people in this area. Some were left out of the "survey" and others are stringently opposed. It is ludicrous. It is totally unneeded and this whole thing has been a big secret by Leggett who apparently thinks he's going to shove it through. I will be initiating a petition to stop this and if somehow the town board unwisely moves it ahead, will petition for a permissive referendum. I will use every avenue of media available, social media, letters to the editor, my own publication. I don't know whose bright idea this was but its totally improvident. NO ONE is going to walk down ROute 9 a mile or more from uptown to go to and from the health center when they're sick. Check the figures at the health center, their visits are way down. People hate and distrust the Chester Health Center and besides, its sinking. Who's gonna pay to fix that after we've already been forced to pay for the first sinking problem? You need to get your noses out of the Town of Chester and stop this boondoggle for something that is not wanted by the general population.

The town of Chester never gave notice to the public of any presentation on June 8 outside mentioning it on the agenda and they have not published anything about this July 8 deadline. What a TOTAL waste of tax dollars for this ridiculous "study". Did you do a study of the "foot traffic" in the area now? I have, I know, Ive lived in this area and done business here my entire life. THERE IS NO FOOT TRAFFIC TO THE HEALTH CENTER & DAMN LITTLE VISITATION THERE AT ALL> THERE IS NOTHING STOPPING PEOPLE FROM WALKING THERE NOW. THERE IS NO DESIRE TO DO SO!!! Virtually the only foot traffic south from Panther Mt. Drive is in the evening for people walking a dog or jogging. They don't need a frigging sidewalk to do that and certainly not an expenditure of \$750,000. And we are NOT going to pay thousands of dollars to maintain and plow the fffffing thing in the winter when there's an inch of snow as we are forced to do now with the other sidewalks in town. That \$750,000 would go a long way to fixing the decaying, deteriorating roads in this town or mowing and improving the cemeteries or the water system.

On June 6, I made a FOIL request to the Town of Chester for information about this \$750,000 project and as of this date, I still have not received an answer. The same day, I filed a FOIL request with Adirondack Glens Falls Transportation Council and have still not received any of the information sought.

It has come to my attention that Rachel Seeber appointed herself to this Council. That's another strike against this. Anything that she is involved in is toxic.

There has been absolutely no notice of this in the town of Chester.

The draft final report of the Chestertown Pedestrian Improvements study is now available for public comment. Comments will be accepted through Thursday, July 8, 2021 and may be transmitted through the Contact Us module of this website, by email to info@aagftc.org, or by mail to A/GFTC, 11 South Street #203, Glens Falls, NY, 12801.

*June Maxam, Publisher
North Country Gazette*

End content provided during the official public comment period.

Additional comments were received by **outside** of the official public comment period. These comments were considered and are attached. As previously noted, these comments are included without edits or attempts at clarification or rebuttal. It is noted that six of the seven total comments were received from one individual. Minor labeling modifications were made to the report as necessary.

Begin content:

- 1) August 31, 2020 to A/GFTC staff

what the fuck is the matter with you. Chestertown does not need sidewalks extended down Route 9. What a fucking waste of money and destruction of rural character of the town. NO one walks down Route 9, there's nothing to walk to. Occasional foot traffic to Walgreens. That's IT. STAY THE FUCK OUT OF CHESTERTOWN. It will cost taxpayers astronomical unwarranted overtime for the so-called Parks and Recreation Dept. to plow these unwarranted sidewalks when there's a teaspoon of snow. Keep your fucking nose out of Chestertown. What a hair brained useless idea. A petition is needed to stop this

From: Absolutely opposed <unwantedsidewalk@yahoo.com>

- 2) August 31, 2020 to John Strough, A/GFTC Policy Committee Vice-Chair, CCd to A/GFTC staff

Hi John:

I understand you are on the committee of the Adirondack Glens Falls Transportation Council who is conspiring with Leggett in a folly to put sidewalks in the south end of Chestertown. This is absurd. Totally unwarranted and unwanted. There is virtually no foot traffic in the south end, I know, I LIVE HERE. trust me, there is NO foot traffic to the State Police barracks, the diner, Buckman's or the storage building. Damn little foot traffic to the health center, it never should have been placed that far out of the center of town.

This is another folly of Craig Leggett's, a total waste of money and will result in the taxpayers having to pay a gross amount of overtime for the Parks and Rec Dept. to plow when there's a teaspoon of snow. It is a VERY rare occasion to see anyone walking south of Panther Mt. Drive where the sidewalk ends, maybe occasionally someone in the area will walk to Walgreens for the exercise rather than drive. Damn few even walk on the sidewalk between Tops and Panther Mt. Drive. There is plenty of existing space to walk no sidewalk is needed, certainly other things needed in the Town of Chester rather than useless sidewalks. The last project of Leggett in the south end was to install decorative street lights that have never worked, never once been lit. The highway supt. knocked out phone service to the entire northern section of NY laying the cable and the lights have never worked. Half the streetlights in town don't work, fix them. That's a safety issue. Forget installing any sidewalks down Route 9

This "project" needs to be shelved. Whoever had this idea needs to get a dose of reality. Someone in Fort Edward or Cambridge shouldn't be telling the people in Chestertown they need a sidewalk. There's not one person on the planning committee that likely even knows the layout of Chestertown.

Frankly, I don't want you here and neither do most other people. Gotten along without sidewalks for a very long time and will get along without them now, encroaching on people's property and destroying the landscape as it is now is unacceptable and destructive to the rural character of our town.

*June Maxam, Publisher
North Country Gazette*

- 3) June 13, 2021 to Chester Town Board, CCd to A/GFTC and CM staff

I AM TOTALLY OPPOSED TO ANY PLAN TO PUT SIDEWALKS SOUTH OF PANTHER MT. DRIVE, Chestertown. WHAT'S THE FUNDING SOURCE? ITS TOTALLY UNNECESSARY AND UNWANTED. You gonna take people's property by eminent domain? That'll fly real well. This whole thing is Leggett's Folly, a total waste of money.

Who in hell is going to walk to the health center from uptown when they're sick? Shouldn't have put the health center down there to begin with and it's sinking anyway. Who approved this "study", who funded it? Where was the RFP for Creighton Manning? When was this discussed in public session?

I VIRTUALLY SEE NO FOOT TRAFFIC TO THE HEALTH CENTER. I have lived in this area all my life and owned businesses in this area. SIDEWALKS ARE NOT NEEDED. Is this like the trees you decided that needed to be planted and now are ingrown into the power lines and a serious hazard? Or the street lights you installed south of Foster Flats/Route 9 that have never worked and Jason Monroe dug, cut the lines and disrupted long service for all of Frontier in the North Country? The shoulders of the road are plenty wide enough for walking your dog (I've done it in this entire area since 1987 with no issue) and people do it on occasion with no issue. Joggers don't belong on the sidewalk nor bicyclists either. No one is going to walk to the self-storage business. Doubt anyone is going to walk to Stephenson Lumber to pick up building supplies. Even when I owned the A&W, there was no foot traffic. There is and always has been, plenty of room to walk without sidewalks. The A&P grocery store existed for YEARS without any sidewalks and for sure don't need them now.

You can't even get the map right. There are NOT TWO RED MOUNTAIN STORAGE BUSINESSES. It's called Extra Room Storage and it's been there since 1988. Where did this Creighton Manning thing come from and who paid for this? Total waste of money just like the street lights you installed down Route 9 that have never worked from Foster Flats/9 south. This is just absurd. I will work to oppose this. And I am NOT paying Hitchcock and the P&R Dept. overtime at 5 a.m. in the winter to plow a half inch of snow from these useless sidewalks. You don't have money to allow someone to take a paddleboat on Loon Lake without a fee but you can install these unneeded sidewalks? It's a wonder Leggett hasn't started charging people to use Dynamite Hill. More people walk on Route 8 between the traffic lights and Riverside Drive than down Route 9, You gonna put sidewalks out on Route 8 too? The sooner Leggett is removed from office, the better and I'm not the only one who feels this way. I see a petition coming in your future to stop this waste of money.

June Maxam

- 4) June 13, 2021 to CM staff
who hired you to do that absurd sidewalk expansion plan in Chestertown, NY and what was the cost. This is just the height to absurdity and a total waste of money. You can't even get the names of the businesses right. NO ONE walks to the Chester Health Center and certainly not when they're sick. NO one walks to the self storage businesses or Buckman's unless they're out of gas WHO in hell are you to move business signs and close driveways. I want to see the contract and who you contact person in the Town of Chester is. I am TOTALLY OPPOSED to this. We need a lot of things in the Town of Chester, a new supervisor to start. Sidewalks are NOT needed and certainly not to spend thousands and thousands of dollars to plow at 5 am in the morning when there's 1/2 inch of snow

North Country Gazedtte

- 5) June 14, 2021 to Chester Town Board, forwarded to A/GFTC and CM staff
Last week I was fortunate that an employee at Buckman's Fuel showed me their copy of the 'Chestertown Sidewalk Map' that was given to them, when they realized I was not given a copy, and they pointed out an error that they knew would concern me. It did concern me, and upset and angered me so much that the Town would let such a mistake occur on their published 'Sidewalk Map' of Rt. 9 south of town, that it took me until now to write this letter. Didn't anyone proof the posted business names and locations on the map before it was printed?

*Extra Room Storage is not new since the map was designed. **I have been at that same location at 6241 St. Rt. 9 since 1988** which is directly across the road from the State Police/WCSheriffs barracks. For over 20 years I have been sole owner and pay the taxes on "Extra Room Storage".*

It has ALWAYS been "Extra Room Storage". There has always been a sign stating the business name in the northern corner of the property. It has NEVER been 'Red Mountain Storage'...AS YOU HAVE IT NAMED ON YOUR MAP. Being a business woman in town for all these years, donating free units to Town non-profit organizations and to some locals in need, your mistake is a slap in the face to me. I strongly feel your error should be corrected on maps and prior written and future written material and discussions pertaining to your sidewalk proposal.

