

# Town of Bethlehem

## US 9W Corridor Transportation Planning Assessment

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Presented to:

**Bethlehem Town Board**

June 2009

Capital District Transportation Committee  
Metropolitan Planning Organization (MPO)



**US 9W Corridor  
Transportation Planning Assessment  
Advancing the Town of Bethlehem's  
Comprehensive Plan and Economic Development Goals  
December 2008**



Prepared for:

**The Town of Bethlehem  
&  
The Capital District Transportation  
Committee (CDTC)**



Prepared by:



# Overview

- *Study Background*
- *Route 9W Corridor Conditions and Improvements*
- *Selkirk Bypass Options and Recommendation*
- *Costs, Financing, Next Steps*



# US 9W Study Background

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## *Introduction:*

- ❖ ● *Identified as Tier 1 priority in 2005 Comprehensive Plan*
- ❖ ● *Cooperative effort between T. of Bethlehem and CDTC*
- ❖ ● *Funded under CDTC's Linkage Study Program*

## *Participants:*

- ❖ ● *Route 9W Study Advisory Committee*
  - ✓ - *Residents, NYSDOT, CDRPC, CDTA, ACDPW*
- ❖ ● *Wilbur Smith Associates*



# US 9W Study Background

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## **Purpose:**

- ❖ ● *Identify US 9W transportation improvements needed to implement 2005 Comprehensive Plan*
- ❖ ● *Identify transportation and land use actions needed to support planned development in corridor*
- ❖ ● *Improve US 9W visual environment*
- ❖ ● *Review feasibility of Northern Selkirk Bypass Alignment*
- ❖ ● *Work toward development of financial plan for recommended improvements*



# US 9W Study Background

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## Guiding Principles:

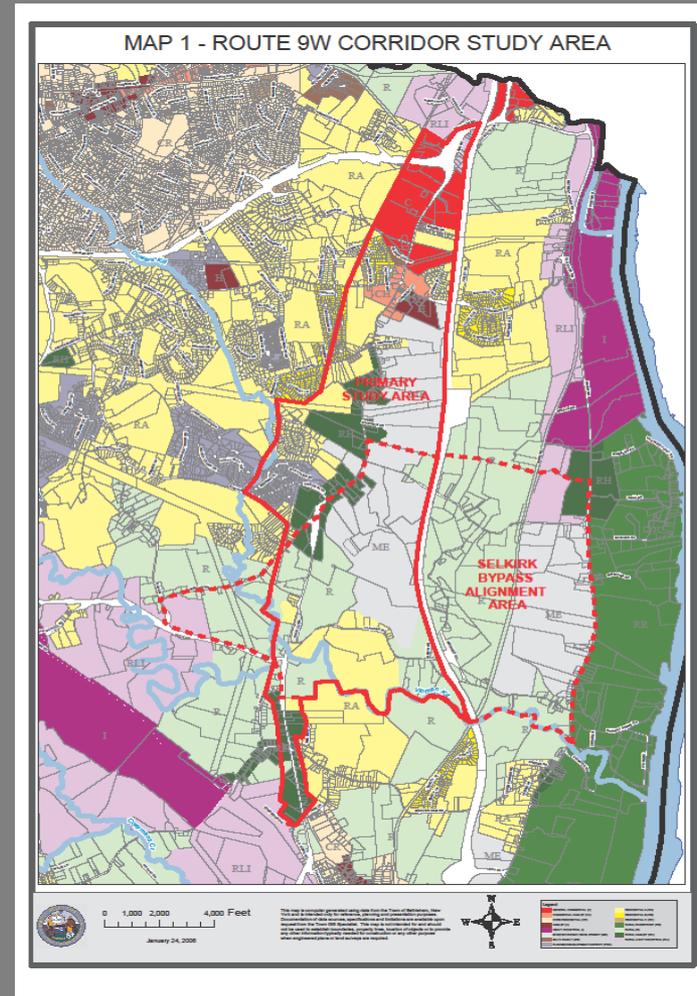
- *Transportation systems are important to the local and regional economy, and quality of life*
- ❖ ● *Transportation plans should not focus solely on the automobile, but should also promote other travel modes*
- ❖ ● *Transportation planning is also about creating attractive and livable communities*
- ❖ ● *Land use decisions are important in building workable transportation systems & quality communities*
- ❖ ● *Funding is a significant constraint*
- ❖ ● *Environmental protection is an important component*



