

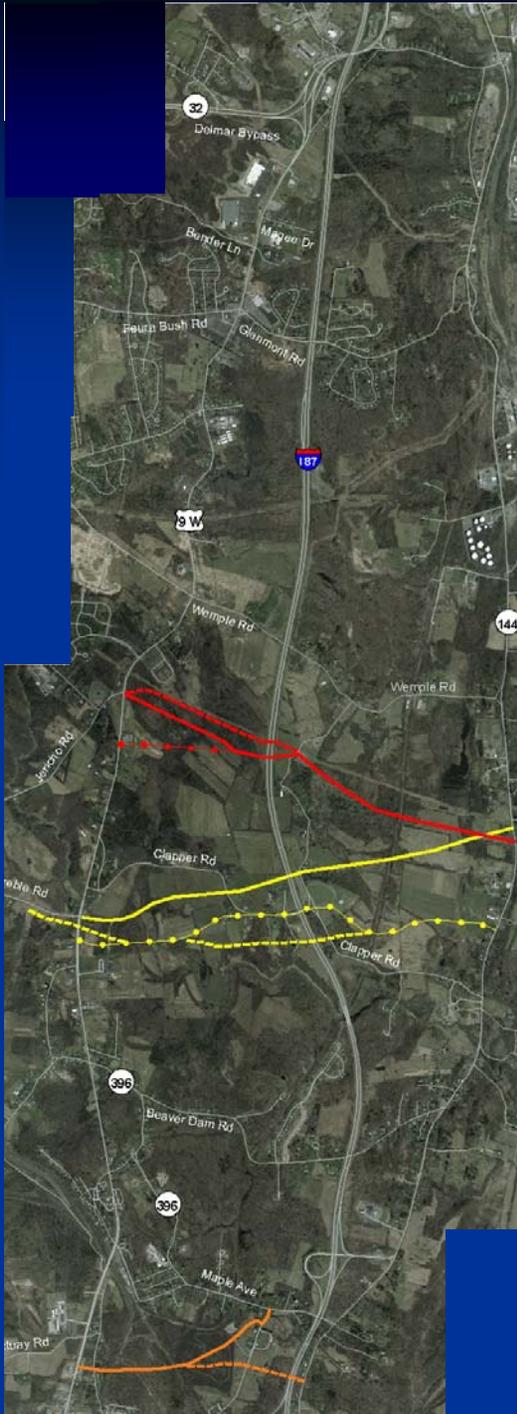
Route 9W Corridor Study

Selkirk Bypass Alternatives Public Work Session

Please be Sure You
Get a Copy of the
Handout Materials

The Town of Bethlehem
The Capital District Transportation Committee
Wilbur Smith Associates

March 22, 2007



WELCOME

**Please be Sure You Have a Copy of the
Handout Materials**

The Workbook Handout is the Meeting Outline

Agenda

Est. Time

6:30 PM

■ Introduction (20 Min.)

- Meeting Format
- Overview of Project
- Presentation on Economic Development
- Presentation on Traffic Modeling
- Group Work Session Guidance

6:55 PM

■ Group Work Sessions (60 Min.)

- (3) 20-minute Breakout-Group Discussions

8:00 PM

■ Wrap-Up & Closing (10 Min)

- Next Steps

Purpose of This Meeting

Building on the work that has been done over the last few years, this meeting is intended to provide residents, business owners and other interested individuals the opportunity to provide additional input on the desired Selkirk bypass alignment(s).

Introduction

Purpose of the 9W Corridor Study

- ❑ **Implement the Comprehensive Plan**
- ❑ **Develop a Transportation Plan for the 9W Corridor**
- **Be Supportive of the Town's Land Use and Economic Development Goals**
- **Examine Alternative Alignments for a Selkirk Bypass and come to community consensus**
- **Identify Needed Improvements, Management & Operational Actions**
- **Improve Livability and Aesthetics of Corridor**
- **Develop Financial Plan for Improvements**

Introduction

Background

- Rt. 9W Corridor Study (1989)
- Report on Truck Traffic Route 396 (1991)
- Draft Master Plan (a.k.a. LUMAC) (1997)
- Sidewalk /Bikeway Feasibility Study (1998)
- Private Sector Project Studies
 - Bethlehem Center DEIS/FEIS (2001)
- Comprehensive Plan (2005)
- Zoning Law (2005)

Introduction

2005 Comprehensive Plan

- Recommended 9W Linkage Study, Tier
- Recommended land use changes in Route 9W Corridor
- Feasibility analysis of options for the Selkirk By-Pass