If there had been any correspondence to business owners along that whole proposed sidewalk area prior to and after the map being proposed and printed early this year, (and it does seem that there should have been,) would you please send me any of this correspondence at my mailing address below, including a copy of the map that other business owners seem to have received.

Perhaps the Board needs to take the time to proof your map for any other errors. Even just this one known mistake causes concern as to the credibility of the rest of the map. In addition to misnaming my business, it also caused an error in the description and location of the sidewalk route and where it would be along that section of Rt. 9, including the notation of '3W'. This needs to be corrected.

Having been at this same location almost every day for 33 years, I can assure you I have never seen anyone walk along that whole route from Buckman's down to Tannery Rd. to get to the Health Center, which seems to be your reasoning for the sidewalk. I do see a few people walking their dog, those who also walk for exercise through the village, down Rt. 9 and Foster Flats Road, or those few jogging. Some days I don't see anyone walking by, but during the winter do see snowmobile tracks along that 'sidewalk route'. I do not feel sidewalks would make any difference to increase the pedestrian traffic.

Senior Citizens, sick or healthy couldn't make that walk from the main part of town down to the Health Center, let alone back up the hill and back home, it's too great a distance. Young folks wouldn't walk that busy route with little children, it would not be safe for them, (at least dogs are on a leash and won't run out into the road.) Most families today have cars or access to them and would drive or be driven to the Health Center. The speed I see the cars and trucks, large and small coming into and going South from Town, regardless of the speed signs, creates a hazard if Seniors and/or families were walking along from Buckman's/North Country Eatery area south.

I do not feel Town money (or any money, grants or otherwise) should be spent on sidewalks along that route. They are unnecessary.

Thank you for your consideration and for making the needed above corrections about the Extra Room Storage property at 6241 St. Rt. 9.

Sincerely,
Penny (Cecile M.) Redmond, Owner/Operator
Extra Room Storage

6) July 18, 2021 to A/GFTC and CM staff

PS: I live on Foster Flats Road and I like it just fine the way it is. I do not WANT any more traffic, pedestrian or otherwise on this road and certainly no dogs to interfere with my own and I seriously doubt anyone else on this road wants any more traffic--foot or vehicular---either. PLENTY of room to walk on Route 9 south from Panther Mt. Drive, especially on the west side of Route 9. The majority of the business owners DO NOT WANT IT and the public in general is NOT going to pay for it. What a waste of money this "study" was but then Leggett is good wasting money. All this accomplished was give you a paycheck and pad the pocket of Creighton Manning. Leggett will be voted out the next election if he's not prosecuted beforehand. PLENTY of room to walk on both sides of road To hell with your vehicle count---where's your foot traffic count?

I've been busy with county politics so haven't had a lot of time to give this attention other than talk with people about it and the consensus is, NO FFFING WAY. I've done one commentary, got a good response in total non-support of this boondoggle, , news articles and commentaries coming this week.

June Maxam

End content provided outside the official public comment period.

Appendix C

Accident Summary

Chestertown Pedestrian Improvements
Town of Chester, Warren County, New York

STUDY NO. 120149		US ROUTE 9											COUNTY : WARREN MUNICIPALITY :CHESTERTOWN BY : MDN DATE : 11/18/2020						
P.I.N.		FROM FOSTER FLATS ROAD TO LITTLE TANNERY ROAD																	
INVENTORY NO.		NO. OF MONTHS		LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)				WEATHER (WEA)			
		60		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other				1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other			
Begin Date: 1/1/2015		End Date: 12/31/19																	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	DIRECTION	ACC TYPE	LOCATION	DESCRIPTION				
1	35563739	1/16/2015	15:12	2	INJURY	1	1	1	1	07, YY	9 17102256	NB, WB	RIGHT ANGLE	PANTHER MTN. RD	V1 WB FAILED TO YIELD ROW TO V2 NB				
4	36512362	12/6/2016	08:28	2	PDO	1	1	2	1	07, YY	9 17102256	SB, WB	RIGHT ANGLE	PANTHER MTN. RD	V1 WB FAILED TO YIELD ROW TO V2 SB				
5	36548331	12/29/2016	12:43	2	INJURY	1	1	4	4	07, YY	9 17102256	NB, EB	RIGHT ANGLE	FOSTER FLATS RD	Operator of V1 stated that he did not see V2 during the snowy weather conditions. Operator of V2 stated that V1 made a left hand turn in front of him and he attempted to stop but was unable to do so due to the slippery road conditions.				
8	37292505	5/16/2018	14:31	2	INJURY	1	1	1	1	18, YY	9 17102256	SB, WB	RIGHT ANGLE	PANTHER MTN. RD	V1 WB FAILED TO YIELD ROW TO V2 SB				
10	38025936	8/13/2019	10:47	2	PDO	1	1	1	2	04, YY	9 17102256	SB, NB	LEFT TURN (AGAINST OTHER CAR)	WALGREENS DRIVEWAY	VEHICLE #1 WAS MAKING A LEFT HAND TURN EXITING WALGREENS AND STRUCK VEHICLE #2, WHICH WAS MAKING A LEFT HAND TURN ENTERING WALGREENS. OPERATOR OF VEHICLE #1 STATED HE DID NOT SEE VEHICLE #2, AS HE WAS LOOKING TO HIS LEFT AT AN OIL TRUCK.				

7 = Failure to Yield ROW

18 = Turning Improperly

4 = Driver Inattention

Appendix D

Traffic Volume Summary

Chestertown Pedestrian Improvements
Town of Chester, Warren County, New York

120-149 Chestertown Sidewalks - TMC

Tue Sep 1, 2020

Full Length (12 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784410, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Foster Flats Rd Eastbound					US Route 9 Northbound					US Route 9 Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2020-09-01 12:00PM	1	0	0	1	0	0	58	0	58	0	41	3	0	44	0	103
12:15PM	4	0	0	4	2	1	46	0	47	2	49	1	0	50	0	101
12:30PM	0	0	0	0	0	0	35	0	35	0	48	1	1	50	0	85
12:45PM	3	0	0	3	0	0	43	0	43	0	41	0	0	41	0	87
Hourly Total	8	0	0	8	2	1	182	0	183	2	179	5	1	185	0	376
1:00PM	0	0	0	0	0	0	43	0	43	0	50	0	0	50	0	93
1:15PM	4	0	0	4	0	1	48	0	49	0	61	1	0	62	0	115
1:30PM	1	0	0	1	0	0	55	0	55	0	44	1	1	46	0	102
1:45PM	1	0	0	1	0	0	43	0	43	0	45	1	0	46	0	90
Hourly Total	6	0	0	6	0	1	189	0	190	0	200	3	1	204	0	400
2:00PM	2	0	0	2	0	2	40	0	42	0	46	1	0	47	0	91
2:15PM	2	0	0	2	0	0	48	0	48	0	44	0	0	44	0	94
2:30PM	2	1	0	3	0	0	37	0	37	0	43	1	0	44	0	84
2:45PM	2	0	0	2	0	0	46	0	46	0	55	0	0	55	0	103
Hourly Total	8	1	0	9	0	2	171	0	173	0	188	2	0	190	0	372
3:00PM	0	2	0	2	2	0	51	0	51	0	40	4	0	44	0	97
3:15PM	1	0	0	1	1	1	46	0	47	0	43	0	0	43	0	91
3:30PM	3	0	0	3	0	0	47	0	47	0	39	0	0	39	0	89
3:45PM	2	1	0	3	0	1	47	0	48	0	32	2	0	34	0	85
Hourly Total	6	3	0	9	3	2	191	0	193	0	154	6	0	160	0	362
4:00PM	2	0	0	2	0	0	55	0	55	0	36	3	0	39	0	96
4:15PM	1	0	0	1	0	0	40	0	40	0	27	1	0	28	0	69
4:30PM	2	0	0	2	0	0	45	0	45	0	35	0	0	35	0	82
4:45PM	1	1	0	2	0	0	50	0	50	0	34	1	0	35	0	87
Hourly Total	6	1	0	7	0	0	190	0	190	0	132	5	0	137	0	334
5:00PM	0	0	0	0	0	1	48	0	49	0	28	3	0	31	0	80
5:15PM	0	0	0	0	0	0	56	0	56	0	21	0	1	22	0	78
5:30PM	0	0	0	0	0	0	22	0	22	0	20	0	0	20	0	42
5:45PM	1	0	0	1	0	0	24	0	24	0	26	0	0	26	0	51
Hourly Total	1	0	0	1	0	1	150	0	151	0	95	3	1	99	0	251
Total	35	5	0	40	5	7	1073	0	1080	2	948	24	3	975	0	2095
% Approach	87.5%	12.5%	0%	-	-	0.6%	99.4%	0%	-	-	97.2%	2.5%	0.3%	-	-	-
% Total	1.7%	0.2%	0%	1.9%	-	0.3%	51.2%	0%	51.6%	-	45.3%	1.1%	0.1%	46.5%	-	-
Lights	32	3	0	35	-	6	1011	0	1017	-	850	23	3	876	-	1928
% Lights	91.4%	60.0%	0%	87.5%	-	85.7%	94.2%	0%	94.2%	-	89.7%	95.8%	100%	89.8%	-	92.0%
Articulated Trucks and Single-Unit Trucks	2	0	0	2	-	0	57	0	57	-	94	1	0	95	-	154
% Articulated Trucks and Single-Unit Trucks	5.7%	0%	0%	5.0%	-	0%	5.3%	0%	5.3%	-	9.9%	4.2%	0%	9.7%	-	7.4%
Buses	0	0	0	0	-	0	2	0	2	-	1	0	0	1	-	3
% Buses	0%	0%	0%	0%	-	0%	0.2%	0%	0.2%	-	0.1%	0%	0%	0.1%	-	0.1%
Bicycles on Road	1	2	0	3	-	1	3	0	4	-	3	0	0	3	-	10
% Bicycles on Road	2.9%	40.0%	0%	7.5%	-	14.3%	0.3%	0%	0.4%	-	0.3%	0%	0%	0.3%	-	0.5%
Pedestrians	-	-	-	-	2	-	-	-	-	1	-	-	-	-	-	0
% Pedestrians	-	-	-	-	40.0%	-	-	-	-	50.0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	1	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	60.0%	-	-	-	-	50.0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