# US 9W Study Background

## Study Area:

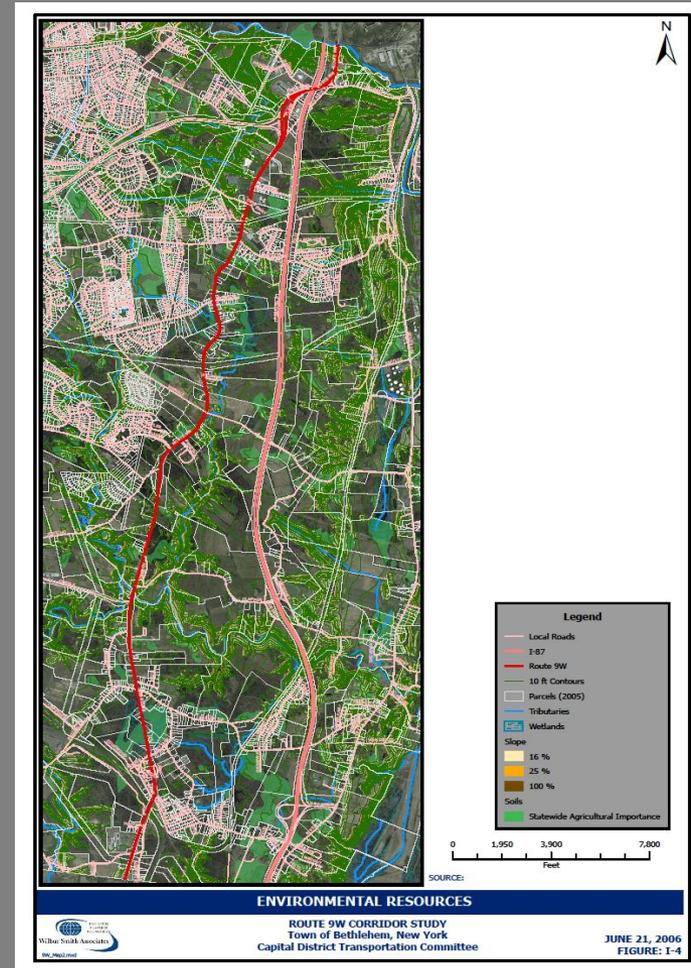
- Hanney Lane in the north to Cottage Lane in the south
- Six miles



# US 9W Existing Conditions

## Natural Features:

- Topography
- ❖ ● Wetlands
- ❖ ● Soils
- ❖ ● Water Features
- ❖ ● Floodplains
- ❖ ● Steep Slopes
- ❖

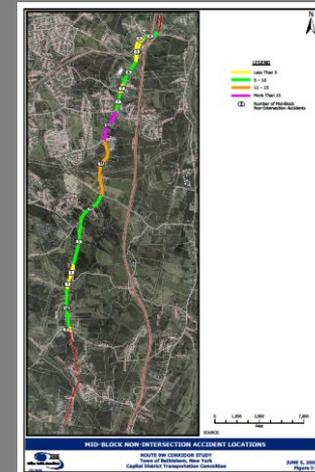
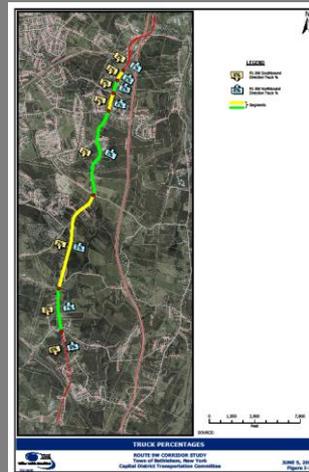
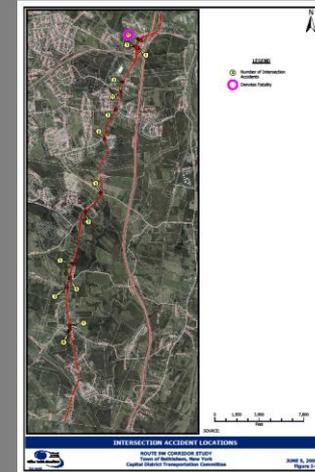