Introduction

2005 & 2006 Zoning Amendments

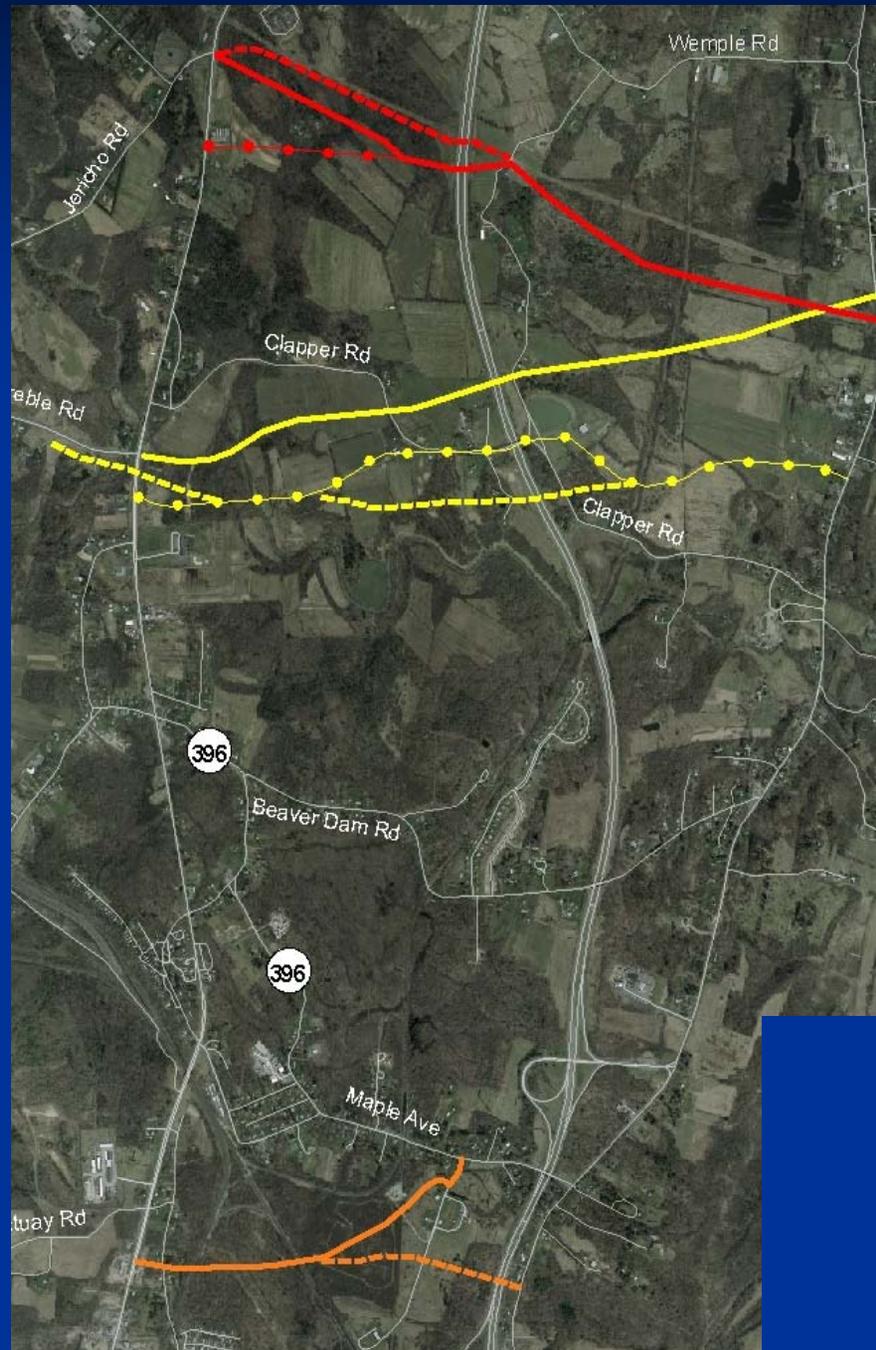
- Adopted August 2005 with Comprehensive Plan and August 2006
- General Commercial District
- Hamlet & Rural Hamlet Districts
- Mixed Economic Development Districts
- Rural and Rural Residential Districts
- Design Guidelines

Selkirk Bypass

What is
a bypass?



Selkirk
Bypass
Alternatives



3 Sections

Northern

Central

Southern

Selkirk Bypass Guiding Principles

DRAFT Statement of Principles to Assist in Evaluation of Selkirk Bypass Alternatives

- **Improve livability and quality of life of Maple Avenue neighborhood by removing tractor-trailer through traffic**
- **Establish sustainable economic development opportunities in the Route 9W corridor area that are consistent with the Town's Comprehensive Plan and amended zoning law**

Selkirk Bypass Guiding Principles

- **Reduce the traffic burden on Route 9W to lessen the need for capital improvements to that road, allowing increased reliance on management actions to meet needs**
- **Minimize impacts on existing residents, businesses and environmental resources in the corridor**
- **Create the opportunity for a cost effective option that has strong potential for stimulating desired private sector investment and participation in meeting the stated guiding principles**

Selkirk Bypass

Economic Development Potential

■ Southern Alignment:

- Primarily addresses one objective – Safety
- Some potential to retain/attract new truck-dependent business
- Limited ability to attract private sector funding

■ Central Alignment

- Turn-free, direct truck traffic access from Creble Road to Thruway
- Greatly enhances access to Selkirk Rail Yards and HI Zone
- Creates access to substantial MED zoned land
- Strong ability to attract private sector funding
- Potential for extension to Route 144 and the river corridor

Selkirk Bypass

Economic Development Potential

■ Northern Alignment

- Truck traffic will move against grade to bypass at Jericho Road
- Strong ability to attract private sector funding for capital improvements
- Potential for extension to Route 144 and the river corridor
- Creates access to substantial MED zoned land

Route 9W Corridor Study – Selkirk Bypass

Travel Demand Modeling

Travel Demand Modeling Process

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Group Presentations and Discussion

- **Count-Off Into 3 Groups**
- **Discuss Alignment Options**
 - **Reminder: 20 Minutes Allotted to Each Alignment Section Discussion**

Note:

- **Each group will get to discuss each section**
- **Facilitators for each alignment section will rotate from group to group**

Route 9W Corridor Study – Selkirk Bypass

- *Please Be Sure to Complete the Bypass Alternatives Preference Matrix*
- *Next Steps*
 - Decide on Preferred Alternative(s)
 - Discuss Preparation of an Economic Development Affordability/Justification Study

Send Additional Comments to:

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Route 9W Corridor Study – Selkirk Bypass

PM Peak Traffic Impact – Bypass Alternatives