120-149 Chestertown Sidewalks - TMC

Tue Sep 1, 2020

Full Length (12 PM-6 PM)

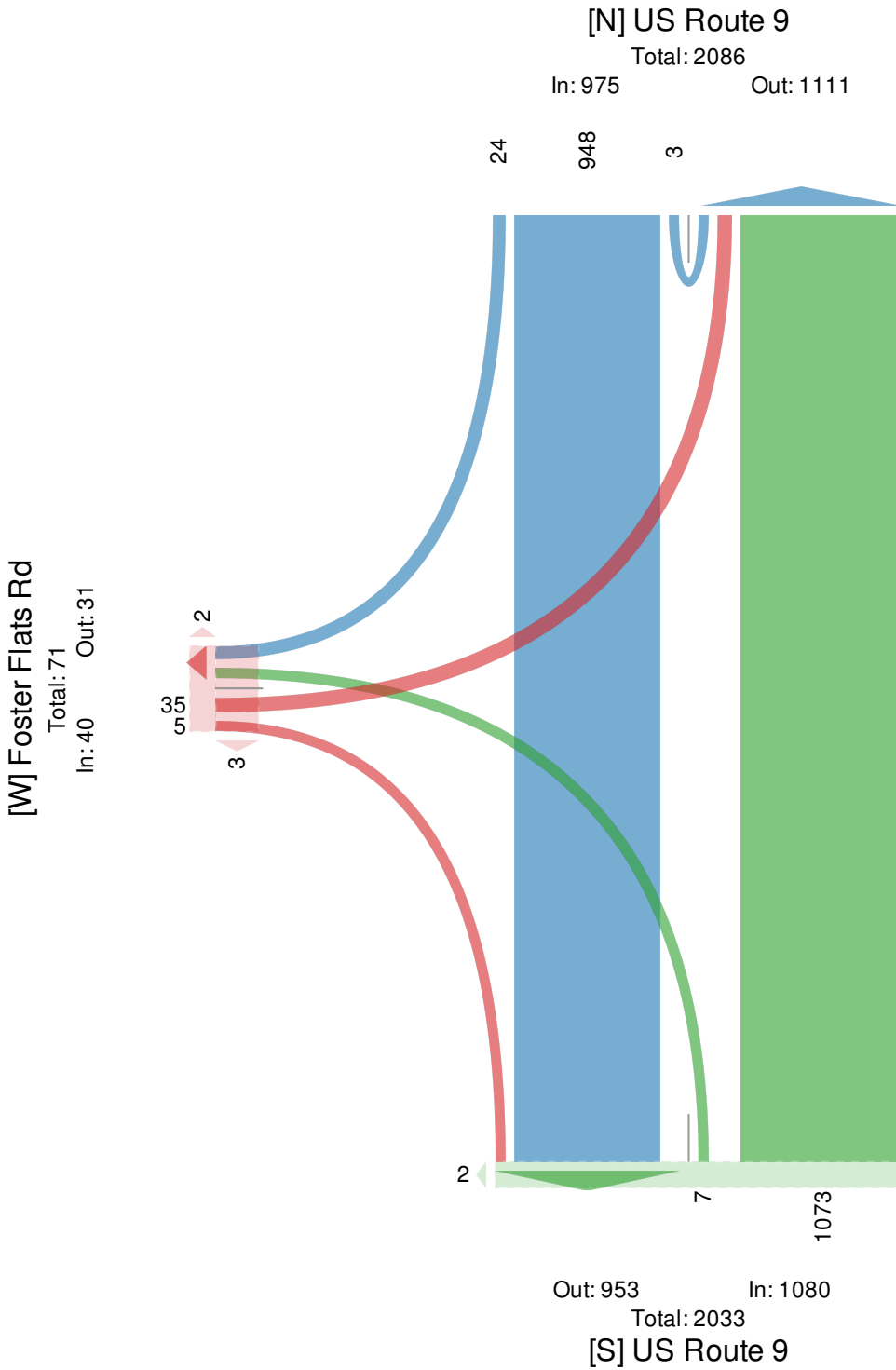
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784410, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



120-149 Chestertown Sidewalks - TMC

Tue Sep 1, 2020

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784410, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Foster Flats Rd Eastbound					US Route 9 Northbound					US Route 9 Southbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2020-09-01 12:00PM	1	0	0	1	0	0	58	0	58	0	41	3	0	44	0	103
12:15PM	4	0	0	4	2	1	46	0	47	2	49	1	0	50	0	101
12:30PM	0	0	0	0	0	0	35	0	35	0	48	1	1	50	0	85
12:45PM	3	0	0	3	0	0	43	0	43	0	41	0	0	41	0	87
Total	8	0	0	8	2	1	182	0	183	2	179	5	1	185	0	376
% Approach	100%	0%	0%	-	-	0.5%	99.5%	0%	-	-	96.8%	2.7%	0.5%	-	-	-
% Total	2.1%	0%	0%	2.1%	-	0.3%	48.4%	0%	48.7%	-	47.6%	1.3%	0.3%	49.2%	-	-
PHF	0.500	-	-	0.500	-	-	0.784	-	0.784	-	0.913	0.417	0.250	0.925	-	0.910
Lights	7	0	0	7	-	0	167	0	167	-	147	4	1	152	-	326
% Lights	87.5%	0%	0%	87.5%	-	0%	91.8%	0%	91.3%	-	82.1%	80.0%	100%	82.2%	-	86.7%
Articulated Trucks and Single-Unit Trucks	1	0	0	1	-	0	15	0	15	-	32	1	0	33	-	49
% Articulated Trucks and Single-Unit Trucks	12.5%	0%	0%	12.5%	-	0%	8.2%	0%	8.2%	-	17.9%	20.0%	0%	17.8%	-	13.0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	-	100%	0%	0%	0.5%	-	0%	0%	0%	0%	-	0.3%
Pedestrians	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	0
% Pedestrians	-	-	-	-	50.0%	-	-	-	-	50.0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	50.0%	-	-	-	-	50.0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

120-149 Chestertown Sidewalks - TMC

Tue Sep 1, 2020

Midday Peak (12 PM - 1 PM)

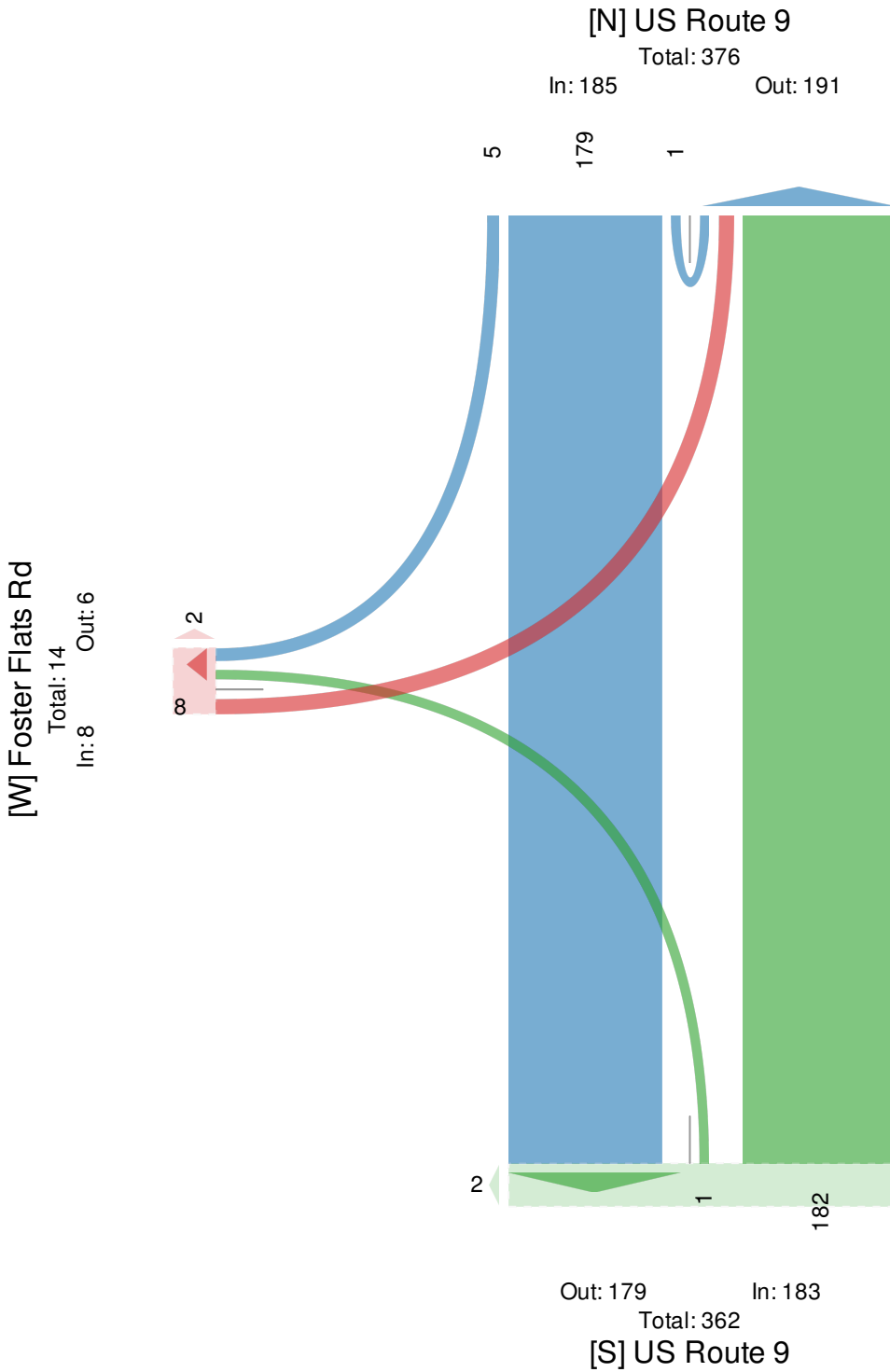
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784410, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