# US 9W Transportation Conditions

## Transportation Features:

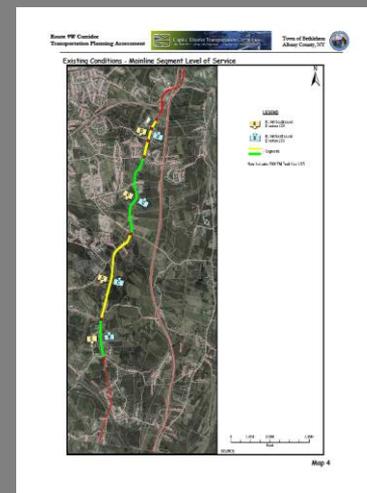
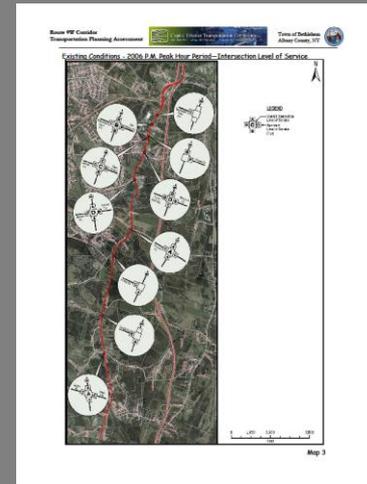
- Road Network / Traffic
- ❖ ● Arterial Access
- ❖ ● Pedestrian Circulation
- ❖ ● Bicycle Circulation
- ❖ ● Safety
- ❖ ● Transit Service
- ❖ ● Truck Traffic



# US 9W Transportation Conditions

## 9W Traffic Conditions:

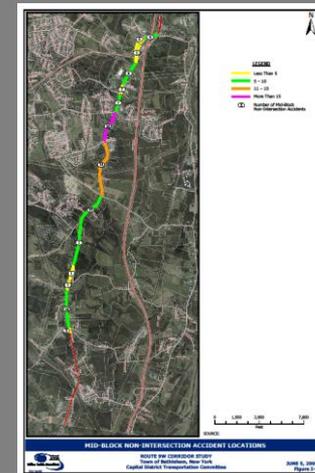
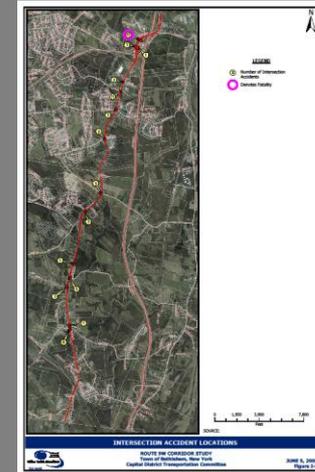
- 8,000 to 16,000 vehicles/day
- 40% traffic increase since 1990
- ❖ ● 54% trip generation increase
- ❖ ● Analysis (pm peak) shows:
  - Signalized intersections = LOS D or better
  - Unsignalized intersections = LOS D or better
  - 9W mainline well below its capacity
- ❖ ● Exceptions
  - WB left at Farm Family = LOS F
  - WB at Magee Drive = LOS F
  - EB at Creble Road = LOS E
  - Mainline between Feura Bush Rd. & Rte. 32