120-149 Chestertown Sidewalks - TMC

Tue Sep 1, 2020

PM Peak (1 PM - 2 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784410, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Foster Flats Rd Eastbound					US Route 9 Northbound					US Route 9 Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2020-09-01 1:00PM	0	0	0	0	0	0	43	0	43	0	50	0	0	50	0	93
1:15PM	4	0	0	4	0	1	48	0	49	0	61	1	0	62	0	115
1:30PM	1	0	0	1	0	0	55	0	55	0	44	1	1	46	0	102
1:45PM	1	0	0	1	0	0	43	0	43	0	45	1	0	46	0	90
Total	6	0	0	6	0	1	189	0	190	0	200	3	1	204	0	400
% Approach	100%	0%	0%	-	-	0.5%	99.5%	0%	-	-	98.0%	1.5%	0.5%	-	-	-
% Total	1.5%	0%	0%	1.5%	-	0.3%	47.3%	0%	47.5%	-	50.0%	0.8%	0.3%	51.0%	-	-
PHF	0.375	-	-	0.375	-	0.250	0.859	-	0.864	-	0.807	0.750	0.250	0.810	-	0.863
Lights	5	0	0	5	-	1	172	0	173	-	173	3	1	177	-	355
% Lights	83.3%	0%	0%	83.3%	-	100%	91.0%	0%	91.1%	-	86.5%	100%	100%	86.8%	-	88.8%
Articulated Trucks and Single-Unit Trucks	1	0	0	1	-	0	17	0	17	-	23	0	0	23	-	41
% Articulated Trucks and Single-Unit Trucks	16.7%	0%	0%	16.7%	-	0%	9.0%	0%	8.9%	-	11.5%	0%	0%	11.3%	-	10.3%
Buses	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.5%	0%	0%	0.5%	-	0.3%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	3	0	0	3	-	3
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	1.5%	0%	0%	1.5%	-	0.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

120-149 Chestertown Sidewalks - TMC

Tue Sep 1, 2020

PM Peak (1 PM - 2 PM) - Overall Peak Hour

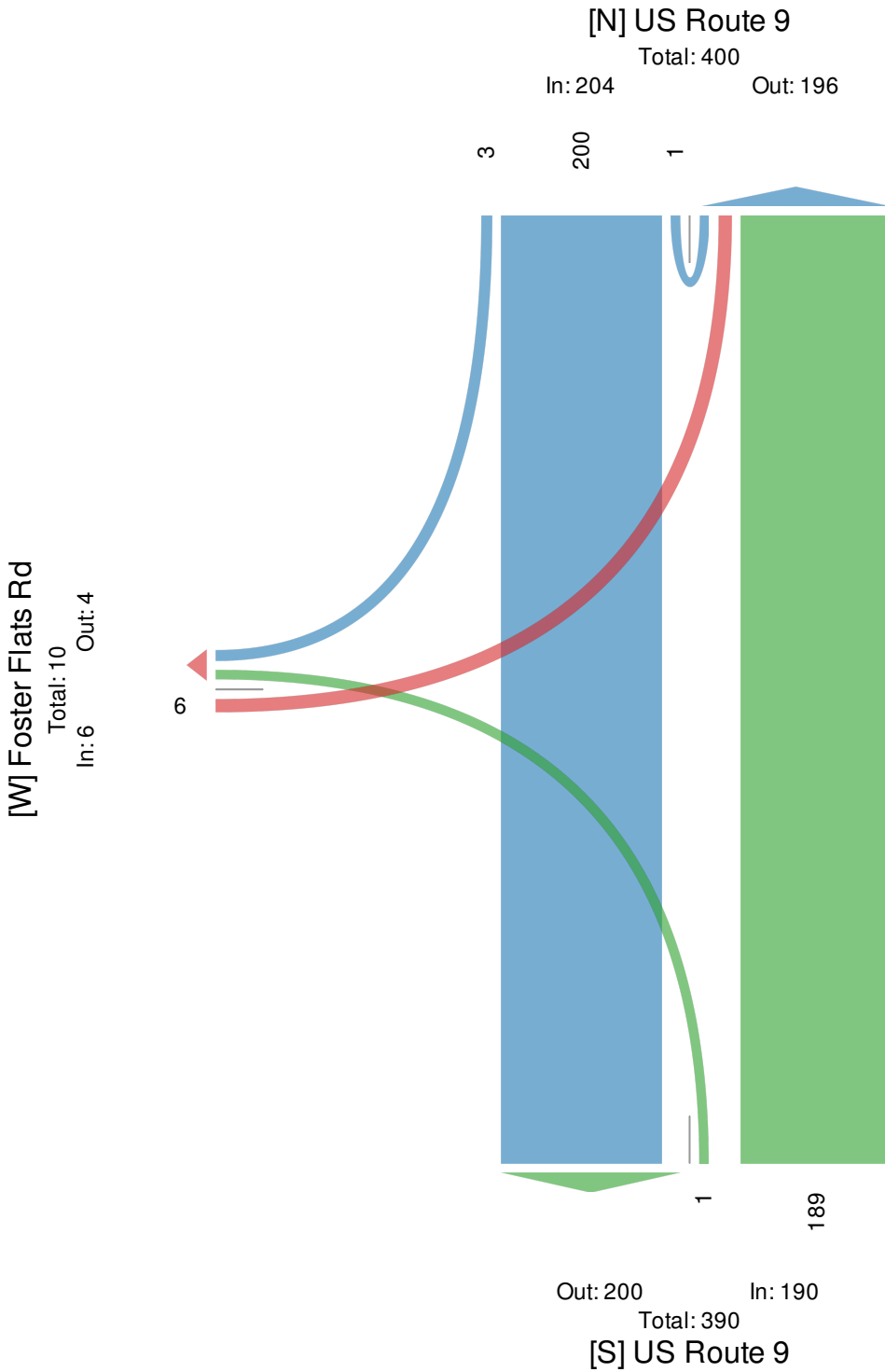
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784410, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



120-149 Chestertown Sidewalks - TMC

Sat Aug 29, 2020

Full Length (10 AM-4 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784407, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Foster Flats Rd Eastbound					US Route 9 Northbound					US Route 9 Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2020-08-29 10:00AM	1	0	0	1	0	0	35	0	35	0	40	2	0	42	2	78
10:15AM	2	1	0	3	0	0	39	0	39	0	51	3	0	54	0	96
10:30AM	1	1	0	2	0	0	40	0	40	0	50	0	0	50	0	92
10:45AM	2	0	0	2	0	0	40	0	40	0	56	0	0	56	2	98
Hourly Total	6	2	0	8	0	0	154	0	154	0	197	5	0	202	4	364
11:00AM	0	0	0	0	0	0	46	0	46	0	44	2	0	46	0	92
11:15AM	3	0	0	3	0	0	36	0	36	0	50	1	0	51	1	90
11:30AM	3	0	0	3	1	1	55	0	56	0	47	1	1	49	0	108
11:45AM	3	0	0	3	0	0	51	0	51	0	54	1	0	55	1	109
Hourly Total	9	0	0	9	1	1	188	0	189	0	195	5	1	201	2	399
12:00PM	0	0	0	0	0	0	44	0	44	0	50	0	0	50	0	94
12:15PM	2	1	0	3	0	1	52	0	53	0	47	1	0	48	0	104
12:30PM	1	1	0	2	0	0	54	0	54	0	46	2	0	48	0	104
12:45PM	4	0	0	4	0	0	42	0	42	0	48	1	0	49	0	95
Hourly Total	7	2	0	9	0	1	192	0	193	0	191	4	0	195	0	397
1:00PM	1	1	0	2	0	0	49	0	49	0	32	0	0	32	0	83
1:15PM	1	0	0	1	0	0	45	0	45	0	37	0	0	37	0	83
1:30PM	0	0	0	0	0	0	42	0	42	0	39	5	2	46	1	88
1:45PM	1	0	0	1	0	0	35	0	35	0	39	1	0	40	1	76
Hourly Total	3	1	0	4	0	0	171	0	171	0	147	6	2	155	2	330
2:00PM	0	0	0	0	0	1	38	0	39	0	37	1	0	38	0	77
2:15PM	3	0	0	3	0	0	38	0	38	0	39	0	0	39	0	80
2:30PM	2	0	0	2	0	0	42	0	42	0	32	0	0	32	0	76
2:45PM	0	0	0	0	0	0	34	0	34	0	32	1	0	33	0	67
Hourly Total	5	0	0	5	0	1	152	0	153	0	140	2	0	142	0	300
3:00PM	1	0	0	1	0	0	41	0	41	0	31	1	0	32	0	74
3:15PM	0	1	0	1	0	0	33	0	33	0	26	0	0	26	1	60
3:30PM	0	0	0	0	0	0	46	0	46	0	32	1	0	33	0	79
3:45PM	0	0	0	0	0	0	35	0	35	0	27	0	0	27	0	62
Hourly Total	1	1	0	2	0	0	155	0	155	0	116	2	0	118	1	275
Total	31	6	0	37	1	3	1012	0	1015	0	986	24	3	1013	9	2065
% Approach	83.8%	16.2%	0%	-	-	0.3%	99.7%	0%	-	-	97.3%	2.4%	0.3%	-	-	-
% Total	1.5%	0.3%	0%	1.8%	-	0.1%	49.0%	0%	49.2%	-	47.7%	1.2%	0.1%	49.1%	-	-
Lights	29	6	0	35	-	3	986	0	989	-	956	23	3	982	-	2006
% Lights	93.5%	100%	0%	94.6%	-	100%	97.4%	0%	97.4%	-	97.0%	95.8%	100%	96.9%	-	97.1%
Articulated Trucks and Single-Unit Trucks	1	0	0	1	-	0	24	0	24	-	27	0	0	27	-	52
% Articulated Trucks and Single-Unit Trucks	3.2%	0%	0%	2.7%	-	0%	2.4%	0%	2.4%	-	2.7%	0%	0%	2.7%	-	2.5%
Buses	0	0	0	0	-	0	0	0	0	-	1	1	0	2	-	2
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%	4.2%	0%	0.2%	-	0.1%
Bicycles on Road	1	0	0	1	-	0	2	0	2	-	2	0	0	2	-	5
% Bicycles on Road	3.2%	0%	0%	2.7%	-	0%	0.2%	0%	0.2%	-	0.2%	0%	0%	0.2%	-	0.2%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	8
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	88.9%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	11.1%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

120-149 Chestertown Sidewalks - TMC

Sat Aug 29, 2020

Full Length (10 AM-4 PM)

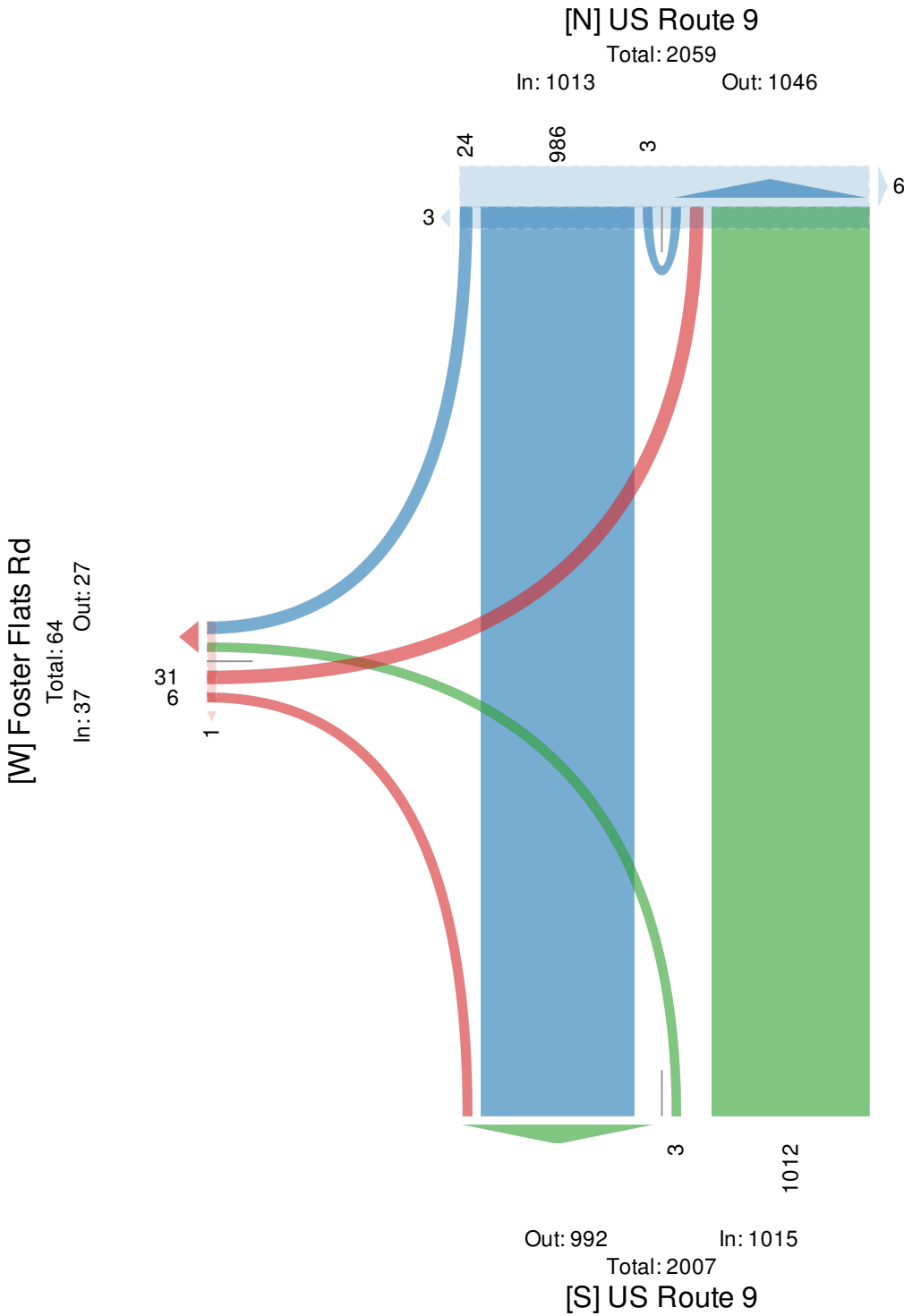
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784407, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



120-149 Chestertown Sidewalks - TMC

Sat Aug 29, 2020

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784407, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Foster Flats Rd Eastbound					US Route 9 Northbound					US Route 9 Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2020-08-29 10:00AM	1	0	0	1	0	0	35	0	35	0	40	2	0	42	2	78
10:15AM	2	1	0	3	0	0	39	0	39	0	51	3	0	54	0	96
10:30AM	1	1	0	2	0	0	40	0	40	0	50	0	0	50	0	92
10:45AM	2	0	0	2	0	0	40	0	40	0	56	0	0	56	2	98
Total	6	2	0	8	0	0	154	0	154	0	197	5	0	202	4	364
% Approach	75.0%	25.0%	0%	-	-	0%	100%	0%	-	-	97.5%	2.5%	0%	-	-	-
% Total	1.6%	0.5%	0%	2.2%	-	0%	42.3%	0%	42.3%	-	54.1%	1.4%	0%	55.5%	-	-
PHF	0.750	0.500	-	0.667	-	-	0.963	-	0.963	-	0.879	0.417	-	0.902	-	0.929
Lights	6	2	0	8	-	0	150	0	150	-	193	5	0	198	-	356
% Lights	100%	100%	0%	100%	-	0%	97.4%	0%	97.4%	-	98.0%	100%	0%	98.0%	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	-	0	4	0	4	-	4	0	0	4	-	8
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	0%	2.6%	0%	2.6%	-	2.0%	0%	0%	2.0%	-	2.2%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

120-149 Chestertown Sidewalks - TMC

Sat Aug 29, 2020

AM Peak (WKND) (10 AM - 11 AM)

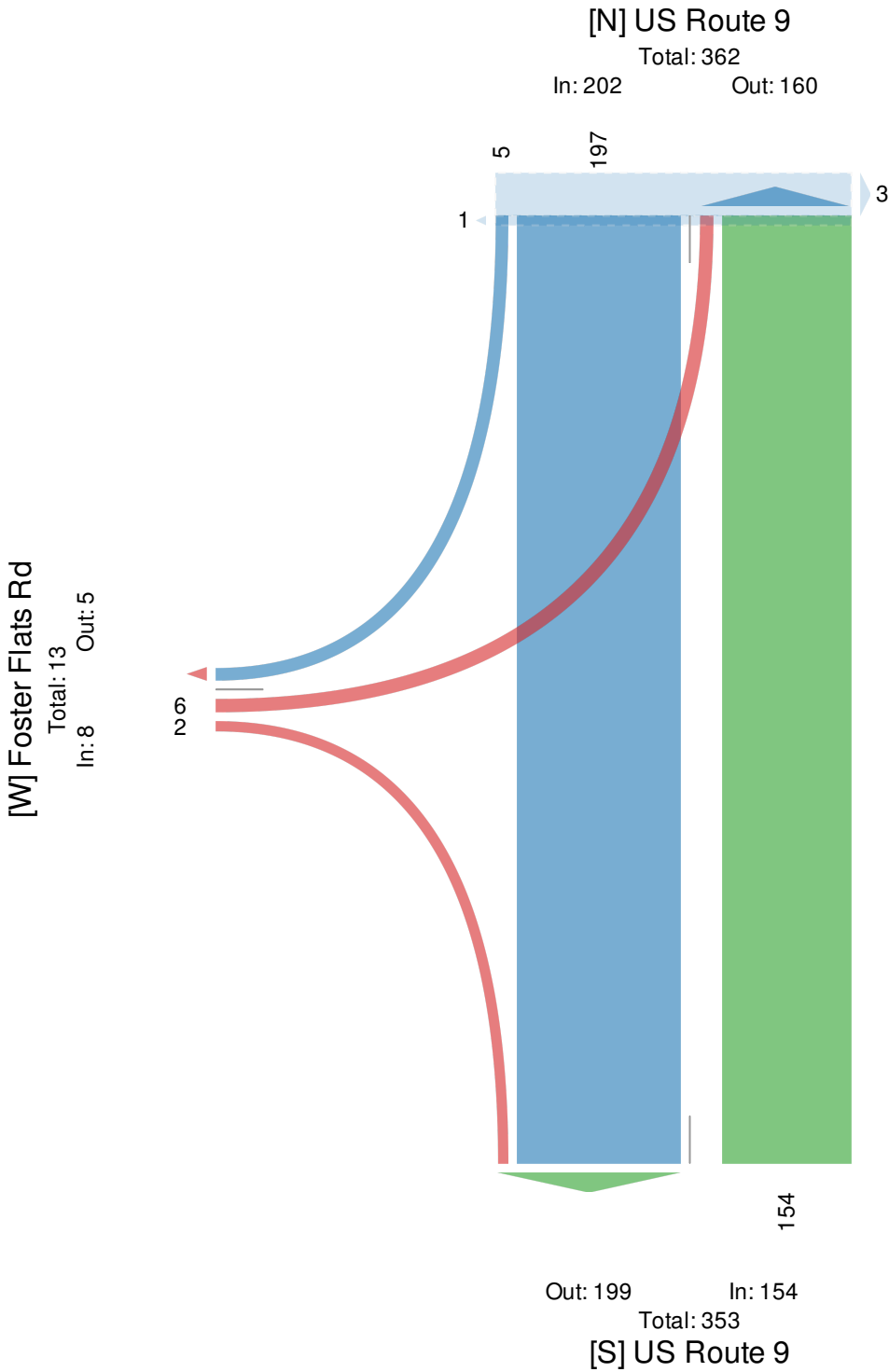
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784407, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