# US 9W Transportation Conditions

## 9W Safety Conditions:

- Analyzed 3-year crash data
- ❖ ● 65% at mid-block locations
- ❖ ● 25% at signalized intersections
- ❖ ● High crash segments:
  - 9W from Feura Bush to Beacon Road
  - 9W from Wemple Road to Hague Blvd
- ❖ ● High crash intersections:
  - 9W at Bender Lane/Farm Family
  - 9W at Maple Avenue/Bridge Street



# US 9W Transportation Conditions

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## Highway Access:

- **200+ access points**
  - *Interrupts traffic flow, reduces capacity, contributes to congestion*
  - *Increases vehicle conflicts, contributes to crashes*

## Pedestrian & Bicycle Circulation:

- ❖ ● **Limited sidewalks, pedestrian signals, crosswalks**
  - *Discontinuous sidewalks north of Feura Bush Road*
  - *Absence of facilities south of Feura Bush Road*
  - *Few linkages to area neighborhoods*
- **No facilities designed specifically for bicycles**
  - *Limited , narrow or no shoulders*
  - *High traffic volumes and travel speeds*
  - *Bicycle LOS E for most segments*



# US 9W Transportation Conditions

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## **Public Transit:**

- **CDTA Route 7**
  - Service along 9W north of Feura Bush Road
  - 450% increase in ridership since 2003

## **Truck Traffic Issues:**

- ❖ ● **Maple Avenue truck traffic**
  - Residential nature of street through Selkirk
  - Links 9W and industrial area with Thruway Exit 23
  - Carries 525 trucks per day (20% of volume)
  - Creates safety / quality of life issues for residents





# US 9W Transportation Conditions

## 20 Year Traffic Impacts:

- **Summary**

- *Traffic volumes increase significantly but conditions remain tolerable and acceptable for most of the day and at most locations*
- *Major corridor-wide improvements are not necessary*



- **Projected 2026 deficiencies**

- *Mainline exceeds maximum capacity*
  - *From Feura Bush Road to Route 32*
- *Intersections experience LOS F*
  - *North Town Center Drive*
  - *Feura Bush Road*
  - *Bender Lane*
  - *Wemple Road*

The image shows a screenshot of a technical report titled 'Table C: Traffic Flow & LOS Analysis'. The table is organized into columns for 'Location', 'Direction', 'Volume', 'LOS', and 'Notes'. It contains multiple rows of data for various road segments and intersections, including 'Feura Bush Road' and 'North Town Center Drive'. The table is dense with numerical values and text, providing a detailed analysis of traffic conditions.



# US 9W Transportation Conditions

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## *20 Year Traffic Impacts (continued):*

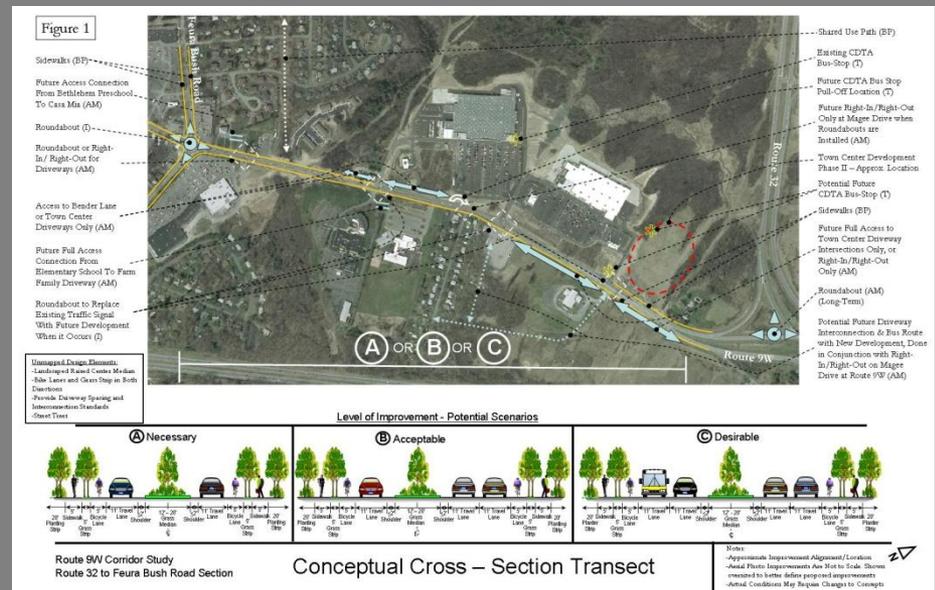
- *Other deficiencies*
  - *Increased traffic volumes exacerbate pedestrian and bicycle facility deficiencies*
  - *Higher traffic volumes increase likelihood of additional crashes at high crash locations*