120-149 Chestertown Sidewalks - TMC

Sat Aug 29, 2020

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784407, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Foster Flats Rd Eastbound					US Route 9 Northbound					US Route 9 Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2020-08-29 11:30AM	3	0	0	3	1	1	55	0	56	0	47	1	1	49	0	108
11:45AM	3	0	0	3	0	0	51	0	51	0	54	1	0	55	1	109
12:00PM	0	0	0	0	0	0	44	0	44	0	50	0	0	50	0	94
12:15PM	2	1	0	3	0	1	52	0	53	0	47	1	0	48	0	104
Total	8	1	0	9	1	2	202	0	204	0	198	3	1	202	1	415
% Approach	88.9%	11.1%	0%	-	-	1.0%	99.0%	0%	-	-	98.0%	1.5%	0.5%	-	-	-
% Total	1.9%	0.2%	0%	2.2%	-	0.5%	48.7%	0%	49.2%	-	47.7%	0.7%	0.2%	48.7%	-	-
PHF	0.667	0.250	-	0.750	-	0.500	0.914	-	0.906	-	0.917	0.750	0.250	0.918	-	0.958
Lights	7	1	0	8	-	2	199	0	201	-	193	3	1	197	-	406
% Lights	87.5%	100%	0%	88.9%	-	100%	98.5%	0%	98.5%	-	97.5%	100%	100%	97.5%	-	97.8%
Articulated Trucks and Single-Unit Trucks	1	0	0	1	-	0	2	0	2	-	5	0	0	5	-	8
% Articulated Trucks and Single-Unit Trucks	12.5%	0%	0%	11.1%	-	0%	1.0%	0%	1.0%	-	2.5%	0%	0%	2.5%	-	1.9%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	-	0	1	0	1	-	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	-	0%	0.5%	0%	0.5%	-	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	1
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

120-149 Chestertown Sidewalks - TMC

Sat Aug 29, 2020

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

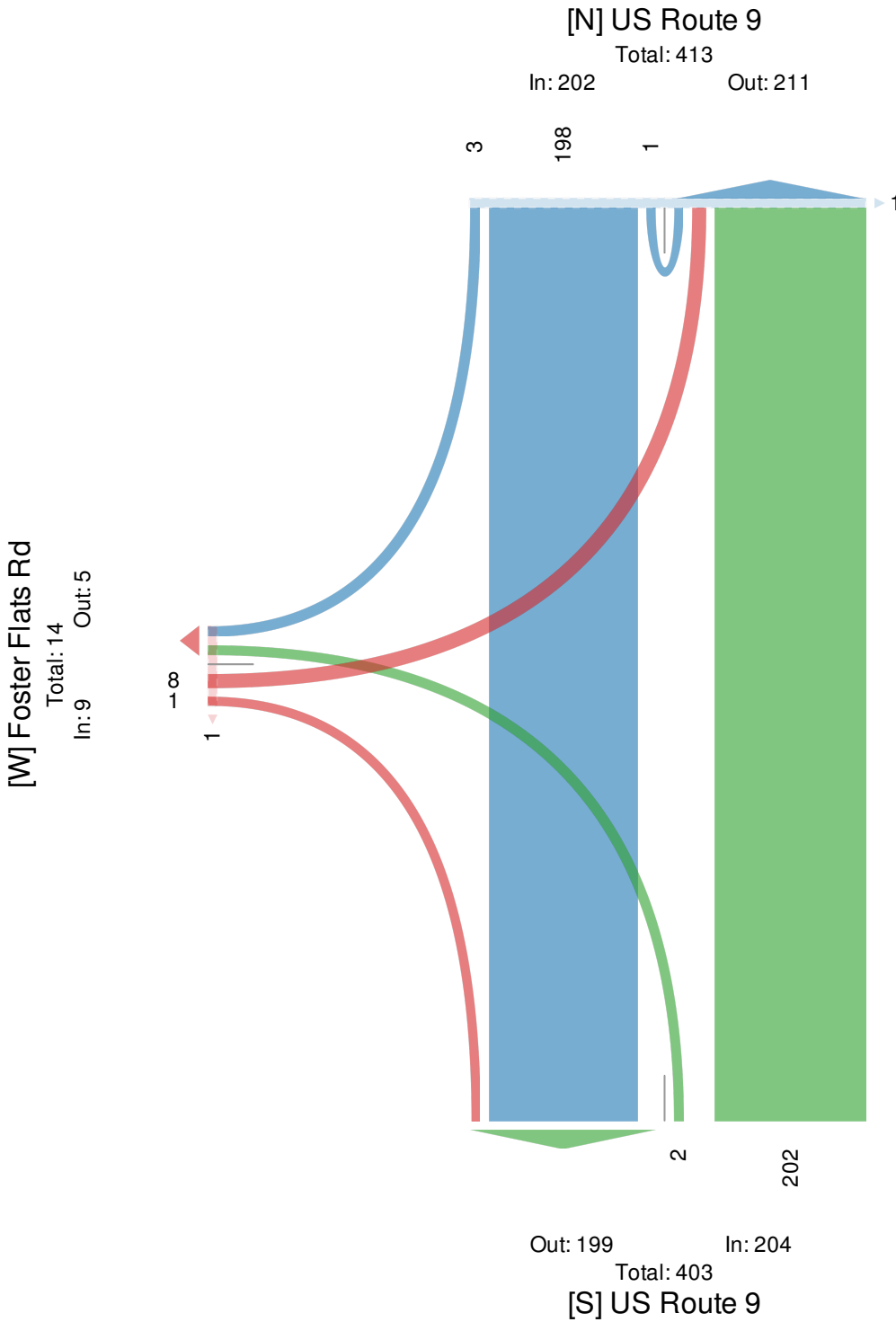
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784407, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



120-149 Chestertown Sidewalks - TMC

Sat Aug 29, 2020

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784407, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Foster Flats Rd Eastbound					US Route 9 Northbound					US Route 9 Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2020-08-29 1:00PM	1	1	0	2	0	0	49	0	49	0	32	0	0	32	0	83
1:15PM	1	0	0	1	0	0	45	0	45	0	37	0	0	37	0	83
1:30PM	0	0	0	0	0	0	42	0	42	0	39	5	2	46	1	88
1:45PM	1	0	0	1	0	0	35	0	35	0	39	1	0	40	1	76
Total	3	1	0	4	0	0	171	0	171	0	147	6	2	155	2	330
% Approach	75.0%	25.0%	0%	-	-	0%	100%	0%	-	-	94.8%	3.9%	1.3%	-	-	-
% Total	0.9%	0.3%	0%	1.2%	-	0%	51.8%	0%	51.8%	-	44.5%	1.8%	0.6%	47.0%	-	-
PHF	0.750	0.250	-	0.500	-	-	0.872	-	0.872	-	0.942	0.300	0.250	0.842	-	0.938
Lights	3	1	0	4	-	0	167	0	167	-	140	6	2	148	-	319
% Lights	100%	100%	0%	100%	-	0%	97.7%	0%	97.7%	-	95.2%	100%	100%	95.5%	-	96.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	-	0	4	0	4	-	6	0	0	6	-	10
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	0%	2.3%	0%	2.3%	-	4.1%	0%	0%	3.9%	-	3.0%
Buses	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.7%	0%	0%	0.6%	-	0.3%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

120-149 Chestertown Sidewalks - TMC

Sat Aug 29, 2020

PM Peak (WKND) (1 PM - 2 PM)

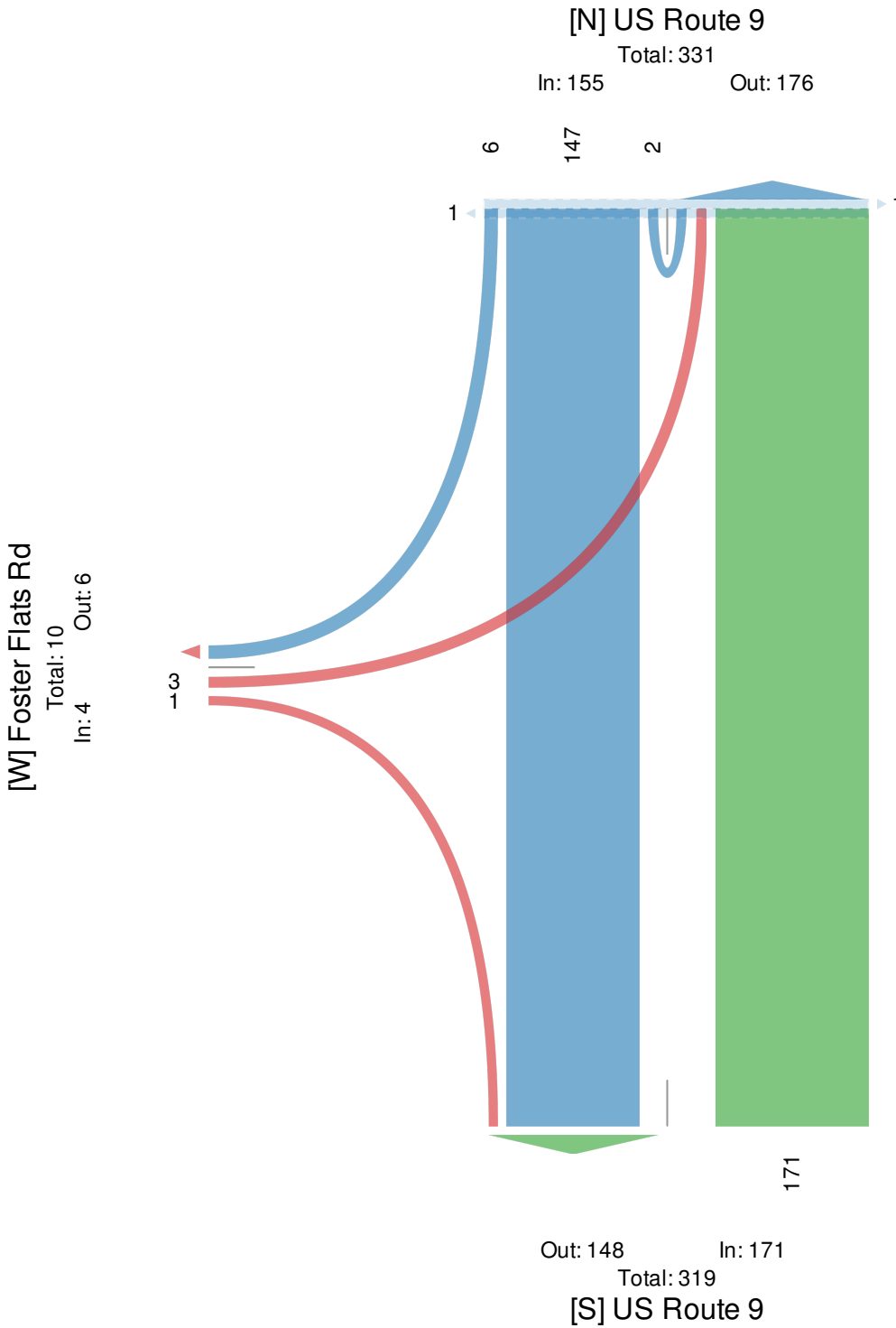
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 784407, Location: 43.64878, -73.801077, Site Code: 120-149



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-77 -- English (ENU)

Datasets:

Site: [120-149] !US Route 9, Chestertown
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 12:41 Wednesday, August 26, 2020 => 16:04 Friday, September 4, 2020
Zone:
File: 120-149_newSep2020.EC1 (Plus)
Identifier: S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15322)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 4, 2020
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (ARX)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 27154 / 27506 (98.72%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-77

Site: 120-149.1.0NS
Description: !US Route 9, Chestertown
Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 4, 2020
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(6,99) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	4.0	9.0	6.0	4.0	10.0	10.0	4.9	6.0
0100-0200	2.0	5.0	3.0	2.5	2.0	5.0	1.0	2.7	2.8
0200-0300	2.0	1.0	1.0	2.0	3.0	4.0	3.0	2.0	2.3
0300-0400	4.0	2.0	2.0	2.0	1.0	1.0	2.0	2.0	1.9
0400-0500	11.0	12.0	11.0	7.0	5.0	1.0	5.0	8.3	7.1
0500-0600	33.0	28.0	34.0	32.5	25.0	10.0	7.0	30.0	25.2
0600-0700	89.0	98.0	103.0	107.0	91.5	33.0	23.0	98.1	82.6
0700-0800	148.0	156.0	168.0	171.0	170.5	75.0	43.0	165.0	141.4
0800-0900	205.0	224.0	161.0	211.5	197.0	102.0	103.0	201.0	179.1
0900-1000	274.0	212.0	218.0	244.0	266.5	171.0	155.0	246.4	227.9
1000-1100	280.0	267.0	263.0	276.5	299.5	284.0	224.0	280.3	274.4
1100-1200	286.0<	283.0<	272.0<	315.0<	315.5<	290.0<	229.0<	300.3<	291.2<
1200-1300	320.0<	309.0<	317.0<	308.0	357.0<	284.0<	221.0	325.1<	309.0<
1300-1400	296.0	294.0	302.0	312.0<	325.0	265.0	239.0<	309.4	296.7
1400-1500	308.0	288.0	303.0	284.0	336.0	231.0	226.0	300.5	282.5
1500-1600	290.0	270.0	247.0	250.0	263.0	193.0	175.0	261.7	242.3
1600-1700	213.0	264.0	236.0	245.0	283.0	168.0	164.0	247.7	227.3
1700-1800	182.0	185.0	180.0	193.0	250.0	141.0	120.0	194.7	180.4
1800-1900	124.0	107.0	129.0	121.0	157.0	135.0	107.0	126.9	125.6
1900-2000	71.0	65.0	79.5	81.0	107.0	77.0	80.0	80.6	80.1
2000-2100	50.0	49.0	63.5	55.0	64.0	42.0	38.0	57.1	53.3
2100-2200	34.0	32.0	35.0	38.0	29.0	35.0	16.0	34.4	32.4
2200-2300	13.0	17.0	21.0	23.5	20.0	19.0	10.0	19.9	18.7
2300-2400	12.0	15.0	11.0	8.5	12.0	10.0	6.0	11.1	10.4
Totals									
0700-1900	2926.0	2859.0	2796.0	2931.0	3220.0	2339.0	2006.0	2959.0	2777.8
0600-2200	3170.0	3103.0	3077.0	3212.0	3511.5	2526.0	2163.0	3229.3	3026.2
0600-0000	3195.0	3135.0	3109.0	3244.0	3543.5	2555.0	2179.0	3260.3	3055.3
0000-0000	3248.0	3187.0	3169.0	3296.0	3583.5	2586.0	2207.0	3310.1	3100.7
AM Peak	1100	1100	1100	1100	1100	1100	1100		
	286.0	283.0	272.0	315.0	315.5	290.0	229.0		
PM Peak	1200	1200	1200	1300	1200	1200	1300		
	320.0	309.0	317.0	312.0	357.0	284.0	239.0		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-78 -- English (ENU)

Datasets:

Site: [120-149] !US Route 9, Chestertown
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 12:41 Wednesday, August 26, 2020 => 16:04 Friday, September 4, 2020
Zone:
File: 120-149_newSep2020.EC1 (Plus)
Identifier: S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15322)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 4, 2020
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 6 - 99 mph.
Direction: AB
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (ARX)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 14020 / 27506 (50.97%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-78

Site: 120-149.1.0NS
Description: !US Route 9, Chestertown
Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 4, 2020
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NB) Sp(6,99) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	3.0	7.0	2.0	3.5	4.0	6.0	3.0	3.4
0100-0200	1.0	1.0	1.0	2.0	1.0	4.0	0.0	1.3	1.4
0200-0300	0.0	1.0	1.0	1.0	1.5	2.0	3.0	1.0	1.3
0300-0400	0.0	1.0	1.0	1.0	1.0	1.0	2.0	0.9	1.0
0400-0500	7.0	2.0	4.0	2.5	2.5	1.0	2.0	3.3	2.9
0500-0600	15.0	8.0	10.0	11.0	9.5	5.0	5.0	10.6	9.3
0600-0700	36.0	40.0	34.0	38.0	37.5	10.0	9.0	37.3	31.1
0700-0800	63.0	78.0	71.0	77.5	73.5	30.0	22.0	73.4	62.9
0800-0900	90.0	95.0	74.0	93.0	86.5	45.0	51.0	88.3	79.3
0900-1000	139.0	99.0	108.0	117.0	133.0	71.0	77.0	120.9	110.4
1000-1100	132.0	114.0	131.0<	127.5	142.5	128.0	98.0	131.0	127.0
1100-1200	158.0<	147.0<	129.0	163.5<	173.0<	144.0<	119.0<	158.1<	152.2<
1200-1300	167.0<	156.0	164.0<	167.5	185.0<	145.0<	124.0<	170.3<	162.3<
1300-1400	149.0	148.0	151.0	167.5<	169.5	142.0	119.0	160.3	153.7
1400-1500	144.0	140.0	160.0	150.5	178.0	123.0	113.0	153.8	144.9
1500-1600	166.0	151.0	142.0	143.0	139.0	112.0	80.0	147.3	134.5
1600-1700	127.0	162.0<	142.0	150.0	159.0	94.0	78.0	148.3	132.8
1700-1800	110.0	116.0	103.0	116.0	147.0	77.0	58.0	115.9	105.1
1800-1900	73.0	65.0	76.5	79.5	93.0	74.0	58.0	77.6	75.0
1900-2000	43.0	38.0	52.5	52.5	62.0	46.0	43.0	50.4	49.1
2000-2100	29.0	19.0	39.5	32.0	38.0	21.0	18.0	32.7	29.8
2100-2200	18.0	22.0	20.0	19.5	11.0	16.0	10.0	18.6	17.3
2200-2300	8.0	9.0	12.5	12.5	12.0	11.0	5.0	11.3	10.6
2300-2400	6.0	5.0	7.0	6.0	9.0	5.0	4.0	6.6	6.1
Totals									
0700-1900	1518.0	1471.0	1451.5	1552.5	1679.0	1185.0	997.0	1545.2	1440.1
0600-2200	1644.0	1590.0	1597.5	1694.5	1827.5	1278.0	1077.0	1684.2	1567.5
0600-0000	1658.0	1604.0	1617.0	1713.0	1848.5	1294.0	1086.0	1702.1	1584.1
0000-0000	1681.0	1620.0	1641.0	1732.5	1867.5	1311.0	1104.0	1722.1	1603.6
AM Peak	1100	1100	1000	1100	1100	1100	1100		
	158.0	147.0	131.0	163.5	173.0	144.0	119.0		
PM Peak	1200	1600	1200	1300	1200	1200	1200		
	167.0	162.0	164.0	167.5	185.0	145.0	124.0		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-79 -- English (ENU)

Datasets:

Site: [120-149] !US Route 9, Chestertown
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 12:41 Wednesday, August 26, 2020 => 16:04 Friday, September 4, 2020
Zone:
File: 120-149_newSep2020.EC1 (Plus)
Identifier: S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15322)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 4, 2020
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 6 - 99 mph.
Direction: BA
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (ARX)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 13134 / 27506 (47.75%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-79