# US 9W Recommended Actions

## Route 32 to Feura Bush Road:

- Travel Lanes
- ❖ ● Raised Center Median
- ❖ ● Roundabouts
- ❖ ● Sidewalks
- ❖ ● Bike Lanes
- ❖ ● Bus Stops / Circulation
- ❖ ● Right in – Right out
- ❖ ● Shared Driveways
- ❖ ● Shared Use Path
- ❖ ● Streetscape Enhancements

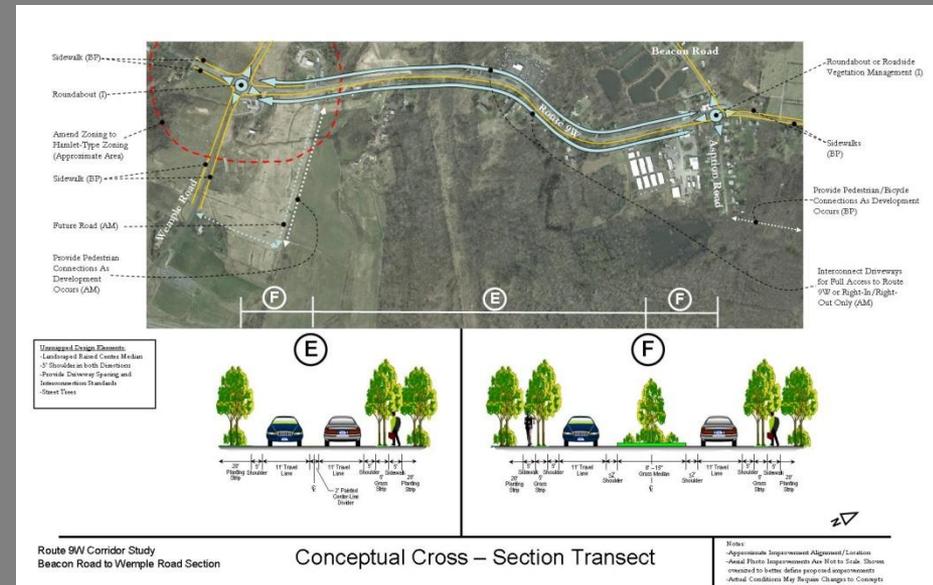




# US 9W Recommended Actions

## Beacon Road to Wemple Road:

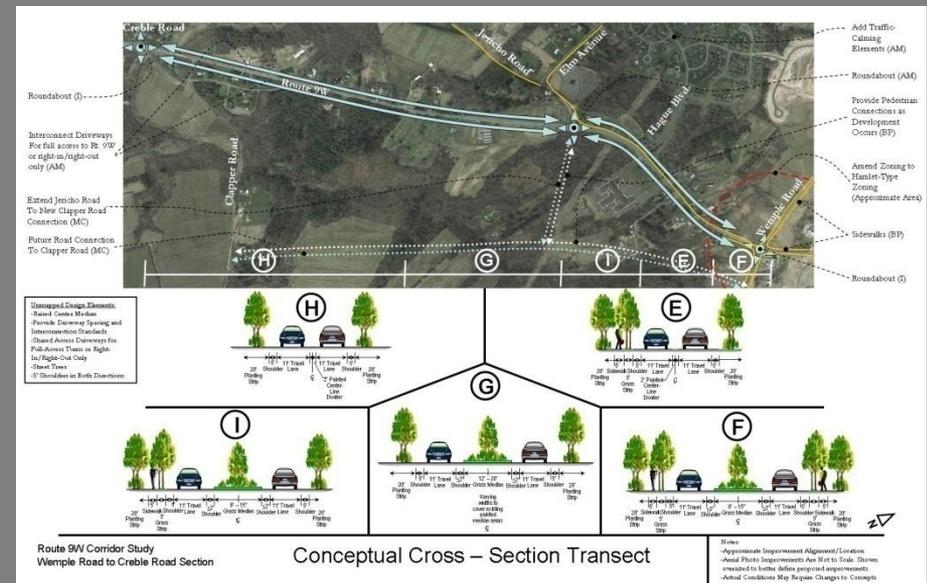
- Median at Intersections
- ❖ ● Roundabout
- ❖ ● Shared Access or
- ❖ ● Right in – Right out
- ❖ ● Sidewalks (one side)
- ❖ ● 5' Shoulder
- ❖ ● Street Trees
- ❖ ● Hamlet Zoning