Site: 120-149.1.0NS
Description: !US Route 9, Chestertown
Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 4, 2020
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(WB) Sp(6,99) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	1.0	2.0	4.0	0.5	6.0	4.0	1.9	2.6
0100-0200	1.0	4.0	2.0	0.5	1.0	1.0	1.0	1.4	1.3
0200-0300	2.0	0.0	0.0	1.0	1.5	2.0	0.0	1.0	1.0
0300-0400	4.0	1.0	1.0	1.0	0.0	0.0	0.0	1.1	0.9
0400-0500	4.0	10.0	7.0	4.5	2.5	0.0	3.0	5.0	4.2
0500-0600	18.0	20.0	24.0	21.5	15.5	5.0	2.0	19.4	15.9
0600-0700	53.0	58.0	69.0	69.0	54.0	23.0	14.0	60.9	51.4
0700-0800	85.0	78.0	97.0	93.5	97.0	45.0	21.0	91.6	78.6
0800-0900	115.0	129.0	87.0	118.5	110.5	57.0	52.0	112.7	99.8
0900-1000	135.0	113.0	110.0	127.0	133.5	100.0	78.0	125.6	117.4
1000-1100	148.0<	153.0<	132.0	149.0	157.0<	156.0<	126.0<	149.3<	147.4<
1100-1200	128.0	136.0	143.0<	151.5<	142.5	146.0	110.0	142.1	139.0
1200-1300	153.0	153.0<	153.0<	140.5	172.0<	139.0<	97.0	154.9<	146.7<
1300-1400	147.0	146.0	151.0	144.5<	155.5	123.0	120.0<	149.1	143.0
1400-1500	164.0<	148.0	143.0	133.5	158.0	108.0	113.0	146.7	137.6
1500-1600	124.0	119.0	105.0	107.0	124.0	81.0	95.0	114.3	107.8
1600-1700	86.0	102.0	94.0	95.0	124.0	74.0	86.0	99.3	94.5
1700-1800	72.0	69.0	77.0	77.0	103.0	64.0	62.0	78.9	75.3
1800-1900	51.0	42.0	52.5	41.5	64.0	61.0	49.0	49.3	50.6
1900-2000	28.0	27.0	27.0	28.5	45.0	31.0	37.0	30.1	31.0
2000-2100	21.0	30.0	24.0	23.0	26.0	21.0	20.0	24.4	23.6
2100-2200	16.0	10.0	15.0	18.5	18.0	19.0	6.0	15.9	15.1
2200-2300	5.0	8.0	8.5	11.0	8.0	8.0	5.0	8.6	8.1
2300-2400	6.0	10.0	4.0	2.5	3.0	5.0	2.0	4.6	4.3
Totals									
0700-1900	1408.0	1388.0	1344.5	1378.5	1541.0	1154.0	1009.0	1413.8	1337.7
0600-2200	1526.0	1513.0	1479.5	1517.5	1684.0	1248.0	1086.0	1545.0	1458.8
0600-0000	1537.0	1531.0	1492.0	1531.0	1695.0	1261.0	1093.0	1558.2	1471.2
0000-0000	1567.0	1567.0	1528.0	1563.5	1716.0	1275.0	1103.0	1588.0	1497.1
AM Peak	1000	1000	1100	1100	1000	1000	1000		
	148.0	153.0	143.0	151.5	157.0	156.0	126.0		
PM Peak	1400	1200	1200	1300	1200	1200	1300		
	164.0	153.0	153.0	144.5	172.0	139.0	120.0		

* - No data.

MetroCount Traffic Executive Speed Statistics

SpeedStat-239 -- English (ENU)

Datasets:

Site: [120-149] !US Route 9, Chestertown
Attribute: Chestertown Sidewalk
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 12:41 Wednesday, August 26, 2020 => 16:04 Friday, September 04, 2020,
Zone:
File: 120-149_newSep2020.EC1 (Plus)
Identifier: S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 04, 2020 (8.875)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 20 - 40 mph.
Direction: North, South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 20958 / 27502 (76.21%)

Speed Statistics

SpeedStat-239

Site: 120-149.1.2NS
Description: !US Route 9, Chestertown
Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 04, 2020
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(20,40) Headway(>0) Span(0 - 328.084)

Vehicles = 20958
Posted speed limit = 30 mph, Exceeding = 1614 (7.70%), Mean Exceeding = 31.78 mph
Maximum = 40.0 mph, Minimum = 20.0 mph, Mean = 25.4 mph
85% Speed = 28.4 mph, 95% Speed = 30.6 mph, Median = 25.1 mph
12 mph Pace = 20 - 32, Number in Pace = 20447 (97.56%)
Variance = 9.29, Standard Deviation = 3.05 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	0 0.0%	0 0.0%	20958 100.0%	0.00	0.00	0.00
6 - 12	0 0.0%	0 0.0%	20958 100.0%	0.00	0.00	0.00
12 - 19	0 0.0%	0 0.0%	20958 100.0%	0.00	0.00	0.00
19 - 25	9548 45.6%	9548 45.6%	11410 54.4%	0.00	0.00	0.00
25 - 31	10513 50.2%	20061 95.7%	897 4.3%	0.00	0.00	0.00
31 - 37	864 4.1%	20925 99.8%	33 0.2%	0.00	0.00	0.00
37 - 43	33 0.2%	20958 100.0%	0 0.0%	0.00	0.00	0.00
43 - 50	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
50 - 56	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
56 - 62	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
62 - 68	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
68 - 75	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
75 - 81	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
81 - 87	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
87 - 93	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
93 - 99	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
99 - 106	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
106 - 112	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
112 - 118	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00
118 - 124	0 0.0%	20958 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 30 (PSL)	19344 92.3%	1614 7.7%

MetroCount Traffic Executive Speed Statistics

SpeedStat-240 -- English (ENU)

Datasets:

Site: [120-149] !US Route 9, Chestertown
Attribute: Chestertown Sidewalk
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 12:41 Wednesday, August 26, 2020 => 16:04 Friday, September 04, 2020,
Zone:
File: 120-149_newSep2020.EC1 (Plus)
Identifier: S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 04, 2020 (8.875)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 20 - 40 mph.
Direction: North (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 10525 / 27502 (38.27%)

Speed Statistics

SpeedStat-240

Site: 120-149.1.2NS
Description: !US Route 9, Chestertown
Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 04, 2020
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(20,40) Headway(>0) Span(0 - 328.084)

Vehicles = 10525
 Posted speed limit = 30 mph, Exceeding = 445 (4.23%), Mean Exceeding = 32.03 mph
 Maximum = 40.0 mph, Minimum = 20.0 mph, Mean = 24.7 mph
 85% Speed = 27.3 mph, 95% Speed = 29.5 mph, Median = 24.4 mph
 12 mph Pace = 20 - 32, Number in Pace = 10361 (98.44%)
 Variance = 7.78, Standard Deviation = 2.79 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	0 0.0%	0 0.0%	10525 100.0%	0.00	0.00	0.00
6 - 12	0 0.0%	0 0.0%	10525 100.0%	0.00	0.00	0.00
12 - 19	0 0.0%	0 0.0%	10525 100.0%	0.00	0.00	0.00
19 - 25	5953 56.6%	5953 56.6%	4572 43.4%	0.00	0.00	0.00
25 - 31	4308 40.9%	10261 97.5%	264 2.5%	0.00	0.00	0.00
31 - 37	249 2.4%	10510 99.9%	15 0.1%	0.00	0.00	0.00
37 - 43	15 0.1%	10525 100.0%	0 0.0%	0.00	0.00	0.00
43 - 50	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
50 - 56	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
56 - 62	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
62 - 68	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
68 - 75	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
75 - 81	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
81 - 87	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
87 - 93	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
93 - 99	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
99 - 106	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
106 - 112	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
112 - 118	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00
118 - 124	0 0.0%	10525 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
 Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 30 (PSL)	10080 95.8%	445 4.2%

MetroCount Traffic Executive Speed Statistics

SpeedStat-241 -- English (ENU)

Datasets:

Site: [120-149] !US Route 9, Chestertown
Attribute: Chestertown Sidewalk
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 12:41 Wednesday, August 26, 2020 => 16:04 Friday, September 04, 2020,
Zone:
File: 120-149_newSep2020.EC1 (Plus)
Identifier: S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 04, 2020 (8.875)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 20 - 40 mph.
Direction: South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 10433 / 27502 (37.94%)

Speed Statistics

SpeedStat-241

Site: 120-149.1.2NS
Description: !US Route 9, Chestertown
Filter time: 17:00 Wednesday, August 26, 2020 => 14:00 Friday, September 04, 2020
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(20,40) Headway(>0) Span(0 - 328.084)

Vehicles = 10433
Posted speed limit = 30 mph, Exceeding = 1169 (11.20%), Mean Exceeding = 31.69 mph
Maximum = 39.9 mph, Minimum = 20.0 mph, Mean = 26.2 mph
85% Speed = 29.3 mph, 95% Speed = 31.3 mph, Median = 25.9 mph
12 mph Pace = 20 - 32, Number in Pace = 10086 (96.67%)
Variance = 9.70, Standard Deviation = 3.11 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	0 0.0%	0 0.0%	10433 100.0%	0.00	0.00	0.00
6 - 12	0 0.0%	0 0.0%	10433 100.0%	0.00	0.00	0.00
12 - 19	0 0.0%	0 0.0%	10433 100.0%	0.00	0.00	0.00
19 - 25	3595 34.5%	3595 34.5%	6838 65.5%	0.00	0.00	0.00
25 - 31	6205 59.5%	9800 93.9%	633 6.1%	0.00	0.00	0.00
31 - 37	615 5.9%	10415 99.8%	18 0.2%	0.00	0.00	0.00
37 - 43	18 0.2%	10433 100.0%	0 0.0%	0.00	0.00	0.00
43 - 50	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
50 - 56	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
56 - 62	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
62 - 68	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
68 - 75	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
75 - 81	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
81 - 87	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
87 - 93	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
93 - 99	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
99 - 106	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
106 - 112	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
112 - 118	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00
118 - 124	0 0.0%	10433 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 30 (PSL)	9264 88.8%	1169 11.2%