# US 9W Recommended Actions

## Wemple Road to Creble Road:

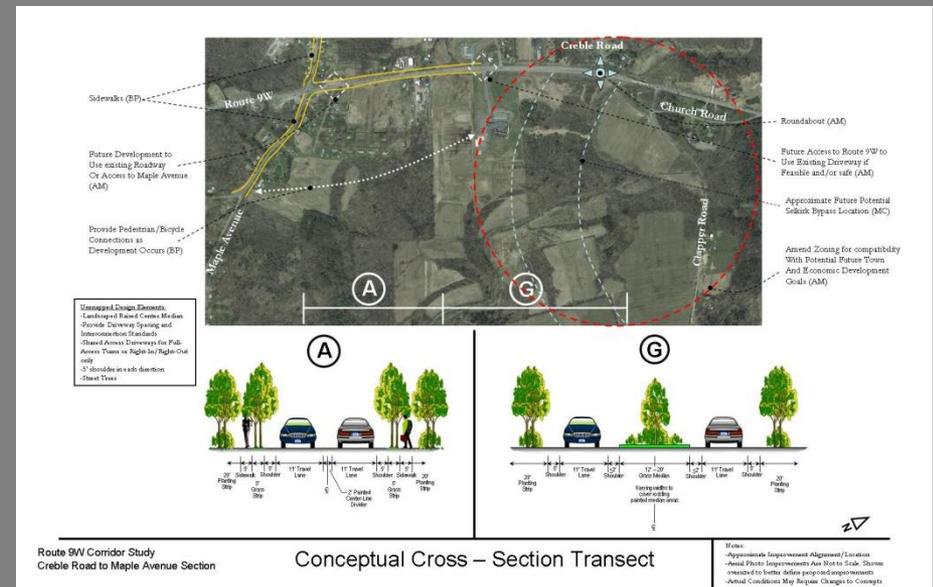
- New Collector Roads
- Median at Intersections
- ❖ ● Roundabout
- ❖ ● Shared Access or
- ❖ ● Right in – Right out
- ❖ ● Sidewalks to Jericho
- ❖ ● 5' Shoulder
- ❖ ● Street Trees
- ❖ ● Hague Traffic Calming



# US 9W Recommended Actions

## Creble Road to Maple Avenue:

- Selkirk Bypass Corridor
- Roundabout
- Median at Intersections
- ❖ ● Sidewalks to School
- ❖ ● Off-Road Connection
- ❖ ● 5' Shoulder
- ❖ ● Street Trees
- ❖ ● Zoning Amendment



# Selkirk Bypass Evaluation

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## *History:*

- *Dates to 1989 Route 9W Study*
- *Placed on regional TIP in 1993*
- *Stalled over alignment issues*

## *Purpose:*

- *Review feasibility of Creble Road area alignment*
- *Evaluate relative merits of northern, central and southern alignments*



# Selkirk Bypass Evaluation

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## **Guiding Principles / Goals:**

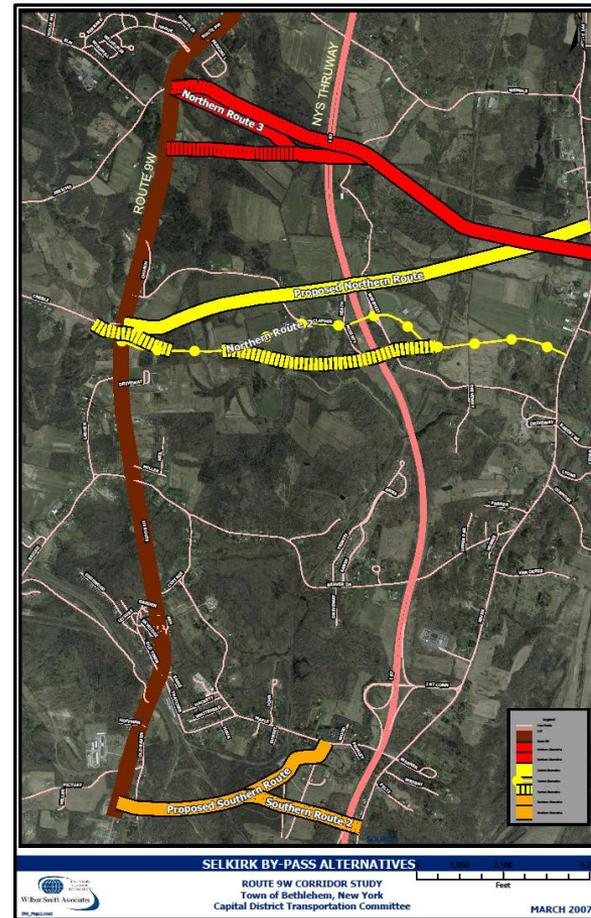
- *Improve quality of life by removing trucks from Rt. 396*
- *Establish economic development opportunities*
- *Reduce 9W traffic burden and improvement needs*
- *Minimize residential, business & environmental impacts*
- *Create opportunities for private sector participation in funding the new roadway*



# Selkirk Bypass Evaluation

## Alignment Options:

- **Northern**
  - near Wemple Road
- **Central**
  - near Creble Road
- **Southern**
  - south of Maple Ave



# Selkirk Bypass Evaluation

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## **Recommended Alignment:**

- **Central alignment near Creble Road**
  - **Removes substantial truck volume from Maple Avenue**
  - **Satisfies quality of life and safety objectives**
  - **Provides direct route from Thruway to industrial area**
  - **Removes trucks from 9W and allows turn-free access**
  - **Provides access to hundreds of acres of developable land**
  - **Creates significant economic development opportunities**
  - **Creates significant opportunity for private sector participation in capital improvements and construction of road**
  - **Provides reduced travel time, distance and cost benefits to truckers**



# Selkirk Bypass Evaluation

## Roadway Design:

- *Two travel lanes*
- *35-40 mph design speed*
- *Street trees, shoulders*
- *Pedestrian and bicycle*
- *Sensitivity to environment and existing residences*
- *Access management*



# Costs & Funding

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## Costs:

- \$27 – 40 million      9W Improvements
- ❖ ● \$24.7 million      Bypass to Thruway
- ❖ ● \$11.1 million      Bypass to Rt. 396

## ❖ Funding:

- \$ 12 million on Regional TIP



# Costs & Funding

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## **Public Funding Sources:**

- *CDTC Spot Improvement Program*
- ❖ ● *Transportation Enhancement Program*
- ❖ ● *CMAQ Program*
- *Transportation, Community and System Preservation*
- ❖ ● *Recreation Trails Program*
- ❖ ● *Safe Routes to School*

## ❖ **Private/Public Funding Sources:**

- *GEIS Mitigation Fees*
- ❖ ● *Project Specific SEQR Mitigation*
- ❖ ● *Transportation Development District*



# Town of Bethlehem

## US 9W Corridor Transportation Planning Assessment

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*Thank you!*

Capital District Transportation Committee  
Metropolitan Planning Organization (MPO)

